EXHIBIT A

DRAFT Development Impact Fee Study and Capital Improvement Plan

Prepared for:

Town of Moncks Corner, South Carolina

January 31, 2025

Prepared by:

TischlerBise
FISCAL | ECONOMIC | PLANNING

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DEVELOPMENT IMPACT FEE STUDY

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EXECUTIVE SUMMARY

The Town of Moncks Corner, South Carolina retained TischlerBise to prepare a Development Impact Fee Study and Capital Improvement Plan. Development impact fees are collected from new construction at the time a building permit is issued. The fees are one-time payments for new development's proportionate share of the capital cost of infrastructure. The following study addresses Moncks Corner's Parks, Police, Sanitation, Fire, and Transportation infrastructure. Development impact fees do have limitations and should not be regarded as the total solution for infrastructure funding. Rather, they are one component of a comprehensive funding strategy to ensure provision of adequate public facilities. Development impact fees may only be used for capital improvements or debt service for growth-related infrastructure. Under South Carolina Development Impact Fee enabling legislation (Section 6-1-910), fees may not be used for operations, maintenance, replacement of infrastructure, or correcting existing deficiencies.

South Carolina Development Impact Fee Act[1]

The State of South Carolina grants the power for cities and counties to collect development impact fees on new development pursuant to the rules and regulations set forth in the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.). The process to create a local impact fee system begins with a resolution by the Town Council directing the Planning Commission to conduct an impact fee study and recommend a development impact fee ordinance for legislative action.

Generally, a governmental entity must have an adopted comprehensive plan to enact development impact fees; however, certain provisions in State law allow counties, cities, and towns that have not adopted a comprehensive plan to impose development impact fees. Those jurisdictions must prepare a capital improvement plan as well as prepare an impact fee study that substantially complies with Section 6-1-960(B) of the Code of Laws of South Carolina.

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

Eligible costs may include design, acquisition, engineering, and financing attributable to those improvements recommended in the local capital improvements plan that qualify for impact fee funding. Revenues collected by the City, city, or town may not be used for administrative or operating costs associated with imposing the impact fee. All revenues from development impact fees must be maintained

[1] See Appendix C for a copy of the South Carolina Development Impact Fee Act.

in an interest-bearing account prior to expenditure on recommended improvements. Monies must be returned to the owner of the property for which the impact fee was collected if they are not spent within three years of the date, they are scheduled to be encumbered in the local capital improvements plan. All refunds to private landowners must include the pro rata portion of interest earned while on deposit in the impact fee account.

Moncks Corner is also responsible for preparing and publishing an annual report describing the amount of impact fees collected, appropriated, and spent during the preceding year. Furthermore, the Town must issue a new impact fee report with updated fees at least once every five years based on the most recent growth projections. Pursuant to State Law, Moncks Corner will not be empowered to recommend additional projects eligible for impact fee funding or charge higher maximum allowable development impact fees until the Development Impact Fee study and capital improvement plan have been updated.

Conceptual Development Impact Fee Calculation

In contrast to project-level improvements, development impact fees fund growth-related infrastructure that will benefit multiple development projects, or the entire jurisdiction (referred to as system improvements). The first step is to determine an appropriate demand indicator for the particular type of infrastructure. The demand indicator measures the number of demand units for each unit of development. For example, an appropriate indicator of the demand for park facilities is population growth, and the increase in population can be estimated from the average number of residents per housing unit. The second step in the development impact fee formula is to determine infrastructure units per demand unit, typically called level-of-service (LOS) standards. In keeping with the parks example, a common LOS standard is park acreage per resident. The third step in the development impact fee formula is the cost of various infrastructure units. To complete the parks example, this part of the formula would establish the cost per acreage for acquiring new park land.

General Methodologies

There are three general methods for calculating development impact fees. The choice of a particular method depends primarily on the timing of infrastructure construction (past, concurrent, or future) and service characteristics of the facility type being addressed. Each method has advantages and disadvantages in a particular situation and can be used simultaneously for different cost components.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of development impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities within the designated service area. The following paragraphs discuss three basic methods for calculating development impact fees and how those methods can be applied.

Cost Recovery (Past Improvements)

The rationale for recoupment, often called cost recovery, is that new development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which new growth will benefit. This methodology is often used for utility systems that must provide adequate capacity before new development can take place.

Incremental Expansion (Concurrent Improvements)

The incremental expansion method documents current level-of-service (LOS) standards for each type of public facility, using both quantitative and qualitative measures. This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in Town infrastructure. New development is only paying its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increment to keep pace with development.

Plan-Based Fee (Future Improvements)

The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two options for determining the cost per demand unit: (1) total cost of a public facility can be divided by total demand units (average cost), or (2) the growth-share of the public facility cost can be divided by the net increase in demand units over the planning period (marginal cost).

Credits

Regardless of the methodology, a consideration of "credits" is integral to the development of a legally defensible development impact fee methodology. There are two types of "credits" with specific characteristics, both of which should be addressed in development impact fee studies and ordinances.

- First, a revenue credit might be necessary if there is a double payment situation, and other revenues are contributing to the capital costs of infrastructure to be funded by development impact fees. This type of credit is integrated into the development impact fee calculation, thus reducing the fee amount.
- Second, a site-specific credit or developer reimbursement might be necessary for dedication of land or construction of system improvements funded by development impact fees. This type of credit is addressed in the administration and implementation of the development impact fee program.

Proposed Fee Methods and Cost Components

Figure 1 summarizes the methods and cost allocation components used for each infrastructure category in Moncks Corner's development impact fee study. The development impact fees are based on the actual level of service. The Parks component is predominantly attributed to residential development, with a small portion attributed to nonresidential development based on usage during typical work hours. Likewise, Sanitation fees are apportioned to residential development. The Police and Fire impact fee categories are attributed to residential and nonresidential development based on population and nonresidential vehicle trips.

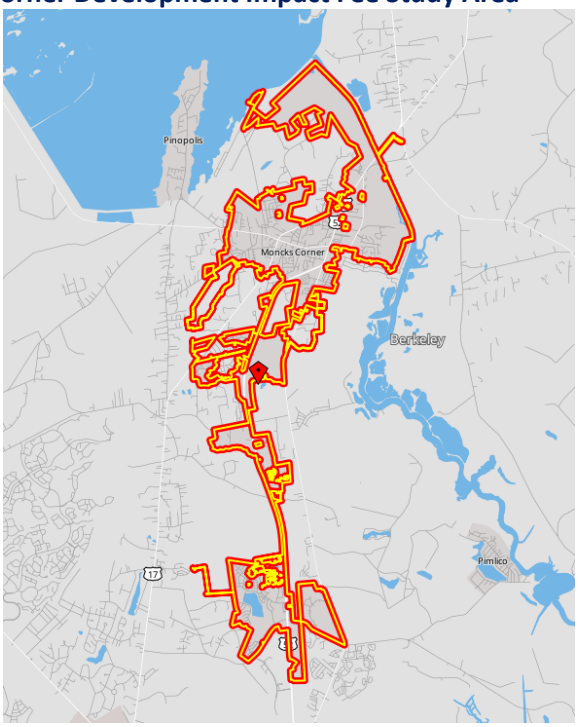
Figure 1. Proposed Fee Methods and Cost Components

Fee Category	Service Area	Incremental Expansion	Plan-Based	Cost Recovery	Cost Allocation
Parks & Recreation	Townwide	Park Land, Park Improvements, Multiuse Trails	N/A	N/A	Population and Jobs
Police	Townwide	Police Stations, Police Vehicles	N/A	N/A	Population & Vehicle Trips
Fire	Townwide	Fire Stations, Fire Apparatus	N/A	N/A	Population & Vehicle Trips
Sanitation	Townwide	Sanitation Facilities,Vehicles	N/A	N/A	Population
Transportation	Townwide	Intersection Improvements	N/A	N/A	Vehicle Trips

Study Area

It is essential for an impact fee study to have an appropriate study area. The study area sets the parameters around the level of service calculations, capacity, Town needs, and benefit zones. The study area for all fee categories is within the 2024 boundaries of the Town of Moncks Corner.

Figure 2. Town of Moncks Corner Development Impact Fee Study Area



Proposed Development Impact Fee Schedule

As documented in this report, Moncks Corner has complied with the South Carolina Development Impact Fee Act and applicable legal precedents. Development impact fees are proportionate and reasonably related to capital improvement demands of new development. Specific costs have been identified using local data and current dollars. This report documents the formulas and input variables used to calculate the development impact fees. The development impact fee methodologies also identify the extent to which new development is entitled to various types of credits to avoid potential double payment of growth-related capital costs.

For residential development, proposed fees are assessed per housing unit by type of unit. The proposed residential fee categories include single family and multifamily units. Single family units include detached, attached, and mobile home units. Multifamily units include condominiums and apartments with two or more units. The proposed fee schedule for nonresidential development is designed to provide a reasonable development impact fee determination for broad property classes – retail, office, industrial, and institutional.

Figure 3 summarizes proposed development impact fees for new development in Moncks Corner. The amounts shown are "maximum supportable" amounts based on the methodologies, levels of service, and costs for the capital improvements identified herein. The fees represent the highest amount feasible for each type of applicable development, which represent new growth's fair share of the system improvement costs detailed in this report. The Town can adopt amounts that are lower than the maximum amounts shown; however, a reduction in fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in the Town's level of service.

Figure 3. Maximum Supportable Development Impact Fee

Development Type	Parks & Recreation	Police	Fire	Sanitation	Transportation	Maximum Supportable Fee
Residential (per housing unit)						
Single Family	$2,213	$710	$1,200	$314	$368	**$4,804**
Multifamily	$1,212	$389	$657	$172	$176	**$2,606**
Nonresidential (per 1,000 square feet/per room for Hotel)						
Retail	$244	$1,139	$1,925	$0	$679	**$3,987**
Office	$374	$439	$742	$0	$262	**$1,817**
Industrial	$180	$197	$333	$0	$118	**$828**
Institutional	$348	$604	$1,021	$0	$360	**$2,333**
Hotel	$90	$324	$547	$0	$193	**$1,154**

Projected Demand

Section 6-1-960(B)(6) of the South Carolina Development Impact Fee Act requires:

> *"the total number of service units necessitated by and attributable to new development within the service area, based on the land use assumptions and calculated in accordance with generally accepted engineering or planning criteria."*

Based on the land use assumptions discussed in Appendix B, both residential and nonresidential development is expected to continue in Moncks Corner over the next ten years. Figure 4. Moncks Corner Residential and Nonresidential Projections on the following page shows projected population, housing units, nonresidential floor area, and vehicle trips over the next ten years.

Based on the Town's active subdivisions, it is estimated that 4,020 single family units and 530 multifamily units will be constructed in the next ten years. As a result, 9,846 single family and 1,534 multifamily units are projected in Moncks Corner by 2034.

Population projections are estimated based on the new housing growth and PPHU factors. For example, the annual growth in single family units is multiplied by the PPHU for the single family housing type to project new residents for each year. Overall, there is a projected increase of 11,724 residents by 2034, a 40 percent increase from the base year.

Base year employment totals by sector are based on data from Esri Business Analyst. The rate of overall employment growth for the projection period is based on overall job growth from 2017 to 2022 in Moncks

Corner, as obtained from the latest available data from the US Census Bureau's OnTheMap analysis tool. Average annual employment growth is assigned to sectors based on the proportions found in the base year. Employment totals by sector are multiplied by employee density factors available from the Institute of Transportation Engineers to obtain nonresidential square footages for each year.

By applying the growth rates, pipeline projects, and the employee density factors the ten-year projections are calculated in Figure 4. Overall employment in Moncks Corner is projected to increase by 1,144 jobs, which is a 16 percent increase from the base year. The job projections result in a growth of 490,000 nonresidential square feet. The Institutional sector is projected to have the largest increase of 158,000 square feet.

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. In Moncks Corner, nonresidential land uses account for 23,949 vehicle trips in the base year.

By applying the vehicle trip rates to the growth projections through 2034, it is estimated that there will be an increase of 3,822 daily vehicle trips with the majority of the growth being generated by retail development (55 percent).

Figure 4. Moncks Corner Residential and Nonresidential Projections

5-Year Incement >>

	Base Year 2024	1 2025	2 2026	3 2027	4 2028	5 2029	10 2034	Total Increase
Population	17,343	18,515	19,688	20,860	22,032	23,205	29,067	**11,724**
Housing Units by Type								
Single Family	5,826	6,228	6,630	7,032	7,434	7,836	9,846	4,020
Multifamily	1,004	1,057	1,110	1,163	1,216	1,269	1,534	530
Total Housing Units	6,830	7,285	7,740	8,195	8,650	9,105	11,380	**4,550**
Jobs								
Retail	1,977	2,006	2,036	2,067	2,098	2,129	2,292	316
Office	762	773	785	797	809	821	884	122
Industrial	1,436	1,458	1,480	1,502	1,524	1,547	1,666	229
Institutional	2,991	3,036	3,081	3,127	3,173	3,221	3,468	477
Total Jobs	7,166	7,273	7,382	7,492	7,604	7,717	8,310	**1,144**
Nonresidential Floor Area (1,000 sq. ft.)								
Retail	931	945	959	973	988	1,003	1,080	149
Office	234	237	241	245	248	252	271	37
Industrial	915	929	942	957	971	985	1,061	146
Institutional	987	1,002	1,017	1,032	1,047	1,063	1,145	158
Total Floor Area	3,067	3,113	3,159	3,206	3,254	3,303	3,557	**490**
Nonresidential Vehicle Trips								
Retail Trips	13,095	13,290	13,489	13,690	13,894	14,101	15,185	2,090
Office Trips	1,268	1,287	1,306	1,326	1,345	1,366	1,471	202
Industrial Trips	2,228	2,261	2,295	2,329	2,364	2,399	2,584	356
Institutional Trips	7,358	7,468	7,579	7,692	7,807	7,923	8,532	1,174
Nonresidential Subtotal	23,949	24,306	24,669	25,037	25,411	25,790	27,772	**3,822**
Residential Trips								
Single Family	44,371	47,432	50,494	53,556	56,617	59,679	74,987	30,616
Multifamily	3,663	3,856	4,049	4,243	4,436	4,629	5,596	1,933
Residential Subtotal	48,033	51,288	54,543	57,798	61,053	64,308	80,583	**32,550**
Total Vehicle Trips	71,983	75,595	79,212	82,835	86,464	90,098	108,355	**36,372**

A note on rounding: Calculations throughout this report are based on an analysis conducted using Excel software. Most results are discussed in the report using one-, two-, and three-digit places, which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

PARKS DEVELOPMENT IMPACT FEE ANALYSIS

Methodology

Section 6-1-920(18c) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

> *"…parks, libraries, and recreational facilities."*

The Parks & Recreation Development Impact Fee is calculated for residential development and on a per capita basis and per job on nonresidential development. The incremental expansion methodology is used to calculate the current level of service for:

- Park land
- Park improvements
- Multiuse Trails

Section 6-1-960(B)(1) of the South Carolina Development Impact Fee Act requires:

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

Section 6-1-960(B)(2) of the South Carolina Development Impact Fee Act requires:

> *"an analysis of total capacity, the level of current usage, and commitments for usage of existing public facilities, which must be prepared by qualified a professional using generally accepted principles and professional standards."*

Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on PPHU factors. It is assumed that demand for Park facilities is driven predominantly by residential development, with a small portion attributed to nonresidential development. Furthermore, the level of service for all infrastructure components is calculated on a Townwide basis.

