



TOWN COUNCIL REGULAR MEETING

Town Council Chambers, Moncks Corner Municipal
Complex, 118 Carolina Avenue
TUESDAY, MAY 20, 2025 at 6:00 PM

AGENDA

CALL TO ORDER

INVOCATION

1. **Invocation:** Reverend Dr. Timothy Scoonover of First Presbyterian Church of Moncks Corner

PLEDGE OF ALLEGIANCE

APPROVAL OF MINUTES

2. **Regular Meeting Minutes:** April 8, 2025

REPORTS

3. **Mayor's Report:** Thomas J. Hamilton, Jr.
4. **Administrator's Report:** Jeffrey V. Lord

NEW BUSINESS

5. **Bid Award:** Hill & Warren Street Drainage Improvements
6. **SS4A Grant Agreement:** Review and approval of a grant agreement for the Safe Streets for All (SS4A) grant program, for the USDOT awarded grant to create a Comprehensive Multi-modal Safety Plan.
7. **First Reading:** Consider a Zoning Map Amendment (ZA-25-02) request for one (1) parcel (142-04-01-068) totaling approximately 0.49 acres, located at 306 N. Live Oak Drive. The parcel is currently zoned Single Family Residential (R-2) and the applicant is seeking Office & Institutional (C-1).

OLD BUSINESS

8. **Second Reading and Public Hearing:** Consider an Ordinance adopting a Development Impact Fee Study and Capital Needs Plan, Establish Development Impact Fees, and other matters related thereto.
9. **Second Reading and Public Hearing:** Amending the Business License Ordinance of the Town of Moncks Corner to update the Class Schedule as required by ACT 176 of 2020.

PUBLIC INPUT - Public Input will be limited to 3 minutes per individual

EXECUTIVE SESSION - Council may take action regarding matters discussed

10. **Discussion:** Proposed contractual arrangements related to the Stormwater Utility
Discussion: Matters relating to the proposed location, expansion, or the provision of services encouraging location of businesses.

ADJOURNMENT

In accordance with the Americans with Disabilities Act, persons who need accommodation in order to attend or participate in this meeting should contact Town Hall at (843) 719- 7900 within 48 hours prior to the meeting in order to request such assistance.



TOWN OF MONCKS CORNER REGULAR MONTHLY MEETING

Town Council Chambers, Moncks Corner Municipal
Complex, 118 Carolina Avenue
TUESDAY, APRIL 08, 2025 at 6:00 PM

MINUTES

CALL TO ORDER

The regular meeting of the Town Council was called to order by Mayor Thomas J. Hamilton, Jr. at 6:00 p.m.

Present:

Mayor Thomas J. Hamilton, Jr.
Mayor Pro-Tem David A. Dennis, Jr.
Council Member DeWayne G. Kitts
Council Member James N. Law, Jr.
Council Member Latorie S. Lloyd
Council Member Chadwick D. Sweatman
Council Member James B. Ware, III

Staff Present:

James E. Brogdon, Town Attorney
Jeffrey V. Lord, Town Administrator
Marilyn M. Baker, Administrative Services Director/Clerk to Council
Justine H. Lovell, Finance Director
Corey Denny, Battalion Fire Chief
R. Logan Faulkner, Public Service Director
Robert L. Gass, III, Fire Chief
Mohamed A. Ibrahim, Technology Director
Lee W. Mixon, Jr., Police Captain
Antwan Richardson, Police Lieutenant
KY Myers, Athletic Manager
Justin S. Westbrook, Community Development Director

Absent:

Elizabeth B. Rentz, Recreation Director

INVOCATION

Invocation was delivered by Jeremy McCay, Youth Leader of Russellville Christian Church

Mayor Hamilton added that Jeremy McCay is a long-time coach for our Recreation Basketball program and was one of our All-Star Coaches this season.

Moment of Silence:

Council Member Law requested a moment of silence in remembrance of Brad Norvell and Jordan Olheiser, and in support of their families.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance to the American Flag was led by Council Member DeWayne Kitts.

PRESENTATIONS

1. Proclamation: Arbor Day

Mayor Hamilton proclaimed April 25th as Arbor Day in the Town of Moncks Corner.

2. Proclamation: Child Abuse Prevention Month

Mayor Hamilton officially read and presented a Proclamation to Kay Phillips, CEO of the Phillips Advocacy Center, declaring April 2025 as Child Abuse Prevention Month in the Town of Moncks Corner. In attendance were Board Members Vicky Budreau, Debbie Clarke, Scott Garcia, Colin Martin, and Jim McDaniel, alongside key professionals from the Multi-Disciplinary Team. Representing various agencies, the team included Elizabeth Bryant (Guardian ad Litem), Valarie Davis (DSS), and members of the 9th Circuit Solicitor's Office - Rachel Janowski, Marie Lerch, Olivia Lynch, and Kamila Sas. Their collaborative efforts, along with several other county agencies, strengthen partnerships dedicated to the effective investigation, prosecution, and treatment of child abuse.

3. Recognition: The 2025 Berkeley High School Lady Stags Basketball Team

Mayor Hamilton officially read and presented a Proclamation to Head Coach Crystal Peace declaring April 8, 2025, as Berkeley High School Lady Stags Basketball Day in the Town of Moncks Corner in honor of the 2025 Berkeley High School Lady Stags Basketball Team and winning the 2025 SCHSL AAAAA Girls Basketball State Championship.

4. Recognition: In Honor of Coach Crystal Peace

Mayor Hamilton officially read and presented a Proclamation to Head Coach Crystal Peace formally designating April 8, 2025, as a day to honor and recognize her for her exceptional leadership, dedication and historic accomplishments to the success of the Berkeley High School Girls' Basketball Program.

APPROVAL OF MINUTES

5. Regular Meeting Minutes: March 18, 2025

Motion was made by Council Member Law to approve the regular meeting minutes of March 18, 2025. Motion was seconded by Council Member Ware and approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

REPORTS

6. **Mayor's Report:** Thomas J. Hamilton, Jr.

Mayor Hamilton reported that he attended and participated in the following:

March 20th - Read story time to the children at the Berkeley County Library.

March 20th – The Smoke Alarm Blitz with the MCFD, MCPD and a cookout for the community.

March 21st – Swearing-In Ceremony for Police Chief Lee Mixon.

March 22nd - Community event at the Grace Impact Center.

March 24th - Opening Day of Miracle League.

Mondays and Tuesdays: Miracle League Baseball. He encouraged individuals and businesses to come out to the Miracle League Field and volunteer to be a buddy to these players.

March 25th - Memorial Social for Officers Marcus Stiles and Lonnie Wells at the Train Depot.

March 26th - Completed Session B of the Municipal Elected Officials Government Training in Columbia. Session B is one of 7 required courses to be eligible to graduate from the MEO Institute of Government.

March 27th - "Donuts with Cops" at Dunkin Donuts at Foxbank.

March 28th - 67th Class Reunion of The Berkeley Training School.

April 3rd - Ribbon Cutting for the UPS Store.

April 3rd - Opening Day for the Farmers Market.

April 4th – A 7th Grade Student named Emily from Berkeley Middle School shadowed the Mayor for the day. He took her around and asked Town Staff to explain their roll and what they do for the Town.

April 5th - He was invited to throw out the first pitch for recreation night at the Stags game.

April 3rd – November 20th: The Farmer's Market every Thursday evening from 3 – 7 p.m. Currently the Farmer's Market is located at the Unity Park.

April 21st – Parade at 5 p.m. from Carolina Avenue to Berkeley High School to honor the Lady Stags Basketball Champions. Afterwards, Berkeley High School will have a Family Fun Fest until 7:30 p.m.

April 26th – “Pickin’ in the Corner” on Main Street from 10:00 a.m. – 3 p.m. The event is sponsored by the Town of Moncks Corner and Collector’s Corner. There will be vendors, food trucks and vintage finds.

7. Administrator’s Report: Jeffrey V. Lord

Administrator Lord reported the following:

The Jolly Street and Whitesville Road project was completed after three years.

The Hill and Warren Street Bridge project has been sent out to bid. Bids are due May 8th.

The next scheduled project is the Winter Street Crossing Project. Unfortunately, we have encountered some delays. During the process of securing the necessary permits and approvals with the South Carolina Department of Transportation (SCDOT), our Corps of Engineers permit lapsed. As a result, we must restart the permitting process to ensure compliance and move forward with the project.

We anticipate receiving the results of the California Branch Study this week. Upon receipt, we will begin executing the various activities outlined in the report.

We anticipate the delivery of the Mast Arms for the Foxbank Traffic Light Intersection next week. Installation is expected to commence shortly after their arrival.

Introduction:

Police Chief Lee Mixon introduced a newly certified police officer, Officer Jarame J. Parker. With three years of active duty in the Army and a bachelor’s degree in Intelligence and National Security Studies from Coastal Carolina University, Officer Parker brings valuable experience and expertise to the force.

Community Development Director Justin Westbrook introduced the Town’s new Planner, Carter France. Mr. France comes to the Town from the BCD COG. He has a bachelor’s degree from the College of Charleston in History and a minor in Urban Study. Mr. France brings valuable experience and expertise to the Town.

NEW BUSINESS

- 8. Cooperative Intergovernmental Agreement:** Between the Town of Moncks Corner and Berkeley County Government to procure, plan and construct a park at Epson Plantation Drive bearing TMS#123-00-01-070 (3.76 acres) and TMS#123-00-01-050 (1.10 acres).

Motion was made by Mayor Pro-Tem Dennis to approve the Cooperative Intergovernmental Agreement between the Town and Berkeley County Government to procure and construct a park at Epson Plantation Drive (TMS 123-00-01-070 and 050).

Discussion:

Council Member Law inquired about the expected outcomes of the park, the estimated cost of maintenance, and whether placards would be included.

Administrator Lord responded that the park will be a public space featuring walking

trails, a historical focus, and picnic benches. While the exact cost of maintenance has not yet been determined, it is expected to be consistent with the maintenance costs of other parks. Additionally, the County is planning to mount the placards. He added that the purchase agreement will follow.

Motion was seconded by Council Member Sweatman and approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

- 9. Property Purchase:** Epson Oaks Plantation bearing TMS#123-00-01-070 (3.76 acres) and TMS#123-00-01-050 (1.10 acres). Total purchase price is \$1,200,000.00 plus closing costs and fees shared through a Cooperative Intergovernmental Agreement between the Town of Moncks Corner and Berkeley County.

Motion was made by Mayor Pro-Tem Dennis to approve the purchase of Epson Oaks Plantation bearing TMS#123-00-01-070 (3.76 acres) and TMS#123-00-01-050 (1.10 acres). Total purchase price \$1,200,000.00 plus closing costs and fees shared through an Cooperative Intergovernmental Agreement between the Town of Moncks Corner and Berkeley County.

Discussion:

Council Member Sweatman inquired about how the Town's share for the purchase would be funded. Administrator Lord responded that the Town's share of \$600,000 plus closing costs will be funded through ARPA (American Rescue Plan Act) Funding.

Motion was seconded by Council Member Sweatman and approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

- 10. Ordinance First Reading:** Consider a Zoning Map Amendment (ZA-25-01) request for one (1) parcel (142-04-01-049) totaling approximately 0.18 acres, located at 300 N. Live Oak Drive. The parcel is currently zoned Office & Institutional (C-1) and the applicant is seeking Single Family Residential (R-2).

Community Development Director Justin Westbrook explained that the applicant is seeking the parcel to be zoned Single Family Residential (R-2). He provided Council with some background information for the request. He concluded that staff recommend denial as the potential for development should not be considered on a vacant parcel, particularly when it conflicts with the Future Land Use Plan and the 2024 Comprehensive Plan, specifically the Highway Commercial Overlay. The Planning Commission also recommends denial voting 5-0. Conversation centered around the loss of commercial, incompatibility with the new 2024 Comprehensive Plan, and potential driveway for residential use.

Motion was made by Council Member Law to accept the recommendation of staff and the Planning Commission and deny the request for re-zoning. Motion to deny was seconded by Council Member Sweatman and was approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

11. Ordinance First Reading: Amending the Business License Ordinance of the Town of Moncks Corner to update the Class Schedule as required by ACT 176 of 2020.

Administrative Services Director Marilyn Baker explained that the Standardization Act requires by December 31st of every odd year, each municipality levying a business license tax must adopt, by ordinance, the latest Standardized Business License Class Schedule as recommended by the Municipal Association of SC and adopted by the Director of the Revenue and Fiscal Affairs Office. This amendment will solidify our obligation.

Motion was made by Council Member Law to approve the amendment of the Business License Ordinance to update the Class Schedule as required by ACT 176 of 2020. Motion was seconded by Council Member Sweatman and approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

OLD BUSINESS

12. Old Business:

There was no old business to be brought before Council.

PUBLIC INPUT:

There was no input from the public.

EXECUTIVE SESSION:

13. Motion was made by Council Member Law to go into executive session to discuss the following:

- Discussion: Proposed contractual negotiations related to the provision of fire service.
- Discussion: Proposed contractual agreement related to the downtown redevelopment project.

Motion was seconded by Mayor Pro-Tem Dennis and approved unanimously as follows:

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

Out of Executive Session and Reconvene to the Regular Meeting:

Motion was made by Mayor Pro-Tem Dennis to come out of executive session and reconvene to the regular meeting. Motion was seconded by Council Member Sweatman and approved unanimously as follows.

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware.

Mayor Hamilton reported that there was nothing to report out of executive session.

ADJOURNMENT

Motion was made by Council Member Law, seconded by Council Member Lloyd to adjourn the regular meeting of Council. Motion was approved unanimously as follows.

Voting Yea: Mayor Hamilton, Mayor Pro-Tem Dennis, Council Member Kitts, Council Member Law, Council Member Lloyd, Council Member Sweatman, Council Member Ware

The meeting was adjourned at 7:28 p.m.

A copy of this meeting's agenda was e-mailed to the Post and Courier, The Berkeley Independent, Live 5 News, Channel 4, Channel 2, and The News Journal Scene. As required, the agenda was posted on the Municipal Complex bulletin board and the Town Website at least 24 hours prior to the meeting.

Minutes Approved and Adopted:

Marilyn M. Baker/Clerk to Council

May 20, 2025

DATE

TOWN OF MONCKS CORNER REGULAR MEETING
Tuesday, May 20, 2025

Title: Hill & Warren Drainage Improvements

Background:

We solicited bids April 3rd, 2025 and received them on May 8th.

Five bids were received as shown in the Certified Bid Tab, with IPW Construction Group, LLC being the low bidder at \$696,813.12

This project is funded in part by a South Carolina Infrastructure Investment Program (SCIIP) Grant with the balance coming from funds set aside from the ARPA Grant and funds from the Stormwater Fund.

Exhibits: SCBO Ad
Engineer Recommendation
Certified Bid Tab

Funding:	SCIIP Grant	\$462,926
	ARPA Grant	\$168,590
	Stormwater Fund	\$ 65,297

Town Council action requested: Consider approval of the low bid from IPW Construction Group, LLC for Hill & Warren Drainage Improvements and authorize additional funding from the Stormwater and ARPA Funds and authorize staff to approve change orders that reduce the cost of the project or do not increase the project more than 10%.

Staff recommendation: Approve the low bid from IPW Construction Group, LLC for Hill & Warren Drainage Improvements and authorize additional funding from the Stormwater and ARPA Funds and authorize staff to approve change orders that reduce the cost of the project or do not increase the project more than 10%.

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ADVERTISEMENT FOR BIDS

Owner: Town of Moncks Corner

Stantec Consulting Ltd. Project No.: 215618401

Separate sealed bids for the Town of Moncks Corner for Hill Street & Warren Street Drainage Improvements project will be received by Town of Moncks Corner in the Municipal Complex at 118 Carolina Ave. until 2:00 P.M. on May 8th, 2025 and then at said place be publicly opened and read aloud.

The work to be done consists of furnishing all materials, equipment and labor necessary to replace an existing drainage crossing along the California Branch with a new pre-cast box culvert and associated utility relocations.

Bidders on this work will be required to comply with the President's Executive Order No. 11246 and Order No. 11375 which prohibit discrimination in employment regarding race, creed, color, sex or national origin.

Bidders must comply with Title VI of the Civil Rights Act of 1964, the Davis-Bacon Act, the Anti-Kickback Act, the Contract Work Hours and Safety Standards Act, and 40 CFR 33.240.

This project will be constructed with funds provided by the South Carolina Rural Infrastructure Authority.

Bidders must also make positive efforts to use small and minority owned business and to offer employment, training and contracting opportunities in accordance with Section 3 of the Housing and Urban Development Act of 1968. Attention of bidders is particularly called to the requirements as to conditions of employment to be observed and minimum wage rates to be paid under the contract.

The Information for Bidders, Bid Form, Contract, Plans, Specifications, Bid Bond, Performance Bond and Payment Bond, and other contract documents may be examined at the following locations:

Owner: Town of Moncks Corner.

Engineer: Stantec Consulting Services Ltd., North Charleston, SC.

Plans, Specifications and Contract Documents may be examined at Moncks Corner Administrative Building at 118 Carolina Ave during regular business hours. Full copies of the documents may be obtained from Duncan Parnell www.bidroom.duncanparnell.com for the non-refundable cost of reproduction. All payments are to be made to Duncan Parnell. Note that prospective bidders must purchase contract documents through Duncan Parnell directly in order to be considered an official plan holder.

Bidders must deposit security with all bids. Security shall be in the form of a certified check or bid bond made payable to the Owner and shall be for an amount equal to not less than five percent (5%) of the amount of the bid. Provisions of the security shall be as described in the Information for Bidders.

No bid will be considered unless the bidder is legally qualified under the provisions of the South Carolina Contractor's Licensing Law (South Carolina Code of Laws as amended on April 1, 1999, Chapter 11, Sections 40-11-10 through 40-11-428).

Contractors shall have a classification of GC.

No bidder may withdraw the bid within 60 days after the actual date of the opening and thereof.

The Owner reserves the right to waive any informalities or to reject any or all bids.

ENGINEERS

Stantec Consulting Ltd.
4969 Centre Pointe Drive, Suite 200
North Charleston, SC 29418

OWNER

Town of Moncks Corner
118 Carolina Avenue
Moncks Corner, SC 29461



Stantec Consulting Services Inc.

4969 Centre Pointe Drive Suite 200, North Charleston SC 29418-6952

May 9, 2025
File: 215618401

Attention: All Bidders

**Reference: Hill & Warren Drainage Improvements – Town of Moncks Corner
Moncks Corner, South Carolina**

Certification

The attached tabulation of bids is certified to be an accurate tabulation of bids received for the above referenced project.

Regards,

STANTEC CONSULTING SERVICES INC.

A handwritten signature in blue ink, appearing to read "Josh Lilly".

