



Public Facilities and Safety Committee Beaufort County, SC

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

Monday, January 23, 2023
3:00 PM

AGENDA

COMMITTEE MEMBERS:

LOGAN CUNNINGHAM, CHAIRMAN
THOMAS REITZ
ANNA MARIA TABERNIK

DAVID P. BARTHOLOMEW, VICE-CHAIRMAN
PAULA BROWN
JOSEPH F. PASSIMENT

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
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- Public Facilities, November 21, 2022
- [6.](#) **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)**

AGENDA ITEMS

- [7.](#) RECOMMEND APPROVAL 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
- [8.](#) RECOMMEND APPROVAL 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*)

- [9.](#) RECOMMEND APPROVAL OF A RESOLUTION TO COMMISSION ANIMAL SERVICE OFFICER- DAVID DUFFY
- [10.](#) RECOMMENDATION TO AWARD IFB #011023E YEAR 6 RESURFACING AND CEI.
- [11.](#) RECOMMEND APPROVAL OF A CONTRACT AWARD FOR A&E SERVICES FROM KIMLEY HORN AND ASSOCIATES, INC. TO PROVIDE DESIGN AND CONSTRUCTION ADMINISTRATION FOR THE BAILEY MEMORIAL PARK, LOCATED IN THE TOWN OF BLUFFTON.
- [12.](#) RECOMMEND APPROVAL OF A CONTRACT AWARD FOR A&E SERVICES FROM KIMLEY HORN AND ASSOCIATES, INC. TO PROVIDE DESIGN FOR THE PINEVIEW PRESERVE, LOCATED ON LADY’S ISLAND
- [13.](#) RECOMMEND APPROVAL OF A CONTRACT AWARD TO WILDWOOD CONSTRUCTION FOR CONSTRUCTION SERVICES TO BUILD PICKLEBALL COURTS AT BURTON WELLS PARK
- [14.](#) RECOMMEND 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.
- [15.](#) RECOMMEND APPROVAL OF A CONTRACT AWARD TO HDR ENGINEERING FOR SOLID WASTE & RECYCLING ON-CALL CONSULTING

EXECUTIVE SESSION

16. PURSUANT TO S.C. CODE SEC. 30-4-70 (A)(2): DISCUSSION OF NEGOTIATIONS INCIDENT TO PROPOSED CONTRACTUAL ARRANGEMENTS AND PROPOSED PURCHASE OF REAL PROPERTY (COOLER TRACT)
17. PURSUANT TO S.C. CODE SEC. 30-4-70 (A)(2): DISCUSSION OF NEGOTIATIONS INCIDENT TO PROPOSED CONTRACTUAL ARRANGEMENTS AND PROPOSED ACQUISITION OF REAL PROPERTY (DONCASTER LANE; SUN CITY HILTON HEAD COMMUNITY ASSOCIATION, INC.)
18. MATTERS ARISING OUT OF EXECUTIVE SESSION
19. ADJOURNMENT

**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>



Public Facilities Committee Beaufort County, SC

This meeting was held in person at the County Council Chambers, 100 Ribaut Road, Beaufort, and virtually through Zoom.

**Monday, November 21, 2022
3:00 PM**

MINUTES

Watch the video stream available on the County's Website to hear the whole discussion or presentation on a specific topic or the complete meeting. <https://beaufortcountysc.new.swagit.com/videos/190026>

1. CALL TO ORDER

Committee Chairman Rodman called the meeting to order at or around 3:45 PM.

PRESENT

Committee Chairman Stu Rodman
Committee Vice-Chair York Glover
Council Member Joseph F. Passiment
Council Member Chris Hervochon
Council Member Mark Lawson
Council Member Lawrence McElynn

ABSENT

Council Member Brian Flewelling
Council Member D. Paul Sommerville
Council Member Gerald Dawson
Council Member Alice Howard
Council Member Logan Cunningham

2. PLEDGE OF ALLEGIANCE

Committee Chairman Rodman led the Pledge of Allegiance.

3. FOIA

Committee Chairman Rodman 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 to Amend: It was moved by Council Member Passiment, seconded by Council Member Glover, to reconsider the previous motion to approve the agenda and reapprove the agenda with the addition of an item on the contractual amount for Talbert, Bright & Ellington relative to the airport.

The Vote - The motion was approved without objection.

Motion: It was moved by Council Member Passiment, seconded by Council Member Glover, to approve the agenda as amended.

The Vote - The motion was approved without objection.

5. APPROVAL OF MINUTES

Motion: It was moved by Council Member Passiment, seconded by Council Member Glover, to approve the minutes of October 17, 2022.

The Vote - The motion was approved without objection.

6. CITIZEN COMMENTS

No citizen comments.

7. DIVISION UPDATE FROM ASSISTANT COUNTY ADMINISTRATOR, JARED FRALIX

Please watch the video stream available on the County's website to view the entire discussion.

<https://beaufortcountysc.new.swagit.com/videos/190026?ts=81>

Assistant County Administrator Fralix updated the Committee on the following items: the US 278 independent review solicitation, the public meeting to discuss Burnt Church projects, the development of an intelligent transportation master plan, the retiming of Boundary Street and Ribaut Road signals, progress on boat landing improvements, irrigation system and traffic signal maintenance, and progress on dirt road grading.

County Administrator Greenway recommended a motion to add an agenda item and thanked Committee Chairman Rodman for his service on the Public Facilities Committee.

Motion: It was moved by Council Member Passiment, seconded by Council Member Glover, to reconsider the previous motion to approve the agenda and reapprove the agenda with the addition of an item on the contractual amount for Talbert, Bright & Ellington relative to the airport.

The Vote - The motion was approved without objection.

8. A PRESENTATION ON BEAUFORT COUNTY'S PRIORITIZED 5-YEAR SCDOT SECONDARY RESURFACING PROGRAM

Please watch the video stream available on the County's website to view the entire discussion.

<https://beaufortcountysc.new.swagit.com/videos/190026?ts=542>

ACA Fralix introduced the item and explained the SC Department of Transportation mandate for secondary resurfacing and allocation of funds.

Craig Gordon discussed the following points: the analysis of Beaufort County-owned roads, opportunities for and progress on road improvement projects, road maintenance funding requirements, and evaluation of ADT routes.

Richard Turner discussed the CTC's hiring of AMT Engineering to evaluate the low-volume secondary road program and to develop a five-year program. Mr. Turner explained the data collected on road conditions and land use characteristics, the available road treatment options, and the five-year plan recommendations.

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

Please watch the video stream available on the County's website to view the entire discussion.

<https://beaufortcountysc.new.swagit.com/videos/190026?ts=1541>

ACA Fralix provided an overview of the 2026-2030 dirt road paving plan, including selecting CONSOR Engineers to assist with the project.

Dan Chism discussed the scoring components used to evaluate dirt roads, the results of the ranking system, and the expenditures and roads targeted in the proposed five-year plan.

Council Member Glover and Mr. Chism discussed the paving of rural and legacy roads.

Council Member Passiment and ACA Fralix discussed progress on road pavement projects scheduled for 2022 and the 2023 timeline.

Motion: It was moved by Council Member Passiment, seconded by Council Member Lawson, to recommend approval of a resolution updating Beaufort County's prioritized 5-year dirt road paving program.

The Vote - The motion was approved without objection.

10. RECOMMEND 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

Items 10 and 11 were voted on as a package.

Jon Remold discussed accepting the SC Aeronautics Commission grant for the runway rehabilitation project's design and bidding.

Motion: It was moved by Council Member Glover, seconded by Council Member Passiment, to recommend 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.

The Vote - The motion was approved without objection.

11. RECOMMEND APPROVAL OF A RESOLUTION TO APPROVE A COMMERCIAL PROPERTY LEASE AGREEMENT BETWEEN BEAUFORT COUNTY - 36 HUNTER ROAD, HILTON HEAD ISLAND, SC 29926 - AND AVIS BUDGET GROUP

Jon Rembold discussed a property acquired on Hunter Road and the property's recurring revenue potential due to a lease with a rental car company.

Motion: It was moved by Council Member Glover, seconded by Council Member Passiment, to recommend approval of a resolution to approve a commercial property lease agreement between Beaufort County - 36 Hunter Road, Hilton Head Island, SC 29926 - and Avis Budget Group.

The Vote - The motion was approved without objection.

12. AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) LISTS FOR BEAUFORT EXECUTIVE AIRPORT (ARW) AND HILTON HEAD ISLAND AIRPORT (HXD). (FOR INFORMATION ONLY)

Please watch the video stream available on the County's website to view the entire discussion.

<https://beaufortcountysc.new.swagit.com/videos/190026?ts=2579>

Jon Rembold discussed the five-year plan for the Beaufort Executive and Hilton Head Airports, including submitting the capital projects plan to the FAA, the airport layout plan update, projected costs and major projects, and reimbursement of property acquisitions.

12A. AMENDMENT TO THE WORK AUTHORIZATION FOR THE DESIGN AND BIDDING OF THE HILTON HEAD ISLAND AIRPORT TERMINAL

Please watch the video stream available on the County's website to view the entire discussion.

<https://beaufortcountysc.new.swagit.com/videos/190026?ts=2801>

Jon Remold discussed the previous bidding for the project, the division of the project into phases, the design component of the amendment, and the hourly number for construction administration and inspections.

Motion: It was moved by Council Member Passiment, seconded by Council Member Glover, to recommend approval of a Talbert, Bright & Ellington work authorization 2119-1905, Amendment One.

Discussion: Committee Chairman Rodman and Mr. Rembold discussed grant funding, concerns about being shovel-ready, and the bidding process.

The Vote - The motion was approved without objection.

13. RECOMMEND APPROVAL TO NEGOTIATE AND FINALIZE A CONTRACT WITH THE GREEN MACHINE FOR THE PURCHASE OF MATERIALS RECOVERY FACILITY EQUIPMENT - MRF (FISCAL IMPACT: \$2,597,700.00)

Please watch the video stream available on the County's website to view the entire discussion.

<https://beaufortcountysc.new.swagit.com/videos/190026?ts=3257>

Dave Wilhelm provided an overview of the processing equipment purchase plans, the labor intensity of recyclable sorting, the recommendation to enter into a contract with Green Machine, and the MRF's operational capacity and preferred site location.

Motion: It was moved by Council Member Passiment, seconded by Council Member Glover, to recommend approval to negotiate and finalize a contract with the Green Machine for the purchase of materials recovery facility equipment - MRF.

Discussion: Council Member Hervochon and Mr. Wilhelm discussed automation and inflation impacts on machinery costs.

Committee Chairman Rodman and Mr. Wilhelm discussed the approval of the land swap, the project's funding, and the negotiation process.

Council Member Hervochon proposed an amendment to direct staff to locate funding for automation, and Committee Chairman Rodman said to assume that will be included in the item brought forward to County Council.

