Capital Improvement Plan and Development Impact Fee Study

Prepared for:

Lancaster County, South Carolina

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DRAFT

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DEVELOPMENT IMPACT FEE STUDY

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EXECUTIVE SUMMARY

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

South Carolina Development Impact Fee 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 County Council directing the Planning Commission to conduct an impact fee study and recommend a development impact fee ordinance for legislative action.

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

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

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

[1] See Appendix E 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 record of the property for which the impact fee was collected if they are not spent within three years of the date they are scheduled to be encumbered in the local capital improvements plan. All refunds to private land owners must include the pro rata portion of interest earned while on deposit in the impact fee account.

Lancaster County is also responsible for preparing and publishing an annual report describing the amount of impact fees collected, appropriated, and spent during the preceding year. These updates must occur at least once every five years. Pursuant to State Law, Lancaster County will not be empowered to recommend additional projects eligible for impact fee funding or charge higher maximum allowable development impact fees until the Development Impact Fee study and capital improvement plan have been updated.

Conceptual Development Impact Fee Calculation

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

Incremental Expansion (Concurrent Improvements)

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

Plan-Based Fee (Future Improvements)

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

Credits

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

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

Proposed Fee Methods and Cost Components

Figure 1 summarizes the methods and cost allocation components used for each infrastructure category in Lancaster County's development impact fee study. The development impact fees are based on the actual level of service. The Parks & Recreation components are attributed to only residential development based on population. The public safety categories are attributed to residential and nonresidential development based on population and nonresidential vehicle trips.

Figure 1. Proposed Fee Methods and Cost Components

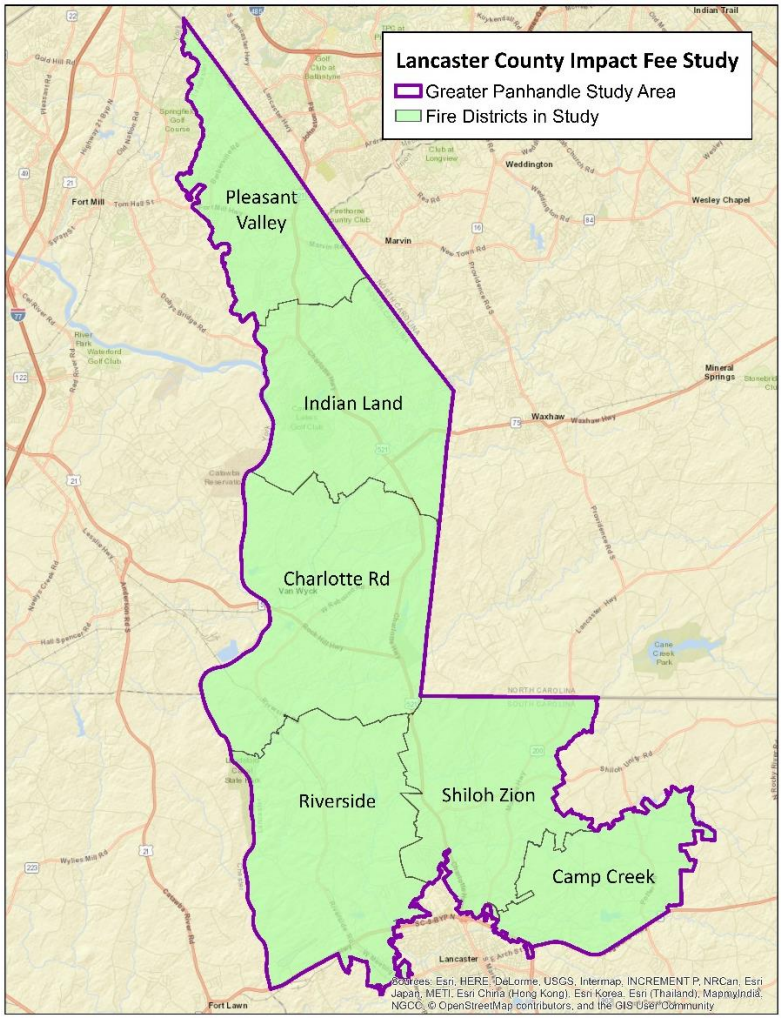
Fee Category	Service Area	Components	Methodology	Cost Allocation
Parks & Recreation	Greater Panhandle	Park land, Park Improvements, Recreation Centers	Incremental Expansion	Population
Sheriff	Greater Panhandle	Sheriff Office Facilities	Incremental Expansion	Population & Nonres. Vehicle Trips
EMS	Greater Panhandle	EMS Stations, Ambulance, Admin & Training Facilities	Incremental Expansion	Population & Nonres. Vehicle Trips
Fire	Greater Panhandle	Fire Stations, Vehicles, Admin & Training Facilities	Incremental Expansion	Population & Nonres. 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, capacity needs, and benefit zones. A previous impact fee study conducted in Lancaster County (Catawba Regional COG, 2019) included the three northern most fire districts: Pleasant Valley, Indian Land, and Charlotte Road. However, from interviews with the County's Fire Rescue Department, there are facility improvements and expansions necessary in three other fire districts: Riverside, Shiloh Zion, and Camp Creek. These six fire districts are shown in Figure 65.

From interviews with the County's EMS Department, the area of Lancaster County that is served by these fire districts is consistent with the EMS Department's future facility improvements. Furthermore, new Parks & Recreation facilities in the northern panhandle area of the County are assumed to be serving a wider catchment area of residents.

Figure 2. Greater Panhandle Study Area



Proposed Development Impact Fee Schedule

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

For residential development, proposed fees are assessed per housing unit by type of unit. The proposed residential fee categories include single family detached, single family attached, and multifamily units. Single family units include detached 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, warehouse, healthcare, and institutional.

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

Figure 3. Maximum Supportable Development Impact Fee

Development Type	Parks & Recreation	Sheriff	EMS	Fire	Maximum Supportable Fee
Residential (per housing unit)					
Single Family Detached	$731	$126	$139	$1,184	**$2,180**
Single Family Attached	$621	$107	$118	$1,006	**$1,852**
Multifamily	$519	$90	$98	$841	**$1,548**
Nonresidential (per 1,000 square feet)					
Retail	$0	$158	$72	$1,478	**$1,708**
Office	$0	$54	$24	$502	**$580**
Industrial	$0	$27	$12	$255	**$294**
Warehouse	$0	$10	$4	$90	**$104**
Healthcare	$0	$59	$27	$552	**$638**
Institutional	$0	$107	$49	$1,005	**$1,161**

Figure 4. Maximum Supportable Development Impact Fee – Pleasant Valley Fire District

Development Type	Parks & Recreation	Sheriff	EMS	Fire	Maximum Supportable Fee
Residential (per housing unit)					
Single Family Detached	$731	$126	$139	$1,018	**$2,014**
Single Family Attached	$621	$107	$118	$865	**$1,711**
Multifamily	$519	$90	$98	$723	**$1,430**
Nonresidential (per 1,000 square feet)					
Retail	$0	$158	$72	$1,363	**$1,593**
Office	$0	$54	$24	$463	**$541**
Industrial	$0	$27	$12	$236	**$275**
Warehouse	$0	$10	$4	$83	**$97**
Healthcare	$0	$59	$27	$509	**$595**
Institutional	$0	$107	$49	$927	**$1,083**

Projected Demand

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

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

Based on the land use assumptions discussed in Appendix B, both residential and nonresidential development is expected to continue in the Greater Panhandle Service Area over the next ten years.

Figure 5 on the following page shows projected population, housing units, nonresidential floor area, and vehicle trips over the next ten years.

Based on the County's database of housing pipeline projects in the Panhandle, there is an estimated 10,742 single family units and 1,728 multifamily units to be constructed in the next six years. In the following years (Years 7-10), the 5-year annual average for single family and multifamily building permits is included in the projections. As a result, there are 14,371 single family and 2,807 multifamily units projected in the Greater Panhandle Service Area.

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. Overall, there is a projected increase of 40,664 residents, a 83 percent increase from the base year.

Available from the South Carolina Department of Employment & Workforce are employment projections for the Catawba Workforce Development Area. The Development Area includes Lancaster, York, and Chester Counties. It is assumed that Lancaster County's Greater Panhandle will be a growing employment center for the Development Area and the annual growth rate for the study area will be consistent with the Development Area's projected growth rate.

Additionally, there are office development projects in the pipeline that are estimated to generate a total of 2,500 jobs. Also, a new hospital is anticipated to be constructed in the panhandle and will generate 400 jobs. These projects are anticipated to be complete within the next three years and are included in the projections.

By applying the growth rates, pipeline projects, and the employee density factors the ten-year projections are calculated in Figure 5. Overall employment in the Greater Panhandle is projected to increase by 6,016, which is a 34 percent increase from the base year. The job projections result in a growth of 2.6 million nonresidential square feet. The office industry is projected to have the largest increase of 1,060,000 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 the Greater Panhandle, residential land uses account for 116,853 vehicle trips and nonresidential land uses account for 62,488 vehicle trips in the base year.

By applying the growth projections to the vehicle trip rates, through 2030, it is estimated that there will be an increase of 112,700 daily vehicle trips with the majority of the growth being generated by residential development (82 percent).

Figure 5. Lancaster County Residential and Nonresidential Projections

5-year increment

Lancaster County Greater Panhandle	Base Year 2020	2021	2022	2023	2024	2025	2030	Total Increase
Population [2]	48,885	53,579	58,273	62,967	68,184	73,401	89,549	**40,664**
Housing Units [1]								
Single Family	18,374	19,956	21,538	23,120	25,119	27,117	32,745	**14,371**
Multifamily	1,853	2,284	2,714	3,145	3,290	3,436	4,660	**2,807**
Total	20,227	22,240	24,252	26,265	28,409	30,553	37,405	**17,178**
Jobs								
Retail	4,966	5,085	5,207	5,332	5,460	5,591	6,295	**1,329**
Office	5,630	6,464	7,297	8,130	8,220	8,310	8,777	**3,147**
Industrial	4,110	4,173	4,236	4,301	4,367	4,434	4,784	**674**
Warehouse	438	445	452	459	466	473	510	**72**
Healthcare	1,136	1,269	1,403	1,536	1,573	1,611	1,816	**680**
Institutional	1,268	1,279	1,291	1,302	1,313	1,324	1,383	**115**
Total	17,549	18,715	19,885	21,060	21,399	21,744	23,565	**6,016**
Nonresidential Floor Area (1,000 square feet)								
Retail	2,119	2,170	2,222	2,275	2,330	2,386	2,686	**567**
Office	1,896	2,177	2,457	2,738	2,768	2,798	2,956	**1,060**
Industrial	2,527	2,566	2,605	2,645	2,685	2,726	2,942	**414**
Warehouse	1,273	1,292	1,312	1,332	1,352	1,373	1,481	**209**
Healthcare	402	449	496	543	556	570	642	**240**
Institutional	1,365	1,376	1,388	1,400	1,413	1,425	1,488	**123**
Total	9,581	10,030	10,480	10,934	11,104	11,278	12,195	**2,614**
Residential Vehicle Trips								
Single Family	110,979	120,534	130,090	139,645	151,717	163,789	197,779	**86,800**
Multifamily	5,874	7,239	8,604	9,970	10,430	10,891	14,773	**8,899**
Subtotal	116,853	127,773	138,694	149,614	162,147	174,680	212,551	**95,699**
Nonresidential Vehicle Trips								
Retail	30,410	31,140	31,887	32,652	33,436	34,238	38,547	**8,137**
Office	9,234	10,600	11,967	13,334	13,480	13,629	14,395	**5,161**
Industrial	6,267	6,363	6,461	6,559	6,660	6,762	7,295	**1,028**
Warehouse	1,107	1,124	1,141	1,159	1,176	1,194	1,289	**182**
Healthcare	2,153	2,405	2,658	2,911	2,981	3,053	3,441	**1,288**
Institutional	13,318	13,433	13,550	13,668	13,787	13,907	14,523	**1,205**
Subtotal	62,488	65,066	67,664	70,283	71,520	72,783	79,489	**17,001**
Vehicle Trips								
Grand Total	179,341	192,840	206,358	219,897	233,667	247,463	292,041	**112,700**

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

PARKS & RECREATION CIP AND DEVELOPMENT IMPACT FEE

Methodology

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

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

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

- Park land
- Park improvements
- Recreation centers

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

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

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

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

Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on persons per housing unit factors. It is assumed that only residential growth creates additional demand on Parks & Recreation facilities. Furthermore, the level of service for all infrastructure components is calculated at a **countywide basis**.

The Parks & Recreation level of service has been calculated at a countywide basis. However, in the analysis, Lancaster County will be collecting development impact only in the Greater Panhandle Service Area. To ensure that the level of service is consistent as the County grows both in and outside of the service area, **the County needs to commit to funding projects outside of the service area with non-impact fee revenue**. Without providing facility improvements in response to growth outside of the service area, the maximum supportable impact fee amount found in this report would be overestimating the level of service the County would be providing countywide.

Parks & Recreation Service Area

The service area for the Parks & Recreation Development Impact Fee is defined as the Greater Panhandle area. A map can be found at several points in this report including on page 85.

Park & Recreation Service Units

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

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

The "service unit" used for residential development is persons per housing unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure 6, there are 2.52 persons per single family detached unit, 2.14 persons per single family attached unit, and 1.79 persons per multifamily unit. Factors have been calculate based on data provided by the U.S. Census Bureau's 2018 American Community Survey and Public Use Microdata (further discussed in Appendix B).

Figure 6. Residential Service Units

Housing Type	Persons per Housing Unit
Single Family Detached [1]	2.52
Single Family Attached	2.14
Multifamily [2]	1.79

Source: U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates; PUMS 2018 5-Year Estimate, SC PUMA 700
[1] Includes single family detached and mobile homes
[2] Includes dwellings in structures with two or more units

Parks & Recreation Facilities Level of Service & Cost Analysis

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

Countywide Park Land and Park Improvements

As shown in Figure 7, there is a total of 238.9 acres of park land provided by Lancaster County. A recent analysis from County staff determined that the County would anticipate spending $30,000 per acre for new park land. The improvement costs are based on the cost to replace existing improvements, totaling $10,000,000.

To calculate the current level of service, the total acreage and improvements are divided by the current countywide population. As a result, there are 2.3 acres per 1,000 persons (238.9 acres / 102,797 residents = 2.3 acres per 1,000 persons, rounded) and 0.5 improvements per 1,000 persons (52 improvements / 102,797 residents = 0.5 improvements per 1,000 persons, rounded).

The level of service is combined separately with the average land cost per acre and the average improvement cost per acre to calculate the capital cost per person. This results in the capital cost per person of $165 (2.3 acres per 1,000 persons x $30,000 per acre of park land = $69 per person; 0.5 improvements per 1,000 persons x $192,000 per park improvements = $96 per person; $69 + $96 = $165).

Figure 7. Park Land and Improvements Level of Service and Cost Factors

Park	Acres	Park Improvements	Improvements Cost
Buford Recreation Complex	23.6	9	$2,250,000
Indian Land Recreation Complex	2.6	2	$500,000
Springdale Recreation Complex + Melvin Steele Soccer Fields	74.3	7	$1,600,000
Wylie Street Pool & Tennis	5.7	0	$0
Roy Hardin Park	2.0	4	$350,000
Marion Boan Ball Field	5.0	2	$500,000
Bear Creek Park	5.4	1	$50,000
Flat Creek Park + Tripp Faulkenberry Field	18.9	5	$775,000
Heath Springs Ball Fields	6.9	3	$750,000
Laurie Brice Park	6.5	1	$250,000
Springs Park Boat Landing	18.0	1	$50,000
Stafford Belk Park	1.2	2	$125,000
Walnut Creek Park	66.7	13	$2,600,000
Woodland Hills Park	2.0	2	$200,000
Total	**238.9**	**52**	**$10,000,000**

Level of Service Analysis	Park Land	Park Improvements
Proportionate Share	100%	100%
Share of Park Acres and Improvements	238.9	52
2020 Countywide Population	102,797	102,797
Acres/Improvements per 1,000 Persons	**2.3**	**0.5**

Cost Analysis	Park Land	Park Improvements
Acres/Improvements per 1,000 Persons	2.3	0.5
Cost per Acre/Improvement [1]	$30,000	$192,000
Capital Cost per Person	**$69**	**$96**

[1] Cost per acre from recent County staff analysis (83 acres for $2,300,000)

The recreational centers in Lancaster County are listed in Figure 8. There are four facilities that total 60,625 square feet. The replacement cost is found with the average cost per square foot ($279) from the Indian Land Recreation Complex expansion project.

To calculate the current level of service, the total square footage is divided by the countywide population. As a result, there are 590 square feet per 1,000 persons (60,625 square feet / 102,797 residents = 590 square feet per 1,000 persons, rounded).

The level of service is combined separately with the average cost per square foot to calculate the capital cost per person. This results in the capital cost per person totaling $165 (590 square feet per 1,000 persons x $279 per square foot = $165 per person, rounded).

Figure 8. Recreational Center Level of Service and Cost Factors

Recreation Center	Square Feet	Replacement Cost
Buford Recreation Complex	16,005	$4,465,395
Indian Land Recreation Complex	12,125	$3,382,875
Kershaw Recreation Complex	12,125	$3,382,875
Springdale Recreation Complex	20,370	$5,683,230
Total	**60,625**	**$16,914,375**

Level of Service Analysis	Rec Center
Proportionate Share	100%
Share of Recreation Center	60,625
2020 Countywide Population	102,797
Square Feet per 1,000 Persons	**590**

Cost Analysis	Rec Center
Square Feet per 1,000 Persons	590
Cost per Square Foot [1]	$279
Capital Cost per Person	**$165**

[1] Cost per square foot from cost estimate of Indian Land Recreation Complex expansion

Credit for Future Debt Payments

To ensure fee-payers avoid potential double payment for annual debt service, TischlerBise included a credit in the development impact fee calculations. The current debt is from the 2018 Referendum Bond which included three Parks & Recreation projects, 84 percent of the total bond. The bond will be repaid through property tax revenue, so the future payments are attributed to residential and nonresidential land uses based on assessed value. Shown below, residential land uses account for 59 percent of the assessed value in Lancaster County.