Parks Service Units

Section 6-1-960(B)(4) of the South Carolina Development Impact Fee Act requires:

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

The "service unit" used for residential development is Persons per Housing Unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure PR1, there are 2.72 persons per single family unit, and 1.49 persons per multifamily unit. Factors have been calculate based on data provided by the U.S. Census Bureau's 2022 American Community Survey 5-year estimates.

Figure PR1. Residential Service Units

Housing Type	Persons	Housing Units	Persons per Housing Unit
Single Family [1]	12,077	4,439	**2.72**
Multifamily [2]	1,025	686	**1.49**
Total	13,102	5,125	**2.56**

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates

TischlerBise recommends using jobs per 1,000 square feet (employment density) as the service unit for nonresidential development. As shown in Figure PR2, these employment density factors are derived from the Institute of Transportation Engineers' Trip Generational Manual, 11th Edition (ITE 2021).

Figure PR2. Nonresidential Service Units

Development Type	Jobs Per 1,000 Sq. Ft.
Retail	2.12
Office	3.26
Industrial	1.57
Institutional	3.03
Hotel	0.56

Parks Proportionate Share

The demand on park facilities is driven primarily by residential development and to a lesser extent by nonresidential development. Proportionate share between residential and nonresidential demand on facilities is calculated by determining the cumulative impact hours per person for residential development and per inflow commuter for nonresidential development.

Based on 2021 estimates from the U.S. Census Bureau's OnTheMap web application, 6,266 inflow commuters traveled to Moncks Corner for work in 2021. Potential impact to parks and recreational per resident is 24 hours a day and 365 days per year. This equates to 150,111,010 cumulative impact hours per year from existing residents (17,343 persons x 24 hours per day x 365 days per year = 151,921,877 cumulative impact hours).

The nonresidential impact is restricted to weekday working hours per inflow commuter. Thus, nonresidential impact on parks and recreation facilities equates to 12,532,000 cumulative impact hours per year (6,266 inflow commuters x 8 hours per day x 5 days per week x 50 weeks per year = 12,532,000 cumulative impact hours). In total, residential development generates 92 percent of demand for parks facilities and nonresidential development generates the remaining eight percent of demand.

Figure PR3. Proportionate Share Factors

Development Type	Service Unit	Impact Hours per Year	Cumulative Impact Hours per Year	Proportionate Share
Residential	17,343 persons	8,760	151,921,877	92%
Nonresidential	6,266 inflow commuters	2,000	12,532,000	8%
Total			164,453,877	100%

1. U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, Version 6.23.4, 2021.

Residential Impact: 24 hours per day X 365 days per year

Nonresidential Impact: 8 hours per day X 5 days per week X 50 weeks per year

Parks Facilities Level of Service & Cost Analysis

The Parks Development Impact Fee includes the Town's park land, park improvements, and multiuse trails. Additional expansion will be necessary to serve future growth and maintain current levels of service. The level of service is calculated based on an incremental expansion methodology with Townwide population as the base year demand factor.

Park Land

As shown in Figure PR4, there is a total of 85.3 acres of parkland provided by the Town of Moncks Corner. Park acreage is allocated to residential and nonresidential demand using the proportionate share factors shown in Figure PR3. Thus, 78.8 acres are allocated to residential development, and 6.5 acres are allocated to nonresidential development. A recent analysis from Town staff determined that the Town would anticipate spending $50,000 per acre for new park land. To calculate the current level of service, the total acreage is divided by the current Townwide population and employment. As a result, there are 0.005 acres per person. 78.8 acres / 17,343 residents = 0.0045 acres per person, rounded) and 0.001 acres per job (6.5 acres/ 7,166 jobs = 0.0009 acres per job. The capital cost per person for parkland is found by multiplying the level of service by the average cost per acre (0.0045 acres per person x $50,000 per acre = $227.16 per person). The capital cost per job is determined the same way (0.0009 acres per job x $50,000 per acre = $45.35 per job).

Figure PR4. Parkland Level of Service and Cost Factors

Park Name	Total Acres	Replacement Cost
Grady Park	0.50	$25,000
Lacey Park	2.84	$142,000
Unity Park	1.03	$51,500
Sports Complex	52.22	$2,611,000
Youth Fields	28.70	$1,435,000
Total	**85.3**	**$4,264,500**
Average Cost Per Acre		**$50,000**

Level-of-Service Standards	Parkland
Residential Share	92%
Share of Acreage	78.8
2024 Population	17,343
Acres per Person	**0.0045**
Nonresidential Share	8%
Share of Acreage	6.5
2024 Employment	7,166
Acres per Job	**0.0009**

Cost Analysis	Parkland
Acres per Person	0.0045
Average Cost per Acre [2]	$50,000
Capital Cost Per Person	**$227.16**
Acres per Job	0.0009
Average Cost per Acre [2]	$50,000
Capital Cost Per Job	**$45.35**

[1] Source: Town of Moncks Corner Parks & Recreation

[2] Source: Cost per acre of land represents the Town's expected price to pay for a new park

Park Improvements

As shown in Figure PR5, there are a total of 1,165 improvements throughout five parks in the Town of Moncks Corner. Park improvement costs are based on the cost to replace existing improvements, which totals $10,802,500 or $9,273 per improvement. Improvements are allocated to residential and nonresidential demand using the proportionate share factors shown in Figure PR3. Thus, 1,076 improvements are allocated to residential development, and 89 improvements are allocated to nonresidential development. To calculate the current level of service, the total number of improvements is divided by the current Town population and employment. As a result, there are 0.062 improvements per person (1,076 improvements / 17,343 residents = 0.062 improvements per person, rounded) and 0.012 improvements per job (89 improvements / 7,166 jobs = 0.012 improvements per job, rounded). The capital cost per demand unit is found by multiplying the LOS factor by the average cost per improvement. The capital cost per person is $575.42 (0.062 improvements per person x $9,273 per improvement =

$575.42 per person) and the capital cost per job is $114.87 (0.012 improvements per job x $9,273 per improvement = $114.87 per job).

Figure PR5. Park Improvements Level of Service and Cost Factors

Park Name	Park Improvements [1]	Replacement Cost
Grady Park	4	$12,900
Lacey Park	36	$459,800
Unity Park	34	$462,900
Sports Complex	494	$5,195,900
Youth Fields	597	$4,671,000
Total	**1,165**	**$10,802,500**
Average Cost Per Improvement		**$9,273**

Level-of-Service Standards	Parkland
Residential Share	92%
Share of Improvements	1,076
2024 Population	17,343
Improvements per Person	**0.06**
Nonresidential Share	8%
Share of Improvements	89
2024 Employment	7,166
Improvements per Job	**0.01**

Cost Analysis	Parkland
Improvements per Person	0.06
Average Cost per Improvement	$9,273
Capital Cost Per Person	**$575**
Improvements per Person	0.01
Average Cost per Improvement	$9,273
Capital Cost Per Job	**$115**

[1] Source: Town of Moncks Corner Parks & Recreation

[2] Source: TischlerBise calculation of costs based on other South Carolina jurisdictions

Multiuse Trails

As shown in Figure PR6, there are a total of 4.8 miles of multiuse trails in the Town of Moncks Corner. Costs are based on the cost to replace existing trails, totaling $205,200 or 42,750 per mile. Trail miles are allocated to residential and nonresidential demand based on the proportionate factors shown in Figure PR3. Thus, 4.4 miles are allocated to residential demand, and 0.37 miles are allocated to nonresidential demand. To calculate the current level of service, the total number of trail miles is divided by the current Town population and employment. As a result, there are 0.00026 miles per person (4.4 miles / 17,343 residents = 0.00026 improvements per person, rounded) and 0.00005 miles per job (0.37 miles / 7,166 jobs = 0.00005 miles per job). The capital cost is found by multiplying the LOS factor by the average cost

per mile. Therefore, the capital cost per person is $10.93 (0.00026 miles x $42,750 per mile = $10.93 per person) and the capital cost per job is $2.18 (0.00005 x $42,750 per mile = $2.18 per job).

Figure PR6. Multiuse Trail Level of Service and Cost Factors

Park Name	Trail Length (Miles)	Replacement Cost Per Mile	Total Replacement Cost
Biggin Creek Bike Trail	4.8	42,750	$205,200
	Total	**42,750**	**$205,200**

Level-of-Service Standards	Trails
Residential Share	92%
Share of Trails	4.4
2024 Population	17,343
Trail Miles per Person	**0.00026**
Nonresidential Share	8%
Share of Trails	0.37
2024 Employment	7,166
Trail Miles per Job	**0.00005**

Cost Analysis	Trails
Trail Miles per Person	0.00026
Average Cost per Trail Mile	$42,750
Capital Cost Per Person	**$10.93**
Trail Miles per Job	0.00005
Average Cost per Trail Mile	$42,750
Capital Cost Per Job	**$2.18**

Source: Town of Moncks Corner Parks & Recreation

Projection of Growth-Related Park Facility Demands

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

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

Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act requires:

> *"the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years."*

Parkland

To estimate the 10-year growth demands for Parks facilities in Moncks Corner, the current levels of service are applied to the projected residential and nonresidential growth. Moncks Corner is projected to increase by 11,724 residents and 1,144 jobs over the next ten years (see Appendix B). Listed in Figure PR7, the Town will need to acquire 54.3 new acres of parkland by 2034 to serve new growth. By applying the replacement cost factors, the total growth-related expenditure for parkland is projected to be approximately $2.71 million.

Figure PR7. 10-Year Parkland Demands to Accommodate Growth

Type of Infrastructure	Level of Service		Demand Unit	Cost / Unit
Parkland	0.0045	Acres	per Person	$50,000
	0.0009	Acres	per Job	

Growth-Related Need for Parkland						
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres
Base	2024	17,343	7,166	78.8	6.5	85.3
Year 1	2025	18,515	7,273	84.1	6.6	90.7
Year 2	2026	19,688	7,382	89.4	6.7	96.1
Year 3	2027	20,860	7,492	94.8	6.8	101.6
Year 4	2028	22,032	7,604	100.1	6.9	107.0
Year 5	2029	23,205	7,717	105.4	7.0	112.4
Year 6	2030	24,377	7,832	110.7	7.1	117.9
Year 7	2031	25,550	7,949	116.1	7.2	123.3
Year 8	2032	26,722	8,068	121.4	7.3	128.7
Year 9	2033	27,894	8,188	126.7	7.4	134.2
Year 10	2034	29,067	8,310	132.1	7.5	139.6
Ten-Year Increase		11,724	1,144	53.3	1	**54.3**
Total Growth-Related Expenditures			**$2,715,090**			

Park Improvements

To estimate the 10-year growth demands for Parks improvements in Moncks Corner, the current levels of service are applied to the projected residential and nonresidential growth. Moncks Corner is projected to increase by 11,724 residents and 1,144 jobs over the next ten years (see Appendix B). Listed in Figure PR8, the Town will need to provide approximately 742 park improvements by 2034 to serve new growth. By applying the replacement cost factors, the total growth-related expenditure for park improvements is projected to be approximately $6.87 million.

Figure PR8. 10-Year Park Improvement Demands to Accommodate Growth

Type of Infrastructure	Level of Service		Demand Unit	Cost / Unit
Park Improvements	0.062	Improvements	per Person	$9,273
	0.012	Improvements	per Job	

Growth-Related Need for Park Improvements						
Year		Population	Jobs	Residential Improvements	Nonresidential Improvements	Total Improvements
Base	2024	17,343	7,166	1,076.2	88.8	1,165.0
Year 1	2025	18,515	7,273	1,149.0	90.1	1,239.1
Year 2	2026	19,688	7,382	1,221.7	91.4	1,313.2
Year 3	2027	20,860	7,492	1,294.5	92.8	1,387.3
Year 4	2028	22,032	7,604	1,367.2	94.2	1,461.4
Year 5	2029	23,205	7,717	1,440.0	95.6	1,535.6
Year 6	2030	24,377	7,832	1,512.8	97.0	1,609.8
Year 7	2031	25,550	7,949	1,585.5	98.5	1,684.0
Year 8	2032	26,722	8,068	1,658.3	99.9	1,758.2
Year 9	2033	27,894	8,188	1,731.0	101.4	1,832.5
Year 10	2034	29,067	8,310	1,803.8	102.9	1,906.7
Ten-Year Increase		11,724	1,144	727.6	14	**741.7**
Total Growth-Related Expenditures			**$6,877,656**			

Multiuse Trails

To estimate the 10-year growth demands for multiuse trails in Moncks Corner, the current level of service is applied to the residential growth projected. Moncks Corner is projected to increase by 11,724 residents and 1,144 jobs over the next ten years (see Appendix B). Listed in Figure PR9, the Town will need to acquire 3.1 new miles of trails by 2034. By applying the replacement cost factors, the total growth-related expenditure for multiuse trails is projected to be approximately $130,645.

