



County Council Meeting Beaufort County, SC

Council Chambers, Administration Building Beaufort County Government Robert Smalls
Complex 100 Ribaut Road, Beaufort

Monday, February 13, 2023
5:00 PM

AGENDA

COUNCIL MEMBERS:

JOSEPH F. PASSIMENT, CHAIRMAN
DAVID P. BARTHOLOMEW
LOGAN CUNNINGHAM
YORK GLOVER
MARK LAWSON
ANNA MARIA TABERNIK

LAWRENCE MCELYNN, VICE CHAIR
PAULA BROWN
GERALD DAWSON
ALICE HOWARD
THOMAS REITZ

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE AND INVOCATION - Council Member Anna Maria Tabernik
3. PUBLIC NOTIFICATION OF THIS MEETING HAS BEEN PUBLISHED, POSTED, AND DISTRIBUTED IN COMPLIANCE WITH THE SOUTH CAROLINA FREEDOM OF INFORMATION ACT
4. APPROVAL OF AGENDA
- [5.](#) APPROVAL OF MINUTES - January 9, 2023 & January 23, 2023
6. ADMINISTRATOR'S REPORT
- [7.](#) PROCLAMATION RECOGNIZING FEBRUARY 19TH - 25TH AS CHILDHOOD CANCER AWARENESS WEEK- Council Member Anna Maria Tabernik

CITIZEN COMMENTS

8. **CITIZEN COMMENTS - (ANYONE who wishes to speak during the Citizen Comment portion of the meeting will limit their comments to no longer than three (3) minutes (a total of 15 minutes) and will address Council in a respectful manner appropriate to the decorum of the meeting, refraining from the use of profane, abusive, or obscene language)**

COMMITTEE REPORTS

9. LIASION AND COMMITTEE REPORTS

PUBLIC HEARINGS AND ACTION ITEMS

10. APPROVAL OF CONSENT AGENDA
- 11. TIME-SENSITIVE ITEM ORIGINATING FROM THE FEBRUARY 13TH COMMUNITY SERVICES AND LAND USE COMMITTEE - RECOMMEND APPROVAL TO AWARD RFQ#112322 FOR WILLIAM HILTON PARKWAY/US 278 CORRIDOR INDEPENDENT REVIEW TO CBB (*Fiscal Impact: Final contract amount \$197,813*)**
- 12. TIME-SENSITIVE ITEM ORIGINATING FROM THE FEBRUARY 13TH COMMUNITY SERVICES AND LAND USE COMMITTEE - FIRST READING OF AN ORDINANCE AMENDING BEAUFORT COUNTY CODE OF ORDINANCES CHAPTER 38, ARTICLE VII, SECTION 38-194, GREEN SPACE ADVISORY COMMITTEE MEMBERSHIP, TERMS, ORGANIZATION TO FURTHER DEFINE THE BEAUFORT COUNTY GREEN SPACE PROGRAM ADVISORY COMMITTEE MEMBERSHIP, TERMS, TERM LIMITS, MINIMUM REQUIREMENTS, PROCEDURES, AND GEOGRAPHICAL REPRESENTATION**
- 13. PUBLIC HEARING AND SECOND READING OF AN ORDINANCE TO AMEND THE SOUTHERN LOWCOUNTRY DESIGN MANUAL TO MEET THE MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) PERMIT REQUIREMENTS**
- Vote at First Reading on January 23, 2023- 11:0*
- 14. PUBLIC HEARING AND SECOND READING OF AN ORDINANCE FOR A TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 5.11.90.D (PENALTY FOR CLEAR CUTTING PRIOR TO DEVELOPMENT) TO INCREASE THE PENALTIES FOR CLEAR CUTTING PROPERTY AND PROVIDE GUIDANCE ON ACCEPTABLE FORESTRY PRACTICES.**
- Vote at First Reading on January 23, 2023- 11:0*
- 15. PUBLIC HEARING AND SECOND READING OF AN ORDINANCE FOR A TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): APPENDIX C.2 (ROBERT SMALLS PARKWAY (SC 170)) TO UPDATE ACCESS MANAGEMENT STANDARDS.**
- Vote at First Reading on January 23, 2023- 11:0*
- 16. PUBLIC HEARING AND SECOND READING OF AN ORDINANCE AUTHORIZING AND PROVIDING FOR THE ISSUANCE AND SALE OF LIMITED GENERAL OBLIGATION BONDS (BLUFFTON TOWNSHIP FIRE DISTRICT), SERIES 2023A OR SUCH OTHER APPROPRIATE SERIES DESIGNATION OF BEAUFORT COUNTY, SOUTH CAROLINA IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED \$4,250,000; FIXING THE FORM AND DETAILS OF THE BONDS; AUTHORIZING THE COUNTY ADMINISTRATOR OR HIS LAWFULLY-AUTHORIZED DESIGNEE TO DETERMINE CERTAIN MATTERS RELATING TO THE BONDS; PROVIDING FOR THE PAYMENT OF THE BONDS AND DISPOSITION OF THE PROCEEDS THEREOF AND OTHER MATTERS RELATING THERETO.**
- Vote at First Reading on January 23, 2023- 11:0*
- 17. PUBLIC HEARING AND THIRD READING OF AN ORDINANCE AUTHORIZING THE CONVEYANCE OF COUNTY-OWNED REAL PROPERTY LOCATED AT 108 CLEAR WATER WAY TO SCDOT FOR A DEDICATED RIGHT TURN LANE ON GROBER HILL ROAD**
- Vote at First Reading on January 9, 2023- 11:0*
- Vote at Second Reading on January 23, 2023- 11:0*
- 18. PUBLIC HEARING AND THIRD READING OF AN ORDINANCE AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE THE NECESSARY DOCUMENTS, TO PROVIDE FUNDING FOR THE PURCHASE OF REAL PROPERTY IDENTIFIED AS 2 MULLET STREET, AND ENTER INTO A SIX MONTH LEASE AGREEMENT FOR A PORTION OF THE REAL PROPERTY (FISCAL IMPACT: *Purchase Price in the amount of \$1,930,000 and a six (6) month lease with the seller for a nominal amount.*)**

Vote at First Reading on January 9, 2023- 11:0

Vote at Second Reading on January 23, 2023- 11:0

- [19.](#) PUBLIC HEARING OF A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE THE NECESSARY DOCUMENTS TO ACCEPT THE CONVENYANCE OF REAL PROPERTY IDENTIFIED AS A PORTION OF TMS NO. R600 020 000 0714 0000 AND R600 028 000 3945 0000 FROM SUN CITY HILTON HEAD COMMUNITY ASSOCIATION, INC.
- [20.](#) FIRST READING OF AN ORDINANCE FOR A TEXT AMENDMENT TO THE BEAUFORT COUNTY CODE OF ORDINANCES, CHAPTER 82: IMPACT FEES, ARTICLE I, IN GENERAL; ARTICLE II, DEVELOPMENT IMPACT FEE PROCEDURES; ARTICLE III, PARKS AND RECREATION FACILITIES; ARTICLE IV, ROAD FACILITIES – SOUTHERN BEAUFORT COUNTY SERVICE AREA; ARTICLE V, LIBRARY FACILITIES; ARTICLE VI, FIRE FACILITIES; ARTICLE VII, ROAD FACILITIES – NORTHERN BEAUFORT COUNTY (*FISCAL IMPACT: PLEASE SEE AIS*)
- [21.](#) FIRST READING OF AN ORDINANCE AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE THE NECESSARY DOCUMENTS TO ACCEPT A GRANT OF PERPETUAL EASEMENT FOR PUBLIC USE AND ACCESS AT THE SANDS BOAT LANDING FROM THE TOWN OF PORT ROYAL
- [22.](#) APPROVAL OF A RESOLUTION TO COMMISSION ANIMAL SERVICE OFFICER TO ENFORCE ANIMAL ORDINANCES- DAVID DUFFY

CITIZEN COMMENTS

- [23.](#) **CITIZEN COMMENTS - (ANYONE who wishes to speak during the Citizen Comment portion of the meeting will limit their comments to no longer than three (3) minutes (a total of 15 minutes) and will address Council in a respectful manner appropriate to the decorum of the meeting, refraining from the use of profane, abusive, or obscene language)**
24. ADJOURNMENT

CONSENT AGENDA

Items Originating from the Public Facilities and Safety Committee

1. APPROVAL TO AWARD IFB #011023E YEAR 6 RESURFACING AND CEI
2. APPROVAL OF A CONTRACT AWARD TO WILDWOOD CONSTRUCTION FOR CONSTRUCTION SERVICES TO BUILD PICKLEBALL COURTS AT BURTON WELLS PARK
3. APPROVAL OF A CONTRACT AWARD TO NIX CONSTRUCTION COMPANY, INC. FOR CONSTRUCTION SERVICES TO BUILD RESTROOMS AT BRUCE EDGERLY FIELD IN THE TOWN OF PORT ROYAL.
4. RECOMMEND APPROVAL OF A CONTRACT AWARD TO HDR ENGINEERING FOR SOLID WASTE & RECYCLING ON-CALL CONSULTING

END OF CONSENT AGENDA

TO WATCH COMMITTEE OR COUNTY COUNCIL MEETINGS OR FOR A COMPLETE LIST OF AGENDAS AND BACKUP PACKAGES, PLEASE VISIT:

<https://beaufortcountysc.gov/council/council-committee-meetings/index.html>



County Council Meeting Beaufort County, SC

Council Chambers, Administration Building Beaufort County Government Robert Smalls
Complex 100 Ribaut Road, Beaufort

Monday, January 09, 2023
5:00 PM

MINUTES

1. CALL TO ORDER

Chairman Passiment called the meeting to order at 5:00 PM.

PRESENT

Chairman Joseph F. Passiment
Vice-Chairman Lawrence McElynn (arrived late)
Council Member David P. Bartholomew
Council Member Paula Brown
Council Member Logan Cunningham
Council Member Gerald Dawson
Council Member York Glover
Council Member Alice Howard
Council Member Mark Lawson
Council Member Thomas Reitz
Council Member Anna Maria Tabernik

2. PLEDGE OF ALLEGIANCE AND INVOCATION

Chairman Passiment led the Pledge of Allegiance and Invocation.

3. FOIA

Chairman Passiment noted that public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act.

4. APPROVAL OF AGENDA

Motion: It was moved by Council Member Brown, seconded by Council Member Cunningham, to approve the agenda.

The Vote - The agenda was approved without objection.

5. ADMINISTRATOR'S REPORT

County Administrator Greenway highlighted two County employees.

6. CITIZEN COMMENTS

No citizen comments.

7. LIASION AND COMMITTEE REPORTS

Council Member Glover announced that there will be a community meeting on Wednesday, January 11, at 5:30 at the library on St. Helena that will feature Assessor Ebony Sanders to discuss the reassessment coming up and any citizen questions.

Council Member Howard discussed the Community Services and Land Use Committee meeting, the recommendations for the Green Space Program, and the postponement of the text amendment for the Cultural Resource Overlay District.

Council Member Lawson highlighted the Finance Committee's first meeting to take place January 17th and the January 10th Alljoy public meeting to discuss design.

8. APPROVAL OF CONSENT AGENDA

Motion: It was moved by Council Member Dawson, seconded by Council Member Tabernik, to approve the consent agenda.

The Vote - The motion was approved without objection.

9. ESTABLISHMENT OF THE HAWKERS AND PEDDLERS LICENSE FEES FOR 2023

Motion: It was moved by Council Member Glover, seconded by Council Member Brown, to approve the establishment of the Hawkers and Peddlers License Fees for 2023.

The Vote - The motion was approved without objection.

10. PRESENTATION AND PUBLIC HEARING OF THE 2023 COMMUNITY DEVELOPMENT BLOCK GRANT (CBDG) - MICHELLE KNIGHT, LOWCOUNTRY COUNCIL OF GOVERNMENTS

Michelle Knight asked for the presentation to be moved down the agenda because the public hearing was advertised for 6 PM.

The discussion for this item was after the green space item.

Tonight's purpose - the Annual Needs Assessment Public Hearing for the County, go through the State's CDBG Program to get the county into a position so that if they choose to pursue a grant project through the SC DOC to do so. Can rank projects after it goes through public hearing and committee.

Goal - talk about the program and answer any questions.

Annual advertisement about fair housing - if county staff talks to someone that feels like they have been discriminated against in the provision of housing, real estate and brokerage services, that they can contact LCoG and forward the complaints to the appropriate groups.

The Community Develop Block Grant program serves national objectives. As of June 2022, low to moderate income for a family of four - \$69,350 per year. 51% of the people served would have to fall below that number. 2023 - expecting to receive \$19.7 million dollars.

2023 Draft Action Plan covers details Ms. Knight will be discussing. Comments on the plan have to be received by February 7, 2023.

3 grant categories for the 19.7 million - community development, business development and regional planning.

CD - 4 set asides - community infrastructure (water, sewer, drainage, roads), community enrichment program (address economic competitiveness, education and workforce development, safe and healthy community issues), special projects/local priorities (economic development, public health and safety and quality of life, and resiliency and narrowing the digital divide - projects to address broadband in rural

areas), and neighborhood revitalization (mini comprehensive planning effort; water, sewer, drainage, sidewalks, cameras, demolish nuisance properties, exterior work), ready to go (a non-competitive program where you can apply for up to 500,000 for community infrastructure and community enrichment - have to be shovel ready in 60 days)

BD - 2 million set aside to provide public infrastructure to companies located in or expanding to the country; need job creation and monetary commitments; sign a performance agreement for funding

RP - 500,000 split among 10 planning councils - public hearings, meet with staff, meet with SC DOC

Council Member Glover asked about whether sea level rise is included in resiliency considerations. Will have to talk with commerce staff and have a project development meeting.

Council Member Howard and Ms. Knight discussed opportunity zones.

Chairman Passiment opened the floor for public comment.

Joyce

Chairman Passiment closed the public comment.

Motion: It was moved by Council Member Lawson, seconded by Council Member Dawson, to approve the 2023 Community Development Block Grant.

The Vote - The motion was approved without objection.

11. FIRST READING OF AN ORDINANCE AUTHORIZING THE CONVEYANCE OF COUNTY-OWNED REAL PROPERTY LOCATED AT 108 CLEAR WATER WAY TO SCDOT FOR A DEDICATED RIGHT TURN LANE ON GROBER HILL ROAD

Motion: It was moved by Council Member Howard, seconded by Council Member Glover, to approve the first reading of an ordinance authorizing the conveyance of county-owned real property located at 108 Clear Water Way to SCDOT for a dedicated right turn lane on Grober Hill Road.

The Vote - The motion was approved without objection.

12. FIRST READING OF AN ORDINANCE AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE THE NECESSARY DOCUMENTS, TO PROVIDE FUNDING FOR THE PURCHASE OF REAL PROPERTY IDENTIFIED AS 2 MULLET STREET, AND ENTER INTO A SIX MONTH LEASE AGREEMENT FOR A PORTION OF THE REAL PROPERTY (FISCAL IMPACT: *Purchase Price in the amount of \$1,930,000 and a six (6) month lease with the seller for a nominal amount.*)

Motion: It was moved by Council Member Lawson, seconded by Council Member Cunningham, to approve the first reading of an ordinance authorizing the County Administrator to execute the necessary documents, to provide funding for the purchase of real property identified as 2 Mullet Street, and enter into a six-month lease agreement for a portion of the real property.

Discussion: Jared Fralix discussed the location of the property - the existing boat landing with limited parking. The parcel is two parts. Council Member Lawson brought it to the staff's attention. The purchase will provide more space for parking and the deep water part of the dock area. Also had a sketch showing proposed stormwater control.

Council Member Lawson discussed the opportunity since there are limited boat landings in his district. Chance to expand the area.

Council Member Glover asked for confirmation of the parcels. Mr. Fralix discussed the parcels included and the total acreage and the plans for the house owners to leave the property once the country purchases it. One of the parcels includes the house.

The Vote - The motion was approved without objection.

13. APPROVAL OF A RESOLUTION TO ADOPT PLANNING AND ZONING FEE SCHEDULE CHANGES TO HELP OFFSET THE COST OF SERVICES PROVIDED BY THE DEPARTMENT AND TO ASSIST IN PROVIDING THE NECESSARY RESOURCES TO CONTINUE SERVING THE BEAUFORT COUNTY RESIDENT AND BUSINESS COMMUNITY

Motion: It was moved by Council Member Tabernik, seconded by Council Member Howard, to approve a resolution to adopt planning and zoning fee schedule changes to help offset the cost of services provided by the Department and to assist in providing the necessary resources to continue serving the Beaufort County resident and business community.

Discussion: Council Member Tabernik thanked County staff for including comparisons with other counties, which helped put the fee schedule changes into perspective.

Council Member Bartholomew asked if there were alternative fee schedule options to vote on and stated his opposition to the motion because he views the fees as high compared to other counties.

The Vote - Voting Yea: Chairman Passiment, Vice-Chairman McElynn, Council Member Brown, Council Member Cunningham, Council Member Dawson, Council Member Glover, Council Member Howard, Council Member Lawson, Council Member Reitz, and Council Member Tabernik. Voting Nay: Council Member Bartholomew. The motion passed 10:1.

14. APPROVAL OF A RESOLUTION UPDATING BEAUFORT COUNTY'S PRIORITIZED 5-YEAR DIRT ROAD PAVING PROGRAM

Motion: It was moved by Council Member Cunningham, seconded by Council Member Dawson, to approve a resolution updating Beaufort County's prioritized 5-year Dirt Road Paving Program.

The Vote - The motion was approved without objection.

15. APPROVAL OF A RESOLUTION TO ACCEPT SC AERONAUTICS COMMISSION (SCAC) GRANT FOR THE DESIGN AND BIDDING OF A PROJECT TO REHABILITATE THE BEAUFORT EXECUTIVE AIRPORT (ARW) RUNWAY

Motion: It was moved by Council Member Bartholomew, seconded by Council Member Glover, to approve a resolution to accept SC Aeronautics Commission (SCAC) Grant for the design and bidding of a project to rehabilitate the Beaufort Executive Airport (ARW) runway.

Jon Rembold, Airports Director, discussed the grant to assist with the rehabilitation of the runway in order to keep up with FAA grant obligations and ensure the runway maintains a certain quality and the timeline for construction.

Council Member Glover asked whether the grant covers the hangers, and Mr. Rembold said it was specifically focused on the runway. Mr. Rembold provided an overview of the hanger development project using some of the ARPA funds - have a concept design.

Chairman Passiment asked about the rehabilitation - Rembold said it will be a full mill and replacement of the runway.

Council Member Cunningham asked about the timeline for completion - Rembold said the FAA has a delay between design and bidding, so there will be a 9-12 month break between design and construction (start construction in calendar year 2025).

Council Member Glover asked whether the runway would have to be closed and Mr. Rembold discussed the safety and phasing plan for construction.

The Vote - The motion was approved without objection.

16. APPROVAL OF A RESOLUTION TO AMEND RESOLUTION 2022/50 AUTHORIZING THE COUNTY ADMINISTRATOR TO ENTER INTO AN AGREEMENT WITH COMMUNITY WORKS TO PROVIDE

ADMINISTRATION AND MANAGEMENT SUPPORT FOR A DESIGNATED REGIONAL HOUSING TRUST FUND (FISCAL IMPACT: *Each participating entity will contribute 3% of their allocation from their ARPA appropriations in year 1; Beaufort County year 1 contribution will be \$1,119,523. ARPA Funds previously allocated.*)

Motion: It was moved by Council Member Howard, seconded by Council Member Tabernik, to approve a resolution to amend resolution 2022/50 authorizing the County Administrator to enter into an agreement with Community Works to provide administration and management support for a Designated Regional Housing Trust Fund.

Discussion: Council Member Tabernik commented that she liked that an annual evaluation is required to assist with accountability.

The Vote - The motion was approved without objection.

17. TIME-SENSITIVE ITEM ORIGINATING FROM THE JANUARY 9TH COMMUNITY SERVICES AND LAND USE COMMITTEE - APPROVAL OF THE BEAUFORT COUNTY GREEN SPACE PROGRAM APPLICATION PROCESS, GEOGRAPHIC DESIGNATIONS, AND TIMELINE FOR APPOINTING THE GREEN SPACE ADVISORY COMMITTEE AND ESTABLISHING THE GREEN SPACE PROGRAM

Motion: It was moved by Council Member Howard, seconded by Council Member Reitz, to approve the Beaufort County Green Space Program application process, geographic designations, and timeline for appointing the Green Space Advisory Committee and establishing the Green Space Program.

Discussion: Council Member Howard commented on the discussion of this item at the Community Services and Land Use Committee meeting, including the recommendation to add more detailed criteria to the application, to use map option B, and to establish ordinance timelines, with an ordinance for April 10th to establish the process and for the April 24th ordinance to cover the program.

Council Member Glover discussed what will be included in the two ordinances and the recommended change to the map option B to balance out the Northern and Western quadrants.

Council Member Tabernik highlighted the application changes that were approved in the motion.

Chairman Passiment said the application process will be online and the application does not preclude anyone on a board or commission from applying.

Council Member Glover commented that residents of other counties could apply for the at-large positions.

Council Member Dawson asked when the applications will be online. Chairman Passiment said that the target date is January 17th.

Council Member Bartholomew asked about map B and if a yes vote would allow for the change to the north and west quadrants.

Council Member Cunningham supported the changes to balance the population between the quadrant and discussed whether representation could be affected. Council Member Glover discussed how Council Members could assist with the selection and application promotion process to ensure geographical representation. But Chairman Passiment said the entire Council has the power to appoint the committee. The committee will take a look at the entire county and take into account what is best for the entire county.

The Vote - The motion was approved without objection.

18. CITIZEN COMMENTS

Joyce

19. ADJOURNMENT

Adjourned: 6:03 PM

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Joseph F. Passiment, Jr., Chairman

ATTEST:

Sarah W. Brock, Clerk to Council
Ratified:



County Council Meeting Beaufort County, SC

Council Chambers, Administration Building Beaufort County Government Robert Smalls
Complex 100 Ribaut Road, Beaufort

Monday, January 23, 2023
5:00 PM

MINUTES

1. CALL TO ORDER

Chairman Passiment called the meeting to order at 5:00 PM.

PRESENT

Chairman Joseph F. Passiment
Vice-Chairman Lawrence McElynn
Council Member David P. Bartholomew
Council Member Paula Brown
Council Member Logan Cunningham
Council Member Gerald Dawson
Council Member York Glover
Council Member Alice Howard
Council Member Mark Lawson
Council Member Thomas Reitz
Council Member Anna Maria Tabernik

2. PLEDGE OF ALLEGIANCE AND INVOCATION

Chairman Passiment led the Pledge of Allegiance, and Council Member Brown led the invocation.

3. FOIA

Chairman Passiment noted that public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act.

4. APPROVAL OF AGENDA

Motion: It was moved by Council Member Cunningham, seconded by Council Member Dawson, to approve the agenda.

The Vote - The motion was approved without objection.

5. APPROVAL OF MINUTES

Motion: It was moved by Council Member McElynn, seconded by Council Member Howard, to approve the minutes of December 12, 2022.

The Vote - The motion was approved without objection.

6. ADMINISTRATOR'S REPORT

Chairman Passiment switched the order of items 6 and 7, so the Administrator's Report came after the Proclamation recognizing the Beaufort High School's State Championship.

County Administrator Greenway briefed Council on the applications for the Greenspace Advisory Committee and recognized two Beaufort County employees, Natasha (Parks and Rec) and Clarissa Bickham.

7. PROCLAMATION RECOGNIZING BEAUFORT HIGH SCHOOL'S STATE CHAMPIONSHIP

Council Member Howard presented the proclamation recognizing Beaufort High School's football team for winning the South Carolina State Triple-A Championship.

A team representative thanked County Council for the recognition of the team for their accomplishment.

8. PRESENTATION OF A SHORT VIDEO FROM CHRISTOPHER MORRILL, GFOA EXECUTIVE DIRECTOR CONGRATULATING BEAUFORT COUNTY COUNCIL ON WINNING ITS FIRST DISTINGUISHED BUDGET AWARD

Pinky Harriott presented the award granted by the Government Finance Officers Association to Beaufort County for a digital budget presentation award.

Beaufort County wins GFOAs distinguished budget presentation award and a short video from Christopher Morrill about the award and congratulating Beaufort County was played.

9. CITIZEN COMMENTS

Donald Hamburger (?) - wants parcel b to remain residential - petition that has been asking council to keep parcel b (the house) residential - not opposed to parcel a being used for the boat ramp/dock. Ask for an amendment to the resolution for parcel b to be residential and to state intentions toward the parcel since only parcel a was shown when the boat ramp was being discussed.

Skip Hoagland

10. LIASION AND COMMITTEE REPORTS

Council Member Tabernik discussed a School Board meeting she attended where some of the 96 books on appeal were voted on and the budget workshop to be held on January 27th. Participated in the County Transportation Committee meeting and got updates from the SC 170 triangle.

Council Member Lawson discussed items coming out of the Finance Administration and Economic Development Committee - the stormwater required procurement of the Rovverx truck and the appointment of board members.

Council Member Reitz discussed the Airports Board meeting and the tour they offer to newly elected officials on February 1st.

Council Member Howard commented on two public hearing items - the clear-cutting and old growth forest network program registry. Also attended Beaufort Memorial Hospital Finance Committee meeting and their express care numbers are up.

Council Member Glover commented on the approval of the St. Helena Cultural Overlay District Committee - one of the names does not live on St. Helena anymore and he wants to submit the name of a replacement. Chairman Passiment said they will look into how to add her to the committee.

Vice Chairman McElynn discussed how the Economic Development Corporation is increasing the dues for the members from municipalities, but not for the county, and they are seeking information from the County about who will be nominated to their board.

Chairman Passiment discussed the proposed land swap, and the tour that took place of the land, and there was a recommendation for swapping certain properties that went to the Rural and Critical lands Board and the Board said they did not want to pursue that particular swap. It is not on the agenda for action by Council - now looking at the properties to see what can be accomplished through the Rural and Critical Lands Program.

11. APPROVAL OF CONSENT AGENDA

Motion: It was moved by Council Member Lawson, seconded by Council Member Brown, to approve the consent agenda.

Discussion: Vice Chairman McElynn said Mr. Hamburger's suggestion would be taken into consideration, as the item will go back to committee before third reading.

The Vote - The motion was approved without objection.

County Administrator Greenway highlighted that the Mullet Street item is currently at second reading, and procedurally, it will not go back to committee before third reading. He asked for Council to instruct staff if they want the item to go back to committee. Mr. Greenway said he would not approve the condition being placed on that item.

12. FIRST READING OF AN ORDINANCE TO AMEND THE SOUTHERN LOWCOUNTRY DESIGN MANUAL TO MEET THE MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) PERMIT REQUIREMENTS

Motion: It was moved by Council Member Dawson, seconded by Council Member Howard to approve the first reading of an ordinance to amend the Southern Lowcountry Design Manual to meet the Municipal Separate Storm Sewer System (MS4) permit requirements

The Vote - The motion was approved without objection.

13. FIRST READING OF AN ORDINANCE FOR A TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 5.11.90.D (PENALTY FOR CLEAR CUTTING PRIOR TO DEVELOPMENT) TO INCREASE THE PENALTIES FOR CLEAR CUTTING PROPERTY AND PROVIDE GUIDANCE ON ACCEPTABLE FORESTRY PRACTICES

Motion: It was moved by Council Member Howard, seconded by Council Member Reitz, to approve the first reading of an ordinance for a text amendment to the Community Development Code (CDC): Section 5.11.90.D (Penalty for Clear Cutting Prior to Development) to increase the penalties for clear-cutting property to provide guidance on acceptable forestry practices.

Discussion: Council Member Bartholomew asked about specific language in the text amendment - 5.11.90D1 uses the phrase may be applied - is there a subjective basis for application? Robert Merchant clarified that the question is about the one-year deferral - for forestry that is following forestry management - distinguish actual silviculture from people just clear cutting and will get clarification before the second reading. Council Member Bartholomew also asked about the appeal process. Mr. Merchant said there is an option to appeal through the Zoning Board of Appeals.

The Vote - The motion was approved without objection.

14. FIRST READING OF AN ORDINANCE FOR A TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): APPENDIX C.2 (ROBERT SMALLS PARKWAY (SC 170)) TO UPDATE ACCESS MANAGEMENT STANDARDS

Motion: It was moved by Council Member Cunningham, seconded by Council Member Tabernik, to approve the first reading of an ordinance for a text amendment to the Community Development Code (CDC): Appendix c.2 (Robert Smalls Parkway (SC 170)) to update access management standards.

The Vote - The motion was approved without objection.

15. **FIRST READING OF AN ORDINANCE AUTHORIZING AND PROVIDING FOR THE ISSUANCE AND SALE OF LIMITED GENERAL OBLIGATION BONDS (BLUFFTON TOWNSHIP FIRE DISTRICT), SERIES 2023A OR SUCH OTHER APPROPRIATE SERIES DESIGNATION OF BEAUFORT COUNTY, SOUTH CAROLINA IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED \$4,250,000; FIXING THE FORM AND DETAILS OF THE BONDS; AUTHORIZING THE COUNTY ADMINISTRATOR OR HIS LAWFULLY-AUTHORIZED DESIGNEE TO DETERMINE CERTAIN MATTERS RELATING TO THE BONDS; PROVIDING FOR THE PAYMENT OF THE BONDS AND DISPOSITION OF THE PROCEEDS THEREOF AND OTHER MATTERS RELATING THERETO**

Motion: It was moved by Council Member Lawson, seconded by Council Member Glover, to approve the first reading of an ordinance authorizing and providing for the issuance and sale of limited general obligation bonds (Bluffton Township Fire District), series 2023A or such other appropriate series designation of Beaufort County, South Carolina in the principal amount of not to exceed \$4,250,000; fixing the form and details of the bonds; authorizing the county administrator or his lawfully-authorized designee to determine certain matters relating to the bonds; providing for the payment of the bonds and disposition of the proceeds thereof and other matters relating thereto.

Discussion: Council Member Lawson stated that the money is being used to purchase equipment for the Bluffton Fire Department, which is then backed up by a millage for the Bluffton area that does not affect other parts of the County.

The Vote - The motion was approved without objection.

16. **FIRST READING OF AN ORDINANCE TO APPROPRIATE FUNDS FROM THE STATE 2% ACCOMMODATIONS TAX FUND AND OTHER MATTERS RELATED THERETO (FISCAL IMPACT: *THE AWARD WILL BE FROM THE FUND BALANCE AND CURRENT YEAR REVENUES IN FUND 2000.*)**

Motion: It was moved by Council Member Glover, seconded by Council Member Cunningham, to approve the first reading of an ordinance to appropriate funds from the State 2% Accommodations Tax Fund and other matters related thereto.

Discussion: Council Member Howard commented that one of the entities had several restrictions put on it last year and she is unsure about the status. Reimbursement was to occur after being given the receipts. Asked about restrictions placed in years prior - only to reimburse after being given the receipts.

Chairman Passiment - \$32,000 was awarded to the entity last year, with the restriction that the amount would be paid if the entity submitted qualified invoices for what the money would be used.

Hayes Williams said the receipts were not received for the \$32,000 state accommodation tax, so that amount was not reimbursed. They did provide receipts for the \$55,000 local accommodations tax.

Council Member Cunningham asked for confirmation if the money was paid or not. Mr. Williams clarified that there is a state and local accommodations tax and clarified that they did not pay the \$32,000.

Council Member Cunningham said there was a tight vote on it last year because there were issues that needed to be resolved. Need to determine if the money should be awarded if there have not been any changes. asked if there as been any resolution for issues brought up during a previous council meeting (the one from a year ago).

County Administrator Greenway spoke with a representative and confirmed that there is an ongoing review of the matters in question.

Council Member Cunningham asked if the restrictions from the previous year would still apply. County Administrator Greenway confirmed.

Council Member Lawson said that information was received and reviewed by the Finance Committee. And Mr. Farmer and his group do a great job every year. Discussed what the group has funded. Discussed what the money could be used for.

Motion to Amend: It was moved by Council Member Lawson, seconded by Council Member Cunningham to amend the motion to take the excess monies they have applied to those organizations and go back and reallocate to other organizations that did not receive money. Take excess money that has been awarded above and beyond what was asked for in the awards and ask the State Tax Board to reallocate those funds to other entities within there that weren't given consideration this time around.

County Attorney Keaveny said the motion to amend is pretty complicated and he suggested a postponement of consideration and refer the matter back to Finance Committee to refer it to the A-Tax committee for them to come forward with a new recommendation. County Attorney Keaveny confirmed that there is no time constraint for this item.

Chairman Passiment asked Council Member Lawson and Council Member Cunningham if they would rescind their motion and then put forth a motion to postpone.

Motion to Postpone: It was moved by Council Member Lawson, seconded by Council Member Cunningham, to postpone this first reading, send it back to the Finance Committee for reconsideration by the State Board.

Discussion: Council Member Glover commented that at the Finance Committee Mr. Farmer said they are funding all 24 applicants - that every applicant that was qualified received funding. Not quite sure why were are reconsidering.

Council Member Lawson said there were 24 qualified applicants, but there were others deemed not qualified.

Council Member Tabernik supported Council Member Lawson because there should be a more equitable distribution.

Council Member Glover objected the motion because he thought amendments could be added in the second reading.

Vice-Chair McElynn asked if all the matters would be readdressed, and Chairman Passiment confirmed.

The Vote - Voting Yea: Chairman Passiment, Vice-Chairman McElynn, Council Member Bartholomew, Council Member Brown, Council Member Cunningham, Council Member Dawson, Council Member Howard, Council Member Lawson, Council Member Reitz, and Council Member Tabernik. Voting Nay: Council Member Glover. The motion passed 10:1.

17. PUBLIC HEARING AND APPROVAL OF A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR TO ENTER INTO A LEASE AGREEMENT WITH BEAUFORT ELITE VOLLEYBALL CLUB FOR A PORTION OF THE REAL PROPERTY LOCATED AT 2727 DEPOT ROAD (FISCAL IMPACT: Elite Volleyball to pay \$525.00 monthly in rent to Beaufort County (\$6,300 yearly)

Motion: It was moved by Council Member Howard, seconded by Council Member Reitz, to approve the public hearing and a resolution authorizing the County Administrator to enter into a lease agreement with Beaufort Elite Volleyball Club for a portion of the real property located at 2727 Depot Road.

Chairman Passiment opened the floor for public comment.

No one came forward.

Chairman Passiment closed the public comment.

Discussion: Council Member Dawson discussed that the facility will be able to be utilized by the club but raised concerns about other sports entities that also have a need to use the county's faculties and that consideration should be given about allowing them to use the facilities.

Assistant County Administrator Atkinson said that ball fields and other facilities are rented out as they are available. But the issue is that everyone plays these sports at the same time (same season) - have issues with availability because have limited resources. Not enough to go around for everyone.

Council Member Lawson asked who would they go to reserve the facility.

County Administrator Greenway said that they would deal with Administrator because it is not a parks and rec building. And he stated his commitment to be flexible with use of parks and recs facilities whenever possible - want people to be able to use facilities.

Council Member Cunningham asked Shannon Loper about enrollment numbers and the need for more ball fields. Loper said adult softball is offered three times a year and that they are over 35 teams. Added senior softball and have 6 teams. May have to cap registration south of the Broad River because don't have the resources. There is huge growth in the rec teams - dont want to cap the team numbers if possible. A capacity with a lot of sports, but don't want to stop kids from playing sports.

County Administrator Greenway said that if there are specific situations, they can get in touch with Administration and they can help figure out a space that came be rented.

Council Member Cunningham said the growth is a good problem but proper services need to be provided.

Loper - rent fields when available but hard when the seasons run together. Provide a lot of the fields for schools because some of them don't have facilities.

Council Member Glover commented on his support for the item but does not want the County to only provide recreation opportunities to those that can rent faculties.

The Vote - The motion was approved without objection.

18. APPROVAL OF A RESOLUTION TO INCLUDE THE OKATIE REGIONAL PRESERVE IN THE OLD GROWTH FOREST NETWORK PRIVATE FOREST REGISTRY AND ENTER INTO A MEMORANDUM OF AGREEMENT FOR THE PROPERTY TO REMAIN PERPETUALLY UNLOGGED

Motion: It was moved by Council Member Glover, seconded by Council Member Reitz, to approve a resolution to include the Okatie Regional Preserve in the Old Growth Forest Network Private Forest Registry and enter into a memorandum of agreement for the property to remain perpetually unlogged.

The Vote - The motion was approved without objection.

19. CITIZEN COMMENTS

- Robert New
- Skip Hoagland
- Frank Cerulli

20. ADJOURNMENT

Adjourned: 6:13 PM

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Joseph F. Passiment, Jr., Chairman

ATTEST:

Sarah W. Brock, Clerk to Council

Ratified:

~ Proclamation ~

Whereas, the American Cancer Fund for Children, Inc. and Kids Cancer Connection, report that cancer is the leading cause of death by disease among children in the United States between infancy and age fifteen; and

Whereas, this tragic disease is detected in more than 16,000 of our country's young people each and every year with one in five children losing his or her battle with cancer; and

Whereas, many infants, children, and teens will suffer from long-term effects of comprehensive treatment and an estimated 400,000 children and adolescents are diagnosed with cancer globally each and every year; and

Whereas, the American Cancer Fund for children and Kids Cancer Connection provide a variety of vital patient psychosocial services to children undergoing cancer treatment, thereby enhancing the quality of life for these children and their families; and

Whereas, the American Cancer Fund for Children and Kids cancer Connection also sponsor toy distributions, pet-assisted therapy, family sailing programs, KCC Supercar Experience, Laughternoon – Laughter is Healing, positive appearance programs, educational programs, and hospital celebrations in honor of a child's determination and bravery to fight the battle against childhood cancer.

Now, therefore, be it resolved, that Beaufort County declares the week of February 19th through February 25th as

“Childhood Cancer Awareness Week”



Dated this 13th day of February 2023

Joseph Passiment, Chairman
Beaufort County Council



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Recommendation to award RFQ#112322 for William Hilton Parkway/US 278 Corridor Independent Review to CBB
MEETING NAME AND DATE:
County Council Meeting, February 13, 2023
PRESENTER INFORMATION:
Jared Fralix, Assistant County Administrator - Infrastructure 5 minutes
ITEM BACKGROUND:
As part of the MOA between Beaufort County and the Town of Hilton Head that establishes the working relationship between the two entities for the remainder of the US 278 Corridor project, it was agreed upon that a second independent review be performed. Additionally, a 6 person staff committee was established to oversee the procurement and administration of the described independent review.
PROJECT / ITEM NARRATIVE:
An agreed upon solicitation for the Independent Review was put out for advertisement on 10/25/22. Proposals were received on 11/23/22 of which only one proposal was received. The lone proposal was submitted by CBB, a traffic and transportation consulting firm from Missouri. Although there was only one proposal, the review committee conducted an evaluation and determined that CBB is more than qualified to perform the proposed review.
FISCAL IMPACT:
The contract fee is based on time and materials for the scope of work totaling \$179,830. With a 10% contingency of \$17,983, the final contract amount will be \$197,813. The contract will be funded from the already established project funding.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends awarding RFQ# 112322 William Hilton Parkway/US 278 Independent Study Proposal to CBB
OPTIONS FOR COUNCIL MOTION:
Motion to approve/deny awarding RFQ# 112322 278 Independent Study proposal to CBB. Next step: Move forward to Council for recommending award RFP

William Hilton Parkway/US 278 Corridor Independent Review			
RFQ 112322			
Summary Score Sheet			
Evaluators	Name of Company	Name of Company	Name of Company
	<u>CBB Transportation Engineers & Planners</u>		
Strader	78		
Colin	81		
Buckalew	89		
Fralix	90		
Claussen	91		
Bragg	84		
TOTALS:	513	0	0



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
AN ORDINANCE AMENDING BEAUFORT COUNTY CODE OF ORDINANCES CHAPTER 38, ARTICLE VII, SECTION 38-194, GREEN SPACE ADVISORY COMMITTEE MEMBERSHIP, TERMS, ORGANIZATION TO FURTHER DEFINE THE BEAUFORT COUNTY GREEN SPACE PROGRAM ADVISORY COMMITTEE MEMBERSHIP, TERMS, TERM LIMITS, MINIMUM REQUIREMENTS, PROCEDURES, AND GEOGRAPHICAL REPRESENTATION
MEETING NAME AND DATE:
Community Services and Land Use Committee Meeting, February 13, 2023
PRESENTER INFORMATION:
Robert Merchant, Planning and Zoning Department Director 10 minutes
ITEM BACKGROUND:
On November 8, 2022, Beaufort County voters approved a referendum which authorized the establishment of the Beaufort County Green Space Program. Prior to the referendum, County Council approved an ordinance on October 3, 2022 that provided general guidelines for the Green Space Program. The Ordinance also established the Green Space Advisory Committee and established its duties and responsibilities. The ordinance being considered for this meeting provides more specific details of Committee membership, how Committee members are appointed, how terms are staggered, term limits, procedures, and geographic representation. Once Council adopts this ordinance, the Green Space Advisory Committee can be appointed by County Council and begin their work establishing the Green Space Program Criteria.
PROJECT / ITEM NARRATIVE:
This ordinance further defines and/or establishes the following: <ul style="list-style-type: none">• Green Space Advisory Committee Membership• Terms of Committee Members• Term Limits• Minimum Requirements of Committee Members• Committee Procedures• Geographical Representation
FISCAL IMPACT:
Not for this particular action
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval
OPTIONS FOR COUNCIL MOTION:
<i>To recommend approval/disapproval of an amendment to the Beaufort County Code of Ordinances</i>

ORDINANCE 2023/ _____

**AN ORDINANCE AMENDING BEAUFORT COUNTY CODE OF ORDINANCES
CHAPTER 38, ARTICLE VII, SECTION 38-194, GREEN SPACE ADVISORY
COMMITTEE MEMBERSHIP, TERMS, ORGANIZATION TO FURTHER DEFINE
THE BEAUFORT COUNTY GREEN SPACE PROGRAM ADVISORY COMMITTEE
MEMBERSHIP, TERMS, TERM LIMITS, MINIMUM REQUIREMENTS,
PROCEDURES, AND GEOGRAPHICAL REPRESENTATION**

WHEREAS, the Beaufort County Council recognizes the need to preserve land that has scenic, natural, recreational, rural, and open space character which is deemed essential to the County's quality of life; and

WHEREAS, the Beaufort County Council on October 3, 2022, adopted an ordinance providing the general guidelines for the Green Space Program and the Green Space Advisory Committee duties and responsibilities; and

WHEREAS, the Beaufort County voters approved a referendum on November 8, 2022, establishing Beaufort County Green Space Program; and

WHEREAS, there is a need to establish specific details regarding the operation of the Green Space Advisory Committee to ensure the duties and responsibilities of the committee are carried out as intended by County Council.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNTY COUNCIL OF BEAUFORT COUNTY THAT CHAPTER 38, ARTICLE VII, SECTION 38-194 IS AMENDED AS FOLLOWS (REMOVED LANGUAGE IS STRICKEN THROUGH, ADDED LANGUAGE IS HIGHLIGHTED AND UNDERLINED):

Sec. 38-194. Green space advisory committee membership, terms, organization, term limits, minimum requirements, procedures and geographical representation.

To facilitate preservation procurement purchases council establishes the following committee, sets forth the terms of membership and its organization:

- (a) County council shall appoint a seven-member green space advisory committee as follows:
- (1) One member who is a member of the county council;
 - (2) One member who is a member of the Beaufort County Legislative Delegation;
 - (3) One member who is knowledgeable about the geography and condition of Beaufort County's land; and
 - (4) Four citizen members, each representing the northern, southern, eastern, and western portions of the county.

- (b) ~~Terms of committee members are for four years and until their successors are appointed and qualify, except that the initial terms of the members must be staggered with the initial term noted on the appointment.~~ Terms of Committee Members: Terms of committee members are for four years and until their successors are appointed and qualify, except that the initial terms of the members must be staggered as follows:
- (1) The initial term of the four citizen members, each representing the northern, southern, eastern, and western portions of the county shall be four years; and
 - (2) The initial term of the member who is a member of county council, the member who is a member of the Beaufort County Legislative Delegation, and the member who is knowledgeable about the geography and condition of Beaufort County's land shall be two years.
- (c) Term Limits: No member shall serve two consecutive four-year terms. Members with an initial two-year appointment may seek reappointment, however, limited to only one four-year term. Regardless of the date of appointment, all terms expire on July first of the applicable year. Vacancies must be filled in the manner of original appointments for the unexpired portion of the term.
- (d) Minimum Requirements: Each member must possess experience in the areas of natural resources, land development, forestry, finance, land conservation, real estate, or law. Members shall possess considerable experience with, and a comprehensive knowledge of, the geography and condition of Beaufort County's land, the natural environment, land development dynamics, and land preservation and development. Residency is not required of the Beaufort County Legislative Delegation member or of the member who is knowledgeable of the geography and condition of Beaufort County's land.
- (e) Procedures: The Green Space Advisory Committee shall meet at minimum quarterly in regularly scheduled meetings and in special meetings as the chair may call. The committee shall elect a chair and vice chair each year at their July meeting or the first meeting thereafter if there is no meeting held in July. Members shall serve without compensation but may receive mileage reimbursements for meetings attended.
- (f) Conflicts of Interest: Committee members must recuse themselves from any vote in which they have a conflict of interest including, but not limited to, any vote affecting or providing funding for the acquisition of interests in land:
- (1) On land owned or controlled by the committee member, the committee member's immediate family, or an entity the committee member represents, works for, or in which the member has a voting or ownership interest; and
 - (2) On land contiguous to land described in item (1) of this subsection; and
 - (3) By an eligible trust fund recipient that the committee member represents, works for, or in which the member has a voting or ownership interest.
- The provisions of this subsection are cumulative to and not in lieu of provisions of law or applicable rule relating to the ethics of public officers.
- (g) Geographical Representation. For the purposes of geographic representation for the four citizen members, Beaufort County shall be divided into north, south, east and west regional as delineated in Map Exhibit 38-194 (g). Citizen members representing the northern, southern, eastern, and western portions of the county shall live in their respective regions at the time of their appointment and the entirety of their term. Any member who moves out of their geographic region shall have their appointment terminated. A successor shall be appointed for the unexpired portion of their term. Residency is not required of the Beaufort County Legislative Delegation member or of the member who is knowledgeable of the geography and condition of Beaufort County's land.

- (e) (h) The committee is a public body, and its members are subject to the South Carolina Ethics Act, as amended, and must perform their duties in accordance with its provisions.
- (e) (i) The committee must conduct its business in accordance with the South Carolina Freedom of Information Act.

Done this ____ day of _____, 2023

COUNTY COUNCIL OF BEAUFORT COUNTY

Joseph Passiment, Chairman

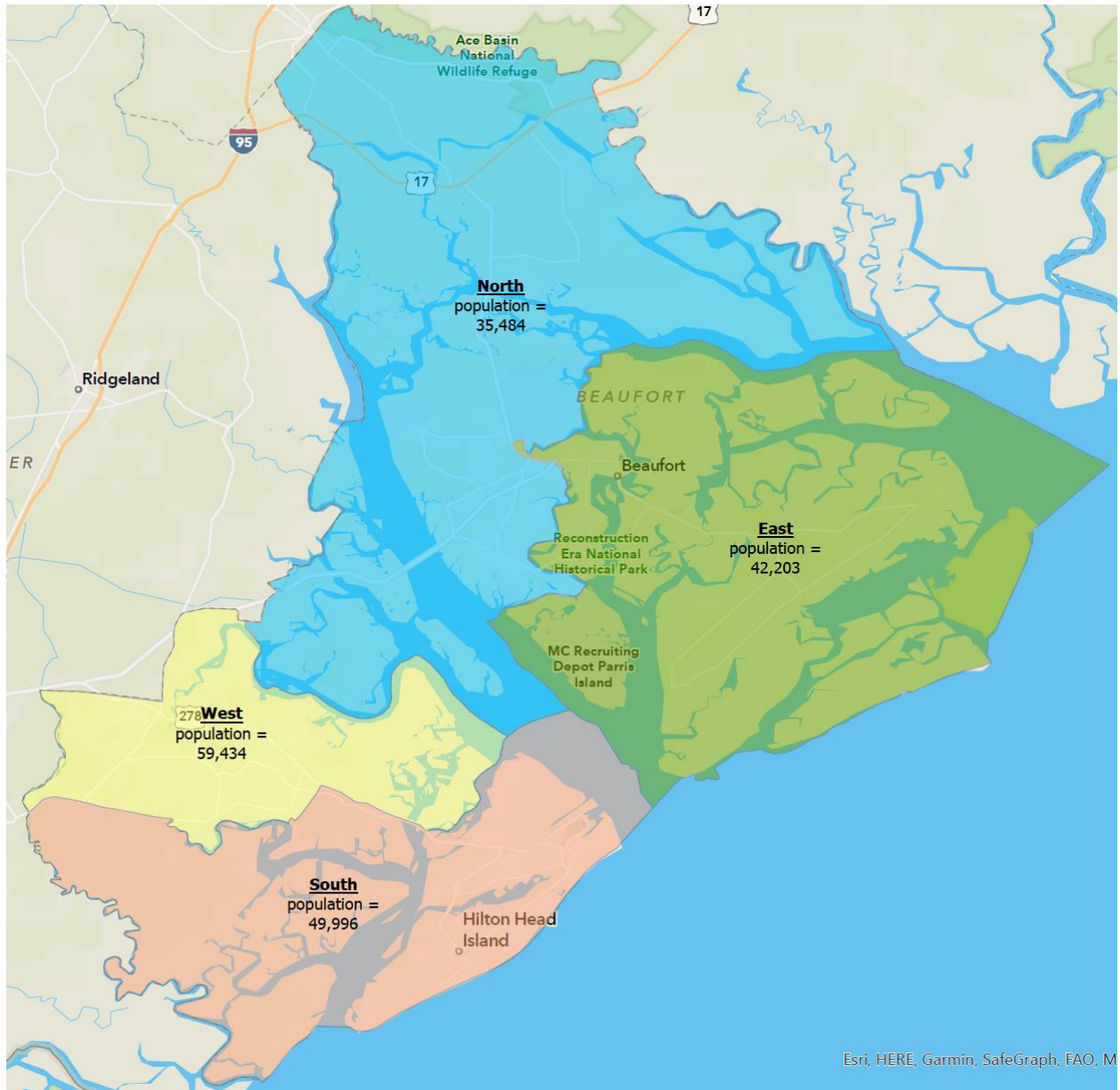
ATTEST:

Sarah Brock, Clerk to Council

Map Exhibit 38-194(g) Option B



Map Exhibit 38-194(g) Option C





BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
AN ORDINANCE TO AMEND THE SOUTHERN LOWCOUNTRY DESIGN MANUAL TO MEET THE MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) PERMIT REQUIREMENTS
MEETING NAME AND DATE:
Community Services and Land Use – January 9, 2023
PRESENTER INFORMATION
Jared Fralix, P.E. – ACA Engineering (alternate) Neil Desai, P.E. – Public Works Director (10 min)
ITEM BACKGROUND:
January 11th, 2021 – County Council Approved adoption of Southern Lowcountry Design Manual December 14th, 2022 – Stormwater Utility Board approved proposed updates to the Southern Lowcountry Design Manual.
PROJECT / ITEM NARRATIVE:
As Beaufort County has implemented the Southern Lowcountry Design Manual, staff has recognized the need for updates to be made to stay current as knowledge in our field improves. Updates to this manual also include process improvements for the development community in Beaufort County. The manual updates are consistent with the regional standards for those who have adopted the Southern Lowcountry Design Manual.
FISCAL IMPACT:
There are no fiscal impacts associated with the adoption of the Southern Lowcountry Design Manual updates.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval of the proposed Southern Lowcountry Design Manual updates.
OPTIONS FOR COUNCIL MOTION:
Motion to approve/deny the adoption of the proposed Southern Lowcountry Design Manual updates. (Next Step – Upon approval, send to County Council for First Reading)

AN ORDINANCE TO AMEND THE SOUTHERN LOWCOUNTRY DESIGN MANUAL TO MEET THE MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) PERMIT REQUIREMENTS

WHEREAS, Act 283 of 1975, The Home Rule Act, vested Beaufort County Council with the independent authority to control all acts and powers of local governmental authority that are not expressly prohibited by South Carolina law; and

WHEREAS, Chapter 99, Article II, “Stormwater Management Utility” was adopted on August 27, 2001 and was modified by ordinance on August 22, 2005, September 28, 2015 and September 26, 2016; and

WHEREAS, Stormwater Management Utility was established for the purpose of managing, acquiring, constructing, protecting, operating, maintaining, enhancing, controlling, and regulating the use of stormwater drainage systems in the county; and

WHEREAS, pursuant to the requirements mandated by the Municipal Separate Storm Sewer System (MS4) permit issued by the South Carolina Department of Health and Environmental Control (DHEC) on December 1, 2015, Beaufort County is required to adopt standards related to Stormwater management and create a regulatory framework to enforce the same; and

WHEREAS, County Council adopted the Southern Lowcountry Design Manual on January 11th, 2021 (2021/01) as the source of the technical stormwater standards used in the development of Stormwater Plans; and

WHEREAS, County Council desires to adopt the updates to the Southern Lowcountry Design Manual as set forth in Exhibit A.

NOW THEREFORE, BE IT RESOLVED, THAT BEAUFORT COUNTY COUNCIL, in a meeting duly assembled, does hereby adopt and implement Southern Lowcountry Design Manual text amendments as set forth In Exhibit A.

ADOPTED, this ___ day of _____, 2023.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Joseph Passiment, Chairman

ATTEST:

Sarah Brock, Clerk to Council



Southern Lowcountry Design Manual Technical Subcommittee

Manual Edits – Third Draft – October 25, 2022

Clarify as-builts must be submitted prior to final inspection under Chapter 2.3.2.

In 2.3.2 Final Inspection:

Final Inspection. The applicant is required to contact Beaufort County and the professional engineer responsible for certifying the as-built SWMP to schedule a final inspection one week prior to the completion of a BMP construction to schedule a final inspection of the BMP. The professional engineer responsible for certifying the as-built SWMP shall provide an inspection report and punch-list items to be performed by applicant to Beaufort County. Upon owner/applicant request and Town of Bluffton receipt of Final Inspection report and punch list from the professional engineer responsible for certifying the as-built SWMP Beaufort County will conduct a final inspection to review project work, punch list and determine if any additional punch list items are required to be performed. **As-builts, all requisite paperwork, and close out materials must be submitted to and approved by Beaufort County for final approval. Final approval of the BMP will not be issued until As-builts are submitted and approved by Beaufort County and all requisite paperwork and close-out materials have been submitted to and approved by Beaufort County.**

Revise to change Final Construction to Notice of Termination for inspection reports.

2.3.3 Final Construction Notice of Termination (NOT) Inspection Reports (change to NOT vs. Final to not confuse with final BMP inspections)

Upon notification of the applicant, Beaufort County will conduct an **final NOT** inspection to determine if the complete work is constructed in accordance with approved plans and the intent of this Manual and the Unified Development Ordinance. Within 21 days of **the final inspection construction site completion**, the applicant must submit an as-built package, as required by the Design Manual and/or As-built submittal checklist, as may be provided by Beaufort County. The As-Built submittal must be certified by a registered professional engineer licensed in the State of South Carolina. For a project consisting entirely of work in the PROW, the submission of a Record Drawing certified by an officer of the project contracting company is acceptable if it details the as-built construction of the BMPs, related stormwater infrastructure, and land covers.

A registered professional engineer licensed in South Carolina is required to certify as-built SWMPs and state that “all activities including clearing, grading, site stabilization, the preservation or creation of pervious land cover, the construction of drainage conveyance systems, the construction of BMPs, and all other stormwater-related components of the project were accomplished in strict accordance with the approved SWMP and specifications. Furthermore, to the best of my knowledge and belief this As-Built truly represents existing field conditions including but not limited to sizes, diameters, dimensions, horizontal location, line and

grade, and elevation". As stated in Section 2.2.2 Resubmission of Stormwater Management Plans, all plan changes are subject to Beaufort County approval. The as-built certification must be on the original SWMP.

Upon completion, these plans will be submitted to Beaufort County for processing. The estimated time for processing will be two weeks (10 working days), after which the plans will be returned to the engineer. Beaufort County will provide the applicant with written notification of the ~~final~~ NOT inspection results.

2.4.33.4 Post-Construction BMP Inspection for Preventative Maintenance

Add statement on certification section of checklist that makes submitters acknowledge that incomplete submittals may be returned without a full review

- Certification Statement will now read "The engineering features of all stormwater best management practices (BMPs), stormwater infrastructure, and land covers (collectively the "Facility") have been designed/examined by me and found to be in conformity with the standard of care applicable to the treatment and disposal of stormwater pollutants. The Facility has been designed in accordance with the specification required under Chapter 99 of the Beaufort County Ordinance. **Further, I acknowledge that incomplete submittals may be returned without a full review and that new material supplied in response to comments may result in new comments.**"

Add Compliance Calculator Sheets/water quality requirements as an item for final review on Appendix D Design Checklist

- Updated Appendix D attached

10% rule

- Add language as a stand-alone paragraph at the end of Section 3.8 Extreme Flood Requirement: 10% Rule –

Flooding problem areas exist in many locations in the Southern Lowcountry to the point that stormwater controls have become overwhelmed where controls were never adequately designed or installed to control runoff. The ability to maintain a system is also suspected to contribute to some of the frequent flooding. In an effort to relieve existing flooding problems, <insert jurisdiction> requires this additional design criteria during the site permitting process. Acceptable means of determining the hydrology of the study area may include StreamStats (if the drainage area meets the minimum acceptable area required by StreamStats), NRCS (TR-55, TR-20), or any approved hydrology methodology used while in stormwater or drainage design. Drainage areas (utilizing County obtained LIDAR) can be delineated using automated tools found in software packages, GIS,

or by hand. Automated delineated drainage areas must still be reviewed by the plan reviewer for accuracy.

Typically, County obtained LIDAR may be utilized for development of channel contours to be used in the hydraulic model. Using this information, a simplistic HEC-RAS model (or suitable alternative including PCSWMM, XPSWMM, ICPR) can be established to determine the hydraulic performance of the channel. In the event the channel is not reflected in the LIDAR data, near survey grade GPS units can be utilized to collect the general channel alignment, with hand measurements taken periodically to determine channel dimensions. Culverts and bridges dimensions and elevations within the study limits may be obtained using near survey grade GPS locating and measuring the depth from the roadway surface. These measurements can then be converted to an elevation based off the LIDAR elevation of the roadway. Generally speaking, a PLS sealed survey is not needed for this application. If the area includes a FEMA regulated floodway, the FEMA effective model may be utilized where appropriate. However, depending on the magnitude of the impact and the specific conditions of the analysis, additional information and data may be necessary such as collecting PLS field run topography, establishing building elevations and culvert sizes, or investigating specific drainage concerns or complaints may be required. Land use can be determined through recent aerial imagery obtained from the County or by using National Land Cover Database, Zoning Maps, or other data sets if approved by the County.

Additional resources for this exercise may include Coastal Stormwater Supplement to the Georgia Stormwater Management Manual, Spreadsheet for the South Carolina Synthetic Unit Hydrograph Method. Attenuation patterns of other stormwater ponds in the contributing drainage area of the watershed should not be assumed without valid documentation.

Infiltration rates- The black is existing text from the manual and the red represents edits.

4.2.3 - Site Conditions & Physical Feasibility While some BMPs can be applied almost anywhere, others require specific conditions to be most effective. Physical feasibility refers to the physical site conditions necessary to effectively design and install a BMP. Table 4.2 includes the feasibility factors listed below.

- **Contributing Drainage Area (CDA):** Volume of water received by a practice can affect BMP performance. This column indicates the contributing drainage areas that typically apply for each BMP.
- **Slope:** This column describes the influence that site slope can have on the performance of the BMP. It indicates the maximum slope on which the BMP should be installed.
- **Minimum Head:** This column provides an estimate of the minimum amount of elevation difference needed within the BMP, from the inflow to the outflow, to allow for gravity operation.
- **Minimum Depth to Seasonal High Water Table:** This column indicates the minimum distance that should be provided between the bottom of the stormwater management practice and the top of the water table.
- **Soils:** This column describes the influence that the underlying soils (i.e., hydrologic soil groups) can have on the performance of the stormwater management practice.

Infiltration rates modeled in hydrologic and hydraulic computations must be verified by a licensed professional (geotechnical engineer or soil scientist). Maximum infiltration rate modeled in these calculations should be less than or equal to 7 inches per hour for any of the BMPs listed in this chapter.

In 4.3.1 - Soils and Underdrains Soil conditions do not typically constrain the use of bioretention, although they do determine whether an underdrain is needed. Underdrains ~~may be~~ **are** required if the measured permeability of the underlying soils is ~~less than~~ **between** 0.3 inches per hour **and 1 inch per hour**. When designing a bioretention practice, designers must verify soil permeability by using the on-site soil investigation methods provided in Appendix B for Geotechnical Information Requirements for Underground BMPs. Impermeable soils will require an underdrain **and may not be suitable for bioretention**. ~~For fill soil locations,~~ Geotechnical investigations are required to **support modeled infiltration rates and** determine if it is necessary to use an impermeable liner and/or underdrain. **Modeled permeability must be supported by a geotechnical report.**

4.3.4 - Ponding Depth The recommended surface ponding depth is 6 to 12 inches. Minimum surface ponding depth is 3 inches (averaged over the surface area of the BMP). Ponding depths can be increased to a maximum of 18 inches. However, when higher ponding depths are utilized, the design must consider carefully issues such as safety, fencing requirements, aesthetics, the viability and survival of plants, and erosion and scour of side slopes. This is especially true where bioretention areas are built next to sidewalks or other areas where pedestrians or bicyclists travel. Shallower ponding depths (typically 6 to 12 inches) are recommended for streetscape bioretention (B-2), engineered tree boxes (B-3), and stormwater planters (B-4).

The discharge rate of the bioretention area when evaluating the 10- and 25- year, 24-hour storm events should not exceed that of the contributing drainage area with predevelopment slope and CN of 39. Note that utilizing bioretention for peak attenuation for storm events with return periods of greater than 25 years is beyond the scope of this BMP and that bioretention areas should be in sequence with other BMPs as not to be surcharged by flows that disrupt the integrity of the landscaping.

Irrigation Ponds - All mention of irrigation ponds receiving Stormwater Retention Volume (SWRV) credits have been removed and replaced opportunity for cost-savings.

original text in black, **edits in red**

1. Site Conditions & Physical Feasibility

While some BMPs can be applied almost anywhere, others require specific conditions to be most effective. Physical feasibility refers to the physical site conditions necessary to effectively design and install a BMP. Table 4.2 includes the feasibility factors listed below.

- Contributing Drainage Area (CDA): Volume of water received by a practice can affect BMP performance. This column indicates the contributing drainage areas that typically apply for each BMP.

- **Slope:** This column describes the influence that site slope can have on the performance of the BMP. It indicates the maximum slope on which the BMP should be installed.
- **Minimum Head:** This column provides an estimate of the minimum amount of elevation difference needed within the BMP, from the inflow to the outflow, to allow for gravity operation.
- **Minimum Depth to Seasonal High Water Table:** This column indicates the minimum distance that should be provided between the bottom of the stormwater management practice and the top of the water table.
- **Soils:** This column describes the influence that the underlying soils (i.e., hydrologic soil groups) can have on the performance of the stormwater management practice.

~~Irrigation from ponds is not included as a specific best management practice in this Manual but is included as Rainwater Harvesting (§4.5).~~ Requirements and guidance for irrigation use of retained stormwater have been included in Hydrologic and Hydraulic Analysis (ARC requirements in §3.7.2); ~~Ponds (§4.10);~~ and Rainwater Harvesting Treatment and Management Requirements (Appendix J). ~~The Rainwater Harvesting Calculator in Appendix K will be used to determine the SWRV credit for ponds used for irrigation, and then these ponds are entered in the Compliance Calculator in Appendix H as rainwater harvesting.~~ Instructions for these entries in the Compliance Calculator are included in Appendix G Compliance Calculator Instructions.

In 4.7 under Definition:

~~Rainwater stored in a settling pond may only be used for landscape irrigation. Pond design criteria in Section 4.10 and landscaping criteria of Section 4.7.5 shall be followed.~~

In 4.7.4 under Rainwater Harvesting Storage Volume Calculator:

The design specification provided in this section follows the Rainwater Harvesting Storage Volume Calculator Appendix J1. The spreadsheet uses daily rainfall data from January 1, 2007 to December 31, 2019 to model performance parameters of the cistern under varying CDAs, demands on the system and cistern size.

~~The size of ponds used for irrigation, their irrigation area and characteristics of soil and land use can be entered in the calculator to determine stormwater volume retained.~~ The runoff that reaches the cistern each day is added to the water level that existed in the cistern the previous day, with all of the total demands subtracted on a daily basis. If any overflow is realized, the volume is quantified and recorded. If the cistern runs dry (reaches the cut-off volume level), then the volume in the cistern is fixed at the low level. A summary of the water balance for the system is provided below.

In 4.7.4 under Storage Volume Results:

The Rainwater Harvesting Storage Volume Calculator determines the average daily volume of water in the cistern for a range of cistern sizes. From this value, the available storage volume for the 85th and 95th percentile storm can be calculated; it is simply the difference between the cistern size and the average daily volume. The available storage volume for the selected cistern size should be used as an input to the General Retention Compliance Calculator. ~~If a pond is used for irrigation, stormwater volume is entered in the General Retention Compliance Calculator in the rainwater harvesting Ponds row rather than the stormwater pond row to~~

produce runoff reduction and pollutant removal credit with the other BMPs for the stormwater plan.

1. Ponds

Ponds				
<p>Definition: Stormwater storage practices that consist of a combination of a permanent pool, micropool, or shallow marsh that promote a good environment for gravitational settling, biological uptake, and microbial activity.</p>				
Site Applicability		BMP Performance Summary		
Land Uses	Required Footprint	WQ Improvement: Moderate to High		
<ul style="list-style-type: none"> Urban Suburban Rural 	Medium	TSS ^a	Total N ^a	Bacteria ^a
		80%	30%	60%
		Runoff Reductions		
Construction Costs	Maintenance Burden	Volume		
Moderate	Moderate	Low		
Maintenance Frequency:		SWRv		
Routine	Non-Routine	0%		
At least annually	Every 5–7 years			
Advantages/Benefits		Disadvantages/Limitation		
<ul style="list-style-type: none"> Moderate to high pollutant removal Can be designed as a multi-functional BMP Cost effective Good for sites with high water table and/or poorly drained soils Wildlife habitat potential High community acceptance when integrated into a development 		<ul style="list-style-type: none"> Requires large amount of flat land (1-3% of CDA) Must be properly designed, installed, and maintained to avoid nuisance problems Routine sediment cleanout may be needed Potential for thermal impacts downstream 		
Components		Design considerations		
<ul style="list-style-type: none"> Conveyance Forebay Ponding area with available storage Micropool Spillway system(s) Liners, as needed 		<ul style="list-style-type: none"> CDA of at least 10 acres and slopes <15% Use CN adjustment factor ARC III for CDA that are irrigated with harvested rainwater Minimum length to width ratio = 3:1 Maximum depth of permanent pool = 8' 3:1 side slopes or flatter around pond perimeter 		

Maintenance Activities	
<ul style="list-style-type: none"> Remove debris from inlet and outlet structures Maintain side slopes/remove invasive vegetation 	<ul style="list-style-type: none"> Monitor sediment accumulation and remove periodically

Credited pollutant load removal

4.12.3 Pond Pretreatment Criteria

Sediment forebays are considered to be an integral design feature to maintain the longevity of all ponds. A forebay must be located at each major inlet to trap sediment and preserve the capacity of the main treatment cell. The following criteria apply to forebay design:

- A major inlet is defined as an individual storm drain inlet pipe or open channel serving at least 10% of the pond's CDA.
- The forebay consists of a separate cell, formed by an acceptable barrier (e.g., an earthen berm, concrete weir, gabion baskets, etc.).
- The forebay should be between 4 and 6 feet deep and must be equipped with a variable width aquatic bench for safety purposes. The aquatic bench should be 4 to 6 feet wide at a depth of 1 to 2 feet below the water surface. Small forebays may require alternate geometry to achieve the goals of pretreatment and safety within a small area.
- The forebay shall be sized to contain 0.1 inches of runoff from the contributing drainage impervious area. The relative size of individual forebays should be proportional to the percentage of the total inflow to the pond.
- The bottom of the forebay may be hardened (e.g., with concrete, asphalt, or grouted riprap) to make sediment removal easier.
- The forebay must be equipped with a metered rod in the center of the pool (as measured lengthwise along the low-flow water travel path) for long-term monitoring of sediment accumulation.
- Exit velocities from the forebay shall be non-erosive or an armored overflow shall be provided. Non-erosive velocities are 4 feet per second for the 2-year event, and 6 feet per second for the 25-year event.
- Direct maintenance access for appropriate equipment shall be provided to each forebay.
- Designers of ponds that are used for irrigation should be mindful of pretreatment provisions that help prevent irrigation system pluggages and operational issues.

MEP Submittals

original text in black, **edits in red**

In Section 3.9 - Maximum Extent Practicable

This evaluation is intended to be evaluated, considered, and presented during the concept review stage of the Stormwater Management Plan for the proposed development.

1. Present a SWMP for the proposed development that meets stormwater retention volume (SWRv), and peak flow requirements for channel and extreme flood protection for the proposed development and identify the reasons that this plan cannot be implemented.
2. Demonstrate why SWRv cannot be achieved by a reduction of impervious and disturbed area and/or increase in green space area on site.
3. Demonstrate how Better Site Design (BSD) has been implemented to the maximum extent practicable or document site restrictions that prevent BSD application.
 1. What efforts have been made to reduce impervious cover in the project limits of disturbance?
 2. **Are What natural assets, such as forests, wetlands, and areas of environmental or archaeological significance, are protected or conserved within the Development? Provide the accumulated acreage of land cover within the development that is protected.**
 3. Is stream restoration considered?
 4. **Are structural and non-structural BMPs used in this project? Provide a list, subject to change, of structural and non-structural BMPs used, the Contributing Drainage Area, the BMP surface area, and the storage volume provided by the individual BMP.**
4. List site restrictions that prevent or otherwise limit effective use of stormwater BMPs.
5. Provide SWRv and Pollutant Load reductions for alternatives analyzed as compared to pollutant load reductions for full SWRv.
6. What site limitations prevent retention of the SWRv or meeting the required peak discharge limits?
7. Is there off-site opportunity and capacity in the same drainage catchment to meet the volume/peak flow and/or SWRv requirements for the site's contributing drainage area(s)?
8. Does the publicly maintained stormwater drainage system have sufficient capacity for the development site's extreme flood peak flow?
9. Develop a cost versus aggregated stormwater retention volume achieved curve for the site's contributing drainage area (e.g. cost vs. % SWRv met). **A minimum of five cost points with various BMP iterations/%SWRv met are necessary for the curve. One of the cost points shall be for 100% of the SWRv.** Provide a minimum of five various BMP iterations with their associated costs and %SWRv met by each BMP iteration. One of the cost points shall be for 100% of the SWRv. If it's available, off-site capacity cost may be included in your evaluation. Identify the inflection point of the cost curve to select the optimal solution where increased cost does not result in increased effectiveness. What is the projected cost to meet the SWRv with filtering BMPs with underdrains and green roofs? What alternatives have been considered to reduce impervious and disturbed area and/or increase green space area on site.
10. The optimum aggregated retention value and BMP selection and size analysis must be submitted as a part of the stormwater management plan for the project.
11. Offsite stormwater volume retention credit or fee-in-lieu documents will be required for project completion.

The MEP submittal must provide documentable evidence of the process the applicant has performed that demonstrates the restrictions to the use and implementation of BMPs to meet the requirements of this Manual in whole or in part.



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 5.11.90.D (PENALTY FOR CLEAR CUTTING PRIOR TO DEVELOPMENT) TO INCREASE THE PENALTIES FOR CLEAR CUTTING PROPERTY AND PROVIDE GUIDANCE ON ACCEPTABLE FORESTRY PRACTICES.
MEETING NAME AND DATE:
<i>Community Services and Land Use Committee Meeting, January 9, 2023</i>
PRESENTER INFORMATION:
<i>Robert Merchant, AICP, Director, Beaufort County Planning and Zoning (10 minutes needed for item discussion)</i>
ITEM BACKGROUND:
<i>Staff have been reviewing the Community Development Code (CDC) for necessary amendments as a result of the adoption of the 2040 Comprehensive Plan. During our review and at the request of the Planning Commission, staff has drafted amendments related to the clear cutting of property prior to development. At their December 5, 2022 meeting, the Beaufort County Planning Commission voted unanimously to recommend approval of the amendments.</i>
PROJECT / ITEM NARRATIVE:
<i>To achieve the desired results of the Planning Commission while taking into consideration the existing South Carolina State laws regarding the industry of Silviculture, staff has entirely removed the language of Section 5.11.90.D. Staff has replaced this section with a structure separating out the penalties depending on the manner in which the property is clear cut. To meet the requirements of the one-year deferral, the land will require a Forestry Management Plan prepared/approved by a registered South Carolina Forester. If a landowner and/or operator does not have a Forestry Management Plan and proceeds to clear cut the property, a five-year deferral will be imposed. In addition to the five-year deferral the landowner and/or operator will be responsible for planting the site back.</i>
FISCAL IMPACT:
<i>Not applicable.</i>
STAFF RECOMMENDATIONS TO COUNCIL:
<i>Staff recommends approval.</i>
OPTIONS FOR COUNCIL MOTION:
<i>To approve or deny the proposed amendment to the Community Development Code (CDC): Section 5.11.90.D (Penalty for Clear Cutting Prior to Development)</i>

ORDINANCE 2023 /

TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 5.11.90.D (PENALTY FOR CLEAR CUTTING PRIOR TO DEVELOPMENT) TO INCREASE THE PENALTIES FOR CLEAR CUTTING PROPERTY AND PROVIDE GUIDANCE ON ACCEPTABLE FORESTRY PRACTICES.

WHEREAS, forestry is an important industry in Beaufort County that allows property owners to responsibly manage their property in a natural state while profiting from its natural resources; and

WHEREAS, Beaufort County supports the forestry industry and has also invested heavily in protecting trees during the development of property; and

WHEREAS, the Community Development Code addresses penalties for clear cutting property with the intention to encourage forestry lands remain in forestry, and

WHEREAS, Section 5.11.90.D currently has a two-year deferral penalty which does not adequately protect forestry and forested lands in Beaufort County from clear cutting with the intention to develop property; and

WHEREAS, the 2040 Comprehensive Plan recommends Beaufort County assess the amount of time a property owner must wait to apply for a development permit after clear cutting a property for development; and

WHEREAS, during the September 8th, 2022 meeting of the Beaufort County Planning Commission, the Commissioners requested staff strengthen the penalties for clear cutting by considering a five-year deferral on development permits.

NOW, THEREFORE be it ordained by County Council in a meeting duly assembled that Section 5.11.90.D is hereby amended as set forth in Exhibit A hereto. Deletions in the existing code are stricken through. Additions are highlighted and underlined.

Adopted this ____ day of _____ 2023.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Joseph Passiment, Chairman

ATTEST:

Sarah W. Brock, JD, Clerk to Council

Division 5.11 Resource Protection Standards

5.11.90 Forests

- A. **Existing Forest Preservation.** Existing forest types listed below shall be protected in accordance with Table 5.11.90.A:

Zone	Maritime Forest	Upland Forest (Mature)	Upland Forest (Young)
T1, T2	70% minimum	55% minimum	25% minimum
T3, C3, C4, CP	65% minimum	45% minimum	20% minimum
T4, C5, SI	60% minimum	20% minimum	10% minimum

- B. **Mitigation.** Existing forests may be cut over a greater area than permitted in Table 5.11.90.A only if mitigation is provided and the following standards are met:
1. The mitigation is determined by the Director to be necessary due to unique conditions on the site that make it impossible to meet the protection standards due to site size, shape, utilities, or other elements that are unique to the property.
 2. The best forests, in terms of percentage of tree size, tree health, and habitat value, shall be preserved.
 3. The protection level given forests shall not be less than 80 percent of that required in Table 5.11.90.A. Thus, a forest with a protection level of 45 percent could be reduced to 36 percent ($45\% \times .80 = 36\%$).
 4. The land on which the mitigation is to occur shall be on the project site, except that within the T4 district only, where existing lots may be too small to permit on site mitigation, the land on which mitigation is to occur may be off-site, if within an approved mitigation bank area. All land used for mitigation shall be preserved as permanent open space.
 5. Mitigation shall consist of planting 1.25 acres of new woodland of comparable species for every one acre of disturbed forest for which mitigation is required. Planting requirements are shown in Table 5.11.90.B.

Plant Type	Quantity Per Acre	Size
Maritime Forest		
Canopy Tree	25	2 ½-in. caliper
Understory Tree	50	1 ½-in. caliper
Shrubs	325	3-gallon pot
Upland Forest		
Canopy Tree	15	2 ½-in. caliper
Pine	25	8-foot height
Understory Tree	50	1 ½-in. caliper
Shrubs	325	3-gallon pot

- C. **Penalty for Disturbing Protected Forest Areas.** If a protected forest area is damaged or cut down during or after construction, the mitigation shall involve the creation of protected open

space that is 1.25 times the area destroyed. This may result in a loss of buildable area and/or lots. The area shall be replanted at the rate specified in Table 5.11.90.B for the type of forest damaged or cut down.

D. Penalty for Clear Cutting Prior to Development. ~~If a property owner clear cuts all or any portion of his or her property under the claim of good faith forestry practice, and then seeks a development permit for any portion of the property within two years of the clear cut, a rebuttable presumption shall arise that the clear cut was done in anticipation of future development and the permit denied. Any person seeking to rebut the presumption shall have the burden of proving their claim by clear and convincing evidence to the Zoning Board of Appeals.~~ Nothing in this section shall be construed as to prevent the practice of Silviculture for forestry as defined in Section 3.1.70 (Land Use Definitions). Forestry practiced in the County shall be accompanied by a Forestry Management Plan that has been approved by a certified South Carolina Forester. If the landowner and/or operator does not have a Forestry Management Plan, it shall be considered a willful violation of county ordinances. This section will apply to parcels greater than 5 acres. For tree removal on parcels less than 5 acres, see section (Section 5.11.100.D) for penalties.

1. **One Year Deferral.** If a property owner and/or operator clear cuts their property under the claim of forestry practice as described in Section 5.11.90.D, the submittal of an application for a development permit on any portion of the property will be deferred for one year. If the clear cutting operation violates the Forest Management Plan in place, a five year deferral may be applied.
2. **Five Year Deferral.** If a property owner and/or operator clear cuts their property and cannot meet the standards as defined in Section 5.11.90.D (does not have a Forestry Management Plan), an application for a development permit on any portion of the property will be deferred for five years. In addition, mitigation plantings for clear cutting activities will be required as outlined in Table 5.11.90.B (Forest Mitigation Planting Requirements). For the purposes of this section, clear cutting is defined as more than twenty-five (25) percent of the area of a parcel(s) acreage being cleared. If less than twenty-five (25) percent is cleared, staff may consider enforcement using Tree Removal standards (Section 5.11.100.D).



MEMORANDUM

TO: Beaufort County Community Services and Land Use Committee

FROM: Beaufort County Planning and Zoning Department

DATE: January 9, 2023

SUBJECT: Proposed Text Amendment to Section 5.11.90.D (Penalty for Clear Cutting Prior to Development)

STAFF REPORT:

A. BACKGROUND:

The recently adopted 2040 Comprehensive Plan recommends Beaufort County assess the amount of time a property owner must wait to apply for a development permit after clear cutting property for development. During the September 8th, 2022 meeting of the Beaufort County Planning Commission, the Commissioners requested staff strengthen the penalties for clear cutting by considering a five-year deferral on development permits. Currently, the existing language in Section 5.11.90.D (Penalty for Clear Cutting Prior to Development) imposes a two-year deferral on property for a development permit. This amendment seeks to implement a recommendation of the Comprehensive Plan by increasing the penalties for clear cutting in Beaufort County while encouraging professional foresters to practice best management practices in Beaufort County.

B. SUMMARY OF PROPOSED REVISIONS:

To achieve the desired results of the Planning Commission while taking into consideration the existing South Carolina State laws regarding the industry of Silviculture, staff has entirely removed the language of Section 5.11.90.D. Staff has replaced this section with a structure separating out the penalties depending on the manner in which the property is clear cut. To meet the requirements of the one-year deferral, the land will require a Forestry Management Plan prepared/approved by a registered South Carolina Forester. If a landowner and/or operator does not have a Forestry Management Plan and proceeds to clear cut the property, a five-year deferral will be imposed. In addition to the five-year deferral the landowner and/or operator will be responsible for planting the site back.

C. STAFF RECOMMENDATION: Staff recommends approval.

D. BEAUFORT COUNTY PLANNING COMMISSION: At the December 5, 2022 meeting of the Beaufort County Planning Commission, the Commission voted unanimously to recommend approval of the proposed text amendments.

E. ATTACHMENTS:

1. Revised Community Development Code Section 5.11.90.D (Penalty for Clear Cutting Prior to Development)
2. South Carolina Code of Laws Title 48 – Environmental Protection and Conservation (Section 48-23-205 Local regulation of development affecting forest land)

Portion of South Carolina Code of Laws Title 48 – Environmental Protection and Conservation

Chapter 23 – Forestry Generally

SECTION 48-23-205. Local regulation of development affecting forest land.

(A) For purposes of this section:

(1) "Development" means any activity, including timber harvesting, that is associated with the conversion of forestland to nonforest or nonagricultural use.

(2) "Forestland" means land supporting a stand or potential stand of trees valuable for timber products, watershed or wildlife protection, recreational uses, or for other purposes.

(3) "Forest management plan" means a document or documents prepared or approved by a forester registered in this State that defines a landowner's forest management objectives and describes specific measures to be taken to achieve those objectives. A management plan shall include silvicultural practices, objectives, and measures to achieve them, that relate to a stand or potential stand of trees that may be utilized for timber products, watershed or wildlife protection, recreational uses, or for other purposes.

(4) "Forestry activity" includes, but is not limited to, timber harvest, site preparation, controlled burning, tree planting, applications of fertilizers, herbicides, pesticides, weed control, animal damage control, fire control, insect and disease control, forest road construction, and any other generally accepted forestry practices.

(B) A county or municipality must not adopt or enforce any ordinance, rule, regulation, resolution, or permit related to forestry activities on forestland that is:

(1) taxed on the basis of its present use value as forestland under Section 12-43-220(d);

(2) managed in accordance with a forest management plan;

(3) certified under the Sustainable Forestry Initiative, the Forest Stewardship Council, the American Forest Foundations Tree Farm System, or any other nationally recognized forest certification system;

(4) subject to a legally binding conservation easement under which the owner limits the right to develop or subdivide the land; or

(5) managed and harvested in accordance with the best management practices established by the State Commission of Forestry pursuant to Section 48-36-30.

(C) This section does not limit, expand, or otherwise alter the authority of a county or municipality to:

(1) regulate activities associated with development, provided that a county or municipality requires a deferral of consideration of an application for a building permit, a site disturbance or subdivision plan, or any other approval for development that if implemented would result in a change from forest land to nonforest or nonagricultural use, the deferral may not exceed a period of up to:

(a) one year after the completion of a timber harvest if the harvest results in the removal of all or substantially all of the trees from the specific area included in a building permit, site disturbance or subdivision plan in item (1), and the removal qualified for an exemption contained in subsection (B); or

(b) five years after the completion of a timber harvest if the harvest results in the removal of all or substantially all of the trees from the specific area included in a building permit, site disturbance or subdivision plan in item (1), and the removal qualified for an exemption contained in subsection (B) for which the permit or approval is sought and the harvest was a wilful violation of the county regulations;

(2) regulate trees pursuant to any act of the General Assembly;

(3) adopt ordinances that are necessary to comply with any federal or state law, regulation, or rule; or

(4) exercise its development permitting, planning, or zoning authority as provided by law.

(D) A person whose application for a building permit, a site disturbance or subdivision plan, or any other approval for development is deferred pursuant to the provisions contained in this section may appeal the decision to the appropriate governmental authority.

HISTORY: 2009 Act No. 48, Section 1, eff June 2, 2009.



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): APPENDIX C.2 (ROBERT SMALLS PARKWAY (SC 170)) TO UPDATE ACCESS MANAGEMENT STANDARDS.
MEETING NAME AND DATE:
<i>Community Services and Land Use Committee Meeting, January 9, 2023</i>
PRESENTER INFORMATION:
<i>Eric Claussen, PE, Engineering Director (10 minutes needed for item discussion)</i>
ITEM BACKGROUND:
<i>The Transportation Engineering Department has contracted Andrews Engineering to analyze Robert Smalls Parkway (SC 170) & Broad River Boulevard from Castle Rock Road to W.K. Alston Drive to update the County's access management standards for these roadways. Andrews Engineering's analysis revealed necessary updates to the access management plan for this corridor based upon review of existing and planned developments, existing and future traffic patterns, and crash history along with the 2040 traffic projects from the Lowcountry Council of Governments (LCOG) Regional Travel Demand Model prepared by CDM Smith.</i>
<i>At their December 5, 2022 meeting, the Beaufort County Planning Commission voted unanimously to recommend approval of the amendments.</i>
PROJECT / ITEM NARRATIVE:
<i>The review of Robert Smalls Parkway and Broad River Boulevard revealed a need to update the future signal location recommendations to include 2 new intersection locations:</i> <ul style="list-style-type: none"><i>• SC 170 at Goethe Hill Road</i><i>• Broad River Boulevard at Joe Frazier Road</i> <i>Additionally, the amendments will update the distances in feet between each planned or existing signalized intersection from 1,900 feet to 2,640 feet.</i>
FISCAL IMPACT:
<i>Not applicable.</i>
STAFF RECOMMENDATIONS TO COUNCIL:
<i>Staff recommends approval.</i>
OPTIONS FOR COUNCIL MOTION:
<i>To approve or deny the proposed amendment to the Community Development Code (CDC): Appendix C.2 Robert Smalls Parkway (SC 170) Access Management Plan</i>

ORDINANCE 2023 /

**TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC):
APPENDIX C.2 (ROBERT SMALLS PARKWAY (SC 170)) TO UPDATE ACCESS
MANAGEMENT STANDARDS.**

WHEREAS, Beaufort County’s Community Development Code currently recommends spacing for traffic signals and access breaks along the SC 170 corridor; and

WHEREAS, Beaufort County’s Engineering Department contracted with Andrews Engineering to provide a corridor and access management plan for segments of SC 170 between Castle Rock Road and W. K. Alston Drive as well as Broad River Boulevard between Joe Frazier Road and W. K. Alston Drive; and

WHEREAS, the corridor study assessed existing and proposed developments, traffic patterns at the intersections and segments, crash history, and projected 2040 traffic volumes from LCOG’s regional travel demand model; and

WHEREAS, the corridor study recommended mobility and safety improvements to manage the projected increase in traffic between SC170 and Broad River Boulevard.

NOW, THEREFORE be it ordained by County Council in a meeting duly assembled that Appendix C.2 Robert Smalls Parkway (SC 170) Access Management Plan is hereby amended as set forth in Exhibit A hereto. Deletions in the existing code are stricken through. Additions are highlighted and underlined.

Adopted this ____ day of _____ 2023.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Joseph Passiment, Chairman

ATTEST:

Sarah W. Brock, JD, Clerk to Council

Division C.2: - Robert Smalls Parkway (SC 170) & Broad River Boulevard

C.2.10 - Application

The following access management standards apply to all properties within Beaufort County's jurisdiction on Robert Smalls Parkway (SC 170) between the intersection of SC 280 (Parris Island Gateway) and the Broad River Bridge to include **Broad River Boulevard**.

C.2.20 - Signal Spacing

The minimum spacing between full signalized access is 3,200 feet. The minimum spacing between directional signalized access is **approximately 4,900 feet 2,640 feet**.

C.2.30 - Future Signal Locations

The specific signalized access locations shall correspond to the Future Signal Locations provided in **the Figure 1 in Appendix 10-B: Robert Smalls Parkway Joint Corridor Plan of the Beaufort County Comprehensive Plan Corridor Review of SC 170 & Broad River Boulevard (2022)**. If a modification of the defined signal locations is desired to meet the demands of a specific development, the following conditions shall be satisfied:

- A. The modified location must meet the warrants for signalization with the proposed development as defined in the Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration (FHWA) with the analysis and specific application of traffic signal warrants to be approved by the Beaufort County Traffic Engineer.
- B. The modified location must provide adequate spacing (as defined in the spacing standards indicated above) from existing traffic signals, programmed traffic signals, and future signalization of primary roadway intersections, including:
 1. SC 170 at SC 280. **(Existing)**
 2. SC 170 at W.K. Alston. **(Existing)**
 3. **SC 170 at Goethe Hill Road. (Future)**
 - ~~3.~~ **4. SC 170 at Castle Rock Road. (Existing)**
 - ~~4.~~ **5. SC 170 at Broad River Road. (Existing)**
 - ~~5.~~ **6. SC 170 at SC 802. (Existing)**
 - 7. Broad River Boulevard at Joe Frazier Road. (Existing)**
 - 8. Broad River Boulevard at W.K. Alston. (Future)**
- C. The modified location shall not have an adverse impact on existing or future LOS based on comparative analysis of conditions with the recommended signal locations indicated in **the Appendix I: Robert Smalls Parkway Joint Corridor Plan of the Beaufort County Comprehensive Plan above Corridor Review of SC 170 & Broad River Boulevard (2022)**. The developer shall be required to conduct LOS and signal system progression analysis to demonstrate compatibility of the proposed signal location with operation of the remainder of the signal system.

C.2.40 - Driveways

- A. **Spacing:** A minimum of one point of access to a property will be allowed. Additional access points above the one permitted may be granted provided the continuous roadway frontage of the property exceeds 500 feet. Single parcel access is strongly discouraged. Joint access driveways are encouraged for small parcels to adhere to the 500-foot spacing. Driveways should be limited to the number needed to provide adequate access to a property. Factors such as alignment with opposing driveways and minimum spacing requirements will have a bearing on the location and number of driveways approved. Refer to Table B.2.40.A.

Table C.2.40.A: Maximum Number of Driveways Per Frontage	
Length of Frontage	Maximum Number of Driveways
500 feet or less	1
500+ to 1,000 feet	2
1,000+ to 1,500 feet	3
1,500+ to 2,000 feet	4
More than 2,000 feet	4 plus 1 per each additional 500 feet of frontage

For parcels with frontage both on Robert Smalls Parkway and a secondary road, a minimum spacing of 500 feet shall be maintained along Robert Smalls Parkway between a driveway and a signalized intersection. Within 500 feet of signalized intersections, access shall be off a secondary road. Driveway spacing shall be measured from the closest edge of pavement to the next closest edge of pavement.

- B. **Driveway design:** Driveway width and turning radii shall conform to SCDOT's Access and Roadside Management Standards.
- C. **Driveway linkages:** See Article VI, Section 6.3.10.D for driveway linkage requirements for non-residential development.
- D. **Retrofitting existing driveways:** As changes are made to previously developed property or to the roadway, driveways will be evaluated for the need to be relocated, consolidated, or eliminated if they do not meet the access management standards.

C.2.50 - Deceleration Lanes

Deceleration lanes shall be required when the volume of traffic turning at a site is high enough in relation to the through traffic to constitute the potential for disruption as indicated in the traffic impact analysis.

C.2.60 - Traffic Impact Analysis

A traffic impact analysis study shall be provided for proposed developments along the Robert Smalls Parkway corridor anticipated to generate at least 50 peak-hour trips. The procedures and guidelines for a traffic impact analysis as set forth in Article 6, Division 6.3 shall be followed.



MEMORANDUM

To: Beaufort County Community Services and Land Use Committee

From: Eric Claussen, PE, Engineering Director

Subject: Text Amendments to the Community Development Code (CDC): Appendix C.2 Robert Smalls Parkway (SC 170) Access Management Plan

Date: January 9, 2023

A. BACKGROUND: The Transportation Engineering Department has contracted Andrews Engineering to analyze Robert Smalls Parkway (SC 170) & Broad River Boulevard from Castle Rock Road to W.K. Alston Drive to update the County's access management standards for these roadways. Andrews Engineering's analysis revealed necessary updates to the access management plan for this corridor based upon review of existing and planned developments, existing and future traffic patterns, and crash history along with the 2040 traffic projects from the Lowcountry Council of Governments (LCOG) *Regional Travel Demand Model* prepared by CDM Smith.

B. SUMMARY OF PROPOSED AMENDMENTS: The review of Robert Smalls Parkway and Broad River Boulevard revealed a need to update the future signal location recommendations to include 2 new intersection locations:

- SC 170 at Goethe Hill Road
- Broad River Boulevard at Joe Frazier Road

Additionally, the amendments will update the distances in feet between each planned or existing signalized intersection from 1,900 feet to 2,640 feet.

C. ATTACHMENTS:

- Revised Section C.2 (Robert Smalls Parkway (SC 170) & Broad River Boulevard)
- Corridor Review of SC 170 & Broad River Boulevard Study

CORRIDOR REVIEW OF SC 170 & BROAD RIVER BOULEVARD

BURTON HILL AREA CITY & COUNTY OF BEAUFORT, SOUTH CAROLINA

Prepared for:

City & County of Beaufort

Submitted

October 2021

Rev #1-November 2021

Rev #2-February 2022

Rev #3-November 2022

Prepared by:



EPC, LLC
1144 Woodtrail Drive
Gaston, SC 29053

Andrews
Engineering
& Surveying

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APPENDIX

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Note: The Figures in the body of the report are not to scale. To scale versions of the Figures are provided in the Appendix, each in a 11" x 17" format.

INTRODUCTION

This study has been conducted to assess the transportation system located/serving the Burton area of the City of Beaufort/Beaufort County concentrating on the major arterial of SC 170 between WK Alston Drive and Castle Rock Road and the major collector of Broad River Boulevard between WK Alston Drive and Joe Frazier Road/Colonial Avenue.

The study's main purpose is to define current traffic conditions, review available data for planned development projects and review future 2040 traffic projections from the Lowcountry Council of Governments (LCOG) *Regional Travel Demand Model* prepared by CDM Smith. This compiled information will be used to develop an access management strategy for both SC 170 and to lesser of a degree Broad River Boulevard to plan properly spaced future intersections, traffic signals and a secondary system of roadways/connectivity which will provide for alternative access of future developments.

The preparation of this report has been completed in individual sections outlining the main corridor of SC 170 and secondly the Broad River Boulevard corridor. Within each section, separate intersections which make up the defined study area are also provided. This method will allow individual sections or chapters of the report to be separately utilized for specific interests.

Each section of the report will present free-standing information on the subject intersection/corridor, however the general methodologies utilized in the preparation of the analyses, growth trends, modeling, etc. will be described in this section of the report to avoid redundancy in individual corridor report sections.

STUDY AREA

The study area has been defined as a total of seven intersections within the Planning Area. These intersections are:

SC 170:

1. WK Alston Drive
2. Goethe Hill Road (west)
3. Bridges Prep School Access
4. Castle Rock Road

Broad River Boulevard:

5. WK Alston Drive
6. Jennings Road
7. Joe Frazier Road/Colonial Avenue

Figure 1 (Figures located at end of each respective section) presents the entire study area along SC 170, Broad River Boulevard, Goethe Hill Road, Joe Frazier Road etc. Also shown by this exhibit are the locations of known development projects (to be discussed later in this section) which are either approved or currently in the approval process. **Figure 1** also provides a graphic overview of the known pending developments and the recommendations presented in this study.

EXISTING CONDITIONS

Traffic Volume Data

To determine the existing traffic volume flow patterns within the study area, manual turning movement counts were performed for the above referenced intersections in late August and early September 2021 when schools were in session. This data was collected for a weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak periods and are turning movement specific. **Figures 2a** and **2b** depict the summarized traffic volume data for the respective AM and PM peak hours for the entire study area. It should be noted that this report concentrates on the peak commute time periods and did not include the Midday School peak-hour. These additional time periods maybe considered in the future as planning continues along these corridors.

In addition to the intersection peak-hour volumes, existing daily two-way traffic volumes in vehicles-per-day (vpd) have been obtained using the SCDOT permanent count program for the 2019 condition which are presented below:

- SC 170 west of WK Alston Drive east of Goethe Hill Road: 17,200 vpd;
- Broad River Boulevard west of WK Alston Drive: 7,200 vpd;
- Joe Frazier Road north of Broad River Boulevard: 8,700 vpd; and
- Colonial Avenue south of Broad River Boulevard: 5,700 vpd.

FUTURE CONDITIONS

Development trends in the study area have been the basis for this analysis/report. Currently, the following four projects are in the preliminary stages of permitting which are located within or in close proximity of the study area:

- Watercrest Apartments: Located along Broad Rover Boulevard east of WK Alston Drive this project plans 528 apartment style units;
- SC 170/WK Alston Commercial Center (Beaufort Station): Located on the south side of SC 170, west of US 21 the commercial center plans general retail, gas/c-store, drive-up coffee shop, and both fast-food and high turnover restaurants totaling 195,300 sf;
- Old Jericho Apartments: Located along the northern segment of Old Jericho Road between SC 170 and US 21 this project plans 96 apartment units; and
- SC 170 Apartments and Medical Office: Located on the north side of SC 170 west of WK Alston Drive this project plans 340 apartment units and 80,000 sf of medical office.

Information of the site-generated traffic for each of these developments has been taken from the respective traffic studies and is presented in the Appendix of this report. **Figures 3a** and **3b** depict the respective AM and PM peak-hour volumes illustrating Existing traffic volumes plus the above respective developments.

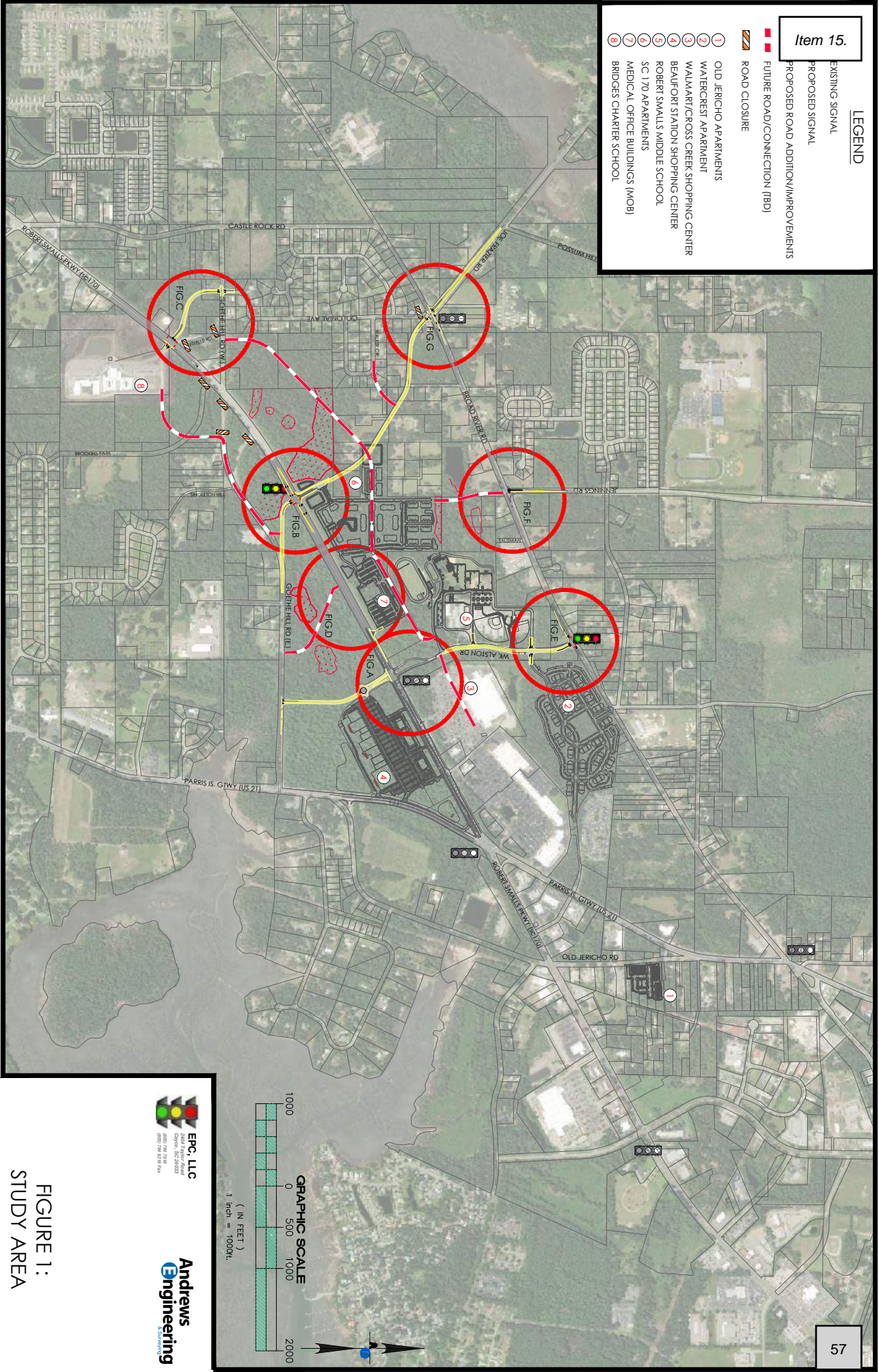
Another source to define future traffic conditions has utilized the roadway traffic volumes. LCOG's *Regional Travel Demand Model Scenario Analyses Report* prepared in June 2016 by CDM Smith has been referenced for the roadway segments of SC 170, Joe Frazier Road, and Broad River Boulevard. Utilizing the projection for the *Future Year of 2040, 80-Percent Build-out* (scenario 2) the following information has been gathered for roadways within the study area:

1. SC 170-Broad River Bridge: 38,481 vpd;
2. Joe Frazier Road- North of Broad River Road: 11,141 vpd; and
3. Broad River Boulevard West of Joe Frazier Road: 10,825 vpd.

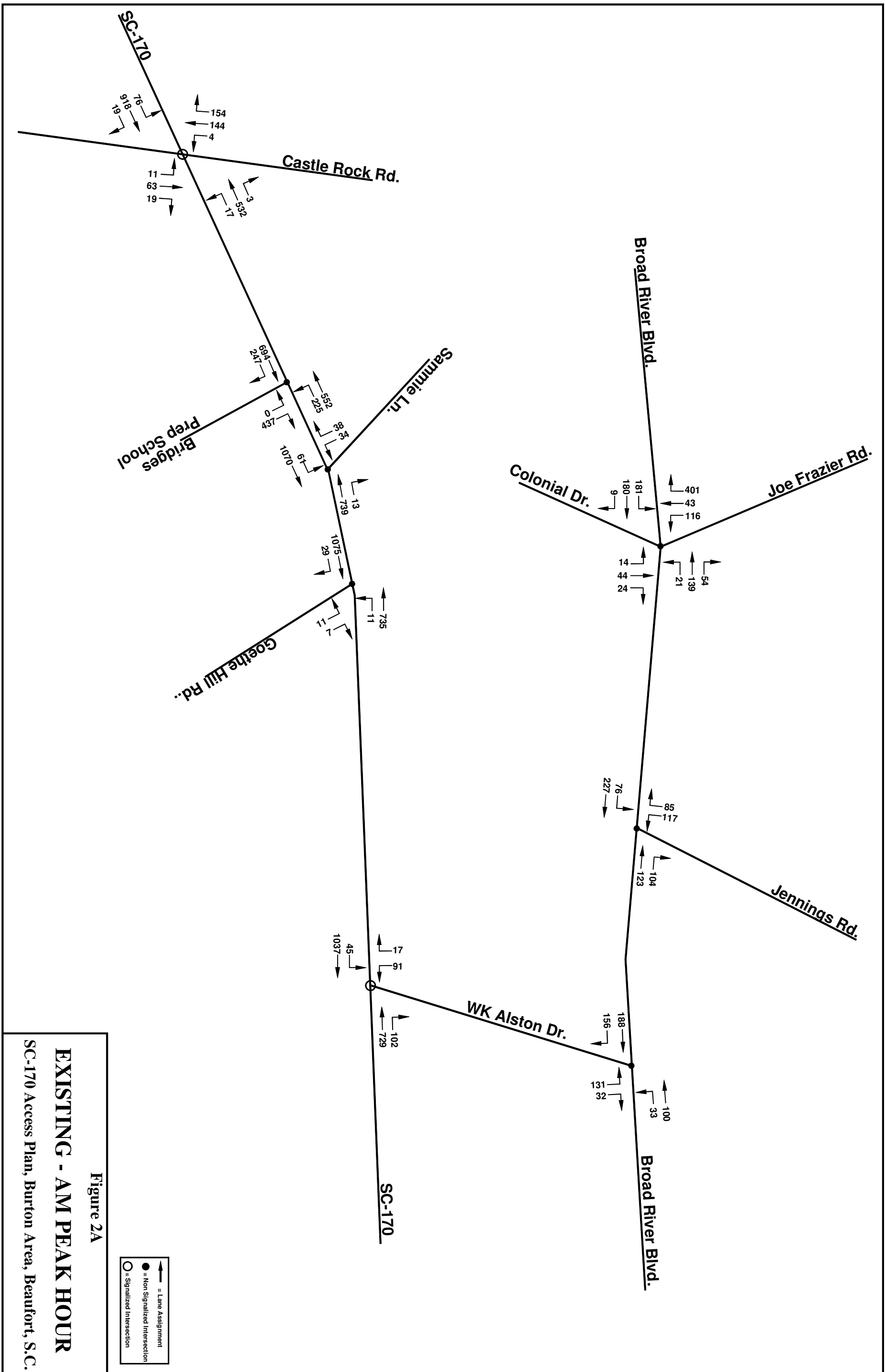
LEGEND

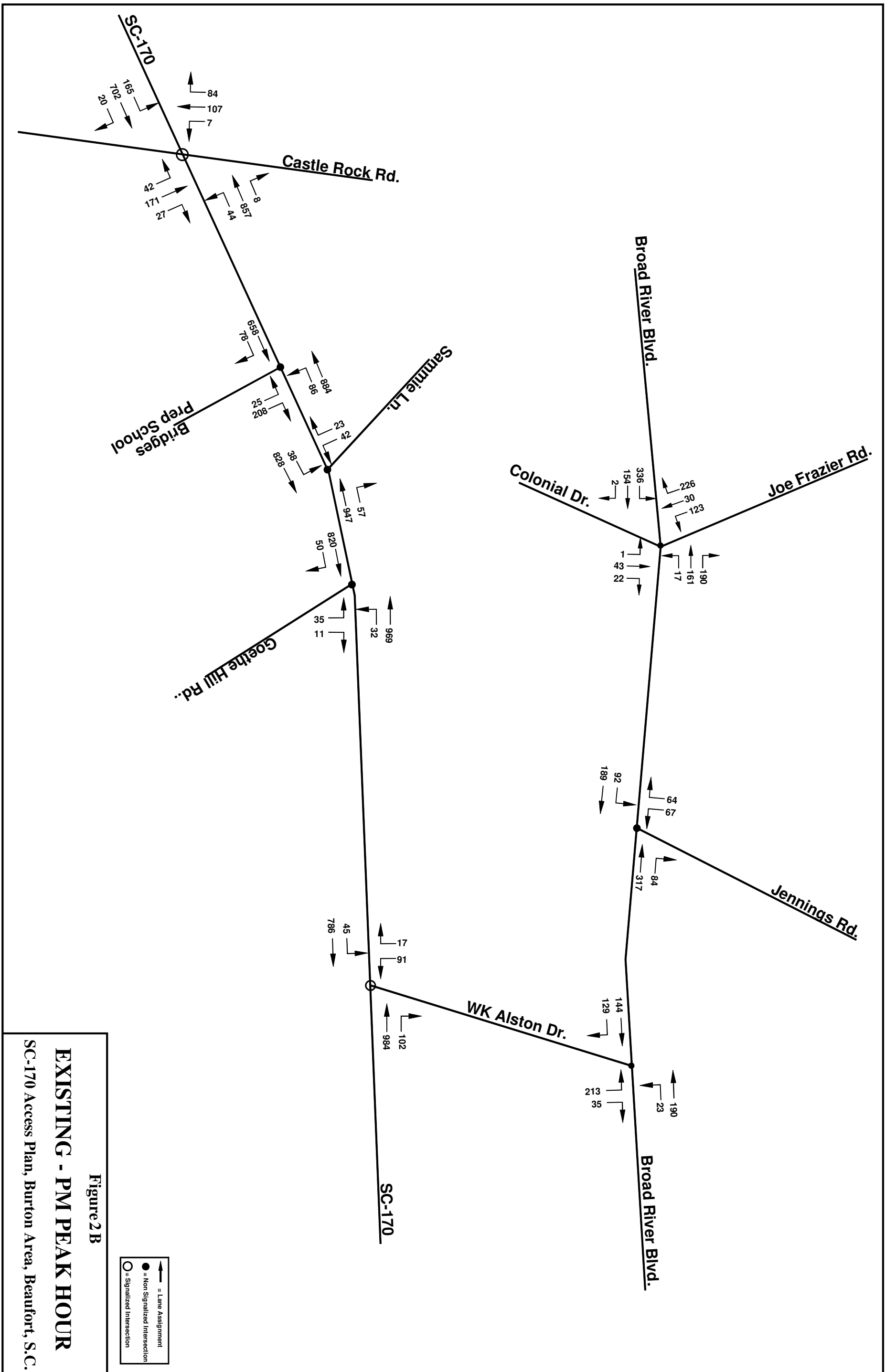
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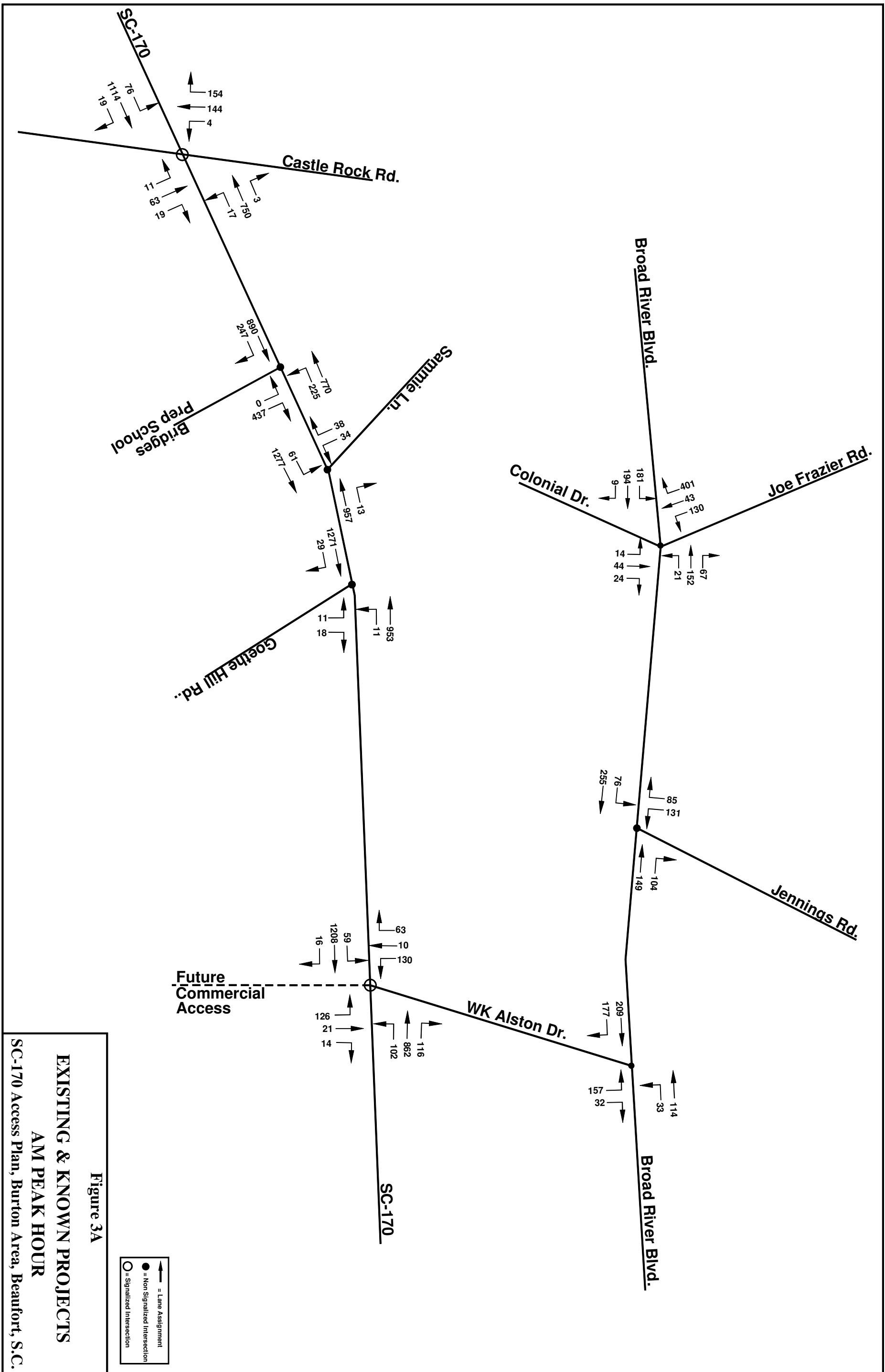
- EXISTING SIGNAL
- PROPOSED SIGNAL
- PROPOSED ROAD ADDITION/IMPROVEMENTS
- FUTURE ROAD/CONNECTION (FRD)
- ROAD CLOSURE
- 1 OLD JERICO APARTMENTS
- 2 WATERCREST APARTMENT
- 3 WALMART/CROSS CREEK SHOPPING CENTER
- 4 BEAUFORT STATION SHOPPING CENTER
- 5 ROBERT SMALLS MIDDLE SCHOOL
- 6 SC 170 APARTMENTS
- 7 MEDICAL OFFICE BUILDINGS (MOB)
- 8 BRIDGES CHARTER SCHOOL

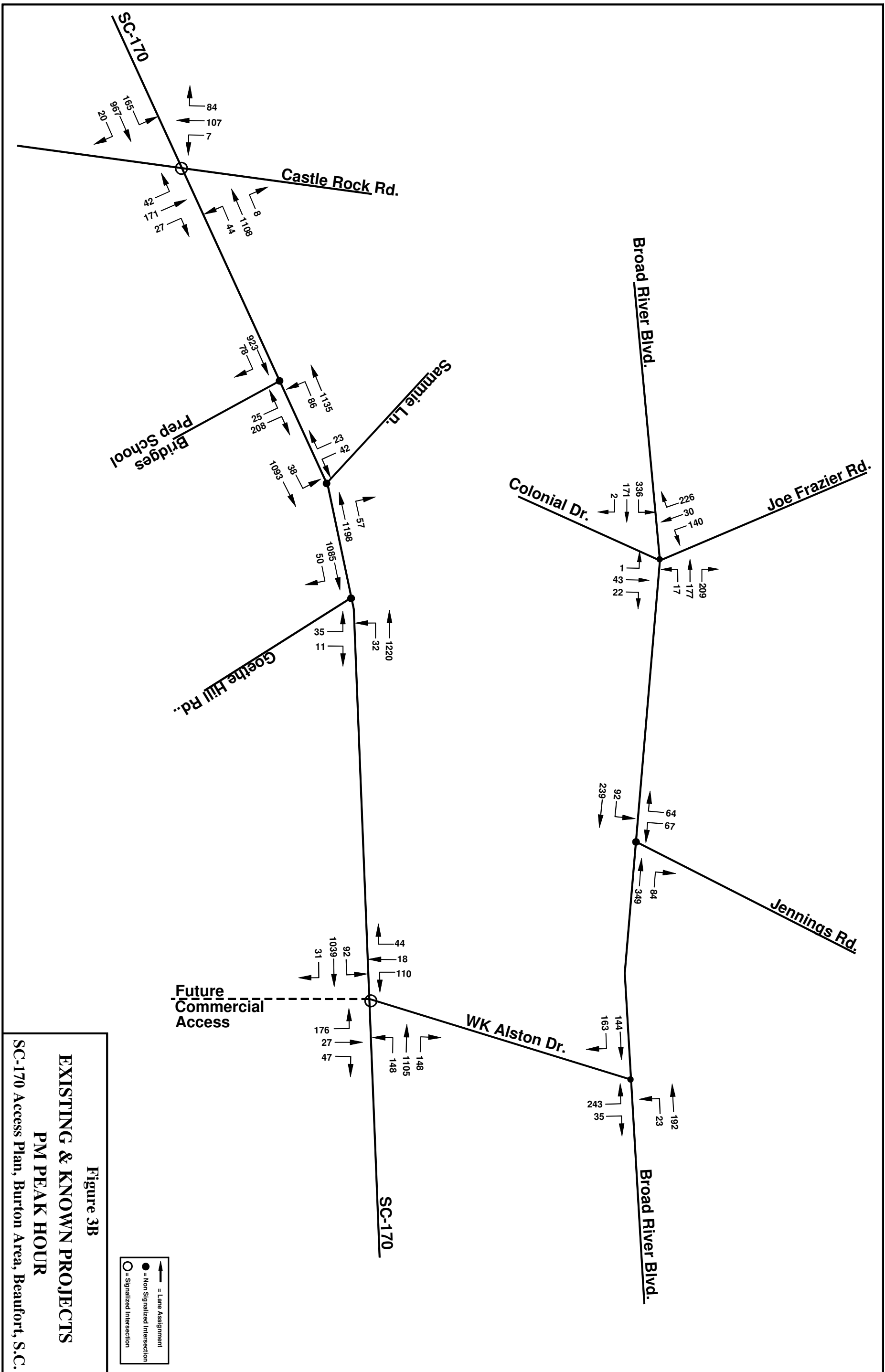


**FIGURE 1:
STUDY AREA**









ROBERT SMALLS PARKWAY (SC 170)

This section of Robert Smalls Parkway (SC 170) studied as part of this review is an approximately 1.4-mile section containing the four studied intersections of WK Alston Drive, Goethe Hill Road (east and west legs), Bridges Prep School access and Castle Rock Road.

EXISTING CONDITIONS

SC 170

In general, SC 170 is a Principal Arterial which provides a five-lane cross-section where directional traffic flow is separated by a two-way left-turn lane (TWLTL). Sidewalks, immediately adjacent to the curb, exist on both sides of SC 170 in the vicinity of the WK Alston Drive intersection and to the east. West of WK Alston Drive (5-lane section), sidewalks are not provided however 8-foot striped shoulders are provided on each side. Posted speed limits are 45 mph from the area of WK Alston Drive towards the east and 55 mph west of WK Alston Drive to Castle Rock Road.

Recently, the SCDOT completed a safety improvement project upgrading the ½-mile section of SC 170 between Parris Island Gateway (US 21) and WK Alston Drive to install a raised median and install signalization at the WK Alston Drive intersection. This improvement has resulted in the removal of minor street approach left turns from both Cross Creek shopping center access drives as well as future access drives that are planned to be developed on the south side of SC 170.