The Vote - The motion was approved without objection.

14. RECOMMEND APPROVAL 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 Passiment, seconded by Council Member Lawson, to recommend approval of an ordinance authorizing the conveyance of county-owned real property located at 108 Clear Water Way to SCDT for a dedicated right turn lane on Grober Hill Road.

The Vote - The motion was approved without objection.

15. DISCUSSION CONCERNING THE SCOTT CENTER LEASE AND REQUESTED FACILITY IMPROVEMENTS

Please watch the video stream available on the County's website to view the entire discussion.

<https://beaufortcountysc.new.swagit.com/videos/190026?ts=3896>

County Administrator Greenway highlighted concerns related to Scott Center facility improvements, including the potential lack of a valid lease and the requirement for the concession stand to be rebuilt if removed by the County.

Council Member Passiment requested that the County Attorneys examine the lease agreement to determine its validity and expressed his view that taxpayer dollars should not be spent on property not owned by the County.

County Administrator Greenway commented on Scott Center expenditures over the past few years.

Council Member Glover and Mr. Greenway discussed lease expiration and renewal. Council Member Glover proposed the development of a longer-term lease to rectify the situation. Mr. Greenway said he would be open to negotiating a lease renewal to ensure any improvements made to the property benefit the community.

Motion: It is moved by Council Member Passiment, seconded by Council Member Lawson, to direct the administration to bring forward a lease agreement prior to any expenditure of public funds at the Scott Center site.

The Vote - The motion is approved without objection.

16. CHAIRMAN'S WRAP UP

No wrap-up comments were provided.

17. ADJOURNMENT

Adjourned: at or around 5:03 PM.

Ratified:

January 19, 2023

To: Stakeholder

If you are receiving this letter, please help the facilitation in working with Beaufort County. As a Beaufort resident starting in 1975 (kindergarten grade), and years later lived on HHI, I know throughout the county firsthand the parks and recreation successes, lack of progress, and counterproductive decisions.

We would like people to step up and meet us halfway, if not, the next generation continues to get slapped in the face. Beaufort Trailblazers, formerly Beaufort Trailheads, is always ready to help build trails. This is what the community wants.

In regards,

Joe Mac

Beaufort Trailblazers, volunteer group
1809 Boundary Street
Beaufort, SC 29902
843-575-0021 call/text
universitybicycles@hotmail.com

Cc:
Rural & Critical Lands Board Members (11 members)
Stefanie Nagid, Passive Parks Manager
Kate Schafer, Open Land Trust
Jessie White, Coastal Conservation League

Proposal for Singletrack

Biking/Hiking Trail

**Pineview Tract (Sams Pt Rd), Pine Island (Dulamo Rd),
Burlington Plantation (Joe Frazier Rd), etc.**



Proposal Summary

Beaufort Trailblazers is eager to assist in the design, construction & maintenance of a natural surfaced singletrack biking/hiking trail in portions of the Pineview Tract on Lady's Island. While this proposal is specifically aimed at the Pineview property, our group is open to any available lands in the area.

Throughout urban and suburban communities, there is a growing demand for natural trails for both hiking and biking. The development of a singletrack trail in the Pineview Tract will help meet this demand and contribute to making the Beaufort County and surrounding areas an even more desirable place to live and do business.

A singletrack trail system provides local citizens with an opportunity to experience mountain biking locally. The trail will also be intentionally designed to be mixed-use and therefore will be accessible to and appreciated by people participating in a variety of outdoor activities, including biking, running and hiking.

When completed, the trail system will consist of approximately four miles of natural, mixed-use singletrack trail suitable for beginner, and intermediate-level mountain bikers and other outdoor recreation (see "Defining Singletrack" section for more information).

Beaufort Trailblazers will provide volunteer labor to build and maintain trails on approved lands and will perform any necessary fundraising needed for trail signage and an information kiosk at the trailhead. Beaufort Trailblazers will provide ongoing trail maintenance at no cost to Beaufort County.

This document:

1. Introduces key stakeholders for the proposed trail system.
2. Defines 'singletrack' trail and outlines the benefits of this type of trail.
3. Describes the growing demand for natural trails in Beaufort County.
4. Outlines benefits of a singletrack trails system in Pineview Tract.
5. Addresses potential concerns about the proposed trail system.

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Defining Singletrack Trail

The term "mountain bike trail" is used to describe a lot of different types of trails, everything from a smooth, mellow & wide unpaved bike path to the extremely steep, rocky trails that traverse down the sides of mountains.

The proposed mountain bike trails system in the Pineview Tract will consist of natural, mixed-use singletrack trail suitable for beginner and intermediate-level mountain bikers (including children) and other activities such as hiking and running.

Definition: Singletrack trails are low-impact trails that consist of local dirt, sediments, and terrain features found in the immediate vicinity of the trail. Singletrack trails tend to wind around obstacles such as trees, large rocks and bushes. Singletrack trails typically blend into the surrounding environment and have a very small footprint in terms of both the amount of space occupied and the actual ecological impact.

Construction: Singletrack trail construction begins by clearing the trail 'corridor' of brush, foliage and low-hanging limbs that are in the immediate path of the trail. This 'corridor' (the area cleared of brush) of a singletrack trail is typically 2-6 ft. wide by 8 ft. tall and focuses on minimizing ecological impact. After the trail corridor is cleared, the 'tread' of the trail is created by clearing a narrow area of leaves, grass, moss, etc. to expose the dirt below. Typically, the 'tread' of a singletrack trail is 12 to 18 inches wide and is natural dirt or grass surface.

Maintenance: Singletrack requires regular maintenance to keep the corridor clear of foliage and the tread clear of leaves/debris, but maintenance costs are remarkably low, and seldom involves specialized tools or equipment. Usually, a weed whacker, a leaf blower (or rake) and a hand saw are all that is required to perform singletrack trail maintenance.

Contrasts with Doubletrack Trails: In contrast to singletrack trails, doubletrack trails are wider (usually wide enough for four-wheeled vehicles), but require more labor to build and maintain. Singletrack trails are preferred by mountain bikers (and many trail runners and hikers) because they provide a more immersive experience in nature and the tight twists and turns of singletrack offer greater technical challenge.

Key Stakeholders

1) **Beaufort Trailblazers (BT)**—A volunteer-based organization dedicated to building sustainable trails and creating environmentally responsible off-road recreational opportunities in the City of Beaufort and surrounding areas. BT would build and maintain the trails with the guidelines set forth by the International Mountain Bike Association (IMBA) (www.imba.org) founded in 1988. IMBA's network includes 35,000 individual members and at least 750 chapters throughout all 50 U.S. states, most Canada provinces and 30 other countries. IMBA's efforts include the following:

- Teaching environmentally responsible trail building and trail etiquette practices.
- Encouraging grassroots advocacy, innovative trail management, and volunteer trail work participation.
- Promoting cooperation among different trail user groups

2) **City of Beaufort and Beaufort County**—Serve parks, recreation, and tourism needs.

3) **Grounded Running/Beaufort Track Club**—Grounded Running is the premier provider of running gear, apparel, accessories and nutritional needs. On road and off-road running events are conducted by Grounded Running organization on a regular basis. Beaufort Track Club uses running tracks, neighborhood streets and existing natural trails for training runs. With 4 miles of trails, 5k races could be held as fundraising events.

Demand for Natural Trails

Based on local, regional and national trends, demand for mixed-use, natural trails is growing, especially in expanding urban and suburban environments.

As a growing number of people live, work and recreate in urban/suburban communities, there is a corresponding growth in the demand for natural areas and natural trails within these communities. MTB'ers want to bike in a scenic location, so they want to keep the place looking nice. MTB features can be attractive, too, when done well.

It is in Beaufort County's best interest to be pro-recreation making Beaufort County a desirable place to live and/or run a business, and will keep the area competitive with cities that have built mountain bike trails (Charleston suburbs, Florence, Myrtle Beach, Irmo, Spartanburg, Wallhalla, N Augusta). MTB'ing is big and only getting bigger.

Emergence of Mountain Biking as a Youth Sport

Within the last several years, 29 states (AL, AZ, AR, CA, CO, FL, GA, ID, IN, KS, KY, MN, MT, MO, NE, NV, NJ, NY, NC, OH, OR, PA, SC, TN, TX, UT, VA, WV, WI), including South Carolina and Georgia, have established high school mountain bike leagues. Currently there is not a league in Beaufort County. Mountain bike trails could serve as the impetus to get local schools involved in a multi-partner initiative.

Popular Singletrack Trail in South Carolina

- **Biggin' Creek**, Moncks Corner, 5 miles, the most technical trail within 80 miles of Beaufort
- **Forks Area Trails System aka FATS** (Sumter N.F.), Clarks Hill, 37 miles
- **Harbison S.F.**, Irmo, 20 miles
- **High Hill Creek**, Florence, 4 miles, built in 2020
- **The Hulk**, Myrtle Beach, 7 miles on 72 acres, owned by Horry County and maintained by the Myrtle Beach Area Mountain Bike Association
- **Marrington Plantation** (Joint Base Charleston), Goose Creek, 17 miles
- **Poinsett S.P.**, Wedgefield, 25 miles
- **Stump House Mountain Bike Park**, Walhalla, 14 miles + 10 miles Phase 3 Design

Benefits of a Singletrack Trails System in the Pineview Tract

- **Promotes healthy, active, outdoor recreation:** Getting outside isn't just fun, it's essential to our well-being. Countless studies show that both exercise and spending time outdoors help promote physical and mental health. Access to singletrack trails in the Pineview Tract will help community members to engage in activities that contribute positively to their health and quality of life.
- **Multi-use versatility:** The versatility of singletrack trails makes them appreciated by a wide assortment of user groups and skills. Singletrack trails increase the accessibility of natural areas for a wide variety of nature-based activities, such as hiking, bird-watching and trail running.
- **Economic Benefits:** Singletrack trails attracts new residents, improves retention of residents in community and facilitates commerce at local businesses. Fayetteville, AR built trails, and in 2017 the economic benefits were \$137 million to Northwest Arkansas.
- **Low Ecological Impact:** Singletrack trails are an intentionally-designed immersive experience in nature. A key purpose of these trails is to provide access to the beauty of nature. Additionally, singletrack trails can help improve the ecological health of natural public areas by providing greater access to hard-to-reach areas.
- **Utilize Existing Assets:** The natural areas within the Pineview Tract are a natural getaway in a community that is seeing ever expanding development. These areas are a great asset to the community, and will become even more important as the County continues to grow. Currently, without trails to access these areas, they are difficult to fully appreciate and represent an under-utilized asset to the community.

Typical Signage Used

Mountain bike trails require a variety of signage.