Josh Lilly, PE
Civil Engineer
Phone: (843) 740-6332
Josh.Lilly@stantec.com

Public Bid for The Town of Moncks Corner – Hill & Warren Drainage Improvements**May 8th, 2025**

Plan Holder	Grand Total
IPW Construction Group, LLC	\$696,813.12
WE Davis Construction	\$849,308.00
Truluck Construction, Inc.	\$863,769.00
Green Wave Contracting, Inc.	\$872,264.00
Gulf Stream Construction Company, Inc.	\$1,101,849.21

	IPW Construction Group, LLC				Gulf Stream Construction Company, Inc.				Green Wave Contracting, Inc.				Truluck Construction, Inc.				WE Davis Construction			
PAY ITEM	QUANTITY	PAY UNIT	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price
MOBILIZATION	1	LS	\$ 18,000.00	\$ 18,000.00	\$ 54,982.28	\$ 54,982.28	\$ 40,000.00	\$ 40,000.00	\$ 30,049.20	\$ 30,049.20	\$ 16,000.00	\$ 16,000.00								
MOBILIZATION - SUBCONTRACTOR	1	LS	\$ 13,419.32	\$ 13,419.32	\$ 54,982.28	\$ 54,982.28	\$ 6,000.00	\$ 6,000.00	\$ 14,603.00	\$ 14,603.00	\$ 2,500.00	\$ 2,500.00								
BONDS AND INSURANCE	1	LS	\$ 12,409.66	\$ 12,409.66	\$ 21,926.80	\$ 21,926.80	\$ 23,500.00	\$ 23,500.00	\$ 8,638.00	\$ 8,638.00	\$ 45,000.00	\$ 45,000.00								
CONSTRUCTION STAKES, LINES & GRADES	1	LS	\$ 3,600.00	\$ 3,600.00	\$ 25,372.35	\$ 25,372.35	\$ 2,500.00	\$ 2,500.00	\$ 3,500.00	\$ 3,500.00	\$ 11,000.00	\$ 11,000.00								
TRAFFIC CONTROL	1	LS	\$ 5,209.66	\$ 5,209.66	\$ 89,028.79	\$ 89,028.79	\$ 7,500.00	\$ 7,500.00	\$ 10,000.00	\$ 10,000.00	\$ 21,000.00	\$ 21,000.00								
CPM PROGRESS SCHEDULE	1	LS	\$ 3,000.00	\$ 3,000.00	\$ 11,758.32	\$ 11,758.32	\$ 2,500.00	\$ 2,500.00	\$ 3,000.00	\$ 3,000.00	\$ 3,500.00	\$ 3,500.00								
AS-BUILT CONSTRUCTION PLANS	1	LS	\$ 6,000.00	\$ 6,000.00	\$ 6,132.87	\$ 6,132.87	\$ 6,500.00	\$ 6,500.00	\$ 4,500.00	\$ 4,500.00	\$ 4,000.00	\$ 4,000.00								
CLEARING & GRUBBING WITHIN RIGHT OF WAY	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 6,888.27	\$ 6,888.27	\$ 5,000.00	\$ 5,000.00	\$ 8,000.00	\$ 8,000.00	\$ 5,500.00	\$ 5,500.00								
REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	260	SY	\$ 21.60	\$ 5,616.00	\$ 20.21	\$ 5,254.60	\$ 20.00	\$ 5,200.00	\$ 25.00	\$ 6,500.00	\$ 15.00	\$ 3,900.00								
REMOVAL OF 36" RCP STORM CULVERTS	88	LF	\$ 18.00	\$ 1,584.00	\$ 24.07	\$ 2,118.16	\$ 60.00	\$ 5,280.00	\$ 50.00	\$ 4,400.00	\$ 60.00	\$ 5,280.00								
UNCLASSIFIED EXCAVATION	430	CY	\$ 30.00	\$ 12,900.00	\$ 33.45	\$ 14,383.50	\$ 40.00	\$ 17,200.00	\$ 31.00	\$ 13,330.00	\$ 17.00	\$ 7,310.00								
BORROW EXCAVATION	220	CY	\$ 44.40	\$ 9,768.00	\$ 38.05	\$ 8,371.00	\$ 40.00	\$ 8,800.00	\$ 39.00	\$ 8,580.00	\$ 35.00	\$ 7,700.00								
MUCK EXCAVATION	95	CY	\$ 30.00	\$ 2,850.00	\$ 33.45	\$ 3,177.75	\$ 40.00	\$ 3,800.00	\$ 31.00	\$ 2,945.00	\$ 29.00	\$ 2,755.00								
GEOTEXTILE, SEPARATION	142.4	SY	\$ 14.40	\$ 2,050.56	\$ 8.06	\$ 1,147.74	\$ 20.00	\$ 2,848.00	\$ 7.50	\$ 1,068.00	\$ 45.00	\$ 6,408.00								
DEWATERING SYSTEM	1	LS	\$ 9,600.00	\$ 9,600.00	\$ 160,358.29	\$ 160,358.29	\$ 10,000.00	\$ 10,000.00	\$ 12,850.00	\$ 12,850.00	\$ 12,000.00	\$ 12,000.00								
NO. 57 STONE FOR BACKFILL	200	TON	\$ 108.00	\$ 21,600.00	\$ 83.55	\$ 16,710.00	\$ 150.00	\$ 30,000.00	\$ 75.00	\$ 15,000.00	\$ 100.00	\$ 20,000.00								
FINE GRADING	260	SY	\$ 12.00	\$ 3,120.00	\$ 49.99	\$ 12,997.40	\$ 22.00	\$ 5,720.00	\$ 10.00	\$ 2,600.00	\$ 45.00	\$ 11,700.00								
GRADED AGGREGATE BASE COURSE (8" UNIFORM)	260	SY	\$ 28.80	\$ 7,488.00	\$ 34.68	\$ 9,016.80	\$ 35.00	\$ 9,100.00	\$ 30.00	\$ 7,800.00	\$ 64.00	\$ 16,640.00								
GRADED AGGREGATE BASE COURSE (10" UNIFORM)	260	SY	\$ 36.00	\$ 9,360.00	\$ 40.47	\$ 10,522.20	\$ 42.00	\$ 10,920.00	\$ 40.00	\$ 10,400.00	\$ 70.00	\$ 18,200.00								
MAINTENANCE STONE	115	TON	\$ 30.00	\$ 3,450.00	\$ 52.91	\$ 6,084.65	\$ 150.00	\$ 17,250.00	\$ 65.00	\$ 7,475.00	\$ 95.00	\$ 10,925.00								
PRIME COAT	30	GAL	\$ 240.00	\$ 7,200.00	\$ 56.35	\$ 1,690.50	\$ 20.00	\$ 600.00	\$ 10.00	\$ 300.00	\$ 40.00	\$ 1,200.00								
LIQUID ASPHALT BINDER PG64-22	9	TON	\$ 900.00	\$ 8,100.00	\$ 599.42	\$ 5,394.78	\$ 995.00	\$ 8,955.00	\$ 700.00	\$ 6,300.00	\$ 850.00	\$ 7,650.00								
MILLING EXISTING ASPHALT PAVEMENT 2.0"	260	SY	\$ 38.40	\$ 9,984.00	\$ 46.44	\$ 12,074.40	\$ 66.00	\$ 17,160.00	\$ 25.00	\$ 6,500.00	\$ 45.00	\$ 11,700.00								
HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B	90	TON	\$ 266.40	\$ 23,976.00	\$ 180.03	\$ 16,202.70	\$ 200.00	\$ 18,000.00	\$ 150.00	\$ 13,500.00	\$ 350.00	\$ 31,500.00								
HOT MIX ASPHALT SURFACE COURSE TYPE B	90	TON	\$ 266.40	\$ 23,976.00	\$ 180.03	\$ 16,202.70	\$ 200.00	\$ 18,000.00	\$ 150.00	\$ 13,500.00	\$ 350.00	\$ 31,500.00								
PAVEMENT MARKINGS (TEMPORARY-PAINT)-4" YELLOW SOLID LINES	2.6	SY	\$ 1,896.00	\$ 4,929.60	\$ 307.33	\$ 799.06	\$ 400.00	\$ 1,040.00	\$ 50.00	\$ 130.00	\$ 1,050.00	\$ 2,730.00								
4" YELLOW SOLID LINES (PVT.EDGE LINES) THERMO-90 MIL	2.6	SY	\$ 3,300.00	\$ 8,580.00	\$ 1,365.00	\$ 3,549.00	\$ 400.00	\$ 1,040.00	\$ 150.00	\$ 390.00	\$ 1,050.00	\$ 2,730.00								
PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)	250	SF	\$ 57.60	\$ 14,400.00	\$ 15.75	\$ 3,937.50	\$ 30.00	\$ 7,500.00	\$ 25.00	\$ 6,250.00	\$ 20.00	\$ 5,000.00								
FLAT SHEET, TYPE III, FIXED SZ. & MSG. SIGN	52	SF	\$ 57.60	\$ 2,995.20	\$ 30.29	\$ 1,575.08	\$ 30.00	\$ 1,560.00	\$ 50.00	\$ 2,600.00	\$ 70.00	\$ 3,640.00								
U-SECTION POST FOR SIGN SUPPORTS - 3P	105	LF	\$ 42.00	\$ 4,410.00	\$ 15.75	\$ 1,653.75	\$ 15.00	\$ 1,575.00	\$ 36.00	\$ 3,780.00	\$ 32.00	\$ 3,360.00								
CONC. FOR STRUCTURES - CLASS 4000(CULVERT)	17	CY	\$ 2,700.00	\$ 45,900.00	\$ 3,649.41	\$ 62,039.97	\$ 5,000.00	\$ 85,000.00	\$ 6,961.00	\$ 118,337.00	\$ 800.00	\$ 13,600.00								
CONCRETE WASHOUT	1	EA	\$ 360.00	\$ 360.00	\$ 3,828.94	\$ 3,828.94	\$ 2,000.00	\$ 2,000.00	\$ 1,650.00	\$ 1,650.00	\$ 900.00	\$ 900.00								
12'X 4' P.C. BOX CULVERT	37	LF	\$ 3,164.40	\$ 117,082.80	\$ 4,928.12	\$ 182,340.44	\$ 5,800.00	\$ 214,600.00	\$ 3,587.00	\$ 132,719.00	\$ 4,800.00	\$ 177,600.00								
RIP-RAP (CLASS C)	500	TON	\$ 198.00	\$ 99,000.00	\$ 115.29	\$ 57,645.00	\$ 200.00	\$ 100,000.00	\$ 200.00	\$ 100,000.00	\$ 245.00	\$ 122,500.00								
GEOTEXTILE FOR EROSION CONTROL UNDER RIPRAP(CLASS 2)TYPE C	150.5	SY	\$ 18.00	\$ 2,709.00	\$ 20.23	\$ 3,044.62	\$ 16.00	\$ 2,408.00	\$ 6.00	\$ 903.00	\$ 62.00	\$ 9,331.00								
MT3 LEADING END TREATMENT LT3	2.2	LF	\$ 1,500.00	\$ 3,300.00	\$ 3,447.73	\$ 7,585.01	\$ 4,600.00	\$ 10,120.00	\$ 5,450.00	\$ 11,990.00	\$ 180.00	\$ 396.00								
MB TRAILING END TREATMENT	2.2	LF	\$ 1,500.00	\$ 3,300.00	\$ 2,981.82	\$ 6,560.00	\$ 4,200.00	\$ 9,240.00	\$ 3,469.00	\$ 7,631.80	\$ 180.00	\$ 396.00								
PERMANENT COVER	0.1	ACRE	\$ 12,000.00	\$ 1,200.00	\$ 13,125.00	\$ 1,312.50	\$ 10,000.00	\$ 1,000.00	\$ 10,000.00	\$ 1,000.00	\$ 22,000.00	\$ 2,200.00								
TEMPORARY COVER	0.1	ACRE	\$ 6,000.00	\$ 600.00	\$ 10,500.00	\$ 1,050.00	\$ 2,500.00	\$ 250.00	\$ 10,000.00	\$ 1,000.00	\$ 22,000.00	\$ 2,200.00								
FERTILIZER (NITROGEN)	27.1	LB	\$ 2.40	\$ 65.04	\$ 2.10	\$ 56.91	\$ 10.00	\$ 271.00	\$ 5.00	\$ 135.50	\$ 30.00	\$ 813.00								
FERTILIZER (PHOSPHORIC ACID)	27.1	LB	\$ 2.40	\$ 65.04	\$ 2.10	\$ 56.91	\$ 10.00	\$ 271.00	\$ 5.00	\$ 135.50	\$ 30.00	\$ 813.00								
FERTILIZER (POTASH)	27.1	LB	\$ 2.40	\$ 65.04	\$ 2.10	\$ 56.91	\$ 10.00	\$ 271.00	\$ 5.00	\$ 135.50	\$ 30.00	\$ 813.00								
AGRICULTURAL GRANULAR LIME	545	LB	\$ 2.40	\$ 1,308.00	\$ 2.10	\$ 1,144.50	\$ 1.00	\$ 545.00	\$ 0.50	\$ 272.50	\$ 3.00	\$ 1,635.00								
HYDRAULIC EROSION CONTROL PRODUCT (HECP) - TYPE 1	0.1	ACRE	\$ 9,000.00	\$ 900.00	\$ 13,125.00	\$ 1,312.50	\$ 20,000.00	\$ 2,000.00	\$ 10,000.00	\$ 1,000.00	\$ 58,000.00	\$ 5,800.00								
SILT FENCE	800	LF	\$ 6.30	\$ 5,040.00	\$ 7.66	\$ 6,128.00	\$ 5.00	\$ 4,000.00	\$ 7.00	\$ 5,600.00	\$ 7.00	\$ 5,600.00								
REMOVAL OF SILT RETAINED BY SILT FENCE	1	LS	\$ 1,800.00	\$ 1,800.00	\$ 2,028.21	\$ 2,028.21	\$ 1,000.00	\$ 1,000.00	\$ 700.00	\$ 700.00	\$ 1,800.00	\$ 1,800.00								
SEDIMENT TUBE	1	EA	\$ 150.00	\$ 150.00	\$ 124.72	\$ 124.72	\$ 200.00	\$ 200.00	\$ 250.00	\$ 250.00	\$ 900.00	\$ 900.00								
STABILIZED CONSTRUCTION ENTRANCE	1	EA	\$ 600.00	\$ 600.00	\$ 9,422.75	\$ 9,422.75	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 3,800.00	\$ 3,800.00								
10" PVC WATERLINE	69	LF	\$ 234.28	\$ 16,165.32	\$ 272.36	\$ 18,792.84	\$ 160.00	\$ 11,040.00	\$ 204.00	\$ 14,076.00	\$ 180.00	\$ 12,420.00								
10" GATE VALVE	4	EA	\$ 6,216.44	\$ 24,865.76	\$ 6,437.49	\$ 25,749.96	\$ 7,500.00	\$ 30,000.00	\$ 7,140.00	\$ 28,560.00	\$ 8,900.00	\$ 35,600.00								
10" 45 DEGREE BEND	4	EA	\$ 2,529.82	\$ 10,119.28	\$ 2,475.96	\$ 9,903.84	\$ 2,000.00	\$ 8,000.00	\$ 2,040.00	\$ 8,160.00	\$ 4,522.00	\$ 18,088.00								
WATER TIE-IN, CUT-IN-TEE	2	LS	\$ 3,753.52	\$ 7,507.04	\$ 9,716.37	\$ 19,432.74	\$ 2,500.00	\$ 5,000.00	\$ 10,200.00	\$ 20,400.00	\$ 9,000.00	\$ 18,000.00								
10" PVC SEWER	175	LF	\$ 248.40	\$ 43,470.00	\$ 437.42	\$ 76,548.50	\$ 400.00	\$ 70,000.00	\$ 327.00	\$ 57,225.00	\$ 265.00	\$ 46,375.00								
SEWER MANHOLE (48" DIA)	2	EA	\$ 8,432.40	\$ 16,864.80	\$ 6,265.35	\$ 12,530.70	\$ 7,500.00	\$ 15,000.00	\$ 30,600.00	\$ 61,200.00	\$ 8,900.00	\$ 17,800.00								
CORE EXISTING MANHOLE	2	EA	\$ 2,400.00	\$ 4,800.00	\$ 4,429.61	\$ 8,859.22	\$ 2,000.00	\$ 4,000.00	\$ 30,600.00	\$ 61,200.00	\$ 8,800.00	\$ 17,600.00								
Total				\$ 696,813.12		\$ 1,101,849.21		\$ 872,264.00		\$ 863,769.00		\$ 849,308.00								

*updated based on unit price



Stantec Consulting Services Inc.

4969 Centre Pointe Drive Suite 200, North Charleston SC 29418-6952

May 9, 2025
File: 215618401

Mr. Jeffery Lord

Town Administrator
Town of Moncks Corner
118 Carolina Ave
Moncks Corner, SC 29461

Dear Jeff,

Reference: Hill & Warren Drainage Improvements

This letter represents the recommendation of Stantec concerning the award of a construction contract by the Town of Moncks Corner for the referenced project.

Bids for the project were received at 2:00 pm on May 8th, 2025, at the town Administration Building located at 118 Carolina Ave, Moncks Corner, South Carolina. Each of the sealed bids were publicly opened and read aloud. A total of five (5) bids were received ranging from a low Base Bid of \$696,813.12 to a high Base Bid of \$1,101,849.21. Please reference the Certified Bid Tab for a complete breakdown of bids received. The low Bid was submitted by IPW Construction Group, LLC located in North Charleston, SC. We feel that the bids were competitive.

Based on our investigation, it appears that IPW Construction Group, LLC, has the experience and resources to complete the project. It is therefore our recommendation that the construction contract be awarded to IPW Construction Group, LLC.

Enclosed is the Certified Bid Tabulation.

If you should have any questions, please do not hesitate to call.

Regards,

STANTEC CONSULTING SERVICES INC.

A handwritten signature in blue ink, appearing to read "Josh Lilly".

Josh Lilly, PE
Civil Engineer
Phone: (843) 740-6332
Josh.Lilly@stantec.com



Stantec Consulting Services Inc.

4969 Centre Pointe Drive Suite 200, North Charleston SC 29418-6952

May 9, 2025
File: 215618401

Attention: All Bidders

**Reference: Hill & Warren Drainage Improvements – Town of Moncks Corner
Moncks Corner, South Carolina**

Certification

The attached tabulation of bids is certified to be an accurate tabulation of bids received for the above referenced project.

Regards,

STANTEC CONSULTING SERVICES INC.

A handwritten signature in blue ink, appearing to read "Josh Lilly".

Josh Lilly, PE
Civil Engineer
Phone: (843) 740-6332
Josh.Lilly@stantec.com

Public Bid for The Town of Moncks Corner – Hill & Warren Drainage Improvements**May 8th, 2025**

Plan Holder	Grand Total
IPW Construction Group, LLC	\$696,813.12
WE Davis Construction	\$849,308.00
Truluck Construction, Inc.	\$863,769.00
Green Wave Contracting, Inc.	\$872,264.00
Gulf Stream Construction Company, Inc.	\$1,101,849.21

