

City Explained^{Inc.}

Development Impact Fee Study Update Report

Fort Mill, SC



Final Document

February 10, 2020

Acknowledgements

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

Fort Mill Town Council

Guynn Savage – *Mayor*
Larry Huntley – *Mayor Pro-Tem*
Ronald Helms
Chris Moody
James Shirey
Lisa Cook
Trudie Bolin Heemsoth

Fort Mill Planning Commission

James Traynor – *Chair*
Matthew Lucarelli
Andy Agrawal
Tom Petty
Ben Hudgins
Chris Wolfe
Hynek Lettang

Fort Mill Town Staff

David Broom, *Town Manager*
Chris Pettit, *Assistant Town Manager*
Penelope Karagounis, *Planning Director*

Consultant

City Explained, Inc.
Matt Noonkester
Nadine Bennett

Table of Contents

Introduction	Chapter 1
Parks & Recreation	Chapter 2
Fire Protection	Chapter 3
Municipal Facilities & Equipment	Chapter 4
Conclusion	Chapter 5
Appendices	
APPENDIX A	State Enabling Legislation
APPENDIX B	Town Development Impact Fee Ordinance
APPENDIX C	US Census Data & ITE Employee Space Ratio Calculations
APPENDIX D	Parks & Recreation Inventory & Analysis Tables
APPENDIX E	Fire Protection Inventory & Analysis Tables
APPENDIX F	Municipal Facilities & Equipment Inventory & Analysis Tables



Chapter 1

Introduction

INTRODUCTION

The Town of Fort Mill, South Carolina implemented a development impact fee ordinance on August 24, 2015, and started collecting impact fees on October 1, 2015 (the effective date of the ordinance). Four categories — parks and recreation, fire protection, municipal facilities and services, and transportation — were included in the original development impact fee ordinance; however, a 100% discount rate adopted for the transportation impact fee category meant they were not collected by the Town. Section 2-315 of the ordinance requires a holistic review and update of the development impact fee system at least once every five years.

The development impact fee study update report presented herein fulfills the inventory and analytical requirements for the five-year holistic review and update of the system. It documents existing conditions, anticipates future year needs and their implementation costs, and recommends maximum allowable impact fees (by category) in accordance with the rules and requirements of the South Carolina Development Impact Fee Act. Three categories are addressed in the study update report: parks and recreation, fire protection, and municipal facilities and services. The Town is not interested in updating the transportation impact fee category at this time.

The report also serves as the foundation for amending the Town's Capital Improvements Plan and reviewing the Town's development impact fee ordinance for enforcing a local development impact fee system under the Act.

WHAT ARE IMPACT FEES?

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

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

Impact fees are most useful in communities that are experiencing rapid growth and have significant land available for development. According to a recent national survey, approximately 59% of cities and towns with a population over 25,000 use some form of impact fees to offset the costs of accommodating new development (results summarized in the Impact Fee Handbook prepared for the National Association of Home Builders, Updated in 2016).

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

STATE ENABLING LEGISLATION

The State of South Carolina grants the power for cities and counties to collect impact fees on new development pursuant to the rules and regulations set forth in the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.). A copy of the State enabling legislation is included in Appendix A of the report. The process to create a local impact fee system begins with a resolution by Town Council directing the Planning Commission to conduct an impact fee study and recommend a development impact fee ordinance for legislative action. The Fort Mill Town Council directed the Planning Commission to develop recommendations for the original development impact fee ordinance on April 14, 2014. The ordinance was adopted on August 24, 2015. The five-year deadline to review and update the development impact fee system is August 24, 2020, based on the adoption date of the ordinance.

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

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

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

The Town of Fort Mill is also responsible for preparing and publishing an annual report describing the amount of impact fees collected, appropriated, and spent during the preceding year for each service area in which impact fees were collected. The Planning Commission is required to review and update the impact fee study report, capital improvements plan, housing affordability analysis, and development impact fee ordinance. These updates must occur at least once every five years. Pursuant to State Law, the Town of Fort Mill will not be allowed to recommend additional projects eligible for impact fee funding or charge higher maximum allowable impact fees until the development impact fee study and capital improvements plan have been updated.

TOWN ORDINANCE

Town Council Ordinance 2015-12 establishes the rules, requirements, and procedures for administering its development impact fee system. A copy of the local ordinance is included in Appendix B of the report. General sections in the ordinance include: title, authority, findings, definitions, supporting documents, jurisdiction, application and exemptions, provisions for affordable housing, determination of fees, impact fee trust funds, limitation on expenditures of funds collected, credits and reimbursements, penalties, appeal process, refunds, review, termination of development impact fees, and liberal construction. Impact fees are collected for all new development located inside Town limits, with the exception of those circumstances listed in Section 2-306 Ordinance (see Appendix B).

The Town's Planning Department calculates impact fees paid for parks and recreation, fire protection, and municipal facilities and equipment. A fee for transportation is not collected at this time (under a 100% discount rate adopted by Town Council). Fees are determined at the time of building permit application and paid prior to issuance of the building permit.

Fees collected by the Town are deposited in a trust fund created for each impact fee category. Impact fee funds may be used to implement one or more projects specified in the Town's Capital Improvements Program (CIP), or for the principal payment on bonds used to fund expanded or new capital facilities or equipment that were in the CIP. Expenditures from each trust fund are approved by Town Council.

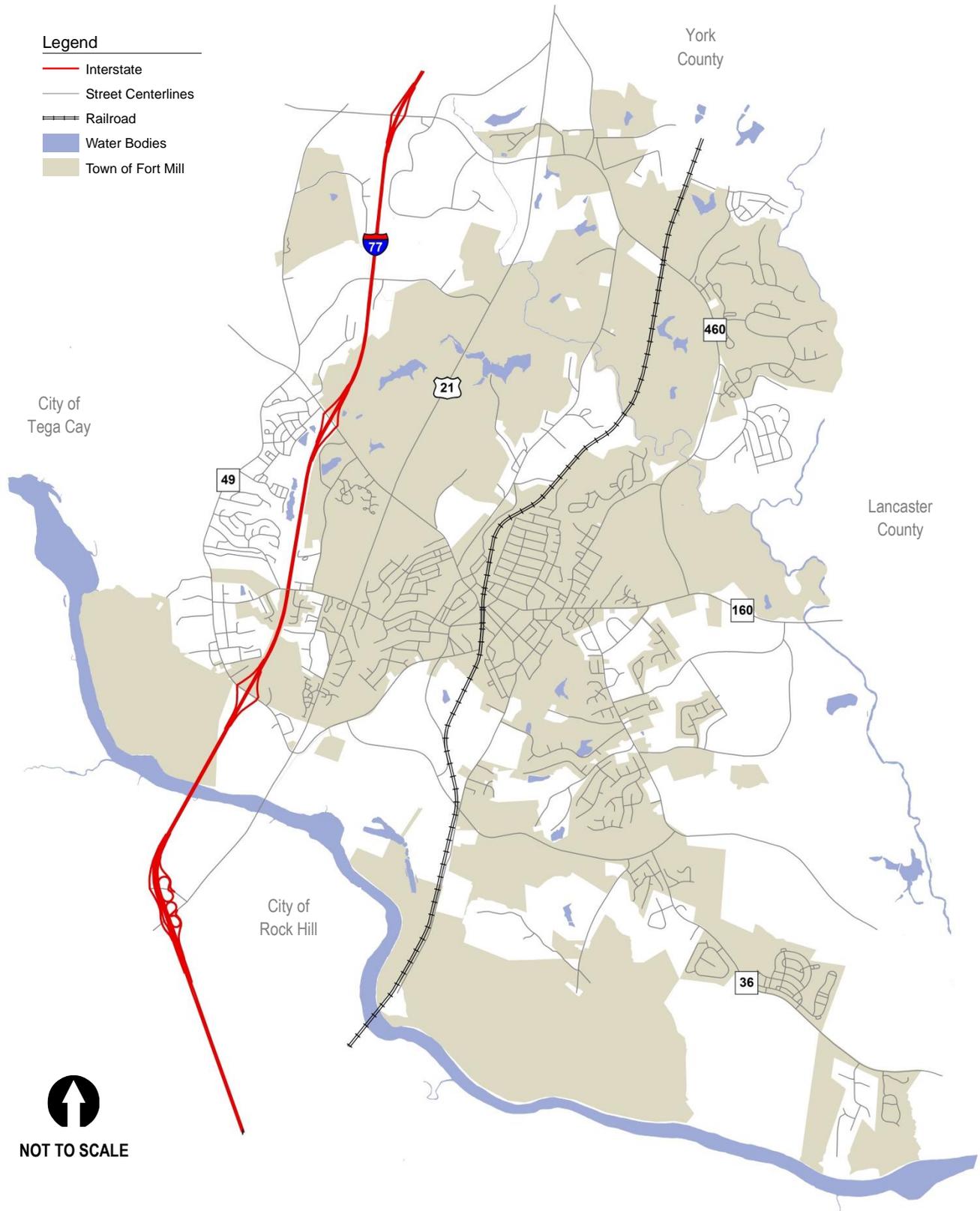
The Town's Finance Director produces an annual report for presentation to Town Council summarizing where impact fees have been collected and the projects that have been funded with these monies as part of the overall annual budget process.

STUDY AREA

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

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

Figure 1.1 – Study Area Map



ANALYSIS PERIOD

The base year for the development impact fee study (all three categories) is 2018. The planning horizon is 2028. The ten-year planning horizon is a reasonable period of time pursuant to Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act.

DEMOGRAPHIC DATA

Demographic data for the development impact fee study was collected from the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program (2018) and the US Census Bureau, American Community Survey, 2013-2017. Base year population (21,244) and employment (6,566) estimates for Fort Mill were collected from the RFATS data.

Average persons per household statistics used in the study were based on information published by the US Census Bureau, American Community Survey, 2013-2017 for various dwelling unit categories. Employee space ratios used in the study were based on information published by the Institute of Transportation Engineers' in *Trip Generation Manual*, Tenth Edition. Information from both sources is summarized in Appendix C of the report.

SERVICE UNITS

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

- | | |
|-------------------------------------|--------------------------|
| • Parks and Recreation | Population |
| • Fire Protection | Population and Employees |
| • Municipal Facilities and Services | Population and Employees |

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

REPORT ORGANIZATION

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



Chapter 2

Parks & Recreation

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

METHODOLOGY

The parks and recreation impact fee category assumes a consumption-driven methodology. This approach charges new residential development the cost of replacing existing capacity on a one-for-one basis, assuming constant current service delivery standards. Total replacement costs were determined using fee simple land values, site development costs, facility replacement costs, amenity replacement costs, trail system replacement costs, current lease agreements for specific parks, and related professional services. The total replacement value (system-wide) was divided by current population estimates (2018) for the Fort Mill Study Area to determine the cost per capita for replacing the facilities and amenities currently serving park and recreation users.

The replacement cost per capita was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2013-2017 to determine the maximum allowable impact fee schedule by dwelling unit category (see Appendix C).

REPLACEMENT VALUE

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

Fee Simple Land Value

A Town-hired consultant completed *Summary Narrative Commercial Appraisal Reports* for six Town-owned parks and recreation facilities in 2014 (still best available data in 2019). For additional land acquired since 2014, officials for the Town of Fort Mill provided available land value information. Together, these figures were used to estimate the fee simple market value (land value) for park properties under a hypothetical condition where the land was vacant, for sale, and ready to accept development. Copies of the six reports are available from the Town's Planning Department. Based on these estimates, land for town-owned parks and recreation facilities in the study area was valued at \$9,695,784.

Land Lease Agreements

The Town of Fort Mill leases two properties from private landowners to use as a park and a recreation center — Fort Mill Community Center and Veterans Memorial Park. The lease terms for the two locations are different. The lease payment for the Fort Mill Community

Center is \$1.00 per year. The lease payment for Veterans Memorial Park is \$10.00 per year. Based on this information, it was assumed the Town would spend \$110.00 over a ten-year planning horizon (2018-2028) to continue leasing both locations.

Site Development Costs

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

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

Recreation Buildings

Recreation buildings represent heated buildings or structures used for park and recreation needs. Four park locations with recreation buildings were identified in the study area, as follows: Steele Street Park, Recreation Complex, Harris Street Park, and Doby’s Bridge Park. Building replacement costs for these four locations were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated in 2019*. Collectively, the replacement value for recreation buildings in the study area was valued at \$3,992,975.

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

Park & Recreation Amenities

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

Replacement costs for the amenities were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Updated in 2014 and 2019*. (The most current valuation was used for each amenity.) Collectively, the replacement value for park and recreation amenities in the study area was valued at \$1,662,845.

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

Walking Path

The Town constructed a one-mile walking path at Walter Elisha Park. The replacement value for the path was estimated to be \$116,160 (see Appendix D).

Professional Services

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

Professional service fee estimates assumed for recreation buildings, park and recreation amenities, and walking paths in the study area are summarized in Appendix D of the report. Collectively, professional service costs associated with existing parks and/or recreation buildings and amenities was valued at \$767,793.

OTHER AVAILABLE FUNDING SOURCES

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

For the period between 2008 and 2018, the Town of Fort Mill received \$6,982,513.40 in grant monies and private donations for improvements to the parks and recreation system. A table summarizing other available revenue sources secured by the Town for park land, amenities, or recreation facilities is provided in Appendix D of the report. This analysis assumes a credit of \$6,982,513 (rounded to the nearest dollar) for the maximum impact fee calculations; representing the average award (\$698,251.34) per year and a ten-year planning horizon (2018-2028).

TOTAL REPLACEMENT COST

The replacement values noted in this chapter represent the total replacement cost for building again the existing park and recreation system (in 2019 dollars). Offsets applied to the total replacement cost represent other funding sources available for implementing improvements. Based on these assumptions, the net total replacement cost for the existing park and recreation system in the Fort Mill study area is \$11,159,089, detailed in Table 2.1 on page 2-4.

Table 2.1 – Total Replacement Cost Parks and Recreation	
Replacement Category	Cost
Fee Simple Land Value	\$9,695,784
Land Lease Agreement Payments (2018 to 2028)	\$110
Site Development Costs	\$1,905,932
Recreation Buildings	\$3,992,975
Park & Recreation Amenities	\$1,662,845
Walking Path	\$116,160
Professional Services	\$767,973
Total Replacement Cost	\$18,141,599
Anticipated Offsets — Grant Funding Forecast (2018 to 2028)	\$6,982,513
Total Net Replacement Cost	\$11,159,086

COST PER CAPITA

Cost per capita represents a burden to each existing resident in the study area (in 2019 dollars) should the Town of Fort Mill have to build again the parks and recreation system using current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) and 2) population estimates (2018) for the Town of Fort Mill provided through the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program (2018 Data Release). A cost per capita for the study area was calculated by dividing the net total replacement cost by the Town population estimate:

$$\text{Cost per Capita} = \frac{\text{Total Replacement Cost } (\$11,159,086)}{\text{Population Estimate } (21,244)}$$

Based on this analysis, the calculated cost per capita to replace the existing parks and recreation system is \$525.28.

MAXIMUM ALLOWABLE IMPACT FEES

A maximum allowable impact fee schedule was developed to quantify a fair share cost to expand the Town's park and recreation system for new residential development. The cost per capita for park and recreation facilities was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2013-2017 for the various dwelling unit categories to determine recommended maximum allowable impact fees (see Appendix C in the report for household size estimates).

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

Land Use Category	Cost per Person	Persons per Household	Max. Allowable Impact Fee
Single Family (Attached or Detached)	\$525.28	2.84	\$1,491
Mobile Home	\$525.28	2.42	\$1,271
Multifamily (> 2 Dwelling Units)	\$525.28	2.17	\$1,139

DISCOUNT RATE

Town Council may choose to apply a discount rate to the maximum allowable impact fees presented herein. The discount rate could be used to provide a reasonable fee for continued residential investment or to ensure that impact fees collected for parks and recreation facilities do not exceed the cost of providing capital improvements identified to accommodate new growth. Chapter 5 of the report expands on the notion of discount rates for the Town of Fort Mill.



Chapter 3

Fire Protection

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

METHODOLOGY

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

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

Cost per capita was converted to cost per dwelling unit category using information published for Fort Mill in the US Census Bureau, American Community Survey, 2013-2017 (see Appendix C). Cost per employee was converted to cost per 1,000 square feet of gross floor area (GFA) using information published in the Institute of Transportation Engineers' *Trip Generation Manual*, Tenth Edition (see Appendix C).

REPLACEMENT VALUE

Replacement value (in 2019 dollars) for fire protection facilities and equipment was determined using current estimates for fee simple land value; site development costs; replacement costs for fire protection facilities, vehicles, and equipment; and professional fees. A detailed summary of the cost components included in the analysis is provided below.

Fee Simple Land Value

The Town has two fire stations. One of the *Summary Narrative Commercial Appraisal Reports*, completed in 2014, was used to estimate the fee simple market value (land value) for Fire Station #1 (Tom Hall Street) under a hypothetical condition where the land was vacant, for sale, and ready to accept development. The Town supplied land value information for Fire Station #2 (Fort Mill Parkway) now under construction. Based on the above estimates, land for fire protection facilities in the study area was valued at \$494,377.

Fire Protection Facilities

Fire protection facilities include buildings or structures used for fire protection or emergency service needs. Two fire stations were identified in the study area (Fire Stations #1 and #2). Building replacement costs for the two locations were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, 2019* or other information provided by the Town of Fort Mill. Collectively, the replacement value for fire protection facilities was valued at \$4,434,461.

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

Site Development Costs

The *Summary Narrative Commercial Appraisal Report* for Fire Station #1, completed in 2014, included a “Replacement Cost New” value, which accounts for general site development costs incurred by the Town to serve uses and activities at the site: clearing and grading, utility services, parking lots and lighting, storm water infrastructure, buffers and landscaping, etc. Town officials provided a summary of similar figures for Fire Station #2 now under construction. Based on the above information, site development costs associated with the two fire station locations in the study area were valued at \$624,350.

Professional Services

State enabling legislation allows recovery of certain professional services through impact fees associated with land, buildings, or structures to support fire protection facilities. Eligible professional services may include: studies and reports, surveys, design plans, legal expenses, permitting, and construction administration. Professional service fees vary greatly based on unique site characteristics. However, Town staff assumes 10% of the construction costs for First Station #1 is a good estimate to represent historical trends. A summary of current professional-service-related costs for the new Fire Station #2 was provided by Town officials.

Professional service fees assumed for fire protection facilities in the study area are summarized in Appendix E of the report. Collectively, professional service costs associated with existing fire protection facilities was valued at \$453,090.

Fire Protection Vehicles & Equipment

Fire protection vehicles and equipment with an individual unit purchase price over \$100,000 are included in the analysis to comply with Section 6-1-920(18)(g) of the South Carolina Development Impact Fee Act. Appendix E of the report inventories eligible fire protection vehicles and equipment. The total replacement cost for eligible fire protection vehicles and equipment serving the study area is \$2,776,798.

OTHER AVAILABLE FUNDING SOURCES

Several revenue sources have been used by the Town of Fort Mill to build fire station facilities and acquire fire protection equipment — including federal grants, state grants, and county donations. Grants or donations generally represent discretionary, lump-sum funding or property donation for specific onetime projects. There is no assurance that previous grant monies or private donations will be made available again in the future. This analysis assumes some of the growth in fire protection services will continue to be funded with the above revenue sources.

For the period between 2008 and 2018, the Town of Fort Mill received \$1,193,169.58 in grant monies and donations for fire protection equipment and land. A table summarizing other available revenue sources secured by the Town for fire protection equipment is provided in Appendix E of the report. This analysis assumes a credit of \$1,193,170 (rounded to the nearest dollar) for the maximum impact fee calculations; representing the average award (\$119,316.96) per year and a ten-year planning horizon (2018 to 2028).

TOTAL REPLACEMENT COST

Collectively, the replacement values noted in this chapter represent the total replacement cost for rebuilding fire protection facilities or purchasing new, eligible equipment (in 2019 dollars) to maintain current service delivery standards. Based on these assumptions, the net total replacement cost for existing fire protection facilities and eligible equipment in the Fort Mill study area is \$7,589,906; detailed in Table 3.1 below.

Table 3.1 – Total Replacement Costs Fire Protection Facilities and Equipment	
Replacement Category	Cost
Fee Simple Land Value	\$494,377
Fire Protection Facilities	\$4,434,461
Site Development Costs	\$624,350
Professional Services	\$453,090
Fire Protection Vehicles & Equipment (> \$100,000)	\$2,776,798
Total Replacement Cost	\$8,783,076
Anticipated Offsets — Grant Funding Forecast (2018-2028)	\$1,193,170
Total Net Replacement Cost	\$7,589,906

FIRE SERVICE CALLS BY LAND USE

The Town of Fort Mill responded to 1,464 calls for service in 2018. Calls to residential uses (840) represented 57% of the total. Calls to non-residential uses (624) represented 43% of the

total. The proportionate share between residential and non-residential uses to rebuild fire protection facilities and purchase eligible equipment is as follows: residential uses — \$4,326,246 and non-residential uses — \$3,263,660.

