

City Explained^{Inc.}

Development Impact Fee Study Report

York, SC



Final Document

December 7, 2021

Acknowledgements

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Table of Contents

Introduction	Chapter 1
Parks & Recreation	Chapter 2
Fire Protection	Chapter 3
Municipal Facilities & Equipment	Chapter 4
Discount Rates	Chapter 5

Appendices

APPENDIX A	State Enabling Legislation
APPENDIX B	US Census Data & ITE Employee Space Ratio Calculations
APPENDIX C	Parks & Recreation Inventory & Analysis Tables
APPENDIX D	Fire Protection Inventory & Analysis Tables
APPENDIX E	Municipal Facilities & Equipment Inventory & Analysis Tables



Chapter 1

Introduction

INTRODUCTION

The State of South Carolina grants certain powers for cities and counties to collect impact fees on new development pursuant to the rules and regulations set forth in the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.). The development impact fee study report documents existing conditions, anticipates future year needs and their implementation costs, and recommends maximum allowable impact fees (by category) in accordance with the rules and requirements of the Act. The report also serves as the foundation for amending the City's capital improvements plan and preparing the City's development impact fee ordinance and housing affordability analysis, all three of which are required by the Act to accompany the report before implementing a local impact fee system.

Impact fee categories contemplated for the City of York include parks and recreation, fire protection, and municipal facilities and services.

WHAT ARE IMPACT FEES?

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

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

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

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

STATE ENABLING LEGISLATION

The State of South Carolina grants certain powers for cities and counties to collect impact fees on new development pursuant to the rules and regulations set forth in the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.). A copy of the State enabling legislation is included in Appendix A of the report. The process to create a local impact fee system begins with a resolution by City Council directing the Planning Commission to conduct an impact fee study and recommend a development impact fee ordinance for legislative action. The York City Council directed the Planning Commission to develop recommendations for a development impact fee ordinance on July 6, 2021.

Generally, a governmental entity must have an adopted comprehensive plan to enact impact fees; however, certain provisions in State law allow cities and counties that have not adopted a comprehensive plan to impose development impact fees. Those jurisdictions must prepare a capital improvements plan as well as prepare an impact fee study that substantially complies with Section 6-1-960(B) of the Code of Laws of South Carolina. The City of York's Comprehensive Plan was last updated in January 2019. The City of York currently maintains a capital improvements plan that can be amended with new projects to support the local development impact fee system.

All cities and counties are also required to prepare a report that estimates the effect of impact fees on the availability of affordable housing before imposing impact fees on residential dwelling units. Based on the findings of the study, certain developments may be exempt from impact fees when all or part of the project is determined to create affordable housing, and the exempt development's proportionate share of system improvements is funded through a revenue source other than impact fees. A housing affordability analysis in support of the development impact fee study 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 or county may not be used for administrative or operating costs associated with imposing the impact fee. All revenues from impact fees must be maintained in an interest-bearing account prior to expenditure on recommended improvements. Monies must be returned to the owner of record of the property for which the impact fee was collected if they are not spent within three years of the date they are scheduled to be encumbered in the local capital improvements plan. All refunds to private land owners must include the pro rata portion of interest earned while on deposit in the impact fee account.

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

allowable impact fees until the development impact fee study and capital improvements plan have been updated.

STUDY AREA

The study area for the development impact fee analysis coincides with the York City Limits in central York County (see Figure 1.1 on the following page). One service zone was assumed to represent the entire study area.

ANALYSIS PERIOD

The base year for the development impact fee study (all three categories) is 2021. The planning horizon is 2031. The ten-year planning horizon is a reasonable period of time pursuant to Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act.

DEMOGRAPHIC DATA

Demographic data for the development impact fee study was collected from various US Census Bureau sources. Base year population for 2020 (8,503) was collected from the US Census Bureau, Decennial Census. Base year employment (4,461) estimates for York were collected from the US Census Bureau, LEHD-LODES 2018 dataset via the U.S. Census “On the Map” application (best available data to compare with 2020 population data).

Average persons per household statistics used in the study were based on information published by the US Census Bureau, American Community Survey, 2014-2019 for various dwelling unit categories. Employee space ratios used in the study were based on information published by the Institute of Transportation Engineers’ *Trip Generation Manual*, Tenth Edition. Information from both sources is summarized in Appendix B of the report.

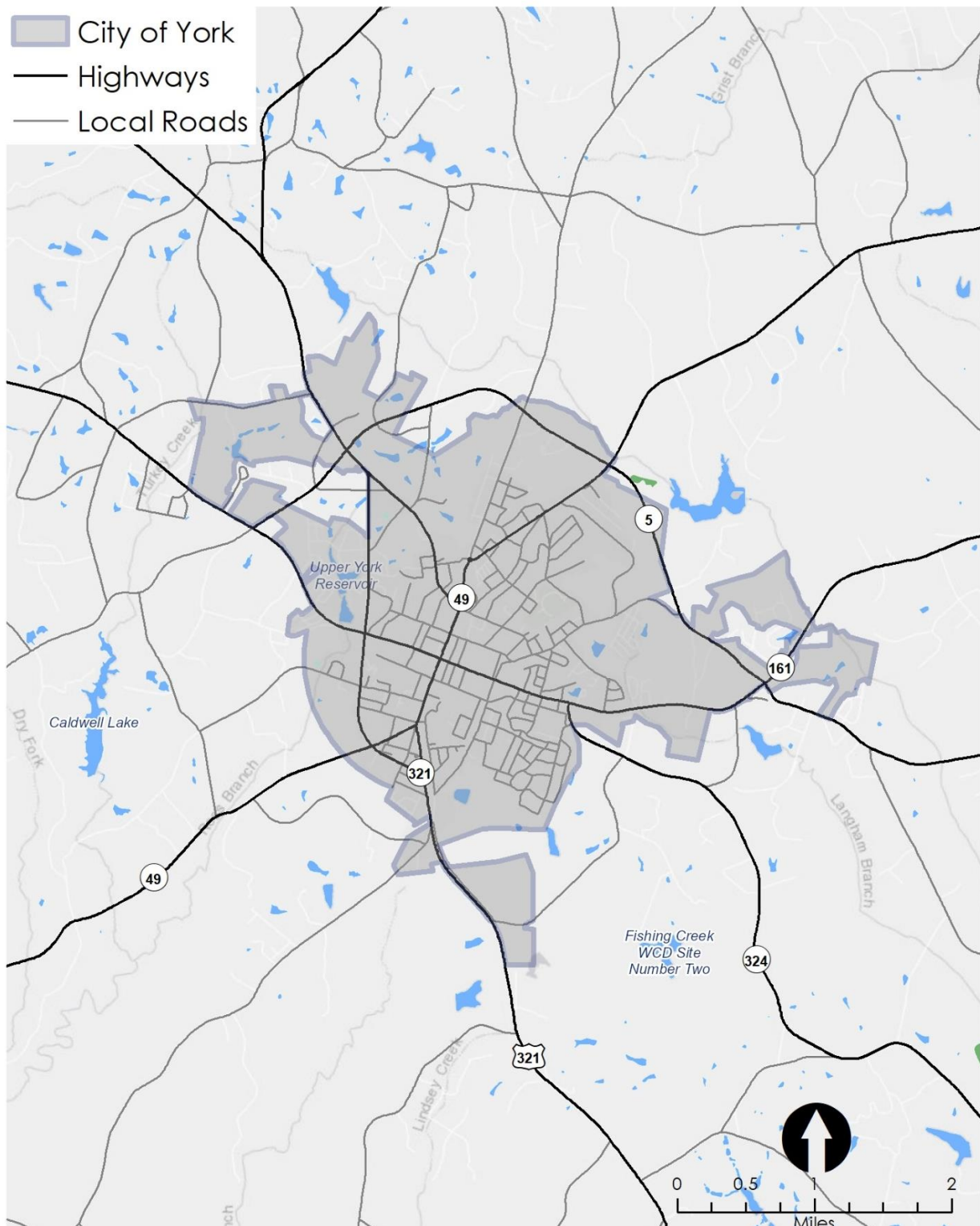
SERVICE UNITS

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

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

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

Figure 1.1 – Study Area Map



REPORT ORGANIZATION

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



Chapter 2

Parks & Recreation

The City of York provides a parks and recreation system for residents living inside the development impact fee analysis study area (see Chapter 1, Figure 1.1). It generally includes parkland, recreation facilities, park and recreation amenities, trails, and open space. The chapter inventories existing park amenities and recreation facilities, estimates replacement costs, and recommends maximum allowable impact fees that could be collected in the study area.

The parks and recreation impact fee for the City of York applies only to residential land uses.

METHODOLOGY

The parks and recreation impact fee category assumes a consumption-driven methodology. This approach charges new residential development the cost of replacing existing capacity on a one-for-one basis, assuming constant current service delivery standards. Total replacement costs were determined using estimated land values, site development costs, facility replacement costs, amenity replacement costs, trail system replacement costs, current lease agreements for specific parks, and related professional services. The total replacement value (system-wide) was divided by current population estimates (2020) for the City of York Study Area to determine the cost per capita for replacing the facilities and amenities currently serving park and recreation users.

The replacement cost per capita was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2014-2019 to determine the maximum allowable impact fee schedule by dwelling unit category (see Appendix B).

Data collected and calculations performed for Chapter 2 are summarized in Appendix C of the document.

REPLACEMENT VALUE

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

Land Value Estimate

The City owns land for ten different parks in the study area. A land value for each park location was estimated from surrounding properties because information for the parcels themselves was not available from the York County Assessor (i.e., market value in the County's database is not reported for government-owned parcels). A buffer of 500 feet around each park location was used to select comparable parcels and average their land values to apply to the park parcels. Based on the estimates, land owned by the City for the parks and recreation system was valued at \$1,310,492.

Land Lease Agreements

The City of York leases two properties to use for athletic field facilities: Jefferson Field and McCelvey Field. The lease terms for the two locations are different. The lease agreement for Jefferson Field is with the York School District and requires a payment of \$1 per year. The lease agreement for McCelvey Field is with York County and requires no payment each year. Based on this information, it was assumed the City would spend \$10 over the ten-year planning horizon (2021-2031) to continue leasing both locations.

Recreation Buildings

Recreation buildings represent heated buildings or structures used for park and recreation needs. Two locations with recreation buildings were identified in the study area — the Recreation Center and Recreation Complex. Building replacement costs for the two locations were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the City of York, Property Schedule, Updated in 2021*. Collectively, the replacement value for recreation buildings in the study area was valued at \$2,899,927.

Park & Recreation Amenities

Park and recreation amenities represent improvements made to support specific uses or activities programmed at each location — ranging from picnic tables to playground equipment to athletic fields and courts. Replacement costs for the different amenities inventoried at each location were quantified using information from the *South Carolina Municipal Insurance and Risk Financing Fund for the City of York, Updated in 2021*; the *City of Durham (NC) Parks, Recreation, and Open Space Impact Fee Study* (2006); or a literature review and internet search of retail costs for specific amenities (2021). Collectively, the replacement value for park and recreation amenities in the study area was valued at \$2,643,195.

Bike Path

The City constructed a one-mile asphalt bike/shared use path on a former railroad bed connecting Downtown to the City's Recreation Complex. The replacement value for the path was estimated to be \$326,706 (see Appendix C).

Site Development Costs

Site development costs represent incidental expenses incurred by the City for constructing parks and recreation facilities. Site development costs might include clearing, grading, security lighting, parking, landscaping, utilities, etc. The amount of site development costs varies greatly from property-to-property based on unique site characteristics.

Historical data was not available to recalculate site development costs for existing parks and recreation facilities in the City of York. Therefore, total values for recreation buildings and park and recreation amenities in the City's system (combined) were factored by 15% to account for

associated site development costs. This estimate is consistent with industry standards for pre-planning related activities.

Site development costs assumed for recreation buildings and parks and recreation facilities in the study area was valued at \$831,471.

Professional Services

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

Professional service costs assumed for recreation buildings, parks and recreation facilities, and bike paths was valued at \$626,631.

OTHER AVAILABLE FUNDING SOURCES

Non-municipal revenue sources have been used by the City to build existing parks and recreational facilities — including state and land conservation grants. Grants generally represent discretionary, lump-sum funding for specific one-time projects. There is no assurance that previous grant monies will be made available again in the future. This analysis assumes some growth in the park and recreation system will continue to be funded with other available revenue sources.

For the period between 2011 and 2021, the City of York received \$525,000 in grant monies for improvements to the parks and recreation system. This analysis assumes a credit of \$525,000 for the maximum impact fee calculations; representing the average award (\$52,500) per year and a ten-year planning horizon (2021-2031).

TOTAL REPLACEMENT COST

The replacement values noted in this chapter represent the total replacement cost for building again the existing park and recreation system (in 2021 dollars). Offsets applied to the total replacement cost represent other funding sources available for implementing improvements. Based on these assumptions, the net total replacement cost for the existing park and recreation system is \$8,113,432, detailed in Table 2.1 on page 2-4.

Table 2.1 – Total Replacement Cost Parks and Recreation	
Replacement Category	Cost
Fee Simple Land Value	\$1,310,492
Land Lease Agreement Payments	\$10
Recreation Buildings	\$2,899,927
Park & Recreation Amenities	\$2,643,195
Bike Path	\$326,706
Site Development Costs	\$831,471
Professional Services	\$626,631
Total Replacement Cost	\$8,638,432
Anticipated Offsets — Grant Funding Forecast (2021 to 2031)	\$525,000
Total Net Replacement Cost	\$8,113,432

COST PER CAPITA

Cost per capita represents the burden to each existing resident in the study area (in 2021 dollars) should the City of York have to build again the parks and recreation system using current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) and 2) population estimates (2020) for the City of York taken from the 2020 US Census Bureau. A cost per capita for the study area was calculated by dividing the net total replacement cost by the City population estimate:

$$\text{Cost per Capita} = \frac{\text{Total Replacement Cost } (\$8,113,432)}{\text{Population Estimate } (8,503)}$$

Based on this analysis, the calculated cost per capita to replace the existing parks and recreation system is \$954.18.

MAXIMUM ALLOWABLE IMPACT FEES

A maximum allowable impact fee schedule was developed to quantify a fair share cost to expand the City's park and recreation system for new residential development. The cost per capita for park and recreation facilities was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2014-2019 for the various dwelling unit categories to determine recommended maximum allowable impact fees (see Appendix B in the report for household size estimates).

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

Table 2.2 – Maximum Allowable Impact Fee Schedule Parks and Recreation			
Land Use Category	Cost per Person	Persons per Household	Max. Allowable Impact Fee
Single Family (Attached or Detached)	\$954.18	2.64	\$2,519
Mobile Home	\$954.18	1.73	\$1,650
Multifamily (> 2 Dwelling Units)	\$954.18	1.64	\$1,564

DISCOUNT RATE

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



Chapter 3

Fire Protection

The City of York provides fire protection and emergency medical services to property located inside the development impact fee analysis study area (see Chapter 1, Figure 1.1). The chapter inventories existing assets, estimates replacement costs, and recommends maximum allowable impact fees that could be collected in the study area.

METHODOLOGY

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

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

Cost per capita was converted to cost per dwelling unit category using information published for York in the US Census Bureau, American Community Survey, 2014-2019 (see Appendix B). Cost per employee was converted to cost per 1,000 square feet of gross floor area (GFA) using information published in the Institute of Transportation Engineers' *Trip Generation Manual*, Tenth Edition (see Appendix B).

Data collected and calculations performed for Chapter 3 are summarized in Appendix D of the document.

REPLACEMENT VALUE

Replacement value (in 2021 dollars) for fire protection facilities and equipment was determined using current estimates for land value; site development costs; replacement costs for fire protection facilities, vehicles, and equipment; and professional fees. A detailed summary of the cost components included in the analysis is provided below.

Land Value Estimate

The City has one fire station (Station No. 1) in the study area located in Downtown York. A land value for the facility was estimated from surrounding properties because information for the parcel itself was not available from the York County Assessor (i.e., market value in the County's database is not reported for government-owned parcels). A buffer of 500 feet around the fire station was used to select comparable parcels and average their land values to apply to the fire station parcel. Based on available information, the fire station parcel was valued at \$123,337.

Fire Protection Facilities

Fire protection facilities include buildings or structures used for fire protection or emergency service needs. One fire station (Station No. 1) and the adjacent rescue squad building were identified in the study area. Building replacement costs for the two buildings were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the City of York, Property Schedule, 2021*. Collectively, the replacement value for two buildings was valued at \$2,700,102.

Site Development Costs

Site development costs represent incidental expenses incurred by the City for constructing fire protection facilities. Site development costs might include clearing, grading, security lighting, parking, landscaping, utilities, etc. The amount of site development costs varies greatly from property-to-property based on unique site characteristics.

Historical data was not available to recalculate site development costs for existing fire protection facilities in the City of York. Therefore, the building valuation for Station 1 was factored by 15% to account for associated site development costs. This estimate is consistent with industry standards for pre-planning related activities.

Site development costs assumed for fire protection facilities in the study area was valued at \$405,016.

Professional Services

State enabling legislation allows recovery of certain professional services through impact fees associated with land, buildings, or structures to support fire protection facilities. Eligible professional services may include: studies and reports, surveys, design plans, legal expenses, permitting, and construction administration. Professional service fees vary greatly based on unique site characteristics. However, City staff assumes 10% of the building valuation for Station 1 is a good estimate to represent historical trends.

Professional service costs assumed for fire protection facilities in the study area was valued at \$270,010.

Fire Protection Vehicles & Equipment

Fire protection vehicles and equipment with an individual unit purchase price over \$100,000 are included in the analysis to comply with Section 6-1-920(18)(g) of the South Carolina Development Impact Fee Act. The total replacement cost for eligible fire protection vehicles and equipment serving the study area is \$2,001,722.

OTHER AVAILABLE FUNDING SOURCES

In addition to municipal funding, other revenue sources have been used by the City of York to acquire fire protection equipment — primarily grants from the South Carolina Municipal Insurance Trust or equipment donations from the York Rescue Squad. Grants or donations generally represent discretionary, lump-sum funding or property donation for specific one-time projects. There is no assurance that previous grant monies or private donations will be made available again in the future. This analysis assumes some of the growth in fire protection services will continue to be funded with the above revenue sources.

For the period between 2011 and 2021, the City of York received \$38,001 in grant monies and donations for fire protection equipment. This analysis assumes a credit of \$38,001 for the maximum impact fee calculations; representing the average award (\$3,800.10) per year and a ten-year planning horizon (2021 to 2031).

TOTAL REPLACEMENT COST

Collectively, the replacement values noted in this chapter represent the total replacement cost for rebuilding fire protection facilities or purchasing new, eligible equipment (in 2021 dollars) to maintain current service delivery standards. Based on these assumptions, the net total replacement cost for existing fire protection facilities and eligible equipment in the City of York study area is \$5,462,186; detailed in Table 3.1 below.

Table 3.1 – Total Replacement Costs Fire Protection Facilities and Equipment	
Replacement Category	Cost
Land Value Estimate	\$123,337
Fire Protection Facilities	\$2,700,102
Site Development Costs	\$405,016
Professional Services	\$270,010
Fire Protection Vehicles & Equipment (> \$100,000)	\$2,001,722
Total Replacement Cost	\$5,500,187
Anticipated Offsets — Grant Funding Forecast (2021-2031)	\$38,001
Total Net Replacement Cost	\$5,462,186

FIRE SERVICE CALLS BY LAND USE

The City of York responded to 638 total calls for service in 2020, and approximately 88% of the total calls (562) were to a location that was distinguishable between a residential or non-residential land use. Calls to residential uses (374) represented 67% of the 562 service calls. Calls to non-residential uses (188) represented 33% of the 562 service calls. The

proportionate share between residential and non-residential uses to rebuild fire protection facilities and purchase eligible equipment is as follows: residential uses — \$3,659,665 and non-residential uses — \$1,802,521.

