

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM



Kershaw County Planning and Zoning Commission



(803) 425-1500 ext. 5340
515 Walnut Street
Room 160
Camden, SC 29020

Adopted May 13, 2008

AN ORDINANCE NO. 117.2008 - CIP

RECEIVING THE KERSHAW COUNTY PLANNING AND ZONING COMMISSION'S RECOMMENDATIONS FOR A FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FOR KERSHAW COUNTY, SOUTH CAROLINA

08 MAY 19 PM 4:22
KERSHAW COUNTY, S.C.
CLERK OF COURTS
BOARD

WHEREAS, The General Assembly of South Carolina enacted in 1994 an amendment to the Code of Laws of South Carolina by adding Chapter 29 to Title 6, "South Carolina Local Government Comprehensive Planning Enabling Act of 1994" (the Planning Enabling Act), and repealing all previously enacted planning acts and codes; and

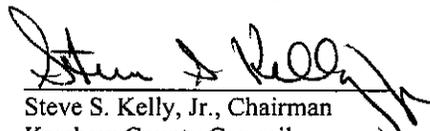
WHEREAS, The Planning Enabling Act charges the Planning and Zoning Commission with the duty to implement a capital improvement program setting forth the projects required to implement plans which have been prepared and adopted, including an annual listing of priority projects for consideration by the County Council prior to preparation of their annual budget; and

WHEREAS, On August 14, 2007 the Kershaw County Council adopted the Comprehensive Plan for Kershaw County 2006 – 2016, the ten-year update to the County's Comprehensive Plan. Section VIII of the Plan is a list of Key Recommendations and Implementation Strategies. The first key recommendation is for the Planning Commission to develop a five-year Capital Improvement Program.

WHEREAS, The Kershaw County Planning and Zoning Commission has completed its recommendations for a Five-Year Capital Improvement Program and has presented the Program to County Council for consideration.

NOW, THEREFORE, THE KERSHAW COUNTY COUNCIL DOES HEREBY RECEIVE BY ORDINANCE, THE KERSHAW COUNTY PLANNING AND ZONING COMMISSION'S RECOMMENDATIONS FOR A FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FOR KERSHAW COUNTY THIS 13th DAY OF MAY, 2008.

KERSHAW COUNTY, SOUTH CAROLINA


Steve S. Kelly, Jr., Chairman
Kershaw County Council

ATTEST:


Earlene Y. Jones, Clerk to Council

First Reading: March 25, 2008
Second Reading: April 22, 2008
Third Reading: May 13, 2008

INTRODUCTION

The South Carolina Local Government Comprehensive Planning Enabling Act charges the local planning commissions with the power and duty to implement "...a capital improvements program setting forth the projects required to implement plans which have been prepared and adopted, including an annual listing of priority projects for consideration by the [County Council] for implementation prior to preparation of their annual budget."

In addition, State law requires that the local jurisdiction to have Capital Improvement Program (CIP) in place before it can implement impact fees. A CIP is also required for the new comprehensive plan priority investment element that Kershaw County will need to implement by the next required comprehensive plan update. An inclusion of a program plan in the CIP is also a very strong factor in the grant awards decision process.

On August 14, 2007 the Kershaw County Council adopted the Comprehensive Plan for Kershaw County 2006 – 2016, the ten-year update to the County's comprehensive plan. Section VII of the plan is Key Recommendations and Implementation Strategies. The first key recommendation is for the Planning Commission to develop a five-year Capital Improvement Program. The approved implementation strategy is as follows:

1. The Planning Commission catalogs and ranks a five-year plan for public facility improvements.
2. A Capital Improvement Program Development Team is formed to assist the Planning Commission with development of the CIP. The primary task of the Team is to prepare the budgets for the public facilities improvements identified by the Planning Commission. The County Administrator forms the CIP Development Team. The CIP Development Team should be comprised of, at minimum, the County Administrator, the Assistant County Administrator, the Finance Director, and the Planning and Zoning Director. Department heads, elected officials, outsourced professionals, and others may be consulted as necessary.
3. Once a budget is attached to the Planning Commission list of public facilities improvements, the Planning Commission may modify and/or re-prioritize the list.
4. The Planning Commission, its CIP Committee, and CIP Development Team coordinate the final draft of the CIP to be presented to Council.
5. Once the CIP has been adopted by Council, the Planning Commission will review the Community Facilities and Land Use Elements of the Comprehensive Plan and recommend any updates to these elements needed to bring them in compliance with the CIP. Specifically, the Future Land Use Map should be reviewed for possible revisions/refinements.

The CIP is designed to be a dynamic, rolling plan. Every year the plan should be adjusted based upon events of the past year and the ever-changing needs of the County. As the past year is dropped from the program, capital improvement assessments for the fifth year out will need to be conducted to determine the future direction of the program. This Capital Improvement Program is the first of its kind for Kershaw County. As such, the Planning Commission cannot benefit from the analysis of how the programs have

been implemented over the past year in making future year recommendations. Therefore, the Planning Commission has focused on the first year of the CIP and the 2008 Annual Priority Projects recommendations so that Kershaw County Council could have the program available as it prepares for the FY 2008-2009 annual budget.

DEVELOPMENT TIMELINE

August 23, 2007

The Kershaw County Planning and Zoning Commission held a work session to discuss and develop a list of projects to be included in the CIP. The list was drawn from capital projects identified in the newly adopted Comprehensive Plan, on-going County Projects, and other projects identified by the Commission for consideration.

September 13, 2007

During the regular session of the Planning and Zoning Commission, the Commission developed the first draft list of CIP projects to send to the CIP development team for analysis and recommendations. The Planning Commission appointed a CIP Committee to work with the County Administrator's CIP Development Team:

Lewis Shaw
Karen Eckford
David Brown

CIP Development Team:

Bobby Boland, County Administrator
Brenda Wilhite, Assistant County Administrator
James Absher, Finance Director
John Newman, Planning & Zoning Director

November 8, 2007

During the regular session of the Planning and Zoning Commission, the following department heads made presentations to the Planning Commission and CIP Development team about the capital needs of their departments:

Bobby Boland, County Administrator
Brenda Wilhite, Assistant County Administrator
James Absher, Finance
James Davis, Recreation
Flora Boyd, Detention Center
Dean Hendrix, Public Works
Wesley Adamson, Environmental Services (landfill & recycling)
Joyce McDonald, Clerk of Court
Nelson Lindsay, Economic Development
Penny Harvey, Library
Gene Faulkenberry, Fire Service
Kirk Stropes, Central Communications

Chris Jones, IT Coordinator
John Newman, Planning & Zoning Director

November 14, 2007

A joint meeting of the CIP Development team and the CIP Committee was held to discuss the Planning Commission's draft CIP projects list. Recommendations were sent to the Planning Commission and fact-finding and data-gathering assignments were given to the members.

December 7, 2007

A joint meeting of the CIP Development team and the CIP Committee was held to share facts and data and to follow up on outstanding tasks.

December 13, 2007

During the regular session of the Planning and Zoning Commission, the Planning Commission discussed the CIP Development team's recommendations and the revised projects list (attached) requested additional information, and began selecting the annual priority projects list (attached) for FY 2008-2009.

January 10, 2008

During the regular session of the Planning and Zoning Commission, the Planning Commission discussed the draft CIP which includes the 2008 Annual priority Projects recommendations. The planning commission is prepared to vote on the final draft scheduled to be completed and distributed prior to the February 14, 2008 meeting.

February 14, 2008

During the regular session of the Planning and Zoning Commission, the Planning Commission discussed revisions to the draft CIP. However, vote on the final draft was delayed awaiting additional data on sewer capital projects being prepared by the Utilities Director and HSMM engineering consultants.

March 13, 2008

During the regular session of the Planning and Zoning Commission, the Planning Commission discussed revisions incorporated into the final draft CIP recommendations to County Council. The Commission voted unanimously to send the Five-Year Capital Improvement Program recommendations to Kershaw County Council.

April 10, 2008

During the regular session of the Planning and Zoning Commission, the Planning Commission discussed revisions to the Sewer CIP Report that were recommended by legal council. The Planning Commission voted to recommend these revisions as an amendment to the CIP to be considered by County Council at second reading.

Kershaw County Planning and Zoning Commission



(803) 425-1500 ext. 5340
515 Walnut Street
Room 160
Camden, SC 29020

CAPITAL IMPROVEMENT PROGRAM PROJECTS **Descriptions and Recommendations**

Governor's Hill Business Park

The Governor's Hill Business Park is a planned 201 acre industrial park at I-20 Exit 101. This is a joint venture with Black River Electric Cooperative. Refer to the Economic Development Department CIP Table.

Wateree Executive Park

The Wateree Executive Center is a 60 acre business park currently being developed by Kershaw County on White Pond Road in Elgin. Construction plans are currently being developed for the first occupant, Kershaw County Medical Center. Refer to the Economic Development Department CIP Table.

Central Carolina Technical College Kershaw County Campus

Establish new Central Carolina Technical College (CCTC) campus - currently under development at exit 98 in Camden. CCTC needs a full range of programs in health science and work force training. Local industries have said that there is a great need for technical training in Kershaw County. This, as well as an industrial start-up building, will be a big draw for industry. The county has provided the land. CCTC administration is currently pursuing funding sources to construct the campus. At the development of the campus becomes a reality, Kershaw County may be called on for additional contributions to the effort. At this time, the Planning Commission does not recommend any funds will need to be budgeted for FT 2008-2009.