	IPW Construction Group, LLC				Gulf Stream Construction Company, Inc.				Green Wave Contracting, Inc.				Truluck Construction, Inc.				WE Davis Construction			
PAY ITEM	QUANTITY	PAY UNIT	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price	Price Per Unit	Total Price
MOBILIZATION	1	LS	\$ 18,000.00	\$ 18,000.00	\$ 54,982.28	\$ 54,982.28	\$ 40,000.00	\$ 40,000.00	\$ 30,049.20	\$ 30,049.20	\$ 16,000.00	\$ 16,000.00								
MOBILIZATION - SUBCONTRACTOR	1	LS	\$ 13,419.32	\$ 13,419.32	\$ 54,982.28	\$ 54,982.28	\$ 6,000.00	\$ 6,000.00	\$ 14,603.00	\$ 14,603.00	\$ 2,500.00	\$ 2,500.00								
BONDS AND INSURANCE	1	LS	\$ 12,409.66	\$ 12,409.66	\$ 21,926.80	\$ 21,926.80	\$ 23,500.00	\$ 23,500.00	\$ 8,638.00	\$ 8,638.00	\$ 45,000.00	\$ 45,000.00								
CONSTRUCTION STAKES, LINES & GRADES	1	LS	\$ 3,600.00	\$ 3,600.00	\$ 25,372.35	\$ 25,372.35	\$ 2,500.00	\$ 2,500.00	\$ 3,500.00	\$ 3,500.00	\$ 11,000.00	\$ 11,000.00								
TRAFFIC CONTROL	1	LS	\$ 5,209.66	\$ 5,209.66	\$ 89,028.79	\$ 89,028.79	\$ 7,500.00	\$ 7,500.00	\$ 10,000.00	\$ 10,000.00	\$ 21,000.00	\$ 21,000.00								
CPM PROGRESS SCHEDULE	1	LS	\$ 3,000.00	\$ 3,000.00	\$ 11,758.32	\$ 11,758.32	\$ 2,500.00	\$ 2,500.00	\$ 3,000.00	\$ 3,000.00	\$ 3,500.00	\$ 3,500.00								
AS-BUILT CONSTRUCTION PLANS	1	LS	\$ 6,000.00	\$ 6,000.00	\$ 6,132.87	\$ 6,132.87	\$ 6,500.00	\$ 6,500.00	\$ 4,500.00	\$ 4,500.00	\$ 4,000.00	\$ 4,000.00								
CLEARING & GRUBBING WITHIN RIGHT OF WAY	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 6,888.27	\$ 6,888.27	\$ 5,000.00	\$ 5,000.00	\$ 8,000.00	\$ 8,000.00	\$ 5,500.00	\$ 5,500.00								
REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	260	SY	\$ 21.60	\$ 5,616.00	\$ 20.21	\$ 5,254.60	\$ 20.00	\$ 5,200.00	\$ 25.00	\$ 6,500.00	\$ 15.00	\$ 3,900.00								
REMOVAL OF 36" RCP STORM CULVERTS	88	LF	\$ 18.00	\$ 1,584.00	\$ 24.07	\$ 2,118.16	\$ 60.00	\$ 5,280.00	\$ 50.00	\$ 4,400.00	\$ 60.00	\$ 5,280.00								
UNCLASSIFIED EXCAVATION	430	CY	\$ 30.00	\$ 12,900.00	\$ 33.45	\$ 14,383.50	\$ 40.00	\$ 17,200.00	\$ 31.00	\$ 13,330.00	\$ 17.00	\$ 7,310.00								
BORROW EXCAVATION	220	CY	\$ 44.40	\$ 9,768.00	\$ 38.05	\$ 8,371.00	\$ 40.00	\$ 8,800.00	\$ 39.00	\$ 8,580.00	\$ 35.00	\$ 7,700.00								
MUCK EXCAVATION	95	CY	\$ 30.00	\$ 2,850.00	\$ 33.45	\$ 3,177.75	\$ 40.00	\$ 3,800.00	\$ 31.00	\$ 2,945.00	\$ 29.00	\$ 2,755.00								
GEOTEXTILE, SEPARATION	142.4	SY	\$ 14.40	\$ 2,050.56	\$ 8.06	\$ 1,147.74	\$ 20.00	\$ 2,848.00	\$ 7.50	\$ 1,068.00	\$ 45.00	\$ 6,408.00								
DEWATERING SYSTEM	1	LS	\$ 9,600.00	\$ 9,600.00	\$ 160,358.29	\$ 160,358.29	\$ 10,000.00	\$ 10,000.00	\$ 12,850.00	\$ 12,850.00	\$ 12,000.00	\$ 12,000.00								
NO. 57 STONE FOR BACKFILL	200	TON	\$ 108.00	\$ 21,600.00	\$ 83.55	\$ 16,710.00	\$ 150.00	\$ 30,000.00	\$ 75.00	\$ 15,000.00	\$ 100.00	\$ 20,000.00								
FINE GRADING	260	SY	\$ 12.00	\$ 3,120.00	\$ 49.99	\$ 12,997.40	\$ 22.00	\$ 5,720.00	\$ 10.00	\$ 2,600.00	\$ 45.00	\$ 11,700.00								
GRADED AGGREGATE BASE COURSE (8" UNIFORM)	260	SY	\$ 28.80	\$ 7,488.00	\$ 34.68	\$ 9,016.80	\$ 35.00	\$ 9,100.00	\$ 30.00	\$ 7,800.00	\$ 64.00	\$ 16,640.00								
GRADED AGGREGATE BASE COURSE (10" UNIFORM)	260	SY	\$ 36.00	\$ 9,360.00	\$ 40.47	\$ 10,522.20	\$ 42.00	\$ 10,920.00	\$ 40.00	\$ 10,400.00	\$ 70.00	\$ 18,200.00								
MAINTENANCE STONE	115	TON	\$ 30.00	\$ 3,450.00	\$ 52.91	\$ 6,084.65	\$ 150.00	\$ 17,250.00	\$ 65.00	\$ 7,475.00	\$ 95.00	\$ 10,925.00								
PRIME COAT	30	GAL	\$ 240.00	\$ 7,200.00	\$ 56.35	\$ 1,690.50	\$ 20.00	\$ 600.00	\$ 10.00	\$ 300.00	\$ 40.00	\$ 1,200.00								
LIQUID ASPHALT BINDER PG64-22	9	TON	\$ 900.00	\$ 8,100.00	\$ 599.42	\$ 5,394.78	\$ 995.00	\$ 8,955.00	\$ 700.00	\$ 6,300.00	\$ 850.00	\$ 7,650.00								
MILLING EXISTING ASPHALT PAVEMENT 2.0"	260	SY	\$ 38.40	\$ 9,984.00	\$ 46.44	\$ 12,074.40	\$ 66.00	\$ 17,160.00	\$ 25.00	\$ 6,500.00	\$ 45.00	\$ 11,700.00								
HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B	90	TON	\$ 266.40	\$ 23,976.00	\$ 180.03	\$ 16,202.70	\$ 200.00	\$ 18,000.00	\$ 150.00	\$ 13,500.00	\$ 350.00	\$ 31,500.00								
HOT MIX ASPHALT SURFACE COURSE TYPE B	90	TON	\$ 266.40	\$ 23,976.00	\$ 180.03	\$ 16,202.70	\$ 200.00	\$ 18,000.00	\$ 150.00	\$ 13,500.00	\$ 350.00	\$ 31,500.00								
PAVEMENT MARKINGS (TEMPORARY-PAINT)-4" YELLOW SOLID LINES	2.6	SY	\$ 1,896.00	\$ 4,929.60	\$ 307.33	\$ 799.06	\$ 400.00	\$ 1,040.00	\$ 50.00	\$ 130.00	\$ 1,050.00	\$ 2,730.00								
4" YELLOW SOLID LINES (PVT.EDGE LINES) THERMO-90 MIL	2.6	SY	\$ 3,300.00	\$ 8,580.00	\$ 1,365.00	\$ 3,549.00	\$ 400.00	\$ 1,040.00	\$ 150.00	\$ 390.00	\$ 1,050.00	\$ 2,730.00								
PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED)	250	SF	\$ 57.60	\$ 14,400.00	\$ 15.75	\$ 3,937.50	\$ 30.00	\$ 7,500.00	\$ 25.00	\$ 6,250.00	\$ 20.00	\$ 5,000.00								
FLAT SHEET, TYPE III, FIXED SZ. & MSG. SIGN	52	SF	\$ 57.60	\$ 2,995.20	\$ 30.29	\$ 1,575.08	\$ 30.00	\$ 1,560.00	\$ 50.00	\$ 2,600.00	\$ 70.00	\$ 3,640.00								
U-SECTION POST FOR SIGN SUPPORTS - 3P	105	LF	\$ 42.00	\$ 4,410.00	\$ 15.75	\$ 1,653.75	\$ 15.00	\$ 1,575.00	\$ 36.00	\$ 3,780.00	\$ 32.00	\$ 3,360.00								
CONC. FOR STRUCTURES - CLASS 4000(CULVERT)	17	CY	\$ 2,700.00	\$ 45,900.00	\$ 3,649.41	\$ 62,039.97	\$ 5,000.00	\$ 85,000.00	\$ 6,961.00	\$ 118,337.00	\$ 800.00	\$ 13,600.00								
CONCRETE WASHOUT	1	EA	\$ 360.00	\$ 360.00	\$ 3,828.94	\$ 3,828.94	\$ 2,000.00	\$ 2,000.00	\$ 1,650.00	\$ 1,650.00	\$ 900.00	\$ 900.00								
12'X 4' P.C. BOX CULVERT	37	LF	\$ 3,164.40	\$ 117,082.80	\$ 4,928.12	\$ 182,340.44	\$ 5,800.00	\$ 214,600.00	\$ 3,587.00	\$ 132,719.00	\$ 4,800.00	\$ 177,600.00								
RIP-RAP (CLASS C)	500	TON	\$ 198.00	\$ 99,000.00	\$ 115.29	\$ 57,645.00	\$ 200.00	\$ 100,000.00	\$ 200.00	\$ 100,000.00	\$ 245.00	\$ 122,500.00								
GEOTEXTILE FOR EROSION CONTROL UNDER RIPRAP(CLASS 2)TYPE C	150.5	SY	\$ 18.00	\$ 2,709.00	\$ 20.23	\$ 3,044.62	\$ 16.00	\$ 2,408.00	\$ 6.00	\$ 903.00	\$ 62.00	\$ 9,331.00								
MT3 LEADING END TREATMENT LT3	2.2	LF	\$ 1,500.00	\$ 3,300.00	\$ 3,447.73	\$ 7,585.01	\$ 4,600.00	\$ 10,120.00	\$ 5,450.00	\$ 11,990.00	\$ 180.00	\$ 396.00								
MB TRAILING END TREATMENT	2.2	LF	\$ 1,500.00	\$ 3,300.00	\$ 2,981.82	\$ 6,560.00	\$ 4,200.00	\$ 9,240.00	\$ 3,469.00	\$ 7,631.80	\$ 180.00	\$ 396.00								
PERMANENT COVER	0.1	ACRE	\$ 12,000.00	\$ 1,200.00	\$ 13,125.00	\$ 1,312.50	\$ 10,000.00	\$ 1,000.00	\$ 10,000.00	\$ 1,000.00	\$ 22,000.00	\$ 2,200.00								
TEMPORARY COVER	0.1	ACRE	\$ 6,000.00	\$ 600.00	\$ 10,500.00	\$ 1,050.00	\$ 2,500.00	\$ 250.00	\$ 10,000.00	\$ 1,000.00	\$ 22,000.00	\$ 2,200.00								
FERTILIZER (NITROGEN)	27.1	LB	\$ 2.40	\$ 65.04	\$ 2.10	\$ 56.91	\$ 10.00	\$ 271.00	\$ 5.00	\$ 135.50	\$ 30.00	\$ 813.00								
FERTILIZER (PHOSPHORIC ACID)	27.1	LB	\$ 2.40	\$ 65.04	\$ 2.10	\$ 56.91	\$ 10.00	\$ 271.00	\$ 5.00	\$ 135.50	\$ 30.00	\$ 813.00								
FERTILIZER (POTASH)	27.1	LB	\$ 2.40	\$ 65.04	\$ 2.10	\$ 56.91	\$ 10.00	\$ 271.00	\$ 5.00	\$ 135.50	\$ 30.00	\$ 813.00								
AGRICULTURAL GRANULAR LIME	545	LB	\$ 2.40	\$ 1,308.00	\$ 2.10	\$ 1,144.50	\$ 1.00	\$ 545.00	\$ 0.50	\$ 272.50	\$ 3.00	\$ 1,635.00								
HYDRAULIC EROSION CONTROL PRODUCT (HECP) - TYPE 1	0.1	ACRE	\$ 9,000.00	\$ 900.00	\$ 13,125.00	\$ 1,312.50	\$ 20,000.00	\$ 2,000.00	\$ 10,000.00	\$ 1,000.00	\$ 58,000.00	\$ 5,800.00								
SILT FENCE	800	LF	\$ 6.30	\$ 5,040.00	\$ 7.66	\$ 6,128.00	\$ 5.00	\$ 4,000.00	\$ 7.00	\$ 5,600.00	\$ 7.00	\$ 5,600.00								
REMOVAL OF SILT RETAINED BY SILT FENCE	1	LS	\$ 1,800.00	\$ 1,800.00	\$ 2,028.21	\$ 2,028.21	\$ 1,000.00	\$ 1,000.00	\$ 700.00	\$ 700.00	\$ 1,800.00	\$ 1,800.00								
SEDIMENT TUBE	1	EA	\$ 150.00	\$ 150.00	\$ 124.72	\$ 124.72	\$ 200.00	\$ 200.00	\$ 250.00	\$ 250.00	\$ 900.00	\$ 900.00								
STABILIZED CONSTRUCTION ENTRANCE	1	EA	\$ 600.00	\$ 600.00	\$ 9,422.75	\$ 9,422.75	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 3,800.00	\$ 3,800.00								
10" PVC WATERLINE	69	LF	\$ 234.28	\$ 16,165.32	\$ 272.36	\$ 18,792.84	\$ 160.00	\$ 11,040.00	\$ 204.00	\$ 14,076.00	\$ 180.00	\$ 12,420.00								
10" GATE VALVE	4	EA	\$ 6,216.44	\$ 24,865.76	\$ 6,437.49	\$ 25,749.96	\$ 7,500.00	\$ 30,000.00	\$ 7,140.00	\$ 28,560.00	\$ 8,900.00	\$ 35,600.00								
10" 45 DEGREE BEND	4	EA	\$ 2,529.82	\$ 10,119.28	\$ 2,475.96	\$ 9,903.84	\$ 2,000.00	\$ 8,000.00	\$ 2,040.00	\$ 8,160.00	\$ 4,522.00	\$ 18,088.00								
WATER TIE-IN, CUT-IN-TEE	2	LS	\$ 3,753.52	\$ 7,507.04	\$ 9,716.37	\$ 19,432.74	\$ 2,500.00	\$ 5,000.00	\$ 10,200.00	\$ 20,400.00	\$ 9,000.00	\$ 18,000.00								
10" PVC SEWER	175	LF	\$ 248.40	\$ 43,470.00	\$ 437.42	\$ 76,548.50	\$ 400.00	\$ 70,000.00	\$ 327.00	\$ 57,225.00	\$ 265.00	\$ 46,375.00								
SEWER MANHOLE (48" DIA)	2	EA	\$ 8,432.40	\$ 16,864.80	\$ 6,265.35	\$ 12,530.70	\$ 7,500.00	\$ 15,000.00	\$ 30,600.00	\$ 61,200.00	\$ 8,900.00	\$ 17,800.00								
CORE EXISTING MANHOLE	2	EA	\$ 2,400.00	\$ 4,800.00	\$ 4,429.61	\$ 8,859.22	\$ 2,000.00	\$ 4,000.00	\$ 30,600.00	\$ 61,200.00	\$ 8,800.00	\$ 17,600.00								
Total				\$ 696,813.12		\$ 1,101,849.21		\$ 872,264.00		\$ 863,769.00		\$ 849,308.00								

*updated based on unit price

[Please complete all areas in red. When finished, and prior to submitting grant agreement for FHWA review, please remove the header, all drafting instructions (in Red and in the Comments Section) and change all text from red to black.]

1. **Federal Award No.**
2. **Effective Date**
See No. 16 Below
3. **Assistance Listings No.**
20.939
4. **Award To**
Town of Moncks Corner
118 Carolina Avenue
Moncks Corner, SC 29461
5. **Sponsoring Office**
U.S. Department of Transportation
Federal Highway Administration
Office of Safety
1200 New Jersey Avenue, SE
HSSA-1, Mail Drop E71-117
Washington, DC 20590
- Unique Entity Id.: TFR3EB3S8NK4
TIN No.: 576001077
6. **Period of Performance**
Effective Date of Award – 24 months
7. **Total Amount**
Federal Share: \$0
Recipient Share: \$0
Other Federal Funds: \$0
Other Funds: \$0
Total: \$0
8. **Type of Agreement**
Grant
9. **Authority**
Section 24112 of the Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117–58, November 15, 2021)
10. **Procurement Request No.**
[insert PR Number]
11. **Federal Funds Obligated**
\$240,000.00
12. **Submit Payment Requests To**
See Article 5.
13. **Accounting and Appropriations Data**
[insert Data]
14. **Description of the Project** Creation of planning document for safer streets, to help obtain “Vision Zero” to help with equity issues, improving health outcomes for minority populations, environmental justice impacts, and providing safe and affordable transportation options.

RECIPIENT**15. Signature of Person Authorized to Sign**_____
Signature_____
Date**FEDERAL HIGHWAY ADMINISTRATION****16. Signature of Agreement Officer**_____
Signature_____
Date

Name: Justin Westbrook

Name:

Title: Community Development Director

Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE
FISCAL YEAR 2024 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM

This agreement is between the United States Department of Transportation's (the "USDOT") Federal Highway Administration (the "FHWA") and the **Town of Moncks Corner** (the "Recipient").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("SS4A") Grant for the Comprehensive Multi-modal Safety Plan

The parties therefore agree to the following:

ARTICLE 1
GENERAL TERMS AND CONDITIONS

1.1 General Terms and Conditions.

- (a) In this agreement, "**General Terms and Conditions**" means the content of the document titled "General Terms and Conditions Under the Fiscal Year 2024 Safe Streets and Roads for All ("SS4A") Grant Program," which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2024." Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient acknowledges that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (**IIJA**, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient's non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2 APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title: Comprehensive Multi-modal Safety Plan

Application Date: 6/27/2024

2.2 Award Amount.

SS4A Grant Amount: \$240,000

2.3 Federal Obligation Information.

[**Alternative #1:** If all funds are being obligated at once:]

Federal Obligation Type: Single

[**Alternative #2:** If funds are to be obligated in multiple project phases:]

2.4 Budget Period.

[Choose the appropriate one of these two alternatives.]

[**Alternative #1:** If all funds are being obligated at once:]

Budget Period: See Block 6 of Page 1

2.5 Grant Designation.

Designation: Planning and Demonstration

ARTICLE 3 SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

Drafting Instructions: Provide a summary of the narrative from the grant application. Provide details on the work to be completed. If this project is an action plan, supplemental plan and/or demonstration activity with no changes to the built environment, please provide a planning and demonstration narrative below.

Planning and Demonstration Narrative: The Town of Moncks Corner has experienced unprecedented growth since 2000, with its population more than doubling by 2020. This growth has strained infrastructure and negatively impacted pedestrian, bicycle, and vehicular safety, especially in historically underrepresented communities. In response, the Town is collaborating with BCDCOG to develop a

Comprehensive Multi-modal Safety Plan (CMMSP) to achieve "Vision Zero" through strategies addressing safety along key corridors (US Highway 52 and SC-6), community engagement, and infrastructure improvements.

The project will be completed in **one** phases.

3.2 Project's Estimated Schedule.

Drafting Instructions: Provide the schedule for each significant deliverable from the grant application. The purpose of this section is to ensure that all SS4A funded activities are completed before the end of the Period of Performance and/or the budget period. Use the table(s) that pertain(s) to your project and delete the others. Please add additional action plan schedules if multiple action plans will be developed. It is recommended to estimate ample time for completion of each component of the project, factoring in the time required for grant agreement execution.

Action Plan Schedule

Milestone	Schedule Date
Planned Final Plan Publicly Available Date:	11/1/2026
Planned SS4A Final Report Date:	1/1/2027

3.3 Project's Estimated Costs.

Provide the costs from the grant application. Any changes should be documented in Attachment B.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$240,000.00
Other Federal Funds:	\$0.00
State Funds:	\$0.00
Local Funds:	\$0.00
In-Kind Match:	\$60,000.00
Other Funds:	\$0.00
Total Eligible Project Cost:	\$300,000.00

(c) Indirect Costs

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient's approved Budget Application. In the event the Recipient's indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient's indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

ARTICLE 4**CONTACT INFORMATION****4.1 Recipient Contact(s).**

[Insert information for the person designated as the official contact. This person must be employed by the Recipient organization and shall not be a consultant.]

Justin Westbrook
Community Development Director
Town of Moncks Corner
118 Carolina Ave., Moncks Corner, SC 29461
(843) 719-7913
J.Westbrook@MoncksCornerSC.gov

4.2 Recipient Key Personnel.

[Insert name of key personnel who will be responsible for completing the task. Add rows to identify as many key personnel as necessary.]

Name	Title or Position
Justin Westbrook	Community Development Director
Jeff Lord	Town Administrator
Justine Lovell	Finance Director

4.3 USDOT Project Contact(s).

Safe Streets and Roads for All Program Manager
Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: E71-117
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-366-2822
SS4A.FHWA@dot.gov

and

Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-42, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-493-2402
HCFASS4A@dot.gov

and

Division Administrator – South Carolina
Agreement Officer's Representative (AOR)
1835 Assembly Street, Suite 1270
Columbia, SC 29201
803-765-5411
southcarolina.fhwa@dot.gov

and

Rickele Gennie
South Carolina Division Office Lead Point of Contact
Discretionary Grants Program Manager
1835 Assembly Street, Suite 1270
Columbia, SC 29201
803-253-3295
southcarolina.fhwa@dot.gov

ARTICLE 5 USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

SUBAWARDS AND CONTRACTS APPROVAL

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the Agreement Officer (the “AO”) are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327. Note: This clause is only applicable to grants that do not include construction.

In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT agreement officer for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308 (f) (6) and does not apply to procurement transactions for goods and services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI iSupplier System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient’s supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient’s share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the Agreement Officer’s Representative (the “AOR”) may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.

- (e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.
- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

ARTICLE 6 SPECIAL GRANT TERMS

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.
- 6.2** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.3** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.
- 6.4** The Recipient of a Planning and Demonstration Grant acknowledges that the **Action Plan** will be made publicly available and agrees that it will publish the final **Action Plan** on a publicly available website.
- 6.5** There are no other special grant requirements.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Town of Moncks Corner, with a focus of US-52 and SC-6

Baseline Measurement Date: 11/1/2025

Baseline Report Date: 1/1/2026

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Costs [for all Grants]	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations [for all Grants]	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.	Within 120 days after the end of the period of performance

ATTACHMENT B CHANGES FROM APPLICATION

Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of Attachment B is to clearly and accurately document any differences in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See Article 11 for the Statement of Work, Schedule, and Budget Changes. If there are no changes, please insert "N/A" after "Scope," "Schedule," or "Budget." If there are changes to the budget, please complete the table below. Otherwise, leave the table below blank.