COST PER CAPITA

Cost per capita represents a burden to each existing resident in the study area (in 2021 dollars) should the City of York have to build again fire protection facilities and replace eligible equipment at current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to residential uses and 2) population estimates (2020) for the City of York provided by the US Census Bureau. A cost per capita for the study area was calculated by dividing the net total replacement cost attributable to residential uses by the City's population estimate:

$$\text{Cost per Capita} = \frac{\text{Total Replacement Cost Attributable to City Residents } (\$3,659,665)}{\text{Population Estimate } (8,503)}$$

Based on this analysis, the calculated cost per capita to replace fire protection facilities and eligible equipment in the study area is \$430.40.

COST PER EMPLOYEE

Cost per employee represents a burden to each existing employee in the study area (in 2021 dollars) should the City of York have to build again fire protection facilities and replace eligible equipment using current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to non-residential uses and 2) employment estimates (2018) for the City of York provided by the US Census Bureau. A cost per employee for the study area was calculated by dividing the net total replacement cost attributable to non-residential uses by the City's employment estimate:

$$\text{Cost per Employee} = \frac{\text{Total Replacement Cost Attributable to Employees } (\$1,802,521)}{\text{Employee Estimate } (4,461)}$$

Based on this analysis, the calculated cost per employee to replace fire protection facilities and eligible equipment in the study area is \$404.06.

MAXIMUM ALLOWABLE IMPACT FEES

A maximum allowable impact fee schedule was developed to quantify the fair share cost to build fire protection facilities and purchase eligible equipment to serve new development. The cost per capita for fire protection facilities and equipment was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2014-2019 for various dwelling unit categories to determine recommended maximum allowable impact fees (see Appendix B of the report for household size estimates). The cost per employee for fire protection facilities and equipment was multiplied by employee space ratios developed from information published in the Institute of Transportation Engineers' *Trip*

Generation Manual, Tenth Edition to determine recommended maximum allowable impact fees (see Appendix B of the report for employee space ratio estimates).

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

DISCOUNT RATE

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

Table 3.2 – Maximum Allowable Impact Fee Schedule for Fire Protection

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Residential Uses						
Single Family (Attached or Detached)	d.u.	2.64	—	\$430.40	—	\$1,136
Mobile Home	d.u.	1.73	—	\$430.40	—	\$744
Multifamily (>2 Dwelling Units)	d.u.	1.64	—	\$430.40	—	\$705
Hotel / Motel Uses						
Hotel	room	—	0.58	—	\$404.06	\$234
All Suites Hotel	room	—	0.09	—	\$404.06	\$36
Business Hotel	room	—	0.12	—	\$404.06	\$48
Motel	room	—	0.13	—	\$404.06	\$52
Resort Hotel	room	—	1.92	—	\$404.06	\$775
Recreation						
Golf Driving Range	tee	—	0.25	—	\$404.06	\$101
Movie Theater	1,000 s.f.	—	1.47	—	\$404.06	\$593
Multiplex Movie Theater	1,000 s.f.	—	1.35	—	\$404.06	\$545
Amusement Park	acre	—	9.60	—	\$404.06	\$3,878
Water Slide Park	acre	—	8.99	—	\$404.06	\$3,632
Recreation Community Center	1,000 s.f.	—	1.06	—	\$404.06	\$428
Institutional						
School District Office	1,000 s.f.	—	2.83	—	\$404.06	\$1,143
Junior/Community College	1,000 s.f.	—	1.39	—	\$404.06	\$561
University/College	1,000 s.f.	—	2.93	—	\$404.06	\$1,183
Daycare	1,000 s.f.	—	2.23	—	\$404.06	\$901
Cemetery	acre	—	0.12	—	\$404.06	\$48
Prison	1,000 s.f.	—	16.75	—	\$404.06	\$6,768
Museum	1,000 s.f.	—	0.31	—	\$404.06	\$125
Library	1,000 s.f.	—	1.29	—	\$404.06	\$521
Medical						
Hospital	1,000 s.f.	—	2.83	—	\$404.06	\$1,143
Nursing Home	1,000 s.f.	—	2.28	—	\$404.06	\$921

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Medical (cont.)						
Clinic	1,000 s.f.	—	4.13	—	\$404.06	\$1,668
Animal Hospital/Veterinary Clinic	1,000 s.f.	—	1.69	—	\$404.06	\$682
Medical/Dentist Office	1,000 s.f.	—	4.00	—	\$404.06	\$1,616
Office						
General Office Building	1,000 s.f.	—	2.97	—	\$404.06	\$1,200
Small Office Building	1,000 s.f.	—	2.03	—	\$404.06	\$820
Corporate Headquarters	1,000 s.f.	—	3.44	—	\$404.06	\$1,389
Single Tenant Office Building	1,000 s.f.	—	2.98	—	\$404.06	\$1,204
Government Office Building	1,000 s.f.	—	3.03	—	\$404.06	\$1,224
US Post Office	1,000 s.f.	—	1.80	—	\$404.06	\$727
State Motor Vehicles Department	1,000 s.f.	—	4.09	—	\$404.06	\$1,652
Government Office Complex	1,000 s.f.	—	2.56	—	\$404.06	\$1,034
Office Park	1,000 s.f.	—	3.13	—	\$404.06	\$1,264
Research and Development Center	1,000 s.f.	—	3.42	—	\$404.06	\$1,381
Business Park	1,000 s.f.	—	3.08	—	\$404.06	\$1,244
Retail						
Building Materials/Lumber	1,000 s.f.	—	0.74	—	\$404.06	\$299
Variety Store	1,000 s.f.	—	0.66	—	\$404.06	\$266
Free Standing Discount Store	1,000 s.f.	—	2.16	—	\$404.06	\$872
Hardware Paint Store	1,000 s.f.	—	0.25	—	\$404.06	\$101
Nursery (Garden Center)	1,000 s.f.	—	3.12	—	\$404.06	\$1,260
Nursery (Wholesale)	1,000 s.f.	—	1.67	—	\$404.06	\$674
Shopping Center	1,000 s.f.	—	2.34	—	\$404.06	\$945
Auto Sales (New)	1,000 s.f.	—	2.49	—	\$404.06	\$1,006
Auto Sales (Used)	1,000 s.f.	—	2.17	—	\$404.06	\$876
Recreation Vehicle Sales	1,000 s.f.	—	0.63	—	\$404.06	\$254
Automobile Parts Sales	1,000 s.f.	—	1.64	—	\$404.06	\$662
Tire Store	1,000 s.f.	—	1.55	—	\$404.06	\$626
Supermarket	1,000 s.f.	—	1.42	—	\$404.06	\$573

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Retail (cont.)						
Convenience Market	1,000 s.f.	—	1.56	—	\$404.06	\$630
Convenience Market w/ Gas Pumps	1,000 s.f.	—	2.56	—	\$404.06	\$1,034
Discount Superstore	1,000 s.f.	—	2.25	—	\$404.06	\$909
Discount Club	1,000 s.f.	—	1.30	—	\$404.06	\$525
Sporting Goods Superstore	1,000 s.f.	—	6.48	—	\$404.06	\$2,618
Pharmacy w/ Drive-Through Window	1,000 s.f.	—	1.58	—	\$404.06	\$638
Furniture Store	1,000 s.f.	—	0.58	—	\$404.06	\$234
Beverage Container Recycling Depot	1,000 s.f.	—	0.89	—	\$404.06	\$359
Liquor Store	1,000 s.f.	—	2.86	—	\$404.06	\$1,155
Industrial						
Intermodal Truck Terminal	1,000 s.f.	—	2.63	—	\$404.06	\$1,062
General Light Industrial	1,000 s.f.	—	1.63	—	\$404.06	\$658
Industrial Park	1,000 s.f.	—	1.16	—	\$404.06	\$468
Manufacturing	1,000 s.f.	—	1.59	—	\$404.06	\$642
Warehousing	1,000 s.f.	—	0.34	—	\$404.06	\$137
Utility	1,000 s.f.	—	3.22	—	\$404.06	\$1,301
Specialty Trade Contractor	1,000 s.f.	—	2.75	—	\$404.06	\$1,111
Services						
Walk-in Bank	1,000 s.f.	—	4.27	—	\$404.06	\$1,725
Drive-in Bank	1,000 s.f.	—	3.15	—	\$404.06	\$1,272
Copy, Print and Express Ship Store	1,000 s.f.	—	1.86	—	\$404.06	\$751
Quality Restaurant	1,000 s.f.	—	4.63	—	\$404.06	\$1,870
High-Turnover Restaurant	1,000 s.f.	—	5.28	—	\$404.06	\$2,133
Fast-Food w/o Drive-Through Window	1,000 s.f.	—	5.18	—	\$404.06	\$2,093
Fast Food w/ Drive-Through Window	1,000 s.f.	—	10.35	—	\$404.06	\$4,182
Fast-Food w/ Drive-Thru (No Seating)	1,000 s.f.	—	13.36	—	\$404.06	\$5,398
Quick Lubrication Vehicle Shop	1,000 s.f.	—	4.35	—	\$404.06	\$1,757
Automobile Care Center	1,000 s.f.	—	2.45	—	\$404.06	\$989
Automobile Parts and Service Center	1,000 s.f.	—	1.50	—	\$404.06	\$606

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Services (cont.)						
Gas/Service Station	1,000 s.f.	—	4.36	—	\$404.06	\$1,761
Gas/Service Station w/ Convenience	1,000 s.f.	—	5.91	—	\$404.06	\$2,387
Super Convenience w/ Gas	1,000 s.f.	—	3.63	—	\$404.06	\$1,466



Chapter 4

Municipal Facilities & Equipment

The City of York provides municipal facilities and equipment to property located inside the development impact fee analysis study area (see Chapter 1, Figure 1.1.). The category includes public works, police, and government service departments — planning, building, and permitting departments — associated with managing or serving future growth. The chapter inventories existing assets, estimates replacement costs, and recommends maximum allowable impact fees that could be collected in the study area.

METHODOLOGY

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

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

Cost per capita was converted to cost per dwelling unit category using information published for York in the US Census Bureau, American Community Survey, 2014-2019 (see Appendix B). Cost per employee was converted to cost per 1,000 square feet of gross floor area (GFA) using information published in the Institute of Transportation Engineers' *Trip Generation Manual*, Tenth Edition (see Appendix B).

Data collected and calculations performed for Chapter 4 are summarized in Appendix E of the document.

REPLACEMENT VALUE

Replacement value (in 2021 dollars) for municipal facilities and equipment was determined using current estimates for land value; site development costs; replacement costs for municipal facilities, vehicles, and equipment; and professional fees. A detailed summary of the cost components included in the analysis is provided below.

Land Value Estimate

The City owns land for three different municipal facilities: the Municipal Complex, City Maintenance Facility, and Train Depot. Other City-owned parcels in the study area deemed not to have a direct connection to the development impact fee category were omitted from the inventory and analysis.

A land value for each location was estimated from surrounding properties because information for the parcels themselves was not available from the York County Assessor (i.e., market value in the County's database is not reported for government-owned parcels). A buffer of 500 feet around each location was used to select comparable parcels and average their land values to apply to the municipal facility parcels. Utilization factors for each site were applied to the land area reported for each location — before the land value calculations were performed — to account for only the portion(s) of a facility that supported the work of departments focused on managing or serving growth in the future.

Based on available information, land owned by the City for the three municipal facilities was valued at \$453,857.

Municipal Facilities

Municipal facilities represent buildings or structures used for growth-related services and equipment storage needs. Five buildings were identified in the study area, as follows: City Hall, maintenance facility garage, maintenance vehicle storage, police station, and the train depot (rented by the Chamber of Commerce but now being converted to a Municipal Visitor Center).

Building replacement costs were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the City of York, Property Schedule, Updated in 2021*. Utilization factors were applied to each of the facility valuations to account for only the portion(s) of a building or structure that supported the work of departments focused on managing or serving growth in the future.

Collectively, the replacement value for municipal facilities in the study area was valued at \$4,983,572.

Site Development Costs

Site development costs represent incidental expenses incurred by the City for constructing municipal facilities. Site development costs might include clearing, grading, security lighting, parking, landscaping, utilities, etc. The amount of site development costs varies greatly from property-to-property based on unique site characteristics.

Historical data was not available to recalculate site development costs for existing municipal facilities in the City of York. Therefore, the building valuation for the five buildings or structures (adjusted for utilization rates) was factored by 15% to account for associated site development costs. This estimate is consistent with industry standards for pre-planning related activities.

Site development costs assumed for municipal facilities in the study area was valued at \$747,536.

Professional Services

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

Professional service costs assumed for municipal facilities in the study area was valued at \$498,358.

Municipal Vehicles & Equipment

Municipal vehicles and equipment with an individual unit purchase price over \$100,000 are included in the analysis to comply with Section 6-1-920(18)(g) of the South Carolina Development Impact Fee Act. The total replacement cost for eligible municipal vehicles and equipment serving the study area is \$1,002,984.

OTHER AVAILABLE FUNDING SOURCES

In addition to municipal funding, other revenue sources are available to the City of York to build or acquire municipal facilities and equipment — primarily grants or donations. Information from City officials indicates no grants or donations were received to build or acquire municipal facilities and equipment for the period between 2011 and 2021. Therefore, this analysis assumes no growth for the impact fee category will be funded by non-City revenue sources.

TOTAL REPLACEMENT COST

Collectively, the replacement values noted in this chapter represent the total replacement cost for rebuilding municipal facilities or purchasing new, eligible equipment (in 2021 dollars) to maintain current service delivery standards. Based on these assumptions, the net total replacement cost for existing municipal facilities and eligible equipment in the City of York study area is \$7,686,307; detailed in Table 4.1 on page 4-4.

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Table 4.1 – Total Replacement Costs Municipal Facilities and Equipment	
Replacement Category	Cost
Land Value Estimate	\$453,857
Municipal Facilities	\$4,983,572
Site Development Costs	\$747,536
Professional Services	\$498,358
Municipal Vehicles & Equipment (> \$100,000)	\$1,002,984
Total Replacement Cost	\$7,686,307
Anticipated Offsets — Grant Funding Forecast (2021-2031)	\$0
Total Net Replacement Cost	\$7,686,307

TOWN RESIDENT / EMPLOYEE RATIO

Information published for the City of York study area estimates 8,503 residents and 4,461 employees live or work in the area for the base year. The proportionate share between residents (66%) and employees (34%) to rebuild municipal facilities and purchase eligible equipment is as follows: residents — \$5,072,962 and employees — \$2,613,344.

COST PER CAPITA

Cost per capita represents a burden to each existing resident in the study area (in 2021 dollars) should the City of York have to build again municipal facilities and replace eligible equipment at current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to residents and 2) population estimates (2020) for the City of York provided by the U.S. Census Bureau. A cost per capita for the study area was calculated by dividing the net total replacement cost attributable to residents by the Town population estimate:

$$\text{Cost per Capita} = \frac{\text{Total Replacement Cost Attributable to City Residents } (\$5,072,962)}{\text{Population Estimate } (8,503)}$$

Based on this analysis, the calculated cost per capita to replace municipal facilities and eligible equipment is \$596.61.

COST PER EMPLOYEE

Cost per employee represents a burden to each existing employee in the study area (in 2021 dollars) should the City of York have to build again municipal facilities and replace eligible equipment at current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to employees and 2)

employment estimates (2018) for the City of York provided by the U.S. Census Bureau. A cost per employee for the study area was calculated by dividing the net total replacement cost attributable to employees by the Town employment estimate:

$$\text{Cost per Employee} = \frac{\text{Total Replacement Cost Attributable to Employees } (\$2,613,344)}{\text{Employee Estimate } (4,461)}$$

Based on this analysis, the calculated cost per employee to replace municipal facilities and eligible equipment is \$585.82.

MAXIMUM ALLOWABLE IMPACT FEES

A maximum allowable impact fee schedule was developed to quantify the fair share cost to build municipal facilities and purchase eligible equipment to serve new development. The cost per capita for municipal facilities and equipment was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2014-2019 for various dwelling unit categories to determine recommended maximum allowable impact fees (see Appendix B of the report for household size estimates). The cost per employee for municipal facilities and equipment was multiplied by employee space ratios developed from information published in the Institute of Transportation Engineers' *Trip Generation Manual*, Tenth Edition to determine recommended maximum allowable impact fees (see Appendix B of the report for employee space ratio estimates).

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

DISCOUNT RATE

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

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Residential Uses						
Single Family (Attached or Detached)	d.u.	2.64	—	\$596.61	—	\$1,575
Mobile Home	d.u.	1.73	—	\$596.61	—	\$1,032
Multifamily (>2 Dwelling Units)	d.u.	1.64	—	\$596.61	—	\$978
Hotel / Motel Uses						
Hotel	room	—	0.58	—	\$585.82	\$339
All Suites Hotel	room	—	0.09	—	\$585.82	\$52
Business Hotel	room	—	0.12	—	\$585.82	\$70
Motel	room	—	0.13	—	\$585.82	\$76
Resort Hotel	room	—	1.92	—	\$585.82	\$1,124
Recreation						
Golf Driving Range	tee	—	0.25	—	\$585.82	\$146
Movie Theater	1,000 s.f.	—	1.47	—	\$585.82	\$861
Multiplex Movie Theater	1,000 s.f.	—	1.35	—	\$585.82	\$790
Amusement Park	acre	—	9.60	—	\$585.82	\$5,623
Water Slide Park	acre	—	8.99	—	\$585.82	\$5,266
Recreation Community Center	1,000 s.f.	—	1.06	—	\$585.82	\$620
Institutional						
School District Office	1,000 s.f.	—	2.83	—	\$585.82	\$1,657
Junior/Community College	1,000 s.f.	—	1.39	—	\$585.82	\$814
University/College	1,000 s.f.	—	2.93	—	\$585.82	\$1,716
Daycare	1,000 s.f.	—	2.23	—	\$585.82	\$1,306
Cemetery	acre	—	0.12	—	\$585.82	\$70
Prison	1,000 s.f.	—	16.75	—	\$585.82	\$9,812
Museum	1,000 s.f.	—	0.31	—	\$585.82	\$181
Library	1,000 s.f.	—	1.29	—	\$585.82	\$755
Medical						
Hospital	1,000 s.f.	—	2.83	—	\$585.82	\$1,657
Nursing Home	1,000 s.f.	—	2.28	—	\$585.82	\$1,335