New Lake Wateree County Park

Develop a new county park on Lake Wateree with hopes of it becoming a state park. Closing is near completion on an approximately 100 acre tract of land fronting on Lake Wateree. The County has received a third of the land acquisition funding through a Land and Conservation grant. Duke Power has agreed to contribute \$900,000 toward development of the park. Refer to the Recreation Department CIP Table.

Promote Equine Industry

County officials are currently discussing a horse park with an ad hoc committee of the equestrian community. A horse park is a complex in which spectator horse events will be scheduled on an on-going basis. There may be state funds from PRT for a horse park, but there will be several competing locations. The Planning Commission recognizes that the

County can best compete for these funds by demonstrating to PRT strong support for a horse park in Kershaw County. The CIP Development Team recommended that Kershaw County offer a no-cost land lease at Goodale State Park should that property revert to the County. At this time, the Planning Commission does not recommend any general revenue funds be budgeted for FT 2008-2009 towards this effort.

Recreation

The Planning Commission recommends that the County Council continue to implement the Kershaw County Recreation Master Plan 2002 – 2030. Please refer to the Recreation Department CIP Table.

Library

The Planning Commission recommends the expansion of library services/facilities per Comp Plan Library Needs Assessment.

- a) West Wateree
- b) Greater Camden
- c) Bethune
- d) Westville

The Planning Commission supports the Library's recommendations that the first phase (CIP years 1-5) should be to construct a West Wateree facility at the Kershaw County West Recreation Complex on US 1. Please refer to the draft West Wateree Building Program prepared by the Kershaw County Library staff at Appendix A. At this time, the Planning Commission does not recommend any funds be budgeted for FT 2008-2009, but recommends that the County should formally dedicate the land for the library facility.

3. Detention Center and Courthouse

Detention Center

The present facility was built in 2000. The facility serves the entire County and its municipalities. The detention center's rated capacity is 89 inmates, but routinely has a population of 170 and more. The Detention Center has facilities for minimum, medium, and maximum security, as well as an administrative segregation unit (isolation) for the male population. Male inmates are placed in the level of security appropriate for the alleged crime, the safety and well-being of the accused, and the prison population as a whole. There are no such provisions for the women detainees. All women inmates are housed in a single open bay housing unit.

Courthouse

The courthouse is also packed beyond capacity. There is a lack of waiting rooms, records storage, and office space. In order to help eliminate the backlog of cases, more courtrooms are needed so two terms of court can be held at one time. The air conditioning system needs \$1-million in repairs.

The Planning Commission recommends that County Council budget \$30,000 for FY 2008 – 2009 to retain the services of an architect to conduct comprehensive facility needs assessment for the County Courthouse and Detention Center. Year 2-5 funding recommendations will depend upon the findings of the study.

Public Works

The Planning Commission recognizes that new facilities and upgrades are needed for Public Works:

Year 1 (08-09) Recommendations are pavement of the entrance road and electrical upgrades

Years 2 – 5 recommendations include upgrades to the landfill scales and building renovation/replacement. See Public Works Department CIP table.

Fire Service

The Planning Commission recommends a program of upgrading three fire stations to accommodate 24-hour manned services. Currently these facilities are designed to be unmanned until volunteer fire fighters are called to respond to a fire. The Blaney fire station will need to be a completely new facility as it will be relocated to the new Elgin Town Hall property.

Years 1-2 - Blaney

Years 2-3 – Shepard

Years 3-5 – North Central

Information Technology (IT)

The Planning Commission supports the IT Department's recommendations for a new IT central data facility to be located in the area currently occupied by Voter Registration, a server and computer replacement program, and updating of county computer network infrastructure. Refer to the IT Department's CIP documentation located at Appendix B.

Recycling Centers

The Planning Commission supports Environmental Services recommendations for the following recycling center locations:

Year 1 (08-09) - New facility located in the US 601/SC 12 area

Years 2-3 – An additional center in SW of County

Years 3-5 Relocation of the Bethune center to a larger facility

Airport

The Planning Commission supports the funding of projects to be identified in the airport master plan currently being drafted by W.K. Dickson. The CIP Development Team has recommended the following additional funding for the airport:

Year one (08-09) - \$90,000 for credit card automatic fueling station

Years 2-5 - \$300,000 for a new corporate hanger.

Transportation Planning

Please refer to the report at Appendix C. The Planning Commission recommends that County Council budget \$50,000 for FY 2008 – 2009 for Transportation Planning. Years 2-5 CIP funding recommendations will be determined after the planning study has been completed and reviewed by the Planning Commission

Public Sewer

The Wastewater Master Plan for Kershaw County was completed by Hayes, Seay, Mattern & Mattern, Inc. in 2000.

Kershaw County has been implementing this plan over the past eight years. Appendix E, Kershaw County Public Sewer CIP Report is gives an inventory or the current sewer infrastructure, an analysis of infrastructure conditions, and recommendations for needed upgrades and additional facilities to meet current and future demands. It is recommended that these projects will be self-funded as an enterprise fund. In addition to state and federal grants, impact fees will pay for the capital expenditures and user fees will pay for operations and maintenance. A summary of the five-year capital projects identified and detailed in the Report is presented in the list of tables in the back of this document.

With the explosive growth of development in Kershaw County since the Wastewater Master Plan for Kershaw County was written, tighter DHEC discharge requirements, and the imminent construction of the new County waste water treatment plant, the Planning Commission believes that it is now time to update the plan as a unified county-wide plan. The Planning Commission recommends that County Council budget \$50,000 for FY 2008 – 2009 for Master Sewer Planning. Recommendations for capital expenditures on sewer infrastructure and necessary revisions to the five-year sewer CIP herein presented will be made after the plan has been completed and reviewed by the Planning Commission.

County Central Communications

Please see the central communications CIP report at Appendix D. The Planning Commission recommends that all effort be made to research and apply for all available grant funding sources to convert the Kershaw County communications system from VHF to 800MHz.

PROJECT	FY GENERAL REVENUE				
	08-09	09-10	10-11	11-12	12-13
West Wateree Executive Park	100,000	0.00	0.00	25,000	-
Governor's Hill Business Park	400,000	300,000	1,000,000	0.00	-
CCTC Campus	0.00	-	-	-	-
County park at Lake Wateree	300,000	-	-	-	-
Other Rec. projects	10,000	30,000	65,000	85,000	-
Promote equine industry	0.00	-	-	-	-
West Wateree Library Facilities	0.00	-	-	-	-
Facility needs assessment Courthouse & Detention Center	30,000				
Fire Service	250,000		65,000		80,000
Information Technology	389,246	30,000	66,000	24,000	25,000
Public Works facilities	90,000	252,500	212,500	212,500	212,500
Recycling Centers	125,000		125,000		125,000
Airport	90,000		300,000		
Transportation Planning Study	50,000	-	-	-	-
Sewer Master Plan update	50,000	-	-	-	-
Conversion to 800MHz communications					

PROJECT	GO BONDS*				
	08-09	09-10	10-11	11-12	12-13
West Wateree Executive Park					
Governor's Hill Business Park					
CCTC Campus					
County park at Lake Wateree					
Other Rec. projects			2,500,000	3,000,000	
Promote equine industry					
West Wateree Library Facilities	8,804,228 ¹				
Courthouse ²					
Detention Center ²					
Fire Service					
Information Technology					
Public Works facilities					
Recycling Centers					
Airport					
Transportation Planning Study ³					
Sewer Master Plan update ³					
Conversion to 800MHz communications ⁴	1,762,878				

NOTES

- * The recommended bonds for the Recreation Department projects are the only bonds that have been earmarked to date
- 1. Total funding from all sources, including potential bond issue. The Planning Commission notes that, while it is recommending the inclusion of a future West Wateree Library in the CIP, it does not necessarily support the budget numbers for the facility as prepared by the library staff that is herein presented.
- 2. Years 2-4 funding depending on results of facility needs assessment
- 3. Years 2-4 funding amount and funding sources depending upon recommendations of planning studies conducted in year 1
- 4. Planning Commission recommends researching and applying for all possible grants, in particular Homeland Security grants

PROJECT	GRANTS, IN-KIND & OTHER				
	08-09	09-10	10-11	11-12	12-13
West Wateree Executive Park	350,000	25,000	400,000	0.00	-
Governor's Hill Business Park	0.00	200,000	50,000	0.00	-
CCTC Campus	07 County land grant & \$1mm CDBG	CCTC	CCTC	CCTC	CCTC
County park at Lake Wateree	250,000				
Other Rec. projects	50,000	280,000	65,000	85,000	-
Promote equine industry					
West Wateree Library Facilities	County land grant	8,804,228 ¹			
Courthouse ²					
Detention Center ²					
Fire Service					
Information Technology					
Public Works facilities					
Recycling Centers					
Airport					
Transportation Planning Study ³					
Sewer Master Plan update ³					
Conversion to 800MHz communications ⁴	1,762,878				

NOTES

1. Total funding from all sources, including potential bond issue. The Planning Commission notes that, while it is recommending the inclusion of a future West Wateree Library in the CIP, it does not necessarily support the budget numbers for the facility as prepared by the library staff that is herein presented.
2. Years 2-4 funding depending on results of facility needs assessment
3. Years 2-4 funding amount and funding sources depending upon recommendations of planning studies conducted in year 1
4. Planning Commission recommends researching and applying for all possible grants, in particular Homeland Security grants

Kershaw County Planning and Zoning Commission



(803) 425-1500 ext. 5340
515 Walnut Street
Room 160
Camden, SC 29020

CAPITAL IMPROVEMENT PROGRAM

Planning & Zoning Commission Annual Priority Projects Recommendations FY 2008-2009

The Planning and Zoning Commission recommends to the County Council top priority funding for the FY 2008-2009 budget for the following CIP projects, listed in order of importance.