In general, access points along the defined section of SC 170 are mainly oriented towards intersecting roadways with a limited number of drives serving commercial uses, a church, and school. Only two single-family residential unit driveways are located along this roadway.

Intersections

WK Alston Drive- Is currently a three-legged intersection recently signalized via the SCDOT safety improvement project. Geometrics are as follows:

- Eastbound SC 170- Separate 200-foot left-turn lane and two through lanes;
- Westbound SC 170- Separate 200-foot U-turn-lane, two through lanes and a separate 225-foot right-turn lane; and
- Southbound WK Alston Drive- Separate left-turn lane and a separate 280-foot right-turn lane.

It should be noted that this intersection is expected to add a new fourth approach leg from the south to intersect SC 170 opposite WK Alston Drive. This new approach would serve a proposed mixed-use retail center and is expected to make mitigation improvements to this intersection including separate turning lanes and signal modifications.

Goethe Hill Road (east)- Is currently a three-legged STOP sign controlled intersection with the following geometrics:

- Eastbound SC 170- Two through lanes and a separate 300-foot right-turn lane;
- Westbound SC 170- Separate 230-foot left-turn lane and two through lanes; and
- Northbound Goethe Hill Road- Separate 185-foot left-turn lane and a separate right-turn lane.

Goethe Hill Road (west)- Is currently a three-legged STOP sign controlled intersection with the following geometrics:

- Eastbound SC 170- Separate 160-foot left-turn lane and two through lanes;
- Westbound SC 170- Two through lanes and a separate 300-foot right-turn lane; and
- Southbound Goethe Hill Road- Separate 200-foot left-turn lane and a separate right-turn lane

Bridges Prep School Access- Is currently a three-legged STOP sign controlled intersection with the following geometrics:

- Eastbound SC 170- Two through lanes and a separate 300-foot right-turn lane;
- Westbound SC 170- Separate 230-foot left-turn lane and two through lanes; and
- Northbound Bridges Prep Access- Separate left-turn lane and a separate right-turn lane.

Castle Rock Road- Is currently a four-legged signalized intersection with the following geometrics:

- Eastbound SC 170- Separate 250-foot left-turn lane, two through lanes and a separate 300-foot right-turn lane;
- Westbound SC 170- Separate 220-foot left-turn lane, two through lanes and a separate 180-foot right-turn lane;
- Northbound Castle Rock Road - Separate 350-foot left-turn lane and a shared thru-right-turn lane and;
- Southbound Castle Rock Road- Separate 275-foot left-turn lane and a shared thru-right-turn lane.

TRAFFIC VOLUMES

Daily traffic volumes within this section of SC 170 indicate an Existing two-way average annual daily traffic volume (AADT) of 17,200 vehicles per day (vpd). Future daily traffic volumes in accordance with the LCOG model indicate a greater than 100-percent increase to approximately 38,500 vpd. These future 2040 volumes indicate a level-of-service D (LOS D) and are nearly a LOS E (max. threshold of a LOS D is 38,640 vpd) based on SCDOT guidelines (*Level-of-Service for Urban Facilities: Divided Principal Arterial*).

INTERSECTION ANALAYSES

Analyses have been conducted for the AM and PM peak hour for the five intersections located along the SC 170 corridor. **Table 1** presents the results of these analyses for both Existing conditions as well as the Existing plus Development conditions.

**Table 1
LEVEL-OF-SERVICE SUMMARY¹
SC 170 Corridor Segment**

<u>Signalized Intersections</u>	Time <u>Period</u>	2021 EXISTING		EXISTING+ PROJECTS	
		<u>Delay²</u>	<u>LOS³</u>	<u>Delay</u>	<u>LOS</u>
SC 170 at WK Alston Drive	AM	13.4	B	19.9	B
	PM	12.5	B	21.2	C
SC 170 at Castlerock Road	AM	14.9	B	17.8	B
	PM	13.9	B	14.4	B
<u>Unsignalized Intersections</u>					
SC 170 at Goethe Hill Road (East)	AM	49.4	E	80.7	F
	PM	46.0	E	111.9	F
SC 170 at Goethe Hill Road (West) Sammie Lane	AM	62.8	F	137.7	F
	PM	81.8	F	178.3	F
SC 170 at Bridges Prep	AM	38.3	E⁴	38.6	E⁴
	PM	51.1	F	82.2	F

1. Calculations completed using the HCM 6th Ed methodology.
2. Delay in seconds-per-vehicle.
3. LOS = Level-of-Service.
4. Due to extreme delays opening day, only right-turn exiting school is allowed, PM peak allows left and right turns.

GENERAL NOTES:

1. For unsignalized intersections, delay is representative of the worst approach.
2. For signalized intersections, delay is weighted average of all approaches.
3. LOS A thru LOS C defined as short delays, LOS D & E defined as moderate delays and LOS F defined as long delays.

As shown by the above, operations at the study area intersections along SC 170 are generally acceptable if under traffic signal control and poor if under STOP sign control. These operations are indicative of major arterials which serve high volumes of through traffic where unsignalized intersections operate poorly due to the minor street left-turn movement. One point should be noted that during the recent counts, the unsignalized intersection of SC 170 at the Bridges Prep school DID NOT allow minor street left-turn movements during the AM peak-hour however the PM peak-hour (between 4-6 PM) did allow the minor left-turn. This movement restriction was added during the AM peak-hour due to significant operational issues during the first days the school was open.

According to the LCOG 2040 Transportation model, projections along SC 170 are expected to be very near the capacity of a 4-lane divided/5-lane facility maintaining an acceptable service level (LOS D).

RECOMMENDATIONS

This section of SC 170 currently operates at good conditions and is expected to marginally maintain acceptable conditions based on growth projections. Future growth combined with access drives will be a major consideration to maintaining the capacity integrity along this corridor. Expectations of access by abutting private properties play the biggest part of maintaining capacity for a principal arterial such as SC 170. The importance of proper spacing between signalized intersections, spacing of limited movement drives and connectivity between abutting land-uses is each important to the ability of SC 170 to serve traffic loads.

After review of the existing and future traffic loadings (daily and peak-hour) as well as development proposals currently under consideration within the study area, the following concept plan, **Figure 4** has been developed which provides an over-view of the SC 170 corridor.

As shown by this figure, two new signalized intersections are planned where the first is the result of an extension of Joe Frazier Road from Broad River Boulevard to SC 170 with a re-alignment of the eastern leg of Goethe Hill Road. The second is signalization of the Bridges Prep School access with a new extension road from SC 170 north to Goethe Hill Road/Sammie Lane which follows the current alignment of an unimproved roadway (Estelle Road). Also indicated are two development access drives planned as part of the apartment/MOB project located between WK Alston Drive and the new Joe Frazier Extension.

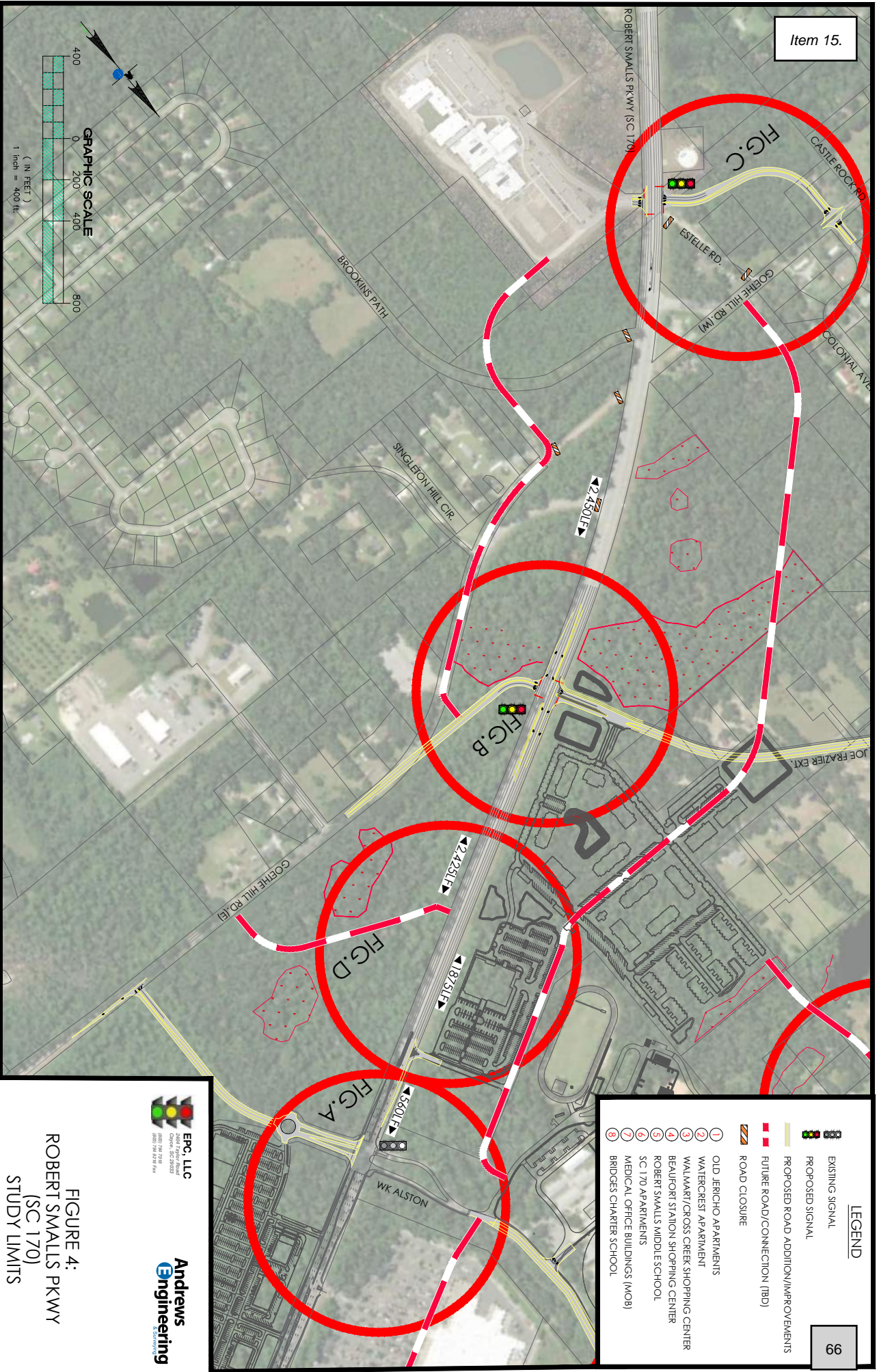
Key notes of this proposed SC 170 access plan are as follows:

1. Extension of Joe Frazier Road: Joe Frazier accesses dense residential areas/neighborhoods to the north and east such as Habersham, Cherokee Farms, Laurel Bay, Iron Gate & Pinewood in addition to Beaufort County School(s). This extension will allow an alternative route to SC 170 as opposed to Broad River Boulevard to the west, WK Alston to the east and Colonial Avenue or Castle Rock Road to south.
2. Separation of signalized intersections:
 - WK Alston Drive to Joe Frazier Extension/Re-aligned Goethe Hill Road: 2,230-feet.
 - Joe Frazier Extension/Re-aligned Goethe Hill Road to Bridges Prep Access: 2,635-feet.
 - Bridges Prep Access to Castle Rock Road: 2,310-feet.

These separations are each approximately ½-mile which will provide for the ability to implement a signal system along this corridor.

3. Re-alignment of Goethe Hill Road: Straightens the current curved approach to SC 170 and aligns opposite the proposed extension of Joe Frazier Road operating under traffic signal control. Allows closure of the current intersection of Goethe Hill Road (east) with SC 170.
4. Extension of Colonial Avenue: Provision of connectivity to the proposed signalized intersection along SC 170 (opposite Bridges Prep) maintaining access for the Colonial Avenue neighborhood and residences along Goethe Hill Road (west) in immediate vicinity of SC 170.
5. Potential closure of approaches to SC 170:
 - Brookins Path.
 - Sammie Lane/Goethe Hill Road (west).
6. Apartment/MOB Access Drives: Two access points are currently being planned as part of this development, location of the main access should be half-way between WK Alston Drive and Joe Frazier (approx. 1,100-feet) and will provide full access for both projects. This will allow future planning of a fourth approach leg from the undeveloped parcel to the south of SC 170. The RIRO which serves the MOB should be located approximately 400-600 feet west of WK Alston Drive.

The following exhibits (**Figures A-D**) present each of the study area intersections along SC 170 in a blow-up view of the suggested geometrics and traffic control improvements.



LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- PROPOSED ROAD ADDITION/IMPROVEMENTS
- FUTURE ROAD/CONNECTION (TBD)
- ROAD CLOSURE
- 1 OLD JERICHO APARTMENTS
- 2 WATERCREST APARTMENT
- 3 WALMART/CROSS CREEK SHOPPING CENTER
- 4 BEAUFORT STATION SHOPPING CENTER
- 5 ROBERT SMALLS MIDDLE SCHOOL
- 6 SC 170 APARTMENTS
- 7 MEDICAL OFFICE BUILDINGS (MOB)
- 8 BRIDGES CHARTER SCHOOL



FIGURE 4:
ROBERT SMALLS PKWY
(SC 170)
STUDY LIMITS

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FIGURE A:
 SC 170 INTERSECTIONS
 WK ALSTON/ SC 170



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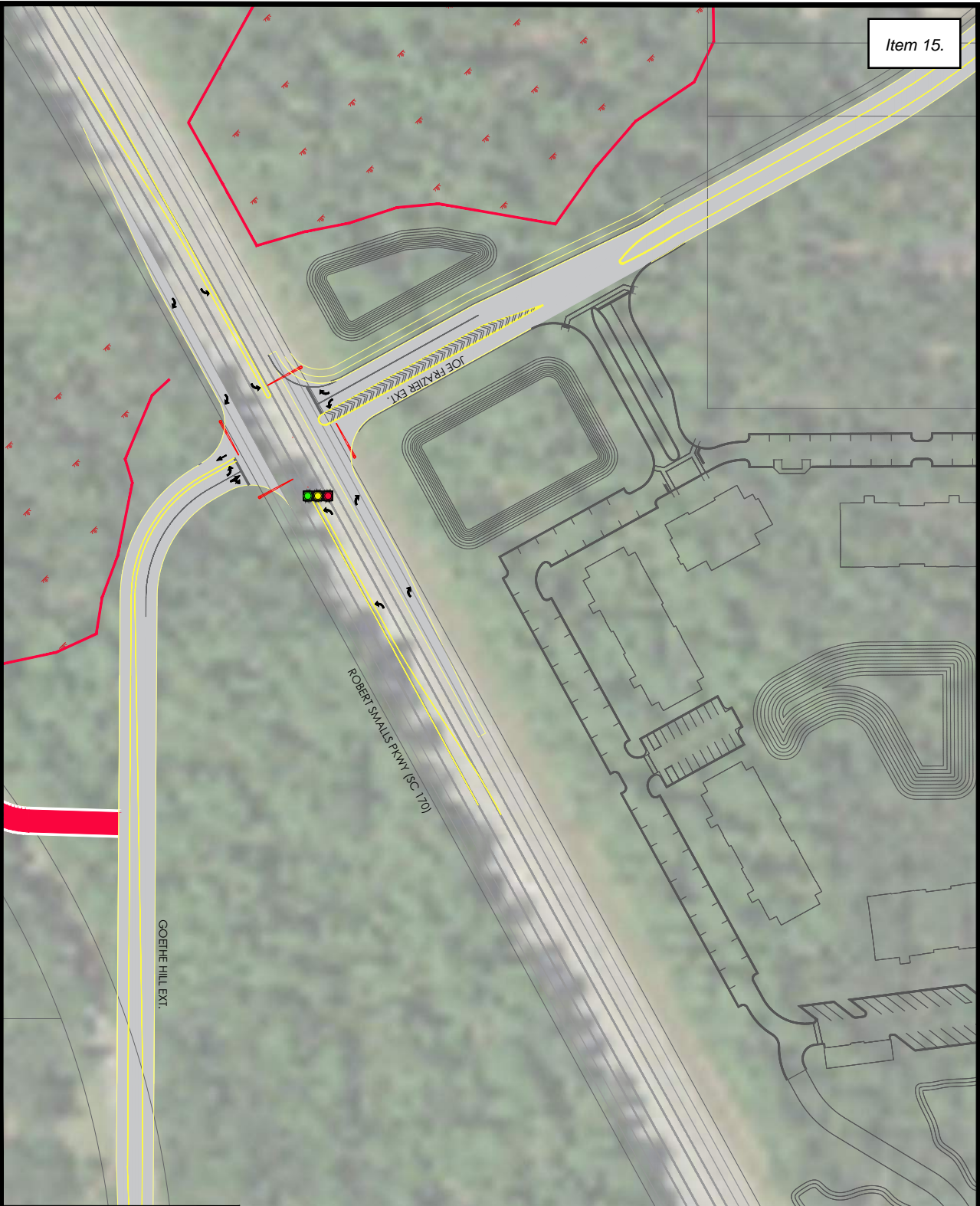
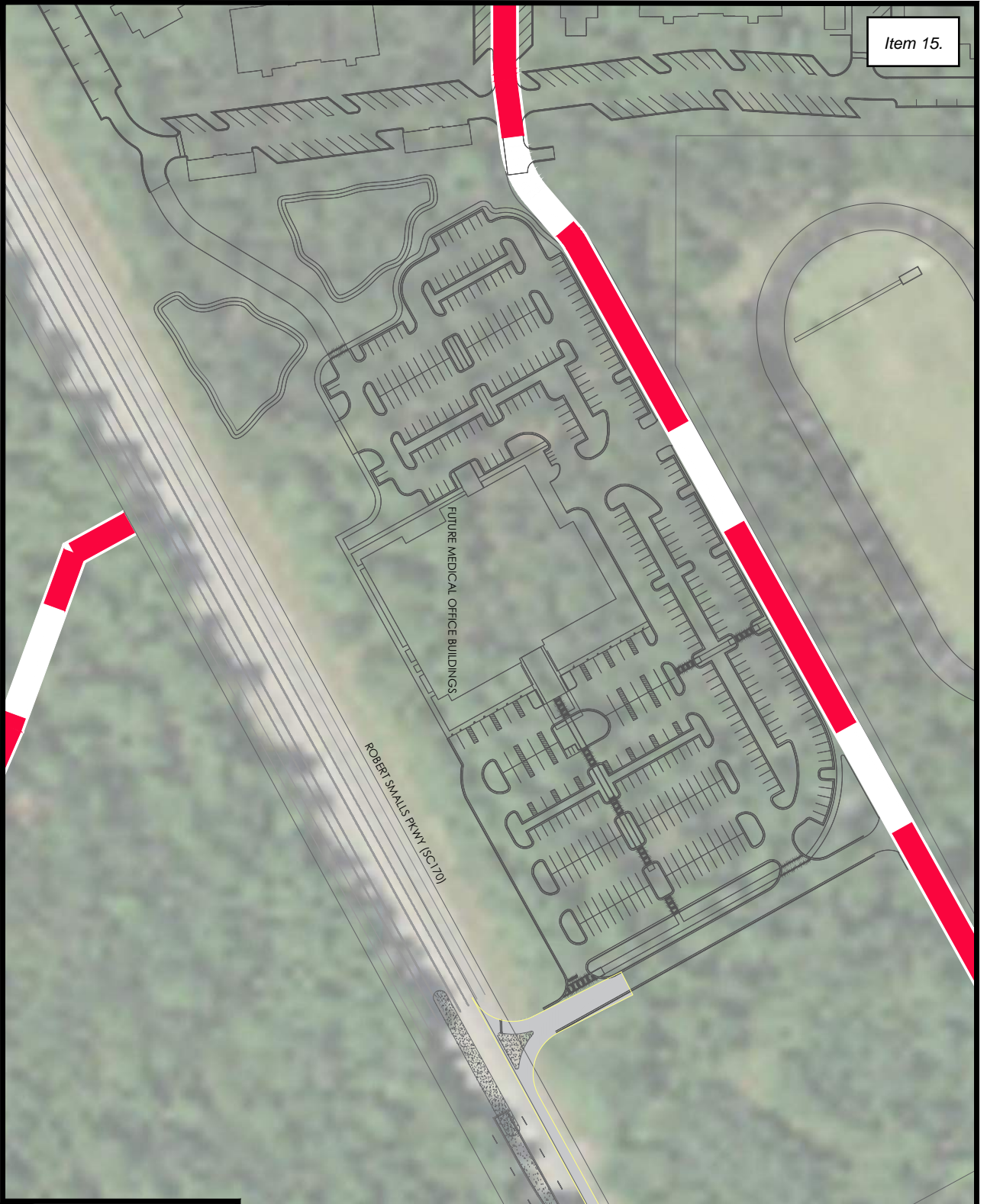


FIGURE B:
SC 170 INTERSECTIONS
JOE FRAZIER/ SC 170



FIGURE C:
SC 170 INTERSECTIONS
BRIDGES CHARTER / SC 170

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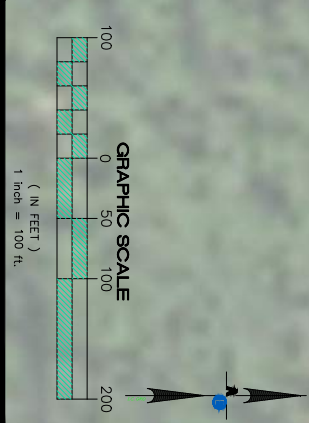


FIGURE D:
 SC 170 INTERSECTIONS
 APTS/MOB/ SC 170

BROAD RIVER BOULEVARD

The section of Broad River Boulevard studied as part of this review is a slightly less than 1-mile section containing the three studied intersections of WK Alston Drive, Jennings Road, and Joe Frazier Road.

EXISTING CONDITIONS

Broad River Boulevard

In general, this roadway is a collector providing a two-lane cross-section where directional traffic flow is separated by a double-yellow centerline. Sidewalks, immediately adjacent to the curb, exist on the north side throughout the study area (WK Alston Drive to Joe Frazier Road). Minimal shoulders are provided ranging in width of 1-2-feet. The posted speed limit is 45 mph throughout the study area.

Being a collector, there are frequent access points along the defined section of Broad River Boulevard serving mainly residential units with an occasional industrial/commercial drive (Talisman Drive).

Intersections

WK Alston Drive- Is currently a three-legged signalized intersection. Geometrics are as follows:

- Eastbound Broad River Boulevard - Single-lane approach serving both through and right-turn movements;
- Westbound Broad River Boulevard - Single-lane approach serving both left and through movements; and
- Northbound WK Alston Drive- Separate 230-foot left-turn lane and a separate right-turn lane.

Jennings Road- Is currently a three-legged STOP sign controlled intersection. Geometrics are as follows:

- Eastbound Broad River Boulevard - Separate 200-foot left-turn lane and a single through lane;
- Westbound Broad River Boulevard - Single through lane and a separate 210-foot right-turn lane separated by a painted median; and
- Southbound Jennings Road- Separate 175-foot left-turn lane and a separate right-turn lane.

Joe Frazier Road/Colonial Avenue- Is currently a four-legged signalized intersection. Geometrics are as follows:

- Eastbound Broad River Boulevard - Separate 280-foot left-turn lane and a shared thru/right-turn lane;
- Westbound Broad River Boulevard - Separate 200-foot left-turn lane and a shared thru/right-turn lane;
- Northbound Colonial Ave – Single-lane for left/thru/right-turn movements; and
- Southbound Joe Frazier Road- Separate 260-foot left-turn lane and a shared thru-right-turn lane.

TRAFFIC VOLUMES

Daily traffic volumes within this section of Broad River Boulevard (just west of Joe Frazier Road) indicate an Existing two-way average annual daily traffic volume (AADT) of 7,200 vpd. Future daily traffic volumes in accordance with the LCOG's model indicate an over 20-percent increase to approximately 10,825 vpd. This future 2040 volume results in a LOS E (LOS D max is 9,890 vpd for an undivided Collector) by *Level-of-Service for Urban Facilities* (ref. *Appendix SCDOT References*).

INTERSECTION ANALYSES

Analyses have been conducted for the AM and PM peak hour for the three intersections located along the Broad River Boulevard corridor. **Table 2** presents the results of these analyses for both Existing conditions as well as the Existing plus Development conditions.

Table 2
LEVEL-OF-SERVICE SUMMARY¹
Broad River Boulevard Corridor Segment

<u>Signalized Intersection</u>	<u>Time Period</u>	<u>2021 EXISTING</u>		<u>EXISTING + PROJECTS</u>	
		<u>Delay²</u>	<u>LOS³</u>	<u>Delay</u>	<u>LOS</u>
Broad River Boulevard at Joe Frazier Road/Colonial Ave	AM	23.3	C	25.1	C
	PM	20.5	C	22.5	C
<u>Unsignalized Intersections</u>					
Broad River Boulevard at WK Alston Drive	AM	15.8	C	17.8	C
	PM	16.3	C	19.7	C
Broad River Boulevard at Jennings Road	AM	16.0	C	17.1	C
	PM	17.6	C	19.1	C

1. Calculations completed using the HCM 6th Ed methodology.

2. Delay in seconds-per-vehicle.

3. LOS = Level-of-Service.

GENERAL NOTES:

1. For unsignalized intersections, delay is representative of the worst approach.

2. For signalized intersections, delay is weighted average of all approaches.

3. LOS A thru LOS C defined as short delays, LOS D & E defined as moderate delays and LOS F defined as long delays.

As shown by the above, operations at the study area intersections along Broad River Boulevard are currently at a LOS C and are expected to maintain a LOS C under the near-term Existing plus projects scenario. Further review of the signalized intersection of Broad River Boulevard at Joe Frazier Road indicated a travel pattern to/from the west on Broad River Boulevard (towards the Broad River Bridge) as indicated by the following high-volume movements which are currently capacity concerns:

- Southbound right-turn movement from Joe Frazier Road to westbound Broad River Boulevard (AM=401, PM=226 veh.); and
- Eastbound left-turn movement from Broad River Boulevard to northbound Joe Frazier Road (AM=181, PM=336 veh.).

While in the near term, operations at individual intersections are expected to remain as a LOS C, the LCOG 2040 Transportation model defines two roadway sections which are expected to experience capability issues operating at or above capacity limits. Joe Frazier Road north of Broad River Boulevard is expected to operate poorly as a two-lane cross-section and Broad River Boulevard west of Joe Frazier Road is expected to operate at capacity.

RECOMMENDATIONS

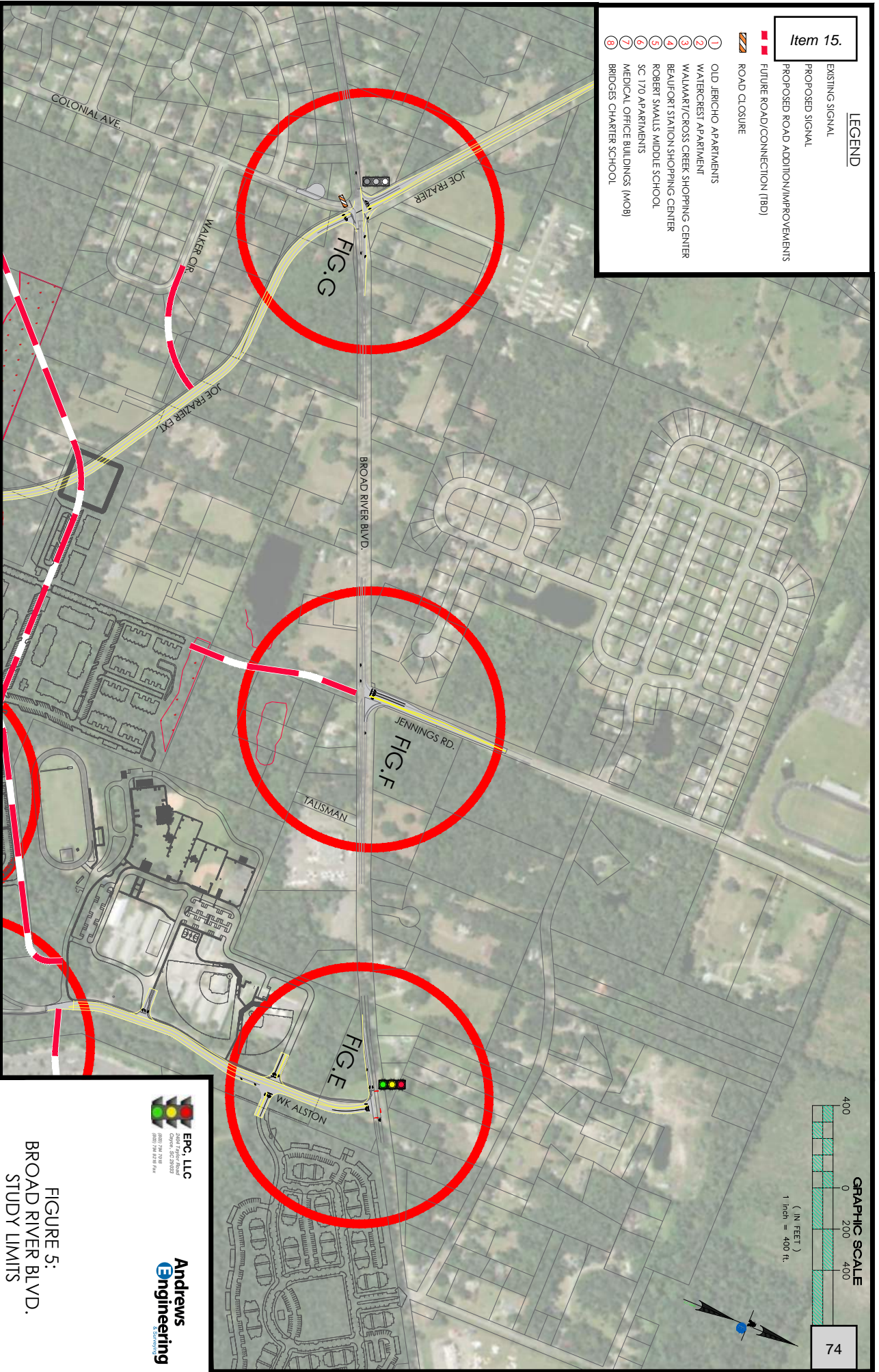
This section of Broad River Boulevard currently operates in good condition and is expected to maintain acceptable conditions based on immediate growth projections. Future growth to the area north of Broad River Boulevard (Habersham area, etc.) will be a major consideration to maintaining the capacity integrity along this corridor. This growth has been expressed as an issue under the LCOG Regional Model Version #2 (LRMv2) which expects the approach of Joe Frazier Road to Broad River Boulevard to require widening to a multi-lane cross-section.

After review of the existing and future traffic loadings (daily and peak-hour) as well as development proposals currently under consideration within the study area, the following concept plan, **Figure 5** has been developed which provides an over-view of the Broad River Boulevard corridor.

Key notes of this proposed Broad River Boulevard access plan are as follows:

1. Widening of Joe Frazier Road: Widen section between Broad River Boulevard and Possum Hill Road to provide a 3-lane section where center-lane will operate as a two-way left-turn lane (TWLTL);
2. Extension of Joe Frazier Road: As indicated earlier, this extension will allow an alternative route to SC 170 as opposed to Broad River Boulevard to the west towards SC 170 (Broad River Bridge).
3. Enhancement of intersection geometrics and traffic control:
 - WK Alston Drive to be provided separate turning lanes and likely signalization when MUTCD warrants are met.
 - Jennings Road to be provided with separate turning lanes and the possibility of a fourth approach leg. Operations to remain as an unsignalized intersection however a single-lane round-a-bout could be considered (would remove the need for separate turning lanes).
 - Joe Frazier Road/Extension to be provided separate turning lanes and maintain signal control. Can be expected to reduce traffic volumes along Broad River Boulevard to the west.
4. Extension of Jennings Road: Provision of creating a four-legged intersection opposite Jennings Road for future development. Consideration of continuing connectivity to the south via expected development located along the north side of SC 170 (possible connection to SC 170).
5. Close the Colonial Avenue direct access to Broad River Road (Fig G). Provide a connection between Colonial Avenue and Joe Frazier Road Extension by realigning Walker Circle (Fig 7).

The following exhibits (**Figures E-G**) present each of the study area intersections along Broad River Boulevard in a blow-up view of the suggested geometrics and traffic control improvements.



Item 15.

EXISTING SIGNAL
 PROPOSED SIGNAL
 PROPOSED ROAD ADDITION/IMPROVEMENTS
 FUTURE ROAD/CONNECTION (TBD)
 ROAD CLOSURE

- 1 OLD JERICHO APARTMENTS
- 2 WATERCREST APARTMENT
- 3 WALMART/CROSS CREEK SHOPPING CENTER
- 4 BEAUFORT STATION SHOPPING CENTER
- 5 ROBERT SMALLS MIDDLE SCHOOL
- 6 SC 170 APARTMENTS
- 7 MEDICAL OFFICE BUILDINGS (MOB)
- 8 BRIDGES CHARTER SCHOOL

LEGEND

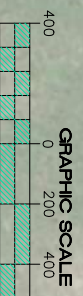


FIGURE 5:
BROAD RIVER BLVD.
STUDY LIMITS

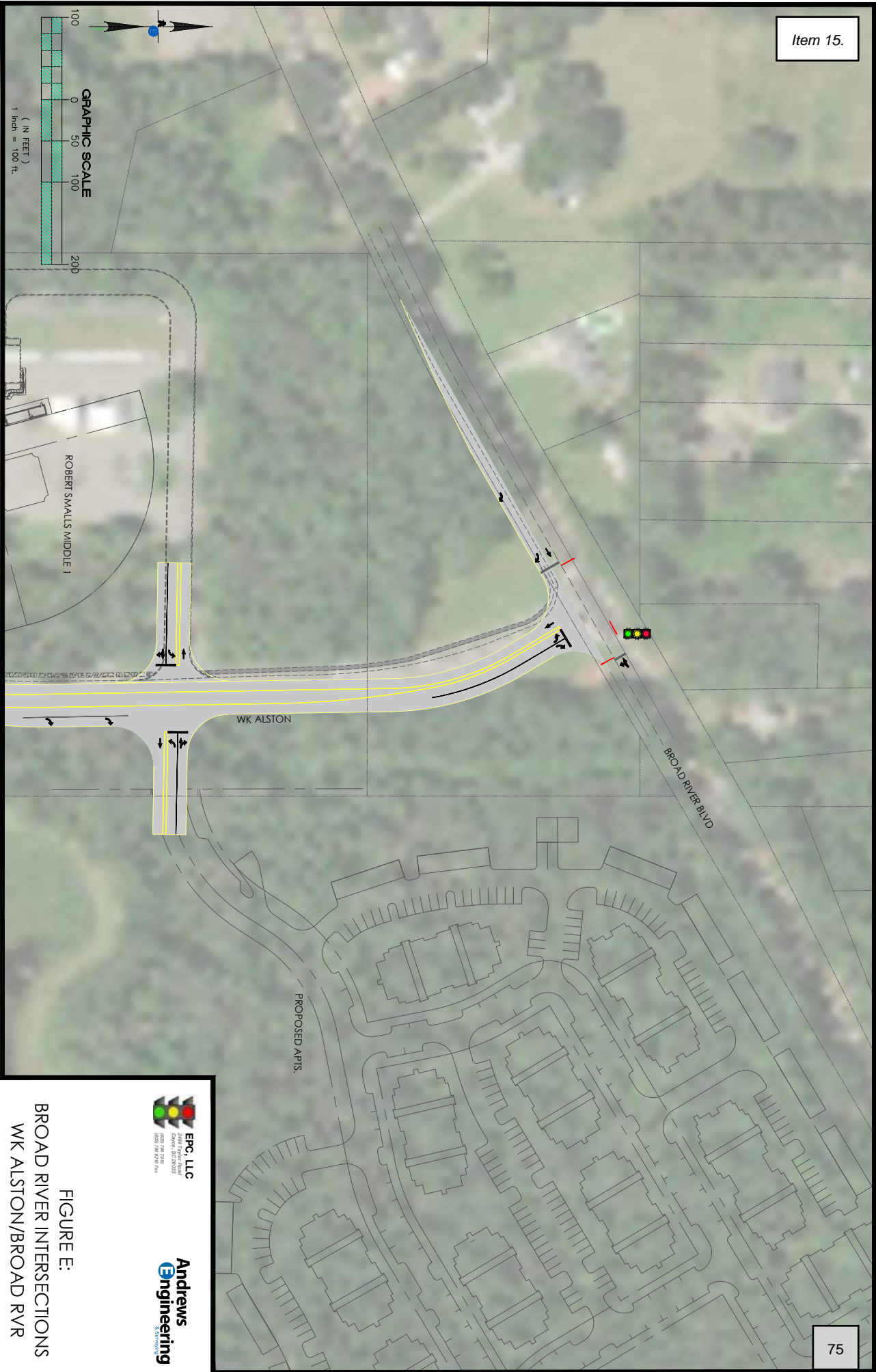
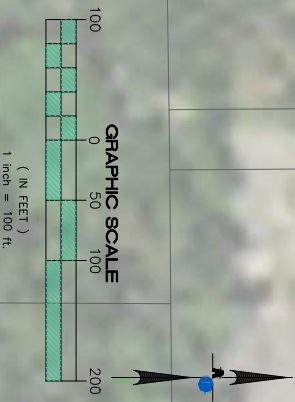
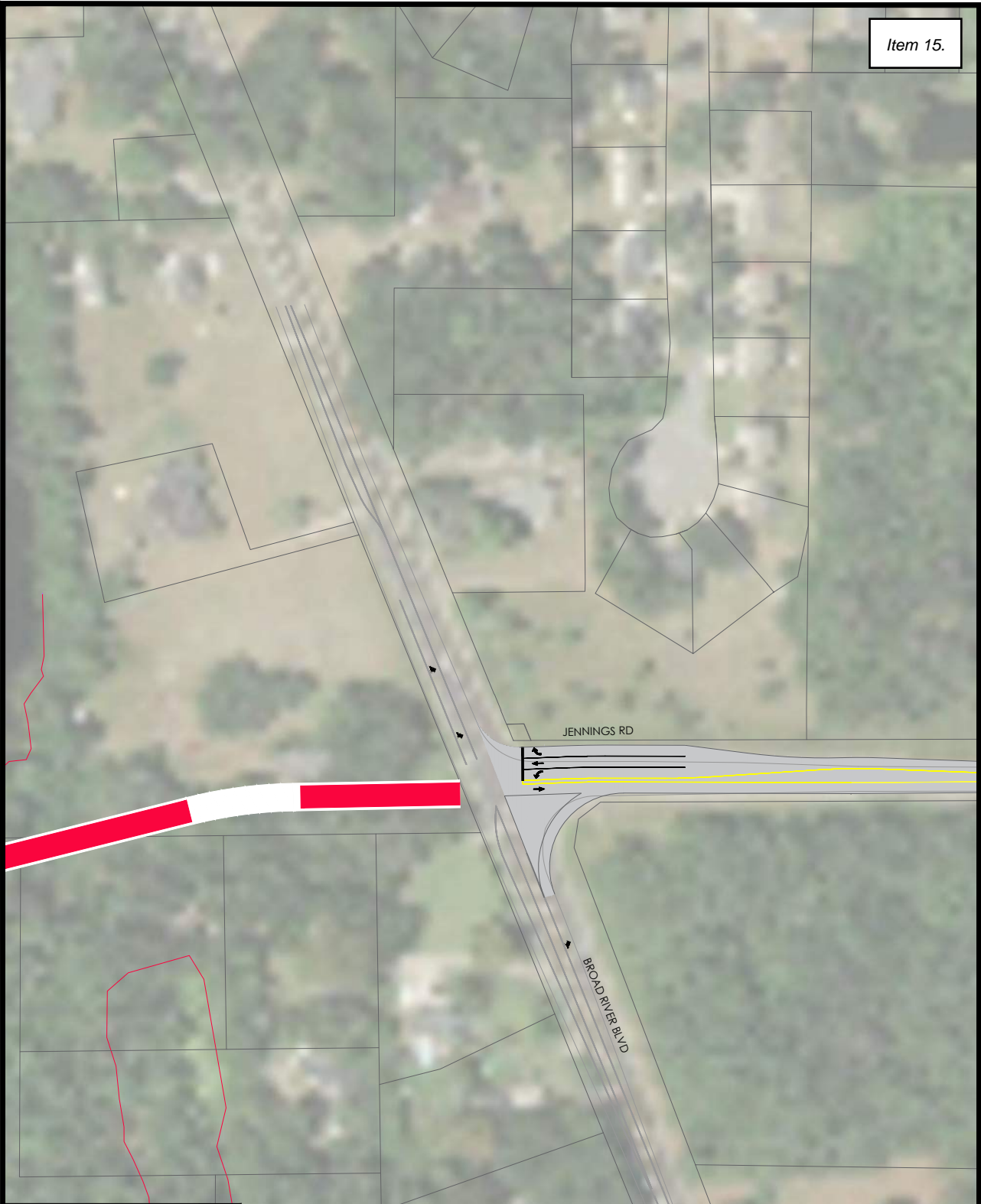


FIGURE E:
BROAD RIVER INTERSECTIONS
WK ALSTON/BROAD RVR



EPC, LLC
 20001 Park Forest
 Cary, NC 27513
 919.279.7118
 919.279.7118 Fax

**Andrews
 Engineering**
 10000 Park Forest
 Cary, NC 27513
 919.279.7118
 919.279.7118 Fax

FIGURE F:
BROAD RIVER INTERSECTIONS
JENNINGS/BROAD RVR

Item 15.

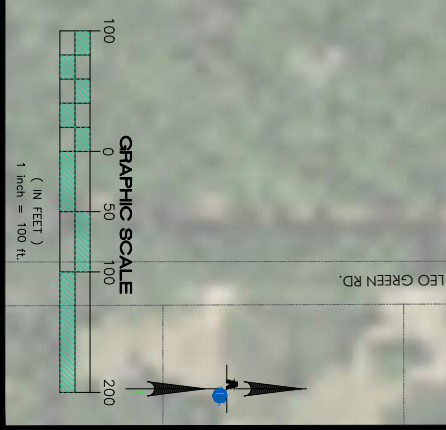
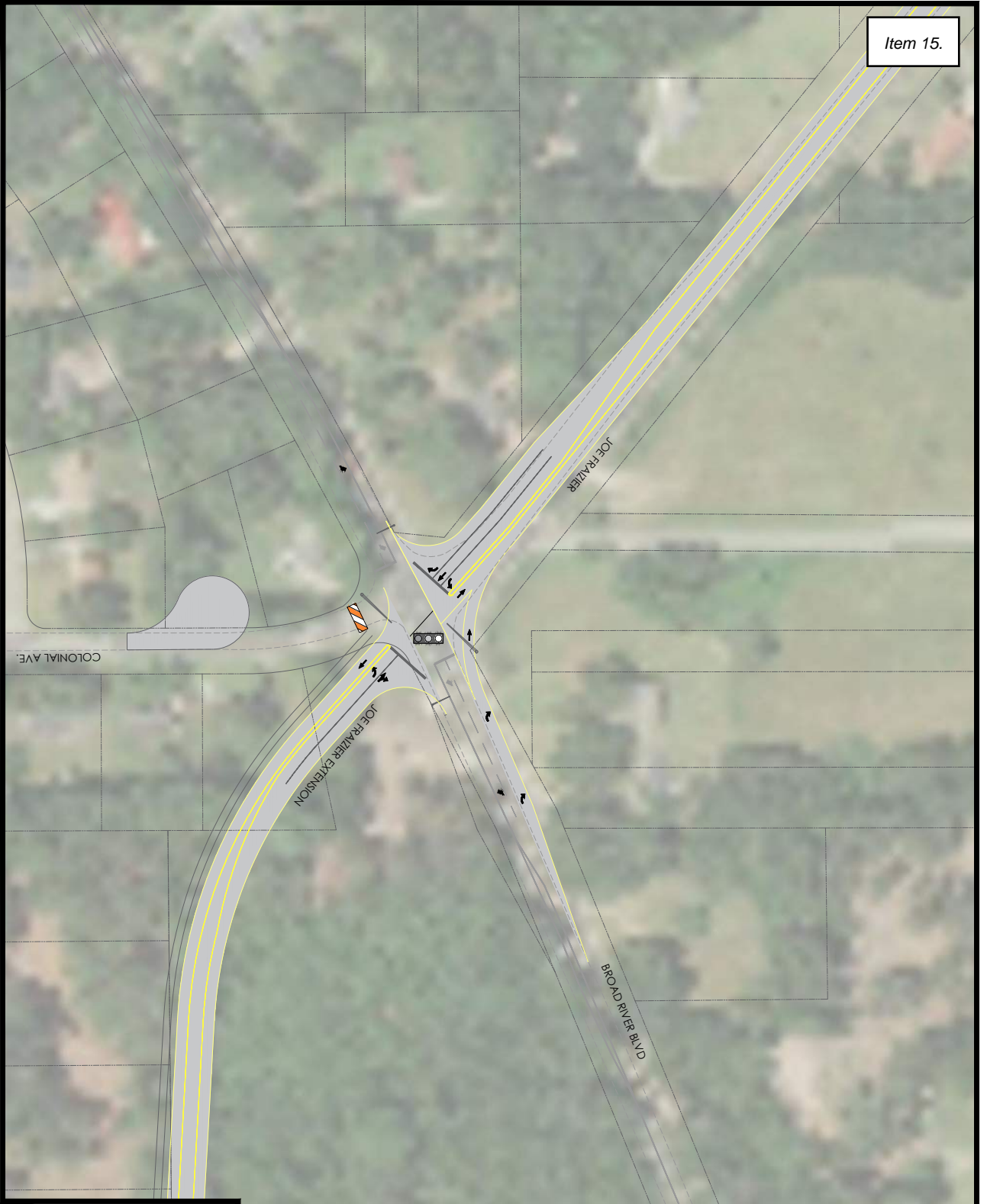


FIGURE G:
BROAD RIVER INTERSECTIONS
JOE FRAZIER/BROAD RVR

ADDITIONAL SUGGESTIONS

Details of connectivity intersections have also been completed which are related to potential development projects and/or additional connectivity suggested for the over-all study area. These suggested connectivity points will aid in traffic flow by providing outlets for traffic potentially to not depend on SC 170, limiting full-movement intersections or allowing consolidation to signalized intersections along the corridor of SC 170.

RECOMMENDATIONS

WK Alston Drive Connectivity: With the recent completion of the SCDOT project on SC 170 along the frontage of Walmart and the signalization of SC 170 at WK Alston Drive, connectivity access to/from WK Alston Drive is recommended (and is in accordance with the Beaufort Code, Section C.2.3, “Street Network Diagram – Section 4”) for the existing Walmart development and future development proposals located east and west of WK Alston Drive.

As shown by **Figure 6**, connections suggested including:

- Apartment complex aligning opposite the school’s most northern access;
- Walmart potentially accessing along WK Alston Drive; and
- Medical Office/Apartments potential of connecting to the school’s southern access.

It should be noted that WK Alston Drive is an SCDOT maintained roadway (S-761) and currently provides access to Robert Smalls Middle school.

Joe Frazier Extension Connectivity: As part of the extension of Joe Frazier Road to SC 170, connectivity access to/from abutting land uses (existing and proposed) should be considered.

As shown by **Figure 7**, connections suggested including:

- Colonial Avenue is suggested to be closed at Broad River Boulevard as part of the Joe Frazier Extension. A connector between the new three-lane alignment of Joe Frazier Road and Walker Circle would re-establish this access; and
- Apartment complex planned to the east of Joe Frazier Road Extension would provide potential of allowing access to both SC 170 and Joe Frazier Extension.

Goethe Hill Connections: New points of access/connectivity are suggested along the section of Goethe Hill Road between SC 170 and Parris Island Gateway (includes the portion re-aligned as part of the Joe Frazier Extension).

As shown by **Figure 8**, connections suggested including:

- Vacant triangular shaped parcel bordered by SC 170, Goethe Hill Road, and US 21. Currently a

portion of this parcel (northeast section) is being planned as a major retail center. Extending the main access drive, located opposite WK Alston Drive at SC 170 to Goethe Hill Road will reduce/minimize future access along US 21 while providing access for current unplanned development areas of this over-all parcel.

- Re-establish access for Singleton Hill Circle and UPS facility by maintaining a portion of Goethe Hill Road and intersecting with the new alignment of Goethe Hill. This connector is recommended to extend to Bridges Prep school, providing a second access alternative for the school.

LEGEND

Item 15.

- EXISTING SIGNAL
- PROPOSED SIGNAL
- PROPOSED ROAD ADDITION/IMPROVEMENTS
- FUTURE ROAD/CONNECTION (TBD)
- ▨ ROAD CLOSURE
- ① OLD JERICHO APARTMENTS
- ② WATERCREST APARTMENT
- ③ WALMART/CROSS CREEK SHOPPING CENTER
- ④ BEAUFORT STATION SHOPPING CENTER
- ⑤ ROBERT SMALLS MIDDLE SCHOOL
- ⑥ SC 170 APARTMENTS
- ⑦ MEDICAL OFFICE BUILDINGS (MOB)
- ⑧ BRIDGES CHARTER SCHOOL

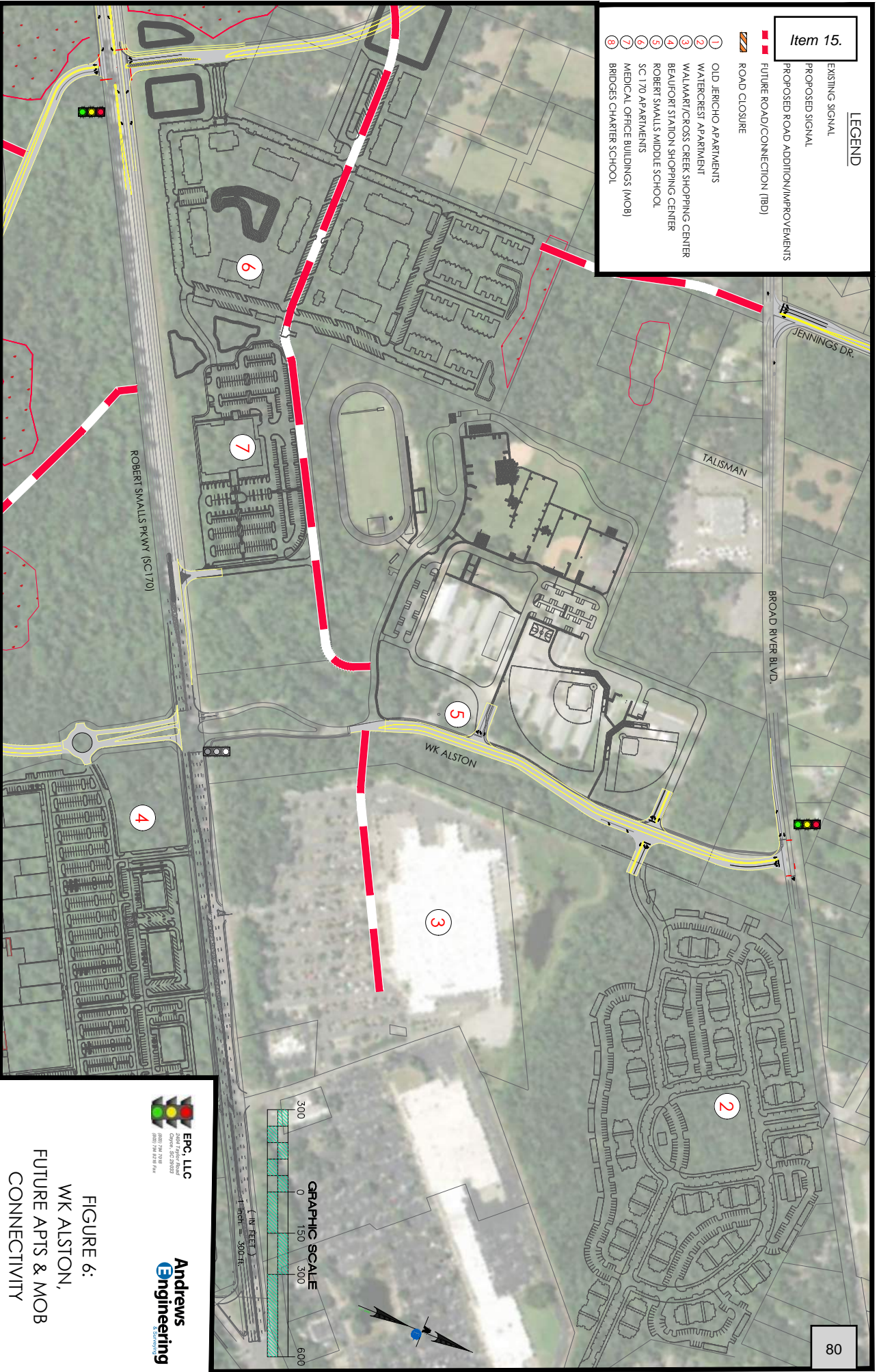
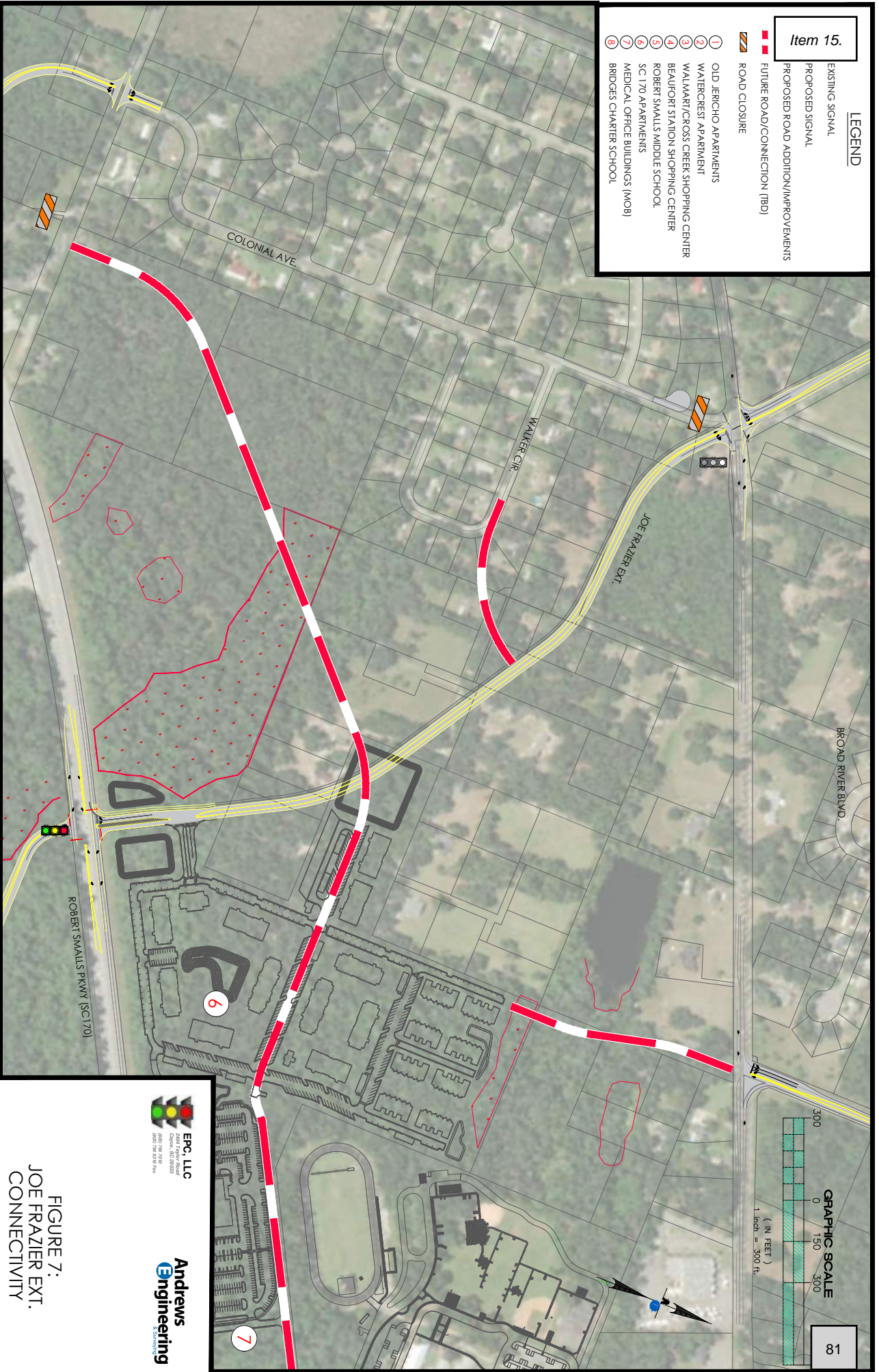


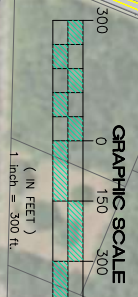
FIGURE 6:
WK ALSTON,
FUTURE APTS & MOB
CONNECTIVITY



Item 15.
 EXISTING SIGNAL
 PROPOSED SIGNAL
 PROPOSED ROAD ADDITION/IMPROVEMENTS
 FUTURE ROAD/CONNECTION (TBD)
 ROAD CLOSURE

- 1 OLD JERICHO APARTMENTS
- 2 WATERCREST APARTMENT
- 3 WALMART/CROSS CREEK SHOPPING CENTER
- 4 BAUHOFI STATION SHOPPING CENTER
- 5 ROBERT SMALLS MIDDLE SCHOOL
- 6 SC 170 APARTMENTS
- 7 MEDICAL OFFICE BUILDINGS (MOB)
- 8 BRIDGES CHARTER SCHOOL

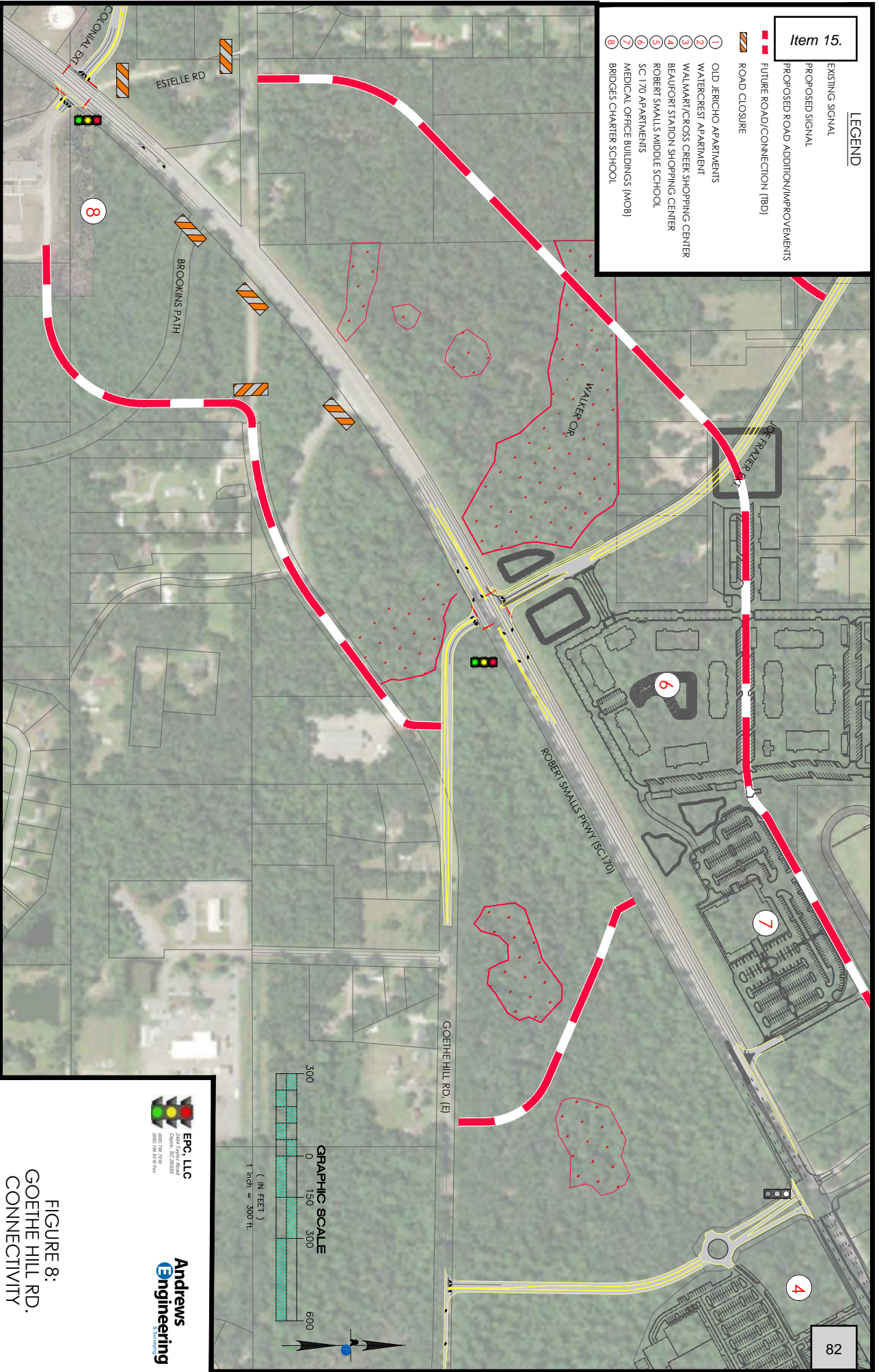
LEGEND



ERC, LLC
 Road Traffic Signal
 1000 29th 7th Ave
 Cary, NC 27513
 919.386.1414 Fax

Andrews Engineering
 CONSULTING ENGINEERS

FIGURE 7:
JOE FRAZIER EXT.
CONNECTIVITY



Item 15.

LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- PROPOSED ROAD ADDITION/IMPROVEMENTS
- FUTURE ROAD/CONNECTION (TBD)
- ▨ ROAD CLOSURE
- ① OLD JERICHO APARTMENTS
- ② WATERCREST APARTMENT
- ③ WALMART/CROSS CREEK SHOPPING CENTER
- ④ BEAUFORT STATION SHOPPING CENTER
- ⑤ ROBERT SMALLS MIDDLE SCHOOL
- ⑥ SC 170 APARTMENTS
- ⑦ MEDICAL OFFICE BUILDINGS (MOB)
- ⑧ BRIDGES CHARTER SCHOOL

300
0
150
300
600

GRAPHIC SCALE

(IN FEET)
1 Inch = 300 Ft.

EPC LLC
Professional Engineer
Charlotte, NC 28203
800.729.7718
www.epcnc.com

Andrews Engineering
Civil & Mechanical Engineers

FIGURE 8:
GOETHE HILL RD.
CONNECTIVITY

SUMMARY of IMPROVEMENTS

The following presents a summary of the over-all recommendations for this study area in both bullet form as well as the attached comprehensive graphic (**Figure 9**).

ROBERT SMALLS PARKWAY (SC 170)

- Provision of a new connection to SC 170 via the extension of Joe Frazier Road from its current termini with Broad River Boulevard.
- Signalization and connectivity for the Bridges Prep School.
- Re-alignment of both approaches of Goethe Hill Road. The Eastern section aligns opposite the suggested Joe Frazier Road Extension and the western section aligns opposite Bridges Prep School.
- Planning of existing and future intersections to provide adequate spacing for efficient traffic signal control/operations with a progression system.
- Connectivity between signalized intersections with internal connectivity between development projects.
- Planning of development access between WK Alston Drive and Joe Frazier Extension.

BROAD RIVER BOULEVARD

- The extension of Joe Frazier Road to SC 170 will improve the roadway between Broad River Road and SC 170 as a multi-lane facility. The traffic signal control at this intersection will be upgraded to accommodate the new geometrics of the intersection improvements. The Joe Frazier Extension provides a direct access to SC 170 opposed to traveling west along Broad River Road to SC 170, toward the Broad River bridge, which will reduce the traffic demand on Broad River Road. Widen Joe Frazier to 3-lane cross-section to Possum Hill Road north of Broad River per the Lowcountry Council of Government *Regional Travel Demand Model*.
- Possible signalization of WK Alston Drive when warranted.
- Possible new approach leg opposite Jennings Road serving as access to future development and/or connectivity to developed properties to the south. Traffic control for the Broad River Boulevard at Jennings Road intersection is planned as STOP sign control or maybe a practical location for a roundabout.

LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- PROPOSED ROAD ADDITION/IMPROVEMENTS
- FUTURE ROAD/CONNECTION (TRD)
- ROAD CLOSURE

- 1 OLD JERICHO APARTMENTS
- 2 WATERCREST APARTMENT
- 3 WALKMART/CROSS CREEK SHOPPING CENTER
- 4 BEAUFORT STATION SHOPPING CENTER
- 5 ROBERT SMALLS MIDDLE SCHOOL
- 6 SC 170 APARTMENTS
- 7 MEDICAL OFFICE BUILDINGS (MOB)
- 8 BRIDGES CHARTERS SCHOOL

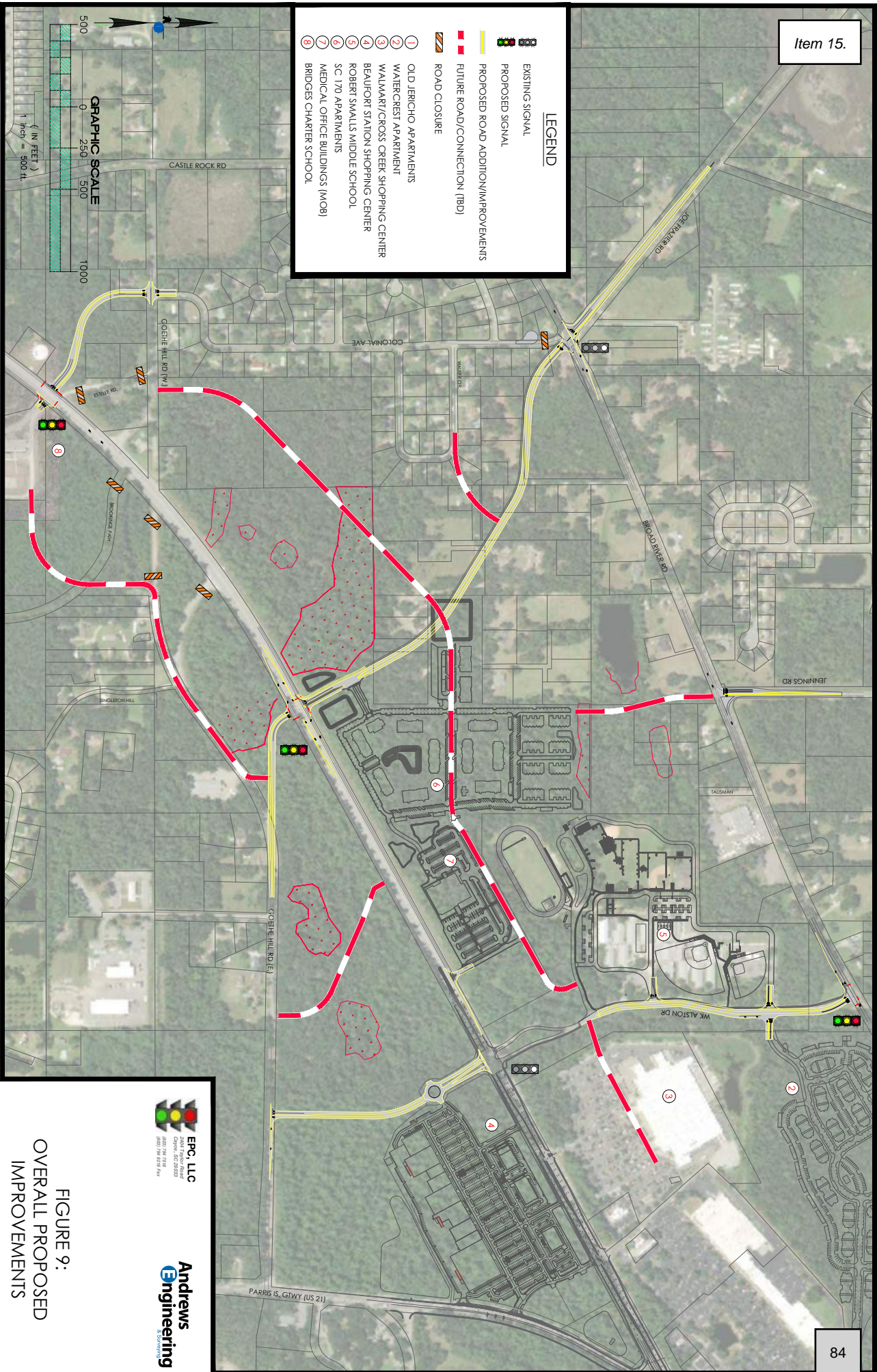
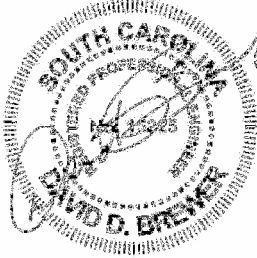
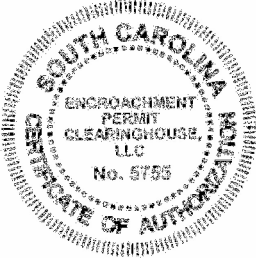


FIGURE 9:
OVERALL PROPOSED
IMPROVEMENTS

CONNECTIVITY/ACCESS ENHANCEMENTS

- New connectivity for the Colonial Avenue area to the new Joe Frazier Road Extension, which results in the closure of the current direct access to Broad River Boulevard. Additionally, a new connection to SC 170 via an extension across/re-alignment of Goethe Hill Road.
- Possible connections to adjacent properties east or west of WK Alston Drive.
- The connectivity of the retail center/future development along Goethe Hill Road between US 21 and SC 170.
- The connectivity of Bridges Prep school and Singleton Hill Circle to the relocated segment of Goethe Hill Road (east) provides a second outlet for school traffic and access for a number of residential homes.
- Vehicular connectivity will include multimodal bike and pedestrian paths in accordance with the City of Beaufort’s and Beaufort County’s respective Comprehensive Plans, including Beaufort County Connects; Bicycle and Pedestrian Plan 2021, where feasible.

Prepared by
EPC, LLC



Andrews Engineering



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
RECOMMENDATION OF APPROVAL OF AN ORDINANCE AUTHORIZING AND PROVIDING FOR THE ISSUANCE AND SALE OF LIMITED GENERAL OBLIGATION BONDS (BLUFFTON TOWNSHIP FIRE DISTRICT), SERIES 2023A OR SUCH OTHER APPROPRIATE SERIES DESIGNATION OF BEAUFORT COUNTY, SOUTH CAROLINA IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED \$4,250,000; FIXING THE FORM AND DETAILS OF THE BONDS; AUTHORIZING THE COUNTY ADMINISTRATOR OR HIS LAWFULLY-AUTHORIZED DESIGNEE TO DETERMINE CERTAIN MATTERS RELATING TO THE BONDS; PROVIDING FOR THE PAYMENT OF THE BONDS AND DISPOSITION OF THE PROCEEDS THEREOF AND OTHER MATTERS RELATING THERETO.
MEETING NAME AND DATE:
Finance Committee 1/17/2023
PRESENTER INFORMATION:
David Cheatwood Managing Director First Tryon Advisors 20 minutes
ITEM BACKGROUND:
The Bluffton Township Fire District (BTFD) is seeking to issue a bond to purchase equipment that has a replacement cycle of 7 to 10 years.
PROJECT / ITEM NARRATIVE:
The BTFD has received approval from their Board to seek funding to purchase equipment. The debt will be serviced through the District's Debt Service Fund.
FISCAL IMPACT:
The debt will be serviced through the Bluffton Township Fire Districts debt service which would lead to an increased millage.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends County Council to approve the recommendation.
OPTIONS FOR COUNCIL MOTION:
Motion to approve/deny "RECOMMENDATION OF APPROVAL OF AN ORDINANCE AUTHORIZING AND PROVIDING FOR THE ISSUANCE AND SALE OF LIMITED GENERAL OBLIGATION BONDS (BLUFFTON TOWNSHIP FIRE DISTRICT), SERIES 2023A OR SUCH OTHER APPROPRIATE SERIES DESIGNATION OF BEAUFORT COUNTY, SOUTH CAROLINA IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED \$4,250,000; FIXING THE FORM AND DETAILS OF THE BONDS; AUTHORIZING THE COUNTY ADMINISTRATOR OR HIS LAWFULLY-AUTHORIZED DESIGNEE TO DETERMINE CERTAIN MATTERS RELATING TO THE BONDS; PROVIDING FOR THE PAYMENT OF THE BONDS AND DISPOSITION OF THE PROCEEDS THEREOF AND OTHER MATTERS RELATING THERETO."



Simplifying PUBLIC FINANCE

DAVID CHEATWOOD, Managing Director

6101 Carnegie Blvd., Suite 210

Charlotte, NC 28209

Office: (704) 926-2447

Email: dcheatwood@firsttryon.com

Limited General Obligation Bonds (Bluffton Township Fire District), Series 2023A

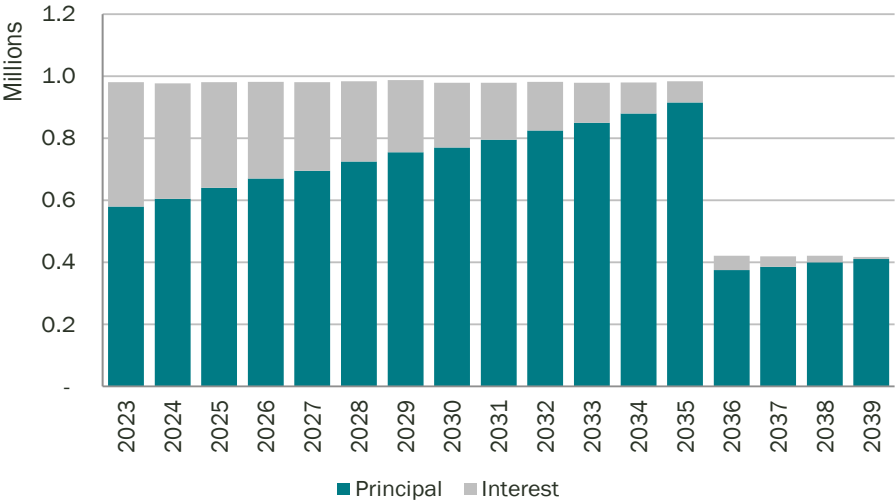
Beaufort County, South Carolina

Overview

- Bluffton Township Fire District (the “Fire District”) is a special taxing district of Beaufort County (the “County”).
- The County has the power to issue General Obligation Bonds to defray the cost of any authorized purpose within the Fire District without a referendum so long as the total amount of General Obligation Bonds outstanding does not exceed 8% of the Fire District’s Assessed Value (the “8% Debt Limit”).
- Based on the Fire District’s FY2021 Assessed Value of \$715,515,350, the Fire District’s 8% Debt Limit is \$57,241,228.
- As highlighted in the table below, the County currently has two series of Limited General Obligation Bonds outstanding for the Fire District (Series 2015A and Series 2018) totaling \$11,275,000, all of which count towards the 8% Debt Limit, leaving \$45,966,228 of capacity.

Limited General Obligation Bonds						
Series	Description	Par Outstanding	Final Maturity	Call Provision	Avg. Coupon	Use of Proceeds
Series 2015A	Limited General Obligation Bonds (Bluffton Township Fire District)	5,850,000	3/1/2035	3/1/2025	3.671%	New Fire Engine
Series 2018	Limited General Obligation Bonds (Bluffton Township Fire District)	5,425,000	3/1/2039	3/1/2028	3.699%	Two Fire Stations
Total		11,275,000			3.685%	

- For the payment of the principal and interest on these General Obligation Bonds, the full faith, credit and taxing power of the County are irrevocably pledged and there is levied and collected annually a tax, without limit, on all taxable property in the Fire District sufficient to pay the principal and interest on these bonds.
- The County currently levies 1.5 debt service mills in the Fire District to pay the existing debt service (principal + interest) on the Fire District’s two series of General Obligation Bonds.



Proposed Financing

- The Fire District is requesting that the County issue a series of Limited General Obligation Bonds in an amount not-to-exceed \$4,250,000 for the purpose of purchasing necessary equipment required to provide fire and rescue services to the community as well as paying costs of issuance (the “Series 2023 Bonds”).

- To help pay for the increase in debt service, the Fire District is also requesting a 0.5 mill increase (for a total levy of 2 debt service mills) to the Fall 2023 tax bill (FY2024).

- First Tryon Advisors has prepared an analysis to forecast the revenues available for debt service, which include both the 2 debt service mills and the one-time use of excess funds in the Fire District’s debt service fund, vs. the debt service on the existing and proposed Limited General Obligation Bonds.

- Within this analysis, First Tryon has made the following assumptions:
 - Current value of a mill of \$735,000 with an annual growth rate of 3.50% for the next three years, 2.00% for the subsequent two years and 1.00% thereafter.
 - Approximately \$575,000 of funds available in the Fire District’s debt service fund as of December 31, 2022 with approximately \$700,000 available by December 31, 2023.
 - New debt repaid annually each March 1, beginning March 1, 2024 with a final maturity on March 1, 2030 (7-year term) at an estimated interest rate of 4.25%.

Debt Service			
<u>Period Ending</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
<u>12/31</u>			
2024	769,000	223,990	992,990
2025	456,000	138,253	594,253
2026	531,000	117,279	648,279
2027	584,000	93,585	677,585
2028	610,000	68,213	678,213
2029	636,000	41,735	677,735
2030	664,000	14,110	678,110
Total	4,250,000	697,164	4,947,164

Analysis

Millage Impact									
Tax Year	CY of DS Payment	Millage Rate	Total Revenues	Existing Debt Service	Proposed Debt Service	Total Debt Service	Surplus / (Deficit)	Use of Fund Balance	Fund Balance
Total	Total								
2021	2022								576,927
2022	2023	1.50	1,102,500	980,944	-	980,944	121,556	-	698,484
2023	2024	2.00	1,521,450	976,319	992,990	1,969,309	(447,859)	(447,859)	250,624
2024	2025	2.00	1,574,700	980,194	594,253	1,574,446	254	-	250,878
2025	2026	2.00	1,629,814	981,544	648,279	1,629,823	(9)	(9)	250,870
2026	2027	2.00	1,662,410	980,719	677,585	1,658,304	4,106	-	254,976
2027	2028	2.00	1,695,658	983,497	678,213	1,661,709	33,949	-	288,925
2028	2029	2.00	1,712,616	987,563	677,735	1,665,298	47,319	-	336,243
2029	2030	2.00	1,729,742	978,550	678,110	1,656,660	73,082	-	409,325
2030	2031	2.00	1,747,040	978,313	-	978,313	768,728	-	1,178,053
2031	2032	2.00	1,764,510	981,588	-	981,588	782,923	-	1,960,975
2032	2033	2.00	1,782,154	978,738	-	978,738	803,417	-	2,764,392
2033	2034	2.00	1,799,976	979,425	-	979,425	820,551	-	3,584,943
2034	2035	2.00	1,817,976	983,450	-	983,450	834,526	-	4,419,469
2035	2036	2.00	1,836,156	421,456	-	421,456	1,414,700	-	5,834,168
2036	2037	2.00	1,854,518	419,106	-	419,106	1,435,412	-	7,269,580
2037	2038	2.00	1,873,062	421,100	-	421,100	1,451,962	-	8,721,542
2038	2039	2.00	1,891,792	417,175	-	417,175	1,474,617	-	10,196,159
2039	2040	2.00	1,910,710	-	-	-	1,910,710	-	12,106,869

Timeline

- To issue the Series 2023 Bonds, County Council must have three readings of a bond ordinance and hold a public hearing.
- The schedule below assumes the three readings at the upcoming Council meeting dates of January 23rd, February 13th and February 27th and holding the public hearing at the time of 2nd reading on February 13th.
- S.C. law requires that the Series 2023 Bonds are sold on a competitive basis and First Tryon recommends doing so in the “bank market” as opposed to the “public market” given comparable interest rates, lower cost of issuance and the ability to lock in interest rates earlier to avoid interest rate risk.
- Under this schedule, bank bids would be due on April 4th (interest rates locked in) with closing to follow on May 2nd.

DATE	TASK	RESPONSIBILITY
January 17	County Finance Committee Meeting – Review Fire District Request	C
January 23	County Council Meeting – First Reading of Bond Ordinance	BC / C
February 13	County Council Meeting – Second Reading of Bond Ordinance; Hold Public Hearing	BC / C
February 27	County Council Meeting – Third Reading of Bond Ordinance	BC / C
March 14	Distribute Bank RFP / Notice of Sale to Bidders	FA
April 4	Bank Bids Due Call to Review Bank Bids	Working Group
April 28	Expiration of 60-day Challenge Period	Working Group
May 2	Closing	Working Group

NOTE: COUNTY COUNCIL TYPICALLY MEETS 2ND AND 4TH MONDAY OF EACH MONTH.

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ORDINANCE NO. _____

AUTHORIZING AND PROVIDING FOR THE ISSUANCE AND SALE OF LIMITED GENERAL OBLIGATION BONDS (BLUFFTON TOWNSHIP FIRE DISTRICT), SERIES 2023A OR SUCH OTHER APPROPRIATE SERIES DESIGNATION OF BEAUFORT COUNTY, SOUTH CAROLINA IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED \$4,250,000; FIXING THE FORM AND DETAILS OF THE BONDS; AUTHORIZING THE COUNTY ADMINISTRATOR OR HIS LAWFULLY-AUTHORIZED DESIGNEE TO DETERMINE CERTAIN MATTERS RELATING TO THE BONDS; PROVIDING FOR THE PAYMENT OF THE BONDS AND DISPOSITION OF THE PROCEEDS THEREOF AND OTHER MATTERS RELATING THERETO.

BE IT ORDAINED BY THE COUNTY COUNCIL OF BEAUFORT COUNTY, SOUTH CAROLINA, AS FOLLOWS:

SECTION 1. Findings and Determinations. The County Council (the “County Council”) of Beaufort County, South Carolina (the “County”), hereby finds and determines:

(a) Pursuant to Section 4-9-10, Code of Laws of South Carolina 1976, as amended (the “Code”), and the results of a referendum held in accordance therewith, the County Council-Administrator form of government was adopted and the County Council constitutes the governing body of the County.

(b) Article X, Section 14 of the Constitution of the State of South Carolina, 1895, as amended (the “Constitution”), provides that each county shall have the power to incur bonded indebtedness in such manner and upon such terms and conditions as the General Assembly shall prescribe by general law within the limitations set forth in Section 14 and Section 12 of Article X.

(c) Article X, Section 12 of the Constitution provides that no law shall be enacted permitting the incurring of bonded indebtedness by any county for fire protection service benefiting only a particular geographical section of the county unless a special assessment, tax or service charge in an amount designed to provide debt service on bonded indebtedness incurred for such purpose shall be imposed upon the area or persons receiving the benefit therefrom.

(d) Article X, Section 14 of the Constitution further provides that general obligation debt may be incurred only for a purpose which is a public purpose and which is a corporate purpose of the County. The power to incur general obligation debt shall include general obligation debt incurred by the County within the limitations prescribed by Article X, Section 12 of the Constitution.

(e) In determining the debt limitations imposed by the provisions of Article X, Section 14 of the Constitution, bonded indebtedness incurred pursuant to Article X, Section 12 shall not be considered.

(f) Pursuant to the provisions of Title 4, Chapter 19 of the Code (the “Act”), the County Council has, among other powers, the power: (1) To designate the areas of the County where fire protection service may be furnished by the County under the Act; and (2) To levy and collect ad valorem taxes without limit as to rate or amount upon all taxable property in the service area where fire protection services are furnished to effect the payment of principal and interest on all bonds issued pursuant to the Act or required for the maintenance and operation of the fire protection system.

(g) Pursuant to the provisions of Ordinance No. 2013/6 enacted by the County Council, the County created the Bluffton Township Fire District (the “Fire District”). As such, the Fire District is a special taxing district.

(h) Pursuant to this Ordinance, the County Council is providing for the levy and collection of an annual ad valorem tax within the Fire District which will be sufficient to provide for the payment of the principal and interest on the Bonds (hereinafter defined).

(i) In order to continue to provide fire and rescue services in the Fire District, there is a need for the purchase of necessary equipment (the “Project”).

(j) It is necessary and in the best interest of the County and the residents of the Fire District for the County Council to provide for the issuance and sale of not to exceed \$4,250,000 limited general obligation bonds of the County pursuant to the aforesaid provisions of the Constitution and laws of the State of South Carolina (the “State”), the proceeds of which will be used: (i) to defray the cost of the Project; (ii) to pay costs of issuance of the Bonds; and (iii) for such other lawful corporate and public purposes as the County Council shall determine.

SECTION 2. Authorizations and Details of Bonds. Pursuant to the aforesaid provisions of the Constitution and laws of the State, there is hereby authorized to be issued limited general obligation bonds of the County in the amount of not to exceed \$4,250,000 to obtain funds for the purposes mentioned in Section 1(j) above which shall be designated “\$4,250,000 (or such lesser amount issued) Limited General Obligation Bonds (Bluffton Township Fire District), Series 2023A (or such other appropriate series designation), of Beaufort County, South Carolina” (the “Bond”).

The Bonds shall be issued as fully-registered bonds; shall be dated as of their date of delivery; shall be in denominations of \$5,000 or any integral multiple thereof not to exceed the principal amount of the Bonds maturing in each year; shall be numbered from R-1 upward; shall bear interest at such times as hereafter designated by the County Administrator or his lawfully-authorized designee (the “Administrator”) at such rate or rates as may be determined at the time of the sale thereof; and shall mature or be payable in successive annual installments as determined by the Administrator.

Both the principal of and interest on the Bonds shall be payable in any coin or currency of the United States of America which is, at the time of payment, legal tender for public and private debts.

Regions Bank, Atlanta, Georgia shall serve as registrar and paying agent (the “Registrar/Paying Agent”) for the Bonds.

SECTION 3. Delegation of Authority to Determine Certain Matters Relating to the Bonds. The County Council hereby delegates to the Administrator the authority to: (a) determine the par amount of the Bonds; (b) determine the maturity date of the Bonds and the respective principal amounts maturing or payable on such dates; (c) determine the interest payment dates of the Bonds; (d) determine the redemption provisions, if any, for the Bond; (e) determine the date and time of sale of the Bonds; (f) determine, with the advice of the County’s Financial Advisor and Bond Counsel, whether the Bonds should be publicly traded or placed with a bank; (g) receive bids on behalf of the County Council; and (h) award the sale of the Bonds to the lowest bidder therefor in accordance with the terms of the Official Notice of Sale for the Bonds.

After the sale of the Bonds, the Administrator shall submit a written report to County Council setting forth the details of the Bonds as set forth in this paragraph.

The Administrator may delegate some or all of the duties and responsibilities assigned to him in this Ordinance to a member of County staff or the Fire Chief of the Fire District.

SECTION 4. Registration, Transfer and Exchange of Bonds. The County shall cause books (herein referred to as the “registry books”) to be kept at the offices of the Registrar/Paying Agent, for the registration and transfer of the Bonds. Upon presentation at its office for such purpose the Registrar/Paying Agent shall register or transfer, or cause to be registered or transferred, on such registry books, the Bonds under such reasonable regulations as the Registrar/Paying Agent may prescribe.

Each Bond shall be transferable only upon the registry books of the County, which shall be kept for such purpose at the principal office of the Registrar/Paying Agent, by the registered owner thereof in person or by his duly authorized attorney upon surrender thereof together with a written instrument of transfer satisfactory to the Registrar/Paying Agent duly executed by the registered owner or his or her duly authorized attorney. Upon the transfer of any such Bond, the Registrar/Paying Agent on behalf of the County shall issue in the name of the transferee a new fully-registered Bond or Bonds of the same aggregate principal amount, interest rate and maturity as the surrendered Bond. Any Bond surrendered in exchange for a new registered Bond pursuant to this Section shall be canceled by the Registrar/Paying Agent.

The County and the Registrar/Paying Agent may deem or treat the person in whose name any fully-registered Bond shall be registered upon the registry books as the absolute owner of such Bond, whether such Bond shall be overdue or not, for the purpose of receiving payment of the principal of and interest on such Bond and for all other purposes and all such payments so made to any such registered owner or upon his order shall be valid and effectual to satisfy and discharge the liability upon such Bond to the extent of the sum or sums so paid, and neither the County nor the Registrar/Paying Agent shall be affected by any notice to the contrary. In all cases in which the privilege of transferring the Bonds is exercised, the County shall execute and the Registrar/Paying Agent shall authenticate and deliver the Bonds in accordance with the provisions of this Ordinance. Neither the County nor the Registrar/Paying Agent shall be obliged to make any such transfer of Bonds during the fifteen (15) days preceding an interest payment date on such Bonds.

SECTION 5. Record Date. The County hereby establishes a record date for the payment of interest or for the giving of notice of any proposed redemption of Bonds, and such record date shall be the fifteenth (15th) day (whether or not a business day) preceding an interest payment date on such Bond or, in the case of any proposed redemption of Bonds, such record date shall be the fifteenth (15th) day (whether or not a business day) prior to the mailing of notice of redemption of the Bonds.

SECTION 6. Mutilation, Loss, Theft or Destruction of Bonds. In case any Bond shall at any time become mutilated in whole or in part, or be lost, stolen or destroyed, or be so defaced as to impair the value thereof to the owner, the County shall execute and the Registrar shall authenticate and deliver at the principal office of the Registrar, or send by registered mail to the owner thereof at his request, risk and expense a new Bond of the same series, interest rate and maturity and of like tenor and effect in exchange or substitution for and upon the surrender for cancellation of such defaced, mutilated or partly destroyed Bond, or in lieu of or in substitution for such lost, stolen or destroyed Bond. In any such event the applicant for the issuance of a substitute Bond shall furnish the County and the Registrar evidence or proof satisfactory to the County and the Registrar of the loss, destruction, mutilation, defacement or theft of the original Bond, and of the ownership thereof, and also such security and indemnity as may be required by the laws of the State or such greater amount as may be required by the County and the Registrar. Any duplicate Bond issued under the provisions of this Section in exchange and substitution for any defaced, mutilated or partly destroyed Bond or in substitution for any allegedly lost, stolen or wholly-destroyed Bond shall be entitled to the identical benefits under this Ordinance as was the original Bond in lieu of which such duplicate Bond is issued, and shall be entitled to equal and proportionate benefits with all the other Bonds of the same series issued hereunder.

All expenses necessary for the providing of any duplicate Bond shall be borne by the applicant therefor.

SECTION 7. Execution of Bonds. The Bonds shall be executed in the name of the County with the manual or facsimile signature of the Chair of the County Council attested by the manual or facsimile signature of the Clerk to the County Council under a facsimile of the seal of the County impressed, imprinted or reproduced thereon; provided, however, the facsimile signatures appearing on the Bonds may be those of the officers who are in office on the date of enactment of this Ordinance. The execution of the Bonds in such fashion shall be valid and effectual, notwithstanding any subsequent change in such offices. The Bonds shall not be valid or become obligatory for any purpose unless there shall have been endorsed thereon a certificate of authentication. Each Bond shall bear a certificate of authentication manually executed by the Registrar in substantially the form set forth herein.

SECTION 8. Form of Bonds. The Bonds including the certificate of authentication shall be in substantially the form set forth in Exhibit A attached hereto and incorporated herein by reference.

SECTION 9. Security for the Bonds. For the payment of the principal of and interest on the Bonds, as they respectively mature, pursuant to Section 12 of Article X of the Constitution, the Act and this Ordinance, there shall be levied annually by the Auditor of the County and collected by the Treasurer of the County, in the same manner as other county taxes are levied and collected, an ad valorem tax, without limit, on all taxable property in the Fire District, sufficient to pay the principal of and interest on such Bonds as they respectively mature and to create such sinking fund as may be necessary therefor.

The County Council shall give the Auditor and Treasurer of the County written notice of the delivery of and payment for the Bonds and they are hereby directed to levy and collect annually, on all taxable property in the Fire District, an ad valorem tax sufficient to pay the principal and interest of the Bonds as they respectively mature and to create such sinking fund as may be necessary therefor.

SECTION 10. Notice of Public Hearing. The County Council hereby ratifies and approves the publication of a notice of public hearing regarding the Bonds and this Ordinance, such notice in substantially the form attached hereto as Exhibit B, having been published in *The Island Packet* and *The Beaufort Gazette*, newspapers of general circulation in the County, not less than 15 days prior to the date of such public hearing.

SECTION 11. Initiative and Referendum Provisions. The County Council hereby delegates to the Administrator the authority to determine whether the Notice prescribed under the provisions of Title 11, Chapter 27 of the Code relating to the initiative and referendum provisions contained in Title 4, Chapter 9, Article 13 of the Code shall be given with respect to this Ordinance. If said Notice is given, the Administrator is authorized to have published in a newspaper of general circulation in the County the notice in substantially the same form as attached hereto as Exhibit C.

SECTION 12. Exemption from State Taxes. Both the principal of and interest on the Bonds shall be exempt, in accordance with the provisions of Section 12-2-50 of the Code from all State, County, municipal, school district and all other taxes or assessments, except estate or other transfer taxes, direct or indirect, general or special, whether imposed for the purpose of general revenue or otherwise.

SECTION 13. Tax Covenants. The County hereby covenants and agrees with the holders of the Bonds that it will not take any action which will, or fail to take any action which failure will, cause interest on the Bonds to become includable in the gross income of the holders of the Bonds for federal income tax purposes pursuant to the provisions of the Internal Revenue Code of 1986, as amended (the "IRC") and regulations promulgated thereunder in effect on the date of original issuance of the Bonds. The County further covenants and agrees with the holders of the Bonds that no use of the proceeds of the Bonds shall be made which, if such use had been reasonably expected on the date of issue of the Bonds would have caused the Bonds to be "arbitrage bonds," as defined in Section 148 of the IRC, and to that end the County hereby shall:

- (a) comply with the applicable provisions of Sections 141 through 150 of the IRC and any regulations promulgated thereunder so long as the Bonds are outstanding;
- (b) establish such funds, make such calculations and pay such amounts, in the manner and at the times required in order to comply with the requirements of the IRC relating to required rebates of certain amounts to the United States; and
- (c) make such reports of such information at the time and places required by the IRC.

SECTION 14. Eligible Securities. The Bonds initially issued (the “Initial Bonds”) will be eligible securities for the purposes of the book-entry system of transfer maintained by The Depository Trust Company, New York, New York (“DTC”), and transfers of beneficial ownership of the Initial Bonds shall be made only through DTC and its participants in accordance with rules specified by DTC. Such beneficial ownership must be of \$5,000 principal amount of Bonds of the same maturity or any integral multiple of \$5,000.

The Initial Bonds shall be issued in fully-registered form, one Bond for each of the maturities of the Bonds, in the name of Cede & Co., as the nominee of DTC. When any principal of or interest on the Initial Bonds becomes due, the County shall transmit to DTC an amount equal to such installment of principal and interest. DTC shall remit such payments to the beneficial owners of the Bonds or their nominees in accordance with its rules and regulations.

Notices of redemption of the Initial Bonds or any portion thereof shall be sent to DTC in accordance with the provisions of this Ordinance.

If (a) DTC determines not to continue to act as securities depository for the Bonds, or (b) the County has advised DTC of its determination that DTC is incapable of discharging its duties, the County shall attempt to retain another qualified securities depository to replace DTC. Upon receipt by the County of the Initial Bonds together with an assignment duly executed by DTC, the County shall execute and deliver to the successor securities depository Bonds of the same principal amount, interest rate and maturity registered in the name of such successor.

If the County is unable to retain a qualified successor to DTC or the County has determined that it is in its best interest not to continue the book-entry system of transfer or that interests of the beneficial owners of the Bonds might be adversely affected if the book-entry system of transfer is continued (the County undertakes no obligation to make any investigation to determine the occurrence of any events that would permit it to make any such determination), and has made provision to so notify beneficial owners of the Bonds by mailing an appropriate notice to DTC, upon receipt by the County of the Initial Bonds together with an assignment duly executed by DTC, the County shall execute, authenticate and deliver to the DTC participants Bonds in fully-registered form, in substantially the form set forth in Exhibit A to this Ordinance in the denomination of \$5,000 or any integral multiple thereof.

SECTION 15. Sale of Bonds; Form of Notice of Sale. The Bonds shall be sold at public sale. A Notice of Sale in substantially the form attached hereto as Exhibit D and incorporated herein by reference shall be distributed to prospective bidders and a summary of such Notice of Sale shall be published in a newspaper having general circulation in the State or in a financial publication published in the City of New York, State of New York, or both, not less than seven (7) days prior to the date set for such sale.

SECTION 16. Preliminary and Official Statement. The County Council hereby authorizes and directs the Administrator to prepare, or cause to be prepared, a Preliminary Official Statement to be distributed to prospective purchasers of the Bonds together with the Notice of Sale. The County Council authorizes the Administrator to designate the Preliminary Official Statement as “near final” for purposes of Rule 15c2-12 of the U.S. Securities and Exchange Commission (the “Rule”). The Administrator is further authorized to see

to the completion of the final form of the Official Statement upon the sale of the Bonds so that it may be provided to the purchaser of the Bonds.

SECTION 17. Filings with Central Repository. In compliance with Section 11-1-85 of the Code, the County covenants that it will file or cause to be filed with a central repository for availability in the secondary bond market when requested: (a) a copy of the annual audit of the County within thirty (30) days for the County's receipt thereof; and (b) within thirty (30) days of the occurrence thereof, relevant information of an event which adversely affects more than five (5%) percent of the revenues of the County or the County's tax base.

SECTION 18. Continuing Disclosure. In compliance with the Rule, the County covenants and agrees for the benefit of the holders from time to time of the Bonds to execute and deliver prior to closing, and to thereafter comply with the terms of, a Continuing Disclosure Certificate in substantially the form appearing as Exhibit E to this Ordinance. In the event of a failure of the County to comply with any of the provisions of the Continuing Disclosure Certificate, an event of default under this Ordinance shall not be deemed to have occurred. In such event, the sole remedy of any bondholder or beneficial owner shall be an action to compel performance by the County.

SECTION 19. Bank Placement. In the event the Bonds are sold to a bank, the requirements of Sections 14, 16 and 18 hereof shall not be applicable, and the County may serve as Registrar/Paying Agent as described in Section 4 hereof. Also, forms of the attachments to this Ordinance will be revised as necessary and appropriate.

SECTION 20. Deposit and Use of Proceeds. The proceeds derived from the sale of the Bonds shall be deposited with the County Treasurer and used to pay costs of the Project and costs of issuance of the Bonds, except that the premium, if any, shall be deposited into the sinking fund for the Bonds.

SECTION 21. Defeasance. The obligations of the County under this Ordinance and the pledges, covenants and agreements of the County herein made or provided for, shall be fully discharged and satisfied as to any portion of the Bonds, and such Bond or Bonds shall no longer be deemed to be outstanding hereunder when:

(a) such Bonds shall have been purchased by the County and surrendered to the County for cancellation or otherwise surrendered to the County or the Paying Agent and is canceled or subject to cancellation by the County or the Paying Agent; or

(b) payment of the principal of and interest on such Bonds either (i) shall have been made or caused to be made in accordance with the terms thereof, or (ii) shall have been provided for by irrevocably depositing with the Paying Agent in trust and irrevocably set aside exclusively for such payment (1) moneys sufficient to make such payment or (2) Government Obligations (hereinafter defined) maturing as to principal and interest in such amounts and at such times as will ensure the availability of sufficient moneys to make such payment and all necessary and proper fees, compensation and expenses of the Paying Agent. At such time as the Bonds shall no longer be deemed to be outstanding hereunder, such Bonds shall cease to draw interest from the due date thereof and, except for the purposes of any such payment from such moneys or Government Obligations as set forth in (ii) above, shall no longer be secured by or entitled to the benefits of this Ordinance.

“Government Obligations” shall mean any of the following:

- (i) direct obligations of the United States of America or agencies thereof or obligations, the payment of principal or interest on which, in the opinion of the Attorney General of the United States, is fully and unconditionally guaranteed by the United States of America; and

- (ii) non-callable, U. S. Treasury Securities - State and Local Government Series (“SLGS”).

SECTION 22. Miscellaneous. The County Council hereby authorizes the Administrator and the Clerk to County Council to execute such documents and instruments as may be necessary to effect the issuance of the Bonds. The County Council hereby retains Burr & Forman LLP, as Bond Counsel and First Tryon Advisors, as Financial Advisor, in connection with the issuance of the Bonds. The Administrator is authorized to execute such contracts, documents or engagement letters as may be necessary and appropriate to effectuate these engagements.

All rules, regulations, resolutions and parts thereof, procedural or otherwise, in conflict herewith or the proceedings authorizing the issuance of the Bonds are, to the extent of such conflict, hereby repealed and this Ordinance shall take effect and be in full force from and after its adoption.

Enacted this ____ day of _____, 2023.

BEAUFORT COUNTY, SOUTH CAROLINA

Chair, County Council

ATTEST:

Clerk, County Council

Date of First Reading: January 23, 2023 (tentative)
 Date of Second Reading: February 13, 2023 (tentative)
 Date of Public Hearing: February 13, 2023 (tentative)
 Date of Third Reading: February 27, 2023 (tentative)

EXHIBIT A

FORM OF BOND

UNITED STATES OF AMERICA
STATE OF SOUTH CAROLINA
BEAUFORT COUNTY
LIMITED GENERAL OBLIGATION BONDS
(BLUFFTON TOWNSHIP FIRE DISTRICT)
SERIES 2023A

No. R-

<u>INTEREST</u> <u>RATE</u>	<u>MATURITY</u> <u>DATE</u>	<u>ORIGINAL</u> <u>ISSUE DATE</u>	<u>CUSIP</u>
%			

REGISTERED HOLDER:

PRINCIPAL AMOUNT: DOLLARS

KNOW ALL MEN BY THESE PRESENTS, that Beaufort County, South Carolina (the "County"), is justly indebted and, for value received, hereby promises to pay to the registered holder named above, or registered assigns, the principal amount shown above on the maturity date shown above, upon presentation and surrender of this Bonds at the principal office of _____, in _____, _____ (the "Paying Agent"), and to pay interest on such principal sum from the date hereof at the interest rate per annum shown above until this Bond matures. Interest on this Bond is payable _____ 1, _____ and semiannually thereafter on _____ 1 and _____ 1 of each year, until this Bond matures, and shall be payable by check or draft mailed to the person in whose name this Bond is registered on the registration books of the County maintained by the registrar, presently _____, in _____, _____ (the "Registrar"), at the close of business on the fifteenth (15th) day of the calendar month preceding each semiannual interest payment date. The principal and interest on this Bond are payable in any coin or currency of the United States of America which is, at the time of payment, legal tender for public and private debts; provided, however, that interest on this fully-registered Bond shall be paid by check or draft as set forth above.

This Bond shall not be entitled to any benefit under the Ordinance of the County authorizing the Bonds, nor become valid or obligatory for any purpose, until the Certificate of Authentication hereon shall have been duly executed by the Registrar.

For the payment hereof, both principal and interest, as they respectively mature and for the creation of such sinking fund as may be necessary therefor, there shall be levied annually by the Auditor of the County and collected by the Treasurer of the County, in the same manner as other county taxes are levied and collected, an ad valorem tax, without limit, on all taxable property in the Bluffton Township Fire District (the "Fire District).

The Bonds are being issued by means of a book-entry system with no physical distribution of bond certificates to be made except as provided in the Ordinance. One bond certificate with respect to each date on which the Bonds are stated to mature, registered in the name of the securities depository nominee, is being issued and required to be deposited with the securities depository and immobilized in its custody. The book-entry system will evidence positions held in the Bonds by the securities depository's participants, beneficial ownership of the Bonds in the principal amount of \$5,000 or any multiple thereof being evidenced in the records of such participants. Transfers of ownership shall be effected on the records of the securities depository and its participants pursuant to rules and procedures established by the securities depository and its participants. The County and the Registrar/Paying Agent will recognize the securities depository nominee, while the registered owner of this bond, as the owner of this bond for all purposes, including payments of principal of and redemption premium, if any, and interest on this bond, notices and voting. Transfer of principal and interest payments to participants of the securities depository will be the responsibility of the securities depository, and transfer of principal, redemption premium, if any, and interest payments to beneficial owners of the Bonds by participants of the securities depository will be the responsibility of such participants and other nominees of such beneficial owners. The County will not be responsible or liable for such transfers of payments or for maintaining, supervision or reviewing the records maintained by the securities depository, the securities depository nominee, its participants or persons acting through such participants. While the securities depository nominee is the owner of this bond, notwithstanding, the provision hereinabove contained, payments of principal of, redemption premium, if any, and interest on this bond shall be made in accordance with existing arrangements between the Registrar/Paying Agent or its successors under the Ordinance and the securities depository.

This Bond is one of a series of Bonds of like date of original issue, tenor and effect, except as to number, date of maturity, denomination and rate of interest, aggregating _____ and no/100 Dollars (\$ _____), issued pursuant to and in accordance with Article X, Sections 12 and 14 of the Constitution of the State of South Carolina, 1895, as amended (the "Constitution"); Title 4, Chapter 19 of the Code of Laws of South Carolina 1976, as amended; and Ordinance No. _____ enacted by the County Council on _____, 2023 (the "Ordinance").

[Redemption Provisions]

This Bond is transferable as provided in the Ordinance, only upon the books of the County kept for that purpose at the principal office of the Registrar by the registered holder in person or by his duly authorized attorney upon surrender of this Bond together with a written instrument of transfer satisfactory to the Registrar duly executed by the registered holder or his duly authorized attorney. Thereupon a new fully-registered Bond of the same aggregate principal amount, interest rate, and maturity shall be issued to the transferee in exchange therefor as provided in the Ordinance. The County, the Registrar and the Paying Agent may deem and treat the person in whose name this Bond is registered as the absolute owner hereof for the purpose of receiving payment of or on account of the principal hereof and interest due hereon and for all other purposes.

Under the laws of the State of South Carolina (the "State"), this Bond and the interest hereon are exempt from all State, County, municipal, school district and other taxes or assessments, except estate or other transfer taxes, direct or indirect, general or special, whether imposed for the purpose of general revenue or otherwise.

It is hereby certified and recited that all acts, conditions and things required by the Constitution and laws of the State to exist, to happen and to be performed precedent to or in the issuance of this Bond exist, have happened and have been performed in regular and due time, form and manner as required by law and that provision has been made for the levy and collection of a tax, without limit, on all taxable property in the Fire District sufficient to pay the principal and interest on this Bond as it respectively matures and to create such sinking fund as may be necessary therefor.

IN WITNESS WHEREOF, BEAUFORT COUNTY, SOUTH CAROLINA, has caused this Bond to be signed with the facsimile signature of the Chair of County Council and attested by the facsimile signature of the Clerk to County Council and the seal of the County impressed, imprinted or reproduced hereon.

BEAUFORT COUNTY, SOUTH CAROLINA

Chair, County Council

ATTEST:

Clerk, County Council

[FORM OF REGISTRAR'S CERTIFICATE OF AUTHENTICATION]

Date of Authentication:

This Bond is one of the bonds described in the within-mentioned Ordinance of Beaufort County, South Carolina.

as Registrar

By: _____
Authorized Officer

The following abbreviations, when used in the inscription on the face of this Bond, shall be construed as though they were written out in full according to applicable laws or regulations.

TEN COM - as tenants in common

UNIF GIFT MIN ACT -

TEN ENT - as tenants by the
entireties

____ Custodian _____
(Cust) (Minor)

JT TEN - as joint tenants with
right of survivorship
and not as tenants in
common

under Uniform Gifts to
Minors Act _____
(state)

Additional abbreviations may also be used though not in above list.

(FORM OF ASSIGNMENT)

FOR VALUE RECEIVED, the undersigned sells, assigns and transfers unto
(Name and Address of Transferee)

_____ the within Bond and does hereby irrevocably constitute and appoint
attorney to transfer the within Bond on the books kept for registration thereof, with full power of substitution
in the premises.

Dated: _____

Signature Guaranteed

(Authorized Officer)

Notice: Signature(s) must be guaranteed by an institution which is a participant in the Securities Transfer Agents Medallion Program (“STAMP”) or similar program.

Notice: The signature to this assignment must correspond with the name of the registered holder as it appears upon the face of the within Bond in every particular, without alteration or enlargement or any change whatever.

A copy of the final approving legal opinion to be rendered shall accompany each Bond and preceding the same a certificate shall appear, which shall be signed on behalf of the County with a facsimile signature of the Clerk of the County Council of the County. Said certificate shall be in substantially the following form:

IT IS HEREBY CERTIFIED that the following is a true and correct copy of the final legal opinion (except for date and letterhead) of Burr & Forman, LLP, Columbia, South Carolina, approving the issue of the Bonds of which the within bond is one, the original of which opinion was manually executed, dated and issued as of the date of delivery of and payment for the Bonds, and a copy of which is on file with Beaufort County, South Carolina.

BEAUFORT COUNTY, SOUTH CAROLINA

By: _____
Clerk, County Council

EXHIBIT B

FORM OF NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the County Council of Beaufort County, South Carolina (the "County"), County Administration Building, 100 Ribaut Road, Beaufort, South Carolina, at 6:30 p.m. on _____, 2023.

The purpose of the public hearing is to consider an Ordinance providing for the issuance and sale of Limited General Obligation Bonds (Bluffton Township Fire District) Series 2023A of Beaufort County, South Carolina, in the principal amount of not to exceed \$4,250,000 (the "Bonds"). The proceeds of the Bonds will be used for the following purposes: (i) to fund the purchase of necessary equipment to provide fire and rescue services in the Bluffton Township Fire District (the "Fire District"); (ii) paying costs of issuance of the Bonds; and (iii) such other lawful purposes as the County Council shall determine.

The full faith, credit, and taxing power of the County will be pledged for the payment of the principal of and interest on the Bonds and a tax, without limit, will be levied on and collected annually, in the same manner other County taxes are levied and collected, on all taxable property in the Fire District sufficient to pay to principal of and interest on the Bonds as they respectively mature and to create such sinking fund as may be necessary therefor.

At the public hearing all taxpayers and residents of the County and any other interested persons who appear will be given an opportunity to express their views for or against the Ordinance and the issuance of the Bonds.

COUNTY COUNCIL OF BEAUFORT COUNTY,
SOUTH CAROLINA

EXHIBIT C

FORM OF NOTICE

NOTICE OF ADOPTION OF ORDINANCE

NOTICE IS HEREBY GIVEN that the County Council (the "County Council") of Beaufort County, South Carolina (the "County"), on _____, 2023, enacted an ordinance entitled "ORDINANCE NO. _____ AUTHORIZING AND PROVIDING FOR THE ISSUANCE AND SALE OF NOT TO EXCEED \$4,250,000 LIMITED GENERAL OBLIGATION BONDS OF BEAUFORT COUNTY, SOUTH CAROLINA (BLUFFTON TOWNSHIP FIRE DISTRICT), SERIES 2023A OR SUCH OTHER APPROPRIATE SERIES DESIGNATION; FIXING THE FORM AND DETAILS OF THE BONDS; AUTHORIZING THE ADMINISTRATOR TO DETERMINE CERTAIN MATTERS RELATING TO THE BONDS; PROVIDING FOR THE PAYMENT OF THE BONDS AND DISPOSITION OF THE PROCEEDS THEREOF; AND OTHER MATTERS RELATING THERETO, (the "Ordinance"). The Ordinance authorizes the issuance and sale of not to exceed \$4,250,000 Limited General Obligation Bonds (Bluffton Township Fire District), Series 2023A (the "Bonds") of the County.

The proceeds of the Bonds will be used: (a) to fund the purchase of necessary equipment to provide fire and rescue services in the Bluffton Township Fire District; (b) to pay costs of issuance of the Bonds; and (c) for such other lawful corporate and public purposes as the County Council shall determine.

Pursuant to Section 11-27-40(8) of the South Carolina Code of Laws 1976, as amended, unless a notice, signed by not less than five (5) qualified electors of the County, of the intention to seek a referendum is filed both in the office of the Clerk of Court of the County and with the Clerk of the County Council, the initiative and referendum provisions of South Carolina law, Sections 4-9-1210 to 4-9-1230, South Carolina Code of Laws 1976, as amended, shall not be applicable to the Ordinance. The intention to seek a referendum must be filed within twenty (20) days following the publication of the adoption of the aforesaid Ordinance in a newspaper of general circulation in the County.

COUNTY COUNCIL OF BEAUFORT COUNTY,
SOUTH CAROLINA

EXHIBIT D

FORM OF NOTICE OF SALE

OFFICIAL NOTICE OF SALE

\$ _____ LIMITED GENERAL OBLIGATION BONDS
(BLUFFTON TOWNSHIP FIRE DISTRICT), SERIES 2023A
BEAUFORT COUNTY, SOUTH CAROLINA

Time of Sale: NOTICE IS HEREBY GIVEN that bids will be received on behalf of Beaufort County, South Carolina (the “County”), until _____, South Carolina time, on _____, _____, 2023, at which time said proposals will be publicly opened for the purchase of \$ _____ Limited General Obligation Bonds (Bluffton Township Fire District), Series 2023A, of the County (the “Bonds”).

Electronic Bids: Electronic proposals must be submitted through IHS Markit’s Parity/BidComp Competitive Bidding System (“Parity”). No electronic bids from any other providers of electronic bidding services will be accepted. Information about the electronic bidding services of Parity may be obtained from Parity, 450 West 33rd Street, 5th Floor, New York, New York 10001, Customer Support, telephone (212) 849-5021.

Book-Entry-Only Bonds: The Bonds will be issued in fully-registered form. One Bond representing each maturity will be issued to and registered in the name of Cede & Co., as nominee of The Depository Trust Company, New York, New York (“DTC”), as registered owner of the Bonds and each such Bond will be immobilized in the custody of DTC. DTC will act as securities depository for the Bonds. Individual purchases will be made in book-entry-only form in the principal amount of \$5,000 or any integral multiple thereof not to exceed the principal amount of Bonds maturing each year; Purchasers will not receive physical delivery of certificates representing their interest in the Bonds purchased. The winning bidder, as a condition to delivery of the Bonds, will be required to deposit the Bond certificates representing each maturity with DTC.

The Bonds will be issued in fully-registered form registered as to principal and interest; will be dated _____, 2023; will be in denominations of \$5,000 or any integral multiple thereof not to exceed the principal amount of Bonds maturing in each year; and will mature serially in successive annual installments on _____ in each of the years and in the principal amounts as follows:

<u>Year</u>	<u>Principal Amount*</u>	<u>Year</u>	<u>Principal Amount*</u>
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*Preliminary, subject to adjustment.

Adjustment of Maturity Schedule. The County reserves the right, in its sole discretion, either to decrease or increase the principal amount of the Bonds maturing in any year (all calculations to be rounded to the near \$5,000), provided that any such decrease or increase shall not exceed 20% of the Bonds. Such adjustment(s), if any, shall be made within twenty-four (24) hours of the award of the Bonds. In order to calculate the yield on the Bonds for federal tax law purposes and as a condition precedent to the award of the Bonds, bidders must disclose to the County in connection with their respective bids the price (or yield to maturity) at which each maturity of the Bonds will be reoffered to the public.

In the event of any adjustment of the maturity schedule for the Bonds as described herein, no rebidding or recalculation of the proposals submitted will be required or permitted. Nevertheless, the award of the Bonds will be made to the bidder whose proposal produces the lowest true interest cost solely on the basis of the Bonds offered, without taking into account any adjustment in the amount of the Bonds pursuant to this paragraph.

Redemption Provisions: [TO BE PROVIDED]

Registrar/Paying Agent: Regions Bank, Atlanta, Georgia, shall serve as Registrar/Paying Agent for the bonds.

Bid Requirements: Bidders shall specify the rate or rates of interest per annum which the Bonds are to bear, to be expressed in multiples of 1/20 or 1/8 of 1%, with no greater difference than two percent (2%) between the highest and lowest rates of interest named by a bidder. Bidders are not limited as to the number of rates of interest named, but the rate of interest on each separate maturity must be the same single rate for all Bonds of that maturity from their date to such maturity date. A bid for less than all the Bonds or a bid at a price less than par will not be considered. In addition to the bid price, the successful bidder must pay accrued interest from the date of the Bonds to the date of full payment of the purchase price.

Award of Bid. The Bonds will be awarded to the bidder or bidders offering to purchase the Bonds at the lowest true interest cost (TIC) to the County. The TIC will be the nominal interest rate which, when compounded semiannually and used to discount all debt service payments on the Bonds (computed at the interest rates specified in the bid and on the basis of a 360-day year of twelve 30-day months) to the dated date of the Bonds, results in an amount equal to the price bid for the Bonds. In the case of a tie bid, the Bonds will be awarded to the bidder whose bid was received first. The County reserves the right to reject any and all bids or to waive irregularities in any bid. Bids will be accepted or rejected no later than 3:00 p.m., South Carolina time, on the date of the sale.

Security: The full faith, credit, and taxing power of the County are hereby irrevocably pledged for the payment of the principal of and interest on the Bonds as they respectively mature, and for the creation of such sinking fund as may be necessary therefor. There shall be levied annually by the Auditor of the County and collected by the Treasurer of the County, in the same manner as other county taxes are levied and collected, an ad valorem tax, without limit, on all taxable property in the Bluffton Township Fire District sufficient to pay the principal and interest of the Bonds as they respectively mature and to create such sinking fund as may be necessary therefor.

Good Faith Deposit: No good faith deposit is required.

Official Statement: Upon the award of the Bonds, the County will prepare an official statement (the "Official Statement") in substantially the same form as the preliminary official statement subject to minor additions, deletions and revisions as required to complete the Official Statement. Within seven (7) business days after the award of the Bonds, the County will deliver the Official Statement to the successful bidder in sufficient quantity to comply with Rule G-32 of the Municipal Securities Rulemaking Board. The successful bidder agrees to supply to the County all necessary pricing information and any Underwriter identification necessary to complete the Official Statement within 24 hours after the award of the Bonds.

Continuing Disclosure: In order to assist the bidders in complying with Rule 15c2-12(b)(5) promulgated by the U.S. Securities and Exchange Commission, the County will undertake, pursuant to an ordinance and a Continuing Disclosure Certificate to provide certain annual financial information and notices of the occurrence of certain events, if material. A description of this undertaking is set forth in the Preliminary Official Statement and will also be set forth in the final Official Statement.

Legal Opinion: The County Council shall furnish upon delivery of the Bonds the final approving opinion of Burr & Forman, LLP, Columbia, South Carolina, which opinion shall accompany each Bond, together with the usual closing documents, including a certificate that no litigation is pending affecting the Bonds.

Issue Price Certificate: [TO BE PROVIDED]

Delivery: The Bonds will be delivered on or about _____, 2023 in New York, New York, at the expense of the County or at such other place as may be agreed upon with the purchasers at the expense of the purchaser. The balance of the purchase price then due (including the amount of accrued interest) must be paid in federal funds or other immediately available funds.

CUSIP Numbers: It is anticipated that CUSIP identification numbers will be set forth on the Bonds, but neither the failure to print such numbers on any Bond nor any error with respect thereto shall constitute cause for failure or refusal by the purchaser thereof to accept delivery of and pay for the Bonds in accordance with the terms of its proposal. The CUSIP Service Bureau charge for the assignment of such numbers shall be the responsibility of and shall be paid for by the successful bidder.

