



**Town of Hilton Head Island
Gullah-Geechee Land & Cultural
Preservation Task Force Meeting**

Monday, April 16, 2018 - 1:00p.m.

Benjamin M. Racusin Council Chambers

AGENDA

As a Courtesy to Others Please Turn Off All Cell Phones and Pagers during the Meeting.

- 1. Call to Order**
- 2. Freedom of Information Act Compliance**
Public notification of this meeting has been published, posted, and mailed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
- 3. Approval of Agenda**
- 4. Acceptance of Meeting Minutes – April 2, 2018 Meeting**
- 5. Unfinished Business**
 - a) Impact Fee Information – *Teri Lewis, LMO Official*
 - b) Resource Center Update
 - c) Request for Proposal (RFP) Update
- 6. New Business**
 - a) Case Studies – *Theresa White*
- 7. Appearance by Citizens**
- 8. Adjournment**

Please note that a quorum of Town Council may result if four or more of their members attend this meeting.

Please note that a quorum of Planning Commission may result if five or more of their members attend this meeting.

**Gullah-Geechee Land and Cultural Preservation Task Force
Meeting Minutes**

April 2, 2018 - 5:30 PM

Public Service District – 21 Oak Park Road

Task Force Members present: Lavon Stevens (Chairman), Joyce Wright, Todd Theodore, Martha Davis, Palmer Simmons

Community Development Staff present: Jayme Lopko, Scott Liggett, Brad Tadlock

- Chairman Stevens called the meeting to order at 5:35 PM.
- The agenda for today's meeting and the minutes from the March 5, 2018 meeting were accepted by general consent.
- Jayme Lopko and Joyce Wright gave an update on the progress regarding a Resource Center for Gullah information at Town Hall. There was no update on the physical location of the center in Town Hall. Ms. Wright and Ms. Lopko described general headings and content for the Gullah history page on the Town's website.
- Jayme Lopko gave an update on the RFP to hire a consultant to assist with topics relative to heirs' property and Gullah culture preservation. The RFP was published on March 25th and bids are due by 2pm on April 24th. Ms. Lopko has received two emails and one phone call regarding the RFP at this point.
- Chairman Stevens introduced Scott Liggett, Director of Public Projects & Facilities/Chief Engineer to discuss the Private Dirt Road Acquisition & Paving Program. Mr. Liggett informed the Task Force about the five (5) policy positions that were approved Town Council and the rationale behind each policy position. Mr. Liggett explained the process for rating, acquiring, designing, and paving the roads and answered questions from the Task Force and public.
- Chairman Stevens introduced Brad Tadlock, Fire Chief to discuss the Fire Hydrant Program. Chief Tadlock explained the requirements for fire hydrant locations and the new program for funding the installation of water supply and fire hydrants where needed.
- Chairman Stevens opened the meeting for public comment and the following were received: why a fifty (50) foot right-of-way, can the design be creative with a thirty (30) foot right-of-way and an easement for drainage, when putting in roads it should be looked at in a comprehensive manner including all infrastructure needs, is the main objective to get emergency vehicles to areas, acquisition of right-of-way impacts each property differently so there is no one size fits all, loss of dwelling units and development options if property given up for right-of-way is a challenge, would the Town consider a relocatable right-of-way or easement, do we look at subdivisions that were platted prior to the Town differently since they were platted under different standards, if roads already have sewer does that lessen the amount of right-of-way needed for the road, how are we handling fire hydrants requirements for the future – we need to look at both the fire code and the LMO, and mobile homes burn faster than stick built homes – data on this would be helpful for education of the community.
- Chairman Stevens adjourned the meeting at 7:03 PM.