1. Governor's Hill Business Park

The Governor's Hill Business Park is a planned 201 acre industrial park at I-20 Exit 101 that is a joint venture with Black River Electric Cooperative. Refer to the Economic Development Department CIP Table. The Planning Commission is recommending that County Council budget \$400,000 for FY 2008-2009 towards this project.

2. Wateree Executive Park

The Wateree Executive Center is a 60 acre business park currently being developed by Kershaw County on White Pond Road in Elgin. Construction plans are currently being developed for the first occupant, Kershaw County Medical Center. Refer to the Economic Development Department CIP Table. The Planning Commission is recommending that County Council budget \$100,000 for FY 2008-2009 towards this project.

3. Detention Center and Courthouse

Detention Center

The present facility was built in 2000. The facility serves the entire County and its municipalities. The detention center's rated capacity is 89 inmates, but routinely has a population of 170 and more. The Detention Center has facilities for minimum, medium, and maximum security, as well as an administrative segregation unit (isolation) for the male population. Male inmates are placed in the level of security appropriate for the alleged crime, the safety and well-being of the accused, and the prison population as a whole. There are no such provisions for the women detainees. All women inmates are housed in a single open bay housing unit.

Courthouse

The courthouse is also packed beyond capacity. There is a lack of waiting rooms, records storage, and office space. In order to help eliminate the backlog of cases, more

courtrooms are needed so two terms of court can be held at one time. The air conditioning system needs \$1-million in repairs.

The Planning Commission recommends that County Council budget \$30,000 for FY 2008 – 2009 to retain the services of an architect to conduct comprehensive facility needs assessment for the County Courthouse and Detention Center.

4. Transportation Planning

Please refer to the report at Appendix C. The Planning Commission recommends that County Council budget \$50,000 for FY 2008 – 2009 for Transportation Planning. Years 2-5 CIP funding recommendations will be determined after the planning study has been completed and reviewed by the Planning Commission

5. Update to the Master Sewer Plan

The Wastewater Master Plan for Kershaw County was completed by Hayes, Seay, Mattern & Mattern, Inc. in 2000. With the explosive growth of development in Kershaw County since the plan was written, tighter DHEC discharge requirements, and the imminent construction of the new County waste water treatment plant, the Planning Commission believes that it is now time to update the plan as a unified county-wide plan. The Planning Commission recommends that County Council budget \$50,000 for FY 2008 – 2009 for Master Sewer Planning. Recommendations for capital expenditures on sewer infrastructure will be made after the plan has been completed and reviewed by the Planning Commission.

2008 ANNUAL PRIORITY PROJECTS RECOMENDATIONS	
PROJECT	FY 2008-2009 BUDGET RECOMMENDATION
Governor’s Hill Business Park	\$400,000
Wateree Executive Park	\$100,000
Facility needs assessment – Detention Center and Courthouse	\$30,000
Transportation planning study	\$50,000
Master sewer plan update	\$50,000
TOTAL	\$630,000

APPENDIX A

**KERSHAW COUNTY LIBRARY
WEST WATEREE BUILDING PROGRAM
Project Cost Estimate**

West Wateree Building Program

Building programs are a written word picture of a project that describes everything that will go into an area from acoustics to finishes. In order to determine needed space for libraries there are the three main factors which determine the final building: size of the collection; number of seats for the public; number and duties of staff members.

This building program was written with the Libris Design software. It was developed by the California State Library using Library Services and Technology Act funds. This Microsoft Access software allows one to plug in the numbers of the materials collection and style choices of shelving and furniture and it figures out the square footage needed.

The collection size was determined by taking the recommended size of a collection for the population served.

Shelving styles were chosen to give a greater browsing feel and online catalogs were spread through out the building.

This study pertains to the building itself and does not address any outdoor space i.e., parking needs, picnic area, amphitheatre.

Project Cost Estimate

West Wateree

BUILDING Square Feet 29,125

<u>Budget Activity</u>	<u>Cost</u>
New Construction	\$5,825,000
Site Development	\$115,918
Furniture & Equipment	\$743,453
Technology Cabling	\$145,625
Signage	\$58,250
Works of Art	gifts
Architectural & Engineering Fees	\$564,387
Collection Moving	\$7,500
Library Materials Acquisition	\$750,000
Contingency	\$594,092
Project Cost Estimate Total:	\$8,804,228

minus library materials -

757,500

Construction, Furniture, Equipment

\$8,046,728

APPENDIX B

**KERSHAW COUNTY INFORMATION TECHNOLOGY
FIVE-YEAR CIP**

515 Walnut Street
Camden, SC 29020



Phone: 803-425-1500
Fax: 803-424-4018

Information Technology

Chris Jones, IT Coordinator
chris.jones@kershaw.sc.gov
<http://www.kershaw.sc.gov>

January 3, 2008

CIP Committee
Kershaw County

Dear committee members,

Attached you will find information on Information Technology infrastructure projects. These projects are what I believe are the most critical and should be taken care of in a timely manner.

1 – Consolidated server backup system for all departments

Current backup methods are antiquated. Most departments are using tape backup that require an employee to change the tape each evening before they leave work. The tapes are rotated on a daily basis. Most tapes are not taken offsite or stored in a vault.

2 – Internet / Firewall upgrade

According to the South Carolina Chief Information Office (CIO) we are currently hitting the maximum bandwidth on our 1.5 Mbps T-1 line for internet access and it needs to be upgraded. We share this line with Voter Registration for access to the internet. The CIO has strict requirements since we are behind the Election firewall and currently we cannot offer expanded services such as remote access and web hosting. I hope in the future to expand the remote access as I already have requests from the Sheriff, Coroner, and Fire Service for this service.

3 – Internal network infrastructure upgrade

The internal side of the network infrastructure is aging. The Magistrate's Office in the courthouse still uses a 10 Mbps hub which was the accepted standard in the mid 1990's. Most of the other infrastructure is also older and needs to be upgraded. We are experiencing problems with internal slowness and I attribute these problems to the older infrastructure.

4 – Move Information Technology to current Voter Registration office, creating centralized data center for all servers

By moving all servers to a centralized location, it would enable me to monitor each server without having to visit each individual department. This would also enhance the physical security and enable me to monitor who has access to make changes on each system.

With the move to a centralized data center, most of the servers that the county owns could be consolidated into "virtual" servers. Virtual servers are servers that run multiple systems on one physical server. This will save power and cost over time to the county on maintenance and system upgrades. I have attached a report listing the possible return on investment of doing this at the time of the move.

5 – Refreshment of Desktop and Server Hardware

Also I have included cost figures on implementing a 5 year replacement plan for all desktop workstation computers and servers that the county owns. It is critical that we plan to refresh this equipment at a maximum of 5 years due to changes in technology.

Thanks,

Chris Jones
Information Technology Coordinator
Kershaw County

Kershaw County		2001	2002	2003	2004	2005	2006	2007	TOTAL
Workstation Computers									
Year purchased									
County Council						1			1
Admin				1		10		1	12
Utilities						1			1
IT								2	2
Econ Develop						1		1	2
P & Z			8					4	12
Fire Service				3					3
Emergency Management				8					8
Public Works	1					2			3
Solid Waste						1			1
Assessor		1		11		2	5		19
Auditor		3		5			2		10
Treasurer				7		2			9
Clerk Of Court	5							3	8
Register Of Deeds						9		2	11
Family Court				11	1				12
Magistrate				11					11
Probate				4					4
Dispatch				9					9
Coroner								3	3
Sheriff		1		31		5	1		38
Detention				1	6				7
Veterans Affairs					1				1
Elections		1			2			1	3
Recreation				8					9
Library									0
Airport		1							1
		6	7	106	22	34	8	17	200
Year Purchased		2001	2002	2003	2004	2005	2006	2007	
Ideal Replacement Year (5 yrs)		2006	2007	2008	2009	2010	2011	2012	
Estimated Replacement Cost		\$ 6,000.00	\$ 7,000.00	\$ 106,000.00	\$ 22,000.00	\$ 34,000.00	\$ 8,000.00	\$ 17,000.00	\$ 200,000.00
\$	1,000.00	Average cost of each computer							