Additional Information: The Preliminary Official Statement of the County with respect to the Bonds will be furnished to any person interested in bidding for the Bonds upon request to Burr & Forman LLP, Attention: Francenia B. Heizer, telephone (803) 799-9800, e-mail: fheizer@burr.com. The Preliminary Official Statement shall be reviewed by bidders prior to submitting a bid. Bidders may not rely on this Notice of Sale as to the complete information concerning the Bonds. Persons seeking information should communicate with the County's Financial Advisor, David Cheatwood, Managing Director, First Tryon Advisors, telephone (704) 926-2447, e-mail: dcheatwood@firsttryon.com

BEAUFORT COUNTY, SOUTH CAROLINA

EXHIBIT E

FORM OF CONTINUING DISCLOSURE CERTIFICATE

CONTINUING DISCLOSURE CERTIFICATE

This Continuing Disclosure Certificate (the “Disclosure Certificate”) is executed and delivered by Beaufort County, South Carolina (the “County”) in connection with the issuance of \$_____ Limited General Obligation Bonds (Bluffton Township Fire District), Series 2023A, Beaufort County, South Carolina (the “Bonds”). The Bonds are being issued pursuant to an ordinance enacted by the County Council of the County (the “Ordinance”). The County covenants and agrees as follows:

SECTION 1. Purpose of the Disclosure Certificate. This Disclosure Certificate is being executed and delivered by the County for the benefit of the holders and in order to assist the Participating Underwriter (defined below) in complying with the Rule (defined below).

SECTION 2. Definitions. The following capitalized terms shall have the following meanings:

“**Annual Report**” shall mean any Annual Report provided by the County pursuant to, and as described in, Sections 3 and 4 of this Disclosure Certificate.

“**Dissemination Agent**” shall mean the County or any successor Dissemination Agent designated in writing by the County and which has filed with the County a written acceptance of such designation.

“**Financial Obligation**” is defined by the Rule as and for purposes of this Disclosure Certificate shall mean (1) a debt obligation, (2) a derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation, or (3) a guarantee of either of the foregoing; provided, however, that a “Financial Obligation” shall not include municipal securities as to which a final official statement has been provided to the Municipal Securities Rulemaking Board consistent with the Rule.

“**Listed Events**” shall mean any of the events listed in Section 5(a) of this Disclosure Certificate.

“**National Repository**” shall mean for purposes of the Rule the Electronic Municipal Market Access (EMMA) system created by the Municipal Securities Rulemaking Board.

“**Participating Underwriter**” shall mean _____ and any other original underwriter of the Bonds required to comply with the Rule in connection with offering of the Bonds.

“**Repository**” shall mean the National Repository and each State Depository, if any.

“**Rule**” shall mean Rule 15c2-12(b)(5) promulgated by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as the same may be amended from time to time.

“**State Depository**” shall mean any public or private repository or entity designated by the State of South Carolina as a state depository for the purpose of the Rule. As of the date of this Disclosure Certificate, there is no State Depository.

SECTION 3. Provision of Annual Reports.

(a) The County shall, or shall cause the Dissemination Agent to provide, not later than February 1 of each year, commencing in 2024, to each Repository an Annual Report which is consistent with the requirements of Section 4 of this Disclosure Certificate. Not later than fifteen (15) business days prior to such date, the County shall provide the Annual Report to the Dissemination Agent, if other than the County; provided, that if the audited financial statements required pursuant to Section 4 hereof to be included in the Annual Report are not available for inclusion in the Annual Report as of such date, unaudited financial statements of the County may be included in such Annual Report in lieu thereof, and the County shall replace such unaudited financial statements with audited financial statements within fifteen (15) days after such audited financial statements become available for distribution. The Annual Report may be submitted as a single document or as separate documents comprising a package, and may cross-reference other information as provided in Section 4 of this Disclosure Certificate; provided that the audited financial statements of the County may be submitted separately from the balance of the Annual Report.

(b) If the County is unable to provide to the Repository an Annual Report by the date required in subsection (a), the County shall send a notice to the Repository in substantially the form attached hereto as *Exhibit A*.

(c) The Dissemination Agent shall:

(1) determine each year prior to the date for providing the Annual Report the name and address of the Repository; and

(2) if the Dissemination Agent is other than the County, file a report with the County and (if the Dissemination Agent is not the Registrar) the Registrar certifying whether the Annual Report has been provided pursuant to this Disclosure Certificate, and, if provided, stating the date it was provided to the Repository.

SECTION 4. Content of Annual Reports. The County's Annual Report shall contain or incorporate by reference the most recent audited financial statements of the Bluffton Township Fire District (the "Fire District"), which shall be prepared in conformity with generally accepted accounting principles (or, if not in such conformity, to be accompanied by a qualitative discussion of the differences in the accounting principles and the impact of the change in the accounting principles on the presentation of the financial information) applicable to governmental entities such as the Fire District, and shall, in addition, contain or incorporate by reference the following information for the most recently completed fiscal year:

- (a) County population;
- (b) County total state appropriations subject to withholding under Article X, Sec. 15, South Carolina Constitution;
- (c) Outstanding Indebtedness of the County and the Fire District;
- (d) Assessed and Estimated Market Value of taxable property in the Fire District;
- (e) Tax rates for the Fire District;
- (f) Tax collections for the Fire District; and
- (g) Ten largest taxpayers (including fee-in-lieu-of-tax) for the Fire District.

Any or all of the items listed above may be incorporated by reference from other documents, including official statements of debt issues with respect to which the County is an "obligated person" (as defined by the Rule), which have been filed with the Repository. If the document incorporated by reference is a final official statement, it must be available from the Municipal Securities Rulemaking Board. The County shall clearly identify each such other document so incorporated by reference.

SECTION 5. Reporting of Significant Events.

(a) Pursuant to the provisions of this Section 5, the County shall give, or cause to be given, notice of the occurrence of any of the following events (the “Listed Events”) with respect to the Bond:

- (1) Principal and interest payment delinquencies;
- (2) Non-payment related defaults;
- (3) Unscheduled draws on debt service reserves reflecting financial difficulties;
- (4) Unscheduled draws on credit enhancements reflecting financial difficulties;
- (5) Substitution of credit or liquidity providers, or their failure to perform;
- (6) Adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the security, or other material events affecting the tax status of the security;
- (7) Modifications to rights of security holders;
- (8) Bond calls;
- (9) Tender offers;
- (10) Defeasances;
- (11) Release, substitution, or sale of property securing repayment of the securities;
- (12) Rating changes;
- (13) Bankruptcy, insolvency, receivership or similar event of the County;
- (14) The consummation of a merger, consolidation, or acquisition involving the County or the sale of all or substantially all of the assets of the County other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms;
- (15) Appointment of a successor or additional trustee or the change of name of a trustee;
- (16) Incurrence of a Financial Obligation of the County; or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of the County, any of which affect security holders; and
- (17) Default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of the County, any of which reflect financial difficulties.

(b) Whenever the County obtains knowledge of the occurrence of a Listed Event described in subsections (a)(2), (7), (8), (11), (14), (15) or (16) above, the County shall as soon as possible determine if such event would be material under applicable federal securities laws. If the County determines that knowledge of the occurrence of such event would be material under applicable federal securities laws, the County shall promptly, and no later than 10 business days after the occurrence of the event, file a notice of such occurrence with the Repository.

(c) Whenever the County obtains knowledge of the occurrence of a Listed Event described in subsections (a)(1), (3), (4), (5), (6), (9), (10), (12), (13) or (17) above, the County shall promptly, and no later than 10 business days after the occurrence of the event, file a notice of such occurrence with the Repository.

(d) Notwithstanding the foregoing, notice of Listed Events described in subsections (a)(8), (9), and (10) above need not be given under this subsection any earlier than the notice (if any) of the underlying event is given to owners of affected Bonds. For the purposes of the event identified in (a)(13) above, the event is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent or similar officer for the County in a proceeding under the U.S. Bankruptcy Code or in any other proceeding

under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the County, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the County.

SECTION 6. Termination of Reporting Obligation. The County's obligations under this Disclosure Certificate shall terminate upon the defeasance, prior redemption or payment in full of all of the Bonds.

SECTION 7. Dissemination Agent. The County may, from time to time, appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Disclosure Certificate, and may discharge any such Agent, with or without appointing a successor Dissemination Agent. The initial Dissemination Agent shall be the County.

SECTION 8. Amendment; Waiver. Notwithstanding any other provision of this Disclosure Certificate, the County may amend this Disclosure Certificate and any provision of this Disclosure Certificate may be waived, if such amendment or waiver is supported by an opinion of counsel expert in federal securities laws acceptable to the County, to the effect that such amendment or waiver would not, in and of itself, cause the undertakings herein to violate the Rule if such amendment or waiver had been effective on the date hereof but taking into account any subsequent change in or official interpretation of the Rule.

SECTION 9. Additional Information. Nothing in this Disclosure Certificate shall be deemed to prevent the County from disseminating any other information, using the means of dissemination set forth in this Disclosure Certificate or any other means of communication, or including any other information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is required by this Disclosure Certificate. If the County chooses to include any information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is specifically required by this Disclosure Certificate, the County shall have no obligation under this Certificate to update such information or include it in any future Annual Report or notice of occurrence of a Listed Event.

SECTION 10. Default. In the event of a failure of the County, or the Dissemination Agent to comply with any provision of this Disclosure Certificate, any beneficial owner may take such actions as may be necessary and appropriate, including seeking injunctive relief or specific performance by court order, to cause the County, or the Dissemination Agent, as the case may be, to comply with its obligations under this Disclosure Certificate. A default under this Disclosure Certificate shall not be deemed an event of default under the Ordinance, and the sole remedy under this Disclosure Certificate in the event of any failure of the County, or the Dissemination Agent to comply with this Disclosure Certificate shall be an action to compel performance.

SECTION 11. Duties of Dissemination Agent. The provisions of this Section 11 shall apply if the County is not the Dissemination Agent. The Dissemination Agent shall have only such duties as are specifically set forth in this Disclosure Certificate.

SECTION 12. Beneficiaries. This Disclosure Certificate shall inure solely to the benefit of the County, the Dissemination Agent, the Participating Underwriter, and holders from time to time of the Bonds, and shall create no rights in any other person or entity.

BEAUFORT COUNTY, SOUTH CAROLINA

By: _____
County Administrator

Dated: _____, 2023

EXHIBIT A

NOTICE OF FAILURE TO FILE ANNUAL REPORT

Name of County: Beaufort County, South Carolina

Name of Bond Issue: \$_____ Limited General Obligation Bonds (Bluffton Township Fire District), Series 2023A, Beaufort County, South Carolina

Date of Issuance: _____, 2023

NOTICE IS HEREBY GIVEN that Beaufort County, South Carolina (the "County") has not provided an Annual Report with respect to the above-named Bonds as required by Sections 3 and 4 of the Continuing Disclosure Certificate executed and delivered by the County as Dissemination Agent. The County has notified us in writing that the Annual Report will be filed by _____.

Dated: _____

BEAUFORT COUNTY, SOUTH CAROLINA



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
AN ORDINANCE AUTHORIZING THE CONVEYANCE OF COUNTY OWNED REAL PROPERTY LOCATED AT 108 CLEAR WATER WAY TO SCDOT FOR A DEDICATED RIGHT TURN LANE ON GROBER HILL ROAD
MEETING NAME AND DATE:
County Council January 9, 2023
PRESENTER INFORMATION:
Jared Fralix, P.E., Assistant County Administrator, Engineering (5 Minutes)
ITEM BACKGROUND:
<p>Since approval of PFC on 11-21-22, ROW request has increased from 0.040 Acres (1,738 sq ft) to 0.091 Areas (3,969 sq ft) to accommodate a future multi-use path that the Town of Port Royal requested.</p> <p>Andrews Engineering has been working with the County on projects associated with proposed developments on Grober Hill Road described below:</p> <p>The Grober Hill Road widening project is located between US 21 (Parris Island Gateway) and Castle Rock Road in Port Royal. The scope of work widens the existing 2-lane Grober Hill Road to 3-lanes plus right turn lanes at planned driveways between US 21 and Castle Rock Road. The widening improvements will accommodate 2-future residential developments (Overland Reserve 340-single family DUs and Zephyr 264 multi-family DUs) on the north side of Grober Hill Road, and 2-residentila developments on the south side of the road (future townhome development 122 DUs and existing apartments 60 DUs).</p> <p>The widening improvements also include adding a right turn lane from Grober Hill Road on to Castle Rock Road at the Beaufort County Disability and Special Needs parcel R112 031 000 0975 0000. The addition of the right turn lane requires a strip of land along Grober Hill Road (approximately 0.091 Acres or 3,969 sq. ft.) from the Beaufort County parcel.</p> <p>The right turn lane is currently warranted under PM Peak-Hour conditions and proposed future development will be warranted under both Peak AM and PM conditions per a Traffic Impact and Access Study performed by EPC, LLC finalized March 2, 2022</p>
PROJECT / ITEM NARRATIVE:
Beaufort County Engineering staff have evaluated documents associated with proposed future development projects on Grober Hill Road and recommend donating the requested property to help improve current and future traffic calming measures on Grober Hill Road.
FISCAL IMPACT:
N/A
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval of land donation to SCDOT.
OPTIONS FOR COUNCIL MOTION:

Motion to either approve/deny donation of approximately 0.091 Acres or 3,969 sq. ft. of parcel R112 031 000 0975 0000 to SCDOT for a dedicated right turn lane on Grober Hill Road.

Next Step – two readings and a public hearing from County Council

ORDINANCE 2023/____**AN ORDINANCE AUTHORIZING THE CONVEYANCE OF COUNTY OWNED REAL PROPERTY LOCATED AT 108 CLEAR WATER WAY TO SCDOT FOR A DEDICATED RIGHT TURN LANE ON GROBER HILL ROAD**

WHEREAS, Beaufort County (“County”) purchased 10 acres of land on 5-15-2008 for \$850,000 located at 108 Clear Water Way with the tax map number of R112 031 000 0975 0000 (“Property”) and recorded as Deed Book 2723 at page 1675 on 5-19-2008 with the County Register of Deeds; and

WHEREAS, the County Department of Disabilities and Special Needs currently utilizes approximately 3.9 acres (170,132 sq. ft.) of the aforementioned property as shown on attached Exhibit A; and

WHEREAS, a local Engineering Firm has requested the County consider donating 0.091 acres (3,969 sq. ft.) of the (“Property”) to SCDOT for the construction of a dedicated right turn lane on Grober Hill Road as shown on attached Exhibit B. The right turn lane is currently warranted under PM Peak-Hour conditions and proposed future development will be warranted under both Peak AM and PM conditions per a Traffic Impact and Access Study performed by EPC, LLC finalized March 2, 2022; and

WHEREAS, Beaufort County Engineering staff have evaluated documents associated with proposed future development projects on Grober Hill Road and recommend donating the requested property to help improve current and future traffic calming measures on Grober Hill Road; and

WHEREAS, Beaufort County Council has determined that it is in its best interest to convey to SCDOT approximately 0.091 acres (3,969 sq. ft.) of parcel R112 031 000 0975 0000 for the purpose of establishing a dedicated right turn lane on Grober Hill Road; and

WHEREAS, S.C. Code Ann. §4-9-130 requires that the transfer of any interest in real property owned by the County must be authorized by the adoption of an Ordinance by Beaufort County Council.

NOW, THEREFORE, BE IT ORDAINED that Beaufort County Council authorize the County Administrator to execute any and all documents necessary for the conveyance of approximately 0.091 acres (3,969 sq. ft.) of parcel R112 031 000 0975 0000 to SCDOT for a dedicated right turn lane on Grober Hill Road as shown on Exhibit B.

DONE this ____ day of _____ 2023.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Joseph Passiment, Chairman

ATTEST:

Sarah W. Brock, Clerk to Council

Third and Final Reading:
Public Hearing:
Second Reading:
First Reading:



Exhibit B

I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

NOTES:

- BEARINGS ARE BASED ON THE SC STATE PLANE COORDINATE SYSTEM NAD 83 (2011).
- FIELD WORK COMPLETED: 10/29/2021
- VERTICAL DATUM IS NAVD88 AND WAS ESTABLISHED USING VRS
- THIS PARCEL IS LOCATED IN FLOOD ZONE "X" (OTHER FLOOD AREAS) AS SHOWN ON MAP NO. 4501300163G EFFECTIVE DATE MARCH 23, 2021 - FEDERAL INSURANCE ADMINISTRATION FLOOD INSURANCE RATE MAPS.
- THIS PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS AND/OR RIGHT OF WAYS OF RECORD.
- TOTAL ADIRAGE (AFTER NEW RIGHT-OF-WAY CONVEYANCE): 10.040 ACRES (437,337 SQ. FT)
- OWNER OF RECORD: BEAUFORT COUNTY, C/O BEAUFORT COUNTY DISABILITIES AND SPECIAL NEEDS TAX MAP NUMBER: R112 031 000 0975 0000
- REFERENCE: DEED BOOK 2723, PAGE 1673 PLAT BOOK 124, PAGE 183

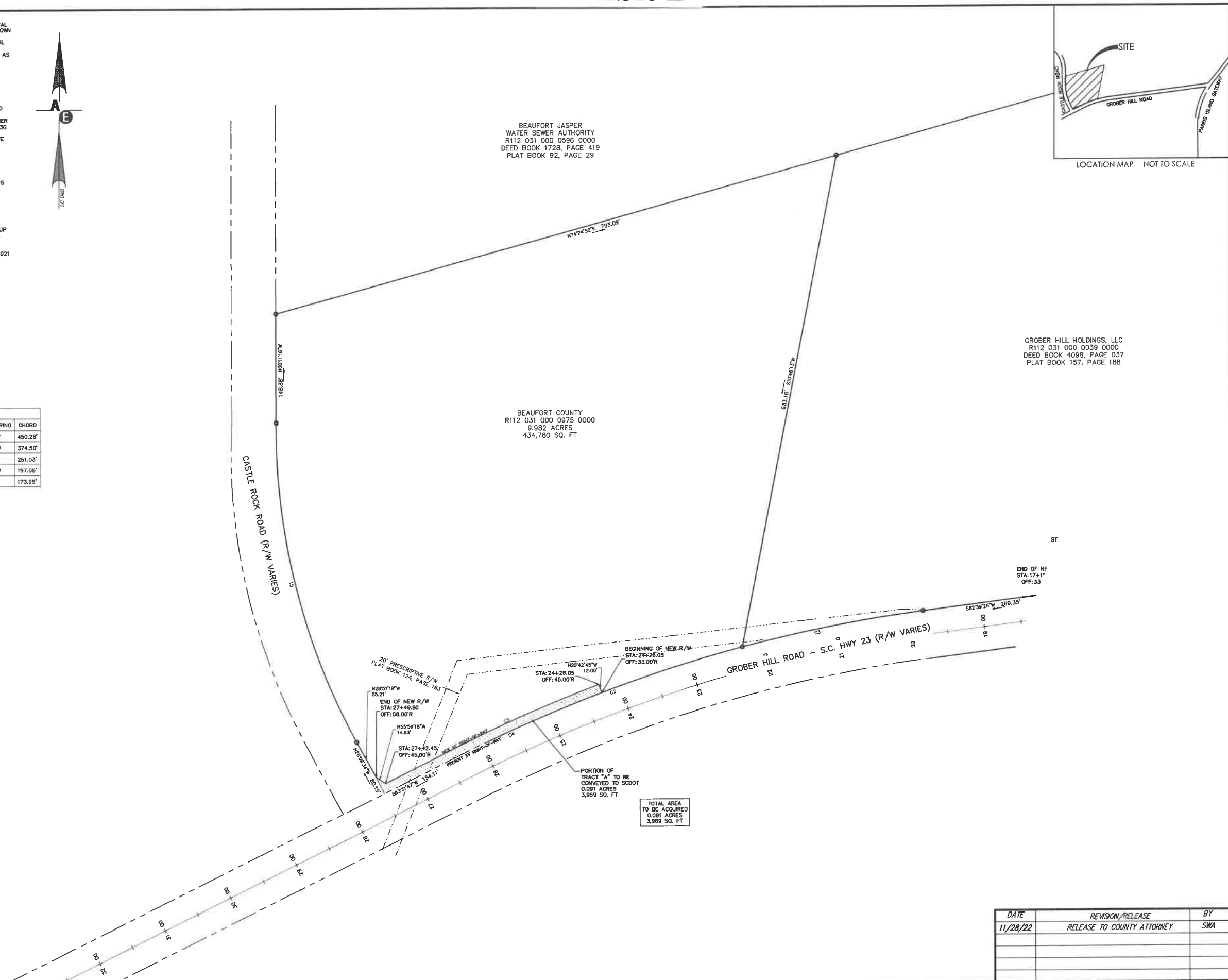
REFERENCE MAPS :

- MAP OF 55.896 ACRES PREPARED FOR PULTE GROUP DATED SEPTEMBER 10, 2020 BY ATLAS SURVEYING, INC.
- ALTA/NSPS LAND TITLE SURVEY PREPARED FOR KITTLE PROPERTY GROUP, INC DATED MARCH 29, 2021 BY JUSTIN A MC DANIEL, PLS OF SITE DESIGN INC. LOCATED IN GREENVILLE S.C.
- SCDOT FILE #7.612, SHEET NOS. 63 & 64, DATED 09/15/1997

LEGEND:

- ⊕ BENCH MARK
- ⊠ CONCRETE MONUMENT FOUND
- ⊙ IRON PIPE FOUND
- ⊙ IRON PIPE SET
- ⊙ REB. F. REBAR FOUND
- ⊙ REB. S. REBAR SET

CURVE #	RADIUS	DELTA	ARC	CHORD BEARING	CHORD
C1	922.02'	28°16'02"	454.88'	N13°58'08"W	450.28'
C2	1942.86'	11°03'41"	375.08'	S69°43'05"W	374.50'
C3	1942.86'	7°24'30"	251.21'	S78°57'10"W	251.03'
C4	1942.86'	5°48'49"	197.14'	S66°22'50"W	197.05'
C5	1957.06'	5°05'39"	174.01'	S66°44'15"W	173.95'



Andrews Engineering
2712 Bull Street, Suite A
Beaufort, SC 29902
843.379.2222
Fax 843.379.2223
S. Surveying

SCALE:
1" = 60'

JOB NO.:
J21047

DATE DRAWN:
09/29/2021

LAST REVISED:
11/28/2022

DRAWN BY:
J.T.

CHECKED BY:
J.G.

SHOWING THE RIGHT-OF-WAY
OF SC HWY 23
ACQUIRING PORTIONS OF DMP NO. R112 031 000 0975 0000
LOCATED IN BEAUFORT COUNTY, SOUTH CAROLINA

RIGHT-OF-WAY ACQUISITION PLAT

PREPARED FOR
THE
SOUTH CAROLINA
DEPARTMENT OF
TRANSPORTATION

DATE	REVISION/RELEASE	BY
11/28/22	RELEASE TO COUNTY ATTORNEY	SWA

SHEET 1 OF 3



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

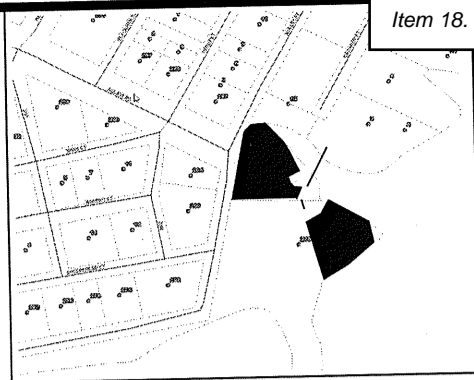
ITEM TITLE:
AN ORDINANCE AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE THE NECESSARY DOCUMENTS, TO PROVIDE FUNDING FOR THE PURCHASE OF REAL PROPERTY IDENTIFIED AS 2 MULLET STREET, AND ENTER INTO A SIX MONTH LEASE AGREEMENT FOR A PORTION OF THE REAL PROPERTY
MEETING NAME AND DATE:
County Council; January 9, 2023
PRESENTER INFORMATION:
Brittany Ward, County Attorney for Administration and Departments Jared Fralix, ACA for Engineering 10 Minutes
ITEM BACKGROUND:
Finance Committee; November 21, 2022 Approved
PROJECT / ITEM NARRATIVE:
Beaufort County ("County") maintains docks and landings within its jurisdiction for the purpose of providing public access for fishing and boating; loading and unloading passengers, supplies, boats, and boating gear. The County owns the Alljoy Boat Landing and desires to expand the current Landing to create additional parking and support other public initiatives by purchasing the real property adjacent to the Landing identified as 2 Mullet Street. <i>Following the Finance Committee Meeting approval, staff has continued to negotiate with the seller and proposes a reduced purchase price in the amount of \$1,930,000 (down from \$1,950,000); and enter into a six (6) month for a nominal amount after the closing for only the property which the home is located on. The attached ordinance incorporates these changes.</i>
FISCAL IMPACT:
Finance Committee approved purchase price amount of \$1,950,000 (Amended request after further negotiations) Purchase Price in the amount of \$1,930,000 and a six (6) month lease with the seller for a nominal amount.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval to purchase the real property located at 2 Mullet Street and enter into a six (6) month lease with the seller.
OPTIONS FOR COUNCIL MOTION:
Motion to reduce the purchase amount from \$1,950,000 to \$1,930,000 and to enter into a lease agreement. Motion to approve/deny an ordinance authorizing the County Administrator to execute the necessary documents, provide funding for the purchase of real property identified as 2 Mullet Street, and enter into a six month lease agreement for a portion of the real property.

THIS AREA SHOWN ON THIS PLAT IS A GENERAL REPRESENTATION OF
 DHBC-OCRM PERMIT AUTHORITY ON THE SUBJECT PROPERTY.
 CRITICAL AREAS, BY THEIR NATURE, ARE DYNAMIC AND SUBJECT TO
 CHANGE OVER TIME. BY GENERALLY DELINEATING THE PERMIT
 AUTHORITY OF THE DHBC-OCRM, THE OFFICE OF OCRM IN NO
 WAY WAIVES THE RIGHT TO ASSERT PERMIT JURISDICTION AT ANY TIME
 IN ANY CRITICAL AREA ON THE SUBJECT PROPERTY, WHETHER
 SHOWN HEREIN OR NOT.

Paul W. J. Smith
 SIGNATURE

11/14/2012
 DATE

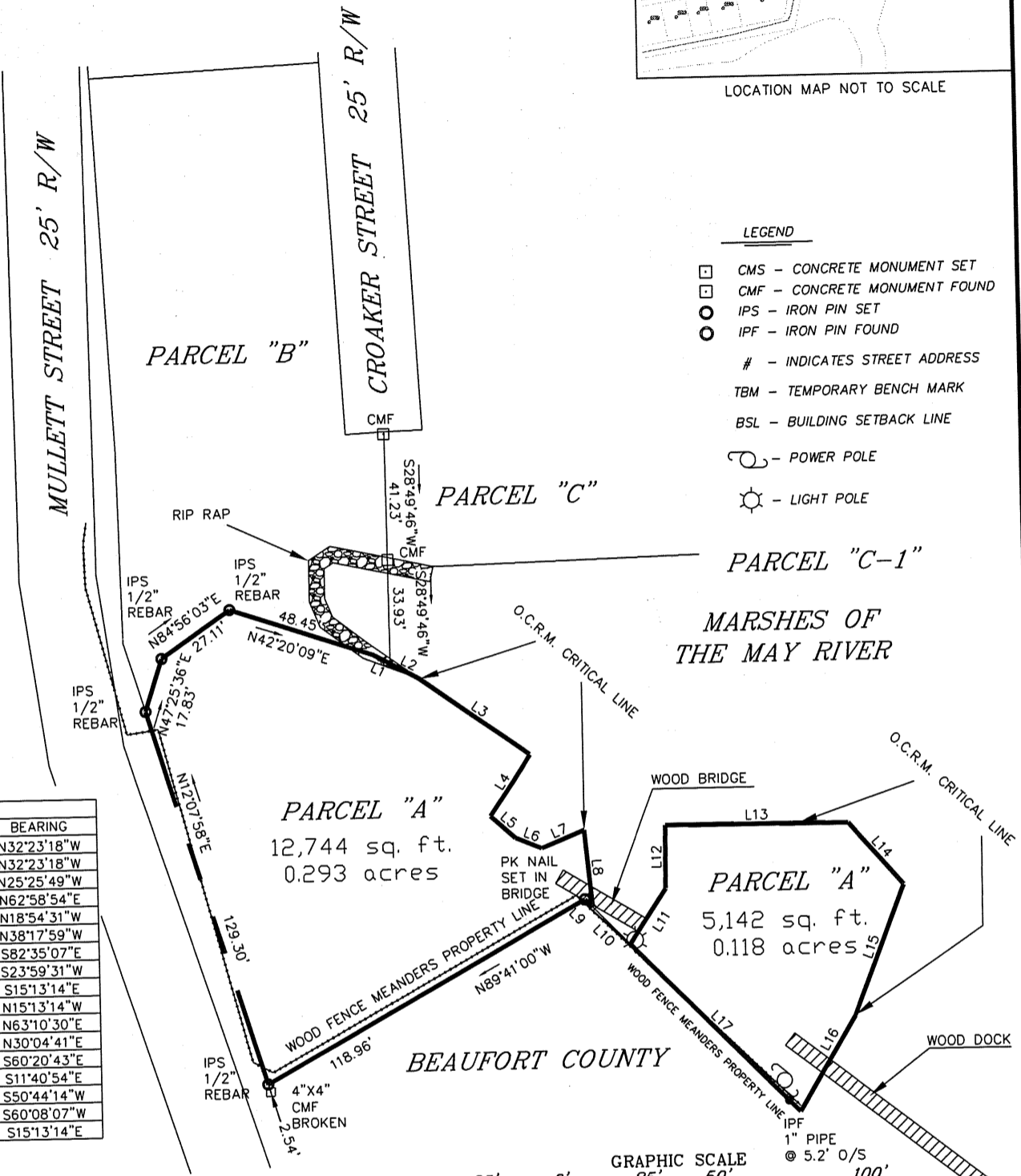
The critical line shown on this plat is valid for three years from the
 date of this signature, subject to the cautionary language above.



LOCATION MAP NOT TO SCALE

LEGEND

- CMS - CONCRETE MONUMENT SET
- CMF - CONCRETE MONUMENT FOUND
- IPS - IRON PIN SET
- IPF - IRON PIN FOUND
- # - INDICATES STREET ADDRESS
- TBM - TEMPORARY BENCH MARK
- BSL - BUILDING SETBACK LINE
- ⊙ - POWER POLE
- ⊙ - LIGHT POLE



LINE	LENGTH	BEARING
L1	6.70	N32°23'18"W
L2	10.70	N32°23'18"W
L3	43.24	N25°25'49"W
L4	23.70	N62°58'54"E
L5	10.69	N18°54'31"W
L6	9.23	N38°17'59"W
L7	14.85	S82°35'07"E
L8	25.08	S23°59'31"W
L9	3.59	S15°13'14"E
L10	17.05	N15°13'14"W
L11	21.36	N63°10'30"E
L12	20.43	N30°04'41"E
L13	59.29	S60°20'43"E
L14	26.93	S11°40'54"E
L15	45.00	S50°44'14"W
L16	35.87	S60°08'07"W
L17	77.45	S15°13'14"E

NOTES: 1. According To FEMA Flood Insurance Rate Map # 450025 0115D
 This Lot Appears To Lie In A Federal Flood Plain Zone AB, Minimum
 Required Elevation 14.0 Ft. NGVD29

2. This Property May Be Subject To Easements, Protective Covenants
 And Other Facts That May Be Revealed By A Complete Title Search.
3. All Building Setback Requirements Should Be Verified With The Proper
 Authorities Prior To Design And Construction.

DIST. 600 MAP 39C PARCEL 394
 REFERENCE PLAT(s):

A PLAT BY FORREST BAUGHMAN PREPARED FOR LEE S. BOWERS
 DATED 6/31/81, #A-81-7-18

THE ABOVE PLAT PREPARED BY ME AT THE REQUEST OF
DANA BAUGHMAN ROWE & FORREST FULTON BAUGHMAN, JR.

A BOUNDARY SURVEY OF PARCEL "A",
 MULLETT STREET, BRIGHTON BEACH SUBDIVISION,
 BLUFFTON TOWNSHIP, BEAUFORT COUNTY, SOUTH CAROLINA.

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE,
 INFORMATION & BELIEF, THE SURVEY SHOWN HEREON
 WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF
 THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE
 OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS
 OR EXCEEDS THE REQUIREMENTS FOR A CLASS A SURVEY
 AS SPECIFIED THEREIN.

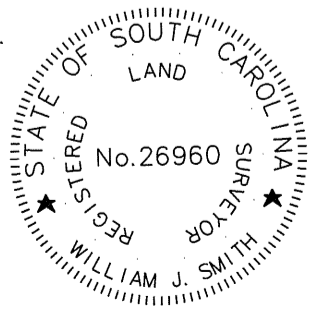
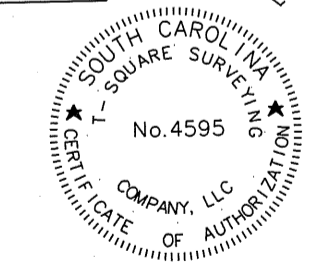
ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR
 PROJECTIONS AFFECTING THE PROPERTY OTHER THAN
 THOSE INDICATED.

William J. Smith
 WILLIAM J. SMITH, PLS # 26960

DRAWN BY: B.M.S.
 APPROVED BY: W.J.S.
 PARTY CHIEF: W.J.S.

DATE: NOVEMBER 6, 2012

SQUARE SURVEYING
 PROFESSIONAL LAND SURVEYORS
 P.O. Drawer 330
 139 Burnt Church Road
 Bluffton, S.C. 29910
 Phone 843-757-2650 Fax 843-757-5758



JOB # 12-180B

ORDINANCE 2023/_____

AN ORDINANCE AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE THE NECESSARY DOCUMENTS, TO PROVIDE FUNDING FOR THE PURCHASE OF REAL PROPERTY IDENTIFIED AS 2 MULLET STREET, AND ENTER INTO A SIX MONTH LEASE AGREEMENT FOR A PORTION OF THE REAL PROPERTY

WHEREAS, Beaufort County (“County”) maintains docks and landings within its jurisdiction for the purpose of providing public access for fishing and boating; loading and unloading passengers, supplies, boats, and boating gear; and

WHEREAS, the County is the fee simple owner of the real property located at 265 Alljoy Road, Bluffton, SC which is the location of a public boat landing known as the “Alljoy Boat Landing” hereinafter referred to as the “Landing”; and

WHEREAS, located adjacent to the Landing is real property consisting of approximately .75 acres with TMS No. R600 039 00C 0394 0000 and TMS No. R600 039 00C 0189 0000, collectively identified as 2 Mullet Street and hereinafter referred to as the “Property”; and

WHEREAS, the County desires to expand the current Landing in order to create additional parking and support other public initiatives by purchasing the Property; and

WHEREAS, the County has negotiated terms for the sale and purchase of the Property and the County agrees to purchase the Property at fair market value in the amount of \$1,930,000 plus closing costs with funds from the General Fund-Fund Balance, and to provide the seller with a six (6) month lease for a nominal amount for the home located on the real property with TMS No. R600 039 00C 0394 0000; and

WHEREAS, Beaufort County Council finds that it is in the best interest of the citizens and residents of Beaufort County to purchase the Property and provide the seller with a six (6) month lease as described above.

NOW, THEREFORE, BE IT ORDAINED by Beaufort County Council, duly assembled, authorizing the County Administrator to execute the necessary documents and provide funding in the amount of \$1,930,000 plus closing costs from the General Fund-Fund Balance for the purchase of real property with an address of 2 Mullet Street and enter into a six (6) month lease with the seller for a portion of the real property.

DONE this ____ day of _____ 2023.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Joseph Passiment, Chairman

ATTEST:

Sarah W. Brock, Clerk to Council



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE THE NECESSARY DOCUMENTS TO ACCEPT THE CONVEYANCE OF REAL PROPERTY IDENTIFIED AS A PORTION OF TMS NO. R600 020 000 0714 0000 AND R600 028 000 3945 0000 FROM SUN CITY HILTON HEAD COMMUNITY ASSOCIATION, INC.
MEETING NAME AND DATE:
County Council; February 13, 2023
PRESENTER INFORMATION:
Brittany Ward, County Attorney 10 Minutes
ITEM BACKGROUND:
Public Facilities and Safety Committee; January 23, 2023 Move forward to County Council without Objection
PROJECT / ITEM NARRATIVE:
Sun City Hilton Head Community Association, Inc. (“Association”) is the fee simple owner of real property consisting of approx. 1.5 acres and located on Sun City Boulevard (“Property”). The Association has received its Board’s approval to convey the Property to Beaufort County in order to construct a fire station and other first responder facilities.
FISCAL IMPACT:
Purchase price is a nominal amount not to exceed \$10.00 plus closing costs.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval to accept the conveyance of the Property.
OPTIONS FOR COUNCIL MOTION:
Motion to approve/deny a “Resolution authorizing the County Administrator to execute the necessary documents to accept the conveyance of real property located on Sun City Blvd. and identified as a portion of TMS No. R600 020 000 0714 000 and R600 028 000 3945 0000 from Sun City Hilton Head Community Association, Inc.”

RESOLUTION 2023/_____

A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE THE NECESSARY DOCUMENTS TO ACCEPT THE CONVEYANCE OF REAL PROPERTY IDENTIFIED AS A PORTION OF TMS NO. R600 020 000 0714 0000 AND R600 028 000 3945 0000 FROM SUN CITY HILTON HEAD COMMUNITY ASSOCIATION, INC.

WHEREAS, Sun City Hilton Head Community Association, Inc.(“Association”) is the fee simple owner of the real property located on Sun City Boulevard and identified as a portion of TMS No. R600 020 000 0714 000 and R600 028 000 3945 000 and further described in Exhibit “A” attached hereto and incorporated herein by reference, collectively hereinafter referred to as the “Property”; and

WHEREAS, Beaufort County (“County”) desires to build a fire station and potentially other first responder facilities in order to provide fire, rescue and first responder services on the Property for the benefit of the general public; and

WHEREAS, the Association desires to convey its fee simple interest in the Property to the County for a nominal amount not to exceed ten (\$10.00) dollars plus ordinary closing costs; and

WHEREAS, the Association and County agree that the fee simple conveyance shall be provided by a General Warranty Deed with the Right of Reversion substantially similar to the terms provided for in Exhibit “B” attached hereto and incorporated herein by reference; and

WHEREAS, Beaufort County Council finds that it is in the best interest of the citizens and residents of Beaufort County to accept the conveyance of the Property from the Association where the terms of said conveyance have been described above.

NOW, THEREFORE, BE IT RESOLVED by Beaufort County Council, duly assembled, authorizing the County Administrator to execute the necessary documents to accept the conveyance of real property located on Sun City Boulevard and identified as a portion of TMS No. R600 020 000 0714 000 and R600 028 000 3945 0000 from Sun City Hilton Head Community Association, Inc.

DONE this ____ day of _____ 2023.

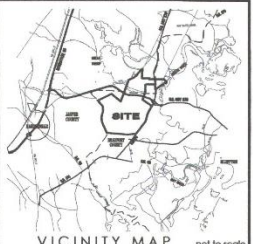
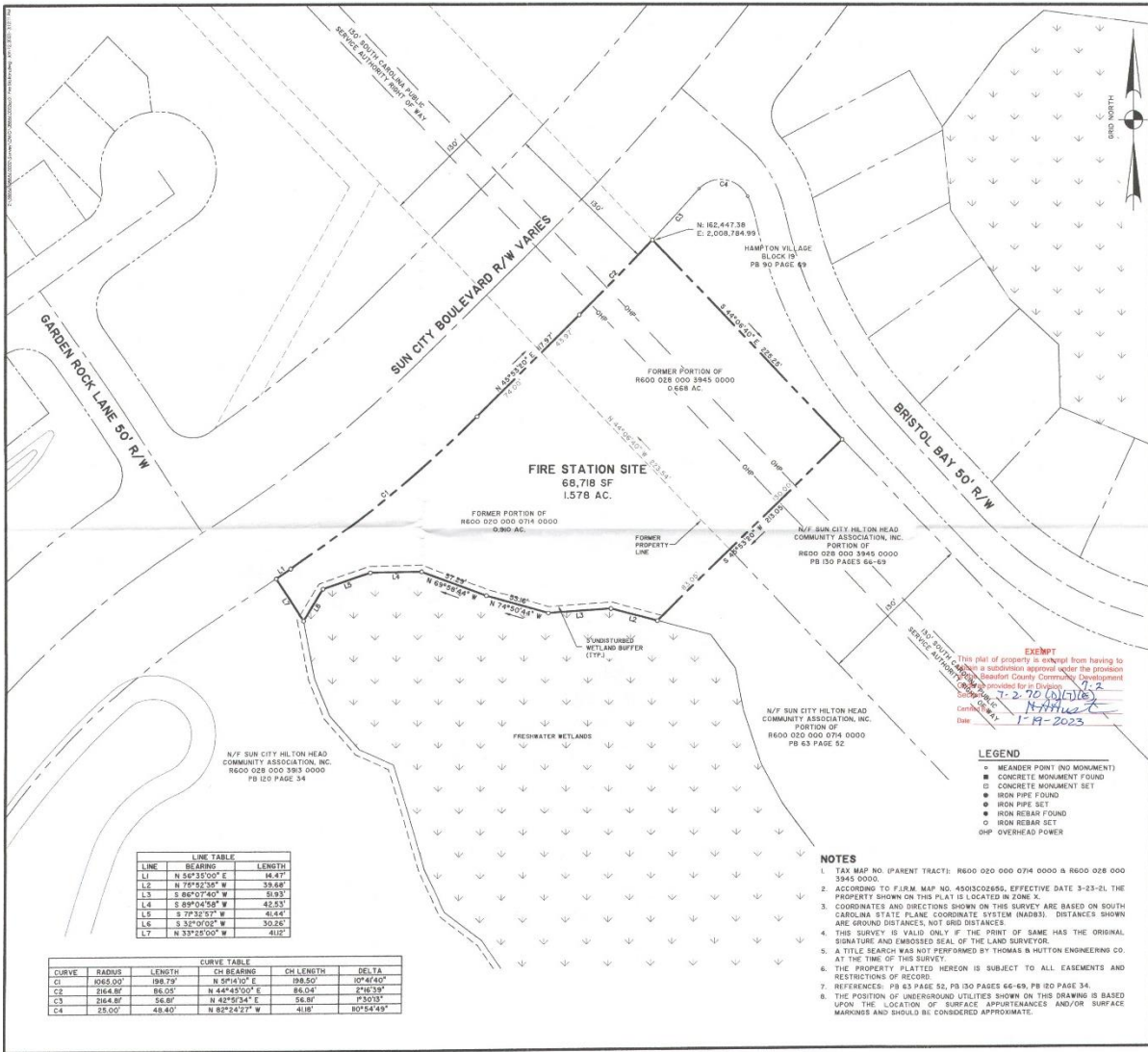
COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Joseph Passiment, Chairman

ATTEST:

Sarah W. Brock, Clerk to Council

EXHIBIT A



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THOMAS & HUTTON ENGINEERING CO.
 No. C00285
 State of South Carolina
 License No. 26957
 Robert K. Moran, II
 License No. 26957

I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYS IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

ROBERT K. MORAN, II
 SOUTH CAROLINA PROFESSIONAL LAND SURVEYOR
 LICENSE NO. 26957

BOUNDARY SURVEY
FIRE STATION SITE
PORTIONS OF
R600 020 000 0714 0000
AND
R600 028 000 3945 0000

TOWN OF BLUFFTON,
 BEAUFORT COUNTY, SOUTH CAROLINA

prepared for
SUN CITY HILTON HEAD COMMUNITY ASSOCIATION, INC.

BEAUFORT COUNTY SC ROD
 BK 16C PG 151
 202200179 HCF18117602 PLAT
 DATE: 01/18/2023 04:06:40 PM
 REC FEE: \$23.00
 C00130101001189300

No. Revision By Date

THOMAS & HUTTON

50 Park of Commerce Way
 Savannah, GA 31405 • 912.233.5300
 www.thomasandhutton.com

1 INCH = 50 FEET

plot 01-12-23 drawn LPO reviewed RKM filed JAN. 2023 crew MBR

job 28856.0002 SHEET 1 OF 1

LINE TABLE

LINE	BEARING	LENGTH
L1	N 86°23'00" E	18.47'
L2	N 75°52'35" W	39.66'
L3	S 85°07'40" W	0.93'
L4	S 89°44'58" W	43.53'
L5	S 77°32'57" W	41.44'
L6	S 33°10'06" W	30.58'
L7	N 33°45'00" W	4.02'

CURVE TABLE

CURVE	RADIUS	LENGTH	CH BEARING	CH LENGTH	BETA
C1	855.00'	199.73'	N 0°14'00" E	198.50'	107°46'00"
C2	2164.80'	86.05'	N 44°43'00" E	86.04'	2°16'39"
C3	2164.80'	26.80'	N 44°46'34" E	26.80'	0°50'33"
C4	25.00'	48.40'	N 83°24'27" W	41.91'	80°54'49"

LEGEND

- MEASUREMENT POINT (NO MONUMENT)
- CONCRETE MONUMENT FOUND
- CONCRETE MONUMENT SET
- IRON PIPE FOUND
- IRON PIPE SET
- IRON REBAR FOUND
- IRON REBAR SET
- HP OVERHEAD POWER

NOTES

- TAX MAP NO. (PARENT TRACT): R600 020 000 0714 0000 & R600 028 000 3945 0000.
- ACCORDING TO FIRM MAP NO. 4503C02655, EFFECTIVE DATE 3-23-21, THE PROPERTY SHOWN ON THIS PLAT IS LOCATED IN ZONE X.
- COORDINATES AND DIRECTIONS SHOWN ON THIS SURVEY ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATE SYSTEM (NAD83). DISTANCES SHOWN ARE GROUND DISTANCES, NOT GRID DISTANCES.
- THIS SURVEY IS VALID ONLY IF THE PRINT OF SAME HAS THE ORIGINAL SIGNATURE AND EMBOSSED SEAL OF THE LAND SURVEYOR.
- A TITLE SEARCH WAS NOT PERFORMED BY THOMAS & HUTTON ENGINEERING CO. AT THE TIME OF THIS SURVEY.
- THE PROPERTY PLATTED HEREON IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.
- REFERENCES: PB 63 PAGE 52, PB 130 PAGES 66-69, PB 180 PAGE 34.
- THE POSITION OF UNDERGROUND UTILITIES SHOWN ON THIS DRAWING IS BASED UPON THE LOCATION OF SURFACE APPURTENANCES AND/OR SURFACE MARKERS AND SHOULD BE CONSIDERED APPROXIMATE.

SAID PROPERTY is conveyed subject to all other applicable rights, obligations, easements, rights of way, restrictions, and reservations of record.

THIS being a portion of the same property conveyed to the within Grantor by deed of Del Webb Communities, Inc., said Deed dated December 20, 2010, and recorded December 30, 2010, in Book 3024 at Pages 1001-1004, and a portion of the same property conveyed to the within Grantor by Deed of Del Webb Communities, Inc., said Deed dated October 21, 2010, and recorded December 30, 2010, in Book 3024 at Pages 1017-1020, all in said Register's Office.

The within Deed was prepared by Jacob Hunt of Finger, Melnick, Brooks & LaBruce, P.A., P.O. Box 24005, 35 Hospital Center Common, Suite 200, Hilton Head Island, SC 29926 without the benefit of title examination.

A Portion of Beaufort County TMS Nos.: R600 020 000 0714 0000
R600 028 000 3945 0000

WITNESS my hand(s) and seal(s) this _____ day of _____, 2023.

**SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:**

**SUN CITY HILTON HEAD
COMMUNITY ASSOCIATION, INC.**

(Witness)

By: _____

(Notary)

Its: _____



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Text Amendment to the Beaufort County Code of Ordinances, Chapter 82: Impact Fees, Article I, In General; Article II, Development Impact Fee Procedures; Article III, Parks and Recreation Facilities; Article IV, Road Facilities – Southern Beaufort County Service Area; Article V, Library Facilities; Article VI, Fire Facilities; Article VII, Road Facilities – Northern Beaufort County.
MEETING NAME AND DATE:
Public Facilities and Safety Committee; Monday, January 23, 2023 @ 3:00pm
PRESENTER INFORMATION:
Tom Keavney, County Attorney and Chuck Atkinson, ACA Development and Recreation 20 Minutes needed for presentation
ITEM BACKGROUND:
Beaufort County contracted with the firm Tischler Bise to assist them in updating their impact fee ordinance, which was originally adopted in 1999. A revised impact fee ordinance is attached that addresses road facilities, parks and recreation facilities, library facilities and fire facilities.
PROJECT / ITEM NARRATIVE:
The attached impact fee ordinance revisions address updates to road facility, parks and recreation facility, library facility, and fire facility impact fees. Impact fees for Emergency Medical Services are covered under a separate ordinance on this meeting’s agenda. County Engineering staff are currently refining the road facilities impact fee ordinance for both north and south of the Broad River and will present these revisions to the Finance Committee at a future meeting.
FISCAL IMPACT:
Over the next 10 years the impact fee revisions will result in the following revenue projections: <ul style="list-style-type: none">- Road Facilities (North of the Broad): \$29,860,891- Road Facilities (South of the Broad): \$37,742,618- Parks and Recreation (North of the Broad): \$4,243,418- Parks and Recreation (South of the Broad): \$3,638,828- Libraries (North of the Broad): \$3,580,784- Libraries (South of the Broad): \$3,360,712- Fire (North of the Broad): 6,316,028- Fire (Bluffton): \$10,195,965
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends Approval.

OPTIONS FOR COUNCIL MOTION:

To approve or deny proposed amendments the Beaufort County Code of Ordinances, Chapter 82: Impact Fees, Article I, In General; Article II, Development Impact Fee Procedures; Article III, Parks and Recreation Facilities; Article IV, Road Facilities – Southern Beaufort County Service Area; Article V, Library Facilities; Article VI, Fire Facilities; Article VII, Road Facilities – Northern Beaufort County.

ORDINANCE 2023/ _____

TEXT AMENDMENTS TO THE BEAUFORT COUNTY CODE OF ORDINANCES, CHAPTER 82: IMPACT FEES, ARTICLE I, IN GENERAL; ARTICLE II, DEVELOPMENT IMPACT FEE PROCEDURES; ARTICLE III, PARKS AND RECREATION FACILITIES; ARTICLE IV, ROAD FACILITIES—SOUTHERN BEAUFORT COUNTY SERVICE AREA; ARTICLE V, LIBRARY FACILITIES; ARTICLE VI, FIRE FACILITIES; ARTICLE VII, ROAD FACILITIES—NORTHERN BEAUFORT COUNTY SERVICE AREA, AND EFFECTIVE DATES.

NOW, THEREFORE, BE IT ORDAINED by the County Council of Beaufort County, South Carolina that:

SECTION 1. TEXT AMENDMENTS TO ARTICLE I, IN GENERAL

The Beaufort County Code of Ordinances, Chapter 82: Impact Fees, Article I, In General, is amended as set forth in Exhibit A, which is attached hereto and incorporated herein by reference. Added text is underscored and deleted text is ~~struck through~~.

SECTION 2. TEXT AMENDMENTS TO ARTICLE II, DEVELOPMENT IMPACT FEE PROCEDURES

The Beaufort County Code of Ordinances, Chapter 82: Impact Fees, Article II, Development Impact Fee Procedures, is amended as set forth in Exhibit B, which is attached hereto and incorporated herein by reference. Added text is underscored and deleted text is ~~struck through~~.

SECTION 3. TEXT AMENDMENTS TO ARTICLE III, PARKS AND RECREATION FACILITIES

The Beaufort County Code of Ordinances, Chapter 82: Impact Fees, Article III, Parks and Recreation Facilities, is amended as set forth in Exhibit C, which is attached hereto and incorporated herein by reference. Added text is underscored and deleted text is ~~struck through~~.

SECTION 4. TEXT AMENDMENTS TO ARTICLE IV, ROAD FACILITIES—SOUTHERN BEAUFORT COUNTY SERVICE AREA

The Beaufort County Code of Ordinances, Chapter 82: Impact Fees, Article IV, Road Facilities—Southern Beaufort County Service Area, is amended as set forth in Exhibit D, which is attached hereto and incorporated herein by reference. Added text is underscored and deleted text is ~~struck through~~.

SECTION 5. TEXT AMENDMENTS TO ARTICLE V, LIBRARY FACILITIES

The Beaufort County Code of Ordinances, Chapter 82: Impact Fees, Article V, Library Facilities, is amended as set forth in Exhibit E, which is attached hereto and incorporated herein by reference. Added text is underscored and deleted text is ~~struck through~~.

SECTION 6. TEXT AMENDMENTS TO ARTICLE VI, FIRE FACILITIES

The Beaufort County Code of Ordinances, Chapter 82: Impact Fees, Article VI, Fire Facilities, is amended as set forth in Exhibit F, which is attached hereto and incorporated herein by reference. Added text is underscored and deleted text is ~~struck through~~.

SECTION 7. TEXT AMENDMENTS ARTICLE VII, ROAD FACILITIES—NORTHERN BEAUFORT COUNTY SERVICE AREA

The Beaufort County Code of Ordinances, Chapter 82: Impact Fees, Article VII, Road Facilities—Northern Beaufort County Service Area, is amended as set forth in Exhibit G, which is attached hereto and incorporated herein by reference. Added text is underscored and deleted text is ~~struck through~~.

SECTION 8. EFFECTIVE DATES

- (a) This Ordinance shall become effective on , 2023,
- (b) Applications for new development filed after the effective date as set forth in this section shall be subject to the parks and recreation development impact fee as amended by Section 3 of this Ordinance, the road facilities development impact fee as amended by Section 4 and 7 of this Ordinance, the fire development impact fee as amended by Section 6 of this Ordinance, and the library development impact fee as amended by Section 5 of this Ordinance.
- (c) Applications for new development filed between the date of adoption of this Ordinance and the effective date as set forth in this section shall be subject to the parks and recreation development impact fee, the road development impact fee, the fire development impact fee, and the library development impact fee in effect prior to the effective date.

ADOPTED this ___ day of _____ 2023

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Joseph F. Passiment, Chairman

ATTEST:

Sarah Brock, Clerk to Council

EXHIBIT A

ARTICLE I. – IN GENERAL

Sec. 82-1. Adoption of Development Impact Fees

For the reasons set forth in this Chapter 82, the Beaufort County Council finds it appropriate to adopt certain development impact fees as permitted by and in accordance with the State Development Impact Fee Act, S.C. Code 1976, §§ 6-1-910—6-1-2010.

Secs. 82-2—82-20. - Reserved.

EXHIBIT B**ARTICLE II. - DEVELOPMENT IMPACT FEE PROCEDURES****Sec. 82-21. - Adoption.**

The imposition, calculation, collection, expenditure and administration of all County development impact fees shall be consistent with, and administered pursuant to, the County Development Impact Fee Procedures Ordinance as set forth in this article.

Sec. 82-22. - Title.

This article shall be known and may be referred to as the County Development Impact Fee Procedures Ordinance.

Sec. 82-23. - Purpose and Intent.

The purpose and intent of this article are as follows:

- (a) To establish uniform and consistent procedures for the development, implementation, imposition, calculation, collection, deposit, expenditure and administration of all development impact fees adopted by the County, pursuant to the State Development Impact Fee Act, S.C. Code 1976, §§ 6-1-910—6-1-2010.
- (b) To be consistent with, and to facilitate the implementation of, the goals, objectives and policies of the adopted County Comprehensive Plan, and all elements thereof relating to the provision of public facilities needed to meet the demands created by new growth and development, and relating to appropriate, fair and equitable cost sharing of such public facilities.
- (c) To ensure that new development pays, at the time of development approval or issuance of a building permit or development permit, as appropriate, a proportionate share of the cost of system improvements needed to serve the projected new development.
- (d) To ensure that all applicable legal standards and criteria are properly incorporated and will be met by the County, with specific reference to the State Development Impact Fee Act, S.C. Code 1976, §§ 6-1-910—6-1-2010.

Sec. 82-24. - Definitions.

- (a) The words, terms and phrases used in this article shall have the meanings prescribed in the State Development Impact Fee Act, S.C. Code 1976, § 6-1-920.
- (b) To the extent that the definitions of such words, terms or phrases as prescribed in S.C. Code 1976, § 6-1-920, conflict with the definition of such words, terms or phrases as may be defined in this Code, the County land development regulations or other adopted County ordinances, plans or documents, the former shall control.
- (c) The following are applicable definitions pursuant to S.C. Code 1976, § 6-1-920:

Affordable Housing means housing affordable to families whose incomes do not exceed 80 percent of the median income for the service area or areas within the jurisdiction of the county.

Capital Improvements mean improvements with a useful life of five years or more, by new construction or other action, which increases or increased the service capacity of a public facility.

Capital Improvements Plan means a plan that identifies capital improvements for which development impact fees may be used as a funding source.

Connection Charges and *Hookup Charges* mean charges for the actual cost of connecting a property to a public water or public sewer system, limited to labor and materials involved in making pipe connections, installation of water meters, and other actual costs.

Developer means an individual or corporation, partnership, or other entity undertaking development.

Development means construction or installation of a new building or structure, or a change in use of a building or structure, any of which creates additional demand and need for public facilities. A building or structure shall include, but not be limited to, modular buildings and manufactured housing. The term "development" does not include alterations made to existing single-family homes.

Development Approval means a document from a governmental entity which authorizes the commencement of a development.

Development Impact Fee or Impact Fee means a payment of money imposed as a condition of development approval to pay a proportionate share of the cost of system improvements needed to serve the people utilizing the improvements. The term does not include:

- (1) A charge or fee to pay the administrative, plan review, or inspection costs associated with permits required for development.
- (2) Connection or hookup charges.
- (3) Amounts collected from a developer in a transaction in which the governmental entity has incurred expenses in constructing capital improvements for the development if the owner or developer has agreed to be financially responsible for the construction or installation of the capital improvements.
- (4) Fees authorized by S.C. Code 1976, § 6-1-300 et seq.

Development Permit means a permit issued for construction on or development of land when no subsequent building permit issued pursuant to S.C. Code 1976, title 6, ch. 9, is required.

Fee Payor means the individual or legal entity that pays or is required to pay a development impact fee.

Governmental Entity means a county, as provided in S.C. Code 1976, title 4, ch. 9, and a municipality, as defined in S.C. Code 1976, § 5-1-20.

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

Land Use Assumptions mean a description of the service area and projections of land uses, densities, intensities and population in the service area over at least a ten-year period.

Level of Service means a measure of the relationship between service capacity and service demand for public facilities.

Local Planning Commission means the entity created pursuant to S.C. Code 1976, title 6, ch. 29, art. 1.

Project means a particular development on an identified parcel of land.

Proportionate Share means that portion of the cost of system improvements determined pursuant to S.C. Code 1976, § 6-1-990, which reasonably relates to the service demands and needs of the project.

Public Facilities means:

- (1) Water supply production, treatment, laboratory, engineering, administration, storage and transmission facilities;
- (2) Wastewater collection, treatment, laboratory, engineering, administration and disposal facilities;
- (3) Solid waste and recycling collection, treatment and disposal facilities;
- (4) Roads, streets and bridges, including, but not limited to, rights-of-way and traffic signals;
- (5) Stormwater transmission, retention, detention, treatment, and disposal facilities and flood control facilities;
- (6) Public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities;

- (7) Capital equipment and vehicles, with an individual unit purchase price of not less than \$100,000.00 including, but not limited to, equipment and vehicles used in the delivery of public safety services, emergency preparedness services, collection and disposal of solid waste, and stormwater management and control;
- (8) Parks, libraries and recreational facilities;
- (9) Public education facilities for grades K-12 including, but not limited to, schools, offices, classrooms, parking areas, playgrounds, libraries, cafeterias, gymnasiums, health and music rooms, computer and science laboratories, and other facilities considered necessary for the proper public education of the state's children.

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

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

System Improvements mean capital improvements to public facilities which are designed to provide service to a service area.

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

- (1) Construction, acquisition, or expansion of public facilities other than capital improvements identified in the 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 a county or a municipality participating in an impact fee program; and
- (6) Principal payments and interest or other finance charges on bonds or other indebtedness except financial obligations issued by or on behalf of a county or a non-county service provider pursuant to an intergovernmental agreement to finance capital improvements identified in the capital improvements plan.

Sec. 82-25. - Exclusive Method to Impose Fees; Other Methods of Requiring Capital Improvements;

Preexisting Fees.

- (a) Requirements for developers to pay, as a condition of development approval or issuance of a development permit or building permit, as appropriate, in whole or in part, for system improvements may be imposed by the County or a participating municipality only by way of development impact fees imposed pursuant to the State Development Impact Fee Act, S.C. Code 1976, §§ 6-1-910—6-1-2010, this article, and individual public facility development impact fee ordinances adopted by the County and participating municipalities.
- (b) Notwithstanding the provisions of the State Development Impact Fee Act or this article, the County retains its power, to the extent authorized, to impose fees, to require contributions and to require dedication of land for capital improvements.

- (c) A development impact fee adopted by the County pursuant to the law existing prior to enactment of the State Development Impact Fee Act and existing on the effective date of the Act shall not be affected by the Act until its termination. Provided, however, that any proposed change, revision to, or reenactment of such development impact fee subsequent to the effective date of the Act shall comply with the provisions of this article, any applicable individual public facility development impact fee ordinances, and the Act.

Sec. 82-26. - Conflict.

To the extent of any conflict between other County ordinances and this article, this article shall be deemed to be controlling; provided, however, that this article is not intended to amend or repeal any existing County ordinance, resolution or regulation, except as expressly set forth in the ordinance from which this article is derived.

Sec. 82-27. - Severability.

- (a) If any section, subsection, sentence, clause, phrase or portion of this article is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such section, subsection, sentence, clause, phrase or portion of this article 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 article nor impair or nullify the remainder of this article, which shall continue in full force and effect.
- (b) If the application of any provision of this article to any new development is declared to be invalid by a decision of any court of competent jurisdiction, the intent of County 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 article as a whole or the application of any provision of this article to any other new development.

Sec. 82-28. - Term.

The development impact fee procedures set forth in this article shall remain in effect unless and until repealed, amended or modified by County Council in accordance with applicable state law and County ordinances and resolutions.

Sec. 82-29. - Amendment of Development Impact Fee Act.

Upon the amendment of any provision of the State Development Impact Fee Act, S.C. Code 1976, §§ 6-1-910—6-1-2010, by the State Legislature, County Council shall initiate a review of this article to determine whether it remains in full compliance with the Act; and, upon the completion of such review, County Council shall introduce any changes deemed necessary and appropriate to ensure the continued compliance of this article with the Act.

Sec. 82-30. - Annual Review and Report.

The County shall prepare and publish an annual report describing the amount of all development impact fee funds collected, appropriated and spent, by public facility and by service area, during the preceding fiscal year.

Sec. 82-31. - Affordable Housing Report.

Before adopting a development impact fee for a public facility which imposes the fee on residential units, the County shall prepare a report which estimates the effect of recovering capital costs for the public facility through development impact fees on the availability of affordable housing within the County.

Sec. 82-32. - Applicability.

- (a) *Development Subject to Development Impact Fees.* All development, both residential and nonresidential, as defined in the State Development Impact Fee Act, S.C. Code 1976, §§ 6-1-910—6-1-2010, and in Section 82-24, may be subject to the imposition of one or more development impact

fees for particular public facilities; provided, however, that the type and nature of the development project must create an additional demand and need for system improvements for the public facility in order to maintain the adopted level of service (LOS) standard, and is not otherwise exempt.

- (b) *Development not Subject to Development Impact Fees.* The following structures and activities, which might otherwise be construed as development as defined by the Act, are exempt from the imposition of development impact fees:
- (1) Rebuilding the same amount of floor space of a structure that was destroyed by fire or other catastrophe;
 - (2) Remodeling or repairing a structure that does not result in an increase in the number of service units;
 - (3) Replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the number of service units does not increase;
 - (4) Placing a construction trailer or office on a lot during the period of construction on the lot;
 - (5) Constructing an addition on a residential structure which does not increase the number of service units;
 - (6) Adding uses that are typically accessory to residential uses, such as a tennis court or a clubhouse, unless it is demonstrated clearly that the use creates a significant impact on the system's capacity;
 - (7) All or part of a particular development project if:
 - a. The project is determined to create affordable housing; and
 - b. That portion of the project's proportionate share of system improvements is funded through a revenue source other than development impact fees;
 - (8) Any development project for which the developer has paid for the needed public facility in its entirety. However, this exemption applies only to a County development impact fees for the same category of public facility that has been provided;
 - (9) Any development project for which a valid building permit or certificate of occupancy has been issued or in which construction has commenced, before the effective date of the ordinance imposing the development impact fee, except as otherwise provided in Section 82-33(a).
- (c) *Effect of imposition and payment of development impact fees on County land development regulations.*
- (1) The payment of development impact fees shall not entitle the fee payor to development approval nor a development permit unless all other applicable requirements, standards, and conditions of the County land development regulations and all other applicable County codes, ordinances, and/or procedures have been met. Such other requirements, standards, and conditions are independent of the requirement for payment of a development impact fee.
 - (2) Neither this article nor a specific development impact fee ordinance shall affect, in any manner, the permissible use of property, the permitted density/intensity of development, the applicable design and improvement standards, or any other applicable standards or requirements of this Code or land development regulations, which shall be operative and which shall remain in full force and effect without limitation.

Sec. 82-33. - Imposition, Calculation and Collection.

- (a) *Imposition.* A development impact fee may be imposed by the County or a participating municipality only upon development approval or issuance of a development permit or building permit, as applicable. Unless otherwise provided in a development impact fee ordinance for a particular public facility, imposition, calculation and collection of a development impact fee shall occur at building permit issuance; provided, however, that if a building permit is not required for the proposed development project, or for other valid reasons, County Council or the elected body of the participating municipality

may, at its discretion, impose, calculate and collect a development impact fee either at the time construction is authorized or at the time of issuance of a certificate of occupancy.

(b) *Calculation.*

- (1) Upon receipt of a request for development approval or issuance of a development permit which triggers imposition of a development impact fee, as set forth in subsection (a) of this section, the County or the participating municipality, as applicable, shall determine the following:
 - a. The applicable public facilities development impact fee or fees.
 - b. The appropriate service area.
 - c. The types of land use in the proposed development project.
 - d. The amount of development (i.e., for residential, the number of and if appropriate the type dwelling units; for nonresidential, the square footage of nonresidential development) in the proposed development project.
 - e. The number and type of affordable housing units in the proposed development project.
 - f. The total number of new or additional service units created by the proposed development project.
- (2) After making the determinations set forth in subsection (b)(1) of this section in a timely manner, the County or participating municipality, as applicable, shall multiply the number of new or additional service units by the cost per service unit as set forth in the specific public facility development impact fee ordinance, to derive a total development impact fee amount due.
- (3) The County or participating municipality, as applicable, in appropriate circumstances, shall deduct from the total development impact fee amount due:
 - a. Appropriate credits or offsets for developer contributions of money, dedication of land, construction of system improvements, or oversizing of system improvements used for, or having excess capacity to serve, other development projects;
 - b. A pro rata share of other (non-County) funding sources committed to financing system improvements for the applicable public facility, which are not required to be repaid by the County, and which were not previously considered in calculating the cost per service unit for the public facility;
 - c. A discount for affordable housing units based on the table below, for "single-family units" and for "all other types of housing units":

Area Medium Income (AMI)	Impact Fee Discount
Under 60%	100%
60% to 80%	60%
Over 80%	0%

- (4) Development impact fees shall be calculated in accordance with generally accepted accounting principles.
- (5) Development impact fees may be subsidized, as long as funds are available in the Beaufort County Affordable Housing Fund, up to 100 percent for housing that a person or family earning that a person or family earning 80 percent or less of the County's median family income based on household size can afford by

spending not more than 35 percent of their gross income on a case-by-case basis. Criteria approved by County Council will be used to provide guidance.

- (6) If rehabilitated property for which the impact fees have been subsidized is sold within ten years, or owner acquired/occupied property for which the impact fees have been subsidized is sold within ten years, the development impact fees that would have been collected will be paid out of the proceeds of the sale and reimbursed into the Beaufort County Affordable Housing Fund. If rental property for which the development impact fees have been subsidized is sold, resulting in units being rented at rates above that which falls in the affordable range based upon household income and size, a fee will be paid out of the proceeds of the sale at a rate equal to the amount of subsidy increased at a rate equal to two times the Consumer Price Index (CPI) for the years between the time of subsidy and the time of sale for each applicable year up to 30 years. The fee will be reimbursed into the Beaufort County Affordable Housing Fund.
 - (7) For purposes of this section, the Consumer Price Index (CPI) is the U.S. Department of Labor, Bureau of Labor Statistics' index for "owners' equivalent rent of primary residence" for the South Urban Area, base period December, 1982 equal to 100 (Exhibit A, on file with the County Clerk).
 - (8) All impact fees shall be adjusted annually to reflect the effects of inflation on the costs for projects set forth in the impact fee study and CIP. Impact fee amounts shall be adjusted to account for inflationary increases in the costs of providing facilities using the Construction Cost Index calculated by the Engineering News-Record (ENR). For each such adjustment, the development impact fees shall be multiplied by a fraction, the numerator of which is the ENR Construction Cost index for the most recent month for which figures are available, and the denominator of which is the ENR Construction Cost Index for the period one year prior to the period reflected in the numerator.
- (c) *Collection.*
- (1) The County or a participating municipality, as applicable, shall collect all development impact fees imposed and due prior to, and as a condition of, issuance of the applicable development approval or development permit, as set forth in this section, unless:
 - a. The fee payor pays the development impact fee under protest; or
 - b. The fee payor files an administrative appeal and, at the fee payor's option, elects to post a bond or submit an irrevocable letter of credit, approved by the County, for the full amount of the development impact fees calculated to be due; or
 - c. The County and the fee payor agree to mediation by a qualified independent party.
 - (2) The County may, in its sole discretion, add to the development impact fee an additional amount for reasonable interest and penalties for nonpayment or late payment.
- (d) *Enforcement.*
- (1) The County or a participating municipality, as applicable, may withhold the requested development approval or development permit, including but not limited to a certificate of occupancy, or a building permit if no certificate of occupancy is required, until the development impact fee is paid in full.
 - (2) The County may impose a lien for failure of the developer to make timely payment of a development impact fee.

Sec. 82-34. - Accounts and Expenditures.

- (a) *Accounts.*
- (1) Revenues collected by the County or a participating municipality, as applicable, from all development impact fees, shall be deposited into, and maintained until transferred or expended in, a segregated, interest-bearing account.

- (2) Separate accounts, and appropriate accounting records, shall be maintained for each public facility development impact fee (i.e., for each category of system improvements), and for each service area in which the fees are collected.
 - (3) Interest earned on development impact fees shall be considered funds of the account on which it is earned, and must be subject to all restrictions otherwise placed on the use and expenditure of development impact fee revenues pursuant to the State Development Impact Fee Act, S.C. Code 1976, §§ 6-1-910—6-1-2010, and this article.
- (b) *Expenditures.*
- (1) Expenditure of development impact fees shall be made only for the category of system improvements, and within or for the benefit of the service area, for which the development impact fee was imposed as shown by the relevant capital improvements plan and as authorized in the State Development Impact Fee Act.
 - (2) Development impact fees may not be used for:
 - a. A purpose other than system improvement costs to create additional improvements to serve new growth;
 - b. A category of system improvements other than that for which they were collected; or
 - c. The benefit of service areas other than the area for which they were imposed.
 - (3) In accordance with all other applicable requirements as set forth in this article, development impact fees may be expended for the payment of principal, interest, and other financing costs on contracts, bonds, notes or other obligations issued by or on behalf of the County or other applicable service provider, to finance system improvements.
 - (4) Development impact fees may be expended only for system improvements and system improvement costs as defined in the State Development Impact Fee Act or in Section 82-24. Development impact fees may not be expended for personnel costs.
- (c) *Timing of Expenditures.*
- (1) Through the use of the annual review and report, the County shall monitor the collection and expenditure of development impact fee revenues in relation to the system improvements as specified in the public facility capital improvements plans.
 - (2) The County shall ensure that development impact fees will be expended within three years of the date they were scheduled in the capital improvements plan to be expended on a first-in, first-out basis.
 - (3) The County shall ensure that sufficient impact fee funds are, or will be available before proceeding with a system improvement project.

Sec. 82-35. - Refunds.

- (a) *Eligibility.* A development impact fee must be refunded to the owner of record of property on which a development impact fee has been paid if:
- (1) The impact fee revenues collected from that property have not been expended within three years of the date they were scheduled to be expended, pursuant to the capital improvements plan, on a first-in, first-out accounting basis; or
 - (2) A building permit or permit for installation of a manufactured home on the property is subsequently denied.
- (b) *Payment.* When the right to a refund exists, as set forth in subsection (a) of this section, the County shall send the refund amount only to the owners of record of the subject property at the time the refund payment must be made.
- (c) *Timing.* The County shall send the refund amount to the owner of record of the subject property within 90 days after it is determined by the County that a refund is due.

- (d) *Amount.* All refund payments determined to be due shall include the pro rata portion of interest earned while on deposit in the interest-bearing development impact fee account.
- (e) *Standing.* A person entitled to a refund shall have standing to sue for payment of the refund by the County if there has not been a timely payment of the refund pursuant to this section and the State Development Impact Fee Act.

Sec. 82-36. - Remedies.

If the developer or fee payor disagrees with the County with respect to any aspect of a development impact fee, including, but not limited to, the amount of the fee due, the developer or fee payor shall have the following remedies:

- (a) *Administrative Appeal.* The developer or fee payor may file an administrative appeal with the County Administrator. Such appeal shall be filed with the County Clerk within 30 days of fee payment on a form made available by the County. The County Administrator shall render a decision on the appeal within 90 days after the filing of the appeal.
- (b) *Payment under Protest.*
 - (1) The developer or fee payor may pay a development impact fee under protest. Payment under protest does not preclude the developer or fee payor from filing an administrative appeal nor does it preclude receipt of a refund pursuant to Section 82-35, if applicable.
 - (2) In-lieu of paying the development impact fee under protest, the developer or fee payor may, at the developer's option, post a bond or submit an irrevocable letter of credit for the amount of the development impact fee due, pending the outcome of an appeal.
- (c) *Mediation.*
 - (1) In order to address any disagreement between the fee payor and the County relative to the imposition of a development impact fee, the County and the fee payor may, upon voluntary agreement, enter into mediation conducted by a qualified independent party.
 - (2) Participation in mediation does not preclude the fee payor from pursuing any other available remedies provided in this article, in the State Development Impact Fee Act, or otherwise available by law.
- (d) *Incidental Benefit.* The receipt of incidental benefit by a third party property owner or developer within the service area resulting from the payment of a development impact fee by a fee payor or developer shall not be considered grounds for exercising the remedies set forth in this article.

Sec. 82-37. - Development Agreements.

- (a) In-lieu of making development impact fee payments, the fee payor/developer and the County, by mutual agreement, may enter into an agreement for the provision, construction, and installation of system improvements pursuant to, and in accordance with, the requirements of the State Local Government Development Agreement Act.
- (b) The agreement may additionally provide for credits or reimbursement for costs incurred by a fee payor or developer, including interproject transfers of credits or reimbursement for project improvements which are used or shared by more than one development project.
- (c) A development impact fee for system improvements for a specific public facility category may not be imposed on a fee payor or developer who has entered into a development agreement providing for the provision of system improvements for that same public facility category. Provided, however, that development impact fees may still be imposed on the fee payor or developer for system improvements for another public facility category.
- (d) The development agreement shall include a provision addressing increases in development impact fees over the life of the development agreement as well as the applicability of subsequently adopted development impact fees for other public facilities over the life of the development agreement and the development project.

Sec. 82-38. - System Improvements Provided by Another Service Provider.

- (a) *Non-County Service Provider.* If the proposed system improvements include a public facility or facilities under the jurisdiction of, and provided by, another unit of government as described in the State Development Impact Fee Act, S.C. Code 1976, §§ 6-1-910—6-1-2010, the County and the other unit of government shall enter into an intergovernmental agreement providing for:
- (1) Determination of the development impact fee amount in the same manner and pursuant to the same procedures and limitations as provided in this article and the State Development Impact Fee Act for all other development impact fees.
 - (2) Collection of the development impact fee by the County or a participating municipality, as applicable.
 - (3) Transfer of the development impact fee funds collected within the service area of the service provider to the service provider for expenditure at reasonable times.
 - (4) Expenditure of the development impact fee revenues by the service provider in accordance with the capital improvements plan.
- (b) *Cost Sharing of Joint Improvements.* The intergovernmental agreement between the County and the service provider or the County and the participating municipality, shall specify the reasonable share of funding by each governmental unit for jointly funded improvements. The County shall not assume more than its reasonable share of funding of joint improvements; nor may the service provider, which is not authorized to impose development impact fees, assume more than its share of funding of joint improvements, unless the expenditure is being made pursuant to a development agreement.

Sec. 82-39. - Effects of Annexation.

A County Development Impact Fee Ordinance imposed in an unincorporated area which is subsequently annexed by a municipality shall remain in full force and effect pursuant to this article and the State Development Impact Fee Act, S.C. Code 1976, §§ 6-1-910—6-1-2010, until the development impact fee terminates, unless the annexing municipality:

- (1) Assumes responsibility for the provision of system improvements included in the capital improvements plan that are to be provided, in whole or in part, via payment of development impact fees from developers in the annexed area; and
- (2) Assumes any liability which is to be paid with the impact fee revenue.

If the annexing municipality agrees to assume responsibility and liability as set forth in this section, it shall enter into an intergovernmental agreement to such effect with the County.

Secs. 82-40—82-50. - Reserved.

EXHIBIT C**ARTICLE III. – PARKS AND RECREATION FACILITIES—NORTHERN AND SOUTHERN BEAUFORT COUNTY SERVICE AREAS****Sec. 82-51. - Adoption.**

Pursuant to the impact fee procedures in Section 82-21 *et seq.*, this parks and recreation development impact fee is adopted and imposed on all new residential development in the County, in accordance with the procedures and requirements of this article and the intergovernmental agreement(s) the County has entered into with the participating municipalities of _____.¹

Sec. 82-52. - Establishment of Service Area

There are two service areas for parks and recreation development impact fees. They are the South Beaufort County Parks and Recreation Service Area and the North Beaufort County Parks and Recreation Service Area. The South Beaufort County Parks and Recreation Service Area includes those parts of the County south of the Broad River. The North Beaufort County Parks and Recreation Service Area includes those parts of the County north of the Broad River. The boundaries of these services areas are identified in Figure 82-52: Beaufort County Parks and Recreation Service Areas.

¹ This amendment is drafted so that when it is determined which municipalities will participate in the parks and recreation development impact fee, they can be identified here and in other relevant places in the draft (potentially the cities of Beaufort and Hardeeville, and the towns of Hilton Head Island, Bluffton, Port Royal, and Yemassee).

FIGURE 82-52: BEAUFORT COUNTY PARKS AND RECREATION SERVICE AREAS



Sec. 82-53. - Incorporation of Support Study.

The County and the participating municipalities hereby rely on the level of service standard, land use assumptions, methodologies, service units, system improvement costs, formula, and analyses for parks and recreation development impact fees for parks and recreation facility system improvements set out in *Capital Improvement Plan and Development Impact Fee Study* prepared by TischlerBise, dated July 27, 2020 (hereinafter “parks and recreation development impact fee study and CIP”). The parks and recreation development impact fee study and CIP are incorporated herein by reference. The parks and recreation development impact fee study and CIP sets forth a reasonable level of service standard, land use assumptions, methodologies, service units, system improvement costs, and formulas for determining the impacts of new residential development on the recreation facility system improvement needs for the South Beaufort County Parks and Recreation Service Area and the North Beaufort County Parks and Recreation Service Area. .

Sec. 82-54. - Imposition of Parks and Recreation Development Impact Fees.

(a) Pursuant to this article and the appropriate intergovernmental agreement(s) between the County and municipalities, and in accordance with the County impact fee procedures set forth in Section 82-21 et seq. et seq., the State Development Impact Fee Act, and the support studies and the County adopted parks and recreation facilities capital improvements plan (CIP), incorporated in this article by reference, parks and recreation facilities development impact fees shall be imposed in the following service areas in the amounts identified in Table 82-55: Parks and Recreation Facilities Development

Impact Fee Schedule, by Service Area, unless an Individual Assessment of Development Impact is accepted pursuant to Section 82-56, Individual Assessment of Development Impact.

(b) The parks and recreation development impact fee shall be imposed on all new residential development (dwelling units) in the unincorporated County and within the participating municipalities, unless the residential development is exempted, or an exception or waiver is granted pursuant to Sec. 82-32(b), Development Not Subject to Development Impact Fees, or Sec. 82-33(b)(3)c. A parks and recreation development impact fee shall only be imposed if a new dwelling unit is developed.

(c) The parks and recreation development impact fee in the unincorporated County and within a participating municipality shall be paid prior to issuance of a building permit, or if a building permit is not required, prior to construction of the dwelling unit, or prior to issuance of a development permit for the dwelling unit, as appropriate.

Sec. 82-55. - Parks and Recreation Development Impact Fee Schedule and Facility Project List.

(a) The following general procedure shall be followed upon receipt of an application for a building permit for new development:

(1) Identify the applicable service area (South Beaufort County Parks and Recreation Service Area or North Beaufort County Parks and Recreation Service Area) based on the development’s location.

(2) Determine if any of the dwelling units qualify for a discount as “affordable housing” in accordance with Sec. 82-33(b)(3)c, and if so the number of those dwelling units and the amount of the discount.

(3) Determine whether the applicant has applied for an Individual Assessment of Development Impact in accordance with Sec. 82-56,

(4) If an Individual Assessment of Development Impact is not approved, or not applied for, identify the number of dwelling units, and the square feet in size of each dwelling unit, and then apply the fee schedule in Table 82-55: Parks and Recreation Development Impact Fee Schedule, by Service Area, to each dwelling unit; or

(5) If an Individual Assessment of Development Impact is accepted, pay the fee based on the approved Individual Assessment of Development Impact.

TABLE 82-55: PARKS AND RECREATION DEVELOPMENT IMPACT FEE SCHEDULE, BY SERVICE AREA		
Housing Unit Size	North Beaufort County Parks and Recreation Service Area Impact Fee	South Beaufort County Parks and Recreation Service Area Impact Fee
1,000 sf or less	\$486	\$282
1,001 to 1,250 sf	\$590	\$353
1,251 to 1,500 sf	\$694	\$423
1,501 to 1,750 sf	\$798	\$470
1,751 to 2,000 sf	\$868	\$517
2,001 to 2,500 sf	\$1,006	\$588
2,501 to 3,000 sf	\$1,076	\$658
3,001 to 3,500 sf	\$1,180	\$705
3,501 to 4,000 sf	\$1,249	\$752
4,001 or more sf	\$1,319	\$776

TABLE 82-55a: PARKS AND RECREATION NORTHERN AND SOUTHERN FACILITY PROJECTS	
Northern Service Area Projects	Southern Service Area Projects
Burton Wells Park Expansion	Buckwalter Park Expansion
County Splash Pads and Aquatics Center/Park	M.C. Riley Complex Expansion
Passive Park Development and Construction	Daufuskie Island Park Improvements
Basal Green Complex Expansion	Outdoor Aquatics and Splash Pads Installation
Coursen-Tate Complex Expansion	Bluffton Center Expansion
Saint Helena Park Expansions	Passive Park Development and Construction
Community Center Expansions	Community Center Expansion
Small Park Expansion and Development	Recreation Field Development and Construction
Municipal Owned Park Facility Development and Expansions: Henry C Chamber's Park Spanish Moss Trail Port Royal Skate Park Washington Street Park Pigeon Point Park	

Sec. 82-56. - Individual Assessment of Development Impact.

(a) In-lieu of calculating the parks and recreation development impact fees by reference to the fee schedule in Table 82-55: Parks and Recreation Development Impact Fee Schedule, by Service Area, a fee payor may request that the amount of the required parks and recreation development impact fees be determined by reference to an Individual Assessment of Development Impact for the proposed development.

(b) If a fee payor requests the use of an Individual Assessment of Development Impact, the fee payor shall be responsible for retaining a qualified professional to prepare the Individual Assessment of Development Impact that complies with the requirements of this section, at the fee payor's expense.

(c) Each Individual Assessment of Development Impact shall be based on the same level of service standard and system improvement costs for park and recreation facilities for the service areas used in the parks and recreation development impact fee study and CIP, shall use the formula for calculating the development impact fees used in the parks and recreation development impact fee study and CIP (no adjustments in the assumption of credits shall be made), and shall document the relevant methodologies and assumptions used. The burden shall be on the fee payor requesting the Individual Assessment of Development Impact to demonstrate by competent evidence that the data and assumptions used in the parks and recreation development impact fee study and CIP and reflected in Table 82-56: Parks and Recreation Development Impact Fee Schedule, by Service Area, is less accurate than the results of the Individual Assessment of Development Impact.

(d) Each Individual Assessment of Development Impact shall be submitted to the Planning Director or a designee, and may be accepted, rejected, or accepted with modifications by the Planning Director or a designee as the basis for calculating park and recreation development impact fees. If an Individual Assessment of Development Impact is accepted or accepted with modifications by the Director or a

designee as a more accurate measure of the demand for park and recreation facility system improvements created by the proposed development than the applicable fee in Table 82-56: Parks and Recreation Development Impact Fee Schedule, by Service Area, then the park and recreation development impact fees due under this Ordinance shall be calculated according to such assessment.

Sec. 82-57. - Credits.

(a) Any developer/fee payor which is obligated to pay a parks and recreation development impact fee under this section may apply for credit against parks and recreation development impact fees otherwise due, up to but not exceeding the full obligation for the fees proposed to be paid pursuant to the provisions of this Ordinance for any land dedication, construction, or contribution for parks and recreation facility system improvements that are accepted by the County Council for parks and recreation facility systems improvements identified in the CIP.

(b) *Valuation of Credits*

(1) Credit for land dedication for park and recreation facility system improvements, at the fee payor's option, shall be valued at either (a) 100 percent of the most recent assessed value for such land as shown in the records of the County Assessor, or (b) the fair market value of the land established by a private appraiser acceptable to the County Council in an appraisal paid for by the fee payor.

(2) Credit for construction of parks and recreation facility system improvements shall be valued by the County Council based on construction costs estimates submitted by the fee payor. The County Council shall determine the amount of credit due based on the information submitted, or, if it determines the information is inaccurate or unreliable, then on alternative engineering or construction costs acceptable to the County Council.

(3) Credit for a contribution for parks and recreation facility system improvements shall be based on the value of the contribution at the time it is made by the fee payor. (c) *When Credits Become Effective*

(1) Credits for land dedication for parks and recreation facilities shall become effective after the credit is approved by County Council or applicable municipal legislative body pursuant to this section, and a Credit Agreement/Development Agreement is entered into, and (a) the land has been conveyed to the County or applicable municipality in a form established by the County or applicable municipality at no cost to the County or applicable municipality, and (b) the dedication of land has been accepted by the County or applicable municipality.

(2) Credits for construction of parks and recreation facility system improvements shall become effective after the credit is approved by County Council or applicable municipal legislative body² pursuant to this section, (a) a Credit Agreement/Development Agreement is entered into, (b) a suitable maintenance and warranty bond has been received and approved by the County Council or applicable municipal legislative body, and (c) all design, construction, inspection, testing, bonding, and acceptance procedures have been completed in compliance with all applicable County requirements (or municipal requirements, as applicable).

(3) Credits for contributions shall become effective after the contribution is approved by the County Council or applicable municipal legislative body pursuant to this section, and the contribution is provided to and accepted by the County Council or applicable municipal legislative body.

(4) Credits for land dedication, construction of parks and recreation facility system improvements, or contributions, shall be transferable within the same development for parks and recreation development impact fee purposes, but shall not be transferable outside the development or used as credit against fees for other public facilities. Credit may be transferred pursuant to these terms and conditions by any written instrument that clearly identifies which credits issued under this section are to be transferred. The

² NOTE TO STAFF: Please provide direction on whether land dedications, construction of buildings, or contributions for park and recreation facilities within a participating municipality will be dedicated or accepted by the municipality. We have drafted the provision as if that would be the case; if that is not the case, we can make a change.

instrument shall be signed by both the transferor and transferee, and the document shall be delivered to the County Council or applicable municipal legislative body for registration.

(5) The total amount of the credit shall not exceed the amount of the parks and recreation development impact fees due and payable for the project.

(6) If the offer for credit is approved, a Credit Agreement/Development Agreement shall be prepared and signed by the applicant and the County Council or applicable municipal legislative body. The Credit Agreement/Development Agreement shall specifically outline the land dedication, construction, or contribution for parks and recreation facility system improvements, the time by which they shall be completed or dedicated and any extensions thereof, and the value (in dollars) of the credit against the parks and recreation development impact fees the fee payor shall receive.

(7) The County Council or applicable legislative body may enter into a Capital Contribution Front-Ending Agreement with any developer/fee payor who proposes to dedicate land or construct parks and recreation facility system improvements in the CIP, to the extent the fair market value of the land or the construction of those parks and recreation facility system improvements exceed the obligation to pay parks and recreation development impact fees for which a credit is provided pursuant to this section. The Capital Contribution Front-Ending Agreement shall provide proportionate and fair share reimbursement linked to new growth and development's use of the parks and recreation facility system improvements constructed.

Sec. 82-58. - Trust Account for Parks and Recreation Development Impact Fees.

The County and the participating municipalities hereby establish segregated Parks and Recreation Development Impact Fee Trust Accounts. All parks and recreation development impact fees collected by the County and the participating municipalities shall be placed in their respective Trust Account. By November 1 of each year, the participating municipalities shall transfer the parks and recreation development impact fees they collect to the County. Upon receipt, the County shall then place the funds into its Parks and Recreation Development Impact Fee Trust Account. Each Trust Account shall be interest-bearing and all interest earned and accruing to the account shall become funds of the account, subject to the same limitations and restrictions on use and expenditure of funds that are applicable to parks and recreation development impact fee funds.

Sec. 82-59. - Expenditure of Fees for Parks and Recreation Facility System Improvements.

Parks and recreation development impact fee funds shall be used by the County in accordance with the development impact fee procedures in Section 82-21 *et seq.*, solely and exclusively for parks and recreation facility system improvements as set forth in the parks and recreation development impact fee study and CIP. System improvements generally include the following: acquisition of land for development of new parks, expansions to existing parks, and park and recreation equipment.

Sec. 82-60. - Development Agreement Option.

(a) The developer may pay the parks and recreation development impact fee, as calculated pursuant to Section 82-56, as the proposed development project's proportionate share of system improvement costs and as full and complete payment of such obligations. In the alternative, a developer may enter into an agreement with the County or a participating municipality pursuant to the State Local Government Development Agreement Act, and provide for dedication of land, park equipment, development of parks and recreation facilities, and/or for payments in-lieu of development impact fees for parks and recreation facilities, through a development agreement

(b) A parks and recreation development impact fee may not be imposed on a developer who has entered into a development agreement with the County that provides for the parks and recreation facility system improvement needs of the development project that is subject to the development agreement.

(c) A development agreement for parks and recreation facilities may only be entered into with the authorization and approval of both the County and the developer, or the participating municipality and developer, as appropriate.

Sec. 82-61. - Developer Rights.

The developer, pursuant to the State Development Impact Fee Act and the County impact fee procedures in Section 82-21 *et seq.*, shall have the following rights, any or all of which may be exercised only in accordance with the impact fee procedures in Section 82-21 *et seq.*

(a) *Administrative Appeal.* The developer/applicant may file an administrative appeal with the County Administrator with respect to a County or municipal decision related to the imposition, calculation, collection, processing, or expenditure of a parks and recreation development impact fee, at any time; provided, however, that such appeal must comply with the provisions and requirements of the County impact fee procedures set forth in Section 82-21 *et seq.* If the appeal follows payment of the development impact fee, it must be made within 30 days of the date of fee payment. The filing of an appeal will immediately halt the development approval process, unless the developer/applicant posts a bond or submits an irrevocable letter of credit for the full amount of the impact fees as calculated by the County or a participating municipality to be due.

(b) *Payment under Protest.* The developer/applicant may pay the County-calculated or municipality-calculated development impact fee under protest, pursuant to the County impact fee procedures set forth in Section 82-21 *et seq.* Payment under protest does not preclude the developer/applicant from filing an administrative appeal, from requesting a refund, or from posting a bond or submitting an irrevocable letter of credit for the full amount of the development impact fee due, all as set forth in the impact fee procedures in Section 82-21 *et seq.*

(c) *Mediation.* The developer/applicant may request mediation by a qualified independent party, but only upon voluntary agreement by both the developer/applicant (fee payor) as well as the County (and, if applicable, participating municipality) and only to address a disagreement related to the parks and recreation development impact fee, as calculated by the County or municipality, for the proposed development. Neither request for, nor participation in, mediation shall preclude the developer/applicant (fee payor) from pursuing other developer rights and/or remedies, as set forth in this article, the County impact fee procedures in Section 82-21 *et seq.* or other remedies available by law.

Sec. 82-62. - County Remedies.

(a) The County and a participating municipality (to the extent authorized in the intergovernmental agreement(s) with the County), pursuant to the State Development Impact Fee Act and the County impact fee procedures in Section 82-21 *et seq.*, shall have all of the following remedies, which may be exercised individually or collectively, but only in accordance with the impact fee procedures in Section 82-21 *et seq.*

(1) *Interest and Penalties.* The County or participating municipality may, in its sole discretion, add reasonable interest and penalties for nonpayment or late payment to the amount of the calculated parks and recreation development impact fee due, pursuant to the impact fee procedures in Section 82-21 *et seq.*

(2) *Withholding Building or Development Permit or Development Approval or Certificate of Occupancy.* The County or participating municipality may withhold a certificate of occupancy, a building or development permit, or development approval, as may be applicable, until full and complete payment has been made by the developer/applicant of the parks and recreation development impact fee due.

(3) *Lien.* The County may impose a lien on the developer's property, pursuant to the impact fee procedures set forth in Section 82-21 *et seq.*, for failure of the developer/applicant to timely pay the required parks and recreation development impact fee in full.

(b) The County or participating municipality may pursue any one or all of the remedies described in subsection (a) of this section, at its discretion. The failure to pursue any remedy, at any time, shall not be deemed to be a waiver of County or municipal rights to pursue any remedy at such other time as may be deemed appropriate.

Sec. 82-63. – Refund of Fees.

(a) A collected parks and recreation development impact fee shall be refunded to the owner of record of property on which a parks and recreation development impact fee has been paid if:

(1) The parks and recreation development impact fee revenues collected on the property have not been expended within three years of the date they were scheduled to be expended, pursuant to the parks and recreation development impact fee study and CIP; or

(2) A building permit or permit for installation of a manufactured home on the property is subsequently denied.

(b) The amount, timing, and recipient of any refund required by this article of collected parks and recreation development impact fees shall comply with the standards of Sec. 82-35.

Sec. 82-64. - Intergovernmental Agreements.

Prior to collection of a parks and recreation development impact fee in a participating municipality, the County shall enter into an intergovernmental agreement with the participating municipality. Intergovernmental agreement shall:

(a) Specify the reasonable share of funding joint system improvements for parks and recreation facility system improvements by each governmental unit; and

(b) Provide for the collection of the parks and recreation development impact fee by the municipality within its corporate limits and by the County within the unincorporated area; and

(c) Provide for the timely transfer of parks and recreation development impact fee funds from the municipality to the County; and

(d) Provide for the timely expenditure of the parks and recreation development impact fee funds by the County, in accordance with the CIP.

Sec. 82-65. - Termination of the Parks and Recreation Development Impact Fee.

The parks and recreation development impact fee shall be terminated upon the completion/conclusion of all of the parks and recreation development impact fee-funded capital improvements, as set forth in the CIP, unless:

(a) The County adopts a CIP for a subsequent time period; or

(b) The County adopts an updated parks and recreation development impact fee pursuant to the substantive and procedural requirements of the State Development Impact Fee Act.

Secs. 82-66—82-80. - Reserved

EXHIBIT D**ARTICLE IV. – ROAD FACILITIES—NORTHERN AND SOUTHERN BEAUFORT COUNTY SERVICE AREAS****Sec. 82-81. - Adoption.**

Pursuant to the impact fee procedures in Section 82-21 *et seq.*, this road facilities development impact fee is adopted and imposed on all new development in the County, in accordance with the procedures and requirements of this article and the intergovernmental agreement(s) the County has entered into with the participating municipalities of _____.³

Sec. 82-82. – Establishment of Service Areas.

There are two service areas for the road facilities development impact fee: the South Beaufort County Road Facilities Service Area and the North Beaufort County Road Facilities Service Area. The South Beaufort County Road Facilities Service Area includes those parts of the County south of the Broad River. The North Beaufort County Road Facilities Service Area includes those parts of the County north of the Broad River. The boundaries of these services areas are identified in Figure 82-82: Beaufort County Road Facilities Service Areas.

³ This amendment is drafted so that when it is determined which municipalities will participate in the road facilities development impact fee, they can be identified here and in other relevant places in the draft (potentially the cities of Beaufort and Hardeeville, and the towns of Hilton Head Island, Bluffton, Port Royal, and Yemassee).

FIGURE 82-82: BEAUFORT COUNTY ROAD FACILITIES SERVICE AREAS



Sec. 82-83. - Incorporation of Support Study.

The County and the participating municipalities hereby rely on the level of service standard, land use assumptions, methodologies, service units, system improvement costs, formula, and analyses for the road facilities development impact fee set out in *Capital Improvement Plan and Development Impact Fee Study (Transportation Update)* prepared by TischlerBise, dated November 15, 2022 (hereinafter “road facilities development impact fee study and CIP”). The road facilities development impact fee study and CIP (the Beaufort County 2030 transportation improvement plan) are incorporated herein by reference. The road facilities development impact fee study and CIP sets forth a reasonable level of service standard, land use assumptions, methodologies, service units, system improvement costs, and formulas for determining the impacts of new development on the South Beaufort County Road Facilities Service Area and the North Beaufort County Road Facilities Service Area.

Sec. 82-84. - Imposition of Road Facilities Development Impact Fees.

- (a) The road facilities development impact fee shall be imposed on all new development in the unincorporated County and within the participating municipalities, unless the development is exempted, or an exception or waiver is granted pursuant to Sec. 82-32(b), Development Not Subject to Development Impact Fees, or Sec. 82-33(b)(3)c, of the County Code.

- (b) The road facilities development impact fee in the unincorporated County and within a participating municipality shall be paid prior to issuance of a building permit, or if a building permit is not required prior to construction, prior to issuance of a development permit.

Sec. 82-85. – Road Facilities Development Impact Fee Schedule.

- (a) Pursuant to this article and the appropriate intergovernmental agreement(s) between the County and the participating municipalities, and in accordance with the County impact fee procedures set forth in Section 82-21 *et seq.*, the State Development Impact Fee Act, and the road facilities development impact fee study and CIP, road facilities development impact fees shall be imposed in the South Beaufort County Road Facilities Service Area and the North Beaufort County Road Facilities Service Area.
- (b) The following general procedure shall be followed upon receipt of an application for a building permit or development permit, whichever is applicable, for new development:
 - (1) Identify the applicable service area (South Beaufort County Road Facility Service Area or North Beaufort County Road Facility Service Area) based on the development’s location;
 - (2) Determine if any of the dwelling units qualify for a discount as “affordable housing” in accordance with Sec. 82-33(b)(3)c, and if so the number of those dwelling units and the amount of the discount;
 - (3) Determine whether the applicant has applied for an Individual Assessment of Development Impact in accordance with Sec. 82-86.
 - (4) If an Individual Assessment of Development Impact is not approved, or not applied for, identify the number of dwelling units, and the square feet in size of each dwelling unit, and the type of nonresidential development and the square feet of the nonresidential development, then apply the fee schedule in Table 82-85: Road Facilities Development Impact Fee Schedule, by Service Area, to each dwelling unit or nonresidential development, as appropriate; or
 - (5) If an Individual Assessment of Development Impact is accepted, pay the fee based on the approved Individual Assessment of Development Impact.

TABLE 82-85: ROAD FACILITIES DEVELOPMENT IMPACT FEE SCHEDULE, BY SERVICE AREA		
Residential Development		
Housing Unit Size	North Beaufort County Road Facility Service Area Impact Fee	South Beaufort County Road Facility Service Area Impact Fee
1,000 sf or less	\$1,509	\$1,551
1,001 to 1,250 sf	\$1,896	\$1,939
1,251 to 1,500 sf	\$2,245	\$2,284
1,501 to 1,750 sf	\$2,516	\$2,585
1,751 to 2,000 sf	\$2,748	\$2,844
2,001 to 2,500 sf	\$3,135	\$3,231
2,501 to 3,000 sf	\$3,483	\$3,576
3,001 to 3,500 sf	\$3,754	\$3,835
3,501 to 4,000 sf	\$3,986	\$4,093
4,001 or more sf	\$4,180	\$4,309

Nonresidential Development		
Development Type	North Beaufort County Road Facility Service Area Impact Fee per 1,000 square feet	South Beaufort County Road Facility Service Area Impact Fee per 1,000 square feet
Retail	\$4,513	\$5,024
Office/Service	\$2,243	\$2,497
Industrial	\$905	\$1,007
Institutional	\$2,089	\$2,326

- (c) The road facilities development impact fee shall be adjusted annually to reflect the effects of inflation on the costs for road facilities set forth in the road facilities development impact fee study and CIP. Prior to December 1 of each year, beginning in 2021, the development impact fee amount set forth in Table 82-85: Road Facilities Development Impact Fee Schedule, by Service Area, shall be adjusted to account for inflationary increases in the costs of providing road facilities using the Construction Cost Index calculated by the Engineering News-Record (ENR). For each such adjustment, the road facilities development impact fees shown in Table 82-55 shall be multiplied by a fraction, the numerator of which is the ENR Construction Cost Index for the most recent month for which figures are available, and the denominator of which is the ENR Construction Cost Index for the period one year prior to the period reflected in the numerator.

Sec. 82-86. - Individual Assessment of Development Impact.

- (a) In-lieu of calculating the road facilities development impact fees by reference to the fee schedule in Table 82-85: Road Facilities Development Impact Fee Schedule, by Service Area, a fee payor may request that the amount of the required road facilities development impact fees be determined by reference to an Individual Assessment of Development Impact for the proposed development.
- (b) If a fee payor requests the use of an Individual Assessment of Development Impact, the fee payor shall be responsible for retaining a qualified professional to prepare the Individual Assessment of Development Impact that complies with the requirements of this section, at the fee payor's expense.
- (c) Each Individual Assessment of Development Impact shall be based on the same level of service standard and system improvement costs for road facilities used in the road facilities development impact fee study and CIP, shall use the formula for calculating the impact fee used in the road facilities development impact fee study and CIP (no adjustments in the assumption of credits shall be made), and shall document the relevant methodologies and assumptions used. The burden shall be on the fee payor requesting the Individual Assessment of Development Impact to demonstrate by competent evidence that the data and assumptions used in the road facilities development impact fee study and CIP and reflected in Table 82-85: Road Facilities Development Impact Fee Schedule, by Service Area, is less accurate than the results of the Individual Assessment of Development Impact.
- (d) Each Individual Assessment of Development Impact shall be submitted to the Planning Director or a designee, and may be accepted, rejected, or accepted with modifications by the Planning Director or a designee based on the standards in Section 82-86(c), as the basis for calculating road facilities development impact fees. If an Individual Assessment of Development Impact is accepted or accepted with modifications by the Director or a designee as a more accurate measure of the demand for road facility system improvements created by the proposed development than the applicable fee in Table 82-56: Road Facilities Development Impact Fee Schedule, by Service Area, then the road facilities development impact fees due shall be calculated according to the assessment.

Sec. 82-87. - Credits.

- (a) Any developer/fee payor which is obligated to pay a road facilities development impact fee under this section may apply for credit against road facilities development impact fees otherwise due, up to but not exceeding the full obligation for the fees proposed to be paid pursuant to the provisions of this article for any land dedication for right-of-way (ROW), construction, or contribution for road facilities system improvements that are identified in the Table 82-87a: Road Facility Projects, North of the Broad River, for development north of the Broad River, and Table 82-87b: Road Facility Projects, South of the Broad River, for development south of the Broad River. that are accepted by County Council.

TABLE 82-87a: ROAD FACILITY PROJECT NORTH OF THE BROAD RIVER	
Transportation Projects	Type of Improvement
US 21/SC 802 Connector SE (Hazel Farms Road)	New Road
US 21/SC 802 Connector NW (Sunset/Miller Road)	New Road
US 21/SC 802 Intersection Improvement (Sea Island Parkway/Sams Pt. Road)	Intersection Improvements
US 21/SC 128 Intersection Improvement (Ribault Road/Lady's Island Drive)	Intersection Improvements
Boundary Street Connectivity (Polk Street Parallel Road)	New Road
Joe Frazier Road Improvements	Access Management
US 21 Business (Woods Memorial Bridge ITS)	Intelligent Transportation Systems
Sea Island Parkway Improvements	Access Management/ Complete Streets
Spine Road – Port Royal Port	New Road
US 21 and Parker Drive Mast Arm Signal	Traffic Signal
9 Traffic Signals	Traffic Signal
Port Royal Road Interconnectivity	New Road

TABLE 82-87b: ROAD FACILITY PROJECT SOUTH OF THE BROAD RIVER	
Transportation Projects	Type of Improvement
US 278 at Jenkins Island Alternate 2A Super Street Plan	Superstreet Plan
US 278 Bridge Widening 6-lane widening from Bluffton 5A to Jenkins Island	Bridge Widening
US 278 Access Management	Access Management
US 278/SC 170 Interchange – ramp reconfiguration for added capacity	Interchange Improvements
SC 170 – US 278 to Tide Watch – widen to 6 lanes	Road Widening
SC 46/170 Widen to 6-lane divided from Argent Blvd. to SC 462	Road Widening

TABLE 82-87b: ROAD FACILITY PROJECT SOUTH OF THE BROAD RIVER	
Transportation Projects	Type of Improvement
Buckwalter Parkway access management – roadway connectivity	Access Management
May River Road access management (including bike/ped)	Access Management
Burnt Church Road from Bluffton Parkway to All Joy Turn access management (including bike/ped)	Access Management
Buck Island Rd. widening to 3 lanes from US 278 to Bluffton Parkway (including bike/ped)	Road Widening
Lake Point Drive/Old Miller Road Connection with (including bike/ped)	New Road
SC 170/SC 46 Widening to 4-lane from roundabout to Jasper County	Road Widening
Innovation Drive	New Road
Buckwalter Frontage Connector Road from Buckwalter Parkway through Willow Run	New Road
16 Traffic Signal	Traffic Signal

(b) Valuation of Credits.

- (1) Credit for land dedication for ROW, at the fee payor's option, shall be valued at either (a) 100 percent of the most recent assessed value for such land as shown in the records of the County Assessor, or (b) the fair market value of the land established by a private appraiser acceptable to the County Council in an appraisal paid for by the fee payor.
- (2) Credit for construction of road facilities system improvements shall be valued by the County Council based on construction costs estimates submitted by the fee payor . The County Council shall determine the amount of credit due based on the information submitted, or, if it determines the information is inaccurate or unreliable, then on alternative engineering or construction costs acceptable to the County Council.
- (3) Credit for a contribution for road facilities system improvements shall be based on the value of the contribution at the time it is made by the fee payor.

(c) When Credits Become Effective.

- (1) Credits for land dedication for ROW shall become effective after the credit is approved by County Council pursuant to this section, (a) a Credit Agreement/Development Agreement is entered into, (b) the land has been conveyed to the County in a form established by the County at no cost to the County, and (c) the dedication of land for ROW has been accepted by the County.
- (2) Credits for construction of road facility system improvements shall become effective after the credit is approved by the County Council pursuant to this section, (a) a Credit Agreement/Development Agreement is entered into, (b) a suitable maintenance and warranty bond has been received and approved by the County Council, and (c) all design, construction, inspection, testing, bonding, and acceptance procedures have been completed in compliance with all applicable requirements.

- (3) Credits for contributions shall become effective after the contribution is approved by the County Council, (a) a credit Agreement/Development Agreement has been entered into, and (b) the contribution is provided to and accepted by the County Council.
- (4) Credits for land dedication for ROW, construction of road facility system improvements, or contributions shall be transferable within the same development for road facilities development impact fee purposes, but shall not be transferable outside the development or used as credit against fees for other public facilities. Credit may be transferred pursuant to these terms and conditions by any written instrument that clearly identifies which credits issued under this article are to be transferred. The instrument shall be signed by both the transferor and transferee, and the document shall be delivered to the County for registration.
- (5) The total amount of the credit shall not exceed the amount of the road facilities development impact fees due and payable for the project.
- (6) The Credit Agreement/Development Agreement shall be prepared and signed by the applicant and the County Council. The Credit Agreement/Development Agreement shall specifically outline the land dedication, construction, or contribution for road facility system improvements, the time by which they shall be completed or dedicated, and any extensions thereof, and the value (in dollars) of the credit against the road facilities development impact fees the fee payor shall receive.
- (7) The County Council may enter into a Capital Contribution Front-Ending Agreement with any developer/fee payor who proposes to dedicate land for ROW, construct road facility system improvements, and/or make contributions, to the extent the fair market value of the land for ROW, the construction of road facility system improvements, and/or the contributions exceed the obligation to pay road facilities development impact fees for which a credit is provided pursuant to this section. The Capital Contribution Front-Ending Agreement shall provide proportionate and fair share reimbursement.

Sec. 82-88. – Trust Account for Road Facilities Development Impact Fees.

The County and the participating municipalities hereby establish segregated Road Facilities Development Impact Fee Trust Accounts. All road facilities development impact fees collected by the County and the participating municipalities shall be placed in their respective Trust Account. By November 1 of each year, the participating municipality shall transfer the road facilities development impact fees they collect to the County. Upon receipt, the County shall place the funds in its Road Facilities Development Impact Fee Trust Account. Each Trust Account shall be interest-bearing and all interest earned and accruing to the account shall become funds of the account, subject to the same limitations and restrictions on use and expenditure of funds that are applicable to road facilities development impact fee funds.

Sec. 82-89. - Expenditure of Fees for Road Facilities System Improvements.

Road facilities development impact fee funds shall be used by the County in accordance with the development impact fee procedures in Section 82-21 *et seq.*, solely and exclusively for road facilities system improvements in the CIP.

Sec. 82-90. - Development Agreement Option.

- (a) The developer may pay the road facilities development impact fee, as calculated pursuant to Section 82-85, as the proposed development project's proportionate share of road facilities system improvement costs and as full and complete payment of such obligations. In the alternative, the developer may enter into an agreement with the County pursuant to the State Local Government Development Agreement Act, providing for dedication of land for ROW, the construction of roads, and/or for payments in-lieu of development impact fees for road facilities, through a development agreement.

- (b) A road facilities development impact fee may not be imposed on a developer who has entered into a development agreement with the County that provides for the road facility system improvement needs of the developer's development project that is subject to the development agreement.
- (c) A development agreement for road facility system improvements may only be entered into with the authorization and approval of both the County and the developer, and after consultation with an affected municipality, if applicable.

Sec. 82-91. - Developer Rights.

The developer, pursuant to the State Development Impact Fee Act and the county impact fee procedures in Section 82-21 *et. seq.*, shall have the following rights, any or all of which may be exercised only in accordance with the impact fee procedures in Section 82-21 *et. seq.*

- (a) *Administrative Appeal.* The developer/applicant may file an administrative appeal with the County Administrator with respect to a County or municipal decision related to the imposition, calculation, collection, processing, or expenditure of a road facilities development impact fee, at any time; provided, however, that such appeal must comply with the provisions and requirements of the County impact fee procedures set forth in Section 82-21 *et. seq.* If the appeal follows payment of the development impact fee, it must be made within 30 days of the date of fee payment. The filing of an appeal will immediately halt the development approval process, unless the developer/applicant posts a bond or submits an irrevocable letter of credit for the full amount of the impact fees as calculated by the County or participating municipality to be due.
- (b) *Payment under Protest.* The developer/applicant may pay the County-calculated or municipality-calculated development impact fees under protest, pursuant to the County impact fee procedures in Section 82-21 *et. seq.* Payment under protest does not preclude the developer/applicant from filing an administrative appeal, nor from requesting a refund, nor from posting a bond or submitting an irrevocable letter of credit for the amount of the development impact fees as calculated by the County or municipality to be due,
- (c) *Mediation.* The developer/applicant may request mediation by a qualified independent party, but only upon voluntary agreement by both the developer/applicant (fee payor) as well as the County (and, if applicable, municipality) and only to address a disagreement related to the road facilities development impact fees, as calculated by the County or municipality, for the proposed development. Neither request for, nor participation in, mediation shall preclude the developer/applicant (fee payor) from pursuing other developer rights and/or remedies, as set forth in this article, the County impact fee procedures in Section 82-21 *et seq.*, or other remedies available by law.

Sec. 82-92. - County Remedies.

- (a) The County and the participating municipalities (to the extent authorized in the intergovernmental agreements with the County), and pursuant to the State Development Impact Fee Act and the County impact fee procedures in Section 82-21 *et seq.*, shall have all of the following remedies, which may be exercised individually or collectively.
 - (1) *Interest and Penalties.* The County or participating municipality may, in its sole discretion, add reasonable interest and penalties for nonpayment or late payment to the amount of the calculated road facilities development impact fees due, pursuant to the impact fee procedures in Section 82-21 *et seq.*
 - (2) *Withholding Building or Development Permit or Development Approval or Certificate of Occupancy.* The County or participating municipality may withhold a certificate of occupancy, a building or development permit, or development approval, as may be applicable, until full and complete payment has been made by the developer/applicant of the County-calculated or municipality-calculated road facilities development impact fees due.
 - (3) *Lien.* The County may impose a lien on the developer's property, pursuant to the impact fee procedures set forth in Section 82-21 *et seq.*, for failure of the developer/applicant to timely pay

the required County-calculated or municipality-calculated road facilities development impact fees in full.

- (b) The County or participating municipality may pursue any one or all of the remedies described in subsection (a) of this section at its discretion. The failure to pursue any remedy, at any time, shall not be deemed to be a waiver of County or municipal rights to pursue any remedy at such other time as may be deemed appropriate.

Sec. 82-93. – Refund of Fees.

(a) A collected road facilities development impact fee shall be refunded to the owner of record of property on which a road facilities development impact fee has been paid if:

(1) The road facilities development impact fee revenues collected on the property have not been expended within three years of the date they were scheduled to be expended, pursuant to the road facilities development impact fee study and CIP; or

(2) A building permit or permit for installation of a manufactured home on the property is subsequently denied.

(b) The amount, timing, and recipient of any refund required by this article of collected road facilities development impact fees shall comply with the standards of Sec. 82-35.

Sec. 82-94. - Intergovernmental Agreement.

Prior to collection of a road facilities development impact fee pursuant to this article within a participating municipality, the County shall enter into an intergovernmental agreement with the participating municipality. Each intergovernmental agreement shall:

- (a) Specify the reasonable share of funding joint system improvements for road facility system improvements by each governmental unit or entity; and
- (b) Provide for the collection of the road facilities development impact fee by the municipality within its corporate limits, and by the County within the unincorporated County; and
- (c) Provide for the timely transfer of road facilities development impact fee funds from the municipality to the County; and
- (d) Provide for the timely expenditure of the road facilities development impact fee funds by the County, in accordance with the CIP.

Sec. 82-95. - Termination of the Road Facilities Development Fee.

The road facilities development impact fees shall be terminated upon the completion/conclusion of all of the road facilities development impact fee-funded capital improvements, as set forth in the CIP, unless:

- (a) The County adopts a CIP for a subsequent time period; or
- (b) The County adopts an updated road facilities development impact fee pursuant to the substantive and procedural requirements of the State Development Impact Fee Act.

Secs. 82-96—82-110. - Reserved.

EXHIBIT E

ARTICLE V. – LIBRARY FACILITIES—NORTHERN AND SOUTHERN BEAUFORT COUNTY SERVICE AREAS

Sec. 82-111. - Adoption.

Pursuant to the impact fee procedures in Section 82-21 *et seq.*, the library development impact fee is adopted and imposed in accordance with the procedure and requirements of this article and the intergovernmental agreement(s) the County has entered into with the participating municipalities of _____.⁴

Sec. 82-112. – Establishment of Service Area.

There are two service areas for library development impact fees. They are the South Beaufort County Library Service Area and the North Beaufort County Library Service Area. The South Beaufort County Library Service Area includes those parts of the County south of the Broad River. The North Beaufort County Library Service Area includes those parts of the County north of the Broad River. The boundaries of these services areas are identified in Figure 82-112: Beaufort County Library Service Areas.

⁴ This amendment is drafted so that when it is determined which municipalities will participate in the library development impact fee, they can be identified here and in other relevant places in the draft (potentially the cities of Beaufort and Hardeeville, and the towns of Hilton Head Island, Bluffton, Port Royal, and Yemassee).

FIGURE 82-112: BEAUFORT COUNTY LIBRARY SERVICE AREAS



Sec. 82-113. - Incorporation of Support Study.

The County and the participating municipalities hereby rely on the level of service standard, land use assumptions, methodologies, service units, system improvement costs, formula, and analyses for the library development impact fees for library facility system improvements set out in *Capital Improvement Plan and Development Impact Fee Study* prepared by TischlerBise, dated July 27, 2020 (hereinafter “library development impact fee study and CIP”). The library development impact fee study and CIP are incorporated herein by reference. The library development impact fee study and CIP sets forth a reasonable level of service standard, land use assumptions, methodologies, service units, system improvement costs, and formulas for determining the impacts of new residential development on the South Beaufort County Library Service Area and the North Beaufort County Library Service Area.

Sec. 82-114. – Imposition of Library Development Impact Fees

- (a) Pursuant to this article and the appropriate intergovernmental agreement(s) between the County and the participating municipalities, and in accordance with the impact fee procedures in Section 82-21 *et seq.*, the State Development Impact Fee Act, and the library development impact fee study and CIP, library development impact fees shall be imposed in the South Beaufort County Library Service Area and the North Beaufort County Library Service Area.
- (b) The library development impact fee shall be imposed on all new residential development (dwelling units) in the County, unless the residential development is exempted, or an exception or waiver is

granted pursuant to Sec. 82-32(b), Development Not Subject to Development Impact Fees, or Sec. 82-33(b)(3)c. A library development impact fee shall only be imposed if a new dwelling unit is developed.

- (c) The library development impact fee in the unincorporated County and within a participating municipality shall be paid prior to issuance of a building permit, or if a building permit is not required, prior to construction of the dwelling unit, or prior to issuance of a development permit for the dwelling unit, as appropriate.

Sec. 82-115. – Library Impact Fee Schedule.