Submitted by: Jayme Lopko

Meeting date: April 2, 2018

Hilton Head Island Impact Fees

- LMO adopted in 1987
- Impact Fee ordinance (a part of the LMO) adopted in 1989
- Was originally designed as a street improvement fee to help finance street improvements caused by the demand created by new development
- Fee is assessed on all new development (residential, retail, office, institutional, industrial)
- Fee is based on the number of trips estimated to be generated by the potential new development (ITE manual)
- The ordinance was last reviewed and updated in 1996
 - Updated fee schedule
 - Pathway improvements added to the accepted list of qualifying transportation expenses
- In 2001 the State Legislature adopted impact fee regulations which spelled out how towns could enact and impose impact fees
 - Existing impact fee ordinances were grandfathered/exempted until such time that they were changed or terminated
 - To come into compliance with the State regulations on impact fees would mean that the Town could no longer use impact fees to fund pathways
- Since 2002, the Town has spent \$14,864,827 to build new pathways and \$1,049,230 to maintain existing pathways
- Examples of impact fees:
 - Single-Family less than 1500sf = \$635/home
 - Single-Family more than 1500sf = \$816/home
 - Multifamily = \$500/unit
 - Office = \$1,988/1000sf
 - Restaurant = \$8,761/1000sf
 - Retail = \$2,604/1000sf

Beaufort County Impact Fees

- Adopted in 1999
- Transportation fee collected for all new development
- Parks and Library fee only collected for new residential development
- Examples of fees:
 - Single-Family = \$1,126/home
 - Multifamily = \$792/unit
 - Office = \$1,262/1000sf
 - Restaurant = \$3,435/1000sf
 - Retail = \$2,320/1000sf

LAND MANAGEMENT ORDINANCE (LMO)

Sec.16-5-116. - Impact Fees

A. Purpose

This section is intended to ensure timely **construction** of **off-site** public capital **improvements** that are necessary to serve new **development** by ensuring that necessary financing is available for such **improvements** . The impact fees to be paid by each new **development** in accordance with this section is to be proportional to the impact that the new **development** will have on the types of facilities for which the fees are charged.

B. Applicability

The collection of impact fees shall apply to all **development** , unless otherwise provided herein.

1. The movement of a **structure** onto a **lot** shall be considered **development** and shall be subject to these impact fee provisions, unless otherwise provided in paragraphs 2 and 3 below.
2. The impact fee provisions shall not apply to the following actions:
 - a. The movement of a **manufactured home** onto a **lot** or **parcel** for **use** as a residence that does not result in a net increase in the number of **manufactured home sites** on the Island;
 - b. Placing on a **lot** in the **Town** a temporary **construction** trailer or office, but only for the life of the **Building Permit** issued for the **construction** served by the trailer or office;
 - c. Converting an existing **structure** from one **use** to another; and
 - d. Any **development** , including but not limited to the mere **subdivision** of **land** , installation of utilities, or the **use** of **land** for limited recreational, agricultural, **filling** or dredging purposes, which, in the opinion of the **Official** , will not result in a net increase of more than one one-way ADT.
3. The impact fee provisions shall not apply to public projects.

C. Impact Fee Benefit District

1. There shall be one impact fee benefit district that encompasses the entire **Town** .
2. The appropriateness of the designation and boundaries of the benefit district shall be reviewed by the **Town** as part of the impact fee revision process set forth below. Following such review and a public hearing, the benefit district may be amended.
3. Impact fees collected within the benefit district shall be spent within the benefit district.

D. Payment of Impact Fee as Condition of Approval

Until any impact fee required by this section has been paid in full, no **Building Permit** , Electrical Permit, Certificate of Compliance, Certificate of Occupancy, or other permit subsequent to Development Plan Review for any **development** that is not exempted by Sec. 16-5-116.B, Applicability, shall be issued. A stop work order shall be issued on any **development** for which the applicable impact fee has not been paid in full.

E. Calculation of Fees Using Fee Schedule

Impact fees shall be calculated as follows:

1. Unless an **applicant** requests an administrative determination or individual assessment as set forth in the following subsections, the impact fees shall be calculated for the proposed **development** based on the Development Plan Approval or permit allowing the **use** , according to the applicable fee schedule.
2. The following impact fee schedules are hereby adopted and incorporated herein by reference:
 - a. Transportation Impact Fee Schedule
3. The units of **development** specified in the fee schedule shall be interpreted as follows:
 - a. A **hotel** "room" shall include any space that is part of the same rental unit and that does not have a separate entrance.
 - b. Building square footage shall be measured in terms of **gross floor area** .
4. For categories of **uses** not specified in the applicable impact fee schedule, the **Official** shall apply the category of **use** set forth in the applicable fee schedule that is deemed to be most similar to the proposed **use** .
5. If the Development Plan Approval or permit for the proposed **development** indicates a mix of **uses** in the **development** , the impact fees shall be calculated separately for each **use** according to the fee schedule, and the results aggregated.
6. For an addition to or replacement of existing **structures** , the impact fee to be paid shall be the difference, if any, between:
 - a. The fee, if any, that would be payable for existing **development** on the **site** or, in the case of demolition or removal of a **structure** , the previous **development** on the **site** , provided that the demolition or removal occurred after October 23, 1989, or within ten years of the date of submittal of the **application** for which impact fees are assessed, whichever is less; and
 - b. The fee, if any, that would be payable for the total **development** on the **site** after the new **development** .
7. Upon written request of an **applicant** , the **Official** shall provide an estimate of the current fee based on the data provided by the **applicant** . However, the **Official** shall not be responsible for determining at such preliminary date the accuracy of the information provided.