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Medical (cont.)						
Clinic	1,000 s.f.	—	4.13	—	\$585.82	\$2,419
Animal Hospital/Veterinary Clinic	1,000 s.f.	—	1.69	—	\$585.82	\$990
Medical/Dentist Office	1,000 s.f.	—	4.00	—	\$585.82	\$2,343
Office						
General Office Building	1,000 s.f.	—	2.97	—	\$585.82	\$1,739
Small Office Building	1,000 s.f.	—	2.03	—	\$585.82	\$1,189
Corporate Headquarters	1,000 s.f.	—	3.44	—	\$585.82	\$2,015
Single Tenant Office Building	1,000 s.f.	—	2.98	—	\$585.82	\$1,745
Government Office Building	1,000 s.f.	—	3.03	—	\$585.82	\$1,775
US Post Office	1,000 s.f.	—	1.80	—	\$585.82	\$1,054
State Motor Vehicles Department	1,000 s.f.	—	4.09	—	\$585.82	\$2,396
Government Office Complex	1,000 s.f.	—	2.56	—	\$585.82	\$1,499
Office Park	1,000 s.f.	—	3.13	—	\$585.82	\$1,833
Research and Development Center	1,000 s.f.	—	3.42	—	\$585.82	\$2,003
Business Park	1,000 s.f.	—	3.08	—	\$585.82	\$1,804
Retail						
Building Materials/Lumber	1,000 s.f.	—	0.74	—	\$585.82	\$433
Variety Store	1,000 s.f.	—	0.66	—	\$585.82	\$386
Free Standing Discount Store	1,000 s.f.	—	2.16	—	\$585.82	\$1,265
Hardware Paint Store	1,000 s.f.	—	0.25	—	\$585.82	\$146
Nursery (Garden Center)	1,000 s.f.	—	3.12	—	\$585.82	\$1,827
Nursery (Wholesale)	1,000 s.f.	—	1.67	—	\$585.82	\$978
Shopping Center	1,000 s.f.	—	2.34	—	\$585.82	\$1,370
Auto Sales (New)	1,000 s.f.	—	2.49	—	\$585.82	\$1,458
Auto Sales (Used)	1,000 s.f.	—	2.17	—	\$585.82	\$1,271
Recreation Vehicle Sales	1,000 s.f.	—	0.63	—	\$585.82	\$369
Automobile Parts Sales	1,000 s.f.	—	1.64	—	\$585.82	\$960
Tire Store	1,000 s.f.	—	1.55	—	\$585.82	\$908
Supermarket	1,000 s.f.	—	1.42	—	\$585.82	\$831

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Retail (cont.)						
Convenience Market	1,000 s.f.	—	1.56	—	\$585.82	\$913
Convenience Market w/ Gas Pumps	1,000 s.f.	—	2.56	—	\$585.82	\$1,499
Discount Superstore	1,000 s.f.	—	2.25	—	\$585.82	\$1,318
Discount Club	1,000 s.f.	—	1.30	—	\$585.82	\$761
Sporting Goods Superstore	1,000 s.f.	—	6.48	—	\$585.82	\$3,796
Pharmacy w/ Drive-Through Window	1,000 s.f.	—	1.58	—	\$585.82	\$925
Furniture Store	1,000 s.f.	—	0.58	—	\$585.82	\$339
Beverage Container Recycling Depot	1,000 s.f.	—	0.89	—	\$585.82	\$521
Liquor Store	1,000 s.f.	—	2.86	—	\$585.82	\$1,675
Industrial						
Intermodal Truck Terminal	1,000 s.f.	—	2.63	—	\$585.82	\$1,540
General Light Industrial	1,000 s.f.	—	1.63	—	\$585.82	\$954
Industrial Park	1,000 s.f.	—	1.16	—	\$585.82	\$679
Manufacturing	1,000 s.f.	—	1.59	—	\$585.82	\$931
Warehousing	1,000 s.f.	—	0.34	—	\$585.82	\$199
Utility	1,000 s.f.	—	3.22	—	\$585.82	\$1,886
Specialty Trade Contractor	1,000 s.f.	—	2.75	—	\$585.82	\$1,611
Services						
Walk-in Bank	1,000 s.f.	—	4.27	—	\$585.82	\$2,501
Drive-in Bank	1,000 s.f.	—	3.15	—	\$585.82	\$1,845
Copy, Print and Express Ship Store	1,000 s.f.	—	1.86	—	\$585.82	\$1,089
Quality Restaurant	1,000 s.f.	—	4.63	—	\$585.82	\$2,712
High-Turnover Restaurant	1,000 s.f.	—	5.28	—	\$585.82	\$3,093
Fast-Food w/o Drive-Through Window	1,000 s.f.	—	5.18	—	\$585.82	\$3,034
Fast Food w/ Drive-Through Window	1,000 s.f.	—	10.35	—	\$585.82	\$6,063
Fast-Food w/ Drive-Thru (No Seating)	1,000 s.f.	—	13.36	—	\$585.82	\$7,826
Quick Lubrication Vehicle Shop	1,000 s.f.	—	4.35	—	\$585.82	\$2,548
Automobile Care Center	1,000 s.f.	—	2.45	—	\$585.82	\$1,435
Automobile Parts and Service Center	1,000 s.f.	—	1.50	—	\$585.82	\$878

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

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Services (cont.)						
Gas/Service Station	1,000 s.f.	—	4.36	—	\$585.82	\$2,554
Gas/Service Station w/ Convenience	1,000 s.f.	—	5.91	—	\$585.82	\$3,462
Super Convenience w/ Gas	1,000 s.f.	—	3.63	—	\$585.82	\$2,126



Chapter 5

Discount Rates

Significant growth and development inside the impact fee analysis study area (see Chapter 1, Figure 1.1) is expected to continue through 2031, which will likely overburden existing parks and recreation facilities, fire protection services, and municipal facilities and equipment beyond current service delivery standards or maximum service capacities. Therefore, it is appropriate to implement a development impact fee program to mitigate a proportionate share of anticipated future year deficiencies associated with new growth and development.

DISCOUNT RATE

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

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

Table 5.1 – Discount Rate Comparison Table # Parks & Recreation						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$2,519	\$2,519	\$1,889	\$1,259	\$629
Multifamily (>2 Dwelling Units)	d.u.	\$1,564	\$1,564	\$1,173	\$782	\$391

Note:

= Hypothetical impact fees presented in Table 5.1 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).

Table 5.2 – Discount Rate Comparison Table # Fire Protection						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$1,136	\$1,136	\$852	\$568	\$284
Multifamily (>2 Dwelling Units)	d.u.	\$705	\$705	\$528	\$352	\$228
General Office Building	1,000 s.f.	\$1,200	\$1,200	\$900	\$600	\$300
Shopping Center	1,000 s.f.	\$945	\$945	\$708	\$472	\$236
General Light Industrial	1,000 s.f.	\$658	\$658	\$493	\$329	\$164

Note:

= Hypothetical impact fees presented in Table 5.2 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).

Table 5.3 – Discount Rate Comparison Table # Municipal Facilities & Equipment						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$1,575	\$1,575	\$1,181	\$787	\$393
Multifamily (>2 Dwelling Units)	d.u.	\$978	\$978	\$733	\$489	\$244
General Office Building	1,000 s.f.	\$1,739	\$1,739	\$1,304	\$869	\$434
Shopping Center	1,000 s.f.	\$1,370	\$1,370	\$1,027	\$685	\$342
General Light Industrial	1,000 s.f.	\$954	\$954	\$715	\$477	\$238

Note:

= Hypothetical impact fees presented in Table 5.3 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).

Table 5.4 – Discount Rate Comparison Table # All Impact Fee Categories Combined						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$5,230	\$5,230	\$3,922	\$2,614	\$1,306
Multifamily (>2 Dwelling Units)	d.u.	\$3,247	\$3,247	\$2,434	\$1,623	\$1,163
General Office Building	1,000 s.f.	\$2,939	\$2,939	\$2,204	\$1,469	\$734
Shopping Center	1,000 s.f.	\$2,315	\$2,315	\$1,735	\$1,157	\$578
General Light Industrial	1,000 s.f.	\$1,612	\$1,612	\$1,208	\$806	\$404

Note:

= Hypothetical impact fees presented in Table 5.4 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).



Appendix

Appendix A — State Enabling Legislation

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

Appendix C — Parks & Recreation Inventory & Analysis Tables

Appendix D — Fire Protection Inventory & Analysis Tables

Appendix E — Municipal Facilities & Services Inventory & Analysis Tables

Title 6 – Local Government

Provisions Applicable to Special Purpose Districts and Other Political Subdivisions

[downloaded from South Carolina Legislature website on October 5, 2021]
<https://www.scstatehouse.gov/code/title6.php>

CHAPTER 1

General Provisions

ARTICLE 9

Development Impact Fees

SECTION 6-1-910. Short title.

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-920. Definitions.

As used in this article:

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

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

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

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

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

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

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

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

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

(b) connection or hookup charges;

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

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

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

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

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

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

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

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

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

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

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

(18) "Public facilities" means:

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

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

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

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

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

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

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

(h) parks, libraries, and recreational facilities;

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

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

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

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

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

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

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

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

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

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

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

Effect of Amendment

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

SECTION 6-1-930. Developmental impact fee.

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

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

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

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

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

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

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

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

- (1) include an explanation of the calculation of the impact fee, including an explanation of the factors considered pursuant to this article;
- (2) specify the system improvements for which the impact fee is intended to be used;
- (3) inform the developer that he may pay a project's proportionate share of system improvement costs by payment of impact fees according to the fee schedule as full and complete payment of the developer's proportionate share of system improvements costs;
- (4) inform the fee payor that:
 - (a) he may negotiate and contract for facilities or services with the governmental entity in lieu of the development impact fee as defined in Section 6-1-1050;
 - (b) he has the right of appeal, as provided in Section 6-1-1030;
 - (c) the impact fee must be paid no earlier than the time of issuance of the building permit or issuance of a development permit if no building permit is required.

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

(B) The capital improvements plan must contain:

- (1) a general description of all existing public facilities, and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing the existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage;
- (2) an analysis of the total capacity, the level of current usage, and commitments for usage of capacity of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards;

- (3) a description of the land use assumptions;
 - (4) a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate;
 - (5) a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration;
 - (6) the total number of service units necessitated by and attributable to new development within the service area based on the land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;
 - (7) the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years;
 - (8) identification of all sources and levels of funding available to the governmental entity for the financing of the system improvements; and
 - (9) a schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan.
- (C) Changes in the capital improvements plan must be approved in the same manner as approval of the original plan.

HISTORY: 1999 Act No. 118, Section 1.

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

The following structures or activities are exempt from impact fees:

- (1) rebuilding the same amount of floor space of a structure that was destroyed by fire or other catastrophe;
- (2) remodeling or repairing a structure that does not result in an increase in the number of service units;
- (3) replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the number of service units does not increase;
- (4) placing a construction trailer or office on a lot during the period of construction on the lot;
- (5) constructing an addition on a residential structure which does not increase the number of service units;
- (6) adding uses that are typically accessory to residential uses, such as a tennis court or a clubhouse, unless it is demonstrated clearly that the use creates a significant impact on the system's capacity;
- (7) all or part of a particular development project if:
 - (a) the project is determined to create affordable housing; and
 - (b) the exempt development's proportionate share of system improvements is funded through a revenue source other than development impact fees;
- (8) constructing a new elementary, middle, or secondary school; and
- (9) constructing a new volunteer fire department.

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

Effect of Amendment

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

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

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

part of the capital improvements necessitated by and attributable to the projected new service units by the total projected new service units.

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

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

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

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

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

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

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

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1010. Accounting; expenditures.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

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

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1030. Appeals.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

impact fee for water or wastewater utilities, or both, the city, county, commissioners of public works, special purpose district or nonprofit corporation organized pursuant to Chapter 35 or 36 of Title 33 must:

- (1) have a capital improvements plan before imposition of the development impact fee; and
- (2) prepare a report to be made public before imposition of the development impact fee, which shall include, but not be limited to, an explanation of the basis, use, calculation, and method of collection of the development impact fee; and
- (3) enact the fee in accordance with the requirements of Article 3 of this chapter.

HISTORY: 1999 Act No. 118, Section 1.

SECTION 6-1-1090. Annexations by municipalities.

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.

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

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

HISTORY: 1999 Act No. 118, Section 1.



Appendix

Appendix A — State Enabling Legislation

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

Appendix C — Parks & Recreation Inventory & Analysis Tables

Appendix D — Fire Protection Inventory & Analysis Tables

Appendix E — Municipal Facilities & Services Inventory & Analysis Tables

Table B.1 – Occupied Housing Units in York City, SC

Housing Category	Occupied Units
Single Family (Attached or Detached)	2,456
Mobile Home	163
Multifamily (2 or more units)	757
Total	3,376

Source:

US Census Bureau, American Community Survey, 2014-2019, Table DP04

Table B.2 – Population in Occupied Housing Units in York City, SC

Housing Category	Population
Single Family (Attached or Detached)	6,476
Mobile Home	281
Multifamily (2 or more units)	1,238
Total	7,995

Source:

US Census Bureau, American Community Survey, 2014-2019, Table B25033

Table B.3 – Persons per Household in Occupied Housing Units in York City, SC

Housing Category	Persons / Household
Single Family (Attached or Detached)	2.64
Mobile Home	1.73
Multifamily (2 or more units)	1.64
Townwide Average	2.37

Source:

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

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

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

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

Notes:

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

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

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

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

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

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

Land Use: 030

Intermodal Truck Terminal

Description

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

Additional Data

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

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

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

Source Numbers

443, 969

Land Use: 110

General Light Industrial

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 130

Industrial Park

Description

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

Additional Data

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

Source Numbers

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

Land Use: 140 Manufacturing

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 150

Warehousing

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 170

Utility

Description

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

Additional Data

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

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

Source Numbers

422, 443, 538, 876

Land Use: 180

Specialty Trade Contractor

Description

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

Additional Data

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

The sites were surveyed in the 2010s in Texas.

Source Numbers

889, 890

Land Use: 310

Hotel

Description

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

Additional Data

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

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

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

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

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

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

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

Source Numbers

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

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

Land Use: 311 All Suites Hotel

Description

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

Additional Data

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

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

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

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

Source Numbers

216, 436, 818, 870, 872

Land Use: 312

Business Hotel

Description

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

Additional Data

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

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

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

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

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

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

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

Source Numbers

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

Land Use: 320

Motel

Description

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

Additional Data

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

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

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

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

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

Source Numbers

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

Land Use: 330

Resort Hotel

Description

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

Additional Data

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

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

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

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

Source Numbers

270, 381, 436

Land Use: 432

Golf Driving Range

Description

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

Additional Data

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

Source Numbers

361, 363, 365, 393, 426, 517

Land Use: 444 Movie Theater

Description

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

Additional Data

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

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

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

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

Source Numbers

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

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

Land Use: 445

Multiplex Movie Theater

Description

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

Additional Data

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

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

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

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

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

Source Numbers

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

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

Land Use: 480 Amusement Park

Description

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

Additional Data

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

Source Numbers

186, 269

Land Use: 482 Water Slide Park

Description

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

Additional Data

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

Specialized Land Use Data

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

The following weighted average vehicle trip generation rates were observed:

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

Source Numbers

206, 269, 617, 748

Land Use: 495

Recreational Community Center

Description

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

Additional Data

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

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

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

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

Source Numbers

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

Land Use: 538

School District Office

Description

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

Additional Data

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

The sites were surveyed in the 2010s in Texas.

Source Number

889

Land Use: 540

Junior/Community College

Description

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

Additional Data

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

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

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

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

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

Source Numbers

396, 413, 533, 628, 877, 971

Land Use: 550 University/College

Description

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

Additional Data

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

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

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

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

Source Numbers

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

Land Use: 565

Day Care Center

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 566 Cemetery

Description

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

Additional Data

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

Source Numbers

392, 430, 954

Land Use: 571 Prison

Description

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

Additional Data

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

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

Source Numbers

247, 326, 583

Land Use: 580 Museum

Description

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

Additional Data

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

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

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

The site was surveyed in the 2010s in Tennessee.

Source Number

725

Land Use: 590 Library

Description

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

Additional Data

The sites were surveyed in the 1980s, the 1990s, and the 2000s in Florida, Georgia, New Jersey, Ohio, and Oregon.

Source Numbers

275, 407, 415, 444, 590

Land Use: 610

Hospital

Description

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

Additional Data

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

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

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

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

Specialized Land Use Data

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

Source Numbers

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

Land Use: 620 Nursing Home

Description

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

Additional Data

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

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

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

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

Source Numbers

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

Land Use: 630 Clinic

Description

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

Additional Data

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

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

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

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

Source Numbers

440, 734, 878, 926, 972

Land Use: 640

Animal Hospital/Veterinary Clinic

Description

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

Additional Data

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

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

Source Numbers

597, 662, 878

Land Use: 720

Medical-Dental Office Building

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 710

General Office Building

Description

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

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

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

Additional Data

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

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

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

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

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

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

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

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

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

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

Source Numbers

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

Land Use: 712

Small Office Building

Description

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

Additional Data

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

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

Source Numbers

890, 891, 959, 976

Land Use: 714

Corporate Headquarters Building

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 715

Single Tenant Office Building

Description

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

Additional Data

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

Source Numbers

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

Land Use: 730

Government Office Building

Description

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

Additional Data

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

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

Source Numbers

579, 889

Land Use: 732

United States Post Office

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 733

Government Office Complex

Description

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

Additional Data

The site was surveyed in the 1990s in California.

Source Number

508

Land Use: 750

Office Park

Description

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

Additional Data

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

Source Numbers

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

Land Use: 760

Research and Development Center

Description

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

Additional Data

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

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

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

Source Numbers

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

Land Use: 770 Business Park

Description

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

Additional Data

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

Source Numbers

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

Land Use: 812

Building Materials and Lumber Store

Description

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

Additional Data

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

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

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

Source Numbers

126, 280, 879

Land Use: 814

Variety Store

Description

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

Additional Data

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

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

Source Numbers

731, 869, 879, 880

Land Use: 815

Free-Standing Discount Store

Description

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

Additional Data

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

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

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

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

Source Numbers

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

Land Use: 816

Hardware/Paint Store

Description

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

Additional Data

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

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

Source Numbers

358, 531, 880, 959, 966

Land Use: 817

Nursery (Garden Center)

Description

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

Additional Data

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

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

Source Numbers

205, 240, 926

Land Use: 818

Nursery (Wholesale)

Description

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

Additional Data

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

The sites were surveyed in the 1980s in California.

Source Numbers

205, 240

Land Use: 820

Shopping Center

Description

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

Additional Data

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

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

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

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

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

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

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

Source Numbers

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

Land Use: 840

Automobile Sales (New)

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 841

Automobile Sales (Used)

Description

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

Additional Data

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

The sites were surveyed in the 2010s in Texas.

Source Numbers

880, 881

Land Use: 842

Recreational Vehicle Sales

Description

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

Additional Data

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

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

Source Numbers

721, 881

Land Use: 843

Automobile Parts Sales

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 848

Tire Store

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 850 Supermarket

Description

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

Additional Data

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

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

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

Source Numbers

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

Land Use: 851 Convenience Market

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 853

Convenience Market with Gasoline Pumps

Description

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

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

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

Additional Data

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

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

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

Source Numbers

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

Land Use: 854

Discount Supermarket

Description

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

Additional Data

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

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

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

Source Numbers

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

Land Use: 857 Discount Club

Description

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

Additional Data

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

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

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

Source Numbers

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

Land Use: 861

Sporting Goods Superstore

Description

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

Additional Data

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

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

Source Numbers

618, 745, 853, 868, 959

Land Use: 881

Pharmacy/Drugstore with Drive-Through Window

Description

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

Additional Data

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

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

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

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

Source Numbers

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

Land Use: 890 Furniture Store

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 895

Beverage Container Recycling Depot

Description

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

Additional Data

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

Source Number

975

Land Use: 899

Liquor Store

Description

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

Additional Data

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

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

Source Numbers

870, 973

Land Use: 911

Walk-in Bank

Description

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

Additional Data

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

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

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

Source Numbers

594, 976

Land Use: 912

Drive-in Bank

Description

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

Additional Data

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

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

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

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

Source Numbers

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

Land Use: 920

Copy, Print, and Express Ship Store

Description

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

Additional Data

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

The site was surveyed in the 2000s in Texas.