- (b) The following general procedure shall be followed upon receipt of an application for a building permit for new development:
 - (1) Identify the applicable service area (South Beaufort County Library Service Area or North Beaufort County Library Service Area) based on the development’s location;
 - (2) Determine if any of the dwelling units qualify for a discount as “affordable housing” in accordance with Sec. 82-33(b)(3)c, and if so the number of those dwelling units and the amount of the discount;
 - (3) Determine whether the applicant has applied for an Individual Assessment of Development Impact in accordance with Sec. 82-116,
 - (4) If an Individual Assessment of Development Impact is not approved, or not applied for, identify the number of dwelling units, and the square feet in size of each dwelling unit, and then apply the fee schedule in Table 82-115: Library Development Impact Fee Schedule, by Service Area, to each dwelling unit; or
 - (5) If an Individual Assessment of Development Impact is accepted, pay the fee based on the approved Individual Assessment of Development Impact.

TABLE 82-115: LIBRARY DEVELOPMENT IMPACT FEE SCHEDULE, BY SERVICE AREA		
Housing Unit Size	North Beaufort County Library Service Area Impact Fee	South Beaufort County Library Service Area Impact Fee
1,000 sf or less	\$225	\$151
1,001 to 1,250 sf	\$273	\$189
1,251 to 1,500 sf	\$321	\$227
1,501 to 1,750 sf	\$369	\$252
1,751 to 2,000 sf	\$401	\$278
2,001 to 2,500 sf	\$466	\$316
2,501 to 3,000 sf	\$498	\$353
3,001 to 3,500 sf	\$546	\$379
3,501 to 4,000 sf	\$578	\$404
4,001 or more sf	\$610	\$417

Sec. 82-116. - Individual Assessment of Development Impact.

- (a) In-lieu of calculating the library facilities development impact fees by reference to the fee schedule in Table 82-115, Library Development Impact Fee Schedule, by Service Area, a fee payor may request that the amount of the required library development impact fees be determined by reference to an Individual Assessment of Development Impact for the proposed development.
- (b) If a fee payor requests the use of an Individual Assessment of Development Impact, the fee payor shall be responsible for retaining a qualified professional to prepare the Individual Assessment of Development Impact that complies with the requirements of this section, at the fee payor's expense.
- (c) Each Individual Assessment of Development Impact shall be based on the same level of service standard and system improvement costs for library facilities used in the library development impact fee study and CIP, shall use the formula for calculating the development impact fees used in the library development impact fee study and CIP, and shall document the relevant methodologies and assumptions used. The burden shall be on the fee payor requesting the Individual Assessment of Development Impact to demonstrate by competent evidence that the data and assumptions used in the appropriate support study and reflected in Table 82-115: Library Development Impact Fee Schedule, by Service Area, is less accurate than the results of the Individual Assessment of Development Impact.
- (d) Each Individual Assessment of Development Impact shall be submitted to the Planning Director or a designee, and may be accepted, rejected, or accepted with modifications by the Planning Director or a designee as the basis for calculating library development impact fees. If an Individual Assessment of Development Impact is accepted or accepted with modifications by the Director or a designee as a more accurate measure of the demand for library facility system improvements created by the proposed development than the applicable fee in Table 82-115: Library Development Impact Fee Schedule, by Service Area, then library development impact fees due under this Ordinance shall be calculated according to such assessment.

Sec. 82-117. – Credits.

- (a) Any developer/fee payor which is obligated to pay a library development impact fee under this section may apply for credit against library development impact fees otherwise due, up to but not exceeding the full obligation for the fees proposed to be paid pursuant to the provisions of this Ordinance for any land dedication, construction, or contribution for library facility system improvements that are accepted by the County Council for library facility system improvements identified in the CIP.
- (b) *Valuation of Credits*
 - (1) Credit for land dedication for library facility system improvements, at the fee payor's option, shall be valued at either (a) 100 percent of the most recent assessed value for such land as shown in the records of the County Assessor, or (b) the fair market value of the land established by a private appraiser acceptable to the County Council in an appraisal paid for by the fee payor.
 - (2) Credit for construction of library facility system improvements shall be valued by the County Council based on construction costs estimates submitted by the fee payor. The County Council shall determine the amount of credit due based on the information submitted, or, if it determines the information is inaccurate or unreliable, then on alternative engineering or construction costs acceptable to the County Council.
 - (3) Credit for a contribution for library facility system improvements shall be based on the value of the contribution at the time it is made by the fee payor.
- (c) *When Credits Become Effective*
 - (1) Credits for land dedication for library facility system improvements shall become effective after the credit is approved by the County Council pursuant to this section, a Credit Agreement/Development Agreement is entered into, and (a) the land has been conveyed to the County in a form established by the County at no cost to the County, and (b) the dedication of land has been accepted by the County.

- (2) Credits for construction of library facility system improvements shall become effective after the credit is approved by County Council pursuant to this section, a Credit Agreement/Development Agreement is entered into, a suitable maintenance and warranty bond has been received and approved by the County Council, and all design, construction, inspection, testing, bonding, and acceptance procedures have been completed in compliance with all applicable County requirements.
- (3) Credits for contributions shall become effective after the contribution is approved by the County Council or applicable municipal legislative body pursuant to this section, and the contribution is provided to and accepted by the County Council or applicable municipal legislative body.
- (4) Credits for land dedication, construction of library facility system improvements, or contributions, shall be transferable within the same development for library development impact fee purposes, but shall not be transferable outside the development or used as credit against fees for other public facilities. Credit may be transferred pursuant to these terms and conditions by any written instrument that clearly identifies which credits issued under this section are to be transferred. The instrument shall be signed by both the transferor and transferee, and the document shall be delivered to the County Council for registration.
- (5) The total amount of the credit shall not exceed the amount of the library development impact fees due and payable for the project.
- (6) If the offer for credit is approved, a Credit Agreement/Development Agreement shall be prepared and signed by the applicant and the County Council. The Credit Agreement/Development Agreement shall specifically outline the land dedication, construction, or contribution for library facility system improvements, the time by which they shall be completed or dedicated and any extensions thereof, and the value (in dollars) of the credit against the library development impact fees the fee payor shall receive.
- (7) The County Council may enter into a Capital Contribution Front-Ending Agreement with any developer/fee payor who proposes to dedicate land or construct library facility system improvements in the CIP, to the extent the fair market value of the land or the construction of those library facility system improvements exceed the obligation to pay library development impact fees for which a credit is provided pursuant to this section. The Capital Contribution Front-Ending Agreement shall provide proportionate and fair share reimbursement linked to new growth and development's use of the library facility system improvements constructed.

Sec. 82-118. -Trust Account for Library Development Impact Fees.

The County and the participating municipalities hereby establish segregated Library Development Impact Fee Trust Accounts. All library development impact fees collected by the County and the participating municipalities shall be placed in their respective Trust Account. By November 1 of each year, the participating municipalities shall transfer the library development impact fees they collect to the County. Upon receipt, the County shall place these impact fee funds in its Library Development Impact Fee Trust Account. Each Trust Account shall be interest-bearing and all interest earned and accruing to the account shall become funds of the account, subject to the same limitations and restrictions on use and expenditure of funds that are applicable to library development impact fee funds.

Sec. 82-119. - Expenditure of Fees for Library Facility System Improvements.

Library development impact fee funds shall be used by the County in accordance with the development impact fee procedures in Section 82-21 *et seq.*, solely and exclusively for library facility system improvements as set forth in the library development impact fee study and CIP. System improvements generally include the following: acquisition of land for libraries, expansion to existing library buildings and related facilities, and bookmobiles.

Sec. 82-120. - Development Agreement Option.

- (a) The developer may pay the library development impact fee, as calculated pursuant to Section 82-115, as the proposed development project's proportionate share of system improvement costs and as full and complete payment of such obligations. In the alternative, a developer may enter into a development agreement with the County pursuant to the State Local Government Development Agreement Act and provide for dedication of land, construction of buildings and related facilities, bookmobiles, and/or for payments in-lieu of development impact fees for library facilities through a development agreement.
- (c) A library development impact fee may not be imposed on a developer who has entered into a development agreement with the County that provides for the library facility system improvement needs of the developer's development project that is subject to the development agreement.
- (d) A development agreement for library facility system improvements may only be entered into with the authorization and approval of both the County and the developer.

Sec. 82-121. - Developer Rights.

The developer, pursuant to the State Development Impact Fee Act and the County impact fee procedures in Section 82-21 *et seq.*, shall have the following rights.

- (a) *Administrative Appeal.* The developer/applicant may file an administrative appeal with the County Administrator with respect to a municipal or County decision related to the imposition, calculation, collection, processing, or expenditure of library development impact fees, at any time; provided, however, that such appeal must comply with the provisions and requirements of the County impact fee procedures set forth in Section 82-21 *et seq.* If the appeal follows payment of the development impact fee, it must be made within 30 days of the date of fee payment. The filing of an appeal will immediately halt the development approval process, unless the developer/applicant posts a bond or submits an irrevocable letter of credit for the full amount of the impact fees as calculated by the County or participating municipality to be due.
- (b) *Payment under Protest.* The developer/applicant may pay the County-calculated or municipality-calculated development impact fees under protest, pursuant to the County impact fee procedures in Section 82-21 *et seq.* Payment under protest does not preclude the developer/applicant from filing an administrative appeal nor from requesting a refund, nor from posting a bond or submitting an irrevocable letter of credit for the amount of the development impact fee due, all as set forth in the impact fee procedures in Section 82-21 *et seq.*
- (c) *Mediation.* The developer/applicant may request mediation by a qualified independent party, but only upon voluntary agreement by both the developer/applicant (fee payor) as well as the County (and, if applicable, municipality) and only to address a disagreement related to the library development impact fee, as calculated by the County or municipality, for the proposed development. Neither request for, nor participation in, mediation shall preclude the developer/applicant (fee payor) from pursuing other developer rights and/or remedies, as set forth in this article, the County impact fee procedures in Section 82-21 *et seq.*, or other remedies available by law

Sec. 82-122. - County Remedies.

- (a) The County and a participating municipality (to the extent authorized in the intergovernmental agreements with the County), pursuant to the State Development Impact Fee Act, and the County impact fee procedures as set forth in Section 82-21 *et seq.*, shall have all of the following remedies, which may be exercised individually or collectively:
 - (1) *Interest and Penalties.* The County or participating municipality may, in its sole discretion, add reasonable interest and penalties for nonpayment or late payment to the amount of the calculated library development impact fees due, pursuant to the impact fee procedures in Section 82-21 *et seq.*
 - (2) *Withholding Building or Development Permit or Development Approval or Certificate of Occupancy.* The County or participating municipality may withhold a certificate of occupancy, a

building or development permit, or development approval, as may be applicable, until full and complete payment has been made by the developer/applicant of the library development impact fee due.

- (3) *Lien.* The County may impose a lien on the developer's property, pursuant to the impact fee procedures in Section 82-21 *et seq.* for failure of the developer/applicant to timely pay the required library development impact fee in full.
- (b) The County or participating municipality may pursue any one or all of the remedies described in subsection (a) of this section, at its discretion. The failure to pursue any remedy or remedies, at any time, shall not be deemed to be a waiver of County or municipal rights to pursue any remedy or remedies at such other time as may be deemed appropriate.

Sec. 82-123. – Refund of Fees.

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

(1) The library impact fee revenues collected on the property have not been expended within three years of the date they were scheduled to be expended, pursuant to the library development impact fee study and CIP; or

(2) A building permit or permit for installation of a manufactured home on the property is subsequently denied.

(b) The amount, timing, and recipient of any refund required by this article of collected library development impact fees shall comply with the standards of Sec. 82-35.

Sec. 82-124. - Intergovernmental Agreements.

Prior to collection of the library development impact fee in a participating municipality, the County shall enter into an intergovernmental agreement with the participating municipality. Each intergovernmental agreement shall:

- (a) Specify the reasonable share of funding joint system improvements for library facility system improvements by each governmental unit; and
- (b) Provide for the collection of the library development impact fee by the municipality within its corporate limits and by the County within the unincorporated area; and
- (c) Provide for the timely transfer of library development impact fee funds from the municipality to the County; and
- (d) Provide for the timely expenditure of the library development impact fee funds by the County, in accordance with the CIP.

Sec. 82-125. - Termination of the Library Development Fee.

The library development impact fee shall be terminated upon the completion/conclusion of all of the library development impact fee-funded capital improvements as set forth in the CIP, unless:

- (a) The County adopts a CIP for a subsequent time period; or
- (b) The County adopts an updated library development impact fee pursuant to the substantive and procedural requirements of the State Development Impact Fee Act.

Secs. 82-126—82-130. – Reserved

EXHIBIT F**ARTICLE VI. – FIRE FACILITIES—NORTHERN AND SOUTHERN BEAUFORT COUNTY SERVICE AREAS****Sec. 82-131. - Adoption.**

Pursuant to the impact fee procedures in Section 82-21 et seq., the fire facilities development impact fee is adopted and imposed on all new development in the County in accordance with the procedures and requirements of this article and the intergovernmental agreement(s) the County has entered into with the participating fire districts (_____) ⁶ and the participating municipalities of _____.⁷

Sec. 82-132. - Establishment of Service Area.

There are two service areas for fire facilities development impact fees. They are the Bluffton Fire District Service Area and the North Beaufort County Fire District Service Area. The Bluffton Fire District Service Area includes the [redacted] fire districts. The North Beaufort County Fire Service Area includes the Burton, Lady's Island St. Helena, and Sheldon fire districts. The boundaries of these services areas are identified in Figure 82-132: Beaufort County Fire Facilities Service Areas.

[map needed]

Sec. 82-133. – Incorporation of Support Study.

The County and the participating municipalities hereby rely on the level of service standard, land use assumptions, methodologies, service units, system improvement costs, formula, and analyses for fire facilities development impact fees for fire facility system improvements set out in *Capital Improvement Plan and Development Impact Fee Study* prepared by TischlerBise, dated July 27, 2020 (hereinafter “fire facilities development impact fee study and CIP”). The fire facilities development impact fee study and CIP are incorporated herein by reference. The fire facilities development impact fee study and CIP sets forth a reasonable level of service standard, land use assumptions, methodologies, service units, system improvement costs, and formulas for determining the impacts of new development on the Bluffton Fire District Service Area and the North Beaufort County Fire Service Area.

Sec. 82-134. - Imposition of Fire Facilities Development Impact Fees.

- (a) The fire facilities development impact fees shall be imposed on all new development in the service areas, unless the development is exempted, or an exception or waiver is granted pursuant to Sec. 82-32(b), Development Not Subject to Development Impact Fees, or Sec. 82-33(b)(3)c.
- (b) The fire facilities development impact fee in the unincorporated County and within a participating municipality shall be paid prior to issuance of a building permit, or if a building permit is not required prior to construction, or prior to issuance of a development permit.

Sec. 82-135 – Fire Facilities Development Impact Fee Schedule.

- (a) Pursuant to this article and the appropriate intergovernmental agreement(s) between the County and the participating municipalities), and in accordance with the County impact fee procedures set forth in Section 82-21 et seq., the South Carolina Development Impact Fee Act, and the fire facilities

⁶ NOTE TO STAFF: The fire districts that are participating in the development impact fee program and which the County has entered into intergovernmental agreements will be identified here and be known as the “participating fire districts). In the North Beaufort County Fire District Service Area they include the Burton, Lady's Island St. Helena, and Sheldon fire districts. In the Bluffton Fire District Service Area they include the [redacted] fire districts.

⁷ This amendment is drafted so that when it is determined which municipalities will participate in the parks and recreation development impact fee, they can be identified here and in other relevant places in the draft (potentially the cities of Beaufort and Hardeeville, and the towns of Hilton Head Island, Bluffton, Port Royal, and Yemassee).

development impact fee study and CIP, fire facilities development impact fees shall be imposed in the Bluffton Fire District Service Area and the North Beaufort County Fire Service Area.

- (b) The following general procedure shall be followed upon receipt of an application for a building permit or development permit, whichever is applicable, for new development:
 - (1) Identify the applicable service area (Bluffton Fire District Service Area or North Beaufort County Fire Service Area) based on the development’s location;
 - (2) Determine if any of the dwelling units qualify for a discount as “affordable housing” in accordance with Sec. 82-33(b)(3)c and if so the number of those dwelling units and the amount of the discount;
 - (3) Determine if any of the nonresidential development qualifies for a waiver of the fire facilities development impact fee due to the inclusion of automatic sprinklers, where otherwise not required by the applicable County fire code or fire district codes and regulations.
 - (3) Determine whether the applicant has applied for an Individual Assessment of Development Impact in accordance with Sec. 82-136.
 - (4) If an Individual Assessment of Development Impact is not approved, or not applied for, calculate the fee as follows:
 - a. For residential development, identify the number of dwelling units, and the square feet in size of each dwelling unit, then apply the fee schedule in Table 82-135a: Fire Facilities Development Impact Fee Schedule for Residential Development, by Service Area, to each dwelling unit; and

TABLE 82-135a: FIRE FACILITIES DEVELOPMENT IMPACT FEE SCHEDULE FOR RESIDENTIAL DEVELOPMENT, BY SERVICE AREA		
Housing Unit Size	Bluffton Fire District Service Area	North Beaufort County Fire Service Area
1,000 sf or less	\$477	\$601
1,001 to 1,250 sf	\$600	\$742
1,251 to 1,500 sf	\$715	\$872
1,501 to 1,750 sf	\$791	\$1,001
1,751 to 2,000 sf	\$877	\$1,084
2,001 to 2,500 sf	\$991	\$1,260
2,501 to 3,000 sf	\$1,115	\$1,343
3,001 to 3,500 sf	\$1,191	\$1,473
3,501 to 4,000 sf	\$1,267	\$1,555
4,001 or more sf	\$1,315	\$1,649

- b. For nonresidential development, determine the fire hazard level of the development, and apply the fee schedule per 1,000 square foot of development in Table 82-135b: Fire Facilities Development Impact Fee Schedule for Nonresidential Development, assigning a fee of \$953 for each Equivalent Dwelling Unit (EDU) (or fraction thereof) in the Bluffton Fire District Service Area, and \$1,178 for each EDU (or fraction thereof) in the North Beaufort County Fire Service Area.. (For purposes of this article, fire hazard level means and refers to the extent to which a building or structure contributes to the demand for fire stations, facilities and apparatus, as set forth in the applicable capital improvements plan for the fire district,

based on a variety of factors as set forth in Table 10-4A of the Fire Protection Handbook (National Fire Protection Association, 1992).⁸ Fire hazard levels are defined as low hazard occupancies, medium hazard occupancies, or high hazard occupancies.

TABLE 82-135b: FIRE FACILITIES DEVELOPMENT IMPACT FEE SCHEDULE FOR NONRESIDENTIAL DEVELOPMENT				
Fire Hazard Level	Up to 1,000 sq ft	1,001 to 5,000 sq ft	5,001 to 10,001 sq ft	10,000 sq ft and larger
	Base Minimum	Additional per 1,000 sq ft		
Low Hazard	1.0 EDU	0.8 EDU	0.5 EDU	0.1 EDU
Medium Hazard	1.5 EDU	1.2 EDU	0.75 EDU	0.15 EDU
High Hazard	2.0 EDU	1.6 EDU	1.0 EDU	0.2 EDU

- (5) If an Individual Assessment of Development Impact is accepted, pay the fee based on the approved Individual Assessment of Development Impact.

Sec. 82-136. - Individual Assessment of Development Impact.

- (a) In-lieu of calculating the fire facilities development impact fee by reference to the fee schedule in Table 82-135a: Fire Facilities Development Impact Fee Schedule for Residential Development, by Service Area, or Table 82-135b: Fire Facilities Development Impact Fee Schedule for Nonresidential Development, by Service Area, a fee payor may request that the amount of the required fire facilities development impact fees be determined by reference to an Individual Assessment of Development Impact for the proposed development.
- (b) If a fee payor requests the use of an Individual Assessment of Development Impact, the fee payor shall be responsible for retaining a qualified professional to prepare the Individual Assessment of Development Impact that complies with the requirements of this section, at the fee payor's expense.
- (c) Each Individual Assessment of Development Impact shall be based on the same level of service standard and system improvement costs for fire facilities for the service areas used in the fire facilities development impact fee study and CIP, shall use the formula for calculating the development impact fees used in the fire facilities development impact fee study and CIP (no adjustments in the assumption of credits shall be made), and shall document the relevant methodologies and assumptions used. The burden shall be on the fee payor requesting the Individual Assessment of Development Impact to demonstrate by competent evidence that the data and assumptions used in the fire facilities development impact fee study and CIP and reflected in Table 82-135a: Fire Facilities Development Impact Fee Schedule for Residential Development, by Service Area, and/or Table 82-135b: Fire Facilities Development Impact Fee Schedule for Nonresidential Development, by Service Area, is less accurate than the results of the Individual Assessment of Development Impact.
- (d) Each Individual Assessment of Development Impact shall be submitted to the Planning Director or a designee, and may be accepted, rejected, or accepted with modifications by the Planning Director or a designee as the basis for calculating fire facilities development impact fees. If an Individual Assessment of Development Impact is accepted or accepted with modifications by the Director or a designee as a more accurate measure of the demand for fire facility system improvements created by the proposed development than the applicable fee in Table 82-135a: Fire Facilities Development Impact Fee Schedule for Residential Development, by Service Area, and/or Table 82-135b: Fire Facilities Development Impact Fee Schedule for Nonresidential Development, by Service Area, then

⁸ This is the reference in the current ordinance. Is there an updated reference we should include?

the fire facilities development impact fees due under this article shall be calculated according to such assessment.

Sec. 82-137. - Credits.

- (a) Any developer/fee payor which is obligated to pay a fire facilities development impact fee under this section may apply for credit against fire facilities development impact fees otherwise due, up to but not exceeding the full obligation for the fees proposed to be paid pursuant to the provisions of this Ordinance for any land dedication, construction, or contribution for fire facility system improvements that are accepted by the County Council for fire facility systems improvements identified in the CIP.
- (b) *Valuation of Credits*
 - (1) Credit for land dedication for fire facility system improvements, at the fee payor's option, shall be valued at either (a) 100 percent of the most recent assessed value for such land as shown in the records of the County Assessor, or (b) the fair market value of the land established by a private appraiser acceptable to the County Council in an appraisal paid for by the fee payor.
 - (2) Credit for construction of fire facility system improvements shall be valued by the County Council based on construction costs estimates submitted by the fee payor. The County Council shall determine the amount of credit due based on the information submitted, or, if it determines the information is inaccurate or unreliable, then on alternative engineering or construction costs acceptable to the County Council.
 - (3) Credit for a contribution for fire facility system improvements shall be based on the value of the contribution at the time it is made by the fee payor.
- (c) *When Credits Become Effective*
 - (1) Credits for land dedication for fire facilities shall become effective after the credit is approved by County Council pursuant to this section, and a Credit Agreement/Development Agreement is entered into, and (a) the land has been conveyed to the County or applicable Fire District in a form established by the County or applicable Fire District at no cost to the County or applicable Fire District, and (b) the dedication of land has been accepted by the County or applicable Fire District.
 - (2) Credits for construction of fire facility system improvements shall become effective after the credit is approved by County Council or applicable Fire District pursuant to this section, (a) a Credit Agreement/Development Agreement is entered into, (b) a suitable maintenance and warranty bond has been received and approved by the County Council or applicable municipal legislative body, and (c) all design, construction, inspection, testing, bonding, and acceptance procedures have been completed in compliance with all applicable County requirements (or Fire District requirements, as applicable).
 - (3) Credits for contributions shall become effective after the contribution is approved by the County Council or applicable Fire District pursuant to this section, and the contribution is provided to and accepted by the County Council or applicable Fire District.
 - (4) Credits for land dedication, construction of fire facility system improvements, or contributions, shall be transferable within the same development for fire facilities development impact fee purposes, but shall not be transferable outside the development or used as credit against fees for other public facilities. Credit may be transferred pursuant to these terms and conditions by any written instrument that clearly identifies which credits issued under this section are to be transferred. The instrument shall be signed by both the transferor and transferee, and the document shall be delivered to the County Council for registration.
 - (5) The total amount of the credit shall not exceed the amount of the fire facilities development impact fees due and payable for the project.
 - (6) If the offer for credit is approved, a Credit Agreement/Development Agreement shall be prepared and signed by the applicant and the County Council or applicable Fire District. The Credit Agreement/Development Agreement shall specifically outline the land dedication, construction,

or contribution for fire facility system improvements, the time by which they shall be completed or dedicated and any extensions thereof, and the value (in dollars) of the credit against the fire facilities development impact fees the fee payor shall receive.

- (7) The County Council or applicable municipal legislative body may enter into a Capital Contribution Front-Ending Agreement with any developer/fee payor who proposes to dedicate land or construct fire facility system improvements in the CIP, to the extent the fair market value of the land or the construction of those fire facility system improvements exceed the obligation to pay fire facilities development impact fees for which a credit is provided pursuant to this section. The Capital Contribution Front-Ending Agreement shall provide proportionate and fair share reimbursement linked to new growth and development's use of the fire facility system improvements constructed.

Sec. 82-138. - Trust Account for Fire Facilities Development Impact Fees.

The County and the participating municipalities hereby establish segregated Fire Facilities Development Impact Fee Trust Accounts. All fire facilities development impact fees collected by the County and the participating municipalities shall be placed in their respective Trust Accounts. By November 1 of each year, the participating municipalities shall transfer the fire facilities development impact fees they collect to the County. Upon receipt, the County shall place these impact fee funds in its Fire Facilities Development Impact Fee Trust Account. Each Trust Fund shall be an interest-bearing account and all interest earned and accruing to the account shall become funds of the account, subject to the same limitations and restrictions on use and expenditure of funds that are applicable to fire facilities development impact fee funds.

Sec. 82-139. - Expenditure of Fees for Fire Facility System Improvements.

Fire facilities development impact fees shall be used by the County in accordance with the development impact fee procedures in Section 82-21 *et seq.*, solely and exclusively for fire facility system improvements as set forth in the parks and recreation development impact fee study and CIP. System improvements generally include the following: new fire stations; fire station renovations that constitute fire station expansions; and major fire apparatus and equipment, such as pumper trucks, tanker trucks, telesquirt trucks, ladder trucks, and the like.

Sec. 82- 140. - Development Agreement Option.

- (a) The developer may pay the fire facilities development impact fee, as calculated pursuant to Section 82-134, as the proposed development project's proportionate share of system improvement costs and as full and complete payment of such obligations. In the alternative, the developer may enter into an agreement with the County or a participating municipality pursuant to the South Carolina Local Government Development Agreement Act, and provide for dedication of land, construction of fire facility improvements (new or renovated fire stations that constitute expansions), contributions of major fire apparatus and equipment, or contributions for fire facility system improvements, through a development agreement.
- (b) A fire facilities development impact fee may not be imposed on a developer who has entered into a development agreement with the county who provides for the fire facility system improvement needs of the developer's development project that is subject to the development agreement.
- (c) A development agreement for fire facilities may only be entered into with the authorization and approval of both the county and the developer, or the participating municipality and developer, after consultation with the applicable Fire District and with the formal approval of its governing body.

Sec. 82-141. - Developer Rights.

The developer, pursuant to the State Development Impact Fee Act and the County impact fee procedures in Section 82-21 *et seq.*, shall have the following rights, any or all of which may be exercised only in accordance with the impact fee procedures in Section 82-21 *et seq.*

- (a) *Administrative appeal.* The developer/applicant may file an administrative appeal with the County Administrator with respect to a County or municipal decision related to the imposition, calculation, collection, processing, or expenditure of a fire facilities development impact fee, at any time; provided, however, that such appeal must comply with the provisions and requirements of the County impact fee procedures set forth in Section 82-21 *et seq.* The filing of an appeal will immediately halt the development approval process, unless the developer/applicant posts a bond or submits an irrevocable letter of credit for the full amount of the impact fees as calculated by the County or participating municipality to be due.
- (b) *Payment under protest.* The developer/applicant may pay the County-calculated or municipal-calculated development impact fee under protest, pursuant to the County impact fee procedures in Section 82-21 *et seq.* Payment under protest does not preclude the developer/applicant from filing an administrative appeal, from requesting a refund, or from posting a bond or submitting an irrevocable letter of credit for the full amount of the development impact fees as calculated by the County or municipality to be due.
- (c) *Mediation.* The developer/applicant may request mediation by a qualified independent party, but only upon voluntary agreement by both the developer/applicant (feepayer) as well as the County (and, if applicable, municipality) and the applicable fire district, and only to address a disagreement related to the fire facilities development impact fee, as calculated by the County or municipality, for the proposed development. Neither request for, nor participation in, mediation shall preclude the developer/applicant (feepayer) from pursuing other developer rights and/or remedies, as set forth in this article, the County impact fee procedures in Section 82-21 *et seq.*, or other remedies available by law.

Sec. 82-142. - County remedies.

- (a) The County and the participating municipalities (to the extent authorized in the intergovernmental agreements with the County), pursuant to the State Development Impact Fee Act and the County Impact Fee procedures in Section 82-21 *et seq.*, shall have all of the following remedies, which may be exercised individually or collectively.
 - (1) *Interest and Penalties.* The County or participating municipality may, in its sole discretion, add reasonable interest and penalties for nonpayment or late payment to the amount of the calculated fire facilities development impact fee due, pursuant to the impact fee procedures in Section 82-21 *et seq.*
 - (2) *Withholding Building or Development Permit or Development Approval or Certificate of Occupancy.* The County or participating municipality may withhold a certificate of occupancy, a building or development permit, or development approval, as may be applicable, until full and complete payment has been made by the developer/applicant of the fire facilities development impact fee due.
 - (3) *Withholding of Utility Service.* The County or participating municipality may withhold the provision of utility services to a proposed development project until the required fire facilities development impact fee has been paid in full, in accordance with the procedures set forth in the impact fee procedures in Section 82-21 *et seq.*
 - (4) *Lien.* The County may impose a lien on the developer's property, pursuant to the impact fee procedures in Section 82-21 *et seq.*, for failure of the developer/applicant to timely pay the required fire facilities development impact fee in full.
- (b) The County or participating municipality may pursue any one or all of the remedies described in subsection (a) of this section, at its discretion. The failure to pursue any remedy or remedies, at any time, shall not be deemed to be a waiver of County or municipal rights to pursue any remedy or remedies at such other time as may be deemed appropriate.

Sec. 82-143. – Refund of Fees.

- (a) A collected fire facilities development impact fee shall be refunded to the owner of record of property on which a fire facilities development impact fee has been paid if:

(1) The fire facilities development impact fee revenues collected on the property have not been expended within three years of the date they were scheduled to be expended, pursuant to the fire facilities development impact fee study and CIP; or

(2) A building permit or permit for installation of a manufactured home on the property is subsequently denied.

(b) The amount, timing, and recipient of any refund required by this article of fire facilities development impact fees shall comply with the standards of Sec. 82-35.

Sec. 82-144. - Intergovernmental Agreements.

Prior to collection of a fire facilities development impact fee in a fire district pursuant to this article, the County and the fire district shall enter into an intergovernmental agreement, and the County and the participating municipalities in the relevant fire district service area shall enter into intergovernmental agreements. Each intergovernmental agreement between the County and participating municipality shall:

- (a) Specify the reasonable share of funding of joint system improvements for fire facility system improvements by each governmental unit or entity; and
- (b) Provide for the collection of the fire facilities development impact fee by the municipality within its corporate limits and by the County within the unincorporated County; and
- (c) Provide for the timely transfer of fire facilities development impact fee revenues from the municipality to the County, and then the transfer of the fees collected by the participating municipalities and the County to the fire district; and
- (d) Provide for the timely expenditure of the fire facilities development impact fee revenues by the applicable fire district, in accordance with the CIP.

Sec. 82-145. - Termination of the Fire Facilities Development Impact Fee.

The fire facilities development impact fee shall terminate upon the completion of all of the fire facilities development impact fee-funded capital improvements, as set forth in the CIP, unless:

- (a) The County, in conjunction with the fire districts, adopts a CIP for a subsequent time period; and
- (b) The County adopts an updated fire facilities development impact fee for the fire district service areas, pursuant to the substantive and procedural requirements of the State Development Impact Fee Act.

Secs. 82-146—82-170. - Reserved.

EXHIBIT G (NOW COMBINED W EXHIBIT D)

ARTICLE VII. ROAD FACILITIES—NORTHERN BEAUFORT COUNTY

Sec. 82-151. Geographic application of road facility development impact fees.

The road facility development impact fees shall be applicable county-wide throughout the service area, including within all unincorporated areas of the county and, via intergovernmental agreements, within all incorporated municipalities in northern Beaufort County, those being the City of Beaufort and Town of Port Royal.

Sec. 82-152. Road facilities costs.

(a) Pursuant to this article, and in accordance with the Beaufort County impact fee procedures, the South Carolina Development Impact Fee Act and the Beaufort County adopted capital improvements plan for roads in northern Beaufort County, incorporated herein by reference, road facilities development impact fees shall be imposed and collected in northern Beaufort County, pursuant to appropriate intergovernmental agreements between the county and municipalities therein, as necessary, in accordance with the cost per vehicle trip/day (VT/D) as set forth below, and in accordance with the vehicle trips/day, by land use type, as published in the ITE trip generation manual and in accordance with the road facilities development impact fee calculation formula, incorporated herein.

Table 4

Road Facilities Cost Per VT/D by Service Area

Service Area	Cost Per Vehicle Trip End Per Day*
Northern Beaufort County	\$81.00**

*See Exhibit "A", on file with the City Clerk, which sets forth the formula for calculating the road facilities impact fee for northern Beaufort County.

**After application of a 50 percent discount rate.

(b) The developer of any proposed development project including nonresidential development, in whole or in part, may apply to the county for permission to perform an individual traffic impact assessment to determine the trip generation characteristics and rates specifically applicable to the nonresidential land uses included in the proposed development project. If the developer elects to perform an individual traffic impact assessment, it shall be performed by a qualified traffic engineering firm with experience in the performance of such analyses. The developer shall be responsible at his sole expense for preparing the analysis and submitting it to the county for review in a timely manner. The independent traffic impact analysis shall explain in detail the methodology used. It shall be supported by professionally acceptable data and assumptions and shall describe in detail why the VT/D schedule and calculation formula as described herein are not appropriate for the particular proposed development project. The independent traffic impact analysis shall be subject to review and approval by the county, acting through the county engineer who may, at his discretion, seek the advice of other county staff and officials, or outside consultants, if deemed necessary.

Sec. 82-153. Imposition and calculation of road facilities development impact fees.

(a) Upon the effective date of this article, the road facilities development impact fee for northern Beaufort County shall be imposed on and collected from all developers (fee payors) for which authorization of

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commencement of a development (building permit or, if no subsequent building permit is required, a development permit), is sought from the county, or from a municipality in northern Beaufort County pursuant to an intergovernmental agreement, in accordance with this article and the procedures set forth in the Beaufort County Impact Fee Procedures Ordinance.

- ~~(b) When an application for such building permit is received by the appropriate county or municipal staff/official, the staff/official shall determine:

 - ~~(1) The number and type of residential dwelling units proposed;~~
 - ~~(2) Whether any of the proposed residential dwelling units qualify for a discount as "affordable housing" and, if so, the number and type of such units;~~
 - ~~(3) The type and square footage of nonresidential development proposed;~~
 - ~~(4) The number of vehicle trips/day generated by the proposed residential or nonresidential development pursuant to the ITE Trip Generation Manual; and~~
 - ~~(5) Whether the applicant has applied for the preparation of an independent traffic impact analysis pursuant to section 82-152(b), above, to be submitted to the county for review.~~~~
- ~~(c) The appropriate county or municipal staff/officials shall then multiply the vehicle trips/day generated by the proposed amount and type of residential or nonresidential land use pursuant to ITE trip generation rates by the applicable cost per vehicle trip/day in northern Beaufort County service area to derive a total road facility development impact fee cost due for the proposed development pursuant to the calculation formula set forth in exhibit "A", on file with the city clerk.~~
- ~~(d) The procedure for timely processing of building permit subject to the road facilities development impact fee is set forth below. This procedure is intended to occur concurrently with the county's (or municipality's) required plans review process and to cause no additional delay, unless developer rights (see section 82-156) and/or county remedies (see section 82-157) are triggered, or unless a development agreement is sought by the applicant (see section 82-155), or unless an independent traffic impact analysis is performed by the developer (see section 82-152(b) and subsection (b), above).~~

Step Order	Major Steps	Responsible Party	Time
1.	Filing of application for development permit or development approval	Developer/applicant	Initiates process
2.	Determination of applicable service area	Building official	Concurrent with plans review
3.	Determination of amount and type of residential development (number of DU's) and nonresidential development (square feet of GFA by type of development); see classification in ITE Trip Generation Manual for conversion to VT/D	Building official	Concurrent with plans review

4.	Determination of the number and type of affordable housing units, if any	Referral to planning department	Concurrent with plans review
5.	Multiply number of DU'S/EDU's by applicable VT/D conversion rate ITE rates to derive total number of VT/D generated by the proposed development project	Building official	Concurrent with plan review
5A.	Alternative: Independent traffic generation impact analysis	Applicant; review by county engineer and other county departments as needed	Extension of time, as may be necessary
5B.	Alternative: Development agreement, if sought by applicant	Planning department	Extension of time, as may be necessary
6.	Multiply total number of VT/D by applicable cost per VTID, by appropriate service area, per Table 1 in section 82-152(a) to derive total road facilities development impact fee due	Building official	Concurrent with plan review
7.	Payment of total road facilities development impact fee for development project	Developer/applicant	Upon issuance of building/development permit
8.	Issue receipt for road facilities development	Building official	Upon issuance of impact fee paid building/development permit
9.	Transfer of road facilities development impact fee revenues collected to county finance department for placement in appropriate account	Building official	Following issuance of building/development permit

~~(e) If the proposed residential development includes affordable housing, the road facilities development impact fee shall be reduced in accordance with the discount schedule set forth in section 6.B.(3)(c) of the Impact Fee Procedures Ordinance; provided, however, that "time share" dwelling units do not qualify as affordable housing and are not eligible for discounts in any circumstances.~~

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- (f) ~~Proposed change of use of building or structure; or renovation or rehabilitation which adds residential dwelling units and/or nonresidential square footage: determine only the additional road facilities demand resulting from the change of use or the additional residential DU's and/or nonresidential EDU's and calculate the road facilities development impact fee due as above, but only for such additional demand, not for existing demand.~~
- (g) ~~Increase in service units or change in type of development: the county (or municipalities) may not charge a road facilities development impact fee at a higher rate, nor may it charge additional road facilities development impact fees for a proposed development project, as determined above, unless the number of service units increases or the change in the type or characteristics of the proposed development project changes, thereby increasing the road facilities demand. In that event, the additional road facilities development impact fees calculated and imposed shall be limited only to the demand attributable to the additional service units or to the change in the type of development or scope of the proposed development project.~~
- (h) ~~The provisions herein shall be applicable to all development, residential, and nonresidential, as of the effective date herein, except for residential projects that have submitted complete applications for building permits along with complete plans and specifications as of January 1, 2005, and except for nonresidential projects that have received all final approvals from the Beaufort County Development Review Team as of January 1, 2005, and for which complete plans have been submitted and are under review by the Building Inspection Department as of January 1, 2005.~~

Sec. 82 154. Expenditure of fees for system improvements.

All road facilities development impact fees collected pursuant to this article shall be used for system improvements as set forth in the county's adopted capital improvements plan for roads in northern Beaufort County. System improvements generally include, but are not limited to, the following: acquisition of land for, and construction of, new roads, road improvements, new intersection and intersection improvements, traffic signals and related facilities designed to expand the road system capacity, longevity and durability.

Sec. 82 155. Development agreement option.

- (a) ~~The developer may pay the road facilities development impact fee, as calculated pursuant to section 82-153, as the proposed development project's proportionate share of system improvement costs and as full and complete payment of such obligations.~~
- (b) ~~In the alternative, the developer may pursue an agreement with the county pursuant to the South Carolina Local Government Development Agreement Act, providing for dedication of land, construction of facilities and improvements and/or for payments in lieu of development impact fees for road facilities.~~
- (c) ~~The agreement may provide for the construction or installation of system improvements by the developer and for credits or reimbursements for costs incurred by the developer, including interproject transfers of credits or reimbursement for project improvements which are used or shared by more than one proposed development project.~~
- (d) ~~A development impact fee may not be imposed on a developer who has entered into a development agreement with the county and/or municipality if the land dedications, system improvements or the like undertaken by the developer per the agreement equates to the impact fees that would have been payable by the developer.~~
- (e) ~~A development agreement for road facilities may only be entered into with the authorization and approval of both the county and the developer, and after consultation with an affected municipality, if applicable.~~

Sec. 82 156. Developer rights.

The developer, pursuant to the act and the Beaufort County Impact Fee Procedures Ordinance, shall have the following rights any or all of which may be exercised only in accordance with the Impact Fee Procedures Ordinance:

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- (a) ~~Administrative appeal.~~ The developer/applicant may file an administrative appeal with the county administrator or city manager or town administrator as may be applicable with respect to a municipal or county decision related to the imposition, calculation, collection, processing or expenditure of a road facilities development impact fee, at any time; provided, however, that such appeal must comply with the provisions and requirements of the Beaufort County Impact Fee Procedures Ordinance. If the appeal follows payment of the development impact fee, it must be made within thirty (30) days of the date of fee payment. The filing of an appeal will immediately halt the application process, unless the developer/applicant posts a bond or submits an irrevocable letter of credit for the full amount of the impact fees as calculated by the County or municipality to be due.
- (b) ~~Payment under protest.~~ The developer/applicant may pay the county or municipality-calculated development impact fee under protest, pursuant to the Beaufort County Impact Fee Procedures Ordinance. Payment under protest does not preclude the developer/applicant from filing an administrative appeal nor from requesting a refund, nor from posting a bond or submitting an irrevocable letter of credit for the amount of the development impact fee due, all as set forth in the Impact Fee Procedures Ordinance.
- (c) ~~Mediation.~~ The developer/applicant may request mediation by a qualified independent party, but only upon voluntary agreement by both the developer/applicant (fee payer) as well as the county and only to address a disagreement related to the road facilities development impact fee, as calculated by the county or municipality, for the proposed development. Neither request for, nor participation in, mediation shall preclude the developer/applicant (fee payer) from pursuing other developer rights and/or remedies, as set forth herein, or other remedies available by law.

Sec. 82-157. County remedies.

The county, pursuant to the Act and the Beaufort County Impact Fee Procedures Ordinance, and municipalities, to the extent authorized pursuant to intergovernmental agreements with the county, shall have all of the following remedies, which may be exercised individually or collectively, but only in accordance with the Impact Fee Procedures Ordinance.

- (a) ~~Interest and penalties.~~ The county may, at its discretion, add to the amount of the calculated road facilities development impact fee due, reasonable interest and penalties for non-payment or late payment pursuant to the Impact Fee Procedures Ordinance.
- (b) ~~Withholding building or development permit or development approval or certificate of occupancy.~~ The county (or municipality) may withhold a certificate of occupancy, a building or development permit, or development approval, as may be applicable, until full and complete payment has been made by the developer/applicant of the road facilities development impact fee due.
- (c) ~~Withholding of utility service.~~ The county (or municipality) may withhold the provision of utility services to a proposed development project until the required road facilities development impact fee has been paid in full, in accordance with the procedures set forth in the Impact Fee Procedures Ordinance.
- (d) ~~Lien.~~ The county may impose a lien on the developer's property, pursuant to the Impact Fee Procedures Ordinance, for failure of the developer/applicant to timely pay the required road facilities development impact fee in full.
- (e) ~~The county (or municipality) may pursue anyone or all of the remedies described above at its discretion. The failure to pursue any remedy or remedies, at any time, shall not be deemed to be a waiver of county (or municipality) rights to pursue any remedy or remedies at such other time as may be deemed appropriate.~~

Sec. 82-158. Intergovernmental agreement.

Prior to imposition of this road facilities development impact fee within a municipality, the municipality shall have entered into an intergovernmental agreement with the county, as specified herein, which intergovernmental agreement shall, inter alia:

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- (a) ~~Specify the system improvement to be made in the municipality, the municipality's consent thereto and acknowledgement of its not currently providing the service or function, or having budgeted for the same, that is to be provided by the county with the road impact fee;~~
- (b) ~~Provide for the collection of the road facilities development impact fee by the municipality within its corporate limits and by the county within the unincorporated area;~~
- (c) ~~Provide for the timely transfer of road development impact fee revenues from the municipality to the county; and~~
- (d) ~~Provide for the timely expenditure of the road facilities development impact fee revenues by the county, in accordance with the adopted capital improvements plan for roads in northern Beaufort County.~~

~~Sec. 82-159. Termination of the fee.~~

~~The road development impact fees shall be terminated at the earlier of twenty (20) years after the effective date of this ordinance, or when sufficient fees have been collected to fund the identified projects, unless:~~

- (a) ~~The county adopts a capital improvements plan for a subsequent time period; or~~
- (b) ~~The county adopts an updated road facilities development impact fee pursuant to the substantive and procedural requirements of the act.~~

~~Sec. 82-160. Liberal construction.~~

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



Capital Improvement Plan and Development Impact Fee Study

Prepared for:

Beaufort County, South Carolina

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DRAFT

Prepared by:

TischlerBise

FISCAL | ECONOMIC | PLANNING

4701 Sangamore Road

Suite S240

Bethesda, Maryland 20816

800.424.4318

www.tischlerbise.com



TischlerBise
4701 Sangamore Road
Suite S240
Bethesda, Maryland 20816
800.424.4318

www.tischlerbise.com

DEVELOPMENT IMPACT FEE STUDY

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EXECUTIVE SUMMARY

Beaufort County, South Carolina retained TischlerBise to prepare a Capital Improvement Plan and Development Impact Fee study. Development impact fees are collected from new construction at the time a building permit is issued. The fees are one-time payments for new development's proportionate share of the capital cost of infrastructure. The following study addresses Beaufort County's Parks & Recreation, Library, Public Safety: Emergency Medical Services, Public Safety: Fire, Solid Waste, and Transportation facilities. Development impact fees do have limitations and should not be regarded as the total solution for infrastructure funding. Rather, they are one component of a comprehensive funding strategy to ensure provision of adequate public facilities. Development impact fees may only be used for capital improvements or debt service for growth-related infrastructure. Under South Carolina Development Impact Fee enabling legislation (Section 6-1-910), fees may not be used for operations, maintenance, replacement of infrastructure, or correcting existing deficiencies.

South Carolina Development Impact Fee Act¹

The State of South Carolina grants the power for cities and counties to collect development impact fees on new development pursuant to the rules and regulations set forth in the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.). The process to create a local impact fee system begins with a resolution by the County Council directing the Planning Commission to conduct an impact fee study and recommend a development impact fee ordinance for legislative action.

Generally, a governmental entity must have an adopted comprehensive plan to enact development impact fees; however, certain provisions in State law allow counties, cities, and towns that have not adopted a comprehensive plan to impose development impact fees. Those jurisdictions must prepare a capital improvement plan as well as prepare an impact fee study that substantially complies with Section 6-1-960(B) of the Code of Laws of South Carolina.

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

Eligible costs may include design, acquisition, engineering, and financing attributable to those improvements recommended in the local capital improvements plan that qualify for impact fee funding. Revenues collected by the county, city, or town may not be used for administrative or operating costs associated with imposing the impact fee. All revenues from development impact fees must be

¹ See Appendix F for a copy of the South Carolina Development Impact Fee Act.

maintained in an interest-bearing account prior to expenditure on recommended improvements. Monies must be returned to the owner of record of the property for which the impact fee was collected if they are not spent within three years of the date they are scheduled to be encumbered in the local capital improvements plan. All refunds to private land owners must include the pro rata portion of interest earned while on deposit in the impact fee account.

Beaufort County is also responsible for preparing and publishing an annual report describing the amount of impact fees collected, appropriated, and spent during the preceding year. These updates must occur at least once every five years. Pursuant to State Law, Beaufort County will not be empowered to recommend additional projects eligible for impact fee funding or charge higher maximum allowable development impact fees until the Development Impact Fee study and capital improvement plan have been updated.

Conceptual Development Impact Fee Calculation

In contrast to project-level improvements, development impact fees fund growth-related infrastructure that will benefit multiple development projects, or the entire jurisdiction (referred to as system improvements). The first step is to determine an appropriate demand indicator for the particular type of infrastructure. The demand indicator measures the number of demand units for each unit of development. For example, an appropriate indicator of the demand for park facilities is population growth, and the increase in population can be estimated from the average number of residents per housing unit. The second step in the development impact fee formula is to determine infrastructure units per demand unit, typically called level-of-service (LOS) standards. In keeping with the parks example, a common LOS standard is park acreage per resident. The third step in the development impact fee formula is the cost of various infrastructure units. To complete the parks example, this part of the formula would establish the cost per acreage for acquiring new parkland.

General Methodologies

There are three general methods for calculating development impact fees. The choice of a particular method depends primarily on the timing of infrastructure construction (past, concurrent, or future) and service characteristics of the facility type being addressed. Each method has advantages and disadvantages in a particular situation, and can be used simultaneously for different cost components.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of development impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities within the designated service area. The following paragraphs discuss three basic methods for calculating development impact fees and how those methods can be applied.

Cost Recovery (Past Improvements)

The rationale for recoupment, often called cost recovery, is that new development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which

new growth will benefit. This methodology is often used for utility systems that must provide adequate capacity before new development can take place. This methodology is based on an existing level of service.

Incremental Expansion (Concurrent Improvements)

The incremental expansion method documents current level-of-service (LOS) standards for each type of public facility, using both quantitative and qualitative measures. This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increment to keep pace with development.

Plan-Based Fee (Future Improvements)

The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two options for determining the cost per demand unit: (1) total cost of a public facility can be divided by total demand units (average cost), or (2) the growth-share of the public facility cost can be divided by the net increase in demand units over the planning timeframe (marginal cost).

Credits

Regardless of the methodology, a consideration of “credits” is integral to the development of a legally defensible development impact fee methodology. There are two types of “credits” with specific characteristics, both of which should be addressed in development impact fee studies and ordinances.

- First, a revenue credit might be necessary if there is a double payment situation and other revenues are contributing to the capital costs of infrastructure to be funded by development impact fees. This type of credit is integrated into the development impact fee calculation, thus reducing the fee amount.
- Second, a site-specific credit or developer reimbursement might be necessary for dedication of land or construction of system improvements funded by development impact fees. This type of credit is addressed in the administration and implementation of the development impact fee program.

Proposed Fee Methods and Cost Components

Figure 1 summarizes the methods and cost allocation components used for each infrastructure category in Beaufort County’s development impact fee study. The development impact fees are based on the actual level of service. The Parks & Recreation, Library, and Solid Waste components are attributed to only residential development based on population. The EMS component is attributed to residential and nonresidential development based on population and vehicle trips. The Fire component is attributed to

residential and nonresidential development based on equivalent dwelling units (EDU). Lastly, the Transportation component is allocated to residential and nonresidential development based on vehicle miles traveled (VMT).

Furthermore, in most cases, the analysis has been divided into two service areas, North and South of the Broad River. Some County services are being provided not at a countywide level, but based on a north and south service area. In this case, the analysis is more accurate at determining the current level of service and future demands. A map of the service areas can be found in Appendix E.

Figure 1. Proposed Fee Methods and Cost Components

Fee Category	Service Area	Incremental Expansion	Plan-Based	Cost Recovery	Cost Allocation
Parks & Recreation	North and South of the Broad River	Regional, Community, Neighborhood Parks, and Rec Facilities			Population
Library	North and South of the Broad River	Library Branches, Book Mobiles			Population
Emergency Medical Services	Countywide	EMS Facilities, Vehicles			Population & Vehicle Trips
Fire	North of the Broad River and Bluffton Fire District	Fire Stations, Admin Facilities, Fire Apparatuses			Equivalent Dwelling Unit (EDU)
Solid Waste	North and South of the Broad River	Convenience Centers, Heavy-Duty Vehicles			Population
Transportation	North and South of the Broad River		Roadway, Intersection Improvements		Vehicle Miles Traveled (VMT)

Proposed Development Impact Fee Schedule

As documented in this report, Beaufort County has complied with the South Carolina Development Impact Fee Act and applicable legal precedents. Development impact fees are proportionate and reasonably related to capital improvement demands of new development. Specific costs have been identified using local data and current dollars. This report documents the formulas and input variables used to calculate the development impact fees. The development impact fee methodologies also identify the extent to which new development is entitled to various types of credits to avoid potential double payment of growth-related capital costs.

For residential development, proposed fees are assessed per household by the size of the housing unit. The proposed fee schedule for nonresidential development is designed to provide a reasonable development impact fee determination for broad property classes – retail, office/services, industrial, and institutional.

Figure 2 summarizes proposed development impact fees for new development in Beaufort County. The amounts shown are “maximum supportable” amounts based on the methodologies, levels of service,

and costs for the capital improvements identified herein. The fees represent the highest amount feasible for

Capital Improvement Plan and Development Impact Fee Study DRAFT
Beaufort County, South Carolina

each type of applicable development, which represent new growth’s fair share of the system improvement costs detailed in this report. The County can adopt amounts that are lower than the maximum amounts shown; however, a reduction in fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in the County’s level of service.

Figure 2. Maximum Supportable Development Impact Fee – North of the Broad

North of the Broad

Development Type	Parks & Recreation	Library	EMS	Solid Waste	Transportation	Fire [1]	Maximum Supportable Fee	Current Dev. Impact Fee Total	Increase/ (Decrease)
Residential Fee by Housing Size (square feet)									
1,000 or less	\$486	\$225	\$95	\$24	\$123	\$601	\$1,554	\$1,850	(\$296)
1,001 to 1,250	\$590	\$273	\$118	\$29	\$155	\$742	\$1,907	\$1,850	\$57
1,251 to 1,500	\$694	\$321	\$138	\$34	\$184	\$872	\$2,243	\$1,850	\$393
1,501 to 1,750	\$798	\$369	\$155	\$39	\$206	\$1,001	\$2,568	\$2,080	\$488
1,751 to 2,000	\$868	\$401	\$169	\$43	\$225	\$1,084	\$2,790	\$2,080	\$710
2,001 to 2,500	\$1,006	\$466	\$193	\$49	\$256	\$1,260	\$3,230	\$2,080	\$1,150
2,501 to 3,000	\$1,076	\$498	\$213	\$53	\$285	\$1,343	\$3,468	\$2,080	\$1,388
3,001 to 3,500	\$1,180	\$546	\$230	\$58	\$307	\$1,473	\$3,794	\$2,080	\$1,714
3,501 or 4,000	\$1,249	\$578	\$245	\$61	\$326	\$1,555	\$4,014	\$2,080	\$1,934
4,001 or more	\$1,319	\$610	\$258	\$65	\$342	\$1,649	\$4,243	\$2,080	\$2,163
Nonresidential (per 1,000 square feet)									
Retail	\$0	\$0	\$373	\$0	\$369	\$1,260	\$2,002	\$2,379	(\$376)
Office/Services	\$0	\$0	\$127	\$0	\$183	\$789	\$1,099	\$1,234	(\$134)
Industrial	\$0	\$0	\$51	\$0	\$74	\$401	\$526	\$553	(\$27)
Institutional	\$0	\$0	\$139	\$0	\$171	\$860	\$1,170	\$1,854	(\$684)

Note: the current fee listed is the average of the fees for the current service areas north of the Broad River. Some existing fees are based on housing type, so for comparison, a multifamily unit is assumed to be 1,500 square feet and less.

[1] The nonresidential Fire Development Impact Fee is based on fire hazard level. The complexity of fire safety is determined case by case, so for illustrative purposes the nonresidential fee listed is based on EDUs per 1,000 square feet.

Figure 3. Maximum Supportable Development Impact Fee – South of the Broad

South of the Broad

Development Type	Parks & Recreation	Library	EMS	Solid Waste	Transportation	Fire [1]	Maximum Supportable Fee	Current Dev. Impact Fee Total	Increase/ (Decrease)
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Projected Demand

Section 6-1-960(6) of the South Carolina Development Impact Fee Act requires:

“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.”

Based on the land use assumptions discussed in Appendix B, both residential and nonresidential development is expected to continue in Beaufort County over the next ten years. Figure 4 on the following page shows projected population, housing units, nonresidential floor area, and vehicle miles traveled over the next ten years.

The Beaufort County Traffic Analysis Zone Transportation Model provides permanent population, permanent housing unit, and seasonal housing unit estimates for 2010, 2020, and 2030. A straight-line approach was applied to the estimates to calculate year-to-year totals. The seasonal population was calculated by multiplying the seasonal housing unit total by the single family and multifamily persons per housing unit factors. The peak daily visitor population was estimated with Beaufort County Convention and Visitor Bureau 2017 data. The peak population total is the sum of the permanent, seasonal, and visitor populations. By 2029, there is projected to be 224,969 permanent residents, 42,656 seasonal residents, and 59,543 peak daily visitors in Beaufort County. That is an increase of 49,722 residents, an 18 percent increase from the base year. Furthermore, there are 18,962 new housing units projected, a 20 percent increase from the base year.

The Beaufort County Traffic Analysis Zone Transportation Model provides nonresidential estimates as well. By summing several job types, Retail, Office/Service, Industrial, and Institutional job totals were calculated. Over the next ten years, there are 16,253 jobs projected in the County. The Office/Service sector has the most growth, while Industrial and Retail have a significant increase as well.

The nonresidential floor area projections are calculated by applying square feet per employee factors from Institute of Transportation Engineers’ (ITE) data to the job totals. In the next ten years, the nonresidential floor area is projected to increase by 7 million square feet. The Industrial sector is projected to have the largest growth, 2.5 million square feet.

Vehicle miles traveled (VMT) are necessary for the Transportation Development Impact Fee. The Countywide VMT is calculated by combining the vehicle trip end factors, trip adjustment factors, trip length factors, and the residential and nonresidential assumptions for housing stock and floor area. Through 2029, a total increase of 441,458 VMT is projected with the majority of the growth being generated by single family (65 percent), multifamily (12 percent), and retail (10 percent) development.

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Beaufort County, South Carolina

Figure 4. Beaufort County Residential and Nonresidential Projections

	Base Year	5-year increment						Total
	2019	1	2	3	4	5	10	Increase
		2020	2021	2022	2023	2024	2029	
Population								
Permanent Residents	183,712	187,838	191,964	196,090	200,216	204,342	224,969	41,257
Seasonal Residents	39,122	39,746	40,070	40,394	40,718	41,042	42,656	3,534
Peak Daily Visitors	54,612	55,483	55,935	56,387	56,839	57,291	59,543	4,931
Total Peak Population	277,446	283,067	287,969	292,871	297,773	302,675	327,168	49,722
Housing Type								
Single Family	72,441	73,848	75,254	76,661	78,067	79,473	86,506	14,065
Multifamily	23,601	24,090	24,580	25,069	25,559	26,049	28,498	4,897
Total Housing Units	96,042	97,938	99,834	101,730	103,626	105,522	115,004	18,962
Jobs								
Retail	15,943	16,311	16,678	17,046	17,414	17,782	19,620	3,677
Office/Service	27,466	28,117	28,769	29,420	30,072	30,723	33,980	6,514
Industrial	14,825	15,223	15,620	16,018	16,415	16,813	18,801	3,976
Institutional	8,246	8,455	8,663	8,872	9,080	9,289	10,332	2,086
Total Jobs	66,480	68,105	69,731	71,356	72,981	74,606	82,733	16,253
Nonresidential Floor Area (1,000 sq. ft.)								
Retail	6,808	6,965	7,122	7,279	7,436	7,593	8,378	1,570
Office/Service	9,256	9,476	9,695	9,915	10,134	10,354	11,451	2,195
Industrial	9,310	9,560	9,809	10,059	10,309	10,558	11,807	2,497
Institutional	2,919	2,993	3,067	3,141	3,214	3,288	3,658	738
Total Floor Area	28,293	28,993	29,693	30,393	31,093	31,793	35,293	7,000
Vehicle Miles Traveled (VMT)								
Single Family	1,478,623	1,507,342	1,536,041	1,564,760	1,593,458	1,622,157	1,765,710	287,087
Multifamily	264,434	269,913	275,403	280,882	286,372	291,862	319,302	54,868
Residential Subtotal	1,743,058	1,777,255	1,811,444	1,845,642	1,879,830	1,914,019	2,085,012	341,954
Retail	193,359	197,818	202,278	206,737	211,197	215,656	237,954	44,595
Office	130,637	133,736	136,834	139,932	143,031	146,129	161,620	30,983
Industrial	53,019	54,441	55,862	57,284	58,706	60,128	67,236	14,218
Institutional	38,377	39,348	40,319	41,290	42,261	43,231	48,086	9,708
Nonresidential Subtotal	415,392	425,343	435,293	445,243	455,194	465,144	514,896	99,504
Total VMT	2,158,450	2,202,598	2,246,737	2,290,885	2,335,024	2,379,163	2,599,908	441,458

Source: Beaufort County TAZ Transportation Model; U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Beaufort County Convention and Visitor Bureau, 2017; [Trip Generation](#), Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009; TischlerBise analysis

A note on rounding: Calculations throughout this report are based on an analysis conducted using Excel software. Most results are discussed in the report using one, two, and three digit places, which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

PARKS & RECREATION CIP AND DEVELOPMENT IMPACT FEE

Methodology

Section 6-1-920(18c) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

“...parks, libraries, and recreational facilities.”

The Parks and Recreation Development Impact Fee is calculated only for residential development and on a per capita basis. The incremental expansion methodology is used to calculate the current level of service for:

- Regional parks (countywide service area)
- Community parks (north and south of the Broad River service areas)
- Neighborhood parks (north and south of the Broad River service areas)
- Recreational facilities (north and south of the Broad River service areas)

Section 6-1-960(1) of the South Carolina Development Impact Fee Act requires:

“a general description of all existing 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 existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”

Section 6-1-960(2) of the South Carolina Development Impact Fee Act requires:

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

Residential development impact fees are calculated on a per housing unit basis using persons per household factors by housing unit size. Based on services and facilities provided by Beaufort County, current levels of service are calculated based on the incorporated and unincorporated permanent and seasonal population.

However, only the Town of Bluffton has an intergovernmental agreement with Beaufort County to collect the Parks and Recreation Development Impact Fee.

Parks & Recreation Service Area

Furthermore, most of the facilities are being provided based on a service area level (north and south of the Broad River). Thus, the service areas have been included in the analysis for community parks, neighborhood parks, and recreational facilities. However, it was determined that regional parks are serving countywide.

Park & Recreation Service Units

Section 6-1-960(4) of the South Carolina Development Impact Fee Act requires:

“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.”

The “service unit” used for residential development is persons per household (PPHH). This is a measure of, on average, the number of persons residing in each occupied housing unit. As shown in Figure 5, persons per household factors are calculated based on the housing unit size and for each service area. Calculations are based off local U.S. Census data and further discussion can be found in Appendix C.

Figure 5. Residential Service Units

Housing Size Square Feet	Persons per Household	
	North	South
1,000 or less	1.40	1.20
1,001 to 1,250	1.70	1.50
1,251 to 1,500	2.00	1.80
1,501 to 1,750	2.30	2.00
1,751 to 2,000	2.50	2.20
2,001 to 2,500	2.90	2.50
2,501 to 3,000	3.10	2.80
3,001 to 3,500	3.40	3.00
3,501 or 4,000	3.60	3.20
4,001 or more	3.80	3.30

See Appendix C for details about calculations

Parks & Recreation Facilities Level of Service & Cost Analysis

The Parks and Recreation Development Impact Fee includes the County’s regional, community, neighborhood, and recreational facilities. Additional expansion will be necessary to serve future growth to maintain current levels of service. The level of service is calculated based on an incremental methodology with population as the base year demand factor. To best address how future parks will be constructed, the 2019 permanent and seasonal population is included.

Countywide Parks & Recreation Facilities

As shown in Figure 6, there are two regional parks with a total area of 510.72 acres. The land costs have been calculated based on the location of the parks and the improvement costs are based on the cost to replace the existing improvements. The regional parks total \$27.7 million in land costs and \$15.9 million in improvement costs.

To calculate the current level of service, the total acreage is divided by the current countywide population. As a result, there are 2.29 acres per 1,000 persons (510.72 acres / 222,834 residents = 2.29 acres per 1,000 persons, rounded).

The level of service is combined separately with the average land cost per acre and the average improvement cost per acre to calculate the capital cost per person. This results in the capital cost per person totaling \$195 (2.29 acres per 1,000 persons x \$54,241 per acre of parkland = \$124 per person; 2.29 acres per 1,000 persons x \$31,168 per acre of park improvements = \$71 per person; \$124 + \$71 = \$195).

Figure 6. Regional Park Level of Service and Cost Factors

Facility	Acres	Land Cost	Improvement Cost
Buckwalter Park	142.72	\$22,549,760	\$11,230,000
Burton Wells Park	368.00	\$5,152,000	\$4,687,900
Total	510.72	\$27,701,760	\$15,917,900

<i>Level-of-Service Standards</i>	Land Cost	Improvement Cost
Residential Share	100.0%	100.0%
Share of Facility Acres	510.72	510.72
2019 Countywide Population	222,834	222,834
Acres per 1,000 Persons	2.29	2.29

<i>Cost Analysis</i>	Land Cost	Improvement Cost
Acres per 1,000 Persons	2.29	2.29
Average Cost per Acre	\$54,241	\$31,168
Capital Cost Per Person	\$124	\$71

North of the Broad Parks & Recreation Facilities

There are four community parks with a total area of 89.80 acres in the North of the Broad Service Area. The cost to purchase new parkland in the north has been determined to cost \$14,000 per acre² while improvement costs are based on the cost to replace the existing improvements. The community parks total \$1.3 million in land costs and \$5 million in improvement costs.

To calculate the current level of service, the total acreage is divided by the current population north of the Broad River. As a result, there are 1.01 acres per 1,000 persons (89.80 acres / 88,819 residents = 1.01 acres per 1,000 persons, rounded).

The level of service is combined separately with the average land cost per acre and the average improvement cost per acre to calculate the capital cost per person. This results in the capital cost per person totaling \$70 (1.01 acres per 1,000 persons x \$14,000 per acre of parkland = \$14 per person; 1.01 acres per 1,000 persons x \$55,122 per acre of park improvements = \$56 per person; \$14 + \$56 = \$70).

Figure 7. Community Park Level of Service and Cost Factors – North of the Broad

Facility	Acres	Land Cost	Improvement Cost
Basil Green	4.74	\$66,360	\$4,000,000
Coursen-Tate Park	17.63	\$246,820	\$800,000
Hamptons Lake Property - Future Park	53.43	\$748,020	-
St. Helena/Wesley Felix	14.00	\$196,000	\$150,000
Total	89.80	\$1,257,200	\$4,950,000

<i>Level-of-Service Standards</i>	Land Cost	Improvement Cost
Residential Share	100.0%	100.0%
Share of Facility Acres	89.80	89.80
2019 North of Broad Population	88,819	88,819
Acres per 1,000 Persons	1.01	1.01

<i>Cost Analysis</i>	Land Cost	Improvement Cost
Acres per 1,000 Persons	1.01	1.01
Average Cost per Acre	\$14,000	\$55,122
Capital Cost Per Person	\$14	\$56

Listed in Figure 8, there are ten neighborhood parks with a total area of 39.13 acres in the North Service Area. The cost to purchase new parkland in the north has been determined to cost \$14,000 per acre

² The cost to purchase an acre of parkland in the North Service Area was determined by examining current listings of undeveloped land in the area. Information was provided by a local realty group. Along with the property listings, Beaufort County staff was consulted. From this process, it was established that an acre of parkland would cost Beaufort County \$14,000 in the North of the Broad Service Area.

while improvement costs are based on the cost to replace the existing improvements. The neighborhood parks total \$550,000 in land costs and \$2.5 million in improvement costs.

To calculate the current level of service, the total acreage is divided by the current population north of the Broad River. As a result, there are 0.44 acres per 1,000 persons (39.13 acres / 88,819 residents = 0.44 acres per 1,000 persons, rounded).

The level of service is combined separately with the average land cost per acre and the average improvement cost per acre to calculate the capital cost per person. This results in the capital cost per person totaling \$34 (0.44 acres per 1,000 persons x \$14,000 per acre of parkland = \$6 per person; 0.44 acres per 1,000 persons x \$62,612 per acre of park improvements = \$28 per person; \$6 + \$28 = \$34).

Figure 8. Neighborhood Park Level of Service and Cost Factors – North of the Broad

Facility	Acres	Land Cost	Improvement Cost
Agnes A Major	4.16	\$58,240	\$550,000
Bob Jones Field	3.90	\$54,600	\$50,000
Booker T Washington [1]	-	\$0	\$220,000
Broomfield Ballfield	2.00	\$28,000	\$220,000
Bruce Edgerly (Baseball field)	2.98	\$41,720	\$400,000
Dale Center [1]	-	\$0	\$340,000
Gloria Potts/Seaside	4.20	\$58,800	\$170,000
Metz Field (Baseball field)	3.00	\$42,000	\$220,000
Shell Point Park	14.84	\$207,760	\$180,000
Southside Tennis Court	4.05	\$56,700	\$100,000
Total	39.13	\$547,820	\$2,450,000

<i>Level-of-Service Standards</i>	Land Cost	Improvement Cost
Residential Share	100.0%	100.0%
Share of Facility Acres	39.13	39.13
2019 North of Broad Population	88,819	88,819
Acres per 1,000 Persons	0.44	0.44

<i>Cost Analysis</i>	Land Cost	Improvement Cost
Acres per 1,000 Persons	0.44	0.44
Average Cost per Acre	\$14,000	\$62,612
Capital Cost Per Person	\$6	\$28

[1] Note: the land for the facility is not owned by Beaufort County

The recreational facilities in the North Service Area are listed in Figure 9. There are five facilities which total 5.71 acres. The cost to purchase new parkland in the north has been determined to cost \$14,000 per acre while improvement costs are based on the cost to replace the existing improvements. The recreational facilities total \$80,000 in land costs and \$4.5 million in improvement costs.

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To calculate the current level of service, the total acreage and square feet are divided by the current population north of the Broad River. As a result, there are 0.06 acres per 1,000 persons (5.71 acres / 88,819 residents = 0.06 acres per 1,000 persons, rounded). There are 289.76 square feet per 1,000 persons.

The level of service is combined separately with the average land cost per acre and the average improvement cost per square foot to calculate the capital cost per person. This results in the capital cost per person totaling \$52 (0.06 acres per 1,000 persons x \$14,000 per acre of parkland = \$1 per person; 289.76 square feet per 1,000 persons x \$176 per square foot = \$51 per person; \$1 + \$51 = \$52).

Figure 9. Recreational Facility Level of Service and Cost Factors – North of the Broad

Facility	Acres	Land Cost	Square Feet	Improvement Cost
Battery Creek Pool [1]	-	-	3,432	\$750,000
Beaufort Pool [1]	-	-	3,432	\$750,000
Beaufort Tennis	3.00	\$42,000	-	\$140,000
Charles Lind Brown	1.63	\$22,820	16,600	\$2,860,000
Port Royal Center	1.08	\$15,120	2,272	\$25,000
Total	5.71	\$79,940	25,736	\$4,525,000

<i>Level-of-Service Standards</i>	Land Cost	Improvement Cost
Residential Share	100.0%	100.0%
Share of Facility Acres/Square Feet	5.71	25,736
2019 North of Broad Population	88,819	88,819
Acres/Square Feet per 1,000 Persons	0.06	289.76

<i>Cost Analysis</i>	Land Cost	Improvement Cost
Acres/Square Feet per 1,000 Persons	0.06	289.76
Average Cost per Acre/Square Foot	\$14,000	\$176
Capital Cost Per Person	\$1	\$51

[1] Note: the land for the facility is owned by Beaufort County School District

South of the Broad Parks & Recreation Facilities

There is one community park with a total area of 7.8 acres in the South of the Broad Service Area. The cost to purchase new parkland in the south has been determined to cost \$158,000 per acre³ while improvement costs are based on the cost to replace the existing improvements. The community park totals \$1.2 million in land costs and \$600,000 in improvement costs.

To calculate the current level of service, the total acreage is divided by the current population south of the Broad River. As a result, there are 0.06 acres per 1,000 persons (7.8 acres / 134,015 residents = 0.06 acres per 1,000 persons, rounded).

The level of service is combined separately with the average land cost per acre and the average improvement cost per acre to calculate the capital cost per person. This results in the capital cost per person totaling \$14 (0.06 acres per 1,000 persons x \$158,000 per acre of parkland = \$9 per person; 0.06 acres per 1,000 persons x \$76,923 per acre of park improvements = \$5 per person; \$9 + \$5 = \$14).

Figure 10. Community Park Level of Service and Cost Factors – South of the Broad

Facility	Acres	Land Cost	Improvement Cost
Barker Field	7.80	\$1,232,400	\$600,000
Total	7.80	\$1,232,400	\$600,000

<i>Level-of-Service Standards</i>	Land Cost	Improvement Cost
Residential Share	100.0%	100.0%
Share of Facility Acres	7.80	7.80
2019 South of Broad Population	134,015	134,015
Acres per 1,000 Persons	0.06	0.06

<i>Cost Analysis</i>	Land Cost	Improvement Cost
Acres per 1,000 Persons	0.06	0.06
Average Cost per Acre	\$158,000	\$76,923
Capital Cost Per Person	\$9	\$5

Listed in Figure 11, there are two neighborhood parks with a total area of 5.21 acres in the South Service Area. The cost to purchase new parkland in the south has been determined to cost \$158,000 per acre while improvement costs are based on the cost to replace the existing improvements. The neighborhood parks total \$820,000 in land costs and \$1.4 million in improvement costs.

³ The cost to purchase an acre of parkland in the South Service Area was determined by examining current listings of undeveloped land in the area. Information was provided by a local realty group. Along with the property listings, Beaufort County staff was consulted. From this process, it was established that an acre of parkland would cost Beaufort County \$158,000 in the South of the Broad Service Area.

To calculate the current level of service, the total acreage is divided by the current population south of the Broad River. As a result, there are 0.04 acres per 1,000 persons (5.21 acres / 134,015 residents = 0.04 acres per 1,000 persons, rounded).

The level of service is combined separately with the average land cost per acre and the average improvement cost per acre to calculate the capital cost per person. This results in the capital cost per person totaling \$17 (0.04 acres per 1,000 persons x \$158,000 per acre of parkland = \$6 per person; 0.04 acres per 1,000 persons x \$271,440 per acre of park improvements = \$11 per person; \$6 + \$11 = \$17).

Figure 11. Neighborhood Park Level of Service and Cost Factors – South of the Broad

Facility	Acres	Land Cost	Improvement Cost
Hilton Head Annex Park	4.21	\$665,180	\$114,200
M.C. Riley	1.00	\$158,000	\$1,300,000
Total	5.21	\$823,180	\$1,414,200

<i>Level-of-Service Standards</i>	Land Cost	Improvement Cost
Residential Share	100.0%	100.0%
Share of Facility Acres	5.21	5.21
2019 South of Broad Population	134,015	134,015
Acres per 1,000 Persons	0.04	0.04

<i>Cost Analysis</i>	Land Cost	Improvement Cost
Acres per 1,000 Persons	0.04	0.04
Average Cost per Acre	\$158,000	\$271,440
Capital Cost Per Person	\$6	\$11

The recreational facilities in the South Service Area are listed in Figure 12. There are two facilities which total 25 acres. The cost to purchase new parkland in the south has been determined to cost \$158,000 per acre while improvement costs are based on the cost to replace the existing improvements. The recreational facilities total \$4 million in land costs and \$1.3 million in improvement costs.

To calculate the current level of service, the total acreage and square feet are divided by the current population south of the Broad River. As a result, there are 0.19 acres per 1,000 persons (25 acres / 134,015 residents = 0.19 acres per 1,000 persons, rounded). There are 258.94 square feet per 1,000 persons.

The level of service is combined separately with the average land cost per acre and the average improvement cost per square foot to calculate the capital cost per person. This results in the capital cost per person totaling \$40 (0.19 acres per 1,000 persons x \$158,000 per acre of parkland = \$30 per person; 258.94 square feet per 1,000 persons x \$37 per square foot = \$10 per person; \$30 + \$10 = \$40).

Figure 12. Recreational Facility Level of Service and Cost Factors – South of the Broad

Facility	Acres	Land Cost	Square Feet	Improvement Cost
Bluffton Center	25.00	\$3,950,000	31,270	\$530,000
Bluffton Pool [1]	0.00	\$0	3,432	\$750,000
Total	25.00	\$3,950,000	34,702	\$1,280,000

<i>Level-of-Service Standards</i>	Land Cost	Improvement Cost
Residential Share	100.0%	100.0%
Share of Facility Acres/Square Feet	25.00	34,702.00
2019 South of Broad Population	134,015	134,015
Acres/Square Feet per 1,000 Persons	0.19	258.94

<i>Cost Analysis</i>	Land Cost	Improvement Cost
Acres/Square Feet per 1,000 Persons	0.19	258.94
Average Cost per Acre/Square Foot	\$158,000	\$37
Capital Cost Per Person	\$30	\$10

[1] Note: the land for the facility is owned by Beaufort County School District

Credit for Future Debt Payments

To ensure fee-payers avoid potential double payment for annual debt service, TischlerBise included in credit in the development impact fee calculations. The current debt is for five previous capital projects, two in the North and three in the South. Based on the dollar amount, 8 percent of the existing debt is for the North of the Broad level of service and 92 percent is for the South of the Broad level of service.

Following the same methodology as the level of service analysis, annual debt service is applied to only residential development and then divided by annual demand unit (population) to yield payments per person. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (interest) rate. This results in a credit of \$4 per person in the North and \$31 per person in the South.

Figure 13. Credit for Future Debt Payments

			Residential - North of the Broad				Residential - South of the Broad			
Fiscal Year	Payment	Residential 100%	Fiscal Year	Payment 8%	Projected Population	Payment/ Capita	Fiscal Year	Payment 92%	Projected Population	Payment/ Capita
Base Year	\$628,272	\$628,272	Base Year	\$50,262	88,819	\$0.57	Base Year	\$578,010	134,015	\$4.31
2020	\$630,222	\$630,222	2020	\$50,418	90,719	\$0.56	2020	\$579,804	136,865	\$4.24
2021	\$426,016	\$426,016	2021	\$34,081	92,620	\$0.37	2021	\$391,935	139,414	\$2.81
2022	\$426,584	\$426,584	2022	\$34,127	94,521	\$0.36	2022	\$392,457	141,963	\$2.76
2023	\$426,700	\$426,700	2023	\$34,136	96,421	\$0.35	2023	\$392,564	144,513	\$2.72
2024	\$426,652	\$426,652	2024	\$34,132	98,322	\$0.35	2024	\$392,520	147,062	\$2.67
2025	\$426,145	\$426,145	2025	\$34,092	100,222	\$0.34	2025	\$392,053	149,612	\$2.62
2026-2030	\$2,133,709	\$2,133,709	2026-2030	\$170,697	109,003	\$1.61	2026-2030	\$1,963,012	161,331	\$12.50
2031-2035	\$1,745,037	\$1,745,037	2031-2035	\$139,603	114,924	\$1.25	2031-2035	\$1,605,434	168,955	\$9.72
2036-2039	\$151,655	\$151,655	2036-2039	\$12,132	119,660	\$0.12	2036-2039	\$139,523	175,055	\$0.80
Total	\$7,420,992	\$7,420,993	Total	\$593,679		\$5.88	Total	\$6,827,313		\$45.15
					Discount Rate	5.00%			Discount Rate	5.00%
					Total Credit per Person	\$4			Total Credit per Person	\$31

Note: In the out-years of the payment schedule, payments have been summed, but payments are annualized in analysis

Projection of Parks & Recreation Growth-Related Facility Needs

Section 6-1-960(5) of the South Carolina Development Impact Fee Act requires:

“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.”

Section 6-1-960(7) of the South Carolina Development Impact Fee Act requires:

“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”

Countywide Parks & Recreation Facilities

To estimate the 10-year growth needs for regional parks in Beaufort County, the current level of service (2.29 acres per 1,000 persons) is applied to the residential growth projected. Including municipalities, Beaufort County is projected to increase by 44,791 residents over the next ten years (see Appendix B). Listed in Figure 14, there will need to be a total of 612.8 acres of regional parks to accommodate the growth, with future development accounting for 102.6 new acres. By applying the average cost of a park (\$85,408 per acre), the total expenditure for the growth is calculated (102.6 acres x \$84,408 = \$8,762,878).

Figure 14. 10-Year Regional Park Needs to Accommodate Growth – Countywide

Type of Infrastructure	Level of Service		Demand Unit	Cost / Acre
Regional Parks	Residential	2.29	per 1,000 persons	\$85,408
	Nonresidential	0.00	per 1,000 jobs	

Growth-Related Need for Regional Parks						
Year	Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres	
Base	2019	222,834	66,479	510.2	0.0	510.2
Year 1	2020	227,584	68,104	521.1	0.0	521.1
Year 2	2021	232,034	69,730	531.3	0.0	531.3
Year 3	2022	236,484	71,355	541.5	0.0	541.5
Year 4	2023	240,934	72,980	551.7	0.0	551.7
Year 5	2024	245,384	74,606	561.9	0.0	561.9
Year 6	2025	249,834	76,231	572.1	0.0	572.1
Year 7	2026	254,283	77,856	582.3	0.0	582.3
Year 8	2027	258,733	79,482	592.4	0.0	592.4
Year 9	2028	263,183	81,107	602.6	0.0	602.6
Year 10	2029	267,625	82,733	612.8	0.0	612.8
Ten-Year Increase		44,791	16,254	102.6	0.0	102.6
		Projected Expenditure		\$8,762,878	\$0	\$8,762,878

Growth-Related Expenditures for Regional Parks | \$8,762,878

North of the Broad Parks & Recreation Facilities

To estimate the 10-year growth needs for community parks in northern Beaufort County, the current level of service (1.01 acres per 1,000 persons) is applied to the residential growth projected. The North Service Area is projected to increase by 19,000 residents over the next ten years. There will need to be a total of 108.8 acres of community parks to accommodate the growth, with future development accounting for 19.1 new acres. By applying the average cost of a park (\$69,122 per acre), the total expenditure for the growth is calculated (19.1 acres x \$69,122 = \$1,320,240).

Figure 15. 10-Year Community Park Needs to Accommodate Growth – North of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Cost / Acre
Community Parks	Residential	1.01	per 1,000 persons	\$69,122
	Nonresidential	0.00	per 1,000 jobs	

Growth-Related Need for Community Parks						
Year	Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres	
Base	2019	88,819	26,435	89.7	0.0	89.7
Year 1	2020	90,719	27,311	91.6	0.0	91.6
Year 2	2021	92,620	28,187	93.5	0.0	93.5
Year 3	2022	94,521	29,063	95.4	0.0	95.4
Year 4	2023	96,421	29,939	97.3	0.0	97.3
Year 5	2024	98,322	30,816	99.3	0.0	99.3
Year 6	2025	100,222	31,692	101.2	0.0	101.2
Year 7	2026	102,123	32,568	103.1	0.0	103.1
Year 8	2027	104,024	33,444	105.0	0.0	105.0
Year 9	2028	105,924	34,320	106.9	0.0	106.9
Year 10	2029	107,819	35,196	108.8	0.0	108.8
Ten-Year Increase		19,000	8,761	19.1	0.0	19.1
			Projected Expenditure	\$1,320,240	\$0	\$1,320,240

Growth-Related Expenditures for Community Parks | \$1,320,240

Found in Figure 16, the 10-year growth needs for neighborhood parks in northern Beaufort County is estimated by applying the current level of service (0.44 acres per 1,000 persons) to the projected residential growth. The North Service Area is projected to increase by 19,000 residents over the next ten years. There will need to be a total of 47.4 acres of neighborhood parks to accommodate the growth, with future development accounting for 8.4 new acres. By applying the average cost of a park (\$76,612 per acre), the total expenditure for the growth is calculated (8.4 acres x \$76,612 = \$643,539).

Figure 16. 10-Year Neighborhood Park Needs to Accommodate Growth – North of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Cost / Acre
Neighborhood Parks	Residential	0.44	Acres	per 1,000 persons
	Nonresidential	0.00		per 1,000 jobs
				\$76,612

Growth-Related Need for Neighborhood Parks						
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres
Base	2019	88,819	26,435	39.0	0.0	39.0
Year 1	2020	90,719	27,311	39.9	0.0	39.9
Year 2	2021	92,620	28,187	40.7	0.0	40.7
Year 3	2022	94,521	29,063	41.5	0.0	41.5
Year 4	2023	96,421	29,939	42.4	0.0	42.4
Year 5	2024	98,322	30,816	43.2	0.0	43.2
Year 6	2025	100,222	31,692	44.0	0.0	44.0
Year 7	2026	102,123	32,568	44.9	0.0	44.9
Year 8	2027	104,024	33,444	45.7	0.0	45.7
Year 9	2028	105,924	34,320	46.6	0.0	46.6
Year 10	2029	107,819	35,196	47.4	0.0	47.4
Ten-Year Increase		19,000	8,761	8.4	0.0	8.4
				Projected Expenditure	\$643,539	\$0
					\$643,539	\$643,539

Growth-Related Expenditures for Neighborhood Parks | \$643,539

The 10-year growth needs for recreational facility land in northern Beaufort County is estimated by applying the current level of service (0.06 acres per 1,000 persons) to the projected residential growth, 19,000 new residents over the next ten years. There will need to be a total of 6.4 acres of recreational facility land to accommodate the growth, with future development accounting for 1.1 new acres. By applying the average cost of a recreational facility (\$14,000 per acre), the total expenditure for the growth is calculated (1.1 acres x \$14,000 = \$15,400).

Figure 17. 10-Year Recreational Facility Land Needs to Accommodate Growth – North of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Cost / Acre
Recreational Facilities	Residential	0.06	Acres	per 1,000 persons
	Nonresidential	0.00		per 1,000 jobs
				\$14,000

Growth-Related Need for Recreational Facilities							
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres	
Base	2019	88,819	26,435	5.3	0.0	5.3	
Year 1	2020	90,719	27,311	5.4	0.0	5.4	
Year 2	2021	92,620	28,187	5.5	0.0	5.5	
Year 3	2022	94,521	29,063	5.6	0.0	5.6	
Year 4	2023	96,421	29,939	5.7	0.0	5.7	
Year 5	2024	98,322	30,816	5.8	0.0	5.8	
Year 6	2025	100,222	31,692	6.0	0.0	6.0	
Year 7	2026	102,123	32,568	6.1	0.0	6.1	
Year 8	2027	104,024	33,444	6.2	0.0	6.2	
Year 9	2028	105,924	34,320	6.3	0.0	6.3	
Year 10	2029	107,819	35,196	6.4	0.0	6.4	
Ten-Year Increase		19,000	8,761	1.1	0.0	1.1	
Projected Expenditure				\$15,400	\$0	\$15,400	

Growth-Related Expenditures for Recreational Facilities | \$15,400

The 10-year growth needs for recreational facility buildings in northern Beaufort County is estimated by applying the current level of service (289.76 square feet per 1,000 persons) to the projected residential growth, 19,000 new residents over the next ten years. There will need to be a total of 31,241 square feet of recreational facilities to accommodate the growth, with future development accounting for 5,505 new square feet. By applying the average cost of a recreational facility (\$176 per square foot), the total expenditure for the growth is calculated (5,505 square feet x \$176 = \$967,910).

Figure 18. 10-Year Recreational Facility Building Needs to Accommodate Growth – North of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Cost / Sq. Ft.
Recreational Facilities	Residential	289.76	Square Feet	per 1,000 persons
	Nonresidential	0.00		per 1,000 jobs
				\$176

Growth-Related Need for Recreational Facilities						
Year	Population	Jobs	Residential Square Feet	Nonresidential Square Feet	Total Square Feet	
Base	2019	88,819	26,435	25,736	0.0	25,736
Year 1	2020	90,719	27,311	26,286	0.0	26,286
Year 2	2021	92,620	28,187	26,837	0.0	26,837
Year 3	2022	94,521	29,063	27,388	0.0	27,388
Year 4	2023	96,421	29,939	27,938	0.0	27,938
Year 5	2024	98,322	30,816	28,489	0.0	28,489
Year 6	2025	100,222	31,692	29,040	0.0	29,040
Year 7	2026	102,123	32,568	29,591	0.0	29,591
Year 8	2027	104,024	33,444	30,141	0.0	30,141
Year 9	2028	105,924	34,320	30,692	0.0	30,692
Year 10	2029	107,819	35,196	31,241	0.0	31,241
Ten-Year Increase		19,000	8,761	5,505	0	5,505
		Projected Expenditure		\$967,910	\$0	\$967,910

Growth-Related Expenditures for Recreational Facilities | \$967,910

South of the Broad Parks & Recreation Facilities

To estimate the 10-year growth needs for community parks in southern Beaufort County, the current level of service (0.06 acres per 1,000 persons) is applied to the residential growth projected. The South Service Area is projected to increase by 25,791 residents over the next ten years. As a result, there will need to be a total of 9.5 acres of community parks to accommodate the growth, with future development accounting for 1.5 new acres. By applying the average cost of a park (\$234,923 per acre), the total expenditure for the growth is calculated (1.5 acres x \$234,923 = \$352,385).

Figure 19. 10-Year Community Park Needs to Accommodate Growth – South of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Cost / Acre
Community Parks	Residential	0.06	Acres	\$234,923
	Nonresidential	0.00		

Growth-Related Need for Community Parks						
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres
Base	2019	134,015	40,044	8.0	0.0	8.0
Year 1	2020	136,865	40,793	8.2	0.0	8.2
Year 2	2021	139,414	41,543	8.3	0.0	8.3
Year 3	2022	141,963	42,292	8.5	0.0	8.5
Year 4	2023	144,513	43,041	8.6	0.0	8.6
Year 5	2024	147,062	43,790	8.8	0.0	8.8
Year 6	2025	149,612	44,540	8.9	0.0	8.9
Year 7	2026	152,160	45,289	9.1	0.0	9.1
Year 8	2027	154,709	46,038	9.2	0.0	9.2
Year 9	2028	157,259	46,787	9.4	0.0	9.4
Year 10	2029	159,806	47,537	9.5	0.0	9.5
Ten-Year Increase		25,791	7,493	1.5	0.0	1.5
Projected Expenditure				\$352,385	\$0	\$352,385

Growth-Related Expenditures for Community Parks | \$352,385

Found in Figure 20, the 10-year growth needs for neighborhood parks in southern Beaufort County is estimated by applying the current level of service (0.04 acres per 1,000 persons) to the projected residential growth. The South Service Area is projected to increase by 25,791 residents over the next ten years. There will need to be a total of 6.3 acres of neighborhood parks to accommodate the growth, with future development accounting for 1.0 new acres. By applying the average cost of a park (\$429,440 per acre), the total expenditure for the growth is calculated (1.0 acres x \$429,440 = \$429,440).

Figure 20. 10-Year Neighborhood Park Needs to Accommodate Growth – South of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Cost / Acre
Neighborhood Parks	Residential	0.04	Acres	per 1,000 persons
	Nonresidential	0.00		per 1,000 jobs
				\$429,440

Growth-Related Need for Neighborhood Parks						
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres
Base	2019	134,015	40,044	5.3	0.0	5.3
Year 1	2020	136,865	40,793	5.4	0.0	5.4
Year 2	2021	139,414	41,543	5.5	0.0	5.5
Year 3	2022	141,963	42,292	5.6	0.0	5.6
Year 4	2023	144,513	43,041	5.7	0.0	5.7
Year 5	2024	147,062	43,790	5.8	0.0	5.8
Year 6	2025	149,612	44,540	5.9	0.0	5.9
Year 7	2026	152,160	45,289	6.0	0.0	6.0
Year 8	2027	154,709	46,038	6.1	0.0	6.1
Year 9	2028	157,259	46,787	6.2	0.0	6.2
Year 10	2029	159,806	47,537	6.3	0.0	6.3
Ten-Year Increase		25,791	7,493	1.0	0.0	1.0
Projected Expenditure				\$429,440	\$0	\$429,440

Growth-Related Expenditures for Neighborhood Parks | \$429,440

The 10-year growth needs for recreational facility lands in southern Beaufort County is estimated by applying the current level of service (0.19 acres per 1,000 persons) to the projected residential growth, 25,791 new residents over the next ten years. There will need to be a total of 30.3 acres of recreational facility land to accommodate the growth, with future development accounting for 4.9 new acres. By applying the average cost of a recreational facility (\$158,000 per acre), the total expenditure for the growth is calculated (4.9 acres x \$158,000 = \$774,200).

Figure 21. 10-Year Recreational Facility Land Needs to Accommodate Growth – South of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Cost / Acre
Recreational Facilities	Residential	0.19	Acres	per 1,000 persons
	Nonresidential	0.00		per 1,000 jobs
				\$158,000

Growth-Related Need for Recreational Facilities						
Year	Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres	
Base	2019	134,015	40,044	25.4	0.0	25.4
Year 1	2020	136,865	40,793	26.0	0.0	26.0
Year 2	2021	139,414	41,543	26.4	0.0	26.4
Year 3	2022	141,963	42,292	26.9	0.0	26.9
Year 4	2023	144,513	43,041	27.4	0.0	27.4
Year 5	2024	147,062	43,790	27.9	0.0	27.9
Year 6	2025	149,612	44,540	28.4	0.0	28.4
Year 7	2026	152,160	45,289	28.9	0.0	28.9
Year 8	2027	154,709	46,038	29.3	0.0	29.3
Year 9	2028	157,259	46,787	29.8	0.0	29.8
Year 10	2029	159,806	47,537	30.3	0.0	30.3
Ten-Year Increase		25,791	7,493	4.9	0.0	4.9
		Projected Expenditure		\$774,200	\$0	\$774,200

Growth-Related Expenditures for Recreational Facilities \$774,200

The 10-year growth needs for recreational facility buildings in southern Beaufort County is estimated by applying the current level of service (258.94 square feet per 1,000 persons) to the projected residential growth, 25,791 new residents over the next ten years. There will need to be a total of 41,380 square feet of recreational facilities to accommodate the growth, with future development accounting for 6,679 new square feet. By applying the average cost of a recreational facility (\$37 per square foot), the total expenditure for the growth is calculated (6,679 square feet x \$37 = \$247,123).

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Figure 22. 10-Year Recreational Facility Building Needs to Accommodate Growth – South of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Cost / Sq. Ft.
Recreational Facilities	Residential	258.94	per 1,000 persons	\$37
	Nonresidential	0.00	per 1,000 jobs	

Growth-Related Need for Recreational Facilities							
Year		Population	Jobs	Residential Square Feet	Nonresidential Square Feet	Total Square Feet	
Base	2019	134,015	40,044	34,701	0.0	34,701	
Year 1	2020	136,865	40,793	35,439	0.0	35,439	
Year 2	2021	139,414	41,543	36,099	0.0	36,099	
Year 3	2022	141,963	42,292	36,759	0.0	36,759	
Year 4	2023	144,513	43,041	37,420	0.0	37,420	
Year 5	2024	147,062	43,790	38,080	0.0	38,080	
Year 6	2025	149,612	44,540	38,740	0.0	38,740	
Year 7	2026	152,160	45,289	39,400	0.0	39,400	
Year 8	2027	154,709	46,038	40,060	0.0	40,060	
Year 9	2028	157,259	46,787	40,720	0.0	40,720	
Year 10	2029	159,806	47,537	41,380	0.0	41,380	
Ten-Year Increase		25,791	7,493	6,679	0	6,679	
				Projected Expenditure	\$247,123	\$0	\$247,123

Growth-Related Expenditures for Recreational Facilities **\$247,123**

Maximum Supportable Parks and Recreation Development Impact Fee

The following figures list the maximum supportable Parks and Recreation Development Impact Fee for the North and South of the Broad Service Areas. Development impact fees for Parks & Recreation facilities are only assessed on residential development and based on household size (i.e., persons per household). Differentiating the fee by housing size allows the results to be more exact about the level of demand (persons per household) a residential development will place on the current infrastructure based on level of service standards. For residential development, the total cost per person is multiplied by the household size to calculate the proposed fee.

The average current fee is included in the figure to highlight the change.

The fees represent the highest amount supportable for each type of development, which represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 23. Maximum Supportable Parks and Recreation Development Impact Fee – North of the Broad

North of the Broad Service Area

Fee Component	Land Cost per Person	Improvement Cost per Person
Regional Parks	\$124	\$71
Community Parks	\$14	\$56
Neighborhood Parks	\$6	\$28
Recreational Facilities	\$1	\$51
Gross Total	\$145	\$206
Gross Total per Person		\$351
Credit for Debt Payments		(\$4)
Net Total		\$347

Residential

Housing Unit Size (Sq. Ft.)	Persons per Household	Maximum Supportable Fee per Unit	Current Fee [1]	Increase/ (Decrease)
1,000 or less	1.40	\$486	\$321	\$165
1,001 to 1,250	1.70	\$590	\$321	\$269
1,251 to 1,500	2.00	\$694	\$321	\$373
1,501 to 1,750	2.30	\$798	\$321	\$477
1,751 to 2,000	2.50	\$868	\$321	\$547
2,001 to 2,500	2.90	\$1,006	\$321	\$685
2,501 to 3,000	3.10	\$1,076	\$321	\$755
3,001 to 3,500	3.40	\$1,180	\$321	\$859
3,501 to 4,000	3.60	\$1,249	\$321	\$928
4,001 or more	3.80	\$1,319	\$321	\$998

[1] fee listed is the average of the fees for the current service areas north of the Broad River

Figure 24. Maximum Supportable Parks and Recreation Development Impact Fee – South of the Broad
 South of the Broad Service Area

Fee Component	Land Cost per Person	Improvement Cost per Person
Regional Parks	\$124	\$71
Community Parks	\$9	\$5
Neighborhood Parks	\$6	\$11
Recreational Facilities	\$30	\$10
Gross Total	\$169	\$97
Gross Total per Person		\$266
Credit for Debt Payments		(\$31)
Net Total		\$235

Residential

Housing Unit Size (Sq. Ft.)	Persons per Household	Maximum Supportable Fee per Unit	Current Fee [1]	Increase/ (Decrease)
1,000 or less	1.20	\$282	\$671	(\$389)
1,001 to 1,250	1.50	\$353	\$671	(\$318)
1,251 to 1,500	1.80	\$423	\$671	(\$248)
1,501 to 1,750	2.00	\$470	\$671	(\$201)
1,751 to 2,000	2.20	\$517	\$671	(\$154)
2,001 to 2,500	2.50	\$588	\$671	(\$83)
2,501 to 3,000	2.80	\$658	\$671	(\$13)
3,001 to 3,500	3.00	\$705	\$671	\$34
3,501 to 4,000	3.20	\$752	\$671	\$81
4,001 or more	3.30	\$776	\$671	\$105

[1] fee listed is the average of the fees for the current service areas south of the Broad River

Revenue from Parks and Recreation Development Impact Fee

Revenue from the Parks and Recreation Development Impact Fee is estimated in Figure 25 and Figure 26. The following revenue estimations include only the areas of the County where the Parks and Recreation Development Impact Fee is being collected. Those areas are the unincorporated parts of Beaufort County and the Town of Bluffton. No other municipalities have entered into an intergovernmental agreement with Beaufort County to collect on their behalf.

There is projected to be 4,406 new housing units in northern unincorporated Beaufort County by 2029. To find the revenue, the fee is multiplied by the growth. However, it is impossible to anticipate the size of new housing units, so the fees for the current average sized single family unit (2,815 square feet) and multifamily unit (1,154 square feet) are applied. For example, single family development is estimated to generate \$3,639,533 in revenue (\$1,076 x 3,382 units = \$3,639,533). The revenue from the development impact fee covers 64 percent of the anticipated costs from the projected growth. This is a result of no municipalities collecting the County’s development impact fee, but residents being included in the level of service.

Figure 25. Estimated Revenue from the Parks & Rec Development Impact Fee – North of the Broad Infrastructure Costs for Parks & Recreation Facilities

	Total Cost	Growth Cost
Regional Parks	\$3,717,146	\$3,717,146
Community Parks	\$1,320,240	\$1,320,240
Neighborhood Parks	\$643,539	\$643,539
Recreational Facilities	\$983,310	\$983,310
Total Expenditures	\$6,664,235	\$6,664,235

Projected Development Impact Fee Revenue

		Single Family \$1,076 per unit	Multifamily \$590 per unit	Retail \$0 per KSF	Office/Service \$0 per KSF	Industrial \$0 per KSF	Institutional \$0 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2019	15,141	4,582	459	674	703	107
Year 1	2020	15,479	4,684	475	698	728	110
Year 2	2021	15,817	4,786	491	722	753	114
Year 3	2022	16,155	4,888	507	745	778	118
Year 4	2023	16,492	4,991	523	769	803	122
Year 5	2024	16,830	5,093	539	793	827	125
Year 6	2025	17,168	5,195	555	816	852	129
Year 7	2026	17,506	5,297	571	840	877	133
Year 8	2027	17,844	5,399	587	864	902	137
Year 9	2028	18,181	5,502	603	888	927	141
Year 10	2029	18,524	5,605	619	911	951	144
Ten-Year Increase		3,382	1,024	159	237	248	38
Projected Revenue		\$3,639,533	\$603,885	\$0	\$0	\$0	\$0
						Projected Revenue =>	\$4,243,418
						Total Expenditures =>	\$6,664,235
						Non-Impact Fee Funding =>	\$2,420,816

Listed in Figure 26, there is projected to be 6,447 new housing units in southern unincorporated Beaufort County and the Town of Bluffton by 2029. The revenue from the development impact fee covers 53 percent of the anticipated costs from the projected growth. This is a result of only the Town of Bluffton collecting the County’s development impact fee, while other incorporated residents included in the level of service. Additionally, the credit included to ensure no double payment issues creates a funding gap from the development impact fee.

Figure 26. Estimated Revenue from the Parks & Rec Development Impact Fee – South of the Broad Infrastructure Costs for Parks & Recreation Facilities

	Total Cost	Growth Cost
Regional Parks	\$5,045,732	\$5,045,732
Community Parks	\$352,385	\$352,385
Neighborhood Parks	\$429,440	\$429,440
Recreational Facilities	\$1,021,323	\$1,021,323
Total Expenditures	\$6,848,880	\$6,848,880

Projected Development Impact Fee Revenue

		Single Family \$658 per unit	Multifamily \$353 per unit	Retail \$0 per KSF	Office/Service \$0 per KSF	Industrial \$0 per KSF	Institutional \$0 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2019	31,421	13,757	2,662	3,394	4,816	1,692
Year 1	2020	31,824	13,930	2,720	3,467	4,923	1,730
Year 2	2021	32,276	14,131	2,788	3,549	5,046	1,773
Year 3	2022	32,728	14,331	2,857	3,632	5,170	1,817
Year 4	2023	33,180	14,532	2,925	3,714	5,293	1,860
Year 5	2024	33,632	14,732	2,994	3,796	5,417	1,904
Year 6	2025	34,084	14,933	3,062	3,879	5,540	1,947
Year 7	2026	34,536	15,133	3,131	3,961	5,664	1,991
Year 8	2027	34,988	15,334	3,199	4,044	5,787	2,034
Year 9	2028	35,440	15,534	3,268	4,126	5,911	2,078
Year 10	2029	35,890	15,735	3,336	4,209	6,034	2,121
Ten-Year Increase		4,469	1,978	674	814	1,219	429
Projected Revenue		\$2,940,661	\$698,167	\$0	\$0	\$0	\$0
						Projected Revenue =>	\$3,638,828
						Total Expenditures =>	\$6,848,880
						General Fund's Share =>	\$3,210,052

LIBRARY CIP AND DEVELOPMENT IMPACT FEE

Methodology

Section 6-1-920(18c) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

“...parks, libraries, and recreational facilities.”

The Library Development Impact Fee is calculated only for residential development and on a per capita basis. The incremental expansion methodology is used to calculate the current level of service for:

- Library branches and land (north and south of the Broad River service areas)
- Bookmobiles (countywide service area)

Section 6-1-960(1) of the South Carolina Development Impact Fee Act requires:

“a general description of all existing 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 existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”

Section 6-1-960(2) of the South Carolina Development Impact Fee Act requires:

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

Residential development impact fees are calculated on a per housing unit basis using persons per household factors by housing size. Based on services and facilities provided by Beaufort County, it has been determined that the current level of service will be calculated based on the unincorporated and incorporated populations of Beaufort County. Municipalities in the County are not currently providing library services. The population total is the sum of permanent and seasonal residents.

There are current or proposed intergovernmental agreements between Beaufort County and the area’s municipalities stating that the municipalities will collect the Library Development Impact Fee on behalf of the County.

Library Service Area

Furthermore, the library facilities are being provided based on a service area level (north and south of the Broad). Thus, the service areas have been included in the analysis. However, it was determined that bookmobiles are serving countywide.

Library Service Units

Section 6-1-960(4) of the South Carolina Development Impact Fee Act requires:

“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.”

The “service unit” used for residential development is persons per household (PPH). This is a measure of, on average, the number of persons residing in each occupied housing unit. As shown in Figure 27, persons per household factors are calculated based on the housing unit size and for each service area. Calculations are based off local U.S. Census data and further discussion can be found in Appendix C.

Figure 27. Residential Service Units

Housing Size Square Feet	Persons per Household	
	North	South
1,000 or less	1.40	1.20
1,001 to 1,250	1.70	1.50
1,251 to 1,500	2.00	1.80
1,501 to 1,750	2.30	2.00
1,751 to 2,000	2.50	2.20
2,001 to 2,500	2.90	2.50
2,501 to 3,000	3.10	2.80
3,001 to 3,500	3.40	3.00
3,501 or 4,000	3.60	3.20
4,001 or more	3.80	3.30

See Appendix C for details about calculations

Library Facilities Level of Service & Cost Analysis

The Library Development Impact Fee includes the County’s library branches and bookmobiles. Identified by County staff, additional expansion will be necessary to serve future growth. The incremental methodology is applied and the 2019 permanent and seasonal population for each service area is used in the calculations.

As shown in Figure 28, there are three library branches in the northern service area which total 59,747 square feet and 9.92 acres of land. It was determined that an engineered cost to build a new library would average \$285 per square foot. The total replacement cost of the facilities is \$17,027,895. The average cost for land is \$14,000 per acre.

To calculate the current level of service for library branches in the North of the Broad Service Area, the total floor area and acreage is divided by the current population in the north. As a result, there is 0.67 square feet per person (59,747 square feet / 88,819 residents = 0.67 square feet per person, rounded). There are 0.11 acres of land per 1,000 persons.

The level of service is combined with the average cost per library square foot and acre to calculate the capital cost per person. This results in the capital cost per person for branch construction totaling \$191 (0.67 square feet per person x \$285 per square foot = \$191 per person, rounded). There is a capital cost of \$2 per person for library land.

Figure 28. Library Branch Level of Service and Cost Factors – North of the Broad

Facility	Square Feet	Cost per Square Foot	Replacement Cost	Acres
Beaufort Branch	32,747	\$285	\$9,332,895	0.92
Lobeco Branch	4,000	\$285	\$1,140,000	4.00
St. Helena Branch	23,000	\$285	\$6,555,000	5.00
TOTAL	59,747		\$17,027,895	9.92

<i>Level-of-Service Standards</i>	Branch (sq. ft.)	Land (acres)
Proportionate Share	100%	100%
Share of Facility	59,747	10
2019 North of Broad Population	88,819	88,819
Square Feet per Person/Acres per 1,000 Persons	0.67	0.11

<i>Cost Analysis</i>	Branch (sq. ft.)	Land (acres)
Square Feet per Person/Acres per 1,000 Persons	0.67	0.11
Average Cost per Square Foot/Acre	\$285	\$14,000
Capital Cost Per Person	\$191	\$2

Listed in Figure 29, there are three library branches in the southern service area which total 51,900 square feet and 11.53 acres. It was determined that the cost to build a new library would average \$285 per square foot. The total replacement cost of the facilities is \$14,791,500. The average cost for land is \$158,000 per acre.

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Beaufort County, South Carolina

To calculate the current level of service for library branches in the South of the Broad Service Area, the total floor area and acreage is divided by the current population in the south. As a result, there is 0.39 square feet per person (51,900 square feet / 134,015 residents = 0.39 square feet per person, rounded). There are 0.09 acres of land per 1,000 persons.

The level of service is combined with the average cost per library square foot and acre to calculate the capital cost per person. This results in the capital cost per person totaling \$111 (0.39 square feet per person x \$285 per square foot = \$111 per person, rounded). There is a capital cost of \$14 per person for library land.

Figure 29. Library Branch Level of Service and Cost Factors – South of the Broad

Facility	Square Feet	Cost per Square Foot	Replacement Cost	Acres
Bluffton Branch	26,900	\$285	\$7,666,500	2.93
Hilton Head Branch	25,000	\$285	\$7,125,000	8.60
TOTAL	51,900		\$14,791,500	11.53

<i>Level-of-Service Standards</i>	Branch (sq. ft.)	Land (acres)
Residential Share	100%	100%
Share of Facility Square Feet	51,900	12
2019 South of Broad Population	134,015	134,015
Square Feet per Person/Acres per 1,000 Persons	0.39	0.09

<i>Cost Analysis</i>	Branch (sq. ft.)	Land (acres)
Square Feet per Person/Acres per 1,000 Persons	0.39	0.09
Average Cost per Square Foot/Acre	\$285	\$158,000
Capital Cost Per Person	\$111	\$14

To better address local demands, the County has been providing bookmobile services countywide. The County currently has two bookmobiles and the replacement cost for one vehicle is \$153,000. To calculate the current level of service for bookmobiles, the total fleet is divided by the countywide population. As a result, there are 0.009 bookmobiles per 1,000 persons (2 bookmobiles / 222,834 residents = 0.009 bookmobiles per 1,000 persons, rounded). The level of service is combined with the average cost per bookmobile to calculate the capital cost per person. This results in the capital cost per person totaling \$1 (0.009 bookmobiles per 1,000 persons x \$153,000 per bookmobile = \$1 per person, rounded).

Figure 30. Bookmobile Level of Service and Cost Factors

Facility	Vehicles	Cost per Vehicle	Replacement Cost
Bookmobiles	2	\$153,000	\$306,000
TOTAL	2		\$306,000

Level-of-Service Standards	Bookmobiles
Residential Share	100%
Share of Vehicles	2
2019 Countywide Population	222,834
Vehicles per 1,000 persons	0.009

Cost Analysis	Residential
Vehicles per 1,000 persons	0.009
Average Cost per Vehicle	\$153,000
Capital Cost Per Person	\$1

Credit for Future Debt Payments

To ensure fee-payers avoid potential double payment for annual debt service, TischlerBise included in credit in the development impact fee calculations. The current debt is for the St. Helena Library Branch which is serving the population north of the Broad River, so the credit is only applied to the North of the Broad Service Area.

Following the same methodology as the level of service analysis, annual debt service is applied to only residential development and then divided by annual demand unit (population) to yield payments per person. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (interest) rate. This results in a credit of \$33 per person.

Figure 31. Credit for Future Debt Payments – North of the Broad

Fiscal Year	Payment	Residential 100%	Fiscal Year	Payment	Projected Population	Payment/ Capita
Base Year	\$439,658	\$439,658	Base Year	\$439,658	88,819	\$4.95
2020	\$415,989	\$415,989	2020	\$415,989	90,719	\$4.59
2021	\$280,980	\$280,980	2021	\$280,980	92,620	\$3.03
2022	\$280,980	\$280,980	2022	\$280,980	94,521	\$2.97
2023	\$280,980	\$280,980	2023	\$280,980	96,421	\$2.91
2024	\$280,980	\$280,980	2024	\$280,980	98,322	\$2.86
2025	\$280,980	\$280,980	2025	\$280,980	100,222	\$2.80
2026-2030	\$1,404,900	\$1,404,900	2026-2030	\$1,404,900	109,003	\$18.45
2031-2034	\$1,123,920	\$1,123,920	2031-2034	\$1,123,920	113,740	\$13.76
Total	\$4,789,367	\$4,789,367	Total	\$4,789,367		\$47.44
					Discount Rate	5.00%
					Total Credit per Person	\$33

Note: In the out-years of the payment schedule, payments have been summed, but payments are annualized in analysis

Projection of Library Growth-Related Facility Needs

Section 6-1-960(5) of the South Carolina Development Impact Fee Act requires:

“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.”

Section 6-1-960(7) of the South Carolina Development Impact Fee Act requires:

“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”

Library Branches

To estimate the 10-year growth needs for library branches in the North of the Broad Service Area, the current level of service (0.67 square feet per person) is applied to the residential growth projected for the entire service area. Including municipalities, northern Beaufort County is projected to increase by 19,000 residents over the next ten years (see Appendix B). Listed in Figure 32, there will need to be a total of 72,238 square feet of library branches to accommodate the growth, with future development accounting for 12,730 new square feet. By applying the average cost of a building (\$285 per square feet), the total expenditure for the growth is calculated (12,730 square feet x \$285 = \$3,628,050).

Figure 32. 10-Year Library Branches Facility Needs to Accommodate Growth – North of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Unit Cost / Sq. Ft.
Library Branches	Residential	0.67	Square Feet	\$285
	Nonresidential	0.00		

Growth-Related Need for Library Branches						
Year	Population	Jobs	Residential Square Feet	Nonresidential Square Feet	Total Square Feet	
Base	2019	88,819	26,435	59,508	0	59,508
Year 1	2020	90,719	27,311	60,781	0	60,781
Year 2	2021	92,620	28,187	62,055	0	62,055
Year 3	2022	94,521	29,063	63,329	0	63,329
Year 4	2023	96,421	29,939	64,602	0	64,602
Year 5	2024	98,322	30,816	65,875	0	65,875
Year 6	2025	100,222	31,692	67,148	0	67,148
Year 7	2026	102,123	32,568	68,422	0	68,422
Year 8	2027	104,024	33,444	69,696	0	69,696
Year 9	2028	105,924	34,320	70,969	0	70,969
Year 10	2029	107,819	35,196	72,238	0	72,238
Ten-Year Increase		19,000	8,761	12,730	0	12,730
		Projected Expenditure		\$3,628,050	\$0	\$3,628,050

Growth-Related Expenditures for Library Branches \$3,628,050

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To estimate the 10-year growth needs for library branches in the South of the Broad Service Area, the current level of service (0.39 square feet per person) is applied to the residential growth projected for the entire service area. Including municipalities, southern Beaufort County is projected to increase by 25,791 residents over the next ten years (see Appendix B). Listed in Figure 33, there will need to be a total of 62,324 square feet of library branches to accommodate the growth, with future development accounting for 10,058 new square feet. By applying the average cost of a building (\$285 per square feet), the total expenditure for the growth is calculated (10,058 square feet x \$285 = \$2,866,530).

Figure 33. 10-Year Library Branches Facility Needs to Accommodate Growth – South of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Unit Cost / Sq. Ft.
Library Branches	Residential	0.39	Square Feet	per person
	Nonresidential	0.00		per job
				\$285

Growth-Related Need for Library Branches						
Year		Population	Jobs	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2019	134,015	40,044	52,266	0	52,266
Year 1	2020	136,865	40,793	53,377	0	53,377
Year 2	2021	139,414	41,543	54,371	0	54,371
Year 3	2022	141,963	42,292	55,365	0	55,365
Year 4	2023	144,513	43,041	56,360	0	56,360
Year 5	2024	147,062	43,790	57,354	0	57,354
Year 6	2025	149,612	44,540	58,348	0	58,348
Year 7	2026	152,160	45,289	59,342	0	59,342
Year 8	2027	154,709	46,038	60,336	0	60,336
Year 9	2028	157,259	46,787	61,331	0	61,331
Year 10	2029	159,806	47,537	62,324	0	62,324
Ten-Year Increase		25,791	7,493	10,058	0	10,058
Projected Expenditure				\$2,866,530	\$0	\$2,866,530

Growth-Related Expenditures for Library Branches | \$2,866,530

Library Land

To estimate the 10-year growth needs for library land in the North of the Broad Service Area, the current level of service (0.11 acres per 1,000 persons) is applied to the residential growth projected for the entire service area. Including municipalities, northern Beaufort County is projected to increase by 19,000 residents over the next ten years (see Appendix B). Listed in Figure 34, there will need to be a total of 11.86 acres of library land to accommodate the growth, with future development accounting for 2.09 new acres. By applying the average cost of land in the north (\$14,000 per acre), the total expenditure for the growth is calculated (2.09 acres x \$14,000 = \$29,260).

Figure 34. 10-Year Library Land Needs to Accommodate Growth – North of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Cost / Acre
Library Land	Residential	0.11	Acres	per 1,000 persons per job
	Nonresidential	0.00		
				\$14,000

Growth-Related Need for Library Land							
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres	
Base	2019	88,819	26,435	9.77	0.00	9.77	
Year 1	2020	90,719	27,311	9.97	0.00	9.97	
Year 2	2021	92,620	28,187	10.18	0.00	10.18	
Year 3	2022	94,521	29,063	10.39	0.00	10.39	
Year 4	2023	96,421	29,939	10.60	0.00	10.60	
Year 5	2024	98,322	30,816	10.81	0.00	10.81	
Year 6	2025	100,222	31,692	11.02	0.00	11.02	
Year 7	2026	102,123	32,568	11.23	0.00	11.23	
Year 8	2027	104,024	33,444	11.44	0.00	11.44	
Year 9	2028	105,924	34,320	11.65	0.00	11.65	
Year 10	2029	107,819	35,196	11.86	0.00	11.86	
Ten-Year Increase		19,000	8,761	2.09	0.00	2.09	
				Projected Expenditure	\$29,260	\$0	\$29,260

Growth-Related Expenditures for Library Land	\$29,260
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To estimate the 10-year growth needs for library land in the South of the Broad Service Area, the current level of service (0.09 acres per 1,000 persons) is applied to the residential growth projected for the entire service area. Including municipalities, southern Beaufort County is projected to increase by 25,791 residents over the next ten years (see Appendix B). Listed in Figure 35, there will need to be a total of 14.38 acres of library land to accommodate the growth, with future development accounting for 2.32 new acres. By applying the average cost of land in the south (\$158,000 per acre), the total expenditure for the growth is calculated (2.32 acres x \$158,000 = \$366,560).

Figure 35. 10-Year Library Land Needs to Accommodate Growth – South of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Cost / Acre
Library Land	Residential	0.09	Acres	per 1,000 persons per job
	Nonresidential	0.00		
				\$158,000

Growth-Related Need for Library Land						
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres
Base	2019	134,015	40,044	12.06	0.00	12.06
Year 1	2020	136,865	40,793	12.31	0.00	12.31
Year 2	2021	139,414	41,543	12.54	0.00	12.54
Year 3	2022	141,963	42,292	12.77	0.00	12.77
Year 4	2023	144,513	43,041	13.00	0.00	13.00
Year 5	2024	147,062	43,790	13.23	0.00	13.23
Year 6	2025	149,612	44,540	13.46	0.00	13.46
Year 7	2026	152,160	45,289	13.69	0.00	13.69
Year 8	2027	154,709	46,038	13.92	0.00	13.92
Year 9	2028	157,259	46,787	14.15	0.00	14.15
Year 10	2029	159,806	47,537	14.38	0.00	14.38
Ten-Year Increase		25,791	7,493	2.32	0.00	2.32
Projected Expenditure				\$366,560	\$0	\$366,560
Growth-Related Expenditures for Library Land						\$366,560

Bookmobiles

To estimate the 10-year growth needs for bookmobiles countywide, the current level of service (0.009 vehicles per 1,000 persons) is applied to the residential growth projected countywide. Including municipalities, Beaufort County is projected to increase by 44,791 residents over the next ten years (see Appendix B). Listed in Figure 36, there will need to be a total of 2.4 bookmobiles to accommodate the growth, with future development accounting for 0.4 new bookmobiles. By applying the average cost of a bookmobile (\$153,000), the total expenditure for the growth is calculated (0.4 bookmobiles x \$153,000 = \$61,200).