Trailhead: A kiosk will provide users with a large-scale map of the trail system and guidelines regarding the use of the trails, such as:

- **Multi-use trails:** These trails are intended for mountain biking, hiking and running. People of all ages and abilities use these trails. Be mindful, be careful and be respectful of other users.
- **Yield Appropriately:** Strive to make each pass a safe and courteous one—a friendly greeting or bell ring are good methods of letting others know of your presence on the trail. Try to anticipate other trail users as you ride around corners. Bicyclists should yield to other users.
- **Trails Closed When Wet:** Riding, running or walking on wet trails will damage trails. Wait approximately 24 hours after significant rain before using the trail.
- **Control Your Bicycle:** Inattention for even a moment could put yourself and others at risk. Pay special attention at intersections. Ride within your limits.
- **Non-Motorized Trail:** This trail system is for non-motorized traffic only.
- **Animal Rules:** Clean up after your pets. Must be on leash.
- **Directional use:** This is a singletrack trail. Travel is permitted in both clockwise and counter-clockwise directions.
- **Major Intersections:** Warning signs will be posted where the trail approaches significant intersections. "Back to Parking" signs will be posted to direct users back to the parking lot.
- **Unexpected or potentially-dangerous obstacles:** Signs will be placed well in advance of any unexpected or potentially-dangerous obstacles in the path of the trail thus giving bike riders opportunity to slow down and dismount if necessary.

Concerns Regarding Singletrack Trails

A number of concerns arise surrounding the installation and use of singletrack. This section seeks to provide accurate and research-based information about those concerns:

- **Environmental Concerns:**

There are some misconceptions that trail construction damages trees or creates erosion. IMBA trail building standards prevents damage to the environment. These standards have been scientifically tested and have been proven to minimize ecological impact.

- **Impacts to Wildlife:**

Some fear that the use of the trail will scare away the wildlife. Singletrack trails marginally impact the environment and research suggests that this disruption has minimal effect on wildlife; often wildlife will actually utilize the trails.

Contact Information

For additional information, please contact:

Joe Mac

universitybicycles@hotmail.com

843 575 0021 call/text

Current Volunteers:

Henry Heyward

Colton Janssen

Taylor Janssen

Henry Lovett

Joe Mac

Carl Sapp

Mary Beth Sarnowski

Nathan Sturre

Kody Wilson



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

| |
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| 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]

IN WITNESS WHEREOF, the Parties hereto have set their hands and affixed their respective seals the day and year first above written.

WITNESSES:

GRANTOR

(Signature of Witness #1)

Van Willis
Town of Port Royal Manager

(Signature of Witness #2 – the Notary Public)

STATE OF SOUTH CAROLINA)
)
COUNTY OF BEAUFORT)

ACKNOWLEDGMENT

I, the undersigned Notary Public, do hereby certify that **Van Willis** 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.

Notary Public for South Carolina
My Commission Expires: _____

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 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 FACILIITES—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 ARITICLE 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 FACILIITES—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.~~

PUBLIC FACILITIES/SAFETY COMMITTEE CONSIDERATION 01.23.2023

- (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:

PUBLIC FACILITIES/SAFETY COMMITTEE CONSIDERATION 01.23.2023

- (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

July 18, 2020

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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

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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

| | Parks & | | | Solid | | | Maximum | Current Dev. | Increase/ |
|--|---------|--|--|-------|--|--|---------|--------------|-----------|
|--|---------|--|--|-------|--|--|---------|--------------|-----------|

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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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 | Acres | \$69,122 |
| | Nonresidential | 0.00 | | |

| 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 |

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 | per 1,000 persons |
| | Nonresidential | 0.00 | | per 1,000 jobs |
| | | | | \$234,923 |

| 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).

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 | Square Feet | per 1,000 persons |
| | Nonresidential | 0.00 | | per 1,000 jobs |
| | | | | \$37 |

| 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 |

Capital Improvement Plan and Development Impact Fee Study DRAFT
Beaufort County, South Carolina

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.

Capital Improvement Plan and Development Impact Fee Study DRAFT
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 | \$14,000 |
| | Nonresidential | 0.00 | | |

| 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

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 |

| 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

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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.

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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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 per 1,000 vehicle trips |
| | Nonresidential | 0.03 | | |
| | | | | \$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.

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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 |
|--|--------------------|

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 |
|---|--------------------|

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 |
| | | | \$571,250 |

| Growth-Related Need for Fire Apparatus | | |
|--|---------------------------|----------------|
| Year | Equivalent Dwelling Units | Total Vehicles |
| Base | 2019 | 36,276 |
| Year 1 | 2020 | 20.0 |
| Year 2 | 2021 | 37,296 |
| Year 3 | 2022 | 20.5 |
| Year 4 | 2023 | 38,317 |
| Year 5 | 2024 | 21.1 |
| Year 6 | 2025 | 39,337 |
| Year 7 | 2026 | 21.6 |
| Year 8 | 2027 | 40,357 |
| Year 9 | 2028 | 22.2 |
| Year 10 | 2029 | 41,378 |
| | | 22.8 |
| | | 42,398 |
| | | 23.3 |
| | | 43,418 |
| | | 23.9 |
| | | 44,438 |
| | | 24.4 |
| | | 45,459 |
| | | 25.0 |
| | | 46,487 |
| | | 25.6 |
| Ten-Year Increase | | 10,211 |
| | | 5.6 |

| | |
|---|--------------------|
| Growth-Related Expenditures for Fire Apparatus | \$3,199,000 |
|---|--------------------|

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 |
|---|------------------|

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 |
|---|--------------------|

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

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 |
|--|------------------|

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?”

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.

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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 | |

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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 2020 | 2 2021 | 3 2022 | 4 2023 | 5 2024 | 6 2025 | 11 2030 | Increase |
| 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.

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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 ($\$235,053,500 / 1,585,901 \text{ VMT} = \$148.21 \text{ per VMT, rounded}$).

Figure 94. Roadway Improvement Projects – South of the Broad

| Project | Description | Total Cost | Penny Referendum Offset | County Contribution (85%) |
|---------|-------------|------------|-------------------------|---------------------------|
|---------|-------------|------------|-------------------------|---------------------------|

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

| Development Type | Parks & Recreation | Library | EMS | Solid Waste | Transportation | Fire [1] | Maximum Supportable Fee | Current Dev. Impact Fee Total | Increase/ (Decrease) |
|------------------|--------------------|---------|-----|-------------|----------------|----------|-------------------------|-------------------------------|----------------------|
|------------------|--------------------|---------|-----|-------------|----------------|----------|-------------------------|-------------------------------|----------------------|

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 |

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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 |

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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 Household Income (2018) | Median Annual Household 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.

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.

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| | 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.

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Figure 134. Employment and Nonresidential Floor Area Projections - Countywide

| Industry | Base Year | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Total Increase |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| | 2019 | | | | | | | | | | | |
| 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

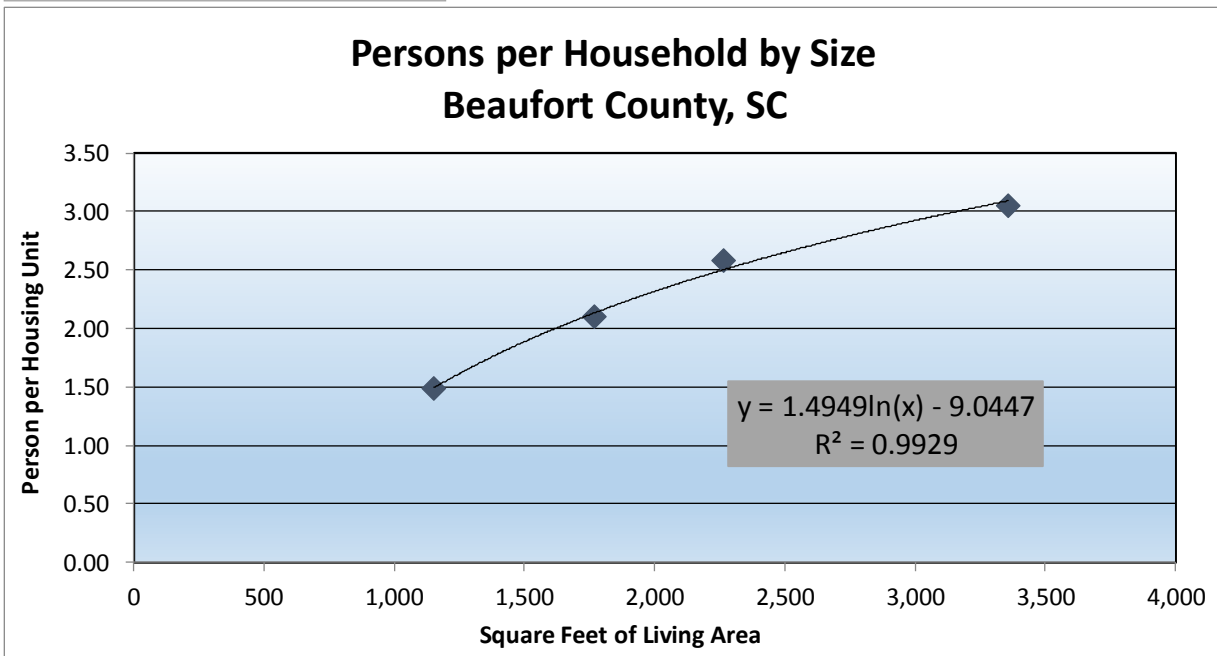
To calculate countywide household sizes by housing unit size, the average floor area by bedrooms and number of persons by bedrooms are plotted in Figure 143. The average floor area for a single family unit is available for the South Atlantic region from the U.S. Census Bureau and applied to the 2, 3, 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 |