APPENDIX C
TRANSPORTATION PLANNING REPORT

**KERSHAW COUNTY TRANSPORTATION
PLANNING ISSUES,
OPPORTUNITIES & RECOMMENDATIONS**



Prepared by
SRS Engineers, LLC
In cooperation with Carl Gosline, AICP

For the
Kershaw County Planning & Zoning Department

February 2008

TABLE OF CONTENTS

EXECUTIVE SUMMARYpg. 2

BACKGROUNDpg. 3

ISSUES & OPPORTUNITIESpg. 5

RECOMMENDATIONSpg. 10

REFERENCES

SC Local Government Comprehensive Planning Act..... pg. 11

SC Official Map Actpg.12

SC Local Government Development Agreement Actpg.14

SC Development Impact Fees Actpg.17

Kershaw County Comprehensive Planpg. 20

EXECUTIVE SUMMARY

- In the next 8 years, Kershaw County is projected to add **17,000 residents** that will require approximately **6000 more dwelling units** which will generate an **additional 55,000 Average Daily Trips (ADTs)** on the road network.
- Based on the mileage, age and condition of Kershaw County's older paved roads, the existing road repair needs will cost approximately \$4.7 million.
- **The amount of federal and state road improvement funds decreases each year principally because the General Assembly refuses to raise the state gas tax.** It has been estimated that the state gas tax would need to be **increased by 30 cents per gallon** to have a significant effect on the state's projected road needs.
- **Unless there is a radical transformation with the General Assembly's attitude toward a state gas tax increase, Kershaw County will be left to address the transportation funding disparity issue without much assistance from SCDOT.**
- Some combination of an increase in the sales tax; adoption of road impact fee ordinance; enactment of a public/private development agreement ordinance; and general revenues funds will be necessary to address future road needs.
- Adequate funds are needed in the 2008/2009 General Budget for background studies to provide an accurate assessment of the future road needs for the Capital Improvement Program as well as conducting major revisions of the Comprehensive Plan and regulations concerning development activity.
- Proper roadway access management and right-of-way preservation regulation and procedures are **critical** to ensure safe traffic movement on ALL roads in the County.
- The Comprehensive Plan and the various land development regulations need to be revised and integrated to ensure the policies in the Plan are properly implemented.
- The County needs to stop the automatic assumption of roads for maintenance in development projects and develop criteria, including not limited to, financial considerations, by which roads are accepted for County maintenance.
- Kershaw and Sumter Counties should explore establishing a separate MPO for transportation planning under the SLRCOG.
- **Kershaw County must either reduce the rate of future development to one that is financially feasible with the available funding sources and develop different development management practices to accommodate the projected population increase OR accept the fact that the road improvement funding disparity will continue to increase an exponential rate.**

BACKGROUND

On August 14, 2007, the County Council adopted an update of the Comprehensive Plan for Kershaw County 2006 - 2016 (Plan). The Santee-Lynches River Council of Governments (SLRCOG) population projections are a principal component of the Plan. The SLRCOG projected the County's population will increase by 17,000 new residents between 2000 and 2016 (25%).

These residents will require approximately 6000 new dwelling units (17,000 residents / 2.8 persons per household). These new household will generate approximately 55,000 additional Average Daily Trips (ADTs) on the roadway network, i.e., each single family residence generates an **average** of 10 trips per day. The majority of the new growth will continue to occur in the US-1 / I-20 corridor between Richland County and Camden.

The adopted Plan provides goals and policies to manage the County's growth in this timeframe. Excerpts appropriate to this document are provided in the References.

The Kershaw County Public Works Director (DPW) provided a Memo to the Planning and Zoning Commission on November 6, 2007 regarding DPW's road responsibilities and associated costs. A summary of the information is provided below;

- ✓ The cost of asphalt to pave a road is \$ 130,000/mile. The County has 367 miles of unpaved dirt roads.
- ✓ The cost of repairing a paved road is \$ 233,000/mile. The County is responsible for 57 miles of paved roads.
- ✓ The design life of a paved road is 20 years. Repairs are usually required after 10 years with major reconstruction required after 15 years.
- ✓ There are 17 miles of paved roads that are 10 to 15 years old and 12.5 miles of paved roads that are 15 + years old
- ✓ Based on the mileage, age and condition of Kershaw County's older paved roads, the existing road repairs will cost approximately \$4.7 million.

The DPW Memo concluded with the statement "...Each year new roads are added to the system and our existing roads continue to deteriorate which increases our future paved road maintenance expense..."

The principal source of funding for road improvements has been C-Funds distributed to Counties by the SCDOT. The current state gas taxes, which have not been substantially changed since 1985, are 16 cents per gallon. The majority of the state gas tax funds are required to get federal road funds on a matching basis. It has been estimated that the state gas tax would need to be increased by 30 cents per gallon to have a significant effect on the projected road needs.

Currently, 2.66 cents per gallon of the tax goes into the statewide C-Fund pot. Kershaw County's share of the C-Funds is about \$850,000 per year.

The County Transportation Committee (CTC), the members of which are appointed by the County's Legislative Delegation, allocates these funds to specific road paving and paved road maintenance projects. Kershaw County has recently concentrated on resurfacing State maintained roads with these funds. In the last 4 years, Kershaw County has paved 3 miles of dirt roads with C-Funds.

Federal funds for road projects are based on long-range plans (usually a 20 year horizon) prepared by regional planning agencies known as Councils Of Government. The urbanized portion of Kershaw County, i.e., the area between Elgin and Richland County, is in the Central Midlands COG located in Columbia. The remaining portion of the County is in the Santee/Lynches River COG located in Sumter.

The long-range plans determine the needed improvements to accommodate the projected traffic demand, the estimated cost of improvements, the estimated revenues from federal and state sources and then rank the priority of the improvements based on these factors as well as environmental and social concerns. The current available funding sources are often one-fourth or one-third of what is needed.

The highest priority projects are included in the SCDOT three-year Statewide Transportation Improvement Program (STIP) and are scheduled for implementation. The widening of US 521 from the Sumter County line to I-20 is in the current STIP.

HOWEVER, SCDOT has the flexibility to redistribute funds as may be necessary to complete other projects under construction. This redistribution activity increases each year as the amount of available funds decrease and cost of construction increases.

An example of this practice occurred when Richland County recently had to stop 47 projects that were to be funded from the County's CTC allocations. However, "...Several state-funded projects ran over budget forcing some of the gas tax money to be shuffled to cover projects already underway elsewhere in Richland County..." (The State newspaper – 1/28/08 article by Dawn Hinshaw entitled Funding Woes Stop 47 Richland Road Projects)

Kershaw County, and its municipalities, have a simple choice. Either slow down the rate of future development to one that is financially feasible with the available funding sources and develop different development management practices to accommodate the projected population increase **OR** accept the fact that the road improvement funding disparity will continue to increase an exponential rate.

SCDOT Secretary Buck Limehouse recently told area business and political leaders "...the region must help pay for local road improvements if it wants them to happen faster. Federal and state aid traditionally used to pay for the work isn't sufficient..." (The State Newspaper Editorial on 11/28/07 entitled Sales Tax Not A Viable Option To Fund Local Road Improvements). Therefore, unless there is a radical transformation in the General Assembly's attitude toward a state gas tax increase, Kershaw County will be left to address this issue without assistance from SCDOT.

ISSUES & OPPORTUNITIES

ISSUE: Increase The State Gas Sales Tax

OPPORTUNITIES:

President Bush's Transportation Policy and Revenue Study Commission released its report in January 2008 entitled "Transportation For Tomorrow: Report of the National Surface Transportation Policy and Revenue Study Commission" that includes in its recommendations a proposal to **increase the federal gas tax** between 25 cents and 40 cents over the next 5 to 8 years. The Report recognized that the gas tax increase is only a short-term measure and Congress should change the funding method from a "per gallon" system to a real user fee system based on vehicle miles traveled (VMT).

If Congress enacts this proposal, the chance of South Carolina, or any other state, raising the state gas tax is virtually ZERO. The General Assembly must be convinced to **act immediately** to raise the state gas tax and to index future increases to some type of user fee rather than the current per gallon method.

ISSUE: Increase The County Sales Tax For Road Funding

OPPORTUNITIES:

Many jurisdictions throughout the country have had referendum to allow an additional 1.0 to 1.5 cent sales tax increase to fund a specific list of road improvement projects. These taxes are typically set for a defined time period.

Increasing the sales tax will be politically difficult. A State newspaper editorial recently stated "...Its going to be nearly impossible for local governments to address road needs in this atmosphere in which the sales tax is overstressed and cities and counties have limited ways to raise money..." (The State Newspaper Editorial on 11/28/07 entitled Sales Tax Not A Viable Option To Fund Local Road Improvements)

However, York County's "Pennies for Progress" and Beaufort County's "SC 170 and US 278 Projects" are each successful programs that have resulted in funding needed improvements through a sales tax referendum: York County recently re-authorized its 1.5 cent sales tax for another 7 years with a 60% favorable public vote.

ISSUE: Road Impact Fees

OPPORTUNITIES:

The South Carolina Development Impact Fee Act (section 6-1-920 et. Seq., SC Code of Laws) establishes the criteria for local governments to enact road impact fees. Each new development proposal is reviewed to determine its traffic impact on the adjacent roadways, identifies infrastructure improvements and the associated costs necessary to support the traffic added by the development.

The amount of fee is based on the proportionate share of road traffic generated by each land use. Impact fees must be used ONLY for new road improvements and can **NOT** be used to correct existing deficiencies OR for maintenance expenses.

Road impact fee funds can be pledged to back road bond issues. This approach generates significant amounts of funds for new road construction, including additional lanes on existing roads and/or new.

Among the road impact fee criteria that must be met are adoption of a Capital Improvement Program by ordinance and an assessment of the effect of the proposed fees on affordable housing. Among the many communities throughout the country that have enacted road impact fees are Hilton Head island and Mt. Pleasant. Details of the impact fee requirements are found in the References.