Figure 36. 10-Year Bookmobile Needs to Accommodate Growth - Countywide

Type of Infrastructure	Level of Service		Demand Unit	Unit Cost / Sq. Ft.
Bookmobiles	Residential	0.009	Vehicles	per 1,000 persons
	Nonresidential	0.00		per jobs
				\$153,000

Growth-Related Need for Bookmobiles						
Year	Population	Jobs	Residential Square Feet	Nonresidential Square Feet	Total Square Feet	
Base	2019	222,834	66,479	2.0	0.0	2.0
Year 1	2020	227,584	68,104	2.0	0.0	2.0
Year 2	2021	232,034	69,730	2.1	0.0	2.1
Year 3	2022	236,484	71,355	2.1	0.0	2.1
Year 4	2023	240,934	72,980	2.2	0.0	2.2
Year 5	2024	245,384	74,606	2.2	0.0	2.2
Year 6	2025	249,834	76,231	2.2	0.0	2.2
Year 7	2026	254,283	77,856	2.3	0.0	2.3
Year 8	2027	258,733	79,482	2.3	0.0	2.3
Year 9	2028	263,183	81,107	2.4	0.0	2.4
Year 10	2029	267,625	82,733	2.4	0.0	2.4
Ten-Year Increase		44,791	16,254	0.4	0.0	0.4
			Projected Expenditure	\$61,200	\$0	\$61,200
Growth-Related Expenditures for Bookmobiles					\$61,200	

Maximum Supportable Library Development Impact Fee

Figure 37 shows the maximum supportable Library Development Impact Fee for the North and South of the Broad Service Areas. Development impact fees for library facilities are based on household size (i.e., persons per household) for residential development. The fee is only assessed on residential development. Differentiating the fee by housing size allows the results to be more exact about the level of demand (persons per household) a residential development will place on the current infrastructure based on level of service standards. For residential development, the total cost per person is multiplied by the household size to calculate the proposed fee. The current fee is included in the figure to highlight the change.

The fees represent the highest amount supportable for each type of development, which represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 37. Maximum Supportable Library Development Impact Fee– North of the Broad

North of the Broad Service Area

Fee Component	Cost per Person
Library Branches	\$191
Library Land	\$2
Book Mobiles	\$1
Gross Total	\$194
Credit for Debt Payments	(\$33)
Net Total	\$161

Residential

Housing Unit Size (Sq. Ft.)	Persons per Household	Maximum Supportable Fee per Unit	Current Fee	Increase/ (Decrease)
1,000 or less	1.40	\$225	\$553	(\$328)
1,001 to 1,250	1.70	\$273	\$553	(\$280)
1,251 to 1,500	2.00	\$321	\$553	(\$232)
1,501 to 1,750	2.30	\$369	\$553	(\$184)
1,751 to 2,000	2.50	\$401	\$553	(\$152)
2,001 to 2,500	2.90	\$466	\$553	(\$87)
2,501 to 3,000	3.10	\$498	\$553	(\$55)
3,001 to 3,500	3.40	\$546	\$553	(\$7)
3,501 to 4,000	3.60	\$578	\$553	\$25
4,001 or more	3.80	\$610	\$553	\$57

Figure 38. Maximum Supportable Library Development Impact Fee – South of the Broad
 South of the Broad Service Area

Fee Component	Cost per Person
Library Branches	\$111
Library Land	\$14
Book Mobiles	\$1
Gross Total	\$126
Credit for Debt Payments	\$0
Net Total	\$126

Residential

Housing Unit Size (Sq. Ft.)	Persons per Household	Maximum Supportable Fee per Unit	Current Fee	Increase/ (Decrease)
1,000 or less	1.20	\$151	\$553	(\$402)
1,001 to 1,250	1.50	\$189	\$553	(\$364)
1,251 to 1,500	1.80	\$227	\$553	(\$326)
1,501 to 1,750	2.00	\$252	\$553	(\$301)
1,751 to 2,000	2.20	\$278	\$553	(\$275)
2,001 to 2,500	2.50	\$316	\$553	(\$237)
2,501 to 3,000	2.80	\$353	\$553	(\$200)
3,001 to 3,500	3.00	\$379	\$553	(\$174)
3,501 to 4,000	3.20	\$404	\$553	(\$149)
4,001 or more	3.30	\$417	\$553	(\$136)

Revenue from Library Development Impact Fee

Revenue from the Library Development Impact Fee is estimated in Figure 39 and Figure 40. Since all municipalities have intergovernmental agreements with Beaufort County or are considering joining the program, the revenue estimations include countywide growth.

There is projected to be 8,034 new housing units in northern Beaufort County by 2029. However, it is impossible to anticipate the size of new housing units, so the fees for the current average sized single family unit (2,815 square feet) and multifamily unit (1,154 square feet) are applied. For example, single family development generates \$3,071,306 in revenue (\$498 x 6,167 units = \$3,071,306). The revenue from the development impact fee covers nearly all the capital costs generated by projected growth. The small remaining balance of the projected expenditures is expected because of the credit applied to prevent double payment.

Figure 39. Estimated Revenue from the Library Development Impact Fee – North of the Broad

Infrastructure Costs for Library Facilities

	Total Cost	Growth Cost
Library Branches	\$3,628,050	\$3,628,050
Library Land	\$29,260	\$29,260
Bookmobiles	\$25,928	\$25,928
Total Expenditures	\$3,683,238	\$3,683,238

Projected Development Impact Fee Revenue

		Single Family \$498 per unit	Multifamily \$273 per unit	Retail \$0 per KSF	Office/Service \$0 per KSF	Industrial \$0 per KSF	Institutional \$0 per KSF
Year	Housing Units	Housing Units	KSF	KSF	KSF	KSF	KSF
Base 2018	27,589	8,348	2,321	3,970	3,885	1,074	
Year 1 2019	28,206	8,535	2,401	4,100	4,015	1,109	
Year 2 2020	28,823	8,722	2,480	4,230	4,144	1,143	
Year 3 2021	29,440	8,909	2,559	4,360	4,273	1,178	
Year 4 2022	30,058	9,095	2,639	4,490	4,403	1,213	
Year 5 2023	30,675	9,282	2,718	4,620	4,532	1,248	
Year 6 2024	31,292	9,469	2,797	4,750	4,661	1,283	
Year 7 2025	31,909	9,656	2,877	4,880	4,791	1,318	
Year 8 2026	32,526	9,843	2,956	5,010	4,920	1,353	
Year 9 2027	33,144	10,029	3,035	5,140	5,049	1,388	
Year 10 2028	33,756	10,215	3,115	5,270	5,179	1,423	
Ten-Year Increase	6,167	1,866	793	1,300	1,293	349	
Projected Revenue	\$3,071,306	\$509,478	\$0	\$0	\$0	\$0	
						Projected Revenue =>	\$3,580,784
						Total Expenditures =>	\$3,683,238
						Non-Impact Fee Funding =>	\$102,454

Listed in Figure 40, there is projected to be 10,929 new housing units in southern Beaufort County by 2029. To find the revenue, the fee is multiplied by the growth. For example, single family development generates \$2,787,895 in revenue (\$353 x 7,898 units = \$2,787,895). The revenue from the development

impact fee covers all the capital costs generated by projected growth (rounding in the calculations result in the revenue slightly exceeding the expenditures).

Figure 40. Estimated Revenue from the Library Development Impact Fee – South of the Broad Infrastructure Costs for Library Facilities

	Total Cost	Growth Cost
Library Branches	\$2,866,530	\$2,866,530
Library Land	\$366,560	\$366,560
Bookmobiles	\$35,272	\$35,272
Total Expenditures	\$3,268,362	\$3,268,362

Projected Development Impact Fee Revenue

		Single Family \$353 per unit	Multifamily \$189 per unit	Retail \$0 per KSF	Office/Service \$0 per KSF	Industrial \$0 per KSF	Institutional \$0 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2018	44,852	15,253	4,486	5,287	5,424	1,845
Year 1	2019	45,642	15,555	4,564	5,376	5,544	1,884
Year 2	2020	46,431	15,858	4,642	5,466	5,665	1,923
Year 3	2021	47,221	16,160	4,720	5,555	5,785	1,962
Year 4	2022	48,009	16,464	4,797	5,645	5,906	2,001
Year 5	2023	48,798	16,767	4,875	5,734	6,026	2,040
Year 6	2024	49,588	17,069	4,953	5,824	6,146	2,079
Year 7	2025	50,377	17,372	5,030	5,913	6,267	2,118
Year 8	2026	51,166	17,675	5,108	6,003	6,387	2,157
Year 9	2027	51,955	17,978	5,186	6,092	6,508	2,196
Year 10	2028	52,750	18,283	5,263	6,182	6,628	2,235

Ten-Year Increase		7,898	3,031	777	895	1,204	389
Projected Revenue		\$2,787,895	\$572,818	\$0	\$0	\$0	\$0

Projected Revenue =>	\$3,360,712
Total Expenditures =>	\$3,268,362
Non-Impact Fee Funding =>	\$0

PUBLIC SAFETY CIP AND DEVELOPMENT IMPACT FEE: EMS

Methodology

Section 6-1-920(18f) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

“...public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities.”

The EMS Development Impact Fee includes components:

- EMS stations (countywide service area, excluding Hilton Head Island)
- EMS vehicles (countywide service area, excluding Hilton Head Island)

An incremental expansion methodology is applied to each component. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

Section 6-1-960(1) of the South Carolina Development Impact Fee Act requires:

“a general description of all existing 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 existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”

Section 6-1-960(2) of the South Carolina Development Impact Fee Act requires:

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

Residential development impact fees are calculated on a per housing unit basis using persons per household factors by housing size. Nonresidential development impact fees are calculated using nonresidential vehicle trips. Trip generation rates are highest for commercial/retail development and lowest for industrial development, whereas trip rates for office & institutional development fall between the other two categories. Using vehicle trip rates ensures that development impact fees are consistent with the relative demand for EMS services from nonresidential development.

EMS Service Area

Furthermore, it has been determined that EMS services are being provided at a countywide basis except for Hilton Head Island. The Town of Hilton Head Island provides EMS services within its jurisdiction. As a result, the current level of service for the EMS components are calculated using countywide totals less Hilton Head Island.

EMS Service Units

Section 6-1-960(4) of the South Carolina Development Impact Fee Act requires:

“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.”

The “service unit” used for residential development is persons per household (PPHH). This is a measure of, on average, the number of persons residing in each occupied housing unit. As shown in Figure 41, persons per household factors are calculated based on the countywide housing unit size averages. Calculations are based off local U.S. Census data and further discussion can be found in Appendix C.

Figure 41. Residential Service Units

Housing Size Square Feet	Persons per Household Countywide
1,000 or less	1.30
1,001 to 1,250	1.62
1,251 to 1,500	1.89
1,501 to 1,750	2.12
1,751 to 2,000	2.32
2,001 to 2,500	2.65
2,501 to 3,000	2.92
3,001 to 3,500	3.15
3,501 or 4,000	3.35
4,001 or more	3.53

See Appendix C for details about calculations

TischlerBise recommends using nonresidential vehicle trips as the nonresidential “service unit” for EMS infrastructure. Average weekday vehicle trip ends for nonresidential development are from the 10th edition of the reference book, Trip Generation, published in 2017 by the Institute of Transportation Engineers. A “trip end” represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for nonresidential development are calculated per thousand square feet.

Trip generation rates are used for nonresidential development because vehicle trips are highest for retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for public safety services from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, EMS development fees would be disproportionately high for office and institutional development because offices typically have more employees per 1,000 square feet than retail uses. If floor area were used as the demand indicator, EMS development fees would be disproportionately high for industrial development.

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For nonresidential land uses, the standard 50 percent adjustment is applied to Office/Service, Industrial, and Institutional. A lower vehicle trip adjustment factor is used for Retail because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. Further detail on vehicle trip factors can be found in Appendix B: Land Use Assumptions.

Figure 42. Nonresidential Service Units

Land Use Type	Adj. Veh. Trips per 1,000 Sq. Ft.
Retail	14.35
Office/Service	4.87
Institutional	1.97
Industrial	9.76

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

EMS Proportionate Share

Both residential and nonresidential developments increase the demand on EMS facilities. To calculate the proportional share between residential and nonresidential demand on EMS facilities and vehicles, 2018 EMS calls for service are used. Shown in Figure 43, 64 percent of the calls were from residential locations, 18 percent were from nonresidential locations, and 19 percent were from vehicle traffic. The vehicle miles traveled (VMT) in the County were used to attribute the traffic calls to residential and nonresidential locations. After attributing the traffic calls, 79 percent of EMS service calls were estimated to come from residential locations and 21 percent of EMS service calls were estimated to come from nonresidential locations.

Figure 43. Beaufort County EMS Service Calls

Location	2018 Calls	%
Residential	10,032	64%
Nonresidential	2,767	18%
Traffic	2,952	19%
Total	15,751	100%

Traffic Calls	Vehicle Miles Traveled (VMT)	%
Residential	1,629,620	80%
Nonresidential	410,308	20%
Total	2,039,928	100%

Location	2018 Calls	%
Residential	12,390	79%
Nonresidential	3,361	21%
Total	15,751	100%

Source: Beaufort County EMS Department

EMS Facilities Level of Service & Cost Analysis

The EMS Development Impact Fee includes the facilities that house the County’s EMS services. Identified by County staff, additional expansion will be necessary to serve future growth. Two stations (EMS 10 and 11) are currently under construction and are anticipated to be operational by 2021. These stations are considered in the current level of service, which requires the 2021 population and nonresidential vehicle trips to be included in the analysis.

As shown in Figure 44, the EMS Department occupies 14 buildings, totaling 35,530 square feet. To determine the level of service factors for the development impact fee, the EMS calls for service percentages are used to allocate the facility floor area in the figure. Of the total square feet, 28,069 is allocated to residential growth and 7,461 is allocated to nonresidential growth.

The allocated floor area of the Beaufort County EMS facilities is divided by the 2021 residential and nonresidential demand units (population and nonresidential vehicle trips). The result is the current level of service for EMS stations in the County. Specifically, 0.17 square feet of facility per person and 0.06 square feet per nonresidential vehicle trip.

From County staff, the new station construction costs an average of \$413 per square foot. That cost factor is used to determine the replacement cost of the other stations. To find the capital cost per person or per nonresidential vehicle trip, the level of service standards are applied to the average cost per square foot. For example, the residential cost per person is \$70 (0.17 square feet per person x \$413 per square foot = \$70 per person, rounded).

Figure 44. EMS Station Level of Service and Cost Factors - Countywide

Facility	Square Feet	Cost per Square Foot	Replacement Cost
EMS Base	10,551	\$413	\$4,357,563
EMS 2	1,840	\$413	\$759,920
EMS 3	1,679	\$413	\$693,427
EMS 4	1,226	\$413	\$506,338
EMS 5	1,158	\$413	\$478,254
EMS 6	2,037	\$413	\$841,281
EMS 7	1,564	\$413	\$645,932
EMS 8	1,568	\$413	\$647,584
EMS 9	2,044	\$413	\$844,172
EMS 10	3,712	\$413	\$1,533,056
EMS 11	4,044	\$413	\$1,670,172
EMS 25	1,284	\$413	\$530,292
EMS 26	1,155	\$413	\$477,015
EMS 27	1,668	\$413	\$688,884
TOTAL	35,530		\$14,673,890

<i>Level-of-Service Standards</i>	Residential	Nonresidential
Proportionate Share	79%	21%
Share of Facility Square Feet	28,069	7,461
2021 Population or Nonres. Trips [1]	167,928	119,945
Square Feet per Person or Nonres. Trip	0.17	0.06

<i>Cost Analysis</i>	Residential	Nonresidential
Square Feet per Person or Nonres. Trips	0.17	0.06
Average Cost per Square Foot	\$413	\$413
Capital Cost Per Person or Nonres. Trip	\$70	\$25

[1] Note: The Town of Hilton Head Island provides EMS services within its jurisdiction, so in the level-of-service calculation, Hilton Head population and nonresidential vehicle trips have been excluded.

The EMS Department has 18 ambulances in its fleet to conduct operations. To determine the level of service factors for the development impact fee, the EMS calls for service percentages are used to allocate the vehicles. Of the total, 14.22 vehicles are allocated to residential growth and 3.78 vehicles are allocated to nonresidential growth.

The allocated vehicles are divided by the 2021 residential and nonresidential demand units (population and nonresidential vehicle trips). The result is the current level of service for EMS vehicles in the County. Specifically, 0.08 vehicles per 1,000 persons and 0.03 vehicles per 1,000 nonresidential vehicle trips.

The replacement cost of an ambulance is \$300,000. To find the capital cost per person or per nonresidential vehicle trip, the level of service standards are applied to the average cost per vehicle. For example, the residential cost per person is \$24 (0.08 vehicles per 1,000 persons x \$300,000 = \$24 per person, rounded).

Figure 45. EMS Vehicle Level of Service and Cost Factors - Countywide

Vehicle Type	Units	Cost per Vehicle	Replacement Cost
Ambulance	18	\$300,000	\$5,400,000
TOTAL	18		\$5,400,000

<i>Level-of-Service Standards</i>	Residential	Nonresidential
Proportionate Share	79%	21%
Share of Vehicles	14.22	3.78
2021 Population or Nonres. Trips [1]	167,928	119,945
Units per 1,000 Persons or Nonres. Trips	0.08	0.03

<i>Cost Analysis</i>	Residential	Nonresidential
Units per 1,000 Persons or Nonres. Trips	0.08	0.03
Average Cost per Vehicle	\$300,000	\$300,000
Capital Cost Per Person or Nonres. Trip	\$24	\$9

[1] Note: The Town of Hilton Head Island provides EMS services within its jurisdiction, so in the level-of-service calculation, Hilton Head population and nonresidential vehicle trips have been excluded.

Credit for Future Debt Payments

To ensure fee-payers avoid potential double payment for annual debt service, TischlerBise included in credit in the development impact fee calculations for the bonds issued to the construct the EMS Stations 10 and 11. Following the same methodology as the level of service analysis, annual debt service was split between residential and nonresidential development and then divided by annual demand units (population and nonresidential vehicle trips) to yield payments per person or vehicle trip. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (interest) rate. This results in a credit of \$21 per person and \$8 per nonresidential vehicle trip rounded.

Figure 46. Credit for Future Debt Payments

				Residential				Nonresidential			
Fiscal Year	Payment	Residential 79%	Nonresidential 21%	Fiscal Year	Payment	Projected Population	Payment/ Capita	Fiscal Year	Payment	Projected Nonres. Vehicle Trips	Payment/ Trip
Base Year	\$227,917	\$180,055	\$47,863	Base Year	\$180,055	158,581	\$1.14	Base Year	\$47,863	112,143	\$0.43
2020	\$227,917	\$180,055	\$47,863	2020	\$180,055	163,613	\$1.10	2020	\$47,863	115,883	\$0.41
2021	\$227,917	\$180,055	\$47,863	2021	\$180,055	167,928	\$1.07	2021	\$47,863	119,944	\$0.40
2022	\$299,129	\$236,312	\$62,817	2022	\$236,312	172,243	\$1.37	2022	\$62,817	124,005	\$0.51
2023	\$295,569	\$233,499	\$62,069	2023	\$233,499	176,558	\$1.32	2023	\$62,069	128,066	\$0.48
2024	\$292,008	\$230,686	\$61,322	2024	\$230,686	180,874	\$1.28	2024	\$61,322	132,127	\$0.46
2025	\$288,447	\$227,873	\$60,574	2025	\$227,873	185,189	\$1.23	2025	\$60,574	136,188	\$0.44
2026	\$284,887	\$225,061	\$59,826	2026	\$225,061	189,502	\$1.19	2026	\$59,826	140,249	\$0.43
2027	\$690,200	\$545,258	\$144,942	2027	\$545,258	193,817	\$2.81	2027	\$144,942	144,310	\$1.00
2028	\$624,062	\$493,009	\$131,053	2028	\$493,009	198,132	\$2.49	2028	\$131,053	148,371	\$0.88
2029	\$614,627	\$485,555	\$129,072	2029	\$485,555	202,432	\$2.40	2029	\$129,072	152,432	\$0.85
2030	\$613,469	\$484,641	\$128,829	2030	\$484,641	204,845	\$2.37	2030	\$128,829	155,351	\$0.83
2031	\$612,995	\$484,266	\$128,729	2031	\$484,266	207,264	\$2.34	2031	\$128,729	158,001	\$0.81
2032	\$612,971	\$484,247	\$128,724	2032	\$484,247	209,683	\$2.31	2032	\$128,724	160,651	\$0.80
2033	\$618,448	\$488,574	\$129,874	2033	\$488,574	212,102	\$2.30	2033	\$129,874	163,301	\$0.80
2034	\$623,896	\$492,878	\$131,018	2034	\$492,878	214,521	\$2.30	2034	\$131,018	165,951	\$0.79
2035	\$629,296	\$497,144	\$132,152	2035	\$497,144	216,940	\$2.29	2035	\$132,152	168,601	\$0.78
2036	\$628,573	\$496,573	\$132,000	2036	\$496,573	219,358	\$2.26	2036	\$132,000	171,252	\$0.77
2037	\$628,499	\$496,514	\$131,985	2037	\$496,514	221,777	\$2.24	2037	\$131,985	173,902	\$0.76
Total	\$9,040,827	\$7,142,255	\$1,898,575	Total	\$7,142,255		\$35.81	Total	\$1,898,575		\$12.63
						Discount Rate	5.00%			Discount Rate	5.00%
						Total Credit	\$21			Total Credit	\$8

Projection of EMS Facility Growth-Related Facility Needs

Section 6-1-960(5) of the South Carolina Development Impact Fee Act requires:

“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.”

Section 6-1-960(7) of the South Carolina Development Impact Fee Act requires:

“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”

To estimate the 10-year growth needs for EMS stations, the current level of service (0.17 square feet per person and 0.06 square feet per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for Beaufort County. The County (less Hilton Head Island) is projected to increase by 43,851 residents and 40,289 nonresidential vehicle trips over the next ten years (see Appendix B). Listed in Figure 47, there will need to be a total of 43,559 square feet of EMS stations in the County to accommodate the growth, with future developments accounting for 9,872 new square feet. By applying the average cost of a station (\$413 per square feet), the total expenditure for the growth is calculated (9,872 square feet x \$413 = \$4,077,136).

Figure 47. 10-Year EMS Station Needs to Accommodate Growth

Type of Infrastructure	Level of Service		Demand Unit	Unit Cost / Sq. Ft.
EMS Stations	Residential	0.17	Square Feet	\$413
	Nonresidential	0.06		

Growth-Related Need for EMS Stations						
Year	Population	Nonres. Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet	
Base	2019	158,581	112,143	26,958	6,729	33,687
Year 1	2020	163,613	115,884	27,814	6,953	34,767
Year 2	2021	167,928	119,945	28,547	7,197	35,744
Year 3	2022	172,243	124,006	29,281	7,440	36,721
Year 4	2023	176,558	128,067	30,014	7,684	37,698
Year 5	2024	180,874	132,127	30,748	7,928	38,676
Year 6	2025	185,189	136,189	31,482	8,171	39,653
Year 7	2026	189,502	140,249	32,215	8,415	40,630
Year 8	2027	193,817	144,310	32,948	8,659	41,607
Year 9	2028	198,132	148,372	33,682	8,902	42,584
Year 10	2029	202,432	152,433	34,413	9,146	43,559
Ten-Year Increase		43,851	40,289	7,455	2,417	9,872
Projected Expenditure			\$3,078,915	\$998,221	\$4,077,136	

Growth-Related Expenditures for EMS Stations	\$4,077,136
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Beaufort County, South Carolina

To estimate the 10-year growth needs for EMS vehicles, the current level of service (0.08 vehicles per 1,000 persons and 0.03 units per 1,000 nonresidential vehicle trips) is applied to the residential and nonresidential growth projected for Beaufort County. The County (less Hilton Head Island) is projected to increase by 43,851 residents and 40,289 nonresidential vehicle trips over the next ten years (see Appendix B). Listed Figure 48, there will need to be a total of 21.94 vehicles in the County to accommodate the growth, with future developments accounting for 4.99 new vehicles. By applying the average cost of a vehicle (\$300,000), the total expenditure for the growth is calculated (4.99 vehicles x \$300,000 = \$1,497,000).

Figure 48. 10-Year EMS Vehicle Needs to Accommodate Growth

Type of Infrastructure	Level of Service		Demand Unit	Unit Cost
EMS Vehicles	Residential	0.08	Vehicles	per 1,000 persons
	Nonresidential	0.03		per 1,000 vehicle trips
				\$300,000

Growth-Related Need for EMS Vehicles						
Year	Population	Nonres. Trips	Residential Vehicles	Nonresidential Vehicles	Total Vehicles	
Base	2019	158,581	112,143	13.42	3.53	16.95
Year 1	2020	163,613	115,884	13.85	3.65	17.50
Year 2	2021	167,928	119,945	14.22	3.78	18.00
Year 3	2022	172,243	124,006	14.58	3.91	18.49
Year 4	2023	176,558	128,067	14.95	4.04	18.99
Year 5	2024	180,874	132,127	15.31	4.16	19.47
Year 6	2025	185,189	136,189	15.68	4.29	19.97
Year 7	2026	189,502	140,249	16.04	4.42	20.46
Year 8	2027	193,817	144,310	16.41	4.55	20.96
Year 9	2028	198,132	148,372	16.77	4.68	21.45
Year 10	2029	202,432	152,433	17.14	4.80	21.94
Ten-Year Increase		43,851	40,289	3.72	1.27	4.99
		Projected Expenditure		\$1,116,000	\$381,000	\$1,497,000

Growth-Related Expenditures for EMS Vehicles | \$1,497,000

Maximum Supportable EMS Development Impact Fee

Figure 49 shows the maximum supportable EMS Development Impact Fee. Development impact fees for EMS are based on housing unit size for residential development and vehicle trips per 1,000 square feet for nonresidential development. Differentiating the fee by housing unit size allows the results to be more exact about the level of demand (persons per household) a residential development will place on the current infrastructure based on level of service standards. For residential development, the total cost per person is multiplied by the household size to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 49. Maximum Supportable EMS Development Impact Fee

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trip
EMS Facilities	\$70	\$25
EMS Vehicles	\$24	\$9
Gross Total	\$94	\$34
Credit for Debt Payments	(\$21)	(\$8)
Net Total	\$73	\$26

Residential

Housing Unit Size (Sq. Ft.)	Persons per Household	Maximum Supportable Fee per Unit
1,000 or less	1.30	\$95
1,001 to 1,250	1.62	\$118
1,251 to 1,500	1.89	\$138
1,501 to 1,750	2.12	\$155
1,751 to 2,000	2.32	\$169
2,001 to 2,500	2.65	\$193
2,501 to 3,000	2.92	\$213
3,001 to 3,500	3.15	\$230
3,501 or 4,000	3.35	\$245
4,001 or more	3.53	\$258

Nonresidential

Development Type	Trips per 1,000 Sq. Ft.	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	14.35	\$373
Office/Service	4.87	\$127
Industrial	1.97	\$51
Institutional	5.36	\$139

Revenue from EMS Development Impact Fee

Revenue from the EMS Development Impact Fee is estimated in Figure 50. There is projected to be 16,558 new housing units and 6,748,000 new nonresidential square feet in Beaufort County (less Hilton Head Island) by 2029. To find the revenue from each development type, the fee is multiplied by the growth. However, it is impossible to anticipate the size of new housing units, so the fees for the current average sized single family unit (2,815 square feet) and multifamily unit (1,154 square feet) are applied. For example, the development fee for an average size single family housing unit is multiplied by the number of new units (\$213 x 12,511 units = \$2,662,864). The revenue from the development impact fee covers three-quarters of the capital costs generated by projected growth in Beaufort County. It is expected that the County's will need to supplement a portion of the growth-related cost because of the credit being included to prevent development from double paying.

Capital Improvement Plan and Development Impact Fee Study DRAFT
Beaufort County, South Carolina

Figure 50. Estimated Revenue from EMS Development Impact Fee
Infrastructure Costs for Public Safety Facilities

	Total Cost	Growth Cost
EMS Facilities	\$4,077,136	\$4,077,136
EMS Vehicles	\$1,497,000	\$1,497,000
Total Expenditures	\$5,574,136	\$5,574,136

Projected Development Impact Fee Revenue

		Single Family \$213 per unit	Multifamily \$118 per unit	Retail \$373 per KSF	Office/Service \$127 per KSF	Industrial \$51 per KSF	Institutional \$139 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2019	53,764	13,384	4,109	5,930	6,807	2,043
Year 1	2020	55,015	13,788	4,241	6,136	7,045	2,113
Year 2	2021	56,266	14,193	4,392	6,347	7,288	2,185
Year 3	2022	57,517	14,597	4,543	6,559	7,531	2,258
Year 4	2023	58,768	15,002	4,693	6,771	7,774	2,330
Year 5	2024	60,019	15,407	4,844	6,983	8,017	2,402
Year 6	2025	61,270	15,811	4,995	7,195	8,260	2,475
Year 7	2026	62,521	16,216	5,146	7,407	8,503	2,547
Year 8	2027	63,772	16,621	5,297	7,618	8,746	2,619
Year 9	2028	65,023	17,025	5,448	7,830	8,989	2,692
Year 10	2029	66,275	17,431	5,599	8,042	9,232	2,764
Ten-Year Increase		12,511	4,047	1,490	2,112	2,425	721
Projected Revenue		\$2,664,864	\$477,546	\$555,776	\$268,179	\$123,676	\$100,242
Projected Revenue =>							\$4,190,284
Total Expenditures =>							\$5,574,136
General Fund's Share =>							\$1,383,852

PUBLIC SAFETY CIP AND DEVELOPMENT IMPACT FEE: FIRE

Methodology

Section 6-1-920(18f) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

“...public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities.”

The Fire Development Impact Fee includes components:

- Fire stations (Bluffton Fire District and North of the Broad River Service Area)
- Fire administrative and maintenance facilities (Bluffton Fire District and North of the Broad River Service Area)
- Fire apparatuses (Bluffton Fire District and North of the Broad River Service Area)

An incremental expansion methodology is applied to each component. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

Section 6-1-960(1) of the South Carolina Development Impact Fee Act requires:

“a general description of all existing 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 existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”

Section 6-1-960(2) of the South Carolina Development Impact Fee Act requires:

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

Fire Service Area

The Fire Development Impact Fee analysis includes four fire districts: Bluffton, Burton, Lady’s Island St. Helena, and Sheldon. Furthermore, it has been determined that fire services are best calculated by splitting the fire districts by the Broad River. By doing this it creates two service areas: Bluffton Fire District and North of the Broad Service Area. The analysis calculates the level of service and cost factors for the North of the Broad Service Area by combining the three districts: Burton, Lady’s Island St. Helena, and Sheldon.

Fire Service Units

Section 6-1-960(4) of the South Carolina Development Impact Fee Act requires:

“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.”

The service unit for the Fire Development Impact Fee is an equivalent dwelling unit, or EDU. The functional population based factors by residential and nonresidential land use type for fire services are converted into EDUs. The description of the functional population methodology, the calculation of the EDU factors, and the determination of existing and projected EDUs in each service area are presented below.

Residential Functional Population

For residential land uses, the impact of a dwelling unit on the need for capital facilities is generally proportional to the number of persons residing in the dwelling unit. This can be measured for different housing types and in this analysis, average household size is used to develop the functional population factors.

Determining residential functional population factors is done for the Bluffton Fire District and the North of the Broad Service Area. Each service area has its own persons per household factor and additionally it is estimated that residents, on average, spend 14 hours, or 58 percent, of each 24-hour weekday at their place of residence. Shown in Figure 51 and Figure 52, single family units have a higher functional population in the North Service Area than in the Bluffton Fire District.

Figure 51. Residential Functional Population per Housing Unit – North of the Broad

Development Type	Unit	Persons per Household [1]	Percent of Day at Home	Functional Population/Unit
Single Family	dwelling	2.82	58%	1.65
Multifamily	dwelling	2.06	58%	1.20

[1] Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Figure 52. Residential Functional Population per Housing Unit – Bluffton Fire District

Development Type	Unit	Persons per Household [1]	Percent of Day at Home	Functional Population/Unit
Single Family	dwelling	2.44	58%	1.42
Multifamily	dwelling	2.20	58%	1.28

[1] Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Nonresidential Functional Population

The functional population methodology for nonresidential land uses is based on trip generation and employee density data. Functional population per 1,000 square feet is derived by dividing the total number of hours spent by employees and visitors during a weekday by 24 hours. Employees are estimated to spend eight hours per day at their place of employment and visitors are estimated to spend one hour per visit.

Using this formula and information on trip generation rates, vehicle occupancy rates, and employee density, nonresidential functional population estimates per 1,000 square feet of floor area is calculated in Figure 53.

Figure 53. Nonresidential Functional Population per 1,000 Square Feet

Development Type	Unit	Vehicle Trips/ Unit [1]	Persons/ Trip [2]	Employee/ Unit [1]	Visitors/ Unit [3]	Functional Population/Unit [4]
Retail	1,000 sq. ft.	14.35	1.82	2.34	23.78	1.77
Office/Service	1,000 sq. ft.	4.87	1.18	2.97	2.78	1.11
Industrial	1,000 sq. ft.	1.97	1.18	1.59	0.73	0.56
Institutional	1,000 sq. ft.	5.36	1.67	2.83	6.12	1.20

[1] Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

[2] Source: Summary of Travel Trends 2017 National Household Travel Survey, US Department of Transportation Federal Highway Administration, 2017

[3] The visitors per unit factor is found by multiplying vehicles trips and persons per trip then subtracting employees per unit.

[4] Functional population is found by multiplying the employee per unit by 8 hours and visitors for unit by 1 hour and then dividing the total by 24 hours.

Equivalent Dwelling Unit Factors

In each service area an equivalent dwelling unit (EDU) is set to the functional population of a single family unit. For example, in the North Service Area an EDU is set to a functional population of 1.65. This is compared to the functional population factors for the other development types to calculate its equivalent EDU. For example, a multifamily unit in the North Service Area has a functional population of 1.20, which results in 0.73 EDUs (1.20 functional population / 1.65 functional population per EDU = 0.73 EDUs).

Figure 54. North of the Broad EDU Factors

Development Type	Unit	Functional Population/Unit	EDUs/Unit
Single Family	dwelling	1.65	1.00
Multifamily	dwelling	1.20	0.73
Retail	1,000 sq. ft.	1.77	1.07
Office/Service	1,000 sq. ft.	1.11	0.67
Industrial	1,000 sq. ft.	0.56	0.34
Institutional	1,000 sq. ft.	1.20	0.73

Figure 55. Bluffton Fire District EDU Factors

Development Type	Unit	Functional Population/Unit	EDUs/Unit
Single Family	dwelling	1.42	1.00
Multifamily	dwelling	1.28	0.90
Retail	1,000 sq. ft.	1.77	1.25
Office/Service	1,000 sq. ft.	1.11	0.78
Industrial	1,000 sq. ft.	0.56	0.39
Institutional	1,000 sq. ft.	1.20	0.85

Service Area Base Year EDUs

To calculate the current level of service of fire facilities, it is necessary to determine the base year EDUs in each service area. This is done by applying the EDU factors to the base year housing and nonresidential floor area estimates. Shown at the bottom of Figure 56, there are a total of 20,314 EDUs in the North Service Area and shown at the bottom of Figure 57 there are a total of 36,276 EDUs in the Bluffton District.

Figure 56. North of the Broad Service Area Base Year EDUs

Development Type	Base Year Housing	EDUs/Unit	Base Year EDUs
Single Family	17,237	1.00	17,237
Multifamily	2,486	0.73	1,815
Residential Subtotal	19,723		19,052

Development Type	Base Year 1,000 Sq. Ft.	EDUs/Unit	Base Year EDUs
Retail	461	1.07	493
Office/Service	674	0.67	452
Industrial	703	0.34	239
Institutional	107	0.73	78
Nonresidential Subtotal	1,945		1,262

Development Type	Base Year EDUs	Percent of Total EDUs
Residential EDUs	19,052	94%
Nonresidential EDUs	1,262	6%
Total	20,314	100%

Figure 57. Bluffton Fire District Base Year EDUs

Development Type	Base Year Housing	EDUs/Unit	Base Year EDUs
Single Family	26,175	1.00	26,175
Multifamily	5,036	0.90	4,532
Residential Subtotal	31,211		30,707

Development Type	Base Year 1,000 Sq. Ft.	EDUs/Unit	Base Year EDUs
Retail	1,657	1.25	2,071
Office/Service	1,968	0.78	1,535
Industrial	2,921	0.39	1,139
Institutional	969	0.85	824
Nonresidential Subtotal	7,516		5,569

Development Type	Base Year EDUs	Percent of Total EDUs
Residential EDUs	30,707	85%
Nonresidential EDUs	5,569	15%
Total	36,276	100%

Bluffton Fire District Facilities Level of Service & Cost Analysis

As shown in Figure 58, the Bluffton Fire District has nine fire stations, totaling 58,657 square feet. To determine the level of service, the floor area is divided by the base year demand factor (EDUs). As a result, there are 1.62 square feet per EDU.

Based on the District’s insurance valuation report, the average cost per square foot is \$385. To find the capital cost per EDU, the level of service standard is applied to the average cost per square foot. This results in a capital cost of \$624 per EDU (1.62 square feet per EDU x \$385 per square foot = \$624 per EDU, rounded).

Figure 58. Fire Station Level of Service and Cost Factors – Bluffton Fire District

Facility	Square Feet [1]	Replacement Cost [2]
Station 30	7,500	\$2,862,500
Station 31	4,280	\$1,655,000
Station 32	4,150	\$1,606,250
Station 33	7,500	\$2,862,500
Station 34	4,150	\$1,606,250
Station 35	13,577	\$5,211,375
Station 36	4,000	\$1,550,000
Station 37	3,500	\$1,362,500
Station 38	10,000	\$3,850,000
Total	58,657	\$22,566,375

Level-of-Service Standards

Total Facility Square Feet	58,657
2019 Equivalent Dwelling Units (EDU)	36,276
Square Feet per EDU	1.62

Cost Analysis

Square Feet per EDU	1.62
Average Cost per Square Foot	\$385
Capital Cost Per EDU	\$624

[1] Source: Bluffton Fire Department

[2] Source: Insurance valuation report

As shown in Figure 59, the Bluffton Fire District has two other operating facilities for administrative and training purposes, totaling 15,000 square feet. To determine the level of service, the floor area is divided by the base year demand factor (EDUs). As a result, there are 0.41 square feet per EDU.

Based on the District’s insurance valuation report, the average cost per square foot is \$383. To find the capital cost per EDU, the level of service standard is applied to the average cost per square foot. This results in a capital cost of \$157 per EDU (0.41 square feet per EDU x \$383 per square foot = \$157 per EDU, rounded).

Figure 59. Fire Admin and Maintenance Facilities Level of Service and Cost Factors – Bluffton Fire District

Facility	Square Feet [1]	Replacement Cost [2]
Maintenance Building	12,500	\$4,787,500
Burn Building	2,500	\$962,500
Total	15,000	\$5,750,000

Level-of-Service Standards

Total Facility Square Feet	15,000
2019 Equivalent Dwelling Units (EDU)	36,276
Square Feet per EDU	0.41

Cost Analysis

Square Feet per EDU	0.41
Average Cost per Square Foot	\$383
Capital Cost Per EDU	\$157

[1] Source: Bluffton Fire Department

[2] Source: Insurance valuation report

The Bluffton Fire District has 20 vehicles to provided fire services. To determine the level of service, the fleet is divided by the base year demand factor (EDUs). As a result, there are 0.55 vehicles per 1,000 EDUs.

Based on the District’s expectation to replace the fleet, the average cost per vehicle is \$571,250. To find the capital cost per EDU, the level of service standard is applied to the average cost. This results in a capital cost of \$314 per EDU (0.55 vehicles per 1,000 EDUs x \$571,250 per vehicle = \$314 per EDU, rounded).

Figure 60. Fire Apparatuses Level of Service and Cost Factors – Bluffton Fire District

Vehicle Type	Units [1]	Cost per Vehicle [2]	Replacement Cost
Ladder	3	\$1,200,000	\$3,600,000
Engine	10	\$650,000	\$6,500,000
Tanker	3	\$250,000	\$750,000
Squad/Rescue	3	\$150,000	\$450,000
Battalion	1	\$125,000	\$125,000
Total	20		\$11,425,000

Level-of-Service Standards

Total Vehicles	20
2019 Equivalent Dwelling Units (EDU)	36,276
Vehicles per 1,000 EDUs	0.55

Cost Analysis

Vehicles per 1,000 EDUs	0.55
Average Cost per Vehicle	\$571,250
Capital Cost Per EDU	\$314

[1] Source: Bluffton Fire Department

[2] Fire District's expectation to pay for a new vehicle

To ensure fee-payers avoid potential double payment for annual debt service, TischlerBise included in credit in the development impact fee calculations for the bonds issued to purchase and construct facilities. Following the same methodology as the level of service analysis, annual debt service is divided by projected EDU to yield payments per EDU. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (interest) rate. This results in a credit of \$142 per EDU.

Figure 61. Credit for Future Debt Payments – Bluffton Fire District

Fiscal Year	Payment	EDUs	Payment/ EDU
2020	\$329,000	37,296	\$8.82
2021	\$371,000	38,317	\$9.68
2022	\$385,000	39,337	\$9.79
2023	\$406,000	40,357	\$10.06
2024	\$423,500	41,378	\$10.24
2025	\$487,900	42,398	\$11.51
2026	\$487,900	43,418	\$11.24
2027	\$487,900	44,438	\$10.98
2028	\$487,900	45,459	\$10.73
2029	\$487,900	46,487	\$10.50
2030	\$576,800	47,103	\$12.25
2031	\$576,800	47,718	\$12.09
2032	\$576,800	48,334	\$11.93
2033	\$576,800	48,949	\$11.78
2034	\$576,800	49,564	\$11.64
2035	\$347,900	50,180	\$6.93
2036	\$347,900	50,795	\$6.85
2037	\$347,900	51,411	\$6.77
2038	\$347,900	52,026	\$6.69
2039	\$347,900	52,642	\$6.61
Total	\$8,977,500		\$197
		Discount Rate	3.50%
		Total Credit	\$142

North of the Broad Service Area Facilities Level of Service & Cost Analysis

There are three fire districts included in the North of the Broad Service Area: Burton, Lady’s Island St. Helena, and Sheldon. As shown in Figure 62, between the three districts there are 12 fire stations, totaling 77,857 square feet. To determine the level of service, the floor area is divided by the base year demand factor (EDUs). As a result, there are 3.83 square feet per EDU.

Based on the insurance valuation reports, the average cost per square foot is \$184. To find the capital cost per EDU, the level of service standard is applied to the average cost per square foot. This results in a capital cost of \$705 per EDU (3.83 square feet per EDU x \$184 per square foot = \$705 per EDU, rounded).

Figure 62. Fire Station Level of Service and Cost Factors – North of the Broad Service Area

Facility	Square Feet [1]	Replacement Cost [2]
Burton FD Station 81	8,144	\$1,335,539
Burton FD Station 82	5,600	\$1,343,683
Burton FD Station 83	4,000	\$532,651
Burton FD Station 84	8,860	\$1,245,045
Burton FD Station 85	6,902	\$1,288,456
Sheldon FD Station 40	8,000	\$1,400,000
Sheldon FD Station 41	4,048	\$551,123
Lady's Island St. Helena FD Station 21	9,000	\$1,688,540
Lady's Island St. Helena FD Station 22	4,403	\$565,802
Lady's Island St. Helena FD Station 23	4,200	\$582,832
Lady's Island St. Helena FD Station 24	5,400	\$728,352
Lady's Island St. Helena FD HQ Station	9,300	\$3,035,697
Total	77,857	\$14,297,720

Level-of-Service Standards

Total Facility Square Feet	77,857
2019 Equivalent Dwelling Units (EDU)	20,314
Square Feet per EDU	3.83

Cost Analysis

Square Feet per EDU	3.83
Average Cost per Square Foot	\$184
Capital Cost Per EDU	\$705

[1] Source: Burton, Lady’s Island St. Helena, and Sheldon Fire Districts

[2] Source: Districts' insurance valuation reports

Listed in Figure 63, in the North Service Area there are four operating facilities for administrative and training purposes, totaling 9,660 square feet. To determine the level of service, the floor area is divided by the base year demand factor (EDUs). As a result, there are 0.48 square feet per EDU.

Based on the insurance valuation reports, the average cost per square foot is \$199. To find the capital cost per EDU, the level of service standard is applied to the average cost per square foot. This results in a capital cost of \$96 per EDU (0.48 square feet per EDU x \$199 per square foot = \$96 per EDU, rounded).

Figure 63. Fire Admin and Maintenance Facilities Level of Service and Cost Factors – North Service Area

Facility	Square Feet [1]	Replacement Cost [2]
Burton FD Training Building	1,260	\$449,884
Sheldon FD Headquarters	3,000	\$307,893
Lady's Island St. Helena FD HQ Admin Area	3,000	\$979,257
Lady's Island St. Helena FD Maintenance Building	2,400	\$188,410
Total	9,660	\$1,925,444

Level-of-Service Standards

Total Facility Square Feet	9,660
2019 Equivalent Dwelling Units (EDU)	20,314
Square Feet per EDU	0.48

Cost Analysis

Square Feet per EDU	0.48
Average Cost per Square Foot	\$199
Capital Cost Per EDU	\$96

[1] Source: Burton, Lady's Island St. Helena, and Sheldon Fire Districts

[2] Source: Districts' insurance valuation reports

In the North Service Area there are 28 vehicles to provided fire services. To determine the level of service, the fleet is divided by the base year demand factor (EDUs). This results in 1.38 vehicles per 1,000 EDUs.

Based on the expectations to replace the fleet, the average cost per vehicle is \$507,143. To find the capital cost per EDU, the level of service standard is applied to the average cost. This results in a capital cost of \$700 per EDU (1.38 vehicles per 1,000 EDUs x \$507,143 per vehicle = \$700 per EDU, rounded).

Figure 64. Fire Apparatuses Level of Service and Cost Factors – North of the Broad Service Area

Vehicle Type	Units [1]	Cost per Vehicle [2]	Replacement Cost
Ladder	3	\$1,200,000	\$3,600,000
Engine	13	\$650,000	\$8,450,000
Tanker	4	\$250,000	\$1,000,000
Squad/Rescue	6	\$150,000	\$900,000
Battalion	2	\$125,000	\$250,000
Total	28		\$14,200,000

Level-of-Service Standards

Total Vehicles	28
2019 Equivalent Dwelling Units (EDU)	20,314
Vehicles per 1,000 EDUs	1.38

Cost Analysis

Vehicles per 1,000 EDUs	1.38
Average Cost per Vehicle	\$507,143
Capital Cost Per EDU	\$700

[1] Source: Burton, Lady’s Island St. Helena, and Sheldon Fire Districts

[2] Fire Districts' expectations to pay for a new vehicle

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To ensure fee-payers avoid potential double payment for annual debt service, TischlerBise included in credit in the development impact fee calculations for the bonds issued to purchase and construct facilities. Following the same methodology as the level of service analysis, annual debt service is divided by projected EDU to yield payments per EDU. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (interest) rate. This results in a credit of \$323 per EDU.

Figure 65. Credit for Future Debt Payments – North Service Area

Fiscal Year	Payment	EDUs	Payment/ EDU
2020	\$517,821	20,793	\$24.90
2021	\$518,768	21,271	\$24.39
2022	\$529,737	21,750	\$24.36
2023	\$535,729	22,229	\$24.10
2024	\$536,744	22,708	\$23.64
2025	\$547,783	23,187	\$23.63
2026	\$553,847	23,665	\$23.40
2027	\$559,935	24,144	\$23.19
2028	\$571,050	24,623	\$23.19
2029	\$577,190	25,107	\$22.99
2030	\$588,357	25,439	\$23.13
2031	\$594,551	25,771	\$23.07
2032	\$552,526	26,103	\$21.17
2033	\$557,526	26,435	\$21.09
2034	\$572,526	26,768	\$21.39
2035	\$497,526	27,100	\$18.36
2036	\$507,526	27,432	\$18.50
2037	\$512,526	27,764	\$18.46
2038	\$522,526	28,096	\$18.60
2039	\$532,526	28,428	\$18.73
Total	\$10,886,720		\$440
		Discount Rate	3.32%
		Total Credit	\$323

Bluffton Fire District Projection of Growth-Related Fire Facility Needs

Section 6-1-960(5) of the South Carolina Development Impact Fee Act requires:

“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.”

Section 6-1-960(7) of the South Carolina Development Impact Fee Act requires:

“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”

To estimate the 10-year growth needs for fire stations in Bluffton Fire District, the current level of service (1.62 square feet per EDU) is applied to the projected growth of EDUs in the district. The district is projected to increase by 10,211 EDUs over the next ten years. Listed in Figure 66, there will need to be a total of 75,309 square feet of fire stations in the district to accommodate the growth, with future developments accounting for 16,542 new square feet. By applying the average cost of a station (\$385 per square feet), the total expenditure for the growth is calculated (16,542 square feet x \$385 = \$6,368,670).

Figure 66. 10-Year Fire Station Needs to Accommodate Growth – Bluffton Fire District

Type of Infrastructure		Level of Service		Demand Unit	Cost/Sq. Ft.
Fire Stations		1.62	Square Feet	per EDU	\$385

Growth-Related Need for Fire Stations			
Year		Equivalent Dwelling Units	Total Square Feet
Base	2019	36,276	58,767
Year 1	2020	37,296	60,420
Year 2	2021	38,317	62,073
Year 3	2022	39,337	63,726
Year 4	2023	40,357	65,379
Year 5	2024	41,378	67,032
Year 6	2025	42,398	68,685
Year 7	2026	43,418	70,337
Year 8	2027	44,438	71,990
Year 9	2028	45,459	73,643
Year 10	2029	46,487	75,309
Ten-Year Increase		10,211	16,542

Growth-Related Expenditures for Fire Stations	\$6,368,670
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To estimate the 10-year growth needs for admin facilities in Bluffton Fire District, the current level of service (0.41 square feet per EDU) is applied to the projected growth of EDUs in the district. The district

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is projected to increase by 10,211 EDUs over the next ten years. Listed in Figure 67, there will need to be a total of 19,060 square feet of admin facility space in the district to accommodate the growth, with future developments accounting for 4,187 new square feet. By applying the average cost (\$383 per square foot), the total expenditure for the growth is calculated (4,187 square feet x \$383 = \$1,603,621).

Figure 67. 10-Year Admin Facilities Needs to Accommodate Growth – Bluffton Fire District

Type of Infrastructure	Level of Service	Demand Unit	Cost/Sq. Ft.
Admin Facilities	0.41 Square Feet	per EDU	\$383

Growth-Related Need for Admin Facilities			
Year		Equivalent Dwelling Units	Total Square Feet
Base	2019	36,276	14,873
Year 1	2020	37,296	15,292
Year 2	2021	38,317	15,710
Year 3	2022	39,337	16,128
Year 4	2023	40,357	16,546
Year 5	2024	41,378	16,965
Year 6	2025	42,398	17,383
Year 7	2026	43,418	17,801
Year 8	2027	44,438	18,220
Year 9	2028	45,459	18,638
Year 10	2029	46,487	19,060
Ten-Year Increase		10,211	4,187

Growth-Related Expenditures for Admin Facilities	\$1,603,621
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To estimate the 10-year growth needs for fire apparatuses, the current level of service (0.55 vehicles per 1,000 EDUs) is applied to the projected growth of EDUs in the district. The district is projected to increase by 10,211 EDUs over the next ten years. Listed in Figure 68, there will need to be a total of 25.6 vehicles in the district to accommodate the growth, with future developments accounting for 5.6 new vehicles. By applying the average cost (\$571,250 per apparatus), the total expenditure for the growth is calculated (5.6 vehicles x \$571,250 = \$3,199,000).

Figure 68. 10-Year Fire Apparatus Needs to Accommodate Growth – Bluffton Fire District

Type of Infrastructure	Level of Service	Demand Unit	Unit Cost
Fire Apparatus	0.55	Units	per 1,000 EDUs

Growth-Related Need for Fire Apparatus		
Year	Equivalent Dwelling Units	Total Vehicles
Base	2019	36,276
Year 1	2020	37,296
Year 2	2021	38,317
Year 3	2022	39,337
Year 4	2023	40,357
Year 5	2024	41,378
Year 6	2025	42,398
Year 7	2026	43,418
Year 8	2027	44,438
Year 9	2028	45,459
Year 10	2029	46,487
Ten-Year Increase		5.6

Growth-Related Expenditures for Fire Apparatus	\$3,199,000
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North of the Broad Service Area Projection of Growth-Related Fire Facility Needs

Section 6-1-960(5) of the South Carolina Development Impact Fee Act requires:

“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.”

Section 6-1-960(7) of the South Carolina Development Impact Fee Act requires:

“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”

To estimate the 10-year growth needs for fire stations in the North Service Area, the current level of service (3.83 square feet per EDU) is applied to the projected growth of EDUs in the area. The service area is projected to increase by 4,793 EDUs over the next ten years. Listed in Figure 69, there will need to be a total of 96,160 square feet of fire stations in the area to accommodate the growth, with future developments accounting for 18,357 new square feet. By applying the average cost of a station (\$184 per square feet), the total expenditure for the growth is calculated (18,357 square feet x \$184 = \$3,377,688).

Figure 69. 10-Year Fire Station Needs to Accommodate Growth – North Service Area

Type of Infrastructure		Level of Service	Demand Unit	Cost/Sq. Ft.
Fire Stations		3.83 Square Feet	per EDU	\$184

Growth-Related Need for Fire Stations			
Year		Equivalent Dwelling Units	Total Square Feet
Base	2019	20,314	77,803
Year 1	2020	20,793	79,636
Year 2	2021	21,271	81,470
Year 3	2022	21,750	83,303
Year 4	2023	22,229	85,137
Year 5	2024	22,708	86,971
Year 6	2025	23,187	88,804
Year 7	2026	23,665	90,638
Year 8	2027	24,144	92,472
Year 9	2028	24,623	94,305
Year 10	2029	25,107	96,160
Ten-Year Increase		4,793	18,357

Growth-Related Expenditures for Fire Stations	\$3,377,688
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To estimate the 10-year growth needs for admin facilities in the North Service Area, the current level of service (0.48 square feet per EDU) is applied to the projected growth of EDUs in the area. The service area is projected to increase by 4,793 EDUs over the next ten years. Listed is Figure 70, there will need to be a total of 12,051 square feet of admin facility space in the area to accommodate the growth, with future developments accounting for 2,300 new square feet. By applying the average cost (\$199 per square feet), the total expenditure for the growth is calculated (2,300 square feet x \$199 = \$457,700).

Figure 70. 10-Year Admin Facilities Needs to Accommodate Growth – North Service Area

Type of Infrastructure	Level of Service	Demand Unit	Cost/Sq. Ft.
Admin Facilities	0.48 Square Feet	per EDU	\$199

Growth-Related Need for Admin Facilities			
Year		Equivalent Dwelling Units	Total Square Feet
Base	2019	20,314	9,751
Year 1	2020	20,793	9,981
Year 2	2021	21,271	10,210
Year 3	2022	21,750	10,440
Year 4	2023	22,229	10,670
Year 5	2024	22,708	10,900
Year 6	2025	23,187	11,130
Year 7	2026	23,665	11,359
Year 8	2027	24,144	11,589
Year 9	2028	24,623	11,819
Year 10	2029	25,107	12,051
Ten-Year Increase		4,793	2,300

Growth-Related Expenditures for Admin Facilities	\$457,700
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To estimate the 10-year growth needs for fire apparatuses, the current level of service (1.38 vehicles per 1,000 EDUs) is applied to the projected growth of EDUs in the service area. The area is projected to increase by 4,793 EDUs over the next ten years. Listed in Figure 71, there will need to be a total of 34.6 vehicles in the area to accommodate the growth, with future developments accounting for 6.6 new vehicles. By applying the average cost (\$507,143 per apparatus), the total expenditure for the growth is calculated (6.6 vehicles x \$507,143 = \$3,347,144).

Figure 71. 10-Year Fire Apparatus Needs to Accommodate Growth – North Service Area

Type of Infrastructure	Level of Service	Demand Unit	Unit Cost
Fire Apparatus	1.38	Units	per 1,000 EDUs

Growth-Related Need for Fire Apparatus		
Year	Equivalent Dwelling Units	Total Vehicles
Base	2019	20,314
Year 1	2020	20,793
Year 2	2021	21,271
Year 3	2022	21,750
Year 4	2023	22,229
Year 5	2024	22,708
Year 6	2025	23,187
Year 7	2026	23,665
Year 8	2027	24,144
Year 9	2028	24,623
Year 10	2029	25,107
Ten-Year Increase		4,793

Growth-Related Expenditures for Fire Apparatus	\$3,347,144
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Maximum Supportable Fire Development Impact Fee

The following figures lists the maximum supportable Fire Development Impact Fee. Development impact fees for fire are based on EDUs per housing unit for residential development. Illustrated in the fee schedules, smaller housing units in Beaufort County have smaller household sizes thus a smaller demand on facilities and services. To accurately capture this relationship, the fee schedule scales the EDUs per housing unit based on housing sizes.

The Fire Development Impact Fee Schedule for nonresidential development is based on demand per 1,000 square feet of development. The demand from nonresidential development follows the fire districts’ current impact fee schedule and is based on fire hazard level (low, medium, high). For example, as listed in Figure 74, low hazard development has a base of 1 EDU while high hazard development has a base of 2 EDUs.

The fees represent the highest amount supportable for each type of development, which represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 72. Maximum Supportable Fire Development Impact Fee – Bluffton Fire District Service Area

Fee Component	Cost per EDU
Fire Stations	\$624
Admin & Maintenance Facilities	\$157
Fire Apparatuses	\$314
Gross Total	\$1,095
Credit for Debt Payments	(\$142)
Net Total	\$953

Residential

Housing Unit Size (Sq. Ft.)	Persons per Household	Equivalent Dwelling Units	Maximum Supportable Fee per Unit
1,000 or less	1.20	0.50	\$477
1,001 to 1,250	1.50	0.63	\$600
1,251 to 1,500	1.80	0.75	\$715
1,501 to 1,750	2.00	0.83	\$791
1,751 to 2,000	2.20	0.92	\$877
2,001 to 2,500	2.50	1.04	\$991
2,501 to 3,000	2.80	1.17	\$1,115
3,001 to 3,500	3.00	1.25	\$1,191
3,501 or 4,000	3.20	1.33	\$1,267
4,001 or more	3.30	1.38	\$1,315

Figure 73. Maximum Supportable Fire Development Impact Fee – North Service Area

Fee Component	Cost per EDU
Fire Stations	\$705
Admin & Maintenance Facilities	\$96
Fire Apparatuses	\$700
Gross Total	\$1,501
Credit for Debt Payments	(\$323)
Net Total	\$1,178

Residential

Housing Unit Size (Sq. Ft.)	Persons per Household	Equivalent Dwelling Units	Maximum Supportable Fee per Unit
1,000 or less	1.40	0.51	\$601
1,001 to 1,250	1.70	0.63	\$742
1,251 to 1,500	2.00	0.74	\$872
1,501 to 1,750	2.30	0.85	\$1,001
1,751 to 2,000	2.50	0.92	\$1,084
2,001 to 2,500	2.90	1.07	\$1,260
2,501 to 3,000	3.10	1.14	\$1,343
3,001 to 3,500	3.40	1.25	\$1,473
3,501 or 4,000	3.60	1.32	\$1,555
4,001 or more	3.80	1.40	\$1,649

Figure 74. Maximum Supportable Fire Development Impact Fee – Nonresidential Fee Schedule

FIRE HAZARD LEVEL	BUILDING AREA (SQUARE FEET)			
	Up to 1,000 sq. ft.	1,001 to 5,000 sq. ft.	5,001 to 10,000 sq. ft.	10,000 sq. ft. and larger
	Base Minimum	Add Per 1,000 sq. ft.		
Low Hazard Occupancy	1.0 EDU	0.8 EDU	0.5 EDU	0.1 EDU
Medium Hazard Occupancy	1.5 EDU	1.2 EDU	0.75 EDU	0.15 EDU
High Hazard Occupancy	2.0 EDU	1.6 EDU	1.0 EDU	0.2 EDU

Revenue from Fire Development Impact Fee

Revenue from the Fire Development Impact Fee is estimated in following figures.

In the Bluffton Fire District, there is projected increase of 8,500 housing units and 2.7 million square feet of nonresidential development over the next ten years. To find the revenue from each development type, the fee is multiplied by the growth. However, it is impossible to accurately estimate the size of housing units, so the fees for an average sized single family unit (2,815 square feet) and multifamily unit (1,154 square feet) are applied. Similarly, it is impossible to accurately estimate the size of nonresidential development, so the EDUs per 1,000 square feet factors are multiplied by the fee by EDU for each development type to estimate an average fee.

In the Bluffton Fire District, the revenue from the development impact fee covers 91 percent of the capital costs generated by projected growth in the district. The funding gap of \$975,000 is expected because of the credit being included to prevent development from double paying.

Figure 75. Estimated Revenue from Fire Development Impact Fee – Bluffton Fire District Service Area Infrastructure Costs for Fire Facilities

	Total Cost	Growth Cost
Fire Stations	\$6,368,670	\$6,368,670
Admin Facilities	\$1,603,621	\$1,603,621
Fire Apparatuses	\$3,199,000	\$3,199,000
Total Expenditures	\$11,171,291	\$11,171,291

Projected Development Impact Fee Revenue

		Single Family \$1,115 per unit	Multifamily \$600 per unit	Retail \$1,191 per KSF	Office/Service \$743 per KSF	Industrial \$372 per KSF	Institutional \$810 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2019	26,175	5,036	1,657	1,968	2,921	969
Year 1	2020	26,809	5,253	1,715	2,033	3,022	1,002
Year 2	2021	27,442	5,471	1,774	2,097	3,122	1,034
Year 3	2022	28,077	5,689	1,833	2,161	3,223	1,067
Year 4	2023	28,710	5,907	1,891	2,225	3,323	1,100
Year 5	2024	29,344	6,125	1,950	2,290	3,424	1,132
Year 6	2025	29,978	6,342	2,009	2,354	3,524	1,165
Year 7	2026	30,612	6,561	2,067	2,418	3,625	1,198
Year 8	2027	31,245	6,779	2,126	2,482	3,725	1,231
Year 9	2028	31,880	6,996	2,185	2,546	3,825	1,263
Year 10	2029	32,519	7,217	2,243	2,611	3,926	1,296
Ten-Year Increase		6,344	2,181	586	642	1,004	327
Projected Revenue		\$7,073,358	\$1,308,468	\$698,548	\$477,288	\$373,337	\$264,964
Projected Revenue =>							\$10,195,965
Total Expenditures =>							\$11,171,291
Non-Impact Fee Funding =>							\$975,326

In the North Service Area, there is projected increase of 4,400 housing units and 680,000 square feet of nonresidential development over the next ten years. By applying the average fee amount for each development type to the projected growth, there is an estimated revenue of \$6.3 million. The revenue

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from the development impact fee covers 88 percent of the capital costs generated by projected growth in the service area. The funding gap of \$866,000 is expected because of the credit being included to prevent development from double paying.

Figure 76. Estimated Revenue from Fire Development Impact Fee – North Service Area

Infrastructure Costs for Fire Facilities

	Total Cost	Growth Cost
Fire Stations	\$3,377,688	\$3,377,688
Admin Facilities	\$457,700	\$457,700
Fire Apparatuses	\$3,347,144	\$3,347,144
Total Expenditures	\$7,182,532	\$7,182,532

Projected Development Impact Fee Revenue

		Single Family \$1,343 per unit	Multifamily \$742 per unit	Retail \$1,260 per KSF	Office/Service \$789 per KSF	Industrial \$401 per KSF	Institutional \$860 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2019	17,237	2,486	461	674	703	107
Year 1	2020	17,657	2,506	477	698	728	110
Year 2	2021	18,077	2,526	493	722	753	114
Year 3	2022	18,497	2,546	509	745	777	118
Year 4	2023	18,917	2,566	525	769	802	122
Year 5	2024	19,337	2,586	541	793	827	125
Year 6	2025	19,757	2,606	557	816	852	129
Year 7	2026	20,177	2,626	573	840	877	133
Year 8	2027	20,597	2,646	589	864	901	137
Year 9	2028	21,017	2,666	605	888	926	140
Year 10	2029	21,441	2,688	621	911	951	144
Ten-Year Increase		4,204	202	160	237	248	38
Projected Revenue		\$5,645,972	\$149,884	\$201,562	\$186,958	\$99,353	\$32,299
Projected Revenue =>							\$6,316,028
Total Expenditures =>							\$7,182,532
Non-Impact Fee Funding =>							\$866,504

Proposed Fire Development Impact Fee Administration

Based on interviews with the fire districts, it is recommended that housing units constructed with internal sprinkler systems (to the standards of fire districts) should be exempt from the fire development impact fee. It has been determined by the fire districts that the sprinkler systems mitigate enough demand on fire services to justify the exemption. Furthermore, there is additional training and equipment necessary to serve larger housing units. As a result of the additional demand, it is recommended that the fee for housing units 5,000 square feet and bigger to be consistent to 2 EDUs.

SOLID WASTE CIP AND DEVELOPMENT IMPACT FEE

Methodology

Section 6-1-920(18c) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

"...solid waste and recycling collection, treatment, and disposal facilities."

The Solid Waste Development Impact Fee is calculated only for residential development and on a per capita basis. The incremental expansion methodology is used to calculate the current level of service for:

- Convenience centers (unincorporated areas north and south of the Broad River service areas)
- Heavy-duty vehicles (unincorporated countywide service area)

Section 6-1-960(1) of the South Carolina Development Impact Fee Act requires:

"a general description of all existing 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 existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage."

Section 6-1-960(2) of the South Carolina Development Impact Fee Act requires:

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

Residential development impact fees are calculated on a per housing unit basis using persons per household factors by housing size. Based on the services and facilities being provided by Beaufort County, it has been determined that the current level of service will be calculated based on the unincorporated populations of Beaufort County because the municipalities provide solid waste services or contract a third-party to provide the services.

Solid Waste Service Area

Furthermore, the convenience center services are being provided at a service area level (north and south of the Broad). According the County staff, it is very unlikely residents are crossing the Broad River to use a convenience center. Thus, the service areas have been included in the analysis.

Solid Waste Service Units

Section 6-1-960(4) of the South Carolina Development Impact Fee Act requires:

“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.”

The “service unit” used for residential development is persons per household (PPHH). This is a measure of, on average, the number of persons residing in each occupied housing unit. As shown in Figure 77, persons per household factors are calculated based on the housing unit size and for each service area. Calculations are based off local U.S. Census data and further discussion can be found in Appendix C.

Figure 77. Residential Service Units

Housing Size Square Feet	Persons per Household	
	North	South
1,000 or less	1.40	1.20
1,001 to 1,250	1.70	1.50
1,251 to 1,500	2.00	1.80
1,501 to 1,750	2.30	2.00
1,751 to 2,000	2.50	2.20
2,001 to 2,500	2.90	2.50
2,501 to 3,000	3.10	2.80
3,001 to 3,500	3.40	3.00
3,501 or 4,000	3.60	3.20
4,001 or more	3.80	3.30

See Appendix C for details about calculations

Solid Waste Facilities Level of Service & Cost Analysis

The Solid Waste Development Impact Fee includes the County’s convenience centers and heavy-duty vehicles. Identified by County staff, additional expansion will be necessary to serve future growth. The incremental methodology is applied and the 2019 unincorporated population for each service area is used in the calculations.

As shown in Figure 78, there are eight convenience centers in the northern service area which total 19 acres. In addition, there are 10 compacter units. It was determined that to purchase a new acre of land in the north it would cost \$14,000 and a new compacter unit costs \$21,000. The total replacement cost of the facilities is \$475,300.

To calculate the current level of service for convenience centers in the North of the Broad Service Area, the total acres and compacters are divided by the current population in the unincorporated areas of the County. As a result, there is 0.40 acres per 1,000 persons (19 acres / 46,882 residents = 0.40 acres per 1,000 persons, rounded) and 0.21 compacter units per 1,000 persons.

The level of service is combined with the average cost per acre and compacter unit to calculate the capital cost per person. This results in the capital cost per person totaling \$10.

Figure 78. Convenience Center Level of Service and Cost Factors – North of the Broad

Facility	Acres	Cost per Acre	Compacter Units	Cost per Unit	Total Replacement Cost
Big Estate	1.2	\$14,000	0	\$21,000	\$16,800
Coffin Point	1.5	\$14,000	0	\$21,000	\$21,000
Cuffy	1.0	\$14,000	0	\$21,000	\$14,000
Gates	1.0	\$14,000	0	\$21,000	\$14,000
Lobeco	1.0	\$14,000	0	\$21,000	\$14,000
Shanklin	6.0	\$14,000	6	\$21,000	\$210,000
Sheldon	1.3	\$14,000	0	\$21,000	\$17,500
St. Helena	6.0	\$14,000	4	\$21,000	\$168,000
TOTAL	19.0	\$265,300	10	\$210,000	\$475,300

<i>Level-of-Service Standards</i>	Land Cost	Improvement Cost
Residential Share	100.0%	100.0%
Share of Facility Acres or Compacter Units	19.0	10.0
2019 Unincorporated Population	46,882	46,882
Acres or Compacter Units per 1,000 Persons	0.40	0.21

<i>Cost Analysis</i>		
Acres or Compacter Units per 1,000 Persons	0.40	0.21
Average Cost per Acre or Compact Unit	\$14,000	\$21,000
Capital Cost Per Person	\$6	\$4

Listed in Figure 79, there are three convenience centers in the southern service area which total 12.8 acres. In addition, there are 10 compacter units. It was determined that to purchase a new acre of land

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in the south it would cost \$158,000 and a new compact unit costs \$21,000. The total replacement cost of the facilities is \$2,232,400.

To calculate the current level of service for convenience centers in the South of the Broad Service Area, the total acres and compacter units are divided by the current population in the unincorporated areas of the County. As a result, there is 0.34 acres per 1,000 persons (12.8 acres / 37,774 residents = 0.34 acres per 1,000 persons, rounded) and 0.26 compacters per 1,000 persons.

The level of service is combined with the average cost per acre and compacter to calculate the capital cost per person. This results in the capital cost per person totaling \$59.

Figure 79. Convenience Center Level of Service and Cost Factors – South of the Broad

Facility	Acres	Cost per Acre	Compacter Units	Cost per Unit	Total Replacement Cost
Bluffton	6.0	\$158,000	9	\$21,000	\$1,137,000
Hilton Head	6.0	\$158,000	1	\$21,000	\$969,000
Pritchardville	0.8	\$158,000	0	\$21,000	\$126,400
TOTAL	12.8	\$2,022,400	10	\$210,000	\$2,232,400

<i>Level-of-Service Standards</i>	Land Cost	Improvement Cost
Residential Share	100.0%	100.0%
Share of Facility Acres or Compacter Units	12.8	10.0
2019 Unincorporated Population	37,774	37,774
Acres or Compacter Units per 1,000 Persons	0.34	0.26

<i>Cost Analysis</i>		
Acres or Compacter Units per 1,000 Persons	0.34	0.26
Average Cost per Acre or Compact Unit	\$158,000	\$21,000
Capital Cost Per Person	\$54	\$5

The level of service for County heavy-duty vehicles is calculated in Figure 80. Providing a countywide service, there are five vehicles in the Solid Waste Department Fleet. There is a total replacement cost of \$600,000.

To calculate the current level of service for heavy-duty vehicles, the total vehicles are divided by the current population in the unincorporated areas of the County. As a result, there is 0.06 vehicles per 1,000 persons (5 vehicles / 84,656 residents = 0.06 vehicles per 1,000 persons, rounded).

The level of service is combined with the average cost per vehicle to calculate the capital cost per person. The average cost per vehicle is \$120,000. This results in the capital cost per person totaling \$7 (0.06 acres per 1,000 persons x \$120,000 per vehicle = \$7 per person, rounded).

Figure 80. Heavy-Duty Vehicles Level of Service and Cost Factors - Countywide

Vehicle	Units	Cost per Unit	Replacement Cost
Packer Truck	2	\$150,000	\$300,000
Heavy-Duty Trucks	3	\$100,000	\$300,000
TOTAL	5		\$600,000

<i>Level-of-Service Standards</i>	Residential
Proportionate Share	100%
Share of Vehicles	5.00
2019 Unincorporated Population	84,656
Vehicles per 1,000 Persons	0.06

<i>Cost Analysis</i>	Residential
Vehicles per 1,000 Persons	0.06
Average Cost per Vehicle	\$120,000
Capital Cost Per Person	\$7

Projection of Solid Waste Growth-Related Facility Needs

Section 6-1-960(5) of the South Carolina Development Impact Fee Act requires:

“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.”

Section 6-1-960(7) of the South Carolina Development Impact Fee Act requires:

“the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years.”

To estimate the 10-year growth needs for convenience centers in the North of the Broad Service Area, the current level of service (0.40 acres per 1,000 persons) is applied to the residential growth projected for Unincorporated Beaufort County. The County is projected to increase by 10,630 residents over the next ten years in the north (see Appendix B). Listed in Figure 81, there will need to be a total of 23 acres north of the Broad River to accommodate the growth, with future developments accounting for 4.3 new acres. By applying the average cost (\$25,082 per acre), the total expenditure for the growth is calculated (4.3 acres x \$25,082 per acre = \$107,853).

Figure 81. 10-Year Convenience Center Needs to Accommodate Growth – North of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Unit Cost / Acre
	Residential	Nonresidential		
Convenience Centers	0.40	0.00	per 1,000 persons	\$25,082
	Improved Acres		per jobs	

Growth-Related Need for Convenience Centers						
Year	Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres	
Base	2019	46,882	4,498	18.7	0	18.7
Year 1	2020	47,944	4,656	19.1	0	19.1
Year 2	2021	49,007	4,814	19.6	0	19.6
Year 3	2022	50,069	4,971	20.0	0	20.0
Year 4	2023	51,132	5,129	20.4	0	20.4
Year 5	2024	52,195	5,287	20.8	0	20.8
Year 6	2025	53,257	5,445	21.3	0	21.3
Year 7	2026	54,320	5,603	21.7	0	21.7
Year 8	2027	55,382	5,760	22.1	0	22.1
Year 9	2028	56,445	5,918	22.5	0	22.5
Year 10	2029	57,512	6,076	23.0	0	23.0
Ten-Year Increase		10,630	1,578	4.3	0	4.3
Projected Expenditure			\$107,853	\$0	\$107,853	
Growth-Related Expenditures for Convenience Centers					\$107,853	

To estimate the 10-year growth needs for convenience centers in the South of the Broad Service Area, the current level of service (0.34 acres per 1,000 persons) is applied to the residential growth projected for Unincorporated Beaufort County. The County is projected to increase by 5,492 residents over the next ten years in the south (see Appendix B). Listed in Figure 82, there will need to be a total of 14.7 acres south of the Broad River to accommodate the growth, with future developments accounting for 1.9 new acres. By applying the average cost (\$174,406 per acre), the total expenditure for the growth is calculated (1.9 acres x \$174,406 per acre = \$331,371).

Figure 82. 10-Year Convenience Center Needs to Accommodate Growth – South of the Broad

Type of Infrastructure	Level of Service		Demand Unit	Unit Cost / Acre
Convenience Centers	Residential	0.34	Improved Acres	\$174,406
	Nonresidential	0.00		

Growth-Related Need for Convenience Centers						
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres
Base	2019	37,774	11,360	12.8	0	12.8
Year 1	2020	38,323	11,724	13.0	0	13.0
Year 2	2021	38,873	12,087	13.2	0	13.2
Year 3	2022	39,422	12,451	13.4	0	13.4
Year 4	2023	39,972	12,815	13.5	0	13.5
Year 5	2024	40,521	13,179	13.7	0	13.7
Year 6	2025	41,071	13,542	13.9	0	13.9
Year 7	2026	41,620	13,906	14.1	0	14.1
Year 8	2027	42,170	14,270	14.3	0	14.3
Year 9	2028	42,720	14,633	14.5	0	14.5
Year 10	2029	43,266	14,997	14.7	0	14.7
Ten-Year Increase		5,492	3,637	1.9	0	1.9
Projected Expenditure				\$331,371	\$0	\$331,371

Growth-Related Expenditures for Convenience Centers | \$331,371

To estimate the 10-year growth needs for heavy-duty vehicles countywide, the current level of service (0.06 vehicles per 1,000 persons) is applied to the residential growth projected for Unincorporated Beaufort County. The County is projected to increase by 16,122 residents over the next ten years (see Appendix B). Listed in Figure 83, there will need to be a total of 6 vehicles countywide to accommodate the growth, with future developments accounting for 1 new vehicle. By applying the average cost (\$120,000 per vehicle), the total expenditure for the growth is calculated (1 vehicle x \$120,000 per vehicle = \$120,000).

Figure 83. 10-Year Heavy-Duty Vehicle Needs to Accommodate Growth - Countywide

Type of Infrastructure	Level of Service		Demand Unit	Cost / Vehicle
Heavy-Duty Vehicles	Residential	0.06	Vehicles	per 1,000 persons per jobs
	Nonresidential	0.00		

Growth-Related Need for Heavy-Duty Vehicles						
Year		Population	Jobs	Residential Vehicles	Nonresidential Vehicles	Total Vehicles
Base	2019	84,656	15,858	5.0	0.0	5.0
Year 1	2020	86,267	16,380	5.1	0.0	5.1
Year 2	2021	87,880	16,901	5.2	0.0	5.2
Year 3	2022	89,491	17,423	5.3	0.0	5.3
Year 4	2023	91,104	17,944	5.4	0.0	5.4
Year 5	2024	92,716	18,466	5.5	0.0	5.5
Year 6	2025	94,328	18,987	5.6	0.0	5.6
Year 7	2026	95,940	19,509	5.7	0.0	5.7
Year 8	2027	97,552	20,030	5.8	0.0	5.8
Year 9	2028	99,165	20,552	5.9	0.0	5.9
Year 10	2029	100,778	21,073	6.0	0.0	6.0
Ten-Year Increase		16,122	5,215	1.0	0.0	1.0
Projected Expenditure				\$120,000	\$0	\$120,000

Growth-Related Expenditures for Heavy-Duty Vehicles	\$120,000
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Maximum Supportable Solid Waste Development Impact Fee

Figure 84 shows the maximum supportable Solid Waste Development Impact Fee for the North and South of the Broad Service Areas. Development impact fees for solid waste facilities are based on household size (i.e., persons per household) for residential development. The fee is only assessed on residential development. Differentiating the fee by housing size allows the results to be more exact about the level of demand (persons per household) a residential development will place on the current infrastructure based on level of service standards. The total cost per person is multiplied by the household size to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 84. Maximum Supportable Solid Waste Development Impact Fee – North of the Broad

North of the Broad Service Area

Fee Component	Cost per Person
Convenience Centers	\$10
Vehicles	\$7
Gross Total	\$17
Net Total	\$17

Residential

Housing Unit Size (Sq. Ft.)	Persons per Household	Maximum Supportable Fee per Unit
1,000 or less	1.40	\$24
1,001 to 1,250	1.70	\$29
1,251 to 1,500	2.00	\$34
1,501 to 1,750	2.30	\$39
1,751 to 2,000	2.50	\$43
2,001 to 2,500	2.90	\$49
2,501 to 3,000	3.10	\$53
3,001 to 3,500	3.40	\$58
3,501 or 4,000	3.60	\$61
4,001 or more	3.80	\$65

Figure 85. Maximum Supportable Solid Waste Development Impact Fee – South of the Broad
 South of the Broad Service Area

Fee Component	Cost per Person
Convenience Centers	\$59
Vehicles	\$7
Gross Total	\$66
Net Total	\$66

Residential

Housing Unit Size (Sq. Ft.)	Persons per Household	Maximum Supportable Fee per Unit
1,000 or less	1.20	\$79
1,001 to 1,250	1.50	\$99
1,251 to 1,500	1.80	\$119
1,501 to 1,750	2.00	\$132
1,751 to 2,000	2.20	\$145
2,001 to 2,500	2.50	\$165
2,501 to 3,000	2.80	\$185
3,001 to 3,500	3.00	\$198
3,501 or 4,000	3.20	\$211
4,001 or more	3.30	\$218

Revenue from Solid Waste Development Impact Fee

Revenue from the Solid Waste Development Impact Fee is estimated in Figure 86 and Figure 87.

There is projected to be 4,406 new housing units in northern unincorporated Beaufort County by 2029. To find the revenue, the fee is multiplied by the growth. For example, single family development generates \$179,271 in revenue (\$53 x 3,382 units = \$179,271). The revenue from the development impact fee covers all the capital costs generated by projected growth (rounding in the calculations result in the revenue slightly exceeding the expenditures).

Figure 86. Estimated Revenue from Solid Waste Development Impact Fee – North of the Broad Infrastructure Costs for Solid Waste Facilities

	Total Cost	Growth Cost
Convenience Centers	\$107,853	\$107,853
Heavy-Duty Vehicles	\$79,122	\$79,122
Total Expenditures	\$186,975	\$186,975

Projected Development Impact Fee Revenue

		Single Family \$53 per unit	Multifamily \$29 per unit	Retail \$0 per KSF	Office/Service \$0 per KSF	Industrial \$0 per KSF	Institutional \$0 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2019	15,141	4,582	1,076	2,001	1,120	301
Year 1	2020	15,479	4,684	1,113	2,071	1,160	312
Year 2	2021	15,817	4,786	1,151	2,142	1,199	322
Year 3	2022	16,155	4,888	1,188	2,212	1,239	333
Year 4	2023	16,492	4,991	1,225	2,282	1,278	344
Year 5	2024	16,830	5,093	1,263	2,353	1,318	355
Year 6	2025	17,168	5,195	1,300	2,423	1,357	365
Year 7	2026	17,506	5,297	1,337	2,493	1,397	376
Year 8	2027	17,844	5,399	1,374	2,563	1,436	387
Year 9	2028	18,181	5,502	1,412	2,634	1,476	397
Year 10	2029	18,524	5,605	1,449	2,704	1,515	408
Ten-Year Increase		3,382	1,024	373	703	395	107
Projected Revenue		\$179,271	\$29,682	\$0	\$0	\$0	\$0
						Projected Revenue =>	\$208,953
						Total Expenditures =>	\$186,975
						Non-Impact Fee Funding =>	\$0

Listed in Figure 87, there is projected to be 2,488 new housing units in southern unincorporated Beaufort County by 2029. To find the revenue, the fee is multiplied by the growth. For example, single family development generates \$353,355 in revenue (\$185 x 1,910 units = \$353,355). The revenue from the development impact fee covers all the capital costs generated by projected growth (rounding in the calculations result in the revenue slightly exceeding the expenditures).

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Figure 87. Estimated Revenue from Solid Waste Development Impact Fee – South of the Broad
Infrastructure Costs for Solid Waste Facilities

	Total Cost	Growth Cost
Convenience Centers	\$331,371	\$331,371
Heavy-Duty Vehicles	\$40,878	\$40,878
Total Expenditures	\$372,249	\$372,249

Projected Development Impact Fee Revenue

		Single Family \$185 per unit	Multifamily \$99 per unit	Retail \$0 per KSF	Office/Service \$0 per KSF	Industrial \$0 per KSF	Institutional \$0 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2019	14,037	4,248	2,048	4,254	3,017	2,041
Year 1	2020	14,228	4,306	2,118	4,383	3,116	2,107
Year 2	2021	14,420	4,363	2,188	4,511	3,214	2,174
Year 3	2022	14,611	4,421	2,258	4,640	3,313	2,240
Year 4	2023	14,802	4,479	2,328	4,768	3,412	2,307
Year 5	2024	14,993	4,537	2,398	4,897	3,511	2,373
Year 6	2025	15,184	4,595	2,468	5,026	3,609	2,439
Year 7	2026	15,375	4,653	2,538	5,154	3,708	2,506
Year 8	2027	15,567	4,710	2,608	5,283	3,807	2,572
Year 9	2028	15,758	4,768	2,678	5,411	3,905	2,639
Year 10	2029	15,947	4,826	2,748	5,540	4,004	2,705
Ten-Year Increase		1,910	578	700	1,286	987	664
Projected Revenue		\$353,355	\$57,219	\$0	\$0	\$0	\$0
Projected Revenue =>							\$410,574
Total Expenditures =>							\$372,249
General Fund's Share =>							\$0

TRANSPORTATION CIP AND DEVELOPMENT IMPACT FEE

Methodology

Section 6-1-920(18d) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

“...roads, streets, and bridges including, but not limited to, rights-of-way and traffic signals.”

To determine the Beaufort County Transportation Development Impact Fee, a plan-based methodology is used. The fee amounts for residential and nonresidential development are calculated by multiplying the vehicle miles traveled (VMT) generation rates by the capital cost per VMT. The methodology includes trip adjustment for pass-by trips, average trip length, and trip length adjustment factors. The capital cost of transportation improvements is based on a transportation improvement plan through 2030 which includes roadways, widening of roadways, and intersection improvements.

Section 6-1-960(1) of the South Carolina Development Impact Fee Act requires:

“a general description of all existing 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 existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”

Section 6-1-960(2) of the South Carolina Development Impact Fee Act requires:

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

Residential and nonresidential development impact fees are calculated on a per vehicle miles traveled (VMT) basis. Vehicle trip generation rates for different development types are provided by the Institute of Transportation Engineers (ITE). Residential rates are able to be customized for Beaufort County as well. Necessary factors are applied to vehicle trip rates to calculate the VMT generation for each land use.

Transportation Service Areas

Furthermore, the transportation improvement projects have been divided into two service areas: North and South of the Broad River. **This ensures an equitable analysis; future development will only be paying for those transportation projects which they will benefit from.**

Lastly, all the municipalities in the county have an intergovernmental agreement with Beaufort County to collect the Transportation Development Impact Fee.

Transportation Service Units

Section 6-1-960(4) of the South Carolina Development Impact Fee Act requires:

“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.”

The “service unit” used in the analysis of the Transportation fee for residential and nonresidential development is average weekday vehicle miles of travel (VMT). The analysis includes adjustments for commuting patterns, pass-by trips, and average trip lengths by type of development. Trip generation rates are from the reference book Trip Generation published by the Institute of Transportation Engineers (ITE, 2017). A vehicle trip end represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). To avoid double counting a single vehicle trip at both the origin and destination points, the basic trip adjustment factor is 50%. As discussed in Appendix B, the development fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for particular types of development. Residential vehicle trip end rates are calculated based on housing unit size. Further discussion and details on calculations can be found in Appendix C.

Residential Vehicle Trips

The daily vehicle trip end, trip adjustment, and the trip length weighted factors are listed for residential land uses in Figure 88 and Figure 89. The factors are combined along with the average trip length to calculate the average daily vehicle miles of travel (VMT). As expected, as the housing unit size increases so does the VMT generated from the household.

Figure 88. Residential Service Units – North of the Broad Service Area

Land Use	Vehicle Trip Ends	Trip Adj. Factor	Ave. Trip Length (miles)	Trip Length Wgt. Factor	Vehicle Miles of Travel (VMT)
North of the Broad - Residential (per housing unit by size)					
1,000 or less	3.90	55%	3.66	121%	9.50
1,001 to 1,250	4.90	55%	3.66	121%	11.94
1,251 to 1,500	5.80	55%	3.66	121%	14.13
1,501 to 1,750	6.50	55%	3.66	121%	15.83
1,751 to 2,000	7.10	55%	3.66	121%	17.29
2,001 to 2,500	8.10	55%	3.66	121%	19.73
2,501 to 3,000	9.00	55%	3.66	121%	21.92
3,001 to 3,500	9.70	55%	3.66	121%	23.63
3,501 or 4,000	10.30	55%	3.66	121%	25.09
4,001 or more	10.80	55%	3.66	121%	26.31

Source: U.S. Census Public Use Microdata, 2013-2017 5-Year Estimate; Trip Generation, Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009; TischlerBise analysis

Figure 89. Residential Service Units – South of the Broad Service Area

Land Use	Vehicle Trip Ends	Trip Adj. Factor	Ave. Trip Length (miles)	Trip Length Wgt. Factor	Vehicle Miles of Travel (VMT)
South of the Broad - Residential (per housing unit by size)					
1,000 or less	3.60	55%	3.66	121%	8.77
1,001 to 1,250	4.50	55%	3.66	121%	10.96
1,251 to 1,500	5.30	55%	3.66	121%	12.91
1,501 to 1,750	6.00	55%	3.66	121%	14.61
1,751 to 2,000	6.60	55%	3.66	121%	16.08
2,001 to 2,500	7.50	55%	3.66	121%	18.27
2,501 to 3,000	8.30	55%	3.66	121%	20.22
3,001 to 3,500	8.90	55%	3.66	121%	21.68
3,501 or 4,000	9.50	55%	3.66	121%	23.14
4,001 or more	10.00	55%	3.66	121%	24.36

Source: U.S. Census Public Use Microdata, 2013-2017 5-Year Estimate; *Trip Generation*, Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009; TischlerBise analysis

Nonresidential Vehicle Trips

The Institute for Transportation Engineers' land use code, daily vehicle trip end rate, trip adjustment factor, and the trip length weighted factor are listed for nonresidential land uses in Figure 90. The factors are combined along with the average trip length to calculate the average daily vehicle miles of travel (VMT). Found in the figure, the Retail land use has the highest average VMT rate, while the Office/Service and Institutional land uses have similar VMT rates, and the Industrial land use has the lowest VMT rate.

Figure 90. Nonresidential Service Units

Land Use	ITE Codes	Vehicle Trip Ends	Trip Adj. Factor	Ave. Trip Length (miles)	Trip Length Wgt. Factor	Vehicle Miles of Travel (VMT)
Nonresidential (per 1,000 square feet)						
Retail	820	37.75	38%	3.00	66%	28.40
Office/Service	710	9.74	50%	3.97	73%	14.11
Industrial	610	3.93	50%	3.97	73%	5.69
Institutional	140	10.72	50%	3.36	73%	13.15

Source: *Trip Generation*, Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009; TischlerBise analysis

Projected Travel Demand

As mentioned, the Transportation Development Impact Fee analyzes the North and South of the Broad Service Areas separately. Projected development through 2030 and the corresponding need for additional lane miles is shown in Figure 91 and Figure 92. Trip generation rates and trip adjustment factors convert project development into average weekday vehicle trips. A typical vehicle trip, such as a person leaving their home and traveling to work, generally begins on a local street that connects to a collector street, which connects to an arterial road and eventually to a state or interstate highway. The progression of travel up and down the functional classification chain limits the average trip length determination, for the purpose of development fees, to the following question, "What is the average vehicle trip length on development fee system improvements?"

Capital Improvement Plan and Development Impact Fee Study *DRAFT*
Beaufort County, South Carolina

Staying consistent with the previous Transportation Development Impact Fee Study (Clarion Associates), the average trip length on arterial roadways varies based on the land use type. For example, the average trip length to a residential land use is 3.66 miles while the average for a retail land use is 3.00 miles. By combining the vehicle trips, the trip length factors, and trip length adjustment factors for pass-by trips the current vehicle miles traveled are calculated for the service areas. Shown in the following figures, there is an estimated 862,621 VMT in the North of the Broad Service Area and an estimated 1,331,134 VMT in the South of the Broad Service Area.

Capital Improvement Plan and Development Impact Fee Study DRAFT

Beaufort County, South Carolina

Listed in Figure 91, through 2030 there are an estimated increase of 61,464 vehicle trips in the North. After applying the trip length and average mile per trip factors to the vehicle trip generation, the total vehicle miles traveled (VMT) is calculated. Future development is projected to increase the demand on the arterial roadways by 223,900 VMT. That is an increase of 26 percent compared to the base year.

Illustrated at the bottom of the figure, based on the national average of capacity for an arterial roadway of 7,000 VMT per lane mile, in the base year there is a demand for 123.2 lane miles. Over the next eleven years, future growth will increase the demand to 155.2 lane miles, an increase of 31.99 lane miles.

Figure 91. Average Daily Vehicle Miles Traveled – North of the Broad

	Base Year	5-year increment							Total
	2019	1	2	3	4	5	6	11	Increase
		2020	2021	2022	2023	2024	2025	2030	
Single Family Units	27,589	28,206	28,823	29,440	30,058	30,675	31,292	34,144	6,555
Multifamily Units	8,348	8,535	8,722	8,909	9,095	9,282	9,469	10,332	1,984
Retail KSF	2,321	2,401	2,480	2,559	2,639	2,718	2,797	3,170	849
Office/Service KSF	3,970	4,100	4,230	4,360	4,490	4,620	4,750	5,360	1,391
Industrial KSF	3,885	4,015	4,144	4,273	4,403	4,532	4,661	5,269	1,383
Institutional KSF	1,074	1,109	1,143	1,178	1,213	1,248	1,283	1,447	374
Single Family Units Trips	136,564	139,619	142,674	145,730	148,785	151,840	154,896	169,011	32,447
Multifamily Units Trips	22,499	23,002	23,505	24,009	24,512	25,016	25,519	27,844	5,346
<i>Residential Subtotal</i>	<i>159,063</i>	<i>162,621</i>	<i>166,180</i>	<i>169,739</i>	<i>173,297</i>	<i>176,856</i>	<i>180,414</i>	<i>196,855</i>	<i>37,792</i>
Retail Trips	33,297	34,435	35,573	36,711	37,850	38,988	40,126	45,474	12,177
Office Trips	19,332	19,965	20,598	21,231	21,864	22,497	23,130	26,105	6,774
Industrial Trips	7,635	7,889	8,143	8,397	8,651	8,906	9,160	10,353	2,718
Institutional Trips	5,755	5,942	6,129	6,316	6,503	6,690	6,877	7,758	2,003
<i>Nonresidential Subtotal</i>	<i>66,019</i>	<i>68,231</i>	<i>70,443</i>	<i>72,656</i>	<i>74,868</i>	<i>77,081</i>	<i>79,293</i>	<i>89,691</i>	<i>23,672</i>
Total Trips	225,081	230,852	236,623	242,394	248,165	253,936	259,707	286,546	61,464
Arterial Road VMT	862,621	883,664	904,707	925,751	946,794	967,837	988,881	1,086,520	223,900
Arterial Road Lane Miles	123.2	126.2	129.2	132.3	135.3	138.3	141.3	155.2	31.99
ANL Arterial Road Lane Miles	123.2	3.0	3.0	3.0	3.0	3.0	3.0	1.9	31.99
Arterial Lane Miles per 10,000 VMT	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	

Capital Improvement Plan and Development Impact Fee Study DRAFT

Beaufort County, South Carolina

Found in Figure 92, through 2030 there are an estimated increase of 67,649 vehicle trips in the North. After applying the trip length and average mile per trip factors to the vehicle trip generation, the total vehicle miles traveled (VMT) is calculated. Future development is projected to increase the demand on the arterial roadways by 254,768 VMT. That is an increase of 19 percent compared to the base year.

Illustrated at the bottom of the figure, based on the national average of capacity for an arterial roadway of 7,000 VMT per lane mile, in the base year there is a demand for 190.2 lane miles. Over the next eleven years, future growth will increase the demand to 226.6 lane miles, an increase of 36.4 lane miles.

Figure 92. Average Daily Vehicle Miles Traveled – South of the Broad

	Base Year	5-year increment							Total
	2019	1	2	3	4	5	6	11	Increase
		2020	2021	2022	2023	2024	2025	2030	
Single Family Units	44,852	45,642	46,431	47,221	48,009	48,798	49,588	53,229	8,377
Multifamily Units	15,253	15,555	15,858	16,160	16,464	16,767	17,069	18,459	3,206
Retail KSF	4,486	4,564	4,642	4,720	4,797	4,875	4,953	5,318	832
Office/Service KSF	5,287	5,376	5,466	5,555	5,645	5,734	5,824	6,259	972
Industrial KSF	5,424	5,544	5,665	5,785	5,906	6,026	6,146	6,721	1,297
Institutional KSF	1,845	1,884	1,923	1,962	2,001	2,040	2,079	2,266	421
Single Family Units Trips	204,751	208,356	211,957	215,562	219,163	222,764	226,369	242,992	38,242
Multifamily Units Trips	37,750	38,498	39,249	39,997	40,747	41,498	42,246	45,686	7,936
<i>Residential Subtotal</i>	<i>242,501</i>	<i>246,855</i>	<i>251,206</i>	<i>255,559</i>	<i>259,910</i>	<i>264,262</i>	<i>268,615</i>	<i>288,679</i>	<i>46,178</i>
Retail Trips	64,359	65,473	66,587	67,701	68,815	69,930	71,044	76,293	11,935
Office Trips	25,745	26,181	26,617	27,053	27,489	27,925	28,361	30,479	4,734
Industrial Trips	10,658	10,895	11,131	11,368	11,604	11,841	12,078	13,206	2,548
Institutional Trips	9,891	10,100	10,309	10,518	10,726	10,935	11,144	12,146	2,255
<i>Nonresidential Subtotal</i>	<i>110,654</i>	<i>112,649</i>	<i>114,645</i>	<i>116,640</i>	<i>118,635</i>	<i>120,631</i>	<i>122,626</i>	<i>132,125</i>	<i>21,472</i>
Total Trips	353,155	359,504	365,850	372,199	378,546	384,893	391,241	420,804	67,649
Arterial Road VMT	1,331,134	1,355,080	1,379,017	1,402,964	1,426,901	1,450,838	1,474,784	1,585,901	254,768
Arterial Road Lane Miles	190.2	193.6	197.0	200.4	203.8	207.3	210.7	226.6	36.40
ANL Arterial Road Lane Miles	190.2	3.4	3.4	3.4	3.4	3.4	3.4	2.2	36.40
Arterial Lane Miles per 10,000 VMT	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	

Need for Transportation Improvements

The planned-based methodology is based on the 2030 transportation improvement plan provided by the County. This project list includes the recent Beaufort Penny Referendum, a voter-approved 1-cent sales tax in Beaufort County which provides funding for transportation projects. However, since future development will be paying the development impact fee and the sales tax to fund the same projects, a credit is necessary to ensure there is not double payment. In the following figures, the projects that are planned to be funded by the Penny Referendum have been reduced by the planned funding amount.

Below, the capital cost per vehicle miles traveled for transportation improvements by service area is calculated.

Capital Improvement Plan and Development Impact Fee Study DRAFT
Beaufort County, South Carolina

Need for Roadway Improvements and Facilities - North of the Broad

Listed in Figure 93, there are sixteen transportation improvement projects in the North of the Broad Service Area. These projects total \$51.7 million. However, the Penny Referendum is anticipated to fund \$35.1 million of those projects. Furthermore, the County anticipates receiving about 15 percent of the remaining funding from other sources (i.e. South Carolina DOT). As a result, Beaufort County is funding 85 percent of the projects after the Penny Referendum revenue is included, this totals \$14.1 million.

Found at the bottom of Figure 93, the County’s cost is divided by the projected 2030 VMT in the North. This results in a capital cost per VMT of \$12.99 (\$14,110,000 / 1,086,520 VMT = \$12.99 per VMT, rounded).

Figure 93. Roadway Improvement Projects – North of the Broad

Project	Description	Total Cost	Penny Referendum Offset	County Contribution (85%)
US 21/SC 802 Connector SE (Hazel Farms Road)	New Road	\$5,244,000	\$5,244,000	\$0
US 21/SC 802 Connector NW (Sunset/Miller Road)	New Road	\$6,634,000	\$6,634,000	\$0
US 21/SC 802 Intersection Improvement (Sea Island Pkwy/Sams Pt. Road)	Intersection Improvements	\$2,500,000	\$2,500,000	\$0
US 21/SC 128 Intersection Improvement (Ribaut Road/Lady's Island Drive)	Intersection Improvements	\$1,000,000	\$1,000,000	\$0
Boundary Street Connectivity (Polk St. Parallel Road)	New Road	\$4,000,000	\$4,000,000	\$0
Joe Frazier Road Improvements	Access Management	\$7,000,000	\$0	\$5,950,000
US 21 Business (Woods Memorial Bridge ITS)	Intelligent Transportation Systems	\$1,000,000	\$0	\$850,000
Sea Island Parkway Improvements	Access Management/Complete Street	\$15,756,000	\$15,756,000	\$0
Spine Road - Port Royal Port	New Road	\$5,000,000	\$0	\$4,250,000
US 21 and Parker Drive Mast Arm Signal	Traffic Signal	\$125,000	\$0	\$106,250
9 Traffic Signals	Traffic Signal	\$2,525,000	\$0	\$2,146,250
Port Royal Road Interconnectivity	New Road	\$950,000	\$0	\$807,500
		\$51,734,000	\$35,134,000	\$14,110,000

Total Cost for Road Projects	\$14,110,000
2030 Vehicle Miles Traveled - North of the Broad	1,086,520
Capital Cost per Vehicle Miles Traveled	\$12.99

Need for Roadway Improvements and Facilities - South of the Broad

Listed in Figure 94, there are fifteen transportation improvement projects in the South of the Broad Service Area. These projects total \$357 million. However, the Penny Referendum is anticipated to fund \$80 million of those projects. Furthermore, the County anticipates receiving about 15 percent of the remaining funding from other sources (i.e. South Carolina DOT). As a result, Beaufort County is funding 85 percent of the projects after the Penny Referendum revenue is included, this totals \$235 million.

Found at the bottom of Figure 94, the County’s cost is divided by the projected 2030 VMT in the South. This results in a capital cost per VMT of \$148.21 ($\$235,053,500 / 1,585,901 \text{ VMT} = \148.21 per VMT , rounded).

Figure 94. Roadway Improvement Projects – South of the Broad

Project	Description	Total Cost	Penny Referendum Offset	County Contribution (85%)
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Credit for Future Debt Payments

To ensure fee-payers avoid potential double payment for annual debt service, TischlerBise included in credit in the development impact fee calculations. The current debt is for previous road projects south of the Broad River, so the credit is only applied to the South of the Broad Service Area.

The annual debt service is applied to southern development and divided by annual demand unit (vehicle miles traveled) to yield payments per VMT. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (interest) rate. This results in a credit of \$8.72 per VMT.

Figure 95. Credit for Future Debt Payments – South of the Broad

Fiscal Year	Payment	North 0%	South 100%	Fiscal Year	Payment	Projected VMT - South	Payment/ VMT
Base Year	\$618,718	\$0	\$618,718	Base Year	\$618,718	1,331,134	\$0.46
2020	\$618,682	\$0	\$618,682	2020	\$618,682	1,355,080	\$0.46
2021	\$618,577	\$0	\$618,577	2021	\$618,577	1,379,017	\$0.45
2022	\$789,925	\$0	\$789,925	2022	\$789,925	1,402,964	\$0.56
2023	\$781,383	\$0	\$781,383	2023	\$781,383	1,426,901	\$0.55
2024	\$772,820	\$0	\$772,820	2024	\$772,820	1,450,838	\$0.53
2025	\$764,140	\$0	\$764,140	2025	\$764,140	1,474,784	\$0.52
2026	\$755,593	\$0	\$755,593	2026	\$755,593	1,498,721	\$0.50
2027	\$1,730,543	\$0	\$1,730,543	2027	\$1,730,543	1,522,658	\$1.14
2028	\$1,571,405	\$0	\$1,571,405	2028	\$1,571,405	1,546,604	\$1.02
2029	\$1,548,580	\$0	\$1,548,580	2029	\$1,548,580	1,570,690	\$0.99
2030	\$1,545,878	\$0	\$1,545,878	2030	\$1,545,878	1,585,901	\$0.97
2031	\$1,544,763	\$0	\$1,544,763	2031	\$1,544,763	1,608,223	\$0.96
2032	\$1,544,599	\$0	\$1,544,599	2032	\$1,544,599	1,623,285	\$0.95
2033	\$1,557,790	\$0	\$1,557,790	2033	\$1,557,790	1,638,346	\$0.95
2034	\$1,571,103	\$0	\$1,571,103	2034	\$1,571,103	1,653,408	\$0.95
2035	\$1,513,366	\$0	\$1,513,366	2035	\$1,513,366	1,668,470	\$0.91
2036	\$1,511,627	\$0	\$1,511,627	2036	\$1,511,627	1,683,532	\$0.90
2037	\$1,511,449	\$0	\$1,511,449	2037	\$1,511,449	1,698,594	\$0.89
Total	\$22,870,940	\$0	\$22,870,940	Total	\$22,870,940		\$14.66
						Discount Rate	5.00%
						Total Credit per VMT	\$8.72

Furthermore, a credit has already been included for the revenue from the Penny Referendum. The credit is imbedded in the capital cost calculations by reducing the transportation projects by the anticipated funding from the sales tax.

Transportation Development Impact Fee

The cost factors for each component of Beaufort County's Transportation Development Impact Fee are listed in the following figures and are based on the service area. The development impact fees for transportation projects are based on vehicle miles traveled (VMT) per housing unit by size for residential development and VMT per 1,000 square feet for nonresidential development.

The fee components are calculated per VMT, so the maximum supportable fee is calculated by multiplying the total cost per VMT by the VMT generation factor for each land use. The VMT factor is calculated by multiplying the average daily vehicle trip end rate, trip rate adjustment factor, average miles per vehicle trip, and trip length weighting factor. For example, the maximum supportable fee for a single family housing unit that is 2,800 square feet in the North is \$285 ($\$12.99 \text{ per VMT} \times 9.00 \text{ vehicle trip ends} \times 55\% \times 3.66 \text{ miles} \times 121\% = \285 , rounded).

The fees represent the highest amount supportable for residential and nonresidential development, which represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The current fee is included in the figures to illustrate the change in fee level if the maximum supportable fee amount is adopted. Shown in Figure 96, the fee for all development types would decrease in the North of the Broad Service Area. While in the South Service Area, the fee for most of the development types would increase, Figure 97. This is a result of the level of transportation needs necessary to accommodate future growth in the South compared to the North.

Figure 96. Maximum Supportable Transportation Development Impact Fee – North of the Broad

North of the Broad

Fee Component	Cost per VMT
North of the Broad Projects	\$12.99
Gross Total	\$12.99
Credit for Debt Payments	\$0.00
Net Total	\$12.99

Development Type	Ave. Daily Veh. Trip Ends	Trip Rate Adjustment	Ave. Miles per Veh. Trip	Trip Length Weighting	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Residential (per housing unit)							
1,000 or less	3.90	55%	3.66	121%	\$123	\$544	(\$421)
1,001 to 1,250	4.90	55%	3.66	121%	\$155	\$544	(\$389)
1,251 to 1,500	5.80	55%	3.66	121%	\$184	\$544	(\$360)
1,501 to 1,750	6.50	55%	3.66	121%	\$206	\$775	(\$569)
1,751 to 2,000	7.10	55%	3.66	121%	\$225	\$775	(\$550)
2,001 to 2,500	8.10	55%	3.66	121%	\$256	\$775	(\$519)
2,501 to 3,000	9.00	55%	3.66	121%	\$285	\$775	(\$490)
3,001 to 3,500	9.70	55%	3.66	121%	\$307	\$775	(\$468)
3,501 or 4,000	10.30	55%	3.66	121%	\$326	\$775	(\$449)
4,001 or more	10.80	55%	3.66	121%	\$342	\$775	(\$433)
Nonresidential (per 1,000 square feet)							
Retail	37.75	38%	3.00	66%	\$369	\$1,948	(\$1,579)
Office/Service	9.74	50%	3.97	73%	\$183	\$803	(\$620)
Industrial	3.93	50%	3.97	73%	\$74	\$122	(\$48)
Institutional	10.72	50%	3.36	73%	\$171	\$1,423	(\$1,252)

Figure 97. Maximum Supportable Transportation Development Impact Fee – South of the Broad
 South of the Broad

Fee Component	Cost per VMT
South of the Broad Projects	\$148.21
Gross Total	\$148.21
Credit for Debt Payments	(\$8.72)
Net Total	\$139.49

Development Type	Ave. Daily Veh. Trip Ends	Trip Rate Adjustment	Ave. Miles per Veh. Trip	Trip Length Weighting	Maximum Supportable Fee	Current Fee [1]	Increase/ (Decrease)
Residential (per housing unit)							
1,000 or less	3.60	55%	3.66	121%	\$1,223	\$1,471	(\$248)
1,001 to 1,250	4.50	55%	3.66	121%	\$1,529	\$1,471	\$58
1,251 to 1,500	5.30	55%	3.66	121%	\$1,801	\$1,471	\$330
1,501 to 1,750	6.00	55%	3.66	121%	\$2,039	\$2,095	(\$56)
1,751 to 2,000	6.60	55%	3.66	121%	\$2,242	\$2,095	\$148
2,001 to 2,500	7.50	55%	3.66	121%	\$2,548	\$2,095	\$454
2,501 to 3,000	8.30	55%	3.66	121%	\$2,820	\$2,095	\$726
3,001 to 3,500	8.90	55%	3.66	121%	\$3,024	\$2,095	\$930
3,501 or 4,000	9.50	55%	3.66	121%	\$3,228	\$2,095	\$1,134
4,001 or more	10.00	55%	3.66	121%	\$3,398	\$2,095	\$1,304
Nonresidential (per 1,000 square feet)							
Retail	37.75	38%	3.00	66%	\$3,962	\$4,314	(\$352)
Office/Service	9.74	50%	3.97	73%	\$1,969	\$2,353	(\$384)
Industrial	3.93	50%	3.97	73%	\$794	\$356	\$438
Institutional	10.72	50%	3.36	73%	\$1,834	\$3,531	(\$1,697)

[1] fee listed is the average between the Bluffton/Okatie and Hilton Head/Daufuski Island Assessment Districts

Revenue from Transportation Development Impact Fee

The total transportation capital costs and estimated revenue from the northern Transportation Development Impact Fee is listed Figure 98. The capital cost of future growth is found by applying new growth’s share of the 2030 VMT (21 percent) to the total capital cost (\$14,110,000 x 21% = \$2,963,100).

To find the revenue generated by residential and nonresidential development, the growth is multiplied by the corresponding fee. The revenue generation from residential development is based off the fee for an average size single family (2,815 square feet) and multifamily (1,154 square feet) unit. For example, future single family residential development is projected to generate \$1.9 million in revenue from the average fee (6,784 new housing units x \$285 = \$1,933,435). It is estimated that the Transportation Development Impact Fee will generate a total of \$3 million in revenue through 2030. The revenue from the development impact fee covers all the capital costs generated by projected growth (rounding in the calculations result in the revenues slightly exceeding the expenditures).

Figure 98. Estimated Revenue from Transportation Impact Fee – North of the Broad Infrastructure Costs for Transportation Facilities

	County Cost	Growth Cost
Roadway Improvements	\$14,110,000	\$2,963,100
Total Expenditures	\$14,110,000	\$2,963,100

Projected Development Impact Fee Revenue

		Single Family \$285 per unit	Multifamily \$155 per unit	Retail \$369 per KSF	Office/Service \$183 per KSF	Industrial \$74 per KSF	Institutional \$171 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2019	27,589	8,348	2,321	3,970	3,885	1,074
Year 1	2020	28,206	8,535	2,401	4,100	4,015	1,109
Year 2	2021	28,823	8,722	2,480	4,230	4,144	1,143
Year 3	2022	29,440	8,909	2,559	4,360	4,273	1,178
Year 4	2023	30,058	9,095	2,639	4,490	4,403	1,213
Year 5	2024	30,675	9,282	2,718	4,620	4,532	1,248
Year 6	2025	31,292	9,469	2,797	4,750	4,661	1,283
Year 7	2026	31,909	9,656	2,877	4,880	4,791	1,318
Year 8	2027	32,526	9,843	2,956	5,010	4,920	1,353
Year 9	2028	33,144	10,029	3,035	5,140	5,049	1,388
Year 10	2029	33,756	10,215	3,115	5,270	5,179	1,423
Year 11	2030	34,373	10,401	3,194	5,400	5,308	1,458
Eleven-Year Increase		6,784	2,053	873	1,430	1,423	384
Projected Revenue =>		\$1,933,435	\$318,187	\$322,014	\$261,686	\$105,277	\$65,654
						Projected Revenue =>	\$3,006,253
						Total Expenditures =>	\$2,963,100
						Non-Impact Fee Funding =>	\$0

The total transportation capital costs and estimated revenue from the southern Transportation Development Impact Fee is listed Figure 99. The capital cost of future growth is found by applying new growth’s share of the 2030 VMT (16 percent) to the total capital cost (\$293,016,000 x 16% = \$46,882,560).

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To find the revenue generated by residential and nonresidential development, the growth is multiplied by the corresponding fee. The revenue generation from residential development is based off the fee for an average size single family (2,815 square feet) and multifamily (1,154 square feet) unit. For example, future single family residential development is projected to generate \$24.5 million in revenue from the average fee (8,688 new housing units x \$2,820 = \$24,498,803). It is estimated that the Transportation Development Impact Fee will generate a total of \$36.8 million in revenue through 2030. The revenue from the development impact fee covers nearly all the capital costs generated by projected growth. The small remaining balance of the projected expenditures is expected because of the credit applied to prevent double payment.

Figure 99. Estimated Revenue from Transportation Impact Fee – South of the Broad

Infrastructure Costs for Transportation Facilities

	County Cost	Growth Cost
Roadway Improvements	\$235,053,500	\$37,608,560
Total Expenditures	\$235,053,500	\$37,608,560

Projected Development Impact Fee Revenue

		Single Family \$2,820 per unit	Multifamily \$1,529 per unit	Retail \$3,962 per KSF	Office/Service \$1,969 per KSF	Industrial \$794 per KSF	Institutional \$1,834 per KSF
Year	Housing Units	Housing Units	KSF	KSF	KSF	KSF	KSF
Base	2019	44,852	15,253	4,486	5,287	5,424	1,845
Year 1	2020	45,642	15,555	4,564	5,376	5,544	1,884
Year 2	2021	46,431	15,858	4,642	5,466	5,665	1,923
Year 3	2022	47,221	16,160	4,720	5,555	5,785	1,962
Year 4	2023	48,009	16,464	4,797	5,645	5,906	2,001
Year 5	2024	48,798	16,767	4,875	5,734	6,026	2,040
Year 6	2025	49,588	17,069	4,953	5,824	6,146	2,079
Year 7	2026	50,377	17,372	5,030	5,913	6,267	2,118
Year 8	2027	51,166	17,675	5,108	6,003	6,387	2,157
Year 9	2028	51,955	17,978	5,186	6,092	6,508	2,196
Year 10	2029	52,750	18,283	5,263	6,182	6,628	2,235
Year 11	2030	53,540	18,587	5,341	6,271	6,748	2,274
Eleven-Year Increase		8,688	3,334	854	985	1,324	428
Projected Revenue =>		\$24,498,803	\$5,097,504	\$3,385,184	\$1,938,954	\$1,051,475	\$785,502
					Projected Revenue =>		\$36,757,423
					Total Expenditures =>		\$37,608,560
					Non-Impact Fee Funding =>		\$851,137

SUMMARY OF DEVELOPMENT IMPACT FEE

The six infrastructure categories are combined in Figure 100 for the study’s Maximum Supportable Fee. The residential fee is assessed per housing unit, while the nonresidential fee is assessed per 1,000 square feet of floor area.

Figure 100. Development Impact Fee Summary – North of the Broad

North of the Broad

Development Type	Parks & Recreation	Library	EMS	Solid Waste	Transportation	Fire [1]	Maximum Supportable Fee	Current Dev. Impact Fee Total	Increase/ (Decrease)
Residential Fee by Housing Size (square feet)									
1,000 or less	\$486	\$225	\$95	\$24	\$123	\$601	\$1,554	\$1,850	(\$296)
1,001 to 1,250	\$590	\$273	\$118	\$29	\$155	\$742	\$1,907	\$1,850	\$57
1,251 to 1,500	\$694	\$321	\$138	\$34	\$184	\$872	\$2,243	\$1,850	\$393
1,501 to 1,750	\$798	\$369	\$155	\$39	\$206	\$1,001	\$2,568	\$2,080	\$488
1,751 to 2,000	\$868	\$401	\$169	\$43	\$225	\$1,084	\$2,790	\$2,080	\$710
2,001 to 2,500	\$1,006	\$466	\$193	\$49	\$256	\$1,260	\$3,230	\$2,080	\$1,150
2,501 to 3,000	\$1,076	\$498	\$213	\$53	\$285	\$1,343	\$3,468	\$2,080	\$1,388
3,001 to 3,500	\$1,180	\$546	\$230	\$58	\$307	\$1,473	\$3,794	\$2,080	\$1,714
3,501 or 4,000	\$1,249	\$578	\$245	\$61	\$326	\$1,555	\$4,014	\$2,080	\$1,934
4,001 or more	\$1,319	\$610	\$258	\$65	\$342	\$1,649	\$4,243	\$2,080	\$2,163
Nonresidential (per 1,000 square feet)									
Retail	\$0	\$0	\$373	\$0	\$369	\$1,260	\$2,002	\$2,379	(\$376)
Office/Services	\$0	\$0	\$127	\$0	\$183	\$789	\$1,099	\$1,234	(\$134)
Industrial	\$0	\$0	\$51	\$0	\$74	\$401	\$526	\$553	(\$27)
Institutional	\$0	\$0	\$139	\$0	\$171	\$860	\$1,170	\$1,854	(\$684)

Note: the current fee listed is the average of the fees for the current service areas north of the Broad River. Some existing fees are based on housing type, so for comparison, a multifamily unit is assumed to be 1,500 square feet and less.

[1] The nonresidential Fire Development Impact Fee is based on fire hazard level. The complexity of fire safety is determined case by case, so for illustrative purposes the nonresidential fee listed is based on EDUs per 1,000 square feet.

Figure 101. Development Impact Fee Summary – South of the Broad

South of the Broad

	Parks &			Solid			Maximum	Current Dev.	Increase/
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To understand the annual cash flow of the Maximum Supportable Fee, Figure 102 lists the total revenues from each development type. Revenue is projected from 2019-2029. Over the ten years, it is estimated that the maximum support fee amounts will generate \$75.9 million in revenue for Beaufort County. The majority of the revenue (85 percent) is generated from residential development, while revenue from nonresidential development averages \$1.1 million annually.