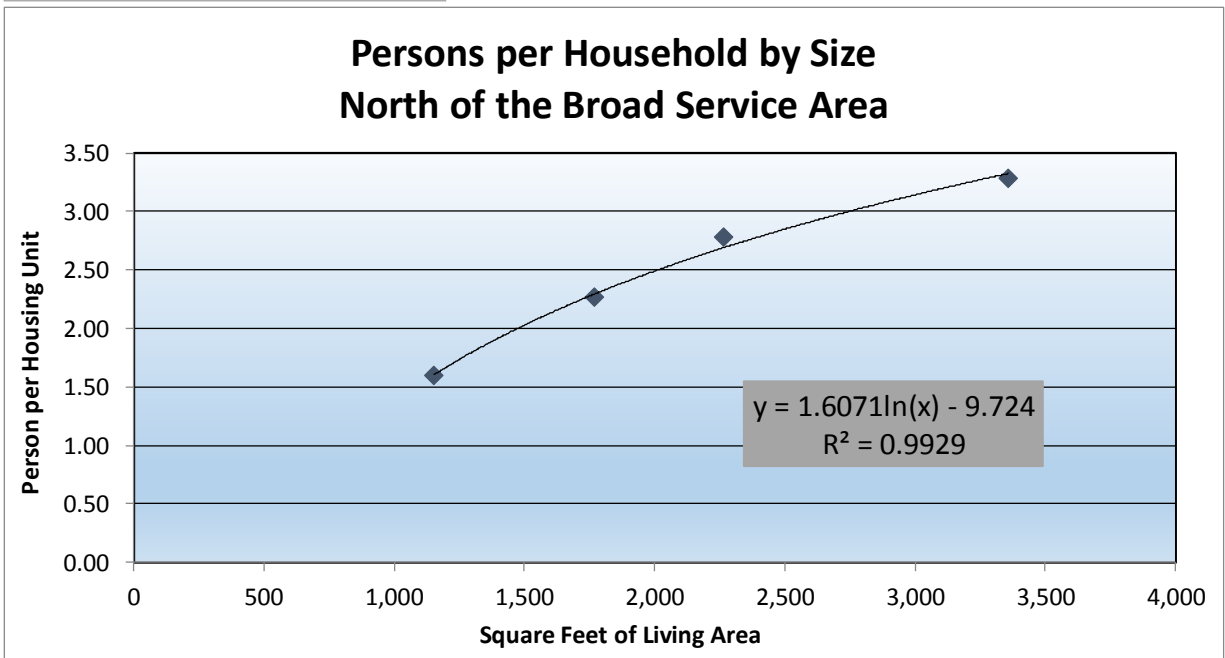
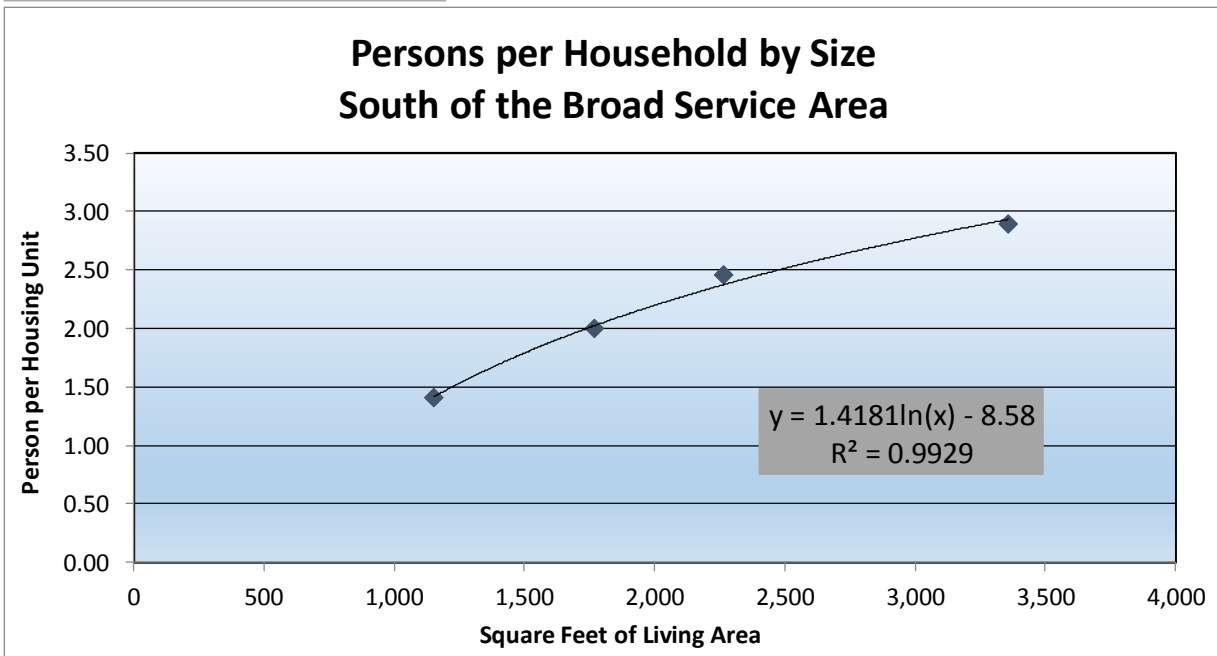


Figure 146. Persons per Household by Housing Size – South of the Broad Service Area

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

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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 | 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 148. The logarithmic trend line

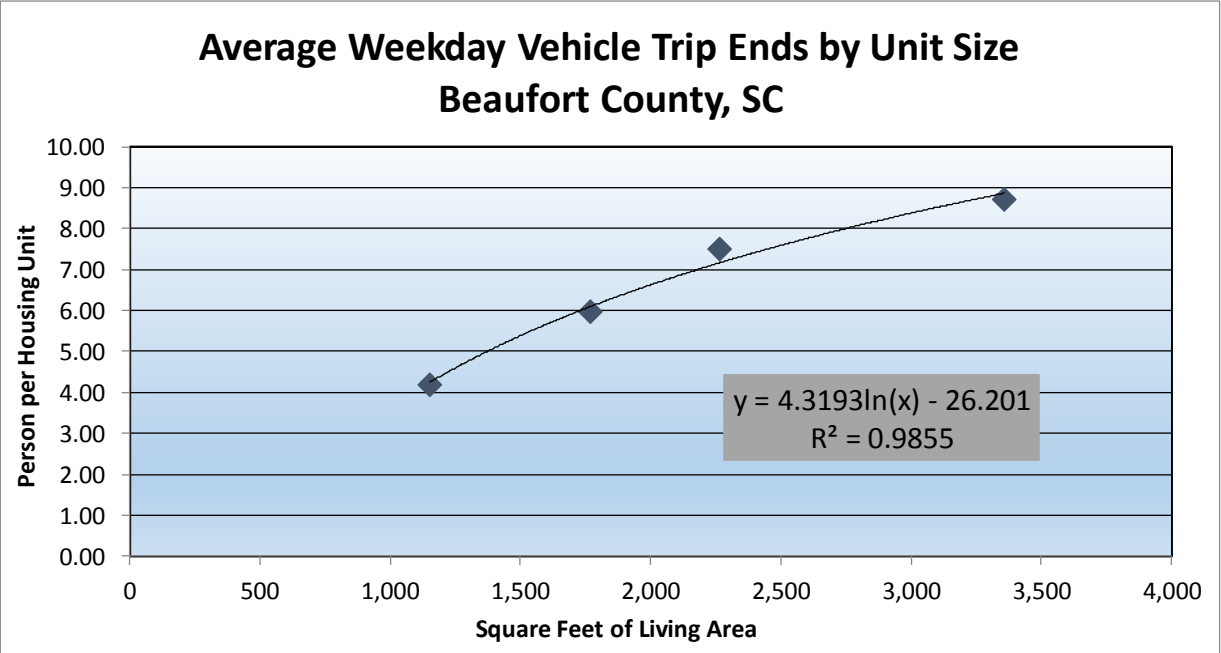
formula, derived from the four actual averages in Beaufort County, is used to derive estimated trip ends by housing size.

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 |

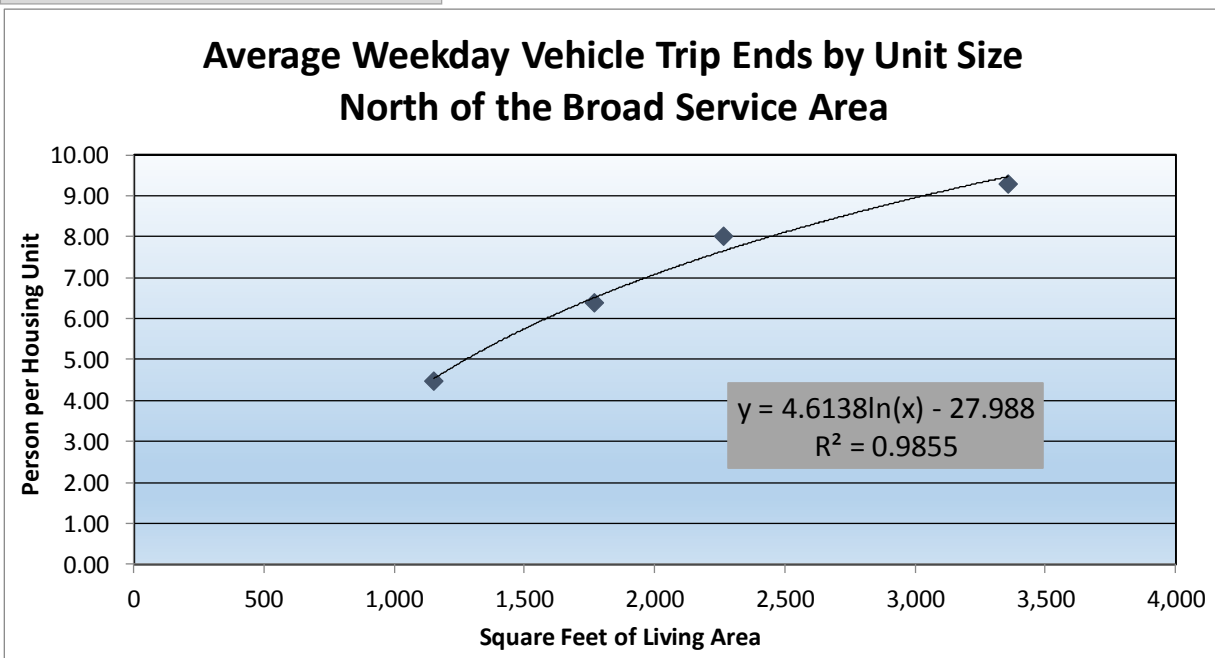
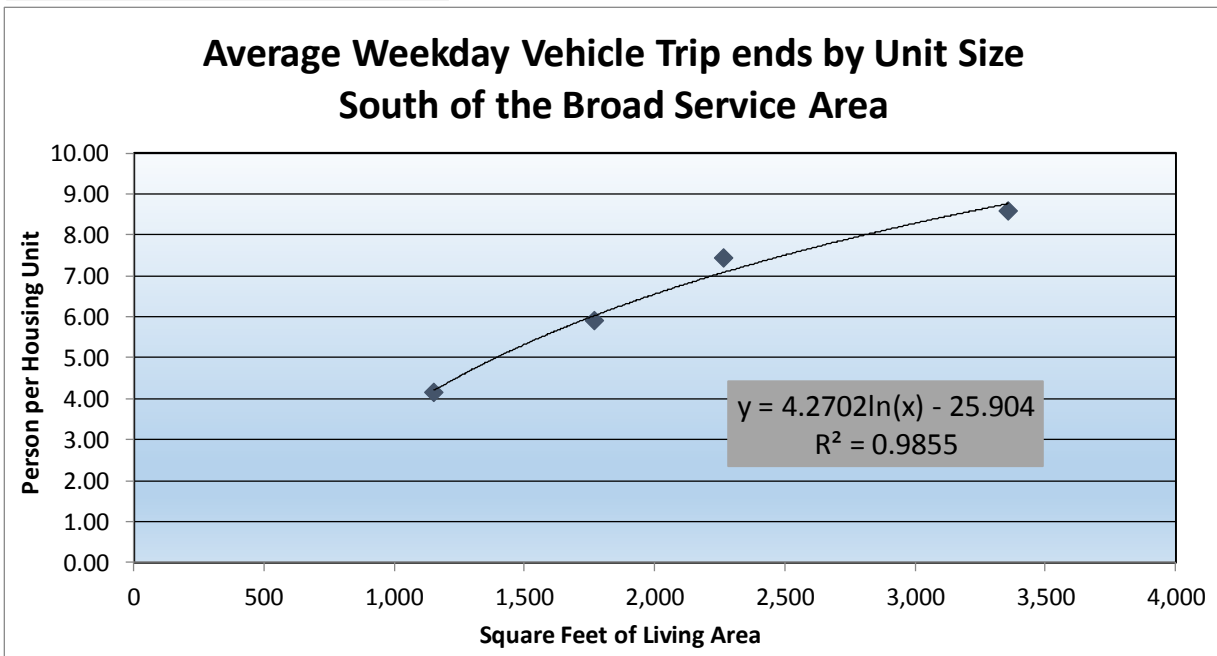


Figure 151. Vehicle Trip Ends by Housing Size – South of the Broad Service Area

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.