Scope: N/A

Schedule: N/A

Budget: N/A

The table below provides a summary comparison of the project budget.

Fund Source	Application		Section 3.3	
	\$	%	\$	%
Previously Incurred Costs (Non-Eligible Project Costs)				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
SS4AFunds				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

ATTACHMENT C

[RESERVED]

ATTACHMENT D

[RESERVED]

ATTACHMENT E LABOR AND WORKFORCE

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table align with the application:

	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>
	The Recipient or a project partner has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient or a project partner has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
X	The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.

2. Supporting Narrative.

The creation of the Comprehensive Multi-modal Safety Plan will utilize bids by qualified firms to determine where the Town can implement changes and improvements to help increase pedestrian, bicycle, bus, and vehicle traffic safety and reduce traffic-related deaths in all areas of the Town.

ATTACHMENT F
CRITICAL SECURITY INFRASTRUCTURE AND RESILIENCE

1. Efforts to strengthen the Security and Resilience of Critical Infrastructure against both Physical and Cyber Threats.

The Recipient states that rows marked with “X” in the following table are accurate:

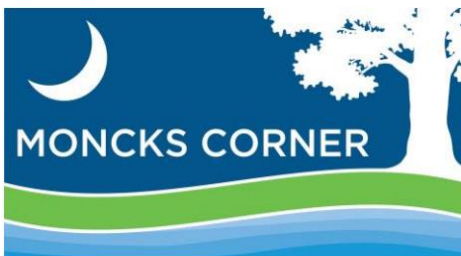
	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
	The Recipient complies with 2 CFR 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.

2. Supporting Narrative.

N/A

ATTACHMENT G

[RESERVED]

*The Lowcountry's Hometown*

PO Box 700 | Moncks Corner, SC 29461 | 843.719.7900 | monckscorner.sc.gov

STAFF REPORT

TO: Town Council

FROM: Justin Westbrook, Community Development Director

SUBJECT: Zoning Map Amendment (ZA-25-02) – Jillian Weatherford

DATE: May 20, 2025

Background: The applicant, Jillian Weatherford, has applied for a Zoning Map Amendment (ZA-25-02) for a parcel (TMS # 142-04-01-068). The applicant is seeking the parcel to be zoned **Office & Institutional (C-1)**.

Existing Zoning: The subject parcel is currently in the **Single Family Residential District (R-2)** Zoning District. Per the Town's Zoning Ordinance, this zoning district is intended to:

"...as single-family residential areas with detached units with low to medium population densities. Use regulations for the single family districts are identical, but contain two (2) classes of lot width and lot area, and these dimensional differences are intended to be preserved"

Adjacent Zoning		Adjacent Land Use
North	GC (Berkeley County)	Bus Depot
South	R-2	Single Family Detached Dwelling
East	C-1	Single Family Detached Dwelling
West	C-1	VACANT

Existing Site Conditions: The subject parcel comprises approximately 0.49 acres, which is currently utilized as a recently constructed single family home with an accessory structure. Per the National Wetlands Inventory map, there does not appear to be any wetlands delineated on the parcel. The subject parcel currently front N. Live Oak Drive, with approximately 167-feet of road frontage. The parcel also has access to the south on Roper Circle, which serves several residential single family detached dwellings, connecting to Wall Street.

Proposed Zoning Request: The applicant has requested to rezone the subject parcel into the Town of Moncks Corner and apply for an **Office & Institutional (C-1)** Zoning District. Per the Town's Zoning Ordinance, the **Office & Institutional (C-1)** Zoning District is intended to:

“accommodate commercial and professional offices uses typically found in single family areas. Dis land uses will preserve the area’s existing residential character, while permitting commercial uses that are not major traffic generators. Buildings originally constructed for residential use may be used as such by right. Such buildings may be converted to commercial use”

Staff is generally in support of increasing commercially zoned land along a major corridor. With the proximity to existing **C-1** zoning and local businesses and offices, the proposed zoning district and associated uses fit in the current character and future intent of the existing surrounding properties.

Density: The subject parcels consist of approximately 0.49 acres. Per the Zoning Ordinance, the maximum lot coverage for **Office & Institutional (C-1)** zoning district is 60%. It is unclear at this time if the current structures exceed that standard. As the property utilizes a single dwelling, any future uses with the proposed zoning district would prohibit residential use types, thus making density a moot point.

Transportation: Staff will not require a separate Traffic Impact Analysis (TIA) for the subject parcel for this sized property.

Environmental: Staff will ensure all environmental concerns are addressed per the Zoning Ordinance, Stormwater Ordinance, and all other Town adopted policies and procedures.

Consistency with Plans: Adopted in 2024 as part of the Town’s Comprehensive Plan, the Future Land Use Map identifies the subject parcel as “Town Character Residential”. The Plan calls for this land use to be designated for:

“Intended to promote and enhance smaller lot, town mixed residential type neighborhoods near the downtown, commercial corridors and transportation nodes. A mixture of densities should be promoted to include single-family houses, duplexes, triplexes, accessory dwelling units (ADUs), and small-scale apartments.”

The requested zoning designation does not appear to be congruent with this designation of the Future Land Use Map as the request includes a residential districts, however the subject parcel also appears to be within the aforementioned “Mixed Use Overlay”, which the Plan defines as:

“A 250 ft mixed-use buffer (500 ft in total width) along select roadways is intended to allow for a mixture of higher density residential and low intensity service-based commercial land uses. This overlay provides flexibility for the Town to expand economic opportunities beyond the traditional downtown or strip mall type commercial corridors. Common commercial uses could include professional or medical offices, salons, corner stores, and other uses that provide daily services to local residents. Prime examples of a Neighborhood Mixed Use Corridor are along Broughton Rd and Carolina Ave. Corridors, like these, have formed naturally by the pressures and demands of a growing economy. This Overlay also encourages higher density residential units such as du-tri- or quadruplexes, townhomes, condos and multi-family apartments to be located on or adjacent to these commercial businesses.”

The requested parcel shows the property entirely within the “Mixed Use Overlay”. This overlay promotes professional or medical offices, corner stores and other uses that provide daily services to residents; intended

use types that are generally permitted by-right within the **Office & Institutional (C-1)** zoning district. A request seeks **Office & Institutional (C-1)**, it does appear the request complies with the Town's Comprehensive Plan.

The Comprehensive Plan also lays out various goals and implementation strategies to help in decision making for land use requests. Staff believes the applicant and request generally follow the following policies listed in the plan.

1. Maintain a sustainable community by ensuring current infrastructure has the capacity to accommodate for current and future growth.
2. Enhance economic opportunities by improving the retention of businesses and encouraging a range of uses and services.
8. Identify and preserve the community assets that contribute to the Town's unique small-town character, quality of life, and cultural identity.

Staff does not believe that any of the various goals and implementation strategies are in conflict with the request.

Procedural Issues: As part of any Zoning Map Amendment, the request must be at least two (2) acres, or an extension of an existing district boundary, or additional C-1 zoning contiguous to existing commercial. In this case, the subject parcel is adjacent to the requested zoning district boundary.

Staff Analysis: Staff believes that the designated future land use is not consistent with the requested zoning district, however with the inclusion of the "Mixed Use Overlay" land use encompassing the subject parcel completely, the requested zoning district is closely aligned with the Future Land Use Map and subsequent overlay. The inclusion of two (2) of the implementation strategies of the Comprehensive Plan also lends credence to the requested zoning district. The surrounding parcels on the block are also zoned congruently with the request, making the change in zoning districts consistent with the district and uses along N. Live Oak Drive.

Staff Recommendation: Currently, Staff recommends approval for the requested **Office & Institutional (C-1)** zoning district designation for the subject parcel. Staff's recommendation is due to the commercial nature of N. Live Oak Drive and the compatibility with the goals and strategies of the 2024 Comprehensive Plan, specifically the Mixed Use Overlay.

Planning Commission Recommendation: The Planning Commission heard the request at their April 22nd meeting. The Commission voted 6-0 in favor of recommending APPROVAL of the requested zoning of **General Commercial (C-2)** designation for the subject parcel. The applicant spoke in favor of the request, however no other attendees spoke regarding the application.

*Attachments: Location Maps (Aerial, Zoning, Future Land Use Map, Environmental)
 SIGNED - Application (Jillian Weatherford)(20250318)
 Plat (2023007084)*

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE TOWN OF MONCK'S CORNER, SOUTH CAROLINA, TO RE-CLASSIFY 0.49 ACRES OF REAL PROPERTY LOCATED AT 306 N. LIVE OAK DRIVE, TMS # 142-04-01-068 FROM R-2, SINGLE-FAMILY RESIDENTIAL TO C-1, OFFICE & INSTITUTIONAL, AND TO AMEND THE OFFICIAL ZONING MAP OF THE TOWN OF MONCK'S CORNER TO SO REFLECT

WHEREAS, the Moncks Corner Planning Commission held a Public Meeting on April 22, 2025, to consider a change in zoning classification from R-2, Single-family Residential to C-1, Office & Institutional;

WHEREAS, pursuant to said Public Meeting, the Moncks Corner Planning Commission voted to recommend that the zoning classification be changed from R-2, Single-family Residential to C-1, Office & Institutional;

WHEREAS, the Moncks Corner Town held a Public Hearing on June 17th, 2025, to receive public comment and to consider a change in zoning classification from R-2, Single-family Residential to C-1, Office & Institutional;

NOW, THEREFORE, BE IT ORDAINED and ordered by the Mayor and Town Council, that the Zoning Map of the Town of Moncks Corner, is hereby amended by changing the zoning district classification of the property located at 306 N. Live Oak Drive, designated as TMS# 142-04-01-068, from R-2, Single-family Residential to C-1, Office & Institutional.

INTRODUCED: May 20, 2025

DONE: June 17, 2025

Thomas J. Hamilton Jr., Mayor

Attest:

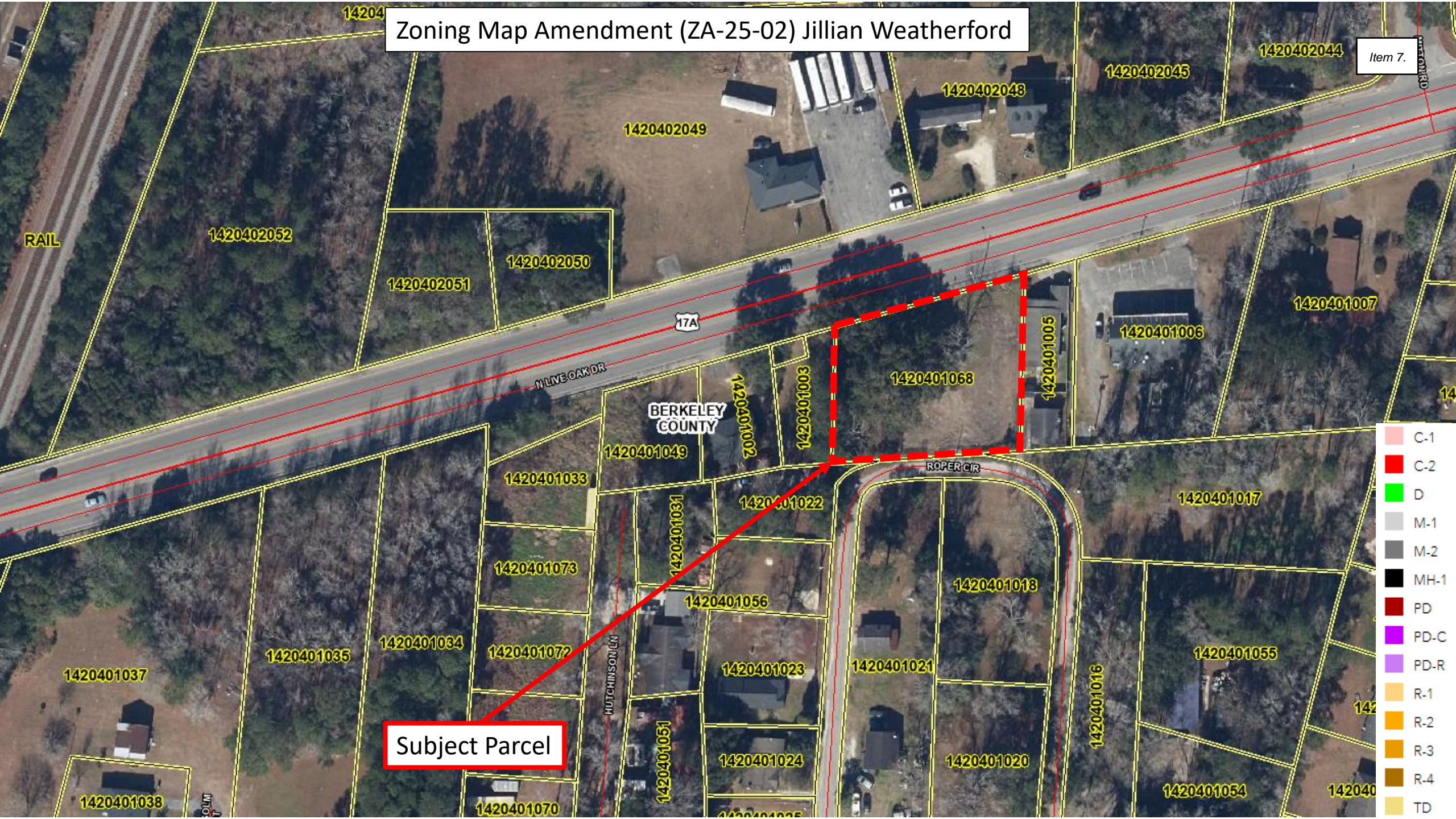
Marilyn M. Baker, Clerk to Council

Approved As To Form:

James E. Brogdon, Jr., Town Attorney

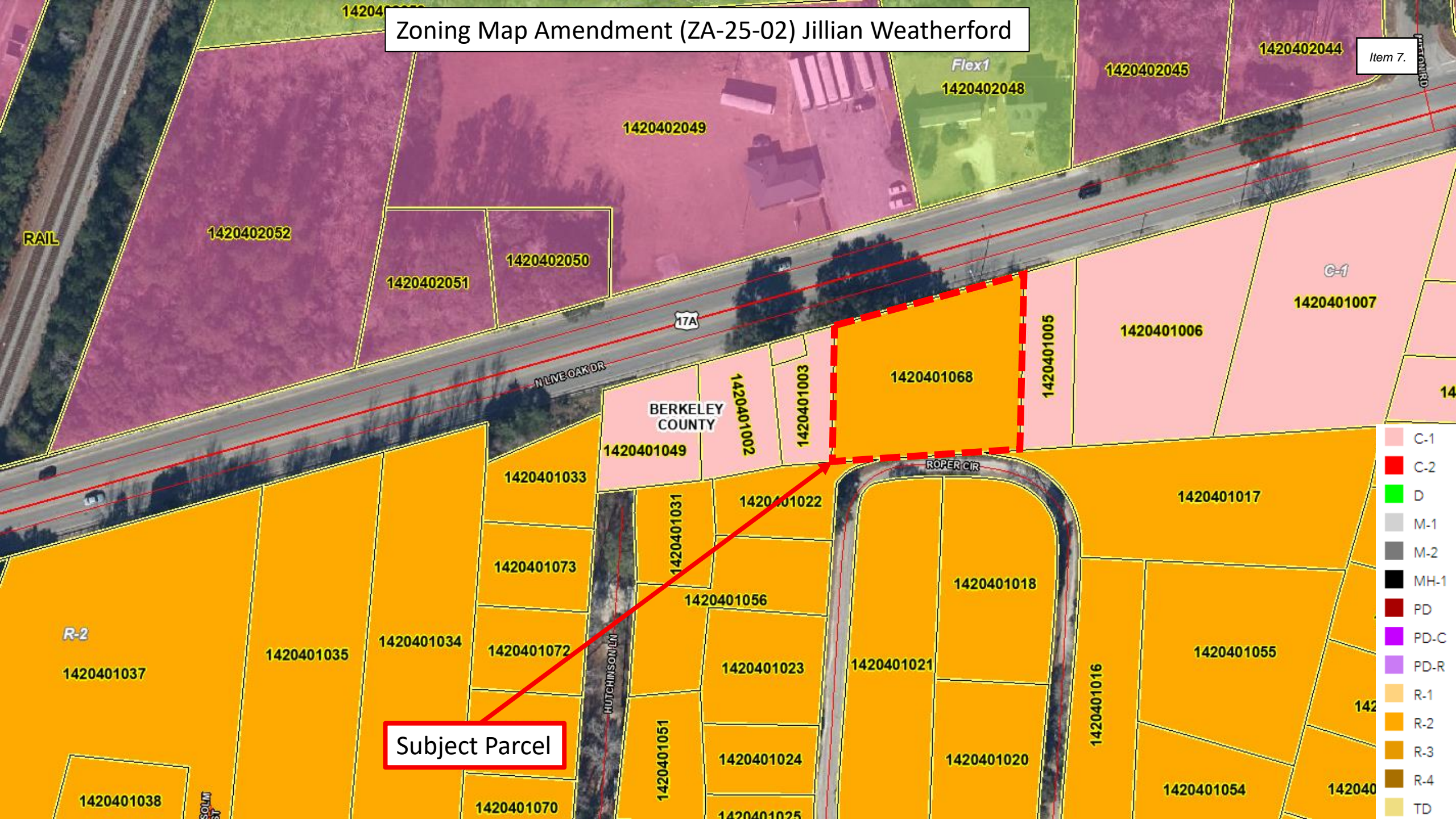
Zoning Map Amendment (ZA-25-02) Jillian Weatherford

Item 7.



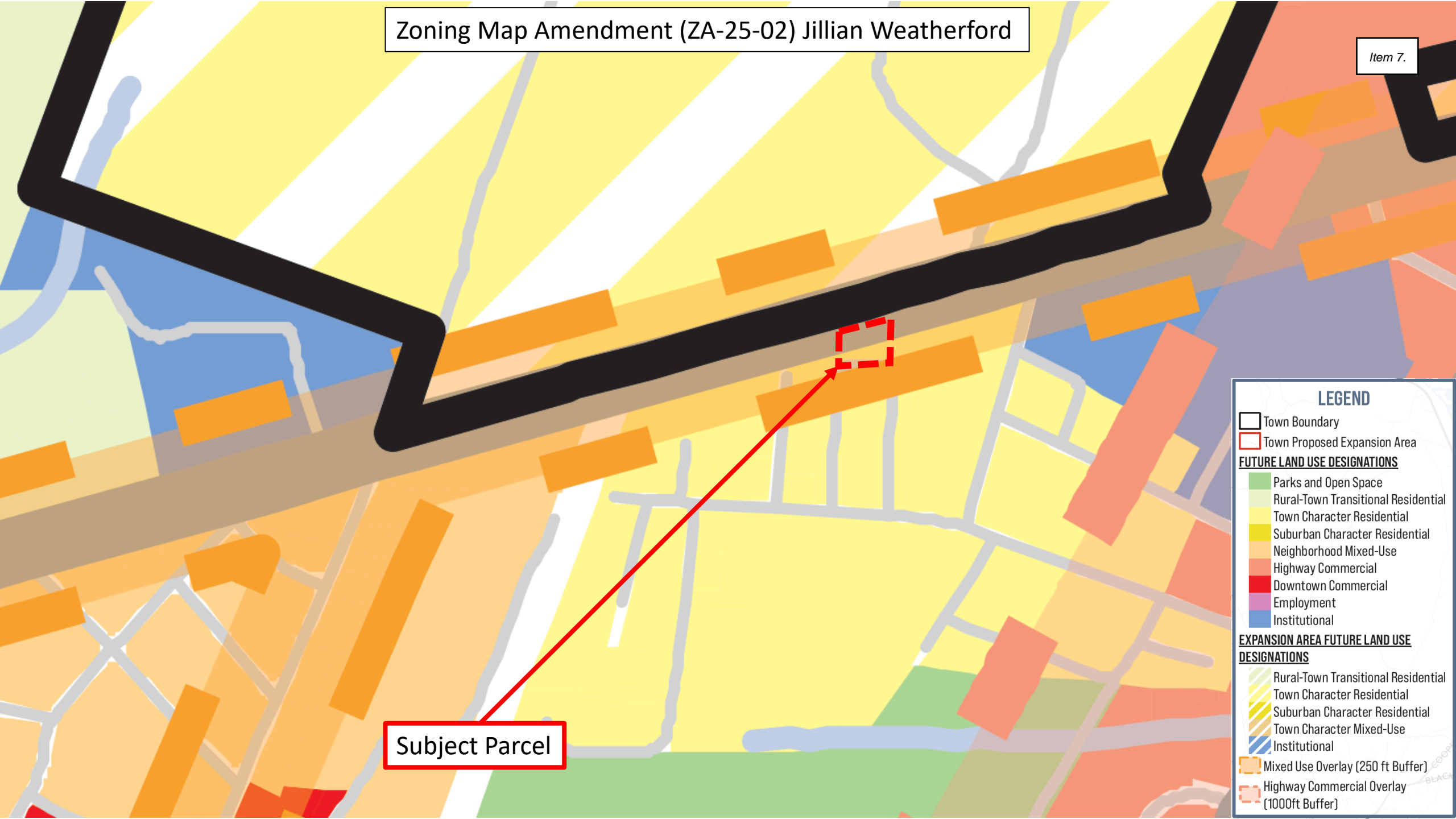
Subject Parcel

Zoning Map Amendment (ZA-25-02) Jillian Weatherford



Zoning Map Amendment (ZA-25-02) Jillian Weatherford

Item 7.