Figure PR9. 10-Year Multiuse Trail Demands to Accommodate Growth

Type of Infrastructure	Level of Service		Demand Unit	Cost / Unit
Multiuse Trails	0.00026	Miles	per Person	$42,750
	0.00005	Miles	per Job	

Growth-Related Need for Multiuse Trails						
Year		Population	Jobs	Residential Trails	Nonresidential Trails	Total Improvements
Base	2024	17,343	7,166	4.4	0.37	4.8
Year 1	2025	18,515	7,273	4.7	0.37	5.1
Year 2	2026	19,688	7,382	5.0	0.38	5.4
Year 3	2027	20,860	7,492	5.3	0.38	5.7
Year 4	2028	22,032	7,604	5.6	0.39	6.0
Year 5	2029	23,205	7,717	5.9	0.39	6.3
Year 6	2030	24,377	7,832	6.2	0.40	6.6
Year 7	2031	25,550	7,949	6.5	0.41	6.9
Year 8	2032	26,722	8,068	6.8	0.41	7.2
Year 9	2033	27,894	8,188	7.1	0.42	7.6
Year 10	2034	29,067	8,310	7.4	0.42	7.9
Ten-Year Increase		11,724	1,144	3.0	0.06	**3.1**
Total Growth-Related Expenditures			**$130,645**			

Maximum Supportable Parks Development Impact Fee

Figure PR10 lists the maximum supportable Parks Development Impact Fee for the Town of Moncks Corner. Development impact fees for Parks facilities are assessed on residential development based on household size (i.e., PPHU) and on nonresidential development based on ITE employment density factors (jobs per 1,000 square feet). Differentiating the fee by housing type allows the results to be more exact about the level of demand (PPHU) a residential development will place on the current infrastructure based on level of service standards. The same is true of nonresidential development, as labor and square footage required vary significantly by land use type. For residential development, the total cost per person is multiplied by the number of PPHU to calculate the proposed fee. For example, there is a total cost per person of $813.51 and an average of 2.72 persons per single family housing unit, resulting in a fee of $2,213 per unit ($813.51 per person x 2.72 persons per unit = $2,213 per unit).

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure PR10. Maximum Supportable Parks Development Impact Fee

Fee Component	Cost Per Person	Cost Per Job
Parkland	$227.16	$45.35
Park Improvements	$575.42	$114.87
Multiuse Trails	$10.93	$2.18
Total	**$813.51**	**$162.40**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
Single Family	2.72	**$2,213**
Multifamily	1.49	**$1,212**

Nonresidential

Development Type	Jobs Per 1,000 Sq. Ft.*	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	2.12	**$244**
Office	3.26	**$374**
Industrial	1.57	**$180**
Institutional	3.03	**$348**
Hotel	0.56	**$90**

*Per Room for Hotel

Revenue from Parks Development Impact Fee

Revenue from the Parks Development Impact Fee is estimated in Figure PR11. There are projected to be 4,550 new housing units in Moncks Corner by 2034. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate $8.89 million in revenue ($2,213 x 4,020 units = $8,896,260). In total, the impact fee is expected to generate $9.53 million in revenue, or 98% of the total projected expenditures.

Figure PR11. Estimated Revenue from the Parks Development Impact Fee

	Total Cost	Growth Cost
Park Land	$2,715,090	$2,715,090
Park Improvements	$6,877,656	$6,877,656
Multiuse Trails	$130,645	$130,645
Total Expenditures	**$9,723,391**	**$9,723,391**

Projected Development Impact Fee Revenue

		Single Family $2,213 per unit	Multifamily $1,212 per unit	Retail $244 per KSF	Office $374 per KSF	Industrial $180 per KSF	Institutional $348 per KSF
Year		**Housing Units**	**Housing Units**	**KSF**	**KSF**	**KSF**	**KSF**
Base	2024	5,826	1,004	931	234	915	987
Year 1	2025	6,228	1,057	945	237	929	1,002
Year 2	2026	6,630	1,110	959	241	942	1,017
Year 3	2027	7,032	1,163	973	245	957	1,032
Year 4	2028	7,434	1,216	988	248	971	1,047
Year 5	2029	7,836	1,269	1,003	252	985	1,063
Year 6	2030	8,238	1,322	1,018	256	1,000	1,079
Year 7	2031	8,640	1,375	1,033	260	1,015	1,095
Year 8	2032	9,042	1,428	1,048	263	1,030	1,111
Year 9	2033	9,444	1,481	1,064	267	1,045	1,128
Year 10	2034	9,846	1,534	1,080	271	1,061	1,145
Ten-Year Increase		4,020	530	149	37	146	158
Projected Revenue		$8,896,260	$642,360	$36,261	$13,966	$26,287	$54,821
						Projected Revenue =>	**$9,538,620**
						Total Expenditures =>	**$9,723,391**
						Non-Impact Fee Funding =>	**$184,771**

POLICE DEVELOPMENT IMPACT FEE ANALYSIS

Methodology

Section 6-1-920(18f) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

> *"…public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities."*

The Police Development Impact Fee includes two components:

- Police station space
- Police vehicles

An incremental expansion methodology is used for Police Station space and for Police vehicles. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

Section 6-1-960(B)(1) of the South Carolina Development Impact Fee Act requires:

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

Section 6-1-960(B)(2) of the South Carolina Development Impact Fee Act requires:

> *"an analysis of total capacity, the level of current usage, and commitments for usage of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards."*

Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on Persons per Housing Unit (PPHU) factors. Nonresidential development impact fees are calculated using nonresidential vehicle trips. Trip generation rates are highest for commercial/retail development and lowest for industrial development, whereas trip rates for office and institutional development fall between the other two categories. Using vehicle trip rates ensures that development impact fees are consistent with the relative demand for Police services from nonresidential development.

Police Service Units

Section 6-1-960(B)(4) of the South Carolina Development Impact Fee Act requires:

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

The "service unit" used for residential development is Persons per Housing Unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure P1, there are 2.72 persons per single family detached unit, and 1.49 persons per multifamily unit. Factors have been calculate based on data provided by the U.S. Census Bureau's 2022 American Community Survey 5-year estimates (further discussed in Appendix B).

Figure P1. Residential Service Units

Housing Type	Persons	Housing Units	Persons per Housing Unit
Single Family [1]	12,077	4,439	**2.72**
Multifamily [2]	1,025	686	**1.49**
Total	13,102	5,125	**2.56**

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates

TischlerBise recommends using nonresidential vehicle trips as the nonresidential "service unit" for Police facilities and vehicles. Average weekday vehicle trip ends for nonresidential development are from the 11th edition of the reference book, Trip Generation, published in 2021 by the Institute of Transportation Engineers. A "trip end" represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for nonresidential development are calculated per thousand square feet.

Trip generation rates are used for nonresidential development because vehicle trips are highest for retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for public safety services from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, Police development fees would be disproportionately high for office and institutional development because offices typically have more employees per 1,000 square feet than retail uses.

The standard 50 percent adjustment is applied to office and industrial uses. A lower vehicle trip adjustment factor is used for retail and institutional land uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a

convenience store on their way home from work, the convenience store is not their primary destination. Further detail on vehicle trip factors can be found in Appendix B: Land Use Assumptions.

Figure P2. Nonresidential Service Units

Land Use	ITE Codes	Wkday Trip Ends Per 1,000 Sq. Ft.	Trip Adj. Factor	Adj. Vehicle Trips per 1,000 Sq. Ft.
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	730	22.59	33%	7.45
Hotel	310	7.99	50%	4.00

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition (2021)

Police Proportionate Share

Both residential and nonresidential developments increase the demand on Police facilities and vehicles. To calculate the proportional share between residential and nonresidential demand on facilities, the Town's functional population split is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the Town through the 24 hours in a day. Based on available data, the functional population calculation includes Townwide totals.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Moncks Corner are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the Town are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the Town working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2021 functional population data (the latest year available), residential development accounts for 70 percent of the functional population, while nonresidential development accounts for 30 percent, see Figure P3.

Figure P3. Moncks Corner Functional Population

Moncks Corner, SC (2021)				
Residential			*Demand Hours/Day*	*Person Hours*
Population*	13,644			
Residents Not Working		7,668	20	153,360
Employed Residents		5,976		
Employed in Moncks Corner		692	14	9,688
Employed outside Moncks Corner		5,284	14	73,976
			Residential Subtotal	237,024
			Residential Share =>	**70%**
Nonresidential				
Non-working Residents		7,668	4	30,672
Jobs Located in Moncks Corner		6,958		
Residents Employed in Moncks Corner		692	10	6,920
Non-Resident Workers (inflow commuters)		6,266	10	62,660
			Nonresidential Subtotal	100,252
			Nonresidential Share =>	**30%**
			TOTAL	337,276

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.
* Source: U.S. Census Bureau, American Community Survey, 2017-2022 5yr Average

Police Level of Service & Cost Analysis

The Town of Moncks Corner currently has a total of 3,650 square feet of Police station and plans to construct additional capacity to meet future demand. To determine the level of service factors for the development impact fee, the functional population split is applied to the floor area, resulting in a 2,555 square foot share of floor area for service of residential demand and a 1,095 square foot share for service of nonresidential demand.

The current level of service is found by dividing the allocated floor area by the base year (2024) residential and nonresidential demand units (population and nonresidential vehicle trips). Accordingly, the LOS factors are 0.15 square feet per person and 0.05 square feet per nonresidential vehicle trip.

Based on a 2024 design study provided by Town staff, a new Police station is expected to cost $547 per square foot. To find the capital cost per person and per nonresidential vehicle trip, the level of service is multiplied by the average cost per square foot. For example, the residential cost per person is $80.59 (0.15 square feet per person x $547 per square foot = $80.59 per person).

Figure P4. Police Station Level of Service and Cost Factors

Facility	Square Feet	Replacement Cost
Station 1 - Municipal Building	3,650	$1,996,052
Total	**3,650**	**$1,996,052**

Level-of-Service Standards	**Residential**	**Nonresidential**
Proportionate Share	70%	30%
Share of Floor Area (sq. ft.)	2,555	1,095
2024 Population and Nonres. Vehicle Trips	17,343	23,949
Square Feet per Person/Nonres. Trip	**0.15**	**0.05**

Cost Analysis	**Residential**	**Nonresidential**
Square Feet per Person/Nonres. Trips	0.15	0.05
Average Cost per Square Foot	$547	$547
Capital Cost Per Person/Nonres. Trip	**$80.59**	**$25.01**

Source: Town of Moncks Corner Police Department New Station Design Cost Study

The Town of Moncks Corner plans to purchase additional Police vehicles over the next ten years to meet demand posed by new development. Level of service factors for Police vehicles are therefore calculated using an incremental (consumption-based) approach. As shown in Figure P5, Police vehicles total 41 units. To determine the level of service factors for the development impact fee, the functional population split is applied to this total, resulting in 28.7 Police vehicles serving residential demand and 12.3 vehicles serving nonresidential demand.

The current level of service is found by dividing the allocated units by the 2024 residential and nonresidential demand units (population and nonresidential vehicle trips). Accordingly, the LOS factors are 0.0017 vehicles per person and 0.0005 vehicles per nonresidential vehicle trip.

Based on 2024 Moncks Corner Police estimates, the replacement cost of a Police vehicle averages $109,000 per unit. To find the capital cost per person or per nonresidential vehicle trip, the level of service standards are applied to the average cost per vehicle. For example, the residential cost per person is $180.38 (0.0017 vehicles per person x $109,000 per unit = $180.38 per person, rounded).

Figure P5. Police Vehicles Level of Service and Cost Factors

Vehicle	Vehicles	Cost per Vehicle	Replacement Cost
Patrol Vehicles	41	$109,000	$4,469,000

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	70%	30%
Share of Vehicles	28.7	12.3
2024 Population and Nonres. Vehicle T	17,343	23,949
Vehicles Per Person/Nonres. Vehicle T	**0.0017**	**0.0005**

Cost Analysis	Residential	Nonresidential
Vehicles per Person/Nonres. Trips	0.0017	0.0005
Average Cost per Vehicle	$109,000	$109,000
Capital Cost Per Person/Nonres. Trip	**$180.38**	**$55.98**

Source: Town of Moncks Corner Police Department

Projection of Growth-Related Police Facility Demands

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

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

Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act requires:

> *"the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years."*

Based on a projected population increase of 11,724 persons, future residential development demands approximately 1,727 square feet of Police facilities (11,724 additional persons X 0.15 square feet per person). With projected vehicle trip growth of 3,822 vehicle trips, future nonresidential development demands approximately 175 square feet of Police facilities (3,822 additional vehicle trips X 0.05 square feet per vehicle trip). In total, future development demands approximately 1,902 square feet of Police facilities at a cost of $1,040,142 (1,902 square feet X $547 per square foot).

Figure P6. 10-Year Police Station Demands to Accommodate Growth

Type of Infrastructure	Level of Service			Demand Unit	Cost / Sq. Ft.
Police Facilities	Residential	0.15	Square Feet	per Person	$547
	Nonresidential	0.05		per Vehicle Trip	

Growth-Related Need for Police Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2024	17,343	23,949	2,555	1,095	3,650
Year 1	2025	18,515	24,306	2,728	1,111	3,839
Year 2	2026	19,688	24,669	2,900	1,128	4,028
Year 3	2027	20,860	25,037	3,073	1,145	4,218
Year 4	2028	22,032	25,411	3,246	1,162	4,408
Year 5	2029	23,205	25,790	3,419	1,179	4,598
Year 6	2030	24,377	26,174	3,591	1,197	4,788
Year 7	2031	25,550	26,565	3,764	1,215	4,979
Year 8	2032	26,722	26,961	3,937	1,233	5,170
Year 9	2033	27,894	27,363	4,110	1,251	5,361
Year 10	2034	29,067	27,772	4,282	1,270	5,552
Ten-Year Increase		11,724	3,822	**1,727**	**175**	**1,902**
			Projected Expenditure	**$944,568**	**$95,574**	**$1,040,142**

To estimate the 10-year growth demands for Police vehicles, the current level of service (0.0017 units per person and 0.0005 units per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for Moncks Corner. The Town is projected to increase by 11,724 residents and 3,822 nonresidential vehicle trips over the next ten years (see Appendix B). Listed in Figure P7, there will be a need for 21.37 new Police vehicles to accommodate future demands. By applying the average cost ($109,000 per unit), the total projected growth expenditure is $2,328,793 (21.37 x $109,000 = $2,328,793).