ISSUE: Increase Road Maintenance Fees

OPPORTUNITIES:

Some communities levy a surcharge on the annual vehicle registration fee to create supplemental revenue for road maintenance activity. For example, if Kershaw County has 40,000 annual vehicle registrations, a road maintenance fee of \$ 20 per registration would generate an additional \$ 800,000 annually for road maintenance purposes, such as paving dirt roads and repairing existing paved roads, or about the historic annual amount received from the CTC.

Unfortunately, the General Assembly in South Carolina continues to new ways to strip local government's ability to provide safe roadway conditions for its citizens. The CTC funds may be taken away from local governments for use on "more important" state roads elsewhere. Other than general funds, a vehicle registration surtax may become the only source of revenue to occasionally pave a dirt road or repair a paved road.

ISSUE: Public/Private Development Agreements

OPPORTUNITIES:

Another method of partially financing public facility improvements is a public/private development agreement. The South Carolina Development Agreement Act states, in part, "...(C) It is the intent of the General Assembly to encourage a stronger commitment to comprehensive and capital facilities planning, ensure the provision of adequate public facilities for development, encourage the efficient use of resources, and reduce the economic cost of development...(D) This intent is effected by authorizing the appropriate local governments and agencies to enter into development agreements with developers, subject to the procedures and requirements of this chapter..."

A development agreement typically includes, but is not limited to, transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational, and health systems and facilities. The agreement must be consistent with the Kershaw County Comprehensive Plan and all County regulations concerning land development activity.

The County is required to establish the criteria and procedures to enter into development agreements with developers by the adoption of an ordinance. The procedures must include a provision for requiring periodic review by the zoning administrator at least every twelve months.

The City of Bluffton, SC has used development agreements and annexation to extensively to manage the massive development occurring in that area. See Section 6-31-10, SC Code of Laws in the References for more detail.

ISSUE: Capital Improvement Program

OPPORTUNITIES:

A Capital Improvement Program (CIP) is a multi-year schedule of public physical improvements, usually covering a period of about five years. The CIP sets forth systematic expenditures for constructing, maintaining, upgrading, and/or replacing the County's physical infrastructure. It is a management technique that incorporates a systematic program of public improvements rather the typical annual ad hoc approach into the annual County Budget.

Development of a CIP is a principal recommendation of the adopted County Comprehensive Plan. This document was prepared as part of Kershaw County's First CIP. See the References for more details.

ISSUE: Construction of Highways

OPPORTUNITIES:

"...the Future Land Use Map will likely require refinement once the Capital Improvement Program and concurrency policies have been implemented. The Future Land Use Map as currently presented is general in nature. Once specific capital facilities projects have been identified and planned in the CIP, the Future Land Use Map may require more detail..." (See Part VII - Key Recommendations in the References)

The General Assembly amended the South Carolina Local Government Comprehensive Planning Act last year to add a requirement for a **new** Transportation Element and a **new** Priority Investment Element. The details of these requirements are provided in the References portion of this document.

The new Transportation Element will include considerations for pedestrian, bicycle and mass transit (commuter rail and/or buses) facilities. For example, new schools could be required to produce a pedestrian and bike plan to show connections to nearby neighborhoods. The County could also require new subdivisions to provide sidewalks.

Other applications for Kershaw County would be "Park and Ride" opportunities related to midlands area commuters. Opportunities for rail travel through the midlands to Camden should also be explored. Another application would be a rural transit network for seniors/disabled residents related to obtaining health care services.

OPPORTUNITIES:

"...The Kershaw County Land Development Ordinance and Zoning Ordinance need to be reviewed to assure that the regulatory requirements of these ordinances are in compliance with, and in support of, the planning policies of this latest update to the Comprehensive Plan. In addition, the documents need to be reviewed to correct any inconsistencies and ambiguities within and between the Ordinances..." (See Part VII - Key Recommendations in the References)

Ensure Adequate Public Facilities

"...Concurrency, the policy of timing development with the availability of adequate public facilities to support the development, is a recurrent theme of the Comprehensive Plan element goals and policies..." (See Part VII - Key Recommendations in the References) Amending the County Code to include an Adequate Public Facilities Ordinance (APFO or concurrency) **is critical** to manage the rate of development so that it does not outpace the County's ability to ensure adequate public facilities (roads, water, sewer, parks, etc) are in place at the time the impacts occur.

Future Right-of-Way Preservation

Another critical aspect of growth management/transportation planning is preserving right-of-ways for future road widening. As such, there is a need to model land use changes and roadway needs in more detail than is currently done. The model will also identify existing roadways that may be future capacity problems and identify locations for right-of-way preservation prior to, or coterminous with, the development in the area.

Adoption of an Official Map

Local governments in South Carolina have the legal authority to adopt a map that depicts future right-of-way needs. Upon adoption of the right-of-way map, the County can require proposed development projects to preserve the right-of-way. See the SC Official Map Act in the References for more details.

Roadway Access Management

The ability of a roadway to carry traffic is defined by the capacity of the facility and the volume of traffic anticipated on the facility. Capacity is directly related to the number of operating lanes and the number of intersections/curb-cuts located along the facility. The more frequent intersections, the less capacity a roadway has.

As development occurs within the county, the number of driveway permits increase. **If not properly managed**, increasing the number of roadway access points creates more conflicting movements thereby **decreases** the ability of the road to safely move traffic. Roadways such as, **but not limited to**, US 1, Percival Road (SR 12), US Route 601 and 521 are candidates for access management plans.

Reduce Future Road Maintenance Needs

The County is NOT legally required to accept maintenance of new roads in development projects. Unless the County Code is amended to clearly establish the criteria by which road will be accepted for County maintenance, "...Each year new roads are added to the system and our existing roads continue to deteriorate which increases our future paved road maintenance expense..."

ISSUE: Continuous Planning

OPPORTUNITIES:

"...The present constantly shapes the future. In order for long-range planning to be effective, the plans must be continuously evaluated and updated in light of current events, shifting priorities, and economic realities. The Comprehensive Plan should be a dynamic document that is continuously evaluated for relevancy, and revised accordingly..." (See Part VII - Key Recommendations in the References)

Therefore, the Plan should be adjusted more frequently than the statutorily required periods. Many communities' planning commissions provide their governing bodies with annual "State of the Plan" report. Changes in state statutes, such as those discussed above, often require Plan, and/or Code, revisions.

In this regard, the Planning & Zoning Dept staff has begun drafting changes to the Zoning Ordinance and the Land Development Code into a unified code. The Planning commission is scheduled to begin reviewing the new code in June 2008.

One of the most important aspects of a meaningful planning process is the collection and analysis of basic data that addresses various growth management issues. It is particularly critical that the transportation systems data collection and analysis effort be specific to Kershaw County. Kershaw County's transportation planning is currently split between the CMCOG and the SLRCOG.

A partial solution to this situation is for Kershaw and Sumter Counties to seek designation as separate MPO under the federal transportation planning requirements, thereby "localizing" this function. At the very least, the SLRCOG could hire a transportation planner for its members.

In the meantime, the "local" transportation system data is needed immediately for use in the Capital Improvement Program and data for the access management, right-of-way preservation, road impact fees, Official Maps regulations and the Transportation Element and Priority Investment Element preparation efforts.

The current downturn in the housing market offers the County the perfect opportunity to take the necessary steps, particularly in the budgeting process, to get adequate growth management regulations, practices and procedures in place.

RECOMMENDATIONS

- ❖ **Convince ALL members of the General Assembly to establish a stable source of road funding that is indexed to future growth as part of their 2008 election platform.**
- ❖ **Appropriate the necessary funds in the FY 2008/2009 General Budget to amend the Comprehensive Plan; amend the Land Development and Zoning Codes; and to continue development of the Capital Improvement Plan and Program.**
- ❖ **Put a referendum on the November 2008 Election Day ballot for a 1.5 cent sales tax increase to make clearly identified road improvements in a specified timeframe.**
- ❖ **Enact an ordinance that provides the procedures and requirements for entering into public/private development agreements pursuant to the requirements of Section 6-31-10, SC Code of Laws.**
- ❖ **Revise the Comprehensive Plan to, at a minimum, include a new Transportation Element and a new Priority Investment Element, which meet the minimum requirements of Section 6-29-510 D (8) & (9), SC Code of Laws.**
- ❖ **Enact an ordinance that provides the procedures and requirements for adopting an Official Map pursuant to the requirements of Section 6-1-1210, SC Code of Laws.**
- ❖ **Far more detailed analyses of the effects of population growth on the road, mass transit, pedestrian and bicycle elements of the County's transportation system is required than are currently being performed. Additionally, it is critical that better access management and right-of-way preservation procedures are quickly developed and implemented. It is estimated that \$50,000 will be needed in FY 2008/2009 for these purposes.**
- ❖ **Funding recommendations for years 2 through 5 of the CIP will be developed during FY 2008/2009.**
- ❖ **Kershaw and Sumter Counties should explore establishing a separate MPO for transportation planning under the SLRCOG.**

REFERENCES

SC LOCAL GOVERNMENT COMPREHENSIVE PLANNING ACT

(excerpt)

Section 6-29-510 (D)

"...A local comprehensive plan must include, but not be limited to, the following planning elements...