Source Number

608

Land Use: 931

Quality Restaurant

Description

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

Additional Data

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

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

Source Numbers

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

Land Use: 932

High-Turnover (Sit-Down) Restaurant

Description

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

Additional Data

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

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

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

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

Source Numbers

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

Land Use: 933

Fast-Food Restaurant without Drive-Through Window

Description

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

Additional Data

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

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

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

Specialized Land Use Data

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

Source Numbers

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

Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

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

Additional Data

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

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

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

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

Source Numbers

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

Land Use: 935

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

Description

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

Additional Data

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

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

Source Numbers

404, 713, 720, 886

Land Use: 941

Quick Lubrication Vehicle Shop

Description

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

Additional Data

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

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

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

Source Numbers

362, 441, 886, 960

Land Use: 942

Automobile Care Center

Description

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

Additional Data

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

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

Source Numbers

267, 273, 439, 715

Land Use: 943

Automobile Parts and Service Center

Description

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

Additional Data

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

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

Source Numbers

555, 886, 887, 888

Land Use: 944

Gasoline/Service Station

Description

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

Additional Data

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

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

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

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

Specialized Land Use Data

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

Source Numbers

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

Land Use: 945

Gasoline/Service Station with Convenience Market

Description

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

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

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

Additional Data

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

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

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

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

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

The values for the VFP factor, GFA factor, and constant are presented in the following table for each time period for which a fitted curve equation could produce an R^2 value of at least 0.50.

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

Land Use: 960

Super Convenience Market/Gas Station

Description

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

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

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

Additional Data

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

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

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

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

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

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

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

Source Numbers

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



Appendix

Appendix A — State Enabling Legislation

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

Appendix C — Parks & Recreation Inventory & Analysis Tables

Appendix D — Fire Protection Inventory & Analysis Tables

Appendix E — Municipal Facilities & Services Inventory & Analysis Tables

Table C.0a – Surrounding Property Values for Lincoln Park Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
702001002	306 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.46	\$54,472
701801040	299 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.92	\$27,083
701801090	118 SCOTCH PINE DR	RES IMPROVED LETTER	25000	0.41	\$61,311
701801049	297 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.37	\$67,226
702005005	200 COTTAGE PL	RESIDENTIAL IMPROVED	25000	0.49	\$50,591
702101007	113 WALNUT ST	RESIDENTIAL IMPROVED	25000	0.52	\$47,709
701801078	127 SCOTCH PINE DR	RESIDENTIAL IMPROVED OC	25000	0.41	\$60,722
701801048	289 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.37	\$68,097
702001014	105 WILSON AV	RESIDENTIAL IMPROVED	25000	0.46	\$54,449
701801055	305 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.37	\$68,061
701801042	295 LINCOLN RD	RES IMPROVED LETTER	25000	0.37	\$66,787
701801045	291 LINCOLN RD	RES IMPROVED LETTER	25000	0.37	\$68,099
702001013	107 WILSON AV	RESIDENTIAL IMPROVED OC	25000	0.46	\$54,448
702005004		RESIDENTIAL OC/CONTIGUOUS	25000	0.58	\$43,429
701801008	100 STONEYBROOK DR	RESIDENTIAL IMPROVED OC	25000	1.01	\$24,711
701901001	101 STONEYBROOK DR	RESIDENTIAL IMPROVED OC	25000	0.68	\$36,817
701801096	142 SCOTCH PINE DR	RES IMPROVED LETTER	25000	0.88	\$28,305
702001003	308 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.46	\$54,485
702001005		RESIDENTIAL VACANT	25000	0.46	\$54,500
701801077	131 SCOTCH PINE DR	RESIDENTIAL IMPROVED OC	25000	0.42	\$60,087
701901007	209 SIMRILL AV	RESIDENTIAL IMPROVED OC	25000	0.45	\$55,012
701901005	205 SIMRILL AV	RESIDENTIAL IMPROVED OC	25000	0.44	\$56,604
701801094	134 SCOTCH PINE DR	RESIDENTIAL IMPROVED OC	25000	0.42	\$58,829
702101004	108 ASPEN LN	RESIDENTIAL IMPROVED OC	25000	0.41	\$61,147
701901025		RESIDENTIAL OC/CONTIGUOUS	5000	0.73	\$6,859
702005002	100 WILSON AV	RESIDENTIAL IMPROVED OC	25000	1.03	\$24,320
702101005	112 ASPEN LN	RESIDENTIAL IMPROVED OC	25000	0.47	\$52,870
702001015	103 WILSON AV	RESIDENTIAL IMPROVED OC	25000	0.46	\$54,448
701801088	110 SCOTCH PINE DR	RESIDENTIAL IMPROVED	25000	0.50	\$50,231
701901003	201 SIMRILL AV	RESIDENTIAL IMPROVED OC	25000	0.52	\$47,860
702001004	310 LINCOLN RD	RES IMPROVED LETTER	25000	0.46	\$54,498
701801043	293 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.37	\$68,097
701901004	203 SIMRILL AV	RESIDENTIAL IMPROVED OC	25000	0.44	\$57,206
702101002	104 ASPEN LN	RESIDENTIAL IMPROVED OC	25000	0.44	\$56,377
701801093	130 SCOTCH PINE DR	RESIDENTIAL IMPROVED OC	25000	0.42	\$59,436
701801095	138 SCOTCH PINE DR	RESIDENTIAL IMPROVED OC	25000	0.71	\$35,364
702101001	102 ASPEN LN	RESIDENTIAL IMPROVED OC	25000	0.40	\$63,092
701801089	114 SCOTCH PINE DR	RESIDENTIAL IMPROVED OC	25000	0.40	\$61,977
701801054	303 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.37	\$68,063
702005003	102 WILSON AV	RESIDENTIAL IMPROVED OC	25000	0.46	\$54,720
701801057	309 LINCOLN RD	RESIDENTIAL IMPROVED	25000	0.37	\$68,063
701901006	207 SIMRILL AV	RESIDENTIAL IMPROVED OC	25000	0.45	\$56,016
702001012	109 WILSON AV	RES IMPROVED LETTER	25000	0.46	\$54,448
702101009	109 ASPEN LN	RESIDENTIAL IMPROVED OC	25000	0.46	\$54,880
702001001	304 LINCOLN RD	RES IMPROVED LETTER	25000	0.57	\$43,567
701801091	122 SCOTCH PINE DR	RESIDENTIAL IMPROVED OC	25000	0.41	\$60,677
701801056	307 LINCOLN RD	RES IMPROVED LETTER	25000	0.37	\$68,063
701801044	285 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.40	\$62,343
702101008	111 WALNUT ST	RESIDENTIAL IMPROVED OC	25000	0.52	\$48,159
701801092	126 SCOTCH PINE DR	RESIDENTIAL IMPROVED OC	25000	0.42	\$60,057
702001016	101 WILSON AV	RESIDENTIAL IMPROVED OC	25000	0.57	\$43,560

Continuted Table C.0a – Surrounding Property Values for Lincoln Park Land Value Estimate

701801041	287 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.46	\$54,481
702101010	107 ASPEN LN	RESIDENTIAL IMPROVED OC	25000	0.32	\$78,002
701901002		RES IMPROVED LETTER	25000	0.47	\$53,016
701801079	123 SCOTCH PINE DR	RESIDENTIAL IMPROVED OC	25000	0.41	\$61,369
701801053	301 LINCOLN RD	RESIDENTIAL IMPROVED OC	25000	0.67	\$37,107
701801005	200 STONEYBROOK DR	RESIDENTIAL IMPROVED OC	25000	0.87	\$28,664
702101003		RESIDENTIAL OC/CONTIGUOUS	25000	0.48	\$52,280

Table C.0b – Surrounding Property Values for Magnolia Park Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
700203008	115 WASHINGTON CT	RESIDENTIAL VACANT	9000	0.17	\$52,332
700203017		RESIDENTIAL VACANT	22000	0.79	\$27,755
700207001		RESIDENTIAL VACANT	9000	0.26	\$34,845
700203020	128 READING ST	RESIDENTIAL VACANT	22000	0.55	\$39,914
700201015	209 WASHINGTON ST	RESIDENTIAL IMPROVED	9000	0.34	\$26,520
700201010	303 WASHINGTON ST	RESIDENTIAL IMPROVED	9000	0.15	\$61,786
700202018	39 MAGNOLIA ST	COMMERCIAL IMPROVED	5000	0.09	\$55,302
700202031	9 MAGNOLIA ST	RESIDENTIAL IMPROVED OC	12000	1.19	\$10,053
700203005	109 WASHINGTON CT	RESIDENTIAL VACANT	9000	0.17	\$52,270
700202039	318 MADISON ST W	RESIDENTIAL IMPROVED OC	25000	0.64	\$39,350
700203027	120 READING ST	RES IMPROVED LETTER	20000	0.63	\$31,754
700202028	15 MAGNOLIA ST	RESIDENTIAL IMPROVED OC	9000	0.30	\$29,622
700207013	32 MAGNOLIA ST	RESIDENTIAL IMPROVED OC	9000	0.10	\$92,646
700207022	46 MAGNOLIA ST	RESIDENTIAL OC/CONTIGUOUS	9000	0.19	\$47,254
700203022	144 READING ST	RESIDENTIAL IMPROVED OC	22000	0.41	\$53,413
700201012	309 WASHINGTON ST	RES IMPROVED LETTER	20000	1.76	\$11,385
700207024		RESIDENTIAL OC/CONTIGUOUS	20000	1.82	\$10,961
700202037		RESIDENTIAL VACANT	9000	0.16	\$54,729
700202005		RESIDENTIAL VACANT	9000	0.23	\$38,665
700203009	117 WASHINGTON CT	RESIDENTIAL VACANT	9000	0.17	\$52,881
700203007	113 WASHINGTON CT	RESIDENTIAL VACANT	9000	0.17	\$52,271
700207009	20 MAGNOLIA ST	RESIDENTIAL VACANT	9000	0.20	\$44,677
700207014		RESIDENTIAL VACANT	9000	0.43	\$21,082
700203018		RESIDENTIAL VACANT	22000	0.50	\$43,668
700202029	13 MAGNOLIA ST	RESIDENTIAL VACANT	9000	0.31	\$29,188
700201016		RESIDENTIAL VACANT	15000	1.72	\$8,707
700203026	152 READING ST	RESIDENTIAL VACANT	20000	0.42	\$47,799
700206003	133 READING ST	RESIDENTIAL OC/CONTIGUOUS	22000	0.32	\$69,373
700207033		RESIDENTIAL VACANT	35600	3.62	\$9,847
700207010	22 MAGNOLIA ST	RESIDENTIAL IMPROVED OC	9000	0.17	\$51,766
700203006	111 WASHINGTON CT	RESIDENTIAL VACANT	9000	0.17	\$52,271
700207029		FARM USE VALUE	36800	4.57	\$8,044
700203004	105 WASHINGTON CT	RESIDENTIAL IMPROVED OC	9000	0.69	\$13,068
700201013	305 WASHINGTON ST	RESIDENTIAL VACANT	9000	0.33	\$27,098
700202034		RESIDENTIAL VACANT	9000	0.15	\$61,377
700207011	24 MAGNOLIA ST	RESIDENTIAL IMPROVED	9000	0.19	\$47,625
700203023	136 READING ST	RESIDENTIAL VACANT	22000	0.46	\$47,394
700202030	11 MAGNOLIA ST	RESIDENTIAL IMPROVED OC	9000	0.31	\$28,661
700203019	201 EDUCATION LN	RESIDENTIAL IMPROVED OC	22000	0.71	\$31,171
700207005		RESIDENTIAL IMPROVED OC	9000	0.19	\$47,636
700206001	113 EDUCATION LN	RES IMPROVED LETTER	22000	0.41	\$53,508
700203015		RESIDENTIAL VACANT	25000	0.61	\$40,953
700201017	205 WASHINGTON ST	RESIDENTIAL VACANT	12000	0.34	\$34,806
700202002		RESIDENTIAL VACANT	9000	0.23	\$39,069
700202036		RESIDENTIAL VACANT	9000	0.17	\$53,993
700207021		RESIDENTIAL IMPROVED OC	9000	0.17	\$52,491
700207006		RESIDENTIAL VACANT	3000	0.28	\$10,577
700203016		RESIDENTIAL VACANT	22000	1.08	\$20,357
700201027	203 WASHINGTON ST	RESIDENTIAL IMPROVED OC	9000	0.14	\$65,064
700207019	44 MAGNOLIA ST	RESIDENTIAL IMPROVED OC	9000	0.17	\$53,210

Continuted Table C.0b – Surrounding Property Values for Magnolia Park Land Value Estimate

700207020		RESIDENTIAL VACANT	9000	0.17	\$53,462
700202006		RESIDENTIAL VACANT	9000	0.23	\$38,907
700207002		RESIDENTIAL VACANT	9000	0.20	\$44,851
700207016	38 MAGNOLIA ST	RESIDENTIAL VACANT	9000	0.17	\$52,197
700207017		RESIDENTIAL VACANT	9000	0.17	\$52,178
700207008	18 MAGNOLIA ST	RESIDENTIAL IMPROVED	9000	0.22	\$40,355
700202008	126 WASHINGTON CT	RESIDENTIAL IMPROVED	9000	0.23	\$38,829
700207015	36 MAGNOLIA ST	RESIDENTIAL IMPROVED	9000	0.17	\$52,211
700202003	208 WASHINGTON ST	RESIDENTIAL IMPROVED	5000	0.23	\$21,683
700207007	16 MAGNOLIA ST	RESIDENTIAL IMPROVED OC	9000	0.33	\$27,484
700201014		RESIDENTIAL VACANT	4000	0.12	\$34,083
700202027	17 MAGNOLIA ST	RES IMPROVED LETTER	9000	0.30	\$30,070
700207012	28 MAGNOLIA ST	RESIDENTIAL VACANT	9000	0.19	\$47,625
700202035		RESIDENTIAL VACANT	9000	0.17	\$53,276
700202007		RESIDENTIAL VACANT	9000	0.23	\$38,865

Table C.0c – Surrounding Property Values for Moore Park Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
700212020	121 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$38,000.00	2.35	\$16,163
700211016	6 KINGS MOUNTAIN S	RESIDENTIAL IMPROVED OC	\$30,000.00	0.57	\$52,744
700501015	124 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$30,000.00	0.77	\$38,867
700501017	120 BLACKBURN ST	RESIDENTIAL IMPROVED OC	\$16,000.00	0.19	\$82,446
700501008	110 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$32,000.00	1.08	\$29,505
700212012	12 WRIGHT AV	RESIDENTIAL IMPROVED OC	\$25,000.00	0.47	\$53,166
700212023	123 CONGRESS ST N	RESIDENTIAL OC/CONTIGUOUS	\$9,000.00	0.45	\$20,156
700501016		COMMERCIAL IMPROVED	\$56,000.00	0.56	\$99,947
700502004	212 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$22,000.00	0.50	\$43,940
700211032	219 CONGRESS ST N	COMMERCIAL IMPROVED	\$26,000.00	0.45	\$58,128
700212011	14 WRIGHT AV	RESIDENTIAL IMPROVED OC	\$25,000.00	0.62	\$40,225
700212010	16 WRIGHT AV	RESIDENTIAL IMPROVED OC	\$25,000.00	0.63	\$39,617
700212007	22 WRIGHT AV	RESIDENTIAL IMPROVED OC	\$22,000.00	0.37	\$59,143
700212004	9 KINGS MOUNTAIN S	RESIDENTIAL IMPROVED OC	\$30,000.00	0.57	\$53,000
700212003	7 KINGS MOUNTAIN S	RESIDENTIAL IMPROVED OC	\$32,000.00	0.95	\$33,758
700212019	111 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$35,000.00	1.96	\$17,897
700502014	7 CHARLOTTE ST	RES IMPROVED LETTER	\$12,000.00	0.21	\$58,301
700502003	208 CONGRESS ST N	RES IMPROVED LETTER	\$50,000.00	1.38	\$36,351
700501018	126 BLACKBURN ST	RES IMPROVED LETTER	\$16,000.00	0.35	\$46,070
700212009	18 WRIGHT AV	RESIDENTIAL IMPROVED OC	\$25,000.00	0.75	\$33,228
700211017	2 KINGS MOUNTAIN S	RES IMPROVED LETTER	\$32,000.00	0.77	\$41,480
700211014	14 KINGS MOUNTAIN S	RESIDENTIAL IMPROVED OC	\$32,000.00	1.13	\$28,416
700211013	16 KINGS MOUNTAIN S	RESIDENTIAL IMPROVED OC	\$30,000.00	0.49	\$61,804
700211018	209 CONGRESS ST N	RESIDENTIAL IMPROVED	\$20,000.00	0.20	\$98,644
700212005	11 KINGS MOUNTAIN S	RESIDENTIAL IMPROVED OC	\$30,000.00	0.51	\$59,028
700502017	125 BLACKBURN ST	RESIDENTIAL IMPROVED	\$14,000.00	0.34	\$41,290
700502015	5 CHARLOTTE ST	RESIDENTIAL IMPROVED OC	\$14,000.00	0.37	\$37,361
700211015	10 KINGS MOUNTAIN S	RESIDENTIAL IMPROVED OC	\$30,000.00	0.51	\$58,512
700513024	139 BLACKBURN ST	RESIDENTIAL IMPROVED OC	\$14,000.00	0.46	\$30,358
700501019	132 BLACKBURN ST	EXEMPT IMP	\$32,300.00	0.43	\$74,463
700212006	15 KINGS MOUNTAIN S	RESIDENTIAL IMPROVED OC	\$32,000.00	0.85	\$37,578
700212008	20 WRIGHT AV	RESIDENTIAL IMPROVED OC	\$22,000.00	0.33	\$66,159
700211019	211 CONGRESS ST N	RES IMPROVED LETTER	\$20,000.00	0.25	\$79,518
700502016	3 CHARLOTTE ST	RESIDENTIAL IMPROVED	\$12,000.00	0.16	\$77,410
700501013		Commercial Vacant	\$18,000.00	0.36	\$49,718
700502005	216 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$24,000.00	0.65	\$36,656
700501012	122 CONGRESS ST N	COMMERCIAL IMPROVED	\$67,500.00	0.90	\$74,684
700211020	213 CONGRESS ST N	RES IMPROVED LETTER	\$22,000.00	0.40	\$55,105

Table C.0d – Surrounding Property Values for City Park Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
700212020	121 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$38,000	2.35	\$16,163
700501015	124 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$30,000	0.77	\$38,867
700501017	120 BLACKBURN ST	RESIDENTIAL IMPROVED OC	\$16,000	0.19	\$82,446
700402013	20 ROOSEVELT ST N	COMMERCIAL IMPROVED	\$30,000	0.12	\$249,121
700212017	103 CONGRESS ST N	RESIDENTIAL IMPROVED	\$32,000	1.12	\$28,518
700513025		COMMERCIAL IMPROVED	\$90,000	3.64	\$24,717
700514009	186 BLACKBURN ST	COMMERCIAL IMPROVED	\$36,450	0.80	\$45,453
700501007	106 CONGRESS ST N	COMMERCIAL IMPROVED	\$25,000	0.06	\$407,910
700501016		COMMERCIAL IMPROVED	\$56,000	0.56	\$99,947
700501001	21 MADISON ST E	COMMERCIAL IMPROVED	\$107,250	1.43	\$74,769
700501006	5 MADISON ST E	COMMERCIAL IMPROVED	\$25,000	0.09	\$274,352
700501003	17 MADISON ST E	COMMERCIAL IMPROVED	\$39,000	0.39	\$99,368
700514007		RESIDENTIAL VACANT	\$12,000	0.35	\$34,600
700501005	108 CONGRESS ST N	COMMERCIAL IMPROVED	\$177,000	1.77	\$100,047
700212019	111 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$35,000	1.96	\$17,897
700501004		Commercial Vacant	\$25,500	0.18	\$144,870
700501018	126 BLACKBURN ST	RES IMPROVED LETTER	\$16,000	0.35	\$46,070
700211017	2 KINGS MOUNTAIN S	RES IMPROVED LETTER	\$32,000	0.77	\$41,480
700514004		RESIDENTIAL VACANT	\$12,000	0.40	\$29,707
700514002	162 BLACKBURN ST	RESIDENTIAL VACANT	\$25,000	1.23	\$20,357
700212021	127 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$30,000	0.64	\$46,811
700502017	125 BLACKBURN ST	RESIDENTIAL IMPROVED	\$14,000	0.34	\$41,290
700501002	19 MADISON ST E	COMMERCIAL IMPROVED	\$25,000	0.03	\$729,474
700513023	98 CHARLOTTE ST	RESIDENTIAL IMPROVED OC	\$12,000	0.15	\$82,644
700515021	101 MADISON ST E	RESIDENTIAL IMPROVED OC	\$6,000	0.17	\$35,717
700513024	139 BLACKBURN ST	RESIDENTIAL IMPROVED OC	\$14,000	0.46	\$30,358
700501019	132 BLACKBURN ST	EXEMPT IMP	\$32,300	0.43	\$74,463
700501014	138 BLACKBURN ST	Commercial Vacant	\$22,500	0.45	\$50,113
700502016	3 CHARLOTTE ST	RESIDENTIAL IMPROVED	\$12,000	0.16	\$77,410
700514003	2 LEE ST	RESIDENTIAL IMPROVED OC	\$12,000	0.43	\$28,215
700212018	109 CONGRESS ST N	RESIDENTIAL IMPROVED OC	\$32,000	1.43	\$22,329
700514001	144 BLACKBURN ST	Commercial Vacant	\$19,500	0.26	\$76,350