F. Individual Assessment of Impact Fees

1. If any **person** submitting an **application** for which payment of an impact fee is a prerequisite to approval believes that the impacts of the proposed **development** will be substantially less than would be indicated by using a strict interpretation of the fee schedule or an administrative determination of the fee, such **person** may request that the **Town** perform an individual assessment of the impact of the proposed **development** , consistent with the methodology set forth in paragraph 2 below. A request for an individual assessment must be made prior to submittal of an **application** for a **Building Permit** .
2. The individual assessment shall be subject to the Transportation Impact Fees as set forth in Sec. 16-5-116.R, Individual Transportation Fee Assessments.
3. The **Town** shall accept the calculations of the individual assessment if the **Planning Commission** finds at a public meeting that:
 - a. The proposed **development** is in fact so unique in the impacts it will generate that the strict **application** of the fee schedule or administrative determination would result in inaccurate impact projections; and
 - b. The individual assessment results in a fee which differs by at least five percent from the fees calculated under the fee schedule or administrative determination.

4. If the **Town** accepts the computations of the individual assessment under this section, the applicable fee shall be determined from the individual assessment, regardless of whether it is higher or lower than the fee calculated under the fee schedule or administrative determination.

G. Collection of Impact Fees

The collection of impact fees shall be as follows:

1. Except as set forth in the following paragraph, the impact fees for all new **development** shall be calculated and collected in conjunction with the **application** for the first **Building Permit** , Electrical Permit, Certificate of Compliance, Certificate of Occupancy, or other permit subsequent to approval of a Development Plan for such **development** , whichever occurs first in time.
2. For other **uses** not ultimately requiring a **Building Permit** , Electrical Permit, Certificate of Compliance, Certificate of Occupancy, or other permit subsequent to approval of a Development Plan, the fee shall be calculated and collected at the time of approval of the Development Plan.

H. Fund Accounting for Impact Fees

1. The **Town** shall establish a separate accounting fund in which the impact fees collected for a particular type of facility within the benefit district shall be credited. Such fees shall be invested by the **Town** and the yield on such fees, at the actual rate of return to the **Town** , shall be credited to such accounting fund periodically in accordance with the accounting policies of the **Town** . Such funds need not be segregated from other **Town** monies for banking purposes.
2. Any yield on such accounting fund into which the fees are deposited shall accrue to that fund and shall be used for the purposes specified for such fund.
3. The **Town** shall maintain and keep financial records for such accounting fund showing the revenues to such fund and the disbursements from such fund, in accordance with normal **Town** accounting practices. The records of such fund shall be open to public inspection in the same manner as other financial records of the **Town** .

I. Expenditure of Impact Fees

Transportation Impact Fees shall only be spent on qualifying public **street** and pathway **improvements** , as set forth in Sec. 16-5-116.S, Use of Transportation Impact Fees.

J. Refunds of Impact Fees

1. Any impact fee or portion thereof collected in accordance with this section that has not been committed for a **use** permitted by Sec. 16-5-116.S, Use of Transportation Impact Fees, within six years from the last day of the fiscal year in which it was received by the **Town** , shall be refunded to the current record owner of the property upon written **application** . Impact fees shall be deemed to be "committed" when they have been spent or encumbered by contract. Impact fees shall be deemed to be "committed" in the order in which they are received and committed by the **Town** . The refund shall include accrued interest at the rate of return on investments earned by the **Town** on such amount. In disbursing such funds the **Town** may rely on the written certification of the current record owner of the property as to his or her entitlement to the refund, in the absence of a written assertion by another party that such proposed payee is not the proper payee. If in doubt, the **Town** may deposit such funds in an appropriate court for disposition as the court may determine. In such event, the **Town** may deduct from the funds deposited an amount equal to the reasonable cost of causing the funds to be deposited with the court, including reasonable attorney's fees.