Figure 102. Total Development Impact Fee Revenue

Development Type	Ten-Year Revenue	%
Single Family	\$54,788,454	72%
Multifamily	\$9,822,839	13%
Retail	\$5,163,084	7%
Office/ Service	\$3,133,065	4%
Industrial	\$1,753,119	2%
Institutional	\$1,248,662	2%
Total	\$75,909,222	100%

CAPITAL IMPROVEMENT PLAN

Section 6-1-960(9) of the South Carolina Development Impact Fee Act requires:

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

The capacity increasing projects from Beaufort County’s Capital Improvement Plan and the 2030 transportation capital improvement project list are listed in the following figures.

Figure 103. Capital Improvement Plan

Name of Project	Project Type	Sales Tax Funded	Total Cost
Parks and Recreation Projects			
Buckwalter Regional Park - soccer fields, baseball fields, and tennis complex	Park Expansion		\$12,000,000
Bluffton Center - Convert gym to indoor soccer arena - pave parking lot	Park Improvements		\$250,000
Okatie Recreation Complex - 1 multi-purpose field, 2 baseball fields	New Park		\$1,000,000
Camp St. Mary's - Implement Master Plan	New Park		\$2,000,000
Lady's Island Recreation Complex - gym and community rooms	New Park		\$3,000,000
Coursen-Tate Park - Field Lighting	Park Improvements		\$1,000,000
Old Burton Wells - Renovate existing fields, add new soccer field	Park Improvements		\$3,000,000
New Burton Wells - Renovate existing soccer fields	Park Improvements		\$150,000
Total			\$22,400,000
Library Projects			
Replace Self-Checkout Machines	System-wide Improvements		\$135,000
install public computer reservation and print vending solution	System-wide Improvements		\$100,000
Security Camera Installation	System-wide Improvements		\$80,000
Burton Wells Branch - 10,000 facility	New Construction		\$10,000,000
Okatie Branch - 15,000 sf new facility	New Construction		\$15,000,000
Total			\$25,315,000
EMS Projects			
Base Headquarters Renovations - Depot Road	Renovations		\$250,000
Sun City Station Renovations	Renovations		\$200,000
Two New South Facilities	New Construction		\$6,000,000
One New North Facility	New Construction		\$3,000,000
Total			\$9,450,000

Capital Improvement Plan and Development Impact Fee Study *DRAFT*
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Figure 104. Capital Improvement Plan cont.

Fire Projects - Bluffton Fire District			
Training Facilities Completion (Concrete, Bleachers, Shelter, Gate C2E)	New Construction		\$350,000
Fire Station #38 EOC (Draw to Complete Project)	New Construction		\$500,000
Fire Station #32 (Draw to Complete Project)	New Construction		\$250,000
Fire Station #34 Construction/Expansion	New Construction		\$500,000
Water Tender Upgrade Service Capability in the Pritchadville Area	Capacity Upgrade		\$150,000
Fire and Rescue Boat-System Improvement (New Capability)	Capacity Upgrade		\$200,000
Oldfield Fire Station - New Build Due to Growth	New Construction		\$3,500,000
Oldfield Fire Station - Quint Fire Apparatus	New Purchase		\$1,000,000
Buckwalter/May River Road Fire Station - New Build Due to Growth	New Construction		\$3,500,000
Buckwalter/May River Road Fire Station - Quint Fire Apparatus	New Purchase		\$1,000,000
Sun City Fire Station - New Build Due to Growth	New Construction		\$3,500,000
Sun City Fire Station - Quint Fire Apparatus	New Purchase		\$1,000,000
Total			\$15,450,000
Fire Projects - North of the Broad			
New station Bigestate /Jenkins area	New Construction		\$900,000
Tanker	New Purchase		\$350,000
Pumper	New Purchase		\$650,000
Squad Truck	New Purchase		\$140,000
Total			\$2,040,000

Capital Improvement Plan and Development Impact Fee Study DRAFT
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Figure 105. Capital Improvement Plan cont.

Transportation Projects - South of the Broad			
US 278 at Jenkins Island Alternate 2A Super Street Plan	Superstreet Plan		\$7,400,000
US 278 Bridge Widening 6-lane widening from Bluffton 5A to Jenkins Is	Bridge Widening	\$80,000,000	\$200,000,000
US 278 Access Management	Access Management		\$12,600,000
US 278/SC 170 Interchange - ramp reconfiguration for added capacity	Interchange Improvements		\$25,000,000
SC 170 - US 278 to Tide Watch - widen to 6 lanes	Road Widening		\$15,000,000
SC 46/170 Widen to 6-lane divided from Argent Blvd to SC 462	Road Widening		\$10,000,000
Buckwalter Parkway access mgmt - roadway connectivity	Access Management		\$2,000,000
May River Rd access mgmt (incl. bike/Ped)	Access Management		\$10,000,000
Burnt Church Rd from Bluffton Pkwy to All Joy Turn access mgmt (incl. bike/ped)	Access Management		\$5,000,000
Buck Island Rd widening to 3 lanes from US 278 to Bluffton Pkwy (incl. bike/ped)	Road Widening		\$8,000,000
Lake Point Dr / Old Miller Rd Connection with (incl. bike/ped)	New Road		\$1,000,000
SC 170/SC 46 Widening to 4-lane from roundabout to Jasper Co.	Road Widening		\$45,000,000
Innovation Drive	New Road		\$750,000
Buckwalter Frontage Connector Road from Buckwalter Parkway through Willow Run	New Road		\$880,000
16 Traffic Signal	Traffic Signal		\$4,480,000
Total		\$80,000,000	\$347,110,000
Transportation Projects - North of the Broad			
US 21/SC 802 Connector SE (Hazel Farms Road)	New Road	\$5,244,000	\$5,244,000
US 21/SC 802 Connector NW (Sunset/Miller Road)	New Road	\$6,634,000	\$6,634,000
US 21/SC 802 Intersection Improvement (Sea Island Pkwy/Sams Pt. Road)	Intersection Improvements	\$2,500,000	\$2,500,000
US 21/SC 128 Intersection Improvement (Ribaut Road/Lady's Island Drive)	Intersection Improvements	\$1,000,000	\$1,000,000
Boundary Street Connectivity (Polk St. Parallel Road)	New Road	\$4,000,000	\$4,000,000
Joe Frazier Road Improvements	Access Management	\$0	\$7,000,000
US 21 Business (Woods Memorial Bridge ITS)	Intelligent Transportation Systems		\$1,000,000
Sea Island Parkway Improvements	Access Management/Complete Street	\$15,756,000	\$15,756,000
Spine Road - Port Royal Port	New Road		\$5,000,000
US 21 and Parker Drive Mast Arm Signal	Traffic Signal		\$125,000
9 Traffic Signals	Traffic Signal		\$2,525,000
Port Royal Road Interconnectivity	New Road		\$950,000
Total		\$35,134,000	\$51,734,000

IMPLEMENTATION AND ADMINISTRATION

Development impact fees should be periodically evaluated and updated to reflect recent data. Beaufort County will continue to adjust for inflation. If cost estimates or demand indicators change significantly, the County should redo the fee calculations. South Carolina’s enabling legislation exempts a project from development impact fees if it is determined to create affordable housing.

Credits and Reimbursements

A general requirement that is common to development impact fee methodologies is the evaluation of credits. A revenue credit may be necessary to avoid potential double payment situations arising from one-time development impact fees plus on-going payment of other revenues that may also fund growth-related capital improvements. The determination of revenue credits is dependent upon the development impact fee methodology used in the cost analysis and local government policies.

Policies and procedures related to site-specific credits should be addressed in the resolution or ordinance that establishes the development impact fees. Project-level improvements, required as part of the development approval process, are not eligible for credits against development impact fees. If a developer constructs a system improvement included in the fee calculations, it will be necessary to either reimburse the developer or provide a credit against the fees due from that particular development. The latter option is more difficult to administer because it creates unique fees for specific geographic areas.

Service Areas

A development impact fee service area is a region in which a defined set of improvements provide benefit to an identifiable amount of new development. Within a service area, all new development of a type (single family, commercial, etc.) is assessed at the same development impact fee rate. Land use assumptions and development impact fees are each defined in terms of this geography, so that capital facility demand, projects needed to meet that demand, and capital facility cost are all quantified in the same terms. Development impact fee revenue collected within a service area is required to be spent within that service area.

Implementation of many small service areas is problematic. Administration is complicated and, because funds collected within the service area must be spent within that area multiple service areas may make it impossible to accumulate sufficient revenue to fund any projects within the time allowed.

As part of our analysis, the Parks & Recreation, Library, Fire, Solid Waste, and Transportation Development Impact Fees were determined to have two service areas: North and South of the Broad River. The Emergency Medical Services was determined to have one, countywide service area.

Figure 106. Beaufort County Service Area Map



APPENDIX A: HOUSING AFFORDABILITY ANALYSIS

Section 6-1-930(2) of the South Carolina Development Impact Fee Act requires:

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

In accordance with South Carolina Development Impact Fee Act, this chapter estimates the effects of imposing the maximum supportable development impact fees on the affordability of housing in the Beaufort County. The analysis will examine the current household income and housing expenses that burden an average household in the County. Next, the maximum supportable development impact fee will be included in the cost burden analysis to identify the effect the proposed development impact fees will have on affordable housing in the County. Additionally, most of the fee categories use two service areas (North and South of the Broad River), so the housing affordability analysis was conducted for both service areas.

South Carolina Development Impact Fee Act

Affordable housing is defined in South Carolina Development Impact Fee Act as housing to families whose incomes do not exceed 80 percent of the median income for the service area or areas within the jurisdiction of the governmental entity. The Act does not mention a preferred methodology to examine the household’s whose income does not exceed 80 percent of the median income. Therefore, the analysis uses the US Housing and Urban Development’s (HUD) criteria that housing should be 30 percent or less of a household’s income. The cost of housing is “moderately burdensome” if its cost burden is over 30 percent and “severely burdensome” if the ratio is over 50 percent.

North of the Broad Service Area Housing Affordability Analysis

Maximum Supportable Development Impact Fee

The development impact fees found in Figure 107 represent the highest amount supportable for housing units by size, which represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service. The housing affordability analysis will assume a conservative condition for assessing the effect of the development impact fee on affordable housing in Beaufort County (i.e. the maximum supportable development impact fee amount). If the County Council were to choose a lower development impact fee amount, the results presented in this report would improve.

Figure 107. Maximum Supportable Development Impact Fee – North of the Broad

North of the Broad

Development Type	Parks & Recreation	Library	EMS	Solid Waste	Transportation	Fire [1]	Maximum Supportable Fee	Current Dev. Impact Fee Total	Increase/ (Decrease)
Residential Fee by Housing Size (square feet)									
1,000 or less	\$486	\$225	\$95	\$24	\$123	\$601	\$1,554	\$1,850	(\$296)
1,001 to 1,250	\$590	\$273	\$118	\$29	\$155	\$742	\$1,907	\$1,850	\$57
1,251 to 1,500	\$694	\$321	\$138	\$34	\$184	\$872	\$2,243	\$1,850	\$393
1,501 to 1,750	\$798	\$369	\$155	\$39	\$206	\$1,001	\$2,568	\$2,080	\$488
1,751 to 2,000	\$868	\$401	\$169	\$43	\$225	\$1,084	\$2,790	\$2,080	\$710
2,001 to 2,500	\$1,006	\$466	\$193	\$49	\$256	\$1,260	\$3,230	\$2,080	\$1,150
2,501 to 3,000	\$1,076	\$498	\$213	\$53	\$285	\$1,343	\$3,468	\$2,080	\$1,388
3,001 to 3,500	\$1,180	\$546	\$230	\$58	\$307	\$1,473	\$3,794	\$2,080	\$1,714
3,501 or 4,000	\$1,249	\$578	\$245	\$61	\$326	\$1,555	\$4,014	\$2,080	\$1,934
4,001 or more	\$1,319	\$610	\$258	\$65	\$342	\$1,649	\$4,243	\$2,080	\$2,163

Note: the current fee listed is the average of the fees for the current service areas north of the Broad River. Some existing fees are based on housing type, so for comparison, a multifamily unit is assumed to be 1,500 square feet and less.

[1] The nonresidential Fire Development Impact Fee is based on fire hazard level. The complexity of fire safety is determined case by case, so for illustrative purposes the nonresidential fee listed is based on EDUs per 1,000 square feet.

Housing Stock

Listed in Figure 108, there are a total of 33,812 housing units in the North of the Broad Service Area. Of the total, 81 percent are occupied by permanent residents. Additionally, there are 16,681 owner-occupied households and 10,716 renter-occupied households. The majority (87 percent) of the housing in the service area is single family units.

Figure 108. Housing Stock Characteristics – North of the Broad

Units in Structure	Owner-Occupied		Renter-Occupied		Renter & Owner Combined					
	Persons	HsehlDs	Persons	HsehlDs	Persons	HsehlDs	Hsg Units	PPHH	PPHU	
Single family [1]	43,820	16,395	23,400	7,437	67,220	23,832	29,254	2.82	2.30	
2 to 4	162	101	1,682	805	1,844	906	1,238	2.04	1.49	
5 or more	334	185	5,161	2,474	5,495	2,659	3,320	2.07	1.66	
Total	44,316	16,681	30,243	10,716	74,559	27,397	33,812	2.72	2.21	
							Vacant HU	6,415		
							Occupancy Rate	81%		
Summary by Type of Housing	Totals									
	Persons	HsehlDs	Hsg Units	PPHH	PPHU	Hhld Mix	Hsg Mix			
Single Family [1]	67,220	23,832	29,254	2.82	2.30	87%	87%			
Multifamily [2]	7,339	3,565	4,558	2.06	1.61	13%	13%			
Total	74,559	27,397	33,812	2.72	2.21	100%	100%			

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Household Income

The purchasing power of northern residents to secure housing is represented by personal income. Personal income includes all wages, tips, and bonuses from employment, as well as retirement income earned from a pension plan or retirement account. In the analysis, household income represents all residents living in the housing unit, no matter relationship. From the US Census Bureau American Community Survey, in 2018 the median annual household income for owner-occupied household in the North Service Area was \$62,548. By using the US Bureau of Labor Statistics’ CPI Calculator, the current household income is estimated at \$63,641. The annual income for a household making 80 percent of the area’s median is \$50,913, or \$4,243 per month. This is done for renter-occupied households as well.

Figure 109. Median Household Income – North of the Broad

Tenure	Median Annual Hsehold Income (2018)	Median Annual Hsehold Income (2020)	Hsehold Income Factor	80% of Median Annual Income	Monthly Income
Owner-occupied	\$62,548	\$63,641	80%	\$50,913	\$4,243
Renter-occupied	\$40,001	\$40,700	80%	\$32,560	\$2,713

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates; U.S. Bureau of Labor Statistics CPI Calculator

Note: American Community Survey data represents information as of June, 2018. CPI calculator calculates median income to May, 2020 dollars.

Cost of Homeownership

The analysis uses seven categories to calculate the baseline cost of homeownership in the North Service Area: purchase price; mortgage payment; property tax; solid waste collection fee; water, sewer and electric utilities; telephone, cable and internet utilities; and homeowners insurance.

Furthermore, monthly household costs vary across the service area. To address this variation, when possible the analysis applies an average. The following section details the costs included.

Purchase Price

The median home value is used to estimate the purchase price of a home. The American Community Survey estimates that the median value of a home in the North Service Area in 2018 was \$186,107 (US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates). With the US Bureau of Labor Statistics' CPI Calculator, the current home value is estimated to be \$189,360.

There are a few different impact fees that exist in the North of the Broad Service Area. The average impact fee for Beaufort County, municipalities, and fire districts is estimated at \$2,080. Taking a conservative approach, the full impact fee amount is added to the purchasing price, resulting in the purchasing price increasing to \$191,440.

Mortgage Payment

A conventional, fixed-rate 30-year mortgage is assumed to estimate monthly costs of principle and interest on a home loan. The down payment for a loan is assumed to be 20 percent of the purchase price ($\$191,440 \times 20\% = \$38,288$). The loan amount for the mortgage is determined by subtracting the down payment from the purchase price ($\$191,440 - \$38,288 = \$153,152$). As of July 7th, 2020, an interest rate of 3.22 percent is assumed for the home purchase based on a survey of competitive interest rates in Beaufort County (www.bankrate.com). The monthly mortgage payment is \$664.

Property Tax

To calculate annual property tax, homes in Beaufort County that are permanent residences are subject to 4 percent assessment ratio and a property tax millage rate. Depending on their location, residents are subject to a property tax for municipal services, school services, and fire services. The average total millage rate is 0.149. Assumed in the analysis, annual property tax for the average valued home is \$1,141 ($\$191,440 \times 4\% \times 0.149 = \$1,141$).

Solid Waste Collection Fee

Portion of the North Service Area require a resident to either transport their garbage to a refuse site or hire a private company. For this analysis, a weekly pick-up service was researched online. The service was found to cost an average of \$17 per month (May River Disposal).

Water, Sewer, and Electric Utilities

From the Beaufort – Jasper Water & Sewer Authority, an average household consumes 7,000 gallons of water a month. By combining the water usage with the Authority's water rate, a monthly charge for water of \$33.60 is estimated.

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On average, a household generates 7,000 gallons of wastewater per month. Based on the sewer rates, a household that generates the average amount of wastewater will be charged the maximum amount, \$55 per month.

Additionally, for an average household that uses 1,000 kilowatts of electricity per month, Dominion Energy charges \$127.13.

As a result, there is an estimated monthly bill of \$216 per month for these utilities.

Telephone, Cable, and Internet Utilities

Spectrum is a provider of telephone, cable, and internet in Beaufort County. From their website, the three services costs \$90 per month.

Homeowner's Insurance

Homeowner's insurance provides protection for the home and is generally required when a home has a mortgage. The average cost for homeowner's insurance in Beaufort County is estimated to be \$800 per year (www.insurance.com).

Monthly Payment

By compiling the month obligations, it is estimated that the monthly cost for homeownership is \$1,149. At the end of this chapter the monthly costs are listed in Figure 112.

Cost of Renting

The cost of renting a home in the North of the Broad Service Area is estimated with data provided by the US Census Bureau. In 2018, the median gross rent (including all utilities and rental insurance) is estimated to be \$1,062. With the US Bureau of Labor Statistics' CPI Calculator, the current cost of renting is estimated to be \$1,080.

Cost Burden Analysis

The cost burden for affordable housing is measured as the ratio between monthly payments for housing (including property tax, fee, utilities, and insurance) and monthly gross household income. An analysis was conducted for residents that purchase a home and residents that rent a home. A cost burden ratio of 30 percent is used as the threshold to determine housing affordability in the North Service Area.

Scenario 1: Baseline Conditions

Figure 110 summarizes the cost burden analysis for residents purchasing or renting a median valued home without the proposed maximum supportable development impact fee included. Based on the results, owner-occupied housing costs are below the affordability cost burden for households whose income is 80 percent of the area's median income. Renter-occupied housing cost are above the threshold.

Figure 110. Scenario 1: Cost Burden Analysis without Maximum Supportable Development Impact Fee

Occupancy	Monthly Income	Monthly Cost	Cost Burden
Owner-Occupied	\$4,243	\$1,149	27.1%
Renter-Occupied	\$2,713	\$1,086	40.0%

Scenario 2: Baseline Condition + Proposed Development Impact Fee

In the second scenario, the maximum supportable development impact fee is included into the cost burden analysis to highlight the effects the fee has on housing affordability. Indicated in Figure 108, owner-occupied housing units are predominately single family units and renter-occupied housings is mixed between the three categories (single family, 2 to 4 units, and 5 or more). Since the development impact fee is calculated by housing size, the owner-occupied housing unit will be assessed the fee for an average sized single family unit (\$3,468) and the renter-occupied housing unit will be assessed the fee for an average sized multifamily unit (\$1,907).

However, there are existing development impact fees for Beaufort County which are being replaced by the maximum supportable fee amount. For a single family unit, the fee is increased by \$1,388. For a multifamily unit, the fee is increased by \$57.

The analysis takes a conservative approach and assumes the purchase price of the median home is raised by the development impact fee. This ultimately increases the household's mortgage payment and property tax, see Figure 112. For renter-occupied housing units, the analysis assumes that the development impact fee will be recouped by the landlord through an increase in monthly rent and will be recouped over 30 years.

Listed in Figure 111, the monthly costs for owners and renters only marginally increases with the maximum supportable development impact fee. The cost burden for owner-occupied housing only increases by 0.1 percentage points while the increase in costs for renter-occupied housing is low enough that the cost burden ratio is unaffected.

Figure 111. Scenario 2: Cost Burden Analysis with Proposed Development Impact Fee

Occupancy	Monthly Income	Monthly Cost	Cost Burden
Owner-Occupied	\$4,243	\$1,154	27.2%
Renter-Occupied	\$2,713	\$1,085	40.0%

Conclusion

The South Carolina Development Impact Fee Act requires preparation of a report that estimates the effect of imposing development impact fees on affordability of housing in the jurisdiction. To calculate the effect, a household that earns 80 percent of the median income should have a cost burden ratio of 30 percent or less for housing. Currently, home ownership is below the affordability threshold, but renting is above the threshold. **This analysis has concluded that the maximum supportable development impact fee results in a marginal increase to the monthly cost for residents and that the increase is low enough that the existing cost burdens are unaffected.** As noted, this analysis takes a conservative approach and assumes that the development impact fees are absorbed entirely by the

home occupants. If the County Council were to choose a lower development impact fee amount, the results presented in this report would improve.

Figure 112. Cost of Homeownership – North of the Broad

	Monthly Payment Calculation	
	Scenario 1 Baseline Condition	Scenario 2 Baseline Condition + Impact Fee
Purchase Price	\$191,440	\$192,828
Down Payment	\$38,288	\$38,566
Loan Amount	\$153,152	\$154,262
Loan Length (Years)	30	30
Loan Length (Months)	360	360
Yearly Interest Rate	3.22%	3.22%
Monthly Interest Rate	0.27%	0.27%
Monthly Payment	\$664	\$669
Property Tax - County (per month)	\$40	\$40
Property Tax - City (per month)	\$6	\$6
Property Tax - School Debt (per month)	\$20	\$20
Property Tax - Fire (per month)	\$29	\$29
Solid Waste Collection Fee	\$17	\$17
Water, Sewer, Electric Utilities	\$216	\$216
Telephone, Cable, Internet Utilities	\$90	\$90
Homeowners Insurance	\$67	\$67
Monthly Cost	\$1,149	\$1,154

South of the Broad Service Area Housing Affordability Analysis

Maximum Supportable Development Impact Fee

The development impact fees found in Figure 113 represent the highest amount supportable for housing units by size, which represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service. The housing affordability analysis will assume a conservative condition for assessing the effect of the development impact fee on affordable housing in Beaufort County (i.e. the maximum supportable development impact fee amount). If the County Council were to choose a lower development impact fee amount, the results presented in this report would improve.

Figure 113. Maximum Supportable Development Impact Fee – South of the Broad

South of the Broad

Development Type	Parks & Recreation	Library	EMS	Solid Waste	Transportation	Fire [1]	Maximum Supportable Fee	Current Dev. Impact Fee Total	Increase/ (Decrease)
Residential Fee by Housing Size (square feet)									
1,000 or less	\$282	\$151	\$95	\$79	\$1,223	\$601	\$2,431	\$3,176	(\$745)
1,001 to 1,250	\$353	\$189	\$118	\$99	\$1,529	\$742	\$3,030	\$3,176	(\$146)
1,251 to 1,500	\$423	\$227	\$138	\$119	\$1,801	\$872	\$3,580	\$3,176	\$404
1,501 to 1,750	\$470	\$252	\$155	\$132	\$2,039	\$1,001	\$4,049	\$3,799	\$250
1,751 to 2,000	\$517	\$278	\$169	\$145	\$2,242	\$1,084	\$4,435	\$3,799	\$636
2,001 to 2,500	\$588	\$316	\$193	\$165	\$2,548	\$1,260	\$5,070	\$3,799	\$1,271
2,501 to 3,000	\$658	\$353	\$213	\$185	\$2,820	\$1,343	\$5,572	\$3,799	\$1,773
3,001 to 3,500	\$705	\$379	\$230	\$198	\$3,024	\$1,473	\$6,009	\$3,799	\$2,210
3,501 or 4,000	\$752	\$404	\$245	\$211	\$3,228	\$1,555	\$6,395	\$3,799	\$2,596
4,001 or more	\$776	\$417	\$258	\$218	\$3,398	\$1,649	\$6,716	\$3,799	\$2,917

Note: the current fee listed is the average of the fees for the current service areas south of the Broad River. Some existing fees are based on housing type, so for comparison, a multifamily unit is assumed to be 1,500 square feet and less.

[1] The nonresidential Fire Development Impact Fee is based on fire hazard level. The complexity of fire safety is determined case by case, so for illustrative purposes the nonresidential fee listed is based on EDUs per 1,000 square feet.

Housing Stock

Listed in Figure 114, there are a total of 62,583 housing units in the South of the Broad Service Area. Of the total, 66 percent are occupied by permanent residents. Additionally, there are 31,806 owner-occupied households and 9,581 renter-occupied households. The majority (82 percent) of the housing in the service area is single family units.

Figure 114. Housing Stock Characteristics – South of the Broad

Units in Structure	Owner-Occupied		Renter-Occupied		Renter & Owner Combined					
	Persons	Hsehlds	Persons	Hsehlds	Persons	Hsehlds	Hsg Units	PPHH	PPHU	
Single family [1]	68,284	29,554	14,395	4,270	82,679	33,824	44,748	2.44	1.85	
2 to 4	917	502	2,333	905	3,250	1,407	2,539	2.31	1.28	
5 or more	2,981	1,750	10,370	4,406	13,351	6,156	15,296	2.17	0.87	
Total	72,182	31,806	27,098	9,581	99,280	41,387	62,583	2.40	1.59	
							Vacant HU	21,196		
							Occupancy Rate	66%		
Summary by Type of Housing	Totals									
	Persons	Hsehlds	Hsg Units	PPHH	PPHU	Hhld Mix	Hsg Mix			
Single Family [1]	82,679	33,824	44,748	2.44	1.85	82%	72%			
Multifamily [2]	16,601	7,563	17,835	2.20	0.93	18%	28%			
Total	99,280	41,387	62,583	2.40	1.59	100%	100%			

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Household Income

The purchasing power of southern residents to secure housing is represented by personal income. Personal income includes all wages, tips, and bonuses from employment, as well as retirement income earned from a pension plan or retirement account. In the analysis, household income represents all residents living in the housing unit, no matter relationship. From the US Census Bureau American Community Survey, in 2018 the median annual household income for owner-occupied household in the South Service Area was \$80,527. By using the US Bureau of Labor Statistics' CPI Calculator, the current household income is estimated at \$81,934. The annual income for a household making 80 percent of the area's median is \$65,547, or \$5,462 per month. This is done for renter-occupied households as well.

Figure 115. Median Household Income – South of the Broad

Tenure	Median Annual Hsehold Income (2018)	Median Annual Hsehold Income (2020)	Household Income Factor	80% of Median Annual Income	Monthly Income
Owner-occupied	\$80,527	\$81,934	80%	\$65,547	\$5,462
Renter-occupied	\$49,220	\$50,080	80%	\$40,064	\$3,339

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates; U.S. Bureau of Labor Statistics CPI Calculator

Note: American Community Survey data represents information as of June, 2018. CPI calculator calculates median income to March, 2020 dollars.

Cost of Homeownership

The analysis uses seven categories to calculate the baseline cost of homeownership in the South Service Area: purchase price; mortgage payment; property tax; solid waste collection fee; water, sewer and electric utilities; telephone, cable and internet utilities; and homeowners insurance.

Furthermore, monthly household costs vary across the service area. To address this variation, when possible the analysis applies an average. The following section details the costs included.

Purchase Price

The median home value is used to estimate the purchase price of a home. The American Community Survey estimates that the median value of a home in the South Service Area in 2018 was \$364,583 (US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates). With the US Bureau of Labor Statistics' CPI Calculator, the current home value is estimated to be \$370,956.

There are several different impact fees that exist in the South of the Broad Service Area. The average impact fee for Beaufort County, municipalities, and fire districts is estimated at \$4,124. Taking a conservative approach, the full impact fee amount is added to the purchasing price, resulting in the purchasing price increasing to \$375,080.

Mortgage Payment

A conventional, fixed-rate 30-year mortgage is assumed to estimate monthly costs of principle and interest on a home loan. The down payment for a loan is assumed to be 20 percent of the purchase price ($\$375,080 \times 20\% = \$75,016$). The loan amount for the mortgage is determined by subtracting the down payment from the purchase price ($\$375,080 - \$75,016 = \$300,064$). An interest rate of 3.22 percent is assumed for the home purchase based on a survey of competitive interest rates in Beaufort County (www.bankrate.com). The monthly mortgage payment is \$1,301.

Property Tax

To calculate annual property tax, homes in Beaufort County that are permanent residences are subject to 4 percent assessment ratio and a property tax millage rate. Depending on their location, residents are subject to a property tax for municipal services, school services, and fire services. The average total millage rate is 0.133. Assumed in the analysis, annual property tax for the average valued home is \$1,998 ($\$375,080 \times 4\% \times 0.133 = \$1,998$).

Solid Waste Collection Fee

Portion of the South Service Area require a resident to either transport their garbage to a refuse site or hire a private company. For this analysis, a weekly pick-up service was researched online. The service was found to cost an average of \$17 per month (May River Disposal).

Water, Sewer, and Electric Utilities

From the Beaufort – Jasper Water & Sewer Authority, an average household consumes 7,000 gallons of water a month. By combining the water usage with the Authority's water rate, a monthly charge for water of \$33.60 is estimated.

On average, a household generates 7,000 gallons of wastewater per month. Based on the sewer rates, a household that generates the average amount of wastewater will be charged the maximum amount, \$55 per month.

Additionally, for an average household that uses 1,000 kilowatts of electricity per month, Dominion Energy charges \$127.13.

As a result, the average monthly bill for these utilities is \$216.

Telephone, Cable, and Internet Utilities

Spectrum is a provider of telephone, cable, and internet in Beaufort County. From their website, the three services costs \$90 per month.

Homeowner’s Insurance

Homeowner’s insurance provides protection for the home and is generally required when a home has a mortgage. The average cost for homeowner’s insurance in Beaufort County is estimated to be \$800 per year (www.insurance.com).

Monthly Payment

By compiling the month obligations, it is estimated that the monthly cost for homeownership is \$1,857. At the end of this chapter the monthly costs are listed in Figure 118.

Cost of Renting

The cost of renting a home in the South of the Broad Service Area is estimated with data provided by the US Census Bureau. In 2018, the median gross rent (including all utilities and rental insurance) is estimated to be \$1,298. With the US Bureau of Labor Statistics’ CPI Calculator, the current cost of renting is estimated to be \$1,320.

Cost Burden Analysis

The cost burden for affordable housing is measured as the ratio between monthly payments for housing (including property tax, fee, utilities, and insurance) and monthly gross household income. An analysis was conducted for residents that purchase a home and residents that rent a home. A cost burden ratio of 30 percent is used as the threshold to determine housing affordability in the South Service Area.

Scenario 1: Baseline Conditions

Figure 116 summarizes the cost burden analysis for residents purchasing or renting a median valued home without the proposed maximum supportable development impact fee included. Based on the results, owner-occupied and renter-occupied housing costs are above the limit considered for affordability for households whose income is 80 percent of the County’s median income.

Figure 116. Scenario 1: Cost Burden Analysis without Maximum Supportable Development Impact Fee

Occupancy	Monthly Income	Monthly Cost	Cost Burden
Owner-Occupied	\$5,462	\$1,857	34.0%
Renter-Occupied	\$3,339	\$1,330	39.8%

Scenario 2: Baseline Condition + Proposed Development Impact Fee

In the second scenario, the maximum supportable development impact fee is included into the cost burden analysis to highlight the effects the fee has on housing affordability. Indicated in Figure 114, owner-occupied housing units are predominately single family units and renter-occupied housings is mixed between the three categories (single family, 2 to 4 units, and 5 or more). Since the development impact fee is calculated by housing type, the owner-occupied housing unit will be assessed the fee for an average sized single family unit (\$5,572) and the renter-occupied housing unit will be assessed the fee for an average sized multifamily unit (\$3,030).

However, there are existing development impact fees for Beaufort County which are being replaced by the maximum supportable fee amount. For a single family unit, the fee is increased by \$1,773. For a multifamily unit, the fee is decreases by \$146.

The analysis takes a conservative approach and assumes the purchase price of the median home is raised by the development impact fee. This ultimately increases the household's mortgage payment and property tax, see Figure 118. For renter-occupied housing units, the decrease in the fee results in a decrease in rent for the next 30 years.

Listed in Figure 117, the monthly costs for owners only marginally increases with the maximum supportable development impact fee. The cost burden for owner-occupied housing increases by 0.1 percentage point, while the decrease in costs for renter-occupied housing is low enough that the cost burden ratio is unaffected.

Figure 117. Scenario 2: Cost Burden Analysis with Proposed Development Impact Fee

Occupancy	Monthly Income	Monthly Cost	Cost Burden
Owner-Occupied	\$5,462	\$1,864	34.1%
Renter-Occupied	\$3,339	\$1,329	39.8%

Conclusion

The South Carolina Development Impact Fee Act requires preparation of a report that estimates the effect of imposing development impact fees on affordability of housing in the jurisdiction. To calculate the effect, a household that earns 80 percent of the median income should have a cost burden ratio of 30 percent or less for housing. **This analysis has concluded that the maximum supportable development impact fee results in a marginal increase to the monthly cost for homeowners and the cost burden is unaffected for renters.** As noted, this analysis takes a conservative approach and assumes that the development impact fees are absorbed entirely by the home occupants. If the County Council were to choose a lower development impact fee amount, the results presented in this report would improve.

Figure 118. Cost of Homeownership – South of the Broad

	Monthly Payment Calculation	
	Scenario 1 Baseline Condition	Scenario 2 Baseline Condition + Impact Fee
Purchase Price	\$375,080	\$376,852
Down Payment	\$75,016	\$75,370
Loan Amount	\$300,064	\$301,482
Loan Length (Years)	30	30
Loan Length (Months)	360	360
Yearly Interest Rate	3.22%	3.22%
Monthly Interest Rate	0.27%	0.27%
Monthly Payment	\$1,301	\$1,307
Property Tax - County (per month)	\$78	\$79
Property Tax - City (per month)	\$26	\$26
Property Tax - School Debt (per month)	\$40	\$40
Property Tax - Fire (per month)	\$23	\$23
Solid Waste Collection Fee	\$17	\$17
Water, Sewer, Electric Utilities	\$216	\$216
Telephone, Cable, Internet Utilities	\$90	\$90
Homeowners Insurance	\$67	\$67
Monthly Cost	\$1,857	\$1,864

APPENDIX B: LAND USE ASSUMPTIONS

Population and Housing Characteristics

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on County infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. According to the state of South Carolina's Department of Parks, Recreation, and Tourism, Beaufort County is the third most visited county in the state. In 2016, it was estimated that 3 million visitors came to the County. As a result, it is not just permanent residents occupying housing units. In response, County infrastructure and operating service levels are sized to accommodate not just permanent residents, but seasonal residents, seasonal workers, and visitors as well. Thus, TischlerBise recommends that fees for residential development in Beaufort County be imposed according to persons per household.

Figure 119 shows the US Census American Community Survey 2017 5-Year Estimates data for the unincorporated areas of Beaufort County. Single family units have a household size of 2.60 persons and multifamily units have a household size of 2.15 persons.

Figure 119. Beaufort County Persons per Household – Unincorporated Areas

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	149,899	74,002	2.03	57,656	2.60	77%
Multifamily [2]	23,940	22,393	1.07	11,128	2.15	23%
Total	173,839	96,395	1.80	68,784	2.53	

[1] Includes attached and detached single family homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

The persons per household factors are calculate below for other portions of Beaufort County.

Figure 120. Beaufort County Persons per Household – Countywide

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	149,899	74,002	2.03	57,656	2.60	77%
Multifamily [2]	23,940	22,393	1.07	11,128	2.15	23%
Total	173,839	96,395	1.80	68,784	2.53	

[1] Includes attached and detached single family homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Figure 121. Beaufort County Persons per Household – North of the Broad Service Area

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	67,220	29,254	2.30	23,832	2.82	87%
Multifamily [2]	7,339	4,558	1.61	3,565	2.06	13%
Total	74,559	33,812	2.21	27,397	2.72	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Figure 122. Beaufort County Persons per Household – South of the Broad Service Area

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	82,679	44,748	1.85	33,824	2.44	72%
Multifamily [2]	16,601	17,835	0.93	7,563	2.20	28%
Total	99,280	62,583	1.59	41,387	2.40	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

The previous figures are to illustrate the varying sizes of households in Beaufort County. **In Appendix C, persons per households are calculated by housing size.** A housing size analysis allows for more specific demand factors for residential demand and development impact fee calculations. See chapter for further details and calculations.

Base Year Population and Housing Units

There are three types of populations included in the Beaufort County development impact fee study:

- 1) Permanent Residents
- 2) Seasonal Residents
- 3) Visitors

As mentioned, the County is a destination for vacationers and because of the presence of temporary residents and visitors, County facilities and services have been sized to accommodate the additional demand. The seasonal population includes residents who have second homes in the County and the seasonal labor influx during peak tourism months. The visitor population includes overnight and day visitors. This section details the three population types.

Permanent Residents

The County's Transportation Model provides permanent population projections at a Traffic Analysis Zone (TAZ) level. In 2010, a countywide permanent population was estimated at 162,233. Since 2010, there has been an increase of 21,479 residents, a 13 percent increase. In the base year, the permanent population in the unincorporated areas is estimated to be 72,954 and 110,759 in the incorporated areas.

Capital Improvement Plan and Development Impact Fee Study DRAFT**Beaufort County, South Carolina****Figure 123. Permanent Population**

	2010	2011	2012	2013	2014	2015	2016	2017	2018	Base Year 2019	Total Increase
Permanent Population											
Unincorporated	63,556	64,600	65,644	66,689	67,733	68,777	69,821	70,865	71,910	72,954	9,398
Incorporated	98,677	100,019	101,362	102,704	104,047	105,389	106,731	108,074	109,416	110,759	12,082
Countywide	162,233	164,620	167,006	169,393	171,779	174,166	176,553	178,939	181,326	183,712	21,479

Source: Beaufort County TAZ Transportation Model

Seasonal Residents

To calculate the seasonal population, the seasonal housing total from the Transportation Model is multiplied by the average persons per household factor (PPHH). Based on the US Census American Community Survey, the average household size in the incorporated areas of the county is slightly smaller than in unincorporated areas. As a result, there are 39,122 seasonal residents in Beaufort County.

Figure 124. Seasonal Population

2019	Seasonal Housing Units	PPHH	Seasonal Residents
Unincorporated	4,625	2.56	11,841
Incorporated	10,956	2.49	27,281
Countywide	15,582		39,122

Source: Beaufort County TAZ Transportation Model

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Seasonal Visitors

According to the Beaufort County Convention and Visitor Bureau, there was over 3 million visitors to the County. The majority of stays being on Hilton Head Island, but the City of Beaufort and the Town of Bluffton are home to visitors as well.

Figure 125. Total Countywide Visitors

Destinations	Visitors
City of Beaufort	219,914
Town of Bluffton	122,364
Hilton Head Island	2,677,951
Total	3,020,229

Source: Beaufort County Convention and Visitor Bureau, 2017

In Figure 126, the County's daily peak visitor population is calculated. The estimated total of visitors is 3,020,229. From the County's 2010 *Comprehensive Plan*, an average stay is five days long. Resulting in 15.1 million visitor-stay days, or an average daily total of 41,373. Found in the *Comprehensive Plan*, during the peak month (July), the visitor population spikes to 132 percent of the annual average. This factor is applied to the County's average to calculate the daily peak season visitor total. As a result, it is estimated that Beaufort County's daily peak season visitor population is 54,612.

Figure 126. Peak Season Daily Countywide Visitor Total

Total Visitors	3,020,229
Average Length of Stay (days)	5
Visitor Stays (days)	15,101,145
Average Daily Visitor Total	41,373

Peak Season Factor	1.32
Peak Daily Visitor Total (July)	54,612

Source: Beaufort County Convention and Visitor Bureau, 2017; Beaufort County 2010 Comprehensive Plan

Peak Population

By combining the three population types, the County's peak population is calculated. In total, it is estimated that in 2019, Beaufort County's peak population is 277,447.

Figure 127. Base Year Peak Population

Countywide	Base Year
Permanent Residents	183,712
Seasonal Residents	39,122
Peak Daily Visitors	54,612
Total Peak Population	277,447

Housing Units

Beaufort County's Transportation Model includes projections for households and seasonal units. To find the number of housing units, the US Census Bureau's American Community Survey nonseasonal vacancy rate is added to the Transportation Model's household projections. In unincorporated areas the vacancy rate is 8.36 percent and in incorporated areas the vacancy rate is 10.23 percent. As a result, in the base year there are 33,308 units in Unincorporated Beaufort County and 47,152 units in Incorporated Beaufort County. Also, from the Transportation Model, there are 15,582 units countywide that are considered seasonal units.

Figure 128. Base Year Housing Units by Location

Beaufort County	2019
Unincorporated Units	33,308
Incorporated Units	47,152
Seasonal Units	15,582
Total Housing Units	96,042

Source: Beaufort County TAZ Transportation Model; U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

The housing type split for unincorporated and incorporated areas are applied to the totals to estimate the number of single family and multifamily homes in the County. Listed in Figure 129, there are estimated to be 72,441 single family units (including mobile homes) and 23,601 multifamily units countywide.

Figure 129. Base Year Housing Units by Housing Type

Housing Type	2019
Single Family [1]	72,441
Multifamily	23,601
Total Housing Units	96,042

[1] Note: includes single family and mobile homes
Source: Beaufort County TAZ Transportation Model; U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Population and Housing Unit Projections

As a result of the unique characteristics of Beaufort County, several residential projections have been estimated. Shown in Figure 130, permanent population in the unincorporated and incorporated areas of the County are projected along with seasonal and visitor population. After discussions with County staff, it was determined that using the 2029 projections in the Transportation Model for a 10-year estimation would be underestimating future growth since the County has grown quicker than previously anticipated. As such, the 2035 population estimates for permanent residents has been shifted and used as the 10-year estimated growth.

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Over the next ten years, the unincorporated areas of the County are projected to increase by 15,161 residents and the incorporated areas of the County are projected to increase by 26,096 residents.

Countywide seasonal population projection is based on seasonal housing unit growth. Each new seasonal unit is estimated to generate the person per housing unit average of 2.53 residents. As a result, 3,534 seasonal residents are projected through 2029. The seasonal population is assumed to be an accurate proxy for the County’s attractiveness for tourism, so the visitor population is anticipated to increase at the same rate as seasonal residents. The peak daily visitor population is projected to increase by 4,931 by 2029.

Additionally, the 10-year growth of housing in Beaufort County is projected to equal the 2035 projection in the County’s Transportation Model. Vacancy rates are applied to the household totals to calculate total housing units. Over the next ten years, 6,500 units are projected in the unincorporated areas of the County; 11,184 units are projected in the incorporated areas; and an additional 1,278 seasonal units countywide are projected. This totals 18,962 new units, a 20 percent increase. Of the increase, 75 percent is single family units and 25 percent is multifamily units.

Figure 130. Annual Residential Development Projections - Countywide

	Base Year 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total Increase
Population												
Permanent Unincorp. Residents	72,954	74,470	75,986	77,502	79,018	80,534	82,050	83,566	85,082	86,598	88,115	15,161
Permanent Incorp. Residents	110,758	113,368	115,978	118,588	121,198	123,808	126,418	129,028	131,638	134,248	136,855	26,096
Seasonal Residents	39,122	39,746	40,070	40,394	40,718	41,042	41,366	41,689	42,013	42,337	42,656	3,534
Peak Daily Visitors	54,612	55,483	55,935	56,387	56,839	57,291	57,743	58,194	58,646	59,098	59,543	4,931
Total Peak Population	277,446	283,067	287,969	292,871	297,773	302,675	307,577	312,477	317,379	322,281	327,168	49,722
Housing Units												
Unincorporated Units	33,308	33,958	34,608	35,258	35,908	36,558	37,208	37,858	38,508	39,158	39,808	6,500
Incorporated Units	47,152	48,270	49,388	50,506	51,624	52,742	53,860	54,978	56,096	57,214	58,336	11,184
Seasonal Units	15,582	15,710	15,838	15,966	16,094	16,222	16,350	16,478	16,606	16,734	16,860	1,278
Total Housing Units	96,042	97,938	99,834	101,730	103,626	105,522	107,418	109,314	111,210	113,106	115,004	18,962
Housing Type												
Single Family	72,441	73,848	75,254	76,661	78,067	79,473	80,880	82,286	83,692	85,099	86,506	14,065
Multifamily	23,601	24,090	24,580	25,069	25,559	26,049	26,538	27,028	27,518	28,007	28,498	4,897
Total Housing Units	96,042	97,938	99,834	101,730	103,626	105,522	107,418	109,314	111,210	113,106	115,004	18,962

Source: Beaufort County TAZ Transportation Model; U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Beaufort County Convention and Visitor Bureau, 2017

Current Employment and Nonresidential Floor Area

The impact fee study will include nonresidential development as well. Listed in Figure 131, it is estimated that there are 50,621 jobs in incorporated areas of Beaufort County and 15,859 jobs in Unincorporated Beaufort County. This results in 66,480 jobs countywide. The estimate is from Traffic Analysis Zone (TAZ) data, provided in the County's Transportation Model. The model forecasts employment growth for the entire County for the years of 2010, 2020, 2030, and 2040. To find the total employment in the base year, 2019, a straight-line approach from 2010 to 2020 was used.

Summarizing the employment totals to several industry sectors allows for a streamlined implementation process of the impact fees and straightforward development projections. The majority of jobs in the county are considered Office/Service, while Retail and Industrial jobs have a significant portion of the market as well.

Figure 131. Employment by Industry (2019)

Industry	Incorp. County Jobs	Unincorp. County Jobs	Countywide Jobs	%
Retail	12,819	3,124	15,943	24%
Office/Service	21,211	6,255	27,466	41%
Industrial	10,688	4,137	14,825	22%
Institutional	5,903	2,343	8,246	12%
Total	50,621	15,859	66,480	100%

Source: Beaufort County TAZ Transportation Model

Base year nonresidential floor area for the industry sectors are calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages, Figure 132. **For the Retail industry the Shopping Center factors are used, for Office/Service the General Office factors are used, for Industrial the Manufacturing factors are used, and for Institutional the Hospital factors are used.**

Figure 132. Institute of Transportation Engineers Nonresidential Factors

ITE Code	Land Use	Demand Unit	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	1.63	615
130	Industrial Park	1,000 Sq Ft	1.16	864
140	Manufacturing	1,000 Sq Ft	1.59	628
150	Warehousing	1,000 Sq Ft	0.34	2,902
254	Assisted Living	bed	0.61	na
520	Elementary School	1,000 Sq Ft	0.93	1,076
610	Hospital	1,000 Sq Ft	2.83	354
710	General Office (avg size)	1,000 Sq Ft	2.97	337
714	Corporate Headquarters	1,000 Sq Ft	3.44	291
760	Research & Dev Center	1,000 Sq Ft	3.42	292
770	Business Park	1,000 Sq Ft	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	2.34	427

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

By combining the base year job totals and the ITE square feet per employee factors, the nonresidential floor area is calculated in Figure 133. There is an estimated total of 21.4 million square feet of

nonresidential floor area in the incorporated areas of Beaufort County and 6.9 million square feet of floor area in the Unincorporated Beaufort County. This results in 28.3 million square feet of floor area countywide. The Office/Service and Industrial industries account for two-thirds of the total floor area, while Retail accounts for close to a quarter of the total.

Figure 133. Base Year Nonresidential Floor Area

Industry	Incorp. County Floor Area (sq. ft.)	Unincorp. County Floor Area (sq. ft.)	Countywide Floor Area (sq. ft.)	%
Retail	5,473,713	1,333,948	6,807,661	24%
Office/Service	7,148,107	2,107,935	9,256,042	33%
Industrial	6,712,064	2,598,036	9,310,100	33%
Institutional	2,089,662	829,422	2,919,084	10%
Total	21,423,546	6,869,341	28,292,887	100%

Source: Beaufort County TAZ Transportation Model; Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

Nonresidential Floor Area and Employment Projections

Beaufort County has grown quicker than anticipated in recent years and consistent with the residential projections, it was determined that the 2035 estimates from the County's Transportation Model would be a better 10-year estimate than 2029. Over the ten-year projection period, it is estimated that there will be an increase of 16,253 jobs countywide, a 5,213 increase in the unincorporated areas. The majority of the increase comes from the Office/Service industry (38%), however, the Industrial sector (26%) and the Retail sector (21%) have a significant impact as well.

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job totals. In the next ten years, the nonresidential floor area countywide is projected to increase by 7 million square feet, the unincorporated areas increasing by 2.3 million square feet. The Industrial and Office/Service sectors have the greatest increase.

Figure 134. Employment and Nonresidential Floor Area Projections - Countywide

Industry	Base Year 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total Increase
Countywide Jobs												
Retail	15,943	16,311	16,678	17,046	17,414	17,782	18,149	18,517	18,885	19,252	19,620	3,677
Office/Service	27,466	28,117	28,769	29,420	30,072	30,723	31,374	32,026	32,677	33,329	33,980	6,514
Industrial	14,825	15,223	15,620	16,018	16,415	16,813	17,210	17,608	18,005	18,403	18,801	3,976
Institutional	8,246	8,455	8,663	8,872	9,080	9,289	9,498	9,706	9,915	10,123	10,332	2,086
Total	66,480	68,105	69,731	71,356	72,981	74,606	76,232	77,857	79,482	81,107	82,733	16,253
Unincorporated County Jobs												
Retail	3,124	3,231	3,339	3,446	3,553	3,661	3,768	3,875	3,982	4,090	4,197	1,073
Office/Service	6,255	6,454	6,653	6,852	7,051	7,250	7,448	7,647	7,846	8,045	8,244	1,989
Industrial	4,137	4,275	4,413	4,551	4,689	4,828	4,966	5,104	5,242	5,380	5,518	1,381
Institutional	2,343	2,420	2,497	2,574	2,651	2,728	2,805	2,882	2,959	3,036	3,113	770
Total	15,859	16,380	16,902	17,423	17,944	18,465	18,987	19,508	20,029	20,550	21,072	5,213
Countywide Nonresidential Floor Area (1,000 sq. ft.)												
Retail	6,808	6,965	7,122	7,279	7,436	7,593	7,750	7,907	8,064	8,221	8,378	1,570
Office/Service	9,256	9,476	9,695	9,915	10,134	10,354	10,573	10,793	11,012	11,232	11,451	2,195
Industrial	9,310	9,560	9,809	10,059	10,309	10,558	10,808	11,058	11,307	11,557	11,807	2,497
Institutional	2,919	2,993	3,067	3,141	3,214	3,288	3,362	3,436	3,510	3,584	3,658	738
Total	28,293	28,993	29,693	30,393	31,093	31,793	32,493	33,193	33,893	34,593	35,293	7,000
Unincorporated County Nonresidential Floor Area (1,000 sq. ft.)												
Retail	1,334	1,380	1,426	1,471	1,517	1,563	1,609	1,655	1,700	1,746	1,792	458
Office/Service	2,108	2,175	2,242	2,309	2,376	2,443	2,510	2,577	2,644	2,711	2,778	670
Industrial	2,598	2,685	2,771	2,858	2,945	3,032	3,118	3,205	3,292	3,379	3,465	867
Institutional	829	857	884	911	938	966	993	1,020	1,047	1,075	1,102	272
Total	6,869	7,096	7,323	7,550	7,777	8,003	8,230	8,457	8,684	8,911	9,137	2,268

Source: Beaufort County TAZ Transportation Model; Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

Functional Population

Both residential and nonresidential developments increase the demand on County services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the County through the 24 hours in a day. A countywide approach is necessary for this analysis.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Beaufort County are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the County are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the County working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2015 functional population data, residential development accounts for 75 percent of the functional population, while nonresidential development accounts for 25 percent, see Figure 135.

Figure 135. Beaufort County Functional Population

Demand Units in 2015				
			Demand Hours/Day	Person Hours
Residential				
Population*	171,420			
Residents Not Working	112,360		20	2,247,200
Employed Residents	59,060			
Employed in Beaufort County	40,960		14	573,440
Employed outside Beaufort County	18,100		14	253,400
			Residential Subtotal	3,074,040
			Residential Share =>	75%
Nonresidential				
Non-working Residents	112,360		4	449,440
Jobs Located in Beaufort County	58,417			
Residents Employed in Beaufort County	40,960		10	409,600
Non-Resident Workers (inflow commuters)	17,457		10	174,570
			Nonresidential Subtotal	1,033,610
			Nonresidential Share =>	25%
			TOTAL	4,107,650

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

* Source: U.S. Census Bureau, American Community Survey, 2015 (countywide population)

Vehicle Trip Generation

Residential Vehicle Trips

A customized trip rate is calculated for the single family and multifamily units in Unincorporated Beaufort County. In Figure 136, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 7.90 trip ends on an average weekday and a multifamily unit is estimated to generate 4.10 trip ends on an average weekday.

Figure 136. Customized Residential Trip End Rates – Unincorporated Beaufort County

	Vehicles Available (1)	Households (2)			Vehicles per Household by Tenure
		Single Family*	Multifamily Units	Total HHs	
Owner-occupied	49,334	26,816	321	27,137	1.82
Renter-occupied	15,694	7,328	3,143	10,471	1.50
TOTAL	65,028	34,144	3,464	37,608	1.73
Housing Units (6) =>		41,414	4,567	45,981	
Persons per Housing Unit =>		2.15	1.61	2.09	

	Persons (3)	Trip Ends (4)	Vehicles by Type of Housing	Trip Ends (5)	Average Trip Ends	Trip Ends per Housing Unit
Single Family*	88,940	265,367	59,734	389,511	327,439	7.90
Multifamily	7,351	16,753	5,294	21,153	18,953	4.10
TOTAL	96,291	282,120	65,028	410,664	346,392	7.50

* Includes Single Family Detached, Attached, and Manufactured Homes

- (1) Vehicles available by tenure from Table B25046, 2013-2017 American Community Survey 5-Year Estimates.
- (2) Households by tenure and units in structure from Table B25032, American Community Survey, 2013-2017.
- (3) Persons by units in structure from Table B25033, American Community Survey, 2013-2017.
- (4) Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2017). For single family housing (ITE 210), the fitted curve equation is $EXP(0.89 * LN(persons) + 1.72)$. To approximate the average population of the ITE studies, persons were divided by 286 and the equation result multiplied by 286. For multifamily housing (ITE 221), the fitted curve equation is $(2.29 * persons) - 81.02$.
- (5) Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2017). For single family housing (ITE 210), the fitted curve equation is $EXP(0.99 * LN(vehicles) + 1.93)$. To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 485 and the equation result multiplied by 485. For multifamily housing (ITE 220), the fitted curve equation is $(3.94 * vehicles) + 293.58$ (ITE 2012).
- (6) Housing units from Table B25024, American Community Survey, 2012-2016.

Residential Vehicle Trips Adjustment Factors

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person’s home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents’ work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey (2009), home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web

application "OnTheMap", 31 percent of Beaufort County workers travel outside the County for work. In combination, these factors account for 5 percent of additional production trips ($0.31 \times 0.50 \times 0.31 = 0.05$). Shown in Figure 137, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (5 percent of production trips) for a total of 55 percent.

Figure 137. Trip Adjustment Factor for Commuters

Employed Beaufort County Residents (2015)	59,060
Residents Working in the County (2015)	40,960
Residents Commuting Outside of the County for Work	18,100
Percent Commuting Out of the County	31%
Additional Production Trips	5%
Standard Trip Adjustment Factor	50%
Residential Trip Adjustment Factor	55%

Source: U.S. Census, OnTheMap Application, 2015

Note: Countywide totals are used

Nonresidential Vehicle Trips

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 10th edition of *Trip Generation*. To estimate the trip generation in Beaufort County, the weekday trip end per 1,000 square feet factors highlighted in Figure 138 are used.

Figure 138. Institute of Transportation Engineers Nonresidential Factors

ITE Code	Land Use	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee
110	Light Industrial	1,000 Sq Ft	4.96	3.05
130	Industrial Park	1,000 Sq Ft	3.37	2.91
140	Manufacturing	1,000 Sq Ft	3.93	2.47
150	Warehousing	1,000 Sq Ft	1.74	5.05
254	Assisted Living	bed	2.60	4.24
520	Elementary School	1,000 Sq Ft	19.52	21.00
610	Hospital	1,000 Sq Ft	10.72	3.79
710	General Office (avg size)	1,000 Sq Ft	9.74	3.28
714	Corporate Headquarters	1,000 Sq Ft	7.95	2.31
760	Research & Dev Center	1,000 Sq Ft	11.26	3.29
770	Business Park	1,000 Sq Ft	12.44	4.04
820	Shopping Center (avg size)	1,000 Sq Ft	37.75	16.11

Source: *Trip Generation*, Institute of Transportation Engineers, 10th Edition (2017)

For nonresidential land uses, the standard 50 percent adjustment is applied to Office/Service, Industrial, and Institutional. A lower vehicle trip adjustment factor is used for Retail because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination.

In Figure 139, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

Figure 139. Daily Vehicle Trip Factors

Land Use	ITE Codes	Vehicle Trip Ends	Adjustment Factor
Residential (per housing unit)			
Single Family	210	7.90	55%
Multifamily	220	4.10	55%
Nonresidential (per 1,000 square feet)			
Retail	820	37.75	38%
Office/Service	710	9.74	50%
Institutional	610	10.72	50%
Industrial	140	3.93	50%

Source: [Trip Generation](#), Institute of Transportation Engineers, 10th Edition (2017)

Vehicle Trip Projection

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 367,976 vehicle trips and nonresidential land uses account for 176,673 vehicle trips in the base year (Figure 140). Through 2029, there will be a total increase of 109,328 daily vehicle trips with the majority of the growth being generated by single family (56%) and retail (21%) development.

In the unincorporated areas of Beaufort County, residential land uses account for 137,809 vehicle trips and nonresidential land uses account for 38,952 vehicle trips in the base year (Figure 141). Through 2029, there will be a total increase of 38,190 daily vehicle trips with the majority of the growth being generated by single family (67%) and retail (17%) development.

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Figure 140. Countywide Total Daily Vehicle Trip Projections

Development Type	Base Year 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total Increase
Residential Trips												
Single Family	314,756	320,870	326,979	333,092	339,201	345,310	351,424	357,533	363,642	369,755	375,869	61,113
Multifamily	53,220	54,323	55,428	56,531	57,636	58,740	59,843	60,948	62,053	63,156	64,263	11,043
Subtotal	367,976	375,193	382,407	389,623	396,837	404,050	411,267	418,481	425,695	432,911	440,132	72,156
Nonresidential Trips												
Retail	97,656	99,908	102,160	104,413	106,665	108,917	111,170	113,422	115,674	117,926	120,179	22,523
Office/Service	45,077	46,146	47,215	48,284	49,353	50,422	51,491	52,560	53,629	54,699	55,768	10,691
Industrial	18,294	18,785	19,276	19,766	20,257	20,747	21,238	21,728	22,219	22,710	23,200	4,906
Institutional	15,646	16,042	16,438	16,834	17,230	17,625	18,021	18,417	18,813	19,209	19,604	3,958
Subtotal	176,673	180,881	185,089	189,297	193,505	197,711	201,920	206,127	210,335	214,544	218,751	37,172
Vehicle Trips												
Grand Total	544,649	556,074	567,496	578,920	590,342	601,761	613,187	624,608	636,030	647,455	658,883	109,328

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017); TischlerBise analysis

Figure 141. Unincorporated Beaufort County Total Daily Vehicle Trip Projections

Development Type	Base Year 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total Increase
Residential Trips												
Single Family	130,349	132,893	135,436	137,980	140,524	143,067	145,611	148,155	150,699	153,242	155,786	25,437
Multifamily	7,460	7,606	7,751	7,897	8,042	8,188	8,334	8,479	8,625	8,770	8,916	1,456
Subtotal	137,809	140,499	143,187	145,877	148,566	151,255	153,945	156,634	159,324	162,012	164,702	26,893
Nonresidential Trips												
Retail	19,135	19,793	20,450	21,107	21,764	22,422	23,079	23,736	24,393	25,051	25,708	6,573
Office/Service	10,266	10,592	10,919	11,245	11,571	11,898	12,224	12,551	12,877	13,204	13,530	3,264
Industrial	5,105	5,276	5,446	5,616	5,787	5,957	6,128	6,298	6,468	6,639	6,809	1,704
Institutional	4,446	4,592	4,738	4,884	5,030	5,176	5,322	5,468	5,614	5,760	5,906	1,460
Subtotal	38,952	40,253	41,553	42,852	44,152	45,453	46,753	48,053	49,352	50,654	51,953	11,297
Vehicle Trips												
Grand Total	176,761	180,752	184,740	188,729	192,718	196,708	200,698	204,687	208,676	212,666	216,655	38,190

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017); TischlerBise analysis

APPENDIX C: SERVICE UNITS BY HOUSING UNIT SIZE

Residential demand on a majority of County services and facilities can be attributed to the number of residents that are generated a housing unit. Generally, household sizes grow as the size of a housing unit increases. Thus, by establishing a residential development impact fee that is based on the size of the housing unit the County can equitably attributed new residential development’s demand on facilities.

The following sections detail the calculations necessary to finding service units by housing size.

Persons per Housing Unit by Size

Custom tabulations of demographic data by bedroom range can be created from individual survey responses provided by the U.S. Census Bureau in files known as Public Use Microdata Samples (PUMS). Data comes from the SC Public Use Microdata Areas (PUMA) 1400, which includes Beaufort and Jasper County. Figure 142 lists the number of persons and households by bedrooms. As a result, persons per household factors are calculated by number of bedrooms. Furthermore, the unadjusted factors are calibrated to the Beaufort County countywide averages by adjusting based on the countywide average for all housing types.

Figure 142. Persons per Household by Number of Bedrooms

Bedroom Range	Persons	Households	Unadjusted Persons per Household	Adjusted Persons per Household [1]
0-1	235	179	1.31	1.48
2	1,541	827	1.86	2.11
3	4,450	1,944	2.29	2.59
4+	2,221	822	2.70	3.05
Total	8,447	3,772	2.24	2.53

Source: US Census American Community Survey, Public Use Microdata (PUM), 2013-2017 5-Year Estimates, PUMA 1400

[1] Household sizes are calibrated based on the countywide persons per household factor for all housing types

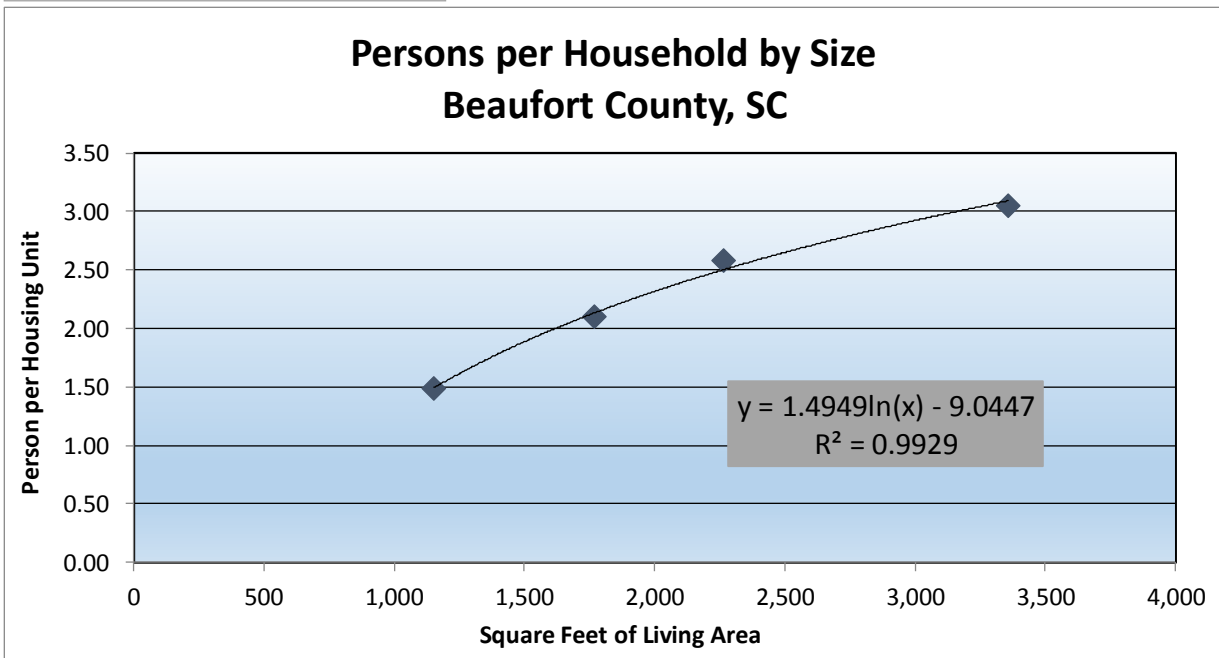
To calculate countywide household sizes by housing unit size, the average floor area by bedrooms and number of persons by bedrooms are plotted in Figure 143. The average floor area for a single family unit is available for the South Atlantic region from the U.S. Census Bureau and applied to the 2, 3, and 4+ bedroom units. The average floor area for multifamily units is available from a new construction report from the U.S. Census Bureau and applied to the 0-1 bedroom housing units. A logarithmic trend line derived from the plotted points. Using the trend line formula shown in the chart, TischlerBise derived the estimated average number of persons, by housing size, using ten size thresholds.

Shown in the Fitted-Curve Values table on the right, there is a noticeable increase in household sizes as the size of the housing unit increase.

Figure 143. Persons per Household by Housing Size – Countywide

Average persons per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Actual Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0-1	1,154	1.48	1,000 or less	1.30
2	1,771	2.11	1,001 to 1,250	1.62
3	2,264	2.59	1,251 to 1,500	1.89
4+	3,359	3.05	1,501 to 1,750	2.12
			1,751 to 2,000	2.32
			2,001 to 2,500	2.65
			2,501 to 3,000	2.92
			3,001 to 3,500	3.15
			3,501 or 4,000	3.35
			4,001 or more	3.53



The countywide persons per household by number of bedrooms is adjusted to calculate the household sizes for the North and South Service Area. Shown below, the North of the Broad Service Area has a PPHH factor 108% of the countywide PPHH and the South of the Broad Service area has a PPHH factor 95% of the countywide PPHH. This is applied to the PPHH by number of bedrooms factor.

Figure 144. Persons per Household Comparison

Housing Type	Countywide	North of the Broad	North vs Countywide	South of the Broad	South vs Countywide
Average PPHH	2.53	2.72	108%	2.40	95%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

The following figures lists the persons per household by housing size for the service areas.

Figure 145. Persons per Household by Housing Size – North of the Broad Service Area

Average persons per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0-1	1,154	1.59	1,000 or less	1.40
2	1,771	2.26	1,001 to 1,250	1.70
3	2,264	2.78	1,251 to 1,500	2.00
4+	3,359	3.28	1,501 to 1,750	2.30
			1,751 to 2,000	2.50
			2,001 to 2,500	2.90
			2,501 to 3,000	3.10
			3,001 to 3,500	3.40
			3,501 or 4,000	3.60
			4,001 or more	3.80

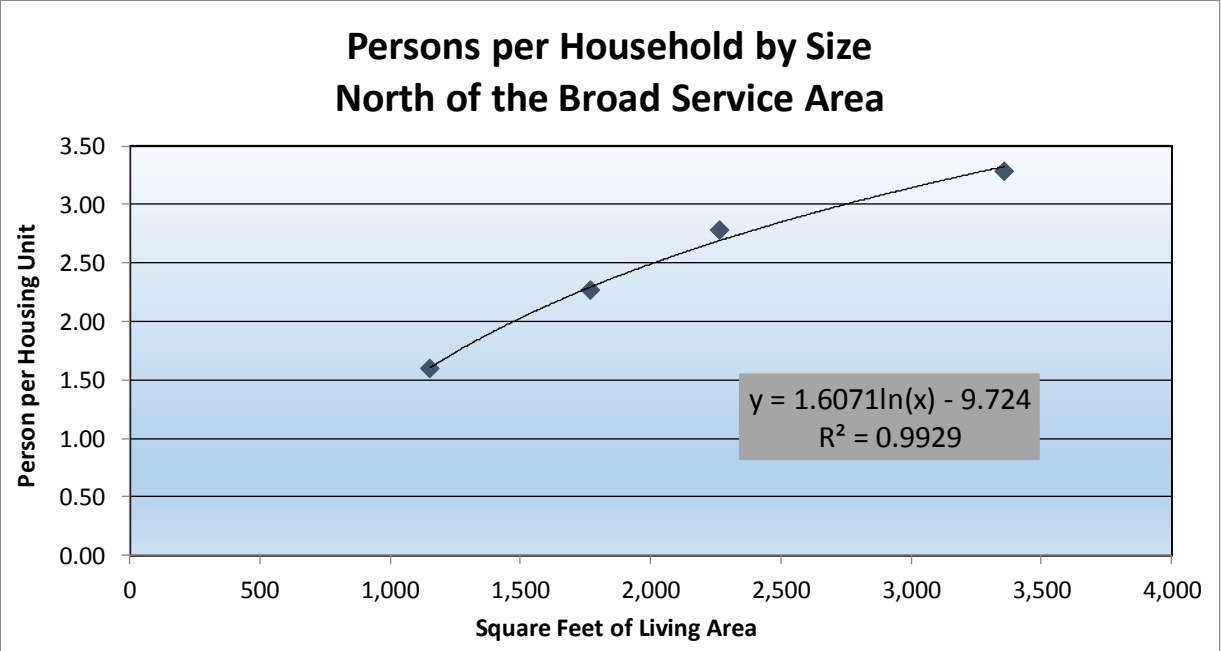
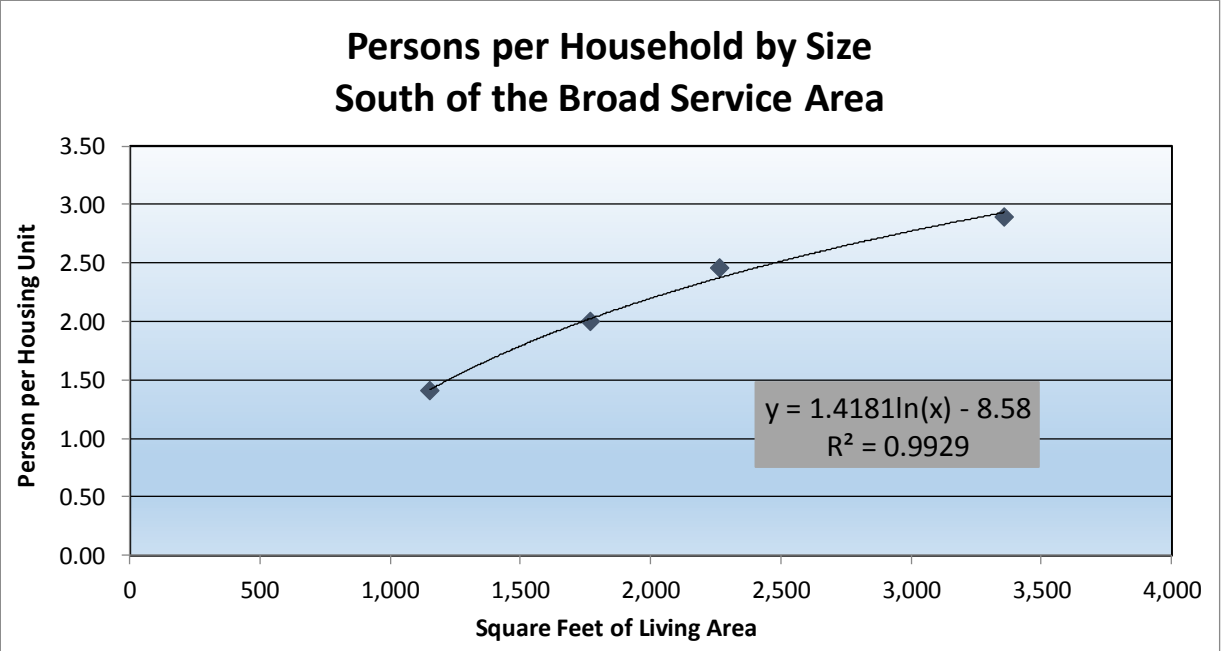


Figure 146. Persons per Household by Housing Size – South of the Broad Service Area

Average persons per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0-1	1,154	1.41	1,000 or less	1.20
2	1,771	2.00	1,001 to 1,250	1.50
3	2,264	2.45	1,251 to 1,500	1.80
4+	3,359	2.90	1,501 to 1,750	2.00
			1,751 to 2,000	2.20
			2,001 to 2,500	2.50
			2,501 to 3,000	2.80
			3,001 to 3,500	3.00
			3,501 or 4,000	3.20
			4,001 or more	3.30



Trip Generation Rates by Housing Size

As an alternative to simply using the national average trip generation rate for residential development, published by the Institute of Transportation Engineers (ITE), TischlerBise derived custom trip rates using local demographic data. Key inputs needed for the analysis (i.e. vehicles available, housing, units and persons) are available from the U.S. Census American Community Survey (ACS) data for Beaufort County.

Custom tabulations of demographic data by bedroom range can be created from individual survey responses provided by the U.S. Census Bureau. Data comes from the SC Public Use Microdata Area (PUMA) 1400. A portion of the 1400 PUMA includes Jasper County as well as all of Beaufort County. At the top of Figure 147, in the cells with yellow shading, are the survey results for the PUMA 1400. The

unadjusted number of persons and vehicles available per dwelling, derived from the PUMS data, were adjusted upward to match Beaufort County control totals.

In comparison to the national averages based on ITE traffic studies, Beaufort County has fewer persons per housing unit and fewer number of vehicles per unit. Rather than rely on one methodology, the recommended multipliers shown below with grey shading and bold numbers are an average of trips rates based on persons and vehicles available for all types of housing units. From the analysis, average weekday vehicle trip ends (AWVTE) increase as the number of bedrooms in a housing unit increases.

Figure 147. Average Weekday Vehicle Trip Ends (AWVTE) by Bedroom Range

Beaufort County 2017 Data

Bedroom Range	Persons ¹	Vehicles Available ¹	Housing Units ¹	Housing Mix	Unadjusted Person/HU	Adjusted Persons/HU ²	Unadjusted Vehicles/HU	Adjusted Vehicles/HU ²
0-1	235	183	179	5%	1.31	1.48	1.02	0.70
2	1,541	1,198	827	22%	1.86	2.10	1.45	1.00
3	4,450	3,619	1,944	52%	2.29	2.59	1.86	1.28
4+	2,221	1,747	822	22%	2.70	3.05	2.13	1.46
Total	8,447	6,747	3,772		2.24	2.53	1.79	1.23

National Averages According to ITE

ITE Code	AWVTE per Person	AWVTE per Vehicle	AWVTE per Housing Unit	Housing Mix
210 SFD	2.65	6.36	9.44	77%
220 Apt	3.31	5.10	6.65	23%

Persons per Household
3.56
2.01

Vehicles per Household
1.48
1.30

Weighted Avg 2.80 6.07 8.79

3.20

1.44

Recommended AWVTE per Housing Unit

Bedroom Range	AWVTE per HU Based on Persons ³	AWVTE per HU Based on Vehicles ⁴	AWVTE per Housing Unit ⁵
0-1	4.14	4.25	4.20
2	5.88	6.07	5.98
3	7.25	7.77	7.51
4+	8.54	8.86	8.70
Total	7.08	7.47	7.28

AWVTE per Dwelling by House Type

ITE Code	AWVTE per HH Based on Persons ³	AWVTE per HH Based on Vehicles ⁴	AWVTE per Household ⁵
210 SFD	7.28	11.13	9.21
220 Apt	6.02	8.86	7.44
All Types	7.08	10.46	8.77

Unadjusted Person/HU	Adjusted Persons/HH	Unadjusted Vehicles/HU	Adjusted Vehicles/HH
3.56	2.60	1.48	1.83
2.01	2.15	1.30	1.46
3.20	2.53	1.44	1.72

1. American Community Survey, Public Use Microdata Sample for SC PUMA 1400, 2013-2017 5-Year unweighted data
 2. Adjusted multipliers are scaled to make the average PUMS values match control totals for Beaufort County, based on American Community Survey 2013-2017 5-Year Estimates.
 3. Adjusted persons per housing unit multiplied by national weighted average trip rate per person.
 4. Adjusted vehicles available per housing unit multiplied by national weighted average trip rate per vehicle.
 5. Average trip rates based on persons and vehicles per housing unit.
- AWVTE = Average weekly vehicle trip end

To derive the countywide average weekday vehicle trip ends by housing size, TischlerBise matched trip generation rates and average floor area, by bedroom range, as in Figure 148. The logarithmic trend line

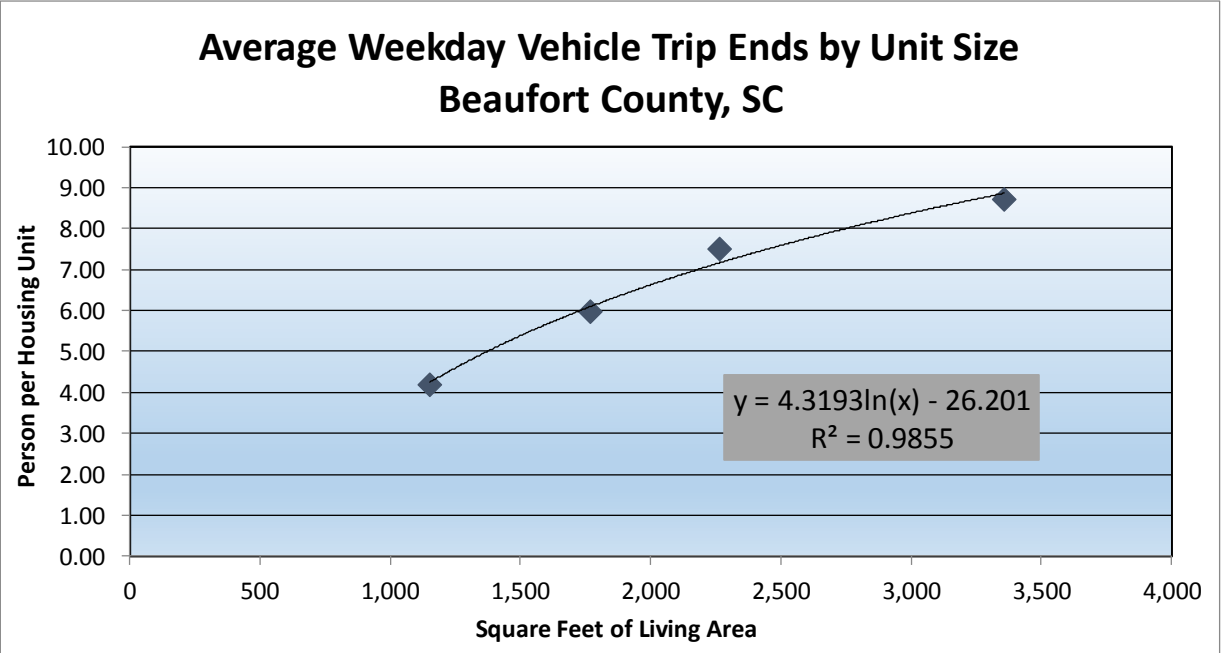
formula, derived from the four actual averages in Beaufort County, is used to derive estimated trip ends by housing size.

As shown in the Fitted-Curve Values table on the right, the vehicle trip ends increase as the housing unit size increases.

Figure 148. Vehicle Trip Ends by Housing Size – Countywide

Average weekday vehicle trips per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Actual Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
0-1	1,154	4.20	1,000 or less	3.60
2	1,771	5.98	1,001 to 1,250	4.60
3	2,264	7.51	1,251 to 1,500	5.39
4+	3,359	8.70	1,501 to 1,750	6.05
			1,751 to 2,000	6.63
			2,001 to 2,500	7.59
			2,501 to 3,000	8.38
			3,001 to 3,500	9.05
			3,501 or 4,000	9.62
			4,001 or more	10.13



The countywide vehicle trip ends by number of bedrooms is adjusted to calculate the trip ends for the North and South Service Area. Shown below, the North of the Broad Service Area has a trip end rate 107 percent of the countywide rate and the South of the Broad Service area has a trip end rate 99 percent of the countywide rate. This is applied to the trip ends by number of bedrooms factor.

Figure 149. Vehicle Trip End Rate Comparison

Housing Type	Countywide	North of the Broad	North vs Countywide	South of the Broad	South vs Countywide
Vehicle Trip Ends	8.80	9.40	107%	8.70	99%

Figure 150. Vehicle Trip Ends by Housing Size – North of the Broad Service Area

Average weekday vehicle trips per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
0-1	1,154	4.49	1,000 or less	3.90
2	1,771	6.39	1,001 to 1,250	4.90
3	2,264	8.02	1,251 to 1,500	5.80
4+	3,359	9.29	1,501 to 1,750	6.50
			1,751 to 2,000	7.10
			2,001 to 2,500	8.10
			2,501 to 3,000	9.00
			3,001 to 3,500	9.70
			3,501 or 4,000	10.30
			4,001 or more	10.80

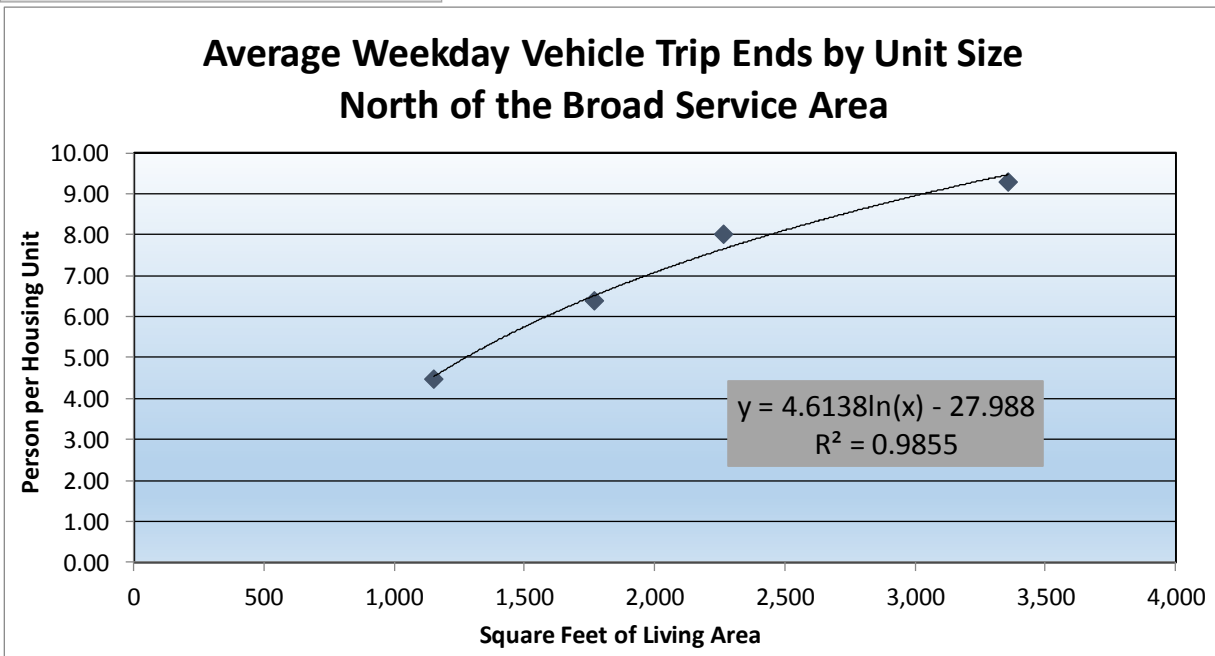
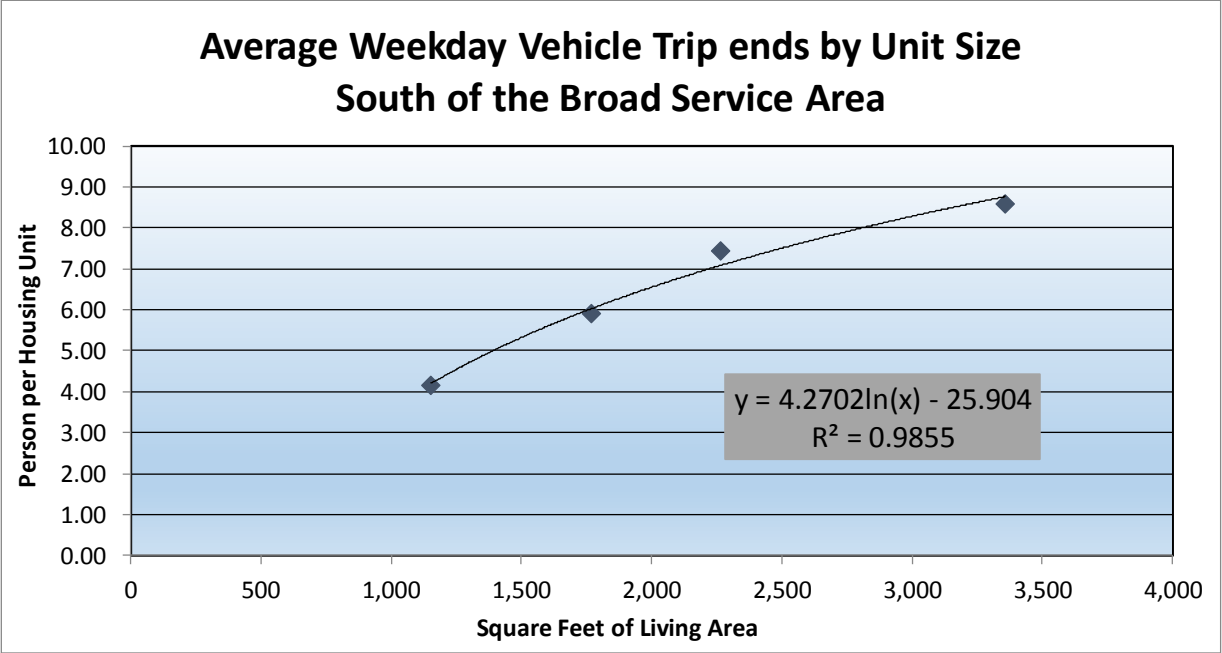


Figure 151. Vehicle Trip Ends by Housing Size – South of the Broad Service Area

Average weekday vehicle trips per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
0-1	1,154	4.15	1,000 or less	3.60
2	1,771	5.91	1,001 to 1,250	4.50
3	2,264	7.42	1,251 to 1,500	5.30
4+	3,359	8.60	1,501 to 1,750	6.00
			1,751 to 2,000	6.60
			2,001 to 2,500	7.50
			2,501 to 3,000	8.30
			3,001 to 3,500	8.90
			3,501 or 4,000	9.50
			4,001 or more	10.00



APPENDIX D: LAND USE DEFINITIONS

Residential Development

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Beaufort County will collect development fees from all new residential units. One-time development fees are determined by site capacity (i.e. number of residential units).

Single Family:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added, are counted in this category. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.
4. Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 210

Multifamily:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with “2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments.”
2. Boat, RV, Van, Etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.
3. Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 220, 221, 222

Nonresidential Development

The proposed general nonresidential development categories (defined below) can be used for all new construction within Beaufort County. Nonresidential development categories represent general groups of land uses that share similar average weekday vehicle trip generation rates and employment densities (i.e., jobs per thousand square feet of floor area).

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters, hotels, and motels.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 820, 815, 823, 850, 875, 880

Office/Service: Establishments providing management, administrative, professional, or business services; By way of example, *Office/Service* includes banks, business offices, headquarter buildings, business parks, and research and development centers.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 710, 712, 714, 720, 750, 770

Industrial: Establishments primarily engaged in the production, transportation, or storage of goods. By way of example, *Industrial* includes manufacturing plants, distribution warehouses, trucking companies, utility substations, power generation facilities, and telecommunications buildings.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 110, 130, 150, 154, 160, 170

Institutional: Establishments providing management, administrative, professional, or business services; By way of example, *Institutional* includes assisted living facilities, nursing homes, hospitals, medical offices, veterinarian clinics, schools, universities, churches, daycare facilities, government buildings, and prisons.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 520, 560, 565, 575, 580, 590

APPENDIX E: SERVICE AREA MAP

Illustrated below is a map for the North and South of the Broad Service Areas.

Figure 152. Service Area Map



APPENDIX F: SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT

<https://www.scstatehouse.gov/code/title6.php>

March 22, 2019

CHAPTER 1

General Provisions

ARTICLE 9

Development Impact Fees

SECTION 6-1-910. Short title.

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-920. Definitions.

As used in this article:

(1) “Affordable housing” means housing affordable to families whose incomes do not exceed eighty percent of the median income for the service area or areas within the jurisdiction of the governmental entity.

(2) “Capital improvements” means improvements with a useful life of five years or more, by new construction or other action, which increase or increased the service capacity of a public facility.

(3) “Capital improvements plan” means a plan that identifies capital improvements for which development impact fees may be used as a funding source.

(4) “Connection charges” and “hookup charges” mean charges for the actual cost of connecting a property to a public water or public sewer system, limited to labor and materials involved in making pipe connections, installation of water meters, and other actual costs.

(5) “Developer” means an individual or corporation, partnership, or other entity undertaking development.

(6) “Development” means construction or installation of a new building or structure, or a change in use of a building or structure, any of which creates additional demand and need for public facilities. A building or structure shall include, but not be limited to, modular buildings and manufactured housing. “Development” does not include alterations made to existing single-family homes.

(7) “Development approval” means a document from a governmental entity which authorizes the commencement of a development.

(8) “Development impact fee” or “impact fee” means a payment of money imposed as a condition of development approval to pay a proportionate share of the cost of system improvements needed to serve the people utilizing the improvements. The term does not include:

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

(b) connection or hookup charges;

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

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

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

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

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

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

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

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

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

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

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

(18) “Public facilities” means:

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

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

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

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

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

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

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

(h) parks, libraries, and recreational facilities;

(i) public education facilities for grades K-12 including, but not limited to, schools, offices, classrooms, parking areas, playgrounds, libraries, cafeterias, gymnasiums, health and music rooms, computer and science laboratories, and other facilities considered necessary for the proper public education of the state's children.

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

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

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

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

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

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

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

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

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

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

HISTORY: 1999 Act No. 118, Section 1; 2016 Act No. 229 (H.4416), Section 2, eff June 3, 2016.

Effect of Amendment

2016 Act No. 229, Section 2, added (18)(i), relating to certain public education facilities.

SECTION 6-1-930. Developmental impact fee.

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

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

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

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

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

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

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

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

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

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

property owners or developers within the service area, other than the fee payor, in an amount which is greater than incidental benefits is prohibited.

HISTORY: 1999 Act No. 118, Section 1.

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

A governmental entity imposing an impact fee must provide in the impact fee ordinance the amount of impact fee due for each unit of development in a project for which an individual building permit or certificate of occupancy is issued. The governmental entity is bound by the amount of impact fee specified in the ordinance and may not charge higher or additional impact fees for the same purpose unless the number of service units increases or the scope of the development changes and the amount of additional impact fees is limited to the amount attributable to the additional service units or change in scope of the development. The impact fee ordinance must:

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

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

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

(4) inform the fee payor that:

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

(B) Upon receipt of the resolution enacted pursuant to subsection (A), the local planning commission shall develop, within the time designated in the resolution, and make recommendations to the governmental entity for a capital improvements plan and impact fees by service unit. The local planning commission shall prepare and adopt its recommendations in the same manner and using the same procedures as those used for developing recommendations for a comprehensive plan as provided in

Article 3, Chapter 29, Title 6, except as otherwise provided in this article. The commission shall review and update the capital improvements plan and impact fees in the same manner and on the same review cycle as the governmental entity's comprehensive plan or elements of it.

HISTORY: 1999 Act No. 118, Section 1.

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, Section 1.

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

The following structures or activities are exempt from impact fees:

(1) rebuilding the same amount of floor space of a structure that was destroyed by fire or other catastrophe;

(2) remodeling or repairing a structure that does not result in an increase in the number of service units;

(3) replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the number of service units does not increase;

(4) placing a construction trailer or office on a lot during the period of construction on the lot;

(5) constructing an addition on a residential structure which does not increase the number of service units;

(6) adding uses that are typically accessory to residential uses, such as a tennis court or a clubhouse, unless it is demonstrated clearly that the use creates a significant impact on the system's capacity;

(7) all or part of a particular development project if:

(a) the project is determined to create affordable housing; and

(b) the exempt development's proportionate share of system improvements is funded through a revenue source other than development impact fees;

(8) constructing a new elementary, middle, or secondary school; and

(9) constructing a new volunteer fire department.

HISTORY: 1999 Act No. 118, Section 1; 2016 Act No. 229 (H.4416), Section 1, eff June 3, 2016.

Effect of Amendment

2016 Act No. 229, Section 1, added (8) and (9), relating to certain schools and volunteer fire departments.

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

Capital Improvement Plan and Development Impact Fee Study *DRAFT*
Beaufort County, South Carolina

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

(B) An impact fee must be calculated in accordance with generally accepted accounting principles.

HISTORY: 1999 Act No. 118, Section 1.

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

(A) The impact fee imposed upon a fee payor may not exceed a proportionate share of the costs incurred by the governmental entity in providing system improvements to serve the new development. The proportionate share is the cost attributable to the development after the governmental entity reduces the amount to be imposed by the following factors:

(1) appropriate credit, offset, or contribution of money, dedication of land, or construction of system improvements; and

(2) all other sources of funding the system improvements including funds obtained from economic development incentives or grants secured which are not required to be repaid.

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

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

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

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

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

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1010. Accounting; expenditures.

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

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

- (1) a purpose other than system improvement costs to create additional improvements to serve new growth;
- (2) a category of system improvements other than that for which they were collected; or
- (3) the benefit of service areas other than the area for which they were imposed.

HISTORY: 1999 Act No. 118, Section 1.

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

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

- (1) the impact fees have not been expended within three years of the date they were scheduled to be expended on a first-in, first-out basis; or
- (2) a building permit or permit for installation of a manufactured home is denied.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1030. Appeals.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

- (1) additions to the fee for reasonable interest and penalties for nonpayment or late payment;
- (2) withholding of the certificate of occupancy, or building permit if no certificate of occupancy is required, until the development impact fee is paid;
- (3) withholding of utility services until the development impact fee is paid; and
- (4) imposing liens for failure to pay timely a development impact fee.

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

public works, special purpose district or nonprofit corporation organized pursuant to Chapter 35 or 36 of Title 33 must:

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1090. Annexations by municipalities.

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.



School Impact Fee Study and Capital Improvement Plan

Prepared for:
Beaufort County School District, South Carolina

July 18, 2020

DRAFT

Prepared by:

TischlerBise

FISCAL | ECONOMIC | PLANNING

4701 Sangamore Road

Suite S240

Bethesda, Maryland 20816

800.424.4318

www.tischlerbise.com



TischlerBise
4701 Sangamore Road
Suite S240
Bethesda, Maryland 20816
800.424.4318

www.tischlerbise.com

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EXECUTIVE SUMMARY

The Beaufort County School District retained TischlerBise to prepare a Capital Improvement Plan and Development Impact Fee Study. Development impact fees are one-time payments used to construct system improvements needed to accommodate new development. A development impact fee represents new growth’s proportionate share of capital facility needs. Development impact fees do have limitations and should not be regarded as the total solution for infrastructure funding needs. Rather, they are one component of a comprehensive portfolio to ensure provision of adequate public facilities needed to serve new development. In contrast to general taxes, development impact fees may not be used for operations, maintenance, replacement of infrastructure, or correcting existing deficiencies.

BEAUFORT COUNTY SCHOOL DISTRICT SCHOOL DEVELOPMENT IMPACT FEE OVERVIEW

The Beaufort County School District has seen significant residential growth over the past several years and with the growth there has been increased enrollment. Also, this growth is expected to continue in the future. The District currently levies no school impact fees. In 1999, the State of South Carolina enacted new development impact fee enabling legislation. Any initiation of Beaufort County School District development impact fees requires a study that complies with the new enabling legislation.

The Beaufort County School District school development impact fees are derived using the incremental expansion approach. This approach determines current level of service standards for school buildings (i.e., elementary, middle, and high), land for school sites, and school buses. Level of service standards are derived using 2018-2019 permanent capacity and are expressed as follows:

1. School buildings: Square feet per student by type of school
2. Land: Acres per student by type of school
3. School buses: buses per student districtwide

Credits are included in the development impact fee to account for outstanding and anticipated debt on existing and future school facilities. Further details on the approach, levels of service, costs, and credits are provided in the body of this report.

GENERAL LEGAL FRAMEWORK

Both state and federal courts have recognized the imposition of impact fees on development as a legitimate form of land use regulation, provided the fees meet standards intended to protect against regulatory takings. Land use regulations, development exactions, and impact fees are subject to the Fifth Amendment prohibition on taking of private property for public use without just compensation. To comply with the Fifth Amendment, development regulations must be shown to substantially advance a legitimate governmental interest. In the case of impact fees, that interest is in the protection of public health, safety, and welfare by ensuring that development is not detrimental to the quality of essential public services. The means to this end is also important, requiring both procedural and substantive due

process. The process followed to receive community input, with stakeholder meetings, work sessions, and public hearings provide opportunity for comments and refinements to the impact fees.

There is little federal case law specifically dealing with impact fees, although other rulings on other types of exactions (e.g., land dedication requirements) are instructive. In one of the most important exaction cases, the U. S. Supreme Court found that a government agency imposing exactions on development must demonstrate an “essential nexus” between the exaction and the interest being protected (see *Nollan v. California Coastal Commission*, 1987). In a more recent case (*Dolan v. City of Tigard, OR*, 1994), the Court ruled that an exaction also must be “roughly proportional” to the burden created by development. However, the Dolan decision appeared to set a higher standard of review for mandatory dedications of land than for monetary exactions such as impact fees.

There are three reasonable relationship requirements for impact fees that related closely to “rational nexus” or “reasonable relationship” requirements enunciated by a number of state courts. Although the term “dual rational nexus” is often used to characterize the standard by which courts evaluate the validity of impact fees under the U.S. Constitution, we prefer a more rigorous formulation that recognizes three elements: “need,” “benefit,” and “proportionality.” The dual rational nexus test explicitly addresses only the first two, although proportionality is reasonably implied, and was specifically mentioned by the U.S. Supreme Court in the Dolan case. Individual elements of the nexus standard are discussed further in the following paragraphs.

All new development in a community creates additional demands on some, or all, public facilities provided by local government. If the capacity of facilities is not increased to satisfy that additional demand, the quality or availability of public services for the entire community will deteriorate. Impact fees may be used to recover the cost of development-related facilities, but only to the extent that the need for facilities is a consequence of development that is subject to the fees. The Nollan decision reinforced the principle that development exactions may be used only to mitigate conditions created by the developments upon which they are imposed. That principle clearly applies to impact fees. In this study, the impact of development on infrastructure needs is analyzed in terms of quantifiable relationships between various types of development and the demand for specific facilities, based on applicable level of service standards.

The requirement that exactions be proportional to the impacts of development was clearly stated by the U.S. Supreme Court in the Dolan case and is logically necessary to establish a proper nexus. Proportionality is established through the procedures used to identify development-related capital costs, and in the methods used to calculate impact fees for various types of facilities and categories of development. The demand for facilities is measured in terms of relevant and measurable attributes of development (e.g. a typical housing unit’s household size).

SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT

The State of South Carolina grants the power for cities and counties to collect impact fees on new development pursuant to the provisions set forth in the South Carolina Development Impact Fee Act

(Code of Laws of South Carolina, Section 6-1-910 et seq.). The process to create a local impact fee system begins with a resolution by the County Council directing the Planning Commission to conduct an impact fee study and recommend a development impact fee ordinance for legislative action.

Generally, a governmental entity must have an adopted comprehensive plan to enact impact fees; however, certain provisions in State law allow counties, cities, and towns that have not adopted a comprehensive plan to impose development impact fees. Those jurisdictions must prepare a capital improvement plan as well as prepare a development impact fee study that substantially complies with Section 6-1-960(B) of the Code of Laws of South Carolina.

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

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

If ultimately adopted, the Beaufort County School District would also be responsible for preparing and publishing an annual report describing the amount of development impact fees collected, appropriated, and spent during the preceding year. Subsequent to adoption of a development impact fee ordinance, the Beaufort County Planning Commission will be required to review and update the development impact fee study report, capital improvements plan, housing affordability analysis, and development impact fee ordinance. These updates must occur at least once every five years. Pursuant to State Law, the Beaufort County School District will not be empowered to recommend additional projects eligible for impact fee funding or charge higher than the maximum supportable impact fees until the development impact fee study and capital improvement plan are updated.

CONCEPTUAL DEVELOPMENT IMPACT FEE CALCULATION

In contrast to project-level improvements, development impact fees fund growth-related infrastructure that will benefit multiple development projects, or the entire jurisdiction (referred to as system improvements). The first step is to determine an appropriate demand indicator for the infrastructure.

The demand indicator measures the number of demand units for each unit of development. For example, an appropriate indicator of the demand for schools is the population growth of school age children. The increases in that population can be estimated from the average number of students per housing unit. The second step in the development impact fee formula is to determine infrastructure units per demand unit, typically called level of service (LOS) standards. In keeping with the school example, a common LOS standard is square footage of school space per student, for each type of school (elementary, middle, and high). The third step in the development impact fee formula is the cost of various infrastructure units. To complete the school example, this part of the formula would establish the cost per square foot for school facility construction.

GENERAL METHODOLOGIES

There are three general methods for calculating development impact fees. The choice of a method depends primarily on the timing of infrastructure construction (past, concurrent, or future) and service characteristics of the facility type being addressed. Each method has advantages and disadvantages in a particular situation and can be used simultaneously for different cost components.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities within the designated service area. The following paragraphs discuss three basic methods for calculating development impact fees and how those methods can be applied.

Cost Recovery (Past Improvements)

The rationale for recoupment, often called cost recovery, is that new development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which new growth will benefit. This methodology is often used for utility systems that must provide adequate capacity before new development can take place.

Incremental Expansion (Concurrent Improvements)

The incremental expansion method documents current level of service (LOS) standards for each type of public facility, using both quantitative and qualitative measures. This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. **An incremental expansion cost method is best suited for public facilities that will be expanded in regular increment to keep pace with development, and is the methodology used for this school development impact fee calculation.**

Plan-Based Fee (Future Improvements)

The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two options for determining the cost per demand unit: (1) total cost of a public facility can be divided by total demand units (average cost), or (2) the growth-share of the public facility cost can be divided by the net increase in demand units over the planning timeframe (marginal cost).

Credits

Regardless of the methodology, a consideration of “credits” is integral to the development of a legally defensible development impact fee methodology. There are two types of “credits” with specific characteristics, both of which should be addressed in development impact fee studies and ordinances.

- First, a revenue credit might be necessary if there is a double payment situation and other revenues are contributing to the capital costs of infrastructure to be funded by impact fees. This type of credit is integrated into the impact fee calculation, thus reducing the fee amount.
- Second, a site-specific credit or developer reimbursement might be necessary for dedication of land or construction of system improvements funded by impact fees. This type of credit is addressed in the administration and implementation of the impact fee program.

SERVICE/BENEFIT AREA

Based on projected growth and available school capacity, over the next ten years there are capacity needs in the school attendance zones south of the Broad River. However, over the next ten years there are no capacity needs projected in the school attendance zones north of the Broad River. To ensure the development impact fee study is meeting the required “rational nexus”, **TischlerBise recommends a development impact fee in only the South of the Broad Service Area.** By only applying the development impact fee to new growth in the South, new residents in the South will be certain that they are receiving a benefit from the fee. **Furthermore, new residents in the North will not be charged a fee without receiving a benefit.**

Figure 1. Map of Service Areas



MAXIMUM SUPPORTABLE IMPACT FEE SCHEDULE

As documented in this report, the Beaufort County School District has complied with the South Carolina Development Impact Fee Act and applicable legal precedents. The development impact fees proposed are proportionate and reasonably related to capital improvement demands of new development. Specific costs have been identified using local data and current dollars. This report documents the formulas and input variables used to calculate the school impact fees. Development impact fee methodologies also identify the extent to which new development is entitled to various types of credits to avoid potential double payment of growth-related capital costs.

School development impact fees are applied only to residential development and are per housing unit, reflecting the proportionate demand by type of unit. The amounts shown are “maximum supportable” amounts based on the methodologies, levels of service, and costs for the capital improvements identified herein. The fees represent the highest amount feasible for each type of applicable development, which represent new growth’s fair share of the school capital costs detailed in this report. The District, through Beaufort County, can adopt amounts that are lower than the maximum amounts

shown; however, a reduction in fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in the School District’s level of service.

Figure 2 provides the maximum supportable school development impact fees for the Beaufort County School District in the South Service Area. For a single family unit, the maximum supportable fee amount is \$9,535 per unit. For a multifamily unit, the maximum supportable development impact fee amount is \$4,508.

Figure 2. Maximum Supportable School Development Impact Fees – South Service Area

Maximum Supportable School Impact Fee				
Housing Type	<i>Elementary (K-5)</i>	<i>Middle (6-8)</i>	<i>High (9-12)</i>	Maximum Supportable Fee
Single Family	\$3,635	\$2,229	\$3,671	\$9,535
Multifamily	\$2,350	\$891	\$1,267	\$4,508

A note on rounding: calculations throughout this report are based on an analysis conducted using Excel software. Most results are discussed in the report using one, two, and three digit places, which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

STUDENT GENERATION RATES AND PROJECTED ENROLLMENT

STUDENT GENERATION RATES

Section 6-1-960(3) of the South Carolina Development Impact Fee Act requires:

“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.”

Demand for additional school capacity will come from new residential development. To determine the level of this demand, student generation rates are used as the “service unit” for the school development impact fees. The term “student generation rate” refers to the number of non-charter, public school students per housing unit within the Beaufort County School District. Public school students are a subset of school-aged children, which includes students in private schools and home-schooled children. Student generation rates are important demographic factors that help account for variations in demand for school facilities by type of housing. Students per housing unit are held constant over the projection period since the impact fees represent a “snapshot approach” of current levels of service and costs.

Student generation rates for the Beaufort County School District were developed by TischlerBise, based on housing unit and person data provided by the U.S. Census Bureau, 5-Year American Community Survey Public Use Microdata (2017). The results from the public use microdata is countywide, so student generation rates were scaled proportionately to the South Service Area based on persons per housing unit. The housing unit types that will be used in the impact fee calculations are (1) Single Family and (2) Multifamily. Student generation rates are listed by housing type below in Figure 3. Indicated in the figure, a single family unit is estimated to generate a total of .236 students, with .106 in elementary grades, .056 in middle school grades, and .074 in high school grades. As expected, a multifamily unit has a lower generation rate than a single family unit.

Figure 3. Student Generation Rates by Housing Type – South Service Area

Housing Type	Elem. (K-5)	Middle (6-8)	High (9-12)	All Grade
Single Family	0.106	0.056	0.074	0.236
Multifamily	0.069	0.023	0.026	0.117

Source: US Census Bureau, 5-Year 2017 American Community Survey PUMS data for South Carolina PUMA 01400; TischlerBise analysis

STUDENT ENROLLMENT PROJECTIONS

Section 6-1-960(6) of the South Carolina Development Impact Fee Act requires:

“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.”

Furthermore, the Beaufort County School District offers a Choice program that allows students to choose a learning program that fits a specific learning style or interest. This allows students to enroll in schools outside of their assigned school for the choice program of that school. To have the capacity in schools to offer the Choice program, the District has chosen to follow best practices and established a districtwide and clusterwide **capacity goal of 85%**. The capacity goal to adequately provide the Choice program is included in the following tables under the Choice Capacity column.

Included in the District’s *FY2020-2029 Ten-Year Plan and Capital Budget*, there are 5,759 elementary students and a capacity of 7,049 seats, an 82 percent utilization. Furthermore, to allow for the Choice Program to continue capacity levels must stay below 85 percent. According to the District’s *Ten-Year Plan*, student enrollment is projected to increase at a 2 percent annual growth rate in the South Service Area. Shown in Figure 4, the elementary school enrollment is projected to nearly reach current available capacity. Also, the projected increase in students exceeds the thresholds for the Choice Program.

Note: the current enrollment listed in Figure 4 differs from the enrollment used in the level of service calculations. Figure 4 data is listed to illustrate the future need from new students, while the enrollment used in the level of service is more recent and reflects a student total 45 days after the school year began.

Figure 4. Projected South Service Area Elementary School Enrollment

Beaufort County School District - Elementary					
Year		Total Capacity	Enrollment	Total Capacity Utilization	Choice Program Capacity Utilization [1]
Base	2019	7,049	5,759	82%	96%
1	2020	7,049	5,885	83%	98%
2	2021	7,049	5,980	85%	100%
3	2022	7,049	6,109	87%	102%
4	2023	7,049	6,177	88%	103%
5	2024	7,049	6,301	89%	105%
6	2025	7,049	6,427	91%	107%
7	2026	7,049	6,555	93%	109%
8	2027	7,049	6,686	95%	112%
9	2028	7,049	6,820	97%	114%
10	2029	7,049	6,956	99%	116%

[1] Choice capacity is the building capacity the District needs to keep all schools available for the Choice program, using the 85 percent recommendation

Source: Beaufort County School District FY2020-2029 Ten-Year Plan and Capital Budget

Listed in Figure 5, there are 3,130 middle students and a capacity of 3,329 seats, a 94 percent utilization. At the current level, the Choice Program cannot continue because the capacity utilization level has exceeded 85 percent. Based on the annual average growth rate, the middle school enrollment is projected to exceed current capacity by 478 students, a capacity utilization of 114 percent.

Note: the current enrollment listed in Figure 5 differs from the enrollment used in the level of service calculations. Figure 5 data is listed to illustrate the future need from new students, while the enrollment used in the level of service is more recent and reflects a student total 45 days after the school year began.

Figure 5. Projected South Service Area Middle School Enrollment

Beaufort County School District - Middle					
Year		Total Capacity	Enrollment	Total Capacity Utilization	Choice Program Capacity Utilization [1]
Base	2019	3,329	3,130	94%	111%
1	2020	3,329	3,301	99%	117%
2	2021	3,329	3,307	99%	117%
3	2022	3,329	3,300	99%	117%
4	2023	3,329	3,380	102%	119%
5	2024	3,329	3,448	104%	122%
6	2025	3,329	3,517	106%	124%
7	2026	3,329	3,587	108%	127%
8	2027	3,329	3,659	110%	129%
9	2028	3,329	3,732	112%	132%
10	2029	3,329	3,806	114%	135%

[1] Choice capacity is the building capacity the District needs to keep all schools available for the Choice program, using the 85 percent recommendation

Source: Beaufort County School District FY2020-2029 Ten-Year Plan and Capital Budget

Listed in Figure 6, there are 4,032 high students and a capacity of 4,216 seats, a 96 percent utilization. At the current level, the Choice Program cannot continue because the capacity utilization level has exceeded 85 percent. Based on the annual average growth rate, the high school enrollment is projected to exceed current capacity by 829 students, a capacity utilization of 120 percent.

Note: the current enrollment listed in Figure 6 differs from the enrollment used in the level of service calculations. Figure 6 data is listed to illustrate the future need from new students, while the enrollment used in the level of service is more recent and reflects a student total 45 days after the school year began.

Figure 6. Projected South Service Area High School Enrollment

Beaufort County School District - High					
Year		Total Capacity	Enrollment	Total Capacity Utilization	Choice Program Capacity Utilization [1]
Base	2019	4,216	4,032	96%	113%
1	2020	4,216	4,190	99%	117%
2	2021	4,216	4,369	104%	122%
3	2022	4,216	4,530	107%	126%
4	2023	4,216	4,480	106%	125%
5	2024	4,216	4,570	108%	128%
6	2025	4,216	4,661	111%	130%
7	2026	4,216	4,754	113%	133%
8	2027	4,216	4,849	115%	135%
9	2028	4,216	4,946	117%	138%
10	2029	4,216	5,045	120%	141%

[1] Choice capacity is the building capacity the District needs to keep all schools available for the Choice program, using the 85 percent recommendation

Source: Beaufort County School District FY2020-2029 Ten-Year Plan and Capital Budget

These projections differ from a recently published report conducted by McKibben Demographics. In the *Beaufort County Schools, SC Demographic Study (2019)* a similar analysis as the District’s *Ten-Year Plan and Capital Budget* was conducted; however, different projections resulted. In the demographic study, it is projected that the District will lose 142 students over the next ten years. A consequence of such results would be that no new schools or school expansions would be necessary to accommodate future growth. This is inconsistent with the current growth being observed, the District’s Capital Improvement Plan, and the projected housing growth in Beaufort County (TischlerBise is performing a Development Impact Fee Study for Beaufort County in conjunction with this study). Therefore, it was determined that the Development Impact Fee Study’s enrollment projections would be consistent with those in the District’s Capital Improvement Plan.

SCHOOL LEVEL OF SERVICE

OVERVIEW OF CURRENT SCHOOL FUNDING ARRANGEMENTS

Section 6-1-960(8) of the South Carolina Development Impact Fee Act requires:

“identification of all sources and levels of funding available to the governmental entity for the financing of the system improvements.”

In South Carolina, the construction of schools is largely the responsibility of each School District. In the case of the Beaufort County School District, the District is 100% responsible for the funding of new school capacity. Historically, the District has funded new school construction through the issuance of bonds, backed by property tax revenue. South Carolina’s State Constitution allows government entities to issue bonds to fund capital projects (construction of new schools and improvements to existing schools). The District has never collected development impact fees on new construction of residential units. The District is interested in adopting school development impact fees and applying the revenue to reduce the amount of principal the District needs to bond to construct needed school facilities in the future. In order to lessen the burden on existing residents and businesses of funding growth-related school capacity needs, the District has determined a development impact fee structure needs to be implemented to reflect current levels of service and costs.

SCHOOL FACILITY LEVEL OF SERVICE STANDARDS

Section 6-1-960(1) of the South Carolina Development Impact Fee Act requires:

“a general description of all existing 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 existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”

Section 6-1-960(2) of the South Carolina Development Impact Fee Act requires:

“an analysis of 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.”

This section provides current inventories of elementary, middle, and high schools in the South Service Area of Beaufort County School District. The data contained in these tables are used to determine infrastructure standards for school buildings and sites on which the development impact fees are based. School buses are included in this analysis as well.

South Service Area Elementary Schools

The inventory and current levels of service for elementary schools in the South Service Area are shown below in Figure 7. As indicated, elementary school buildings have a total of 831,765 square feet of

building floor area on 207.6 acres. Total enrollment in all elementary schools (ES) for the 2018-2019 school year is 5,914 and total capacity is 7,049. In the 2018-2019 school year, capacity utilization for the elementary schools in the South is 84 percent.

Levels of service are shown for buildings and land for elementary schools at the bottom of Figure 7. Levels of service are calculated by dividing the amount of infrastructure by total enrollment and capacity. For example, 831,765 square feet of school building space is divided by a capacity of 7,049 students to arrive at 117.99 square feet per student.

Since elementary schools overall are currently operating under capacity, there are no existing deficiencies. Therefore, *the level of service standard on which the impact fees are based is calculated using existing capacity* (shaded in Figure 7). This ensures new development is not charged for a higher level of service than what is currently provided or what is planned to be provided, using a level of service that is based on capacity represents the level of service the District provides (or will ultimately provide). Levels of service differ when calculated based on enrollment and capacity. For example, the building square footage level of service is 140.64 square feet per student when based on enrollment versus a level of service of 117.99 square feet per student when based on capacity.

Current levels of service are:

- **Buildings: 117.99 square feet per student**
- **Land: 0.0295 acres per student**

Figure 7. Elementary School Inventory – South Service Area

Facility	Building Sq Ft	Acreage	2019 Enrollment	Capacity	Utilization
HHI-ECC	47,010	9.1	273	314	87%
HHIES	163,591	28.6	890	1,128	79%
HHI-SCA	118,543	23.4	644	921	70%
Bluffton ES	73,843	23.3	619	866	71%
Michael C. Riley ES	64,080	25.8	682	849	80%
Okatie ES	85,022	45.4	571	632	90%
Pritchardville ES	101,149	23.8	850	880	97%
Red Cedar ES	88,487	12.2	588	704	84%
River Ridge Academy	90,040	16.1	797	755	106%
Total	831,765	207.6	5,914	7,049	84%

<i>Elementary School Levels of Service</i>	<i>Building SF</i>	<i>Land</i>
LOS per Student (current enrollment)	140.64	0.0351
LOS per Student (current capacity)	117.99	0.0295

Source: Beaufort County School District. Enrollment totals reflect attendance 45 days into the school year.

South Service Area Middle Schools

The inventory and current levels of service for middle schools are shown in Figure 8. As indicated, middle school buildings have a total of 450,872 square feet of gross floor area on approximately 100.7

acres. Total enrollment in all middle schools for the 2018-2019 school year is 2,997 and total capacity is 3,329. Overall, middle schools are operating at 90 percent capacity utilization.

Levels of service are shown for buildings and land for middle schools at the bottom of Figure 8. Since middle schools overall are currently operating under capacity, there are no existing deficiencies. Therefore, *the level of service standard on which the impact fees are based is calculated using existing capacity* (shaded in Figure 8). Levels of service are calculated by dividing the amount of infrastructure by capacity. For example, 450,872 square feet of school building space is divided by middle school total capacity of 3,329 students to arrive at 135.45 square feet per student.

Current levels of service are:

- **Buildings: 135.68 square feet per student**
- **Land: 0.0303 acres per student**

Figure 8. Middle School Inventory – South Service Area

Facility	Building Sq Ft	Acreage	2019 Enrollment	Capacity	Utilization
Hilton Head MS	133,565	25.5	1,023	1,007	102%
Bluffton MS	139,215	41.9	784	1,035	76%
River Ridge Academy	45,020	8.1	399	378	106%
H.E. McCracken MS	133,072	25.2	791	909	87%
TOTAL	450,872	100.7	2,997	3,329	90%

<i>Middle School Levels of Service</i>	<i>Building SF</i>	<i>Land</i>
LOS per Student (current enrollment)	150.46	0.0336
LOS per Student (current capacity)	135.45	0.0303

Source: Beaufort County School District. Enrollment totals reflect attendance 45 days into the school year.

South Service Area High Schools

The inventory and current levels of service for high schools are shown in Figure 9. As indicated, high school buildings have a total of 653,384 square feet of gross floor area on approximately 299.4 acres. Total enrollment in all high schools for the 2018-2019 school year is 3,876 and total capacity is 4,216. Overall, high schools are operating at 92 percent capacity.

Levels of service are shown for buildings and land for high schools at the bottom of Figure 9. Since high schools overall are currently operating under capacity, there are no existing deficiencies. Therefore, *the level of service standard on which the impact fees are based is calculated using existing capacity* (shaded in Figure 9). Levels of service are calculated by dividing the amount of infrastructure by capacity. For example, 653,384 square feet of school building space is divided by high school total capacity of 4,216 students to arrive at 154.98 square feet per student.