Table C.0e – Surrounding Property Values for the York Recreation Complex Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
700604002	12 ROSE ST	RESIDENTIAL IMPROVED OC	\$12,000	0.15	\$77,861
700607003		RESIDENTIAL VACANT	\$14,000	0.53	\$26,378
700511021		RESIDENTIAL VACANT	\$3,000	0.20	\$15,165
700604003	14 ROSE ST	RESIDENTIAL IMPROVED	\$12,000	0.19	\$64,361
700702015	803 HUNTER ST	RES IMPROVED LETTER	\$14,000	0.49	\$28,861
701601088	74 FIFTH ST	RESIDENTIAL IMPROVED OC	\$12,000	0.39	\$30,748
700608016	111 FIRST ST	RES IMPROVED LETTER	\$12,000	0.19	\$64,690
700512058	99 ROSS CANNON ST	RESIDENTIAL IMPROVED	\$12,000	0.24	\$50,102
700511040	85 ROSS CANNON ST	RES IMPROVED LETTER	\$12,000	0.25	\$47,932
700512056	103 ROSS CANNON S	RESIDENTIAL IMPROVED	\$12,000	0.21	\$55,945
700607002		RESIDENTIAL VACANT	\$20,000	1.19	\$16,809
701601082	67 FOURTH ST	RESIDENTIAL IMPROVED OC	\$14,000	0.57	\$24,741
701601083	65 FOURTH ST	RESIDENTIAL IMPROVED OC	\$14,000	0.49	\$28,848
700604007		RESIDENTIAL IMPROVED	\$12,000	0.14	\$82,767
700511020		RESIDENTIAL VACANT	\$3,000	0.20	\$14,747
700605037		RESIDENTIAL VACANT	\$4,000	1.05	\$3,819
700511022		RESIDENTIAL VACANT	\$3,000	0.19	\$15,608
700702016	415 FOURTH ST	RESIDENTIAL IMPROVED	\$12,000	0.39	\$30,656
700603013	17 ROSE ST	RESIDENTIAL IMPROVED OC	\$12,000	0.18	\$67,862
700604004	16 ROSE ST	RESIDENTIAL IMPROVED	\$12,000	0.20	\$58,793
700605024	107 MILLER ST	RESIDENTIAL IMPROVED OC	\$12,000	0.42	\$28,732
701601098	69 FIFTH ST	RESIDENTIAL IMPROVED OC	\$12,000	0.38	\$31,581
700608029	121 ASHE ST	RESIDENTIAL IMPROVED	\$12,000	0.18	\$66,373
700607006		RESIDENTIAL VACANT	\$5,000	0.27	\$18,355
700608005		RES IMPROVED LETTER	\$12,000	0.90	\$13,396
700603003	15 ROSE ST	RESIDENTIAL IMPROVED OC	\$12,000	0.31	\$38,839
700604005	18 ROSE ST	RESIDENTIAL IMPROVED OC	\$12,000	0.20	\$60,802
700608017	112 ASHE ST	RESIDENTIAL IMPROVED	\$12,000	0.21	\$56,759
700702017	413 FOURTH ST	RESIDENTIAL IMPROVED	\$10,000	0.22	\$45,020
700608033	94 ROSS CANNON ST	RESIDENTIAL IMPROVED	\$12,000	0.18	\$65,245
700608003		Commercial Vacant	\$15,500	0.30	\$50,850
700606005		RESIDENTIAL IMPROVED	\$14,000	0.49	\$28,504
700605001	208 WILLIAMS ST	RESIDENTIAL IMPROVED OC	\$12,000	0.34	\$34,945
700608018	113 ASHE ST	RESIDENTIAL IMPROVED	\$14,000	0.38	\$37,156
700606001	203 TAYLOR ST	RESIDENTIAL IMPROVED	\$14,000	0.53	\$26,631
700604028		RESIDENTIAL VACANT	\$10,000	0.29	\$34,863
700511031	95 ROSS CANNON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.24	\$49,485
700604012	19 ROSE ST, Unit A	RESIDENTIAL IMPROVED OC	\$14,000	0.40	\$34,940
700702023		RESIDENTIAL VACANT	\$6,000	0.26	\$23,281
700607005		RESIDENTIAL VACANT	\$5,000	0.18	\$28,104
700607010		RESIDENTIAL VACANT	\$14,000	0.77	\$18,279
700511038	87 ROSS CANNON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.26	\$46,314
701601087	72 FIFTH ST	RESIDENTIAL IMPROVED OC	\$12,000	0.39	\$30,748
700511037	89 ROSS CANNON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.25	\$47,259
700603001	417 BLACKBURN ST	RESIDENTIAL IMPROVED OC	\$12,000	0.33	\$35,988
700605031		RESIDENTIAL VACANT	\$12,000	0.30	\$40,386
700605005	200 DIXON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.40	\$29,647
700608035	90 ROSS CANNON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.14	\$84,688
700511018		RESIDENTIAL VACANT	\$3,000	0.21	\$13,978
700511025		RESIDENTIAL VACANT	\$3,000	0.17	\$17,434
700604008		RESIDENTIAL VACANT	\$12,000	0.15	\$79,834

Continuted Table C.0e – Surrounding Property Values for the York Recreation Complex Land Value Estimate

700605010	307 DIXON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.34	\$35,144
700603002	13 ROSE ST	RESIDENTIAL IMPROVED OC	\$12,000	0.27	\$44,998
700605022	208 DIXON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.41	\$29,015
700604026	203 WILLIAMS ST	RESIDENTIAL VACANT	\$2,250	0.53	\$4,252
700511036	91 ROSS CANNON ST	RES IMPROVED LETTER	\$12,000	0.27	\$44,812
700607007		RESIDENTIAL VACANT	\$5,000	0.18	\$28,103
700608027	104 ROSS CANNON S	RESIDENTIAL IMPROVED OC	\$14,000	0.34	\$40,965
700511035	93 ROSS CANNON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.25	\$47,823
700607001	121 TAYLOR ST	RES IMPROVED LETTER	\$10,000	0.16	\$62,103
700605036		RESIDENTIAL VACANT	\$20,000	1.03	\$19,340
700604030	209 WILLIAMS ST	RESIDENTIAL VACANT	\$8,000	0.10	\$76,635
700608012	116 ROSS CANNON S	RESIDENTIAL IMPROVED OC	\$4,000	0.11	\$36,446
700607008		RESIDENTIAL VACANT	\$5,000	0.17	\$30,021
700608030	120 SECOND ST	RES IMPROVED LETTER	\$12,000	0.35	\$33,852
700605003		RESIDENTIAL OC/CONTIGUOUS	\$2,000	0.16	\$12,209
700512053	108 ROSS CANNON S	RESIDENTIAL IMPROVED OC	\$12,000	0.23	\$53,313
700604010		RESIDENTIAL VACANT	\$12,000	0.23	\$52,386
700702027	813 HUNTER ST	COMMERCIAL IMPROVED	\$35,500	4.20	\$8,446
700511009		RESIDENTIAL VACANT	\$3,000	0.22	\$13,884
701601001	7 ROSS CANNON ST	COMMERCIAL IMPROVED	\$250,000	25.29	\$9,887
700512059	97 ROSS CANNON ST	RES IMPROVED LETTER	\$12,000	0.24	\$50,386
700608015	110 FIRST ST	RESIDENTIAL IMPROVED	\$12,000	0.18	\$66,555
700605002	206 WILLIAMS ST	RESIDENTIAL IMPROVED OC	\$10,000	0.18	\$55,459
700608032	96 ROSS CANNON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.19	\$63,942
700608019	114 ASHE ST	RESIDENTIAL IMPROVED	\$14,000	0.37	\$37,616
700604023	177 WILLIAMS ST	RESIDENTIAL VACANT	\$4,000	0.58	\$6,854
700512054	107 ROSS CANNON S	RESIDENTIAL IMPROVED OC	\$12,000	0.22	\$54,288
700608026	102 ROSS CANNON S	RESIDENTIAL IMPROVED	\$14,000	0.39	\$36,122
700511010		RESIDENTIAL VACANT	\$3,000	0.22	\$13,861
700605019		RESIDENTIAL VACANT	\$12,000	0.41	\$28,999
700702018	411 FOURTH ST	RESIDENTIAL IMPROVED	\$10,000	0.25	\$40,389
700511026		RESIDENTIAL VACANT	\$3,000	0.17	\$17,434
700604025	201 WILLIAMS ST	RESIDENTIAL IMPROVED OC	\$14,000	0.54	\$25,971
700512055	105 ROSS CANNON S	RES IMPROVED LETTER	\$12,000	0.20	\$59,046
700702028		RESIDENTIAL OC/CONTIGUOUS	\$18,000	1.03	\$17,493
700603004	17 ROSE ST, Unit A	RESIDENTIAL IMPROVED	\$12,000	0.10	\$121,997
700511030	222 MCCLAIN ST	RESIDENTIAL OC/CONTIGUOUS	\$15,000	0.95	\$15,841
700604014		RESIDENTIAL VACANT	\$8,000	0.08	\$99,553
700605007	207 DIXON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.52	\$22,970
700606002		RESIDENTIAL VACANT	\$12,000	0.30	\$40,418
701601089	76 FIFTH ST	RES IMPROVED LETTER	\$12,000	0.39	\$30,748
700511032	84 ROSS CANNON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.33	\$35,926
700511008		RESIDENTIAL VACANT	\$3,000	0.20	\$15,193
700606003	201 TAYLOR ST	RESIDENTIAL IMPROVED	\$16,000	0.73	\$21,783
700604029	209 WILLIAMS ST , Uni	RESIDENTIAL VACANT	\$3,000	0.15	\$20,035
700511023		RESIDENTIAL VACANT	\$3,000	0.18	\$16,454
700608023	117 SECOND ST	RESIDENTIAL IMPROVED	\$14,000	0.37	\$38,171
700608022	119 SECOND ST	RESIDENTIAL IMPROVED OC	\$14,000	0.37	\$37,985
700608036	88 ROSS CANNON ST	RES IMPROVED LETTER	\$12,000	0.26	\$45,459
700607004		RESIDENTIAL VACANT	\$20,000	1.33	\$15,007
701601002		FARM USE VALUE	\$531,300	61.19	\$8,683
700605009	303 DIXON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.38	\$31,964
700609010	25 MOORE ST	RESIDENTIAL IMPROVED OC	\$24,000	1.65	\$14,557
701601085	61 FOURTH ST	RES IMPROVED LETTER	\$14,000	0.52	\$26,795

Continuted Table C.0e – Surrounding Property Values for the York Recreation Complex Land Value Estimate

700608024	98 ROSS CANNON ST	RESIDENTIAL IMPROVED OC	\$12,000	0.19	\$62,706
701601086	70 FIFTH ST	RESIDENTIAL IMPROVED OC	\$12,000	0.36	\$33,014
700512012	109 ROSS CANNON S	RESIDENTIAL IMPROVED	\$12,000	0.78	\$15,331
700604015	22 ROSE ST	RES IMPROVED LETTER	\$12,000	0.33	\$36,292
700609009		RESIDENTIAL VACANT	\$18,000	0.30	\$59,738
700511017		RESIDENTIAL VACANT	\$3,000	0.21	\$14,272
700608031	118 SECOND ST	RESIDENTIAL IMPROVED	\$12,000	0.48	\$24,918
700608034	92 ROSS CANNON ST	RESIDENTIAL IMPROVED	\$12,000	0.18	\$67,135
700702019	409 FOURTH ST	RESIDENTIAL IMPROVED	\$12,000	0.28	\$42,389
700702022	405 FOURTH ST	RESIDENTIAL IMPROVED OC	\$14,000	0.39	\$35,518
700607009		RESIDENTIAL VACANT	\$12,000	0.20	\$60,445
700511019		RESIDENTIAL VACANT	\$3,000	0.21	\$14,352
700605033		RESIDENTIAL VACANT	\$12,000	0.33	\$36,121
700609008	334 BLACKBURN ST	COMMERCIAL IMPROVED	\$30,000	2.02	\$14,848
700605011		RESIDENTIAL VACANT	\$12,000	0.31	\$39,025
700604001	10 ROSE ST	RESIDENTIAL IMPROVED OC	\$12,000	0.23	\$51,997
700605006	205 DIXON ST	RESIDENTIAL IMPROVED	\$12,000	0.59	\$20,210
700608020	115 ASHE ST	RESIDENTIAL IMPROVED	\$12,000	0.19	\$62,540
700702020	407 FOURTH ST	RESIDENTIAL OC/CONTIGUOUS	\$12,000	0.40	\$30,114
700604006	20 ROSE ST	RESIDENTIAL VACANT	\$12,000	0.29	\$41,791
700605012		RESIDENTIAL VACANT	\$12,000	0.25	\$48,555
700608009	345 BLACKBURN ST	COMMERCIAL IMPROVED	\$25,000	0.31	\$81,419
700608028	122 ASHE ST	RESIDENTIAL IMPROVED OC	\$12,000	0.35	\$34,769
700512057	101 ROSS CANNON S	RES IMPROVED LETTER	\$12,000	0.24	\$49,821
701601084	63 FOURTH ST	RESIDENTIAL IMPROVED OC	\$14,000	0.41	\$34,375
700605004	204 WILLIAMS ST	RESIDENTIAL IMPROVED OC	\$12,000	0.37	\$32,103
700702026	811 HUNTER ST	COMMERCIAL IMPROVED	\$25,700	3.03	\$8,485
700605029		RESIDENTIAL VACANT	\$6,000	0.21	\$29,004
700608025	100 ROSS CANNON S	RESIDENTIAL IMPROVED	\$12,000	0.17	\$69,397
700511039	86 ROSS CANNON ST	RESIDENTIAL IMPROVED	\$12,000	0.23	\$52,292
700605008	305 DIXON ST	RESIDENTIAL IMPROVED	\$12,000	0.43	\$28,174
700605026	108 MILLER ST	RESIDENTIAL IMPROVED OC	\$10,000	0.28	\$35,999
700608021	116 ASHE ST	RES IMPROVED LETTER	\$12,000	0.16	\$73,889
700603005	23 ROSE ST	RES IMPROVED LETTER	\$12,000	0.21	\$56,032
700511024		RESIDENTIAL VACANT	\$3,000	0.32	\$9,295
700604009		RESIDENTIAL VACANT	\$12,000	0.15	\$80,135
700604013	19 ROSE ST	RES IMPROVED LETTER	\$12,000	0.20	\$59,946
700608014	106 ROSS CANNON S	RESIDENTIAL IMPROVED	\$12,000	0.20	\$61,394

Table C.0f – Surrounding Property Values for the York Recreation Center Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
701301024	23 LIBERTY ST W	RES IMPROVED LETTER	\$57,900	0.76	\$76,212
700214016	202 LIBERTY ST W	RESIDENTIAL IMPROVED	\$20,000	0.39	\$51,178
701303049	109 JEFFERSON ST W	RESIDENTIAL IMPROVED OC	\$12,000	0.51	\$23,351
700214001	1 SMITH ST	RESIDENTIAL IMPROVED OC	\$20,000	0.42	\$48,118
700214012	8 HARBOR ST	RESIDENTIAL IMPROVED OC	\$25,000	0.48	\$52,079
700301029	6 SMITH ST	RESIDENTIAL IMPROVED OC	\$20,000	0.48	\$41,945
701301031	20 WHITE ROSE LN	RESIDENTIAL IMPROVED OC	\$16,000	0.41	\$38,776
701303025	400 JEFFERSON ST W	FARM USE VALUE	\$69,400	6.78	\$10,231
701301023	25 LIBERTY ST W	RESIDENTIAL IMPROVED	\$42,700	0.56	\$76,457
701303048	111 JEFFERSON ST W	RESIDENTIAL IMPROVED OC	\$12,000	0.52	\$23,211
701303036		COMMERCIAL IMPROVED	\$249,500	4.98	\$50,113
701301021	29 LIBERTY ST W	RESIDENTIAL IMPROVED OC	\$69,300	1.06	\$65,266
700214013	300 LIBERTY ST W	COMMERCIAL IMPROVED	\$120,500	2.10	\$57,315
700301027		COMMERCIAL IMPROVED	\$42,500	0.17	\$254,289
700214004	11 SMITH ST	RESIDENTIAL IMPROVED OC	\$20,000	0.32	\$62,163
701301029		RESIDENTIAL IMPROVED	\$18,000	0.54	\$33,249
700214015	4 HARBOR ST	RESIDENTIAL IMPROVED	\$16,000	0.18	\$90,566
700301028	4 SMITH ST	RESIDENTIAL IMPROVED OC	\$24,000	0.16	\$149,768
701303026		FARM USE VALUE	\$86,000	10.75	\$8,003
701303051	105 JEFFERSON ST W	RESIDENTIAL IMPROVED OC	\$12,000	0.53	\$22,845
701301022	27 LIBERTY ST W	RESIDENTIAL IMPROVED OC	\$37,400	0.49	\$75,738
701301025		COMMERCIAL IMPROVED	\$32,500	0.27	\$121,532
700214038	402 LIBERTY ST W	COMMERCIAL IMPROVED	\$50,750	1.51	\$33,546
701303003	10 CLEVELAND AV	RESIDENTIAL IMPROVED	\$16,000	0.94	\$17,097
700214018	7 HARBOR ST	RESIDENTIAL IMPROVED OC	\$28,000	0.91	\$30,927
701303062		COMMERCIAL IMPROVED	\$700,000	7.02	\$99,775
701303001	2 CLEVELAND AV	RESIDENTIAL IMPROVED OC	\$16,000	0.43	\$37,336
700214003	7 SMITH ST	RESIDENTIAL IMPROVED OC	\$32,000	0.65	\$49,436
701301035		COMMERCIAL IMPROVED	\$25,000	0.27	\$93,881
700214002	3 SMITH ST	RESIDENTIAL IMPROVED OC	\$18,000	0.24	\$74,595
700214014		COMMERCIAL IMPROVED	\$89,000	0.72	\$124,307
701303050	107 JEFFERSON ST W	RESIDENTIAL IMPROVED OC	\$12,000	0.52	\$23,021
701303002	6 CLEVELAND AV	RESIDENTIAL IMPROVED OC	\$20,000	0.89	\$22,558