Figure 9. Lancaster County Assessed Value by Land Use

Property Type	Assessed Value	Percent
Owner Occupied (4% assessment ratio)	$187,821,470	47%
Agricultural (Private) (4%)	$1,484,940	0%
Agricultural (Corporate) (6%)	$404,720	0%
Commercial/Rental (6%)	$98,649,680	25%
Personal Property (Vehicles) (6%)	$42,357,846	11%
Other Personal Property (10.5%)	$3,252,823	1%
Manufacturing (10.5%)	$10,900,990	3%
Utility (10.5%)	$26,918,393	7%
Business Personal (10.5%)	$9,210,828	2%
Motor Carrier (9.5%)	$1,593,380	0%
Fee-in-Lieu and Joint Industrial Park	$17,897,244	4%
Total Assessed Value	$400,492,314	100%

Source: 2018 Local Government Finance Report, South Carolina Revenue and Fiscal Affairs Office, 2019

Land Use	Assessed Value	Percent
Residential	$234,917,079	59%
Nonresidential	$165,575,235	41%
Total	$400,492,314	100%

Source: TischlerBise analysis

Following the same methodology as the level of service analysis, annual debt service is applied to only residential development and then divided by annual demand unit (countywide population) to yield payments per person. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (interest) rate. This results in a credit of $28 per person.

Figure 10. Parks & Recreation Credit for Future Debt Payments

Year	2018 Referendum Bond	Recreation Projects 84%	Residential Share 59%
2020	$1,350,000	$1,134,917	$665,709
2021	$345,000	$290,034	$170,126
2022	$360,000	$302,644	$177,522
2023	$380,000	$319,458	$187,385
2024	$400,000	$336,272	$197,247
2025	$420,000	$353,085	$207,109
2026	$440,000	$369,899	$216,972
2027	$465,000	$390,916	$229,300
2028	$485,000	$407,729	$239,162
2029	$510,000	$428,746	$251,490
2030	$540,000	$453,967	$266,284
2031	$565,000	$474,984	$278,611
2032	$585,000	$491,797	$288,474
2033	$605,000	$508,611	$298,336
2034	$625,000	$525,424	$308,199
2035	$645,000	$542,238	$318,061
2036	$665,000	$559,051	$327,923
2037	$685,000	$575,865	$337,786
2038	$705,000	$592,679	$347,648
2039	$725,000	$609,492	$357,510
Total	**$11,500,000**	**$9,667,807**	**$5,670,853**

Year	Payment	Countywide Population	Payment per Person
2020	$665,709	102,797	$6.48
2021	$170,126	107,956	$1.58
2022	$177,522	113,114	$1.57
2023	$187,385	118,273	$1.58
2024	$197,247	123,904	$1.59
2025	$207,109	129,536	$1.60
2026	$216,972	135,168	$1.61
2027	$229,300	138,382	$1.66
2028	$239,162	141,597	$1.69
2029	$251,490	144,812	$1.74
2030	$266,284	148,026	$1.80
2031	$278,611	151,241	$1.84
2032	$288,474	154,455	$1.87
2033	$298,336	157,670	$1.89
2034	$308,199	160,885	$1.92
2035	$318,061	164,099	$1.94
2036	$327,923	167,314	$1.96
2037	$337,786	170,529	$1.98
2038	$347,648	173,743	$2.00
2039	$357,510	176,958	$2.02
Total	**$5,670,853**		**$40.30**
		Discount Rate	4.00%
		Total Credit	**$28**

Credit for One-Cent Sales Tax Referendum Projects

There are two Parks & Recreation projects listed in the recent referendum continuing a one-cent sales tax by Lancaster County to fund certain capital improvement projects. The Parks & Recreation projects are contributing to the countywide level of service and to ensure there are no double payments by new development a credit is included in the development impact fee.

Listed in Figure 11, the projects total $1,647,640. Since the referendum is for seven years, the one-cent sales tax will generate an average annual revenue of $235,000 to fund the projects.

Figure 11. Parks & Recreation One-Cent Referendum Projects

Parks & Rec Portion of One-Cent Sales Tax	Funded & Constructed 2022-2029	Annual Average Revenue
$1,647,640	7 years	$235,000

Based on the functional population of Lancaster County, residential purposes are estimated to generate 78 percent of the sales tax revenue. There are currently 102,797 countywide residents, resulting in an annual average tax revenue of $1.78 per person. Over the next seven years, $12 per person is estimated as credit for the Parks & Recreation projects ($1.78 per person x 7 years = $12, rounded).

Figure 12. Residential Portion of the Parks & Recreation Referendum Projects

Residential 78%	Base Year Countywide Population	Average Annual Tax Revenue per Capita	7-Year Tax Revenue per Capita
$183,300	102,797	$1.78	**$12**

Projection of Parks & Recreation Growth-Related Facility Needs

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

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

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

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

Greater Panhandle Service Area Parks & Recreation Facilities

To estimate the 10-year growth needs for Parks & Recreation facilities in the Greater Panhandle Service Area, the current levels of service is applied to the residential growth projected. The Greater Panhandle is projected to increase by 40,664 residents over the next ten years (see Appendix B). Listed in Figure 13, there will need to be 93 new acres of park land, 20 new park improvements, and 23,991 new square feet of recreational centers to accommodate the growth. By applying the replacement cost factors, the total expenditure for the growth is calculated, $13.3 million.

Figure 13. 10-Year Park & Recreation Needs to Accommodate Growth – Greater Panhandle Service Area

Infrastructure Type	Level of Service		Demand Unit	Cost / Unit
Park Land	2.30	Acres	per 1,000 persons	$30,000
Park Improvements	0.50	Improvements	per 1,000 persons	$192,000
Recreation Centers	590	Square Feet	per 1,000 persons	$279

Growth-Related Need for Parks & Recreation Facilities - Greater Panhandle					
Year		Population	Park Acres	Park Improvements	Recreation Center Sq. Ft.
Base	2020	48,885	112	24	28,842
Year 1	2021	53,579	123	26	31,611
Year 2	2022	58,273	134	29	34,381
Year 3	2023	62,967	144	31	37,150
Year 4	2024	68,184	156	34	40,228
Year 5	2025	73,401	168	36	43,306
Year 6	2026	78,618	180	39	46,384
Year 7	2027	81,350	187	40	47,996
Year 8	2028	84,083	193	42	49,609
Year 9	2029	86,816	199	43	51,221
Year 10	2030	89,549	205	44	52,833
Ten-Year Increase		40,664	**93**	**20**	**23,991**
	Projected Expenditure		**$2,790,000**	**$3,840,000**	**$6,693,489**

Growth-Related Expenditures for Parks & Recreation Facilities	$13,323,489

Outside of Service Area Parks & Recreation Facilities

The Parks & Recreation level of service has been calculated at a countywide basis. However, in the analysis, Lancaster County will be collecting development impact only in the Greater Panhandle Service Area. Additionally, to ensure that the level of service is consistent as the County grows both in and outside of the service area, the County needs to commit to funding projects outside of the service area with non-impact fee revenue. Without providing facility improvements in response to growth outside of the service area, the maximum supportable impact fee amount found in this report would be overestimating the level of service the County would be providing countywide.

To estimate the 10-year growth needs for Parks & Recreation facilities outside of the Greater Panhandle Service Area, the current levels of service is applied to the residential growth projected. Besides the service area, Lancaster County is projected to increase by 4,565 residents over the next ten years. Listed in Figure 14, there will need to be 11 new acres of park land, 3 new park improvements, and 2,963 new square feet of recreational centers to accommodate the growth. By applying the replacement cost factors, the total expenditure for the growth is calculated, $1.7 million.

Figure 14. 10-Year Park & Recreation Needs to Accommodate Growth – Outside Service Area

Infrastructure Type	Level of Service		Demand Unit	Cost / Unit
Park Land	2.30	Acres	per 1,000 persons	$30,000
Park Improvements	0.50	Improvements	per 1,000 persons	$192,000
Recreation Centers	590	Square Feet	per 1,000 persons	$279

Growth-Related Need for Parks & Recreation Facilities - Outside Greater Panhandle					
Year		Population	Park Acres	Park Improvements	Recreation Center Sq. Ft.
Base	2020	53,912	123	26	31,808
Year 1	2021	54,377	125	27	32,082
Year 2	2022	54,841	126	27	32,356
Year 3	2023	55,305	127	27	32,630
Year 4	2024	55,720	128	27	32,874
Year 5	2025	56,135	129	28	33,119
Year 6	2026	56,550	130	28	33,364
Year 7	2027	57,032	131	28	33,648
Year 8	2028	57,514	132	28	33,933
Year 9	2029	57,995	133	28	34,217
Year 10	2030	58,477	134	29	34,501
Ten-Year Increase		4,565	11	3	2,693
	Projected Expenditure		**$330,000**	**$576,000**	**$751,347**

Growth-Related Expenditures for Parks & Recreation Facilities	**$1,657,347**

Maximum Supportable Parks & Recreation Development Impact Fee

The following figures list the maximum supportable Parks & Recreation Development Impact Fee for the Greater Panhandle Service Area. Development impact fees for Parks & Recreation facilities are only assessed on residential development and based on household size (i.e., persons per housing unit). Differentiating the fee by housing type allows the results to be more exact about the level of demand (persons per housing unit) 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 example, there is a total cost per person of $290 and an average of 2.52 persons per single family detached housing unit, resulting in a fee of $731 per unit ($290 cost per person x 2.52 persons per unit = $731 per unit).

As mentioned, the fee is only collected in the Greater Panhandle Service Area.

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

Figure 15. Maximum Supportable Parks & Recreation Development Impact Fee

Fee Component	Cost per Person
Park Land	$69
Park Improvements	$96
Recreation Centers	$165
Gross Total	$330
Credit for Debt Payments	($28)
Credit for One-Cent Sales Tax	($12)
Net Total	**$290**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family Detached	2.52	**$731**
Single Family Attached	2.14	**$621**
Multifamily	1.79	**$519**

Revenue from Parks & Recreation Development Impact Fee

Revenue from the Parks & Recreation Development Impact Fee is estimated in Figure 16. The following revenue estimations include only the Greater Panhandle Service Area. There is projected to be 17,178 new housing units in the service area by 2030. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate $10.3 million in revenue ($719 x 14,371 units = $10,337,469).

Also shown in the figure is the total cost ($15 million) and growth's cost ($13.3 million). The total cost represents the growth-related needs from the service area and outside of the service area. Thus, there is a gap in funding that is to be funded from non-impact fee funding. Also, the credits included in the analysis to ensure there is no double payment issues results in a funding gap.

Figure 16. Estimated Revenue from the Parks & Recreation Development Impact Fee

Infrastructure Costs for Park & Recreation Facilities

	Total Cost	Growth Cost
Park Land	$3,120,000	$2,790,000
Park Improvements	$4,416,000	$3,840,000
Recreation Centers	$7,444,836	$6,693,489
Total Expenditures	**$14,980,836**	**$13,323,489**

Projected Development Impact Fee Revenue

Year		Single Family $719 per unit Housing Units	Multifamily $519 per unit Housing Units
Base	2020	18,374	1,853
Year 1	2021	19,956	2,284
Year 2	2022	21,538	2,714
Year 3	2023	23,120	3,145
Year 4	2024	25,119	3,290
Year 5	2025	27,117	3,436
Year 6	2026	29,116	3,581
Year 7	2027	30,023	3,851
Year 8	2028	30,930	4,121
Year 9	2029	31,838	4,390
Year 10	2030	32,745	4,660
Housing Increase		14,371	2,807
Projected Revenue =>		$10,337,469	$1,456,900
		Projected Revenue =>	**$11,794,369**
		Total Expenditures =>	**$14,980,836**
		Non-Impact Fee Funding =>	**$3,186,467**

PUBLIC SAFETY CIP AND DEVELOPMENT IMPACT FEE: SHERIFF

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 Sheriff Development Impact Fee includes one component:

- Sheriff office space

An incremental expansion methodology is applied to the component. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

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

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

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

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

Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on persons per housing unit 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 Sheriff services from nonresidential development.

Sheriff Service Area

The service area for the Sheriff Development Impact Fee is defined as the Greater Panhandle area. A map can be found at several points in this report including on page 85.

Sheriff Service Units

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

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

The "service unit" used for residential development is persons per housing unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure 17, there are 2.52 persons per single family detached unit, 2.14 persons per single family attached unit, and 1.79 persons per multifamily unit. Factors have been calculate based on data provided by the U.S. Census Bureau's 2018 American Community Survey and Public Use Microdata (further discussed in Appendix B).

Figure 17. Residential Service Units

Housing Type	Persons per Housing Unit
Single Family Detached [1]	2.52
Single Family Attached	2.14
Multifamily [2]	1.79

Source: U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates; PUMS 2018 5-Year Estimate, SC PUMA 700
[1] Includes single family detached and mobile homes
[2] Includes dwellings in structures with two or more units

TischlerBise recommends using nonresidential vehicle trips as the nonresidential "service unit" for Sheriff facilities. Average weekday vehicle trip ends for nonresidential development are from the 10th edition of the reference book, Trip Generation, published in 2017 by the Institute of Transportation Engineers. A "trip end" represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for nonresidential development are calculated per thousand square feet.

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

The standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail 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 18. Nonresidential Service Units

Land Use Type	ITE Codes	Adj. Veh. Trips per 1,000 Sq. Ft.
Retail	820	14.35
Office	710	4.87
Industrial	110	2.48
Warehouse	150	0.87
Healthcare	610	5.36
Institutional	520	9.76

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009

Sheriff Proportionate Share

Both residential and nonresidential developments increase the demand on Sheriff facilities. To calculate the proportional share between residential and nonresidential demand on facilities, the county'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 County through the 24 hours in a day. Based on available data, the functional population calculation includes countywide 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 Lancaster County are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the County are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the County working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2017 functional population data, residential development accounts for 78 percent of the functional population, while nonresidential development accounts for 22 percent, see Figure 19.

Figure 19. Lancaster County Functional Population

Lancaster County, SC (2017)				
Residential			*Demand Hours/Day*	*Person Hours*
Population*	93,385			
Residents Not Working		57,744	20	1,154,880
Employed Residents	35,641			
Employed in Lancaster County		9,587	14	134,218
Employed outside Lancaster County		26,054	14	364,756
			Residential Subtotal	1,653,854
			Residential Share =>	**78%**
Nonresidential				
Non-working Residents		57,744	4	230,976
Jobs Located in Lancaster County	24,636			
Residents Employed in Lancaster County		9,587	10	95,870
Non-Resident Workers (inflow commuters)		15,049	10	150,490
			Nonresidential Subtotal	477,336
			Nonresidential Share =>	**22%**
			TOTAL	2,131,190

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 (countywide population)

Furthermore, only a share of Sheriff facilities can be attributed to demand in the Greater Panhandle Service Area. To attribute facilities to the service area, Sheriff calls for service are analyzed. Shown below, 31 percent of the 2019 annual calls were to the service area. This proportion is applied to facilities in the following level of service calculations.

Figure 20. Lancaster County Sheriff Service Calls

Area	2019 Calls for Service	Percent of Total
Greater Panhandle	20,939	31%
District 2 [1]	31,537	46%
District 3	15,354	23%
Total	67,830	100%

[1] Excluding Riverside, Shiloh Zion, and Camp Creek

Sheriff Facilities Level of Service & Cost Analysis

As shown in Figure 21, Sheriff office space totals 32,793 square feet. To determine the level of service factors for the development impact fee, the calls for service split is applied to the floor area, resulting in 10,123 square feet attributed to the service area. Furthermore, the attributed floor area is allocated to residential and nonresidential demand based on the functional population analysis. Of the attributed floor

area, 7,896 square feet is allocated to residential demand and 2,227 square feet is allocated to nonresidential demand.

The current level of service is found by dividing the allocated floor area by the 2020 residential and nonresidential demand units (population and nonresidential vehicle trips) for the service area. Specifically, 161.5 square feet of 1,000 per persons and 35.6 square feet per 1,000 nonresidential vehicle trips.

Based on the recent Facilities Space Needs Study, the average construction cost for a public safety administration/operation facility is $312 per square foot. That cost factor is used to determine the current replacement cost of the office space. 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 $50 (161.5 square feet per 1,000 persons x $312 per square foot = $50 per person, rounded).

Figure 21. Sheriff Office Space Level of Service and Cost Factors

Sheriff Facilities	Total Square Feet	Study Area Calls for Service	Study Area Square Feet	Study Area Replacement Cost
Sheriff Office Space	32,793	31%	10,123	$3,161,940
Total	**32,793**	**31%**	**10,123**	**$3,161,940**

Level of Service Analysis	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Floor Area	7,896	2,227
2020 Population/Nonres. Trips	48,885	62,488
Square Feet per 1,000 Persons/Nonres. Trips	**161.5**	**35.6**

Cost Analysis	Residential	Nonresidential
Square Feet per 1,000 Persons/Nonres. Trips	161.5	35.6
Replacement Cost per Square Foot [1]	$312	$312
Capital Cost per Person/Nonres. Trip	**$50**	**$11**

[1] County Facilities Space Needs Study, 2020

Sheriff Development Impact Fee Credits

Currently, Lancaster County does not have existing that the was used to construct Sheriff facilities that were included in this analysis. Additionally, there are no future dedicated revenues that will be also used to construct Sheriff facilities. Thus, it is determined that a credit is not necessary to mitigate any double payment issues.

Projection of Sheriff Facility Growth-Related Facility Needs

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

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

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

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

To estimate the 10-year growth needs for Sheriff office space, the current level of service (161.5 square feet per 1,000 persons and 35.6 square feet per 1,000 nonresidential vehicle trips) is applied to the residential and nonresidential growth projected for the Greater Panhandle. The service area is projected to increase by 40,664 residents and 17,001 nonresidential vehicle trips over the next ten years (see Appendix B). Listed in Figure 22, there will be a need for 7,173 new Sheriff office space square feet to accommodate future demands. By applying the average cost ($312 per square feet), the total expenditure for the growth is calculated (7,173 square feet x $312 = $2,240,498).

Figure 22. 10-Year Sheriff Station Needs to Accommodate Growth

Infrastructure Type	Level of Service			Demand Unit	Cost / Sq. Ft.
Sheriff Office Space	Residential	161.5	Square Feet	per 1,000 persons	$312
	Nonresidential	35.6		per 1,000 trips	

Growth-Related Need for Sheriff Office Space						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2020	48,885	62,488	7,894	2,224	10,118
Year 1	2021	53,579	65,066	8,652	2,316	10,968
Year 2	2022	58,273	67,664	9,411	2,408	11,819
Year 3	2023	62,967	70,283	10,169	2,502	12,671
Year 4	2024	68,184	71,520	11,011	2,546	13,557
Year 5	2025	73,401	72,783	11,854	2,591	14,445
Year 6	2026	78,618	74,071	12,696	2,636	15,332
Year 7	2027	81,350	75,385	13,138	2,683	15,821
Year 8	2028	84,083	76,726	13,579	2,731	16,310
Year 9	2029	86,816	78,094	14,020	2,780	16,800
Year 10	2030	89,549	79,489	14,462	2,829	17,291
Ten-Year Increase		40,664	17,001	**6,568**	**605**	**7,173**
			Projected Expenditure	**$2,051,525**	**$188,973**	**$2,240,498**

Growth-Related Expenditures for Sheriff Office Space	$2,240,498

Maximum Supportable Sheriff Development Impact Fee

Figure 23 shows the maximum supportable Sheriff Development Impact Fee. Development impact fees for Sheriff 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 (persons per housing unit) a residential development will place on the current infrastructure based on level of service standards. For residential development, the total cost per person is multiplied by the household size to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet to calculate the proposed fee.