Figure P7. 10-Year Police Vehicle Demands to Accommodate Growth

Type of Infrastructure	Level of Service			Demand Unit	Unit Cost
Police Vehicles	Residential	0.0017	Vehicles	Per Person	$109,000
	Nonresidential	0.0005		Per Vehicle Trip	

Growth-Related Need for Police Vehicles						
Year		Population	Nonres. Vehicle Trips	Residential Vechiles	Nonresidential Vehicles	Total Vehicles
Base	2024	17,343	23,949	28.7	12.3	41
Year 1	2025	18,515	24,306	30.6	12.5	43
Year 2	2026	19,688	24,669	32.6	12.7	45
Year 3	2027	20,860	25,037	34.5	12.9	47
Year 4	2028	22,032	25,411	36.5	13.1	50
Year 5	2029	23,205	25,790	38.4	13.2	52
Year 6	2030	24,377	26,174	40.3	13.4	54
Year 7	2031	25,550	26,565	42.3	13.6	56
Year 8	2032	26,722	26,961	44.2	13.8	58
Year 9	2033	27,894	27,363	46.2	14.1	60
Year 10	2034	29,067	27,772	48.1	14.3	62
Ten-Year Increase		11,724	3,822	**19.40**	**1.96**	**21.37**
			Projected Expenditure	**$2,114,812**	**$213,982**	**$2,328,793**

Growth-Related Expenditures for Police Vehicles	$2,328,793

Maximum Supportable Police Development Impact Fee

Figure P8 shows the maximum supportable Police Development Impact Fee. Development impact fees for Police are based on household sizes for residential development and vehicle trips per 1,000 square feet for nonresidential development. Differentiating the fee by housing type allows the results to be more exact about the level of demand (PPHU) a residential development will place on the current infrastructure based on level of service standards. For residential development, the total cost per person is multiplied by the household size to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure P8. Maximum Supportable Police Development Impact Fee

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trips
Police Facilities	$80.59	$25.01
Police Vehicles	$180.38	$55.98
Total	**$260.97**	**$80.99**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.72	**$710**
Multifamily	1.49	**$389**

Nonresidential

Development Type	Trips per 1,000 Sq. Ft.*	Maximum Supportable Fee per 1,000 Sq. Ft.*
Retail	14.06	**$1,139**
Office	5.42	**$439**
Industrial	2.44	**$197**
Institutional	7.45	**$604**
Hotel	4.00	**$324**

*Per Room for Hotel

Revenue from Police Development Impact Fee

Revenue from the Police Development Impact Fee is estimated in Figure P9. There are projected to be 4,550 new housing units and 490,000 new nonresidential square feet in the Town by 2034. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate $2.85 million in revenue ($710 x 4,020 units = $2,852,230). In total, police impact fees are expected to generate $3,367,979 over ten years, or 99.9 percent of the total projected expenditures.

Figure P9. Estimated Revenue from Police Development Impact Fee

	Total Cost	Growth Cost
Police Facilities	$1,040,142	$1,040,142
Police Vehicles	$2,328,793	$2,328,793
Total Expenditures	**$3,368,935**	**$3,368,935**

Projected Development Impact Fee Revenue

		Single Family $710 per unit	Multifamily $389 per unit	Retail $1,139 per KSF	Office $439 per KSF	Industrial $197 per KSF	Institutional $604 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2024	5,826	1,004	931	234	915	987
Year 1	2025	6,228	1,057	945	237	929	1,002
Year 2	2026	6,630	1,110	959	241	942	1,017
Year 3	2027	7,032	1,163	973	245	957	1,032
Year 4	2028	7,434	1,216	988	248	971	1,047
Year 5	2029	7,836	1,269	1,003	252	985	1,063
Year 6	2030	8,238	1,322	1,018	256	1,000	1,079
Year 7	2031	8,640	1,375	1,033	260	1,015	1,095
Year 8	2032	9,042	1,428	1,048	263	1,030	1,111
Year 9	2033	9,444	1,481	1,064	267	1,045	1,128
Year 10	2034	9,846	1,534	1,080	271	1,061	1,145
Ten-Year Increase		4,020	530	149	37	146	158
Projected Revenue		$2,852,230	$206,170	$169,274	$16,392	$28,801	$95,112

Projected Revenue =>	**$3,367,979**
Total Expenditures =>	**$3,368,935**
Non-Impact Fee Funding =>	**$956**

FIRE DEVELOPMENT IMPACT FEE ANALYSIS

Methodology

Section 6-1-920(18f) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

> *"…public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities."*

The Fire Development Impact Fee includes components:

- Fire stations
- Fire vehicles and apparatus

An incremental expansion methodology is used for Station space vehicles/apparatus. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

Section 6-1-960(1) of the South Carolina Development Impact Fee Act requires:

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

Section 6-1-960(B)(2) of the South Carolina Development Impact Fee Act requires:

> *"an analysis of total capacity, the level of current usage, and commitments for usage of existing public facilities, which must be prepared by qualified a professional using generally accepted principles and professional standards."*

Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on Persons per Housing Unit (PPHU) factors. Nonresidential development impact fees are calculated using nonresidential vehicle trips. Trip generation rates are highest for commercial/retail development and lowest for industrial development, whereas trip rates for office and institutional development fall between the other two categories. Using vehicle trip rates ensures that development impact fees are consistent with the relative demand for fire services from nonresidential development.

Fire Service Units

Section 6-1-960(B)(4) of the South Carolina Development Impact Fee Act requires:

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

The "service unit" used for residential development is Persons per Housing Unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure F1, there are 2.72 persons per single family detached unit, and 1.49 persons per multifamily unit. Factors have been calculate based on data provided by the U.S. Census Bureau's 2022 American Community Survey 5-year estimates (further discussed in Appendix B).

Figure F1. Residential Service Units

Housing Type	Persons	Housing Units	Persons per Housing Unit
Single Family [1]	12,077	4,439	**2.72**
Multifamily [2]	1,025	686	**1.49**
Total	13,102	5,125	**2.56**

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates

TischlerBise recommends using nonresidential vehicle trips as the nonresidential "service unit" for Fire infrastructure. Average weekday vehicle trip ends for nonresidential development are from the 11th edition of the reference book, Trip Generation, published in 2021 by the Institute of Transportation Engineers. A "trip end" represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for nonresidential development are calculated per thousand square feet.

Trip generation rates are used for nonresidential development because vehicle trips are highest for retail developments, such as shopping centers, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for public safety services from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, will not accurately reflect the demand for service. For example, if employees per thousand square feet were used as the demand indicator, fire development impact fees would be disproportionately high for office and institutional development because offices typically have more employees per 1,000 square feet than retail uses.

The standard 50 percent adjustment is applied to office, industrial, warehouse, and healthcare. A lower vehicle trip adjustment factor is used for retail and institutional land uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their

primary destination. Further detail on vehicle trip factors can be found in Appendix B: Land Use Assumptions.

Figure F2. Nonresidential Service Units

Land Use	ITE Codes	Wkday Trip Ends Per 1,000 Sq. Ft.	Trip Adj. Factor	Adj. Vehicle Trips per 1,000 Sq. Ft.
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	730	22.59	33%	7.45
Hotel	310	7.99	50%	4.00

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition (2021)

Fire Proportionate Share

Both residential and nonresidential developments increase the demand on Fire facilities. To calculate the proportional share between residential and nonresidential demand on facilities, the Town's functional population split is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the Town through the 24 hours in a day. Based on available data, the functional population calculation includes Townwide totals.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in the Town of Moncks Corner are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the Town are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the Town working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2021 functional population data (the latest year available), residential development accounts for 70 percent of the functional population, while nonresidential development accounts for 30 percent, see Figure F3.

Figure F3. Moncks Corner Town Functional Population

Moncks Corner, SC (2021)				
Residential			*Demand Hours/Day*	*Person Hours*
Population*	13,644			
Residents Not Working		7,668	20	153,360
Employed Residents		5,976		
Employed in Moncks Corner		692	14	9,688
Employed outside Moncks Corner		5,284	14	73,976
			Residential Subtotal	237,024
			Residential Share =>	**70%**
Nonresidential				
Non-working Residents		7,668	4	30,672
Jobs Located in Moncks Corner		6,958		
Residents Employed in Moncks Corner		692	10	6,920
Non-Resident Workers (inflow commuters)		6,266	10	62,660
			Nonresidential Subtotal	100,252
			Nonresidential Share =>	**30%**
			TOTAL	337,276

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.
* Source: U.S. Census Bureau, American Community Survey, 2017-2022 5yr Average

Fire Level of Service & Cost Analysis

The Town of Moncks Corner plans to construct additional Fire station space to meet future demand. As shown in Figure F4, there are two Fire stations that provide service to the Town, together totaling 12,988 square feet. To determine the level of service factors for the development impact fee, Fire facility floor area is allocated proportionately to residential and nonresidential demand based on the functional population analysis. Thus, 9,092 square feet are allocated to residential demand, and 3,896 square feet are allocated to nonresidential demand.

The current level of service is found by dividing the allocated floor area by the 2024 residential and nonresidential demand units (population and nonresidential vehicle trips). Accordingly, the LOS factors are 0.52 square feet per person and 0.16 square feet per nonresidential vehicle trip.

Based on Moncks Corner Fire Department estimates of the cost to construct a fire station, the average construction cost for a station is $450 per square foot. To find the capital cost per person or per nonresidential vehicle trip, the level of service standards are applied to the average cost per square foot. For example, the residential cost per person is $235.90 (0.52 square feet per person x $450 per square foot = $235.90 per person).

Figure F4. Fire Station Level of Service and Cost Factors

Facility	Total Square Feet	Cost per Square Foot
Fire Station 1	5,688	$450
Fire Station 2 (Foxbank)	7,300	$450
Total	**12,988**	$450

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share (Functional Population)	70%	30%
Share of Floor Area SF	9,092	3,896
2024 Population/ Nonres. Vehicle Trips	17,343	23,949
Square Feet per Person/Nonres. Trip	**0.52**	**0.16**

Cost Analysis	Residential	Nonresidential
Square Feet per Person/Nonres. Trip	0.52	0.16
Average Cost per Square Foot	$450	$450
Capital Cost Per Person/Nonres. Trip	**$235.90**	**$73.21**

Source: Moncks Corner Fire Department

Level of services factors for Fire vehicles and apparatus are calculated using an incremental (consumption-based) approach. Figure F5 shows the level of service factors for Fire vehicles/apparatus. Fire vehicles/apparatus are allocated to residential and nonresidential demand based on the proportionate share factors in Figure F3. Of the total inventory (5 vehicles/apparatus), 3.5 are allocated to residential demand, and 1.5 are allocated to nonresidential demand.

The level of service is found by dividing the allocated vehicles/apparatus by the 2024 residential and nonresidential demand units (0.0002 vehicles per person and 0.0001 vehicles per nonresidential vehicle trip).

According to procurement data shared by the Moncks Corner Fire Department, the average replacement cost of a piece of apparatus is $1,017,000. To find the capital cost per person and per nonresidential vehicle trip, the level of service standards are applied to the average cost per vehicle/apparatus. For example, the residential cost per person is $205.25 (0.0002 vehicles/apparatus per person x $1,017,000 = $205.25 per person).

Figure F5. Fire Vehicle/Apparatus Level of Service and Cost Factors

Vehicle Type	Total Units	Cost per Vehicle	Replacement Cost
Engines	3	$840,000	$2,520,000
Aerial	1	$1,800,000	$1,800,000
Light Rescue	1	$765,000	$765,000
Total	**5**	**1,017,000**	**$5,085,000**

Level-of-Service Standards	Residential	Nonresidential
Population)	70%	30%
Share of Vehicles	3.50	1.50
Trip	17,343	23,949
Units per Person/Nonres. Trip	**0.0002**	**0.0001**

Cost Analysis	Residential	Nonresidential
Units per Person/Nonres. Trip	0.0002	0.0001
Average Cost per Vehicle	$1,017,000	$1,017,000
Trip	**$205.25**	**$63.70**

Source: Moncks Corner Fire Department

Projection of Growth-Related Fire Facility Demands

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

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

Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act requires:

> *"the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years."*

Based on a projected population increase of 11,724 persons, future residential development demands approximately 6,146 square feet of Fire facilities (11,724 additional persons X 0.52 square feet per person). With projected vehicle trip growth of 3,822 vehicle trips, future nonresidential development demands approximately 622 square feet of Fire facilities (3,822 additional vehicle trips X 0.16 square feet per vehicle trip). In total, future development demands approximately 6,768 square feet of Fire facilities at a cost of $3,045,618 (6,768 square feet X $450 per square foot).

Figure F6. 10-Year Fire Station Demands to Accommodate Growth

Infrastructure	Level of Service			Demand Unit	Cost / Sq. Ft.
Fire Stations	Residential	0.52	Square Feet	per Person	$450
	Nonresidential	0.16		per Vehicle Trip	

Growth-Related Need for Fire Stations						
Year		Population	Nonres. Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2024	17,343	23,949	9,092	3,896	12,988
Year 1	2025	18,515	24,306	9,706	3,955	13,661
Year 2	2026	19,688	24,669	10,321	4,014	14,334
Year 3	2027	20,860	25,037	10,935	4,073	15,009
Year 4	2028	22,032	25,411	11,550	4,134	15,684
Year 5	2029	23,205	25,790	12,165	4,196	16,361
Year 6	2030	24,377	26,174	12,779	4,258	17,038
Year 7	2031	25,550	26,565	13,394	4,322	17,716
Year 8	2032	26,722	26,961	14,009	4,386	18,395
Year 9	2033	27,894	27,363	14,623	4,452	19,075
Year 10	2034	29,067	27,772	15,238	4,518	19,756
Ten-Year Increase		11,724	3,822	**6,146**	**622**	**6,768**
			Projected Expenditure	**$2,765,770**	**$279,847**	**$3,045,618**

Growth-Related Expenditures for Fire Stations	$3,045,618

To estimate the 10-year growth demand for Fire vehicles/apparatus, the current level of service (0.0002 per person and 0.0001 per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for Moncks Corner. The Town's population is projected to increase by 11,724 residents and 3,822 nonresidential vehicle trips over the next ten years (see Appendix B). Listed Figure F7, there will be a demand for 2.61 new vehicles/apparatus to accommodate future demands. By applying the average cost of a vehicle/apparatus ($1,017,000), the total projected growth expenditure is $2,649,791 (2.61 vehicles x $1,017,000 = $2,649,791).