COST PER CAPITA

Cost per capita represents a burden to each existing resident in the study area (in 2019 dollars) should the Town of Fort Mill have to build again fire protection facilities and replace eligible equipment at current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to residential uses and 2) population estimates (2018) for the Town of Fort Mill provided through the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program. A cost per capita for the study area was calculated by dividing the net total replacement cost attributable to residential uses by the Town population estimate:

$$\text{Cost per Capita} = \frac{\text{Total Replacement Cost Attributable to Town Residents } (\$4,326,246)}{\text{Population Estimate } (21,244)}$$

Based on this analysis, the calculated cost per capita to replace fire protection facilities and eligible equipment is \$203.64.

COST PER EMPLOYEE

Cost per employee represents a burden to each existing employee in the study area (in 2019 dollars) should the Town of Fort Mill have to build again fire protection facilities and replace eligible equipment using current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to non-residential uses and 2) employment estimates (2018) for the Town of Fort Mill provided through the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program. A cost per employee for the study area was calculated by dividing the net total replacement cost attributable to non-residential uses by the Town employment estimate:

$$\text{Cost per Employee} = \frac{\text{Total Replacement Cost Attributable to Employees } (\$3,263,660)}{\text{Employee Estimate } (6,566)}$$

Based on this analysis, the calculated cost per employee to replace fire protection facilities and eligible equipment is \$497.05.

MAXIMUM ALLOWABLE IMPACT FEES

A maximum allowable impact fee schedule was developed to quantify the fair share cost to build fire protection facilities and purchase eligible equipment to serve new development. The cost per capita for fire protection facilities and equipment was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2013-2017 for various dwelling unit categories to determine recommended maximum allowable impact fees (see Appendix C of the report for household size estimates). The cost

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

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

DISCOUNT RATE

Town Council may choose to apply a discount rate to the maximum allowable impact fees presented herein. The discount rate could be used to provide a reasonable fee for continued residential or non-residential investment or to ensure that impact fees collected for fire protection facilities and equipment do not exceed the cost of providing capital improvements identified to accommodate new growth. Chapter 5 of the report expands on the notion of discount rates for the Town of Fort Mill.

Table 3.2 – Maximum Allowable Impact Fee Schedule for Fire Protection

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Residential Uses						
Single Family (Attached or Detached)	d.u.	2.84	—	\$203.64	—	\$578
Mobile Home	d.u.	2.42	—	\$203.64	—	\$492
Multifamily (>2 Dwelling Units)	d.u.	2.17	—	\$203.64	—	\$441
Hotel / Motel Uses						
Hotel	room	—	0.58	—	\$497.05	\$288
All Suites Hotel	room	—	0.09	—	\$497.05	\$44
Business Hotel	room	—	0.12	—	\$497.05	\$59
Motel	room	—	0.13	—	\$497.05	\$64
Resort Hotel	room	—	1.92	—	\$497.05	\$954
Recreation						
Golf Driving Range	tee	—	0.25	—	\$497.05	\$124
Movie Theater	1,000 s.f.	—	1.47	—	\$497.05	\$730
Multiplex Movie Theater	1,000 s.f.	—	1.35	—	\$497.05	\$671
Amusement Park	acre	—	9.60	—	\$497.05	\$4,771
Water Slide Park	acre	—	8.99	—	\$497.05	\$4,468
Recreation Community Center	1,000 s.f.	—	1.06	—	\$497.05	\$526
Institutional						
School District Office	1,000 s.f.	—	2.83	—	\$497.05	\$1,406
Junior/Community College	1,000 s.f.	—	1.39	—	\$497.05	\$690
University/College	1,000 s.f.	—	2.93	—	\$497.05	\$1,456
Daycare	1,000 s.f.	—	2.23	—	\$497.05	\$1,108
Cemetery	acre	—	0.12	—	\$497.05	\$59
Prison	1,000 s.f.	—	16.75	—	\$497.05	\$8,325
Museum	1,000 s.f.	—	0.31	—	\$497.05	\$154
Library	1,000 s.f.	—	1.29	—	\$497.05	\$641
Medical						
Hospital	1,000 s.f.	—	2.83	—	\$497.05	\$1,406
Nursing Home	1,000 s.f.	—	2.28	—	\$497.05	\$1,133

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Medical (cont.)						
Clinic	1,000 s.f.	—	4.13	—	\$497.05	\$2,052
Animal Hospital/Veterinary Clinic	1,000 s.f.	—	1.69	—	\$497.05	\$840
Medical/Dentist Office	1,000 s.f.	—	4.00	—	\$497.05	\$1,988
Office						
General Office Building	1,000 s.f.	—	2.97	—	\$497.05	\$1,476
Small Office Building	1,000 s.f.	—	2.03	—	\$497.05	\$1,009
Corporate Headquarters	1,000 s.f.	—	3.44	—	\$497.05	\$1,709
Single Tenant Office Building	1,000 s.f.	—	2.98	—	\$497.05	\$1,481
Government Office Building	1,000 s.f.	—	3.03	—	\$497.05	\$1,506
US Post Office	1,000 s.f.	—	1.80	—	\$497.05	\$894
State Motor Vehicles Department	1,000 s.f.	—	4.09	—	\$497.05	\$2,032
Government Office Complex	1,000 s.f.	—	2.56	—	\$497.05	\$1,272
Office Park	1,000 s.f.	—	3.13	—	\$497.05	\$1,555
Research and Development Center	1,000 s.f.	—	3.42	—	\$497.05	\$1,699
Business Park	1,000 s.f.	—	3.08	—	\$497.05	\$1,530
Retail						
Building Materials/Lumber	1,000 s.f.	—	0.74	—	\$497.05	\$367
Variety Store	1,000 s.f.	—	0.66	—	\$497.05	\$328
Free Standing Discount Store	1,000 s.f.	—	2.16	—	\$497.05	\$1,073
Hardware Paint Store	1,000 s.f.	—	0.25	—	\$497.05	\$124
Nursery (Garden Center)	1,000 s.f.	—	3.12	—	\$497.05	\$1,550
Nursery (Wholesale)	1,000 s.f.	—	1.67	—	\$497.05	\$830
Shopping Center	1,000 s.f.	—	2.34	—	\$497.05	\$1,163
Auto Sales (New)	1,000 s.f.	—	2.49	—	\$497.05	\$1,237
Auto Sales (Used)	1,000 s.f.	—	2.17	—	\$497.05	\$1,078
Recreation Vehicle Sales	1,000 s.f.	—	0.63	—	\$497.05	\$313
Automobile Parts Sales	1,000 s.f.	—	1.64	—	\$497.05	\$815
Tire Store	1,000 s.f.	—	1.55	—	\$497.05	\$770
Supermarket	1,000 s.f.	—	1.42	—	\$497.05	\$705

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Retail (cont.)						
Convenience Market	1,000 s.f.	—	1.56	—	\$497.05	\$775
Convenience Market w/ Gas Pumps	1,000 s.f.	—	2.56	—	\$497.05	\$1,272
Discount Superstore	1,000 s.f.	—	2.25	—	\$497.05	\$1,118
Discount Club	1,000 s.f.	—	1.30	—	\$497.05	\$646
Sporting Goods Superstore	1,000 s.f.	—	6.48	—	\$497.05	\$3,220
Pharmacy w/ Drive-Through Window	1,000 s.f.	—	1.58	—	\$497.05	\$785
Furniture Store	1,000 s.f.	—	0.58	—	\$497.05	\$288
Beverage Container Recycling Depot	1,000 s.f.	—	0.89	—	\$497.05	\$442
Liquor Store	1,000 s.f.	—	2.86	—	\$497.05	\$1,421
Industrial						
Intermodal Truck Terminal	1,000 s.f.	—	2.63	—	\$497.05	\$1,307
General Light Industrial	1,000 s.f.	—	1.63	—	\$497.05	\$810
Industrial Park	1,000 s.f.	—	1.16	—	\$497.05	\$576
Manufacturing	1,000 s.f.	—	1.59	—	\$497.05	\$790
Warehousing	1,000 s.f.	—	0.34	—	\$497.05	\$169
Utility	1,000 s.f.	—	3.22	—	\$497.05	\$1,600
Specialty Trade Contractor	1,000 s.f.	—	2.75	—	\$497.05	\$1,366
Services						
Walk-in Bank	1,000 s.f.	—	4.27	—	\$497.05	\$2,122
Drive-in Bank	1,000 s.f.	—	3.15	—	\$497.05	\$1,565
Copy, Print and Express Ship Store	1,000 s.f.	—	1.86	—	\$497.05	\$924
Quality Restaurant	1,000 s.f.	—	4.63	—	\$497.05	\$2,301
High-Turnover Restaurant	1,000 s.f.	—	5.28	—	\$497.05	\$2,624
Fast-Food w/o Drive-Through Window	1,000 s.f.	—	5.18	—	\$497.05	\$2,574
Fast Food w/ Drive-Through Window	1,000 s.f.	—	10.35	—	\$497.05	\$5,144
Fast-Food w/ Drive-Thru (No Seating)	1,000 s.f.	—	13.36	—	\$497.05	\$6,640
Quick Lubrication Vehicle Shop	1,000 s.f.	—	4.35	—	\$497.05	\$2,162
Automobile Care Center	1,000 s.f.	—	2.45	—	\$497.05	\$1,217
Automobile Parts and Service Center	1,000 s.f.	—	1.50	—	\$497.05	\$745

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Services (cont.)						
Gas/Service Station	1,000 s.f.	—	4.36	—	\$497.05	\$2,167
Gas/Service Station w/ Convenience	1,000 s.f.	—	5.91	—	\$497.05	\$2,937
Super Convenience w/ Gas	1,000 s.f.	—	3.63	—	\$497.05	\$1,804



Chapter 4

Municipal Facilities & Equipment

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

METHODOLOGY

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

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

Cost per capita was converted to cost per dwelling unit category using information published for Fort Mill in the US Census Bureau, American Community Survey, 2013-2017 (see Appendix C). Cost per employee was converted to cost per 1,000 square feet of gross floor area (GFA) using information published in the Institute of Transportation Engineers' *Trip Generation Manual*, Tenth Edition (see Appendix C).

REPLACEMENT VALUE

Replacement value (in 2019 dollars) for municipal facilities and equipment was determined using current estimates for fee simple land value; site development costs; replacement costs for municipal facilities, vehicles, and equipment; and professional fees. A detailed summary of the cost components included in the analysis is provided below.

Fee Simple Land Value

A Town-hired consultant completed *Summary Narrative Commercial Appraisal Reports* for five Town-owned municipal facilities in 2014, which were used to estimate the fee simple market value (land value) for the properties under a hypothetical condition where the land was vacant, for sale, and ready to accept development (still best available data in 2019). Copies of the reports are available from the Town's Planning Department. The Town of Fort Mill provided similar information for properties acquired after 2014.

Utilization factors for three sites — Municipal Building/Police Station, Public Works/Utilities Maintenance, and the new Town Hall (with annex) — were used to isolate areas associated

with the work of departments that typically manage/serve future growth (i.e., public works, police, planning and building). Based on these assumptions, land for municipal facilities and equipment storage in the study area was valued at \$619,150.

Municipal Facilities

Municipal facilities represent buildings or structures used for growth-related services and equipment storage needs. Six locations were identified in the study area, as follows: Municipal Building/Police Station, the new Town Hall (with annex), Public Works Office/Complex, Public Works/Utilities Maintenance Site, the old Fire Station #2 (now used for storage and future uses to be determined), and the Municipal Parking Lot.

Building replacement costs were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated in 2019*. (Where 2019 figures were not available, the 2014 values were retained.) Additional information was provided by the Town of Fort Mill. Utilization factors for three of the sites — Municipal Building/Police Station, Public Works/Utilities Maintenance, and the new Town Hall (with annex) — were used to isolate areas associated with the work of departments that typically manage/serve future growth (i.e., public works, police, planning, building, and permitting).

Collectively, the replacement value for municipal facilities in the study area was valued at \$5,940,271. A summary of building and structure replacement values for municipal facilities in the study area is provided in Appendix F of the report.

Site Development Costs

The *Summary Narrative Commercial Appraisal Reports* completed in 2014 included a “Replacement Cost New” value, which accounts for general site development costs incurred by the Town to serve uses and activities at the different sites: clearing and grading, utility services, parking lots and lighting, storm water infrastructure, buffers and landscaping, etc. Utilization factors for two of the sites — Municipal Building/Police Station and Public Works/Utilities Maintenance — were used to isolate areas associated with the work of departments that typically manage/serve future growth (i.e., public works, police, planning, building, and permitting). A standard site development cost estimate of 15% was assumed for the new Town Hall and the annex next to the new Town Hall because they were acquired after the 2014 appraisal reports were completed. The general allowance is consistent with industry standards for pre-planning new municipal facilities and equipment storage locations.

Based on the above information, site development costs to serve municipal facilities and equipment storage locations in the study area were valued at \$529,068.

Professional Services

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

Professional service fees assumed for municipal facilities in the study area are summarized in Appendix F of the report. Collectively, professional service costs associated with existing municipal facilities was valued at \$656,134.

Municipal Vehicles & Equipment

Only municipal vehicles and equipment with an individual unit purchase price over \$100,000 are included in the analysis to comply with Section 6-1-920(18)(g) of the South Carolina Development Impact Fee Act. Appendix F of the report inventories eligible Town-owned municipal vehicles and equipment. The total replacement cost for eligible municipal vehicles and equipment serving the study area is \$2,440,332. (Note: The Town of Fort Mill provides curbside trash collection to single-family residences, and some older multifamily residences, inside Town Limits; therefore, the replacement cost for trash collection trucks summarized in Appendix F – \$1,106,266 – is considered only for the cost per capita calculations summarized on page 4-5).

TOTAL REPLACEMENT COST

Collectively, the replacement values noted in this chapter represent the total replacement cost for rebuilding municipal facilities or purchasing new, eligible equipment (in 2019 dollars) to maintain current service delivery standards. Based on these assumptions, the net total replacement cost for existing municipal facilities and eligible equipment in the Fort Mill study area is \$10,184,955; detailed in Table 4.1 on page 4-4.

[The remainder of the page intentionally blank.]

Table 4.1 – Total Replacement Costs Municipal Facilities and Equipment	
Replacement Category	Cost
Fee Simple Land Value	\$619,150
Municipal Facilities	\$5,940,271
Site Development Costs	\$529,068
Professional Services	\$656,134
Municipal Vehicles & Equipment – Trash Collection (> \$100,000)	\$1,106,266
Municipal Vehicles & Equipment – All Other (> \$100,000)	\$1,334,066
Total Replacement Cost	\$10,184,955

TOWN RESIDENT / EMPLOYEE RATIO

Information published for the Fort Mill study area estimates 21,244 residents and 6,566 employees live or work in the area for the base year (2018). The proportionate share between residents (76%) and employees (24%) to rebuild municipal facilities and purchase eligible equipment is as follows: residents — \$8,006,070 and employees — \$2,178,885. (Note: The proportionate share calculation was performed without considering trash collection vehicles. The value for trash collection vehicles – \$1,106,266 – was added to the resident proportion statistic – \$6,899,804 – to determining the total cost attributed to Town residents.)

COST PER CAPITA

Cost per capita represents a burden to each existing resident in the study area (in 2019 dollars) should the Town of Fort Mill have to build again municipal facilities and replace eligible equipment at current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to residents and 2) population estimates (2018) for the Town of Fort Mill provided by the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program. A cost per capita for the study area was calculated by dividing the net total replacement cost attributable to residents by the Town population estimate:

$$\text{Cost per Capita} = \frac{\text{Total Replacement Cost Attributable to Town Residents } (\$8,006,070)}{\text{Population Estimate } (21,244)}$$

Based on this analysis, the calculated cost per capita to replace municipal facilities and eligible equipment is \$376.86.

COST PER EMPLOYEE

Cost per employee represents a burden to each existing employee in the study area (in 2019 dollars) should the Town of Fort Mill have to build again municipal facilities and replace eligible equipment at current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to employees and 2) employment estimates (2018) for the Town of Fort Mill provided by the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program. A cost per employee for the study area was calculated by dividing the net total replacement cost attributable to employees by the Town employment estimate:

$$\text{Cost per Employee} = \frac{\text{Total Replacement Cost Attributable to Employees } (\$2,178,885)}{\text{Employee Estimate } (6,566)}$$

Based on this analysis, the calculated cost per employee to replace municipal facilities and eligible equipment is \$331.84.

MAXIMUM ALLOWABLE IMPACT FEES

A maximum allowable impact fee schedule was developed to quantify the fair share cost to build municipal facilities and purchase eligible equipment to serve new development. The cost per capita for municipal facilities and equipment was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2013-2017 for various dwelling unit categories to determine recommended maximum allowable impact fees (see Appendix C of the report for household size estimates). The cost per employee for municipal facilities and equipment was multiplied by employee space ratios developed from information published in the Institute of Transportation Engineers' *Trip Generation Manual*, Tenth Edition to determine recommended maximum allowable impact fees (see Appendix C of the report for employee space ratio estimates).

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

DISCOUNT RATE

Town Council may choose to apply a discount rate to the maximum allowable impact fees presented herein. The discount rate could be used to provide a reasonable fee for continued residential or non-residential investment or to ensure that impact fees collected for municipal facilities and equipment do not exceed the cost of providing capital improvements identified to accommodate new growth. Chapter 5 of the report expands on the notion of discount rates for the Town of Fort Mill.

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Residential Uses						
Single Family (Attached or Detached)	d.u.	2.84	—	\$376.86	—	\$1,070
Mobile Home	d.u.	2.42	—	\$376.86	—	\$912
Multifamily (>2 Dwelling Units)	d.u.	2.17	—	\$376.86	—	\$817
Hotel / Motel Uses						
Hotel	room	—	0.58	—	\$331.84	\$192
All Suites Hotel	room	—	0.09	—	\$331.84	\$29
Business Hotel	room	—	0.12	—	\$331.84	\$39
Motel	room	—	0.13	—	\$331.84	\$43
Resort Hotel	room	—	1.92	—	\$331.84	\$637
Recreation						
Golf Driving Range	tee	—	0.25	—	\$331.84	\$82
Movie Theater	1,000 s.f.	—	1.47	—	\$331.84	\$487
Multiplex Movie Theater	1,000 s.f.	—	1.35	—	\$331.84	\$447
Amusement Park	acre	—	9.60	—	\$331.84	\$3,185
Water Slide Park	acre	—	8.99	—	\$331.84	\$2,983
Recreation Community Center	1,000 s.f.	—	1.06	—	\$331.84	\$351
Institutional						
School District Office	1,000 s.f.	—	2.83	—	\$331.84	\$939
Junior/Community College	1,000 s.f.	—	1.39	—	\$331.84	\$461
University/College	1,000 s.f.	—	2.93	—	\$331.84	\$972
Daycare	1,000 s.f.	—	2.23	—	\$331.84	\$740
Cemetery	acre	—	0.12	—	\$331.84	\$39
Prison	1,000 s.f.	—	16.75	—	\$331.84	\$5,558
Museum	1,000 s.f.	—	0.31	—	\$331.84	\$102
Library	1,000 s.f.	—	1.29	—	\$331.84	\$428
Medical						
Hospital	1,000 s.f.	—	2.83	—	\$331.84	\$939
Nursing Home	1,000 s.f.	—	2.28	—	\$331.84	\$756

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Medical (cont.)						
Clinic	1,000 s.f.	—	4.13	—	\$331.84	\$1,370
Animal Hospital/Veterinary Clinic	1,000 s.f.	—	1.69	—	\$331.84	\$560
Medical/Dentist Office	1,000 s.f.	—	4.00	—	\$331.84	\$1,327
Office						
General Office Building	1,000 s.f.	—	2.97	—	\$331.84	\$985
Small Office Building	1,000 s.f.	—	2.03	—	\$331.84	\$673
Corporate Headquarters	1,000 s.f.	—	3.44	—	\$331.84	\$1,141
Single Tenant Office Building	1,000 s.f.	—	2.98	—	\$331.84	\$988
Government Office Building	1,000 s.f.	—	3.03	—	\$331.84	\$1,005
US Post Office	1,000 s.f.	—	1.80	—	\$331.84	\$1,357
State Motor Vehicles Department	1,000 s.f.	—	4.09	—	\$331.84	\$597
Government Office Complex	1,000 s.f.	—	2.56	—	\$331.84	\$849
Office Park	1,000 s.f.	—	3.13	—	\$331.84	\$1,038
Research and Development Center	1,000 s.f.	—	3.42	—	\$331.84	\$1,134
Business Park	1,000 s.f.	—	3.08	—	\$331.84	\$1,022
Retail						
Building Materials/Lumber	1,000 s.f.	—	0.74	—	\$331.84	\$245
Variety Store	1,000 s.f.	—	0.66	—	\$331.84	\$219
Free Standing Discount Store	1,000 s.f.	—	2.16	—	\$331.84	\$716
Hardware Paint Store	1,000 s.f.	—	0.25	—	\$331.84	\$82
Nursery (Garden Center)	1,000 s.f.	—	3.12	—	\$331.84	\$1,035
Nursery (Wholesale)	1,000 s.f.	—	1.67	—	\$331.84	\$554
Shopping Center	1,000 s.f.	—	2.34	—	\$331.84	\$776
Auto Sales (New)	1,000 s.f.	—	2.49	—	\$331.84	\$826
Auto Sales (Used)	1,000 s.f.	—	2.17	—	\$331.84	\$720
Recreation Vehicle Sales	1,000 s.f.	—	0.63	—	\$331.84	\$209
Automobile Parts Sales	1,000 s.f.	—	1.64	—	\$331.84	\$544
Tire Store	1,000 s.f.	—	1.55	—	\$331.84	\$514
Supermarket	1,000 s.f.	—	1.42	—	\$331.84	\$471