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

Figure 23. Maximum Supportable Sheriff Development Impact Fee

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trip
Sheriff Office Space	$50	$11
Gross Total	$50	$11
Net Total	**$50**	**$11**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family Detached	2.52	**$126**
Single Family Attached	2.14	**$107**
Multifamily	1.79	**$90**

Nonresidential

Development Type	Trips per 1,000 Sq Ft	Maximum Supportable Fee per 1,000 Sq Ft
Retail	14.35	**$158**
Office	4.87	**$54**
Industrial	2.48	**$27**
Warehouse	0.87	**$10**
Healthcare	5.36	**$59**
Institutional	9.76	**$107**

Revenue from Sheriff Development Impact Fee

Revenue from the Sheriff Development Impact Fee is estimated in Figure 24. There is projected to be 17,178 new housing units and 2,614,000 new nonresidential square feet in the service area by 2029. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate $1.8 million in revenue ($124 x 14,371 units = $1,781,774).

The revenue is projected to cover all the growth-related capital costs. The marginal difference in revenue and expenditures is from rounding in the calculations.

Figure 24. Estimated Revenue from Sheriff Development Impact Fee

Infrastructure Costs for Sheriff Facilities

	Total Cost	Growth Cost
Sheriff Station Facilities	$2,240,498	$2,240,498
Total Expenditures	**$2,240,498**	**$2,240,498**

Projected Development Impact Fee Revenue

		Single Family $124 per unit	Multifamily $90 per unit	Retail $158 per KSF	Office $54 per KSF	Industrial $27 per KSF	Warehouse $10 per KSF	Healthcare $59 per KSF	Institutional $107 per KSF
Year		**Housing Units**	**Housing Units**	**KSF**	**KSF**	**KSF**	**KSF**	**KSF**	**KSF**
Base	2020	18,374	1,853	2,119	1,896	2,527	1,273	402	1,365
Year 1	2021	19,956	2,284	2,170	2,177	2,566	1,292	449	1,376
Year 2	2022	21,538	2,714	2,222	2,457	2,605	1,312	496	1,388
Year 3	2023	23,120	3,145	2,275	2,738	2,645	1,332	543	1,400
Year 4	2024	25,119	3,290	2,330	2,768	2,685	1,352	556	1,413
Year 5	2025	27,117	3,436	2,386	2,798	2,726	1,373	570	1,425
Year 6	2026	29,116	3,581	2,443	2,829	2,768	1,394	583	1,437
Year 7	2027	30,023	3,851	2,502	2,860	2,811	1,415	598	1,450
Year 8	2028	30,930	4,121	2,562	2,892	2,854	1,437	612	1,462
Year 9	2029	31,838	4,390	2,623	2,924	2,897	1,459	627	1,475
Year 10	2030	32,745	4,660	2,686	2,956	2,942	1,481	642	1,488
Ten-Year Increase		14,371	2,807	567	1,060	414	209	240	123
Projected Revenue =>		$1,781,774	$252,642	$89,595	$57,228	$11,189	$2,087	$14,181	$13,211

Projected Revenue =>	**$2,221,906**
Total Expenditures =>	**$2,240,498**
Non-Impact Fee Funding =>	**$18,592**

PUBLIC SAFETY CIP AND DEVELOPMENT IMPACT FEE: EMS

Methodology

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

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

The EMS Development Impact Fee includes components:

- EMS stations
- EMS vehicles
- EMS administration and training facilities

An incremental expansion methodology is applied to each component. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

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

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

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

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

Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on persons per housing unit 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 EMS services from nonresidential development.

EMS Service Area

The service area for the EMS Development Impact Fee is defined as the Greater Panhandle area. A map can be found at several points in this report including on page 85.

EMS Service Units

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

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

The "service unit" used for residential development is persons per housing unit (PPHU). This is a measure of, on average, the number of persons residing in each housing unit. As shown in Figure 25, there are 2.52 persons per single family detached unit, 2.14 persons per single family attached unit, and 1.79 persons per multifamily unit. Factors have been calculate based on data provided by the U.S. Census Bureau's 2018 American Community Survey and Public Use Microdata (further discussed in Appendix B).

Figure 25. Residential Service Units

Housing Type	Persons per Housing Unit
Single Family Detached [1]	2.52
Single Family Attached	2.14
Multifamily [2]	1.79

Source: U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates; PUMS 2018 5-Year Estimate, SC PUMA 700
[1] Includes single family detached and mobile homes
[2] Includes dwellings in structures with two or more units

TischlerBise recommends using nonresidential vehicle trips as the nonresidential "service unit" for EMS infrastructure. Average weekday vehicle trip ends for nonresidential development are from the 10th edition of the reference book, Trip Generation, published in 2017 by the Institute of Transportation Engineers. A "trip end" represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for nonresidential development are calculated per thousand square feet.

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

The standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail 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 26. Nonresidential Service Units

Land Use Type	ITE Codes	Adj. Veh. Trips per 1,000 Sq. Ft.
Retail	820	14.35
Office	710	4.87
Industrial	110	2.48
Warehouse	150	0.87
Healthcare	610	5.36
Institutional	520	9.76

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009

EMS Proportionate Share

Both residential and nonresidential developments increase the demand on EMS facilities. To calculate the proportional share between residential and nonresidential demand on facilities, the county'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 County through the 24 hours in a day. Based on available data, the functional population calculation includes countywide 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 Lancaster County are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the County are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the County working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2017 functional population data, residential development accounts for 78 percent of the functional population, while nonresidential development accounts for 22 percent, see Figure 27.

Figure 27. Lancaster County Functional Population

Lancaster County, SC (2017)				
Residential			*Demand Hours/Day*	*Person Hours*
Population*	93,385			
Residents Not Working		57,744	20	1,154,880
Employed Residents	35,641			
Employed in Lancaster County		9,587	14	134,218
Employed outside Lancaster County		26,054	14	364,756
			Residential Subtotal	1,653,854
			Residential Share =>	**78%**
Nonresidential				
Non-working Residents		57,744	4	230,976
Jobs Located in Lancaster County	24,636			
Residents Employed in Lancaster County		9,587	10	95,870
Non-Resident Workers (inflow commuters)		15,049	10	150,490
			Nonresidential Subtotal	477,336
			Nonresidential Share =>	**22%**
			TOTAL	2,131,190

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 (countywide population)

Furthermore, only a share of EMS facilities can be attributed to demand in the Greater Panhandle Service Area. To attribute facilities to the service area, EMS calls for service are analyzed. Shown below, 32 percent of the 2019 annual calls were to the fire districts in the service area. This proportion is applied to facilities in the following level of service calculations.

Figure 28. Lancaster County EMS Service Calls

District	2019 EMS Calls
Pleasant Valley Fire District	1,129
Indian Land Fire District	2,548
Van Wyck Fire District	516
Riverside Fire District	326
Shiloh Zion Fire District	637
Camp Creek Fire District	678
Service Area Subtotal	5,834
Countywide EMS Calls	18,329
Percent of Total	**32%**

Source: Lancaster County EMS Department

EMS Facilities Level of Service & Cost Analysis

The EMS Development Impact Fee includes the facilities that house the County's EMS services. Identified by County staff, additional expansion will be necessary to serve future growth.

As shown in Figure 29, there are eight EMS stations, totaling 22,191 square feet. To determine the level of service factors for the development impact fee, the calls for service split is applied to station floor area, resulting in 7,101 square feet attributed to the service area. Furthermore, the attributed floor area is allocated to residential and nonresidential demand based on the functional population analysis. Of the attributed floor area, 5,539 square feet is allocated to residential demand and 1,562 square feet is allocated to nonresidential demand.

The current level of service is found by dividing the allocated floor area by the 2020 residential and nonresidential demand units (population and nonresidential vehicle trips) for the service area. Specifically, 113.3 square feet of 1,000 per persons and 25.0 square feet per 1,000 nonresidential vehicle trips.

Based on the recent construction of EMS Station #9, the average construction cost for a station is $329 per square foot. That cost factor is used to determine the current replacement cost of the stations. To find the capital cost per person or per nonresidential vehicle trip, the level of service standards are applied to the average cost per square foot. For example, the residential cost per person is $37 (113.3 square feet per 1,000 persons x $329 per square foot = $37 per person, rounded).

Figure 29. EMS Station Level of Service and Cost Factors

EMS Station	Total Square Feet	Study Area Calls for Service	Study Area Square Feet	Study Area Replacement Cost
EMS Station #1	3,002	32%	961	$316,051
EMS Station #2	2,878	32%	921	$302,996
EMS Station #3	1,809	32%	579	$190,452
EMS Station #5	2,345	32%	750	$246,882
EMS Station #6	1,571	32%	503	$165,395
EMS Station #7	1,330	32%	426	$140,022
EMS Station #8	2,376	32%	760	$250,145
EMS Station #9	6,880	32%	2,202	$724,326
Total	**22,191**	**32%**	**7,101**	**$2,336,268**

Level of Service Analysis	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Floor Area	5,539	1,562
2020 Population/Nonres. Trips	48,885	62,488
Square Feet per 1,000 Persons/Nonres. Trips	**113.3**	**25.0**

Cost Analysis	Residential	Nonresidential
Square Feet per 1,000 Persons/Nonres. Trips	113.3	25.0
Replacement Cost per Square Foot [1]	$329	$329
Capital Cost per Person/Nonres. Trip	**$37**	**$8**

[1] Cost per square foot is from the recent construction of EMS Station #9

The EMS Department has 16 ambulances in its fleet to conduct operations. To determine the level of service factors for the development impact fee, the EMS calls for service split is used to attribute the vehicles to the service area demand. Of the attributed total, 4 vehicles are allocated to residential demand and 1 vehicle are allocated to nonresidential demand.

The level of service is found by dividing the allocated vehicles by the 2020 residential and nonresidential demand units (population and nonresidential vehicle trips) for the service area. Specifically, 0.082 vehicles per 1,000 persons and 0.018 vehicles per 1,000 nonresidential vehicle trips.

From the EMS Department, the replacement cost of an ambulance is $380,000. 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. For example, the residential cost per person is $31 (0.082 vehicles per 1,000 persons x $380,000 = $31 per person, rounded).

Figure 30. EMS Vehicle Level of Service and Cost Factors

EMS Vehicles	Total Units	Study Area Calls for Service	Study Area Units	Study Area Replacement Cost
EMS Ambulance	16	32%	5	$1,945,600
Total	**16**	**32%**	**5**	**$1,945,600**

Level of Service Analysis	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Fleet	4	1
2020 Population/Nonres. Trips	48,885	62,488
Units per 1,000 Persons/Nonres. Trips	**0.082**	**0.018**

Cost Analysis	Residential	Nonresidential
Units per 1,000 Persons/Nonres. Trips	0.1	0.0
Replacement Cost per Unit [1]	$380,000	$380,000
Capital Cost per Person/Nonres. Trip	**$31**	**$7**

[1] Source: Lancaster County EMS Department

As shown in Figure 31, based on the calls for service data 2,300 square feet of EMS administration and training facilities is attributed to the service area. Of the attributed floor area, 1,794 square feet is allocated to residential demand and 506 square feet is allocated to nonresidential demand.

The current level of service is found by dividing the allocated floor area by the 2020 residential and nonresidential demand units (population and nonresidential vehicle trips) for the service area. Specifically, 36.7 square feet of 1,000 per persons and 8.1 square feet per 1,000 nonresidential vehicle trips.

Based on data in the recent Facilities Space Needs Study, the average construction cost for an administration/operation facility is $312 per square foot. That cost factor is used to determine the current replacement cost. To find the capital cost per person and 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 $11 (36.7 square feet per 1,000 persons x $312 per square foot = $11 per person, rounded).

Figure 31. EMS Admin and Training Facility Level of Service and Cost Factors

EMS Facility	Total Square Feet	Study Area Calls for Service	Study Area Square Feet	Study Area Replacement Cost
Administration, Training, Logistics	7,188	32%	2,300	$718,459
Total	**7,188**	**32%**	**2,300**	**$718,459**

Level of Service Analysis	**Residential**	**Nonresidential**
Proportionate Share	78%	22%
Share of Floor Area	1,794	506
2020 Population/Nonres. Trips	48,885	62,488
Square Feet per 1,000 Persons/Nonres. Trips	**36.7**	**8.1**

Cost Analysis	**Residential**	**Nonresidential**
Square Feet per 1,000 Persons/Nonres. Trips	36.7	8.1
Replacement Cost per Square Foot [1]	$312	$312
Capital Cost per Person/Nonres. Trip	**$11**	**$3**

[1] County Facilities Space Needs Study, 2020 Draft

Credit for Future Debt Payments

To ensure fee-payers avoid potential double payment for annual debt service, TischlerBise included in credit in the development impact fee calculations for the bonds issued to the construct the EMS Headquarters. The bond will be repaid through property tax revenue, so the future payments are attributed to residential and nonresidential land uses based on assessed value. Shown below, residential land uses account for 59 percent and nonresidential 41 percent of the assessed value in Lancaster County.

Figure 32. Lancaster County Assessed Value by Land Use

Property Type	Assessed Value	Percent
Owner Occupied (4% assessment ratio)	$187,821,470	47%
Agricultural (Private) (4%)	$1,484,940	0%
Agricultural (Corporate) (6%)	$404,720	0%
Commercial/Rental (6%)	$98,649,680	25%
Personal Property (Vehicles) (6%)	$42,357,846	11%
Other Personal Property (10.5%)	$3,252,823	1%
Manufacturing (10.5%)	$10,900,990	3%
Utility (10.5%)	$26,918,393	7%
Business Personal (10.5%)	$9,210,828	2%
Motor Carrier (9.5%)	$1,593,380	0%
Fee-in-Lieu and Joint Industrial Park	$17,897,244	4%
Total Assessed Value	$400,492,314	100%

Source: 2018 Local Government Finance Report, South Carolina Revenue and Fiscal Affairs Office, 2019

Land Use	Assessed Value	Percent
Residential	$234,917,079	59%
Nonresidential	$165,575,235	41%
Total	$400,492,314	100%

Source: TischlerBise analysis

Following the same methodology as the level of service analysis, annual debt service was split between residential and nonresidential development and then divided by annual demand units (population and nonresidential vehicle trips) to yield payments per person or vehicle trip. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (interest) rate. This results in a credit of $3 per person and $2 per nonresidential vehicle trip rounded.

Figure 33. Credit for Future Debt Payments

Fiscal Year	Total Payment	EMS Purpose 21%	Study Area Payment	Residential 59%	Nonresidential 41%
Base Year	$1,255,000	$259,576	$82,621	$48,463	$34,158
2020	$695,000	$143,749	$45,754	$26,838	$18,916
2021	$730,000	$150,988	$48,059	$28,190	$19,869
2022	$770,000	$159,262	$50,692	$29,734	$20,958
2023	$810,000	$167,535	$53,325	$31,279	$22,046
2024	$850,000	$175,808	$55,959	$32,824	$23,135
2025	$890,000	$184,082	$58,592	$34,368	$24,224
Total	**$6,000,000**	**$1,241,000**	**$395,002**	**$231,696**	**$163,306**

Residential

Fiscal Year	Payment	Projected Population	Payment/ Capita
Base Year	$48,463	48,885	$0.99
2020	$26,838	53,579	$0.50
2021	$28,190	58,273	$0.48
2022	$29,734	62,967	$0.47
2023	$31,279	68,184	$0.46
2024	$32,824	73,401	$0.45
2025	$34,368	78,618	$0.44
Total	**$231,696**		**$3.79**
		Discount Rate	4.00%
	Total Credit per Person		**$3**

Nonresidential

Fiscal Year	Payment	Projected Nonres. Vehicle Trips	Payment/ Trip
Base Year	$34,158	62,488	$0.55
2020	$18,916	65,066	$0.29
2021	$19,869	67,664	$0.29
2022	$20,958	70,283	$0.30
2023	$22,046	71,520	$0.31
2024	$23,135	72,783	$0.32
2025	$24,224	74,071	$0.33
Total	**$163,306**		**$2.39**
		Discount Rate	4.00%
		Total Credit per Trip	**$2**

Credit for One-Cent Sales Tax Referendum Projects

There are two EMS projects listed in the referendum continuing a one-cent sales tax by Lancaster County to fund certain capital improvement projects. The EMS projects (Station #7/#10) are contributing to the countywide level of service and to ensure there are no double payments by new development a credit is included in the development impact fee.

Listed in Figure 34, the projects total $3,600,000. Since the referendum is for seven years, the one-cent sales tax will generate an average annual revenue of $514,000 to fund the projects.

Figure 34. EMS One-Cent Referendum Projects

EMS Portion of One-Cent Sales Tax	Funded & Constructed 2022-2029	Annual Average Revenue
$3,600,000	7 years	$514,000

Based on the functional population of Lancaster County, residential purposes are estimated to generate 78 percent of the sales tax revenue. There are currently 102,797 countywide residents, resulting in an annual average tax revenue of $2.93 per person. Over the next seven years, $21 per person is estimated as credit for the EMS projects ($2.93 per person x 7 years = $21, rounded).

Figure 35. Residential Portion of the EMS Referendum Projects

Residential 78%	Base Year Countywide Population	Average Annual Tax Revenue per Capita	7-Year Tax Revenue per Capita
$301,497	102,797	$2.93	**$21**

Nonresidential purposes are estimated to generate 22 percent of the sales tax revenue. There are currently 129,536 nonresidential vehicle trips countywide, resulting in an annual average tax revenue of $1.64. Over the next seven years, $11 per vehicle trip is estimated as a credit for the EMS projects.

Figure 36. Nonresidential Portion of the EMS Referendum Projects

Nonresidential 22%	Base Year Countywide Nonres. Veh. Trips	Average Annual Tax Revenue per Veh. Trip	7-Year Tax Revenue per Veh. Trip
$212,503	129,536	$1.64	**$11**

Projection of EMS Facility Growth-Related Facility Needs

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

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

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

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

To estimate the 10-year growth needs for EMS stations, the current level of service (113.30 square feet per 1,000 persons and 25.0 square feet per 1,000 nonresidential vehicle trips) is applied to the residential and nonresidential growth projected for the Greater Panhandle. The service area is projected to increase by 40,664 residents and 17,001 nonresidential vehicle trips over the next ten years (see Appendix B). Listed in Figure 37, there will be a need for 5,032 new EMS Station square feet to accommodate future demands. By applying the average cost of a station ($329 per square feet), the total expenditure for the growth is calculated (5,032 square feet x $329 = $1,655,528).