Figure F7. 10-Year Fire Vehicle/Apparatus Demand to Accommodate Growth

Infrastructure	Level of Service			Demand Unit	Unit Cost
Fire Vehicles/Apparatus	Residential	0.0002	Vehicles/Apparatus	per Person	$1,017,000
	Nonresidential	0.0001		per Vehicle Trip	

Growth-Related Need for Fire Vehicles/Apparatus						
Year		Population	Nonres. Trips	Residential Vehicles	Nonresidential Vehicles	Total Vehicles
Base	2024	17,343	23,949	3.50	1.50	5.00
Year 1	2025	18,515	24,306	3.74	1.52	5.26
Year 2	2026	19,688	24,669	3.97	1.55	5.52
Year 3	2027	20,860	25,037	4.21	1.57	5.78
Year 4	2028	22,032	25,411	4.45	1.59	6.04
Year 5	2029	23,205	25,790	4.68	1.62	6.30
Year 6	2030	24,377	26,174	4.92	1.64	6.56
Year 7	2031	25,550	26,565	5.16	1.66	6.82
Year 8	2032	26,722	26,961	5.39	1.69	7.08
Year 9	2033	27,894	27,363	5.63	1.71	7.34
Year 10	2034	29,067	27,772	5.87	1.74	7.61
Ten-Year Increase		11,724	3,822	**2.37**	**0.24**	**2.61**
			Projected Expenditure	**$2,406,314**	**$243,477**	**$2,649,791**

Growth-Related Expenditures for Fire Vehicles/Apparatus	$2,649,791

Maximum Supportable Fire Development Impact Fee

Figure F8 shows the maximum supportable Fire Development Impact Fee. Development impact fees for Fire are based on household sizes for residential development and vehicle trips per 1,000 square feet for nonresidential development. Differentiating the fee by housing type allows the results to be more exact about the level of demand (PPHU) a residential development will place on the current infrastructure based on level of service standards. For residential development, the total cost per 1,000 persons is multiplied by the household size to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure F8. Maximum Supportable Fire Development Impact Fee

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trip
Fire Stations	$235.90	$73.21
Fire Vehicles	$205.25	$63.70
Total	**$441.15**	**$136.91**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.72	**$1,200**
Multifamily	1.49	**$657**

Nonresidential

Development Type	Trips per 1,000 Sq. Ft.*	Maximum Supportable Fee per 1,000 Sq. Ft.*
Retail	14.06	**$1,925**
Office	5.42	**$742**
Industrial	2.44	**$333**
Institutional	7.45	**$1,021**
Hotel	4.00	**$547**

*Per Room for Hotel

Revenue from Fire Development Impact Fee

Revenue from the Fire Development Impact Fee is estimated in Figure F9. There are projected to be 4,550 new housing units and 490,000 new nonresidential square feet in Moncks Corner by 2034. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate about $4.82 million in revenue ($1,200 x 4,020 units = $4,824,00). In total, fire impact fees are expected to generate $5,695,465, or 96 percent of the total projected expenditures.

Figure F9. Estimated Revenue from Fire Development Impact Fee

	Total Cost	Growth Cost
Fire Stations	$3,285,000	$3,000,110
Fire Vehicles	$2,649,791	$2,649,791
Total Expenditures	**$5,934,791**	**$5,649,901**

Projected Development Impact Fee Revenue

		Single Family $1,200 per unit	Multifamily $657 per unit	Retail $1,925 per KSF	Office $742 per KSF	Industrial $333 per KSF	Institutional $1,021 per KSF
Year		**Housing Units**	**Housing Units**	**KSF**	**KSF**	**KSF**	**KSF**
Base	2024	5,826	1,004	931	234	915	987
Year 1	2025	6,228	1,057	945	237	929	1,002
Year 2	2026	6,630	1,110	959	241	942	1,017
Year 3	2027	7,032	1,163	973	245	957	1,032
Year 4	2028	7,434	1,216	988	248	971	1,047
Year 5	2029	7,836	1,269	1,003	252	985	1,063
Year 6	2030	8,238	1,322	1,018	256	1,000	1,079
Year 7	2031	8,640	1,375	1,033	260	1,015	1,095
Year 8	2032	9,042	1,428	1,048	263	1,030	1,111
Year 9	2033	9,444	1,481	1,064	267	1,045	1,128
Year 10	2034	9,846	1,534	1,080	271	1,061	1,145
Ten-Year Increase		4,020	530	149	37	146	158
Projected Revenue =>		$4,824,000	$348,210	$286,076	$27,708	$48,630	$160,841

Projected Revenue =>	**$5,695,465**
Total Expenditures =>	**$5,934,791**
Non-Impact Fee Funding =>	**$239,326**

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SANITATION DEVELOPMENT IMPACT FEE ANALYSIS

Methodology

Section 6-1-920(18c) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

> *"…solid waste and recycling collection, treatment, and disposal facilities."*

The Sanitation Development Impact Fee includes components:

- Land
- Sanitation vehicles
- Sanitation Improvements

Costs are allocated to residential development based on an analysis of accounts. An incremental expansion methodology is applied to each component. Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on Persons per Housing Unit (PPHU) factors.

Section 6-1-960(B)(1) of the South Carolina Development Impact Fee Act requires:

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

Section 6-1-960(B)(2) of the South Carolina Development Impact Fee Act requires:

> *"an analysis of total capacity, the level of current usage, and commitments for usage of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards."*

Sanitation Service Units

Section 6-1-960(B)(4) of the South Carolina Development Impact Fee Act requires:

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

The "service unit" used for residential development is Persons per Housing Unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure S1, there are 2.72 persons per single family detached unit, and 1.49 persons per multifamily unit. Factors have been calculated based on data provided by the U.S. Census Bureau's 2022 American Community Survey 5-year estimates (further discussed in Appendix B).

Figure S1. Residential Service Units

Housing Type	Persons	Housing Units	Persons per Housing Unit
Single Family [1]	12,077	4,439	**2.72**
Multifamily [2]	1,025	686	**1.49**
Total	13,102	5,125	**2.56**

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates

Sanitation Proportionate Share

Demand for Sanitation facilities is driven primarily by residential development and to a lesser extent by nonresidential development. According to discussion with Town staff, the Town's Zoning Ordinance requires all new retail, office, industrial, institutional and other commercial uses to utilize dumpsters that are by private haulers and not by the Town's sanitation department. In contrast, all new residential uses are required to use roll out carts provided and served by the Town. To not overstate the demand from new residential development, TischlerBise obtained billing data from the Town. As shown in Figure S2, residential customers account for 98% of the demand for Sanitation services. Future nonresidential development will not be assessed a Sanitation impact fee.

Figure S2. Sanitation Proportionate Share Factors

Sanitation Proportionate Share Factors		
Account Type	**Accounts**	**Percentage**
Residential	7,175	**98%**
Nonresidential	146	**2%**
Total	**7,321**	100%

Sanitation Level of Service & Cost Analysis

As shown in Figure S3, the Town of Moncks Corner currently owns 0.73 acres for sanitation vehicle storage. To determine the level of service factors for the development impact fee, acreage is allocated to

residential demand based on the residential proportionate share factor shown in Figure S2 (98%). Residential demand accounts for 0.72 acres.

The current level of service is found by dividing the allocated floor area by the 2024 residential demand units (population). This results in a residential level of service of 0.000041 acres per person (0.72 acres / 17,343 persons = 0.000041 acres per person).

Based on conversations with Town officials, Moncks Corner expects to be able to acquire new land for sanitation facilities at a cost of $50,000 per acre. By multiplying the average cost per acre by the level of service standard, the capital cost per person is calculated. The capital cost per person is $2.06 (0.000041 acres per person x $50,000 per acre = $2.06 per person).

Figure S3. Sanitation Land Level of Service and Cost Factors

Facilities	Acres	Cost Per Acre
Sanitation Land	0.73	$50,000
Total	**0.73**	**$50,000**

Level-of-Service Standards	**Residential**
Total Customers	7,175
Proportionate Share	98%
Share of Floor Area (sq. ft.)	0.72
2024 Population	17,343
Acres Per Person	**0.000041**

Cost Analysis	**Residential**
Acres per Person	0.000041
Average Cost per Acre	$50,000
Capital Cost Per Person	**$2.06**

Source: Town of Moncks Corner Sanitation Department

Figure S4 indicates that the Town has a sanitation fleet that totals 8 vehicles. Using the proportionate share factors shown in Figure S2, 7.84 vehicles are allocated to residential demand.

The level of service is found by dividing the vehicles allocated to residential demand by the 2024 population, resulting in a level of service of 0.00045 vehicles per person.

According to cost estimates provided by the Sanitation Department staff, the current replacement value of the fleet is $1,960,000, which results in an average replacement cost of $245,000. To find the capital cost per person, the level of service standard is applied to the average cost per vehicle ($245,000), which results in a capital cost per person of $110.76 (0.00045 vehicles per person x $245,000 = $110.76 per person).

Figure S4. Sanitation Vehicle Level of Service and Cost Factors

Vehicle	Unit	Cost per Unit	Replacement Cost
Collection Trucks	6.00	$286,000	$1,716,000
Excavators	2.00	$122,000	$244,000
	8.00	**$245,000**	**$1,960,000**

Level-of-Service Standards	**Residential**
Proportionate Share	98%
Share of Vehicle	7.84
2024 Population	17,343
Vehicles Per Person	**0.00045**

Cost Analysis	**Residential**
Cost per Person Person	0.00045
Average Cost per Vehicle	$245,000
Capital Cost Per Person	**$110.76**

Source: Town of Moncks Corner Sanitation Department

Figure S5 shows the Town of Moncks Corner currently has eight designated parking spaces for vehicles on the parcels of lands it owns. A new 15ft. x 25ft. heavy-duty surface parking space in is expected to cost $7,500. Using the residential proportionate share factors shown in Figure S2, 7.84 spaces are allocated to residential demand. The current level of service is found by dividing the number of parking spaces allocated to residential development (7.84 spaces) by the 2024 population (17,343). This results in a residential level of service of 0.00046 spaces per person (7.84 spaces / 17,343 persons = 0.00046 spaces per person). The capital cost per person is found by multiplying the level of service by the average cost per parking space, which results in a capital cost per person of $3.46 (0.00046 spaces per person x $7,500 per space = $3.46 per person).

Figure S5. Sanitation Improvements Level of Service and Cost Factors

Improvements	Units	Replacement Cost
Parking Spaces	8.00	$60,000
Total	**8.00**	**$60,000**

Level-of-Service Standards	**Residential**
Total Customers	7,175
Proportionate Share	100%
Share of Improvements	8.00
2024 Population	17,343
Spaces Per Person	**0.00046**

Cost Analysis	**Residential**
Spaces per Person	0.00046
Average Cost per Improvement	$7,500
Capital Cost Per Person	**$3.46**

Source: Town of Moncks Corner Sanitation Department

Projection of Growth-Related Sanitation Infrastructure Needs

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

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

Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act requires:

> *"the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years."*

To estimate the 10-year growth demand for sanitation land the current level of service (.00041 acres per person) is applied to the residential growth projected for Moncks Corner. The Town is projected to increase by 11,724 residents over the next ten years (see Appendix B). Listed in Figure S6, the Town of Moncks Corner will need to acquire 0.49 acres to accommodate future residential sanitation demand. By applying the average cost per acre ($50,000 per acre), the total projected growth expenditure is $24,183 (0.49 acres x $50,000 per acre = $24,183).

Figure S6. 10-Year Sanitation Facility Demands to Accommodate Growth

Type of Infrastructure	Level of Service			Demand Unit	Cost per Acre
Sanitation Land	Residential	0.000041	Acres	per Person	$50,000
	Nonresidential	0.000000		per Job	

Growth-Related Need for Sanitation Land						
Year		Population	Jobs	Residential Acres	Nonresidential Acres	Total Acres
Base	2024	17,343	7,166	0.72	0.00	0.72
Year 1	2025	18,515	7,273	0.76	0.00	0.76
Year 2	2026	19,688	7,382	0.81	0.00	0.81
Year 3	2027	20,860	7,492	0.86	0.00	0.86
Year 4	2028	22,032	7,604	0.91	0.00	0.91
Year 5	2029	23,205	7,717	0.96	0.00	0.96
Year 6	2030	24,377	7,832	1.01	0.00	1.01
Year 7	2031	25,550	7,949	1.05	0.00	1.05
Year 8	2032	26,722	8,068	1.10	0.00	1.10
Year 9	2033	27,894	8,188	1.15	0.00	1.15
Year 10	2034	29,067	8,310	1.20	0.00	1.20
Ten-Year Increase		11,724	1,144	**0.48**	**0.000**	**0.48**
			Projected Expenditure	**$24,183**	**$0**	**$24,183**
			Growth Related for Sanitation Facilities			**$24,183**

To estimate the 10-year growth demand for Sanitation vehicles, the current level of service (0.00045 units per person) is applied to the residential growth projected for Moncks Corner. The Town is projected to increase by 11,724 residents over the next ten years (see Appendix B). Listed in Figure S7, there will be demand for 5.3 new vehicles to accommodate future residential demands. By applying the average cost of a vehicle ($245,000), the total projected growth expenditure is $1.29 million (5.3 vehicles x $245,000 = $1.29 million).

Figure S7. 10-Year Sanitation Vehicle Demands to Accommodate Growth

Type of Infrastructure	Level of Service			Demand Unit	Unit Cost
Sanitation Vehicles	Residential	0.00045	Vehicles	per Person	$245,000
	Nonresidential	0.00000		Per Job	

Growth-Related Need for Sanitation Vehicles						
Year		Population	Jobs	Residential Vehicles	Nonresidential Vehicles	Total Improvements
Base	2024	17,343	7,166	7.8	0.00	8
Year 1	2025	18,515	7,273	8.4	0.00	8
Year 2	2026	19,688	7,382	8.9	0.00	9
Year 3	2027	20,860	7,492	9.4	0.00	9
Year 4	2028	22,032	7,604	10.0	0.00	10
Year 5	2029	23,205	7,717	10.5	0.00	10
Year 6	2030	24,377	7,832	11.0	0.00	11
Year 7	2031	25,550	7,949	11.6	0.00	12
Year 8	2032	26,722	8,068	12.1	0.00	12
Year 9	2033	27,894	8,188	12.6	0.00	13
Year 10	2034	29,067	8,310	13.1	0.00	13
Ten-Year Increase		11,724	1,144	**5.30**	**0.00**	**5.30**
			Projected Expenditure	**$1,298,586**	**$0**	**$1,298,586**
			Growth Related for Sanitation Vehicles & Equipment			**$1,298,586**

To estimate the 10-year growth demand for Sanitation parking improvements, the current residential level of service (0.00046 parking spaces per person) is applied to the residential growth projected for Moncks Corner. The Town is projected to increase by 11,724 residents over the next ten years (see Appendix B). As shown in Figure S8, there will be demand for 5.3 new parking spaces to accommodate future residential demand. By applying the average cost of a parking space ($7,500), the total projected growth expenditure is $39,753 (5.33 parking spaces x $7,500 = $39,753).