2. If **development** for which an impact fee has been paid has not begun, the impact fee and any accrued interest thereon shall be returned to the **applicant** provided that the **applicant** applies for the refund in writing within 60 days after the expiration of the **Building Permit** or other approval (or any extension thereof) on which it was assessed.
3. The **Town** shall charge an administrative fee for verifying and computing the refund of three percent of the amount of the refund.

K. Offsets to Impact Fees

Offsets, which are reductions from the impact fee that would otherwise be due from a **development** , shall be subject to the following provisions.

1. The **Planning Commission** shall grant an offset only for qualifying **improvements** that are required to be made by a **developer** as a condition of **development** approval after the effective date of the impact fee ordinance against which such offset is claimed.
2. Offsets shall be allowable and payable only to offset impact fees otherwise due for the same category of **improvements** and shall not result in reimbursement from, nor constitute a liability of, the **Town** .
3. Offsets shall be given only for the value of any **construction of improvements** or contribution or dedication of **land** or money by a **developer** or the **developer's** predecessor in title or interest for qualifying **improvements** of the same category for which an impact fee was imposed.
4. The **person** applying for an offset shall be responsible for providing appraisals of **land** and **improvements** , **construction** cost figures, and documentation of all contributions and dedications necessary to the computation of the offset claimed. The **Planning Commission** shall have no obligation to grant offsets to any **person** who cannot provide such documentation in such form as the **Planning Commission** may reasonably require.
5. The value of **land** dedicated or donated shall be based on the appraised **land** value of the parent **parcel** (which **land** value is based on the date of transfer of ownership to the **Town**) as determined by a certified appraiser who was selected and paid for by the **applicant** , and who used generally accepted appraisal techniques. If the **Town** disagrees with the appraised value, the **Town** may engage another appraiser at the **Town's** expense, and the value shall be an amount equal to the average of the two appraisals. If either party rejects the average of the two appraisals, a third appraisal shall be obtained, with the cost of such third appraisal being shared equally by the **property owner** and the **Town** . The third appraiser shall be selected by the first two appraisers, and the third appraisal shall be binding on both parties.
6. Offsets provided for qualifying **improvements** meeting the requirements of this section shall be valid from the date of approval until ten years after the date of approval or until the last date of **construction** within the project, whichever occurs first. The right to claim offsets shall run with the **land** and may be claimed only by owners of property within the **development** for which the qualifying **improvement** was required.
7. Any claim for offsets must be made no later than the time of submittal of a **Building Permit application** or **application** for another permit subsequent to Development Plan Approval that is subject to impact fees. Any claim not so made shall be deemed waived.

L. Developer Agreements for Impact Fees

1. Where a **development** includes or requires a qualifying **improvement** , the **Town** and the **developer** may agree in writing to have the **developer** participate in the financing or **construction** of part or all of the qualifying **improvement(s)** . Such agreement may provide for cash reimbursements, offsets, or other appropriate compensation to the **developer** for the **developer's** participation in the financing and/or **construction** of the **improvement(s)** .

2. The agreement shall include:
 - a. The estimated cost of the qualifying **improvement(s)** , using the lowest responsive bid by a qualified bidder, which bid is approved by the **Official** ; or, if no bid is available, the estimated cost certified by a licensed South Carolina engineer and approved by the **Official** ;
 - b. A schedule for initiation and completion of the **improvement(s)**;
 - c. A requirement that the **improvement(s)** be designed and completed in compliance with any applicable **Town ordinances** ; and,
 - d. Such other terms and conditions as deemed necessary by the **Town** .

M. Relief Procedures and Hearings

The **developer** who owes or has paid an impact fee may appeal the assessment or payment of the fee to the **Board of Zoning Appeals** in accordance with Sec. 16-2-103.T, Appeal of Administrative Decisions and Written Interpretations to Board of Zoning Appeals.