Figure 37. 10-Year EMS Station Needs to Accommodate Growth

Infrastructure Type	Level of Service			Demand Unit	Cost / Sq. Ft.
EMS Stations	Residential	113.3	Square Feet	per 1,000 persons	$329
	Nonresidential	25.0		per 1,000 trips	

Growth-Related Need for EMS Stations						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2020	48,885	62,488	5,538	1,562	7,100
Year 1	2021	53,579	65,066	6,070	1,626	7,696
Year 2	2022	58,273	67,664	6,602	1,691	8,293
Year 3	2023	62,967	70,283	7,134	1,757	8,891
Year 4	2024	68,184	71,520	7,725	1,788	9,513
Year 5	2025	73,401	72,783	8,316	1,819	10,135
Year 6	2026	78,618	74,071	8,907	1,851	10,758
Year 7	2027	81,350	75,385	9,217	1,884	11,101
Year 8	2028	84,083	76,726	9,526	1,918	11,444
Year 9	2029	86,816	78,094	9,836	1,952	11,788
Year 10	2030	89,549	79,489	10,145	1,987	12,132
Ten-Year Increase		40,664	17,001	**4,607**	**425**	**5,032**
			Projected Expenditure	**$1,515,703**	**$139,825**	**$1,655,528**

Growth-Related Expenditures for EMS Stations	$1,655,528

To estimate the 10-year growth needs for EMS vehicles, the current level of service (0.082 vehicles per 1,000 persons and 0.018 units per 1,000 nonresidential vehicle trips) is applied to the residential and nonresidential growth projected for the Great Panhandle. The service area is projected to increase by

40,664 residents and 17,001 nonresidential vehicle trips over the next ten years (see Appendix B). Listed Figure 38, there will be a need for 3.6 new EMS vehicles to accommodate future demands. By applying the average cost of a vehicle ($380,000), the total expenditure for the growth is calculated (3.6 vehicles x $380,000 = $1,368,000).

Figure 38. 10-Year EMS Vehicle Needs to Accommodate Growth

Infrastructure Type	Level of Service			Demand Unit	Unit Cost
EMS Vehicles	Residential	0.082	Units	per 1,000 persons	$380,000
	Nonresidential	0.018		per 1,000 trips	

Growth-Related Need for EMS Vehicles						
Year		Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2020	48,885	62,488	4.0	1.1	5.1
Year 1	2021	53,579	65,066	4.3	1.1	5.4
Year 2	2022	58,273	67,664	4.7	1.2	5.9
Year 3	2023	62,967	70,283	5.1	1.2	6.3
Year 4	2024	68,184	71,520	5.5	1.2	6.7
Year 5	2025	73,401	72,783	6.0	1.3	7.3
Year 6	2026	78,618	74,071	6.4	1.3	7.7
Year 7	2027	81,350	75,385	6.6	1.3	7.9
Year 8	2028	84,083	76,726	6.8	1.3	8.1
Year 9	2029	86,816	78,094	7.1	1.4	8.5
Year 10	2030	89,549	79,489	7.3	1.4	8.7
Ten-Year Increase		40,664	17,001	**3.30**	**0.30**	**3.6**
			Projected Expenditure	**$1,254,000**	**$114,000**	**$1,368,000**

Growth-Related Expenditures for EMS Vehicles	$1,368,000

To estimate the 10-year growth needs for EMS administration and training facilities, the current level of service (36.7 square feet per 1,000 persons and 8.1 square feet per 1,000 nonresidential vehicle trips) is applied to the residential and nonresidential growth projected for the Greater Panhandle. The service area is projected to increase by 40,664 residents and 17,001 nonresidential vehicle trips over the next ten years (see Appendix B). Listed in Figure 39, there will be a need for 1,629 new EMS administration and training square feet to accommodate future demands. By applying the average cost ($312 per square feet), the total expenditure for the growth is calculated (1,629 square feet x $312 = $508,821).

Figure 39. 10-Year EMS Administration and Training Facility Needs to Accommodate Growth

Infrastructure Type	Level of Service			Demand Unit	Cost / Sq. Ft.
EMS Administration	Residential	36.7	Square Feet	per 1,000 persons	$312
	Nonresidential	8.1		per 1,000 trips	

Growth-Related Need for EMS Administration						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2020	48,885	62,488	1,794	506	2,300
Year 1	2021	53,579	65,066	1,966	527	2,493
Year 2	2022	58,273	67,664	2,138	548	2,686
Year 3	2023	62,967	70,283	2,310	569	2,879
Year 4	2024	68,184	71,520	2,502	579	3,081
Year 5	2025	73,401	72,783	2,693	589	3,282
Year 6	2026	78,618	74,071	2,885	599	3,484
Year 7	2027	81,350	75,385	2,985	610	3,595
Year 8	2028	84,083	76,726	3,085	621	3,706
Year 9	2029	86,816	78,094	3,186	632	3,818
Year 10	2030	89,549	79,489	3,286	643	3,929
Ten-Year Increase		40,664	17,001	**1,492**	**137**	**1,629**
			Projected Expenditure	**$466,029**	**$42,792**	**$508,821**

Growth-Related Expenditures for EMS Administration	$508,821

Maximum Supportable EMS Development Impact Fee

Figure 40 shows the maximum supportable EMS Development Impact Fee. Development impact fees for EMS 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 (persons per housing unit) a residential development will place on the current infrastructure based on level of service standards. For residential development, the total cost per person is multiplied by the household size to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet to calculate the proposed fee.

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

Figure 40. Maximum Supportable EMS Development Impact Fee

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trip
EMS Stations	$37	$8
EMS Vehicles	$31	$7
EMS Administration	$11	$3
Gross Total	$79	$18
Credit for Debt Payments	($3)	($2)
Credit for One-Cent Sales Tax	($21)	($11)
Net Total	**$55**	**$5**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family Detached	2.52	**$139**
Single Family Attached	2.14	**$118**
Multifamily	1.79	**$98**

Nonresidential

Development Type	Trips per 1,000 Sq Ft	Maximum Supportable Fee per 1,000 Sq Ft
Retail	14.35	**$72**
Office	4.87	**$24**
Industrial	2.48	**$12**
Warehouse	0.87	**$4**
Healthcare	5.36	**$27**
Institutional	9.76	**$49**

Revenue from EMS Development Impact Fee

Revenue from the EMS Development Impact Fee is estimated in Figure 41. There is projected to be 17,178 new housing units and 2,614,000 new nonresidential square feet in the service area by 2029. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate $2 million in revenue ($137 x 14,371 units = $1,965,548). The revenue is projected to cover 66 percent of the growth-related capital costs. It is expected that the County's will need to supplement a portion of the growth-related cost because of the credit being included to prevent development from double paying.

Figure 41. Estimated Revenue from EMS Development Impact Fee

Infrastructure Costs for EMS Facilities

	Total Cost	Growth Cost
EMS Stations	$1,655,528	$1,655,528
EMS Vehicles	$1,368,000	$1,368,000
EMS Administration	$508,821	$508,821
Total Expenditures	**$3,532,349**	**$3,532,349**

Projected Development Impact Fee Revenue

		Single Family $137 per unit	Multifamily $98 per unit	Retail $72 per KSF	Office $24 per KSF	Industrial $12 per KSF	Warehouse $4 per KSF	Healthcare $27 per KSF	Institutional $49 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF	KSF	KSF
Base	2020	18,374	1,853	2,119	1,896	2,527	1,273	402	1,365
Year 1	2021	19,956	2,284	2,170	2,177	2,566	1,292	449	1,376
Year 2	2022	21,538	2,714	2,222	2,457	2,605	1,312	496	1,388
Year 3	2023	23,120	3,145	2,275	2,738	2,645	1,332	543	1,400
Year 4	2024	25,119	3,290	2,330	2,768	2,685	1,352	556	1,413
Year 5	2025	27,117	3,436	2,386	2,798	2,726	1,373	570	1,425
Year 6	2026	29,116	3,581	2,443	2,829	2,768	1,394	583	1,437
Year 7	2027	30,023	3,851	2,502	2,860	2,811	1,415	598	1,450
Year 8	2028	30,930	4,121	2,562	2,892	2,854	1,437	612	1,462
Year 9	2029	31,838	4,390	2,623	2,924	2,897	1,459	627	1,475
Year 10	2030	32,745	4,660	2,686	2,956	2,942	1,481	642	1,488
Ten-Year Increase		14,371	2,807	567	1,060	414	209	240	123
Projected Revenue =>		$1,965,548	$275,099	$40,828	$25,434	$4,973	$835	$6,490	$6,050

Projected Revenue =>	**$2,325,256**
Total Expenditures =>	**$3,532,349**
Non-Impact Fee Funding =>	**$1,207,093**

PUBLIC SAFETY CIP AND DEVELOPMENT IMPACT FEE: FIRE

Methodology

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

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

The Fire Development Impact Fee includes components:

- Fire stations
- Fire vehicles
- Fire administration and training facilities

An incremental expansion methodology is applied to each component. Costs are allocated to both residential and nonresidential development using different demand indicators for each type of development.

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

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

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

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

Residential development impact fees are calculated on a per capita basis, then converted to an appropriate amount for each type of housing unit based on persons per housing unit 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 Area

The service area for the Fire Development Impact Fee is defined as the Greater Panhandle area. A map can be found at several points in this report including on page 85.

Fire Service Units

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

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

The "service unit" 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 42, there are 2.52 persons per single family detached unit, 2.14 persons per single family attached unit, and 1.79 persons per multifamily unit. Factors have been calculate based on data provided by the U.S. Census Bureau's 2018 American Community Survey and Public Use Microdata (further discussed in Appendix B).

Figure 42. Residential Service Units

Housing Type	Persons per Housing Unit
Single Family Detached [1]	2.52
Single Family Attached	2.14
Multifamily [2]	1.79

Source: U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates; PUMS 2018 5-Year Estimate, SC PUMA 700
[1] Includes single family detached and mobile homes
[2] Includes dwellings in structures with two or more units

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 10th edition of the reference book, Trip Generation, published in 2017 by the Institute of Transportation Engineers. A "trip end" represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for nonresidential development are calculated per thousand square feet.

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

The standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail 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 43. Nonresidential Service Units

Land Use Type	ITE Codes	Adj. Veh. Trips per 1,000 Sq. Ft.
Retail	820	14.35
Office	710	4.87
Industrial	110	2.48
Warehouse	150	0.87
Healthcare	610	5.36
Institutional	520	9.76

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009

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 county'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 County through the 24 hours in a day. Based on available data, the functional population calculation includes countywide 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 Lancaster County are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the County are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the County working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2017 functional population data, residential development accounts for 78 percent of the functional population, while nonresidential development accounts for 22 percent, see Figure 44.

Figure 44. Lancaster County Functional Population

Lancaster County, SC (2017)				
Residential			*Demand*	*Person*
Population*	93,385		*Hours/Day*	*Hours*
Residents Not Working		57,744	20	1,154,880
Employed Residents	35,641			
Employed in Lancaster County		9,587	14	134,218
Employed outside Lancaster County		26,054	14	364,756
			Residential Subtotal	1,653,854
			Residential Share =>	**78%**
Nonresidential				
Non-working Residents		57,744	4	230,976
Jobs Located in Lancaster County	24,636			
Residents Employed in Lancaster County		9,587	10	95,870
Non-Resident Workers (inflow commuters)		15,049	10	150,490
			Nonresidential Subtotal	477,336
			Nonresidential Share =>	**22%**
			TOTAL	2,131,190

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 (countywide population)

Furthermore, only a share of Fire facilities can be attributed to demand in the Greater Panhandle Service Area. To attribute facilities to the service area, fire calls for service are analyzed. Calls for service data is available for each fire station and the location of the call by fire district. This level of detail allows for Fire facilities to be attributed to the Greater Panhandle by fire station. Shown in Figure 45, the level of service to the Greater Panhandle ranges from 0-99 percent. Only the fire stations that have over three percent of their calls to the service area are included in the analysis.

Figure 45. Lancaster County Fire Calls for Service

Station No.	Station Name	% of calls to Study Area
1	Antioch	8%
2	Bell Town	0%
3	Buford	3%
4	Camp Creek	71%
5	Charlotte Rd/Van Wyck	96%
6	Elgin	0%
7	Flat Creek	1%
	Flat Creek Substation	1%
8	Gooches	6%
9	Heath Springs	0%
10	Indian Land	99%
11	Kershaw	1%
12	McDonald Green	0%
14	Pleasant Valley	99%
14	Pleasant Valley Substation	99%
15	Rich Hill	1%
16	Riverside	91%
17	Shiloh Zion	94%
18	Tradesville	0%
19	Unity	32%

Source: Fire Protection Master Planning, 2019, Fitch & Associates

Fire Facilities Level of Service & Cost Analysis

As shown in Figure 46, there are ten fire stations that regularly provide service to the Greater Panhandle. To determine the level of service factors for the development impact fee, the calls for service percentages are applied to station floor areas, resulting in 44,195 square feet attributed to the service area. Furthermore, the attributed floor area is allocated to residential and nonresidential demand based on the functional population analysis. Of the attributed floor area, 34,472 square feet is allocated to residential demand and 9,723 square feet is allocated to nonresidential demand.

The current level of service is found by dividing the allocated floor area by the 2020 residential and nonresidential demand units (population and nonresidential vehicle trips) for the service area. Specifically, 705.2 square feet of 1,000 per persons and 155.6 square feet per 1,000 nonresidential vehicle trips.

Based on the recent construction of the Pleasant Valley Fire Station, the average construction cost for a station is $432 per square foot. That cost factor is used to determine the current replacement cost of the stations. To find the capital cost per person or per nonresidential vehicle trip, the level of service standards are applied to the average cost per square foot. For example, the residential cost per person is $305 (705.2 square feet per 1,000 persons x $432 per square foot = $305 per person, rounded).

Figure 46. Fire Station Level of Service and Cost Factors

Fire Station	Total Square Feet	Study Area Calls for Service	Study Area Square Feet	Study Area Replacement Cost
Antioch	4,660	8%	392	$169,455
Camp Creek	1,536	71%	1,084	$468,221
Charlotte Rd/Van Wyck	3,000	96%	2,876	$1,242,372
Gooches	2,748	6%	174	$75,033
Indian Land	14,000	99%	13,920	$6,013,489
Pleasant Valley	14,576	99%	14,466	$6,249,273
Pleasant Valley Substation	1,250	99%	1,241	$535,921
Riverside	3,040	91%	2,768	$1,195,673
Shiloh Zion	4,386	94%	4,107	$1,774,276
Unity	9,810	32%	3,168	$1,368,495
Total	**59,006**		**44,195**	**$19,092,209**

Level of Service Analysis	**Residential**	**Nonresidential**
Proportionate Share	78%	22%
Share of Floor Area	34,472	9,723
2020 Population/Nonres. Trips	48,885	62,488
Square Feet per 1,000 Persons/Nonres. Trips	**705.2**	**155.6**

Cost Analysis	**Residential**	**Nonresidential**
Square Feet per 1,000 Persons/Nonres. Trips	705.2	155.6
Replacement Cost per Square Foot [1]	$432	$432
Capital Cost per Person/Nonres. Trip	**$305**	**$67**

[1] Cost per square foot is from the recent construction of Pleasant Valley FD Station 1

To determine the level of service factors for fire vehicles, the Fire calls for service percentages for each fire station are applied to the station's fleet to attribute the vehicles to the service area demand. Of the attributed total, 18.65 vehicles are allocated to residential demand and 5.26 vehicle are allocated to nonresidential demand.

The level of service is found by dividing the allocated vehicles by the 2020 residential and nonresidential demand units (population and nonresidential vehicle trips) for the service area. Specifically, 0.381 vehicles per 1,000 persons and 0.84 vehicles per 1,000 nonresidential vehicle trips.

From the Fire Department, the replacement cost of a vehicle is $382,000. 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. For example, the residential cost per person is $146 (0.381 vehicles per 1,000 persons x $382,000 = $146 per person, rounded).

Figure 47. Fire Vehicle Level of Service and Cost Factors

Fire Vehicles	Total Units	Study Area Units	Unit Replacement Cost	Study Area Replacement Cost
Engine	33	10.65	$476,300	$5,074,864
Tanker	22	6.29	$264,326	$1,662,893
Squad	18	5.97	$272,337	$1,625,348
Ladder	2	0.99	$778,462	$772,582
Total	**33**	**23.91**		**$9,135,687**

Level of Service Analysis	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Fleet	18.65	5.26
2020 Population/Nonres. Trips	48,885	62,488
Units per 1,000 Persons/Nonres. Trips	**0.381**	**0.084**

Cost Analysis	Residential	Nonresidential
Units per 1,000 Persons/Nonres. Trips	0.4	0.1
Replacement Cost per Unit [1]	$382,000	$382,000
Capital Cost per Person/Nonres. Trip	**$146**	**$32**

[1] Source: Lancaster County Fire Department

As shown in Figure 48, based on the calls for service data 3,888 square feet of Fire administration and training facilities is attributed to the service area. Of the attributed floor area, 3,033 square feet is allocated to residential demand and 855 square feet is allocated to nonresidential demand.

The current level of service is found by dividing the allocated floor area by the 2020 residential and nonresidential demand units (population and nonresidential vehicle trips) for the service area. Specifically, 62.0 square feet of 1,000 per persons and 13.7 square feet per 1,000 nonresidential vehicle trips.

Based on data in the recent Facilities Space Needs Study, the average construction cost for an administration/operation facility is $312 per square foot. That cost factor is used to determine the current replacement cost. To find the capital cost per person and 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 $19 (62.0 square feet per 1,000 persons x $312 per square foot = $10 per person, rounded).

Figure 48. Fire Admin and Training Facility Level of Service and Cost Factors

Facility	Total Square Feet	Study Area Calls for Service	Study Area Square Feet	Study Area Replacement Cost
Emergency Operations Center	9,500	41%	3,888	$1,214,549
Total	**9,500**		**3,888**	**$1,214,549**

Level of Service Analysis	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Floor Area	3,033	855
2020 Population/Nonres. Trips	48,885	62,488
Square Feet per 1,000 Persons/Nonres. Trips	**62.0**	**13.7**

Cost Analysis	Residential	Nonresidential
Square Feet per 1,000 Persons/Nonres. Trips	62.0	13.7
Replacement Cost per Square Foot [1]	$312	$312
Capital Cost per Person/Nonres. Trip	**$19**	**$4**

[1] County Facilities Space Needs Study, 2020 Draft

Credit for Pleasant Valley Fire District Debt Payment

In the Pleasant Valley Fire District, households and nonresidential development pay an annual fee to help fund fire operations. The fee is $75 per household and per 2,500 square feet of nonresidential floor area. Currently, a portion of the revenue from the fee is used to pay off existing debt that was used to fund the construction of the fire station. In this case, along with the impact fee, a future development is at risk of double payment because they will be paying both the impact fee and the annual operations fee that are both going towards capital improvements.