Figure S8. 10-Year Sanitation Improvement Demands to Accommodate Growth

Type of Infrastructure	Level of Service			Demand Unit	Unit Cost
Sanitation Improvements	Residential	0.00046	Improvements	per Person	$7,500
	Nonresidential	0.00000		Per Job	

Growth-Related Need for Sanitation Improvements						
Year		Population	Jobs	Residential Improvements	Nonresidential Improvements	Total Improvements
Base	2024	17,343	7,166	7.8	0.0	8
Year 1	2025	18,515	7,273	8.4	0.0	8
Year 2	2026	19,688	7,382	8.9	0.0	9
Year 3	2027	20,860	7,492	9.4	0.0	9
Year 4	2028	22,032	7,604	10.0	0.0	10
Year 5	2029	23,205	7,717	10.5	0.0	10
Year 6	2030	24,377	7,832	11.0	0.0	11
Year 7	2031	25,550	7,949	11.6	0.0	12
Year 8	2032	26,722	8,068	12.1	0.0	12
Year 9	2033	27,894	8,188	12.6	0.0	13
ar 10	2034	29,067	8,310	13.1	0.0	13
Ten-Year Increase		11,724	1,144	**5.30**	**0.00**	**5.30**
		Projected Expenditure		**$39,753**	**$0**	**$39,753**
			Growth Related for Sanitation Improvements			**$39,753**

Maximum Supportable Sanitation Development Impact Fee

Figure S9 shows the maximum supportable Sanitation Development Impact Fee. Development impact fees for Sanitation are based on household sizes for residential development. Differentiating the fee by housing type allows the results to be more exact about the level of demand (PPHU) a residential unit will place on the current infrastructure based on level of service standards. For residential development, the total cost per person is multiplied by the household size to calculate the proposed fee.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure S9. Maximum Supportable Sanitation Development Impact Fee

Fee Component	Cost per Person
Sanitation Land	$2.06
Sanitation Improvements	$3.46
Sanitation Vehicles	$110.76
Total	**$115.83**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.72	**$314**
Multifamily	1.49	**$172**

Revenue from Sanitation Development Impact Fee

Revenue from the Sanitation Development Impact Fee is estimated in Figure S10. There are projected to be 4,420 new housing units in Moncks Corner by 2034. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate $1,262,561 in revenue ($314 x 4,020 units = $1,262,561). In total, the sanitation impact fee is expected to generate $1.35 million or 99.3% of the total expected expenditure.

Figure S10. Estimated Revenue from Sanitation Development Impact Fee

	Total Cost	Growth Cost
Sanitation Facilities	$24,183	$24,183
Sanitation Improvements	$39,753	$39,753
Sanitation Vehicles	$1,298,586	$1,298,586
Total Expenditures	**$1,362,522**	**$1,362,522**

Projected Development Impact Fee Revenue

		Single Family $314 per unit	Multifamily $172 per unit
Year		**Housing Units**	**Housing Units**
Base	2024	5,826	1,004
Year 1	2025	6,228	1,057
Year 2	2026	6,630	1,110
Year 3	2027	7,032	1,163
Year 4	2028	7,434	1,216
Year 5	2029	7,836	1,269
Year 6	2030	8,238	1,322
Year 7	2031	8,640	1,375
Year 8	2032	9,042	1,428
Year 9	2033	9,444	1,481
Year 10	2034	9,846	1,534
Ten-Year Increase		4,020	530
Projected Revenue		$1,262,561	$90,944

Projected Revenue =>	**$1,353,505**
Total Expenditures =>	**$1,362,522**

TRANSPORTATION DEVELOPMENT IMPACT FEE ANALYSIS

Methodology

Section 6-1-920(18b) of the South Carolina Development Impact Fee Act states that a development impact fee may be imposed on public facilities including:

> *"…Transportation collection, treatment, laboratory, engineering, administration, and disposal facilities."*

The Transportation Development Impact Fee includes components:

- Intersection Improvements

An incremental expansion methodology is used for this fee. Costs are determined by the total number of vehicle trips generated by residential and nonresidential land uses.

Section 6-1-960(B)(1) of the South Carolina Development Impact Fee Act requires:

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

Section 6-1-960(B)(2) of the South Carolina Development Impact Fee Act requires:

> *"an analysis of total capacity, the level of current usage, and commitments for usage of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards."*

Transportation Service Units

Section 6-1-960(B)(4) of the South Carolina Development Impact Fee Act requires:

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

The analysis uses vehicle trips as the demand units for transportation development impact fees. Components used to calculate person trips include average weekday vehicle trip generation rates and trip adjustment factors.

Residential Trip Generation Rates

As an alternative to simply using the national average trip generation rate for residential development, the Institute of Transportation Engineers (ITE) publishes regression curve formulas that may be used to derive custom trip generation rates, using local demographic data. Key independent variables needed for the analysis (i.e., vehicles available, housing units, households, and persons) are available from American Community Survey data. Shown in Figure T1, custom trip generation rates in Moncks Corner differ from the national averages. For example, single-family residential development is expected to generate 11.90 average weekday vehicle trip ends per dwelling compared to the national average of 9.44 (ITE 2021). Multi-family residential development is expected to generate 5.70 average weekday vehicle trip ends per dwelling, compared to the national average of 5.44 (ITE 2021).

Figure T1. Average Weekday Vehicle Trip Ends by Housing Type

	Persons (1)	Trip Ends (2)	Vehicles by Type of Housing (3)	Trip Ends (4)	Average Trip Ends	Trip Ends per Household	ITE Trip Ends Per Unit	Difference from ITE
Single Family*	12,077	40,970	9,533	62,818	51,894	**11.90**	9.44	26.1%
Multifamily	1,025	2,266	808	3,477	2,872	**5.70**	5.44	4.8%
TOTAL	**13,102**	**43,236**	**10,341**	**66,295**	**54,765**	**11.30**		

** Includes Single Family Detached, Attached, and Manufactured Homes.*
(1) Persons by units in structure from Table B25033, American Community Survey, 2017-2022.
(2) Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single family housing (ITE 210), the fitted curve equation is EXP(0.89*LN(persons)+1.72). To approximate the average population of the ITE studies, persons were divided by 505 and the equation result multiplied by 286. For multifamily housing (ITE 221), the fitted curve equation is (2.29*persons)-81.02.
(3) Vehicles available by household tenure from Table B25046, 2017-2022 American Community Survey 5yr average
(4) Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single family housing (ITE 210), the fitted curve equation is EXP(0.99*LN(vehicles)+1.93). To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 485 and the equation result multiplied by 443. For multifamily housing (ITE 220), the fitted curve equation is (3.94*vehicles)+293.58 (ITE 2012).

Nonresidential Trip Generation Rates

As shown in Figure T2, the Institute of Transportation Engineers publishes average numbers of employee vehicle trips per 1,000 square feet of nonresidential space, by nonresidential land use category. ITE's adjustment factors are calculated by subtracting out the percentage of "drive-by" trips in which each land use is not the primary destination. For example, when a driver stops at a convenience store on route to a repair shop, the convenience store is not the primary destination and therefore not responsible for generating the trip.

Figure T2. Nonresidential Trip Generation Rates by Land Use

Land Use	ITE Codes	Wkday Trip Ends Per 1,000 Sq. Ft.	Trip Adj. Factor	Adj. Vehicle Trips per 1,000 Sq. Ft.
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	730	22.59	33%	7.45
Hotel	310	7.99	50%	4.00

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition (2021)

Trip Adjustment Factors

Average weekday vehicle trip ends are used as a measure of demand by land use. Vehicle trips are estimated using average weekday vehicle trip ends published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). A vehicle trip end represents a vehicle entering or exiting a development (as if a traffic counter were placed across a driveway). To calculate the impact fees, trip generation rates are adjusted to avoid double counting each trip at both the origin and destination points. The basic trip adjustment factor is 50 percent. As discussed further below, the impact fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for particular types of development.

Commuter Trip Adjustment

Shown in Figure T3, the residential trip adjustment factor is calculated based on 2021 functional population factors from the US Census Bureau's OnTheMap Application. According to the National Household Travel Survey (2009), home-based work trips are typically 31 percent of "production" trips, in other words, out-bound trips (which are 50 percent of all trip ends). Also, Census Bureau's OnTheMap web application indicates that 88 percent of Town's workers travel outside the Town for work. In combination, these factors (0.31 x 0.50 x 0.88 = 0.14) account for 14 percent of additional production trips. The total adjustment factor for residential uses includes attraction trips (50% of trip ends) plus the journey-to-work commuting adjustment (14% of production trips) for a total of 64 percent.

Figure T3. Residential Trip Adjustment Factor

Trip Adjustment Factor for Commuters

Employed Moncks Corner Residents (2021)	5,976
Residents Working in the Town (2021)	692
Residents Commuting Outside of the Town for Work	5,284
Percent Commuting Out of the Town	88%
Additional Production Trips	**14%**

Standard Trip Adjustment Factor	**50%**
Residential Trip Adjustment Factor	**64%**

Source: U.S. Census, OnTheMap Application, 2021

According to the National Household Travel Survey (2009), home-based work trips are typically 31 percent of "production" trips, in other words, out-bound trips (which are 50 percent of all trip ends). Also, Census Bureau's web application "OnTheMap" indicates that 88 percent of Town's workers travel outside the City for work. In combination, these factors (0.31 x 0.50 x 0.88 = 0.14) account for 14 percent of additional production trips. The total adjustment factor for residential includes attraction trips (50% of trip ends) plus the journey-to-work commuting adjustment (14% of production trips) for a total of 64 percent.

Applying the residential adjusted vehicle trip factors in Figure T3 to the trip generation rates in Figure T1, the residential adjusted trip generation rates are calculated to be 7.62 average weekday vehicle trip ends (WVTE) per single family unit and 3.65 average weekday vehicle trip ends (WVTE) per multifamily unit.

Adjustment for Pass-By Trips

For retail/commercial and public/institutional development, the trip adjustment factor is less than 50 percent because these types of development attract vehicles as they pass by on arterial and collector roads. For example, when someone stops at a convenience store on the way home from work, the convenience store is not the primary destination. For the average shopping center, ITE data indicate 34 percent of the vehicles that enter are passing by on their way to some other primary destination. The remaining 66 percent of attraction trips have the commercial site as their primary destination. Because attraction trips are half of all trips, the trip adjustment factor is 66 percent multiplied by 50 percent, or approximately 33 percent of the trip ends.

Figure T4 includes 2024 base year average weekday vehicle trip (AWVT) estimates for Moncks Corner based on the demand indicators for residential and nonresidential land uses discussed in the previous sections multiplied by base year development estimates. For residential development, the table displays AWVT factors per housing unit. For nonresidential development, the table displays AWVT factors per 1,000 square feet of floor area. Existing single-family development generates approximately 44,371 AWVT (11.90 average weekday vehicle trip ends per housing unit X 64 percent trip adjustment factor X 5,570 single-family housing units), and existing retail development generates approximately 13,095 AWVT

(37.01 average weekday vehicle trip ends per 1,000 square feet X 33 percent trip adjustment factor X 931 KS = 13,095 AWVT). Existing development in Moncks Corner generates 71,983 AWVT.

Figure T4: Average Weekday Vehicle Trip Estimate

Land Use	ITE Codes	AWVT Per Unit [1]	Trip Adj. Factor	Adj. AWVT per Unit	2024 Units (HU/KSF)	2024 Total AWVT
Residential Trips						
Single Family	210	11.90	64%	**7.62**	5,826	44,371
Multifamily	220	5.70	64%	**3.65**	1,004	3,663
Nonresidential (per 1,000 square feet)						
Retail	820	37.01	38%	**14.06**	931	13,095
Office	710	10.84	50%	**5.42**	234	1,268
Industrial	110	4.87	50%	**2.44**	915	2,228
Institutional	730	22.59	33%	**7.45**	987	7,358
Total						**71,983**

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition (2021)

Transportation Cost Analysis

As shown in Figure T5, there are five improved intersections in the Town of Moncks Corner that together encompass 12 improvements with a total replacement cost of $2,106,722, or $175,560 per improvement.

Figure T5. Transportation Facilities Cost Factors

Intersection Improvements		
Description	**Improvements**	**Total Cost**
17A & Main Street	2	$117,208
Foxbank Blvd & Hwy 52	2	$1,685,274
Rembert Dennis & HWY 52 Mast Arms	4	$80,466
Rembert Dennis Blvd & Sterling Oaks	2	$111,887
Rembert Dennis Blvd & Stony Landing	2	$111,887
Total	**12**	**$2,106,722**

Source: Town of Moncks Corner

Level-of-Service (LOS) Standards	
Existing Improvements	12.00
2024 Average Weekday Vehicle Trip Ends	71,983
Existing Improvements per 10,000 Vehicle Trips	**1.667**

Projection of Growth-Related Transportation Infrastructure Demands

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

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

Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act requires:

> *"the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years."*

As shown in the Land Use Assumptions Chapter, the Town's housing stock is expected to increase by 4,550 units and nonresidential floor area is expected to increase by 490,000 square feet over the next 10 years. Based on the trip generation factors discussed previously in this Chapter and shown again in Figure T6, projected development generates an additional 36,372 average daily vehicle trips over the next 10 years. Shown below in Figure T6, the Town of Moncks Corner will need to construct 6.06 additional intersection improvements over the next 10 years to maintain existing levels of service (1.667 intersection improvements per 10,000 vehicle trips). The growth-related cost is $1,755,602 (5.95 improvements x $175,560 per improvement). This equates to a cost of $48.27 per vehicle trip.