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Retail (cont.)						
Convenience Market	1,000 s.f.	—	1.56	—	\$331.84	\$517
Convenience Market w/ Gas Pumps	1,000 s.f.	—	2.56	—	\$331.84	\$849
Discount Superstore	1,000 s.f.	—	2.25	—	\$331.84	\$746
Discount Club	1,000 s.f.	—	1.30	—	\$331.84	\$431
Sporting Goods Superstore	1,000 s.f.	—	6.48	—	\$331.84	\$2,150
Pharmacy w/ Drive-Through Window	1,000 s.f.	—	1.58	—	\$331.84	\$524
Furniture Store	1,000 s.f.	—	0.58	—	\$331.84	\$192
Beverage Container Recycling Depot	1,000 s.f.	—	0.89	—	\$331.84	\$295
Liquor Store	1,000 s.f.	—	2.86	—	\$331.84	\$949
Industrial						
Intermodal Truck Terminal	1,000 s.f.	—	2.63	—	\$331.84	\$872
General Light Industrial	1,000 s.f.	—	1.63	—	\$331.84	\$540
Industrial Park	1,000 s.f.	—	1.16	—	\$331.84	\$384
Manufacturing	1,000 s.f.	—	1.59	—	\$331.84	\$527
Warehousing	1,000 s.f.	—	0.34	—	\$331.84	\$112
Utility	1,000 s.f.	—	3.22	—	\$331.84	\$1,068
Specialty Trade Contractor	1,000 s.f.	—	2.75	—	\$331.84	\$912
Services						
Walk-in Bank	1,000 s.f.	—	4.27	—	\$331.84	\$1,416
Drive-in Bank	1,000 s.f.	—	3.15	—	\$331.84	\$1,045
Copy, Print and Express Ship Store	1,000 s.f.	—	1.86	—	\$331.84	\$617
Quality Restaurant	1,000 s.f.	—	4.63	—	\$331.84	\$1,536
High-Turnover Restaurant	1,000 s.f.	—	5.28	—	\$331.84	\$1,752
Fast-Food w/o Drive-Through Window	1,000 s.f.	—	5.18	—	\$331.84	\$1,718
Fast Food w/ Drive-Through Window	1,000 s.f.	—	10.35	—	\$331.84	\$3,434
Fast-Food w/ Drive-Thru (No Seating)	1,000 s.f.	—	13.36	—	\$331.84	\$4,433
Quick Lubrication Vehicle Shop	1,000 s.f.	—	4.35	—	\$331.84	\$1,443
Automobile Care Center	1,000 s.f.	—	2.45	—	\$331.84	\$813
Automobile Parts and Service Center	1,000 s.f.	—	1.50	—	\$331.84	\$497

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Services (cont.)						
Gas/Service Station	1,000 s.f.	—	4.36	—	\$331.84	\$1,446
Gas/Service Station w/ Convenience	1,000 s.f.	—	5.91	—	\$331.84	\$1,961
Super Convenience w/ Gas	1,000 s.f.	—	3.63	—	\$331.84	\$1,204



Chapter 5

Conclusion

Significant growth and development in the Fort Mill Study Area (see Chapter 1, Figure 1.1) is expected to continue through 2028, which will likely overburden existing parks and recreation facilities, fire protection services, and municipal facilities and equipment beyond current service delivery standards or maximum service capacities. Therefore, it is appropriate to continue with a development impact fee program to mitigate a proportionate share of the anticipated future deficiencies associated with new growth.

DISCOUNT RATE

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

Tables 5.1 through 5.4 provide a comparison of different impact fee amounts that may be collected in the Town of Fort Mill under a set of hypothetical discount rates. Ultimately, the discount rate applied to maximum allowable impact fees will be a policy decision of Town Council.

Table 5.1 – Discount Rate Comparison Table # Parks & Recreation						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$1,491	\$1,491	\$1,118	\$746	\$373
Multifamily (>2 Dwelling Units)	d.u.	\$1,139	\$1,139	\$854	\$570	\$285

Note:

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

Table 5.2 – Discount Rate Comparison Table # Fire Protection						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$578	\$578	\$434	\$289	\$145
Multifamily (>2 Dwelling Units)	d.u.	\$441	\$441	\$331	\$221	\$110
General Office Building	1,000 s.f.	\$1,476	\$1,476	\$1,107	\$738	\$369
Shopping Center	1,000 s.f.	\$1,163	\$1,163	\$872	\$582	\$291
General Light Industrial	1,000 s.f.	\$810	\$810	\$608	\$405	\$203

Note:

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

**Table 5.3 – Discount Rate Comparison Table #
Municipal Facilities & Equipment**

Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$1,070	\$1,070	\$803	\$535	\$268
Multifamily (>2 Dwelling Units)	d.u.	\$817	\$817	\$613	\$409	\$204
General Office Building	1,000 s.f.	\$985	\$985	\$739	\$493	\$246
Shopping Center	1,000 s.f.	\$776	\$776	\$582	\$388	\$194
General Light Industrial	1,000 s.f.	\$540	\$540	\$405	\$270	\$135

Note:

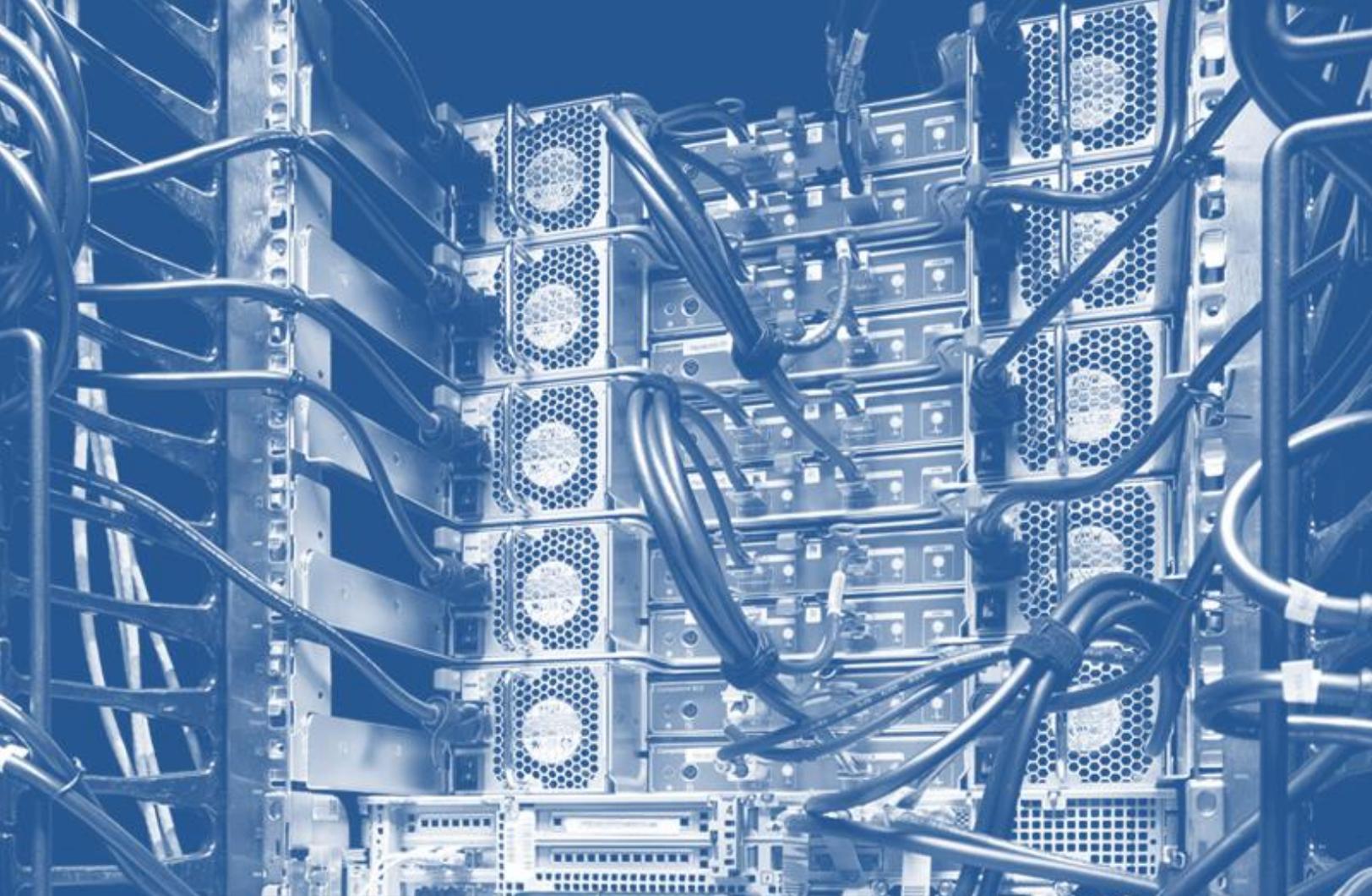
= Hypothetical impact fees presented in Table 6.3 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).

**Table 5.4 – Discount Rate Comparison Table #
All Impact Fee Categories Combined**

Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$3,139	\$3,139	\$2,354	\$1,570	\$785
Multifamily (>2 Dwelling Units)	d.u.	\$2,397	\$2,397	\$1,798	\$1,199	\$599
General Office Building	1,000 s.f.	\$2,461	\$2,461	\$1,846	\$1,231	\$615
Shopping Center	1,000 s.f.	\$1,939	\$1,939	\$1,454	\$970	\$485
General Light Industrial	1,000 s.f.	\$1,350	\$1,350	\$1,013	\$675	\$338

Note:

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



Appendix

Appendix A — State Enabling Legislation

Appendix B — Town Development Impact Fee Ordinance

Appendix C — US Census Data & ITE Employee Space Ratio Calculations

Appendix D — Parks & Recreation Inventory & Analysis Tables

Appendix E — Fire Protection Inventory & Analysis Tables

Appendix F — Municipal Facilities & Services Inventory & Analysis Tables

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

[downloaded from South Carolina Legislature website, January 8, 2020]
<https://www.scstatehouse.gov/code/title6.php>

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.

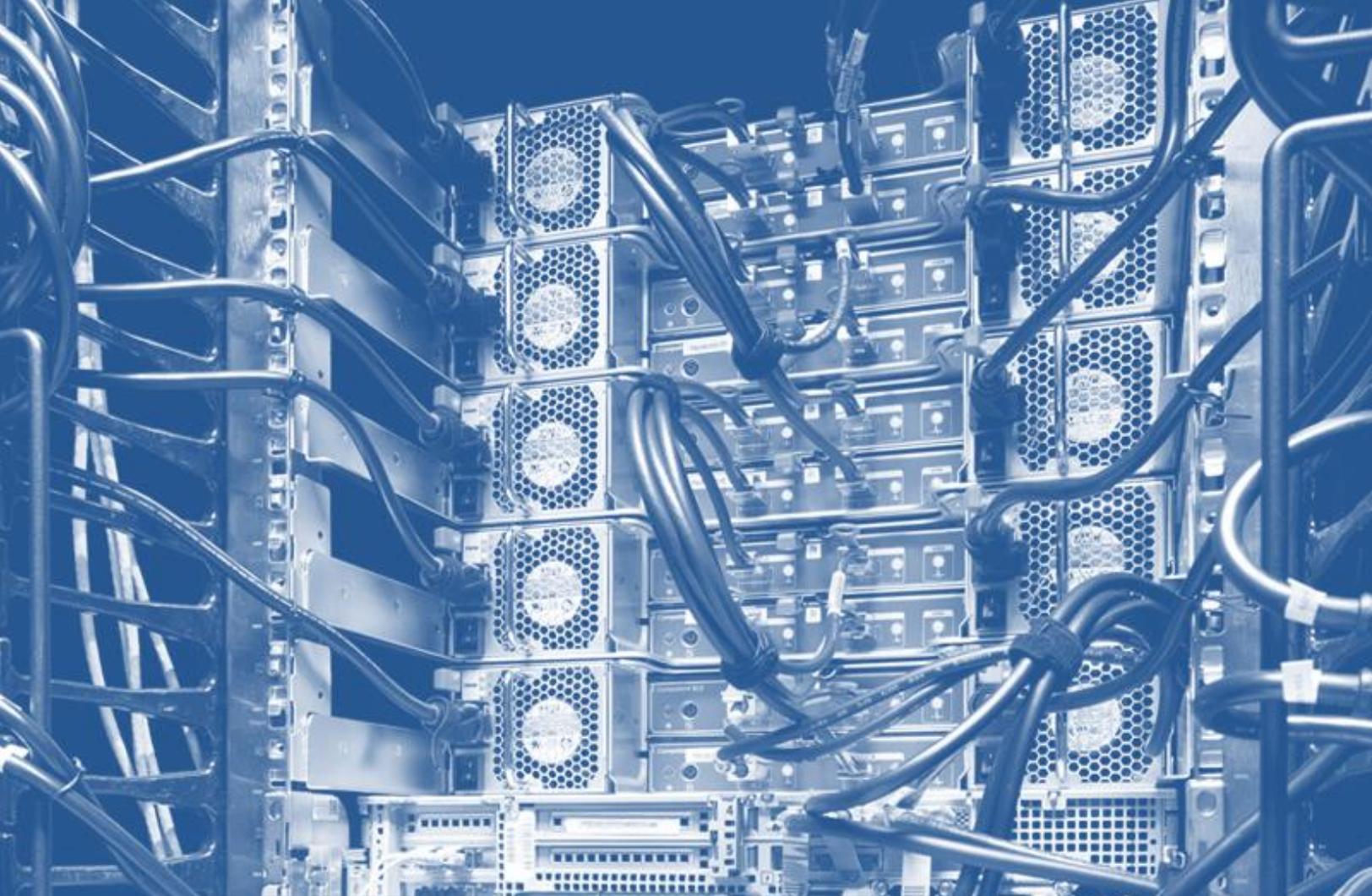
This article shall not create, grant, or confer any new or additional taxing or revenue raising authority to a political subdivision which was not specifically granted to that entity by a previous act of the General Assembly.

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.



Appendix

Appendix A — State Enabling Legislation

Appendix B — Town Development Impact Fee Ordinance

Appendix C — US Census Data & ITE Employee Space Ratio Calculations

Appendix D — Parks & Recreation Inventory & Analysis Tables

Appendix E — Fire Protection Inventory & Analysis Tables

Appendix F — Municipal Facilities & Services Inventory & Analysis Tables

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

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

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

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

DIVISION 4. DEVELOPMENT IMPACT FEES

Sec. 2-300. Title

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

Sec. 2-301. Authority

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

Sec. 2-302. Findings

The Fort Mill Town Council hereby declares that:

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

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

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

- (k) The maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill* has been reduced by fifty percent (50%) for the General Development Impact Fee Schedule summarized in Exhibit A of this ordinance, setting the fees at fifty percent (50%) of the maximum amount to provide a reasonable fee for residential and non-residential investments and to ensure that the impact fees collected do not exceed the cost to provide capital facilities and equipment that accommodate new development.
- (l) The maximum allowable municipal facilities and equipment impact fee determined in the *Development Impact Fee Study Report for Fort Mill* has been reduced by fifty percent (50%) for the General Development Impact Fee Schedule summarized in Exhibit A of this ordinance, setting the fees at fifty percent (50%) of the maximum amount to provide a reasonable fee for residential and non-residential investments and to ensure that the impact fees collected do not exceed the cost to provide capital facilities and equipment that accommodate new development.
- (m) The maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill* has been reduced by one hundred percent (100%) for the General Development Impact Fee Schedule summarized in Exhibit A of this ordinance, setting the fees at zero percent (0%) of the maximum amount to provide a reasonable fee and non-residential investments and to ensure that the impact fees collected do not exceed the cost to provide capital transportation facilities that accommodate new development.
- (n) Property for which a valid building permit has been issued prior to the effective date of this ordinance shall not be subject to new or updated development impact fees.

Sec. 2-303. Definitions

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

- (a) Affordable Housing. Housing that is affordable to families whose incomes do not exceed eighty (80%) percent of the median income for the service zone established for the Town of Fort Mill.
- (b) Building Permit. A permit issued by the Town permitting the construction of a building or structure within Town limits.
- (c) Capital Improvement. Improvements with a useful life of five years or more, by new construction or other action, which increase the service capacity of the public facility.

Public facilities for the purpose of this ordinance include parks and recreation facilities, fire protection, municipal facilities and equipment, and transportation.

- (d) Capital Improvements Plan (CIP). A multi-year planning tool used to identify capital projects and coordinate financing and implementation. The Plan also identifies capital improvements for which impact fees may be used as a funding source.
- (e) Certificate of Occupancy. A certificate allowing the occupancy or use of a building and certifying that the structure or use has been constructed or will be used in compliance with the Town of Fort Mill Code of Ordinances and all other applicable regulations.
- (f) Credits. Impact fee deductions allowed to a fee payor for eligible off-site capital improvements funded by the fee payor.
- (g) Developer. An individual, corporation, partnership, or other legal entity undertaking new development.
- (h) Development. Construction or installation of a new building or structure, or a change in use of an existing building or structure, any of which creates additional demand and need for public facilities (i.e., parks and recreation, fire protection, municipal facilities and equipment, or transportation). A building or structure shall include, but not be limited to, modular buildings and manufactured housing. Development does not include alterations made to existing single-family homes.
- (i) Development Impact Fee. A financial payment made by a developer to a local government for funding certain off-site capital improvements identified to accommodate future growth. Development impact fees (or “impact fees”) are collected by the Town for parks and recreation facilities, fire protection, municipal facilities and equipment, and transportation.
- (j) Fee Payor. A developer that pays or is required to pay a development impact fee.
- (k) Fire Protection Impact Fee. A payment of money imposed as a condition of approval to pay a proportionate share of the cost for improvements to the fire protection system identified to serve new development.
- (l) Municipal Facilities and Equipment Impact Fee. A payment of money imposed as a condition of approval to pay a proportionate share of the cost for improvements to the municipal facilities and equipment system identified to serve new development.
- (m) Off-Site Improvements. Capital improvements located outside of the boundaries of a development that are required to serve the development's demands and needs.
- (n) Parks and Recreation Impact Fee. A payment of money imposed as a condition of approval to pay a proportionate share of the cost for improvements to the parks and recreation system identified to serve new development.

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

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

Sec. 2-304. Supporting Documentation

This ordinance is based upon the conclusions and recommendations presented in the *Development Impact Fee Study Report for Fort Mill* and the *Housing Affordability Analysis in Support of a Development Impact Fee Study in Fort Mill*, prepared consistent with the provisions set forth in the Act and adopted by resolution of Town Council on April 27, 2015, and the *Town of Fort Mill Capital Improvements Plan*, prepared consistent with the provisions set forth in the Act and adopted by ordinance of Town Council August 24, 2015. All three documents are and shall remain on file in the Town Planning Department and are hereby incorporated into this ordinance by reference.

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

Sec. 2-305. Jurisdiction

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

Sec. 2-306. Application and Exemptions

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

- (a) Rebuilding the same amount of floor space of a structure that was destroyed by fire or other natural catastrophe;
- (b) Remodeling or repairing a structure with the same land use that does not result in an increase in the number of service units or place new demand on parks and recreation facilities, fire protection, municipal facilities and equipment, or transportation system;

- (c) Replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the amount of traffic generated by the new residential unit does not increase;
- (d) Placing a construction trailer or temporary office on a lot during the period of construction on the same lot;
- (e) Construction of an addition to a residential structure that does not increase the amount of traffic generated by the same land use;
- (f) Adding uses that are typically accessory to residential uses, such as a tennis court or a clubhouse, unless it is demonstrated clearly that the use creates new demand for parks and recreation facilities, fire protection, municipal facilities and equipment, or the transportation system; and
- (g) All or part of a particular development project if:
 - (1) The project is determined to create affordable housing; and
 - (2) The exempt development's proportionate share of system improvements is funded through a revenue source other than development impact fees.

Sec. 2-307. Provisions for Affordable Housing

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

(a) Median Household Income

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

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

(b) Maximum Expenditure

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

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

(c) Procedures for Exemption from Development Impact Fees

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

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

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

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

Sec. 2-308. Determination of Fees

(a) General Provisions

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

and approved by the Town Planning Director, shall constitute full and complete payment of the new development's proportionate share of public facilities costs.

- (6) A developer may negotiate and contract with the Town to provide facilities or services in lieu of payment of development impact fees in accordance with Section 6-1-1050 of the Act.

(b) Parks and Recreation Impact Fees

(1) Parks and Recreation Impact Fee Formula

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

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

Where:

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

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

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

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

(2) Determining Park and Recreation Impact Fees

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

- a. Verify the type and number of new residential dwelling units for which the building permit is being sought;
- b. Determine whether any of the proposed residential dwelling units qualify for a discount on parks and recreation impact fees as "affordable housing" and, if so, the number and type of such units;

- c. Determine the applicable residential dwelling unit category set forth in Exhibit A (as applicable) of this ordinance; and
- d. Multiply the discounted development impact fee rate for the residential dwelling unit category by the number of net new units within the development and the average persons per household estimate.

(3) Independent Parks and Recreation Impact Fee Calculation

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

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

(10%) for the purposes of completing an independent impact fee calculation, setting the fees at ninety percent (90%) of the maximum amount.