Subject Parcel

LEGEND

Town Boundary

Town Proposed Expansion Area

FUTURE LAND USE DESIGNATIONS

- Parks and Open Space
- Rural-Town Transitional Residential
- Town Character Residential
- Suburban Character Residential
- Neighborhood Mixed-Use
- Highway Commercial
- Downtown Commercial
- Employment
- Institutional

EXPANSION AREA FUTURE LAND USE DESIGNATIONS

- Rural-Town Transitional Residential
- Town Character Residential
- Suburban Character Residential
- Town Character Mixed-Use
- Institutional
- Mixed Use Overlay (250 ft Buffer)
- Highway Commercial Overlay (1000ft Buffer)



Applicant Information

NAME

Jillian Weatherford

ADDRESS

9209 University Blvd N Charleston SC 29406

PHONE

843-209-2410

EMAIL ADDRESS

jillian@prattandco.com

Property Owner Information

If different than the applicant.

NAME

Jeremy Upham

PHONE

865-936-2499

EMAIL ADDRESS

jeremyupham@gmail.com

Subject Parcel

TMS NUMBER

142-04-01-068

CURRENT ZONING

R-2 Single-Family Residential

REQUESTED ZONING

C-1 Office & Institutional

CURRENT USE OF PROPERTY

Residential

PROPOSED USE OF PROPERTY

Commercial

Item 7.

Has any application involving this property been previously considered by the Moncks Corner Planning Commission or Board of Zoning Appeals? If yes, please state details.

CONSENT

checked

SIGNATUREA handwritten signature in black ink, consisting of a large loop followed by a series of connected strokes that trail off to the right.**DATE**

03/18/2025

2023007084

PRESENTED & RECORDED:

03-13-2023 12:29:55 PM

CYNTHIA B FORTE

REGISTER OF DEEDS
BERKELEY COUNTY, SCPLAT APPROVED
FOR RECORDING

JAN 06 2023

PLANNING DIRECTOR
TOWN OF MONCK'S CORNER

REFERENCES:

DEED BOOK 4367 PG 675
 PLAT BY PAUL C. LAWSON, JR., DATED AUGUST 14, 2007, PLAT: CAB N PG: 94-I.
 PLAT BY JAMES E. SHULER, DATED JULY 18, 1978, PLAT: CAB D PG: 171.
 PLAT BY J. PHILIP MORGAN, DATED 01/13/1947, PLAT: CAB E PG: 154.
 PLAT BY ROBERT J. SAMPLE, DATED 02/27/2007, PLAT: CAB R PG: 284-F.
 PLAT BY JAMES E. SHULER, DATED 02/06/1976, PLAT: CAB W PG: 100.
 PLAT BY KEMP C. AHRENS, DATED 03/28/2005, PLAT: CAB M PG: 310-I.

NOTES:

DATE OF FIELD SURVEY: 12/13/2022 BY
 UNDERSIGNED SURVEYOR AND CHRISTOPHER CLOUSER

TAX MAP NO. 142-04-01-004

ZONING CLASSIFICATION: MONCK'S CORNER R-2

MIN. LOT SIZE: 8,500 SQ. FT.

BUILDING SETBACKS (MONCK'S CORNER)

FRONT: 25'
 SIDE: 10'
 REAR: 15'

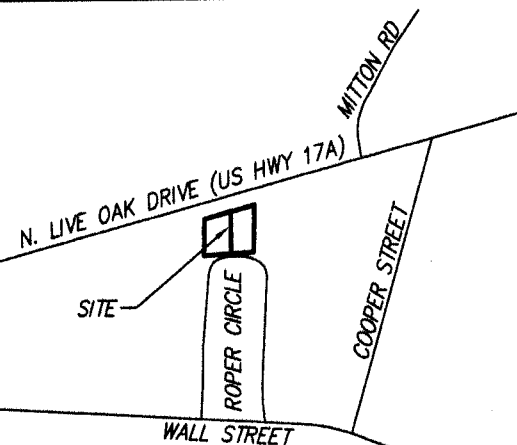
THE PUBLIC RECORDS REFERENCED ON THIS PLAT
 ARE ONLY THOSE USED AND/OR NECESSARY
 TO THE ESTABLISHMENT OF THE BOUNDARY OF
 THIS PROPERTY AND DO NOT CONSTITUTE A
 TITLE SEARCH.

ANYTHING SHOWN OUTSIDE THE DEFINED
 BOUNDARY IS FOR DESCRIPTIVE PURPOSES
 ONLY.

FLOOD NOTE:

BY GRAPHIC INSPECTION ONLY, THIS PROPERTY
 APPEARS TO BE LOCATED IN FLOOD ZONE "X"
 (AREAS TO BE DETERMINED TO BE OUTSIDE THE
 500 YEAR FLOOD PLAIN) AS PER FEMA FIRM
 MAP# 45015C0405E, EFFECTIVE DATE 12/07/2018.

LINE	BEARING	DISTANCE
L1	S 87°15'50" W	7.63'

VICINITY MAP
"NOT TO SCALE"

LEGEND

	PROPERTY LINE W/MONUMENT FOUND
	PROPERTY LINE W/MONUMENT SET
	ADJOINER APPARENT PROPERTY LINE
	CENTERLINE ROAD
	BUILDING SETBACKS
	CHAINLINK FENCE
	OVERHEAD ELECTRIC
	UTILITY POLE
	MANHOLE
	WATER VALVE
	RIGHT OF WAY
	REBAR FOUND
	REBAR SET
	RIGHT OF WAY
	REBAR FOUND
	REBAR SET
	PINCH TOP PIPE FOUND

ALL BEARINGS ARE BASED ON THE SOUTH CAROLINA
 STATE PLANE COORDINATE SYSTEM (NAD 1983).
 DISTANCES SHOWN ARE GROUND DISTANCES IN
 INTERNATIONAL FEET. TO CONVERT THE GROUND
 DISTANCES SHOWN TO GRID DISTANCES, MULTIPLY
 BY 0.99983426.

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

Chester R. Vaughan
 CHESTER R. VAUGHAN, P.L.S. NO. 21645
 519 TRAM BLVD.
 SUMMERVILLE, S.C. 29486 (843) 714-3880



SUBDIVISION SURVEY

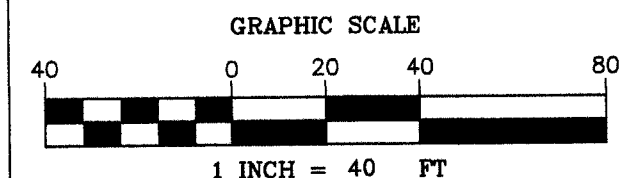
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TMS 142-04-01-004

OWNED BY: CRAIG M. JOHNSON
 AS DESCRIBED IN DEED BOOK 4367 AT PG: 675
 IN BERKELEY COUNTY REGISTER OF DEEDS
 LOCATED: 306 N LIVE OAK DRIVE, TOWN OF MONCK'S CORNER
 BERKELEY COUNTY, SOUTH CAROLINA

SURVEY REQUESTED BY: CRAIG M. JOHNSON



SURVEY DATE:

12/13/2022

MAP DATE:

01/04/2023

DRAWN BY:

C.R. CLOUSER

REV. DATE:

ORDINANCE NO. 2025-01**AN ORDINANCE ADOPTING A DEVELOPMENT IMPACT FEE STUDY AND CAPITAL NEEDS PLAN, ESTABLISH DEVELOPMENT IMPACT FEES, AND OTHER MATTERS RELATED THERETO.**

NOW THEREFORE BE IT ORDAINED by the Town Council of the Town of Moncks Corner (the “**Town Council**”), the governing body of the Town of Moncks Corner, South Carolina (the “**Town**”) in meeting duly assembled, as follows:

Section 1 Findings of Fact. The Town Council hereby makes the following findings of fact in connection with the enactment of this Ordinance (this “**Ordinance**”):

(a) The Town is a municipal corporation of the State of South Carolina (the “**State**”) and possesses all general powers granted by the Constitution and statutes of the State to municipalities, including those powers granted pursuant to the South Carolina Development Impact Fee Act, codified as Title 6 Chapter 1, Article 9 of the Code of Laws of South Carolina 1976, as amended (the “**Act**”). Capitalized terms used in this Ordinance and not otherwise defined shall have the meanings given to such terms in the Act.

(b) Consistent with the Act, the Town Council has adopted the Moncks Corner 2024 Comprehensive Plan in accordance with the requirements of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, codified at Title 6, Chapter 29 of the South Carolina Code of Laws 1976, as amended.

(c) The Town Council has determined that it is appropriate to impose Development Impact Fees to ensure that a proportionate share of the cost to the Town of providing System Improvements for parks and recreation facilities (“**Recreation Improvements**”); police facilities and vehicles (“**Police Improvements**”); fire facilities and vehicles (“**Fire Improvements**”); sanitation land, facilities, and vehicles (“**Sanitation Improvements**”); and transportation infrastructure and improvements (“**Transportation Improvements**”) to support new Development within the Town is borne by such Development.

(d) Pursuant to the Impact Fee Act, by resolution of the Town Council adopted on February 18, 2025, the Town Council directed the Planning Commission of the Town (the “**Planning Commission**”) to conduct the studies required pursuant to the Act and to recommend an ordinance establishing and imposing Development Impact Fees to the Town Council. The Town Council has further directed the Town Administrator of the Town (the “**Town Administrator**”) to engage TischlerBise Inc. (the “**Consultant**”) as a consultant to assist the Planning Commission in the preparation of such studies and ordinance.

(e) The Consultant has prepared the Development Impact Fee Study and Capital Improvement Plan, dated as of January 31, 2025 (the “**Impact Fee Study**”), a copy of which is attached to this Ordinance as **Exhibit A**, which incorporated a proposed Capital Improvements Plan (the “**Capital Improvements Plan**”). The Planning Commission has reviewed the Impact Fee Study and the Capital Improvements Plan and has determined that the Impact Fee Study and the Capital Improvements Plan incorporated therein meets the requirements of the Act and the needs of the Town and, therefore, is sufficient to satisfy the Town Council’s directive. By

resolution adopted on February 25, 2025, recommended that the Town Council approve the Impact Fee Study and the Capital Improvements Plan incorporated therein and enact an ordinance imposing and implementing Development Impact Fees on new Development within the Town (the “**Draft Ordinance**”), the form of which is the basis of this Ordinance, including schedules of the maximum allowable Development Impact Fees by service unit for Recreation Improvements, Police Improvements, Fire Improvements, Sanitation improvements, and Transportation Improvements (as further described in the Draft Ordinance and herein, the “**Impact Fees**”).

(f) The Impact Fees, as set forth in the Impact Fee Study and recommended by the Planning Commission, are equitable, do not impose an unfair or disproportionate burden on Developers operating within the Town, and are in the best interests of the general welfare of the Town and its citizens without providing incidental benefits to such citizens that are greater than the benefits accruing to those persons actually paying the Impact Fees.

(g) Pursuant to Section 6-1-930 of the Act, the Impact Fee Study includes an estimation of the effect of recovering capital costs through Impact Fees on the availability of Affordable Housing within the corporate limits of the Town.

(h) New System Improvements eligible for Impact Fee funding will benefit all new Development within the Town, and it is appropriate to treat the entire Town as a uniform service area for purposes calculating, collecting, and spending Impact Fees.

(i) Town Council desires to enact this Ordinance to implement the findings and recommendations of the Impact Fee Study by establishing a Development Impact Fee Program of the Town to provide for the implementation of the Impact Fees (the “**Impact Fee Program**”) in accordance with the requirements of Section 6-1-930(B) of the Act and approve the Capital Improvements Plan which is incorporated into the Impact Fee Study.

Section 2 Capital Improvements Plan. By and through the enactment of this Ordinance, for the purposes discussed in the recitals of Section 1 hereof, Town Council hereby finds that the descriptions, capacities, costs, land use assumptions, calculations of Service Units, projections of future Service Unit needs, projected demands for services, identification of sources of funding and applicable levels, and timing for the need for System Improvements contained in the Impact Fee Study comply with the requirements of a Capital Improvements Plan pursuant to the Act, and the Town Council hereby adopts the Impact Fee Study, and the findings thereof, as the Capital Improvements Plan in accordance with Section 6-1-960 of the Act. Amendments, modifications, and clarifications to the Capital Improvements Plan or succeeding amendments, modifications, or clarifications to the Capital Improvements Plan shall become effective if approved and enacted by the Town Council in accordance with the Act.

Section 3 Development Impact Fee Program; Codification. By and through the enactment of this Ordinance, for the purposes discussed above, the Town Council hereby implements the Impact Fee Program, the text of which is attached to this Ordinance at **Exhibit B**. Amendments, modifications, and clarifications to the Impact Fee Program or succeeding amendments, modifications, or clarifications to the Impact Fee Program shall become effective if approved and enacted by the Town Council in accordance with the Act. The Town Clerk is

hereby authorized and directed to provide for the codification of the Impact Fee Program in the Town's Code of Ordinances (the "**Code**"), and is further authorized to modify the format, article, section, and subsection references and enumeration, and section headings as may be necessary to incorporate the Impact Fee Program into Code

Section 4 Required Publications and Public Hearing. As required by Section 6-1-960 of the Impact Fee Act and in accordance with the terms therein stated, on May 20, 2025, the Town Council held a public hearing concerning the enactment of the Impact Fee Program and the imposition of Impact Fees. Notice of such public hearing was timely published in a newspaper of general circulation in Berkeley County in a form substantially similar to the form of notice set forth in **Exhibit B** attached hereto.

DONE AND ORDAINED this 20th day of May 2025 in meeting duly assembled.

**TOWN OF MONCKS CORNER, SOUTH
CAROLINA**

[SEAL]

Thomas Hamilton Jr., Mayor

ATTEST:

Marilyn Baker, Clerk to Town Council

James E. Brogdon, Jr., Town Attorney

Planning Commission:	February 25, 2025
First Reading:	March 18, 2025
Public Hearing:	May 20, 2025
Second Reading:	May 20, 2025

Exhibit A

Development Impact Fee Study and Capital Improvement Plan

Development Impact Fee Study and Capital Improvement Plan

Prepared for:

Town of Moncks Corner, South Carolina

January 31, 2025

Prepared by:



4701 Sangamore Road
Suite S240

Bethesda, Maryland 20816

301.320.6900 www.tischlerbise.com



TischlerBise
4701 Sangamore Road
Suite S240
Bethesda, Maryland 20816
301.320.6900

www.tischlerbise.com

DEVELOPMENT IMPACT FEE STUDY

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EXECUTIVE SUMMARY

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

South Carolina Development Impact Fee Act¹

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

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

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

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

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

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

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

Conceptual Development Impact Fee Calculation

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

General Methodologies

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

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

Cost Recovery (Past Improvements)

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

Incremental Expansion (Concurrent Improvements)

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

Plan-Based Fee (Future Improvements)

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

Credits

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

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

Proposed Fee Methods and Cost Components

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

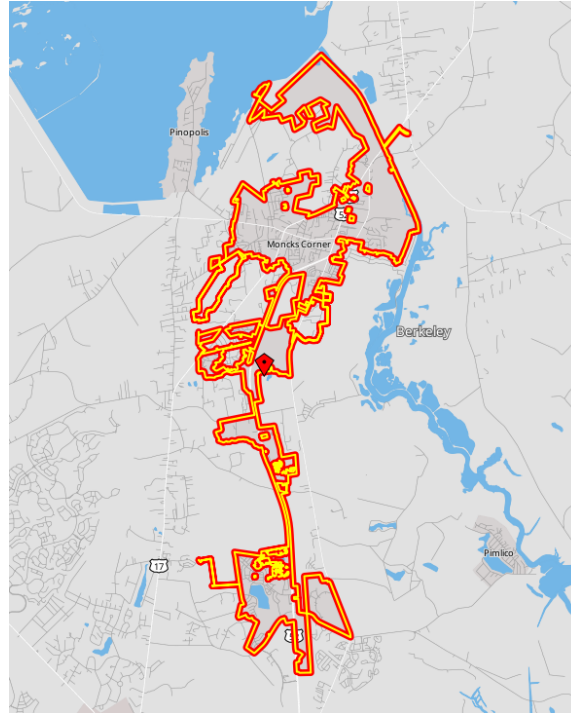
Figure 1. Proposed Fee Methods and Cost Components

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

Study Area

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

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



Proposed Development Impact Fee Schedule

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

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

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

Figure 3. Maximum Supportable Development Impact Fee

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

Projected Demand

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

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

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

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

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

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

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

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

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

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

Figure 4. Moncks Corner Residential and Nonresidential Projections

5-Year Increment >>

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

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

PARKS DEVELOPMENT IMPACT FEE ANALYSIS

Methodology

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

“...parks, libraries, and recreational facilities.”

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

- Park land
- Park improvements
- Multiuse Trails

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

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

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

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

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

Parks Service Units

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

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

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

Figure PR1. Residential Service Units

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

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

[2] Includes structures with 2+ units

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

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

Figure PR2. Nonresidential Service Units

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

Parks Proportionate Share

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

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

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

Figure PR3. Proportionate Share Factors

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

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

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

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

Parks Facilities Level of Service & Cost Analysis

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

Park Land

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

Figure PR4. Parkland Level of Service and Cost Factors

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

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

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

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

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

Park Improvements

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

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

Figure PR5. Park Improvements Level of Service and Cost Factors

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

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

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

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

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

Multiuse Trails

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

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

Figure PR6. Multiuse Trail Level of Service and Cost Factors

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

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

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

Source: Town of Moncks Corner Parks & Recreation

Projection of Growth-Related Park Facility Demands

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

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

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

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

Parkland

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

Figure PR7. 10-Year Parkland Demands to Accommodate Growth

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

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

Park Improvements

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

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

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

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

Multiuse Trails

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

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

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

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

Maximum Supportable Parks Development Impact Fee

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

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

Figure PR10. Maximum Supportable Parks Development Impact Fee

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

Residential

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

Nonresidential

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

*Per Room for Hotel

Revenue from Parks Development Impact Fee

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

Figure PR11. Estimated Revenue from the Parks Development Impact Fee

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

Projected Development Impact Fee Revenue

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

POLICE DEVELOPMENT IMPACT FEE ANALYSIS

Methodology

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

“...public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities.”