Table C.0g – Surrounding Property Values for New Street Park Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
701304015	9 MAIDEN LN	RESIDENTIAL IMPROVED OC	\$20,000	1.41	\$14,138
701308003		RESIDENTIAL VACANT	\$10,000	0.37	\$27,111
701307013	105 NEW ST, Unit B	RESIDENTIAL IMPROVED OC	\$12,000	0.67	\$18,022
701307011	115 NEW ST	RESIDENTIAL IMPROVED OC	\$12,000	0.66	\$18,109
701308006		RESIDENTIAL VACANT	\$10,000	0.51	\$19,782
701307014	107 NEW ST	RESIDENTIAL VACANT	\$12,000	0.70	\$17,162
701306001	301 CALIFORNIA ST	RES IMPROVED LETTER	\$10,000	0.17	\$58,794
701307015		RESIDENTIAL VACANT	\$10,000	0.30	\$33,358
701307012	109 NEW ST	RESIDENTIAL IMPROVED OC	\$12,000	0.83	\$14,433
701307010	123 NEW ST	RESIDENTIAL VACANT	\$12,000	0.89	\$13,454
701306007	18 MAIDEN LN	RES IMPROVED LETTER	\$14,000	0.37	\$38,117
701308010	103 NEW ST	RES IMPROVED LETTER	\$42,000	2.75	\$15,298
701305002		RESIDENTIAL VACANT	\$8,000	0.16	\$51,554
701304020		RESIDENTIAL VACANT	\$12,000	0.58	\$20,815
701307026	105 NEW ST, Unit A	RESIDENTIAL VACANT	\$10,000	0.17	\$59,860
701307027		RESIDENTIAL VACANT	\$6,000	0.05	\$122,496
701307017	16 HILL ST	RESIDENTIAL IMPROVED OC	\$12,000	0.92	\$12,975
701304013		RESIDENTIAL IMPROVED OC	\$14,000	0.99	\$14,139
701306031	29 CHURCHWALK ST	RESIDENTIAL IMPROVED OC	\$8,000	0.22	\$36,586
701304005	222 CONGRESS ST S	RESIDENTIAL VACANT	\$22,000	1.89	\$11,644
701308005		RESIDENTIAL VACANT	\$10,000	0.20	\$51,058
701308004		RESIDENTIAL OC/CONTIGUOUS	\$16,000	0.80	\$20,019
701305003	12 CHURCHWALK ST	RESIDENTIAL IMPROVED	\$8,000	0.18	\$45,037
701304018	235 CALIFORNIA ST	RESIDENTIAL IMPROVED OC	\$14,000	0.44	\$31,928
701304007		COMMERCIAL IMPROVED	\$120,000	0.80	\$150,255
701306003	14 MAIDEN LN	RESIDENTIAL IMPROVED OC	\$10,000	0.21	\$47,268
701304006	224 CONGRESS ST S	RESIDENTIAL IMPROVED	\$8,000	0.37	\$21,656
701305001		RESIDENTIAL VACANT	\$10,000	0.35	\$28,192
701306004	303 CALIFORNIA ST	RESIDENTIAL IMPROVED OC	\$8,000	0.22	\$35,799
701306002		RESIDENTIAL VACANT	\$10,000	0.42	\$24,073
701306006	16 MAIDEN LN	RESIDENTIAL IMPROVED	\$8,000	0.16	\$48,726
701304012	114 NEW ST	RESIDENTIAL IMPROVED OC	\$14,000	0.97	\$14,475
701304019		RESIDENTIAL VACANT	\$10,000	0.42	\$23,781
701306005		RESIDENTIAL VACANT	\$8,000	0.12	\$64,309
701307016		RESIDENTIAL VACANT	\$21,500	4.70	\$4,571

Table C.0h – Surrounding Property Values for Green St Park Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
702601028	274 MIGHTY JOE TR	RESIDENTIAL IMPROVED OC	\$12,000	0.62	\$19,312
702601054	424 MERRY GO DR	RESIDENTIAL IMPROVED	\$12,000	0.32	\$38,062
702601001	1209 SINGLETARY LN	RESIDENTIAL IMPROVED	\$12,000	0.43	\$27,911
702601057		RESIDENTIAL VACANT	\$500	0.34	\$1,479
2960000066		RESIDENTIAL IMPROVED OC	\$228,890	20.16	\$11,353
701205029	30 GREEN ST	RES IMPROVED LETTER	\$12,000	0.39	\$30,773
701206016		RESIDENTIAL VACANT	\$9,000	0.10	\$86,044
701206017		RESIDENTIAL VACANT	\$9,000	0.22	\$41,426
701207029	58 PINCKNEY ST	RESIDENTIAL IMPROVED OC	\$16,000	0.78	\$20,641
702601053	414 MERRY GO DR	RESIDENTIAL IMPROVED OC	\$12,000	0.34	\$34,999
701205001		RESIDENTIAL VACANT	\$9,000	0.18	\$49,942
701205017	16 CENTER ST	RESIDENTIAL IMPROVED OC	\$9,000	0.19	\$46,395
702601030	266 MIGHTY JOE TR	RESIDENTIAL VACANT	\$12,000	0.43	\$28,109
701206003	87 PINCKNEY ST	RESIDENTIAL IMPROVED OC	\$9,000	0.18	\$49,709
701205009	6 CENTER ST	RESIDENTIAL IMPROVED	\$9,000	0.19	\$46,397
701207037		RESIDENTIAL VACANT	\$24,000	2.11	\$11,395
702601024	257 MIGHTY JOE TR	RESIDENTIAL VACANT	\$12,000	0.22	\$55,382
701204004	3 CENTER ST	RESIDENTIAL IMPROVED	\$9,000	0.20	\$44,764
702601037	425 MERRY GO DR	RESIDENTIAL IMPROVED	\$12,000	0.29	\$41,282
702601032	238 MIGHTY JOE TR	RESIDENTIAL IMPROVED	\$12,000	0.28	\$42,743
701204009	11 CENTER ST	RESIDENTIAL IMPROVED OC	\$10,000	0.23	\$44,232
701205002		RESIDENTIAL VACANT	\$9,000	0.18	\$50,959
701205015		RESIDENTIAL VACANT	\$9,000	0.20	\$45,484
701206013	21 GREEN ST	RESIDENTIAL IMPROVED OC	\$9,000	0.22	\$40,568
701205014		RESIDENTIAL VACANT	\$9,000	0.20	\$45,485
702601029	270 MIGHTY JOE TR	RESIDENTIAL VACANT	\$12,000	0.49	\$24,342
701205011		RESIDENTIAL IMPROVED OC	\$9,000	0.19	\$46,394
701206018	17 GREEN ST	RESIDENTIAL IMPROVED OC	\$10,000	0.33	\$30,699
701207032	68 PINCKNEY ST	RESIDENTIAL VACANT	\$16,000	0.78	\$20,423
701205016	14 CENTER ST	RESIDENTIAL VACANT	\$9,000	0.20	\$45,486
702601038	429 MERRY GO DR	RESIDENTIAL IMPROVED	\$12,000	0.31	\$39,232
702601023	253 MIGHTY JOE TR	RESIDENTIAL VACANT	\$12,000	0.48	\$24,875
701206015	19 GREEN ST	RES IMPROVED LETTER	\$9,000	0.12	\$76,872
701206014		RESIDENTIAL VACANT	\$9,000	0.22	\$40,580
701204011	15 CENTER ST	RESIDENTIAL IMPROVED	\$10,000	0.18	\$57,007
702601026	265 MIGHTY JOE TR	RESIDENTIAL IMPROVED OC	\$12,000	0.38	\$31,421
701205006		RESIDENTIAL VACANT	\$9,000	0.18	\$49,941
701205005	73 PINCKNEY ST	RESIDENTIAL IMPROVED	\$9,000	0.18	\$49,941
701205008		RESIDENTIAL VACANT	\$9,000	0.19	\$46,394
701205041	24 GREEN ST	RESIDENTIAL IMPROVED OC	\$9,000	0.20	\$45,308
701207028	54 PINCKNEY ST	RESIDENTIAL IMPROVED	\$16,000	0.92	\$17,390
701205010		RESIDENTIAL VACANT	\$9,000	0.19	\$46,396
702601036	421 MERRY GO DR	RESIDENTIAL IMPROVED OC	\$12,000	0.34	\$34,985
701205035		RESIDENTIAL VACANT	\$9,000	0.20	\$46,134
701204006	7 CENTER ST	RESIDENTIAL VACANT	\$9,000	0.18	\$49,847
701204005	5 CENTER ST	RESIDENTIAL VACANT	\$9,000	0.18	\$48,738
701206011	27 GREEN ST	RESIDENTIAL IMPROVED OC	\$10,000	0.33	\$29,921
701207030	64 PINCKNEY ST	RESIDENTIAL IMPROVED OC	\$10,000	0.39	\$25,792
702601034	413 MERRY GO DR	RESIDENTIAL IMPROVED	\$12,000	0.31	\$38,739
701205025	32 GREEN ST	RESIDENTIAL VACANT	\$9,000	0.20	\$46,118
701205012	8 CENTER ST	RESIDENTIAL IMPROVED OC	\$9,000	0.20	\$44,808

Continuted Table C.0h – Surrounding Property Values for Green St Park Land Value Estimate

701205038	20 GREEN ST	RESIDENTIAL IMPROVED OC	\$9,000	0.19	\$46,271
701204003	1 CENTER ST	RESIDENTIAL OC/CONTIGUOUS	\$10,000	0.22	\$45,494
701206006	81 PINCKNEY ST	RES IMPROVED LETTER	\$9,000	0.18	\$49,907
701207031	66 PINCKNEY ST	RESIDENTIAL IMPROVED OC	\$10,000	0.39	\$25,786
701207003	82 PINCKNEY ST	RES IMPROVED LETTER	\$12,000	0.68	\$17,671
702601021	245 MIGHTY JOE TR	RESIDENTIAL IMPROVED OC	\$12,000	0.28	\$43,561
701205013		RESIDENTIAL IMPROVED OC	\$9,000	0.20	\$45,936
701205040	22 GREEN ST	RESIDENTIAL IMPROVED OC	\$9,000	0.20	\$45,327
702601025	261 MIGHTY JOE TR	RESIDENTIAL IMPROVED	\$12,000	0.24	\$50,238
702601022	249 MIGHTY JOE TR	RESIDENTIAL IMPROVED OC	\$12,000	0.57	\$20,910
702601033	409 MERRY GO DR	RESIDENTIAL VACANT	\$12,000	0.27	\$43,678
701204002	55 PINCKNEY ST	RESIDENTIAL IMPROVED OC	\$10,000	0.28	\$35,318
702601052	228 MIGHTY JOE TR	RESIDENTIAL IMPROVED	\$12,000	0.38	\$31,771
701206010		RESIDENTIAL VACANT	\$2,000	0.11	\$18,368
701205039		RESIDENTIAL VACANT	\$9,000	0.20	\$45,348
701206002	95 PINCKNEY ST	RESIDENTIAL VACANT	\$9,000	0.18	\$49,953
702601035	417 MERRY GO DR	RESIDENTIAL IMPROVED OC	\$12,000	0.29	\$40,787
702601031	262 MIGHTY JOE TR	RES IMPROVED LETTER	\$12,000	0.44	\$27,512
701206009	29 GREEN ST	RESIDENTIAL VACANT	\$9,000	0.22	\$41,322
701204007	9 CENTER ST	RESIDENTIAL IMPROVED OC	\$9,000	0.18	\$50,173
2960000001		RESIDENTIAL VACANT	\$28,000	0.18	\$154,878
701205042	26 GREEN ST	RESIDENTIAL IMPROVED	\$9,000	0.20	\$45,740
701205007	2 CENTER ST	RESIDENTIAL VACANT	\$9,000	0.18	\$49,794
701206005	83 PINCKNEY ST	RES IMPROVED LETTER	\$9,000	0.36	\$24,903
701205043	28 GREEN ST	RESIDENTIAL VACANT	\$9,000	0.20	\$44,601
701205037	18 GREEN ST	RESIDENTIAL IMPROVED OC	\$9,000	0.19	\$46,287
701204008		RESIDENTIAL OC/CONTIGUOUS	\$9,000	0.13	\$69,680
701206012	25 GREEN ST	RESIDENTIAL IMPROVED OC	\$9,000	0.22	\$40,953
701207033	76 PINCKNEY ST	RESIDENTIAL IMPROVED	\$12,000	0.61	\$19,752
701205003	75 PINCKNEY ST	RESIDENTIAL IMPROVED OC	\$9,000	0.18	\$50,961

Table C.0i – Surrounding Property Values for Wooded Valley Park Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
701202030	6 HIGHWAY 321 BYP	RESIDENTIAL IMPROVED OC	\$12,000	0.26	\$46,106
701204029		RESIDENTIAL VACANT	\$6,000	0.11	\$54,161
701007069	111 GALILEAN RD	RESIDENTIAL IMPROVED OC	\$10,000	0.26	\$38,842
701204019		RESIDENTIAL VACANT	\$3,500	0.07	\$51,455
701008028		RESIDENTIAL IMPROVED	\$9,000	0.21	\$43,599
701204020	27 CENTER ST	RESIDENTIAL VACANT	\$3,500	0.06	\$57,419
701008037	611 MARVIN CIR	RESIDENTIAL IMPROVED	\$9,000	0.19	\$46,657
701007080	106 AUTUMN PL	RES IMPROVED LETTER	\$9,000	0.26	\$34,848
701205024		RESIDENTIAL IMPROVED OC	\$12,000	0.29	\$42,066
701205030	6 GREEN ST	RESIDENTIAL VACANT	\$9,000	0.20	\$45,489
701205023	24 CENTER ST	RESIDENTIAL IMPROVED	\$9,000	0.19	\$46,394
701205020		RESIDENTIAL VACANT	\$8,000	0.08	\$95,071
701204023		RESIDENTIAL VACANT	\$3,000	0.05	\$54,573
701205017	16 CENTER ST	RESIDENTIAL IMPROVED OC	\$9,000	0.19	\$46,395
701008003		RESIDENTIAL VACANT	\$8,000	0.10	\$80,665
701007081	108 AUTUMN PL	RESIDENTIAL IMPROVED OC	\$9,000	0.25	\$36,049
701202032		RESIDENTIAL VACANT	\$6,000	0.07	\$85,710
701202017	4 HIGHWAY 321 BYP	RESIDENTIAL IMPROVED	\$12,000	0.35	\$34,602
701202018		RESIDENTIAL VACANT	\$6,000	0.22	\$26,881
701008001		RESIDENTIAL IMPROVED	\$12,000	0.45	\$26,912
701204009	11 CENTER ST	RESIDENTIAL IMPROVED OC	\$10,000	0.23	\$44,232
701008038	613 MARVIN CIR	RESIDENTIAL IMPROVED	\$9,000	0.19	\$47,551
701205015		RESIDENTIAL VACANT	\$9,000	0.20	\$45,484
701008030		RESIDENTIAL IMPROVED	\$9,000	0.21	\$43,629
701007064	100 VALLEY RD	RESIDENTIAL IMPROVED	\$10,000	0.43	\$23,451
701007061	205 GALILEAN RD	RES IMPROVED LETTER	\$10,000	0.54	\$18,601
701205018	18 CENTER ST	RESIDENTIAL IMPROVED OC	\$9,000	0.19	\$46,394
701205016	14 CENTER ST	RESIDENTIAL VACANT	\$9,000	0.20	\$45,486
701007067	115 GALILEAN RD	RESIDENTIAL IMPROVED OC	\$10,000	0.26	\$38,788
701205032	10 GREEN ST	RES IMPROVED LETTER	\$9,000	0.19	\$46,366
701204022		RESIDENTIAL VACANT	\$2,000	0.03	\$70,706
701008029		RESIDENTIAL IMPROVED	\$9,000	0.21	\$43,612
701205021	22 CENTER ST	RESIDENTIAL IMPROVED	\$9,000	0.19	\$46,394
701204016	21 CENTER ST	RESIDENTIAL IMPROVED	\$9,000	0.17	\$53,891
701204011	15 CENTER ST	RESIDENTIAL IMPROVED	\$10,000	0.18	\$57,007
701204012	13 HIGHWAY 321 BYP	RESIDENTIAL IMPROVED	\$10,000	0.18	\$56,265
701007059	104 VALLEY RD	RESIDENTIAL IMPROVED OC	\$10,000	0.36	\$27,574
701204014		RESIDENTIAL OC/CONTIGUOUS	\$9,000	0.17	\$53,162
701007063	201 GALILEAN RD	RESIDENTIAL IMPROVED OC	\$10,000	0.36	\$27,650
701008039	615 MARVIN CIR	RESIDENTIAL IMPROVED	\$9,000	0.19	\$48,485
701007057	108 VALLEY RD	RESIDENTIAL IMPROVED OC	\$10,000	0.37	\$27,198
701205036	16 GREEN ST	RESIDENTIAL IMPROVED	\$12,000	0.39	\$30,874
701007060	102 VALLEY RD	RESIDENTIAL IMPROVED OC	\$10,000	0.61	\$16,475
701205019	20 CENTER ST	RESIDENTIAL IMPROVED OC	\$12,000	0.39	\$30,930
701204024	7 HIGHWAY 321 BYP	RESIDENTIAL VACANT	\$3,000	0.08	\$39,178
701204030	15 HIGHWAY 321 BYP	RESIDENTIAL IMPROVED	\$9,000	0.11	\$80,720
701205031	8 GREEN ST	RESIDENTIAL VACANT	\$9,000	0.19	\$46,384
701007056	110 VALLEY RD	RESIDENTIAL IMPROVED OC	\$10,000	0.37	\$27,132
701205022		RESIDENTIAL VACANT	\$9,000	0.19	\$46,397
701008036	609 MARVIN CIR	RESIDENTIAL IMPROVED	\$9,000	0.20	\$45,797
701008034	605 MARVIN CIR	RESIDENTIAL IMPROVED	\$9,000	0.20	\$44,163

Continuted Table C.0i – Surrounding Property Values for Wooded Valley Park Land Value Estimate

701007068	113 GALILEAN RD	RES IMPROVED LETTER	\$10,000	0.26	\$38,815
701008033	603 MARVIN CIR	RESIDENTIAL IMPROVED	\$9,000	0.21	\$43,389
701205033	12 GREEN ST	RESIDENTIAL IMPROVED OC	\$9,000	0.19	\$46,352
701204025		RESIDENTIAL VACANT	\$9,000	0.09	\$97,588
701007084	103 VALLEY RD	RESIDENTIAL IMPROVED OC	\$9,000	0.24	\$37,908
701205034	14 GREEN ST	RESIDENTIAL IMPROVED OC	\$9,000	0.19	\$46,336
701007066	117 GALILEAN RD	RESIDENTIAL IMPROVED OC	\$10,000	0.26	\$38,761
701007062	203 GALILEAN RD	RESIDENTIAL IMPROVED OC	\$10,000	0.46	\$21,868
701204015	19 CENTER ST	RESIDENTIAL IMPROVED	\$9,000	0.17	\$53,527
701204017	23 CENTER ST	RESIDENTIAL VACANT	\$9,000	0.17	\$54,261
701007082	110 AUTUMN PL	RES IMPROVED LETTER	\$9,000	0.27	\$33,724
701007083	105 VALLEY RD	RESIDENTIAL IMPROVED OC	\$9,000	0.37	\$24,151
701007058	106 VALLEY RD	RES IMPROVED LETTER	\$10,000	0.36	\$27,415
701007070	109 GALILEAN RD	RESIDENTIAL IMPROVED OC	\$10,000	0.26	\$38,871
701204028	11 HIGHWAY 321 BYP	RESIDENTIAL IMPROVED	\$4,500	0.11	\$40,883
701204027		RESIDENTIAL VACANT	\$4,500	0.11	\$40,894
701204026	9 HIGHWAY 321 BYP	RESIDENTIAL IMPROVED	\$9,000	0.10	\$86,039
701204013	17 CENTER ST	RESIDENTIAL IMPROVED OC	\$9,000	0.17	\$51,767
701008031		RESIDENTIAL IMPROVED	\$9,000	0.21	\$43,643
701204021		RESIDENTIAL VACANT	\$2,000	0.02	\$90,095
701202019	594 CONGRESS ST S	RESIDENTIAL VACANT	\$6,000	0.21	\$28,269
701204018	25 CENTER ST	RESIDENTIAL VACANT	\$9,000	0.15	\$58,402
701007065	101 VALLEY RD	RESIDENTIAL IMPROVED OC	\$10,000	0.34	\$29,433
701008035	607 MARVIN CIR	RESIDENTIAL IMPROVED	\$9,000	0.20	\$44,963
701202029		RESIDENTIAL VACANT	\$14,000	0.65	\$21,419

Table C.1 – Parkland Replacement Values

Park Name	Location	Acres	Estimated Land Value ^A
City Park	245 Raille Street	1.80	\$83,596
Green Street Park	41 Green Street	0.22	\$5,222
Lincoln Park	298 Lincoln Road	1.80	\$88,637
Magnolia Park	33 Magnolia Street	1.40	\$35,542
Moore Park	131 N. Congress Street	0.40	\$16,882
New Street Park	104 New Street	2.10	\$45,731
Wooded Valley Park	190 Galilean Road	0.73	\$27,912
York Recreation Center	21 White Rose Lane	7.30	\$315,696
York Recreation Complex	74 Fourth Street	40.00	\$671,652
Firefighter Park ^B	14 N Roosevelt St	0.14	\$19,622
Totals		55.89	\$1,310,492

Notes:

^A = Market values for government-owned parcels were not available in the York County Property Appraiser database. A land value for each of the City's ten parks was estimated from a survey of market values for private property within 500 feet of each park location published in the Appraiser's database, summed and averaged for a per acre value, and applied to the size of the individual park.