- f. The independent impact fee calculation shall be based on the following formula:

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

Where:

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

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

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

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

(c) Fire Protection Impact Fees

(1) Fire Protection Impact Fee Formula

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

a. Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge only fifty percent (50%) of the maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

b. Non-Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge only fifty percent (50%) of the maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(2) Determining Fire Protection Impact Fees

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

- a. Verify the type and number of new residential dwelling units or the type and intensity of new non-residential square footage or other land use measuring criteria for which the building permit is being sought;

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

(3) Independent Fire Protection Impact Fee Calculation

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

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

- e. The maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill* shall be reduced by fifty percent (50%) for the purposes of completing an independent impact fee calculation, setting the fees at fifty percent (50%) of the maximum amount.
- f. The independent impact fee calculation shall be based on one of the following formulas:

1. Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge only fifty percent (50%) of the maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

2. Non-Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge only fifty percent (50%) of the maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(d) Municipal Facilities and Equipment Impact Fees

(1) Municipal Facilities and Equipment Impact Fee Formula

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

a. Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge only fifty percent (50%) of the maximum allowable municipal facilities and services impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

b. Non-Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge only fifty percent (50%) of the maximum allowable municipal facilities and equipment impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(2) Determining Municipal Facilities and Equipment Impact Fees

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

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

(3) Independent Municipal Facilities and Equipment Impact Fee Calculation

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

- a. Independent calculations for the determination of municipal facilities and equipment impact fees must be performed by a certified professional engineer, architect, landscape architect, planner or other duly qualified and licensed professional approved by the Town Planning Director.
- b. The independent calculation shall be subject to review and approval by the Town Planning Director, or its designee. In the event that the Town Planning Director elects to contract with a third party to review the independent calculation, the cost of this review shall be borne by the applicant based on the cost of the third party review, plus a ten percent (10%) administrative fee.
- c. The Town Planning Director shall either approve or provide in writing the reasons for disapproval of the independent calculation study within thirty (30) days of its submittal for review.
- d. Prior to commencing the study, the developer's hired professional and the Town Planning Director, or its designee, shall agree upon the relevant factors and values that will be utilized in the independent calculation of impact fees.
- e. The maximum allowable municipal facilities and equipment impact fee determined in the *Development Impact Fee Study Report for Fort Mill* shall be reduced by fifty percent (50%) for the purposes of completing an independent impact fee calculation, setting the fees at fifty percent (50%) of the maximum amount.
- f. The independent impact fee calculation shall be based on one of the following formulas:

1. Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge only fifty percent (50%) of the maximum allowable municipal facilities and equipment impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

2. Non-Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge only fifty percent (50%) of the maximum allowable municipal facilities and equipment impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(e) Transportation Impact Fees

(1) Transportation Impact Fee Formula

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

a. Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge zero percent (0%) of the maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

b. Non-Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge zero percent (0%) of the maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(2) Determining Transportation Impact Fees

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

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

(3) Independent Transportation Impact Fee Calculation

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

- a. Independent calculations for the determination of transportation impact fees must be performed by a duly qualified and licensed engineer in the State of South Carolina, based upon sound traffic engineering studies utilizing accepted engineering practices and planning principles.
- b. The independent calculation shall be subject to review and approval by the Town Planning Director, or its designee. In the event that the Town Planning Director elects to contract with a third party to review the independent calculation, the cost of this review shall be borne by the applicant based on the cost of the third party review, plus a ten percent (10%) administrative fee.
- c. The Town Planning Director shall either approve or provide in writing the reasons for disapproval of the independent calculation study within thirty (30) days of its submittal for review.
- d. Prior to commencing the study, the developer's hired professional and the Town Planning Director, or its designee, shall agree upon the relevant factors and values that will be utilized in the independent calculation of impact fees.
- e. Process for the independent calculation study for determination of transportation impact fees:
 1. Determine base trip generation for the proposed land use(s) utilizing the Institute of Transportation Engineers' *Trip Generation Manual*, Ninth Edition (or subsequent editions).
 2. Base trip generation may be reduced by rate of pass-by capture using methodology in the most current *Trip Generation Handbook* published by the Institute of Transportation Engineers.
 3. Base trip generation may be reduced by rate of internal capture when two or more land uses are proposed and at least one of those land uses is residential in nature and at least one of the other land uses is non-residential in nature using methodology recommended in the most current *Trip Generation Handbook* published by the Institute of Transportation Engineers, subject to approval for use by the Town Planning Director.
 4. The maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill* shall be reduced by one hundred percent (100%) for the purposes of completing an independent impact fee calculation, setting the fees at zero percent (0%) of the maximum amount.
 5. The independent impact fee calculation shall be based on one of the following formulas:
 - i. Residential Development

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

Where:

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

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

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

TDR = For the purpose of this calculation, it is Town Council policy to charge zero percent (0%) of the maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

ii. Non-Residential Development

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

Where:

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

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

COST = The cost per trip for providing transportation improvements based on information presented in the

Development Impact Fee Study Report for Fort Mill adopted by Town Council on April 27, 2015. The cost per trip is \$99.53.

TDR = For the purpose of this calculation, it is Town Council policy to charge zero percent (10%) of the maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(f) Special Cases

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

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

Sec. 2-309. Impact Fee Trust Funds

Development impact fees collected pursuant to this ordinance shall be kept separate from other revenue of the Town. There shall be one trust fund established for each development impact fee category depicted in Exhibit A of this ordinance: parks and recreation, fire protection, municipal facilities and equipment, and transportation. All development impact fees collected shall be properly identified by property address noted on the approved building permit and by the appropriate trust account.

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

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

(a) Eligible System Improvement Costs

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

- (1) Design and construction plan preparation;
- (2) Right-of-way acquisition;
- (3) Construction of new facilities, structures, or amenities that provide additional capacity;
- (4) Purchase of new equipment (>\$100,000 purchase price) that provide additional capacity;
- (5) Construction of new through lanes and/or turn lanes;
- (6) Construction of new bridges;
- (7) Construction of new drainage facilities associated with capital improvements;
- (8) Purchase and installation of traffic signalization;
- (9) Construction of new curbs, medians, and shoulders;

(10) Relocating utilities to accommodate new road construction; and

(11) Principal payments, interest and other finance charges on bonds or other indebtedness issued by or on behalf of the Town for financing any or all public facilities.

(b) Rational Nexus Test

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

(c) Expenditure of Funds

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

(d) Reimbursement

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

Sec. 2-311. Credits / Reimbursements

(a) General Provisions

(1) A developer shall be entitled to a credit against development impact fees assessed pursuant to this ordinance for Town-approved monetary or in-kind contributions toward some or all of the public facilities included in the *Town of Fort Mill Capital Improvements Plan* that are eligible for impact fee funding.

(2) Development impact fees shall not be imposed on a fee payor or developer who has entered into an agreement with the Town for certain contribution, payment, construction, or dedication of land up to the cash value of the specific improvements identified within the agreement. Any difference between total development impact fees due for the development and the cash value of the executed agreement remain eligible for collection pursuant to the rules and requirements of this ordinance.

- (3) A fee payor shall be reimbursed for contributions of land or facilities that exceed his proportionate share of the cost of public facilities when such excess contribution is made at the request of the Town.

(b) Application for Credit Agreement

- (1) The determination of the amount of any credit shall be undertaken through submission of an Application for Credit Agreement, which shall be submitted through the Town Planning Department for review by the Town Planning Director, or its designee.

- (2) The Application for Credit Agreement shall include the following information:

- a. The following documentation must be provided if the proposed application involves a credit for any cash contribution:

1. A certified copy of the development approval in which the contribution was agreed; and
2. Proof of payment (if already made); or
3. Proposed method of payment (if not already made).

- b. The following documentation must be provided if the proposed application involves credit for dedication of land:

1. A drawing and legal description of the land;
2. The appraised fair market value of the land at the date a building permit application is sought for the land use(s), prepared by a professional Real Estate Appraiser who is a member of the member Appraisal Institute (MAL) or who is a member of Senior Residential Appraisers (SRA); and
3. A certified copy of the development permit in which the land was agreed to be dedicated (if applicable).

- c. The following documentation must be provided if the proposed application involves credit for construction:

1. The proposed construction documents of the specific construction project prepared and certified by a duly qualified and licensed engineer in the State of South Carolina;
2. The projected costs for the suggested improvements, which shall be based on local information for similar improvements, along with the construction schedule for the completion of said improvements. Such estimated cost shall include construction or reconstruction of the project, the cost of labor and

materials, the cost of all lands, property, rights, easements, and franchises acquired, financing charges, interest prior to and during construction and for one (1) year after completion of construction, costs of plans and specifications, surveys of estimates of costs and revenues, costs of professional services, and all of the expenses necessary or incidental to determining the feasibility or practicability of such construction or reconstruction.

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

Sec. 2-312. Penalties

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

- (a) Interest and Penalties. The Town may, at its discretion, add to the amount of calculated development impact fees due prior to award of a Certificate of Occupancy, reasonable interest and penalties for non-payment or late payment of required funds. Penalties for unpaid development impact fees shall be administered consistent with Chapter 1 (General Provisions), Section 1-6 in the Town of Fort Mill Code of Ordinances, which declares the violation a penalty subject to a fine not to exceed five hundred dollars (\$500.00) or

imprisonment not to exceed thirty (30) days. Each day of violation shall be deemed a separate offense.

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

Sec. 2-313. Appeal Process

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

(a) Administrative Appeal

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

be filed with the Clerk of Town Council within fifteen (15) days following receipt of the final administrative determination. Receipt shall be construed to have occurred when the final administrative decision is deposited in the United States mail postage prepaid to the person whose name and address is identified in the original Notice of Appeal.

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

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

(b) Payment Under Protest

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

(c) Mediation

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

Sec. 2-314. Refunds

(a) General Provisions

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

(b) Refund Process

- (1) The owner of property eligible for a refund of one or more development impact fee payments shall submit to the Town Planning Director a notarized sworn statement that the person is the current owner of the property for which a refund is due, a certified copy of the latest recorded deed, and a copy of the most recent ad valorem tax bill for the property.
- (2) When a right to a refund exists, the Town shall send a refund to the current owner of record within ninety (90) days after it is determined by Town Council that a refund is due.
- (3) All refunds shall include the pro rata portion of the interest earned while on deposit in the specific development impact fee trust account.
- (4) A record owner of property for which one or more development impact fee refunds are due has standing to sue for such refund pursuant to Section 6-1-1020(D) of the Act if there has not been a good-faith effort towards a timely payment of a refund pursuant to this section.

Sec. 2-315. Review

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

Sec. 2-316. Termination of Development Impact Fees

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

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

Sec. 2-317. Liberal Construction

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

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

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

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

SECTION IV. Effective Date. This ordinance shall be effective from and after October 1, 2015.

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

Public Hearing #1: July 27, 2015
First Reading: August 10, 2015
Public Hearing #2: August 10, 2015
Second Reading: August 24, 2015

TOWN OF FORT MILL

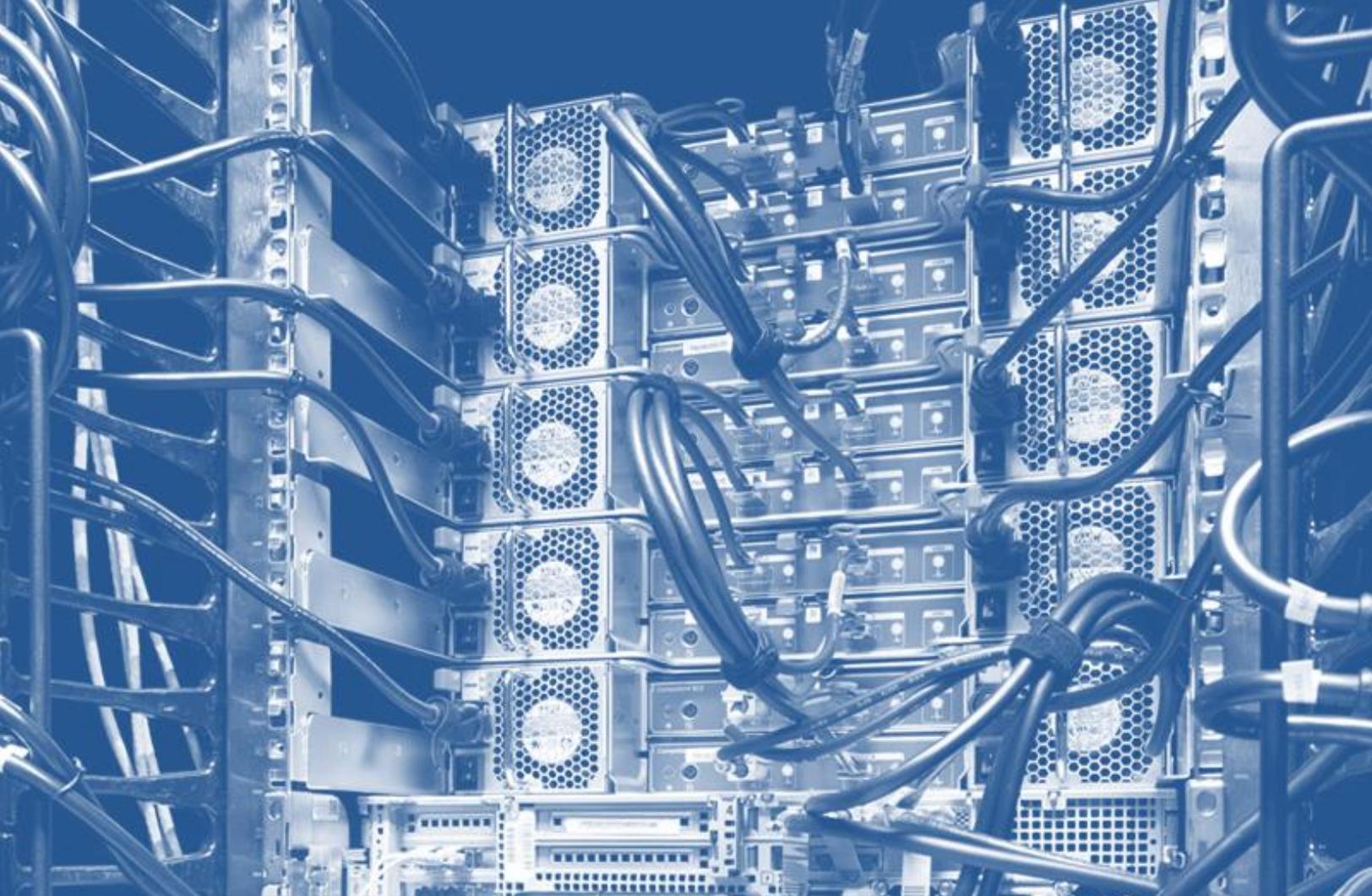
Danny P. Funderburk, Mayor

LEGAL REVIEW

ATTEST

Barron B. Mack, Jr, Town Attorney

Dana Powell, Town Clerk



Appendix

Appendix A — State Enabling Legislation

Appendix B — Town Development Impact Fee Ordinance

Appendix C — US Census Data & ITE Employee Space Ratio Calculations

Appendix D — Parks & Recreation Inventory & Analysis Tables

Appendix E — Fire Protection Inventory & Analysis Tables

Appendix F — Municipal Facilities & Services Inventory & Analysis Tables

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

Housing Category	No. of Units
Single Family (Attached or Detached)	4,158
Mobile Home	36
Multifamily (2 or more units)	1,172
Total	5,366

Source:

US Census Bureau, American Community Survey, 2013-2017, Table DP04

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

Housing Category	Population
Single Family (Attached or Detached)	11,810
Mobile Home	87
Multifamily (2 or more units)	2,549
Total	14,446

Source:

US Census Bureau, American Community Survey, 2013-2017, Table B25033

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

Housing Category	Persons / Household
Single Family (Attached or Detached)	2.84
Mobile Home	2.42
Multifamily (2 or more units)	2.17
Townwide Average	2.69

Source:

Computation Using US Census Bureau, American Community Survey Data, Tables DP04 and B25033

Table C.4 - Calculated Employee Space Ratios, ITE Trip Generation Manual, Tenth Edition Data^A

Land Use Category	ITE Code	Units	Reported Trips per Unit	Reported Trips per Employee	Employee Space Ratio
Hotel/Motel					
Hotel	310	room	8.36	14.34	0.58
All Suites Hotel ^B	311	room	0.38	4.44	0.09
Business Hotel	312	room	4.02	32.31	0.12
Motel	320	room	3.35	25.17	0.13
Resort Hotel ^B	330	room	0.50	0.26	1.92
Recreational					
Public Park	411	acre	0.78	59.53	0.01
Golf Driving Range	432	Tee	13.65	55.57	0.25
Movie Theater	444	1,000 s.f.	78.09	53.12	1.47
Multiplex Movie Theater ^C	445	1,000 s.f.	17.87	13.20	1.35
Amusement Park ^B	480	acre	4.99	0.52	9.60
Water Slide Park ^D	482	acre	22.92	2.55	8.99
Recreational Community Center	495	1,000 s.f.	28.82	27.25	1.06
Institutional					
Elementary School	520	1,000 s.f.	19.52	21.00	0.93
Middle/Junior High School	522	1,000 s.f.	20.17	25.15	0.80
High School	530	1,000 s.f.	14.07	22.25	0.63
Private School (K-8) ^B	534	1,000 s.f.	6.53	5.72	1.14
Private School (K-12) ^B	536	1,000 s.f.	5.50	3.82	1.44
School District Office	538	1,000 s.f.	14.37	5.08	2.83
Junior/Community College	540	1,000 s.f.	20.25	14.61	1.39
University/College	550	1,000 s.f.	26.04	8.89	2.93
Daycare	565	1,000 s.f.	47.62	21.38	2.23
Cemetery	566	acre	6.02	51.75	0.12
Prison ^B	571	1,000 s.f.	11.39	0.68	16.75
Fire and Rescue Station ^E	575	1,000 s.f.	0.48	0.44	1.09
Museum ^F	580	1,000 s.f.	0.35	1.13	0.31
Library	590	1,000 s.f.	72.05	55.64	1.29
Medical					
Hospital	610	1,000 s.f.	10.72	3.79	2.83
Nursing Home	620	1,000 s.f.	6.64	2.91	2.28
Clinic	630	1,000 s.f.	38.16	9.25	4.13
Animal Hospital/Veterinary Clinic	640	1,000 s.f.	21.50	12.69	1.69
Medical/Dental Office	720	1,000 s.f.	34.80	8.70	4.00
Office					
General Office Building	710	1,000 s.f.	9.74	3.28	2.97
Small Office Building	712	1,000 s.f.	16.19	7.98	2.03
Corporate Headquarters	714	1,000 s.f.	7.95	2.31	3.44
Single Tenant Office Building	715	1,000 s.f.	11.25	3.77	2.98
Government Office Building	730	1,000 s.f.	22.59	7.45	3.03
State Motor Vehicles Department ^B	731	1,000 s.f.	7.68	4.27	1.80
United States Post Office	732	1,000 s.f.	103.94	25.40	4.09
Government Office Complex	733	1,000 s.f.	33.98	13.29	2.56
Office Park	750	1,000 s.f.	11.07	3.54	3.13
Research and Development Center	760	1,000 s.f.	11.26	3.29	3.42
Business Park	770	1,000 s.f.	12.44	4.04	3.08
Retail					
Building Materials/Lumber Store	812	1,000 s.f.	18.05	24.55	0.74
Variety Store	814	1,000 s.f.	63.47	95.59	0.66
Free-Standing Discount Store	815	1,000 s.f.	53.12	24.63	2.16
Hardware/Paint Store	816	1,000 s.f.	9.14	36.53	0.25
Nursery (Garden Center)	817	1,000 s.f.	68.10	21.83	3.12
Nursery (Wholesale)	818	1,000 s.f.	39.00	23.40	1.67
Shopping Center	820	1,000 s.f.	37.75	16.11	2.34

Automobile Sales (New)	840	1,000 s.f.	27.84	11.20	2.49
Automobile Sales (Used)	841	1,000 s.f.	27.06	12.48	2.17
Recreational Vehicle Sales	842	1,000 s.f.	5.00	7.88	0.63
Automobile Parts Sales	843	1,000 s.f.	55.34	33.73	1.64
Tire Store	848	1,000 s.f.	28.52	18.43	1.55
Supermarket	850	1,000 s.f.	106.78	75.01	1.42
Convenience Market ^B	851	1,000 s.f.	53.51	34.33	1.56
Convenience Market with Gasoline Pumps	853	1,000 s.f.	624.20	243.38	2.56
Discount Superstore	854	1,000 s.f.	90.87	40.36	2.25
Discount Club	857	1,000 s.f.	41.80	32.21	1.30
Farmers Market ^B	858	acre	179.84	2.06	87.30
Sporting Goods Superstore	861	1,000 s.f.	28.75	4.44	6.48
Pharmacy with Drive-Through Window	881	1,000 s.f.	109.16	69.17	1.58
Furniture Store	890	1,000 s.f.	6.30	10.93	0.58
Beverage Container Recycling Depot ^D	895	1,000 s.f.	12.36	13.82	0.89
Liquor Store ^B	899	1,000 s.f.	17.12	5.98	2.86
Industrial					
Intermodal Truck Terminal ^B	030	1,000 s.f.	1.89	0.72	2.63
General Light Industrial	110	1,000 s.f.	4.96	3.05	1.63
Industrial Park	130	1,000 s.f.	3.37	2.91	1.16
Manufacturing	140	1,000 s.f.	3.93	2.47	1.59
Warehousing	150	1,000 s.f.	1.74	5.05	0.34
Utility	170	1,000 s.f.	13.24	4.11	3.22
Specialty Trade Contractor	180	1,000 s.f.	10.22	3.71	2.75
Services					
Walk-In Bank ^B	911	1,000 s.f.	26.40	6.18	4.27
Drive-In Bank	912	1,000 s.f.	100.03	31.79	3.15
Copy, Print, and Express Ship Store ^B	920	1,000 s.f.	12.30	6.63	1.86
Quality Restaurant ^B	931	1,000 s.f.	8.28	1.79	4.63
High-Turnover Restaurant	932	1,000 s.f.	112.18	21.26	5.28
Fast-Food Restaurant without Drive-Through Window	933	1,000 s.f.	346.23	66.88	5.18
Fast-Food Restaurant with Drive-Through Window	934	1,000 s.f.	470.95	45.49	10.35
Fast-Food Restaurant with Drive-Through Window and No Indoor Seating	935	1,000 s.f.	459.20	34.38	13.36
Quick Lubrication Vehicle Shop	941	1,000 s.f.	69.57	16.00	4.35
Automobile Care Center ^B	942	1,000 s.f.	3.51	1.43	2.45
Automobile Parts and Service Center	943	1,000 s.f.	16.28	10.84	1.50
Gasoline/Service Station	944	1,000 s.f.	1202.83	275.78	4.36
Gasoline/Service Station with Convenience Market	945	1,000 s.f.	1440.02	243.86	5.91
Super Convenience Market/Gas Station	960	1,000 s.f.	837.58	230.91	3.63

Notes:

^{A=} Trip rates in the ITE Trip Generation Manual, 10th Edition, Volume 2, Data were reported for the "Daily Weekday Period", "General Urban/Suburban Setting", unless otherwise noted in the table.