(8) a transportation element that considers transportation facilities, including major road improvements, new road construction, transit projects, pedestrian and bicycle projects, and other elements of a transportation network. This element must be developed in coordination with the land use element, to ensure transportation efficiency for existing and planned development; [S 266 – 6/15/07]

(9) a priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies. For the purposes of this item, 'adjacent and relevant jurisdictions and agencies' means those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project. For the purposes of this item, 'coordination' means written notification by the local planning commission or its staff to adjacent and relevant jurisdictions and agencies of the proposed projects and the opportunity for adjacent and relevant jurisdictions and agencies to provide comment to the planning commission or its staff concerning the proposed projects. Failure of the planning commission or its staff to identify or notify an adjacent or relevant jurisdiction or agency does not invalidate the local comprehensive plan and does not give rise to a civil cause of action. [S 266 – 6/15/07]..."

Source: www.scstatehouse.net, click Code of Laws, click Title 6

SC OFFICIAL MAP ACT

(excerpt)

SECTION 6-7-1210. "Official map" defined.

"...Official map means a map or maps showing the location of existing or proposed public street, highway, and public utility rights-of-way, public building sites and public open spaces adopted by the governing authority of a municipality or county in accordance with the provisions of this chapter. A public building site is one on which a building is to be constructed for public use with public funds..."

SECTION 6-7-1220. Authorization for and purpose of official maps.

"...Counties and municipalities may establish official maps to reserve future locations of any street, highway, or public utility rights-of-way, public building site or public open space for future public acquisition and to regulate structures or changes in land use in such rights-of-way, building sites or open spaces..."

SECTION 6-7-1230. Establishment of official map.

"...The governing authority of a municipality may establish an official map of the municipality. The governing authority of a county may establish an official map of the unincorporated areas of the county. Such official maps may show the location of existing or proposed public street, highway and utility rights-of-way, public building sites, and public open spaces. The governing authority shall certify the fact of the establishment of the official maps to the clerk of the circuit court of the county..."

SECTION 6-7-1240. Creation of maps by planning commission showing recommended lines of streets or highways, public building sites, public utilities or public open space.

"...After the local planning commission shall have prepared and adopted a comprehensive plan or at least the major street portion of such plan and upon receiving approval thereof by the appropriate governing authority, the local planning commission may make or cause to be made surveys for the exact location of the lines of proposed new, extended, widened and otherwise improved streets and highways in the whole or in any portion of the municipality or county and to make and certify to the governing authority a map or maps of the area thus surveyed on which are indicated the lines recommended by the local planning commission as the mapped lines of the rights-of-way required for future streets and highways and for future extensions, widenings and other improvements to existing streets and highways..."

The making, or certifying, of such maps by the planning commission shall be in the form of a recommendation and shall not of itself constitute the opening or establishment of any street, highway, public building site, public park, public playground, public utility or other public open space, or the taking, or acceptance, of any land for such purpose..."

SECTION 6-7-1250. Adoption of and hearing on map of proposed boundary lines.

"...After the local planning commission shall have made and recommended to the appropriate governing authority maps on which are indicated the locations of the lines recommended by the planning commission as the mapped boundary lines of future streets and highways, future street and highway extensions and widenings, future public building sites, public parks, public utilities, public playgrounds and other future public open space areas, the appropriate governing authority may adopt such maps as the official maps..."

SECTION 6-7-1260. Procedure for making additions and modifications to map.

"...The governing authority of the municipality or the governing authority of the county from time to time may make additions to or modifications of its official maps. No change in or departure from the maps shall be made until such proposed changes or departures shall first have been submitted to the local planning commission for review and recommendation... Before taking such action, the governing authority shall hold a public hearing thereon, according to the provisions set forth in this chapter..."

SECTION 6-7-1270. No permits for construction or change in land use allowed within mapped lines; procedure for appeal.

"...After adoption of any official map by the governing authority of the municipality or the governing authority of the county no permit shall be issued for the construction, improvement, repair or moving of any building or structure and no change in land use shall be made on any land located within the mapped lines of any street or highway, public building site, public utility line, or public open space as shown on the official map...Failure of the governing authority to act within one hundred days of the receipt of the report of the local planning commission shall be deemed to constitute approval of the proposed appeal. Thereupon, denied permits shall be issued upon demand..."

SECTION 6-7-1280. Procedure for obtaining exemption of property from restrictions of official map.

After adoption of any official map by the governing authority of the municipality or the governing authority of the county any property owner owning property located within the mapped lines of any street or highway, public building site, public utility line, or public open space as shown on the official map, may apply to the local planning commission for exemption of such property from the restrictions of the official map...Action to acquire such property may be instituted by the governing authority or other appropriate public agency. Failure of the governing authority to act within seventy-five days of the receipt of the report of the local planning commission shall be deemed to constitute granting of the application..."

Source: www.scstatehouse.net, click Code of Laws, click Title 6

SC LOCAL GOVERNMENT DEVELOPMENT AGREEMENT ACT
(excerpt)

SECTION 6-31-10. Short title; legislative findings and intent; authorization for development agreements; provisions are supplemental to those extant.

"...(C) It is the intent of the General Assembly to encourage a stronger commitment to comprehensive and capital facilities planning, ensure the provision of adequate public facilities for development, encourage the efficient use of resources, and reduce the economic cost of development.

(D) This intent is effected by authorizing the appropriate local governments and agencies to enter into development agreements with developers, subject to the procedures and requirements of this chapter..."

SECTION 6-31-20. Definitions.

"...As used in this chapter: ...

(7) "Laws" means all ordinances, resolutions, regulations, comprehensive plans, land development regulations, policies and rules adopted by a local government affecting the development of property and includes laws governing permitted uses of the property, governing density, and governing design, improvement, and construction standards and specifications, except as provided in Section 6-31-140 (A).

(8) "Property" means all real property subject to land use regulation by a local government and includes the earth, water, and air, above, below, or on the surface, and includes any improvements or structures customarily regarded as a part of real property...

(12) "Public facilities" means major capital improvements, including, but not limited to, transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational, and health systems and facilities..."

SECTION 6-31-30. Local governments authorized to enter into development agreements; approval of county or municipal governing body required.

"...A local government may establish procedures and requirements, as provided in this chapter, to consider and enter into development agreements with developers. A development agreement must be approved by the governing body of a county or municipality by the adoption of an ordinance..."

SECTION 6-31-40. Developed property must contain certain number of acres of highland; permissible durations of agreements for differing amounts of highland content.

"...(12) "Public facilities" means major capital improvements, including, but not limited to, transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational, and health systems and facilities..."

SECTION 6-31-30. Local governments authorized to enter into development agreements; approval of county or municipal governing body required.

"...A local government may establish procedures and requirements, as provided in this chapter, to consider and enter into development agreements with developers. A development agreement must be approved by the governing body of a county or municipality by the adoption of an ordinance..."

SECTION 6-31-40. Developed property must contain certain number of acres of highland; permissible durations of agreements for differing amounts of highland content.

"...A local government may enter into a development agreement with a developer for the development of property as provided in this chapter, provided the property contains twenty-five acres or more of highland. Development agreements involving property containing no more than two hundred fifty acres of highland shall be for a term not to exceed five years. Development agreements involving property containing one thousand acres or less of highland but more than two hundred fifty acres of highland shall be for a term not to exceed ten years..."

SECTION 6-31-60. What development agreement must provide; what it may provide; major modification requires public notice and hearing.

"...(A) A development agreement must include:

- (1) a legal description of the property subject to the agreement...
- (2) the duration of the agreement...
- (3) the development uses permitted on the property, including population densities and building intensities and height...
- (4) a description of public facilities that will service the development, including who provides the facilities, the date any new public facilities, if needed, will be constructed, and a schedule to assure public facilities are available concurrent with the impacts of the development...
- (5) a description, where appropriate, of any reservation or dedication of land for public purposes...
- (6) a description of all local development permits approved or needed to be approved for the development...a statement indicating that the failure of the agreement to address a particular permit, condition, term, or restriction does not relieve the developer of the necessity of complying with the law governing the permitting requirements, conditions, terms, or restrictions...
- (7) a finding that the development permitted or proposed is consistent with the local government's comprehensive plan and land development regulations...

(8) a description of any conditions, terms, restrictions, or other requirements determined to be necessary by the local government for the public health, safety, or welfare of its citizens; and...

(9) a description, where appropriate, of any provisions for the preservation and restoration of historic structures..."

SECTION 6-31-70. Agreement and development must be consistent with local government comprehensive plan and land development regulations.

"...A development agreement and authorized development must be consistent with the local government's comprehensive plan and land development regulations..."

SECTION 6-31-90. Periodic review to assess compliance with agreement; material breach by developer; notice of breach; cure of breach or modification or termination of agreement.

"...(A) Procedures established pursuant to Section 6-31-40 must include a provision for requiring periodic review by the zoning administrator, or, if the local government has no zoning administrator, by an appropriate officer of the local government, at least every twelve months, at which time the developer must be required to demonstrate good faith compliance with the terms of the development agreement..."

SECTION 6-31-120. Developer to record agreement within fourteen days; burdens and benefits inure to successors in interest.

"...Within fourteen days after a local government enters into a development agreement, the developer shall record the agreement with the register of mesne conveyance or clerk of court in the county where the property is located. The burdens of the development agreement are binding upon, and the benefits of the agreement shall inure to, all successors in interest to the parties to the agreement..."

SECTION 6-31-140. Rights, duties, and privileges of gas and electricity suppliers, and of municipalities with respect to providing same, not affected; no extraterritorial powers.

SECTION 6-31-160. Agreement may not contravene or supersede building, housing, electrical, plumbing, or gas code; compliance with such code if subsequently enacted.