(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:

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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

November 15, 2022

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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.

Transportation Capital Improvement Plan and Development Impact Fee Study *DRAFT*
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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).

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

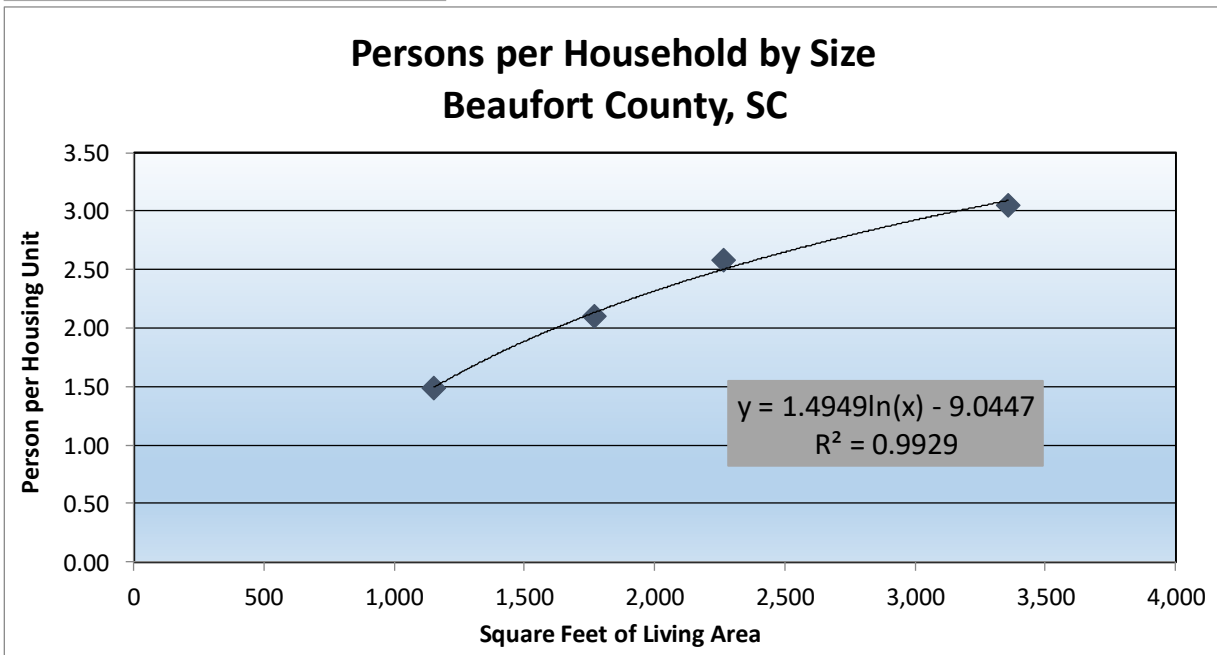
To calculate countywide household sizes by housing unit size, the average floor area by bedrooms and number of persons by bedrooms are plotted in Figure 15. The average floor area for a single family unit is available for the South Atlantic region from the U.S. Census Bureau and applied to the 2, 3, 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 |

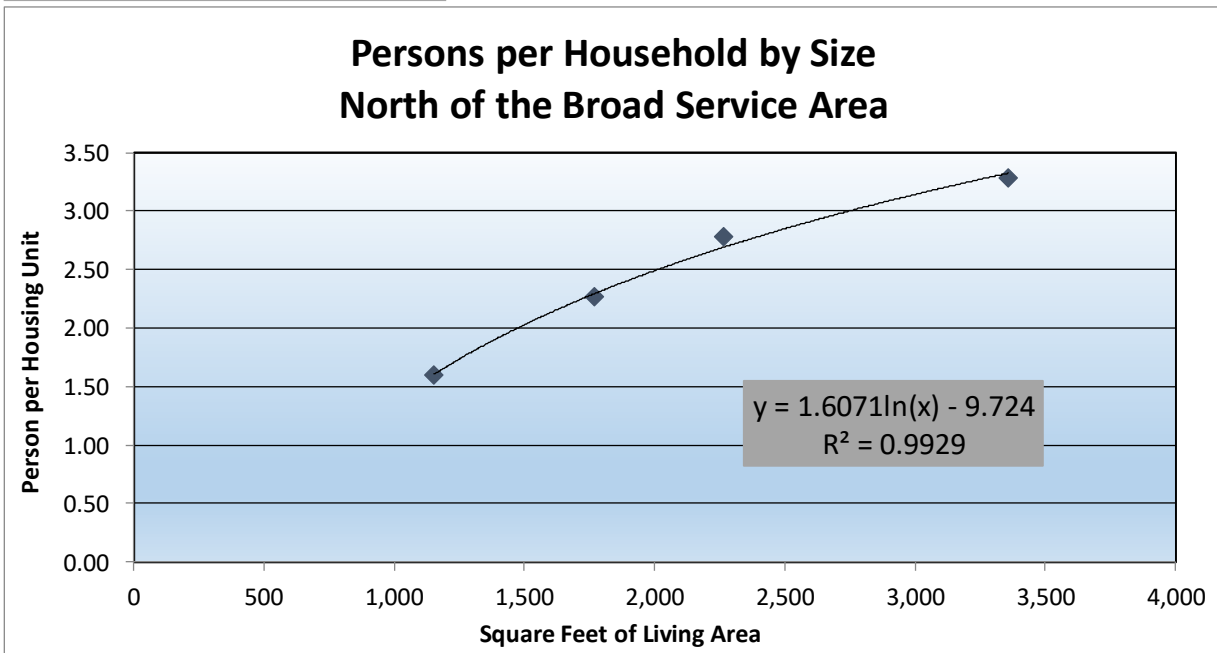
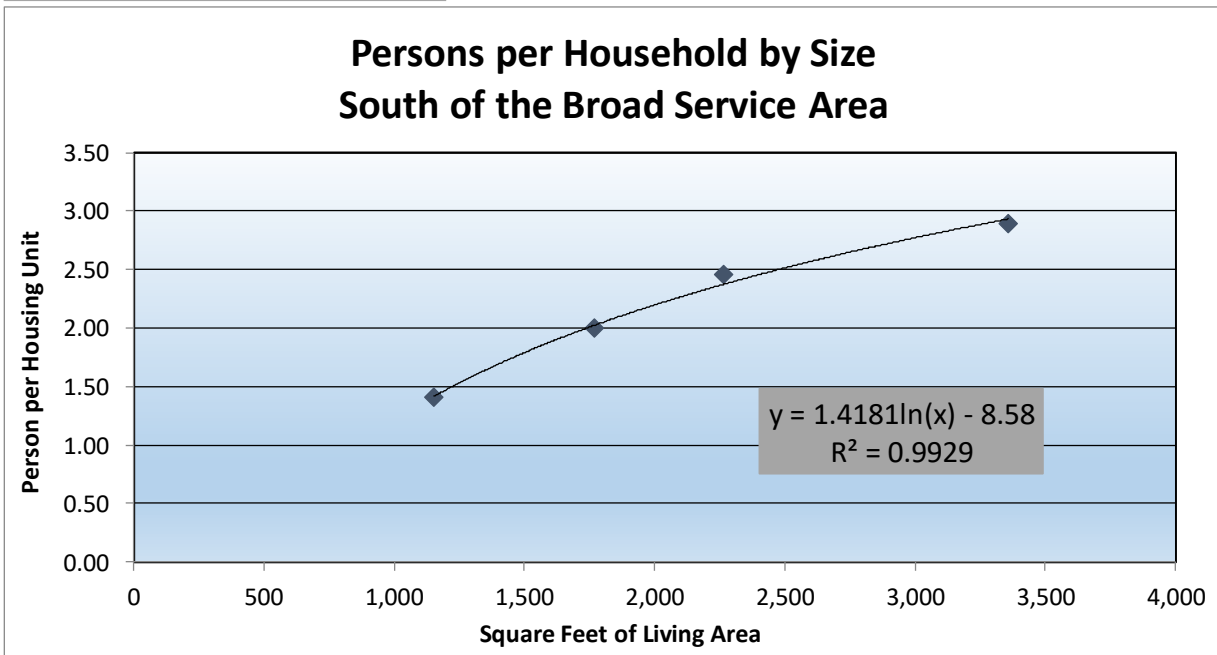


Figure 18. Persons per Household by Housing Size – South of the Broad Service Area