The Police Development Impact Fee includes two components:

- Police station space
- Police vehicles

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

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

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

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

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

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

Police Service Units

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

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

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

Figure P1. Residential Service Units

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

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

[2] Includes structures with 2+ units

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

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

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

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

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

Figure P2. Nonresidential Service Units

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

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

Police Proportionate Share

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

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

Figure P3. Moncks Corner Functional Population

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

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

* Source: U.S. Census Bureau, American Community Survey, 2017-2022 5yr Average

Police Level of Service & Cost Analysis

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

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

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

Figure P4. Police Station Level of Service and Cost Factors

Facility	Square Feet	Replacement Cost
Station 1 - Municipal Building	3,650	\$1,996,052
Total	3,650	\$1,996,052
Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	70%	30%
Share of Floor Area (sq. ft.)	2,555	1,095
2024 Population and Nonres. Vehicle Trips	17,343	23,949
Square Feet per Person/Nonres. Trip	0.15	0.05
Cost Analysis	Residential	Nonresidential
Square Feet per Person/Nonres. Trips	0.15	0.05
Average Cost per Square Foot	\$547	\$547
Capital Cost Per Person/Nonres. Trip	\$80.59	\$25.01

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

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

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

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

Figure P5. Police Vehicles Level of Service and Cost Factors

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

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

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

Source: Town of Moncks Corner Police Department

Projection of Growth-Related Police Facility Demands

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

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

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

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

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

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

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

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

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

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

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

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

Growth-Related Expenditures for Police Vehicles					\$2,328,793
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Maximum Supportable Police Development Impact Fee

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

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

Figure P8. Maximum Supportable Police Development Impact Fee

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

Residential

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

Nonresidential

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

*Per Room for Hotel

Revenue from Police Development Impact Fee

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

Figure P9. Estimated Revenue from Police Development Impact Fee

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

Projected Development Impact Fee Revenue

		Single Family \$710 per unit	Multifamily \$389 per unit	Retail \$1,139 per KSF	Office \$439 per KSF	Industrial \$197 per KSF	Institutional \$604 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2024	5,826	1,004	931	234	915	987
Year 1	2025	6,228	1,057	945	237	929	1,002
Year 2	2026	6,630	1,110	959	241	942	1,017
Year 3	2027	7,032	1,163	973	245	957	1,032
Year 4	2028	7,434	1,216	988	248	971	1,047
Year 5	2029	7,836	1,269	1,003	252	985	1,063
Year 6	2030	8,238	1,322	1,018	256	1,000	1,079
Year 7	2031	8,640	1,375	1,033	260	1,015	1,095
Year 8	2032	9,042	1,428	1,048	263	1,030	1,111
Year 9	2033	9,444	1,481	1,064	267	1,045	1,128
Year 10	2034	9,846	1,534	1,080	271	1,061	1,145
Ten-Year Increase		4,020	530	149	37	146	158
Projected Revenue		\$2,852,230	\$206,170	\$169,274	\$16,392	\$28,801	\$95,112
						Projected Revenue =>	\$3,367,979
						Total Expenditures =>	\$3,368,935
						Non-Impact Fee Funding =>	\$956

FIRE DEVELOPMENT IMPACT FEE ANALYSIS

Methodology

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

“...public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities.”

The Fire Development Impact Fee includes components:

- Fire stations
- Fire vehicles and apparatus

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

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

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

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

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

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

Fire Service Units

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

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

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

Figure F1. Residential Service Units

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

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

[2] Includes structures with 2+ units

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

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

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

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

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

Figure F2. Nonresidential Service Units

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

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

Fire Proportionate Share

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

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

Figure F3. Moncks Corner Town Functional Population

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

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

* Source: U.S. Census Bureau, American Community Survey, 2017-2022 5yr Average

Fire Level of Service & Cost Analysis

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

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

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

Figure F4. Fire Station Level of Service and Cost Factors

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

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

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

Source: Moncks Corner Fire Department

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

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

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

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

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

<i>Level-of-Service Standards</i>	Residential	Nonresidential
Population)	70%	30%
Share of Vehicles	3.50	1.50
Trip	17,343	23,949
Units per Person/Nonres. Trip	0.0002	0.0001
<i>Cost Analysis</i>	Residential	Nonresidential
Units per Person/Nonres. Trip	0.0002	0.0001
Average Cost per Vehicle	\$1,017,000	\$1,017,000
Trip	\$205.25	\$63.70

Source: Moncks Corner Fire Department

Projection of Growth-Related Fire Facility Demands

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

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

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

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

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

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

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

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

Growth-Related Expenditures for Fire Stations					\$3,045,618
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To estimate the 10-year growth demand for Fire vehicles/apparatus, the current level of service (0.0002 per person and 0.0001 per nonresidential vehicle trip) is applied to the residential and nonresidential growth projected for Moncks Corner. The Town's population is projected to increase by 11,724 residents and 3,822 nonresidential vehicle trips over the next ten years (see Appendix B). Listed Figure F7, there will be a demand for 2.61 new vehicles/apparatus to accommodate future demands. By applying the average cost of a vehicle/apparatus (\$1,017,000), the total projected growth expenditure is \$2,649,791 (2.61 vehicles x \$1,017,000 = \$2,649,791).

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

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

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

Growth-Related Expenditures for Fire Vehicles/Apparatus	\$2,649,791
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Maximum Supportable Fire Development Impact Fee

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

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

Figure F8. Maximum Supportable Fire Development Impact Fee

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

Residential

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

Nonresidential

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

*Per Room for Hotel

Revenue from Fire Development Impact Fee

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

Figure F9. Estimated Revenue from Fire Development Impact Fee

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

Projected Development Impact Fee Revenue

		Single Family \$1,200 per unit	Multifamily \$657 per unit	Retail \$1,925 per KSF	Office \$742 per KSF	Industrial \$333 per KSF	Institutional \$1,021 per KSF
Year	Housing Units	Housing Units	KSF	KSF	KSF	KSF	KSF
Base 2024	5,826	1,004	931	234	915	987	
Year 1 2025	6,228	1,057	945	237	929	1,002	
Year 2 2026	6,630	1,110	959	241	942	1,017	
Year 3 2027	7,032	1,163	973	245	957	1,032	
Year 4 2028	7,434	1,216	988	248	971	1,047	
Year 5 2029	7,836	1,269	1,003	252	985	1,063	
Year 6 2030	8,238	1,322	1,018	256	1,000	1,079	
Year 7 2031	8,640	1,375	1,033	260	1,015	1,095	
Year 8 2032	9,042	1,428	1,048	263	1,030	1,111	
Year 9 2033	9,444	1,481	1,064	267	1,045	1,128	
Year 10 2034	9,846	1,534	1,080	271	1,061	1,145	
Ten-Year Increase	4,020	530	149	37	146	158	
Projected Revenue =>	\$4,824,000	\$348,210	\$286,076	\$27,708	\$48,630	\$160,841	
Projected Revenue =>						\$5,695,465	
Total Expenditures =>						\$5,934,791	
Non-Impact Fee Funding =>						\$239,326	

SANITATION DEVELOPMENT IMPACT FEE ANALYSIS

Methodology

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

“...solid waste and recycling collection, treatment, and disposal facilities.”

The Sanitation Development Impact Fee includes components:

- Land
- Sanitation vehicles
- Sanitation Improvements

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

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

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

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

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

Sanitation Service Units

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

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

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

Figure S1. Residential Service Units

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

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

[2] Includes structures with 2+ units

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

Sanitation Proportionate Share

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

Figure S2. Sanitation Proportionate Share Factors

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

Sanitation Level of Service & Cost Analysis

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

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

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

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

Figure S3. Sanitation Land Level of Service and Cost Factors

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

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

<i>Cost Analysis</i>	Residential
Acres per Person	0.000041
Average Cost per Acre	\$50,000
Capital Cost Per Person	\$2.06

Source: Town of Moncks Corner Sanitation Department

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

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

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

Figure S4. Sanitation Vehicle Level of Service and Cost Factors

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

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

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

Source: Town of Moncks Corner Sanitation Department

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

Figure S5. Sanitation Improvements Level of Service and Cost Factors

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

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

<i>Cost Analysis</i>	Residential
Spaces per Person	0.00046
Average Cost per Improvement	\$7,500
Capital Cost Per Person	\$3.46

Source: Town of Moncks Corner Sanitation Department

Projection of Growth-Related Sanitation Infrastructure Needs

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Maximum Supportable Sanitation Development Impact Fee

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

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

Figure S9. Maximum Supportable Sanitation Development Impact Fee

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

Residential

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

Revenue from Sanitation Development Impact Fee

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

Figure S10. Estimated Revenue from Sanitation Development Impact Fee

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

Projected Development Impact Fee Revenue

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

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

TRANSPORTATION DEVELOPMENT IMPACT FEE ANALYSIS

Methodology

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

“...Transportation collection, treatment, laboratory, engineering, administration, and disposal facilities.”

The Transportation Development Impact Fee includes components:

- Intersection Improvements

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

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

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

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

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

Transportation Service Units

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

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

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

Residential Trip Generation Rates

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

Figure T1. Average Weekday Vehicle Trip Ends by Housing Type

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

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

(1) Persons by units in structure from Table B25033, American Community Survey, 2017-2022.

(2) Vehicle trips ends based on persons using formulas from [Trip Generation](#) (ITE 2021). For single family housing (ITE 210), the fitted curve equation is $EXP(0.89 \cdot LN(\text{persons}) + 1.72)$. To approximate the average population of the ITE studies, persons were divided by 505 and the equation result multiplied by 286. For multifamily housing (ITE 221), the fitted curve equation is $(2.29 \cdot \text{persons}) - 81.02$.

(3) Vehicles available by household tenure from Table B25046, 2017-2022 American Community Survey 5yr average

(4) Vehicle trip ends based on vehicles available using formulas from [Trip Generation](#) (ITE 2021). For single family housing (ITE 210), the fitted curve equation is $EXP(0.99 \cdot LN(\text{vehicles}) + 1.93)$. To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 485 and the equation result multiplied by 443. For multifamily housing (ITE 220), the fitted curve equation is $(3.94 \cdot \text{vehicles}) + 293.58$ (ITE 2012).

Nonresidential Trip Generation Rates

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

Figure T2. Nonresidential Trip Generation Rates by Land Use

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

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

Trip Adjustment Factors

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

Commuter Trip Adjustment

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

Figure T3. Residential Trip Adjustment Factor

Trip Adjustment Factor for Commuters	
Employed Moncks Corner Residents (2021)	5,976
Residents Working in the Town (2021)	692
Residents Commuting Outside of the Town for Work	5,284
Percent Commuting Out of the Town	88%
Additional Production Trips	14%
Standard Trip Adjustment Factor	50%
Residential Trip Adjustment Factor	64%

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

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

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

Adjustment for Pass-By Trips

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

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

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

Figure T4: Average Weekday Vehicle Trip Estimate

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

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

Transportation Cost Analysis

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

Figure T5. Transportation Facilities Cost Factors

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

Source: Town of Moncks Corner

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

Projection of Growth-Related Transportation Infrastructure Demands

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

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

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

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

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

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

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

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

Maximum Supportable Transportation Development Impact Fee

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

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

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

Figure T7. Maximum Supportable Transportation Development Impact Fee

Fee Component	Total Cost
Intersection Improvements	\$48.27

Residential

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

Nonresidential

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

*Per Room for Hotel

Revenue from Transportation Development Impact Fee

Revenue from the Transportation Development Impact Fee is estimated in

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

Figure T8. Estimated Revenue from Transportation Development Impact Fee

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

Projected Development Impact Fee Revenue

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

CAPITAL IMPROVEMENT PLAN

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

“If a governmental entity has not adopted a comprehensive plan but has adopted a capital improvements plan which substantially complies with the requirements of Section 6-1-960(B), then it may impose a development impact fee.”

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

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

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

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

Figure CIP1: Parks & Recreation Capital Improvement Plan

Type of Infrastructure	Units	10-Year Need	City Cost
Parks & Recreation Department			
Parkland	Acres	54	\$2,715,090
Park Improvements	Units	742	\$6,877,656
Multiuse Trails	Miles	3.1	\$130,645
Total Parks & Recreation Cost			\$9,723,391
Projected Impact Fee Revenue			\$9,538,620
Non-Impact Fee Funding			(\$184,771)

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

Figure CIP2: Fire Capital Improvement Plan

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

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

Figure CIP3: Police Capital Improvement Plan

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

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

Figure CIP4: Transportation Capital Improvement Plan

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

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

Figure CIP5: Sanitation Capital Improvement Plan

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

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

Figure CIP6: Capital Improvement Plan Summary

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

IMPLEMENTATION AND ADMINISTRATION

Annual Fee Adjustment

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

Credits and Reimbursements

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

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

APPENDIX A: HOUSING AFFORDABILITY ANALYSIS

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

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

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

Maximum Supportable Development Impact Fee

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

Figure A1. Maximum Supportable Development Impact Fee

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

Impact on Monthly Mortgage

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

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

Figure A2. Monthly Payment Sensitivity Analysis

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

APPENDIX B: LAND USE ASSUMPTIONS

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

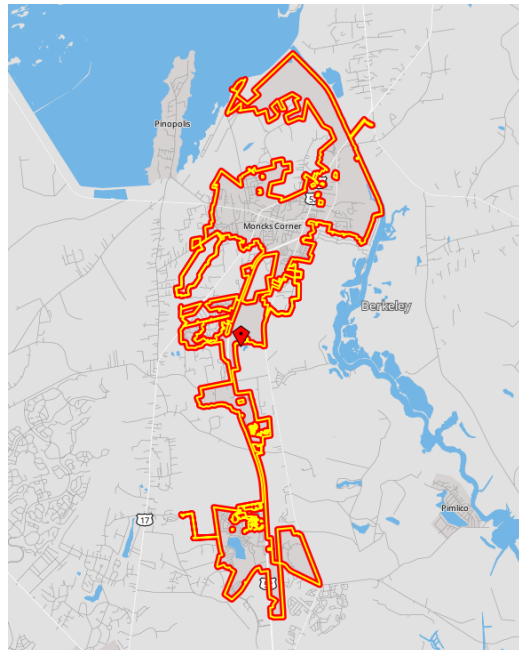
This chapter includes discussion and findings on:

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

Study Area

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

Figure B1. Impact Fee Study Area



Population and Housing Characteristics

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

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

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

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

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

Figure B2. Persons per Housing Unit (PPHU)

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

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

[2] Includes structures with 2+ units

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

Recent Residential Development

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

Figure B3. Moncks Corner Building Permit Historical Totals

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

Source: Town of Moncks Corner

Base Year Housing Units and Population

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

Figure B4. Base Year Housing Units and Population

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

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

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

Population and Housing Projections

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

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

Figure B5. Moncks Corner Residential Development Projections

5-Year Increment >>

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

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

Current Nonresidential Floor Area and Employment

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

Figure B6. Base Year Employment

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

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

Figure B7.

Figure B7. Institute of Transportation Engineers Employee Density Factors

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

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

Nonresidential Floor Area and Employment Projections

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

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

Figure B8. Moncks Corner Employment and Nonresidential Floor Area Projections

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

Source: Town of Moncks Corner; TischlerBise analysis; Institute of Transportation Engineers, [Trip Generation](#), 2024

Functional Population

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

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

Figure B9. Moncks Corner Functional Population

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

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

* Source: U.S. Census Bureau, American Community Survey, 2017-2022 5yr Average

APPENDIX C: LAND USE DEFINITIONS

Residential Development

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

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

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

Nonresidential Development

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

Land Use: 820 Shopping Center Description. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

Land Use: 710 General Office Building Description. A general office building has a floor area of 5,000 square feet or greater and houses multiple tenants; it is a location where business affairs, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment bankers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities.

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

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

Land Use: 110 Light Industrial. A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

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

APPENDIX D: SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT

<https://www.scstatehouse.gov/code/title6.php>

CHAPTER 1

General Provisions

ARTICLE 9

Development Impact Fees

SECTION 6-1-910. Short title.

This article may be cited as the “South Carolina Development Impact Fee Act.”

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-920. Definitions.

As used in this article:

(1) “Affordable housing” means housing affordable to families whose incomes do not exceed eighty percent of the median income for the service area or areas within the jurisdiction of the governmental entity.

(2) “Capital improvements” means improvements with a useful life of five years or more, by new construction or other action, which increase or increased the service capacity of a public facility.

(3) “Capital improvements plan” means a plan that identifies capital improvements for which development impact fees may be used as a funding source.

(4) “Connection charges” and “hookup charges” mean charges for the actual cost of connecting a property to a public water or public sewer system, limited to labor and materials involved in making pipe connections, installation of water meters, and other actual costs.

(5) “Developer” means an individual or corporation, partnership, or other entity undertaking development.

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

(7) “Development approval” means a document from a governmental entity which authorizes the commencement of a development.

(8) “Development impact fee” or “impact fee” means a payment of money imposed as a condition of development approval to pay a proportionate share of the cost of system improvements needed to serve the people utilizing the improvements. The term does not include:

(a) a charge or fee to pay the administrative, plan review, or inspection costs associated with permits required for development;

(b) connection or hookup charges;

(c) amounts collected from a developer in a transaction in which the governmental entity has incurred expenses in constructing capital improvements for the development if the owner or developer has agreed to be financially responsible for the construction or installation of the capital improvements;

(d) fees authorized by Article 3 of this chapter.

(9) “Development permit” means a permit issued for construction on or development of land when no subsequent building permit issued pursuant to Chapter 9 of Title 6 is required.

(10) “Fee payor” means the individual or legal entity that pays or is required to pay a development impact fee.

(11) “Governmental entity” means a City, as provided in Chapter 9, Title 4, and a municipality, as defined in Section 5-1-20.

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

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

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

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

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

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

(18) “Public facilities” means:

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

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

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

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

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

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

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

(h) parks, libraries, and recreational facilities;

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

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

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

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

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

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

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

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

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

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

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

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

Effect of Amendment

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

SECTION 6-1-930. Developmental impact fee.

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

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

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

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

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

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

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

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

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

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

property owners or developers within the service area, other than the fee payor, in an amount which is greater than incidental benefits is prohibited.

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

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

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

(4) inform the fee payor that:

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

(B) Upon receipt of the resolution enacted pursuant to subsection (A), the local planning commission shall develop, within the time designated in the resolution, and make recommendations to the governmental entity for a capital improvements plan and impact fees by service unit. The local planning commission shall prepare and adopt its recommendations in the same manner and use the same procedures as those used for developing recommendations for a comprehensive plan as provided in

Article 3, Chapter 29, Title 6, except as otherwise provided in this article. The commission shall review and update the capital improvements plan and impact fees in the same manner and on the same review cycle as the governmental entity's comprehensive plan or elements of it.

HISTORY: 1999 Act No. 118, Section 1.

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

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

(B) The capital improvements plan must contain:

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

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

(3) a description of the land use assumptions;

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

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

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

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

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

The following structures or activities are exempt from impact fees:

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

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

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

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

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

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

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

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

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

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

(9) constructing a new volunteer fire department.

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

Effect of Amendment

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

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

(A) The impact fee for each service unit may not exceed the amount determined by dividing the costs of the capital improvements by the total number of projected service units that potentially could use the capital improvement. If the number of new service units projected over a reasonable period of time is less

than the total number of new service units shown by the approved land use assumptions at full development of the service area, the maximum impact fee for each service unit must be calculated by dividing the costs of the part of the capital improvements necessitated by and attributable to the projected new service units by the total projected new service units.

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

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

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

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

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

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

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

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

A developer required to pay a development impact fee may not be required to pay more than his proportionate share of the costs of the project, including the payment of money or contribution or

dedication of land, or to oversize his facilities for use of others outside of the project without fair compensation or reimbursement.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1010. Accounting; expenditures.

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

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

- (1) a purpose other than system improvement costs to create additional improvements to serve new growth;
- (2) a category of system improvements other than that for which they were collected; or
- (3) the benefit of service areas other than the area for which they were imposed.

HISTORY: 1999 Act No. 118, Section 1.

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

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

- (1) the impact fees have not been expended within three years of the date they were scheduled to be expended on a first-in, first-out basis; or
- (2) a building permit or permit for installation of a manufactured home is denied.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1030. Appeals.

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

(B) A fee payor may pay a development impact fee under protest. A fee payor making the payment is not estopped from exercising the right of appeal provided in this article, nor is the fee payor estopped from receiving a refund of an amount considered to have been illegally collected. Instead of making a payment of an impact fee under protest, a fee payor, at his option, may post a bond or submit an irrevocable letter of credit for the amount of impact fees due, pending the outcome of an appeal.

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

- (1) additions to the fee for reasonable interest and penalties for nonpayment or late payment;
- (2) withholding of the certificate of occupancy, or building permit if no certificate of occupancy is required, until the development impact fee is paid;
- (3) withholding of utility services until the development impact fee is paid; and
- (4) imposing liens for failure to pay timely a development impact fee.

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

termination of the development impact fee. A subsequent change or reenactment of the development impact fee must comply with the provisions of this article. Requirements for developers to pay in whole or in part for system improvements may be imposed by governmental entities only by way of impact fees imposed pursuant to the ordinance.