^B = This park location is owned by the City of York and maintained by the Fire Department.

Table C.2 – Leased Parkland Replacement Values

Park	Location	Annual Lease Payment	Ten-Year Lease Payment
McClvey Field (Leased) ^A	212 E. Jefferson Street	\$0	\$0
Jefferson Field (Leased) ^B	37 Pinckney Street	\$1	\$10
Totals		\$1	\$10

Notes:

^A = This park location is used under a lease agreement with York County. There is no annual rent per year paid by the City.

^B = This park location is used under a lease agreement with York School District Number One. Annual rent for use of the facility is \$1.00 per year under the current lease agreement.

Table C.3 – Recreation Building Replacement Values

Building Type	Park Location	Size (sq. ft.) ^A	Building Valuation ^A	Site Development Cost Allowance (15%) ^B	Professional Services Allowance (10%) ^C	Total Replacement Valuation ^D
Recreation Center (Community Center Gym)	21 White Rose Lane	15,192	\$2,441,939	\$366,291	\$244,194	\$3,052,424
Recreation Center (Optimist Field Concession/Restroom)	21 White Rose Lane	N/A	53,298	\$7,995	\$5,330	\$66,623
Recreation Complex (Concession/Restroom at Field 5)	74 Fourth Street	N/A	56,584	\$8,488	\$5,658	\$70,730
Recreation Complex (Press Box 1)	74 Fourth Street	288	\$32,054	\$4,808	\$3,205	\$40,067
Recreation Complex (Press Box 2)	74 Fourth Street	N/A	\$26,131	\$3,920	\$2,613	\$32,664
Recreation Complex (Ticket Booth)	74 Fourth Street	N/A	\$6,439	\$966	\$644	\$8,049
Recreation Complex (Field 1-4 Tower Concession/Restroom)	74 Fourth Street	1809	\$228,770	\$34,316	\$22,877	\$285,963
Recreation Complex (Maintenance Building)	74 Fourth Street	1,000	\$54,712	\$8,207	\$5,471	\$68,390
		Total	\$2,899,927	\$434,991	\$289,992	\$3,624,910

Notes:

^A = Size and Building Valuation statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund (SCMIRF) for the City of York, Property Schedule, 2021. Information provided by the City of York.

^B = Site development costs (15%) are assumed as part of "system improvements costs" summarized in Section 6-1-920(22) of the South Carolina Development Impact Fee Act.

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

^D = Building Valuation + Site Development Cost Allowance + Professional Services Allowance

Table C.4 – Recreation Amenities Replacement Values

Parking Location / Facility Type		Valuation
Bike Trail		
Kiosk (2) ^E		\$5,200
Light (1) ^E		\$5,000
Signage (2) ^E		\$300
Trash Can (10) ^E		\$6,000
Site Development Costs ^D		\$2,475
Professional Services Allowance (10%) ^C		\$1,898
City Park		
Splash pad, lighting, fencing, benches, signage ^F		\$636,287
Picnic Shelter & Tables (2)		\$49,310
Site Development Costs ^D		\$102,840
Professional Services Allowance (10%) ^C		\$78,844
Firefighter Park		
Shelter and Swing ^A		\$17,000
Site Development Costs ^D		\$2,550
Professional Services Allowance (10%) ^C		\$1,955
Green Street Park		
Full Basketball Court (1) ^B		\$39,750
Bench (1) ^E		\$511
Signage ^E		\$150
Trash Can ^E		\$600
Site Development Costs ^D		\$6,152
Professional Services Allowance (10%) ^C		\$4,716
Lincoln Park		
Tennis Court/Fencing ^A		\$54,688
Picnic Shelter and Tables ^A		\$22,148
Playground Equipment ^B		\$140,000
Basketball Court ^B		\$39,750
Grill ^E		\$265
Benches (2) ^E		\$1,022

Lighting (5) ^E	\$150
Trash Cans (2) ^E	\$1,200
Lighting (5) ^E	\$25,000
Site Development Costs ^D	\$42,633
Professional Services Allowance (10%) ^C	\$32,686

Moore Park

Gazebo ^A	\$8,507
Picnic Table & Grill ^E	\$1,369
Bench (5) ^E	\$2,555
Signage (2) ^E	\$300
Trash Can (3) ^E	\$1,800
Site Development Costs ^D	\$2,180
Professional Services Allowance (10%) ^C	\$1,671

Magnolia Street

Basketball Court ^B	\$39,750
Bench (1) ^E	\$511
Grill ^E	\$265
Signage ^E	\$150
Trash Can ^E	\$600
Site Development Costs ^D	\$6,191
Professional Services Allowance (10%) ^C	\$4,747

New Street

Full Basketball Court (1) ^B	\$39,750
Half Basketball Court (2) ^B	\$39,750
Bench (2) ^E	\$1,022
Signage ^E	\$150
Trash Can ^E	\$600
Site Development Costs ^D	\$12,191
Professional Services Allowance (10%) ^C	\$9,346

Recreation Center

2 Dugouts at Optimist Field ^A	\$14,583
Bleachers ^A	\$4,254
Outdoor Lighting at Center (3) ^E	\$15,000

Outdoor Lighting at Ball Field (8) ^E	\$78,000
Bike Rack ^E	\$317
Flagpole ^E	\$3,756
Bench	\$511
Grill ^E	\$265
Signage (6) ^E	\$900
Trash Cans (6) ^E	\$3,600
Site Development Costs ^D	\$18,178
Professional Services Allowance (10%) ^C	\$13,936

Recreation Complex

Picnic Shelter at Horseshoe Courts ^A	\$11,303
Park Shelters ^A	\$63,682
Picnic Shelter ^A	\$65,626
Dugouts w/ Fencing (10) ^A	\$24,302
Permanent Bleachers (3) ^A	\$36,459
Metal Halide Light Fixture (82) ^A	\$84,828
Baseball Fields 1-5 Lighting - Poles (29) ^B	\$565,500
Dog Park ^B	\$30,500
Horseshoe Courts (8) ^E	\$1,200
Grills (3) ^E	\$795
Playground Equipment ^B	\$140,000
Site Fencing (not including baseball fields) ^B	\$19,000
Path & Site Lighting (57) ^E	\$285,000
Signage (15) ^E	\$2,250
Site Development Costs ^D	\$199,567
Professional Services Allowance (10%) ^C	\$153,001

Wooded Valley Park

Playground Equipment (swing set, see-saw) ^E	\$2,748
Basketball Hoop ^E	\$1,145
Bench (1) ^E	\$511
Lighting (1) ^E	\$5,000
Signage ^E	\$150
Trash Can ^E	\$600

Site Development Costs ^D	\$1,523
Professional Services Allowance (10%) ^C	\$1,168
Total	\$3,322,770

Notes:

- ^A = Replacement value statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the City of York, Property Schedule, 2021.
- ^B = Replacement value estimates (unit costs) used for this analysis were based on the City of Durham Parks, Recreation, and Open Space Impact Fee Study Update, NC (2006)
- ^C = Professional services allowance (10%) assumed as part of the "system improvements costs" summarized in Section 6-1-920(22) of the South Carolina Development Impact Fee Act.
- ^D = Site development costs (15%) are assumed as part of "system improvements costs" summarized in Section 6-1-920(22) of the South Carolina Development Impact Fee Act.
- ^E = Replacement value estimates (unit costs) used for this analysis were based on retail costs found from a literature review or internet search in 2021.
- ^F = Replacement value estimates (unit costs) used for this analysis were based on project costs incurred during the development of City Park in 2020-21.

Table C.5 – Trail System Replacement Values

Facility Type	Paved Trail (Yes or No)	Miles of Trail	Width of Trail (Feet)	Construction Cost ^A	Professional Services Allowance (10%) ^B	Total Replacement Cost ^C
Bike Trail	Yes	1.0	12	\$326,706	\$32,671	\$359,377

Notes:

^A = Construction cost used an average cost per mile statistic for a 12' shared use asphalt path from the Florida Department of Transportation (2020)

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

^C = Construction Cost + Professional Services Allowance

Table C.6 – Inventory of Other Funding Sources for Parks & Recreation Facilities in York, SC

Awarding Agency		Revenue Source	Award Amount	Start Date	Project
SC Parks & Recreation Development Fund		One-Time Grant	\$65,000	2019	City park renovation: new splash pad, picnic shelters, stage area, trail connectivity
Palmetto Pride		One-Time Grant	\$5,000	2019	Trash cans on the bike trail
Land and Water Conservation Fund		One-Time Grant	\$355,000	2021	City park renovation
SC Parks & Recreation Trails Program		One-Time Grant	\$100,000	2021	Rehabilitation of bike trail, city put up 25k
			Award Total		\$525,000.00
			10-Year Average		\$52,500.00
			10-Year Forecast		\$525,000.00

Notes:

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

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



Appendix

Appendix A — State Enabling Legislation

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

Appendix C — Parks & Recreation Inventory & Analysis Tables

Appendix D — Fire Protection Inventory & Analysis Tables

Appendix E — Municipal Facilities & Services Inventory & Analysis Tables

Table D.0 – Surrounding Property Values for Fire Station One Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
700501008	110 CONGRESS ST N	RESIDENTIAL IMPROVED OC	32000	1.08	\$29,505
700212017	103 CONGRESS ST N	RESIDENTIAL IMPROVED	32000	1.12	\$28,518
700501007	106 CONGRESS ST N	COMMERCIAL IMPROVED	25000	0.06	\$407,910
700402003	6 ROOSEVELT ST N	COMMERCIAL IMPROVED	30000	0.10	\$290,134
700401021	50 CONGRESS ST N	Commercial Vacant	40000	0.19	\$211,861
700501001	21 MADISON ST E	COMMERCIAL IMPROVED	107250	1.43	\$74,769
700601017	110 MADISON ST E	Commercial Vacant	16500	0.11	\$146,402
700501006	5 MADISON ST E	COMMERCIAL IMPROVED	25000	0.09	\$274,352
700301014	43 CONGRESS ST N	COMMERCIAL IMPROVED	28000	0.08	\$344,115
700402002	4 ROOSEVELT ST N	COMMERCIAL IMPROVED	24000	0.11	\$212,685
700401006		COMMERCIAL IMPROVED	56000	0.34	\$164,120
700401012	32 CONGRESS ST N	COMMERCIAL IMPROVED	50000	0.25	\$199,299
700302003	65 CONGRESS ST N	COMMERCIAL IMPROVED	42000	0.15	\$277,771
700501003	17 MADISON ST E	COMMERCIAL IMPROVED	39000	0.39	\$99,368
700401039	28 CONGRESS ST N	COMMERCIAL IMPROVED	25000	0.03	\$984,849
700501005	108 CONGRESS ST N	COMMERCIAL IMPROVED	177000	1.77	\$100,047
700601016		COMMERCIAL IMPROVED	16500	0.11	\$146,168
700401009	5 ROOSEVELT ST N	COMMERCIAL IMPROVED	28000	0.07	\$397,202
700401013	36 CONGRESS ST N	COMMERCIAL IMPROVED	42500	0.17	\$249,564
700501004		Commercial Vacant	25500	0.18	\$144,870
700401026	17 ROOSEVELT ST N	Commercial Vacant	60000	0.18	\$326,095
700302002		COMMERCIAL IMPROVED	68000	0.72	\$94,995
700402015	151 GARNER ST	COMMERCIAL IMPROVED	31000	0.31	\$99,933
700401008		Commercial Vacant	24000	0.12	\$204,644
700401025		Commercial Vacant	51000	0.17	\$294,063
700401011		COMMERCIAL IMPROVED	42000	0.21	\$201,212
700501002	19 MADISON ST E	COMMERCIAL IMPROVED	25000	0.03	\$729,474
700401007		COMMERCIAL IMPROVED	55250	0.17	\$332,285
700302004	67 CONGRESS ST N	COMMERCIAL IMPROVED	56000	0.18	\$317,818
700401024	15 ROOSEVELT ST N	COMMERCIAL IMPROVED	39000	0.13	\$294,640
700515021	101 MADISON ST E	RESIDENTIAL IMPROVED OC	6000	0.17	\$35,717
700401017	13 ROOSEVELT ST N	COMMERCIAL IMPROVED	25000	0.07	\$340,543
700301017	49 CONGRESS ST N	COMMERCIAL IMPROVED	31500	0.09	\$363,395
700401010	26 CONGRESS ST N	COMMERCIAL IMPROVED	38000	0.19	\$201,217
700515020	123 MADISON ST E	RESIDENTIAL IMPROVED OC	15000	0.81	\$18,414
700401036	42 CONGRESS ST N	COMMERCIAL IMPROVED	27000	0.09	\$305,976
700601001	105 LIBERTY ST E	RESIDENTIAL IMPROVED OC	40000	0.85	\$47,068
700401018		Commercial Vacant	67500	0.27	\$251,273
700401014	40 CONGRESS ST N	COMMERCIAL IMPROVED	38500	0.11	\$352,067
700401016		COMMERCIAL IMPROVED	25000	0.05	\$514,704
700301015	45 CONGRESS ST N	COMMERCIAL IMPROVED	25000	0.05	\$531,453
700401020	48 CONGRESS ST N	COMMERCIAL IMPROVED	28000	0.08	\$348,007
700301016	47 CONGRESS ST N	COMMERCIAL IMPROVED	24900	0.06	\$442,396
700302006	71 CONGRESS ST N	COMMERCIAL IMPROVED	26000	0.27	\$97,030
700401027		Commercial Vacant	84000	0.56	\$151,064
700401022	56 CONGRESS ST N	COMMERCIAL IMPROVED	45000	0.13	\$339,389
700401023	60 CONGRESS ST N	COMMERCIAL IMPROVED	48000	0.16	\$298,464
700401019	46 CONGRESS ST N	COMMERCIAL IMPROVED	25000	0.07	\$374,029
700601018	106 MADISON ST E	COMMERCIAL IMPROVED	25000	0.22	\$115,704
700401015		COMMERCIAL IMPROVED	20000	0.08	\$237,656
700402014	105 GARNER ST	COMMERCIAL IMPROVED	84000	0.51	\$163,523

Continuted Table D.0 – Surrounding Property Values for Fire Station One Land Value Estimate

700401034	24 CONGRESS ST N	COMMERCIAL IMPROVED	35000	0.10	\$356,499
700401038	9 ROOSEVELT ST N	Commercial Vacant	27500	0.10	\$267,671

Table D.1 – Fire Protection Facilities Replacement Land Values

Station Name	Location	Acres	Estimated Land Value ^A
Station No. 1	10 N. Roosevelt St	0.88	\$123,337

Notes:

^A = Market values for government-owned parcels were not available in the York County Property Appraiser database. A land value for Station No. 1 was estimated from a survey of market values for private property within 500 feet of the station published in the Appraiser's database, summed and averaged for a per acre value, and applied to the size of the parcel for Station No. 1 (0.88 acres).

Table D.2 – Fire Protection Facilities Replacement Values

Facility Type	Location	Size (sq. ft.) ^A	Building Valuation ^A	Site Development Cost Allowance (15%) ^B	Professional Services Allowance (10%) ^C	Total Replacement Valuation ^D
Fire Station	10 N. Roosevelt St	12,250	\$2,528,778	\$379,317	\$252,878	\$3,160,973
Rescue Squad	10 N. Roosevelt St	1,118	\$171,324	\$25,699	\$17,132	\$214,155
Totals		13,368	\$2,700,102	\$405,016	\$270,010	\$3,375,128

Notes:

^A = Size and Building Valuation statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the City of York, Property Schedule, 2021. Information provided by the City of York.

^B = Site development costs (15%) are assumed as part of "system improvements costs" summarized in Section 6-1-920(22) of the South Carolina Development Impact Fee Act.

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

^D = Building Valuation + Site Development Cost Allowance + Professional Services Allowance

Table D.3 – Fire Protection Equipment Replacement Values

Equipment	Make / Model / Year	No. in Service	Vehicle Cost ^A	Cost of Service Equipment ^B	Total Replacement Cost ^C
Fire Vehicle, #16	E-One Cyclone Pumper (1997)	1	\$288,000	\$49,000	\$337,000
Fire Vehicle, #78	F-750 Service 1 (2006)	1	\$379,150	\$90,000	\$469,150
Fire Vehicle, #102	KME Fire Truck (2010)	1	\$445,725	\$35,000	\$480,725
Fire Vehicle, #146	Seagrave TB50CS (2017)	1	\$714,847	\$0	\$714,847
Notes:				Total	\$2,001,722

^{A, B} = Replacement value statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the City of York, Vehicle and Equipment Schedule, 2021. Information provided by the City of York.

^B = Service Equipment for a Vehicle represents the minimum equipment required to put the vehicle into service.