Figure T6. 10-Year Transportation Improvements Needed to Accommodate Growth

Development Type	Dev Unit	ITE Code	Avg Wkday Trips	Trip Adjustment	2024 Dev Units	2024 ADVTE
Single Family	HU	210	11.90	64%	5,826	44,371
Multi-Family	HU	220	5.70	64%	1,004	3,663
Industrial/Warehouse	KSF	110	4.87	50%	915	2,228
Retail/Commercial	KSF	820	37.01	38%	931	13,095
Office	KSF	710	10.84	50%	234	1,268
Public/Institutional	KSF	730	22.59	33%	987	7,358
Total						71,983

5-Year Increment >>

Moncks Corner, SC	Base	1	2	3	4	5	10	10-Year
	2024	2025	2026	2027	2028	2029	2034	Increase
Single Family Units	5,826	6,228	6,630	7,032	7,434	7,836	9,846	4,020
Multi-Family Units	1,004	1,057	1,110	1,163	1,216	1,269	1,534	530
Industrial/Warehouse KSF	915	929	942	957	971	985	1,061	146
Retail/Commercial KSF	931	945	959	973	988	1,003	1,080	149
Office KSF	234	237	241	245	248	252	271	37
Public/Institutional KSF	987	1,002	1,017	1,032	1,047	1,063	1,145	158
Single-Family Trips	44,371	47,432	50,494	53,556	56,617	59,679	74,987	30,616
Multi-Family Trips	3,663	3,856	4,049	4,243	4,436	4,629	5,596	1,933
Residential Trips	48,033	51,288	54,543	57,798	61,053	64,308	80,583	32,550
Industrial/Warehouse Trips	2,228	2,261	2,295	2,329	2,364	2,399	2,584	356
Retail/Commercial Trips	13,095	13,290	13,489	13,690	13,894	14,101	15,185	2,090
Office Trips	1,268	1,287	1,306	1,326	1,345	1,366	1,471	202
Public/Institutional Trips	7,358	7,468	7,579	7,692	7,807	7,923	8,532	1,174
Nonresidential Trips	23,949	24,306	24,669	25,037	25,411	25,790	27,772	3,822
Total Vehicle Trips	**71,983**	**75,595**	**79,212**	**82,835**	**86,464**	**90,098**	**108,355**	**36,372**
New Intersections		0.60	0.60	0.60	0.60	0.61	0.61	6.06
New Intersections Cost		$175,560	$175,560	$175,560	$175,560	$175,560	$175,560	**$1,755,602**
Intersections	12.00	12.60	13.21	13.81	14.41	15.02	18.06	6.06

Maximum Supportable Transportation Development Impact Fee

Figure T7 shows the maximum supportable Transportation Development Impact Fee. Development impact fees for Transportation are based on household size for residential development and square footage for nonresidential development. Differentiating the fee by housing type allows the results to be more exact about the level of demand (PPHU) a residential development will place on the current infrastructure based on typical PPHU.

The cost per vehicle trip ($48.27) is calculated by dividing the total 10-year expenditure ($1,755,602) by the 10-year increase in vehicle trips (36,372) shown in Figure T6. The total cost per vehicle trip is multiplied by the adjusted vehicle trip ends per unit for residential and per 1,000 nonresidential square feet for nonresidential.

The fees represent the highest amount supportable for each type of development, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues.

Figure T7. Maximum Supportable Transportation Development Impact Fee

Fee Component	Total Cost
Intersection Improvements	$48.27

Residential

Housing Type	Vehicle Trip Ends (Per Unit)	Trip Adj. Factor	Adj. Trip Vehicle Ends (Per Unit)	Maximum Supportable Fee per Unit
Single Family	11.90	64%	7.62	$368
Multifamily	5.70	64%	3.65	$176

Nonresidential

Development Type	Vehicle Trip Ends Per 1,000 Sq. Ft.*	Trip Adj. Factor	Adj. Vehicle Trip Ends	Maximum Supportable Fee per 1,000 Sq. Ft.*
Retail	37.01	38%	14.06	$679
Office	10.84	50%	5.42	$262
Industrial	4.87	50%	2.44	$118
Institutional	22.59	33%	7.45	$360
Hotel	7.99	50%	4.00	$193

*Per Room for Hotel

Revenue from Transportation Development Impact Fee

Revenue from the Transportation Development Impact Fee is estimated in

Figure T8. There are projected to be 4,550 new housing units and 490,000 square feet of new nonresidential space built by 2034. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate $1,477,781 in revenue ($368 x 4,020 units = $1,477,781). In total, transportation impact fees are expected to generate 100% of the $1,755,602 10-year expenditure.

Figure T8. Estimated Revenue from Transportation Development Impact Fee

	Total Cost	Growth Cost
Intersection Improvements	$1,755,602	$1,755,602
Total Expenditures	**$1,755,602**	**$1,755,602**

Projected Development Impact Fee Revenue

		Single Family $368 per unit	Multifamily $176 per unit	Retail $679 per KSF	Office $262 per KSF	Industrial $118 per KSF	Institutional $360 per KSF
Year		**Housing Units**	**Housing Units**	**KSF**	**KSF**	**KSF**	**KSF**
Base	2024	5,826	1,004	931	234	915	987
Year 1	2025	6,228	1,057	945	237	929	1,002
Year 2	2026	6,630	1,110	959	241	942	1,017
Year 3	2027	7,032	1,163	973	245	957	1,032
Year 4	2028	7,434	1,216	988	248	971	1,047
Year 5	2029	7,836	1,269	1,003	252	985	1,063
Year 6	2030	8,238	1,322	1,018	256	1,000	1,079
Year 7	2031	8,640	1,375	1,033	260	1,015	1,095
Year 8	2032	9,042	1,428	1,048	263	1,030	1,111
Year 9	2033	9,444	1,481	1,064	267	1,045	1,128
Year 10	2034	9,846	1,534	1,080	271	1,061	1,145
Ten-Year Increase		4,020	530	149	37	146	158
Projected Revenue		$1,477,781	$93,323	$100,881	$9,769	$17,164	$56,684
						Projected Revenue =>	**$1,755,602**
						Total Expenditures =>	**$1,755,602**
						Non-Impact Fee Funding =>	**$0**

CAPITAL IMPROVEMENT PLAN

Section 6-1-930(A) of the South Carolina Development Impact Fee Act requires:

> *"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."*

Section 6-1-960(B)(5) of the South Carolina Development Impact Fee Act requires:

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

Along with the impact fee analysis, this report represents the Town of Moncks Corner's Capital Improvement Plan. The Plan includes a list of 10-year capital facility needs for Parks & Recreation, Fire, Police, Sanitation, and Transportation departments. The 10-year facility needs list represents the additional capital improvements necessary to accommodate the projected growth at the levels of service established in the impact fee analysis. Further details about the levels of service and calculations can be found in their respective chapters.

To respond to demand for Parks and Recreation facilities, the Town of Moncks Corner plans to incrementally construct new park land, park improvements, and multiuse trails. As shown in Figure CIP1, the estimated cost is $9.72 million. The analysis indicates that 98 percent of the need for these facilities is growth-related. The Town of Moncks Corner will need to identify $184,771 in additional funding for parks and recreation infrastructure.

Figure CIP1: Parks & Recreation Capital Improvement Plan

Type of Infrastructure	Units	10-Year Need	City Cost
Parks & Recreation Department			
Parkland	Acres	54	$2,715,090
Park Improvements	Units	742	$6,877,656
Multiuse Trails	Miles	1,144	$130,645
		Total Parks & Recreation Cost	$9,723,391
		Projected Impact Fee Revenue	$9,538,620
		Non-Impact Fee Funding	($184,771)

To respond to demand for Fire facilities, the Town of Moncks Corner plans to incrementally construct new station capacity and purchase new vehicles. As shown in Figure CIP2, the estimated cost is $5.93 million. The analysis indicates that 96 percent of the need for these facilities is growth-related. The Town of Moncks Corner will need to identify $239,326 in additional funding for fire infrastructure.

Figure CIP2: Fire Capital Improvement Plan

Type of Infrastructure	Units	10-Year Need	City Cost
Fire Department			
Fire Stations	Square Feet	6,667	$3,000,110
Fire Apparatus	Vehicles	2.61	$2,649,791
		Total Fire Cost	$5,934,791
		Projected Impact Fee Revenue	$5,695,465
		Non-Impact Fee Funding	($239,326)

To respond to demand for Police facilities, the Town of Moncks Corner plans to construct a new station and purchase new vehicles. As shown in Figure CIP3, the estimated cost is $3.31 million. The analysis indicates that nearly 100% percent of the need for these facilities is growth-related.

Figure CIP3: Police Capital Improvement Plan

Type of Infrastructure	Units	10-Year Need	City Cost
Police Department			
Police Station	Square Feet	3,530	$1,931,034
Patrol Vehicle	Vehicle	21	$2,328,793
		Total Police Cost	$3,368,935
		Projected Impact Fee Revenue	$3,367,979
		Non-Impact Fee Funding	($956)

To respond to demand for Transportation services, the Town of Moncks Corner plans to incrementally improve intersections with new mast arms. As shown in Figure CIP4, the estimated cost is $1.75 million. The analysis indicates that 100% percent of the need for intersection improvements is growth-related.

Figure CIP4: Transportation Capital Improvement Plan

Type of Infrastructure	Total Cost	City Cost
Transportation		
Intersection Improvements	$2,106,722	$1,755,602
	Total Transportation Cost	$1,755,602
	Projected Impact Fee Revenue	$1,755,602
	Non-Impact Fee Funding	$0

To respond to demand for Sanitation facilities, the Town of Moncks Corner plans to acquire additional land and improvements and purchase new vehicles. As shown in Figure CIP5, the estimated cost is $1.32 million. Town of Moncks Corner will need to identify $9,071 in additional funding for sanitation infrastructure.

Figure CIP5: Sanitation Capital Improvement Plan

Type of Infrastructure	Units	10-Year Need	City Cost
Sanitation Department			
Sanitation Land	Square Feet	0.48	$24,183
Sanitation Vehicles	Vehicles	5.30	$1,298,586
Sanitation Improvements	Parking Spaces	5.30	$39,753
		Total Sanitation Cost	$1,362,522
		Projected Sanitation Fee Revenue	$1,353,505
		Non-Impact Fee Funding	$9,017

Figure CIP6 summarizes total capital improvement costs. In total, impact fees are expected to generate $21.7 million. Total capital improvement costs equal $22.1 million, meaning the Town of Moncks Corner will need to identify $434,070 in additional funding for infrastructure improvements.

Figure CIP6: Capital Improvement Plan Summary

Type of Infrastructure	10-Year CIP Cost	Impact Fee Revenue	Non-Impact Fee Funding
Parks & Recreation Department	$9,723,391	$9,538,620	$184,771
Police Department	$3,368,935	$3,367,979	$956
Sanitation	$1,362,522	$1,353,505	$9,017
Fire Department	$5,934,791	$5,695,465	$239,326
Transportation	$1,755,602	$1,755,602	$0
Total	**$22,145,241**	**$21,711,171**	**$434,070**

IMPLEMENTATION AND ADMINISTRATION

Annual Fee Adjustment

The development impact fees shall be adjusted annually to reflect the effects of inflation on the costs for facilities. The fee schedule shall be adjusted using the Construction Cost Index calculated by the Engineering New Record (ENR). ENR is a trade journal which uses generally accepted engineering and accounting methods to produce a construction cost index. For each such adjustment, the development impact fees shall be multiplied by a fraction, the numerator of which is the ENR Construction Cost Index for the most recent month for which figures are available, and the denominator of which is the ENR Construction Cost Index for the period one year prior to the period reflected in the numerator. This is a generally accepted methodology of annually adjusting development impact fees to ensure that the fee is proportionate to the demand from future growth.

Credits and Reimbursements

A general requirement that is common to development impact fee methodologies is the evaluation of credits. A revenue credit may be necessary to avoid potential double payment situations arising from one-time development impact fees plus on-going payment of other revenues that may also fund growth-related capital improvements. The determination of revenue credits is dependent upon the development impact fee methodology used in the cost analysis and local government policies.

Policies and procedures related to site-specific credits should be addressed in the resolution or ordinance that establishes the development impact fees. Project-level improvements, required as part of the development approval process, are not eligible for credits against development impact fees. If a developer constructs a system improvement included in the fee calculations, it will be necessary to either reimburse the developer or provide a credit against the fees due from that particular development. The latter option is more difficult to administer because it creates unique fees for specific geographic areas.

APPENDIX A: HOUSING AFFORDABILITY ANALYSIS

Section 6-1-930(2) of the South Carolina Development Impact Fee Act requires:

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

In accordance with South Carolina Development Impact Fee Act, this chapter estimates the effects of imposing the maximum supportable development impact fees on the affordability of housing in Moncks Corner. The analysis will examine the current housing expenses that burden an average household in the Town. Next, the maximum supportable development impact fee will be included in the cost burden analysis to identify the effect the proposed development impact fees will have on affordable housing.

Maximum Supportable Development Impact Fee

The development impact fees found in Figure A1 represent the highest amount supportable for housing units by housing type, which represents new growth's fair share of the cost for capital facilities. The Town may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service. The housing affordability analysis will assume a conservative condition for assessing the effect of the development impact fee on affordable housing in Moncks Corner (i.e., the maximum supportable development impact fee amount). If the Town Council were to choose a lower development impact fee amount, the results presented in this section of the report would improve.

Figure A1. Maximum Supportable Development Impact Fee

Development Type	Parks & Recreation	Police	Fire	Sanitation	Transportation	Maximum Supportable Fee
Residential (per housing unit)						
Single Family	$2,213	$710	$1,200	$314	$368	**$4,804**
Multifamily	$1,212	$389	$657	$172	$176	**$2,606**
Nonresidential (per 1,000 square feet/per room for Hotel)						
Retail	$244	$1,139	$1,925	$0	$679	**$3,987**
Office	$374	$439	$742	$0	$262	**$1,817**
Industrial	$180	$197	$333	$0	$118	**$828**
Institutional	$348	$604	$1,021	$0	$360	**$2,333**
Hotel	$90	$324	$547	$0	$193	**$1,154**

Impact on Monthly Mortgage

The South Carolina Development Impact Fee Act requires preparation of a report that estimates the effect of imposing development impact fees on housing affordability in the jurisdiction. As shown in Figure A2, TischlerBise calculated the effect of the maximum allowable development impact fee on a monthly mortgage at different interest rates. For example, the proposed single-family development impact fee of

$4,804 increases a mortgage with an interest rate of 2.5 percent by $18.98 per month. For a mortgage with an interest rate of 8.0 percent, the cost is $35.25 per month.