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

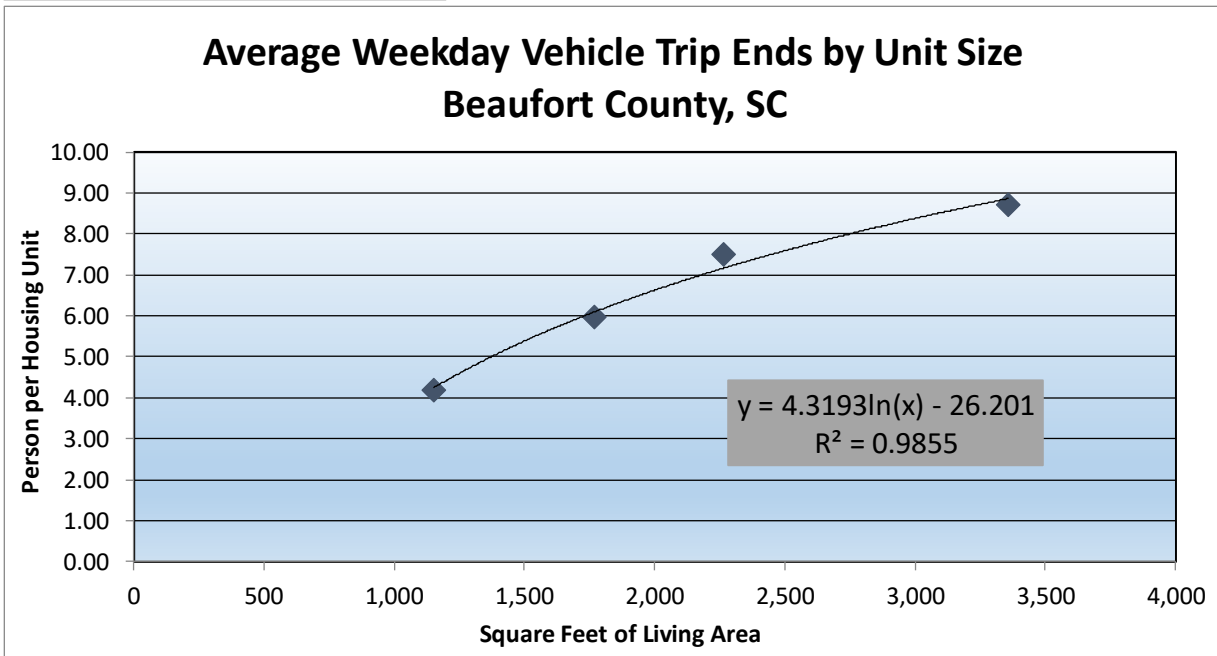
To derive the countywide average weekday vehicle trip ends by housing size, TischlerBise matched trip generation rates and average floor area, by bedroom range, as in Figure 20. The logarithmic trend line formula, derived from the four actual averages in Beaufort County, is used to derive estimated trip 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 |

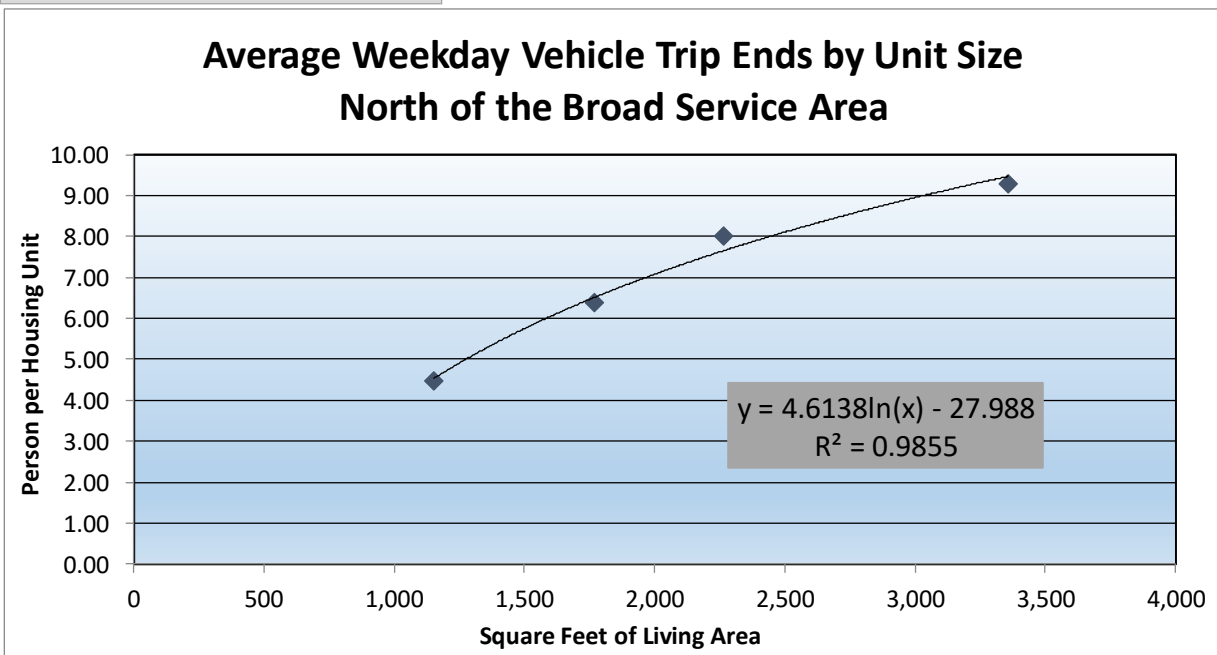
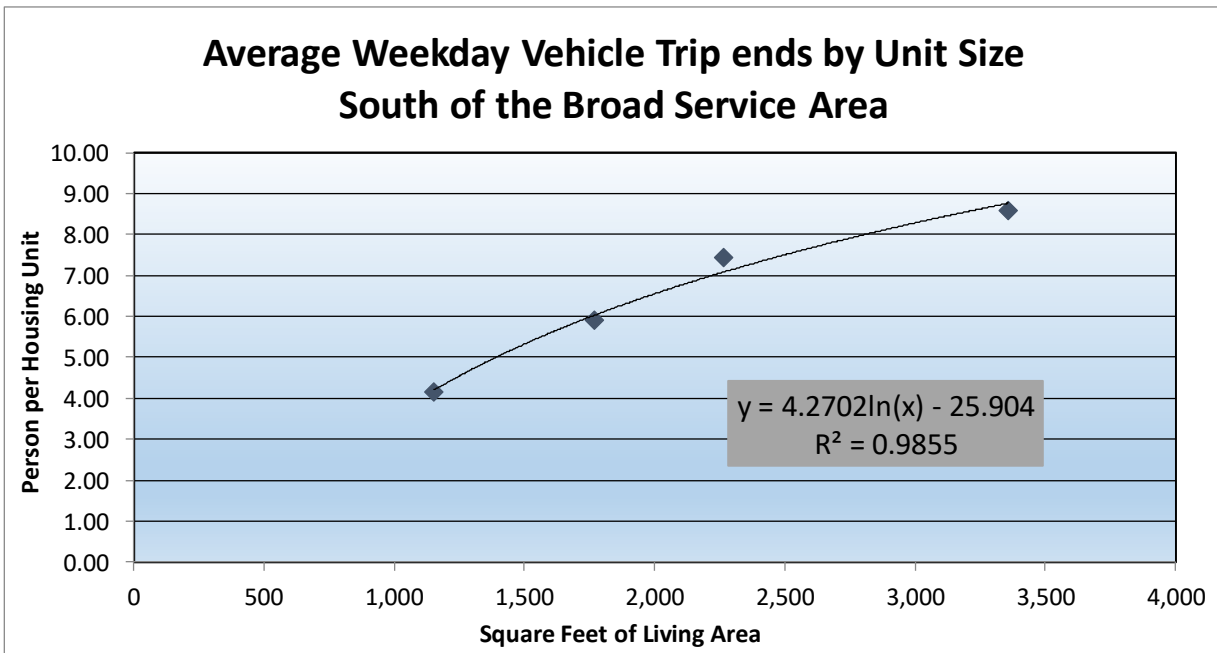


Figure 23. Vehicle Trip Ends by Housing Size – South of the Broad Service Area

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: |
| RESOLUTION TO COMMISSION ANIMAL SERVICE OFFICER TO ENFORCE ANIMAL ORDINANCES |
| MEETING NAME AND DATE: |
| Public Facilities and Safety Committee 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 and send to full council for adoption |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve the Resolution to commission David Duffy as an Animal Service Officer for Beaufort County, South Carolina Move forward to Council for Approval on January 23, 2023 |

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



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

| |
|--|
| 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 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 11.

| |
|---|
| ITEM TITLE: |
| Contract award for A&E Services from Kimley Horn and Associates, Inc. to provide design and Construction Administration for the Bailey Memorial Park, located in the Town of Bluffton. |
| MEETING NAME AND DATE: |
| Public Facilities & Safety on January 23, 2023 |
| PRESENTER INFORMATION: |
| Stefanie M. Nagid, Passive Parks Manager (5 minutes) |
| ITEM BACKGROUND: |
| In November 2020, the County Administrator approved the proposal submitted by Design Workshop in the amount of \$26,500 for RFQ100820 to complete conceptual plans for Pineview Preserve and Bailey Memorial Park. In October 2021, the Natural Resource Committee received a presentation on the completed conceptual plans for Pineview Preserve and Bailey Memorial Park. |
| PROJECT / ITEM NARRATIVE: |
| Phase II Planning for Bailey Memorial Park will consist of the completion of architect and engineer drawings based off the 2021 conceptual plans for the future construction of this passive park property. |
| FISCAL IMPACT: |
| FY23 Passive Park Bond Funds from account 4502 will be used for the expenses associated with the Phase II Planning for Bailey Memorial Park (45020011-54421) in the amount of \$160,650 |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Staff recommends approval of the contract award to Kimley-Horn |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve, or deny, the contract award to the Kimley-Horn Team in the total amount of \$160,650 for the Phase II Planning services for Bailey Memorial Park. |

| A&E Planning for Pineview Preserve and Bailey Memorial Park | | | |
|--|--------------------------|------------------------|------------------------|
| RFP 092022 | | | |
| Summary Score Sheet | | | |
| | | | |
| | | | |
| Evaluators | Name of Company | Name of Company | Name of Company |
| | <u>Castello & Co</u> | <u>Kimley Horn</u> | |
| Nagid | 65 | 80 | |
| Sutton | 80 | 94 | |
| Merchant | 55 | 87 | |
| | | | |
| TOTALS: | 200 | 261 | 0 |
| | | | |
| 1. Kimley Horn | | | |
| 2. Costello & Co | | | |

BAILEY TRACT
COUNTY OF BEAUFORT
BEAUFORT COUNTY, SC

ISSUE DATE: _____

REVISIONS

| # | DATE | DESCRIPTION |
|---|------|-------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

DRAWN: _____ REVIEWED: _____

SCHEMATIC DESIGN

PROJECT NUMBER: 6498

SITE MATERIAL PLAN

SHEET NUMBER

L3-01

SITE KEYNOTES:

1.0 PAVEMENTS, RAMPS, CURBS

- 1.1 Earthen Trail
- 1.2 Vehicular Asphalt
- 1.3 Vehicular Pervious Pavement

2.0 SITE FURNITURE

- 2.1 Entrance Sign
- 2.2 Entrance Gate
- 2.3 Trailhead Kiosk
- 2.4 Bike Rack

3.0 MISCELLANEOUS ELEMENTS

- 3.1 Wildlife Blind

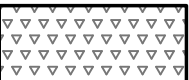
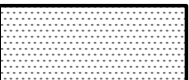
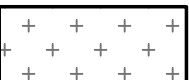
4.0 RAILINGS, BARRIERS, FENCING