N. Fee Supplemental to Other Financing Methods

1. Except as otherwise provided in this section, impact fees are in addition to any other requirements, taxes, fees, or assessments imposed by the **Town** on **development** or the issuance of **Building Permits** or Certificates of Occupancy which are imposed on and due against property within the jurisdiction of the **Town** . Such fees are intended to be consistent with the **Town's Comprehensive Plan** , **Capital Improvements Program** , LMO, and other **Town** policies, **ordinances** , and resolutions by which the **Town** seeks to ensure the provision of capital facilities in conjunction with **development** .
2. In addition to the use of impact fees, the **Town** may finance qualifying capital **improvements** through the issuance of bonds, the formation of assessment districts, or any other authorized mechanism, in such manner and subject to such limitations as may be provided by law.

O. Updates and Revisions of the Impact Fees

Not less often than every five years and to be tied to the **Comprehensive Plan** update, the **Planning Commission** , following a public hearing, shall review and, if warranted, recommend changes in the schedules of impact fees. Factors to be considered may include, without limitation, past and projected growth in residential and nonresidential **development** , qualifying **improvements** actually constructed, changing levels of service, revised cost estimates for qualifying **improvements** , changes in the availability of other funding sources, changes in demand generation characteristics, sources of non-Town funds, and such other factors as may be relevant.

P. Transportation Impact Fee Schedule

TABLE 16-5-117.P: TRANSPORTATION IMPACT FEE SCHEDULE								
LAND USE	UNITS	1-WAY ADT	PRIMARY FACTOR	PRIMARY TRIPS	TRIP LENGTH	VMT/ UNIT	COST/ VMT	FEE/ UNIT
Single Family (1500 sf)	Dwelling	4.78	100%	4.78	2.78	13.29	\$61.38	\$816

Single Family (<1500 sf)	Dwelling	3.72	100%	3.72	2.78	10.34	\$61.38	\$635
Multifamily	Dwelling	2.93	100%	2.93	2.78	8.15	\$61.38	\$500
Retirement Housing	Dwelling	1.65	100%	1.65	2.78	4.59	\$61.38	\$282
Hotel	Room	4.72	100%	4.72	2.78	13.12	\$61.38	\$805
Motel	Room	5.1	100%	5.1	2.78	14.18	\$61.38	\$870
Bank w/o drive-thru	1000 sf	70.31	15%	10.55	2.78	29.33	\$61.38	\$1,800
Bank w/ drive-thru	1000 sf	132.6	15%	19.89	2.78	55.29	\$61.38	\$3,394
Church	1000 sf	4.66	100%	4.66	2.78	12.95	\$61.38	\$795
Community College	1000 sf	6.44	100%	6.44	2.78	17.9	\$61.38	\$1,099
Convenience Market	1000 sf	369	15%	55.35	2.78	153.87	\$61.38	\$9,445
Day Care Center	1000 sf	39.63	15%	5.94	2.78	16.51	\$61.38	\$1,013
Discount Store	1000 sf	35.07	75%	26.3	2.78	73.11	\$61.38	\$4,487
Elem/Secondary School	1000 sf	5.36	100%	5.36	2.78	14.9	\$61.38	\$915
Golf Course	Acre	18.8	100%	18.8	2.78	52.26	\$61.38	\$3,208
High School	1000 sf	5.45	100%	5.45	2.78	15.15	\$61.38	\$930
Hospital	1000 sf	8.39	100%	8.39	2.78	23.32	\$61.38	\$1,431
Industry, Light	1000 sf	3.49	100%	3.49	2.78	9.7	\$61.38	\$595
Library	1000 sf	22.75	100%	22.75	2.78	63.25	\$61.38	\$3,882
Marina	Berth	1.48	100%	1.48	2.78	4.11	\$61.38	\$252