A credit is included in the Fire Development Impact Fee to ensure there is no double payment. This is done by attributing the future bond payments to residential and nonresidential in the Pleasant Valley Fire District with the functional population split. Population and nonresidential vehicle trips are applied to the bond payments to find an annual per capita and per vehicle trip payment. To account for the time value of money, annual payments are discounted using a net present value formula based on the applicable discount (interest) rate. This results in a credit of $66 per person and $8 per nonresidential vehicle trip rounded.

Figure 49. Pleasant Valley Fire District Credit for Future Debt Payments

Year	2009 GO Bond Refunding
2020	$270,000
2021	$285,000
2022	$300,000
2023	$315,000
2024	$335,000

Year	Residential 78%	Projected Population	Payment/ Capita
2020	$210,600	13,344	$15.78
2021	$222,300	14,623	$15.20
2022	$234,000	15,901	$14.72
2023	$245,700	17,179	$14.30
2024	$261,300	18,603	$14.05
Total	**$1,173,901**		**$74.05**
		Discount Rate	4.00%
	Total Credit per Person		**$66**

Year	Nonresidential 22%	Projected Nonres. Vehicle Trips	Payment/ Trip
2020	$59,400	31,325	$1.90
2021	$62,700	33,215	$1.89
2022	$66,000	35,115	$1.88
2023	$69,300	37,025	$1.87
2024	$73,700	37,665	$1.96
Total	**$331,100**		**$9.50**
		Discount Rate	4.00%
	Total Credit per Nonrs. Trip		**$8**

Note: There is a similar fee for the Indian River Fire District, but the fee is currently not funding debt service, so no development impact fee credit is necessary.

Projection of Fire Facility Growth-Related Facility Needs

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

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

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

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

To estimate the 10-year growth needs for fire stations, the current level of service (705.2 square feet per 1,000 persons and 155.6 square feet per 1,000 nonresidential vehicle trips) is applied to the residential and nonresidential growth projected for the Greater Panhandle. The service area is projected to increase by 40,664 residents and 17,001 nonresidential vehicle trips over the next ten years (see Appendix B). Listed in Figure 50, there will be a need for 31,321 new fire station square feet to accommodate future demands. By applying the average cost of a station ($432 per square feet), the total expenditure for the growth is calculated (31, 321 square feet x $432 = $13,530,672).

Figure 50. 10-Year Fire Station Needs to Accommodate Growth

Infrastructure Type	Level of Service			Demand Unit	Cost / Sq. Ft.
Fire Stations	Residential	705.2	Square Feet	per 1,000 persons	$432
	Nonresidential	155.6		per 1,000 trips	

Growth-Related Need for Fire Stations						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2020	48,885	62,488	34,473	9,723	44,196
Year 1	2021	53,579	65,066	37,783	10,124	47,907
Year 2	2022	58,273	67,664	41,094	10,528	51,622
Year 3	2023	62,967	70,283	44,404	10,936	55,340
Year 4	2024	68,184	71,520	48,083	11,128	59,211
Year 5	2025	73,401	72,783	51,762	11,325	63,087
Year 6	2026	78,618	74,071	55,441	11,525	66,966
Year 7	2027	81,350	75,385	57,368	11,729	69,097
Year 8	2028	84,083	76,726	59,295	11,938	71,233
Year 9	2029	86,816	78,094	61,222	12,151	73,373
Year 10	2030	89,549	79,489	63,149	12,368	75,517
Ten-Year Increase		40,664	17,001	**28,676**	**2,645**	**31,321**
			Projected Expenditure	**$12,388,032**	**$1,142,640**	**$13,530,672**

Growth-Related Expenditures for Fire Stations	$13,530,672

To estimate the 10-year growth needs for Fire vehicles, the current level of service (0.38 vehicles per 1,000 persons and 0.08 units per 1,000 nonresidential vehicle trips) is applied to the residential and nonresidential growth projected for the Great Panhandle. The service area is projected to increase by 40,664 residents and 17,001 nonresidential vehicle trips over the next ten years (see Appendix B). Listed Figure 51, there will be a need for 16.9 new vehicles to accommodate future demands. By applying the average cost of a vehicle ($382,000), the total expenditure for the growth is calculated (16.9 vehicles x $382,000 = $6,455,800).

Figure 51. 10-Year Fire Vehicle Needs to Accommodate Growth

Infrastructure Type	Level of Service			Demand Unit	Unit Cost
Fire Vehicles	Residential	0.38	Units	per 1,000 persons	$382,000
	Nonresidential	0.08		per 1,000 trips	

Growth-Related Need for Fire Vehicles						
Year		Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2020	48,885	62,488	18.6	5.2	23.8
Year 1	2021	53,579	65,066	20.4	5.4	25.8
Year 2	2022	58,273	67,664	22.2	5.6	27.8
Year 3	2023	62,967	70,283	23.9	5.9	29.8
Year 4	2024	68,184	71,520	25.9	6.0	31.9
Year 5	2025	73,401	72,783	27.9	6.1	34.0
Year 6	2026	78,618	74,071	29.9	6.2	36.1
Year 7	2027	81,350	75,385	30.9	6.3	37.2
Year 8	2028	84,083	76,726	32.0	6.4	38.4
Year 9	2029	86,816	78,094	33.0	6.5	39.5
Year 10	2030	89,549	79,489	34.1	6.6	40.7
Ten-Year Increase		40,664	17,001	**15.5**	**1.4**	**16.9**
			Projected Expenditure	**$5,921,000**	**$534,800**	**$6,455,800**

Growth-Related Expenditures for Fire Vehicles	$6,455,800

To estimate the 10-year growth needs for Fire administration and training facilities, the current level of service (62.0 square feet per 1,000 persons and 13.7 square feet per 1,000 nonresidential vehicle trips) is applied to the residential and nonresidential growth projected for the Greater Panhandle. The service area is projected to increase by 40,664 residents and 17,001 nonresidential vehicle trips over the next ten years (see Appendix B). Listed in Figure 52, there will be a need for 2,755 new Fire administration and training square feet to accommodate future demands. By applying the average cost ($312 per square feet), the total expenditure for the growth is calculated (2,755 square feet x $312 = $860,529).

Figure 52. 10-Year Fire Administration and Training Facility Needs to Accommodate Growth

Infrastructure Type	Level of Service			Demand Unit	Cost / Sq. Ft.
Fire Administration	Residential	62.0	Square Feet	per 1,000 persons	$312
	Nonresidential	13.7		per 1,000 trips	

Growth-Related Need for Fire Administration						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2020	48,885	62,488	3,030	856	3,886
Year 1	2021	53,579	65,066	3,321	891	4,212
Year 2	2022	58,273	67,664	3,612	926	4,538
Year 3	2023	62,967	70,283	3,903	962	4,865
Year 4	2024	68,184	71,520	4,227	979	5,206
Year 5	2025	73,401	72,783	4,550	997	5,547
Year 6	2026	78,618	74,071	4,874	1,014	5,888
Year 7	2027	81,350	75,385	5,043	1,032	6,075
Year 8	2028	84,083	76,726	5,213	1,051	6,264
Year 9	2029	86,816	78,094	5,382	1,069	6,451
Year 10	2030	89,549	79,489	5,552	1,089	6,641
Ten-Year Increase		40,664	17,001	**2,522**	**233**	**2,755**
			Projected Expenditure	**$787,751**	**$72,778**	**$860,529**

Growth-Related Expenditures for Fire Administration	$860,529

Maximum Supportable Fire Development Impact Fee

Figure 53 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 (persons per housing unit) a residential development will place on the current infrastructure based on level of service standards. For residential development, the total cost per person is multiplied by the household size to calculate the proposed fee. For nonresidential development, the total cost per vehicle trip is multiplied by the trips per 1,000 square feet to calculate the proposed fee.

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

Figure 53. Maximum Supportable Fire Development Impact Fee

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trip
Fire Stations	$305	$67
Fire Vehicles	$146	$32
Fire Administration	$19	$4
Gross Total	$470	$103
Net Total	**$470**	**$103**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family Detached	2.52	**$1,184**
Single Family Attached	2.14	**$1,006**
Multifamily	1.79	**$841**

Nonresidential

Development Type	Trips per 1,000 Sq Ft	Maximum Supportable Fee per 1,000 Sq Ft
Retail	14.35	**$1,478**
Office	4.87	**$502**
Industrial	2.48	**$255**
Warehouse	0.87	**$90**
Healthcare	5.36	**$552**
Institutional	9.76	**$1,005**

Figure 54. Maximum Supportable Fire Development Impact Fee – Pleasant Valley Fire District

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trip
Fire Stations	$305	$67
Fire Vehicles	$146	$32
Fire Administration	$19	$4
Gross Total	$470	$103
Credit for Debt Payments	($66)	($8)
Net Total	**$404**	**$95**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family Detached	2.52	**$1,018**
Single Family Attached	2.14	**$865**
Multifamily	1.79	**$723**

Nonresidential

Development Type	Trips per 1,000 Sq Ft	Maximum Supportable Fee per 1,000 Sq Ft
Retail	14.35	**$1,363**
Office	4.87	**$463**
Industrial	2.48	**$236**
Warehouse	0.87	**$83**
Healthcare	5.36	**$509**
Institutional	9.76	**$927**

Revenue from Fire Development Impact Fee

Revenue from the Fire Development Impact Fee is estimated in Figure 55. There is projected to be 17,178 new housing units and 2,614,000 new nonresidential square feet in the service area by 2029. To find the revenue, the fee is multiplied by the growth. For example, single family development is estimated to generate $16.1 million in revenue ($1,120 x 14,371 units = $16,101,848). The credit included to ensure no double payment results in a slight funding gap. As a result, the revenue is estimated to cover 96 percent of the estimated future capital costs.

Figure 55. Estimated Revenue from Fire Development Impact Fee

Infrastructure Costs for Fire Facilities

	Total Cost	Growth Cost
Fire Stations	$13,530,672	$13,530,672
Fire Vehicles	$6,455,800	$6,455,800
Fire Administration	$860,529	$860,529
Total Expenditures	**$20,847,001**	**$20,847,001**

Projected Development Impact Fee Revenue

Year		Single Family $1,120 per unit	Multifamily $810 per unit	Retail $1,421 per KSF	Office $463 per KSF	Industrial $247 per KSF	Warehouse $87 per KSF	Healthcare $535 per KSF	Institutional $988 per KSF
		Housing Units	Housing Units	KSF	KSF	KSF	KSF	KSF	KSF
Base	2020	18,374	1,853	2,119	1,896	2,527	1,273	402	1,365
Year 1	2021	19,956	2,284	2,170	2,177	2,566	1,292	449	1,376
Year 2	2022	21,538	2,714	2,222	2,457	2,605	1,312	496	1,388
Year 3	2023	23,120	3,145	2,275	2,738	2,645	1,332	543	1,400
Year 4	2024	25,119	3,290	2,330	2,768	2,685	1,352	556	1,413
Year 5	2025	27,117	3,436	2,386	2,798	2,726	1,373	570	1,425
Year 6	2026	29,116	3,581	2,443	2,829	2,768	1,394	583	1,437
Year 7	2027	30,023	3,851	2,502	2,860	2,811	1,415	598	1,450
Year 8	2028	30,930	4,121	2,562	2,892	2,854	1,437	612	1,462
Year 9	2029	31,838	4,390	2,623	2,924	2,897	1,459	627	1,475
Year 10	2030	32,745	4,660	2,686	2,956	2,942	1,481	642	1,488
Ten-Year Increase		14,371	2,807	567	1,060	414	209	240	123
Projected Revenue =>		$16,101,848	$2,272,667	$805,754	$491,066	$102,188	$18,053	$128,668	$121,967

Projected Revenue =>	**$20,042,210**
Total Expenditures =>	**$20,847,001**
Non-Impact Fee Funding =>	**$804,791**

CAPITAL IMPROVEMENT PLAN

Section 6-1-960(9) of the South Carolina Development Impact Fee Act requires:

> *"a schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan."*

Based on the levels of service found in the development impact fee study, 10-year capital needs are listed below. Over the next ten years, growth is estimated to require $39.9 million in capital improvements for Parks & Recreation, Sheriff, EMS, and Fire facilities in the Greater Panhandle Service Area. The majority of the need is for Fire ($20.8 million) and Parks & Recreation ($13.3 million).

Additionally, the figure lists the projected development impact fee revenue. Overall, between the four infrastructure categories, over the next ten years development impact fees are estimated to generate $36.4 million in revenue. The funding gap is the result of credits to ensure there are no double payment concerns. Furthermore, the funding gap listed does not include the County's commitment to construct Parks & Recreation facilities outside of the service area. Those capital costs are estimated at $1.7 million.

Figure 56. Model Generated Capital Improvement Plan for Greater Panhandle

Improvement	Unit	10-Year Growth's Need Service Area	10-Year Growth's Cost Service Area
Parks & Recreation			
Park Land	acres	93	$2,790,000
Park Improvements	units	20	$3,840,000
Recreation Centers	square feet	23,991	$6,693,489
Sheriff			
Office Space	square feet	7,173	$2,240,498
EMS			
EMS Stations	square feet	5,032	$1,655,528
EMS Vehicles	units	3.6	$1,368,000
EMS Administration	square feet	1,629	$508,821
Fire			
Fire Stations	square feet	31,321	$13,530,672
Fire Vehicles	units	16.9	$6,455,800
Fire Administration	square feet	2,755	$860,529

	10-Year Cost	10-Year Fee Revenue
Parks & Recreation	$13,323,489	$11,794,369
Sheriff	$2,240,498	$2,221,906
EMS	$3,532,349	$2,325,256
Fire	$20,847,001	$20,042,210
Grand Total	$39,943,337	$36,383,741

Figure 57 lists the EMS, Fire, Parks & Recreation, and Sheriff facilities included in the County's Capital Improvement Plan that may be eligible for development impact fee funding. Not included in this list, that

would be eligible for impact fee funding as well, is the potential regional park to be constructed along Highway 521 in the Greater Panhandle Service Area. The regional park is estimated to cost $28.2 million.

However, development impact fees can only fund growth's share of the projects listed. For example, only the new capacity from fire station renovation projects can be funded with impact fee revenue. Furthermore, South Carolina legislation does not explicitly allow impact fee revenue to be used for detention centers. Conservatively, TischlerBise recommends Lancaster County use Sheriff impact fee revenue to fund projects that expand the capacity of the Sheriff's law enforcement services.

Based on the level of service analysis and maximum supportable fee amounts from this report, Lancaster County is projected to collected enough in development impact fee revenue to offset the capital expansions necessary to serve future growth.

Figure 57. Lancaster County Capital Improvement Plan

County Department	Five Year 2021/2026
Emergency Medical Services	**$5,055,000**
Ambulances	$2,500,000
EMS Stations Construction / Relocation	$2,555,000
Fire Service / Emergency Management	**$30,585,199**
Fire Apparatus Countywide Purchase	$6,635,199
Burn Training Facility Building	$5,750,000
Fire Station Construction / Renovation - (NEW)	$16,300,000
Aerial Fire Apparatus - (NEW)	$1,000,000
Mobile Command Post for Emergency Services	$900,000
Parks & Recreation	**$22,829,900**
Lancaster County Sports Complex	$17,000,000
Indian Land - Gym/Playground/Picnic/Practice	$5,498,500
Buford - Parking Lot/Walking Track	$200,000
Springdale - Parking Lot	$131,400
Sheriff	**$26,921,000**
Detention Center	$26,921,000
Grand Total	**$85,391,099**

Source: Lancaster County, Operating and Capital Budget FY 2020/2021

IMPLEMENTATION AND ADMINISTRATION

Development impact fees should be periodically evaluated and updated to reflect recent data. Lancaster County will continue to adjust for inflation. If cost estimates or demand indicators change significantly, the County should redo the fee calculations. South Carolina's enabling legislation exempts a project from development impact fees if it is determined to create affordable housing.

Credits and Reimbursements

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

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

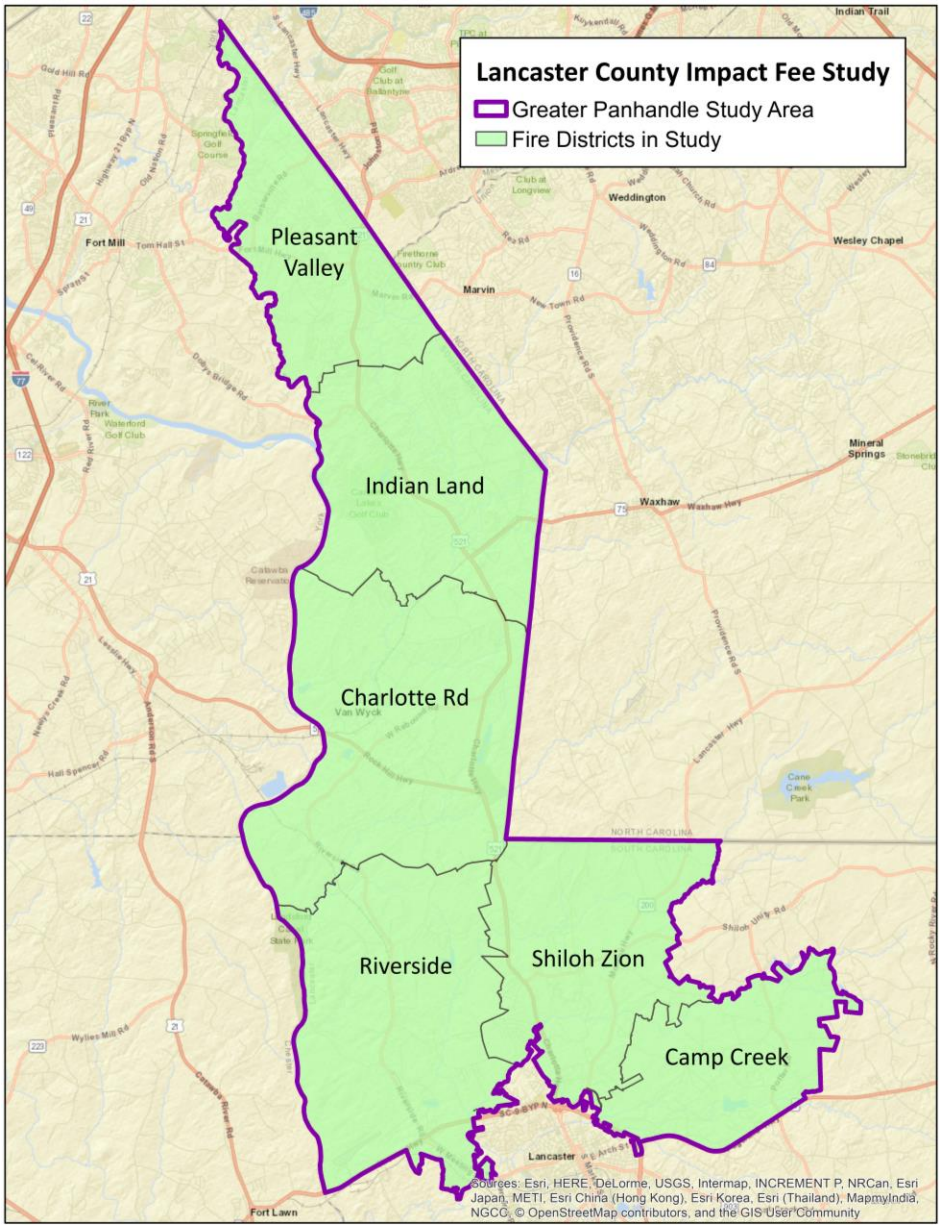
Service Areas

A development impact fee service area is a region in which a defined set of improvements provide benefit to an identifiable amount of new development. Within a service area, all new development of a type (single family, commercial, etc.) is assessed at the same development impact fee rate. Land use assumptions and development impact fees are each defined in terms of this geography, so that capital facility demand, projects needed to meet that demand, and capital facility cost are all quantified in the same terms. Development impact fee revenue collected within a service area is required to be spent within that service area.