Source: www.scstatehouse.net, click Code of Laws, click Title 6

SOUTH CAROLINA DEVELOPMENT IMPACT FEES ACT

(excerpt)

6-1-920 – Definitions

"...(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..."

(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...

(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...

(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...

(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..."

6-1-930 – Development 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..."

(A)(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..."

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..."

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...

(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..."

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..."

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..."

Source: www.scstatehouse.net, click Code of Laws, click Title 6

COMPREHENSIVE PLAN FOR KERSHAW COUNTY,
SOUTH CAROLINA 2006 – 2016
(excerpt)

PART I - POPULATION ELEMENT

Population Goals

"...Channel projected population gains into areas of the County best suited to accommodate growth, i.e., areas with existing and/or planned infrastructure, and away from rural areas and natural resources..." (pg.14)

PART II - ECONOMIC ELEMENT

Transportation Task Force

"...Establish a transportation task force to promote the widening of Highway 1 and the development of a bypass around Camden. The consultant team recommends prioritizing Highway 1 as the primary focus because of the growth corridor from Columbia..." (Strategic Economic Development Initiatives - pg 42)

PART VI - COMMUNITY FACILITIES ELEMENT

Transportation Goals

CF-9: Develop a Kershaw County Master Thoroughfare Plan that includes, but is not limited to:

1. Dedication of right of way
2. Access management
3. Present and future road improvements to safely and efficiently handle current and projected traffic
4. Coordination with the SLRCOG, COATS, and SCDOT regional transportation plans
5. Identification of funding sources and recommendations for additional funding

CF-10: Explore all opportunities to provide for public transportation and mass transit.

CF-11: Include provisions for pedestrian and bicycle facilities in transportation plans

CF-12: Research other SC jurisdictions with successful transportation programs.

PART VIII
KEY RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES
(excerpt)

“...1. CAPITAL IMPROVEMENT PROGRAM

In practice, a Capital Improvement Program (CIP) is a multi-year schedule of public physical improvements, usually covering a period of about five years. The CIP sets forth systematic expenditures for constructing, maintaining, upgrading, and/or replacing the County's physical infrastructure...

2. CONCURRENCY/ADEQUATE PUBLIC FACILITIES

Concurrency, the policy of timing development with the availability of adequate public facilities to support the development, is a recurrent theme of the Comprehensive Plan element goals and policies...

3. COMPREHENSIVE UPDATE OF THE LAND DEVELOPMENT & ZONING ORDINANCES

The Kershaw County Land Development Ordinance and Zoning Ordinance need to be reviewed to assure that the regulatory requirements of these ordinances are in compliance with, and in support of, the planning policies of this latest update to the Comprehensive Plan. In addition, the documents need to be reviewed to correct any inconsistencies and ambiguities within and between the Ordinances...

4. REVIEW AND REVISION OF THE FUTURE LAND USE MAP

As referenced above, the Future Land Use Map will likely require refinement once the Capital Improvement Program and concurrency policies have been implemented. The Future Land Use Map as currently presented is general in nature. Once specific capital facilities projects have been identified and planned in the CIP, the Future Land Use Map may require more detail...

5. ESTABLISH COMPREHENSIVE PLANNING AS A CONTINUOUS PROCESS

The present constantly shapes the future. In order for long-range planning to be effective, the plans must be continuously evaluated and updated in light of current events, shifting priorities, and economic realities. The Comprehensive Plan should be a dynamic document that is continuously evaluated for relevancy, and revised accordingly...”

Source: www.Kershaw.sc.gov, click departments & services, click departments H – Q, click planning & zoning, click land development

APPENDIX D
CENTRAL COMMUNICATIONS
CIP REPORT

MEMO

To: John Newman, Director

From: Kirk Stropes,^{KWS} Director

Date: 12/5/07

Subject: Capital Improvement Project

The primary Public Safety Communications network for Kershaw County is on VHF radio frequency that is serviced by one main tower with five repeaters and a secondary tower with one repeater to cover the county. This network has some problem areas which include dead zones and out of area radio interference which is a concern for Public Safety personnel. These issues have prompted an effort to come up with a workable solution.

Two solutions have been discussed, the first solution being expanding the VHF network with additional repeaters strategically placed around the county and the second solution converting to the 800 MHZ network.

The first solution would require finding suitable locations and if no existing towers were available may include purchasing land and building towers and buying additional repeaters, mobile radios, additional equipment and maintenance. Solution one has been investigated with the following findings.

- 1) Tower sites are limited.
- 2) FCC has two mandates on the books at this time,
 - a) FCC National Policy requiring all public safety communications to transition to 800 MHZ frequencies

with no deadline set as of yet. The FCC is utilizing VHF frequencies for commercial use.

- b) The FCC has established a narrow banding notice on December 23, 2004 with a deadline of January 1, 2013. Narrow banding is a requirement that will split the frequencies allowing for more users.
- 3) Interference increases by the day due to the FCC granting more licenses on our existing VHF frequencies.

Solution two converting to 800 MHZ;

- 1) Would require purchasing new mobile and portable radios.
- 2) Paying a monthly tower usage fee per unit

The 800 MHZ network is a state established system in partnership with Motorola that continues to grow as users are added. The benefits of converting to this network would be;

- 1) Maintenance required on mobiles and portables only.
- 2) Network is monitored and maintained by Motorola 24/7.
- 3) Communication features that includes options for AVL (Auto Vehicle Locate) mobile data, secure communications with little to no interference.
- 4) Meets all FCC requirements for the future.
- 5) Allows interoperability with Public Safety agencies across the state during disasters.

It is my recommendation that Kershaw County plan for the future by converting to the 800 MHZ solution. This would take care of the officer safety concerns we have at this time and meet the FCC requirements. To invest the funds in solution one would open the window for additional interference that would not cure the problem, it would only become a greater issue at a large expense.

Converting to 800 MHZ would cost approximately two million dollars, this would include everything except monthly usage charges. There are numerous funding avenues available due to the

) fact that this is considered a Homeland Security issue and meets the interoperability requirements.

December 10, 2007

To: Kirk Stropes, Communications Director
From: John Newman, Planning Director
Re: Questions regarding 12//5/07 Memo

Last Friday, the CIP committee met to discuss the data we have so far. The committee requests the following additional information:

1. Amount of 800MHz monthly usage fees per unit
2. Number of units – broken down by department- needed if we convert wholly to 800MHz
3. Estimated total monthly usage fees
4. Estimated amount of excess annual 911 tariff revenue that would be available to offset the usage charges
5. A more detailed break down of the \$2 million cost of converting to 800MHz

January 7, 2008

From: Kirk Stropes, Communications Director
To: John Newman, Planning Director

John,
In response to your e-mail.

1. The monthly usage fee is based on the number of towers accessed and is pro rated by the total number of units on the system from Kershaw County. ex.one tower starts at \$14 per month before discounts.
2. I have estimated two hundred mobile units and two hundred portables. This would cover both Kershaw County Sheriff Department and Kershaw County Fire Service see attachment.
3. Again this will depend on towersites as stated in 1.
4. At this time there is no 911 Tariff monies available for this undertaking. If the county were to consider raising tariff there would be some funds available but still not enough to cover everything. County needs to research grants and other funding sources.
5. The attached proposal covers radios and equipment needed for dispatch to communicate with units.

Any further questions please contact me.

Note there is legislation that would take the monthly usage fee away by using a pool of money in universal tax on telephone bills but no action on this as of yet. The State legislature has helped to lower the usage fees but not eliminate it all together.

Kirk Stropes



MOTOROLA
intelligence everywhere™

Proposal

TO: Kershaw County

David White
510 S. Pike East
Sumter SC 29150
803-773-9743 voice
803-775-1915 fax

TTN: Kirk Stropes

Quantity	Model Number	Description or Specification	Unit Price	Extended Price
----------	--------------	------------------------------	------------	----------------

dalewatts@comporium.net

XTL2500 Dash Mount Mobile

200	M21URM9PW1 N	XTL 2500 784-870MHZ, 10-35W	\$1,272.45	\$254,490.00
200	G806	ENH: SOFTWARE ASTRO DIGITAL CAI OPERAT	\$437.75	\$87,550.00
200	G51	ENH: SOFTWARE SMARTZONE/SINGLE TONE	\$828.75	\$165,750.00
200	G442	ADD: XTL2500 CONTROL HEAD	\$248.20	\$49,640.00
200	G444	ADD: CONTROL HEAD SOFTWARE	\$0.00	
200	G67	ADD REMOTE MOUNT	\$252.45	\$50,490.00
200	W484	ALT: ANTENNA 3DB GAIN 764-870MMZ	\$32.30	\$6,460.00
200	W22	ADD: PALM MICROPHONE	\$61.20	\$12,240.00
200	W432	ADD: INCREASED AUDIO POWER 10W	\$90.10	\$18,020.00
200	G114	ENH: ENHANCED DIGITAL ID DISPLAY	\$63.75	\$12,750.00
200	G361	ENH: ASTRO PROJECT 25 TRUNKING SOFTWA	\$300.00	\$60,000.00
200	G24	ENH: TWO (2) REPAIR SERVICE ADVANTAGE	\$121.00	\$24,200.00