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1090. Annexations by municipalities.

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

Exhibit B

Impact Fee Program

ARTICLE I. DEFINITIONS

The following definitions apply within this Impact Fee Program and are consistent with the provisions set forth in the South Carolina Development Impact Fee Act, as it may be amended (the “Act”). Where terms using initial capitals are not defined herein, the definitions used in the Code of Ordinances of the Town of Moncks Corner or the Act shall apply.

Act means the South Carolina Development Impact Fee Act, codified as Title 6 Chapter 1, Article 9 of the Code of Laws of South Carolina 1976, as amended.

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

Building Permit means a permit issued for construction on or development of land.

Capital Improvement means improvements with a useful life of five years or more, by new construction or other action, which increase the service capacity of a Public Facility.

Capital Improvements Plan means a multi-year planning tool used to coordinate and implement financing and identify Capital Improvements for which Impact Fees may be used as a funding source; which Capital Improvements Plan is incorporated into the Impact Fee Study the Impact Fee Study and on file with the Town Clerk and available upon request.

Certificate of Occupancy means a certificate allowing the occupancy or use of a building and certifying that the structure or use has been constructed or will be used in compliance with the Town of Moncks Corner Code of Ordinances and all other applicable regulations.

Credits means Impact Fee deductions allowed for financial, in-kind, or other contributions made pursuant to Section 8.2.

Credit Agreement means an agreement between the Town and a Fee Payer or Developer wherein the Town allocates Credits.

Developer means an individual, corporation, partnership or other legal entity undertaking new Development.

Development means any Residential Development or Nonresidential Development.

Development Approval means a document that authorizes the commencement of a Development.

Effective Date means the date from which the Impact Fee Program is effective, which is April 16, 2025.

Fee Payer means any person who, after the Effective Date, seeks to develop land by applying for the issuance of a Building Permit, or other Development permit, subject to Impact Fees.

Fire Improvements means the improvements to, construction of, or acquisition of the facilities and vehicles for the Town's Fire Department, as identified in the Capital Improvements Plan.

Fire Impact Fee means a payment of money imposed as a condition of Development Approval to pay a Proportionate Share of the cost of Fire Improvements identified in the Capital Improvements Plan needed to serve new Development.

Fire Impact Fee Trust Account means the account of that name established pursuant to Article VI of this Impact Fee Program for the purpose of retaining collected Fire Impact Fees.

Impact Fee means together or individually, the Fire Impact Fee, Police Impact Fee, Recreation Impact Fee, Sanitation Impact Fee, and Transportation Impact Fee, which constitute a financial payment imposed as a condition of Development Approval to pay a Proportionate Share of the cost of the applicable System Improvements needed to accommodate future growth within the Town.

Impact Fee Program means this Development Impact Fee Program of the Town providing for the implementation of the Impact Fees.

Impact Fee Credit Review Committee means the committee of designated staff responsible for the review of Credit Agreements composed of the Town Administrator, Town Clerk, Town Planning Director, and the applicable Department Head or Department Heads for the type or types of Impact Fees under consideration.

Impact Fee Schedule means together or individually, the schedules of Fire Impact Fees, Police Impact Fees, Recreation Impact Fees, Sanitation Impact Fees, and Transportation Impact Fees imposed by the Town on a Service Unit-basis as enacted by the Town Council.

Impact Fee Study means the Development Impact Fee Study and Capital Improvement Plan, dated as of January 31, 2025, which is on file with the Town Clerk and available upon request.

Nonresidential Development means any construction or installation of a new building or structure of the following uses, as further described and defined in the Impact Fee Study:

(1) Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters, hotels, and motels;

(2) Office: Establishments providing management, administrative, professional, or business services. By way of example, Office includes banks, business offices, headquarter buildings, business parks, and research and development centers;

(3) Industrial: Establishments primarily engaged in the production, transportation, or storage of goods. By way of example, Industrial includes manufacturing plants, distribution warehouses, trucking companies, utility substations, power generation facilities, and telecommunications buildings; and

(4) Institutional: Establishments providing management, administrative, professional, or business services. By way of example, Institutional includes assisted living facilities, nursing homes, hospitals, medical offices, veterinarian clinics, schools, universities, colleges, churches, daycare facilities, government buildings, and prisons;

or a change in use of an existing building or structure for Retail, Office, Industrial, or Institutional uses, any of which creates additional demand on and need for Public Facilities.

Police Improvements means the improvements to, construction of, or acquisition of the facilities and vehicles for the Town's Police Department, as identified in the Capital Improvements Plan.

Police Impact Fee means a payment of money imposed as a condition of Development Approval to pay a Proportionate Share of the cost of Police Improvements identified in the Capital Improvements Plan needed to serve new Development.

Police Impact Fee Trust Account means the account of that name established pursuant to Article VI of this Impact Fee Program for the purpose of retaining collected Police Impact Fees.

Proportionate Share means the portion of System Improvements Costs for System Improvements determined in the Impact Fee Study that reasonably relate to the service demands and needs of the Development.

Public Facilities means Town's facilities and vehicles for the provision of fire services, police services, recreation services, sanitation services, and transportation services.

Recreation Improvements means the System Improvements to and the construction of the recreation facilities within the Town, as identified in the Capital Improvements Plan.

Recreation Impact Fee means a payment of money imposed as a condition of Development Approval to pay a Proportionate Share of the cost of Recreation Improvements identified in the Capital Improvements Plan needed to serve new Development.

Recreation Impact Fee Trust Account means the account of that name established pursuant to Article VI of this Impact Fee Program for the purpose of retaining collected Recreation Impact Fees.

Residential Development means any construction or installation of a new units of the following uses, as further described and defined in the Impact Fee Study:

- (1) Single Family: Detached and attached one-unit dwellings; or
- (2) Multifamily: All attached multi-family dwellings including duplexes and condominiums;

or a change in use of an existing building or structure into a Single Family Unit or Multifamily Unit that creates additional demand on and need for Public Facilities.

Sanitation Improvements means the System Improvements to, construction of, or acquisition of the land, facilities, and vehicles for the Town's Sanitation Department, as identified in the Capital Improvements Plan.

Sanitation Impact Fee means a payment of money imposed as a condition of Development Approval to pay a Proportionate Share of the cost of Sanitation Improvements identified in the Capital Improvements Plan needed to serve new Development.

Sanitation Impact Fee Trust Account means the account of that name established pursuant to Article VI of this Impact Fee Program for the purpose of retaining collected Sanitation Impact Fees.

Service Area means a defined geographic area in which specific Public Facilities provide service to Development within the area defined. For the purposes of this Impact Fee Program, the corporate limits of the Town, as they may change from time to time, shall be treated as one Service Area for calculating, collecting, and spending Impact Fees.

Service Unit means the standardized measure for the various types of new Development to which Impact Fees apply, as further set forth herein with respect to each type of Impact Fee.

System Improvement means a Capital Improvement to a Public Facility which is designed to provide service to the Service Area.

System Improvement Costs means the costs incurred for construction and reconstruction of System Improvements, including design, acquisition, engineering and other costs attributable to the System Improvement, and also including the cost of

providing additional Public Facilities needed to serve new Development. System Improvement costs do not include:

- (1) construction, acquisition, or expansion of Public Facilities other than Capital Improvements eligible for funding through Impact Fees that are identified in the Capital Improvements Plan;
- (2) repair, operation, or maintenance of existing or new Capital Improvements;
- (3) upgrading, updating, expanding, or replacing existing Capital Improvements to serve existing development in order to meet stricter safety, efficiency, environmental or regulatory standards;
- (4) upgrading, updating, expanding, or replacing existing Public Facilities to provide better service to existing development;
- (5) administrative and operating costs of the Town; or
- (6) principal payments and interest or other finance charges on bonds or other indebtedness except financial obligations issued by or on behalf of the Town to finance System Improvements eligible for funding through Impact Fees that are identified in the Capital Improvements Plan.

Town means the Town of Moncks Corner, South Carolina.

Town Clerk means that person employed as the Clerk of the Town.

Town Administrator means that person employed as the Town Administrator of the Town, and any person designated by the Town Administrator to perform any function or exercise any power given to the Town Administrator pursuant to this Impact Fee Program.

Transportation Improvements means the System Improvements to or construction the transportation facilities and infrastructure within the Town, as identified in the Capital Improvements Plan.

Transportation Impact Fee means a payment of money imposed as a condition of Development Approval to pay a Proportionate Share of the cost of Transportation Improvements identified in the Capital Improvements Plan needed to serve new Development.

Transportation Impact Fee Trust Account means the account of that name established pursuant to Article VI of this Impact Fee Program for the purpose of retaining collected Transportation Impact Fees.

Trust Account means one or all of the Fire Impact Fee Trust Account, Police Impact Fee Trust Account, Recreation Impact Fee Trust Account, Sanitation Impact Fee Trust Account, and Transportation Impact Fee Trust Account.

ARTICLE II. SUPPORTING DOCUMENTATION

This Impact Fee Program is based upon the conclusions and recommendations presented in the Impact Fee Study, including the Capital Improvements Plan, prepared consistent with the provisions of the Act. The Impact Fee Study is on file with the Town Clerk and available upon request and is incorporated into this Impact Fee Program by reference.

All Impact Fees collected pursuant to this Impact Fee Program shall be used to implement any or all of the System Improvements deemed eligible for funding by Impact Fees identified in the Capital Improvements Plan, as set forth therein and in this Impact Fee Program.

ARTICLE III. JURISDICTION

The provisions of this Impact Fee Program shall apply to all property within the corporate limits of the Town, including any property that may be annexed into the Town after the Effective Date.

ARTICLE IV. APPLICATION AND EXEMPTIONS

The provisions of the Impact Fee Program shall apply to all new Development within Town limits for which a Building Permit or Development Approval is required, except for the following:

- (1) rebuilding the same amount of floor space of a structure that was destroyed by fire or other natural catastrophe;
- (2) remodeling or repairing a structure with the same use of land that does not result in an increase in the number of Service Units or place new demand on Public Facilities;
- (3) replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the amount of demand for Public Facilities and services generated by the new residential unit does not increase;
- (4) placing a construction trailer or temporary office on a lot during the period of construction on the same lot;
- (5) construction of an addition to a residential structure that does not increase the amount of demand for facilities and services generated by the same use of land;

- (6) adding uses that are typically accessory to Residential Development, such as a tennis court or a clubhouse, unless it is demonstrated clearly that the use creates new demand for Public Facilities;
- (7) all or part of a particular Development if:
 - (i) the project is determined to create Affordable Housing; and
 - (ii) the exempt Development's Proportionate Share of System Improvements is funded through a revenue source other than Impact Fees.
- (8) constructing a new elementary, middle or secondary school; and
- (9) constructing a new volunteer fire department.

ARTICLE V. DETERMINATION OF FEES

Section 5.1 General Provisions.

(a) The Town Council shall determine and establish the schedules of Impact Fees in accordance with the Impact Fee Study and the methodology established in this Impact Fee Program. The Town shall collect all Impact Fees administered within Town limits.

(b) Upon the Effective Date, Impact Fees shall be charged to new Development in accordance with the procedures set forth in this Impact Fee Program and in accordance the schedules of Impact Fees established hereby. The Impact Fees for a Development will be determined and collected at the time of application for a Building Permit based upon the Service Unit represented by such Development. If the Development is one that does not require a Building Permit, the Impact Fee for the Development will be determined and collected at the time of application for Development Approval. Upon reasonable written request, estimates of applicable Impact Fees shall be provided by the Town prior to the date of issuance of the Building Permit or Development Approval, as applicable. No Building Permit or Development Approval shall be issued for any Development requiring the payment of Impact Fees until the Impact Fees (less any applicable Credits) have been remitted to the Town, or in the case of Affordable Housing, the appropriate financial guarantees have been filed with the Town Clerk. Payment of Impact Fees shall not relieve the Developer from obligations to comply with any other applicable Town Ordinances, regulations or requirements prior to receiving a Certificate of Occupancy.

(c) All monies paid by the Fee Payer pursuant to this Impact Fee Program shall be identified as Impact Fees and promptly deposited in the appropriate Trust Account described under Article VI of this Impact Fee Program.

(d) For the purpose of calculating Impact Fees, the use of land types assumed in the Impact Fee Schedule shall be defined in accordance with the definitions contained

in Article I of this Impact Fee Program, as further defined and described in the Impact Fee Study.

(e) Payment in full of all Impact Fees according to the Impact Fee Schedule for Development, as may be amended, supplemented or adjusted under the Act or other any other methodology permitted herein, shall constitute full and complete payment of the Proportionate Share of the Development's costs of the System Improvements.

(f) A Developer may negotiate and contract with the Town to provide facilities or services in lieu of payment of Impact Fees in accordance with Section 6-1-1050 of the Act.

(g) Any property for which a valid Building Permit or certificate of occupancy has been issued or construction has commenced before the Effective Date is not subject to Impact Fees. Impact Fees do, however, apply to Residential or Nonresidential Development for which other land use approvals have been granted prior to the Effective Date, including but not limited to subdivision and site plan approvals, but for which no Building Permit has been issued.

Section 5.2 Fire Impact Fee Schedule. The Fire Impact Fee for any new Development shall be calculated on a per-Service Unit basis in accordance with the following schedule of Impact Fees, the basis for which, including the calculation of a Service Unit of Development, is discussed in more detail in the Impact Fee Study:

<u>Development Type</u>	<u>Impact Fee per Service Unit</u>
<i>Residential Development</i>	<i>Impact Fee</i>
Single Family (Per Residential Unit)	\$1,200
Multifamily (Per Residential Unit)	\$657
<i>Nonresidential Development</i>	.
Retail (Per 1,000 Square Feet)	\$1,925
Office (Per 1,000 Square Feet)	\$742
Industrial (Per 1,000 Square Feet)	\$333
Institutional (Per 1,000 Square Feet)	\$1,021
Hotel (Per Hotel Room)	\$547

Section 5.3 Police Impact Fee Schedule. The Police Impact Fee for any new Development shall be calculated on a per-Service Unit basis in accordance with the following schedule of Impact Fees, the basis for which, including the calculation of a Service Unit of Development, is discussed in more detail in the Impact Fee Study:

<u>Development Type</u>	<u>Impact Fee per Service Unit</u>
<i>Residential Development</i>	<i>Impact Fee</i>
Single Family (Per Residential Unit)	\$710
Multifamily (Per Residential Unit)	\$389
<i>Nonresidential Development</i>	
Retail (Per 1,000 Square Feet)	\$1,139
Office (Per 1,000 Square Feet)	\$439
Industrial (Per 1,000 Square Feet)	\$197
Institutional (Per 1,000 Square Feet)	\$604
Hotel (Per Hotel Room)	\$324

Section 5.4 Recreation Impact Fee Schedule. The Recreation Impact Fee for any new Development shall be calculated on a per-Service Unit basis in accordance with the following schedule of Impact Fees, the basis for which, including the calculation of a Service Unit of Development, is discussed in more detail in the Impact Fee Study:

<u>Development Type</u>	<u>Impact Fee per Service Unit</u>
<i>Residential Development</i>	<i>Impact Fee</i>
Single Family (Per Residential Unit)	\$2,213
Multifamily (Per Residential Unit)	\$1,212
<i>Nonresidential Development</i>	
Retail (Per 1,000 Square Feet)	\$244
Office (Per 1,000 Square Feet)	\$374
Industrial (Per 1,000 Square Feet)	\$180
Institutional (Per 1,000 Square Feet)	\$348
Hotel (Per Hotel Room)	\$90

Section 5.5 Sanitation Impact Fee Schedule. The Sanitation Impact Fee for any new Development shall be calculated on a per-Service Unit basis in accordance with the following schedule of Impact Fees, the basis for which, including the calculation of a Service Unit of Development, is discussed in more detail in the Impact Fee Study:

<u>Development Type</u>	<u>Impact Fee per Service Unit</u>
<i>Residential Development</i>	<i>Impact Fee</i>
Single Family (Per Residential Unit)	\$314
Multifamily (Per Residential Unit)	\$172

Section 5.6 Transportation Impact Fee Schedule. The Transportation Impact Fee for any new Development shall be calculated on a per-Service Unit basis in accordance with the following schedule of Impact Fees, the basis for which, including the calculation of a Service Unit of Development, is discussed in more detail in the Impact Fee Study:

<u>Development Type</u>	<u>Impact Fee per Service Unit</u>
<i>Residential Development</i>	<i>Impact Fee</i>
Single Family (Per Residential Unit)	\$368
Multifamily (Per Residential Unit)	\$176
<i>Nonresidential Development</i>	
Retail (Per 1,000 Square Feet)	\$679
Office (Per 1,000 Square Feet)	\$262
Industrial (Per 1,000 Square Feet)	\$118
Institutional (Per 1,000 Square Feet)	\$360
Hotel (Per Hotel Room)	\$193

Section 5.7 Special Cases. The Town shall take the following special cases into account when calculating Impact Fees for any new Development:

- (1) When an application for a Building Permit or Development Approval has been made that contains two or more uses of land in any combination, including two or more uses of land within a single building or structure, the total Impact Fee shall be the sum of the products, as calculated above, for each use of land unless an independent impact fee calculation is performed, and approved in writing for use by the Town Administrator, consistent with Sections 5.1 through 5.6 (as applicable) of this Article.

(2) In the case of a change, redevelopment, or modification of a use of land which requires a Building Permit or Development Approval, and which is not exempted from Impact Fees under Article IV of this Impact Fee Program, the Impact Fee calculation shall be based upon the net increase in new or proposed use of land as compared to the existing or previous use of land.

(3) In the case of a demolition or termination of an existing use or structure, Impact Fees for future redevelopment shall be based upon the net increase in Development for the new or proposed use of land as compared to the existing actual active previous use of land since its original occupancy. Credit for the prior use shall not be transferable to another parcel of land.

(4) In the case of relocating an existing use of land, Impact Fees shall be assessed to the relocated use at its new location. Future redevelopment of the old location from which the use was removed, upon written request from the Developer, will receive a Credit against Impact Fees assessed equal to the Impact Fees that would have been assessed against the relocated use. Credits shall not be transferable to the new location.

(5) Before a Building Permit or Development Approval application may become eligible for the provisions set forth in this Section 5.7(2)-(4), a Developer shall provide reasonably sufficient evidence that a previous use of land had been actively maintained on the site within 12 months of the date of application for the Building Permit or Development Approval. Such evidence may include proof of utility records, records for the use sought to be shown, business license records, or other documentation.

(6) Any claim of existing or previous use must be made no later than the time for application of a Building Permit or Development Approval. Any claim made after such time shall be deemed invalid.

ARTICLE VI. IMPACT FEE TRUST ACCOUNTS

There are hereby established the Fire Impact Fee Trust Account, Police Impact Fee Trust Account, Recreation Impact Fee Trust Account, Sanitation Impact Fee Trust Account, and Transportation Impact Fee Trust Account. Fire Impact Fees, Police Impact Fees, Recreation Impact Fees, Sanitation Impact Fees, and Transportation Impact Fees collected pursuant to this Impact Fee Program shall be kept in the applicable Trust Account, and shall be kept separate from other funds of the Town. All Impact Fees collected shall be properly identified by property address noted on the approved Building Permit or Development Approval and deposited in the appropriate Trust Account.

Any funds derived from Impact Fees on deposit not immediately necessary for expenditure shall be maintained in an interest-bearing account, which shall be considered a part of the appropriate Trust Account. Interest earned on Impact Fees in deposit shall be retained in the applicable Trust Account for which such interest is earned, shall be considered revenue from Fire Impact Fees, Police Impact Fees, Recreation Impact Fees,

Sanitation Impact Fees, or Transportation Impact Fees, as applicable, and shall be subject to all restrictions placed on the use of Impact Fees pursuant to this Impact Fee Program.

ARTICLE VII. LIMITATION ON EXPENDITURES OF FUNDS COLLECTED

Section 7.1 Eligible System Improvement Costs. Funds from the Fire Impact Fee Trust Account shall be expended only for System Improvements identified as eligible for Impact Fee funding in the Capital Improvements Plan for Fire Improvements. Funds from the Police Impact Fee Trust Account shall be expended only for System Improvements identified as eligible for Impact Fee funding in the Capital Improvements Plan for Police Improvements. Funds from the Recreation Impact Fee Trust Account shall be expended only for System Improvements identified as eligible for Impact Fee funding in the Capital Improvements Plan for Recreation Improvements. Funds from the Sanitation Impact Fee Trust Account shall be expended only for System Improvements identified as eligible for Impact Fee funding in the Capital Improvements Plan for Sanitation Improvements. Funds from the Transportation Impact Fee Trust Account shall be expended only for System Improvements identified as eligible for Impact Fee funding in the Capital Improvements Plan for Transportation Improvements. No funds collected from Impact Fees shall be used for administrative or operating costs associated with imposing any of the Impact Fees.