^{B=} Information for the "PM Peak Hour of the Generator" condition in the ITE Trip Generation Manual, 10th Edition, Volume 2, Data was used as best available data for calculating the employee space ratio.

^{C=} Information for the "Friday, PM Peak Hour of the Generator" condition in the ITE Trip Generation Manual, 10th Edition, Volume 2, Data was used as best available data for calculating the employee space ratio.

^{D=} Information for the "Saturday, Peak Hour of the Generator" condition in the ITE Trip Generation Manual, 10th Edition, Volume 2, Data was used as best available data for calculating the employee space ratio.

^{E=} Information for the "Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm" condition in the ITE Trip Generation Manual, 10th Edition, Volume 2, Data was used as best available data for calculating the employee space ratio.

^{F=} Information for the "AM Peak Hour of the Generator" condition in the ITE Trip Generation Manual, 10th Edition, Volume 2, Data was used as best available data for calculating the employee space ratio.

Land Use: 030

Intermodal Truck Terminal

Description

An intermodal truck terminal is a facility where goods are transferred between trucks, between trucks and railroads, or between trucks and ports.

Additional Data

The average numbers of person trips per vehicle trip at the six general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.09 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.04 during Weekday, AM Peak Hour of Generator
- 1.06 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.07 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1990s and the 2010s in Alberta (CAN) and Oregon.

Source Numbers

443, 969

Land Use: 110

General Light Industrial

Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 30 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

Land Use: 130 Industrial Park

Description

An industrial park contains a number of industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities—some with a large number of small businesses and others with one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, Georgia, New Jersey, New York, Ontario (CAN), and Pennsylvania.

Source Numbers

106, 162, 184, 251, 277, 422, 706, 747, 753, 937

Land Use: 140 Manufacturing

Description

A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. General light industrial (Land Use 110) and industrial park (Land Use 130) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 17 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:30 and 7:30 a.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Minnesota, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, Vermont, and Washington.

Source Numbers

177, 184, 241, 357, 384, 418, 443, 583, 598, 611, 728, 747, 875, 940, 969

Land Use: 150 Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 13 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940

Land Use: 170 Utility

Description

A utility is a free-standing building that can house office space, a storage area, and electromechanical or industrial equipment that support a local electrical, communication, water supply or control, or sewage treatment utility.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 14 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:30 and 5:30 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Delaware, Oregon, and Texas.

Source Numbers

422, 443, 538, 876

Land Use: 180

Specialty Trade Contractor

Description

A specialty trade contractor is a business primarily involved in providing contract repairs and services to meet industrial or residential needs. This land use includes businesses that provide the following services: plumbing, heating and cooling, machine repair, electrical and mechanical repair, industrial supply, roofing, locksmith, weed and pest control, and cleaning.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 19 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:15 and 5:15 p.m., respectively.

The sites were surveyed in the 2010s in Texas.

Source Numbers

889, 890

Land Use: 310 Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Studies of hotel employment density indicate that, on the average, a hotel will employ 0.9 employees per room.¹

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties contained in this land use provide guest transportation services such as airport shuttles, limousine service, or golf course shuttle service, which may have an impact on the overall trip generation rates.

Time-of-day distribution data for this land use are presented in Appendix A. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 3:15 and 4:15 p.m., respectively. On Saturday and Sunday, the peak hours were between 5:00 and 6:00 p.m. and 10:15 and 11:15 a.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951

¹ Butlke, Carl H. Unpublished studies of building employment densities, Portland, Oregon.

Land Use: 311 All Suites Hotel

Description

An all suites hotel is a place of lodging that provides sleeping accommodations, a small restaurant and lounge, and small amounts of meeting space. Each suite includes a sitting room and separate bedroom; limited kitchen facilities are provided within the suite. Hotel (Land Use 310), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Six studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 74 percent.

Time-of-day distribution data for this land use are presented in Appendix A. For the three general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 6:30 and 7:30 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in Florida, Georgia, Minnesota, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Source Numbers

216, 436, 818, 870, 872

Land Use: 312 Business Hotel

Description

A business hotel is a place of lodging aimed toward the business traveler but also accommodates a growing number of recreational travelers. These hotels provide sleeping accommodations and other limited facilities, such as a breakfast buffet bar and afternoon beverage bar (no lunch or dinner is served and limited meeting facilities are provided). Each unit is a large single room. Business hotels provide very few or none of the supporting facilities provided at hotels or suite hotels and are usually smaller in size. Hotel (Land Use 310), all suites hotel (Land Use 311), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Ten studies provided information on room occupancy at the time of data collection. The average occupancy rate for these sites was approximately 86 percent.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 7:00 and 8:00 p.m., respectively. Vehicle counts at three general urban/suburban sites determined their Saturday and Sunday peak hours to be between 4:15 and 5:15 p.m. and 10:00 and 11:00 a.m., respectively.

For one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 9:00 and 10:00 p.m., respectively. Vehicle counts at the one center city core site determined its Saturday and Sunday peak hours to be between 9:15 and 10:15 p.m. and 10:15 and 11:15 a.m., respectively.

The average numbers of person trips per vehicle trip at the three general urban/suburban sites at which both person trip and vehicle trip data were collected, were as follows:

- 1.31 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.34 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in the District of Columbia, Florida, Georgia, Indiana, Minnesota, Texas, Vermont, Washington, and Wisconsin.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Source Numbers

216, 301, 306, 436, 507, 867, 870, 872, 877, 925, 945, 951, 959

Land Use: 320 Motel

Description

A motel is a place of lodging that provides sleeping accommodations and often a restaurant. Motels generally offer free on-site parking and provide little or no meeting space and few (if any) supporting facilities. Exterior corridors accessing rooms—immediately adjacent to a parking lot—commonly characterize motels. Hotel (Land Use 310), all suites hotel (Land Use 311), business hotel (Land Use 312), and resort hotel (Land Use 330) are related uses.

Additional Data

Typically, the average employment at motels is much lower than at hotels.

Sixteen studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Time-of-day distribution data for this land use are presented in Appendix A. For the four general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 5:30 and 6:30 a.m. and 5:15 and 6:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Florida, Indiana, New Jersey, New York, Oregon, South Dakota, and Texas.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Source Numbers

172, 187, 191, 277, 295, 300, 357, 439, 443, 598, 877, 915

Land Use: 330 Resort Hotel

Description

A resort hotel is similar to a hotel (Land Use 310) in that it provides sleeping accommodations, restaurants, cocktail lounges, retail shops, and guest services. The primary difference is that a resort hotel caters to the tourist and vacation industry, often providing a wide variety of recreational facilities/programs (golf courses, tennis courts, beach access, or other amenities) rather than convention and meeting business. Hotel (Land Use 310), all suites hotel (Land Use 311), business hotel (Land Use 312), and motel (Land Use 320) are related uses.

Additional Data

Nine studies provided information on room occupancy at the time of data collection. The average occupancy rate for these sites was approximately 88 percent.

Some properties contained in this land use provide guest transportation services such as airport shuttles, limousine service, or golf course shuttle service, which may have an impact on the overall trip generation rates.

The sites were surveyed in the 1980s and the 1990s in California, Florida, and South Carolina.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Source Numbers

270, 381, 436

Land Use: 432 Golf Driving Range

Description

A golf driving range is an outdoor facility that contains driving tees for golfers to practice. The facility may provide individual or small group lessons. Some sites have pro shops and/or small refreshment facilities. Driving ranges affiliated with full-sized golf courses are included in golf course (Land Use 430). Golf course (Land Use 430), miniature golf course (Land Use 431), and multipurpose recreational facility (Land Use 435) are related uses.

Additional Data

The sites were surveyed in the 1990s in California, Maryland, Massachusetts, New Hampshire, and New York.

Source Numbers

361, 363, 365, 393, 426, 517

Land Use: 444 Movie Theater

Description

A traditional movie theater consists of audience seating, typically less than 10 screens, a lobby, and a refreshment stand. The sites show movies on weekday afternoons and evenings as well as on weekends. Multiplex movie theater (Land Use 445) is a related use.

Additional Data

Caution should be used when applying these data, as the peaking characteristics for this land use could have a significant impact on trip generation rates. Peaking at movie theaters typically occurred in time periods shorter than an hour. Some movie theaters' start and end times may be staggered to reduce peak surging impacts.

Traditional theaters characteristically house a larger number of seats per screen than multiplex theaters. For the eight sites in Land Use 444 with data for both number of movie screens and number of seats, the average number of seats per movie screen was 343. For the 19 sites in Land Use 445 with data for both number of movie screens and number of seats, the average number of seats per movie screen was 230.

For additional information on traditional movie theaters, refer to the ITE Informational Report, *Trip Generation Characteristics of Traditional and Multiplex Movie Theaters*.¹

The sites were surveyed in the 1980s, the 1990s, and the 2010s in California, Maryland, and Oregon.

Source Numbers

213, 215, 241, 283, 387, 397, 418, 433, 440, 544, 959

¹ *Trip Generation Characteristics of Traditional and Multiplex Movie Theaters*. Washington DC, USA: Institute of Transportation Engineers, March 2001.

Land Use: 445

Multiplex Movie Theater

Description

A multiplex movie theater consists of audience seating, a minimum of 10 screens, a lobby, and a refreshment area. The development generally has one or more of the following amenities: digital sound, tiered stadium seating, and moveable or expandable walls. Theaters included in this category are primarily stand-alone facilities with separate parking and dedicated driveways. All theaters in the category show only first-run movies or movies not previously seen through any other media. They may also have matinee showings. Movie theater (Land Use 444) is a related use.

Additional Data

Caution should be used when applying these data, as the peaking characteristics for this land use could have a significant impact on trip generation rates. Peaking at movie theaters typically occurred in time periods shorter than an hour. Movie theaters' start and end times may be staggered to reduce peak surging impacts.

Multiplex theaters typically house a smaller number of seats per screen than traditional theaters. For the 19 sites in Land Use 445 with data for both number of movie screens and number of seats, the average number of seats per movie screen was 230. For the eight sites in Land Use 444 with data for both number of movie screens and number of seats, the average number of seats per movie screen was 343.

The peak hour of the generator for multiplex movie theaters occurred during Friday and Saturday evenings between 6:00 p.m. and 10:00 p.m.

For additional information on multiplex movie theaters, refer to the ITE Informational Report, *Trip Generation Characteristics of Traditional and Multiplex Movie Theaters*.²

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Connecticut, Georgia, Hawaii, New York, North Carolina, Ohio, Oregon, Pennsylvania, South Carolina, Texas, Virginia, and Wisconsin.

Source Numbers

418, 433, 443, 450, 451, 452, 453, 455, 456, 457, 458, 459, 513, 618, 959

² *Trip Generation Characteristics of Traditional and Multiplex Movie Theaters*. Washington, DC, USA: Institute of Transportation Engineers, March 2001.

Land Use: 480 Amusement Park

Description

An amusement park contains rides, entertainment, refreshment stands, and picnic areas.

Additional Data

The sites were surveyed in the 1980s in New York and Oklahoma.

Source Numbers

186, 269

Land Use: 482

Water Slide Park

Description

A water slide park contains water slides, wading pools, and refreshment stands. Some water slide parks may include picnic areas.

Additional Data

The sites were surveyed in the 1980s and the 1990s in Idaho, New Hampshire, and Oklahoma.

Specialized Land Use Data

A 2011 study provided data on three indoor water slide parks with attached lodging in Pennsylvania and Ohio. The number of rooms in the attached hotels varied between 200 and 395. The gross floor area ranged between 50,000 and 80,000 square feet, with an average of 63,000. The number of parking spaces ranged between 472 and 790 with an average of 580. The information collected for these sites is presented below.

The following weighted average vehicle trip generation rates were observed:

- 0.21 per parking space or 1.92 per 1,000 square feet gross floor area during the weekday, PM peak hour of adjacent street traffic
- 0.10 per parking space or 0.89 per 1,000 square feet gross floor area during the weekday, AM peak hour of the generator
- 0.23 per parking space or 2.03 per 1,000 square feet gross floor area during the weekday, PM peak hour of the generator
- 0.39 per parking space or 3.58 per 1,000 square feet gross floor area during the Saturday, peak hour of the generator
- 0.33 per parking space or 3.01 per 1,000 square feet gross floor area during the Sunday, peak hour of the generator

Source Numbers

206, 269, 617, 748

Land Use: 495

Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children; a day care or nursery school; meeting rooms; swimming pools and whirlpools; saunas; tennis, racquetball, handball, basketball and volleyball courts; outdoor athletic fields/courts; exercise classes; weightlifting and gymnastics equipment; locker rooms; and a restaurant or snack bar. Public access is typically allowed but a fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the one general urban/suburban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 5:00 and 6:00 p.m., respectively.

The average numbers of person trips per vehicle trip at the four general urban/suburban sites at which both person trip and vehicle trip data were collected, were as follows:

- 1.86 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.69 during Weekday, AM Peak Hour of Generator
- 1.82 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.82 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arizona, Indiana, Minnesota, New Hampshire, New York, Oregon, Pennsylvania, and Utah.

Source Numbers

281, 410, 443, 571, 618, 705, 719, 850, 866, 971

Land Use: 538

School District Office

Description

A school district office is an administrative office building that provides services and support to parents, students, and the community. School district offices typically offer centralized services for multiple schools in a district including staff training, purchasing, technology services, strategic planning, public information, student transportation, and student assessments.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 12 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 3:45 and 4:45 p.m., respectively.

The sites were surveyed in the 2010s in Texas.

Source Number

889

Land Use: 540

Junior/Community College

Description

This land use includes two-year junior, community, and technical colleges. Four-year (or more) colleges or universities are included in university/college (Land Use 550). A number of two-year institutions have sizable evening programs.

Additional Data

The trip generation for weekend time periods varied considerably; therefore, caution should be used when applying weekend statistics. Information describing the weekend activities conducted at junior/community colleges was not available.

To assist in future analysis of this land use, it is important to specify if transit service was available within close proximity to the site.

Acreage, floor space, staff, and parking accommodations varied widely with the populations served and the social and economic characteristics of the area; thus, the number of students may be a more reliable independent variable on which to establish trip generation rates.

Time-of-day distribution data for this land use are presented in Appendix A. For the seven general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 12:30 and 1:30 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in Alberta (CAN), Kansas, New Mexico, and Texas.

Source Numbers

396, 413, 533, 628, 877, 971

Land Use: 550

University/College

Description

This land use includes four-year universities or colleges that may or may not offer graduate programs. Two-year junior, community, and technical colleges are included in junior/community college (Land Use 540). Off-campus student apartment (Land Use 225) is a related land use.

Additional Data

The trip generation for weekend time periods varied considerably; therefore, caution should be used when applying weekend statistics. Information describing the weekend activities conducted at universities/colleges was not available.

To assist in future analysis of this land use, it is important to specify if transit service was available within close proximity to the site.

Acreage, floor space, staff, and parking accommodations varied widely with the populations served and the social and economic characteristics of the area; thus, the number of students may be a more reliable independent variable on which to establish trip generation rates.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Oregon, Utah, and Washington.

Source Numbers

365, 423, 440, 612, 702, 901, 971

Land Use: 565 Day Care Center

Description

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

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 21 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Florida, Georgia, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Tennessee, Texas, Virginia, and Wisconsin.

Source Numbers

169, 208, 216, 253, 335, 336, 337, 355, 418, 423, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981

Land Use: 566 Cemetery

Description

A cemetery is a place for burying the deceased, possibly including buildings used for funeral services, a mausoleum, and a crematorium.

Additional Data

The sites were surveyed in the 1990s and the 2010s in California and New Jersey.

Source Numbers

392, 430, 954

Land Use: 571 Prison

Description

A prison is a building where persons who have been convicted of a crime or are awaiting trial are confined. A prison usually consists of cells, dining and food preparation facilities, limited recreational facilities, work areas, and offices.

Additional Data

The weekend peak hours of the generator varied between 9:00 a.m. and 11:00 a.m. and 2:00 p.m. and 3:00 p.m.

The sites were surveyed in the 1990s in Connecticut, Florida, and Oregon.

Source Numbers

247, 326, 583

Land Use: 580 Museum

Description

A museum is a facility that includes displays, shows, exhibits, and/or demonstration of historical, science, nature, art, entertainment, or other cultural significance.

Additional Data

Due to variation in type of museums, caution should be exercised when using the trip generation rates for this land use because they may not be appropriate for all museum types.

The site surveyed has 45,000 square feet of exhibition space.

The weekday AM peak hour of the generator was between 11:00 a.m. and 12:00 p.m. The Saturday peak hour of the generator was between 1:00 p.m. and 2:00 p.m.

The site was surveyed in the 2010s in Tennessee.

Source Number

725

Land Use: 590 Library

Description

A library can be either a public or private facility that consists of shelved books, reading rooms, or areas, and, sometimes, meeting rooms.

Additional Data

The sites were surveyed in the 1930s, the 1990s, and the 2000s in Florida, Georgia, New Jersey, Ohio, and Oregon.

Source Numbers

275, 407, 415, 444, 590

Land Use: 610

Hospital

Description

A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. However, the term "hospital" does not refer to medical clinics (facilities that provide diagnoses and outpatient care only) or nursing homes (facilities devoted to the care of persons unable to care for themselves), which are covered elsewhere in this report. Clinic (Land Use 630) and free-standing emergency room (Land Use 650) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the four general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 12:00 and 1:00 p.m., respectively.

The average numbers of person trips per vehicle trip at the four general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.60 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.60 during Weekday, AM Peak Hour of Generator
- 1.72 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.66 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, New Jersey, New York, Pennsylvania, Texas, and Washington.

Specialized Land Use Data

A 2008 study provided data on a research hospital in Baltimore, Maryland (source 749). The trip generation characteristics of this site differed from sites included in this land use; therefore, trip generation information for this site is presented here and was excluded from the data plots. The site gross floor area is 2.8 million square feet and the number of employees is 5,500. The number of vehicle trips during the weekday, AM peak hour for adjacent street traffic was 1,168. The number of vehicle trips during the weekday, PM peak hour for adjacent street traffic was 1,080.

Source Numbers

112, 186, 253, 262, 423, 429, 533, 573, 591, 601, 630, 719, 749, 878, 901, 904, 908, 909, 971

Land Use: 620 Nursing Home

Description

A nursing home is any facility whose primary function is to provide care for persons who are unable to care for themselves. Examples of such facilities include rest homes and chronic care and convalescent homes. Skilled nurses and nursing aides are present 24 hours a day at these sites. Nursing homes are occupied by residents who do little or no driving; traffic is primarily generated by employees, visitors, and deliveries. Assisted living (Land Use 254) and continuing care retirement community (Land Use 255) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the four general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:00 a.m. and 12:00 p.m. and 1:30 and 2:30 p.m., respectively.

The average numbers of person trips per vehicle trip at the three general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.03 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.12 during Weekday, AM Peak Hour of Generator
- 1.46 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Florida, New Hampshire, New Jersey, New York, Ontario, Canada, and Texas.

Source Numbers

436, 502, 598, 734, 878, 971, 972

Land Use: 630 Clinic

Description

A clinic is any facility that provides limited diagnostic and outpatient care but is unable to provide prolonged in-house medical and surgical care. Clinics commonly have lab facilities, supporting pharmacies, and a wide range of services (compared to the medical office, which may only have specialized or individual physicians). Hospital (Land Use 610), free-standing emergency room (Land Use 650), and medical-dental office building (Land Use 720) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the three general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 10:30 and 11:30 a.m. and 3:30 and 4:30 p.m., respectively.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.40 during Weekday, AM Peak Hour of Generator
- 1.69 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.52 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, New Hampshire, Texas, and Vermont.