Figure A2. Monthly Payment Sensitivity Analysis

Single-Family Unit	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7
Maximum Allowable Fee	$4,804	$4,804	$4,804	$4,804	$4,804	$4,804	$4,804
Loan Term (Years)	30	30	30	30	30	30	30
Interest Rate (Annual)	2.50%	3.00%	4.00%	5.00%	6.00%	7.00%	8.00%
Monthly Cost	**$18.98**	**$20.25**	**$22.94**	**$25.79**	**$28.80**	**$31.96**	**$35.25**

APPENDIX B: LAND USE ASSUMPTIONS

As part of our Work Scope, TischlerBise has prepared documentation on demographic data and development projections that will be used in the Moncks Corner Development Impact Fee Study. The data estimates and projections are used in the study's calculations to illustrate the possible future pace of service demands on the Town's infrastructure. Furthermore, this chapter demonstrates the history of development and base year development levels in Moncks Corner. The base year assumptions are used in the impact fee calculations to determine current levels of service.

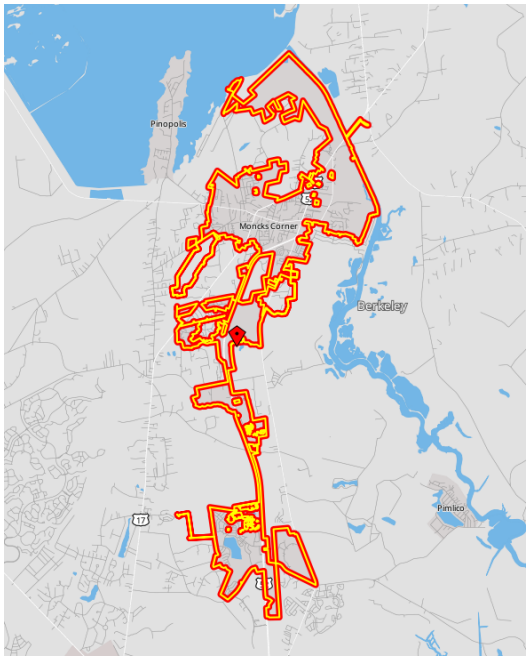
This chapter includes discussion and findings on:

- Persons Per Household/Housing Unit
- Current housing unit and population estimates
- Residential projections
- Current nonresidential floor area and employment estimates
- Nonresidential projections
- Functional population
- Current and projected daily vehicle trips

Study Area

It is essential for an impact fee study to have an appropriate study area. The study area defines the level of service calculations and capacity needs. The service area for all impact fees is contained by the Town's borders at the time of this study.

Figure B1. Impact Fee Study Area



Population and Housing Characteristics

Impact fees often use per capita standards and Persons per Housing Unit (PPHU) or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on Town infrastructure and services. Thus, it is important to differentiate between housing types and size.

Housing types have different characteristics which results in a different demand on Town facilities and services. In the development impact fee schedule, there will be two housing types included: single family and multifamily. PPHU factors were calculated using American Community Survey data available through the U.S. Census Bureau.

When PPHU is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. TischlerBise recommends that fees for residential development in Moncks Corner be imposed according to PPHU.

Figure B2 shows US Census American Community Survey 2022 5-Year Estimates data for Moncks Corner. Single family units have a size of 2.70 persons per unit and multifamily units have a size of 1.66 persons per unit.

The figure below illustrates the **PPHU factors that will be used to project population**. The figure is used solely to calculate the PPHU factors, base year housing stock and population estimates are detailed in the following section.

Figure B2. Persons per Housing Unit (PPHU)

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	12,077	4,439	**2.72**	4,358	2.77	87%
Multifamily [2]	1,025	686	**1.49**	506	2.03	13%
Total	13,102	5,125	**2.56**	4,864	2.69	100%

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates

Recent Residential Development

Moncks Corner has shown rising housing growth in recent years. Permit data before 2022 show significantly fewer units being permitted than more recent trends. It is assumed from these permitting trends and increased residential construction slated for Moncks Corner in the next few years that permits granted 2021 and later will more closely approximate growth rates over the 10-year projection period of this analysis. As shown in Figure B3, Moncks Corner permitted a total of 2,409 single family units between 2019 and 2024. Multifamily units permitted during this period are all part of the recently annexed Foxbank development.

Figure B3. Moncks Corner Building Permit Historical Totals

Housing Type	2019	2020	2021	2022	2023	2024	Total	Average
Single Family	192	267	156	407	711	676	2,409	**402**
Multifamily	0	0	0	0	318	0	318	**53**
Total	192	267	156	407	1,029	676	2,727	**455**

Source: Town of Moncks Corner

Base Year Housing Units and Population

New residential units permitted in 2023 and 2024 are added to ACS total housing units for 2022. This method yields total housing units by type for the base year of 2024 as shown in Figure B4. Additional housing units by type are in turn multiplied by 2022 ACS PPHU factors to yield additional populations, which are added to the previous year's totals. Moncks Corner's total populations by housing unit type for the 2024 base year are also shown in Figure B4.

Figure B4. Base Year Housing Units and Population

	2024
Population [1]	**17,343**
Housing Units [2]	
Single Family	5,826
Multifamily	1,004
Total Units	**6,830**

[1] Source: TischlerBise calculation (Housing Units x Persons Per Housing Unit)

[2] Source: Tischler Bise calculation based on 2023-2024 Town of Moncks Corner building permit data added to 2017-2022 ACS 5yr averages

Population and Housing Projections

6,830 new housing units are projected in Moncks Corner by 2034. Housing unit totals for 2022 come from ACS 5-year estimates for 2022. 2023 and 2024 totals feature the addition of building permits issued in 2023 and 2024, respectively. Between 2024 and 2034, the 4,550 projected units are spread evenly over the ten year analysis period.

Population projections are estimated based on new housing growth and PPHU factors. Additional housing units for each year are multiplied by respective PPHU factors and added to the previous year's population total. Overall, there is a projected increase of 11,724 residents, a 40 percent increase from the base year.

Figure B5. Moncks Corner Residential Development Projections

Town of Moncks Corner, SC	Base Year 2024	1 2025	2 2026	3 2027	4 2028	5 2029	6 2030	7 2031	8 2032	9 2033	10 2034	10-Year Increase
		5-Year Increment >>										
Population	17,343	18,515	19,688	20,860	22,032	23,205	24,377	25,550	26,722	27,894	29,067	**11,724**
Housing Type												
Single Family	5,826	6,228	6,630	7,032	7,434	7,836	8,238	8,640	9,042	9,444	9,846	**4,020**
Multifamily	1,004	1,057	1,110	1,163	1,216	1,269	1,322	1,375	1,428	1,481	1,534	**530**
Total Housing Units	6,830	7,285	7,740	8,195	8,650	9,105	9,560	10,015	10,470	10,925	11,380	**4,550**

Source: TischlerBise analysis of Town of Moncks Corner and 2017-2022 ACS 5 yr average trends

Current Nonresidential Floor Area and Employment

Listed in Figure B6, there are a total of 7,166 employees estimated in Moncks Corner in 2024. TischlerBise obtained this total by sector by adding U.S. Census Bureau OnTheMap average jobs added annually between 2016 and 2021 (103) to Esri Business Analyst totals for 2023, according to proportions found in the Esri Business Analyst totals. The majority of jobs are in the office, retail, and institutional sectors. Nonresidential floor area was calculated for the four determined industry sectors. Base year nonresidential floor area was calculated for each sector by multiplying base year jobs by square footage per employee factors published by the Institute of Transportation Engineers. In total, there is about 3.06 million square feet of nonresidential floor area in Moncks Corner.

Figure B6. Base Year Employment

Industry	Jobs [1]	ITE Sq. Ft. Per Employee	Floor Area (Sq. Ft.) [2]
Retail	1,977	471	931,119
Office	762	307	233,969
Industrial	1,436	637	914,996
Institutional	2,991	330	987,017
Total	**7,166**		**3,067,102**

Base year nonresidential square footage estimates are calculated by applying employee density factors to base year employment totals. Those density factors are provided in the Institute of Transportation Engineers (ITE) Trip Generation (2021) and listed in

Figure B7.

Figure B7. Institute of Transportation Engineers Employee Density Factors

ITE Code	Land Use	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee	Employees Per Demand Unit	Sq Ft Per Employee
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	**2.12**	471
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	**3.26**	307
110	Light Industrial	1,000 Sq Ft	4.87	3.10	**1.57**	637
730	Government Office	1,000 Sq Ft	22.59	7.45	**3.03**	330

Source: Institute of Transportation Engineers, *Trip Generation* , 11th Edition (2021)

Nonresidential Floor Area and Employment Projections

The US Census Bureau's OnTheMap analysis application provides job totals for municipalities in the United States over a range of years. It is assumed that employment in Moncks Corner will grow at a similar pace to its growth between 2017 and 2022. According to OnTheMap data, there were 6,439 jobs in Moncks Corner in 2017, and 6,958 in 2022.

Based on this job growth, Moncks Corner is expected to grow by 114 jobs per year over the projection period. Apportioning these additional jobs according to the percentages of employees by sector from the base year, as provided by Esri Business Analyst, additional jobs are projected to 2,016. The projections are shown in Figure B8. This analysis projects 1,144 additional jobs and 490,000 additional square feet of nonresidential floor area in Moncks Corner by 2034. The Institutional sector is expected to see the greatest growth, while the Retail and Industrial sectors will see similar levels of growth. Significant Office growth is not expected.

Figure B8. Moncks Corner Employment and Nonresidential Floor Area Projections

Industry	Base Year 2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Increase
Jobs												
Retail	1,977	2,006	2,036	2,067	2,098	2,129	2,161	2,193	2,226	2,259	2,292	**316**
Office	762	773	785	797	809	821	833	845	858	871	884	**122**
Industrial	1,436	1,458	1,480	1,502	1,524	1,547	1,570	1,593	1,617	1,641	1,666	**229**
Institutional	2,991	3,036	3,081	3,127	3,173	3,221	3,269	3,318	3,367	3,417	3,468	**477**
Total	7,166	7,273	7,382	7,492	7,604	7,717	7,832	7,949	8,068	8,188	8,310	**1,144**
Nonresidential Floor Area (1,000 sq. ft.)												
Retail	931	945	959	973	988	1,003	1,018	1,033	1,048	1,064	1,080	**149**
Office	234	237	241	245	248	252	256	260	263	267	271	**37**
Industrial	915	929	942	957	971	985	1,000	1,015	1,030	1,045	1,061	**146**
Institutional	987	1,002	1,017	1,032	1,047	1,063	1,079	1,095	1,111	1,128	1,145	**158**
Total	3,067	3,113	3,159	3,206	3,254	3,303	3,352	3,402	3,453	3,504	3,557	**490**

Source: Town of Moncks Corner; TischlerBise analysis; Institute of Transportation Engineers, Trip Generation, 2024

Functional Population

Both residential and nonresidential developments increase demand for Town services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the Town through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Moncks Corner are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the Town are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the Town working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2021 functional population data (the latest available), residential development accounts for 70 percent of the functional population, while nonresidential development accounts for 30 percent, see Figure B9.

Figure B9. Moncks Corner Functional Population

Moncks Corner, SC (2021)				
Residential			*Demand*	*Person*
Population*	13,644		*Hours/Day*	*Hours*
Residents Not Working		7,668	20	153,360
Employed Residents		5,976		
Employed in Moncks Corner		692	14	9,688
Employed outside Moncks Corner		5,284	14	73,976
			Residential Subtotal	237,024
			Residential Share =>	**70%**
Nonresidential				
Non-working Residents		7,668	4	30,672
Jobs Located in Moncks Corner		6,958		
Residents Employed in Moncks Corner		692	10	6,920
Non-Resident Workers (inflow commuters)		6,266	10	62,660
			Nonresidential Subtotal	100,252
			Nonresidential Share =>	**30%**
			TOTAL	337,276

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.
* Source: U.S. Census Bureau, American Community Survey, 2017-2022 5yr Average

APPENDIX C: LAND USE DEFINITIONS

Residential Development

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Moncks Corner will collect development fees from all new residential units. One-time development fees are determined by site capacity (i.e. number of residential units). This category also contains mobile homes and recreational vehicles.

Single-Family: Single-Family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached if the building has open space on all four sides. Also included in the definition is Single family attached (townhouse), which is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof. This land use also includes mobile home units.

Multi-Family: 2+ units (condominiums and apartments) are units in structures containing two or more housing units, further categorized by the US Census Bureau's American Community Survey (ACS) as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."

Nonresidential Development

The proposed general nonresidential development categories (defined below using 2021 ITE Land Use Code) can be used for all new construction within Moncks Corner. Nonresidential development categories represent general groups of land uses that share similar average weekday vehicle trip generation rates and employment densities (i.e., jobs per thousand square feet of floor area).

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.

Land Use: 710 General Office Building Description. A general office building has a floor area of 5,000 square feet or greater and houses multiple tenants; it is a location where business affairs, 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 bankers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities.

Land Use: 730 Government Office Building Description. A government office building is an individual office building containing either the entire function or simply one agency of a city, state, federal, or other government unit. Government office buildings do not contain retail, manufacturing, or residential uses

and can vary in size from a single story to several stories. They tend to have a large number of office workers, administrative staff, and may also accommodate meetings and public services.

Land Use: 110 Light Industrial. 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.

Land Use: 310 Hotel. Hotels usually consist of multiple floors of guest rooms, common areas, service facilities, and amenities. The design and size can vary from small boutique hotels with a few rooms to large, multi-story hotels with hundreds of rooms and expansive meeting and recreational spaces. The property may also have parking garages, loading docks, and amenities designed to serve both business and leisure travelers. Hotels are often located near highways, business districts, tourist attractions, or transportation hubs, such as airports or train stations, to accommodate the travel needs of guests. Some hotels may be part of larger commercial complexes, while others are standalone properties.

APPENDIX D: SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT

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 City, 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) Transportation 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 use 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 City. 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 Transportation 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 Transportation 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 Transportation 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 Transportation utilities.

The provisions of this chapter do not apply to a development impact fee for water or Transportation utilities, or both, imposed by a city, City, 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 Transportation utilities, or both, the city, City, 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 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.