Section 7.2 Rationale Nexus Test. The Town Administrator shall make an annual report to the Town Council and publish this report for access by the general citizenry showing where Impact Fees have been collected and what projects have been funded with these revenues. The Town Council shall consider this report and whether the Impact Fees are being spent for the benefit of new Development within corporate limits of the Town. If the Town Council determines that this is not the case, then it shall adjust the Capital Improvements Plan and other projected capital expenditures to correct the condition.

Section 7.3 Expenditure of Funds. Funds collected from Impact Fees shall be considered to have been expended in the order in which such funds were collected. The disbursement of such funds shall require approval of the Town Council, upon recommendation of the Town Administrator. Appropriation of funding in the Town's annual budget ordinance shall be sufficient for purposes of complying with the Town Council approval requirements of this Section 7.3.

Section 7.4 Reimbursement. Impact Fee funds not obligated for expenditure within three years of the date that they are scheduled to be expended in the Capital Improvements Plan shall be returned, with actual interest earned, to the record owner of the property for which the Impact Fees were collected, on a first-in, first-out basis in accordance with Article XI.

ARTICLE VIII. CREDITS; REIMBURSEMENTS

Section 8.1 General Provisions.

(a) A Developer may be entitled to a Credit determined pursuant to this Impact Fee Program, for Town-approved monetary, in-kind, or other contributions toward some or all of the System Improvement Costs included in the Capital Improvements Plan that are eligible for funding through Impact Fees.

(b) An executed Credit Agreement shall establish the cash value of any Credit. Any difference between Impact Fees due from a Fee Payor and the cash value of a Credit will be set forth in the Credit Agreement and will remain eligible for collection pursuant to the rules and requirements of this Impact Fee Program.

(c) Any request for Credits or reimbursement shall be submitted to the Town Administrator prior to issuance of a Building Permit or Development Approval.

Section 8.2 Application for Credit Agreement.

(a) The determination of the cash value of any Credit shall be undertaken through submission of an application for Credit Agreement, which shall be submitted to the Town Administrator.

(b) The application for Credit Agreement shall include the following information:

(1) The following documentation must be provided if the proposed application involves a Credit based upon any cash contribution:

- (i) a certified copy of the Development Approval in which the cash contribution was agreed; and
- (ii) proof of payment (if already made); or
- (iii) proposed method of payment (if not already made).

(2) The following documentation must be provided if the proposed application involves a Credit based upon the dedication of land:

- (i) drawing and legal description of the land;
- (ii) the appraised fair market value of the land at the date a building permit application is sought for the use of land, prepared by a professional Real Estate Appraiser who is a member of the member Appraisal Institute (MAL) or who is a member of Senior Residential Appraisers (SRA);

(iii) a certified copy of the Development permit in which the land was agreed to be dedicated (if applicable); and

(iv) the form of a general warranty deed in executable form as necessary to convey the land to the Town or its assigns.

(3) The following documentation must be provided if the proposed application involves Credit based upon the funding, or in-kind contribution, of System Improvement Costs:

(i) The proposed construction documents of the specific construction project prepared and certified by a duly qualified and licensed engineer in the State of South Carolina; and

(ii) The projected costs for the suggested improvements, which shall be based on local information for similar improvements, along with the construction schedule for the completion of said improvements. Such estimated cost shall include construction or reconstruction of the project; the cost of labor and materials; the cost of all lands, property, rights, easements and franchises acquired; financing charges or interest prior to and during construction and for one year after completion of construction; costs of plans and specifications; surveys of estimates of costs and revenues; costs of professional services; and all of the expenses necessary or incidental to determining the feasibility or practicability of such construction or reconstruction.

(c) Within 14 days of receipt of the proposed application for Credit Agreement, the Town Administrator shall determine if the application is complete. If it is determined that the proposed agreement is not complete, the Town Administrator shall send written notification to the applicant outlining the deficiencies. The Town shall take no further action on the proposed Application for Credit Agreement until all such deficiencies have been corrected or otherwise settled.

(d) Once the Town Administrator determines the proposed application for Credit Agreement is complete, it shall be reviewed within 30 days by the Impact Fee Credit Review Committee.

(e) If the application for Credit Agreement is approved by the Impact Fee Credit Review Committee, a Credit Agreement shall be prepared by the applicant and submitted to the Town Administrator, for final approval by the Town Council. Upon approval to the Town Council the Credit Agreement shall be executed and delivered to the applicant. The Credit Agreement shall specifically outline the contribution, payment, construction or land dedication; the time by which it shall be complete, dedicated or paid, and any extensions thereof; and the dollar credit the applicant shall receive for the contribution, payment or construction against Impact Fees. Any Credit Agreement shall be limited to the Impact Fee dollars owed for the project, by the Developer, for the

Impact Fee category under consideration, unless Town Council decides to entertain a Credit Agreement in excess of fees owed that may be transferred to another project of the same Developer in the same Service Area. The Credit Agreement may also include provisions for rescinding the Credit and issuing stop work orders if the dedication and/or work and/or construction are not timely accomplished.

(f) A Fee Payer affected by the decision of the Impact Fee Credit Review Committee regarding Credits may appeal such decision pursuant to Article 10, Section 10.1 of this Impact Fee Program.

ARTICLE IX. PENALTIES

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

- (1) Interest and Penalties. The Town may, at its discretion, add to the amount of calculated Impact Fees due prior to award of a Certificate of Occupancy, reasonable interest and penalties for non-payment or late payment of required funds. Penalties for unpaid Impact Fees shall be administered consistent with the Town's Code of Ordinances, which declares the violation a penalty subject to a fine not to exceed five hundred dollars (\$500.00) or imprisonment not to exceed 30 days. Each day of violation shall be deemed a separate offense.
- (2) Withholding Certificate of Occupancy. The Town may withhold a Certificate of Occupancy until full and complete payment has been made by the Developer of Impact Fees due for the Development.
- (3) Lien. The Town may impose a lien on the Developer's property for failure of the Developer to pay required Impact Fees in full.
- (4) Other. The Town may pursue the collection of the Impact Fees, including interest, by way of civil process in the Court of Common Pleas for Berkeley County.

ARTICLE X. APPEAL PROCESS

A Developer shall have the following rights for appeal of Impact Fees imposed by the Town on their Development pursuant only to this Impact Fee Program:

Section 10.1 Administrative Appeal.

(a) A Developer may file an administrative appeal with the Town Administrator regarding the payment of Impact Fees, independent calculation of Impact Fees, or Credits or reimbursements by filing a written notice of appeal. Said notice shall be filed within 30 days of the decision sought to be appealed. The filing of an appeal will immediately halt the Building Permit application process, unless the Developer posts a

bond or submits an irrevocable letter of credit for the full amount of the Impact Fees as calculated by the Town to be due. All notices of appeal shall include a full explanation of the reasons for the appeal, specifying the grounds therefore, and containing any documentation that the Developer desires to be considered. The appeal shall contain the name and address of the Developer filing the appeal and shall state their capacity to act as a representative or agent if they are not the owner of the property to which Impact Fees or Credits pertain.

(b) Within 30 days following receipt of the written notice of appeal, the Town Administrator will review the Developer's written report, supporting documentation and departmental staff reports. The 30-day review period may be extended if additional information is needed from the Developer in order to render a decision. Upon completion of the administrative review, the Town Administrator will provide a written response to the Developer constituting a final administrative determination.

(c) Any person desiring to appeal the final administrative determination of the Town Administrator regarding payment of Impact Fees or Credits shall file a written notice of appeal to the Town Council. Said notice of appeal to Town Council shall be filed with the Town Clerk within 15 days following receipt of the final administrative determination. Receipt shall be construed to have occurred when the final administrative decision is deposited in the United States mail postage prepaid to the person whose name and address is identified in the original notice of appeal.

(d) The Town Clerk will schedule all Impact Fee appeals for the first Town Council meeting following ten days from receipt of the written notice of appeal to the Town Council. Postponements of the Town Council appeal date may be granted by the Town Administrator if they are requested in writing at least ten days in advance of the scheduled Town Council meeting date.

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

(f) Within 15 days after the date of oral presentations, Town Council shall issue a final written opinion as to its decision on the appeal. Thereafter, the final decision of Town Council may be appealed to the circuit court of Berkeley County, South Carolina; however, the decision of the Town Council shall be final and binding if subsequent appeal is not timely made to the circuit court of Berkeley County, South Carolina within 15 days of the issuance of the final decision by Town Council.

Section 10.2 Payment Under Protest. A Fee Payer may pay Impact Fees under protest. Payment under protest does not preclude the Developer from filing an administrative appeal nor is the Fee Payer estopped from receiving a refund of an amount considered to have been collected illegally. A Fee Payer, at its option, may also post a bond or submit an irrevocable letter of credit for the amount of Impact Fee due instead of making a cash payment under protest, pending the outcome of an appeal.

Section 10.3 Mediation. Town Council shall provide for mediation by a qualified independent party, upon voluntary agreement by both the Developer and the Town, to address a disagreement related to Impact Fees calculated by the Town. Neither a request for, nor participation in, mediation shall preclude a Fee Payer from pursuing other Developer rights or remedies otherwise available by law.

Section 10.4 Tolling. The three-year expenditure requirement under Section 7.4 hereof (and the accompanying refund provisions in Article XI below) shall be tolled during the pendency of any appeal under this Article X.

ARTICLE XI. REFUNDS

Section 11.1 General Provisions. Funds not obligated for expenditure within three years of the date that they are scheduled to be expended in the Capital Improvements Plan shall be refunded to the current record owner of property for which the Impact Fees were paid, with actual interest earned, on a first-in, first-out basis. For the purpose of determining whether fees have been spent or encumbered, the first money placed in a Trust Account shall be deemed to be the first money taken out of that Trust Account when withdrawals have been made.

Section 11.2 Refund Process.

(a) The owner of property eligible for a refund of one or more Impact Fee payments shall submit to the Town Administrator a notarized sworn statement that the person is the current owner of the property for which a refund is due, a certified copy of the latest recorded deed, and a copy of the most recent *ad valorem* tax bill for the affected property.

(b) When a right to a refund exists, the Town shall send a refund to the current owner of record within 90 days after it is determined by Town Council that a refund is due.

(c) All refunds shall include the pro-rata portion of the interest earned while on deposit in the specific Impact Fee trust account.

(d) A record owner of property for which one or more Impact Fee refunds are due has standing to sue for such refund pursuant to Section 6-1-1020(D) of the Act if there has not been a good-faith effort towards a timely payment of a refund pursuant to Section 11.2(b).

ARTICLE XII. TERMINATION OF DEVELOPMENT IMPACT FEE

Impact Fees shall be terminated within 15 years after the Effective Date, or when sufficient fees have been collected to fund all of the System Improvements eligible for Impact Fee funding that are identified in the Capital Improvements Plan, whichever shall first occur, unless:

- (1) Town Council adopts a revised Impact Fee Study or amends the Capital Improvements Plan for a subsequent amount of time; or
- (2) Town Council enacts an updated Impact Fee Program for the Town pursuant to the substantive and procedural requirements set forth in the Act.

ARTICLE XIII. LIBERAL CONSTRUCTION

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

ARTICLE XIV. SEVERABILITY

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

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

ARTICLE XV. EFFECTIVE DATE; REPEALER

Section 15.1 Effective Date. This Impact Fee Program shall become effective on the Effective Date.

Section 15.2 Conflicting Ordinances. All Ordinances or parts of Ordinances in conflict with the provisions of this Impact Fee Program are hereby repealed.

Exhibit C

Notice of Public Hearing

[To be published one time not less than 30 days prior to the hearing date in a newspaper of general circulation within the Town]

The Town Council of the Town of Moncks Corner (the “Town Council”), the governing body of the Town of Moncks Corner, South Carolina (the “Town”), is considering the enactment of “AN ORDINANCE ADOPTING A DEVELOPMENT IMPACT FEE STUDY AND CAPITAL NEEDS PLAN, ESTABLISH DEVELOPMENT IMPACT FEES, AND OTHER MATTERS RELATED THERETO” (the “Ordinance”). Through the enactment of the Ordinance, the Town Council would impose certain development impact fees on new development within the Town to offset a portion of the cost to provide fire, police, recreation, sanitation, and transportation facilities, infrastructure, and equipment to serve such new development, and adopt that certain Development Impact Fee Study and Capital Improvement Plan, dated as of January 31, 2025 (the “Impact Fee Study”), as a capital improvements plan with respect to such capital needs. Copies of the Ordinance and the Impact Fee Study, and the capital improvement plan incorporated therein, are on file with the Town Clerk and are available for public inspection upon request during the Town’s regular business hours.

The Town Council will hold a public hearing concerning the enactment of the Ordinance and the adoption of the Impact Fee Study on Tuesday, May 20, 2025, at 6:00 p.m. (or as soon thereafter as the agenda permits) (the “Hearing”). The Hearing will be held in the chambers of the Town Council located in the Moncks Corner Town Hall, 118 Carolina Avenue, Moncks Corner, South Carolina 29461. The Hearing shall be conducted publicly and both proponents and opponents of the proposed action shall be given full opportunity to be heard in person or by counsel.

The public is invited to comment. For further information please call Justin Westbrook, Community Development Director, at 843-719-7913.

RESOLUTION

A RESOLUTION RECOMMENDING A DEVELOPMENT IMPACT FEE STUDY AND CAPITAL IMPROVEMENTS PLAN AND DEVELOPMENT IMPACT FEE ORDINANCE TO THE TOWN COUNCIL OF THE TOWN OF MONCKS CORNER, SOUTH CAROLINA PURSUANT TO SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT, AND OTHER MATTERS RELATED THERETO.

NOW THEREFORE BE IT RESOLVED by the Planning Commission (the “*Planning Commission*”) of the Town of Moncks Corner, South Carolina (the “*Town*”) as follows:

Section 1 Findings. The Planning Commission makes the following findings of fact in connection with the adoption of this resolution (this “*Resolution*”):

(a) Pursuant to the South Carolina Development Impact Fee Act, codified at Title 6, Chapter 1, Article 9 of the Code of Laws of South Carolina 1976, as amended (the “*Act*”), by resolution dated as of February 18, 2025, the Town Council of the Town of Moncks Corner (the “*Town Council*”), the governing body of the Town, directed the Planning Commission conduct the studies required pursuant to the Act and to recommend an ordinance establishing and imposing Development Impact Fees (as defined in the Act) to the Town Council.

(b) The Planning Commission has reviewed a Development Impact Fee Study and Capital Improvement Plan prepared by TischlerBise and dated as of January 31, 2025 (the “*Impact Fee Study*”), a copy of which is attached hereto as **Exhibit A**. In accordance with the Impact Fee Act, the Impact Fee Study includes a capital improvements plan (the “*Proposed Capital Improvements Plan*”) and schedules of the maximum supportable Development Impact Fees by service unit for Parks and Recreation, Police, Fire, Sanitation, and Transportation (collectively, as set forth in the Impact Fee Study, the “*Impact Fees*”). Upon review, the Planning Commission has determined that the Impact Fee Study and the Proposed Capital Improvements Plan incorporated therein meet the requirements of the Act and that the Impact Fees do not exceed a proportionate share of the costs that are expected to be incurred by the Town in providing System Improvements (as defined by the Act) to serve the new development within the Town.

(c) In accordance with the Act, the Planning Commission has further developed a draft ordinance adopting the Impact Fee Study and the Proposed Capital Improvements Plan incorporated therein and enacting a schedule of Impact Fees, a copy of which is attached hereto as **Exhibit B** (the “*Draft Ordinance*”); and

Section 2 Recommendation. The Planning Commission hereby recommends that the Town Council approve the Impact Fee Study and the Proposed Capital Improvements Plan incorporated therein and enact the Draft Ordinance imposing and implementing Impact Fees on new development within the Town.

**APPROVED AND ADOPTED BY A MAJORITY OF THE FULL MEMBERSHIP
OF THE PLANNING COMMISSION THIS 25TH DAY OF FEBRUARY 2025.**

TOWN OF MONCKS CORNER
PLANNING COMMISSION

Charlotte A. Cuppenink
Chairperson

AN ORDINANCE 2025-

AMENDING THE BUSINESS LICENSE ORDINANCE OF THE TOWN OF MONCK'S CORNER TO UPDATE THE CLASS SCHEDULE AS REQUIRED BY ACT 176 OF 2020.

WHEREAS, the Town of Moncks Corner (the "Municipality") is authorized by S.C. Code Section 5-7-30 and Title 6, Chapter 1, Article 3 to impose a business license tax on gross income;

WHEREAS, by Act No. 176 of 2020, known as the South Carolina Business License Tax Standardization Act and codified at S.C. Code Sections 6-1-400 to -420 (the "Standardization Act"), the South Carolina General Assembly imposed additional requirements and conditions on the administration of business license taxes;

WHEREAS, the Standardization Act requires that by December thirty-first of every odd year, each municipality levying a business license tax must adopt, by ordinance, the latest Standardized Business License Class Schedule as recommended by the Municipal Association of South Carolina (the "Association") and adopted by the Director of the Revenue and Fiscal Affairs Office;

WHEREAS, following the enactment of the Standardization Act, the Municipality enacted Ordinance No. 2023-11 on 12-19-2023, in order to comply with the requirements of the Standardization Act (the "Current Business License Ordinance");

WHEREAS, the Moncks Corner Council of the Municipality (the "Council") now wishes to amend the Current Business License Ordinance to adopt the latest Standardized Business License Class Schedule, as required by the Standardization Act;

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the Town of Moncks Corner, as follows:

SECTION 1. Amendments to Appendix B. Appendix B to the Current Business License Ordinance, the "Business License Class Schedule," is hereby amended as follows:

- (a) Classes 1 through 8 in Appendix B to the Current Business License Ordinance, the "Business License Class Schedule," are hereby amended and restated as set forth on the attached Exhibit A.
- (b) Class 9 in Appendix B to the Current Business License Ordinance, the "Business License Class Schedule," shall remain in full force and effect as set forth in the Current Business License Ordinance.

SECTION 2. Repealer, Effective Date. All ordinances in conflict with this ordinance are hereby repealed. This ordinance shall be effective with respect to the business license year beginning on May 1, 2026.

ENACTED IN REGULAR MEETING, the 20th day of May, 2025.

Thomas J. Hamilton, Jr Mayor

First reading: April 8, 2025

Council:

Final reading: May 20, 2025

ATTEST:

Marilyn M. Baker, Clerk to Council

APPROVED AS TO FORM:

Jim Brogdon, Town Attorney

**APPENDIX B
Classes 1 – 8: Business License Class Schedule by NAICS Codes**

NAICS Sector/Subsector	Industry Sector	Class
11	Agriculture, forestry, hunting and fishing	1
21	Mining	3
22	Utilities	1
31 - 33	Manufacturing	3
42	Wholesale trade	1
44 - 45	Retail trade	1
48 - 49	Transportation and warehousing	2
51	Information	4
52	Finance and insurance	7
53	Real estate and rental and leasing	6
54	Professional, scientific, and technical services	4
55	Management of companies	7
56	Administrative and support and waste management and remediation services	3
61	Educational services	3
62	Health care and social assistance	3
71	Arts, entertainment, and recreation	3
721	Accommodation	1
722	Food services and drinking places	2
81	Other services	3
Class 8	Subclasses	
23	Construction	8.1
482	Rail Transportation	8.2
517111	Wired Telecommunications Carriers	8.3
517112	Wireless Telecommunications Carriers (except Satellite)	8.3
517122	Agents for Wireless Telecommunications Services	8.3
5241	Insurance Carriers	8.4
5242	Insurance Brokers for non-admitted Insurance Carriers	8.4
713120	Amusement Parks and Arcades	8.51
713290	Nonpayout Amusement Machines	8.52
713990	All Other Amusement and Recreational Industries (pool tables)	8.6

2025 Class Schedule is based on a three-year average (2019 - 2021) of IRS statistical data.