Source Numbers

440, 734, 878, 926, 972

Land Use: 640

Animal Hospital/Veterinary Clinic

Description

An animal hospital or veterinary clinic is a facility that specializes in the medical care and treatment of animals.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 3:15 and 4:15 p.m., respectively.

The sites were surveyed in the 2000s and the 2010s in California, New Jersey, and Texas.

Source Numbers

597, 662, 878

Land Use: 720

Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. Clinic (Land Use 630) is a related use.

Additional Data

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 19 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:30 and 10:30 a.m. and 2:15 and 3:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Land Use: 710

General Office Building

Description

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating trip generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating the trip generation. When the individual buildings are isolated and not related to one another, it is suggested that trip generation be calculated for each building separately and then summed.

Additional Data

The average building occupancy varied considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 16 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

For the three general urban/suburban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:45 and 9:45 a.m. and 12:45 and 1:45 p.m., respectively. For the three dense multi-use urban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 4:45 and 5:45 p.m., respectively. For the four center city core sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 9:00 and 10:00 a.m. and 12:45 and 1:45 p.m., respectively.

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 2.76 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.90 during Weekday, AM Peak Hour of Generator
- 2.91 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.02 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.47 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.47 during Weekday, AM Peak Hour of Generator
- 1.46 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.53 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.30 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.34 during Weekday, AM Peak Hour of Generator
- 1.32 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.41 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 418, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972

Land Use: 712 Small Office Building

Description

A small office building houses a single tenant and is less than or equal to 5,000 gross square feet in size. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted. General office building (Land Use 710) is a related use.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 18 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 5:00 and 6:00 p.m., respectively.

The sites were surveyed in the 1980s and the 2010s in Alberta (CAN), Texas, and Wisconsin.

Source Numbers

890, 891, 959, 976

Land Use: 714

Corporate Headquarters Building

Description

A corporate headquarters building is a single tenant office building that houses the corporate headquarters of a company or organization, which generally consists of offices, meeting rooms, space for file storage and data processing, a restaurant or cafeteria and other service functions. General office building (Land Use 710), small office building (Land Use 712), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are related uses.

Additional Data

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the one center city core site with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:45 and 9:45 a.m. and 5:30 and 6:30 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Georgia, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, Vermont, Virginia, and Washington.

Source Numbers

247, 251, 262, 273, 298, 302, 303, 304, 322, 323, 324, 327, 406, 444, 524, 552, 717, 862, 904

Land Use: 715

Single Tenant Office Building

Description

A single tenant office building generally contains offices, meeting rooms, and space for file storage and data processing of a single business or company and possibly other service functions including a restaurant or cafeteria. General office building (Land Use 710), small office building (Land Use 712), corporate headquarters building (Land Use 714), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 1990s, and the 2000s in California, Kansas, Maryland, Missouri, New Jersey, New York, Pennsylvania, and Virginia.

Source Numbers

212, 262, 273, 279, 303, 304, 322, 323, 324, 327, 407, 510, 701

Land Use: 730

Government Office Building

Description

A government office building is an individual building containing either the entire function or simply one agency of a city, county, state, federal, or other governmental unit. This type of building differs from a government office complex (Land Use 733) in that it is not a group of buildings that are interconnected by pedestrian walkways.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the seven general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:45 and 8:45 a.m. and 2:00 and 3:00 p.m., respectively.

The sites were surveyed in the 2000s and the 2010s in Oregon and Texas.

Source Numbers

579, 889

Land Use: 732

United States Post Office

Description

A United States post office is a federal building that contains service windows for mailing packages and letters, post office boxes, offices, sorting and distributing facilities for mail, and vehicle storage areas.

Additional Data

The weekday AM peak hour was between 9:00 and 10:00 a.m. The weekday PM peak hour was between 3:00 and 4:00 p.m. The Saturday peak hour was between 11:00 a.m. and 12:00 p.m.

The sites were surveyed in the 1980s, the 1990s, and the 2000s in Alabama, California, Indiana, New Hampshire, New Mexico, Ohio, Oklahoma, Oregon, South Dakota, and Virginia.

Source Numbers

170, 248, 269, 275, 357, 435, 444, 579, 609, 732, 734

Land Use: 733

Government Office Complex

Description

A government office complex is a related group of buildings where a variety of functions of a city, county, state, federal, other governmental unit, or multiple governmental units are carried out. This complex differs from a government office building (Land Use 730) in that it is a group of buildings that are interconnected by pedestrian walkways.

Additional Data

The site was surveyed in the 1990s in California.

Source Number

508

Land Use: 750

Office Park

Description

An office park is usually a suburban subdivision or planned unit development containing general office buildings and support services, such as banks, restaurants, and service stations, arranged in a park- or campus-like atmosphere. General office building (Land Use 710), corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), research and development center (Land Use 760), and business park (Land Use 770) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Connecticut, Georgia, Indiana, Massachusetts, New Jersey, New York, and Pennsylvania.

Source Numbers

160, 161, 184, 185, 253, 300, 301, 356, 550, 618, 912, 972, 973

Land Use: 760

Research and Development Center

Description

A research and development center is a facility or group of facilities devoted almost exclusively to research and development activities. The range of specific types of businesses contained in this land use category varies significantly. Research and development centers may contain offices and light fabrication areas. General office building (Land Use 710), corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), and business park (Land Use 770) are related uses.

Additional Data

The average numbers of person trips per vehicle trip at the 11 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.36 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.36 during Weekday, AM Peak Hour of Generator
- 1.45 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.43 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Iowa, Maryland, Minnesota, Montana, and Pennsylvania.

Source Numbers

105, 157, 213, 218, 253, 332, 384, 423, 630, 723, 911, 973

Land Use: 770 Business Park

Description

A business park consists of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices, retail and wholesale stores, restaurants, recreational areas and warehousing, manufacturing, light industrial, or scientific research functions. The average mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing. Industrial park (Land Use 130), warehousing (Land Use 150), general office building (Land Use 710), corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), and research and development center (Land Use 760) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Georgia, New Jersey, Oregon, Vermont, and Virginia.

Source Numbers

155, 211, 212, 213, 216, 407, 423, 715, 926

Land Use: 812

Building Materials and Lumber Store

Description

A building materials and lumber store is a free-standing building that sells hardware, building materials, and lumber. The lumber may be stored in the main building, yard, or storage shed. Hardware/paint store (Land Use 816) and home improvement superstore (Land Use 862) are related uses.

Additional Data

Outside storage areas are not included in the overall gross floor area measurements. However, if storage areas are located within the principal outside faces of the exterior walls, they are included in the overall gross floor area of the building.

Time-of-day distribution data for this land use are presented in Appendix A. For the nine general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:30 and 10:30 a.m. and 12:30 and 1:30 p.m., respectively.

The sites were surveyed in the 1980s and the 2010s in California, New York, and Texas.

Source Numbers

126, 280, 879

Land Use: 814 Variety Store

Description

A variety store is a retail store that sells a broad range of inexpensive items often at a single price. These stores are typically referred to as "dollar stores." Items sold at these stores typically include kitchen supplies, cleaning products, home office supplies, food products, household goods, decorations, and toys. These stores are sometimes stand-alone sites, but they may also be located in small strip shopping centers. Free-standing discount store (Land Use 815) is a related use.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 4:45 and 5:45 p.m., respectively.

The sites were surveyed in the 2010s in Florida, Minnesota, and Texas.

Source Numbers

731, 869, 879, 880

Land Use: 815

Free-Standing Discount Store

Description

A discount store is similar to a free-standing discount superstore described in Land Use 813 with the exception that it does not contain a full-service grocery department. It is also similar to a department store described in Land Use 875 with the exception that it generally offers centralized cashiering and sells products that are advertised at discount prices. Discount stores offer a variety of customer services and typically maintain long store hours 7 days a week. The stores included in this land use are often the only ones on the site, but they can also be found in mutual operation with a related or unrelated garden center and/or service station. Free-standing discount stores are also sometimes found as separate parcels within a retail complex, with or without their own dedicated parking. Free-standing discount superstore (Land Use 813), variety store (Land Use 814) and department store (Land Use 875) are related uses.

Additional Data

Time-of-day data are limited for this land use. For the sites with vehicle counts over a several hour period, the weekday site peak hour ranged between 11:00 a.m. and 5:00 p.m. and the Saturday site peak hour ranged between 11:00 a.m. and 4:00 p.m.

Garden centers contained within the principal outside faces of the exterior building walls were included in the gross square floor areas reported. Outdoor or fenced-in areas outside the principal outside faces of the exterior building walls were excluded.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Delaware, Florida, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Oregon, Pennsylvania, South Dakota, and Wisconsin.

To assist in the future analysis of this land use, it is important to collect and include information on the presence and size of garden centers, outdoor fenced-in space and service stations in trip generation data submissions.

Source Numbers

305, 340, 353, 358, 376, 386, 417, 504, 528, 579, 588, 595, 630, 735, 842, 946, 960

Land Use: 816 Hardware/Paint Store

Description

A hardware/paint store is a free-standing building that sells hardware and paint supplies. Building materials and lumber store (Land Use 812) and home improvement superstore (Land Use 862) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the five general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 10:15 and 11:15 a.m. and 1:00 and 2:00 p.m., respectively.

The sites were surveyed in the 1990s and the 2010s in California, Oregon, South Dakota, Texas, and Wisconsin.

Source Numbers

358, 531, 880, 959, 966

Land Use: 817 Nursery (Garden Center)

Description

A nursery or garden center is a free-standing building with an outside storage area for planting or landscape stock. The nurseries surveyed primarily serve the general public. Some have large greenhouses and offer landscaping services. Most have office, storage, and shipping facilities. Nurseries are characterized by seasonal variations in trip characteristics. Nursery (wholesale) (Land Use 818) is a related use.

Additional Data

Outside storage areas are not included in the overall gross floor area measurements. However, if storage areas are located within the principal outside faces of the exterior walls, they are included in the overall gross floor area of the building.

The sites were surveyed in the 1980s and the 2010s in California and Vermont.

Source Numbers

205, 240, 926

Land Use: 818 Nursery (Wholesale)

Description

A wholesale nursery is a free-standing building with an outside storage area for planting or landscape stock. The nurseries surveyed primarily serve contractors and suppliers. Some have large greenhouses and offer landscaping services. Most have office, storage, and shipping facilities. Nurseries are characterized by seasonal variations in trip characteristics. Nursery (garden center) (Land Use 817) is a related use.

Additional Data

Outside storage areas are not included in the overall gross floor area measurements. However, if storage areas are located within the principal outside faces of the exterior walls, they are included in the overall gross floor area of the building.

The sites were surveyed in the 1980s in California.

Source Numbers

205, 240

Land Use: 820

Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses).

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively.

The average numbers of person trips per vehicle trip at the 27 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.31 during Weekday, AM Peak Hour of Generator
- 1.43 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.46 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

105, 110, 154, 156, 159, 186, 190, 198, 199, 202, 204, 211, 213, 239, 251, 259, 260, 269, 294, 295, 299, 300, 301, 304, 305, 307, 308, 309, 310, 311, 314, 315, 316, 317, 319, 358, 365, 376, 385, 390, 400, 404, 414, 420, 423, 428, 437, 440, 442, 444, 446, 507, 562, 580, 598, 629, 658, 702, 715, 728, 868, 870, 871, 880, 899, 908, 912, 915, 926, 936, 944, 946, 960, 961, 962, 973, 974, 978

Land Use: 840 Automobile Sales (New)

Description

A new automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities; however, automobile services, parts sales, and used car sales may also be available. Some dealerships also include leasing options, truck sales, and servicing. Automobile sales (used) (Land Use 841) and recreational vehicle sales (Land Use 842) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:15 a.m. and 12:15 p.m. and 1:45 and 2:45 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, Georgia, Indiana, New York, North Carolina, Oregon, Texas, Vermont, and Virginia.

Source Numbers

260, 271, 280, 328, 414, 424, 427, 438, 440, 507, 571, 583, 612, 715, 728, 880, 881, 936, 974, 975

Land Use: 841 Automobile Sales (Used)

Description

A used automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or lease of used cars is the primary business at these facilities; however, automobile services and parts sales may also be available. Some dealerships also include leasing options, truck sales, and servicing. Automobile sales (new) (Land Use 840) and recreational vehicle sales (Land Use 842) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 14 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:45 and 10:45 a.m. and 4:30 and 5:30 p.m., respectively.

The sites were surveyed in the 2010s in Texas.

Source Numbers

880, 881

Land Use: 842

Recreational Vehicle Sales

Description

A recreational vehicle (RV) sales dealership is a free-standing facility that specializes in the sales of new RVs. Recreational vehicle services, parts and accessories sales, and substantial used RV sales may also be available. Some RV dealerships may also include boat sales and servicing. Automobile sales (Land Use 841) is a related use.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the five general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:30 and 10:30 a.m. and 12:00 and 1:00 p.m., respectively.

The sites were surveyed in the 2000s and the 2010s in Florida and Texas.

Source Numbers

721, 881

Land Use: 843

Automobile Parts Sales

Description

An automobile parts sales facility specializes in the sale of automobile parts for maintenance and repair. Items sold at these facilities include spark plugs, oil, batteries, and a wide range of automobile parts. These facilities are not equipped for on-site vehicle repair. Tire store (Land Use 848), tire superstore (Land Use 849), and automobile parts and service center (Land Use 943) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the seven general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:15 a.m. and 12:15 p.m. and 12:45 and 1:45 p.m., respectively.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Alberta (CAN), Florida, New Hampshire, Texas, and Wisconsin.

Source Numbers

436, 439, 618, 881, 882, 959, 975

Land Use: 848

Tire Store

Description

The primary business associated with a tire store is the sale and marketing of tires for automotive vehicles. Services offered by these stores usually include tire installation and repair, as well as other automotive maintenance or repair services and customer assistance. These stores generally do not contain large storage or warehouse areas. Automobile parts sales (Land Use 843), tire superstore (Land Use 849), and automobile parts and service center (Land Use 943) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:30 and 10:30 a.m. and 1:30 and 2:30 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Florida, Minnesota, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, and Wisconsin.

Source Numbers

328, 359, 438, 555, 571, 583, 599, 870, 886, 887, 959

Land Use: 850 Supermarket

Description

A supermarket is a free-standing retail store selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, dry cleaning, floral arrangements, greeting cards, limited-service banks, photo centers, pharmacies, and video rental areas. Some facilities may be open 24 hours a day. Discount supermarket (Land Use 854) is a related use.

Additional Data

Caution should be used when applying daily trip generation rates for supermarkets, as the database contains a mixture of facilities with varying hours of operation. Future data submissions should specify hours of operation of a site.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the one general urban/suburban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:00 a.m. and 12:00 p.m. and 4:00 and 5:00 p.m., respectively. For the one dense multi-use urban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 5:15 and 6:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, District of Columbia, Florida, Illinois, Kentucky, Maryland, Minnesota, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

213, 251, 273, 305, 359, 365, 438, 442, 447, 448, 514, 520, 552, 577, 610, 715, 716, 728, 746, 854, 870, 882, 917, 926, 935, 946, 961, 966, 975

Land Use: 851

Convenience Market

Description

The convenience markets in this classification are open between 15 and 24 hours per day. These markets sell convenience foods, newspapers, magazines, and often beer and wine; they do not have gasoline pumps. Convenience market with gasoline pumps (Land Use 853) and gasoline/service station with convenience market (Land Use 945) are related uses.

Additional Data

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the two general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:30 and 10:30 a.m. and 4:45 and 5:45 p.m., respectively. For the three general urban/suburban sites with person trip data, the overall highest person volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arizona, California, New Jersey, New York, Ontario, Canada, Oregon, Pennsylvania, Texas, and Virginia.

Source Numbers

168, 253, 282, 542, 550, 862, 863, 882, 931, 955, 975

Land Use: 853

Convenience Market with Gasoline Pumps

Description

This land use includes convenience markets with gasoline pumps where the primary business is the selling of convenience items, not the fueling of motor vehicles. The sites included in this land use category have the following two specific characteristics:

- The gross floor area of the convenience market is at least 2,000 gross square feet
- The number of vehicle fueling positions is less than 10

Convenience market (Land Use 851), gasoline/service station (Land Use 944), gasoline/service station with convenience market (Land Use 945), and super convenience market/gas station (Land Use 960) are related uses.

Additional Data

The independent variable, vehicle fueling positions, is defined as the maximum number of vehicles that can be fueled simultaneously.

Time-of-day distribution data for this land use are presented in Appendix A. For the 31 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:45 and 5:45 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arkansas, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, New Hampshire, Rhode Island, South Dakota, Texas, Vermont, and Washington.

Source Numbers

221, 274, 288, 300, 340, 350, 351, 352, 355, 359, 718, 810, 813, 853, 882, 883, 888, 926, 927, 936, 977

Land Use: 854

Discount Supermarket

Description

A discount supermarket is a free-standing retail store selling a complete assortment of food (often in bulk), food preparation and wrapping materials, and household cleaning and servicing items at discounted prices. Some facilities may be open 24 hours a day. Supermarket (Land Use 850) is a related use.

Additional Data

For the limited number of sites with multi-hour count data, the weekday site peak hours fell between 2:00 and 6:00 p.m. The Saturday and Sunday site peak hours fell between 1:00 and 5:00 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Canada, California, Nevada, New York, Oregon, Washington, and Wisconsin.

Caution should be used when applying daily trip generation rates for discount supermarkets, as the database contains a mixture of facilities with varying hours of operation. Future data submissions should specify the hours of operation of the study site.

Source Numbers

221, 236, 440, 537, 566, 738, 893, 959

Land Use: 857 Discount Club

Description

A discount club is a discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires, and appliances; many items are sold in large quantities or bulk. Some sites may include on-site fueling pumps.

Additional Data

For the limited number of sites with multi-hour count data, the weekday, Saturday, and Sunday site peak hours fell between 12:00 and 4:00 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alabama, Alberta (CAN), California, Connecticut, Delaware, Florida, Maryland, Massachusetts, Ohio, Oregon, Pennsylvania, and Washington.

To assist in the future analysis of this land use, it is important to collect and include information on the presence of vehicle fueling stations in trip generation data submissions.

Source Numbers

212, 245, 333, 344, 345, 346, 424, 438, 445, 580, 584, 700, 715, 719, 975

Land Use: 861

Sporting Goods Superstore

Description

A sporting goods superstore is a free-standing facility that specializes in the sale of athletic and outdoor-oriented merchandise. It typically offers a variety of customer services and centralized cashiering. These stores often maintain long store hours 7 days a week. Examples of items sold in these stores include outdoor/athletic clothing, sports equipment, shoes, and hunting/boating/fishing gear. Some may also carry automotive supplies. Sporting goods superstores are sometimes also found as separate parcels within a retail complex, with or without their own dedicated parking.

Additional Data

Time-of-day distribution data for this land use for a weekday, Friday, Saturday, and Sunday are presented in Appendix A. For the one general urban/suburban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 4:00 and 5:00 p.m., respectively. For the one dense multi-use urban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 10:45 and 11:45 a.m. and 12:45 and 1:45 p.m., respectively.

The sites were surveyed in the 2000s and the 2010s in Massachusetts, Minnesota, Nevada, New Hampshire, Washington, and Wisconsin.

Source Numbers

618, 745, 853, 868, 959

Land Use: 881

Pharmacy/Drugstore with Drive-Through Window

Description

A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The drug stores in this category contain drive-through windows. Pharmacy/drugstore without a drive-through window (Land Use 880) is a related use.

Additional Data

Several studies indicated that they had two drive-through windows.

To assist in the future analysis of this land use, it is important that the number of drive-through lanes at the study site be reported.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 5:00 and 6:00 p.m., respectively.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Colorado, Florida, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Texas, Vermont, and Wisconsin.

Source Numbers

369, 418, 436, 547, 550, 552, 563, 568, 573, 599, 621, 716, 727, 728, 734, 810, 870, 883

Land Use: 890 Furniture Store

Description

A furniture store is a full-service retail facility that specializes in the sale of furniture and often carpeting. Furniture stores are generally large and may include storage areas. The sites surveyed included both traditional retail furniture stores and warehouse stores with showrooms. Although some home accessories may be sold, furniture stores primarily focus on the sale of pre-assembled furniture. A majority of items sold at these facilities must be ordered for delivery. Discount home furnishing superstore (Land Use 869) is a related use.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the seven general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:00 a.m. and 12:00 p.m. and 4:30 and 5:30 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Massachusetts, New Hampshire, New York, Texas, and Wisconsin.

Source Numbers

126, 280, 439, 532, 617, 883, 959, 975

Land Use: 895 Beverage Container Recycling Depot

Description

A beverage container recycling depot is a facility designed and operated for receiving and temporarily storing recyclable beverage containers.

Additional Data

The sites were surveyed in the 1980s and the 2010s in Alberta (CAN).

Source Number

975

Land Use: 899

Liquor Store

Description

A liquor store specializes in the sale of prepackaged alcoholic beverages intended to be consumed off the store's premises.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the one general urban/suburban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 5:00 and 6:00 p.m., respectively.