^C = Vehicle Cost + Cost of Service Equipment

Table D.4 – Inventory of Other Available Funding Sources for Fire Protection in York

Awarding Agency	Revenue Source	Award Amount	Start Date	Project
SCMIT ^A	One-Time Grant	\$2,000	2020	(15) Gloves, 7 Blocking Hoods
SCMIT ^A	One-Time Grant	\$2,000	2019	(10) Helmets, (1) Turnout Gear
SCMIT ^A	One-Time Grant	\$1,003	2018	Turnout Gear
York Rescue Squad	Donation from rescue squad	\$32,000	2016	Extraction equipment
SCMIT ^A	One-Time Grant	\$998	2018	Turnout Gear

Award Total	\$38,001.00
10-Year Average	\$3,800.10
10-Year Forecast	\$38,001.00

^A = South Carolina Municipal Insurance Trust



Appendix

Appendix A — State Enabling Legislation

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

Appendix C — Parks & Recreation Inventory & Analysis Tables

Appendix D — Fire Protection Inventory & Analysis Tables

Appendix E — Municipal Facilities & Services Inventory & Analysis Tables

Table E.0a – Surrounding Property Values for Municipal Complex Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
700401002		COMMERCIAL IMPROVED	42000	0.21	\$200,867
700301010	29 CONGRESS ST N	COMMERCIAL IMPROVED	54000	0.28	\$190,251
700401033	5 LIBERTY ST E	COMMERCIAL IMPROVED	40000	0.02	\$1,896,555
700402013	20 ROOSEVELT ST N	COMMERCIAL IMPROVED	30000	0.12	\$249,121
700501007	106 CONGRESS ST N	COMMERCIAL IMPROVED	25000	0.06	\$407,910
700402003	6 ROOSEVELT ST N	COMMERCIAL IMPROVED	30000	0.10	\$290,134
700401021	50 CONGRESS ST N	Commercial Vacant	40000	0.19	\$211,861
700501001	21 MADISON ST E	COMMERCIAL IMPROVED	107250	1.43	\$74,769
700301012		COMMERCIAL IMPROVED	44000	0.22	\$201,323
700601017	110 MADISON ST E	Commercial Vacant	16500	0.11	\$146,402
700301013	41 CONGRESS ST N	COMMERCIAL IMPROVED	31500	0.09	\$358,562
700501006	5 MADISON ST E	COMMERCIAL IMPROVED	25000	0.09	\$274,352
700301014	43 CONGRESS ST N	COMMERCIAL IMPROVED	28000	0.08	\$344,115
700402002	4 ROOSEVELT ST N	COMMERCIAL IMPROVED	24000	0.11	\$212,685
700401032	7 LIBERTY ST E	COMMERCIAL IMPROVED	40000	0.02	\$1,955,536
700401006		COMMERCIAL IMPROVED	56000	0.34	\$164,120
700401012	32 CONGRESS ST N	COMMERCIAL IMPROVED	50000	0.25	\$199,299
700302003	65 CONGRESS ST N	COMMERCIAL IMPROVED	42000	0.15	\$277,771
700501003	17 MADISON ST E	COMMERCIAL IMPROVED	39000	0.39	\$99,368
700401039	28 CONGRESS ST N	COMMERCIAL IMPROVED	25000	0.03	\$984,849
700501005	108 CONGRESS ST N	COMMERCIAL IMPROVED	177000	1.77	\$100,047
700401004		COMMERCIAL IMPROVED	60000	0.30	\$203,210
700601016		COMMERCIAL IMPROVED	16500	0.11	\$146,168
700401009	5 ROOSEVELT ST N	COMMERCIAL IMPROVED	28000	0.07	\$397,202
700401013	36 CONGRESS ST N	COMMERCIAL IMPROVED	42500	0.17	\$249,564
700401031	3 LIBERTY ST E	COMMERCIAL IMPROVED	40000	0.03	\$1,282,779
700501004		Commercial Vacant	25500	0.18	\$144,870
700401026	17 ROOSEVELT ST N	Commercial Vacant	60000	0.18	\$326,095
700302002		COMMERCIAL IMPROVED	68000	0.72	\$94,995
700401008		Commercial Vacant	24000	0.12	\$204,644
700401025		Commercial Vacant	51000	0.17	\$294,063
700401040		Commercial Vacant	36000	0.17	\$208,787
700401011		COMMERCIAL IMPROVED	42000	0.21	\$201,212
700301006	19 CONGRESS ST N	COMMERCIAL IMPROVED	25000	0.07	\$376,310
700501002	19 MADISON ST E	COMMERCIAL IMPROVED	25000	0.03	\$729,474
700401007		COMMERCIAL IMPROVED	55250	0.17	\$332,285
700302004	67 CONGRESS ST N	COMMERCIAL IMPROVED	56000	0.18	\$317,818
700401024	15 ROOSEVELT ST N	COMMERCIAL IMPROVED	39000	0.13	\$294,640
700515021	101 MADISON ST E	RESIDENTIAL IMPROVED OC	6000	0.17	\$35,717
700401017	13 ROOSEVELT ST N	COMMERCIAL IMPROVED	25000	0.07	\$340,543
700301017	49 CONGRESS ST N	COMMERCIAL IMPROVED	31500	0.09	\$363,395
700401003		Commercial Vacant	46000	0.23	\$197,822
700401010	26 CONGRESS ST N	COMMERCIAL IMPROVED	38000	0.19	\$201,217
700401035		COMMERCIAL IMPROVED	39600	0.10	\$403,053
700301011		COMMERCIAL IMPROVED	45000	0.20	\$223,138
700401036	42 CONGRESS ST N	COMMERCIAL IMPROVED	27000	0.09	\$305,976
700301008	25 CONGRESS ST N	COMMERCIAL IMPROVED	18000	0.03	\$602,587
700601001	105 LIBERTY ST E	RESIDENTIAL IMPROVED OC	40000	0.85	\$47,068
700401018		Commercial Vacant	67500	0.27	\$251,273
700401014	40 CONGRESS ST N	COMMERCIAL IMPROVED	38500	0.11	\$352,067
700401016		COMMERCIAL IMPROVED	25000	0.05	\$514,704

Continuted Table E.0a – Surrounding Property Values for Municipal Complex Land Value Estimate

700301015	45 CONGRESS ST N	COMMERCIAL IMPROVED	25000	0.05	\$531,453
700401020	48 CONGRESS ST N	COMMERCIAL IMPROVED	28000	0.08	\$348,007
700601004	203 LIBERTY ST E	RESIDENTIAL IMPROVED OC	60000	1.51	\$39,653
700301016	47 CONGRESS ST N	COMMERCIAL IMPROVED	24900	0.06	\$442,396
700301009	27 CONGRESS ST N	COMMERCIAL IMPROVED	31500	0.09	\$335,055
700302006	71 CONGRESS ST N	COMMERCIAL IMPROVED	26000	0.27	\$97,030
700401027		Commercial Vacant	84000	0.56	\$151,064
700401037	9 LIBERTY ST E	COMMERCIAL IMPROVED	40000	0.02	\$1,820,684
700401022	56 CONGRESS ST N	COMMERCIAL IMPROVED	45000	0.13	\$339,389
700401023	60 CONGRESS ST N	COMMERCIAL IMPROVED	48000	0.16	\$298,464
700401019	46 CONGRESS ST N	COMMERCIAL IMPROVED	25000	0.07	\$374,029
700301007	23 CONGRESS ST N	COMMERCIAL IMPROVED	45500	0.13	\$340,900
700601018	106 MADISON ST E	COMMERCIAL IMPROVED	25000	0.22	\$115,704
700401015		COMMERCIAL IMPROVED	20000	0.08	\$237,656
700401001		COMMERCIAL IMPROVED	130000	0.26	\$504,539
700401034	24 CONGRESS ST N	COMMERCIAL IMPROVED	35000	0.10	\$356,499
700401038	9 ROOSEVELT ST N	Commercial Vacant	27500	0.10	\$267,671

Table E.0b – Surrounding Property Values for Maintenance Facility Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
700513025		COMMERCIAL IMPROVED	\$90,000	3.64	\$24,717
700514009	186 BLACKBURN ST	COMMERCIAL IMPROVED	\$36,450	0.80	\$45,453
700515004	220 BLACKBURN ST	RESIDENTIAL VACANT	\$12,000	0.32	\$37,480
700512060	16 MCCLAIN ST	RESIDENTIAL IMPROVED	\$8,000	0.19	\$42,241
700512043	58 MCCLAIN ST	RESIDENTIAL IMPROVED OC	\$12,000	0.41	\$29,269
700609002		RES IMPROVED LETTER	\$12,000	0.25	\$48,851
700515008	202 BLACKBURN ST	RESIDENTIAL VACANT	\$6,000	0.50	\$11,959
700513044		RESIDENTIAL VACANT	\$3,000	0.11	\$26,491
700515002	228 BLACKBURN ST	RESIDENTIAL VACANT	\$10,000	0.21	\$46,929
700512002	209 BLACKBURN ST	RESIDENTIAL IMPROVED OC	\$12,000	0.18	\$68,177
700513027	41 MCCLAIN ST	RESIDENTIAL VACANT	\$12,000	0.63	\$19,038
700515006	206 BLACKBURN ST	RESIDENTIAL IMPROVED OC	\$14,000	0.73	\$19,225
700512047	50 MCCLAIN ST	RESIDENTIAL IMPROVED OC	\$12,000	0.37	\$32,197
700513030		RESIDENTIAL VACANT	\$10,000	0.27	\$37,372
700609003	306 ROSS CANNON S	RES IMPROVED LETTER	\$14,000	0.56	\$24,863
700513028	43 MCCLAIN ST	RESIDENTIAL IMPROVED OC	\$12,000	0.41	\$29,422
700608012	116 ROSS CANNON S	RESIDENTIAL IMPROVED OC	\$4,000	0.11	\$36,446
700608043		COMMERCIAL IMPROVED	\$106,000	2.24	\$47,257
700515009	303 ROSS CANNON S	RESIDENTIAL IMPROVED	\$12,000	0.38	\$31,490
700515010	305 ROSS CANNON S	RES IMPROVED LETTER	\$14,000	0.64	\$22,021
700512001	205 BLACKBURN ST	RESIDENTIAL IMPROVED OC	\$12,000	0.41	\$29,390
700609007	320 BLACKBURN ST	RESIDENTIAL VACANT	\$3,000	1.38	\$2,171
700609005	308 BLACKBURN ST	RESIDENTIAL IMPROVED OC	\$14,000	0.31	\$44,595
700512046	52 MCCLAIN ST	RESIDENTIAL IMPROVED	\$12,000	0.71	\$16,834
700512050		RESIDENTIAL IMPROVED OC	\$14,000	0.81	\$17,372
700512049	38 MCCLAIN ST	RESIDENTIAL IMPROVED	\$12,000	0.56	\$21,426
700513026	39 MCCLAIN ST	RESIDENTIAL IMPROVED OC	\$12,000	0.49	\$24,401
700512012	109 ROSS CANNON S	RESIDENTIAL IMPROVED	\$12,000	0.78	\$15,331
700609035		RES IMPROVED LETTER	\$7,000	0.42	\$16,862
700609008	334 BLACKBURN ST	COMMERCIAL IMPROVED	\$30,000	2.02	\$14,848
700515005	216 BLACKBURN ST	RESIDENTIAL VACANT	\$12,000	0.29	\$41,003
700609006		RES IMPROVED LETTER	\$14,000	0.33	\$42,221
700515007	204 BLACKBURN ST	RESIDENTIAL VACANT	\$2,000	0.38	\$5,228
700513029	42 MCCLAIN ST	RES IMPROVED LETTER	\$12,000	0.32	\$36,924
700513031		RESIDENTIAL VACANT	\$3,000	0.18	\$17,026
700512048		RESIDENTIAL OC/CONTIGUOUS	\$12,000	0.37	\$32,558
700609001		EXEMPT IMP	\$18,500	0.37	\$49,911
700515001	232 BLACKBURN ST	RESIDENTIAL VACANT	\$10,000	0.16	\$62,199
700515003	224 BLACKBURN ST	RESIDENTIAL VACANT	\$10,000	0.21	\$46,702
700512044	56 MCCLAIN ST	RESIDENTIAL IMPROVED	\$12,000	0.48	\$24,746

Table E.0c – Surrounding Property Values for Train Depot Land Value Estimate*Land value for parcels within 500 ft of the municipal property with assessed value greater than zero.*

Parcel Number	Location	Land Use	Fee Simple Market Value	Acres	Fee Simple Market Value per Acre
700401002		COMMERCIAL IMPROVED	\$42,000	0.21	\$200,867
701001006	6 COLLEGE ST	RESIDENTIAL IMPROVED OC	\$32,000	0.66	\$48,599
701101002	3 CONGRESS ST S	COMMERCIAL IMPROVED	\$65,000	0.13	\$500,776
700401033	5 LIBERTY ST E	COMMERCIAL IMPROVED	\$40,000	0.02	\$1,896,555
701101003	7 CONGRESS ST S	COMMERCIAL IMPROVED	\$104,500	0.60	\$175,527
701101004	25 CONGRESS ST S	COMMERCIAL IMPROVED	\$50,000	0.37	\$136,972
701101012	13 JEFFERSON ST E	COMMERCIAL IMPROVED	\$118,500	2.37	\$49,987
701101011		COMMERCIAL IMPROVED	\$110,300	0.63	\$174,204
700401021	50 CONGRESS ST N	Commercial Vacant	\$40,000	0.19	\$211,861
701101010	10 LIBERTY ST E	COMMERCIAL IMPROVED	\$50,000	0.20	\$254,709
700401032	7 LIBERTY ST E	COMMERCIAL IMPROVED	\$40,000	0.02	\$1,955,536
700401006		COMMERCIAL IMPROVED	\$56,000	0.34	\$164,120
701101006		COMMERCIAL IMPROVED	\$69,750	0.93	\$74,752
700401012	32 CONGRESS ST N	COMMERCIAL IMPROVED	\$50,000	0.25	\$199,299
701001007	8 COLLEGE ST	RESIDENTIAL IMPROVED OC	\$32,000	0.47	\$67,554
701001004	110 LIBERTY ST E	RESIDENTIAL IMPROVED OC	\$40,000	0.88	\$45,683
700401039	28 CONGRESS ST N	COMMERCIAL IMPROVED	\$25,000	0.03	\$984,849
700401004		COMMERCIAL IMPROVED	\$60,000	0.30	\$203,210
700401009	5 ROOSEVELT ST N	COMMERCIAL IMPROVED	\$28,000	0.07	\$397,202
700401013	36 CONGRESS ST N	COMMERCIAL IMPROVED	\$42,500	0.17	\$249,564
700401031	3 LIBERTY ST E	COMMERCIAL IMPROVED	\$40,000	0.03	\$1,282,779
700401026	17 ROOSEVELT ST N	Commercial Vacant	\$60,000	0.18	\$326,095
700402015	151 GARNER ST	COMMERCIAL IMPROVED	\$31,000	0.31	\$99,933
700401008		Commercial Vacant	\$24,000	0.12	\$204,644
701101001		COMMERCIAL IMPROVED	\$52,500	0.07	\$805,079
700401040		Commercial Vacant	\$36,000	0.17	\$208,787
700401011		COMMERCIAL IMPROVED	\$42,000	0.21	\$201,212
700401007		COMMERCIAL IMPROVED	\$55,250	0.17	\$332,285
700401024	15 ROOSEVELT ST N	COMMERCIAL IMPROVED	\$39,000	0.13	\$294,640
700401017	13 ROOSEVELT ST N	COMMERCIAL IMPROVED	\$25,000	0.07	\$340,543
700401003		Commercial Vacant	\$46,000	0.23	\$197,822
700401010	26 CONGRESS ST N	COMMERCIAL IMPROVED	\$38,000	0.19	\$201,217
700401035		COMMERCIAL IMPROVED	\$39,600	0.10	\$403,053
701001005	112 LIBERTY ST E	RESIDENTIAL IMPROVED OC	\$25,000	0.22	\$113,675
700401036	42 CONGRESS ST N	COMMERCIAL IMPROVED	\$27,000	0.09	\$305,976
700601001	105 LIBERTY ST E	RESIDENTIAL IMPROVED OC	\$40,000	0.85	\$47,068
700401018		Commercial Vacant	\$67,500	0.27	\$251,273
700401014	40 CONGRESS ST N	COMMERCIAL IMPROVED	\$38,500	0.11	\$352,067
700401016		COMMERCIAL IMPROVED	\$25,000	0.05	\$514,704
701001008	10 COLLEGE ST	RES IMPROVED LETTER	\$36,000	0.79	\$45,310
700401020	48 CONGRESS ST N	COMMERCIAL IMPROVED	\$28,000	0.08	\$348,007
700601004	203 LIBERTY ST E	RESIDENTIAL IMPROVED OC	\$60,000	1.51	\$39,653
700401027		Commercial Vacant	\$84,000	0.56	\$151,064
700401037	9 LIBERTY ST E	COMMERCIAL IMPROVED	\$40,000	0.02	\$1,820,684
700401022	56 CONGRESS ST N	COMMERCIAL IMPROVED	\$45,000	0.13	\$339,389
700401023	60 CONGRESS ST N	COMMERCIAL IMPROVED	\$48,000	0.16	\$298,464
700401019	46 CONGRESS ST N	COMMERCIAL IMPROVED	\$25,000	0.07	\$374,029
700401015		COMMERCIAL IMPROVED	\$20,000	0.08	\$237,656
700401001		COMMERCIAL IMPROVED	\$130,000	0.26	\$504,539
700402014	105 GARNER ST	COMMERCIAL IMPROVED	\$84,000	0.51	\$163,523
700401034	24 CONGRESS ST N	COMMERCIAL IMPROVED	\$35,000	0.10	\$356,499

Continued Table E.0c – Surrounding Property Values for Train Depot Land Value Estimate

700401038	9 ROOSEVELT ST N	Commercial Vacant	\$27,500	0.10	\$267,671
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Table E.1 – Municipal Facilities Replacement Land Values

Facility Type	Location	Acres	Estimated Land Value ^A
Municipal Complex (City Hall & Police Station) ^B	10 N. Roosevelt St	2.25	\$309,545
City Maintenance Facility	203 Ross Cannon St	1.97	\$53,046
Train Depot Property	23 E Liberty St	0.61	\$91,266
Totals		4.83	\$453,857

Notes:

^A = Market values for government-owned parcels were not available in the York County Property Appraiser database. A land value for each of the City's municipal facilities was estimated from a survey of market values for private property within 500 feet of each facility location published in the Appraiser's database, summed and averaged for a per acre value, and applied to the size of each municipal facility.

^B = 75% of City Hall and the Police Station (combined) are assumed to be used for growth-related government services eligible for development impact fee funding. Information provided by the City of York. Total acres of the site was reduced to match this assumption.

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

Building Type	Location	Size (sq. ft.) ^A	Building Valuation ^A	Site Development Cost Allowance (15%) ^B	Professional Services Allowance (10%) ^C	Total Replacement Valuation ^D
City Hall ^E	10 N. Roosevelt St	10,252	\$1,952,456	\$292,868	\$195,246	\$2,440,570
Maintenance Facility Garage	203 Ross Cannon St	3,588	\$284,740	\$42,711	\$28,474	\$355,925
Maintenance Vehicle Storage	203 Ross Cannon St	3,960	\$124,315	\$18,647	\$12,432	\$155,394
Police Department	10 N. Roosevelt St	8,140	\$2,431,070	\$364,661	\$243,107	\$3,038,838
Train Depot	307 E. Hill Street	1,440	\$190,991	\$28,649	\$19,099	\$238,739
	Totals		\$4,983,572	\$747,536	\$498,358	\$6,229,466

Notes:

^A = Size and Building Valuation statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the City of York, Property Schedule, 2021. Information provided by the City of York.

^B = Site development costs (15%) are assumed as part of "system improvements costs" summarized in Section 6-1-920(22) of the South Carolina Development Impact Fee Act.

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

^D = Building Valuation + Site Development Cost Allowance + Professional Services Allowance

^E = 75% of City Hall is assumed to be used for growth-related government services eligible for development impact fee funding. Information provided by the City of York. Total square feet and building valuation were reduced to match this assumption.

Table E.3 – Municipal Equipment Replacement Values

Equipment	Make / Model / Year	No. in Service	Vehicle Replacement Cost ^A
Recycle Truck	International Recycle Truck (2002)	1	\$100,000
Storage Truck/Mover	Freightliner M2106 (2013)	1	\$158,125
Front Load Refuse Truck	Mack LEU (2013)	1	\$229,128
Front Load Refuse Truck	Mack MRU613 (2018)	1	\$225,731
Recycle Truck	Autocar ACX64 (2019)	1	\$290,000

Notes:

Total \$1,002,984

^A = Replacement values captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the City of York, Vehicle and Equipment Schedules, 2021. Information provided by the City of York.

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