Implementation of many small service areas is problematic. Administration is complicated and, because funds collected within the service area must be spent within that area multiple service areas may make it impossible to accumulate sufficient revenue to fund any projects within the time allowed.

As part of our analysis, TischlerBise determined that one service area, the Greater Panhandle region was needed. The level of service for Parks & Recreation facilities was calculated at a countywide basis, however, the service area for the development impact fee is only the Greater Panhandle region. Calls for service data allowed the level of service calculations for the public safety impact fee categories to be calculated at a service area level. The public safety development impact fees will only be collected and spent in the service area.

Figure 58. Lancaster County Service Area Map



APPENDIX A: HOUSING AFFORDABILITY ANALYSIS

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

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

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

South Carolina Development Impact Fee Act

Affordable housing is defined in South Carolina Development Impact Fee Act as housing to families whose incomes do not exceed 80 percent of the median income for the service area or areas within the jurisdiction of the governmental entity. The Act does not mention a preferred methodology to examine the household's whose income does not exceed 80 percent of the median income. Therefore, the analysis uses the US Housing and Urban Development's (HUD) criteria that housing should be 30 percent or less of a household's income. The cost of housing is "moderately burdensome" if its cost burden is over 30 percent and "severely burdensome" if the ratio is over 50 percent.

Maximum Supportable Development Impact Fee

The development impact fees found in Figure 59 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 County may adopt fees that are less than the amounts shown. However, a reduction in development impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service. The housing affordability analysis will assume a conservative condition for assessing the effect of the development impact fee on affordable housing in Lancaster County (i.e. the maximum supportable development impact fee amount). If the County Council were to choose a lower development impact fee amount, the results presented in this report would improve.

A conservative approach is taken, and the fee schedule for the area outside of the Pleasant Valley Fire District is included in the analysis. This fee schedule is slightly higher than the Pleasant Valley Fire District schedule.

Figure 59. Maximum Supportable Development Impact Fee

Development Type	Parks & Recreation	Sheriff	EMS	Fire	Maximum Supportable Fee
Residential (per housing unit)					
Single Family Detached	$731	$126	$139	$1,184	**$2,180**
Single Family Attached	$621	$107	$118	$1,006	**$1,852**
Multifamily	$519	$90	$98	$841	**$1,548**
Nonresidential (per 1,000 square feet)					
Retail	$0	$158	$72	$1,478	**$1,708**
Office	$0	$54	$24	$502	**$580**
Industrial	$0	$27	$12	$255	**$294**
Warehouse	$0	$10	$4	$90	**$104**
Healthcare	$0	$59	$27	$552	**$638**
Institutional	$0	$107	$49	$1,005	**$1,161**

Housing Stock

Listed in Figure 60, the majority of housing in the service area is single family units. Additionally, the majority of owner-occupied units are single family, while renter-occupied units are a mix of the three housing types.

Figure 60. Housing Stock Characteristics

Units in Structure	Owner-Occupied		Renter-Occupied		Renter & Owner Combined				
	Persons	Hsehlds	Persons	Hsehlds	Persons	Hsehlds	Hsg Units	PPHH	PPHU
Single family [1]	28,959	11,250	2,142	664	31,101	11,914	12,522	2.61	2.48
2 to 4	38	38	30	30	68	68	68	1.00	1.00
5 or more	40	21	604	266	644	287	329	2.24	1.96
Total	**29,037**	**11,309**	**2,776**	**960**	**31,813**	**12,269**	**12,919**	**2.59**	**2.46**

Vacant HU	650
Occupancy Rate	95%

Summary by Type of Housing	Totals						
	Persons	Hsehlds	Hsg Units	PPHH	PPHU	Hhld Mix	Hsg Mix
Single Family [1]	31,101	11,914	12,522	2.61	2.48	97%	97%
Multifamily [2]	712	355	397	2.01	1.79	3%	3%
Total	**31,813**	**12,269**	**12,919**	**2.59**	**2.46**	**100%**	**100%**

[1] Includes attached and detached single family homes and mobile homes
[2] Includes all other types
Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Household Income

The purchasing power of residents to secure housing is represented by personal income. Personal income includes all wages, tips, and bonuses from employment, as well as retirement income earned from a pension plan or retirement account. In the analysis, household income represents all residents living in the housing unit, no matter relationship. From the US Census Bureau American Community Survey, in 2018 the median annual household income for owner-occupied household in the Greater Panhandle Service Area was $82,294. By using the US Bureau of Labor Statistics' CPI Calculator, the current household

income is estimated at $84,616. The annual income for a household making 80 percent of the area's median is $67,693, or $5,641 per month. This is done for renter-occupied households as well.

Figure 61. Median Household Income

Tenure	Median Annual Hsehold Income (2018)	Median Annual Hsehold Income (2020)	80% of Median Annual Income	Monthly Income
Owner-occupied	$82,294	$84,616	$67,693	**$5,641**
Renter-occupied	$52,868	$54,360	$43,488	**$3,624**

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates; U.S.
Note: American Community Survey data represents information as of June, 2018. CPI calculator calculates median income to July, 2020 dollars.

Cost of Homeownership

The analysis uses eight categories to calculate the baseline cost of homeownership: purchase price; mortgage payment; property tax; fire district fee; solid waste collection fee; water, sewer and electric utilities; telephone, cable and internet utilities; and homeowners insurance.

The following section details the costs included.

Purchase Price

The median home value is used to estimate the purchase price of a home. The American Community Survey estimates that the median value of a home in the service area in 2018 was $263,543 (US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates). With the US Bureau of Labor Statistics' CPI Calculator, the current home value is estimated to be $270,981.

Mortgage Payment

A conventional, fixed-rate 30-year mortgage is assumed to estimate monthly costs of principle and interest on a home loan. The down payment for a loan is assumed to be 20 percent of the purchase price ($270,981 x 20% = $54,196). The loan amount for the mortgage is determined by subtracting the down payment from the purchase price ($270,981 - $54,196 = $216,785). As of October 7th, 2020, an interest rate of 3.00 percent is assumed for the home purchase based on a survey of competitive interest rates in Lancaster County (www.nerdwallet.com). The monthly mortgage payment is $914.

Property Tax

To calculate annual property tax, homes in Lancaster County that are permanent residences are subject to 4 percent assessment ratio and a property tax millage rate. Depending on their location, residents are subject to a property tax for municipal services, school services, and fire services. The average total millage rate is 338.15. Furthermore, there is a credit for sales tax in Lancaster County which reduces resident's property tax bill. The credit is 0.072 percent of the home value. For an average valued home in Lancaster County, the credit is $196.

As a result, the analysis assumes an annual property tax for the average valued home is $3,469 ($279,981 x 4% x 338.15 / 1,000 = $3,665 [gross property tax bill] - $196 [sales tax credit] = $3,469).

Fire District Fee

In the Pleasant Valley and Indian Land Fire Districts there is an annual fee of $75 that each household pays which helps fund debt service and operations. Although, this fee does not exist throughout the Impact Fee Service Area, a conservative approach is taken, and the fee included in the affordability analysis.

Solid Waste Collection Fee

A weekly pick-up service for trash and recycling was researched online. The service was found to cost an average of $28 per month (Active Waste Solutions).

Water, Sewer, and Electric Utilities

Based on a 2019 survey by South Carolina Rural Infrastructure Authority Office of Local Government, residential customers in Lancaster County Water and Sewer District averaged $43 per month for water and $35.93 per month for sewer.

Additionally, for an average household that uses 1,000 kilowatts of electricity per month, Dominion Energy charges $108.

As a result, there is an estimated monthly bill of $187 per month for these utilities.

Telephone, Cable, and Internet Utilities

Spectrum is a provider of telephone, cable, and internet in Lancaster County. From their website, the three services costs $100 per month.

Homeowner's Insurance

Homeowner's insurance provides protection for the home and is generally required when a home has a mortgage. Conservatively, monthly insurance is estimated to be 10 percent of the monthly mortgage payment or $91.

Monthly Payment

By compiling the month obligations, it is estimated that the monthly cost for homeownership is $1574. At the end of this chapter the monthly costs are listed in Figure 64.

Cost of Renting

The cost of renting a home in the Greater Panhandle Service area is estimated with data provided by the US Census Bureau. In 2018, the median gross rent (including all utilities and rental insurance) is estimated to be $1,255. With the US Bureau of Labor Statistics' CPI Calculator, the current cost of renting is estimated to be $1,290.

Cost Burden Analysis

The cost burden for affordable housing is measured as the ratio between monthly payments for housing (including property tax, fee, utilities, and insurance) and monthly gross household income. An analysis was conducted for residents that purchase a home and residents that rent a home. A cost burden ratio of 30 percent is used as the threshold to determine housing affordability in the service area.

Scenario 1: Baseline Conditions

Figure 62 summarizes the cost burden analysis for residents purchasing or renting a median valued home without the proposed maximum supportable development impact fee included. Based on the results, owner-occupied housing costs are below the affordability cost burden for households whose income is 80 percent of the area's median income. Renter-occupied housing costs are above the threshold.

Figure 62. Scenario 1: Cost Burden Analysis without Maximum Supportable Development Impact Fee

Tenure	Monthly Income (80% of Median)	Monthly Cost	Cost Burden
Owner-Occupied	$5,641	$1,616	**28.6%**
Renter-Occupied	$3,624	$1,290	**35.6%**

Scenario 2: Baseline Condition + Proposed Development Impact Fee

In the second scenario, the maximum supportable development impact fee is included into the cost burden analysis to highlight the effects the fee has on housing affordability. Indicated in Figure 60, owner-occupied housing units are predominately single family units and renter-occupied housings is mixed between the three categories (single family, 2 to 4 units, and 5 or more). Since the development impact fee is calculated by housing size, the owner-occupied housing unit will be assessed the fee for a single family detached unit ($2,180) and the renter-occupied housing unit will be assessed the fee for an average sized multifamily unit ($1,548).

The analysis takes a conservative approach and assumes the purchase price of the median home is raised by the development impact fee. This ultimately increases the household's mortgage payment and property tax, see Figure 64. For renter-occupied housing units, the analysis assumes that the development impact fee will be recouped by the landlord through an increase in monthly rent and will be recouped over 30 years.

Listed in Figure 63, the monthly costs for owners and renters only marginally increases with the maximum supportable development impact fee. The cost burden for owner-occupied housing only increases by 0.2 percentage points while the increase in costs for renter-occupied housing increases by 0.1 percentage points.

Figure 63. Scenario 2: Cost Burden Analysis with Proposed Development Impact Fee

Tenure	Monthly Income (80% of Median)	Monthly Cost	Cost Burden
Owner-Occupied	$5,641	$1,626	**28.8%**
Renter-Occupied	$3,624	$1,294	**35.7%**

Conclusion

The South Carolina Development Impact Fee Act requires preparation of a report that estimates the effect of imposing development impact fees on affordability of housing in the jurisdiction. To calculate the effect, a household that earns 80 percent of the median income should have a cost burden ratio of 30 percent or less for housing. Currently, home ownership is below the affordability threshold, but renting is above the threshold. **This analysis has concluded that the maximum supportable development impact fee**

results in a marginal increase to the monthly cost for residents and that the increase is low enough that the existing cost burdens are unaffected. As noted, this analysis takes a conservative approach and assumes that the development impact fees are absorbed entirely by the home occupants. If the County Council were to choose a lower development impact fee amount, the results presented in this report would improve.

Figure 64. Cost of Homeownership

	Monthly Payment Calculation	
	Scenario 1 Baseline Condition	**Scenario 2 Baseline Condition + Impact Fee**
Purchase Price	$270,981	$273,161
Down Payment	$54,196	$54,632
Loan Amount	$216,785	$218,529
Loan Length (Years)	30	30
Loan Length (Months)	360	360
Yearly Interest Rate	3.00%	3.00%
Monthly Interest Rate	0.25%	0.25%
Monthly Payment	$914	$921
Property Tax (per month)	$289	$291
Fire District Residential Fee	$6	$6
Stormwater Fee	$28	$28
Water, Sewer & Electric Utilities	$187	$187
Telephone, Cable & Internet Utilities	$100	$100
Homeowners Insurance	$91	$91
Monthly Cost	**$1,616**	**$1,626**

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 Lancaster County Development Impact Fee Study. The data estimates and projections are used in the study's calculations and to illustrate the possible future pace of service demands on the County's infrastructure. Furthermore, this chapter demonstrates the history of development and base year development levels in Lancaster County. The base year assumptions are used in the impact fee calculations to determine current levels of service.

This chapter includes discussion and findings on:

- Household/housing unit size
- 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

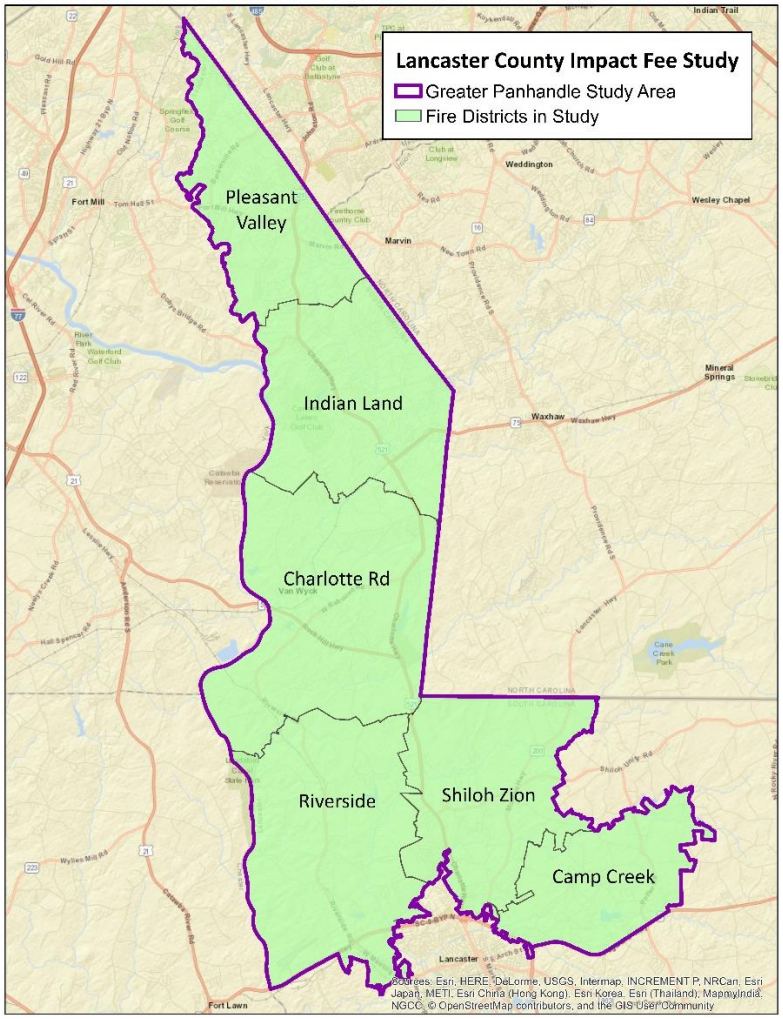
Study Area

It is essential for an impact fee study to have an appropriate study area. The study area defines the level of service calculations, capacity needs, and benefit zones. A previous impact fee study conducted in Lancaster County (Catawba Regional COG, 2019) included the three northern most fire districts: Pleasant Valley, Indian Land, and Charlotte Road. However, from initial interviews with the County's Fire Rescue Department, there are facility improvements and expansions necessary in three other fire districts: Riverside, Shiloh Zion, and Camp Creek. These six fire districts are shown in Figure 65.

From an initial interview with the County's EMS Department, the area of Lancaster County that is served by these fire districts is consistent with the EMS Department's future facility improvements. Furthermore, new Parks & Recreation facilities in the northern panhandle area of the County are assumed to be serving a wider catchment area of residents.

An initial boundary for the impact fee study is defined below as the Greater Panhandle.

Figure 65. Greater Panhandle Study Area



Population and Housing Characteristics

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

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

Figure 66 shows the US Census American Community Survey 2018 5-Year Estimates data for the two census tracts that represent most of the Greater Panhandle (census tracts 112.01 and 112.02). Single

family units have a household size of 2.48 persons per unit and multifamily units have a household size of 1.79 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 66. Greater Panhandle Persons per Housing Unit

Housing Type	Persons	Households	Persons per Household	Housing Units	Persons per Housing Unit	Housing Mix	Vacancy Rate
Single Family [1]	31,101	11,914	2.61	12,522	**2.48**	97%	5%
Multifamily [2]	712	355	2.01	397	**1.79**	3%	11%
Total	31,813	12,269	2.59	12,919	**2.46**	100%	5%

Source: U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates
[1] Includes detached and attached single family homes and mobile homes.
[2] Includes dwellings in structures with two or more units.

Housing types have different characteristics which results in a different demand on County facilities and services. In the development impact fee schedule, there will be three housing types included: single family detached (includes mobile home), single family attached, and multifamily. Using Public Use Microdata (PUM) available through the U.S. Census Bureau, a PPHU factor is able to be calculated for single family attached units, while the single family detached housing type factor in Figure 66 is adjusted without the attached units. The multifamily PPHU is consistent with the factor in Figure 66. Those PPHU factors are listed below in Figure 67.