The sites were surveyed in the 1990s and the 2010s in Alberta (CAN) and Minnesota.

Source Numbers

870, 973

Land Use: 911

Walk-in Bank

Description

A walk-in bank is generally a free-standing building with its own parking lot. These banks do not have drive-in lanes but usually contain non-drive-through automatic teller machines (ATMs). Drive-in bank (Land Use 912) is a related use.

Additional Data

The weekday PM peak hour varied between 4:00 p.m. and 5:30 p.m.

The sites were surveyed in the 1980s and the 2000s in Alberta (CAN) and California.

To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period.

Source Numbers

594, 976

Land Use: 912

Drive-in Bank

Description

A drive-in bank provides banking facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building. The drive-in lanes may or may not provide automatic teller machines (ATMs). Walk-in bank (Land Use 911) is a related use.

Additional Data

The independent variable, drive-in lanes, refers to all lanes at a banking facility used for financial transactions, including ATM-only lanes.

Time-of-day distribution data for this land use are presented in Appendix A. For the 18 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:15 a.m. and 12:15 p.m. and 12:45 and 1:45 p.m., respectively.

The sites were surveyed in the 2000s and the 2010s in Colorado, Kentucky, Minnesota, Nebraska, New Jersey, New York, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington, and Wisconsin.

To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period and the number of drive-through lanes that are open at the time of the study.

Source Numbers

535, 539, 553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657, 710, 724, 728, 866, 869, 883, 884, 927, 935, 961

Land Use: 920

Copy, Print, and Express Ship Store

Description

A copy, print, and express ship store is a facility that offers a variety of copying, printing, binding, and shipping services. Retail sales of a limited range of office-related items including packing and shipping supplies are also commonly available. Technology services, such as computer rental and wireless Internet may also be provided. Copy, print, and express ship stores typically maintain long store hours 7 days a week. Some stores may be open 24 hours a day.

Additional Data

The weekday AM peak hour occurred between 10:30 and 11:30 a.m. The weekday PM peak hour occurred between 3:30 and 4:30 p.m.

The site was surveyed in the 2000s in Texas.

Source Number

608

Land Use: 931 Quality Restaurant

Description

This land use consists of high quality, full-service eating establishments with a typical duration of stay of at least one hour. Quality restaurants generally do not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires reservations and is generally not part of a chain. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for meals after they eat. While some of the study sites have lounge or bar facilities (serving alcoholic beverages), they are ancillary to the restaurant. Fast casual restaurant (Land Use 930) and high-turnover (sit-down) restaurant (Land Use 932) are related uses.

Additional Data

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

The sites were surveyed in the 1980s and the 1990s in Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, New Jersey, and Utah.

Source Numbers

126, 260, 291, 301, 338, 339, 368, 437, 440, 976

Land Use: 932

High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks. Fast casual restaurant (Land Use 930), quality restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), fast-food restaurant with drive-through window (Land Use 934), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 38 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 944, 961, 962, 977

Land Use: 933

Fast-Food Restaurant without Drive-Through Window

Description

This land use includes fast-food restaurants without drive-through windows. This type of restaurant is characterized by a large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Patrons generally order at a cash register and pay before they eat. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant with drive-through window (Land Use 934), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

Time-of-day distribution data for this land use are presented in Appendix A. For the four general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively.

The sites were surveyed in the 1980s and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Maryland, Montana, and Texas.

Specialized Land Use Data

One study provided data for a yogurt shop without a drive-through (source 414). The trip generating characteristics of this site differed from the sites included in this land use; therefore, trip generation information for this site is presented here and was excluded from the data plots. The site had a gross floor area of 860 square feet. It generated 13 vehicle trips during the weekday PM peak hour of adjacent street traffic and 16 vehicle trips during the weekday PM peak hour of the generator.

Source Numbers

163, 247, 278, 319, 342, 414, 885, 977

Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Non-drive-through patrons generally order at a cash register and pay before they eat. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 46 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively. For the one dense multi-use urban site with data, the same AM and PM peak hours were observed.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977

Land Use: 935

Fast-Food Restaurant with Drive-Through Window and No Indoor Seating

Description

This category includes fast-food restaurants with drive-through service only. These facilities typically have very small building areas and may provide a limited amount of outside seating. These limited-service eating establishments usually do not provide table service. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the five general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Indiana, Kentucky, New Jersey, New York, and Texas.

Source Numbers

404, 713, 720, 886

Land Use: 941

Quick Lubrication Vehicle Shop

Description

A quick lubrication vehicle shop is a business where the primary activity is to perform oil change services for vehicles. Other ancillary services provided may include preventative maintenance, such as fluid and filter changes. Automobile repair service is generally not provided. Automobile care center (Land Use 942) and automobile parts and service center (Land Use 943) are related uses.

Additional Data

For the purpose of this land use, the independent variable, servicing positions, is defined as the maximum number of vehicles that can be serviced simultaneously.

Time-of-day distribution data for this land use are presented in Appendix A. For the one general urban/suburban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:45 and 10:45 a.m. and 3:30 and 4:30 p.m., respectively.

The sites were surveyed in the 1990s and the 2010s in California, Texas, Washington, and Wisconsin.

Source Numbers

362, 441, 886, 960

Land Use: 942 Automobile Care Center

Description

An automobile care center houses numerous businesses that provide automobile-related services, such as repair and servicing, stereo installation, and seat cover upholstery. Quick lubrication vehicle shop (Land Use 941) and automobile parts and service center (Land Use 943) are related uses.

Additional Data

The PM peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed in the 1980s and the 1990s in California and Florida.

Source Numbers

267, 273, 439, 715

Land Use: 943

Automobile Parts and Service Center

Description

An automobile parts and service center sells automobile parts for do-it-yourself maintenance and repair including tires, batteries, oil, and sparks plugs. The stores may also sell automobile parts to retailers and repair facilities. Automobile parts and service centers also provide a full array of on-site services for various automobiles. These facilities provide centralized cashiering and maintain long hours 7 days a week. Automobile parts and service centers are sometimes found as separate parcels within a retail complex. Automobile parts sales (Land Use 843), tire store (Land Use 848), tire superstore (Land Use 849), quick lubrication vehicle shop (Land Use 941), and automobile care center (Land Use 942) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 30 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 10:15 and 11:15 a.m. and 4:15 and 5:15 p.m., respectively.

The sites were surveyed in the 2000s and the 2010s in New York and Texas.

Source Numbers

555, 886, 887, 888

Land Use: 944

Gasoline/Service Station

Description

This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. A gasoline/service station may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash. Convenience market with gasoline pumps (Land Use 853), gasoline/service station with convenience market (Land Use 945), and truck stop (Land Use 950) are related uses.

Additional Data

The independent variable—vehicle fueling positions—is defined as the maximum number of vehicles that can be fueled simultaneously.

Gasoline/service stations in this land use include “pay-at-the-pump” and traditional fueling stations.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 16 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 5:45 and 6:45 p.m., respectively. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 10:30 a.m. and 11:30 p.m. and 5:00 and 6:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Kentucky, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario (CAN), Oregon, South Dakota, Texas, and Washington.

Specialized Land Use Data

A 2006 study provided data on four private fuel facilities in Florida (source 721). These facilities provide self-fuel service, but are not open for use by the general public. To use the services offered at the facility, a pre-established membership account is required. The trip generation characteristics of this site differed from sites included in this land use; therefore, trip generation information for this site is presented here and was excluded from the data plots. The sites had an average of nine vehicle fueling positions. An average of 12 vehicle trips were counted during the weekday, AM peak hour of adjacent traffic and seven were counted during the weekday, PM peak hour of adjacent street traffic.

Source Numbers

221, 274, 278, 288, 340, 350, 351, 355, 359, 366, 440, 583, 617, 618, 631, 721, 867, 882, 883, 888, 954, 977

Land Use: 945

Gasoline/Service Station with Convenience Market

Description

This land use includes gasoline/service stations with convenience markets where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash. Some commonly sold convenience items are newspapers, coffee or other beverages, and snack items that are usually consumed in the car. The sites included in this land use category have the following two specific characteristics:

- The gross floor area of the convenience market is between 2,000 and 3,000 gross square feet
- The number of vehicle fueling positions is at least 10

Convenience market (Land Use 851), convenience market with gasoline pumps (Land Use 853), gasoline/service station (Land Use 944), truck stop (Land Use 950), and super convenience market/gas station (Land Use 960) are related uses.

Additional Data

The independent variable, vehicle fueling positions, is defined as the maximum number of vehicles that can be fueled simultaneously.

Gasoline/service stations in this land use include "pay-at-the-pump" and traditional fueling stations.

Time-of-day distribution data for this land use are presented in Appendix A. For the five general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 3:45 and 4:45 p.m., respectively.

A multi-variable regression analysis based on both the convenience market gross floor area (GFA) and the number of vehicle fueling positions (VFP) produced a series of fitted curve equations. The equations are in the form of:

$$\text{Vehicle Trips} = [(\text{VFP Factor}) \times (\text{Number of VFP})] + [(\text{GFA Factor}) \times (\text{GFA})] + (\text{Constant})$$

The values for the VFP factor, GFA factor, and constant are presented in the following table for each time period for which a fitted curve equation could produce an R² value of at least 0.50.

Time Period	VFP Factor	GFA Factor	Constant	R ²
Weekday, AM Peak Hour of Generator	15.6	108	-295	0.62
Weekday, PM Peak Hour of Generator	Not Available			
Weekday, AM Peak Hour of Adjacent Street	15.7	97.3	-284	0.59
Weekday, PM Peak Hour of Adjacent Street	Not Available			

Land Use: 960

Super Convenience Market/Gas Station

Description

This land use includes gasoline/service stations with convenience markets where there is significant business related to the sale of convenience items and the fueling of motor vehicles. Some commonly sold convenience items include newspapers, freshly brewed coffee, daily-made donuts, bakery items, hot and cold beverages, breakfast items, dairy items, fresh fruits, soups, light meals, ready-to-go and freshly made sandwiches and wraps, and ready-to-go salads. Stores typically also had automated teller machines (ATMs), and public restrooms. The sites included in this land use category have the following two specific characteristics:

- The gross floor area of the convenience market is at least 3,000 gross square feet
- The number of vehicle fueling positions is at least 10

Convenience market with gasoline pumps (Land Use 853) and gasoline/service station with convenience market (Land Use 945) are related uses.

Additional Data

To reflect changing characteristics of the convenience market component of this land use, only data from the past two decades have been included in this land use.

The independent variable, vehicle fueling positions, is defined as the maximum number of vehicles that can be fueled simultaneously. Gasoline/service stations in this land use include "pay-at-the-pump" and traditional fueling stations.

A multi-variable regression analysis based on both the convenience market gross floor area (GFA) and the number of vehicle fueling positions (VFP) produced a series of fitted curve equations. The equations are in the form of:

$$\text{Vehicle Trips} = [(\text{VFP Factor}) \times (\text{Number of VFP})] + [(\text{GFA Factor}) \times (\text{GFA})] + (\text{Constant})$$

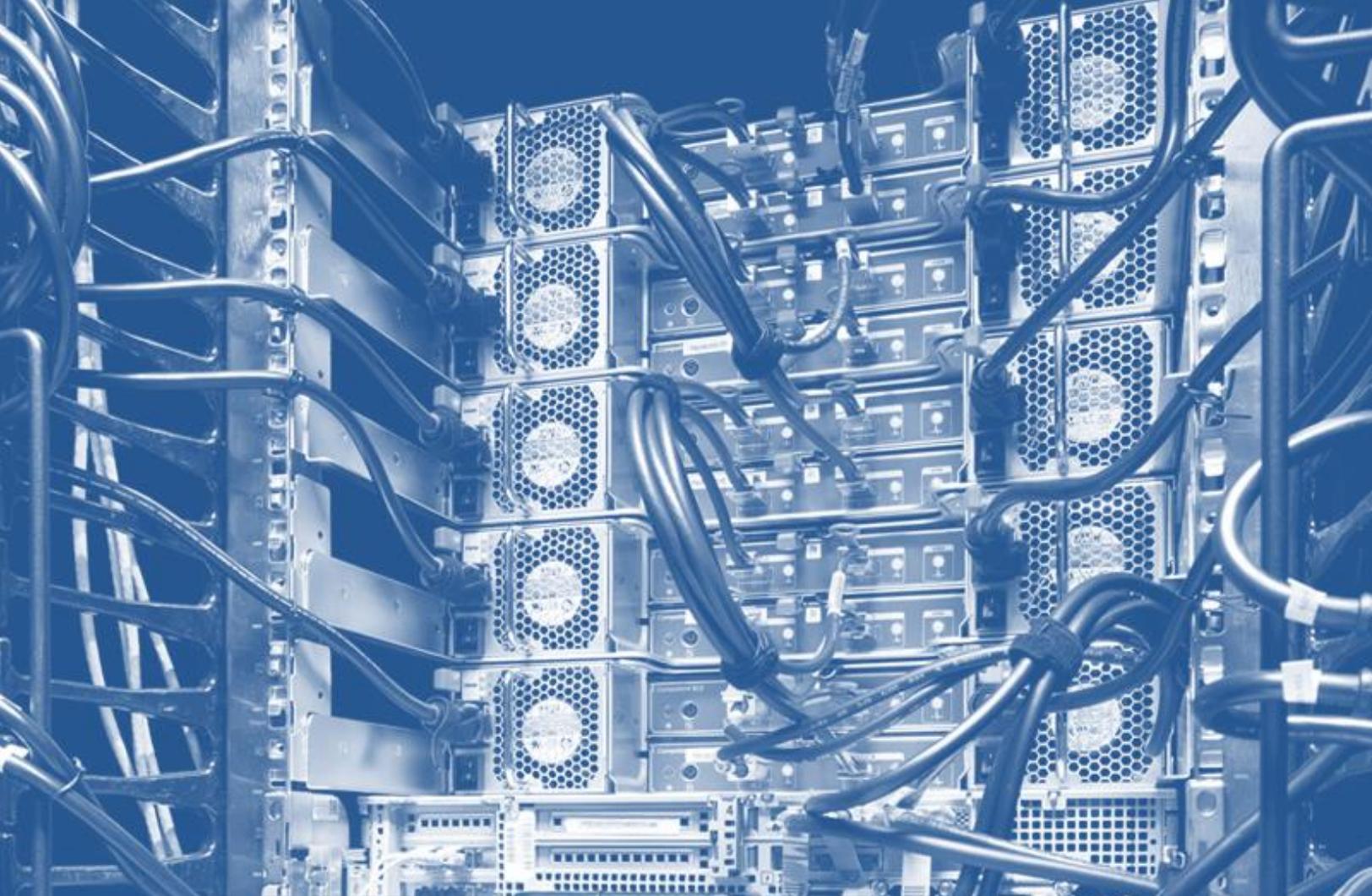
The values for the VFP factor, GFA factor, and constant are presented in the following table for each time period for which a fitted curve equation could produce an R² value of at least 0.50.

Time Period	VFP Factor	GFA Factor	Constant	R ²
Weekday, AM Peak Hour of Generator	10.3	105	-290	0.62
Weekday, PM Peak Hour of Generator	6.91	76.0	-133	0.68
Weekday, AM Peak Hour of Adjacent Street	16.1	135	-483	0.66
Weekday, PM Peak Hour of Adjacent Street	11.5	82.9	-226	0.51

The sites were surveyed in the late 1990's, 2000s and the 2010s in Florida, Iowa, Maryland, Minnesota, New Hampshire, New Jersey, Pennsylvania, Texas, Utah, and Wisconsin.

Source Numbers

617, 813, 844, 850, 864, 865, 867, 869, 882, 888, 904, 938, 954, 960, 962



Appendix

Appendix A — State Enabling Legislation

Appendix B — Town Development Impact Fee Ordinance

Appendix C — US Census Data & ITE Employee Space Ratio Calculations

Appendix D — Parks & Recreation Inventory & Analysis Tables

Appendix E — Fire Protection Inventory & Analysis Tables

Appendix F — Municipal Facilities & Services Inventory & Analysis Tables

Table D.1 – Parkland Replacement Values

Park	Location	Fee Simple Market Value ^A	Acres	Fee Simple Market Value per Acre
Walter Elisha Park ^B	345 North White Street	\$2,600,000	21.60	\$120,370
Recreation Complex ^B	Tom Hall Street	\$2,100,000	16.05	\$130,874
Recreation Complex (New Driveway Entrance)	Tom Hall Street	\$5,000	N/A	N/A
Spratt Properties ^B	Addresses Not Available	\$1,195,700	63.64	\$18,788
Harris Street Park	465 Harris Street	\$110,000	4.30	\$25,581
Millstone Park ^C	Access at Spratt & South White	N/A	2.46	N/A
Steele Street Park	600 Steele Street	\$85,000	2.90	\$29,310
Doby Bridge Park	1905 Doby Bridge Road	\$1,715,000	14.90	\$115,101
Doby Bridge Park Expansion Area	Doby Bridge Road	\$415,084	2.49	\$166,700
Calhoun Street Park	203 Calhoun Street	\$140,000	17.83	\$7,852
Fort Mill Community Center ^D	1011 Talbot Drive	N/A	0.72	N/A
Confederate Park	193 Main Street	\$50,000	0.22	\$227,273
Goddard School Open Space	1930 Haire Road	\$280,000	1.00	\$280,000
Veterans Memorial Park ^E	120 White Street	N/A	2.00	N/A
Banks Athletic Park ^B	Waterside at the Catawba	\$1,000,000	25.00	\$40,000
	Totals	\$9,695,784	175.11	

Notes:

^A = Fee Simple Market Values were captured from information published in six Summary Narrative Commercial Appraisal Reports prepared by a hired consultant for the Town of Fort Mill in 2014, or information provided by the Town of Fort Mill for other properties in 2019.

^B = Several properties were donated to the Town of Fort Mill for park and open space purposes. The consumption-based methodology assumes a land value for the calculation; however, the equivalent value is applied as a credit in other calculations to determine the maximum allowable impact fee.

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

^D = This park location is used under a lease agreement with Fort Mill SC, LLC. Annual rent is \$1.00 per year for the current lease period.

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

Table D.2 – Recreation Building Replacement Values

Building Type	Park Location	Size (sq. ft.) ^A	Building Valuation ^A	Professional Services Allowance (10%) ^B
Recreation Complex (Building)	971 Tom Hall Street	60,000	\$3,500,000	\$350,000
Recreation Complex (Press Box at Baseball Field)	971 Tom Hall Street	N/A	\$2,000	\$200
Recreation Complex (Equipment Shed)	971 Tom Hall Street	N/A	\$3,927	\$393
Recreation Complex (Power Scope Modular Unit)	971 Tom Hall Street	N/A	\$14,741	\$1,474
Recreation Complex (Concessions / Press Box)	971 Tom Hall Street	144	\$38,661	\$3,866
Recreation Complex (Restroom / Storage)	971 Tom Hall Street	420	\$42,080	\$4,208
Steele Street Park Restrooms / Storage	600 Steele Street	408	\$44,658	\$4,466
Harris Street Restrooms / Storage	465 Harris Street	510	\$42,080	\$4,208
Doby's Bridge Park Restrooms / Storage	1905 Doby's Bridge Road	300	\$45,405	\$4,541
Doby's Bridge Park Utility Storage Bldg.	1905 Doby's Bridge Road	420	\$5,629	\$563
Doby's Bridge Park Utility Storage Bldg.	1905 Doby's Bridge Road	420	\$7,967	\$797
Doby's Bridge Park Concessions / Press Box	1905 Doby's Bridge Road	221	\$64,319	\$6,432
Doby's Bridge Park Restroom	1905 Doby's Bridge Road	1,036	\$181,508	\$18,151
	Total		\$3,992,975	\$399,299

Notes:

^A = Size and Building Valuation statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund (SCMIRF) for the Town of Fort Mill, Property Schedule, 2019.

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

Table D.3 – Recreation Amenities Replacement Values

Parking Location / Facility Type	Valuation
Harris Street Park	
Gazebo ^A	\$38,661
Playground Equipment ^A	\$47,343
Merry-Go-Round ^A	\$4,562
Field Lighting ^A	\$50,000
Site Development Costs ^B	\$540,000
Professional Services Allowance (10%) ^C	\$68,057
Millstone Park	
Perimeter Fencing ^A	\$1,500
Signage, Pillars, Brickwork, Swings, Benches, Rails ^A	\$115,428
Swingset ^A	\$29,823
Brick Seat Wall ^A	\$8,800
Benches & Pads ^A	\$1,729
Site Development Costs ^D	\$23,592
Professional Services Allowance (10%) ^C	\$18,087
Recreation Complex	
Fencing - Baseball / Softball Fields ^A	\$9,972
Entrance Sign ^A	\$30,281
Site Development Costs ^D	\$6,038
Professional Services Allowance (10%) ^C	\$4,629
Doby's Bridge Park	
Covered Shelters No. 1 ^A	\$27,976
Covered Shelters No. 2 ^A	\$27,976
Perimeter Fencing ^A	\$113,713
Field Lighting ^A	\$293,700
Playground Equipment ^A	\$64,920
Flagpole ^A	\$7,500
Bleachers ^A	\$15,471
Scoreboards ^A	\$7,000
Batting Cage ^A	\$6,265
Site Development Costs ^B	\$515,000
Professional Services Allowance (10%) ^C	\$107,952
Elisha Park	
Statues ^A	\$240,000
Playground Equipment ^A	\$55,000
Entrance Sign ^A	\$24,396
Site Development Costs ^D	\$47,909
Professional Services Allowance (10%) ^C	\$36,731
Steele Street Park	
Playground Equipment ^A	\$19,684
Court Lighting ^A	\$50,000
Site Development Costs ^B	\$325,000
Professional Services Allowance (10%) ^C	\$39,468
Calhoun Street Park	
Gazebo ^A	\$38,427
Field Lighting ^A	\$80,000
Entrance Sign ^A	\$1,817
Site Development Costs ^B	\$360,000
Professional Services Allowance (10%) ^C	\$48,024
Veterans Memorial Park	
Statue w/ Plaques ^A	\$40,060
Pillars, Brickwork, Columns, Flagpoles ^A	\$108,530
Granite Benches ^A	\$4,100
Benches / Trash Receptacles ^A	\$3,261
Site Development Costs ^D	\$23,393
Professional Services Allowance (10%) ^C	\$17,934
Confederate Park	
Statues ^A	\$94,950
Site Development Costs ^B	\$65,000
Professional Services Allowance (10%) ^C	\$15,995
Total	\$3,925,655

Notes:

^A = Replacement value statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, 2014 and 2019. The most current valuation was used for each listed asset.