Medical Clinic/ Office	1000 sf	17.09	100%	17.09	2.78	47.51	\$61.38	\$2,916
Mini-Warehouse	1000 sf	1.31	100%	1.31	2.78	3.64	\$61.38	\$223
Office, General (<25,000 sf)	1000 sf	11.65	100%	11.65	2.78	32.39	\$61.38	\$1,988
Office, General (25,000 sf)	1000 sf	8.31	100%	8.31	2.78	23.1	\$61.38	\$1,418
Park	Acre	1.12	100%	1.12	2.78	3.11	\$61.38	\$191
Racquet Club	1000 sf	8.57	100%	8.57	2.78	23.82	\$61.38	\$1,462
Restaurant, Quality	1000 sf	48.25	75%	36.19	2.78	100.61	\$61.38	\$6,175
Restaurant, High- Turnover	1000 sf	102.68	50%	51.34	2.78	142.73	\$61.38	\$8,761
Restaurant, Fast Food	1000 sf	316.06	27%	85.34	2.78	237.25	\$61.38	\$14,562
Service Station	Hose	48.29	15%	7.24	2.78	20.13	\$61.38	\$1,236
Shopping Center (50,000 sf)	1000 sf	35.34	55%	19.44	2.78	54.04	\$61.38	\$3,317
Specialty Retail (<50,000 sf)	1000 sf	20.34	75%	15.26	2.78	42.42	\$61.38	\$2,604
Supermarket/Food Store	1000 sf	62.75	40%	25.1	2.78	69.78	\$61.38	\$4,283
Warehousing	1000 sf	2.44	100%	2.44	2.78	6.78	\$61.38	\$416

Q. Transportation Impact Fee Calculation

1. At the option of the **Official** , the transportation impact fee may be calculated based on the formula in paragraph 4 below.
2. The **Official** shall determine the **land use** category that best represents the proposed **use** in terms of trip generation characteristics. Trip generation rates or equations and/or primary trip data contained in the most current edition of the Institute of Transportation Engineers *Trip Generation Manual* (*ITE Manual*) shall be utilized.
3. The **Official** shall make the determination of the appropriate **land use** category, trip generation rate or equation and primary trip factor based on the appropriateness and quality of the data, the guidelines for determining whether to use trip generation rates or equations set forth in the *ITE Manual* , and other relevant considerations.
4. Calculation
 - a. $FEE = \text{One-Way ADT} \times \text{Primary Trip Factor} \times \text{Average Trip Length} \times \text{Average Cost per Daily Travel Mile}$
 - b. WHERE:
 - i. "One-Way ADT" means one-half the average daily trip ends on a weekday.
 - ii. "Primary Trip Factor" means the percentage of average daily trips to or from the **development** that are primary trips, as opposed to pass-by or diverted-link trips.
 - iii. "Average Trip Length" means the average distance per trip traveled on public **streets** in the **Town** . The average trip length is 2.78 miles based on analysis of 1990 trip and travel data. This distance shall be used until updated using the **Town** 's transportation model, and this **Ordinance** is updated to reflect such re-calculation.
 - iv. "Average Cost per Daily Travel Mile" means the total cost of required future public **street improvements** at **Town** build-out divided by the projected number of new vehicle travel miles to be generated by new **development** . This cost shall be \$61.38 per daily mile until this **Ordinance** is updated to reflect recalculation by the **Town** .

R. Individual Transportation Fee Assessments

Individual assessments of transportation impact fees shall be allowed as follows:

1. The traffic engineer or engineering firm to perform each individual assessment shall be selected by the **applicant** from a list of qualified traffic engineers or engineering firms maintained by the **Town** . The list of engineers shall be created through the solicitation by the **Town** of professional traffic engineers qualified to perform this service. The list shall contain the names of at least three traffic engineers or traffic engineering firms, along with statements of qualifications on each. The list shall be updated periodically by a committee appointed by the **Planning Commission** .
2. The traffic study shall be signed by the traffic engineer submitting the assessment and shall include, without limitation, the following elements:
 - a. A projection of the number of vehicular trips entering and departing from the project during an average weekday.
 - b. If the **site** is already developed, and some or all of the existing **development** will be replaced by the completed project, a calculation of the number of vehicular trips for that portion of the existing **development** that will be replaced by the completed project.
 - c. The percentage of those trips identified in paragraphs a and b above that are "primary trips" (as opposed to "pass-by trips" or "diverted-link trips" for which the project is not the primary destination).

- d. The assumptions and conclusions from which any projections are made. If the assumptions or conclusions are derived from the current edition of the ITE Manual or other standard reference materials, the materials shall be identified and appropriate excerpts or specific references provided. Otherwise, the reasoning underlying the assumptions and conclusions shall be clearly stated in writing.
 - e. Such other information as the **Official** shall reasonably request.
3. Following action by the **Planning Commission** , the **Official** shall determine the fee based on the review of the independent assessment and the guidelines and formula described above.