Current levels of service are:

- **Buildings: 154.98 square feet per student**
- **Land: 0.071 acres per student**

Figure 9. High School Inventory – South Service Area

Facility	Building Sq Ft	Acreage	2019 Enrollment	Capacity	Utilization
Hilton Head HS	231,768	35.0	1,300	1,382	94%
Bluffton HS	183,000	39.8	1,219	1,434	85%
May River HS	238,616	224.5	1,357	1,400	97%
TOTAL	653,384	299.4	3,876	4,216	92%

<i>High School Levels of Service</i>	<i>Building SF</i>	<i>Land</i>
LOS per Student (current enrollment)	168.57	0.0772
LOS per Student (current capacity)	154.98	0.0710

Source: Beaufort County School District. Enrollment totals reflect attendance 45 days into the school year.

School Buses

The District owns a fleet of buses, which will need to be expanded to accommodate enrollment. The District’s current fleet includes 57 buses, which have a purchase price of \$100,000. The bus fleet operates on a districtwide basis, so the level of service must be calculated as such. When the number of buses is compared to the current districtwide enrollment of 20,629, the level of service standard is 0.0028 buses per student.

Figure 10. Beaufort County School District Buses

Vehicle Type	District Owned Units	District Enrollment	Buses per Student
School Buses	57	20,629	0.0028

Source: Beaufort County School District. Enrollment totals reflect attendance 45 days into the school year.

SCHOOL IMPACT FEE CALCULATION

METHODOLOGY

The Beaufort County School District school development impact fee methodology is based on current average public school student generation rates, level of service standards, and local costs. The school development impact fees use an incremental expansion approach, which documents the current level of service for public facilities in both quantitative and qualitative measures. The intent is to use development impact fee revenue to expand or provide additional capital school facilities, as needed to accommodate new development, based on the current level of service and cost to provide capital improvements. All school levels are included in the development impact fees. Costs for school buildings, land for school sites, and school buses are included in the fee. Finally, credits for future principal payments towards debt is included.

SERVICE/BENEFIT AREA

Based on projected growth and available school capacity, over the next ten years there are capacity needs in the school attendance zones south of the Broad River. However, over the next ten years there are no capacity needs projected in the school attendance zones north of the Broad River. To ensure the development impact fee study is meeting the required “rational nexus”, **TischlerBise recommends a development impact fee in only the South of the Broad Service Area.** By only applying the development impact fee to new growth in the South, new residents in the South will be certain that they are receiving a benefit from the fee. **Furthermore, new residents in the North will not be charged a fee without receiving a benefit.**

COST ASSUMPTIONS

The Beaufort County School District is responsible for 100% of new school construction costs. The construction cost assumptions are based on estimates provided by the Beaufort County School District staff. The estimated cost assumptions are \$300 per square foot for school construction, \$100,000 per acre of land, and \$100,000 per school bus.

Figure 11. Facility Cost Assumptions

Facility Type	Cost
School Construction (per sq. ft.)	\$300
School Land (per acre)	\$100,000
School Bus	\$100,000

Source: Beaufort County School District

CREDITS FOR FUTURE PRINCIPAL PAYMENTS ON EXISTING SCHOOL IMPROVEMENTS

Section 6-1-990(B)(3) of the South Carolina Development Impact Fee Act requires and analysis of:

“extent to which the new development contributes to the cost of system improvements”

Because the Beaufort County School District debt-financed recent school capacity expansions, a credit is included for future principal payments on outstanding debt. A credit is necessary since new residential units that will pay the development impact fee will also contribute to future principal payments on this remaining debt through property taxes. A credit is not necessary for interest payments because interest costs are not included in the development impact fee. This credit for outstanding debt is credited to residential development at a rate of 35.1 percent, which is the residential percentage of the overall taxable value of real property within the Beaufort County School District.

Figure 12. Beaufort County Assessed Value by Property Type

Property Type	Assessed Value	% of Total
Owner Occupied	\$589,917,460	35.1%
Commercial/Rental Property	\$1,024,726,380	61.0%
Manufacturing	\$2,278,944	0.1%
Fee-in-Lieu	\$6,753,302	0.4%
Utility	\$54,885,480	3.3%
Total	\$1,678,561,566	100.0%

Source: Beaufort County School District CAFR 2018

As shown in Figure 13, outstanding debt from school capacity expansion projects allocated to residential development is estimated at approximately \$102 million. Annual principal payments are divided by student enrollment in each year to determine a per student credit. For example, in 2020, the total principal paid by the residential tax base (\$11,452,077) is divided by projected enrollment of 21,387 for a payment per student of \$535. To account for the time value of money, annual payments per student are discounted using a net present value formula based on an average interest rate of 2.5%. The total net present value of future principal payments per student is \$4,053. This amount is subtracted from the gross capital cost per student to derive a net capital cost per student.

Figure 13. Credit for Future Principal Payments on Existing Debt

Year	Principal Payment	Residential 35.1%	Total Enrollment	Payment per Pupil
2019	\$35,961,000	\$12,622,311	20,970	\$602
2020	\$32,627,000	\$11,452,077	21,387	\$535
2021	\$32,212,621	\$11,306,630	21,530	\$525
2022	\$28,129,000	\$9,873,279	21,769	\$454
2023	\$29,482,000	\$10,348,182	21,698	\$477
2024	\$19,430,000	\$6,819,930	21,902	\$311
2025	\$19,430,000	\$6,819,930	22,113	\$308
2026	\$19,430,000	\$6,819,930	22,330	\$305
2027	\$19,430,000	\$6,819,930	22,553	\$302
2028	\$19,430,000	\$6,819,930	22,784	\$299
2029	\$6,685,000	\$2,346,435	23,021	\$102
2030	\$6,685,000	\$2,346,435	23,251	\$101
2031	\$6,685,000	\$2,346,435	23,483	\$100
2032	\$6,685,000	\$2,346,435	23,718	\$99
2033	\$6,685,000	\$2,346,435	23,955	\$98
2034	\$1,855,000	\$651,105	24,195	\$27
Total	\$290,841,621	\$102,085,409		\$4,647
			Discount Rate	2.50%
			Total Credit per Pupil	\$4,053

Source: Beaufort County School District CAFR 2018

CREDIT FOR 2019 BOND REFERENDUM

The recent voter approved bond referendum will help the District improve school safety, renovate facilities, and add classroom space to address enrollment growth. To ensure that new residents are not double paying for capital improvements, a credit is included in the impact fee analysis.

In summary, the bond referendum included two ballot questions to the voters, and both were approved. There is \$26 million of capacity increasing projects districtwide. The bond will be repaid with property tax revenue and to attribute the appropriate amount of the future payments to residential development, the current percentage of the countywide assessed value is applied (35.1 percent).

Figure 14. Countywide Property Assessed Value

Property Type	Assessed Value	Percent
Owner Occupied	\$589,917,460	35.1%
Commercial/Rental Property	\$1,024,726,380	61.0%
Manufacturing	\$2,278,944	0.1%
Fee-in-Lieu	\$6,753,302	0.4%
Utility	\$54,885,480	3.3%
Total	\$1,678,561,566	100.0%

Source: Beaufort County School District CAFR 2018

A payment schedule is not yet available, so listed in Figure 15, TischlerBise has estimated the future payments of the bond based on a 20-year schedule. Annual principal payments are divided by student enrollment in each year to determine a per student credit. For example, in 2020, the principal paid by the residential tax base (\$1,017,825) is divided by projected enrollment of 21,387 for a payment per student of \$17. To account for the time value of money, annual payments per student are discounted using a net present value formula based on an average interest rate of 2.5%. The total net present value of future principal payments per student is \$301. This amount is subtracted from the gross capital cost per student to derive a net capital cost per student.

Figure 15. Credit for 2019 Bond Referendum

Year	Principal Payment	Residential 35.1%	Total Enrollment	Payment per Pupil
2020	\$1,017,825	\$357,257	21,387	\$17
2021	\$1,043,271	\$366,188	21,530	\$17
2022	\$1,069,353	\$375,343	21,769	\$17
2023	\$1,096,087	\$384,726	21,698	\$18
2024	\$1,123,489	\$394,345	21,902	\$18
2025	\$1,151,576	\$404,203	22,113	\$18
2026	\$1,180,365	\$414,308	22,330	\$19
2027	\$1,209,874	\$424,666	22,553	\$19
2028	\$1,240,121	\$435,283	22,784	\$19
2029	\$1,271,124	\$446,165	23,021	\$19
2030	\$1,302,902	\$457,319	23,251	\$20
2031	\$1,335,475	\$468,752	23,483	\$20
2032	\$1,368,862	\$480,471	23,718	\$20
2033	\$1,403,083	\$492,482	23,955	\$21
2034	\$1,438,161	\$504,794	24,195	\$21
2035	\$1,474,115	\$517,414	24,437	\$21
2036	\$1,510,967	\$530,350	24,681	\$21
2037	\$1,548,742	\$543,608	24,928	\$22
2038	\$1,587,460	\$557,199	25,177	\$22
2039	\$1,627,147	\$571,128	25,429	\$22
Total	\$26,000,000	\$9,126,000		\$391
			Discount Rate	2.50%
			Total Credit per Pupil	\$301

Source: TischlerBise estimated payment schedule

SCHOOL DEVELOPMENT IMPACT FEE INPUT VARIABLES

Factors used to derive the Beaufort County School District’s school development impact fees are summarized in Figure 16. Development impact fees for schools are based on student generation rates (i.e., public school students per housing unit) and are only assessed on residential development. Level of service standards are based on current costs per student for school buildings, school land, and school buses, as described in the previous sections and summarized below.

The gross capital cost per student is the sum of the cost per student for each component. For example, for the elementary school portion, the calculation is as follows: $\$35,397$ [building construction] + $\$2,950$ [land] + $\$280$ [buses] = $\$38,627$ gross capital cost per student.

The net local capital cost per student is the sum of the gross capital cost per student and the recommended credits. Continuing with the elementary school example, the calculation is as follows: $\$38,627$ [gross capital cost per student] - $\$4,053$ [credit for future payments on existing debt service principal] - $\$301$ [credit for future payments on 2019 bond referendum] = $\$34,273$ net local capital cost per student. The same approach is followed for middle schools and high schools.

Figure 16. School Development Impact Fee Input Variables

Student Generation Rates [1]	School Level			Total
	Elementary (K-5)	Middle (6-8)	High (9-12)	
Housing Type				
Single Family	0.106	0.056	0.074	0.236
Multifamily	0.069	0.023	0.026	0.117

Current Level of Service Standards			
	Elementary	Middle	High
School Floor Area per Student (sq. ft.)	117.99	135.45	154.98
School Cost per Sq. Ft. [2]	\$300	\$300	\$300
School Construction Cost per Student	\$35,397	\$40,635	\$46,494
School Land per Student (acres)	0.0295	0.0303	0.071
Land Cost per Acre [2]	\$100,000	\$100,000	\$100,000
Land Cost per Student	\$2,950	\$3,030	\$7,100
District Owned Buses per Student	0.0028	0.0028	0.0028
Cost per School Bus [2]	\$100,000	\$100,000	\$100,000
School Bus Cost per Student	\$280	\$280	\$280
Total Gross Capital Cost per Student	\$38,627	\$43,945	\$53,874
Credit for Existing Debt per Student	\$4,053	\$4,053	\$4,053
Credit for 2019 Bond per Student	\$301	\$301	\$301
Total Net Local Capital Cost Per Student	\$34,273	\$39,591	\$49,520

[1] Source: US Census Bureau, 5-Year 2017 American Community Survey PUMS data for South Carolina PUMA 01400; TischlerBise analysis

[2] Source: Beaufort County School District

MAXIMUM SUPPORTABLE SCHOOL DEVELOPMENT IMPACT FEES

Figure 17 shows the schedule of maximum supportable development impact fees for the South of the Broad Service Area. The development impact fees are calculated by multiplying the student generation rate for each housing type (shown in Figure 3) by the net capital cost per student for each type of school. Each component is then added together to derive the total school development impact fee.

For example, for a single family unit, the elementary school portion of the development impact fee is calculated by multiplying the student generation rate of .106 by the net local capital cost per elementary student of \$34,273, which results in a fee of \$3,635 per single family unit. This is repeated for the other school levels. Totals for the three school levels of the development impact fee are added together to calculate the total fee per single family unit of \$9,535 (\$3,635 + \$2,229 + \$3,671 = \$9,535). This is repeated for the multifamily housing types.

Figure 17. Maximum Supportable School Development Impact Fees – South of the Broad Service Area

Maximum Supportable School Impact Fee				
Housing Type	Elementary (K-5)	Middle (6-8)	High (9-12)	Maximum Supportable Fee
Single Family	\$3,635	\$2,229	\$3,671	\$9,535
Multifamily	\$2,350	\$891	\$1,267	\$4,508

PROJECTED REVENUE FROM MAXIMUM SUPPORTABLE DEVELOPMENT IMPACT FEE

Over the next ten years, there are 10,929 housing units are projected in the South Service Area. Estimated revenue is projected by applying the fee amounts to the projected housing growth. For example, single family development generates \$75.3 million (\$9,535 x 7,898 housing units = \$75,304,749). In total, the development impact fee is estimated to generated \$89 million.

Figure 18. Projected Revenue from Maximum Supportable Development Impact Fee

		Projected Development Impact Fee Revenue	
		Single Family \$9,535 per unit	Multifamily \$4,508 per unit
Year		Housing Units	Housing Units
Base	2019	44,852	15,253
Year 1	2020	45,642	15,555
Year 2	2021	46,431	15,858
Year 3	2022	47,221	16,160
Year 4	2023	48,009	16,464
Year 5	2024	48,798	16,767
Year 6	2025	49,588	17,069
Year 7	2026	50,377	17,372
Year 8	2027	51,166	17,675
Year 9	2028	51,955	17,978
Year 10	2029	52,750	18,283
Ten-Year Increase		7,898	3,031
Projected Revenue		\$75,304,749	\$13,662,761
Projected Revenue =>		<u>\$88,967,511</u>	

CAPITAL IMPROVEMENT PLAN

PLANNED CAPACITY PROJECTS

Section 6-1-960(9) of the South Carolina Development Impact Fee Act requires:

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

Figure 19 lists the capacity-related projects the Beaufort County School District has planned for the next ten years. Along with school expansion projects, there are several new schools listed in the Capital Improvement Plan to accommodate future growth. The projects total \$174 million.

Figure 19. Beaufort County School District Planned Capacity Projects

Project Description	Location	Year	Amount
Nine Mobile Classrooms	District Level	2020	\$1,378,125
Thirteen Mobile Classrooms	District Level	2021	\$2,257,369
Classroom Wing Addition	River Ridge Academy	2021	\$3,818,715
Wrestling Room	Beaufort HS	2022	\$1,585,521
CATE Building	Beaufort HS	2022	\$5,445,392
Wrestling and Weight Room	Bluffton HS	2022	\$1,585,521
Fieldhouse Facility for Football Stadium	Bluffton HS	2022	\$1,372,003
CATE Building	Bluffton HS	2022	\$5,445,392
Land Purchase for Future School Site	District Level	2022	\$8,103,375
New Wing Addition	May River HS	2022	\$15,327,534
Four Classrooms	River Ridge Academy	2022	\$2,686,269
New School (PK-8)	District Level	2023	\$53,800,600
New School Classroom Addition	District Level	2025	\$16,459,568
New School or School Expansion (PK-8)	District Level	2026	\$50,197,103
Additional Classrooms	Hilton Head HS	2026	\$4,127,503
Total			\$173,589,990

Source: Beaufort County School District 10-Year Capital Improvement Plan

APPENDIX A: HOUSING AFFORDABILITY ANALYSIS

In accordance with the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Title 6, Article 9, Chapter 1), this appendix estimates the effects of imposing the proposed school development impact fee on the affordability of housing in the Beaufort County School District. The analysis will examine the current household income and housing expenses that burden an average household in the **South of the Broad Service Area**. Next, the maximum school development impact fee will be included in the cost burden analysis to identify the effect the proposed school impact fee will have on affordable housing in the service area.

SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT

Affordable housing is defined in the South Carolina Development Impact Fee Act as housing to families whose incomes do not exceed 80% of the median income for the service area or areas within the jurisdiction of the governmental entity. The Act does not mention a preferred methodology to examine the household’s whose income does not exceed 80% of the median income. Therefore, the analysis uses the US Housing and Urban Development’s (HUD) criteria that housing costs should be 30% or less of a household’s income. The cost of housing is “moderately burdensome” if its cost burden is over 30% and “severely burdensome” if the ratio is over 50%.

MAXIMUM SUPPORTABLE SCHOOL DEVELOPMENT IMPACT FEE

The school impact fees found in Figure 20 are new development’s fair share of the cost to provide additional school capacity in the Beaufort County School District. The District may recommend, and Beaufort County may adopt on the District’s behalf fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service. The housing affordability analysis will assume a conservative condition for assessing the effect of the impact fee on affordable housing in the Beaufort County School District (i.e. the maximum supportable impact fee amount). If the County Council were to choose a lower impact fee amount, the results presented in this report would improve.

Figure 20. Maximum Supportable School Development Impact Fee – South of the Broad Service Area

Maximum Supportable School Impact Fee				
Housing Type	Elementary (K-5)	Middle (6-8)	High (9-12)	Maximum Supportable Fee
Single Family	\$3,635	\$2,229	\$3,671	\$9,535
Multifamily	\$2,350	\$891	\$1,267	\$4,508

HOUSING STOCK

Listed in Figure 21, there are a total of 62,583 housing units in the South of the Broad Service Area. Of the total, 66 percent are occupied by permanent residents. Additionally, there are 31,806 owner-occupied households and 9,581 renter-occupied households. The majority (82 percent) of the housing in the service area is single family units.

Figure 21. Housing Stock Characteristics – South of the Broad

Units in Structure	Owner-Occupied		Renter-Occupied		Renter & Owner Combined					
	Persons	Hsehlds	Persons	Hsehlds	Persons	Hsehlds	Hsg Units	PPHH	PPHU	
Single family [1]	68,284	29,554	14,395	4,270	82,679	33,824	44,748	2.44	1.85	
2 to 4	917	502	2,333	905	3,250	1,407	2,539	2.31	1.28	
5 or more	2,981	1,750	10,370	4,406	13,351	6,156	15,296	2.17	0.87	
Total	72,182	31,806	27,098	9,581	99,280	41,387	62,583	2.40	1.59	
							Vacant HU	21,196		
							Occupancy Rate	66%		
Summary by Type of Housing	Totals									
	Persons	Hsehlds	Hsg Units	PPHH	PPHU	Hhld Mix	Hsg Mix			
Single Family [1]	82,679	33,824	44,748	2.44	1.85	82%	72%			
Multifamily [2]	16,601	7,563	17,835	2.20	0.93	18%	28%			
Total	99,280	41,387	62,583	2.40	1.59	100%	100%			

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

HOUSEHOLD INCOME

The purchasing power of southern residents to secure housing is represented by personal income. Personal income includes all wages, tips, and bonuses from employment, as well as retirement income earned from a pension plan or retirement account. In the analysis, household income represents all residents living in the housing unit, no matter relationship. From the US Census Bureau American Community Survey, in 2018 the median annual household income for owner-occupied household in the South Service Area was \$80,527. By using the US Bureau of Labor Statistics' CPI Calculator, the current household income is estimated at \$81,934. The annual income for a household making 80 percent of the area's median is \$65,547, or \$5,462 per month. This is done for renter-occupied households as well.

Figure 22. Median Household Income – South of the Broad

Tenure	Median Annual Hsehold Income (2018)	Median Annual Hsehold Income (2020)	Household Income Factor	80% of Median Annual Income	Monthly Income
Owner-occupied	\$80,527	\$81,934	80%	\$65,547	\$5,462
Renter-occupied	\$49,220	\$50,080	80%	\$40,064	\$3,339

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates; U.S. Bureau of Labor Statistics CPI Calculator

Note: American Community Survey data represents information as of June, 2018. CPI calculator calculates median income to March, 2020 dollars.

COST OF HOMEOWNERSHIP

The analysis uses seven categories to calculate the baseline cost of homeownership in the South Service Area: purchase price; mortgage payment; property tax; solid waste collection fee; water, sewer and electric utilities; telephone, cable and internet utilities; and homeowners insurance.

Furthermore, monthly household costs vary across the service area. To address this variation, when possible the analysis applies an average. The following section details the costs included.

Purchase Price

The median home value is used to estimate the purchase price of a home. The American Community Survey estimates that the median value of a home in the South Service Area in 2018 was \$364,583 (US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates). With the US Bureau of Labor Statistics' CPI Calculator, the current home value is estimated to be \$370,956.

There are several different impact fees that exist in the South of the Broad Service Area. The average impact fee for Beaufort County, municipalities, and fire districts is estimated at \$4,124. Taking a conservative approach, the full impact fee amount is added to the purchasing price, resulting in the purchasing price increasing to \$375,080.

Mortgage Payment

A conventional, fixed-rate 30-year mortgage is assumed to estimate monthly costs of principle and interest on a home loan. The down payment for a loan is assumed to be 20 percent of the purchase price ($\$375,080 \times 20\% = \$75,016$). The loan amount for the mortgage is determined by subtracting the down payment from the purchase price ($\$375,080 - \$75,016 = \$300,064$). An interest rate of 3.22 percent is assumed for the home purchase based on a survey of competitive interest rates in Beaufort County (www.bankrate.com). The monthly mortgage payment is \$1,301.

Property Tax

To calculate annual property tax, homes in Beaufort County that are permanent residences are subject to 4 percent assessment ratio and a property tax millage rate. Depending on their location, residents are subject to a property tax for municipal services, school services, and fire services. The average total millage rate is 0.133. Assumed in the analysis, annual property tax for the average valued home is \$1,998 ($\$375,080 \times 4\% \times 0.133 = \$1,998$).

Solid Waste Collection Fee

Portion of the South Service Area require a resident to either transport their garbage to a refuse site or hire a private company. For this analysis, a weekly pick-up service was researched online. The service was found to cost an average of \$17 per month (May River Disposal).

Water, Sewer, and Electric Utilities

From the Beaufort – Jasper Water & Sewer Authority, an average household consumes 7,000 gallons of water a month. By combining the water usage with the Authority’s water rate, a monthly charge for water of \$33.60 is estimated.

On average, a household generates 7,000 gallons of wastewater per month. Based on the sewer rates, a household that generates the average amount of wastewater will be charged the maximum amount, \$55 per month.

Additionally, for an average household that uses 1,000 kilowatts of electricity per month, Dominion Energy charges \$127.13.

As a result, the average monthly bill for these utilities is \$216.

Telephone, Cable, and Internet Utilities

Spectrum is a provider of telephone, cable, and internet in Beaufort County. From their website, the three services costs \$90 per month.

Homeowner’s Insurance

Homeowner’s insurance provides protection for the home and is generally required when a home has a mortgage. The average cost for homeowner’s insurance in Beaufort County is estimated to be \$800 per year (www.insurance.com).

Total Monthly Homeownership Cost

By compiling the month obligations, it is estimated that the monthly cost for homeownership is \$1,857. At the end of this chapter the monthly costs are listed in Figure 25.

COST OF RENTING

The cost of renting a home in the South of the Broad Service Area is estimated with data provided by the US Census Bureau. In 2018, the median gross rent (including all utilities and rental insurance) is estimated to be \$1,298. With the US Bureau of Labor Statistics’ CPI Calculator, the current cost of renting is estimated to be \$1,320.

COST BURDEN ANALYSIS

The cost burden for affordable housing is measured as the ratio between monthly payments for housing (including property tax, fee, utilities, and insurance) and monthly gross household income. An analysis was conducted for residents that purchase a home and residents that rent a home. A cost burden ratio of 30 percent is used as the threshold to determine housing affordability in the South Service Area.

Scenario 1: Baseline Conditions

Figure 23 summarizes the cost burden analysis for residents purchasing or renting a median valued home without the proposed maximum supportable development impact fee included. Based on the

results, owner-occupied and renter-occupied housing costs are above the limit considered for affordability for households whose income is 80 percent of the County’s median income.

Figure 23. Scenario 1: Cost Burden Analysis without Maximum Supportable Development Impact Fee

Occupancy	Monthly Income	Monthly Cost	Cost Burden
Owner-Occupied	\$5,462	\$1,857	34.0%
Renter-Occupied	\$3,339	\$1,330	39.8%

Scenario 2: Baseline Condition + Proposed Development Impact Fee

In the second scenario, the maximum supportable development impact fee is included into the cost burden analysis to highlight the effects the fee has on housing affordability. Indicated in Figure 21, owner-occupied housing units are predominately single family units and renter-occupied housings is mixed between the three categories (single family, 2 to 4 units, and 5 or more). Since the development impact fee is calculated by housing type, the owner-occupied housing unit will be assessed the fee a single family unit (\$9,535) and the renter-occupied housing unit will be assessed the fee a multifamily unit (\$3,431).

The analysis takes a conservative approach and assumes the purchase price of the median home is raised by the development impact fee. This ultimately increases the household’s mortgage payment and property tax, see Figure 25. For renter-occupied housing units, the analysis assumes that the development impact fee will be recouped over 30 years by the landlord through an increase in monthly rent.

Listed in Figure 24, the monthly costs for owners and renters only marginally increases with the maximum supportable development impact fee. The cost burden for owner-occupied housing increases by 0.7 percentage points, while the increase in costs for renter-occupied housing increases the burden by 0.3 percent points.

Figure 24. Scenario 2: Cost Burden Analysis with Proposed Development Impact Fee

Occupancy	Monthly Income	Monthly Cost	Cost Burden
Owner-Occupied	\$5,462	\$1,894	34.7%
Renter-Occupied	\$3,339	\$1,339	40.1%

Conclusion

The South Carolina Development Impact Fee Act requires preparation of a report that estimates the effect of imposing development impact fees on affordability of housing in the jurisdiction. To calculate the effect, a household that earns 80 percent of the median income should have a cost burden ratio of 30 percent or less for housing. **This analysis has concluded that the maximum supportable development impact fee results in a marginal increase to the monthly cost for residents and that the increase is low enough that the existing cost burden is unaffected.** As noted, this analysis takes a conservative approach and assumes that the development impact fees are absorbed entirely by the

home occupants. If the County Council were to choose a lower development impact fee amount, the results presented in this report would improve.

Figure 25. Cost of Homeownership – South of the Broad

	Monthly Payment Calculation	
	Scenario 1 Baseline Condition	Scenario 2 Baseline Condition + Impact Fee
Purchase Price	\$375,080	\$384,615
Down Payment	\$75,016	\$76,923
Loan Amount	\$300,064	\$307,692
Loan Length (Years)	30	30
Loan Length (Months)	360	360
Yearly Interest Rate	3.22%	3.22%
Monthly Interest Rate	0.27%	0.27%
Monthly Payment	\$1,301	\$1,334
Property Tax - County (per month)	\$78	\$80
Property Tax - City (per month)	\$26	\$26
Property Tax - School Debt (per month)	\$40	\$41
Property Tax - Fire (per month)	\$23	\$23
Solid Waste Collection Fee	\$17	\$17
Water, Sewer, Electric Utilities	\$216	\$216
Telephone, Cable, Internet Utilities	\$90	\$90
Homeowners Insurance	\$67	\$67
Monthly Cost	\$1,857	\$1,894

APPENDIX B: LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Beaufort County will collect development fees from all new residential units. One-time development fees are determined by site capacity (i.e. number of residential units).

Single Family:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added, are counted in this category. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.
4. Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 210

Multifamily:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, Etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.
3. Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 220, 221, 222

NONRESIDENTIAL DEVELOPMENT

The proposed general nonresidential development categories (defined below) can be used for all new construction within Beaufort County. Nonresidential development categories represent general groups of land uses that share similar average weekday vehicle trip generation rates and employment densities (i.e., jobs per thousand square feet of floor area).

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters, hotels, and motels.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 820, 815, 823, 850, 875, 880

Office/Service: Establishments providing management, administrative, professional, or business services; By way of example, *Office/Service* includes banks, business offices, headquarter buildings, business parks, and research and development centers.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 710, 712, 714, 720, 750, 770

Industrial: Establishments primarily engaged in the production, transportation, or storage of goods. By way of example, *Industrial* includes manufacturing plants, distribution warehouses, trucking companies, utility substations, power generation facilities, and telecommunications buildings.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 110, 130, 150, 154, 160, 170

Institutional: Establishments providing management, administrative, professional, or business services; By way of example, *Institutional* includes assisted living facilities, nursing homes, hospitals, medical offices, veterinarian clinics, schools, universities, churches, daycare facilities, government buildings, and prisons.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 520, 560, 565, 575, 580, 590

APPENDIX C: SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT

<https://www.scstatehouse.gov/code/title6.php>

March 22, 2019

CHAPTER 1
General Provisions
ARTICLE 9
Development Impact Fees

SECTION 6-1-910. Short title.

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-920. Definitions.

As used in this article:

(1) “Affordable housing” means housing affordable to families whose incomes do not exceed eighty percent of the median income for the service area or areas within the jurisdiction of the governmental entity.

(2) “Capital improvements” means improvements with a useful life of five years or more, by new construction or other action, which increase or increased the service capacity of a public facility.

(3) “Capital improvements plan” means a plan that identifies capital improvements for which development impact fees may be used as a funding source.

(4) “Connection charges” and “hookup charges” mean charges for the actual cost of connecting a property to a public water or public sewer system, limited to labor and materials involved in making pipe connections, installation of water meters, and other actual costs.

(5) “Developer” means an individual or corporation, partnership, or other entity undertaking development.

(6) “Development” means construction or installation of a new building or structure, or a change in use of a building or structure, any of which creates additional demand and need for public facilities. A building or structure shall include, but not be limited to, modular buildings and manufactured housing. “Development” does not include alterations made to existing single-family homes.

(7) “Development approval” means a document from a governmental entity which authorizes the commencement of a development.

(8) “Development impact fee” or “impact fee” means a payment of money imposed as a condition of development approval to pay a proportionate share of the cost of system improvements needed to serve the people utilizing the improvements. The term does not include:

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

(b) connection or hookup charges;

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

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

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

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

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

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

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

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

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

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

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

(18) “Public facilities” means:

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

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

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

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

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

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

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

(h) parks, libraries, and recreational facilities;

(i) public education facilities for grades K-12 including, but not limited to, schools, offices, classrooms, parking areas, playgrounds, libraries, cafeterias, gymnasiums, health and music rooms, computer and science laboratories, and other facilities considered necessary for the proper public education of the state’s children.

(19) “Service area” means, based on sound planning or engineering principles, or both, a defined geographic area in which specific public facilities provide service to development within the area

defined. Provided, however, that no provision in this article may be interpreted to alter, enlarge, or reduce the service area or boundaries of a political subdivision which is authorized or set by law.

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

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

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

- (a) construction, acquisition, or expansion of public facilities other than capital improvements identified in the capital improvements plan;
- (b) repair, operation, or maintenance of existing or new capital improvements;
- (c) upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;
- (d) upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;
- (e) administrative and operating costs of the governmental entity; or
- (f) principal payments and interest or other finance charges on bonds or other indebtedness except financial obligations issued by or on behalf of the governmental entity to finance capital improvements identified in the capital improvements plan.

HISTORY: 1999 Act No. 118, Section 1; 2016 Act No. 229 (H.4416), Section 2, eff June 3, 2016.

Effect of Amendment

2016 Act No. 229, Section 2, added (18)(i), relating to certain public education facilities.

SECTION 6-1-930. Developmental impact fee.

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

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

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

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

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

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

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

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

A governmental entity imposing an impact fee must provide in the impact fee ordinance the amount of impact fee due for each unit of development in a project for which an individual building permit or certificate of occupancy is issued. The governmental entity is bound by the amount of impact fee specified in the ordinance and may not charge higher or additional impact fees for the same purpose unless the number of service units increases or the scope of the development changes and the amount of additional impact fees is limited to the amount attributable to the additional service units or change in scope of the development. The impact fee ordinance must:

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

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

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

(4) inform the fee payor that:

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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, Section 1.

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

The following structures or activities are exempt from impact fees:

(1) rebuilding the same amount of floor space of a structure that was destroyed by fire or other catastrophe;

(2) remodeling or repairing a structure that does not result in an increase in the number of service units;

(3) replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the number of service units does not increase;

(4) placing a construction trailer or office on a lot during the period of construction on the lot;

(5) constructing an addition on a residential structure which does not increase the number of service units;

(6) adding uses that are typically accessory to residential uses, such as a tennis court or a clubhouse, unless it is demonstrated clearly that the use creates a significant impact on the system's capacity;

(7) all or part of a particular development project if:

(a) the project is determined to create affordable housing; and

(b) the exempt development's proportionate share of system improvements is funded through a revenue source other than development impact fees;

(8) constructing a new elementary, middle, or secondary school; and

(9) constructing a new volunteer fire department.

HISTORY: 1999 Act No. 118, Section 1; 2016 Act No. 229 (H.4416), Section 1, eff June 3, 2016.

Effect of Amendment

2016 Act No. 229, Section 1, added (8) and (9), relating to certain schools and volunteer fire departments.

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

(A) The impact fee for each service unit may not exceed the amount determined by dividing the costs of the capital improvements by the total number of projected service units that potentially could use the

capital improvement. If the number of new service units projected over a reasonable period of time is less than the total number of new service units shown by the approved land use assumptions at full development of the service area, the maximum impact fee for each service unit must be calculated by dividing the costs of the part of the capital improvements necessitated by and attributable to the projected new service units by the total projected new service units.

(B) An impact fee must be calculated in accordance with generally accepted accounting principles.

HISTORY: 1999 Act No. 118, Section 1.

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

(A) The impact fee imposed upon a fee payor may not exceed a proportionate share of the costs incurred by the governmental entity in providing system improvements to serve the new development. The proportionate share is the cost attributable to the development after the governmental entity reduces the amount to be imposed by the following factors:

- (1) appropriate credit, offset, or contribution of money, dedication of land, or construction of system improvements; and
- (2) all other sources of funding the system improvements including funds obtained from economic development incentives or grants secured which are not required to be repaid.

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

- (1) cost of existing system improvements resulting from new development within the service area or areas;
- (2) means by which existing system improvements have been financed;
- (3) extent to which the new development contributes to the cost of system improvements;
- (4) extent to which the new development is required to contribute to the cost of existing system improvements in the future;
- (5) extent to which the new development is required to provide system improvements, without charge to other properties within the service area or areas;
- (6) time and price differentials inherent in a fair comparison of fees paid at different times; and
- (7) availability of other sources of funding system improvements including, but not limited to, user charges, general tax levies, intergovernmental transfers, and special taxation.

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1010. Accounting; expenditures.

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

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

- (1) a purpose other than system improvement costs to create additional improvements to serve new growth;
- (2) a category of system improvements other than that for which they were collected; or
- (3) the benefit of service areas other than the area for which they were imposed.

HISTORY: 1999 Act No. 118, Section 1.

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

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

- (1) the impact fees have not been expended within three years of the date they were scheduled to be expended on a first-in, first-out basis; or
- (2) a building permit or permit for installation of a manufactured home is denied.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1030. Appeals.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

- (1) additions to the fee for reasonable interest and penalties for nonpayment or late payment;
- (2) withholding of the certificate of occupancy, or building permit if no certificate of occupancy is required, until the development impact fee is paid;
- (3) withholding of utility services until the development impact fee is paid; and
- (4) imposing liens for failure to pay timely a development impact fee.

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

government which is not authorized to impose impact fees do so unless the expenditure is pursuant to an agreement under Section 6-1-1050 of this section.

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1090. Annexations by municipalities.

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.



Capital Improvement Plan and Development Impact Fee Study

Transportation Update

Prepared for:

Beaufort County, South Carolina

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DRAFT

Prepared by:

TischlerBise
FISCAL | ECONOMIC | PLANNING

4701 Sangamore Road
Suite S240
Bethesda, Maryland 20816
800.424.4318
www.tischlerbise.com



TischlerBise
4701 Sangamore Road
Suite S240
Bethesda, Maryland 20816
800.424.4318

www.tischlerbise.com

DEVELOPMENT IMPACT FEE STUDY

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TRANSPORTATION CIP AND DEVELOPMENT IMPACT FEE

Methodology

Section 6-1-920(18d) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

“...roads, streets, and bridges including, but not limited to, rights-of-way and traffic signals.”

To determine the Beaufort County Transportation Development Impact Fee, a plan-based methodology is used. The fee amounts for residential and nonresidential development are calculated by multiplying the vehicle miles traveled (VMT) generation rates by the capital cost per VMT. The methodology includes trip adjustment for pass-by trips, average trip length, and trip length adjustment factors. The capital cost of transportation improvements is based on a transportation improvement plan through 2032 which includes roadways, widening of roadways, and intersection improvements.

Note: This report is a supplemental revision to the Beaufort County 2020 Impact Fee Study. Please review the 2020 study for further details on demographic projections. Additionally, demand factors (i.e., vehicle trip rates) are consistent with the 2020 study.

Section 6-1-960(1) of the South Carolina Development Impact Fee Act requires:

“a general description of all existing 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 existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage.”

Section 6-1-960(2) of the South Carolina Development Impact Fee Act requires:

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

Residential and nonresidential development impact fees are calculated on a per vehicle miles traveled (VMT) basis. Vehicle trip generation rates for different development types are provided by the Institute of Transportation Engineers (ITE). Residential rates are able to be customized for Beaufort County as well. Necessary factors are applied to vehicle trip rates to calculate the VMT generation for each land use.

Transportation Service Areas

Furthermore, the transportation improvement projects have been divided into two service areas: North and South of the Broad River. This ensures an equitable analysis; future development will only be paying for those transportation projects which they will benefit from.

Lastly, all the municipalities in the county have an intergovernmental agreement with Beaufort County to collect the Transportation Development Impact Fee.

Transportation Service Units

Section 6-1-960(4) of the South Carolina Development Impact Fee Act requires:

“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.”

The “service unit” used in the analysis of the Transportation fee for residential and nonresidential development is average weekday vehicle miles of travel (VMT). The analysis includes adjustments for commuting patterns, pass-by trips, and average trip lengths by type of development. Trip generation rates are from the reference book Trip Generation published by the Institute of Transportation Engineers (ITE, 2017). A vehicle trip end represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). To avoid double counting a single vehicle trip at both the origin and destination points, the basic trip adjustment factor is 50 percent. The development fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for particular types of development. Residential vehicle trip end rates are calculated based on housing unit size. Further discussion and details on calculations can be found in Appendix A.

Residential Vehicle Trips

The daily vehicle trip end, trip adjustment, and the trip length weighted factors are listed for residential land uses in Figure 1 and Figure 2. The factors are combined along with the average trip length to calculate the average daily vehicle miles of travel (VMT). As expected, as the housing unit size increases so does the VMT generated from the household.

Figure 1. Residential Service Units – North of the Broad Service Area

Land Use	Vehicle Trip Ends	Trip Adj. Factor	Ave. Trip Length (miles)	Trip Length Wgt. Factor	Vehicle Miles of Travel (VMT)
North of the Broad - Residential (per housing unit by size)					
1,000 or less	3.90	55%	3.66	121%	9.50
1,001 to 1,250	4.90	55%	3.66	121%	11.94
1,251 to 1,500	5.80	55%	3.66	121%	14.13
1,501 to 1,750	6.50	55%	3.66	121%	15.83
1,751 to 2,000	7.10	55%	3.66	121%	17.29
2,001 to 2,500	8.10	55%	3.66	121%	19.73
2,501 to 3,000	9.00	55%	3.66	121%	21.92
3,001 to 3,500	9.70	55%	3.66	121%	23.63
3,501 or 4,000	10.30	55%	3.66	121%	25.09
4,001 or more	10.80	55%	3.66	121%	26.31

Source: U.S. Census Public Use Microdata, 2013-2017 5-Year Estimate; Trip Generation, Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009; TischlerBise analysis

Figure 2. Residential Service Units – South of the Broad Service Area

Land Use	Vehicle Trip Ends	Trip Adj. Factor	Ave. Trip Length (miles)	Trip Length Wgt. Factor	Vehicle Miles of Travel (VMT)
South of the Broad - Residential (per housing unit by size)					
1,000 or less	3.60	55%	3.66	121%	8.77
1,001 to 1,250	4.50	55%	3.66	121%	10.96
1,251 to 1,500	5.30	55%	3.66	121%	12.91
1,501 to 1,750	6.00	55%	3.66	121%	14.61
1,751 to 2,000	6.60	55%	3.66	121%	16.08
2,001 to 2,500	7.50	55%	3.66	121%	18.27
2,501 to 3,000	8.30	55%	3.66	121%	20.22
3,001 to 3,500	8.90	55%	3.66	121%	21.68
3,501 or 4,000	9.50	55%	3.66	121%	23.14
4,001 or more	10.00	55%	3.66	121%	24.36

Source: U.S. Census Public Use Microdata, 2013-2017 5-Year Estimate; Trip Generation, Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009; TischlerBise analysis

Nonresidential Vehicle Trips

The Institute for Transportation Engineers' land use code, daily vehicle trip end rate, trip adjustment factor, and the trip length weighted factor are listed for nonresidential land uses in Figure 3. The factors are combined along with the average trip length to calculate the average daily vehicle miles of travel (VMT). Found in the figure, the retail land use has the highest average VMT rate, while the office/service and institutional land uses have similar VMT rates, and the industrial land use has the lowest VMT rate.

Figure 3. Nonresidential Service Units

Land Use	ITE Codes	Vehicle Trip Ends	Trip Adj. Factor	Ave. Trip Length (miles)	Trip Length Wgt. Factor	Vehicle Miles of Travel (VMT)
Nonresidential (per 1,000 square feet)						
Retail	820	37.75	38%	3.00	66%	28.40
Office/Service	710	9.74	50%	3.97	73%	14.11
Industrial	610	3.93	50%	3.97	73%	5.69
Institutional	140	10.72	50%	3.36	73%	13.15

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009; TischlerBise analysis

Projected Travel Demand

As mentioned, the Transportation Development Impact Fee analyzes the North and South of the Broad Service Areas separately. Trip generation rates and trip adjustment factors convert project development into average weekday vehicle trips. A typical vehicle trip, such as a person leaving their home and traveling to work, generally begins on a local street that connects to a collector street, which connects to an arterial road and eventually to a state or interstate highway. The progression of travel up and down the functional classification chain limits the average trip length determination, for the purpose of development fees, to the following question, "What is the average vehicle trip length on development fee system improvements?"

Staying consistent with the previous Transportation Development Impact Fee Study (Clarion Associates), the average trip length on arterial roadways varies based on the land use type. For example, the average

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trip length to a residential land use is 3.66 miles while the average for a retail land use is 3.00 miles. By combining the vehicle trips, the trip length factors, and trip length adjustment factors for pass-by trips the current vehicle miles traveled are calculated for the service areas.

Listed in Figure 4, through 2032 there are an estimated increase of 51,713 vehicle trips in the North. After applying the trip length and average mile per trip factors to the vehicle trip generation, the total vehicle miles traveled (VMT) is calculated. Future development is projected to increase the demand on the arterial roadways by 187,937 VMT to a total demand of 1,113,688 VMT. That is an increase of 22 percent compared to the base year.

Figure 4. Average Daily Vehicle Miles Traveled – North of the Broad

Beaufort County, SC North of the Broad	Base Year 2022	5-year increment						Total Increase
		1 2023	2 2024	3 2025	4 2026	5 2027	10 2032	
Single Family Units	29,440	30,058	30,675	31,292	31,909	32,526	34,918	5,478
Multifamily Units	8,909	9,095	9,282	9,469	9,656	9,843	10,566	1,658
Retail KSF	2,559	2,639	2,718	2,797	2,877	2,956	3,281	722
Office/Service KSF	4,360	4,490	4,620	4,750	4,880	5,010	5,542	1,183
Industrial KSF	4,273	4,403	4,532	4,661	4,791	4,920	5,449	1,175
Institutional KSF	1,178	1,213	1,248	1,283	1,318	1,353	1,497	318
Single Family Units Trips	145,730	148,785	151,840	154,896	157,951	161,006	172,844	27,114
Multifamily Units Trips	24,009	24,512	25,016	25,519	26,022	26,526	28,476	4,467
<i>Residential Subtotal</i>	<i>169,739</i>	<i>173,297</i>	<i>176,856</i>	<i>180,414</i>	<i>183,973</i>	<i>187,532</i>	<i>201,320</i>	<i>31,581</i>
Retail Trips	36,711	37,850	38,988	40,126	41,264	42,402	47,067	10,355
Office Trips	21,231	21,864	22,497	23,130	23,763	24,396	26,991	5,760
Industrial Trips	8,397	8,651	8,906	9,160	9,414	9,668	10,707	2,310
Institutional Trips	6,316	6,503	6,690	6,877	7,065	7,252	8,022	1,706
<i>Nonresidential Subtotal</i>	<i>72,656</i>	<i>74,868</i>	<i>77,081</i>	<i>79,293</i>	<i>81,505</i>	<i>83,718</i>	<i>92,787</i>	<i>20,131</i>
Total Trips	242,394	248,165	253,936	259,707	265,479	271,250	294,107	51,713
Arterial Road VMT	925,751	946,794	967,837	988,881	1,009,924	1,030,967	1,113,688	187,937

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Listed in Figure 5, through 2032 there are an estimated increase of 56,888 vehicle trips in the South. After applying the trip length and average mile per trip factors to the vehicle trip generation, the total vehicle miles traveled (VMT) is calculated. Future development is projected to increase the demand on the arterial roadways by 213,370 VMT to a total demand of 1,616,333 VMT. That is an increase of 16 percent compared to the base year.

Figure 5. Average Daily Vehicle Miles Traveled – South of the Broad

Beaufort County, SC South of the Broad	Base Year 2022	5-year increment						Total Increase
		1 2023	2 2024	3 2025	4 2026	5 2027	10 2032	
Single Family Units	47,221	48,009	48,798	49,588	50,377	51,166	54,188	6,967
Multifamily Units	16,160	16,464	16,767	17,069	17,372	17,675	18,812	2,651
Retail KSF	4,720	4,797	4,875	4,953	5,030	5,108	5,429	709
Office/Service KSF	5,555	5,645	5,734	5,824	5,913	6,003	6,412	857
Industrial KSF	5,785	5,906	6,026	6,146	6,267	6,387	6,907	1,122
Institutional KSF	1,962	2,001	2,040	2,079	2,118	2,157	2,329	366
Single Family Units Trips	215,562	219,163	222,764	226,369	229,970	233,571	247,368	31,806
Multifamily Units Trips	39,997	40,747	41,498	42,246	42,996	43,747	46,559	6,562
<i>Residential Subtotal</i>	<i>255,559</i>	<i>259,910</i>	<i>264,262</i>	<i>268,615</i>	<i>272,966</i>	<i>277,317</i>	<i>293,927</i>	<i>38,368</i>
Retail Trips	67,701	68,815	69,930	71,044	72,158	73,272	77,878	10,177
Office Trips	27,053	27,489	27,925	28,361	28,797	29,233	31,227	4,174
Industrial Trips	11,368	11,604	11,841	12,078	12,314	12,551	13,572	2,204
Institutional Trips	10,518	10,726	10,935	11,144	11,352	11,561	12,482	1,964
<i>Nonresidential Subtotal</i>	<i>116,640</i>	<i>118,635</i>	<i>120,631</i>	<i>122,626</i>	<i>124,622</i>	<i>126,617</i>	<i>135,159</i>	<i>18,519</i>
Total Trips	372,199	378,546	384,893	391,241	397,588	403,935	429,087	56,888
Arterial Road VMT	1,402,964	1,426,901	1,450,838	1,474,784	1,498,721	1,522,658	1,616,333	213,370

Need for Transportation Improvements

The plan-based methodology is based on the 2032 transportation improvement plan provided by the County. This project list includes the recent Beaufort Penny Referendum, a voter-approved 1-cent sales tax in Beaufort County which provides funding for transportation projects. However, since future development will be paying the development impact fee and the sales tax to fund the same projects, the anticipated funding from the one-cent sales tax is reduced from the impact fee calculations to ensure there is not double payment. Below, the capital cost per vehicle miles traveled for transportation improvements by service area is calculated.

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Beaufort County, South Carolina

Need for Roadway Improvements and Facilities - North of the Broad

Listed in Figure 6, there are 17 transportation improvement projects in the North of the Broad Service Area. These projects total \$398 million. However, the Penny Referendum is anticipated to fund a portion of these projects. Also, the County anticipates receiving about 15 percent of the remaining funding from other sources (i.e., South Carolina DOT). As a result, the County anticipates funding \$177 million of the total cost. Found at the bottom of Figure 6, the County’s cost is divided by the projected 2032 VMT in the North. This results in a capital cost per VMT of \$158.90 (\$176,963,071 / 1,113,688 VMT = \$158.90 per VMT, rounded).

Figure 6. Roadway Improvement Projects – North of the Broad

Project	Description	Total Cost	Offset from Other Funding [1]	County Contribution
Lady's Island Access Roads - Hazel Farm Rd/Gay Dr, Sunset Blvd/Miller Dr W, BHS, LIMS, Mead	New Roads, Streetscapes	\$29,400,000	\$17,311,184	\$12,088,816
US 21/SC 802 Corridor Improvements	Streetscape	\$41,300,000	\$10,775,745	\$30,524,255
US 21/SC 281 Intersection Improvement (Lady's Island Drive/Ribaut Road)	Intersection Improvements	\$10,000,000	\$0	\$10,000,000
Calhoun Street (Rodgers St to Pigeon Point Rd)	Streetscape	\$3,000,000	\$750,000	\$2,250,000
Ribaut Road Improvements (Boundary Street to Parris Island Bridge)	Access Management	\$140,000,000	\$105,000,000	\$35,000,000
Broad River Bridge Intersection		\$5,000,000	\$2,500,000	\$2,500,000
US 21 (Lady's Island Drive) & Meridian Drive/Islands Causeway Intersection Improvements	Intersection Improvements	\$15,000,000	\$7,500,000	\$7,500,000
Spine Road-Port Royal Port	New Road	\$8,000,000	\$6,000,000	\$2,000,000
Boundary Street Connectivity (Polk St. Parallel Road)	New Road	\$8,000,000	\$3,000,000	\$5,000,000
US 21 Bus (Carteret St & Boundary St) Upgrades (Ribaut Rd to Woods Memorial Bridge)	Access Mgmt, Streetscape, Road Diet	\$22,500,000	\$11,250,000	\$11,250,000
US 21 (Lady's Island Drive) Improvements (Lady's Island Bridge to US 21/Sea Island Parkway)	Access Management	\$10,000,000	\$5,000,000	\$5,000,000
SC 170/US 21 Intersection Improvement	Intersection Improvements	\$5,000,000	\$2,500,000	\$2,500,000
US 21/SC 128 Intersection Improvement (Parris Island Gateway/Savannah Hwy)	Intersection Improvements	\$5,000,000	\$2,500,000	\$2,500,000
US 21/US 21 Bus. Trask Parkway/Parris Island Gateway	Intersection Improvements	\$5,000,000	\$2,500,000	\$2,500,000
SC 170 Robert Smalls Parkway (Boundary Street to Broad River Bridge)	Access Management	\$50,000,000	\$25,000,000	\$25,000,000
Joe Frazier Road Connection to SC 170	New Road	\$6,000,000	\$900,000	\$5,100,000
SC 802 (Sam's Point Rd) Improvements (roundabout to Springfield Rd)	3-lane widening with shared-use path	\$25,000,000	\$18,750,000	\$6,250,000
10 Traffic Signals	Traffic Signal	\$10,000,000	\$0	\$10,000,000
Total		\$398,200,000	\$221,236,929	\$176,963,071

Total Cost for Road Projects	\$176,963,071
2032 Vehicle Miles Traveled - North of the Broad	1,113,688
Capital Cost per Vehicle Miles Traveled	\$158.90

[1] Note: the other funding sources to offset the total cost of the projects include the One Cent Penny Referendum and Federal/State funding (15 percent of the remaining costs).

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Need for Roadway Improvements and Facilities - South of the Broad

Listed in Figure 7, there are 24 transportation improvement projects in the South of the Broad Service Area. These projects total \$909 million. However, the Penny Referendum is anticipated to fund a portion of these projects. Furthermore, the County anticipates receiving about 15 percent of the remaining funding from other sources (i.e., SCDOT). As a result, the County anticipates funding \$300 million of the total cost. Found at the bottom of Figure 7, the County’s cost is divided by the projected 2032 VMT in the South. This results in a capital cost per VMT of \$185.55 (\$299,917,500 / 1,616,333 VMT = \$185.55 per VMT, rounded).

Figure 7. Roadway Improvement Projects – South of the Broad

Project	Description	Total Cost	Offset from Other Funding [1]	County Contribution
US 278 Corridor (Moss Creek Dr to Cross Island Parkway)	Bridge Widening	\$290,000,000	\$290,000,000	\$0
SC 170 (Okatie Center Blvd S to Tidewatch Dr)	Road Widening, Access Mgmt	\$40,000,000	\$30,000,000	\$10,000,000
SC 170 (Tidewatch Dr to SC 462)	Road Widening	\$40,000,000	\$30,000,000	\$10,000,000
SC 46 Widening (Jasper County Line to SC 170)	Road Widening	\$35,000,000	\$26,250,000	\$8,750,000
Burnt Church Road (Bluffton Parkway to Alljoy Rd)	Road Widening	\$15,000,000	\$2,250,000	\$12,750,000
US 278 (Jasper County Line to SC 170)	6-lane Road Widening	\$45,000,000	\$33,750,000	\$11,250,000
US 278 Corridor (Gum Tree Rd to Dillon Rd)	Road Widening/Access Management	\$45,000,000	\$22,500,000	\$22,500,000
US 278 Frontage Road South (Squire Pope Road to Gum Tree Road)	New Road (2-lane/3-lane)	\$10,000,000	\$1,500,000	\$8,500,000
US 278 Frontage Road North (Squire Pope Road to Wild Horse Road)	New Road (2-lane/3-lane)	\$5,000,000	\$750,000	\$4,250,000
Sea Pines Circle	Conversion to a multi-lane roundabout	\$15,000,000	\$6,562,500	\$8,437,500
Buckwalter Parkway	Access Management	\$36,000,000	\$18,000,000	\$18,000,000
SC 46 Improvements (SC 170 to Buck Island Road)	Widening/Safety Improvements/alt. transportation	\$94,000,000	\$59,220,000	\$34,780,000
Bluffton Parkway 5B	New Road	\$50,000,000	\$7,500,000	\$42,500,000
Bluffton Parkway	Access Management	\$45,000,000	\$22,500,000	\$22,500,000
Bluffton Parkway Bicycle Facilities	Streetscaping, On-street bike lanes, resurfacing paths, etc	\$30,000,000	\$15,000,000	\$15,000,000
Buckwalter Parkway Bicycle Facilities	Streetscaping, On-street bike lanes, resurfacing paths, etc	\$15,000,000	\$7,500,000	\$7,500,000
H.E. McCracken	Road Widening	\$18,000,000	\$9,000,000	\$9,000,000
Cherry Point Rd	Roadway Improvement	\$2,000,000	\$300,000	\$1,700,000
Wild Horse Road (US 278 to Gum Tree Rd)	Road Widening + Roundabout	\$5,000,000	\$750,000	\$4,250,000
Gum Tree Rd (US 278 to Squire Pope Rd)	Road Widening + Roundabout	\$7,500,000	\$1,125,000	\$6,375,000
US 278 Bus (Pembroke Drive to Sea Pines Circle)	Access Management	\$25,000,000	\$12,500,000	\$12,500,000
Pope Avenue/Palmetto Bay Road with NW Connector	Access Management and new road	\$15,000,000	\$7,500,000	\$7,500,000
Main Street (Wilborn Road to Hospital Center Blvd)	2 new roundabouts	\$8,000,000	\$4,000,000	\$4,000,000
New Orleans Road (Arrow Road to St. Augustine Place)	Road Widening	\$2,500,000	\$625,000	\$1,875,000
16 Traffic Signal	Traffic Signal	\$16,000,000	\$0	\$16,000,000
Total		\$909,000,000	\$609,082,500	\$299,917,500

Total Cost for Road Projects	\$299,917,500
2032 Vehicle Miles Traveled - South of the Broad	1,616,333
Capital Cost per Vehicle Miles Traveled	\$185.55

[1] Note: the other funding sources to offset the total cost of the projects include the One Cent Penny Referendum and Federal/State funding (15 percent of the remaining costs).

Credit for Future Debt Payments

To ensure fee-payers avoid potential double payment for annual debt service, TischlerBise included in credit in the development impact fee calculations. The current debt is for previous road projects south of the Broad River, so the credit is only applied to the South of the Broad Service Area.

The annual debt service is applied to southern development and divided by annual demand unit (vehicle miles traveled) to yield payments per VMT. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (interest) rate. This results in a credit of \$8.66 per VMT.

Figure 8. Credit for Future Debt Payments – South of the Broad

Fiscal Year	Payment	North 0%	South 100%	Fiscal Year	Payment	Projected VMT - South	Payment/ VMT
Base Year	\$789,925	\$0	\$789,925	Base Year	\$789,925	1,402,964	\$0.56
2023	\$781,383	\$0	\$781,383	2023	\$781,383	1,426,901	\$0.55
2024	\$772,820	\$0	\$772,820	2024	\$772,820	1,450,838	\$0.53
2025	\$764,140	\$0	\$764,140	2025	\$764,140	1,474,784	\$0.52
2026	\$755,593	\$0	\$755,593	2026	\$755,593	1,498,721	\$0.50
2027	\$1,730,543	\$0	\$1,730,543	2027	\$1,730,543	1,522,658	\$1.14
2028	\$1,571,405	\$0	\$1,571,405	2028	\$1,571,405	1,546,604	\$1.02
2029	\$1,548,580	\$0	\$1,548,580	2029	\$1,548,580	1,570,690	\$0.99
2030	\$1,545,878	\$0	\$1,545,878	2030	\$1,545,878	1,585,901	\$0.97
2031	\$1,544,763	\$0	\$1,544,763	2031	\$1,544,763	1,601,111	\$0.96
2032	\$1,544,599	\$0	\$1,544,599	2032	\$1,544,599	1,616,333	\$0.96
2033	\$1,557,790	\$0	\$1,557,790	2033	\$1,557,790	1,638,346	\$0.95
2034	\$1,571,103	\$0	\$1,571,103	2034	\$1,571,103	1,653,408	\$0.95
2035	\$1,513,366	\$0	\$1,513,366	2035	\$1,513,366	1,668,470	\$0.91
2036	\$1,511,627	\$0	\$1,511,627	2036	\$1,511,627	1,683,532	\$0.90
2037	\$1,511,449	\$0	\$1,511,449	2037	\$1,511,449	1,698,594	\$0.89
Total	\$21,014,964	\$0	\$21,014,964	Total	\$21,014,964		\$13.30
						Discount Rate	5.00%
						Total Credit per VMT	\$8.66

Furthermore, a credit has already been included for the revenue from the Penny Referendum. The credit is imbedded in the capital cost calculations by reducing the transportation projects by the anticipated funding from the sales tax.

Transportation Development Impact Fee

The cost factors for each component of Beaufort County’s Transportation Development Impact Fee are listed in the following figures and are based on the service area. The development impact fees for transportation projects are based on vehicle miles traveled (VMT) per housing unit by size for residential development and VMT per 1,000 square feet for nonresidential development.

The fee components are calculated per VMT, so the maximum supportable fee is calculated by multiplying the total cost per VMT by the VMT generation factor for each land use. The VMT factor is calculated by multiplying the average daily vehicle trip end rate, trip rate adjustment factor, average miles per vehicle trip, and trip length weighting factor. For example, the maximum supportable fee for a single family housing unit that is 2,800 square feet in the North is \$3,483 (\$158.90 per VMT x 9.00 vehicle trip ends x 55% x 3.66 miles x 121% = \$3,483, rounded).

The fees represent the highest amount supportable for residential and nonresidential development, which represents new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 9. Maximum Supportable Transportation Development Impact Fee – North of the Broad

Fee Component	Cost per VMT
North of the Broad Projects	\$158.90
Gross Total	\$158.90
Credit for Debt Payments	\$0.00
Net Total	\$158.90

Development Type	Ave. Daily Veh. Trip Ends	Trip Rate Adjustment	Ave. Miles per Veh. Trip	Trip Length Weighting	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Residential (per housing unit by dwelling square footage)							
1,000 or less	3.90	55%	3.66	121%	\$1,509	\$544	\$965
1,001 to 1,250	4.90	55%	3.66	121%	\$1,896	\$544	\$1,352
1,251 to 1,500	5.80	55%	3.66	121%	\$2,245	\$544	\$1,701
1,501 to 1,750	6.50	55%	3.66	121%	\$2,516	\$775	\$1,741
1,751 to 2,000	7.10	55%	3.66	121%	\$2,748	\$775	\$1,973
2,001 to 2,500	8.10	55%	3.66	121%	\$3,135	\$775	\$2,360
2,501 to 3,000	9.00	55%	3.66	121%	\$3,483	\$775	\$2,708
3,001 to 3,500	9.70	55%	3.66	121%	\$3,754	\$775	\$2,979
3,501 or 4,000	10.30	55%	3.66	121%	\$3,986	\$775	\$3,211
4,001 or more	10.80	55%	3.66	121%	\$4,180	\$775	\$3,405
Nonresidential (per 1,000 square feet)							
Retail	37.75	38%	3.00	66%	\$4,513	\$1,948	\$2,565
Office/Service	9.74	50%	3.97	73%	\$2,243	\$803	\$1,440
Industrial	3.93	50%	3.97	73%	\$905	\$122	\$784
Institutional	10.72	50%	3.36	73%	\$2,089	\$1,423	\$666

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Figure 10. Maximum Supportable Transportation Development Impact Fee – South of the Broad

Fee Component	Cost per VMT
South of the Broad Projects	\$185.55
Gross Total	\$185.55
Credit for Debt Payments	(\$8.66)
Net Total	\$176.89

Development Type	Ave. Daily Veh. Trip Ends	Trip Rate Adjustment	Ave. Miles per Veh. Trip	Trip Length Weighting	Maximum Supportable Fee	Current Fee [1]	Increase/ (Decrease)
Residential (per housing unit by dwelling square footage)							
1,000 or less	3.60	55%	3.66	121%	\$1,551	\$1,471	\$80
1,001 to 1,250	4.50	55%	3.66	121%	\$1,939	\$1,471	\$468
1,251 to 1,500	5.30	55%	3.66	121%	\$2,284	\$1,471	\$813
1,501 to 1,750	6.00	55%	3.66	121%	\$2,585	\$2,095	\$491
1,751 to 2,000	6.60	55%	3.66	121%	\$2,844	\$2,095	\$750
2,001 to 2,500	7.50	55%	3.66	121%	\$3,231	\$2,095	\$1,137
2,501 to 3,000	8.30	55%	3.66	121%	\$3,576	\$2,095	\$1,482
3,001 to 3,500	8.90	55%	3.66	121%	\$3,835	\$2,095	\$1,741
3,501 or 4,000	9.50	55%	3.66	121%	\$4,093	\$2,095	\$1,999
4,001 or more	10.00	55%	3.66	121%	\$4,309	\$2,095	\$2,215
Nonresidential (per 1,000 square feet)							
Retail	37.75	38%	3.00	66%	\$5,024	\$4,314	\$710
Office/Service	9.74	50%	3.97	73%	\$2,497	\$2,353	\$145
Industrial	3.93	50%	3.97	73%	\$1,007	\$356	\$651
Institutional	10.72	50%	3.36	73%	\$2,326	\$3,531	(\$1,205)

[1] fee listed is the average between the Bluffton/Okatie and Hilton Head/Daufuski Island Assessment Districts

Revenue from Transportation Development Impact Fee

The total transportation capital costs and estimated revenue from the northern Transportation Development Impact Fee is listed Figure 11. The capital cost of future growth is found by applying new growth’s share of the 2032 VMT (17 percent) to the total capital cost (\$398,200,000 x 17% = \$67,694,000).

To find the revenue generated by residential and nonresidential development, the growth is multiplied by the corresponding fee. The revenue generation from residential development is based off the fee for an average size single family (2,815 square feet) and multifamily (1,154 square feet) unit. For example, future single family residential development is projected to generate \$19 million in revenue from the average fee (5,478 new housing units x \$3,483 = \$19,078,691).

It is estimated that the Transportation Development Impact Fee will generate a total of \$30 million in revenue through 2032. The remaining capital cost represents the funding from other sources (i.e., sales tax and grants) and the share from existing residents and businesses.

Figure 11. Estimated Revenue from Transportation Impact Fee – North of the Broad

Infrastructure Costs for Transportation Facilities

	Total Cost	Growth Cost
Roadway Improvements	\$398,200,000	\$67,694,000
Total Expenditures	\$398,200,000	\$67,694,000

Projected Development Impact Fee Revenue

		Single Family \$3,483 per unit	Multifamily \$1,896 per unit	Retail \$4,513 per KSF	Office/Service \$2,243 per KSF	Industrial \$905 per KSF	Institutional \$2,089 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2022	29,440	8,909	2,559	4,360	4,273	1,178
Year 1	2023	30,058	9,095	2,639	4,490	4,403	1,213
Year 2	2024	30,675	9,282	2,718	4,620	4,532	1,248
Year 3	2025	31,292	9,469	2,797	4,750	4,661	1,283
Year 4	2026	31,909	9,656	2,877	4,880	4,791	1,318
Year 5	2027	32,526	9,843	2,956	5,010	4,920	1,353
Year 6	2028	33,144	10,029	3,035	5,140	5,049	1,388
Year 7	2029	33,756	10,215	3,115	5,270	5,179	1,423
Year 8	2030	34,144	10,332	3,170	5,360	5,269	1,447
Year 9	2031	34,530	10,449	3,226	5,451	5,359	1,472
Year 10	2032	34,918	10,566	3,281	5,542	5,449	1,497
Ten-Year Increase		5,478	1,658	722	1,183	1,175	318
Projected Revenue		\$19,078,691	\$3,142,695	\$3,257,872	\$2,653,140	\$1,063,677	\$664,816
Projected Revenue =>							\$29,860,891
Total Expenditures =>							\$398,200,000
Non-Impact Fee Funding =>							\$368,339,109

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The total transportation capital costs and estimated revenue from the southern Transportation Development Impact Fee is listed Figure 12. The capital cost of future growth is found by applying new growth’s share of the 2032 VMT (13 percent) to the total capital cost (\$909,000,000 x 13% = \$118,170,000).

To find the revenue generated by residential and nonresidential development, the growth is multiplied by the corresponding fee. The revenue generation from residential development is based off the fee for an average size single family (2,815 square feet) and multifamily (1,154 square feet) unit. For example, future single family residential development is projected to generate \$25 million in revenue from the average fee (6,967 new housing units x \$3,576 = \$24,915,207).

It is estimated that the Transportation Development Impact Fee will generate a total of \$37.7 million in revenue through 2032. The remaining capital cost represents the funding from other sources (i.e., sales tax and grants) and the share from existing residents and businesses.

Figure 12. Estimated Revenue from Transportation Impact Fee – South of the Broad

Infrastructure Costs for Transportation Facilities

	Total Cost	Growth Cost
Roadway Improvements	\$909,000,000	\$118,170,000
Total Expenditures	\$909,000,000	\$118,170,000

Projected Development Impact Fee Revenue

		Single Family \$3,576 per unit	Multifamily \$1,939 per unit	Retail \$5,024 per KSF	Office/Service \$2,497 per KSF	Industrial \$1,007 per KSF	Institutional \$2,326 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2022	47,221	16,160	4,720	5,555	5,785	1,962
Year 1	2023	48,009	16,464	4,797	5,645	5,906	2,001
Year 2	2024	48,798	16,767	4,875	5,734	6,026	2,040
Year 3	2025	49,588	17,069	4,953	5,824	6,146	2,079
Year 4	2026	50,377	17,372	5,030	5,913	6,267	2,118
Year 5	2027	51,166	17,675	5,108	6,003	6,387	2,157
Year 6	2028	51,955	17,978	5,186	6,092	6,508	2,196
Year 7	2029	52,750	18,283	5,263	6,182	6,628	2,235
Year 8	2030	53,229	18,459	5,318	6,259	6,721	2,266
Year 9	2031	53,709	18,635	5,374	6,335	6,814	2,297
Year 10	2032	54,188	18,812	5,429	6,412	6,907	2,329
Ten-Year Increase		6,967	2,651	709	857	1,122	366
Projected Revenue		\$24,915,207	\$5,141,182	\$3,564,330	\$2,140,117	\$1,129,396	\$852,388
						Projected Revenue =>	\$37,742,618
						Total Expenditures =>	\$909,000,000
						Non-Impact Fee Funding =>	\$871,257,382

IMPLEMENTATION AND ADMINISTRATION

Development impact fees should be periodically evaluated and updated to reflect recent data. Beaufort County will continue to adjust for inflation. If cost estimates or demand indicators change significantly, the County should redo the fee calculations. South Carolina’s enabling legislation exempts a project from development impact fees if it is determined to create affordable housing.

Credits and Reimbursements

A general requirement that is common to development impact fee methodologies is the evaluation of credits. A revenue credit may be necessary to avoid potential double payment situations arising from one-time development impact fees plus on-going payment of other revenues that may also fund growth-related capital improvements. The determination of revenue credits is dependent upon the development impact fee methodology used in the cost analysis and local government policies.

Policies and procedures related to site-specific credits should be addressed in the resolution or ordinance that establishes the development impact fees. Project-level improvements, required as part of the development approval process, are not eligible for credits against development impact fees. If a developer constructs a system improvement included in the fee calculations, it will be necessary to either reimburse the developer or provide a credit against the fees due from that particular development. The latter option is more difficult to administer because it creates unique fees for specific geographic areas.

Service Areas

A development impact fee service area is a region in which a defined set of improvements provide benefit to an identifiable amount of new development. Within a service area, all new development of a type (single family, commercial, etc.) is assessed at the same development impact fee rate. Land use assumptions and development impact fees are each defined in terms of this geography, so that capital facility demand, projects needed to meet that demand, and capital facility cost are all quantified in the same terms. Development impact fee revenue collected within a service area is required to be spent within that service area.

Implementation of many small service areas is problematic. Administration is complicated and, because funds collected within the service area must be spent within that area multiple service areas may make it impossible to accumulate sufficient revenue to fund any projects within the time allowed.

As part of our analysis, the Transportation Development Impact Fees were determined to have two service areas: North and South of the Broad River.

Figure 13. Beaufort County Service Area Map



APPENDIX A: SERVICE UNITS BY HOUSING UNIT SIZE

Residential demand on a majority of County services and facilities can be attributed to the number of residents that are generated a housing unit. Generally, household sizes grow as the size of a housing unit increases. Thus, by establishing a residential development impact fee that is based on the size of the housing unit the County can equitably attributed new residential development’s demand on facilities.

The following sections detail the calculations necessary to finding service units by housing size.

Persons per Housing Unit by Size

Custom tabulations of demographic data by bedroom range can be created from individual survey responses provided by the U.S. Census Bureau in files known as Public Use Microdata Samples (PUMS). Data comes from the SC Public Use Microdata Areas (PUMA) 1400, which includes Beaufort and Jasper County. Figure 14 lists the number of persons and households by bedrooms. As a result, persons per household factors are calculated by number of bedrooms. Furthermore, the unadjusted factors are calibrated to the Beaufort County countywide averages by adjusting based on the countywide average for all housing types.

Figure 14. Persons per Household by Number of Bedrooms

Bedroom Range	Persons	Households	Unadjusted Persons per Household	Adjusted Persons per Household [1]
0-1	235	179	1.31	1.48
2	1,541	827	1.86	2.11
3	4,450	1,944	2.29	2.59
4+	2,221	822	2.70	3.05
Total	8,447	3,772	2.24	2.53

Source: US Census American Community Survey, Public Use Microdata (PUM), 2013-2017 5-Year Estimates, PUMA 1400

[1] Household sizes are calibrated based on the countywide persons per household factor for all housing types

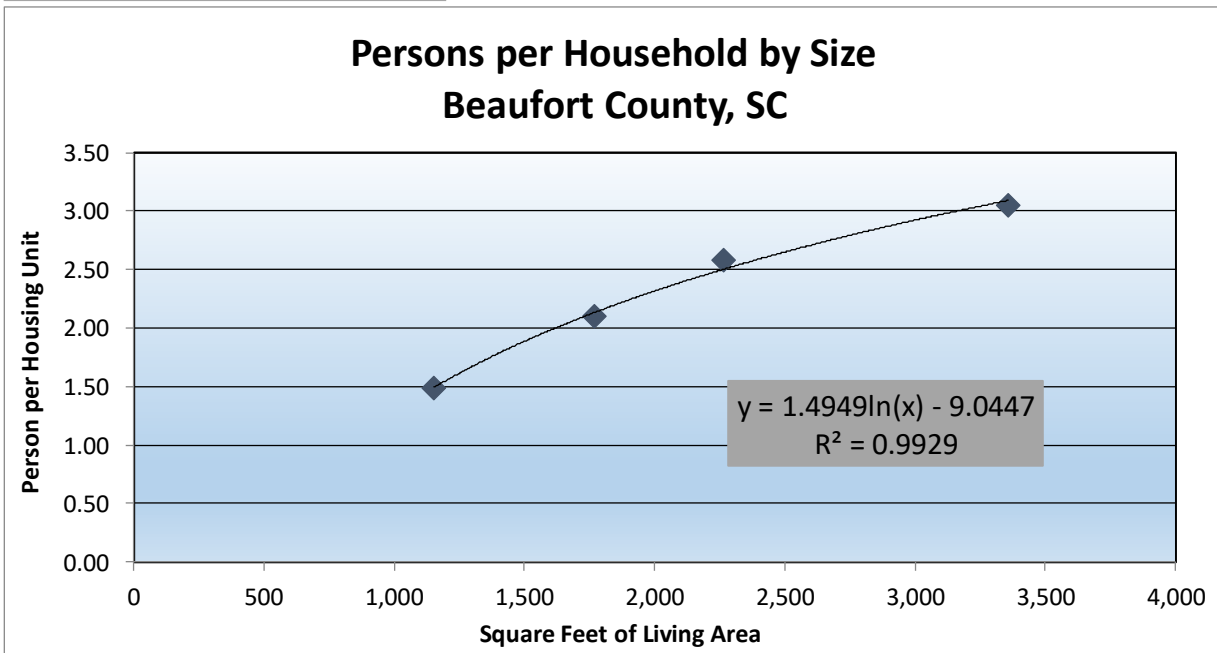
To calculate countywide household sizes by housing unit size, the average floor area by bedrooms and number of persons by bedrooms are plotted in Figure 15. The average floor area for a single family unit is available for the South Atlantic region from the U.S. Census Bureau and applied to the 2, 3, and 4+ bedroom units. The average floor area for multifamily units is available from a new construction report from the U.S. Census Bureau and applied to the 0–1-bedroom housing units. A logarithmic trend line derived from the plotted points. Using the trend line formula shown in the chart, TischlerBise derived the estimated average number of persons, by housing size, using ten size thresholds.

Shown in the Fitted-Curve Values table on the right, there is a noticeable increase in household sizes as the size of the housing unit increase.

Figure 15. Persons per Household by Housing Size – Countywide

Average persons per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Actual Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0-1	1,154	1.48	1,000 or less	1.30
2	1,771	2.11	1,001 to 1,250	1.62
3	2,264	2.59	1,251 to 1,500	1.89
4+	3,359	3.05	1,501 to 1,750	2.12
			1,751 to 2,000	2.32
			2,001 to 2,500	2.65
			2,501 to 3,000	2.92
			3,001 to 3,500	3.15
			3,501 or 4,000	3.35
			4,001 or more	3.53



The countywide persons per household by number of bedrooms is adjusted to calculate the household sizes for the North and South Service Area. Shown below, the North of the Broad Service Area has a PPH factor 108% of the countywide PPH and the South of the Broad Service area has a PPH factor 95% of the countywide PPH. This is applied to the PPH by number of bedrooms factor.

Figure 16. Persons per Household Comparison

Housing Type	Countywide	North of the Broad	North vs Countywide	South of the Broad	South vs Countywide
Average PPH	2.53	2.72	108%	2.40	95%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

The following figures lists the persons per household by housing size for the service areas.

Figure 17. Persons per Household by Housing Size – North of the Broad Service Area

Average persons per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0-1	1,154	1.59	1,000 or less	1.40
2	1,771	2.26	1,001 to 1,250	1.70
3	2,264	2.78	1,251 to 1,500	2.00
4+	3,359	3.28	1,501 to 1,750	2.30
			1,751 to 2,000	2.50
			2,001 to 2,500	2.90
			2,501 to 3,000	3.10
			3,001 to 3,500	3.40
			3,501 or 4,000	3.60
			4,001 or more	3.80

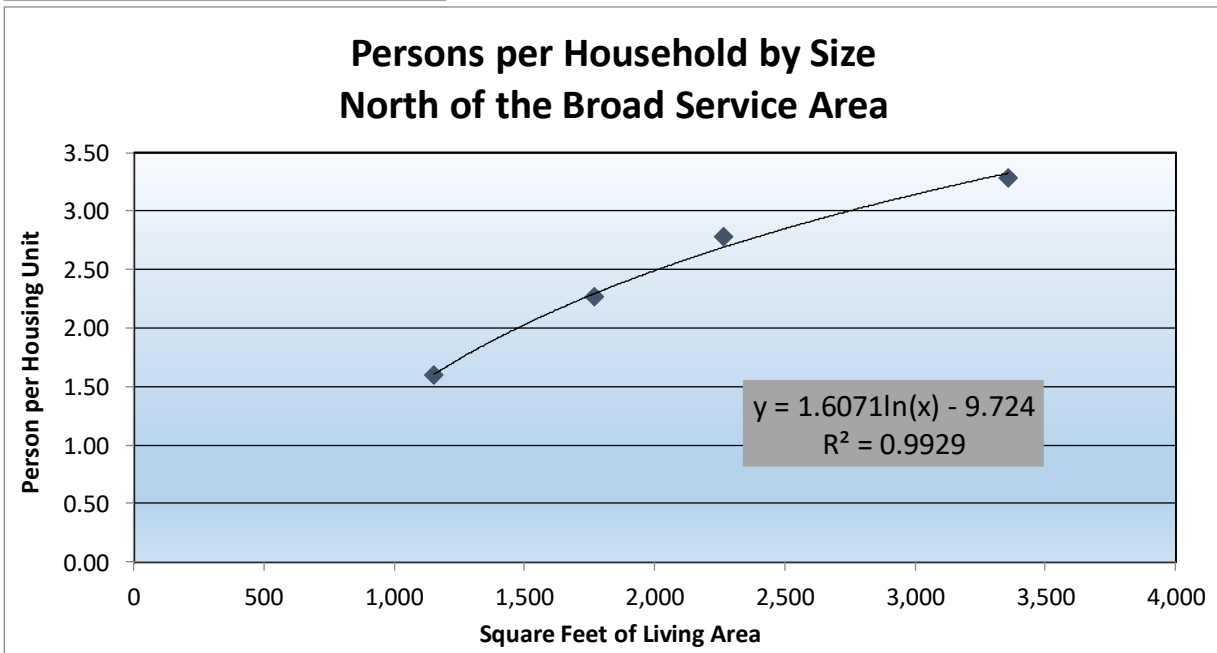
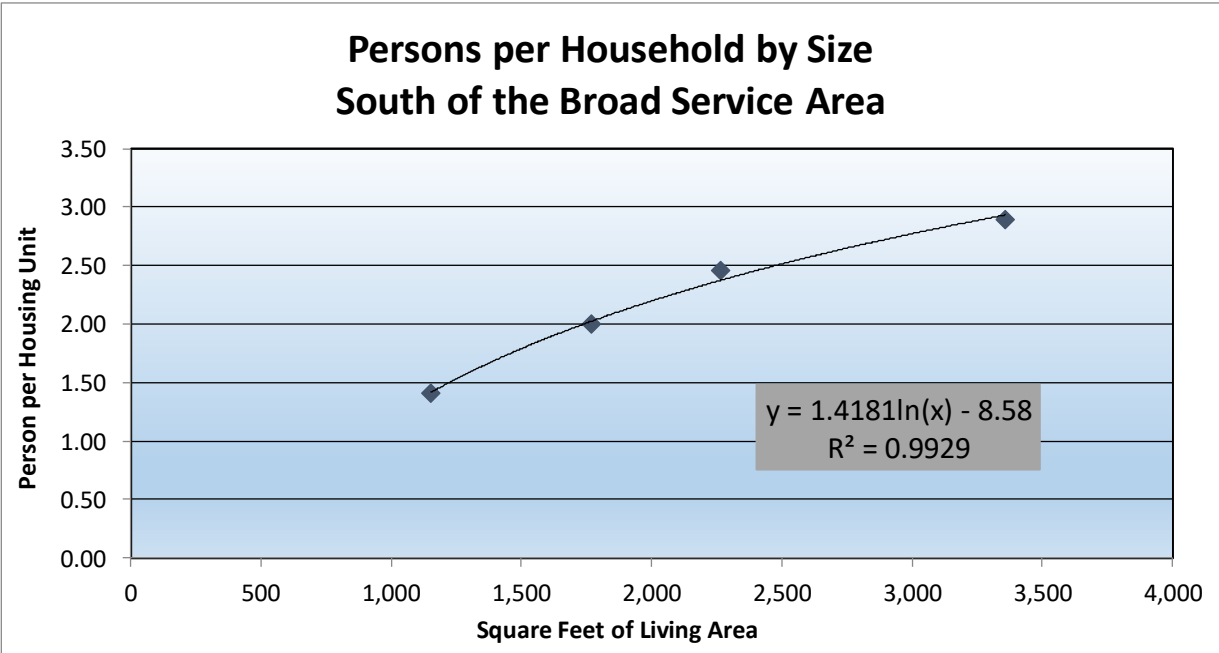


Figure 18. Persons per Household by Housing Size – South of the Broad Service Area

Average persons per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0-1	1,154	1.41	1,000 or less	1.20
2	1,771	2.00	1,001 to 1,250	1.50
3	2,264	2.45	1,251 to 1,500	1.80
4+	3,359	2.90	1,501 to 1,750	2.00
			1,751 to 2,000	2.20
			2,001 to 2,500	2.50
			2,501 to 3,000	2.80
			3,001 to 3,500	3.00
			3,501 or 4,000	3.20
			4,001 or more	3.30



Trip Generation Rates by Housing Size

As an alternative to simply using the national average trip generation rate for residential development, published by the Institute of Transportation Engineers (ITE), TischlerBise derived custom trip rates using local demographic data. Key inputs needed for the analysis (i.e., vehicles available, housing, units and persons) are available from the U.S. Census American Community Survey (ACS) data for Beaufort County.

Custom tabulations of demographic data by bedroom range can be created from individual survey responses provided by the U.S. Census Bureau. Data comes from the SC Public Use Microdata Area (PUMA) 1400. A portion of the 1400 PUMA includes Jasper County as well as all of Beaufort County. At the top of Figure 19, in the cells with yellow shading, are the survey results for the PUMA 1400. The unadjusted number of persons and vehicles available per dwelling, derived from the PUMS data, were adjusted upward to match Beaufort County control totals.

Transportation Capital Improvement Plan and Development Impact Fee Study *DRAFT*
Beaufort County, South Carolina

In comparison to the national averages based on ITE traffic studies, Beaufort County has fewer persons per housing unit and fewer number of vehicles per unit. Rather than rely on one methodology, the recommended multipliers shown below with grey shading and bold numbers are an average of trips rates based on persons and vehicles available for all types of housing units. From the analysis, average weekday vehicle trip ends (AWVTE) increase as the number of bedrooms in a housing unit increases.

Figure 19. Average Weekday Vehicle Trip Ends (AWVTE) by Bedroom Range

Beaufort County 2017 Data

Bedroom Range	Persons ¹	Vehicles Available ¹	Housing Units ¹	Housing Mix	Unadjusted Person/HU	Adjusted Persons/HU ²	Unadjusted Vehicles/HU	Adjusted Vehicles/HU ²
0-1	235	183	179	5%	1.31	1.48	1.02	0.70
2	1,541	1,198	827	22%	1.86	2.10	1.45	1.00
3	4,450	3,619	1,944	52%	2.29	2.59	1.86	1.28
4+	2,221	1,747	822	22%	2.70	3.05	2.13	1.46
Total	8,447	6,747	3,772		2.24	2.53	1.79	1.23

National Averages According to ITE

ITE Code	AWVTE per Person	AWVTE per Vehicle	AWVTE per Housing Unit	Housing Mix	Persons per Household	Vehicles per Household
210 SFD	2.65	6.36	9.44	77%	3.56	1.48
220 Apt	3.31	5.10	6.65	23%	2.01	1.30
Weighted Avg	2.80	6.07	8.79		3.20	1.44

Recommended AWVTE per Housing Unit

Bedroom Range	AWVTE per HU Based on Persons ³	AWVTE per HU Based on Vehicles ⁴	AWVTE per Housing Unit ⁵
0-1	4.14	4.25	4.20
2	5.88	6.07	5.98
3	7.25	7.77	7.51
4+	8.54	8.86	8.70
Total	7.08	7.47	7.28

AWVTE per Dwelling by House Type

ITE Code	AWVTE per HH Based on Persons ³	AWVTE per HH Based on Vehicles ⁴	AWVTE per Household ⁵	Unadjusted Person/HU	Adjusted Persons/HH	Unadjusted Vehicles/HU	Adjusted Vehicles/HH
210 SFD	7.28	11.13	9.21	3.56	2.60	1.48	1.83
220 Apt	6.02	8.86	7.44	2.01	2.15	1.30	1.46
All Types	7.08	10.46	8.77	3.20	2.53	1.44	1.72

1. American Community Survey, Public Use Microdata Sample for SC PUMA 1400, 2013-2017 5-Year unweighted data
 2. Adjusted multipliers are scaled to make the average PUMS values match control totals for Beaufort County, based on American Community Survey 2013-2017 5-Year Estimates.
 3. Adjusted persons per housing unit multiplied by national weighted average trip rate per person.
 4. Adjusted vehicles available per housing unit multiplied by national weighted average trip rate per vehicle.
 5. Average trip rates based on persons and vehicles per housing unit.
- AWVTE = Average weekly vehicle trip end

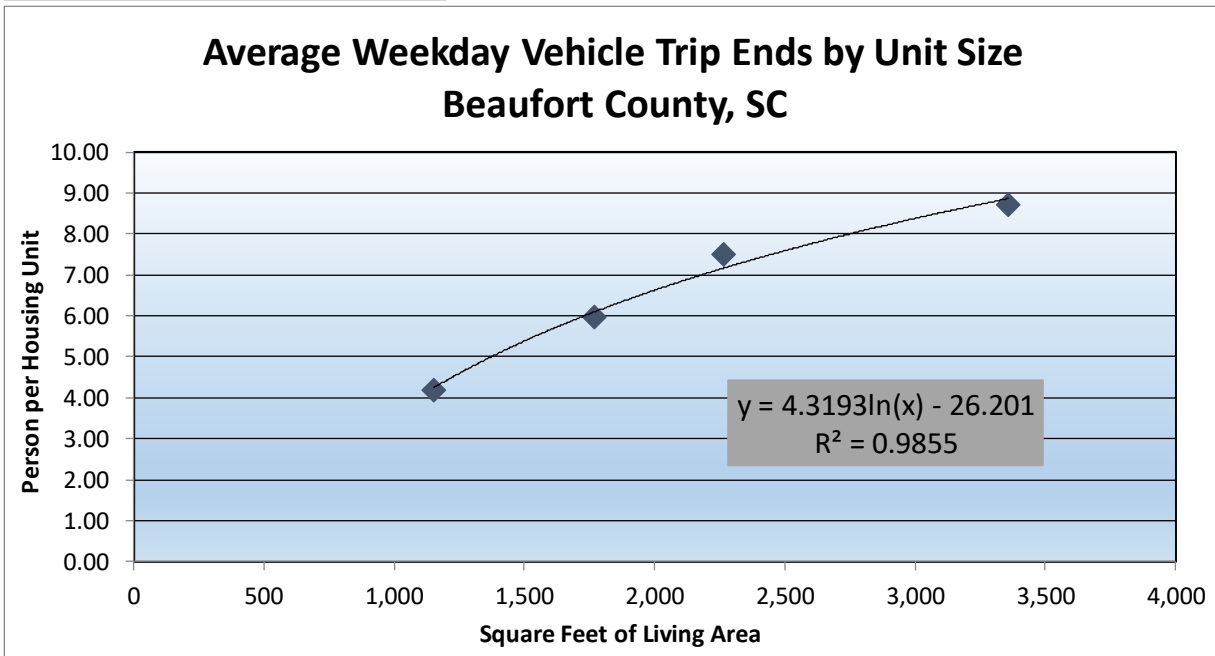
To derive the countywide average weekday vehicle trip ends by housing size, TischlerBise matched trip generation rates and average floor area, by bedroom range, as in Figure 20. The logarithmic trend line formula, derived from the four actual averages in Beaufort County, is used to derive estimated trip ends by housing size.

As shown in the Fitted-Curve Values table on the right, the vehicle trip ends increase as the housing unit size increases.

Figure 20. Vehicle Trip Ends by Housing Size – Countywide

Average weekday vehicle trips per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Actual Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
0-1	1,154	4.20	1,000 or less	3.60
2	1,771	5.98	1,001 to 1,250	4.60
3	2,264	7.51	1,251 to 1,500	5.39
4+	3,359	8.70	1,501 to 1,750	6.05
			1,751 to 2,000	6.63
			2,001 to 2,500	7.59
			2,501 to 3,000	8.38
			3,001 to 3,500	9.05
			3,501 or 4,000	9.62
			4,001 or more	10.13



The countywide vehicle trip ends by number of bedrooms is adjusted to calculate the trip ends for the North and South Service Area. Shown below, the North of the Broad Service Area has a trip end rate 107 percent of the countywide rate and the South of the Broad Service area has a trip end rate 99 percent of the countywide rate. This is applied to the trip ends by number of bedrooms factor.

Figure 21. Vehicle Trip End Rate Comparison

Housing Type	Countywide	North of the Broad	North vs Countywide	South of the Broad	South vs Countywide
Vehicle Trip Ends	8.80	9.40	107%	8.70	99%

Figure 22. Vehicle Trip Ends by Housing Size – North of the Broad Service Area

Average weekday vehicle trips per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
0-1	1,154	4.49	1,000 or less	3.90
2	1,771	6.39	1,001 to 1,250	4.90
3	2,264	8.02	1,251 to 1,500	5.80
4+	3,359	9.29	1,501 to 1,750	6.50
			1,751 to 2,000	7.10
			2,001 to 2,500	8.10
			2,501 to 3,000	9.00
			3,001 to 3,500	9.70
			3,501 or 4,000	10.30
			4,001 or more	10.80

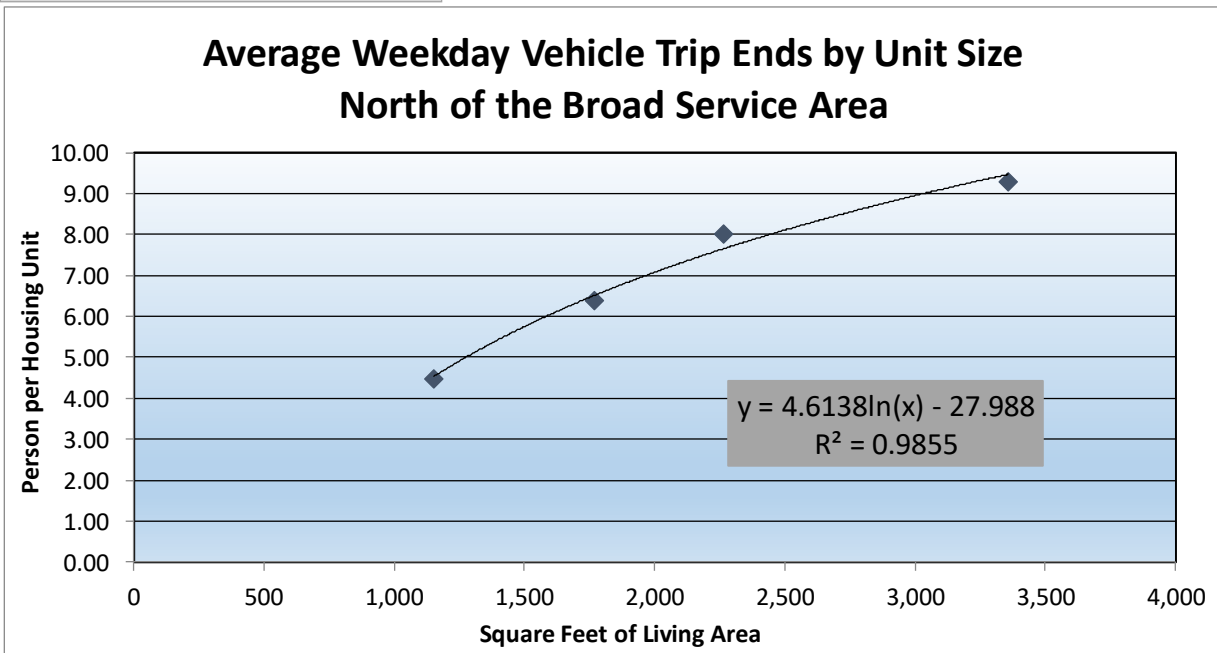
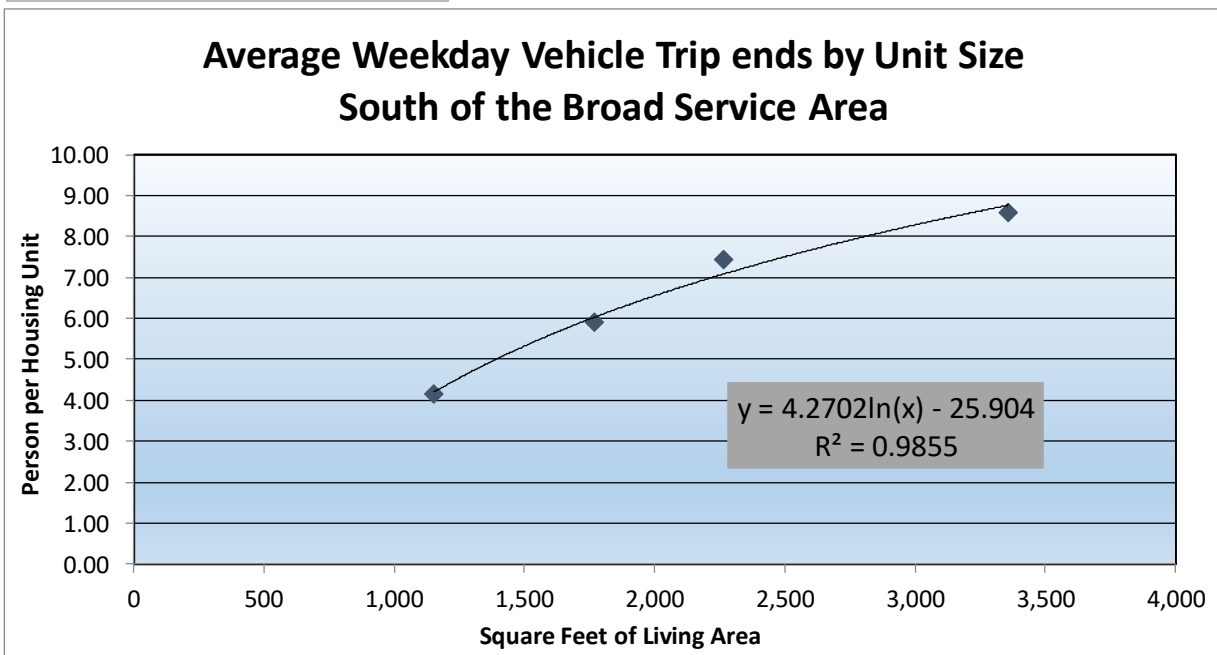


Figure 23. Vehicle Trip Ends by Housing Size – South of the Broad Service Area

Average weekday vehicle trips per housing unit are derived from 2017 ACS PUMS data for the area that includes Beaufort County. Unit size for 0-1 bedroom is from the 2018 U.S. Census Bureau average for all multifamily units constructed in the Census South region. Unit size for 2, 3, and 4+ bedroom derived from single family units constructed in the South Atlantic region.

Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
0-1	1,154	4.15	1,000 or less	3.60
2	1,771	5.91	1,001 to 1,250	4.50
3	2,264	7.42	1,251 to 1,500	5.30
4+	3,359	8.60	1,501 to 1,750	6.00
			1,751 to 2,000	6.60
			2,001 to 2,500	7.50
			2,501 to 3,000	8.30
			3,001 to 3,500	8.90
			3,501 or 4,000	9.50
			4,001 or more	10.00



APPENDIX B: LAND USE DEFINITIONS

Residential Development

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey.

Single Family:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added, are counted in this category. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.
4. Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 210

Multifamily:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with “2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments.”
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.
3. Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 220, 221, 222

Nonresidential Development

The proposed general nonresidential development categories (defined below) can be used for all new construction within Beaufort County. Nonresidential development categories represent general groups of land uses that share similar average weekday vehicle trip generation rates and employment densities (i.e., jobs per thousand square feet of floor area).

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters, hotels, and motels.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 820, 815, 823, 850, 875, 880

Office/Service: Establishments providing management, administrative, professional, or business services; By way of example, *Office/Service* includes banks, business offices, headquarter buildings, business parks, and research and development centers.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 710, 712, 714, 720, 750, 770

Industrial: Establishments primarily engaged in the production, transportation, or storage of goods. By way of example, *Industrial* includes manufacturing plants, distribution warehouses, trucking companies, utility substations, power generation facilities, and telecommunications buildings.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 110, 130, 150, 154, 160, 170

Institutional: Establishments providing management, administrative, professional, or business services; By way of example, *Institutional* includes assisted living facilities, nursing homes, hospitals, medical offices, veterinarian clinics, schools, universities, churches, daycare facilities, government buildings, and prisons.

- Examples of respective land use codes in the Institute of Transportation Engineers Trip Generation Manual, 2017: 520, 560, 565, 575, 580, 590



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
AN ORDINANCE AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE THE NECESSARY DOCUMENTS TO ACCEPT A GRANT OF PERPETUAL EASEMENT FOR PUBLIC USE AND ACCESS AT THE SANDS BOAT LANDING FROM THE TOWN OF PORT ROYAL
MEETING NAME AND DATE:
Public Facilities and Safety Committee
PRESENTER INFORMATION:
Neil J. Desai, P.E., Public Works Director; Brittany Ward, County Attorney 5 Minutes
ITEM BACKGROUND:
At the Public Facilities Committee meeting in May of 2021, Public Works presented the ownership on several Beaufort County boat landings and piers in Beaufort County. Based on this research it was determined that the Port Royal (Sands) boat landing was not owned by Beaufort County and it would appropriate to obtain a perpetual easement.
PROJECT / ITEM NARRATIVE:
The County has historically maintained the public boat landing in the Town of Port Royal commonly known as The Sands (“Landing”). The Town has obtained fee simple ownership of the Landing and the County desires to formalize its access to the Landing by entering into a perpetual easement with the Town. A perpetual easement will ensure that the County can continue to perform maintenance and repair services associated with the public boat landing.
FISCAL IMPACT:
The fiscal impact is maintenance and repair expenses on this facility as they arise for the Public Works Department. There is no cost associated with obtaining the perpetual easement.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends for Council to approve the perpetual easement for the maintenance and repair of the Port Royal (Sands) boat landings.
OPTIONS FOR COUNCIL MOTION:
Motion to approve or deny for Council to accept a grant of perpetual easement. (Next Step – Upon Approval, this will go to County Council for a public hearing)

AN ORDINANCE AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE THE NECESSARY DOCUMENTS TO ACCEPT A GRANT OF PERPETUAL EASEMENT FOR PUBLIC USE AND ACCESS AT THE SANDS BOAT LANDING FROM THE TOWN OF PORT ROYAL

WHEREAS, the Town of Port Royal (“Town”) is the fee simple owner of the public boat landing located on Sands Beach Road in Port Royal and commonly known as the Sands Boat Landing, collectively hereinafter the “Landing”; and

WHEREAS, Beaufort County (“County”) has historically provided maintenance and repair services to the Landing, and desires to formalize its access to the Landing through a perpetual easement in order to continue providing maintenance and repairs to the Landing; and

WHEREAS, the Town desires to grant the County a perpetual easement substantially similar to Exhibit A attached hereto and incorporated herein by reference; and

WHEREAS, Beaufort County Council has determined that it is in its best interest to authorize the County Administrator to execute the necessary documents to accept a perpetual easement from the Town for public use and access to the Landing.

NOW, THEREFORE, BE IT ORDAINED BY BEAUFORT COUNTY COUNCIL that the County Administrator is hereby authorized to execute the necessary documents to accept a grant of perpetual easement from the Town of Port Royal for public use and access at the Sands Boat Landing in Port Royal.

DONE this ____ day of _____, 2023.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Joseph Passiment, Chairman

ATTEST:

Sarah W. Brock, Clerk to Council

EXHIBIT A

STATE OF SOUTH CAROLINA)	GRANT OF A PERPETUAL
)	EASEMENT FOR PUBLIC USE
COUNTY OF BEAUFORT)	AND ACCESS

THIS GRANT OF A PERPETUAL EASEMENT FOR PUBLIC USE AND ACCESS (“Easement”) is made and entered into as of _____ day of _____, 2023 (“Effective Date”), by and between **TOWN OF PORT ROYAL** (“Grantor”) and **BEAUFORT COUNTY**, South Carolina, a political subdivision of the State of South Carolina (“Grantee”); hereinafter referred to collectively as the “Parties”.

WHEREAS, the Grantor is the current owner of title to the real property known as **TMS No. R113 010 000 0448 0000**, also known as The Sands Boat Landing, and further described in the property description in Exhibit A, attached hereto and incorporated herein by reference; collectively hereinafter referred to as the “Property”; and

WHEREAS, the Parties desire to establish a permanent perpetual easement which runs with the land for the purpose of providing the Grantee and the public the use and access to the Property as described in this Easement.

NOW, THEREFORE, for and in consideration of the mutual covenants and restrictions expressed herein and for other good and valuable non-monetary consideration, the Parties do hereby covenant and agree as follows:

1. Grant of Easement. Grantor grants and conveys to Grantee, its successors and assigns, for the benefit and use of Grantee its employees, agents, lessees, licensees, invitees and the citizens of Beaufort County; a non-exclusive, perpetual, assignable, appendant easement in, over, upon and onto the Property whereby said easement shall run with the land. Grantor maintains the right and benefit of ingress and egress on and over the Property at its convenience.
2. Purpose of Easement. The Parties agree this Easement is being granted for the purpose of providing Grantor, and the public, use and access to the Property. The Grantee acknowledges and agrees the Property is intended to be used as public access to The Sands Boat Landing, to allow for public access to the boat ramp sufficient for launching and retrieval of small boats and watercraft to and from the waters by the general public, and as a fishing pier for the public to use as desired. The terms provided in this Section shall hereinafter collectively be referred to as the “Purpose”.
3. Understanding of the Parties.
 - a. *Responsibilities of Grantor.*
 - i. With exception taken to the provisions of Paragraph Four (4) herein, Grantor shall not in any manner, at any time, prevent the Grantee or the citizens and visitors of Beaufort County from entering the Property. Grantor shall not disrupt the operations of the Grantee during its use of the Easement. Grantor shall not place or permit any structures, including but not limited to, buildings, fences, signs, bridges, or other obstructions which would prevent access to the Property.
 - ii. Grantor shall remain responsible for the payment of any applicable taxes or fees associated with the Property.

- iii. With exception taken to the provisions of Paragraph Four (4) herein, Grantor shall not use or permit use of the Property, or any other rights arising pursuant this Easement, in any manner that conflicts with this Easement.
- b. *Responsibilities of Grantee.*
- i. Grantee shall, at its sole expense, maintain the structures on the Property at all times. If any dock, pier, or boat landing on the Property requires maintenance, or if the Grantee desires to construct additional structures, the Grantee shall notify the Grantor in writing. The Grantee may initiate any maintenance or construction on the Property at its discretion and without the approval of Grantor. Grantee shall obtain all required permits and shall adhere to all applicable laws and ordinances when maintaining or constructing structures on the Property.
 - ii. Grantee shall, at its sole expense, maintain appropriate signage, landscaping and any other structures on the Property, which specifically does not include the adjacent parking area. Grantee is responsible for any utilities on the Property used to promote the Purpose of this Easement.
 - iii. The public boat ramp and any related structures shall be under the exclusive control of the Grantee; Grantee shall comply with all applicable laws, rules, codes, and regulations governing the same. Grantee shall maintain insurance on the Property to the extent allowable.
4. Reservation of Rights. The Parties hereto recognize that the subject property is used, from time to time, by the Grantor, to serve as a staging area for emergency management crews during certain unforeseen events such as hurricanes, natural disasters, rescue missions and the like. The Parties hereto also recognize that the Grantor hosts, from time to time, special events at the subject property for the general public, or otherwise, that would require the landing and the entirety of the subject property to be closed to the general public for the intended uses stated herein. Therefore, Parties hereto agree that the Grantor shall be allowed to reserve the right to close the subject property to the general public, upon reasonable notice to the Grantee, for said unforeseen emergent circumstances and/or for special events including, but not limited to, firework displays or holiday celebrations hosted by the Town. The Parties agree that they shall cooperate with one another as to what events may give rise to the closing of the subject boat landing and its facilities, that would include the easement area described herein.
5. First Right of Refusal. The Parties agree that if at any time the Grantor desires to sell or convey the Property, or any other adjacent real property associated with the Purpose of this Easement, that the Grantor hereby agrees that the Grantee will be given first option to purchase the Property or other adjacent real property. The Grantor shall provide written notice to Grantee of the desire to sell and Grantee shall have thirty (30) days from date of receipt of Grantor's notice to provide a written response. Grantee's written response need only to express a desire to purchase. Grantee shall have one hundred twenty (120) days after providing Grantor a written response to obtain the required approvals to purchase.
6. General Provisions.
- a. *Disputes.* All claims, disputes, and controversies arising out of or in relation to the performance, interpretation, application, or enforcement of this Easement, including but not limited to breach thereof, shall be first submitted to an agreed upon mediator. The Parties shall be equally responsible for the cost of mediation.

- b. *Entire Agreement.* This Easement contains the entire agreement between the Parties pertaining to the subject matter contained herein. All prior agreements by or between the Parties shall be deemed to have merged into this Easement.
- c. *Counterparts.* This Easement may be executed in counterparts. Each of the counterparts shall be deemed an original instrument, but all of the counterparts shall constitute one and the same instrument.
- d. *Amendment or Modification.* This Easement cannot be amended or modified orally or by a single party. No amendment or modification to this Easement shall be valid unless in writing and signed by both Parties to this Easement and recorded in the Beaufort County Register of Deeds.
- e. *Successors and Assigns.* The terms and conditions of this Easement shall inure to the benefit of and be binding upon Grantor and Grantee, and their respective successors, heirs, legal representatives, and assigns.
- f. *Severability.* If any provision of this Easement is determined by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Easement shall nonetheless remain in full force and effect.
- g. *Waiver.* No waiver of any provision of this Easement shall be effective unless in writing and signed by the party waiving its rights. No delay or omission by either party to exercise any right or remedy it has under this Easement shall impair or be construed as a waiver of such right or remedy. A waiver by either party of any covenant or breach of this Easement shall not constitute or operate as a waiver of any succeeding breach of the covenant or of any other covenant.
- h. *Authority.* Each individual and entity executing this Easement hereby represents and warrants that he, she or it has the capacity set forth on the signature pages hereof with full power and authority to bind the party on whose behalf he, she or it is executing this Easement to the terms hereof.
- i. *Applicable Law.* This Easement is enforceable in the State of South Carolina and shall in all respects be governed by, and constructed in accordance with, the substantive Federal laws of the United States and the laws of the State of South Carolina. Any claims for default, non-performance or other breach shall be filed in Beaufort County, South Carolina.

[THIS SPACE INTENTIONALLY LEFT BLANK]

WITNESSES:

GRANTEE

(Signature of Witness #1)

Eric L. Greenway
Beaufort County Administrator

(Signature of Witness #2 – the Notary Public)

STATE OF SOUTH CAROLINA)
)
COUNTY OF BEAUFORT)

ACKNOWLEDGMENT

I, the undersigned Notary Public, do hereby certify that **Eric L. Greenway** personally appeared before me this day and, in the presence of the two witnesses named above, acknowledged the due execution of the foregoing instrument.

Sworn to and Subscribed before me
on this _____ Day of _____, 2023.

(4) _____
Notary Public for South Carolina
My Commission Expires: _____

EXHIBIT A

(Insert Legal Description)



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

Item 22.

ITEM TITLE:
RESOLUTION TO COMMISSION ANIMAL SERVICE OFFICER TO ENFORCE ANIMAL ORDINANCES
MEETING NAME AND DATE:
County Council January 23, 2023
PRESENTER INFORMATION:
Brittany Ward, County Attorney 5 minutes
ITEM BACKGROUND:
NONE
PROJECT / ITEM NARRATIVE:
Animal Services hired a new Animal Service Officer and needs to be commissioned by full council to enforce the Animal Ordinances for Beaufort County, South Carolina
FISCAL IMPACT:
NONE
STAFF RECOMMENDATIONS TO COUNCIL:
Approve Resolution to commission David Duffy as an Animal Service Officer for Beaufort County, South Carolina
OPTIONS FOR COUNCIL MOTION:
Motion to approve the Resolution to commission David Duffy as an Animal Service Officer for Beaufort County, South Carolina

RESOLUTION 2023 /

A RESOLUTION TO COMMISSION ANIMAL SERVICE OFFICER TO ENFORCE BEAUFORT COUNTY ANIMAL ORDINANCES FOR BEAUFORT COUNTY PURSUANT TO THE AUTHORITY GRANTED IN SECTION 4-9-145 OF THE CODE OF LAWS OF SOUTH CAROLINA, 1976 AS AMENDED.

WHEREAS, Beaufort County Council may appoint and commission as many animal service officers as may be necessary for proper security, general welfare and convenience of the County; and

WHEREAS, each candidate for appointment as a Beaufort County Animal Service Officer has completed training and whatever certification may be necessary.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Beaufort County, South Carolina that:

1. County Council hereby appoints and commissions the following individual as Animal Service Officer for Beaufort County:

David Duffy Emp # 10941, Beaufort County Animal Service Officer

2. Each Animal Service Officer shall present the appropriate certificate to the Beaufort County Magistrate’s office prior to any official action as an Animal Service Officer.

3. This commission expires when the employee separates from employment with Beaufort County.

Adopted this ___ day of_____, 2023.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Joseph Passiment, Chairman

ATTEST:

Sarah Brock, Clerk to Council

Some Questions concerning the term amendment proposed for St. Helena

1. Who are the mystery developers? Why are the names being withheld? Very secretive.
2. Why was the county in discussions/negotiations with the developer, behind closed doors, when it was abundantly clear that the absolute critical aspects of their proposal—the 18-hole golf course and the gated entryway were non-starters under existing ordinance?

Interestingly, initially the County did do what was required. The developers ask for a carve out to the CPO. They knew they could not get approval given the existing CPO. That is why, if they sue, they will lose. And they know it. In December, Beaufort County stated as follows, “the county realized that if an exception to the CPO was made for Tropeano, it would open the door for other developers” and thus, officials refused to entertain a discussion on the matter”. Great. Now it gets interesting.

3. A few days later, a text amendment suddenly appears that allows this developer and all developers to circumvent the CPO if they have 50 acres of highland. There are lots of 50 acre parcels on St. Helena. They could now come under Development Agreements, always the developer’s best friend, especially with compliant staff. Who proposed, drafted, and authorized this amendment? What parties were consulted concerning this amendment? Who had prior knowledge of the language prior to the posting of the Planning Commission agenda? And of course, the biggest question of all-- Why open the floodgates to development on St. Helena? Why?

At the January 5th planning commission, the County officials did an about face, just days after denying the developers requested carve-out. An amazing coincidence. They argued they feared “a” developer would sue and the county would lose. Who could ever imagine a developer, threatening to sue when they don’t get their way? That never happens. A real shock. This was a joke. Everybody who has looked at the CPO, from the Governor’s office down to numerous distinguished, seasoned attorneys who have actually litigated such cases in the courts, believe the existing language is a “slam dunk” to survive a court challenge. As Councilmember Glover has stated, it is time to put some meat on the bone to strengthen the ordinance, but the existing language, in effect for more than 22 years, works pretty well.

4. After a unanimous decision by the planning commission to deny the staff amendment, why did this amendment, just days later, reappear on the agenda of the Community Services and Land Use Committee? I do commend Chairwoman Howard and the committee for deferring the matter to the CPO committee. By the way, that CPO committee has been refused independent legal counsel by the County.

The good people of St. Helena have been betrayed. The hope was, that the old days of Beaufort County Council back room deals, was over. This was all totally unnecessary- a self-inflicted wound that destroyed trust, and not just on St. Helena Island. The world is changing before our eyes. People want from their elected officials’ transparency and open government. Your role is oversight. It is badly needed, right now. Let the sunshine in. Invariably the sordid details will come out in future depositions, but I urge the council to get ahead of this problem. It is in everyone’s interest. Please, Protect the Culture, Protect the History, Protect the Land, Protect St. Helena. Thank you.



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

Item 1.

ITEM TITLE:
Recommendation to Award IFB #011023E Year 6 Resurfacing and CEI.
MEETING NAME AND DATE:
Public Facilities Committee – January 23, 2023
PRESENTER INFORMATION:
Jared Fralix, Assistant County Administrator – Engineering (5 mins)
ITEM BACKGROUND:
A pavement condition report for County roads was prepared by F&ME Consultants dated February 16, 2022 and a condition assessment for SCDOT owned roads was prepared by A. Morton Thomas & Associates, Inc. dated October 3, 2022, which serves as a basis for evaluating pavement maintenance and preservation methods for the Beaufort County roadway network. On January 13, 2023, Beaufort County will receive submissions to IFB #011023E Year 6 Resurfacing. <i>This award will be presented to County Transportation Committee at the January 18, 2022 meeting.</i>
PROJECT / ITEM NARRATIVE:
Analysis of the bid submitted revealed the bid is responsive.
FISCAL IMPACT:
The funding for this project is Beaufort County Transportation C Funds Road Improvement account #23430011-54500 with a current balance of \$3,173,766.00.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval to award IFB#011023E Year 6 Resurfacing.
OPTIONS FOR COUNCIL MOTION:
Motion to approve/deny recommendation to award IFB #011023E Year 6 Resurfacing. <i>Next Step: Move forward to County Council to award IFB #011023E Year 6 Resurfacing.</i>



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

Item 1.

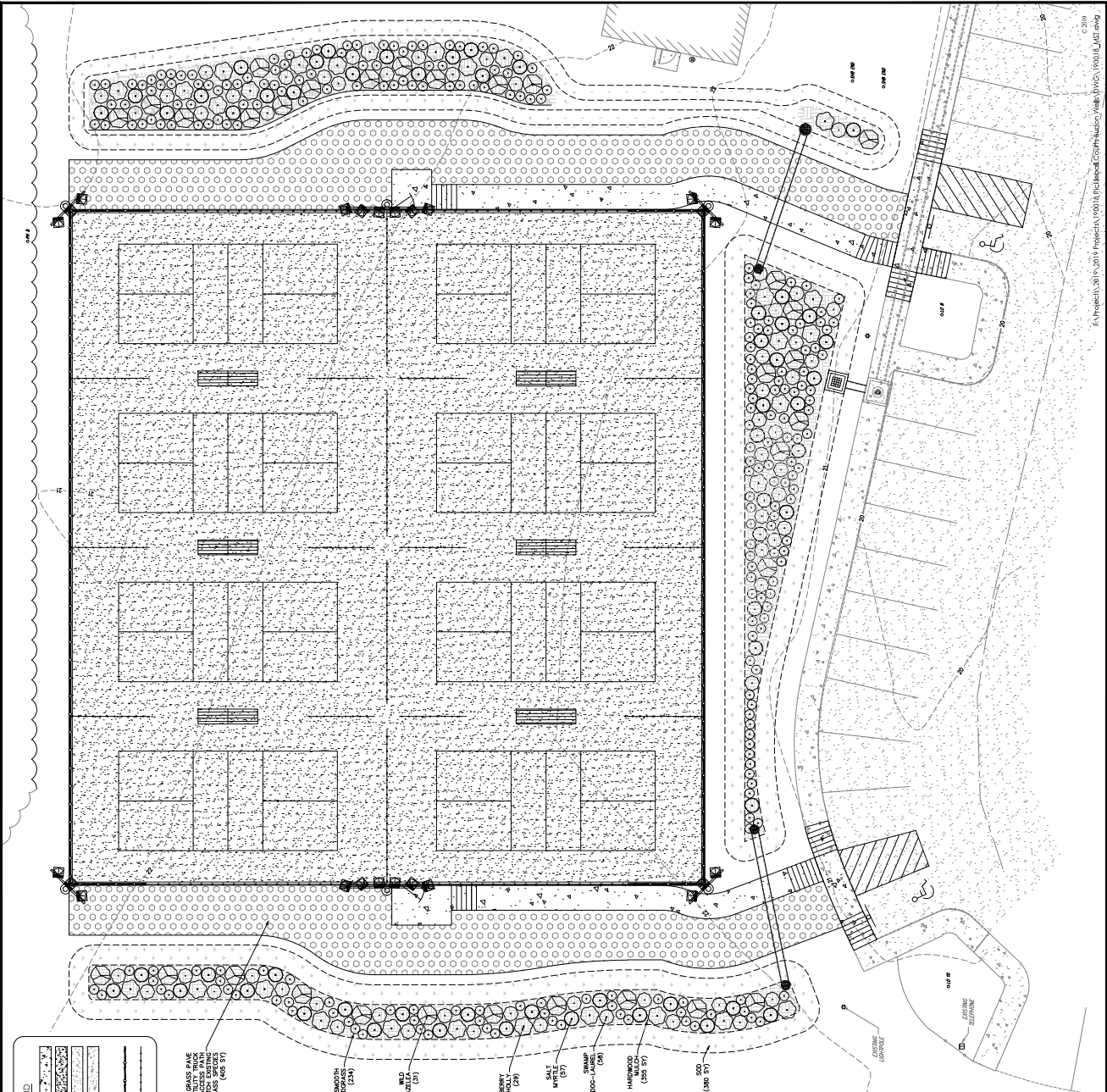
ITEM TITLE:
Recommendation to Award Year 6 Rejuvenator construction.
MEETING NAME AND DATE:
Public Facilities Committee – January 23, 2023
PRESENTER INFORMATION:
Jared Fralix, Assistant County Administrator – Engineering (5 mins)
ITEM BACKGROUND:
A pavement condition report for County roads was prepared by F&ME Consultants dated February 16, 2022 and a condition assessment for SCDOT owned roads was prepared by A. Morton Thomas & Associates, Inc. dated October 3, 2022, which serves as a basis for evaluating pavement maintenance and preservation methods for the Beaufort County roadway network. Beaufort County will receive a sole source proposal for proprietary product and application known as Reclamite asphalt rejuvenator. <i>This award will be presented to County Transportation Committee at the January 18, 2022 meeting.</i>
PROJECT / ITEM NARRATIVE:
Analysis of the bid submitted revealed the bid is responsive.
FISCAL IMPACT:
The funding for this project is Beaufort County Transportation C Funds Road Improvement account #23430011-54500 with a current balance of \$3,173,766.00.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval to award Year 6 Rejuvenator construction contract.
OPTIONS FOR COUNCIL MOTION:
Motion to approve/deny recommendation to award Year 6 Rejuvenator construction contract. <i>Next Step: Move forward to County Council to award Year 6 Rejuvenator construction contract.</i>



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Contract Award to Wildwood Construction for Construction Services to build Pickleball Courts at Burton Wells Park
MEETING NAME AND DATE:
Public Facilities & Safety on January 23, 2023
PRESENTER INFORMATION:
Eric Larsen, CIP Director (5 Minutes)
ITEM BACKGROUND:
On December 2, 2022 bids were received by the Purchasing Services for the construction of eight pickleball courts and associated infrastructure. Wildwood Construction submitted the lowest bid at \$736,788.00
PROJECT / ITEM NARRATIVE:
Parks and Recreation wishes to add an eight court Pickleball facility within the existing Burton Wells Park complex.
FISCAL IMPACT:
Funding comes from Impact Fees The total funds requested is the bid amount plus a 15% contingency ($\$736,788.00 + \$110,518.00 = \$847,306.00$)
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval of the contract award to Wildwood Construction
OPTIONS FOR COUNCIL MOTION:
Motion to approve, or deny, the contract award to Wildwood Construction in the total amount of \$847,306 for the construction of the Pickleball Courts.