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

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

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

Table D.4 – Trail System Replacement Values

Parks with Walking Trails	Paved Trail (Yes or No)	Miles of Trail	Width of Trail (Feet)	Construction Cost ^A	Professional Services (10%)	Total Replacement Cost
Walter Elisha Park	Yes	1.0	4	\$116,160	\$11,616	\$127,776

Notes:

^A = Construction cost used a per square foot cost statistic (\$5.50) derived from the Summary Narrative Commercial Appraisal Reports prepared for the Town of Fort Mill in 2014 (Dobs Bridge Park).

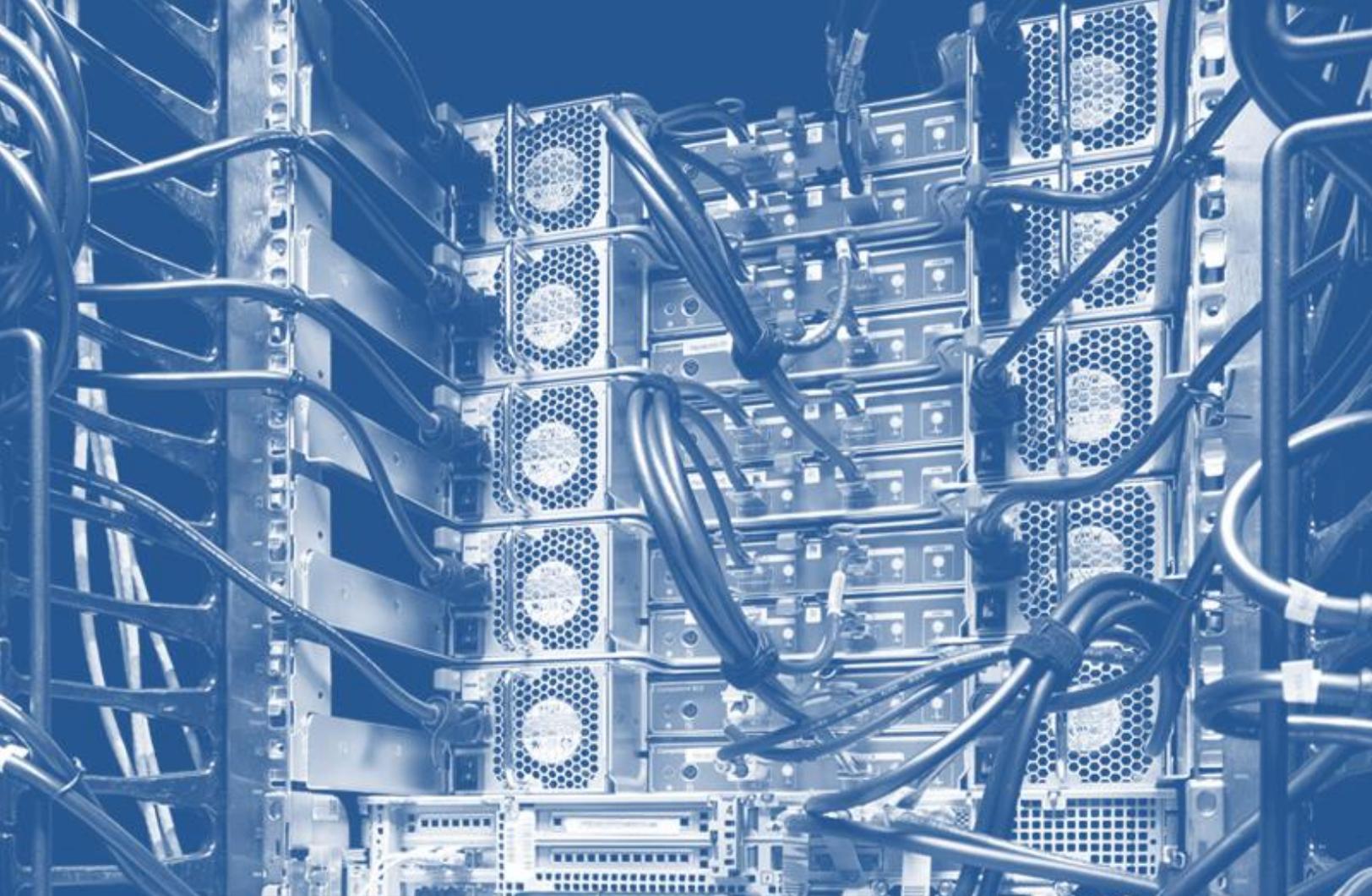
Table D.5 – Inventory of Other Funding Sources for Parks & Recreation Facilities in Fort Mill, SC

Awarding Agency	Revenue Source	Award Amount	Start Date	Project
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$24,435.92	2009	Calhoun Streetk Park, Gazebo & Amenities
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$4,564.08	2010	Calhoun Streetk Park, Gazebo & Amenities
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$4,190.00	2010	Steele Street Park, Fence & Amenities
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$5,464.90	2011	Harris Street Park, Playground Equipment
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$666.10	2013	Harris Street Park, Playground Equipment
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$3,733.41	2013	Doby's Bridge Park, Picnic Facilities
Private Developer ^B	One-Time Donation	\$1,000,000.00	2014	Waterside Park (Land Only)
SC Parks & Recreation Development Fund	One-Time Grant	\$6,685.52	2014	Fencing at Doby Bridge Park
SC Parks & Recreation Development Fund	One-Time Grant	\$7,359.20	2015	Fencing and picnic facilities at Steele Street Park
SC Parks & Recreation Development Fund	One-Time Grant	\$4,714.27	2016	Doby Bridge Park playground resurfacing
SC Parks & Recreation Development Fund	One-Time Grant	\$25,000.00	2017	Harris Street Park playground resurfacing
Leroy Springs & Company ^B	One-Time Donation	\$2,600,000.00	2017	Walter Elisha Park
Spratt Family ^B	One-Time Donation	\$1,195,700.00	2017	Future Park Property (Land Only)
Leroy Springs & Company ^B	One-Time Donation	\$2,100,000.00	2018	Recreation Complex
				Award Total
				10-Year Average
				10-Year Forecast
				\$6,982,513.40
				\$698,251.34
				\$6,982,513.40

Notes:

^A = One-time grants provided under the South Carolina Parks & Recreation Development Fund are reimbursable matching grants, whereby the State pays 80% of the total cost and the Town pays 20% of the total cost. Dollar amounts reported in this table represent the State's financial commitment (outside funding source) to the project.

^B = Represent parks and recreation amenities that were donated to the Town of Fort Mill.



Appendix

Appendix A — State Enabling Legislation

Appendix B — Town Development Impact Fee Ordinance

Appendix C — US Census Data & ITE Employee Space Ratio Calculations

Appendix D — Parks & Recreation Inventory & Analysis Tables

Appendix E — Fire Protection Inventory & Analysis Tables

Appendix F — Municipal Facilities & Services Inventory & Analysis Tables

Table E.1 – Fire Protection Facilities Replacement Land Values

Facility Type	Location	Fee Simple Market Value ^A	Acres	Fee Simple Market Value per Acre
Station No. 1	121 Tom Hall Street	\$400,000	1.40	\$285,714
Station No. 2 (New) ^B	1245 Fort Mill Parkway	\$94,377	1.26	\$74,902
Totals		\$494,377	2.66	

Notes:

^A = Fee Simple Market Values were captured from information published in the Summary Narrative Commercial Appraisal Reports prepared for the Town of Fort Mill in 2014 for Fire Station No. 1 and information provided by the Town of Fort Mill for Fire Station No. 2 in 2019.

^B = Land for building a new Fire Station No. 2 was donated to the Town of Fort Mill. The consumption-based methodology assumes a land value for the calculation; however, the equivalent value is applied as a credit in other calculations to determine the maximum allowable impact fee.

Table E.2 – Fire Protection Facilities Replacement Values

Facility Type	Location	Size (sq. ft.) ^A	Building Valuation ^A	Site Development Costs	Professional Services Allowance (10%) ^B	Total Replacement Valuation
Station No. 1	121 Tom Hall Street	9,520	\$1,434,811	\$95,000	\$152,981	\$1,682,792
Station No. 2 (New)	1245 Fort Mill Parkway	10,024	\$2,999,650	\$529,350	\$300,109	\$3,829,109
	Total		\$4,434,461	\$624,350	\$453,090	\$5,511,901

Notes:

^A = Size and Building Valuation statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, 2019, and information provided by the Town of Fort Mill.

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

Table E.3 – Fire Protection Equipment Replacement Values

Equipment	Make / Model / Year	No. in Service	Unit Cost ^A	Replacement Cost
Fire Vehicle, #49	KME / Fire Truck (2004)	1	\$735,823	\$735,823
Fire Vehicle, #117	E-One / Typhoon (2013)	1	\$669,776	\$669,776
Fire Vehicle, #118	E-One / Typhoon (2013)	1	\$420,323	\$420,323
Light Duty Rescue	Ford F550 (2019)	1	\$161,376	\$161,376
Reserve Engine ^B	KME Centaurion (2003)	1	\$300,000	\$300,000
Front Line Engine ^B	KME Predator Panther (2019)	1	\$489,500	\$489,500
			Total	\$2,776,798

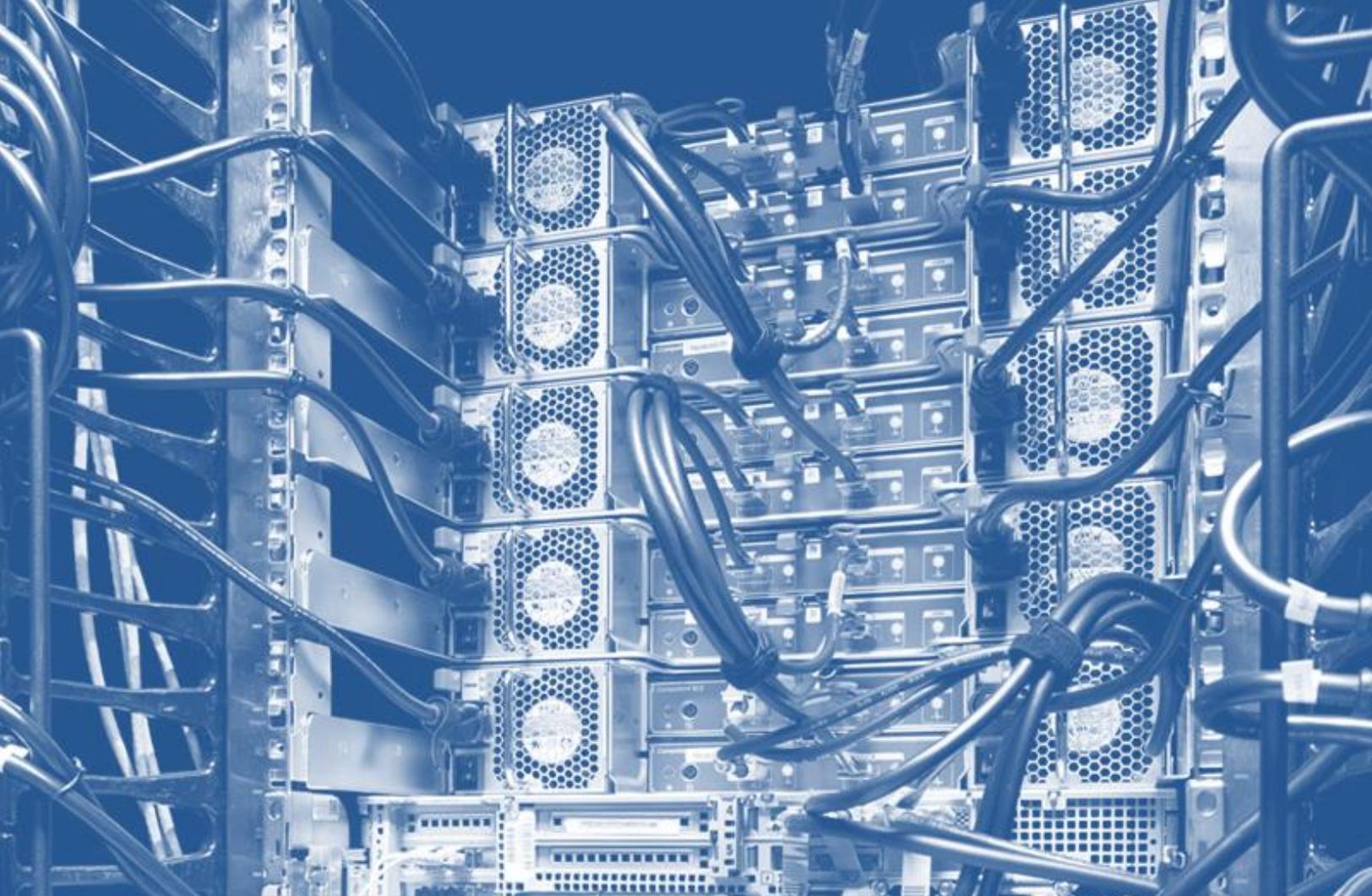
Notes:

^A = Replacement value statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Vehicle and Equipment Schedule, 2019 and information provided by the Town of Fort Mill.

^B = The vehicle is owned by York County, by resides in a Fort Mill Fire Station. The consumption-based methodology assumes a vehicle value for the calculation; however, the equivalent value is applied as a credit in other calculations to determine the maximum allowable impact fee.

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

Awarding Agency	Revenue Source	Award Amount	Start Date	Project
Office of State Fire Marshall	One-Time Grant	\$27,716	2008	Fire Equipment
Unknown	One-Time donation	\$94,377	2018	Fire Department property
US Department of Homeland Security (FEMA)	One-Time Grant	\$187,200	2011	Fire Equipment
Station No. 2 (New)	Land Donation	\$94,377	2018	Fire Station
Reserve Engine	York County Donation	\$300,000	Ongoing	Fire Equipment
Front Line Engine	York County Donation	\$489,500	Ongoing	Fire Equipment
		Award Total		\$1,193,169.58
			10-Year Average	\$119,316.96
			10-Year Forecast	\$1,193,169.58



Appendix

Appendix A — State Enabling Legislation

Appendix B — Town Development Impact Fee Ordinance

Appendix C — US Census Data & ITE Employee Space Ratio Calculations

Appendix D — Parks & Recreation Inventory & Analysis Tables

Appendix E — Fire Protection Inventory & Analysis Tables

Appendix F — Municipal Facilities & Services Inventory & Analysis Tables

Table F.1 – Municipal Facilities Replacement Land Values

Facility Type	Location	Fee Simple Market Value ^A	Acres	Fee Simple Market Value per Acre
Municipal Building (Police Department) ^B	112 Confederate Street	\$225,400	1.40	\$161,000
New Town Hall and Annex ^C	200/210 Tom Hall Street	\$45,250	2.71	\$16,697
Public Works Office/Complex	307 E. Hill Street	\$130,000	4.41	\$29,478
Public Works/Utilities Maintenance Site ^D	131 E. Elliott Street	\$31,500	1.91	\$16,492
Old Fire Station No. 2 (Storage, Final Use TBD)	1841 Doby's Bridge Road	\$80,000	0.51	\$156,863
Municipal Parking Lot	N. Side of Public Alley at Park Street	\$107,000	0.71	\$150,704
Totals		\$619,150	11.65	

Notes:

^A = Fee Simple Market Values were captured from information published in the Summary Narrative Commercial Appraisal Reports prepared for the Town of Fort Mill in 2014, or information provided by the Town of Fort Mill for other properties in 2019.

^B = The municipal building is now used almost exclusively by the Police Department. The Council Chambers portion was excluded from the impact fee calculations as a non-growth related use of the site. The fee simple market value reported in the Summary Narrative Commercial Appraisal Report for 112 Confederate Street (2014) was factored by 98% to estimate the value associated with the Town's Police Department.

^C = Space for the Planning, Building, and Permitting Departments in New Town Hall were identified by Town officials. All other general government service departments inside the New Town Hall (or their portions of shared space) were excluded from the impact fee calculations. Town officials estimate 28% of the New Town Hall and 25% of the adjacent storage building are used for growth-related services. The fee simple market value was factored by 28% and 25% (two different parcels of land) to estimate value associated with the Planning, Building, and Permitting Departments. Starting land values for the property were provided by the Town of Fort Mill.

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

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

Building Type	Location	Size (sq. ft.) ^A	Building Valuation ^A	Site Development Costs ^B	Professional Services Allowance (10%) ^C	Total Replacement Valuation
Municipal Building (Police Department)	112 Confederate Street	21,607	\$4,397,711	\$181,300	\$457,901	\$5,036,912
New Town Hall	200 Tom Hall Street	3,083	\$478,975	\$71,846	\$55,082	\$605,903
New Town Annex	210 Tom Hall Street	452	\$62,812	\$9,422	\$7,223	\$79,457
Shed Truck Garage	307 E. Hill Street	4,000	\$298,045	\$170,000	\$46,805	\$514,850
Public Works Truck Garage ^D	307 E. Hill Street	4,120	\$264,738	\$0	\$26,474	\$291,212
Public Works Office ^D	307 E. Hill Street	600	\$69,357	\$0	\$6,936	\$76,293
Modular Building ^D	307 E. Hill Street	400	\$10,779	\$0	\$1,078	\$11,857
Armory Building	131 E. Elliott Street	1,115	\$87,670	\$16,500	\$10,417	\$114,587
Old Fire Station No. 2 (Storage, Final Use TBD)	1841 Doby's Bridge Road	2,244	\$270,184	\$80,000	\$35,018	\$385,202
Municipal Parking Lot	N. Side of Public Alley at Park Street	0	\$0	\$92,000	\$9,200	\$101,200
		Totals	\$5,940,271	\$529,068	\$656,134	\$7,217,473

Notes:

^A = Size and Building Valuation statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, 2014 and 2019, or other information provided by the Town of Fort Mill. Statistics reported for the Municipal Building (Police Department), New Town Hall, New Town Hall Storage Building, and Public Works/Utilities Maintenance Site buildings were factored by utilization rates to represent only the portion of buildings used for growth-related departments and services. See the notes in Table E.1 - Municipal Facilities Replacement Land Values for specific rates used for the different properties.

^B = Site development costs for all facilities except for New Town Hall and the New Town Hall Storage Building match information reported for "Replacement Cost New" in the Summary Narrative Commercial Appraisal Reports prepared for the Town of Fort Mill in 2014. Site development costs for New Town Hall and the New Town Hall Storage Building assumed 15% of the building valuation for estimating associated costs.

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

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

Table F.3 – Municipal Equipment Replacement Values

Equipment	Make / Model / Year	No. in Service	Unit Cost ^A	Replacement Cost
Sanitation Truck	Autocar (2013)	1	\$248,768	\$248,768
Sweeper Truck	International 4300-M7 Tymo (2012)	1	\$165,236	\$165,236
Storage Truck/Mover	Freightliner M2106 (2017)	1	\$134,780	\$134,780
Recycle Truck	Freightliner M2106 Recycle Truck (2011)	1	\$166,113	\$166,113
Storage Truck/Mover	Freightliner N2106 Loader (2010)	1	\$108,300	\$108,300
Storage Truck/Mover	Freightliner M2106 (2017)	1	\$174,845	\$174,845
Flatbed Truck	Freightliner 114SD (2017)	1	\$330,100	\$330,100
Knuckle Boom Truck	Freightliner (2016)	1	\$131,112	\$131,112
Front Load Refuse Truck	Autocar ACX64 (2017)	1	\$286,261	\$286,261
Front Load Refuse Truck	Autocar ACX64 (2017)	1	\$286,261	\$286,261
Front Load Refuse Truck	Autocar ACX64 (2016)	1	\$284,976	\$284,976
Tractor Trailer Cab	Sterling L T7500 (2007)	1	\$123,580	\$123,580
			Total	\$2,440,332

Notes:

^A = Replacement value statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Vehicle and Equipment Schedules, 2019.

Value of Trash Collection Vehicles \$1,106,266

City Explained^{Inc.}

The Garrison Building
715 N. Graham Street, Suite 210
Charlotte, NC 28202

(T) 919-606-1620

(E) info@city-explained.com