Figure 67. Persons per Housing Unit by Housing Type

Housing Type	Persons per Housing Unit
Single Family Detached [1]	2.52
Single Family Attached	2.14
Multifamily [2]	1.79

Source: U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates; PUMS 2018 5-Year Estimate, SC PUMA 700
[1] Includes single family detached and mobile homes
[2] Includes dwellings in structures with two or more units

Base Year Housing Units and Population

There has been a relatively high and consistent annual housing grow in Lancaster County. Shown in Figure 68, over the past five years there has been an annual average of 1,074 single family housing units and 320 multifamily units, a total of nearly 1,400 housing units. According to County staff, the majority of the recent housing growth has been in the panhandle areas as well. It is estimated that 84 percent of the building permits were for development in the study area.

Figure 68. Lancaster County Building Permit Historical Totals

Housing Type	2015	2016	2017	2018	2019	Total	Average
Single Family [1]	1,107	929	944	985	1,407	5,372	1,074
Multifamily	N/A	117	312	589	260	1,278	320
Total	1,107	1,046	1,256	1,574	1,667	6,650	1,394

Source: Planning Department, Lancaster County, SC
[1] Single family housing type includes townhouses

Base Year Housing Units

Based on a parcel level database provided by the Lancaster County Assessor's Office, there are 18,374 single family housing units in the Greater Panhandle. Multifamily units are not tracked in the parcel database. Lancaster County staff provided a database of multifamily developments to estimate units, 1,853 multifamily units are estimated in the study area. In total, there are 20,227 housing units.

Figure 69. Greater Panhandle Base Year Housing Units

Housing Type	Base Year 2020	Percent
Single Family [1]	18,374	91%
Multifamily [2]	1,853	9%
Total	20,227	100%

[1] Source: Lancaster County Assessor's Office Parcel Database; TischlerBise analysis
[2] Estimate of multifamily units is provided by a database of developments from Lancaster County

Base Year Population

The base year population is found by applying the PPHU factors to the base year housing stock estimates. As a result, there is an estimate of 48,885 residents in the Greater Panhandle.

Figure 70. Greater Panhandle Base Year Population

Housing Type	Base Year Housing Units	Persons per Housing Unit [1]	Base Year Population
Single Family	18,374	2.48	45,568
Multifamily	1,853	1.79	3,317
Total	20,227		48,885

[1] Source: U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates

Population and Housing Projections

Based on the County's database of single family pipeline projects in the Panhandle, there is an estimated 4,746 single family units to be constructed in the next three years (Years 1-3). Additionally, there are 5,996 single family units anticipated to be constructed in the following three years (Years 4-6). Overall, 10,742 single family units are projected over the next six years. In the following years (Years 7-10), the 5-year annual average for single family building permits (907 units) is projected. This results in 14,371 single family units over the next ten year.

Based on the County's database of multifamily pipeline projects in the Panhandle, there is an estimated 1,292 multifamily units to be constructed in the next three years (Years 1-3). Additionally, there are 436 multifamily units anticipated to be constructed in the following three years (Years 4-6). Overall, 1,728 multifamily units are projected over the next six years. In the following years (Years 7-10), the 5-year annual average for multifamily building permits (270 units) is projected. This results in 2,807 multifamily units over the next ten year.

Furthermore, 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. Overall, there is a projected increase of 40,664 residents, an 83 percent increase from the base year.

Although the housing projections are significant (1,717 new homes per year), it is consistent with the high and increasing rate of new building permits in Lancaster County.

Figure 71. Greater Panhandle Residential Development Projections

Lancaster County Greater Panhandle	Base Year 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Increase
Population [2]	48,885	53,579	58,273	62,967	68,184	73,401	78,618	81,350	84,083	86,816	89,549	40,664
Housing Units [1]												
Single Family	18,374	19,956	21,538	23,120	25,119	27,117	29,116	30,023	30,930	31,838	32,745	14,371
Multifamily	1,853	2,284	2,714	3,145	3,290	3,436	3,581	3,851	4,121	4,390	4,660	2,807
Total	20,227	22,240	24,252	26,265	28,409	30,553	32,697	33,874	35,051	36,228	37,405	17,178

[1] Source: Housing growth in the first six years is based off of current and pipeline projects. Growth projections after Year 6 is the 5-year average of building permits. Data provided by Lancaster County.

[2] Source: U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates

Current Nonresidential Floor Area and Employment

Available through the County's Assessor's Office parcel database, nonresidential floor area was summed into six industries: retail, office, industrial, warehouse, healthcare, and institutional. In total, there are 9.6 million square feet in the Greater Panhandle. The retail, office, and industrial sectors have a similar presence in the study area.

Figure 72. Greater Panhandle Nonresidential Floor Area

Industry Sector	Floor Area (sq. ft.)	%
Retail	2,119,174	22%
Office	1,896,043	20%
Industrial	2,527,149	26%
Warehouse	1,272,502	13%
Healthcare	401,619	4%
Institutional	1,364,501	14%
Total	9,580,988	100%

Source: Lancaster County Assessor's Office Parcel Database; TischlerBise analysis

Base year employee estimates are calculated by applying employee density factors to the base year floor area. Those density factors are provided in the Institute of Transportation Engineers (ITE) Trip Generation (2017) and listed in Figure 73.

Figure 73. Institute of Transportation Engineers Employee Density Factors

ITE Code	Land Use	Demand Unit	Emp Per Dmd Unit	Sq Ft Per Emp
820	Shopping Center (avg size)	1,000 Sq Ft	2.34	427
710	General Office (avg size)	1,000 Sq Ft	2.97	337
110	Light Industrial	1,000 Sq Ft	1.63	615
150	Warehousing	1,000 Sq Ft	0.34	2,902
610	Hospital	1,000 Sq Ft	2.83	354
520	Elementary School	1,000 Sq Ft	0.93	1,076

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

Listed in Figure 74, from applying employee density factors there are a total of 17,549 employees in the Greater Panhandle study area. A majority of the jobs are in the office, retail, and industrial sectors.

Figure 74. Greater Panhandle Base Year Employees

Industry Sector	Floor Area (sq. ft.) [1]	Sq. Ft. per Emp. [2]	Base Year Employees
Retail	2,119,174	427	4,966
Office	1,896,043	337	5,630
Industrial	2,527,149	615	4,110
Warehouse	1,272,502	2,902	438
Healthcare	401,619	354	1,136
Institutional	1,364,501	1,076	1,268
Total	9,580,988		17,549

[1] Source: Lancaster County Assessor's Office Parcel Database; TischlerBise analysis

[2] Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

Nonresidential Floor Area and Employment Projections

Available from the South Carolina Department of Employment & Workforce are employment projections for the Catawba Workforce Development Area. The Development Area includes Lancaster, York, and Chester Counties. It is assumed that Lancaster County's Greater Panhandle will be a growing employment center for the Development Area and the annual growth rate for the study area will be consistent with the Development Area's projected growth rate.

Figure 75. Nonresidential Growth Rate

Industry Sector	Annual Growth Rate
Retail	2.40%
Office	1.10%
Industrial	1.53%
Warehouse	1.53%
Healthcare	2.42%
Institutional	0.87%

Source: SC Dept of Employment & Workforce projections for the Catawba Workforce Development Area

Additionally, there are office development projects in the pipeline that are estimated to generate a total of 2,500 jobs. Also, a new hospital is anticipated to be constructed in the panhandle and will generate 400 jobs. These projects are anticipated to be complete within the next three years and are included in the projections.

By applying the growth rates, pipeline projects, and the employee density factors the ten-year projections are calculated in Figure 76. The office industry is projected to have the largest increase in jobs (3,147), while the retail industry is projected to increase by 1,100 jobs. Overall employment in the Greater Panhandle is projected to increase by 6,016, which is a 34 percent increase from the base year.

Over the next ten years, it is projected that the study area will grow by 2.6 million nonresidential square feet. The office industry is projected to have the largest increase of 1,060,000 square feet. Overall, this is an increase of 27 percent from the base year floor area total.

Figure 76. Employment and Nonresidential Floor Area Projections

Lancaster County Greater Panhandle	Base Year 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Increase
Jobs												
Retail	4,966	5,085	5,207	5,332	5,460	5,591	5,725	5,862	6,003	6,147	6,295	1,329
Office	5,630	6,464	7,297	8,130	8,220	8,310	8,402	8,494	8,587	8,682	8,777	3,147
Industrial	4,110	4,173	4,236	4,301	4,367	4,434	4,502	4,571	4,641	4,712	4,784	674
Warehouse	438	445	452	459	466	473	480	488	495	503	510	72
Healthcare	1,136	1,269	1,403	1,536	1,573	1,611	1,650	1,690	1,731	1,773	1,816	680
Institutional	1,268	1,279	1,291	1,302	1,313	1,324	1,336	1,348	1,359	1,371	1,383	115
Total	17,549	18,715	19,885	21,060	21,399	21,744	22,095	22,452	22,816	23,187	23,565	6,016
Floor Area (1,000 square feet)												
Retail	2,119	2,170	2,222	2,275	2,330	2,386	2,443	2,502	2,562	2,623	2,686	567
Office	1,896	2,177	2,457	2,738	2,768	2,798	2,829	2,860	2,892	2,924	2,956	1,060
Industrial	2,527	2,566	2,605	2,645	2,685	2,726	2,768	2,811	2,854	2,897	2,942	414
Warehouse	1,273	1,292	1,312	1,332	1,352	1,373	1,394	1,415	1,437	1,459	1,481	209
Healthcare	402	449	496	543	556	570	583	598	612	627	642	240
Institutional	1,365	1,376	1,388	1,400	1,413	1,425	1,437	1,450	1,462	1,475	1,488	123
Total	9,581	10,030	10,480	10,934	11,104	11,278	11,455	11,635	11,818	12,005	12,195	2,614

Source: SC Dept of Employment & Workforce employment growth rate for Catawba Workforce Development Area; Lancaster County Assessor's Office Parcel Database; Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

Functional Population

Both residential and nonresidential developments increase the demand on County services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the County through the 24 hours in a day. Based on available data, the functional population calculation includes countywide 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 Lancaster County are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the County are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the County working. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2017 functional population data, residential development accounts for 78 percent of the functional population, while nonresidential development accounts for 22 percent, see Figure 77.

Figure 77. Lancaster County Functional Population

Lancaster County, SC (2017)				
Residential			*Demand*	*Person*
Population*	93,385		*Hours/Day*	*Hours*
Residents Not Working		57,744	20	1,154,880
Employed Residents		35,641		
Employed in Lancaster County		9,587	14	134,218
Employed outside Lancaster County		26,054	14	364,756
			Residential Subtotal	1,653,854
			Residential Share =>	**78%**
Nonresidential				
Non-working Residents		57,744	4	230,976
Jobs Located in Lancaster County		24,636		
Residents Employed in Lancaster County		9,587	10	95,870
Non-Resident Workers (inflow commuters)		15,049	10	150,490
			Nonresidential Subtotal	477,336
			Nonresidential Share =>	**22%**
			TOTAL	2,131,190

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 (countywide population)

Vehicle Trip Generation

Residential Vehicle Trips

A customized trip rate is calculated for the single family and multifamily units in the Greater Panhandle. In Figure 78, the most recent data from the U.S. Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family household is estimated to generate 9.90 trip ends on an average weekday and a multifamily household is estimated to generate 5.20 trip ends on an average weekday.

Figure 78. Customized Residential Trip End Rates

		Households (2)			Vehicles per
	Vehicles Available (1)	Single Family*	Multifamily Units	Total HHs	Household by Tenure
Owner-occupied	21,758	11,250	59	11,309	1.92
Renter-occupied	1,533	664	296	960	1.60
TOTAL	**23,291**	**11,914**	**355**	**12,269**	**1.90**
Housing Units (6) =>		12,522	397	12,919	
Persons per Housing Unit =>		2.48	1.79	2.46	

	Persons (3)	Trip Ends (4)	Vehicles by Type of Housing	Trip Ends (5)	Average Trip Ends	**Trip Ends per Housing Unit**	**ITE Trip Ends Per Unit**	**Difference from ITE**
Single Family*	31,101	98,363	22,705	148,767	123,565	**9.90**	9.44	5%
Multifamily	712	1,549	586	2,603	2,076	**5.20**	5.44	-4%
TOTAL	**31,813**	**99,913**	**23,291**	**151,370**	**125,641**	**9.70**		

** Includes Single Family Detached, Attached, and Manufactured Homes*

(1) Vehicles available by tenure from Table B25046, 2014-2018 American Community Survey 5-Year Estimates.

(2) Households by tenure and units in structure from Table B25032, American Community Survey, 2014-2018.

(3) Persons by units in structure from Table B25033, American Community Survey, 2014-2018.

(4) Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2017). For single family housing (ITE 210), the fitted curve equation is EXP(0.89*LN(persons)+1.72). To approximate the average population of the ITE studies, persons were divided by 286 and the equation result multiplied by 286. For multifamily housing (ITE 221), the fitted curve equation is (2.29*persons)-81.02.

(5) Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2017). For single family housing (ITE 210), the fitted curve equation is EXP(0.99*LN(vehicles)+1.93). To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 485 and the equation result multiplied by 485. For multifamily housing (ITE 220), the fitted curve equation is (3.94*vehicles)+293.58 (ITE 2012).

(6) Housing units from Table B25024, American Community Survey, 2014-2018.

Residential Vehicle Trips Adjustment Factors

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents' work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey (2009), home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 73 percent of Lancaster County workers travel outside the County for work. In combination, these factors account for 11 percent of additional production trips (0.31 x 0.50 x 0.73 = 0.11). Shown in Figure 79, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (11 percent of production trips) for a total of 61 percent.

Figure 79. Trip Adjustment Factor for Commuters

Employed Lancaster County Residents (2017)	35,641
Residents Working in the County (2017)	9,587
Residents Commuting Outside of the County for Work	26,054
Percent Commuting Out of the County	73%
Additional Production Trips	**11%**

Standard Trip Adjustment Factor	**50%**
Residential Trip Adjustment Factor	**61%**

Source: U.S. Census, OnTheMap Application, 2017

Nonresidential Vehicle Trips

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 10th edition of *Trip Generation*. **To estimate the trip generation in Lancaster County, the weekday trip end per 1,000 square feet factors listed in** Figure 80 **are used.**

Figure 80. Institute of Transportation Engineers Nonresidential Factors

ITE Code	Land Use	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee
820	Shopping Center (avg size)	1,000 Sq Ft	37.75	16.11
710	General Office (avg size)	1,000 Sq Ft	9.74	3.28
110	Light Industrial	1,000 Sq Ft	4.96	3.05
150	Warehousing	1,000 Sq Ft	1.74	5.05
610	Hospital	1,000 Sq Ft	10.72	3.79
520	Elementary School	1,000 Sq Ft	19.52	21.00

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

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

In Figure 81, the ITE land use code, daily vehicle trip end rate, trip adjustment factor, and daily vehicle trip rate is listed for each land use.

Figure 81. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family	210	9.90	61%	6.04
Multifamily	220	5.20	61%	3.17
Nonresidential (per 1,000 square feet)				
Retail	820	37.75	38%	14.35
Office	710	9.74	50%	4.87
Industrial	110	4.96	50%	2.48
Warehouse	150	1.74	50%	0.87
Healthcare	610	10.72	50%	5.36
Institutional	520	19.52	50%	9.76

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017); National Household Travel Survey, 2009

Vehicle Trip Projection

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. In the Greater Panhandle, residential land uses account for 116,853 vehicle trips and nonresidential land uses account for 62,488 vehicle trips in the base year (Figure 82).

By applying the growth projections to the vehicle trip rates, through 2030, it is estimated that there will be an increase of 112,700 daily vehicle trips with the majority of the growth being generated by residential development (82 percent).

Figure 82. Greater Panhandle Daily Vehicle Trip Projections

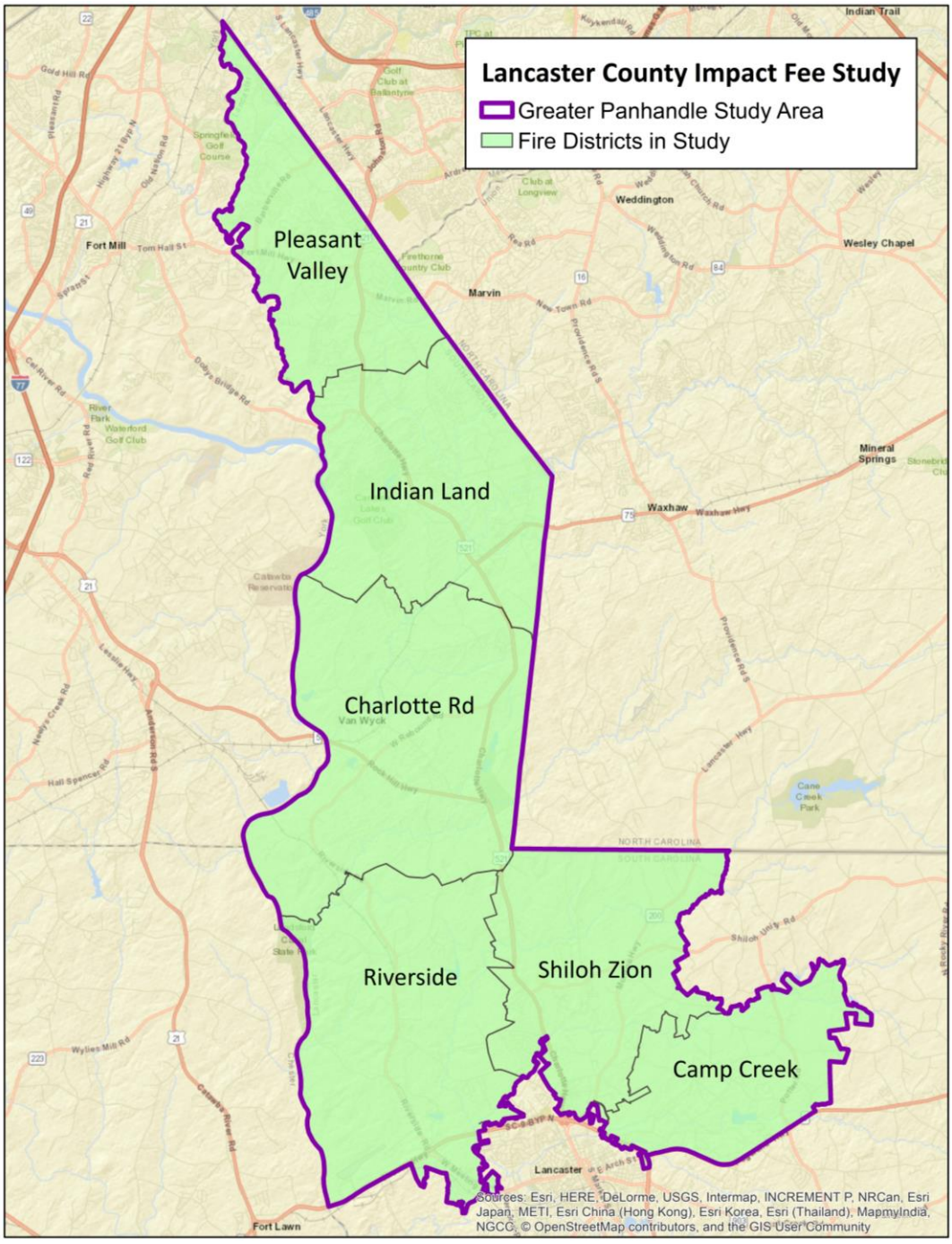
Lancaster County Greater Panhandle	Base Year 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Increase
Residential Trips												
Single Family	110,979	120,534	130,090	139,645	151,717	163,789	175,861	181,340	186,820	192,299	197,779	**86,800**
Multifamily	5,874	7,239	8,604	9,970	10,430	10,891	11,352	12,207	13,062	13,917	14,773	**8,899**
Subtotal	116,853	127,773	138,694	149,614	162,147	174,680	187,212	193,547	199,882	206,217	212,551	**95,699**
Nonresidential Trips												
Retail	30,410	31,140	31,887	32,652	33,436	34,238	35,059	35,901	36,762	37,644	38,547	**8,137**
Office	9,234	10,600	11,967	13,334	13,480	13,629	13,779	13,930	14,083	14,238	14,395	**5,161**
Industrial	6,267	6,363	6,461	6,559	6,660	6,762	6,865	6,970	7,077	7,185	7,295	**1,028**
Warehouse	1,107	1,124	1,141	1,159	1,176	1,194	1,213	1,231	1,250	1,269	1,289	**182**
Healthcare	2,153	2,405	2,658	2,911	2,981	3,053	3,127	3,203	3,280	3,360	3,441	**1,288**
Institutional	13,318	13,433	13,550	13,668	13,787	13,907	14,028	14,150	14,273	14,397	14,523	**1,205**
Subtotal	62,488	65,066	67,664	70,283	71,520	72,783	74,071	75,385	76,726	78,094	79,489	**17,001**
Vehicle Trips												
Grand Total	179,341	192,840	206,358	219,897	233,667	247,463	261,283	268,932	276,608	284,310	292,041	**112,700**

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

APPENDIX C: SERVICE AREA MAP

Illustrated below is a map of the Greater Panhandle Service Area.