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PAVEMENT & FENCE LEGEND	
[Pattern]	5" CONCRETE SIDEWALK
[Pattern]	FOOTBALL COURT SURFACE
[Pattern]	EX. ASPHALT
[Pattern]	EX. CONCRETE
[Pattern]	8" FENCE
[Pattern]	4" FENCE

LANDSCAPING LEGEND	
[Symbol]	GRASS PANE UTILITY BRICK MASONRY MASONRY GRASS (400 ST)
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[Symbol]	SMOOTH CORNOPSIS
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[Symbol]	SALT MYRTLE
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[Symbol]	DOZER
[Symbol]	HARDWOOD MULCH
[Symbol]	500

LANDSCAPING NOTES:

1. CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSED FOR INSTALLATION.
2. CONTRACTOR SHALL VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSED FOR INSTALLATION.
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11. CONTRACTOR SHALL VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSED FOR INSTALLATION.

SOIL PREPARATION AND MAINTENANCE PLAN:

1. CONTRACTOR SHALL VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSED FOR INSTALLATION.
2. CONTRACTOR SHALL VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSED FOR INSTALLATION.
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11. CONTRACTOR SHALL VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSED FOR INSTALLATION.

NUMBER	PLANTING SYMBOL	PLANTING SYMBOL
1	BACKBONE	1' SLOTTON PLANTER HEALTHY WELL
2	BACCHARIS	1' SLOTTON PLANTER HEALTHY WELL
3	BAROTEA	1' SLOTTON PLANTER HEALTHY WELL
4	BELLAIR	1' SLOTTON PLANTER HEALTHY WELL
5	BERBERIS	1' SLOTTON PLANTER HEALTHY WELL
6	BURNING BUSH	1' SLOTTON PLANTER HEALTHY WELL
7	CALLUNA	1' SLOTTON PLANTER HEALTHY WELL
8	CELANO	1' SLOTTON PLANTER HEALTHY WELL
9	CELANO	1' SLOTTON PLANTER HEALTHY WELL
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48	CELANO	1' SLOTTON PLANTER HEALTHY WELL
49	CELANO	1' SLOTTON PLANTER HEALTHY WELL
50	CELANO	1' SLOTTON PLANTER HEALTHY WELL





BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Approval of Contract Award to Nix Construction Company, Inc. for Construction Services to build Restrooms at Bruce Edgerly Field in The Town of Port Royal.
MEETING NAME AND DATE:
Public Facilities and Safety, January 23, 2023
PRESENTER INFORMATION:
Eric Larson, CIP Director (5 Minutes)
ITEM BACKGROUND:
On January 12, 2023 bids were received by the Purchasing Services for the construction of restrooms at Bruce Edgerly Field. Nix Construction Company, Inc. submitted the only bid at \$349,500.00
PROJECT / ITEM NARRATIVE:
Parks and Recreation wishes to replace Men’s & Women’s restrooms at Bruce EDGERLY Field. The existing restrooms were demolished by Public Works earlier in the year to make way for restroom replacement.
FISCAL IMPACT:
Funding comes from Impact Fees The total funds requested is the bid amount plus a 10% contingency (\$349,500.00 + \$34,950.00 = \$384,450.00)
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends approval of the contract award to Nix Construction Company, Inc.
OPTIONS FOR COUNCIL MOTION:
Motion to approve, or deny, the contract award to Nix Construction Company, Inc. in the total amount of \$384,450.00 for the construction of the Restrooms.

PRELIMINARY BID TABULATION
PURCHASING DEPARTMENT

Item 3.



Project Name:	Bruce Ederly Park Restroom
Project Number:	IFB 120722
Project Budget:	
Bid Opening Date:	7-Dec-22
Time:	3:00:00 PM
Location:	Beaufort County
Bid Administrator:	Dave Thomas
Bid Recorder:	Victoria Moyer

The following bids were received for the above referenced project:

BIDDER	BID FORM	BID BOND	ALL ADDE NDA	SCH OF VALUES	SUB LISTING	SMBE DOCS	Grand Total Price
Nix Construction	X	X	X	X	Self Performing	X	\$ 349,500.00

Beaufort County posts PRELIMINARY bid tabulation information within 2 business days of the advertised bid opening. Information on the PRELIMINARY bid tabulation is posted as it was read during the bid opening. Beaufort County makes no guarantees as to the accuracy of any information on the PRELIMINARY tabulation. The bid results indicated here do not necessarily represent the final compliance review by Beaufort County and are subject to change. After the review, the final award will be made by Beaufort County Council and a certified bid tab will be posted online.

Bid Administrator Signature

Victoria Moyer

Bid Recorder



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Contract award to HDR Engineering for Solid Waste & Recycling on-call consulting
MEETING NAME AND DATE:
Public Facilities Committee – January 23, 2023
PRESENTER INFORMATION:
Neil J. Desai, P.E., Public Works Director Jared Fralix, P.E., Assistant County Administrator, Engineering (10 Minutes)
ITEM BACKGROUND:
Beaufort County Public Works Solid Waste & Recycling has identified a need to retain a qualified consultant to provide recommendations to improve operational efficiencies and reduce program costs. An RFQ was issued in September 2022. Five firms responded. The evaluation committee selected the top three firms to be interviewed. HDR Engineering was selected as the most qualified and responsive firm.
PROJECT / ITEM NARRATIVE:
HDR Engineering has been working in the solid waste field for more than fifty years. They have extensive experience in all aspects of solid waste management, including financial, planning, design, and operations. If approved, this contract will be based on an “on-call” format. Staff will request quotations on various individual specified scopes, with well-defined tasks and costs. Examples of possible tasks could include an evaluation of the condition of the convenience centers, recommendations on increasing the recycling rate, an analysis of the enterprise fund financing mechanism, and other “big picture” projects that could improve our program.
FISCAL IMPACT:
There will not be a specific contract award amount. The framework for this contract will be as an “on-call” service. Each task will be identified and priced separately. For budgeting purposes, the estimated annual cost will be \$500,000. Fund will be from the SW&R Professional Services account.
STAFF RECOMMENDATIONS TO COUNCIL:
Staff recommends awarding the Solid Waste & Recycling Services Consulting contract to HDR Engineering.
OPTIONS FOR COUNCIL MOTION:
Motion to either accept or deny entering into a contract with HDR Engineering. (Next Step – Bring to next County Council for approval, if approved)



RFQ 101222
ENGINEERING AND CONSULTING SERVICES
for Beaufort County Solid Waste & Recycling

BEAUFORT COUNTY, SOUTH CAROLINA
OCTOBER 12, 2022

CONTENTS

A	Executive Summary	01
B	Work Plan and Scheduling	02
C	Experience and Qualifications	06
D	Exceptions, Qualifications or Exclusions to the RFQ	30
E	Exhibits A & B	31

RFQ Required Content	Response Location
Demonstrated experience with implementation of solid waste & recycling elements for either municipal or county entities.	Pages 08-20
Experience with solid waste capital long-range projects and complex solid waste & recycling elements both regulatory and technical.	Pages 08-20
Past performance on projects/services with clients of similar size and project scope, including quality of work, timeliness, and cost control.	Pages 08-20
Specialized experience and technical expertise of the department and its personnel in connection with the services provided.	Page 02
Demonstration of knowledge and understanding of Federal, State, and Local solid waste & recycling regulations.	Pages 07-20
Location of the project office and knowledge of local solid waste & recycling-related issues.	Pages 06-07



October 12, 2022

Beaufort County

Statement of Qualifications:
Engineering and Consulting services
for Beaufort County Solid Waste &
Recycling
RFQ #101222

CONTACT INFORMATION

Philip Westmoreland, PE

HDR Engineering, Inc., of the Carolinas
440 Church Street, Suite 1200
Charlotte, NC 28202
P 704.338.6700
Philip.Westmoreland@hdrinc.com

hdrinc.com

Dear Mr. Thomas,

Beaufort County's population is continually increasing and is estimated to grow approximately 30% over the next ten years, reaching nearly 250,000 citizens by 2035. This growth does not tell the complete story which includes the impact that tourism and seasonal residents have on the community. With this growth, comes the need for planning and managing Beaufort County's solid waste and recycling needs. From curbside collection, recycling and disposal services to drop-off centers, you are often presented with unique and, at times, difficult challenges in providing comprehensive waste management services.

Beaufort County continues to enhance its county-wide program to provide residential citizens with options to manage, recycle and dispose of materials in an environmentally acceptable manner. The Solid Waste Management Plan 2022-2041(SWMP) describes the County's current and planned approach to managing existing, projected, and potential solid waste streams through a variety of reduction, recycling, disposal, and treatment goals. The strategies to achieve these goals provide the guidance for potential projects such as convenience center upgrades, transfer stations, organics diversion facilities, and waste hauling contracts requiring the support of an experienced and diversified consultant. HDR's qualifications demonstrate the capable of providing a multitude of services pertaining to solid waste management. The consulting services requested in your solicitation are to assist the County in assessing, improving, managing and maintaining solid waste systems as well as assisting in compliance requirements for Local, State and Federal regulations regarding solid waste management. The general categories of services are identified as:

1. General Solid Waste Management Consulting Services
2. Solid Facility Design Services
3. Regulatory and Environmental Services

HDR has been providing solid waste services for communities like yours in the Carolinas for over 50 years and we also have the privilege to work with the County on the planning and potential development of a Material Recovery Facility (MRF). HDR has teamed with Andrews Engineering & Surveying who has nearly 30 years of local civil site design and engineering in Beaufort County to provide assistance with engineering services for development of the potential solid waste facilities described in the SWMP. The HDR team's experience with Beaufort County as well as many other Counties across North and South Carolina gives us a special appreciation for the planning, evaluation, and engineering required to integrate a new facility into your solid waste handling, collection and recycling system that aligns with the strategies in the SWMP.

At HDR, we know firsthand knowledge and collaboration are powerful tools. No one understands the unique challenges of Beaufort County's solid waste program better than you do. That's why, when it comes to Consulting, Engineering, and Environmental services for various projects, we will listen first and then partner with you to develop tailored solutions for your solid waste program. For the successful implementation of any project, HDR suggests beginning with a workshop with County staff and other interested parties to determine the current and future goals to be fulfilled by the implementation of the project.

Selecting HDR will provide the County with a quality response to your solid waste needs based on our knowledge and experience from assisting other communities nationwide. This response to your Request for Qualifications outlines HDR's local and national experience and reputation as a leader and innovator in the planning, design, and implementation of solid waste projects – specifically those applicable to the types of projects described in the RFP.

HDR’s national resources, coupled with our solid waste design team located in the Carolinas will provide the County with a comprehensive project team widely respected in the industry. Our team offers Beaufort County the following benefits:

COMPREHENSIVE PROGRAM MANAGEMENT – PLANNING , ENGINEERING, PERMITTING, COMPLIANCE, CONSTRUCTION AND OPERATIONS

The County desires their consultant to have not only a depth of technical expertise but also the ability to provide guidance in the management of solid waste. It’s not just about designing new facilities or writing the County Solid Waste Management Plan. The County is looking for a consultant that understands the needs of the community and how best to implement a plan for growth. HDR has been a trusted partner for many municipalities and communities across the Country, providing technical consultation and support from planning through operations. Examples of our experience are provided herein and noted below. Our local team has experience in providing solid waste solutions to South Carolina communities for over 50 years. HDR has successfully completed solid waste projects in over half the counties in South Carolina, including but not limited to Berkeley, Charleston, York, Horry, Georgetown, Oconee, Greenville, and Williamsburg Counties, and Three Rivers Solid Waste Authority. We can bring that local experience to Beaufort County. Additionally, HDR has an excellent working relationship with the South Carolina Department of Health and Environmental Control (SCDHEC).

Perhaps more important than the technical aspects of a project is the public relations component of any project impacting the public. Beyond our solid waste management and planning capabilities, HDR employs more than 180 strategic communications professionals who bring stakeholders together to form cohesive solutions on project challenges and concerns. We have successfully done this for solid waste master plan updates, utility improvements and transportation planning in South Carolina and across the United States to engage the local neighborhood groups. Input from stakeholders inform the County of possible concerns that could affect the success of project. Whether one-on-one meetings with individuals, workshop informational meetings, interactive project website, or open house meetings, the HDR team has extensive experience engaging a wide range of diverse community stakeholder groups to deliver practical communication and education plans tailored to your community. The ability to develop a successful solid waste facilities requires experienced professionals that not only understand the solid waste industry, it’s most current trends and triggers, but also a team of strategic communications professionals who create and execute communication programs every single day for agencies and municipalities nationwide.

A LOCAL, EXPERIENCED, AND COMPREHENSIVE PROJECT TEAM THAT IS PREPARED TO GET THE JOB DONE

HDR is committed to maintaining a successful partnership with the County, and we have assembled a team of highly qualified individuals who are prepared to begin work on this contract immediately. Our dedicated team of professionals, partnered with HDR’s full service capabilities, allows us to provide comprehensive consulting, engineering, construction, environmental compliance, and facility operational support services for Beaufort County.


Our team has the availability and sufficient capacity to quickly define the project scope with the County and move directly, and seamlessly through project completion. Our collective experience is high — our Team is dedicated to working on the various anticipated projects to meet the needs of Beaufort County.

Our enclosed qualifications illustrate our ability to provide all of the requested professional services in support of the County. HDR has not only successfully completed solid waste projects in over half the counties in South Carolina it has completed thousands of solid waste projects across the country – we can bring that experience to Beaufort County. Our project team is devoted to the success of the County’s Solid Waste Management program.

We would like to thank you for the opportunity to continue work with the County and look forward to aiding in the successful completion of County projects. We trust that our submittal format and content effectively communicates our team’s qualifications and approach related to our solid waste management services, as well as our team’s strong desire to provide quality service for Beaufort County.

HDR will serve as the principal firm in all projects serving the County; our teaming partners will serve as sub consultants under HDR’s leadership. This submittal is a firm and irrevocable offer for 90 calendar days. HDR also acknowledges At No. 1. Please feel free to contact Philip Westmoreland at 704.338.6743, should you have any questions or needs.

Respectfully submitted,



Robert J. Rella, PE
Senior Vice President



Philip A. Westmoreland, PE
Project Manager

A.

**EXECUTIVE
SUMMARY**

EXECUTIVE SUMMARY

Beaufort County has recently completed an update to their Solid Waste Management Plan (Plan) for the planning period 2022-2041. This plan defines strategies needed to meet and exceed the county's 5 key goals which are:

1. Increase progress towards state reduction and recycling goals;
2. Diversion of items banned from the landfill;
3. Securing adequate disposal capacity for the County;
4. Transition to curbside collection for residents; and
5. Ensuring sustainable program funding.

Each of these goals is defined by several strategies needed to take steps towards goal achievement. The County recognizes that the breadth of resources needed to implement the strategies defined in the Plan are outside current capacity. HDR has assisted many communities with implementation of strategies to improve their solid waste management systems not only by presenting staff capable of assisting the County, but by providing subject matter experts in planning engineering and environmental support. Whether identifying new techniques for community outreach, pilot programs for waste diversion, design of efficient customer drop off centers or developing new, state of the art transfer stations, the HDR team is poised to not only meet the County's needs but show that we can be a trusted partner in Beaufort County's transition to improved and expanded solid waste management programs.

The HDR team has the requisite engineering skills to support the County as well as bringing individuals who are planners and past solid waste system operators. We understand municipal operations as many of our staff have previous experience in the public and private sector and have faced many of the same challenges. The recent Plan is the blueprint for Beaufort County's success and the County needs a working, trusted partner to evaluate, plan and assist with

the execution of the many strategies outline in Table 7 of the Plan.

Each strategy starts with confirmation of existing data and assumptions. Upon confirmation of this information, the HDR Team will work with the County to develop near term and long term expectations of execution including cost impacts and resource needs. These strategies include enhancements to existing programs to more complicated efforts such as identifying and securing disposal capacity and the development of facilities, such as transfer stations and convenience centers. The current staff may be able to execute the strategies, however, the County may require assistance and resources for the development of RFPs and RFQs to identify quality service providers for implementation.

HDR has provided these services to other municipal clients and recognizes that creative solutions may needed to maximize the outcomes while minimizing financial impact to your program.

In the end, successful program management requires the ability to seamlessly integrate any changes into the County's project development flow. This can include any of the services shown in HDR's Program Management process flow diagram. HDR will right size our services to align with the needs of the County based on the task and strategy to be addressed. The County has challenges ahead in the implementation of it's Master Plan and HDR is prepared to assist the County with meeting their goals and ultimately improving the already successful solid waste system in Beaufort County.

Program Framework

- Governance Structure
- PMO Mobilization
- Program and Team Chartering
- Program Management Plan
- Program Organization and Resources Plan

Program Support

- Capital Planning, Economics and Finance Support
- Communication and Stakeholder Engagement
- Environmental Support
- Health and Safety Support
- Operations Support
- Organizational Strengthening
- Procurement and Contracting Support
- Real Estate
- Regulatory and Permitting Support
- Small Business and Workforce Development
- Sustainability and Resilience



Program Administration

- Change Management
- Cost Estimating
- Document Management
- Program Controls
- Program Tools
- Quality Management
- Risk Management

Program Delivery

- Construction Management
- Planning and Design Management
- Program Delivery Strategy
- Project Management and Delivery

B.

WORK PLAN AND SCHEDULING

PROJECT UNDERSTANDING

The County's "Envision Beaufort County - 2040 County Comprehensive Plan" and the "Solid Waste Management Plan 2022-2041" (SWMP) outlines a strategy to create a plan for sustainable solutions for waste disposal. The SWMP describes the County's planned approach to managing existing, projected, and potential solid waste streams through a combination of reduction, recycling, disposal, and treatment.

The Beaufort County Solid Waste & Recycling Department (Department) operates nine (9) Convenience Centers in which residential waste is collected. There are various contracts associated with the hauling and disposal of waste and recyclables. The waste collected at the Centers encompasses residential waste (Classes 1-3), recycling, household hazardous waste and other Class 3 landfill-banned materials. The Department also oversees the operations of litter removal which includes roadside litter as well as illegal dump sites. Other operations of the Department include Adopt-A-Highway group coordination and recycling education and outreach programs. There are four (4) municipalities within the County- the City of Beaufort, and the Towns of Bluffton, Hilton Head Island, and Port Royal. Each municipality has its own codes regarding solid waste management within its jurisdiction. The South Carolina Revenue and Fiscal Affairs Office projects Beaufort County's population will increase 29.5 percent over the next ten years reaching approximately 250,000 by 2035.



The Solid Waste Management Plan outlines an action plan that assumes the development of a materials recycling facility, transfer station, organics diversion facility, and aggregation site for materials that are banned or difficult to manage. In addition, the plan anticipates that most, if not all, residents in the County transition to curbside collection and assumes the County will begin to charge user fees for some solid waste management costs rather than supporting them all with a millage on the property tax.

BEAUFORT COUNTY'S NEEDS

Based on the action plans contained in the County's SWMP, the County needs an experience partner to provide guidance through the implementation process and provide technical support to develop cost effective solutions for the citizens of the County.

For over 50 years, HDR has been an innovative leader in developing solid waste management systems and facilities to assist our public and private sector clients. We have been involved in all aspects of evaluating, planning, designing and procuring both traditional and trend-setting facilities, including landfills, transfer stations, convenience centers and material and resource recovery facilities. Hundreds of communities look to HDR for assistance. They range from small rural hamlets to the nation's giants, including New York City, Chicago, and Los Angeles.

HDR is a full-service firm with a multitude of solid waste consulting services to meet your needs. The following list highlights those services:

- Facility Site Selection
- Facility Startup Assistance
- Feasibility Analysis
- Financial & Ownership Analysis/Planning
- Full Discipline Design
- Household Hazardous Waste
- Landfill Siting, Permitting & Design
- Landfill Gas System Management
- Leachate Management
- Groundwater and Landfill Gas Monitoring and Reporting
- Needs Assessment
- Operations Evaluation
- Cost of Services Rate Study
- Permitting/Regulatory Compliance
- Retrofits/Modifications/Upgrades
- Strategic Planning/Master Planning
- Stormwater Design,
- Permitting and Sampling
- System Evaluations/Efficiency Analysis
- Technology Evaluation
- Traffic Analysis/Transportation Evaluation
- Waste Reduction Planning

From planning to permitting and design, our team is prepared to work with you to determine what makes the most sense for your community given budget, space, and site-specific considerations.

Our years of navigating hundreds of site-specific challenges affords us the ability to talk candidly about viable options and lessons learned. We always approach our projects by listening first, allowing our experiences and expertise to guide the process along the way.

HDR is currently working with the County on the planning and potential development of a Material Recovery Facility.

CLIENTS FOR LIFE

At HDR, we work hard to develop “Clients for Life.” Our culture is based on relationships, superior service, and proven service to become a trusted advisor to our clients, not just a transaction-based service provider. For solid waste clients throughout the Carolinas, we have become a consultant of choice to help solve challenging problems, introduce new technology, and implement proven strategies to position these clients as respected and successful leaders in the region. Large or small, we care for our clients with one goal in mind – **when you have a need for an engineering consultant, the first name you think of is “HDR.”**

HDR currently holds similar **ON-CALL CONTRACTS** with several municipalities and utilities throughout the southeast including:

- ✓ Williamsburg County, SC
- ✓ Greenville County, SC
- ✓ Charleston County, SC
- ✓ Berkeley County, SC
- ✓ Gaston County, NC
- ✓ City of Winston-Salem, NC
- ✓ Rowan County, NC
- ✓ City of Greensboro, NC
- ✓ Southeastern Public Service Authority, VA
- ✓ Roanoke Valley Resource Authority, VA

The following sections describe the scope items and a conceptual approach. Once a specific scope is agreed upon, the task duration and timeline of key milestones will be developed and reviewed with Beaufort County prior to initiating the scope.

SOLID WASTE ENGINEERING SERVICES

HDR helps clients meet new disposal challenges, as well as understand the environmental and public health regulations underlying today’s marketplace-driven requirements. Our approach combines years of solid waste engineering gained nationwide. HDR has the proven ability to undertake solid waste facility development from siting and permitting through operations. We optimize our clients’ operations within the constraints imposed both by regulations and the marketplace.

The newly competitive market has added a dependency on identifying a site that must be constructed and operated in the most cost-efficient manner while complying with state and federal regulations. Our depth of solid waste engineering services includes the various other engineering disciplines such as structural, mechanical, electrical, fire protection as well as architectural that

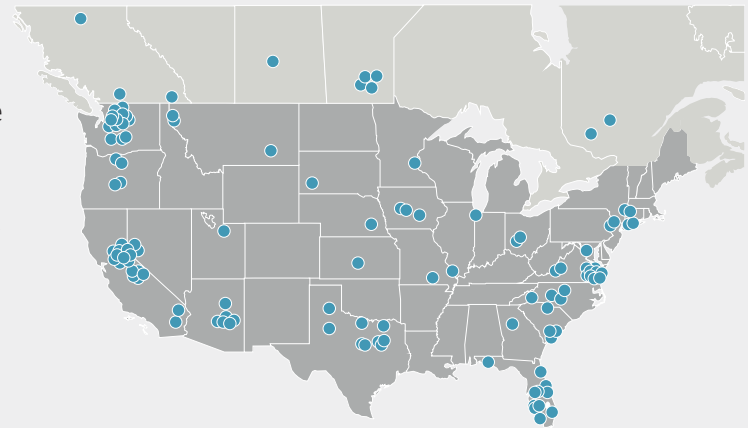
are necessary to provide comprehensive services for facilities. During construction, HDR provides project management, review of materials, monitoring of testing and oversight of the construction. Preparing certification reports and construction documentation for submission to a regulatory agency is common practice for our team. Once a facility is completed, HDR’s capabilities continue through the operations.

DELIVERING SAFE AND FUNCTIONAL CONVENIENCE CENTERS AND TRANSFER STATIONS

With a growing need for more convenient recycling options and a means for appropriately managing difficult-to-handle waste streams, communities small and large are establishing or expanding their existing remote collection centers to provide their citizens convenient opportunities for disposal of such items.

Solid Waste Facility Experience We bring national expertise to you.

HDR is a leader in municipal waste transfer facilities along with separation of citizen convenience and ancillary services such as composting. Our clients’ award-winning facilities result from matching client and community needs to a design that stresses functionality, safety, operability, and resource and cost effectiveness. Our planning and design approaches for these types of facilities exhibit the latest in functional design concepts while meeting or exceeding operational and environmental requirements. In addition, the safety of the facility operators as well as the public is of paramount importance in all HDR designs. Our solid waste professionals have assisted our clients in the development of more than 200 solid waste facilities, including more than 100 transfer stations, citizen drop off facilities, and composting facilities. As an integrated and top ranked firm, we have been providing comprehensive solid waste services for over 50 years.

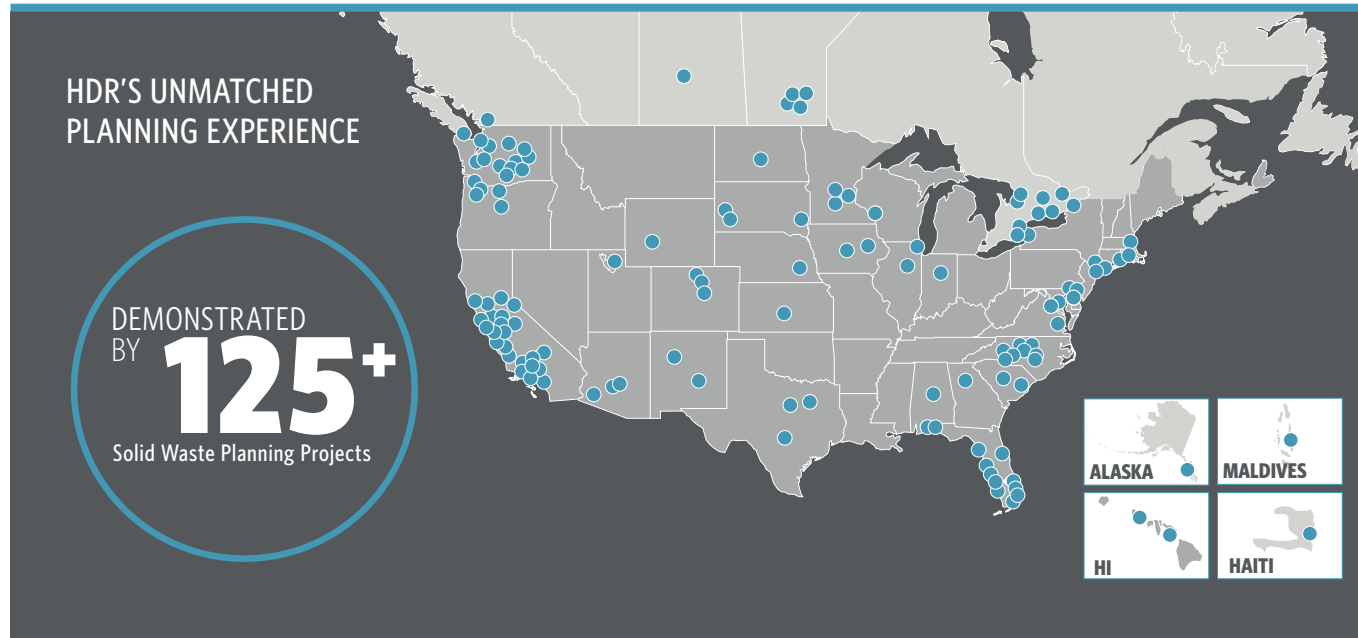


Designing a multifaceted materials management facility that serves both County, commercial and residential interests requires skill and care. Efficient distinct traffic flow, site security and environmental stewardship are key measures of the success of the facility design. Most important is site safety. Any facility that serves commercial and residential customers must ensure separation of traffic flows, especially anywhere there is residential foot traffic. The “drop-off” portion of the facility needs to consider the ease of customer access while also protecting the customer from hazards. Some facilities, due to the nature of the operation may require special consideration for exclusion zones and restricted traffic patterns.

With continued population growth and environmental awareness of the proper handling and disposal of special wastes increases, even more convenience centers will be required. The SWMP suggests the County expand and/or upgrade the convenience sites to address the increased population and broader range of recyclable materials. HDR's experience can help modify existing facilities to provide an advantageous operational layout. Special attention is always given to maximizing efficiency for use and customer safety.

SOLID WASTE PLANNING

Since the early 1970's, our waste management professionals have assisted our clients in seamlessly implementing facilities and programs that fit their unique needs. From waste prevention to reduction to residuals disposal, our waste management solutions are based on award-winning work in environmental education, public outreach and engagement, solid waste master planning, including zero waste planning, and planning and design of facilities and solid waste systems. We've been involved in all aspects of evaluating, planning, designing, and procuring both traditional and trend-setting programs and facilities, including outreach, collection, composting and material recovery facilities, anaerobic digestion facilities, landfills, transfer stations, recycling centers and waste-to-energy facilities.



We are known for our ability to work on projects that involve clients with diverse needs, and include multiple stakeholders.

Our clients look to us to provide the in-depth analysis and expertise to take their project from vision to reality. Our work goes beyond brainstorming and developing lists of options and focuses on detailed diversion and costs analysis, technology evaluations, greenhouse gas emissions analysis, implementation of Zero Waste policies and programs, and permitting and designing new infrastructure. We work with our clients to implement practical, cost-effective strategies for maximizing waste diversion and minimizing waste generation.

Our solid waste planning projects have included establishing goals and objectives, identifying and evaluating policy, facility and program options, and adopting and implementing the final plan. We have developed solutions that divert waste from disposal, including waste prevention, reuse, and

recycling activities, as well as collection program design and procurement, food waste composting and organics management, producer responsibility initiatives for products and packaging, and disposal and diversion incentives and fee structures.

To date, our experience spans decades of providing educational and outreach tools with implementation strategies that work. We bring more than 50+ years of solid waste expertise through a dynamic team who is ready to collaborate with you and deliver solutions on your most complex challenges. The majority of our projects include developing and implementing comprehensive public outreach programs to involve interested and affected stakeholders in the planning process. Based on experience, a key component to the success of solid waste planning is facilitating an open process that addresses all sectors of the community, not only those directly involved in solid waste management.



be part of the solution. Our Strategic Communications team works together with you to facilitate efficiencies, collaboration and the power of creative ideas and innovation.

We design and manage proactive, well-documented public involvement programs. Our specialists understand regulatory requirements of public notice and know how to plan and facilitate effective public meetings. We are adept at managing the public comment process in support of a defensible and transparent decision-making process. We also deliver innovative strategies to establish trust and credibility with agencies, stakeholders, communities and the general public.

ENVIRONMENTAL SERVICES

HDR provides environmental services such as assessment, monitoring, and field services for our clients throughout the Carolinas. Our environmental team includes professional geologists, engineers, biologists, and environmental scientists experienced in the collection and evaluation of analytical data, and in the preparation of required technical and regulatory reports.

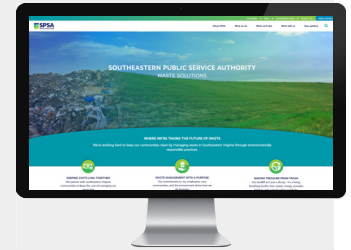
HDR services include in-house staff who provide field sampling services for landfill gas, groundwater, surface water, leachate, and gas condensate. HDR staff are also considered experts in permitting and management of stormwater at solid waste facilities through the Carolinas. Our staff are trained to adhere to the required sampling and chain of custody protocols and stay abreast of new procedures and requirements.

We excel at visual storytelling. From video and social media campaigns to mailers and message boards, HDR's robust internal Strategic Communications team has created hundreds of tools that help our clients communicate the technical and often complicated nature of their projects to the community.

PUBLIC OUTREACH

The single most important method of igniting lasting, widespread action is a clear and urgent message — something concise and meaningful, spread in a powerful and lasting way. We understand that captivating an audience can be an overwhelming task when you consider how many other distractions are vying for their attention. With the average person receiving five times as much information in a day than they ever have before, it is imperative that you stand out from the crowd. Our Strategic Communication experts design and execute comprehensive strategies that leverage the most effective platforms to achieve your communication objectives and operational resiliency goals. The goal is to help your stakeholders, constituents and communities not only understand the challenges you aim to solve but communicate them in such a way that they will be compelled to act and

WE LEAD THE INDUSTRY AS A SOURCE FOR INNOVATIVE IDEAS AND STRATEGIES IN STRATEGIC INVOLVEMENT AND COMMUNITY RELATIONS.



HDR is provided strategic communications assistance in support of the solid waste and wetland permitting for 100 acres of landfill expansion at SPSA's regional landfill. As part of the project, we assisted SPSA with re-branding to better reflect their mission, vision, and values. We also created a new website that incorporates their new brand and makes navigating through their provided services and project updates much easier.



**Check out SPSA's re-branded website
WWW.SPSA.COM**

C.

EXPERIENCE AND QUALIFICATIONS

ABOUT HDR

At HDR, we've partnered with our clients to shape communities and push boundaries of what's possible since 1917. After over 100 years of providing engineering services, and now with over 11,000 employees in over 225 locations around the world, we think global and act local. We've completed projects in 60 countries, always following through and holding ourselves accountable.

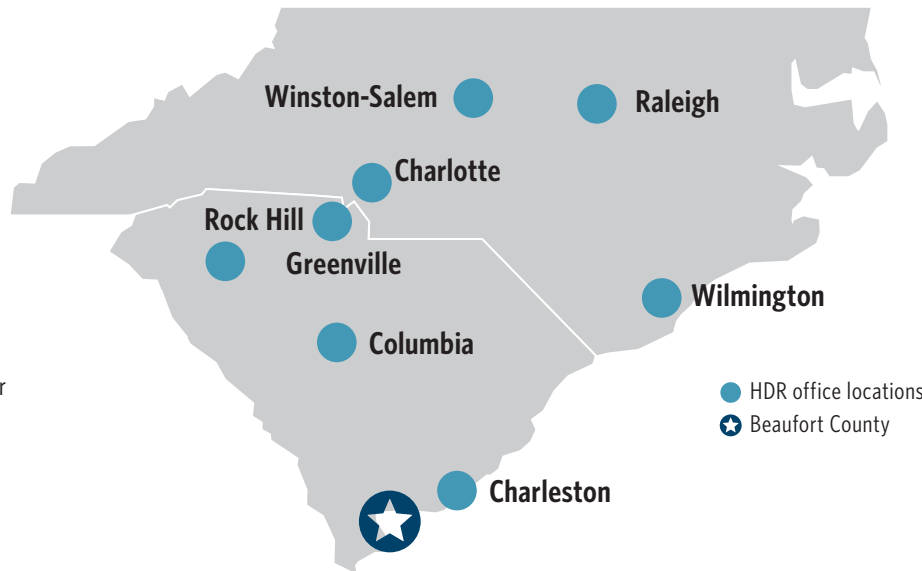
HDR has industry-leading expertise locally, regionally, and globally to provide services pertaining to solid waste engineering including solid waste design, site planning, permitting, specification preparation, construction support, construction engineering and inspection (CEI), and general consultation.

HDR recognizes the challenges faced by many municipal solid waste management agencies and departments in the United States — budgets are stretched, the infrastructure is aging, demand is increasing, and funding sources are limited or constrained. HDR helps clients find solutions to address these challenges and to maximize the use of available dollars well. HDR professionals constantly evaluate management methods, design techniques, and delivery system models. Our work with public-private partnerships, program management, and design-build delivery systems provides our clients flexibility in managing their projects and their budgets.

Our local staff of professionals represents the full spectrum of disciplines under this RFQ. We routinely partner on blended teams throughout the Carolinas to solve challenges for our clients beyond the scope of traditional architecture/engineering/construction firms. At HDR, we do things right to make great things possible.

HDR IN THE CAROLINAS

Close proximity combined with our ability to draw upon the vast company-wide resources is a great strength in meeting your project goals. Our offices in the Carolinas provide engineering services in the areas of solid waste management, landfill design, landfill gas management, architecture, environmental services, transportation, water resources, water and wastewater treatment, facilities design, and power transmission and delivery. Our offices in the Carolinas are home to the company's largest solid waste design group. This team of solid waste professionals has an average of over 20 years of experience in the industry.



All the services requested in the Scope of Work can be conducted in our Carolinas offices, which includes:

Solid Waste Management Consulting

- Comprehensive consulting in solid waste management
- Compliance management of Local, State, and Federal regulatory agencies
- Program planning and evaluation
- Program management and assistance
- Budgetary and financial enterprise fund planning, management and administration

Solid Waste Management Engineering Services

- Comprehensive solid waste management engineering services
- Engineering certification of reports, documents and submissions
- Design services and technical report for solid waste programs
- Engineering reviews and evaluations
- Project assistance, supervision, monitoring and oversight

Environmental Services

- Comprehensive environmental consulting
- Regulatory reporting and resonance
- Permit compliance consulting
- Public meetings and presentations

DEMONSTRATION OF KNOWLEDGE AND UNDERSTANDING OF FEDERAL, STATE, AND LOCAL SOLID WASTE & RECYCLING REGULATIONS

We believe in taking a collaborative approach with stakeholders and agencies to engage them early on in the project and fostering a close relationship throughout the process. This helps accelerate the approval of permits and prevents unexpected delays that could put the County's budget and schedule at risk.

The history and rapport the project team has with South Carolina Department of Health and Environmental Control (SCDHEC) and involvement with Solid Waste Association of North America (SWANA) maintains our awareness of legislation and regulations that may affect Beaufort County's solid waste management and operations. We also have a broad knowledge of national legislation and regulations, which enables HDR to successfully complete projects. Our vast project experience in South Carolina has provided extensive interaction with SCDHEC personnel on a variety of projects including solid waste management planning, facility siting studies, permitting, design, and construction of numerous innovative waste management facilities.

The HDR team has an outstanding rapport with the SCDHEC, who has demonstrated their confidence in our team's design capabilities through timely response and approvals. This relationship will be an important factor in the successful and timely completion of the County's projects. HDR's knowledge of South Carolina's Solid Waste Regulations is demonstrated by the numerous successful permitting efforts with SCDHEC, by our selected project experience, by our staff resumes, by our client references, and by the good working relationships we have with the regulatory community.

Our project leadership team and task managers are all highly respected in their fields and are experienced with the practices and procedures of the agencies. As engineering consultants, we know these practices because we use them every day and have used them for years. As former agency staff engineering managers, we understand various needs from their perspective. In addition, we have strategically teamed with subconsultants who are not only experts in their fields, but have an existing relationship with HDR, and experience in Beaufort County.

We have a long history providing similar services for solid waste projects and our team has developed a thorough knowledge of the standard practices and procedures of all federal and state agencies involved in executing a project for Beaufort County. We will work as an extension of County staff and we will maintain compliance with SCDHEC's Local Program Administration policies and procedures as well as Beaufort County's policies.



PROJECT EXPERIENCE

Our professionals provide full-service landfill engineering support from the initial stages of conceptual development to final closure. We are an innovative leader in sustainable landfill design solutions. As a testimony to our experience and capabilities, on the following pages, we have compiled the following select project descriptions of our current general solid waste management clients.



SOLID WASTE PLANNING, PERMITTING, DESIGN AND CONSTRUCTION

Greenville County, SC



HDR has provided comprehensive engineering services to Greenville County for nearly 30 years. In 1993, HDR developed the County's Solid Waste Management Plan and performed an analysis for municipal solid waste (MSW) disposal options for a newly proposed landfill in southern Greenville County to handle municipal solid waste generated in and around the County.

HDR assisted the County with initial siting requirements, including public meetings, hearings, and council meetings, which were designed to solicit community involvement and input. HDR conducted the preliminary hydrogeology study for the proposed site and based on this analysis, the purchase of the site was approved. HDR prepared the permits and the Twin Chimneys Landfill was permitted for seven MSW units totaling 388 lined acres on 1,145 acres of land. It was originally projected to provide close to 50 years of MSW capacity; it is currently projected to provide 74 years of MSW (Class Three) capacity and 30 years of C&D (Class Two) capacity. HDR also provided construction administration for landfill cells and developed construction documents for site infrastructure, including three buildings, roads, leachate management facilities, and landscaping.

In the fall of 2005, HDR prepared a permit application for a new 55-acre Class Two Construction and Demolition (C&D) Unit (Unit 2) to replace a permitted MSW unit at the site. Unit 2 had a design capacity of almost 6 million cubic yards with a 30-year life. In January 2007, the C&D Unit began accepting waste and one month later, on February 12, 2007 Unit 1 began accepting MSW waste. Since that time, HDR has designed and overseen construction of additional cells at the Twin Chimneys site and brought the landfill into compliance with new solid waste rules enacted in 2008 – the Twin Chimneys Landfill was the first Special Waste Analysis and Implementation Plan (SWAIP) in the state to be approved.

In 2008, HDR analyzed the impacts to the landfill that would result from purchasing an adjacent 22-acre property. The County proceeded with the purchase, as it would allow modifications to permit boundaries that could provide an additional 1 million cubic yards of airspace. HDR also oversaw the construction of the structural plate arch bridge connecting Unit 1 and Unit 4 at the site. Currently, Unit 1 (45 acres) is almost full; additional waste will be placed in this unit periodically until it is full. The bulk of waste placement occurs in Cell 1 (17 acres) of Unit 4 and construction of the second cell (8.6 acres) in Unit 4 was underway as of January 2020.



PLANNING, SITING AND END USE

In 1993, HDR began investigating potential sites for the 1,145-acre Twin Chimneys landfill using GIS data for the entire County - every vacant parcel of at least 200 acres was identified and mapped. The selection criteria required a site to be at least 500 acres and provide a capacity of 50 years of municipal solid waste (MSW) landfill space. The regulatory criteria for distance from schools, residences, and airports was applied to the map of vacant parcels to develop a list of potential sites. HDR visited 13 potential sites and provided ranking criteria to evaluate them; HDR also assisted the County with all siting requirements, including public meetings, hearings, and council meetings, which were designed to solicit community involvement and input.

HDR conducted the preliminary hydrogeology study for the proposed landfill site and based on this analysis, the purchase of the site was approved. HDR prepared the permit and the Twin Chimneys Landfill was permitted for seven (six Class Three and one Class Two) solid waste units totaling 388 lined acres on 1,145 acres of land. The site is currently projected to provide 74 years of MSW (Class Three) capacity and 30 years of construction and demolition (C&D - Class Two) capacity.

More recently, in the summer of 2019, HDR assisted the County with the review of the previously retired Enoree Landfill Phase I area for use as a radio control (RC) airport for recreational users to be built on top of the closed landfill.

HDR has provided comprehensive engineering services to Greenville County for nearly 30 years. Work for the 1,145-acre Twin Chimneys Landfill began in 1993 and HDR was involved every

step of the way from permitting to design to construction to operation. The Twin Chimneys Landfill includes seven (six Class Three and one Class Two) solid waste disposal units totaling 388 acres. At present, it is projected to provide 74 years of MSW (Class Three) capacity and 30 years of construction and demolition (C&D - Class Two) capacity.

In addition to design and construction of the landfill, HDR prepared construction documents for the site infrastructure including four buildings (one building was a contractor design-build), roads, leachate management facilities (including four pump stations, two above ground holding tanks [501,000 gallons each], truck load-out pad and electrical controls), a bridge, and landscaping. The HDR-designed buildings include:

- A 2,500 square foot (sq. ft.) administrative building;
- A 4,000 sq. ft. equipment storage building with bathrooms, break rooms and an office, and covered area for equipment repair; and
- A 12,000 sq. ft. waste transfer facility.

The waste transfer facility is a full grade separation that was designed for residential and small load haulers to drop off waste without going to the working face of the landfill. A separate facility for manual unloaders provides a designated space for citizen disposal and reduces the wait time for automated commercial haulers at the working face.

In addition, HDR prepared plans and oversaw the construction of the structural plate arch bridge to connect Unit 1 and Unit 4 at the landfill and designed all the roads at the facility, including those on the landfill.



SOLID WASTE MANAGEMENT

Horry County, SC



The Horry County Solid Waste Authority (HCSWA) has been an innovator in the development of its integrated, sustainable solid waste management program, efficiently and cost effectively delivering solid waste services for Horry County for over two decades. HDR teamed with HCSWA to provide comprehensive Solid Waste Management Consulting.

WASTE CHARACTERIZATION

The HCSWA is motivated to stay current with industry trends that may utilize waste in a beneficial manner while extending the available life of their Class Two and Class Three Landfill both located in Conway, South Carolina. As part of the Solid Waste Management Plan (SWMP), the Authority included periodic performance of waste characterization studies as part of its strategy to advance solid waste management practices in Horry County.

HDR conducted two seasonal waste characterization studies in 2019, one during the summer to capture tourism in the area (it is the closest landfill to Myrtle Beach) and one during the winter to capture a more normalized collection stream. HCSWA goal is to reach the State recycling goal (40% by 2020) and per capita disposal rate (3.25 pounds per person per day). The sorting events are to capture three primary generator sectors including single-family residential, multi-family residential and commercial/institutional (with tourist areas analyzed as a subset of commercial/institutional) to better understand the materials that constitute incoming municipal

solid waste (MSW). Specific haulers and routes, as well as specific County convenience centers, were targeted to capture MSW disposal County-wide.

The first sort occurred in July 2019. HDR coordinated with targeted truck routes ahead of the sort to indicate which truck numbers to identify upon arrive to the Landfill. Drivers were also given placards to hand to the Scalehouse attendant to indicate their loads were a part of the study. The sort targeted a total of 41 truckloads, as determined by generator sector and hauler, to be sorted into 43 different categories of waste. Per the ASTM standard, a 200 to 300 pound sample was sorted for each truck. The sort occurred over the course of five days, with an additional initial set-up day (e.g. rented tent, tables, bins, etc.). Staffing from two local temporary labor agencies were used. Personal protective equipment (PPE) was supplied by HDR to the sorting crew, including puncture-resistant gloves. No injuries occurred during this sort.

The second sort occurred in December 2019 and followed the same methodology to that of the summer sort; however, there was an additional truckload sorted. Results from both sorts were compiled into a final report, which provided understanding of which and how much recyclable and divertible materials were present in the MSW stream and which generator sectors these materials were sourced from. This analysis assisted the County in determining potential recycling targets to help meet the State's recycling and reduction goals. Lastly, the report also discussed how the local MSW characterization changed since 2016 when the last round of sorting occurred.

SOLID WASTE MANAGEMENT PLAN UPDATE

The HCSWA maintains a Solid Waste Management Plan (SWMP) in compliance with G.S. 44-96-80 and updates the plan every three years. In 2014, the HCSWA desired to evaluate resource recovery technologies with a goal of reducing reliance on landfilling of solid waste. All this takes informed planning, sound industry expertise, and smart use of technology. HDR assisted with the resource recovery planning and implementation. A major component of the work effort included updating the Horry County Solid Waste Management Plan (SWMP).

The first step in updating the SWMP included performing a review of the existing SWMP document to develop questions and additional information needs for the effort, and conducting a kick off meeting in order to gather additional information, answer initial questions, and ensure the entire team understood the goals for the SWMP update. The next step in updating the SWMP was to update projections, including tonnage and population projections. A key challenge for the SWA in managing waste in Horry County is the extremely high tourist population, which required accounting for permanent resident populations as well as tourist equivalent populations, and the relate tonnage estimates.

Upon completion of the initial efforts to understand the historical context of the SWMP and projecting anticipated tonnages and population for the planning period, the HDR team developed and facilitated three public workshops to discuss alternative technologies options and their respective advantages and disadvantages, in addition to covering other potential changes identified as potentially necessary in the update to the SWMP. After the public workshops, the HDR team discussed the feedback with the HCSWA, in order to decide on final edits to the SWMP. HDR updated the SWMP document and provided a separate working document to consider "Concepts, Issues and Potential Strategies" as a supplement to the SWMP. The supplement to the SWMP covered more details relating to specific potential strategies for consideration, along what kinds of obstacles would need to be overcome in order to implement the specific additional potential strategies. HDR is currently working with the HCSWA to update the SWMP.

COST OF SERVICE AND RATE DESIGN

Along with the Class Two and Three landfills, HCSWA owns and operates a single stream materials recycling facility (MRF). Other waste diversion initiatives managed by HCSWA include a construction and demolition (C&D) debris recycling facility, household hazardous waste collection program, and The Store, which accepts materials that can be refurbished and resold. For organic waste, HCSWA owns and operates a composting facility that composts yard and food waste. Woody yard waste is ground and sold as mulch. The HCSWA has not raised MSW tipping fees since 1990 when HCSWA was established as an enterprise fund. In fact, MSW

tipping fees were actually decreased in 1999 and have remained the same since that time. Each waste stream is accounted for as a cost center and has its own budget. HCSWA allocates funds out of the tipping fees for equipment replacement, closure, post closure, infrastructure projects, administration, and recycling and educational programs.

HDR was selected by HCSWA to provide a Cost of Services and Rate Study. The goal of this study was to review historical data, project cost of service, determine whether adequate solid waste fees are being charged to recover the costs of providing services, and, if not, provide recommendations regarding future rate design options.

HDR developed an eight-year projection based on an evaluation of the key cost services or programs of the HCSWA system including:

- Municipal solid waste (MSW),
- Construction & demolition waste (C&D),
- Yard waste,
- Landfill gas,
- Household hazardous waste,
- Property management,
- Public education,
- Materials recovery facility (MRF),
- Collection and hauling, and
- HCSWA support for unincorporated collection system (UCS).

The cost of service analysis and projected net revenue requirements developed as part of this effort were used to identify adjustment scenarios to the existing tipping fee structure that would be necessary in order to offset the anticipated revenue deficiency in covering the cost of service. Two main approaches to tipping fee scenarios were presented. The first rate design alternative presented is a simple single rate adjustment in FY 2017 with no additional adjustments for the remainder of the planning period. Under the second rate design alternative, HCSWA would have rate adjustments every two years. Results were presented to the municipalities within the County and the solid waste advisory board.

SOLID WASTE PLANNING, PERMITTING, DESIGN AND CONSTRUCTION ADMINISTRATION

Fairfax County, VA

HDR supported Fairfax County with development of procurement documents, selection of the vendor for the resource recovery facility and service agreement extensions. The I-95 Resource Recovery Facility is a 3,000-tpd mass burn facility that produces 80 MW of electricity. In addition to procurement assistance, HDR conducted studies for the project, including waste stream analysis, utility and energy market surveys and preliminary layouts and engineering, and negotiations and contract administration for the Clean Air Act Air Pollution Control retrofit project.

ACTIVE RECREATIONAL LANDFILL POST-CLOSURE REUSE

Fairfax County and a private developer, Alpine-X, have been coordinating on a public private partnership for redevelopment of portions of the closed I-95 Landfill since 2016. The Alpine-X proposal includes three phases of development over the next several years. The proposed Phase 1 development includes design, permitting and construction of a 450,000 square foot enclosed snow sports facility on the slope of the landfill, a 100+ luxury room hotel, sky bar and terrace, wave pool, gondola, zip line and a gravity roller coaster. Future Phase 2 and 3 includes development of the complete water park with water slides, picnic areas, a skate park and passive recreation areas.

In 2020 as the project was gaining some additional momentum, the County contracted with HDR to serve as its owner's engineer and to assist the County with various third-party reviews of program level and technical requirements of the proposed project. The reviews will include site plans and sketches, utilities, access roads and parking, geotechnical engineering, landfill gas control, stormwater management, and environmental permitting.

To be responsive to the County's due diligence review needs, HDR assembled a multi-disciplinary team of professionals and support staff consisting of local professionals, regional and national technical experts to review and provide comments on all aspects of the project. To date, HDR has provided comments on the proposed geotechnical investigation work plan and reporting, settlement monitoring and we also provided quality control observations of test borings and cone penetrometer testing completed by Alpine-X and its team. Additional review of deliverables are anticipated in late 2022 and in 2023.

ZERO WASTE PLAN

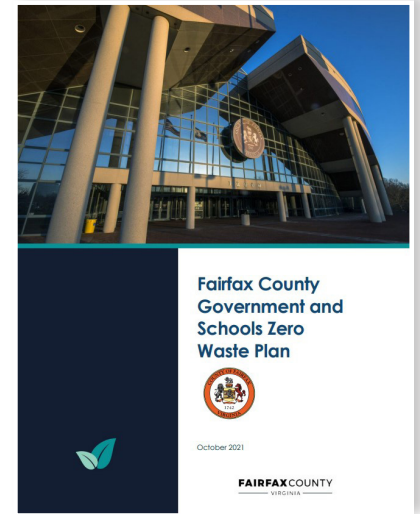
In March 2021, HDR assisted the County Solid Waste Program and Fairfax County Public Schools in developing the Government and Schools Zero Waste Plan. HDR coordinated with the Fairfax County Solid Waste Management Program, the Department of Purchasing and Materials Management,

Fairfax County Public Schools, Fairfax County Park Authority, and the Facilities Management Department for the development of its Zero Waste Plan. The project included completing a literature search and identifying five counties/jurisdictions of similar socio-demographic and economic status for comparison of their Zero Waste plans specifically focused on municipal operations. The proposed plan is unique as it specifically addresses programs, practices and procurement for government facilities. The Zero Waste Plan includes 25 strategies and set aspirational goals of 90% diversion of waste from disposal by 2030 and to reduce the overall waste generated by County operations by 25% from 2018 levels.

In March 2022, the County engaged with HDR to assist with the implementation of some of the initial strategies outlined in the Zero Waste Plan. The tasks include development of tracking tools and assessment forms templates, conducting a system wide waste audit, waste generation tracking, developing an engagement plan and conducting communication outreach and training.

ADVANCED RECYCLING PROCUREMENT

HDR is also assisting the County with solicitation and review of proposals for development of a municipal solid waste sorting facility and/or advanced recycling facility for the County. The County received and accepted an unsolicited proposal for a public-private partnership to develop a Solid Waste Management Facility at the I-95 Landfill Complex in Lorton, VA. Fairfax County generates roughly 650,000 tons of municipal solid waste (MSW) per year. The County operates a 2,000 ton per day transfer station which congregates and transfers MSW to the I-95 Landfill Complex. Currently, the MSW is being processed at the energy from waste facility, Covanta Fairfax. Ash generated from Covanta Fairfax is landfilled at the I-95 Complex in an active ash monofill landfill. The County is seeking a project that would include MSW sorting to recover recyclable/divertible materials, and or implement an advanced recycling facility to conversion of post-use polymers and recovered feedstocks into basic raw materials and chemicals through pyrolysis, gasification, depolymerization and other processes.





SOLID WASTE PLANNING, PERMITTING, DESIGN AND CONSTRUCTION ADMINISTRATION

Charleston County, SC

HDR has unparalleled history providing engineering solutions to Charleston County via execution of numerous solid waste projects. HDR began working with Charleston County in 2002 to permit a new 750 acre landfill site off Highway 17 South in Charleston County. During execution of this project, HDR evaluated the potential for the County to remain at the existing Bees Ferry landfill, and determined that, through an innovative design which included piggybacking over old waste, adequate life could be obtained to avoid the need for a new landfill. The expansion capacity without piggybacking was estimated to be 3.5 MCY, utilizing the piggyback design yielded 6.2 MCY of landfill capacity. At that time, this landfill capacity was expected to provide Charleston County with disposal capacity for more than 30 years.

HDR then prepared the Bees Ferry Municipal Solid Waste (MSW) Class Three Landfill Permit Application for submission to SCDHEC. The application included the development of MSW Cells 1-6. Subsequently, HDR was the design and certifying engineer for Cells 1 and 2 as well as the design and certifying engineer for the closure of the Unlined MSW Phase 2 Landfill. Through initial concept planning, HDR determined that piggybacking the new lined expansion over the sideslope of the unlined unit would afford more capacity at less cost, while providing a more environmentally sound cap over the unlined landfill.

PLANNING

HDR supported Charleston County's Green-for-Green Plan Study to review the County's solid waste management practices and evaluate alternatives for increased waste reduction and/or diversion.

- HDR performed several tasks associated with the review of the County's solid waste management practices including the following:
- Evaluated potential use of the closed unlined MSW landfill for C&D, MSW, or compost/storm debris management by filling over the existing waste or removing the waste and constructing a new liner system. HDR permitting, engineering, functionality, and cost estimates were part of the feasibility decision.
- Evaluated alternative waste management strategies and provided a technical opinion and evaluation of the MSW and C&D landfill facilities.
- Performed a view study of the MSW and C&D landfills to include their currently permitted heights and incremental lower heights to assess the visual impact and recommend ways to minimize the effect of the landfill on the surrounding areas. The findings were summarized in a report recommending ways the County could minimize potential effect of landfill on surrounding areas.

INFRASTRUCTURE

Not only has HDR provided permitting, design, and construction related to the Subtitle D and C&D Landfill, HDR has also provided services related to infrastructure improvements. HDR designed completely new infrastructure for the Bees Ferry Landfill including a new Convenience Center, Scalehouse, Administration Building, Roads, and Landscaping. Implementation of the infrastructure improvements was deferred by the County.

ENVIRONMENTAL COMPLIANCE

HDR provided air quality services such as Tier II testing and reporting as well as preparing the Title V permit application for submittal to SCDHEC Bureau of Air Quality (BAQ). HDR installed the groundwater monitoring wells for the Class Three Landfill and performed sampling and reporting of the groundwater.

MATERIALS RECOVERY FACILITY

HDR provided technical support to the County to plan for a replacement MRF when a developer proposed to purchase the land where the County's current MRF is sited. HDR prepared a MRF site "template" to evaluate proposed replacement sites identified by the developer. HDR and County staff performed site reconnaissance visits to proposed sites and provided preliminary development options and cost to help evaluate site viability. Additionally, HDR accompanied County staff on a tour of MRF facilities to review and assess various technologies and equipment suitable for the County's proposed replacement MRF.

SOLID WASTE PLANNING, ENGINEERING AND ENVIRONMENTAL SERVICES

Williamsburg County, SC



HDR has performed solid waste projects for Williamsburg County since the early 1990s. HDR developed a Solid Waste Management Plan for the County that analyzed current services/facilities, waste stream projection, and evaluation of future systems. Williamsburg County owns and operates the Williamsburg County Landfill in Salters, SC. The approximately 27.7-acre unlined MSW landfill began operation in June 1977 to serve the MSW disposal needs of Williamsburg County. HDR completed a feasibility study for the County in 1999 and updated it in 2005 and again in 2015 that analyzed all construction operation, closure, and post-closure costs related to a Subtitle D landfill facility.

SOLID WASTE ADVISORY COMMITTEE

HDR has provided solid waste planning and engineering support to Williamsburg County for more than 25 years. Over that time, we have become very familiar with the issues faced by the County related to solid waste management, including the fact that the County held a valid MSW landfill permit but historically has not had the “economies of scale” to economically develop a lined landfill facility while using County resources solely for the management of waste generated within Williamsburg County.

LANDFILL SITING

HDR assisted the County in selecting a suitable site to replace the MSW Landfill. HDR assisted the County in developing the criteria for site selection. Criteria were regulatory limitations and preference to transportation corridors, site soils, existing site use, and parcel size. Due to political pressure, the County elected not to move forward with developing a new site.

CLASS 3 LANDFILL

The 27.7 acre unlined MSW area was divided into two phases. Phase 1, consisting of approximately 11.9 acres and Phase 2 consisting of approximately 15.8 acres. HDR provided comprehensive construction administration and monitoring services during the construction of both Phase 1 and Phase 2. Work included characterization and evaluation of source materials; borrow area clearing and grubbing; site drainage and erosion control; installation of a soil

liner system consisting of clay soil cap, erosion layer, passive gas vents, slope drains, and seeding. HDR also prepared the closure certification reports for each phase to SCDHEC.

CLASS 2 LANDFILL EXPANSION

HDR prepared a vertical expansion permit application for the 3.4-acre landfill that increased the capacity by 48%. Following the vertical expansion, HDR prepared a 3.4-acre horizontal expansion that increased the capacity by 53%. Both of these permit applications required engagement with the citizens.

ENVIRONMENTAL MONITORING

HDR provides the County with the landfill gas and groundwater monitoring services required by SCDHEC. The primary tasks have been the development and implementation of groundwater monitoring and statistical analysis plans for the closed Class Three Landfill and the active Class Two Landfill. This ongoing effort involves quarterly landfill gas sampling, groundwater, and reporting to SCDHEC. HDR prepares quarterly reports and an annual report presenting the full results and analysis from the groundwater and gas monitoring events for submittal to SCDHEC.

STORMWATER POLLUTION PREVENTION PLAN UPDATE

Periodically, HDR has updated the Stormwater Pollution Prevention Plan (SWPPP). The updates addressed the closure of the Class Three Landfill and the expansion of the Class Two Landfill.

WETLANDS

HDR conducted onsite field surveys for jurisdictional waters of the United States within an approximate 30 acre borrow area. Jurisdictional waters were delineated using the U.S. Army Corps of Engineers (USACE) Routine On-Site Determination Method as defined in the 1987 Corps of Engineers Wetlands Delineation Manual and recent Rapanos guidance. HDR prepared and submitted a request for jurisdictional determination (JD) to the USACE.





SOLID WASTE SERVICES

Gaston County, NC



HDR has provided Solid Waste Management services to Gaston County for more than 20 years. Initial activities for the County included the development of a detailed economic analysis of solid waste disposal alternatives with various sensitivity options, which outlined the impact of privatization on the County's Solid Waste Management Program. As a result of this analysis, a Transition Plan and Master Plan for the County's 320-acre site were developed and implemented. This provided for the proper implementation of proposed facilities, including a construction and demolition landfill, a yard waste processing facility, and landfill gas collection system. HDR has been responsible for the development of the technical documentation including Subtitle D Permit Application, plans, specifications, operation plans, and cost estimates for the implementation of the project components. HDR has also provided assistance with County-wide solid waste management planning including the 10-year plan update prepared in accordance with NC General Statute 130A-309.09A.

Construction, Permitting & CQA

The first 13-acre cell of Unit 1 of the Subtitle D facility was constructed in 1997, prior to the NCDENR January 1, 1998, deadline. HDR's work included the preparation of bid documents, bid evaluation, submittal review, and construction administration. HDR also has prepared and received permit modifications to allow the use of bioreactor technology through the installation of leachate recirculation system during the operation of the landfill. HDR provided the bidding assistance, construction quality assurance and certification of the 16-acre Cell 2 in 2002. In 2020 completed Unit I construction with the certification of the 13 acre Phase 2 construction. HDR has also provided design, permitting and construction quality assurance and certification for Unit II and is currently working to permit and construct the valley fill area known as Unit III.

FACILITY ENGINEERING

HDR designed and provided construction quality assurance for a materials processing

facility located at the Hardin Landfill site which included a bi-level processing floor with a stationary baler and material storage area. This provided the County a mechanism to increase their revenue by taking recyclables collected at their convenience centers directly to market. The storage provided the County an opportunity to level out the market fluctuations and receive the highest price for their product.

HDR is currently providing permitting services for the remaining MSW landfill expansion area which includes the application for approved jurisdictional determination from the US Army Corp of Engineers and the NCDEQ application for a permit to construct.

ENVIRONMENTAL PERMITTING

HDR staff also completed the design and permitting of the initial C&D landfill cell at the County's Hardin facility. The C&D landfill was located on a portion of the site that was geographically limited for use as a lined municipal solid waste cell. To provide

for the most efficient use of the Hardin facility, a C&D landfill was also designed and permitted for construction over the old MSW unit.

LANDFILL GENERAL SERVICES

HDR provides operational support by assisting the County in assessment of borrow resources for suitability and availability for landfill needs. Currently HDR is assisting the County with neighboring land acquisitions to provide soil material and provide landfill buffer. HDR provides annual financial assurance and construction cost estimates for capital improvement planning as well as closure and post-closure funding. HDR also provides annual capacity analysis to the County for reporting to the State.

HDR assists in landfill operations by developing fill sequences, long-term site development and providing field inspection services in order to maintain operations in accordance with permit requirements. HDR meets with NCDEQ regulatory staff on behalf of the County and address requests or directions that impact operations.

Item 4.



SOLID WASTE PLANNING, PERMITTING, DESIGN AND CONSTRUCTION ADMINISTRATION CONSTRUCTION

Winston-Salem Forsyth County Utilities Commission, NC



SOLID WASTE PLANNING

HDR and the City of Winston-Salem have built a strong relationship on trust and collaboration since the early-1990s. Both have worked together to consistently evaluate and plan the future of their community's solid waste needs. Annually HDR works with the City to evaluate their long range capital expenditure estimates and enterprise funding for closure, post-closure and corrective measures. Additionally, we work together to evaluate ways to optimize the current facilities through innovative technologies or operational changes, evaluate future alternative disposal options and research potential new greenfield sites to ensure the City is meeting their goals and objectives.

COMMUNITY OUTREACH AND EDUCATION

Public outreach and community involvement is a critical aspect of a successful solid waste program. HDR has been assisting the City with public outreach since the beginning of our relationship. It started with gaining approval for the first Piggyback landfill in the State, continued with the 347-acre expansion of current landfill and continues today with the permitting of a mechanically stabilized earthen berm to extend landfill life which would be another first in the State. As examples for the MSE berm permitting HDR has worked with the City to get Site Plan Amendment approval through the local zoning board, developed an environmental justice report that identifies the environmental justice community, potential impacts to the community and how to engage the community to educate and solicit feedback on the landfill expansion. Currently HDR is through local government to develop and approve a new franchise ordinance to coincide with the new landfill life.

YARD WASTE AND COMPOSTING

The City of Winston-Salem processes leaves, grass, woody wastes, and pallets collected from curbside pickup, landscaping companies, local industry, and private citizens. This material is managed at three facilities located within the city limits. HDR developed the City's permit renewals for Large, Type 1 Compost Facilities in 2004 and again in 2010. In 2006 HDR worked with the City to identify and evaluate the location of a third Large, Type 1 Compost facility on the northern side of the city. The evaluation considered access to utilities, wetland impacts, community impacts, processing capacity, and constructibility. Once the site was selected, HDR developed the facility layout and design for construction, as well as provided construction administration services. These facilities combined can process approximately 170,000 tons per year of leaves, grass, and woody wastes. HDR has worked closely with the third party operators at these sites to develop processes to increase the production quantities and maintain good marketable products.

CONSTRUCTION AND DEMOLITION DEBRIS (C&D) LANDFILL

In June of 1995, HDR submitted a construction permit application for the approximately 51-acre C&D landfill located on Old Salisbury Road. The permit to construct was issued in November 1995, and a permit to operate for Phase I of the Landfill was obtained in July 1996. Subsequently, the remaining phases II through IV have been constructed and approved for operation. HDR developed construction plans and specifications for all phases and provided construction oversight and quality assurance. In 2002, HDR submitted a permit modification that increased the landfill airspace by approximately 30%. In addition, HDR obtained a mining permit for the facility to assist the City in managing the excessive quantity of soil overburden by allowing contractors to haul material offsite free of charge, saving millions of dollars in construction costs. HDR also assisted the City in evaluating the potential for C&D recycling on site by preparing for a conceptual system design.

GROUNDWATER CORRECTIVE ACTION

The Hanes landfill began operations in the 1970's as an unlined landfill, which is approximately 71 acres. In 1997 HDR constructed the first Subtitle D lined landfill which was piggybacked over the unlined landfill. In 1998 when operations converted to the lined landfill the unlined landfill was capped with 2 feet of clayey soil and a geosynthetic clay liner on the flat, top-deck portion. Groundwater monitoring has been conducted at the site since 1987. In 1995 and 1996, HDR performed a groundwater assessment due to exceedances of 2L Standards and provided an assessment of corrective measures in 2003. The approved corrective measure was monitored natural attenuation with an enhanced bioremediation pilot study using hydrogen release compounds. HDR has continued corrective action monitoring and reporting for the unlined landfill since 2003.



SOLID WASTE SERVICES

Mecklenburg County, NC



Mecklenburg County has been a long-term client of HDR. Our Charlotte Office location is centered in the middle of the County and HDR has been a major service provider to the City and County since the establishment of our Uptown presence in the early 1960's. HDR has provided technical consultation and support to the County relative to all aspects of solid waste management, from planning to waste disposal and system operations. Some of the most recent services provided and projects implemented include:

FOXHOLE LANDFILL SERVICES

HDR assisted the County to assist with the design, permitting, construction administration, and regulatory compliance for the operation of the Foxhole Landfill located on Highway 521 in southern Mecklenburg County. Under the general services contract, HDR prepared a treatment and processing permit application and received approval through NCDENR for the landfill's on-site yard waste facility. HDR also prepared an operational density evaluation report which evaluates the compaction and airspace usage of the landfill operation. HDR permitted and installed methane monitoring well system, and revised and permitted an erosion control plan for complete facility development. HDR led the bid, award, and provided construction administration of a clearing and grubbing package for the preparation of the Phase 2 development and prepared and submitted a permit amendment for the extension of the Phase I permit to operate, including modification of the facility operations plan. HDR also evaluated the greenhouse gas reporting requirements under 40 CFR 98, Subpart HH and assisted County landfill staff with self performing the initial grading and excavation of the Phase 2 cell. HDR provided oversight of wetlands mitigation through Army Corps of Engineers, prepared a Facility Master Plan and designed, permitted and monitored construction of 32-acre Phase 2, Cell I landfill area.

CITIZEN RECYCLING CENTER MODIFICATION

HDR developed conceptual layouts for the expansion and improvement of the Foxhole Recycling Center. The selected conceptual design included additional/improved parking areas, one-way traffic flow through the drop-off areas, relocation of the household hazardous waste drop-off area, the addition of bi-level containers for direct loading of C&D waste and the conversion to single stream recyclables collection.

HDR is currently in the preliminary design phase for expansion of the existing North Mecklenburg Recycling Center in Huntersville, NC. Based on the approved rezoning plan, HDR is moving into the detailed design phase for the proposed Phase 2 elements of the plan. These elements include: expansion of the facility to the south, construction of a noise retaining wall and noise berm, evergreen screening, canopy structure, stormwater design, asphalt and concrete pavement, improvements to Statesville Road and the facility entrance, power service to the canopy area and additional lighting, and extension of a water main and the addition of a new fire hydrant near the front entrance area. HDR is providing services beyond engineering and design support which includes permitting, coordination and approval with NCDOT, geotechnical investigation and surveying activities.

SOLID WASTE MANAGEMENT PLAN 10-YEAR UPDATE

Assisted the County in development of a 10-year Solid Waste Management Plan for the Mecklenburg County Planning Area which includes Mecklenburg County and all seven (7) incorporated municipalities located within the County boundaries. The County, through the Solid Waste Division (MCSW), has standing Solid Waste Inter-local Agreements with all seven (7) incorporated municipalities contained within the County's boundary. These municipalities are the City of Charlotte and the Towns of Cornelius, Davidson, Huntersville, Matthews, Mint Hill and Pineville. Through these agreements, MCSW directs the processing/final disposal of the residential recyclables, yard waste and solid waste collected by the municipalities.

HOLDBROOKS ROAD LANDFILL (CLOSED) SOLAR PHOTOVOLTAIC FACILITY EVALUATION

HDR was retained by the County to perform a high-level assessment of the potential ways to establish a solar photovoltaic array project on a County-owned property located on and/or adjacent to the closed Holbrooks Road Landfill facility property in Huntersville, North Carolina.

This assessment focused on identifying potential contracting options with third-party electric utility companies and developers that will design-build-own and/or operate the solar photovoltaic project. The feasibility, advantages, disadvantages, and County-impacts of each identified contractual option will be evaluated.

This assessment included evaluating whether these third-party developers will have a use for the generated power, and to what extent based on the amount of power generation anticipated and desired. The potential power generation capacity was developed based on net available acreage. The results of the assessment were summarized in a technical memorandum and presented to the County staff and Waste Management Advisory Board. HDR is currently working with the County to identify potential energy use on/near the property to improve the viability of the project.

SOLID WASTE PLANNING, PERMITTING, DESIGN AND CONSTRUCTION ADMINISTRATION

City of Greensboro, NC



HDR is currently working with the City and has been partners for advancing some of the City's largest solid waste initiatives since the 1980s. From high-level consulting and program support, to routine landfill and landfill gas services, our team has a strong history serving as your trusted advisor when it comes to important decisions, providing the City with quality engineering and solid waste management services along the way. Highlights of our major project support over the years is below:

PROCUREMENT SUPPORT

Our team recently provided procurement support for the processing and marketing of the City's recovered recyclables, resulting in increased recycling revenue of nearly \$1M per year for the City. This work, which included the development of an RFP structured to solicit both fixed rate and revenue share scenarios, was a re-solicitation of the original contract for hauling and disposing of the City's MSW. HDR also developed the original RFP when the transfer station was constructed.

TRANSFER STATION

Our team performed the permitting, design, and construction oversight services for the Greensboro Transfer Station. The facility can process up to 900 tons of MSW per day, using a bi-level, non-compacted, direct dump design. The transfer station allowed the city to close the old landfill to MSW, although it remained open for construction debris and yard waste, and provided 85 percent efficiency removal of TSS.

LANDFILL GAS

We conducted a study of Greensboro's unlined Phase II gas system to identify potential enhancements in collection efficiency and to provide insight on improved operations prior to designing the landfill gas collection system for Phase III. This design required the addition of a skid-mounted flare and blower system that would allow the City to either flare the landfill gas or integrate it into Phase II's transmission pipeline to the end user Cone Mills. The flare and blower system was bid and constructed along with the landfill gas collection system.

WHITE STREET LANDFILL

Beginning in 1993, our team worked closely with City staff to develop a state mandated "transition plan" for the approximately 800-acre White Street Landfill. The plan was developed to describe the remaining landfill operations at the current site as an approved disposal facility. Activities included the design and permitting of a major vertical expansion to the existing Phase II fill areas of the site to provide for disposal needs until the transition would be made into a lined Subtitle D cell. We worked with the City to permit and construct the Phase III Subtitle D municipal solid waste unit and to optimize the facility capacity at the White Street facility.

ENVIRONMENTAL SERVICES

HDR has been supporting the City with environmental assessment and permitting services for more than 25 years in association with the White Street Landfill. HDR has performed threatened and endangered species surveys and wetland delineation, permitting and mitigation services for the Phase 3 MSW Landfill and borrow areas.

Most recently, HDR has been assisting the City with evaluation of NCDEQ's assessment of the City's Bingham Park brownfield site. The park was a pre-regulation disposal area for incinerator ash. The ash has been in place since the 1920s and NCDEQ has proposed several clean up options. The City hired HDR to evaluate the findings and help represent the City in community meetings and convey technical information. Through HDR's analysis and recommendations we were able to reduce the City's desired solution of complete removal and backfill by \$90 million to make it a much more affordable option without creating a permanent landfill to be maintained and monitored.





SOLID WASTE PLANNING, PERMITTING, AND DESIGN

Cumberland County, NC



HDR has been engaged with Cumberland County Solid Waste Department since August 2020 to aid with solid waste planning, financial analysis, stormwater and leachate management, convenience center studies, communication and outreach and funding applications in support of their solid waste program. The County program serves approximately 61,000 households and local businesses. The County operates the Ann Street Landfill MSW and C&D landfills, Wilkes Road Composting Facility, a household hazardous waste (HHW) collection site and 17 container sites located across the County. In 2021, the Ann Street Landfill managed approximately 200,000 tons of waste.

AVAILABILITY FEE ANALYSIS

The County Solid Waste Enterprise Fund is supported by a \$56 annual Availability Fee. All County homeowners are allowed to use the County's landfill, compost facility, container sites, and the household hazardous waste collection center for disposal of household kitchen and bathroom garbage, yard waste, and hazardous materials, such as oil paint, pesticides, used motor oil, etc. The Ann Street Landfill will be out of airspace in 2030, and the County has been assessing alternative for expansion onto adjacent properties to the existing facility. In 2018, HDR conducted a sensitivity analysis of the availability fee that looked at projects for waste generation and capital and operational for various scenarios of waste receipt and provide recommendations for adjustments to the availability fee to fund the long-term program operations.

LONG-TERM DISPOSAL OPTIONS

Following the work on the availability fee, HDR assisted the County with review of the long-term options for safe and efficient disposal of the County's residential solid waste and

construction and demolition (C&D) waste as an alternative to expanding the Ann Street Landfill or siting and permitting another landfill in the County. The analysis reviewed available regional disposal capacity, costs to transport via truck or rail, and the feasibility and costs for retrofitting their existing and vacant waste baling building into a transfer station. HDR also completed a separate evaluation of available alternative waste reduction and disposal technologies including enhanced recycling, mixed waste processing, aerobic and anaerobic digestion of organic wastes, and thermal technology's including waste to energy and gasification. The options analyses concluded that expansion of the Ann Street Landfill was the most practical and cost-effective solution for the long-term disposal of County waste materials.

LEACHATE TREATMENT

Through HDR's internal research and development program, we have developed the capability to separate PFAS from wastewater through the process of froth flotation. In this process, a flotation reagent is added to the leachate being treated, and it is contacted with air bubbles. The flotation reagent aids the PFAS compound in attaching to the air bubble surface. Laboratory testing demonstrated over 95% removal of measurable PFAS in one stage of treatment, and 99% of measurable PFAS using more than one stage of treatment. The Ann Street Landfill leachate is discharged by gravity flow to the Fayetteville Cross Creek Wastewater Treatment Plant that discharges into the Cape Fear River which has been impacted by PFAS compounds. The County desired evaluate its impact on the treatment facility and to determine if froth flotation would be applicable for its leachate. HDR completed a pilot study of the process that demonstrated it would be very effective in selectively removing PFAS compounds and is preparing for full scale implementation in 2023.

FACILITY EVALUATIONS

The long-term disposal options considered the establishment of a transfer station for consolidating waste for transport via open top trailer or rail containers. HDR completed a feasibility review of modifying the existing vacant waste baling facility into a transfer station with modifications to existing elevated slabs and creation of tunnels for loading of trailers and containers, and prepared conceptual opinions of costs. HDR is also assisting with a feasibility study for relocating the Camden and Parker Solid Waste Container Sites to a single location to serve homeowners in the western portion of the County. Both facilities are being impacted by planned interstate and roadway widening construction that will reduce the facility size or provide constraints on site access.

FUNDING ASSISTANCE

HDR assisted with the development of Fall 2022 applications for the Clean Water State Revolving (CWSRF) loans, and the Local Assistance for Stormwater Infrastructure Investment Funds (funded by American Rescue Plan Act (ARPA) funds for three solid waste projects. The projects included a \$15M leachate treatment project to address PFAS compounds, a \$1.5M landfill gas to renewable energy project and a \$1.7M landfill stormwater management infrastructure improvement project.

COMMUNITY OUTREACH AND EDUCATION

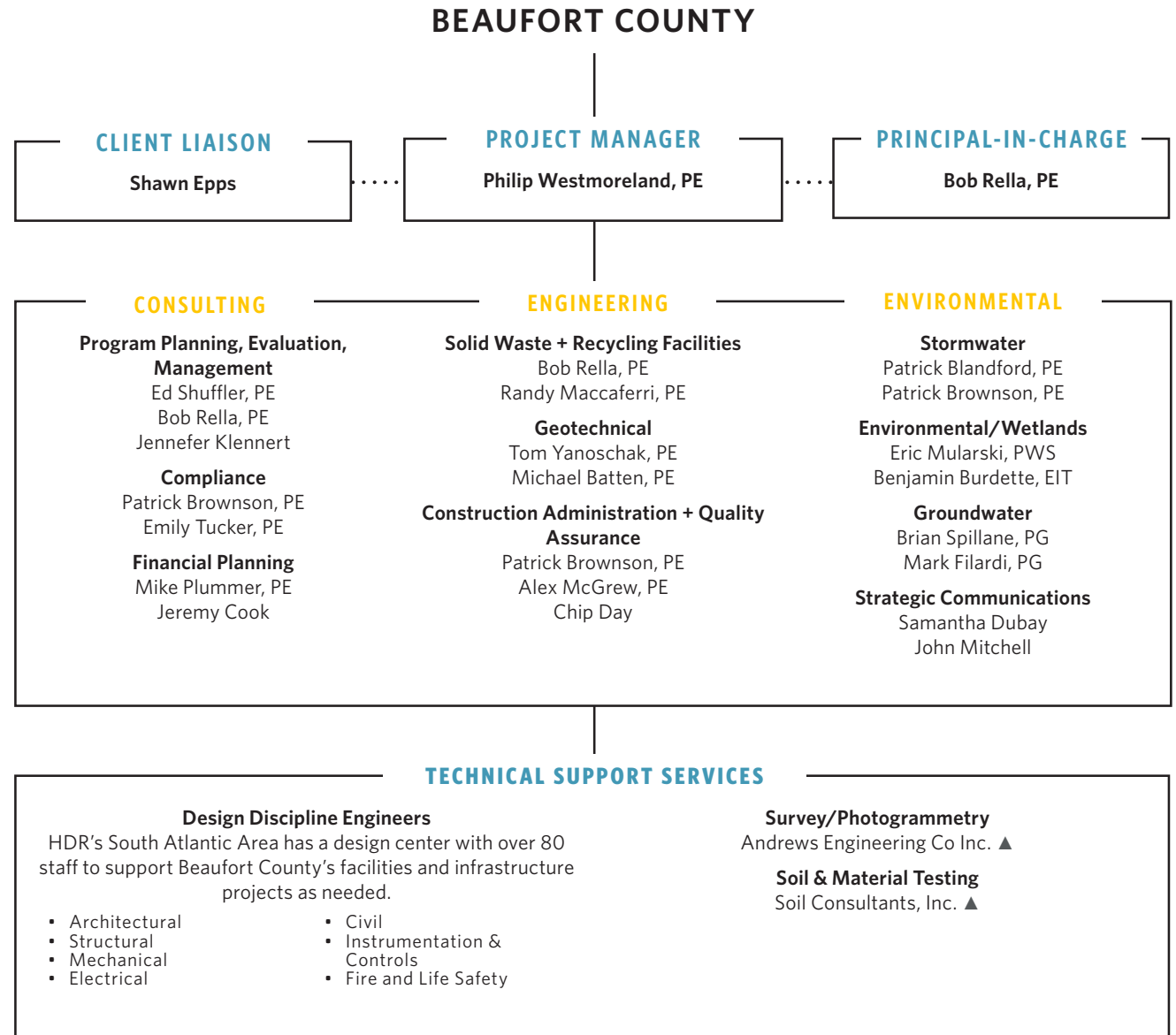
The proposed landfill expansion is located in an area that requires environmental justice review. HDR has completed an Environmental Justice Report that identifies the environmental justice community, potential impacts to the community, and how the community will be engaged with to review and provide comment on the proposed landfill expansions and how the impacts can be mitigated. HDR is currently assisting with the development and implementation of a public participation plan that will include community meetings and working with local organizations and leaders to discuss the benefits of the proposed project to the County residents and how the County is planning on mitigating impacts for continued use of the site for solid waste disposal for the next 50 years.



ORGANIZATION CHART

The successful completion of any project begins with the establishment of a highly experienced and qualified project team. By working closely with our clients, we deliver strong project understanding and acceptance during all phases of each project. We pride ourselves on providing innovative solutions and are committed to providing you with the same level of excellence in solid waste management that we have been providing to solid waste clients over the past 50 years. The organizational chart below demonstrates our team personnel that may be involved with your projects. Our team is built for flexibility and adaptability to your ever-changing needs. Following the Organizational Chart are brief resumes of each professional and why we chose them to for this particular contract. For the sake of brevity, -1/]

however, the experience of the members of this team are expansive, and more detailed resumes can be furnished upon request.



▲ SUBCONSULTANT



SHAWN EPPS

Client Liaison

Shawn has 29 years of civil design, structural design, and project management experience. He has managed projects from a design, construction, and financial perspective for clients ranging from local governments to private developers. Shawn's knowledge of the design and management of public and private sector projects has provided him with the skills necessary to keep projects on time and within their budgets. His ability to clearly communicate with clients and staff and develop concise project goals and budgets make him an asset to any project. Shawn has a history of working with Beaufort County on transportation projects. Most recently, Shawn worked with the County's Transportation Program Management consultant, J.Bragg Consulting, on the 2018 Beaufort County Penny Program.

EDUCATION

BS, Civil Engineering

EXPERIENCE

Berkeley/Charleston/Dorchester Council of Governments, Lowcountry Rapid Transit Phase 2, South Carolina

Beaufort County, Pavement Condition Survey, South Carolina. *Principal-in-Charge.**

Beaufort County, Spanish Moss Trails, South Carolina. *Assisted with the scope, fee development, and construction management.**

Beaufort County, Bluffton 5A Flyover, South Carolina. *Staff Professional.**

Beaufort County, 2018 Beaufort County Penny Program Management, Beaufort County, South Carolina. *Principal-in-Charge.**

**Prior Firm Experience*



PHILIP WESTMORELAND

PE

Project Manager

Philip is a registered South Carolina Professional Engineer with more than 24 years experience in the planning, permitting, design, and construction administration of solid waste facilities (landfills, transfer stations, convenience centers). His experience includes project management, construction management, project scheduling, cost estimating, project feasibility studies, site evaluations, proposal evaluations, and contract negotiations. He will be the primary point of contact with Beaufort County to coordinate the scopes with the HDR staff and subconsultants.

EDUCATION

BS, Agricultural Engineering

REGISTRATIONS

Professional Engineer - SC (# 24984), NC

EXPERIENCE

Twin Chimneys Landfill, Solid Waste Planning, Permitting, Design and Construction Administration, Greenville County, SC. *Project Manager.*

Bees Ferry Landfill Solid Waste Planning, Permitting, Design and Construction Administration, Charleston County, SC. *Project Manager.*

Richland County Cost of Service Evaluation and Solid Waste Management Plan Update, Columbia, SC. *Client Manager.*

Williamsburg County Landfill Solid Waste Planning, Permitting, Design and Construction Administration, Salters, SC. *Project Manager.*

Horry County Solid Waste Authority, Waste Characterization, Solid Waste Management Plan Update, Landfill Gas Evaluation, Conway, SC. *Project Manager.*

Berkeley County Landfill Permitting, Design and Construction Engineering, Moncks Corner, SC. *Project Manager.*



BOB RELLA,

PE

Principal-in-Charge

Bob has over 30 years of experience in the solid waste industry, and has been involved in the planning, permitting, design, construction and monitoring of waste-to-energy facilities, landfills, transfer stations, materials recovery facilities, drop-off and convenience centers and composting facilities. His experience includes project management, project feasibility studies, evaluations, project financing, site evaluations and testing, engineering analysis and design, contract negotiations, proposal evaluations, value engineering, and quality control. Bob is the Principal for HDR's Charlotte, NC office, but also serves as HDR's Practice Leader for Solid Waste Facilities. In this role, he provides technical oversight and support to all solid waste facilities projects performed by HDR. His involvement includes establishment of project teams, technical review, quality control, production, client coordination, and project execution.

EDUCATION

MS, Civil Engineering; BS, Civil Engineering

REGISTRATIONS

Professional Engineer - SC (#18139), NC, NY, IN, NJ, PR, PA, MD, VA, FL, GA

EXPERIENCE

York County Materials Recovery Facility Design and Construction Engineering, York, SC. *Technical Lead.*

Roanoke Valley Resource Authority, Permitting, Design and Construction Engineering (Smith Gap Regional Landfill, Tinker Creek & Salem Transfer Station Modifications), Roanoke, VA. *Project Manager.*



ED SHUFFLER

PE

*Program Planning,
Evaluation, Management*

Ed has more than 44 years of experience dedicated to the development and implementation of local and regional solid waste management projects, specializing in the areas of planning, siting, layout, design, and permitting of solid waste facilities. His experience includes the preparation of technical reports, permit applications, engineering drawings, specifications, contract documents and construction cost estimates. He has also conducted studies on collection, waste quantities and composition, energy and materials markets, and the feasibility of energy and resource recovery from solid waste. Ed is also experienced in the development of site operations plans and operator training.

EDUCATION

BS, Civil Engineering

REGISTRATIONS

Professional Engineer - NC

EXPERIENCE

Twin Chimneys Landfill, Solid Waste Planning, Permitting, Design and Construction Administration, Greenville County, SC. *Sr Project Engineer.*

Bees Ferry Landfill Solid Waste Planning, Permitting, Design and Construction Administration, Charleston County, SC. *Sr Project Engineer.*

City of Greensboro, Solid Waste Planning, Permitting, Design and Construction Administration, City of Greensboro, NC. *Sr Project Engineer.*

Gaston County Landfill, Solid Waste Planning, Permitting, Design and Construction Administration, Dallas, NC. *Sr Project Engineer.*



JENNEFER KLENNERT

*Program Planning,
Evaluation, Management*

Jennefer leads a diverse team of collections and operations experts evaluating solid waste, recycling, and organics programs focused on increasing program safety and efficiency. Her expertise includes promoting successful public private relationships with positive social, environmental, and economic outcomes for all stakeholders. She also focuses on alternative management of materials including evaluation of technologies as management of waste continues to evolve to management of resources.

EDUCATION

MBA, Business Administration; MS, Technical and Professional Communication; BS, Environmental Sciences (Waste Management)

EXPERIENCE

Cumberland County, Cumberland Alternatives Analysis, Fayetteville, NC. *Planning / Analysis.*

Cumberland County, Disposal Options Analysis, Fayetteville, NC. *Planning / Analysis.*

Fairfax County, Fairfax County Government and Schools Zero Waste Plan, Fairfax County, VA. *Planning / Analysis.*

Cedar Rapids/Linn County Solid Waste Age, Long-term Waste Management Planning, Cedar Rapids, NE. *Technical Advisor.*

City of Fargo, Waste Composition Study, Fargo, ND. *Project Manager.*

City of Tucson, Zero Waste Roadmap, Tucson, AZ. *Technical Lead.*

City of Bismarck North Dakota, Solid Waste Set-Out Study, Bismarck, ND. *Project Manager.*



PATRICK BROWNSON

PE

*Compliance; Construction
Administration + Quality
Assurance; Stormwater*

Patrick has over 6 years of experience with the permitting, design and operation of composting facilities, beginning first with his technical assistance with the development of South Carolina's current composting facility regulation, followed by his role as lead permitting engineer and technical support and outreach coordinator for composting for SCDHEC. Patrick has since expanded his experience to the design, construction administration, and construction quality assurance for Class Two and 3 landfills. In addition to being a PE, Patrick is also a Certified Professional in Erosion & Sediment Control (CPESC).

EDUCATION

BS, Civil Engineering

REGISTRATIONS

Professional Engineer - SC (# 35698)

EXPERIENCE

Bees Ferry Landfill Solid Waste Planning, Permitting, Design and Construction Administration, Charleston County, SC. *Project Engineer.*

City/County Utilities Commission, Winston-Salem, Solid Waste Planning, Permitting, Design and Construction, Winston-Salem, NC. *Project Engineer.*

Rowan County, Solid Waste Planning, Permitting, Design and Construction Administration, Rowan County, NC. *Project Engineer.*

Gaston County Landfill, Solid Waste Planning, Permitting, Design and Construction Administration, Dallas, NC. *Project Engineer.*



EMILY TUCKER
PE
Compliance

Emily specializes in solid waste facility planning, reporting, and compliance. Her area of expertise is in landfill and solid waste facility design and permitting, solid waste management planning, and environmental compliance. She has worked on site layout and building designs for new transfer station sites and landfill facilities located throughout the country. In addition to design work, Emily is heavily involved in solid waste planning for municipalities and Counties. She has been a key component in generating and/or updating multiple Solid Waste Management Plans, in part, to help entities follow State regulatory requirements. She also has significant experience with permitting, design, construction observation and engineering certification documents necessary to obtain approval from regulatory agencies.

EDUCATION

MS, Environmental Engineering; BS, Environmental Engineering

REGISTRATIONS

Professional Engineer - NC

EXPERIENCE

Twin Chimneys Landfill, Solid Waste Planning, Permitting, Design and Construction Administration, Greenville County, SC. *Staff Professional.*

Horry County Solid Waste Authority, Waste Characterization and Solid Waste Management Plan Update, Conway, SC. *Project Manager.*

Richland County, Cost of Service Evaluation and Solid Waste Management Plan Update, Columbia, SC. *Project Manager.*

Gaston County, Solid Waste Services, Dallas, SC. *Staff Professional.*



MIKE PLUMMER
PE
Financial Planning

Mike has more than 27 years of experience in solid waste and industrial landfill projects, including landfill gas, groundwater, design hydrogeologic site investigations, permit applications, landfill design, landfill master planning and disposal options, construction quality assurance, contract documents, and construction estimates. Prior to performing landfill work, he worked in the geotechnical field performing geotechnical subsurface explorations and foundation bearing analyses for a variety of structures

EDUCATION

BS, Civil Engineering

REGISTRATIONS

Professional Engineer - NC

EXPERIENCE

City of Greensboro, Grant Application Assistance, Greensboro, NC. *Project Manager.*

City/County Utilities Commission, Winston-Salem, Solid Waste Planning, Permitting, Design and Construction, Winston-Salem, NC. *Project Manager.*

Williamsburg County Landfill Solid Waste Planning, Permitting, Design and Construction Administration, Salters, SC. *Staff Professional.*

City of Greensboro, Grant Application Assistance, Solid Waste Planning, Permitting, Design and Construction Administration, Greensboro, NC. *Project Manager.*



JEREMY COOK
Financial Planning

Jeremy is experienced in economic and statistical modeling and fiscal analysis. He has knowledge of local and national funding options. He has served as an economist on over 125 projects throughout the country, a majority of these projects were for municipal and federal clients. As an Economist with HDR, he has performed analysis of costs and benefits of various water resources and transportation related projects; developed cash flow models and finance alternatives for public infrastructure; analyzed the economic impacts of various water resource and transportation related projects in multiple states throughout central and western U.S.; performed market analysis of construction materials; and assisted with the development of optimization models.

EDUCATION

MA, Economics/Finance; BA, Economics/Finance

EXPERIENCE

Horry County Solid Waste Authority, Solid Waste Management Plan Update and Rate Study, Horry County, SC. *Lead Economist.*

City and County of Honolulu, Keehi and Kawaioloa Transfer Stations, Honolulu, HI. *Lead Economist.*

City of Richardson, Solid Waste Management Master Plan, Richardson, TX. *Lead Economist.*

Montgomery County, Master Plan, Montgomery County, MD. *Lead Economist.*



RANDY MACCAFERRI

PE

*Solid Waste + Recycling
Facilities*

Randy has over 29 years of structural engineering design and analysis experience concentrated in solid waste-related facilities projects. Randy serves as HDR's southeast region Resources Business Group Facilities lead and brings national expertise that supports our numerous solid waste professionals daily.

EDUCATION

MS, Structural Engineering; BS, Civil Engineering

REGISTRATIONS

Professional Engineer - SC (#20386), MA, VA, WA, TN, AL, WV, GA, NC, IL

Leed Accredited Professional

EXPERIENCE

Bees Ferry Landfill Solid Waste Planning, Permitting, Design and Construction Administration, Charleston County, SC. *Sr. Project Engineer.*

York County, Materials Recovery Facility Design and Construction, York, SC. *Sr. Project Engineer.*

Lee County, Materials Recovery Facility Expansion, Lee County, FL. *Sr. Project Engineer.*

Roanoke Valley Resource Authority, Permitting, Design and Construction Engineering (Smith Gap Regional Landfill, Tinker Creek & Salem Transfer Station Modifications), Roanoke, VA. *Sr. Project Engineer.*



TOM YANOSCHAK

PE

Geotechnical

Tom has over 34 years of experience, with expertise in landfill options evaluation and master planning, municipal solid waste and CCP landfill design and permitting. He has also provided construction administration services during landfill construction projects, landfill closure projects, civil site design, geotechnical engineering, environmental projects, hydrogeological studies and water resources engineering.

EDUCATION

MS, Civil Engineering; BS, Civil Engineering

REGISTRATIONS

Professional Engineer - SC (#15700), NC, FL, VA, GA

EXPERIENCE

City/County Utilities Commission, Winston-Salem, MSE Wall Expansion, Winston-Salem, NC. *Senior Project Engineer.*

Southeastern Public Service Authority, Cells V, VI and VII Landfill Expansions, Suffolk, VA. *Senior Project Engineer.*

Winston Salem/Forsyth County Utilities Commission, Alternative Final Cover Demonstration Project, Winston Salem, NC. *Senior Project Engineer.*

Southeastern Public Service Authority, Cell VII Landfill Expansion, Suffolk, VA. *Senior Project Engineer.*

Republic Services, Cell IIA-2 Cell Design and Construction, Colonial Landfill, Sorrento, LA. *Senior Project Engineer.*



MIKE BATTEN

PE

Geotechnical

Mike has over nine years experience executing geotechnical investigations, sampling, testing, and roadway and structure foundation design recommendations. Many of these efforts are related to Design-Build roadway and bridge projects. His expertise is in Conventional geotechnical projects: shallow foundations; intermediate foundations; deep foundations; slope stability analysis; liquefaction analysis; site improvement; wall analysis/design; pavement design; bearing capacity/settlement analysis; static load testing; dynamic pile testing (PDA and CAPWAP); Osterberg cell load testing; settlement monitoring; vibration monitoring.

EDUCATION

MS, Civil Engineering; BS, Civil Engineering

REGISTRATIONS

Professional Engineer - NC, CA, CO

EXPERIENCE

Roanoke Valley Resource Authority, Smith Gap Regional Landfill Road Permitting, Design and Construction Engineering, Roanoke, VA. *Geotechnical Engineer.*

Charah Solutions, Inc., Moncure Mine Reclamation Permitting & Design, Moncure, NC. *Geotechnical Engineer.*

City of Greensboro, White Street Landfill, Phase II Closure Design Documents, Greensboro, NC. *Geotechnical Engineer.*



ALEX MCGREW

PE

**Construction
Administration + Quality
Assurance**

Alex is principally working design/ plan production for waste facility projects. His responsibilities include coordinating environmental permitting for stream/wetland impacts, storm water management, and developing waste facility designs. Prior to landfill work, he developed a broad background in Military and Construction Engineering.

EDUCATION

BS, Environmental Engineering

REGISTRATIONS

Professional Engineer - NC

EXPERIENCE

Winston-Salem Forsyth County Utilities, Hanes Landfill Gas Transmission Line, Winston-Salem, NC. *Staff Professional.*

Rowan County, Landfill Gas Collection System Design, Woodleaf, NC. *Staff Professional.*

Waste Management of Virginia, Inc, Maplewood Landfill, Amelia, VA. *Staff Professional.*

Waste Management of Virginia, Inc, Landfill Closure and Landfill Gas Collection System Design, Various Locations, VA. *Staff Professional.*



CHIP DAY

EIT

**Construction
Administration + Quality
Assurance**

Chip Day is an experienced field technician located in Charleston, South Carolina with expertise in conducting material testing (soils, concrete, asphalt). He has been responsible for all field aspects of construction projects including material sampling and testing, project documentation and assuring compliance with plans and specifications

EDUCATION

BS, Civil Engineering

REGISTRATIONS

Engineer in Training, SC (#17603)

EXPERIENCE

Charleston County, Folly Road/Camp Road CEI Services, Charleston County, SC. *Construction Inspector.*

SCDOT, 2016 SCDOT CEI On-Call - District 6, Charleston County, SC. *Construction Inspector.*

SCDOT, Henry Brown, Jr. Boulevard and Liberty Hall Road Widening, Charleston County, SC. *Construction Inspector.*

SCDOT, District 6 On-Call, Charleston County, SC. *Construction Inspector.*



PATRICK BLANDFORD

PE

Stormwater

Patrick is a project engineer and manager with more than 20 years' experience with a variety of projects, services, and clients in water resources. Areas of experience include stormwater program development, permitting, and implementation; water supply planning and analysis; engineering design and analysis; and inspection, assessment, and construction administrative services. Technical strengths include environmental systems analysis, hydrologic modeling, watershed assessment, surface water quality modeling, GIS capabilities, and structural BMP selection and implementation.

EDUCATION

MS, Civil Engineering; BS, Civil Engineering

REGISTRATIONS

Professional Engineer - SC (#30072), NC

EXPERIENCE

Twin Chimneys Landfill, Solid Waste Planning, Permitting, Design and Construction Administration, Greenville County, SC. *Sr. Project Engineer.*

City of Charlotte, 6th & Graham Stormwater CIP, Charlotte, NC. *Sr. Project Engineer.*

City of Charlotte, Allenbrook/Westridge Stormwater Improvements and Permitting Services, Charlotte, NC. *Sr. Project Engineer.*



ERIC MULARSKI
PWS
Environmental/Wetlands

Eric is a Senior Environmental Scientist/Project Manager with 21 years of experience in the environmental sciences/natural resources field. His diverse skill set includes performing stream/wetland delineations ash basin seep identification protected species surveys habitat assessments biological monitoring (vegetation benthic macroinvertebrates and fish) and water quality analysis. His expertise also includes utilizing GIS to identify critical issues relating to potential environmental/natural resource impacts. He has also led and participated in numerous natural resources investigations bioassessment studies and stream/wetlands restoration monitoring efforts for various clients in the eastern U.S.

EDUCATION

BS, Biology

REGISTRATIONS

Professional Wetland Scientist

EXPERIENCE

Twin Chimneys Landfill, Solid Waste Planning, Permitting, Design and Construction Administration, Greenville County, SC. *Wetlands/Permitting Lead.*

City/County Utilities Commission, Winston-Salem, Solid Waste Planning, Permitting, Design and Construction, Winston-Salem, NC. *Wetlands/Permitting Lead.*

Rowan County, Wetland Impact Study, Woodleaf, NC. *Wetlands/Permitting Lead.*

SCDOT, Replacement of US 78 Bridge Over Meeting Street Road and Norfolk Southern & CSXT Railroads, Charleston, SC. *Wetlands/Permitting Lead.*



BEN BURDETTE
EIT
Environmental/Wetlands

Ben has several years' experience with HDR and a background in environmental engineering. His main focus has been working with federal environmental documents at all levels, including involvement in several large scale NEPA Environmental Impact Statements preparation. Ben is adept at the use of ArcGIS, particularly in the use for the creation of maps and figures both for official reports and for public outreach. His primary field experience includes wetland delineation, critical habitat determination, and project documentation. He has been involved in desktop reviews or environmental assessments across seven states.

EDUCATION

MS, Environmental Engineering; BA, International Studies

REGISTRATIONS

Engineer-in-Training

Wetland Professional in Training

EXPERIENCE

SCDOT, US 21 Harbor River Bridge Replacement, Beaufort County, SC. *Wetlands/Permitting.*

Beaufort County, US 278 Jenkins Island Improvements, Beaufort County, SC. *Wetlands/Permitting.*

Gaston County, Tower 8 Permitting, Dallas, NC. *Wetlands/Permitting.*

Rowan County, Phase V Landfill Expansion, Dallas, NC. *Wetlands/Permitting.*



BRIAN SPILLANE
PG
Groundwater

Brian is a senior geologist with over 10 years experience in performing field work, managing projects, preparing deliverable documents, and completing geologic and hydrologic studies. Brian has worked for a diverse client base including waste, industrial/commercial, mining, power, federal and water sectors.

EDUCATION

BS, Geology

REGISTRATIONS

Professional Geologist - SC (#2721), NC

EXPERIENCE

Twin Chimneys Landfill, Solid Waste Planning, Permitting, Design and Construction Administration, Greenville County, SC. *Hydrogeologist.*

Piedmont Lithium, Integrated Project, Cherryville, NC. *Hydrogeologist.*

City of Newport News, Landfill and Environmental Services, Newport News, VA. *Hydrogeologist.*

Williamsburg County Groundwater Monitoring and Annual Services, Salters, SC. *Hydrogeologist.*

Charah Services, Inc, Annual Groundwater Sampling and General Services, Moncure, NC. *Hydrogeologist.*



MARK FILARDI
PG
Groundwater

Mark is a senior geologist with over 26 years of experience with subsurface geological/hydrogeological characterization, compliance monitoring, contaminated site assessment and remediation, ash basin closure assessments, Soil Erosion and Sediment Control Plans, National Pollutant Discharge Elimination System (NPDES) permit sampling, and Phase I and II Environmental Site Assessments (ESAs) for a variety of municipal, power generating, industrial, and commercial clients throughout the Eastern and Midwestern United States.

EDUCATION

MS, Geology, BS, Geology

REGISTRATIONS

Professional Geologist - SC (#2320), NC, FL, TN

EXPERIENCE

Williamsburg County, Groundwater Compliance Monitoring, Salters, SC. *Lead Hydrogeologist.*

Twin Chimneys Landfill, Solid Waste Planning, Permitting, Design and Construction Administration, Greenville County, SC. *Lead Hydrogeologist.*

Winston-Salem/Forsyth County Utilities Commission, Corrective Action, Winston-Salem, NC. *Lead Hydrogeologist.*

Winston-Salem/Forsyth County Utilities Commission, Corrective Action, Winston-Salem, NC. *Lead Hydrogeologist.*

Galvan Industries, Remedial Treatability Testing,, Charlotte, NC. *Lead Hydrogeologist.*



SAMANTHA DUBAY
Strategic Communications

Samantha oversees the development and implementation of strategic communication approaches that meet the challenges of political and social risk. With experience in both public and private sector communications, Samantha brings proven leadership skills and specializes in developing and executing results-driven public relations, crisis communications, digital and social media techniques, and effective community engagement campaigns.

EDUCATION

MS, Communications; BS, Mass Communication

EXPERIENCE

Cumberland County Environmental Justice Report and Public Outreach, Fayetteville, NC. *Sr. Public Involvement Coordinator.*

Montgomery County, Master Plan, Montgomery County, MD, *Sr. Public Involvement Coordinator.*

Sarasota County, Public Outreach Campaign and Communication Plan, Nokomis, FL, *Sr. Public Involvement Coordinator.*

Berkeley/Charleston/Dorchester Council of Governments, Lowcountry Bus Rapid Transit, Charleston, SC, *Strategic Communications Lead.*

Berkeley/Charleston/Dorchester Council of Governments, I-26 and I-526 Corridor Transportation Demand Education, Marketing and Promotion Plan, Charleston, SC, *Sr. Public Involvement Coordinator.*

Charleston County, SC 41 Corridor Improvement Project, Charleston, SC, *Public Involvement and Outreach Lead.*



JOHN MITCHELL
Strategic Communications

John is a member of our industry-differentiating Strategic Communications team out of Charleston, SC. He worked as a Senior Strategic Communications Coordinator before moving into his current role as an Equity and Engagement Strategist. John works to deliver the message of technical solutions to a broader audience through authentic and thorough stakeholder engagement. He is always mindful of how we build greater access to the decision-making process and the impact of the work we do on places we call home.

EDUCATION

BA, Spanish Language and Literature

EXPERIENCE

Cumberland County Environmental Justice Report and Public Outreach, Fayetteville, NC. *Senior Strategic Communications Coordinator*

Berkeley/Charleston/Dorchester Council of Governments, Lowcountry Bus Rapid Transit, Charleston, SC, *Senior Strategic Communications Coordinator*

Charleston County, Ashley River Bike and Pedestrian Bridge, Charleston, SC, *Senior Strategic Communications Coordinator.*

Charleston County, Community Engagement Services, Charleston, SC, *Senior Strategic Communications Coordinator.*

MEET OUR TEAMING PARTNERS

ANDREWS ENGINEERING & SURVEY

Andrews Engineering Company (AEC) is a civil engineering, surveying, and construction management firm located in Beaufort, South Carolina. Founded by Steve Andrews, AEC has completed multitudes of civil-site engineering, infrastructure and government projects in the Lowcountry beginning in 1990. Their projects typically require planning, surveying, site layout, grading, drainage, storm sewer lines, road, water lines, sanitary sewer lines, dry utilities, and stormwater management plans.

AEC, with their nearly 30 years of working in Beaufort County and for Beaufort County, can provide a combination of technical expertise and local permitting knowledge unmatched in the Lowcountry. Through our dirt road paving design-build experience with Beaufort County engineering, their design/permit experience helping Beaufort County stormwater implement BMP improvements, our planning and engineering experience with Beaufort County Planning on recreation projects, and their plan review work for the Beaufort County SRT AEC is uniquely familiar with the regulatory agencies and permitting processes that are an everyday part of development and infrastructure projects in Beaufort County. AEC has the experience and ability to navigate the evolving regulatory agencies' standards and specifications on local, state, and federal levels. Their firm routinely obtains permits and/or authorization from BJWSA, SCDHEC, SCDOT, USACE, and SCDHEC-OCRM as well as other various local and state government agencies.

In their nearly 30 years of working with and proving Beaufort County with surveying, planning, engineering and construction inspecting services we have developed an effective and trusting working relationship with the Beaufort

County staff. Through the decades of living, playing, and working in Beaufort county they know how important the waterways and wood lands are to making Beaufort County the great place that it is to live in, and this knowledge plays a significant part in how we design development projects. The AEC team understands the unique natural conditions of the Lowcountry and are well adept at handling the engineering challenges that occur to preserve our wetlands and protect our local rivers and marshes through proper stormwater controls. Their staff is well adept at providing creative solutions to issues that we routinely see on each of our projects located in Beaufort County.

The following are just a few of the projects they've completed or currently working on with Beaufort County along with local private sector waste management projects they have completed:

Drop-Off Center & Recycling

- Simmonsville Road Convenience Center
- Simmonsville Road MRF Site Analysis
- Shanklin Road Convenience Center

Private Sector Waste Management

- Pro Disposal Pearlstine Road C&D Transfer Station
- Pro Disposal Pearlstine Road MRF
- Pro Disposal Bay Pines MRF
- Carolina Containers C&D Transfer Station
- Carolina Containers Class III Transfer Station
- Barnwell Resources Landfill Improvements & Monitoring
- Appleton Landfill Improvements and Monitoring
- Oliver's Clean Burn Air Curtain Incinerator

SOIL CONSULTANTS, INC. (SCI)

SCI has been actively engaged since 1951 in providing geotechnical engineering and construction materials testing services. In addition to providing geotechnical and construction materials testing services, we expanded our

service scope to include non-destructive testing, limited environmental consulting, and special inspections required by the International Building Code.

Despite service additions, their core business throughout a 70-year history remains geotechnical engineering and construction materials testing. Their focused expertise allows them to provide clients with critical geotechnical and materials-related information. This information assists clients in making necessary design and construction decisions, evaluating costs, assuring quality outcomes, and complying with applicable code requirements. They are proud of our corporate history, but we always seek to provide better services using technological advances.

Soil Consultants, Inc. is incorporated in the State of South Carolina. They hold the following licenses, certifications, and accreditations:

- South Carolina State Board of Registration for Professional Engineers and Surveyors Certificate of Authority (SCLLR)
- South Carolina Department of Transportation Disadvantaged Business Enterprise (SCDOT DBE)
- South Carolina Department of Transportation Small Business Enterprise (SCDOT SBE)
- Governor's Office of Small & Minority Business Assistance Woman-Owned Business
- Charleston County Small Business Enterprise (SBE)
- American Association of State Highway and Transportation Officials Accreditation (AASHTO)

Soil Consultants, Inc.'s main office is located in Charleston, South Carolina, and maintain a satellite office in Myrtle Beach, South Carolina. Their primary geographic service area includes all of South Carolina, with emphasis on Charleston County and surrounding areas.

D.

**EXCEPTIONS,
QUALIFICATIONS
OR EXCLUSIONS
TO THE RFQ**

EXCEPTIONS, QUALIFICATIONS OR EXCLUSIONS TO THE RFQ

We pride ourselves on our continuous efforts and desires to completely understand our clients needs and preferences and to provide them with professional services which not only meet, but hopefully exceed their expectations. One of the key initial steps in developing this level of understanding is the negotiation and development of a mutually acceptable agreement which properly reflects both parties obligations and expectations. We have carefully reviewed the documents and information you provided as a part of your Request for Proposal (RFP), which included Contractual Requirements. As such, we are providing the following modifications for consideration. Deletions are shown with a ~~strikethrough~~. Additions are shown in **blue**.

13.0 INSURANCE REQUIREMENTS

Prior to commencing work/delivery hereunder, Contractor/Vendor, at his expense, shall furnish insurance certification showing the certificate holder as Beaufort County, P.O. Drawer 1228, Beaufort, SC 29901-1228, Attention: Purchasing Director and with a special notation naming Beaufort County as an additional insured on the **General and Automobile** liability coverage. ~~Minimum~~ Coverage shall be as follows:

- a. Commercial General Liability Insurance – Contractor shall have and maintain, during the life of this contract, Commercial General Liability Insurance. Said Commercial General Liability Policy shall contain Contractual Liability and Products/Completed Operations Liability subject to the following ~~minimum~~ limits: \$1,000,000 Each Occurrence/\$2,000,000 General Aggregate and \$2,000,000 Products/Completed Operations Aggregate naming Beaufort County as an additional insured.
- b. Comprehensive Automobile Liability Insurance (if going on-site at any time) - The Contractor shall have and maintain, during the life of this contract, Comprehensive Automobile Liability, including non-owned and hired vehicle, of ~~at least~~ \$500,000 COMBINED SINGLE LIMIT.
- c. ADDITIONAL INSURANCE REQUIREMENT: Umbrella Liability Insurance – Contractor shall have and maintain, during the life of this contract, Umbrella Liability Insurance with a ~~minimum~~ limit of \$2,000,000 **per occurrence and in the aggregate**
- d. Professional Liability (Errors & Omissions) – The vendor shall maintain a limit ~~no less than~~ \$1,000,000 **per claim and in the annual aggregate per occurrence**.

The required insurance policy at the time of issue must be written by a company licensed **and/or authorized** to do business in the State of South Carolina and be acceptable to the County.

The Contractor/vendor shall not cause any insurance to be canceled or permit any insurance to lapse. All insurance policies shall contain a clause to the effect that the policy shall not be canceled or **materially changed** ~~reduced, restricted, or limited~~ until fifteen (15) days after the County has received written notice, as evidenced by return receipt of registered or certified letter. Certificates of Insurance shall contain transcript from the proper office of the insurer, the location, and the operations to which the insurance applies, the expiration date, and the above-mentioned notice of cancellation clause.

The information described above sets forth-minimum amounts and coverages and is not to be construed in any way as a limitation on the Contractor's liability.

14.0 INDEMNITY

The Contractor hereby agrees to indemnify and save harmless the County, its officers, agents, and employees from and against any and all liability, claims, demands, damages, fines, fees, expenses, penalties, suits, proceedings, actions and cost of actions, including **reasonable** attorney's fees for trial and on appeal of any kind and nature **to the extent caused by** ~~arising or growing out of or in any way connected with~~ the **negligent** performance of the Agreement, whether by negligent act of omissions of the Contractor, its agents, servants, employees or others, or because of or due to the mere existence of the Agreement between the parties.

15.0 TERMINATION FOR DEFAULT

The performance of Work under the Agreement may be terminated by the Purchasing Director, in accordance with this clause, in whole or in part, in writing, whenever the Director of Purchasing shall determine that the Contractor has failed to meet the performance requirements of this Agreement **and Contractor has failed to cure such cause within a reasonable time as set forth in a written notice**.

The Purchasing Director has the right to terminate for default, if the Contractor fails to make delivery of the supplies or perform the Work, or if the Contractor fails to perform the Work within the time specified in the Agreement, or if the Contractor fails to perform any other provisions of the Agreement **and Contractor has failed to cure such cause within a reasonable time as set forth in a written notice**.

E.

**EXHIBITS
A & B**

EXHIBIT A**Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion**

The contractor certifies, by submission of this qualification statement or acceptance of a contract, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any State, Federal department, or agency.

It further agrees by submitting this qualification statement that it will include this clause without modification in all lower tier transactions, solicitations, QUALIFICATIONS, contracts, and subcontracts. Where the bidder/contractor or any lower tier participant is unable to certify to this statement, it shall attach an explanation to this solicitation/bid.

State whether your company has been involved in any litigation within the past five (5) years, arising out of your performance.

Circle Yes or No.

if you answer yes, explain fully if it has been involved in any litigation involving performance.

In today's legal environment, claims and litigation are a reality for any large company in the industry, regardless of performance or merit. When claims do occur, we are proactive and cooperative in reaching a resolution that is fair and reasonable to all. We value the confidences of our clients as well as our contractual commitments to confidentiality, and do not discuss with third parties the circumstances involving ongoing projects. We would take the same position with information regarding our work on this project.

If necessary, we would be willing to meet in person with you to discuss the merits or background of past claims. There are no claims or litigation that could impede our ability to perform this project, and we have maintained professional liability insurance in force continually since 1958 for the protection of us and our clients.

EXHIBIT B

CERTIFICATION BY CONTRACTOR


Regarding

NON-SEGREGATED FACILITIES

The Bidder certifies that he does not, and will not, provide and maintain segregated facilities for his employees at his establishments and, further that he does not, and will not, permit his employees to perform their services at those locations, under his control, where segregated facilities are provided and maintained. Segregated fountains, transportation, parking, entertainment, recreation, ad housing facilities; waiting, rest, wash, dressing, and locker room, and time clock, work, storage, restaurant, and other eating areas which are set apart in fact, or by explicit directive, habit, local custom, or otherwise, based on color, creed, national origin, and race. The Bidder agrees that, except where he has obtained identical certifications from proposed subcontractors for specific time periods, he will obtain identical certifications from proposed subcontractors prior to the award of subcontractors exceeding **\$10,000.00** which are not exempt from the provisions of the Equal Opportunity clause, and that he will retain such certifications in his files.

The Bidder agrees that a breach of this certification is a violation of the Equal Opportunity clause in this Contract. The penalty for making false statements is prescribed in 18 U.S.C. 1001.

HDR Engineering, Inc. of the Carolinas
Contractor


(Signature)

Robert J. Rella, PE | Senior Vice President
Name and Title of Signer

October 12, 2022
Date



hdrinc.com

We practice increased use of sustainable materials and reduction of material use.

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