S. Use of Transportation Impact Fees

1. The revenues from transportation impact fees collected within the benefit district and accrued interest on such revenues shall be used to finance project costs of qualifying transportation **improvements** , as determined by the **Town Council** , provided that the **improvements** are shown on the **Capital Improvements Program** and are located within the same benefit district.
2. Qualifying transportation **improvements** include:
 - a. Project engineering costs;
 - b. The acquisition cost of **rights-of-way** and **easements** , including legal costs;
 - c. The **construction** cost of **improvements** —including, but not limited to, public **street** travel lanes, public pedestrian and bicycle pathways, turning lanes or the portion thereof located within the **right-of-way** of a public **street** , lighting, signalization, signage, and landscaping **improvements** —that are required for the transportation **improvement** to function effectively; and
 - d. The principal, interest, and other financing costs of bonds, notes or other obligations issued by or on behalf of the **Town** to finance qualified **improvements** .
3. Such revenues may also fund the cost of consultants used in updating the transportation portion of the **Capital Improvements Program** and in updating the fee computations.
4. Monies collected as transportation impact fees shall not be used to pay for any of the following:
 - a. Construction, acquisition, or **expansion** of public facilities other than qualifying transportation **improvements** ;
 - b. **Repair** , operation, or **maintenance** of existing or new public **street** or pathway **improvements** ;
 - c. **Town** personnel and consultants hired for purposes other than those expressly permitted under paragraphs a and b above; and
 - d. **Streets** , pathways, and related transportation **improvements** that are within and intended to serve only a specific **development** such as a new residential **subdivision** .

Town Pathway Projects

1989

- US 278 Business (Wm. Hilton Parkway) – Sea Pines Circle to Palmetto Dunes

1992

- US 278 Business (Wm. Hilton Parkway) – Palmetto Dunes to Folly Field Beach Park
- Cordillo Parkway

1994

- South Forest Beach Drive to Cordillo Parkway Connector

1996

- US 278 Business (Wm. Hilton Parkway) – Folly Field to Gumtree Road

1997

- Gumtree Road including portions of Wild Horse Road and Squire Pope Road

1998

- Point Comfort Road
- Berm Pathway (adjacent to Wexford)

1999

- Beach City Road
- Rehabilitation of North Forest Beach Drive Pathway
- Rehabilitation of South Forest Beach Drive Pathway
- Rehabilitation of Pope Avenue Bike Lanes
- Rehabilitation of Folly Field Pathway
- Rehabilitation of US 278 Business (Wm. Hilton Parkway) Pathway

2001

- Dillon Road
- Fish Haul Road
- Folly Field Road
- Fraser Bridge
- Helmsman's Way
- Squire Pope Road
- Union Cemetery Road

2002

- Nassau Street - 2002

2004

- Muddy Creek Road
- Wild Horse Road

2005

- Marshland Road
- Mathews Drive (Marshland Road south to Wm. Hilton Parkway/Folly Field)

2006

- Spanish Wells Road including boardwalk

2007

- Office Park Road
- Pope Avenue Boardwalks
- Pope Avenue Pathway

2008

- Mathews Drive Boardwalks
- Mathews Drive South (Marshland to Pineland Station)
- Horseshoe Road
- Palmetto Bay Road
- Target Road

2010

- New Orleans Road
- Avocet Road
- Lagoon Road

2011

- Mathews Drive North (US 278 to Beach City Road)

2012

- US 278 Business (E.B.) – Mathews Drive to Gardner Drive
- Dunnagan’s Alley (Arrow Road to Palmetto Bay Road)
- US 278 Business (E.B.) Long Cove – Shipyard – Wexford – New Orleans Road

2013

- Wm. Hilton Pkwy. (on-island side) from Long Cove Dr. to Fresh Mkt. Shoppes S/C
- US 278 Business X-walk at Regency Pkwy./Yacht Cove Dr./C of C Dr.
- US 278 Business Cross Walks – Regency/Yacht Cove/Chamber of Commerce
- US 278 Business (E.B.) – Long Cove to Hargray / Leamington
- Leg O Mutton Road Pathway
- US 278 X-walk / Gum Tree / Honey Horn / Jarvis Park Access

2014

- Pembroke Drive
- Gardner Drive
- US 278 Business (E.B.) – Shelter Cove Mall / Krogers

2015

- US 278 Business (E.B.) – Hargray/Leamington to Shelter Cove Lane (Fuddruckers)