Figure 83. Service Area Map



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 county, as provided in Chapter 9, Title 4, and a municipality, as defined in Section 5-1-20.

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

(13) "Land use assumptions" means a description of the service area and projections of land uses, densities, intensities, and population in the service area over at least a ten-year period.

(14) "Level of service" means a measure of the relationship between service capacity and service demand for public facilities.

(15) "Local planning commission" means the entity created pursuant to Article 1, Chapter 29, Title 6.

(16) "Project" means a particular development on an identified parcel of land.

(17) "Proportionate share" means that portion of the cost of system improvements determined pursuant to Section 6-1-990 which reasonably relates to the service demands and needs of the project.

(18) "Public facilities" means:

(a) water supply production, treatment, laboratory, engineering, administration, storage, and transmission facilities;

(b) wastewater collection, treatment, laboratory, engineering, administration, and disposal facilities;

(c) solid waste and recycling collection, treatment, and disposal facilities;

(d) roads, streets, and bridges including, but not limited to, rights-of-way and traffic signals;

(e) storm water transmission, retention, detention, treatment, and disposal facilities and flood control facilities;

(f) public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities;

(g) capital equipment and vehicles, with an individual unit purchase price of not less than one hundred thousand dollars including, but not limited to, equipment and vehicles used in the delivery of public safety services, emergency preparedness services, collection and disposal of solid waste, and storm water management and control;

(h) parks, libraries, and recreational facilities;

(i) public education facilities for grades K-12 including, but not limited to, schools, offices, classrooms, parking areas, playgrounds, libraries, cafeterias, gymnasiums, health and music rooms, computer and science laboratories, and other facilities considered necessary for the proper public education of the state's children.

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

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

(21) "System improvements" means capital improvements to public facilities which are designed to provide service to a service area.

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

(a) construction, acquisition, or expansion of public facilities other than capital improvements identified in the capital improvements plan;

(b) repair, operation, or maintenance of existing or new capital improvements;

(c) upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;

(d) upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;

(e) administrative and operating costs of the governmental entity; or

(f) principal payments and interest or other finance charges on bonds or other indebtedness except financial obligations issued by or on behalf of the governmental entity to finance capital improvements identified in the capital improvements plan.

HISTORY: 1999 Act No. 118, Section 1; 2016 Act No. 229 (H.4416), Section 2, eff June 3, 2016.

Effect of Amendment

2016 Act No. 229, Section 2, added (18)(i), relating to certain public education facilities.

SECTION 6-1-930. Developmental impact fee.

(A)(1) Only a governmental entity that has a comprehensive plan, as provided in Chapter 29 of this title, and which complies with the requirements of this article may impose a development impact fee. If a governmental entity has not adopted a comprehensive plan, but has adopted a capital improvements plan which substantially complies with the requirements of Section 6-1-960(B), then it may impose a development impact fee. A governmental entity may not impose an impact fee, regardless of how it is designated, except as provided in this article. However, a special purpose district or public service district which (a) provides fire protection services or recreation services, (b) was created by act of the General Assembly prior to 1973, and (c) had the power to impose development impact fees prior to the effective date of this section is not prohibited from imposing development impact fees.

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

(B)(1) An impact fee may be imposed and collected by the governmental entity only upon the passage of an ordinance approved by a positive majority, as defined in Article 3 of this chapter.

(2) The amount of the development impact fee must be based on actual improvement costs or reasonable estimates of the costs, supported by sound engineering studies.

(3) An ordinance authorizing the imposition of a development impact fee must:

(a) establish a procedure for timely processing of applications for determinations by the governmental entity of development impact fees applicable to all property subject to impact fees and for the timely processing of applications for individual assessment of development impact fees, credits, or reimbursements allowed or paid under this article;

(b) include a description of acceptable levels of service for system improvements; and

(c) provide for the termination of the impact fee.

(C) A governmental entity shall prepare and publish an annual report describing the amount of all impact fees collected, appropriated, or spent during the preceding year by category of public facility and service area.

(D) Payment of an impact fee may result in an incidental benefit to property owners or developers within the service area other than the fee payor, except that an impact fee that results in benefits to property owners or developers within the service area, other than the fee payor, in an amount which is greater than incidental benefits is prohibited.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-940. Amount of impact fee.

A governmental entity imposing an impact fee must provide in the impact fee ordinance the amount of impact fee due for each unit of development in a project for which an individual building permit or certificate of occupancy is issued. The governmental entity is bound by the amount of impact fee specified in the ordinance and may not charge higher or additional impact fees for the same purpose unless the number of service units increases or the scope of the development changes and the amount of additional impact fees is limited to the amount attributable to the additional service units or change in scope of the development. The impact fee ordinance must:

(1) include an explanation of the calculation of the impact fee, including an explanation of the factors considered pursuant to this article;

(2) specify the system improvements for which the impact fee is intended to be used;

(3) inform the developer that he may pay a project's proportionate share of system improvement costs by payment of impact fees according to the fee schedule as full and complete payment of the developer's proportionate share of system improvements costs;

(4) inform the fee payor that:

(a) he may negotiate and contract for facilities or services with the governmental entity in lieu of the development impact fee as defined in Section 6-1-1050;

(b) he has the right of appeal, as provided in Section 6-1-1030;

(c) the impact fee must be paid no earlier than the time of issuance of the building permit or issuance of a development permit if no building permit is required.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-950. Procedure for adoption of ordinance imposing impact fees.

(A) The governing body of a governmental entity begins the process for adoption of an ordinance imposing an impact fee by enacting a resolution directing the local planning commission to conduct the studies and to recommend an impact fee ordinance, developed in accordance with the requirements of this article. Under no circumstances may the governing body of a governmental entity impose an impact fee for any public facility which has been paid for entirely by the developer.

(B) Upon receipt of the resolution enacted pursuant to subsection (A), the local planning commission shall develop, within the time designated in the resolution, and make recommendations to the governmental entity for a capital improvements plan and impact fees by service unit. The local planning commission shall prepare and adopt its recommendations in the same manner and using the same procedures as those used for developing recommendations for a comprehensive plan as provided in Article 3, Chapter 29, Title 6, except as otherwise provided in this article. The commission shall review and update the capital improvements plan and impact fees in the same manner and on the same review cycle as the governmental entity's comprehensive plan or elements of it.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-960. Recommended capital improvements plan; notice; contents of plan.

(A) The local planning commission shall recommend to the governmental entity a capital improvements plan which may be adopted by the governmental entity by ordinance. The recommendations of the commission are not binding on the governmental entity, which may amend or alter the plan. After reasonable public notice, a public hearing must be held before final action to adopt the ordinance approving the capital improvements plan. The notice must be published not less than thirty days before the time of the hearing in at least one newspaper of general circulation in the county. The notice must advise the public of the time and place of the hearing, that a copy of the capital improvements plan is available for public inspection in the offices of the governmental entity, and that members of the public will be given an opportunity to be heard.

(B) The capital improvements plan must contain:

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

(2) an analysis of the total capacity, the level of current usage, and commitments for usage of capacity of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards;

(3) a description of the land use assumptions;

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

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

(6) the total number of service units necessitated by and attributable to new development within the service area based on the land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;

(7) the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years;

(8) identification of all sources and levels of funding available to the governmental entity for the financing of the system improvements; and

(9) a schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan.

(C) Changes in the capital improvements plan must be approved in the same manner as approval of the original plan.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-970. Exemptions from impact fees.

The following structures or activities are exempt from impact fees:

(1) rebuilding the same amount of floor space of a structure that was destroyed by fire or other catastrophe;

(2) remodeling or repairing a structure that does not result in an increase in the number of service units;

(3) replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the number of service units does not increase;

(4) placing a construction trailer or office on a lot during the period of construction on the lot;

(5) constructing an addition on a residential structure which does not increase the number of service units;

(6) adding uses that are typically accessory to residential uses, such as a tennis court or a clubhouse, unless it is demonstrated clearly that the use creates a significant impact on the system's capacity;

(7) all or part of a particular development project if:

(a) the project is determined to create affordable housing; and

(b) the exempt development's proportionate share of system improvements is funded through a revenue source other than development impact fees;

(8) constructing a new elementary, middle, or secondary school; and

(9) constructing a new volunteer fire department.

HISTORY: 1999 Act No. 118, Section 1; 2016 Act No. 229 (H.4416), Section 1, eff June 3, 2016.

Effect of Amendment

2016 Act No. 229, Section 1, added (8) and (9), relating to certain schools and volunteer fire departments.

SECTION 6-1-980. Calculation of impact fees.

(A) The impact fee for each service unit may not exceed the amount determined by dividing the costs of the capital improvements by the total number of projected service units that potentially could use the capital improvement. If the number of new service units projected over a reasonable period of time is less than the total number of new service units shown by the approved land use assumptions at full development of the service area, the maximum impact fee for each service unit must be calculated by dividing the costs of the part of the capital improvements necessitated by and attributable to the projected new service units by the total projected new service units.

(B) An impact fee must be calculated in accordance with generally accepted accounting principles.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-990. Maximum impact fee; proportionate share of costs of improvements to serve new development.

(A) The impact fee imposed upon a fee payor may not exceed a proportionate share of the costs incurred by the governmental entity in providing system improvements to serve the new development. The proportionate share is the cost attributable to the development after the governmental entity reduces the amount to be imposed by the following factors:

(1) appropriate credit, offset, or contribution of money, dedication of land, or construction of system improvements; and

(2) all other sources of funding the system improvements including funds obtained from economic development incentives or grants secured which are not required to be repaid.

(B) In determining the proportionate share of the cost of system improvements to be paid, the governmental entity imposing the impact fee must consider the:

(1) cost of existing system improvements resulting from new development within the service area or areas;

(2) means by which existing system improvements have been financed;

(3) extent to which the new development contributes to the cost of system improvements;

(4) extent to which the new development is required to contribute to the cost of existing system improvements in the future;

(5) extent to which the new development is required to provide system improvements, without charge to other properties within the service area or areas;

(6) time and price differentials inherent in a fair comparison of fees paid at different times; and

(7) availability of other sources of funding system improvements including, but not limited to, user charges, general tax levies, intergovernmental transfers, and special taxation.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1000. Fair compensation or reimbursement of developers for costs, dedication of land or oversize facilities.

A developer required to pay a development impact fee may not be required to pay more than his proportionate share of the costs of the project, including the payment of money or contribution or dedication of land, or to oversize his facilities for use of others outside of the project without fair compensation or reimbursement.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1010. Accounting; expenditures.

(A) Revenues from all development impact fees must be maintained in one or more interest-bearing accounts. Accounting records must be maintained for each category of system improvements and the service area in which the fees are collected. Interest earned on development impact fees must be considered funds of the account on which it is earned, and must be subject to all restrictions placed on the use of impact fees pursuant to the provisions of this article.

(B) Expenditures of development impact fees must be made only for the category of system improvements and within or for the benefit of the service area for which the impact fee was imposed as shown by the capital improvements plan and as authorized in this article. Impact fees may not be used for:

(1) a purpose other than system improvement costs to create additional improvements to serve new growth;

(2) a category of system improvements other than that for which they were collected; or

(3) the benefit of service areas other than the area for which they were imposed.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1020. Refunds of impact fees.

(A) An impact fee must be refunded to the owner of record of property on which a development impact fee has been paid if:

(1) the impact fees have not been expended within three years of the date they were scheduled to be expended on a first-in, first-out basis; or

(2) a building permit or permit for installation of a manufactured home is denied.

(B) When the right to a refund exists, the governmental entity shall send a refund to the owner of record within ninety days after it is determined by the entity that a refund is due.

(C) A refund must include the pro rata portion of interest earned while on deposit in the impact fee account.

(D) A person entitled to a refund has standing to sue for a refund pursuant to this article if there has not been a timely payment of a refund pursuant to subsection (B) of this section.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1030. Appeals.

(A) A governmental entity which adopts a development impact fee ordinance shall provide for administrative appeals by the developer or fee payor.

(B) A fee payor may pay a development impact fee under protest. A fee payor making the payment is not estopped from exercising the right of appeal provided in this article, nor is the fee payor estopped from receiving a refund of an amount considered to have been illegally collected. Instead of making a

payment of an impact fee under protest, a fee payor, at his option, may post a bond or submit an irrevocable letter of credit for the amount of impact fees due, pending the outcome of an appeal.

(C) A governmental entity which adopts a development impact fee ordinance shall provide for mediation by a qualified independent party, upon voluntary agreement by both the fee payor and the governmental entity, to address a disagreement related to the impact fee for proposed development. Participation in mediation does not preclude the fee payor from pursuing other remedies provided for in this section or otherwise available by law.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1040. Collection of development impact fees.

A governmental entity may provide in a development impact fee ordinance the method for collection of development impact fees including, but not limited to:

(1) additions to the fee for reasonable interest and penalties for nonpayment or late payment;

(2) withholding of the certificate of occupancy, or building permit if no certificate of occupancy is required, until the development impact fee is paid;

(3) withholding of utility services until the development impact fee is paid; and

(4) imposing liens for failure to pay timely a development impact fee.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1050. Permissible agreements for payments or construction or installation of improvements by fee payors and developers; credits and reimbursements.

A fee payor and developer may enter into an agreement with a governmental entity, including an agreement entered into pursuant to the South Carolina Local Government Development Agreement Act, providing for payments instead of impact fees for facilities or services. That agreement may provide for the construction or installation of system improvements by the fee payor or developer and for credits or reimbursements for costs incurred by a fee payor or developer including interproject transfers of credits or reimbursement for project improvements which are used or shared by more than one development project. An impact fee may not be imposed on a fee payor or developer who has entered into an agreement as described in this section.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1060. Article shall not affect existing laws.

(A) The provisions of this article do not repeal existing laws authorizing a governmental entity to impose fees or require contributions or property dedications for capital improvements. A development impact fee adopted in accordance with existing laws before the enactment of this article is not affected until termination of the development impact fee. A subsequent change or reenactment of the development impact fee must comply with the provisions of this article. Requirements for developers to pay in whole

or in part for system improvements may be imposed by governmental entities only by way of impact fees imposed pursuant to the ordinance.

(B) Notwithstanding another provision of this article, property for which a valid building permit or certificate of occupancy has been issued or construction has commenced before the effective date of a development impact fee ordinance is not subject to additional development impact fees.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1070. Shared funding among units of government; agreements.

(A) If the proposed system improvements include the improvement of public facilities under the jurisdiction of another unit of government including, but not limited to, a special purpose district that does not provide water and wastewater utilities, a school district, and a public service district, an agreement between the governmental entity and other unit of government must specify the reasonable share of funding by each unit. The governmental entity authorized to impose impact fees may not assume more than its reasonable share of funding joint improvements, nor may another unit of government which is not authorized to impose impact fees do so unless the expenditure is pursuant to an agreement under Section 6-1-1050 of this section.

(B) A governmental entity may enter into an agreement with another unit of government including, but not limited to, a special purpose district that does not provide water and wastewater utilities, a school district, and a public service district, that has the responsibility of providing the service for which an impact fee may be imposed. The determination of the amount of the impact fee for the contracting governmental entity must be made in the same manner and is subject to the same procedures and limitations as provided in this article. The agreement must provide for the collection of the impact fee by the governmental entity and for the expenditure of the impact fee by another unit of government including, but not limited to, a special purpose district that does not provide water and wastewater utilities, a school district, and a public services district unless otherwise provided by contract.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1080. Exemptions; water or wastewater utilities.

The provisions of this chapter do not apply to a development impact fee for water or wastewater utilities, or both, imposed by a city, county, commissioners of public works, special purpose district, or nonprofit corporation organized pursuant to Chapter 35 or 36 of Title 33, except that in order to impose a development impact fee for water or wastewater utilities, or both, the city, county, commissioners of public works, special purpose district or nonprofit corporation organized pursuant to Chapter 35 or 36 of Title 33 must:

(1) have a capital improvements plan before imposition of the development impact fee; and

(2) prepare a report to be made public before imposition of the development impact fee, which shall include, but not be limited to, an explanation of the basis, use, calculation, and method of collection of the development impact fee; and

(3) enact the fee in accordance with the requirements of Article 3 of this chapter.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1090. Annexations by municipalities.

A county development impact fee ordinance imposed in an area which is annexed by a municipality is not affected by this article until the development impact fee terminates, unless the municipality assumes any liability which is to be paid with the impact fee revenue.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-2000. Taxation or revenue authority by political subdivisions.

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-2010. Compliance with public notice or public hearing requirements.

Compliance with any requirement for public notice or public hearing in this article is considered to be in compliance with any other public notice or public hearing requirement otherwise applicable including, but not limited to, the provisions of Chapter 4, Title 30, and Article 3 of this chapter.

HISTORY: 1999 Act No. 118, Section 1.