- 4.1 Split Rail Fence
- 4.2 8' Chain Link Fence (Black Coated)
- 4.3 Bollards

SITE MATERIAL REFERENCE NOTES

- 1 Boardwalks and benches will be field verified and identified on A+E plans

DRAWING KEY

-  Vehicular Asphalt
-  Earthen Trail
-  Vehicular Pervious Pavement



BAILEY TRACT
COUNTY OF BEAUFORT
BEAUFORT COUNTY, SC

SITE KEYNOTES:

1.0 PAVEMENTS, RAMPS, CURBS

- 1.1 Earthen Trail
- 1.2 Vehicular Asphalt
- 1.3 Vehicular Pervious Pavement

2.0 SITE FURNITURE

- 2.1 Entrance Sign
- 2.2 Entrance Gate
- 2.3 Trailhead Kiosk
- 2.4 Bike Rack

3.0 MISCELLANEOUS ELEMENTS

- 3.1 Wildlife Blind


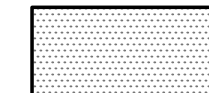

4.0 RAILINGS, BARRIERS, FENCING

- 4.1 Split Rail Fence
- 4.2 8' Chain Link Fence (Black Coated)
- 4.3 Bollards

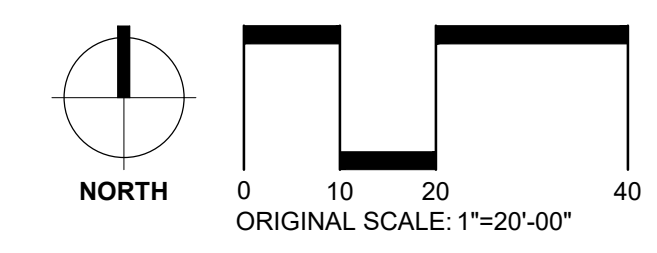
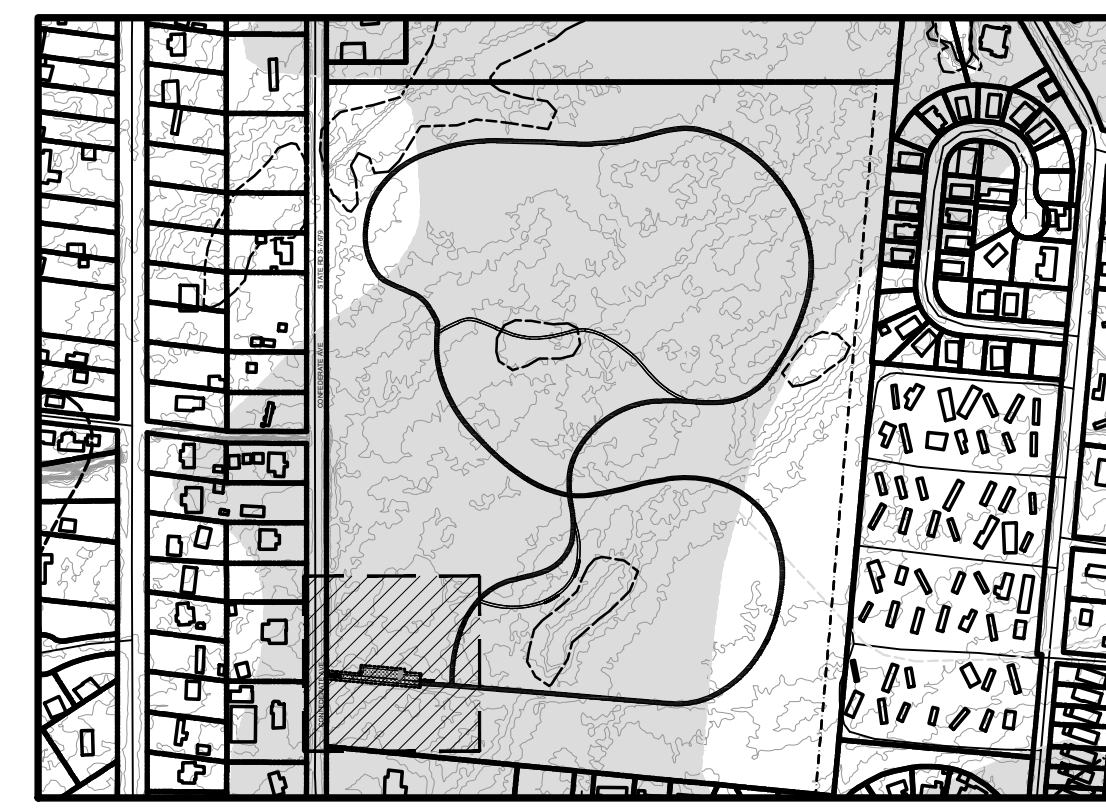
SITE REFERENCE NOTES

- 1 ADA Parking
- 2 Golf Cart Parking

DRAWING KEY

-  Vehicular Asphalt
-  Earthen Trail
-  Vehicular Pervious Pavement

KEY PLAN



ISSUE DATE: _____

| REVISIONS # | DATE | DESCRIPTION |
|-------------|------|-------------|
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DRAWN: _____ REVIEWED: _____

SCHEMATIC DESIGN

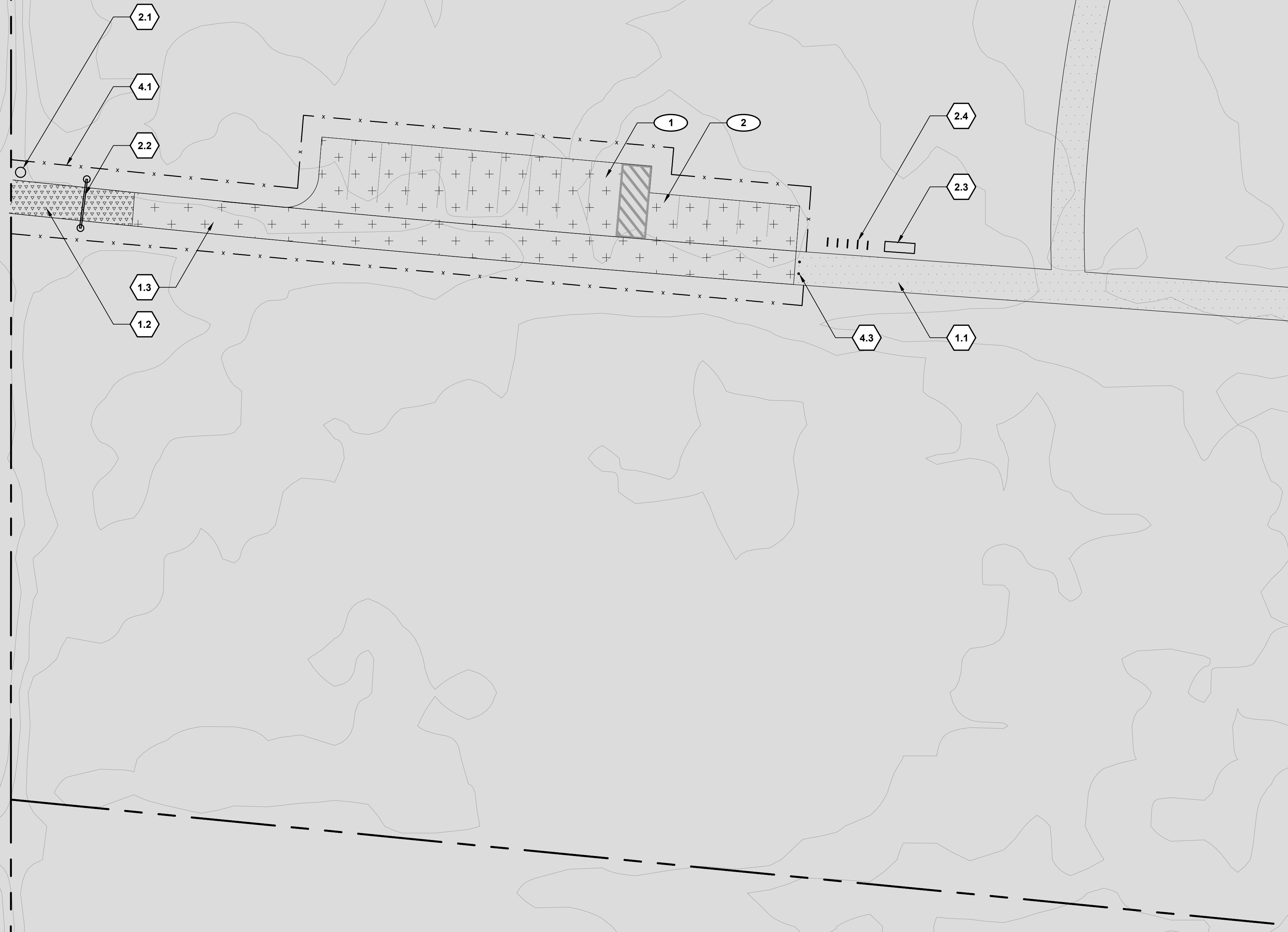
PROJECT NUMBER: 6498

SITE MATERIAL PLAN

SHEET NUMBER

L3-02

CONFEDERATE AVE



Pineview and Bailey Tract

A&E Plan Request for Proposals

Scope of Work

The Beaufort County Planning and Zoning Department seeks proposals from qualified and creative design teams to create A&E Plans for the 110 acres of Pineview Preserve located on Lady's Island, Beaufort, South Carolina and the 54 acres of Bailey Memorial Park located in Bluffton, South Carolina. Conceptual plans for each property have already been completed and will be used as the basis for the A&E plans. Project goals include civil and architect plans of passive recreation elements, updated estimated construction costs, development permitting through the County and the Town of Bluffton and construction oversight. Applicants are anticipated to have all necessary education, knowledge and expertise to complete the project. Referenced examples of similarly completed projects must be included in proposals.

The selected consultant will furnish all expertise, labor and resources to provide complete services as defined by a county contract. All finished projects will be completed in accordance with the requirements of Beaufort County Purchasing Policy. The following generally summarizes the scope of services that the consultant shall be required to perform:

- Regular coordination with the County's Passive Parks Manager and Capital Improvements Project Manager.
- Various meetings including two (2) on-site project meetings and any applicable meetings associated with the permitting approval process through Beaufort County and the Town of Bluffton.
- Development of A&E plans which provides detailed drawings and specifications of the identified improvements and planned construction.
- Development of the estimated construction costs for all components of the plan and any recommended phasing for development.
- Prepare a comprehensive document containing the above components for review and presentation at scheduled meetings.

Mandatory proposal elements include:

- A work plan for the services outlined above, which should clearly delineate tasks and responsibilities held by the lead consultant and any other team members or subcontractors.
- A summary of the lead consultant's background, resources, and relevant experience, including resumes for the lead consultant and any key staff.
- Three referenced examples of relevant projects within the last 10 years. References need to include contact name, phone number and email.
- Proposed budget for the project.
- Proposed schedule for the project, including a 6-month project timeline, milestones, and payment schedule.
- Description of your/your firm's current workload and schedule of commitments for the time period under consideration.



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

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|---|
| ITEM TITLE: |
| Contract award for A&E Services from Kimley Horn and Associates, Inc. to provide design for the Pineview Preserve, located on Lady's Island |
| MEETING NAME AND DATE: |
| Public Facilities & Safety on January 23, 2023 |
| PRESENTER INFORMATION: |
| Stefanie M. Nagid, Passive Parks Manager (5 minutes) |
| ITEM BACKGROUND: |
| In November 2020, the County Administrator approved the proposal submitted by Design Workshop in the amount of \$26,500 for RFQ100820 to complete conceptual plans for Pineview Preserve and Bailey Memorial Park. In October 2021, the Natural Resource Committee received a presentation on the completed conceptual plans for Pineview Preserve and Bailey Memorial Park. |
| PROJECT / ITEM NARRATIVE: |
| Phase II Planning for Pineview Preserve will consist of the completion of architect and engineer drawings based off the 2021 conceptual plans for the future construction of this passive park property. |
| FISCAL IMPACT: |
| FY23 Passive Park Bond Funds from account 4502 will be used for the expenses associated with the Phase II Planning for Pineview Preserve (45020011-54449) in the amount of \$165,900 |
| STAFF RECOMMENDATIONS TO COUNCIL: |
| Staff recommends approval of the contract award to Kimley-Horn |
| OPTIONS FOR COUNCIL MOTION: |
| Motion to approve, or deny, the contract award to the Kimley-Horn Team in the total amount of \$165,900 for the Phase II Planning services for Pineview Preserve. |

| A&E Planning for Pineview Preserve and Bailey Memorial Park | | | |
|--|--------------------------|------------------------|------------------------|
| RFP 092022 | | | |
| Summary Score Sheet | | | |
| | | | |
| | | | |
| Evaluators | Name of Company | Name of Company | Name of Company |
| | <u>Castello & Co</u> | <u>Kimley Horn</u> | |
| Nagid | 65 | 80 | |
| Sutton | 80 | 94 | |
| Merchant | 55 | 87 | |
| | | | |
| TOTALS: | 200 | 261 | 0 |
| | | | |
| 1. Kimley Horn | | | |
| 2. Costello & Co | | | |

PINEVIEW TRACT
COUNTY OF BEAUFORT
BEAUFORT COUNTY, SC

ISSUE DATE: _____

| REVISIONS # | DATE | DESCRIPTION |
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DRAWN: _____ REVIEWED: _____

SCHEMATIC DESIGN

PROJECT NUMBER: 6498

SITE MATERIAL PLAN

SHEET NUMBER

L3-01

SITE KEYNOTES:

1.0 PAVEMENTS, RAMPS, CURBS

- 1.1 Earthen Trail
- 1.2 Vehicular Asphalt
- 1.3 Vehicular Pervious Pavement
- 1.4 Pedestrian Concrete

2.0 SITE FURNITURE

- 2.1 Entrance Sign
- 2.2 Entrance Gate
- 2.3 Trailhead Kiosk
- 2.4 Bike Rack

3.0 MISCELLANEOUS ELEMENTS

- 3.1 Restroom
- 3.2 Viewing Dock
- 3.3 Wildlife Blind

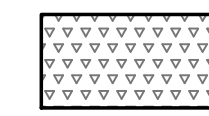
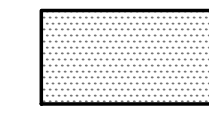
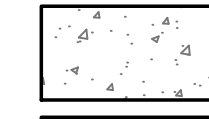

4.0 RAILINGS, BARRIERS, FENCING

- 4.1 Split Rail Fence
- 4.2 Bollards

SITE MATERIAL REFERENCE NOTES

- 1 Boardwalks and benches will be field verified and identified on A+E plans

DRAWING KEY

-  Vehicular Asphalt
-  Earthen Trail
-  Pedestrian Concrete
-  Vehicular Pervious Pavement



PINEVIEW TRACT
COUNTY OF BEAUFORT
BEAUFORT COUNTY, SC

SITE KEYNOTES:

1.0 PAVEMENTS, RAMPS, CURBS

- 1.1 Earthen Trail
- 1.2 Vehicular Asphalt
- 1.3 Vehicular Pervious Pavement
- 1.4 Pedestrian Concrete

2.0 SITE FURNITURE

- 2.1 Entrance Sign
- 2.2 Entrance Gate
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- 3.1 Restroom
- 3.2 Viewing Dock
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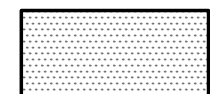

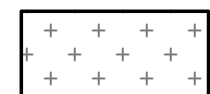
4.0 RAILINGS, BARRIERS, FENCING

- 4.1 Split Rail Fence
- 4.2 Bollards

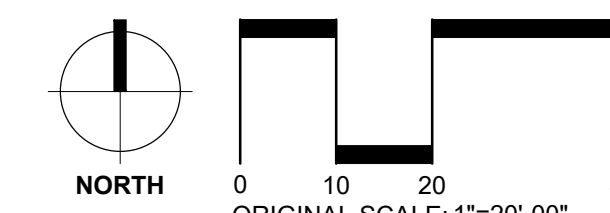
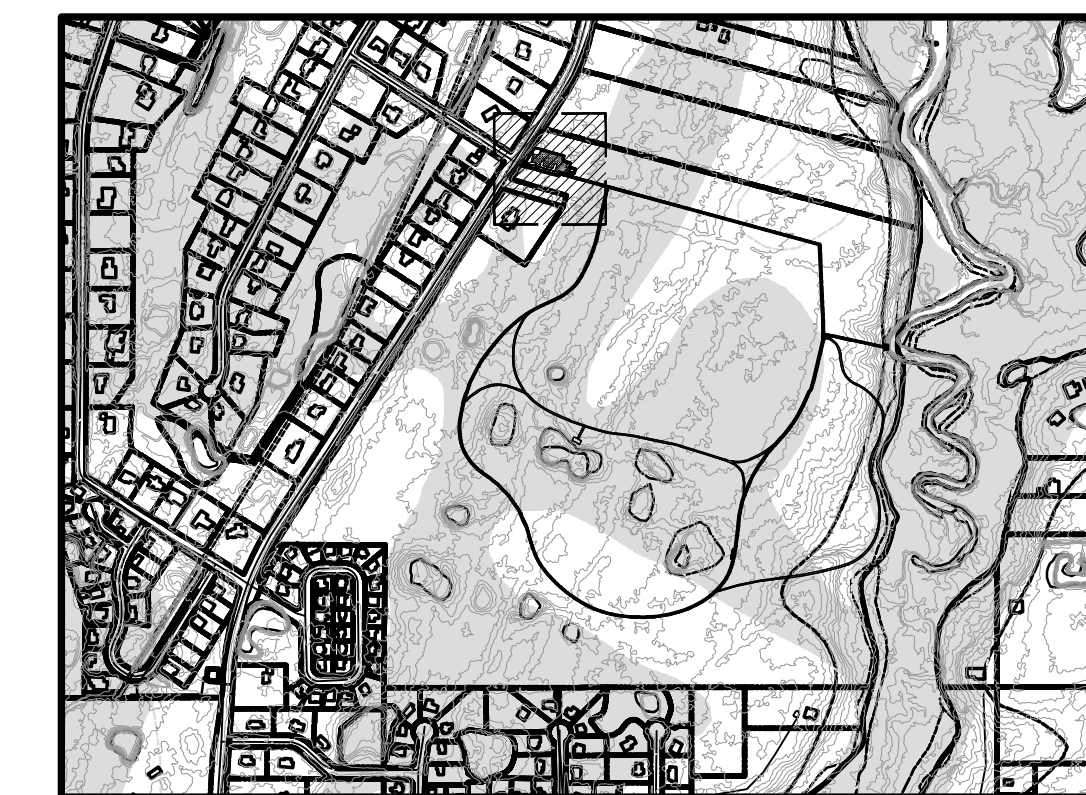
SITE REFERENCE NOTES

- ① ADA Parking

DRAWING KEY

-  Vehicular Asphalt
-  Earthen Trail
-  Pedestrian Concrete
-  Vehicular Pervious Pavement

KEY PLAN



ISSUE DATE: _____

REVISIONS

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DRAWN: _____ REVIEWED: _____

**SCHEMATIC
DESIGN**

PROJECT NUMBER: 6498

**SITE
MATERIAL
PLAN**

SHEET NUMBER

L3-02

SAMS POINT RD

Pineview and Bailey Tract

A&E Plan Request for Proposals

Scope of Work

The Beaufort County Planning and Zoning Department seeks proposals from qualified and creative design teams to create A&E Plans for the 110 acres of Pineview Preserve located on Lady's Island, Beaufort, South Carolina and the 54 acres of Bailey Memorial Park located in Bluffton, South Carolina. Conceptual plans for each property have already been completed and will be used as the basis for the A&E plans. Project goals include civil and architect plans of passive recreation elements, updated estimated construction costs, development permitting through the County and the Town of Bluffton and construction oversight. Applicants are anticipated to have all necessary education, knowledge and expertise to complete the project. Referenced examples of similarly completed projects must be included in proposals.

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- Regular coordination with the County's Passive Parks Manager and Capital Improvements Project Manager.
- Various meetings including two (2) on-site project meetings and any applicable meetings associated with the permitting approval process through Beaufort County and the Town of Bluffton.
- Development of A&E plans which provides detailed drawings and specifications of the identified improvements and planned construction.
- Development of the estimated construction costs for all components of the plan and any recommended phasing for development.
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Mandatory proposal elements include:

- A work plan for the services outlined above, which should clearly delineate tasks and responsibilities held by the lead consultant and any other team members or subcontractors.
- A summary of the lead consultant's background, resources, and relevant experience, including resumes for the lead consultant and any key staff.
- Three referenced examples of relevant projects within the last 10 years. References need to include contact name, phone number and email.
- Proposed budget for the project.
- Proposed schedule for the project, including a 6-month project timeline, milestones, and payment schedule.
- Description of your/your firm's current workload and schedule of commitments for the time period under consideration.



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

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|---|
| 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. |

PRELIMINARY BID TABULATION
PURCHASING DEPARTMENT



2nd Bid

| | |
|--------------------|--------------------------------|
| Project Name: | Burton Wells Pickleball Courts |
| Project Number: | IFB 120222 |
| Project Budget: | |
| Bid Opening Date: | 2-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 | X | X | \$ 927,722.00 |
| Terra Excavating | X | X | X | X | X | X | \$ 746,746.97 |
| Wildwood | X | X | X | X | X | X | \$ 736,788.00 |
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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

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|---|
| 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 14.



| | |
|---------------------------|----------------------------|
| 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 |
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| <p><i>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.</i></p> | | | | | | | |

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) |