Dual Head Configuration

75	GA0092AB	ADD:XTL2500 DUAL CONTROL HEAD	\$484.50	\$36,337.50
75	G628	ADD: REMOTE MOUNT CABLE 17 FT	\$12.75	\$956.25
75	G610	ADD: REMOTE MOUNT CABLE ? (30 FT)	\$21.25	\$1,593.75
75	W22	ADD: PALM MICROPHONE	\$61.20	\$4,590.00
75	W432	ADD: INCREASED AUDIO POWER 10W	\$90.10	\$6,757.50

Sub Total \$4,377.75

Model II (Limited Key Pad)

XTS2500 Digital/Analog Model 2

200	H46UCF9PW6 N	PORTABLE ASTRO DIG XTS 2500 1-3W 160-CH	\$1,317.50	\$263,500.00
200	Q574	ENH: SOFTWARE TRUNKING 9600BAUD LIMITE	\$1,423.75	\$284,750.00
200	H885BK	ENH: TWO (2) REPAIR SERVICE ADVANTAGE	\$84.00	\$16,800.00
200	H393	ALT: BATTERY IMPRES ULTRA HIGH CAPACITY	\$47.00	\$9,400.00
200	Q883	ENH: 3600/9600 INTEROPERABILITY	\$425.00	\$85,000.00
200	NTN1873	RAPID 1 HR. SMART CHARGER	\$140.25	\$28,050.00

Sub total \$3,437.50

Terms: Net 30 days Reflects new 1%
Shipment FOB Destination
Delivery 4 to 6 weeks
Date 7-Jan-08
State Contract # OIR2002.07
Proposal # 07-0531/0604-3

Equipment	\$1,479,325.00
Taxes 7%	\$103,552.75
Installation	\$30,000.00
Misc	\$150,000.00
TOTAL	\$1,762,877.75

**APPENDIX E
KERSHAW COUNTY PUBLIC SEWER
CIP REPORT**

Purpose and Scope

The purpose of this document is to outline a 5-year capital improvements plan for the Kershaw County wastewater collection system. During recent years the region has experienced rapid growth due to its proximity to the Columbia Metropolitan area. As documented in the Wastewater Master Plan for Kershaw County completed in November of 2000 by Hayes, Seay, Mattern & Mattern, Inc, the majority of this growth has been centralized in the south-west section of the county in the areas surrounding Lugoff and Elgin. The continued growth is dependent on the availability of essential infrastructure which includes wastewater collection, transportation, and treatment facilities. Based on the pattern of growth and the existing infrastructure, this capital improvements plan will focus on this section of the county.

The capital improvements plan (program) as outlined herein will base the plan on wastewater tap requests received to date by Kershaw County with a 10% growth factor for additional growth in the area. Additionally, the plan will include wastewater flows from industries which the County anticipates tying in to the system within the next five years.

This plan is drafted with the specific intention that it serve as the capital improvement plan required by Section 6-1-1080(1) of the Code of Laws of South Carolina (The Development Impact Fee Act), 1976, as a condition for the imposition of a development impact fee by water and wastewater utilities. As required by Sections 6-1-920(2) and (3) of that statute, a "capital improvement plan" must identify the improvements with a useful life of five years or more which are necessary to increase the service capacity of a public facility for which development impact fees may be used as a funding source. Such plans are otherwise exempt from the provisions of Chapter 1 of Article 6 by express provisions of Section 6-1-1080.

This document, which outlines a five-year capital improvement plan for the Kershaw County wastewater collection system is not a recommendation of a specific sewer impact fee structure.

Existing System

Kershaw County owns and operates one of three major public wastewater treatment systems within the county. The Kershaw County WWTP is currently permitted for a discharge of 0.72 MGD to the Wateree River; however, the county has recently secured a construction permit for the expansion of this WWTP to 1.25 MGD expandable to 2.0 MGD with little modification. These improvements are expected to begin during March of 2008 with an expected completion within 18 months of initiation. In addition to ownership of the WWTP, Kershaw County maintains 23 pump stations throughout the service area, force mains ranging in size from 2-½" to 10", and gravity sewer ranging in size from 6" to 18". As currently configured the wastewater system transmits all wastewater flows west of the Town of Lugoff through a series of pump stations along Highway 1. Each of these large pump stations are currently designed for a rated capacity of 350 gpm. The current configuration of the Kershaw County wastewater collection system is outlined in Exhibit 1. Due to the rapid growth in this area it is necessary that the County open a new corridor for transportation of wastewater from west to east. The proposed route

route for this additional corridor is outlined in **Exhibit 1**. The individual projects and the timing of these projects are outlined in the following sections.

Estimated Wastewater Flows

As previously mentioned, the south and west portions of Kershaw County are currently experiencing heavy growth, as outlined in the tap requests summarized below. Based on this estimate the projected increase in wastewater flows in the region due to residential and commercial growth is 934,640 gallons per day. In addition to the residential and commercial growth, it is anticipated that Kershaw County will connect several industries to its wastewater system within the next five years (Kawashima, Clariant, and Cogsdill Tools). As outlined in the table below the overall increase in wastewater flows over the next five years is anticipated to reach in excess of 2,000,000 gallons per day. With increases of this magnitude it is imperative that the County outline a feasible plan for collection and transmission of this wastewater.

Tap Type	# of Taps	Requested Capacity	TMS #
Residential	35	14,000	310-00-00-080
Residential	50	20,000	310-00-00-085
Residential	180	72,000	358-00-00-011
Residential	220	88,000	309-00-00-053
Residential	74	29,600	281-00-00-035
Residential	79	31,600	335-00-00-005
Residential	280	112,000	358-00-00-111
Residential	49	19,600	296-00-00-072
Residential	4	1,600	335-00-00-085
Residential	20	8,000	308-00-00-080
Residential	200	80,000	336-00-00-115
Commercial	2	14,400	283-00-00-013
Commercial	6	2,400	283-00-00-013
Commercial	1	2,240	335-18-00-013
Residential	50	20,000	
Residential	30	12,000	296-18-00-024
Residential	260	104,000	350-00-00-038
Residential	450	180,000	281-00-00-044
Residential	1	400	310-00-00-080
Residential	1	400	
Residential	180	72,000	338-00-00-023
Commercial/Residential	105	50,000	
Residential	1	400	
Total Commercial/Residential Flows		934,640	
Equivalent Residential Users		2,337	
Anticipated Wastewater Flows			
Kawashima		600,000	
Clariant		500,000	
Cogsdill Tool		20,000	
Total Industrial Flows		1,120,000	
Equivalent Residential Users		2,800	

Existing System Deficiencies

Kelsney Ridge/Steven Campbell Drive Development

As outlined in the projected flows above, there are two large developments proposed in the area comprising Tax Map #358 along Kelsney Ridge Road and Steven Campbell Drive. In total the proposed development is for an average daily flow of 184,000 gpd, or a peak flow of 320 gpm. Due to the existing grade in the area, the construction of two new pump stations would be necessary to provide service to the proposed developments. The closest existing infrastructure to the proposed development is the

Elgin IGA pump station which has a rated capacity of 200 gpm. However, due to capacity issues at the IGA pump station it is proposed for the force main from the developments to bypass the IGA pump station and manifold into the force main from the existing White Pond Road pump station. Initially this sewer would be directed to the Town of Elgin pump station until such times that the run times at the Town of Elgin pump station become too large. The flow would then be reversed to send the wastewater to the existing White Pond Road pump station. Although this will be a long run of force main the route is downhill. Because these upgrades are necessary for future growth it is anticipated that these costs would be offset through the collection of sewer impact fees.

<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Cost</u>
1	200 gpm Duplex Pump Station	1	ls	\$200,000.00	\$200,000
2	Force Main				
	6-Inch PVC	2,900	lf	\$25.00	\$72,500
	6-Inch DIP	100	lf	\$35.00	\$3,500
	Air Release Valves	1	ea	\$4,000.00	\$4,000
3	320 gpm Duplex Pump Station	1	ls	\$250,000.00	\$250,000
4	Force Main				
	8-Inch PVC	9,750	lf	\$30.00	\$292,500
	8-Inch DIP	250	lf	\$40.00	\$10,000
	Air Release Valves	1	ea	\$4,000.00	\$4,000
5	Connection to Gravity Sewer	1	ls	\$5,000.00	\$5,000
SUBTOTAL					\$841,500
ENGINEERING & CONTINGENCY (25%)					\$210,375
TOTAL					\$1,051,875

Elgin #4 Pump Station

The Elgin #4 pump station is currently designed for 200 gpm. The existing pump station receives wastewater from the Town of Elgin pump station, a pump station serving Pine Forest, Leslie M. Stover School and other existing development in the area. In addition, there is approximately 31,600 gpd of sewer capacity being requested by developers in the area. Due to the volume of wastewater being transmitted to this system it is recommended that the pumps and panels be upgraded to supply a pumping capacity of 350 gpm. Additionally, the wet well will need to be rehabilitated simultaneously due to aggressive wastewater entering the pump station. The estimated costs are outlined in the table below. Because these upgrades are necessary for future growth it is anticipated that these costs would be offset through the collection of sewer impact fees.

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	Upgrade of Pumps and Panels	1	ls	\$40,000.00	\$40,000
2	Rehabilitation of Wetwell	1	ls	\$20,000.00	\$20,000
				SUBTOTAL	\$60,000
				ENGINEERING & CONTINGENCY (25%)	\$15,000
				TOTAL	\$75,000

Elgin #2 Pump Station

The Elgin #2 pump station is a submersible duplex pump station with a design capacity currently of 350 gpm which is transmitted through an 8-inch force main. Based on existing data the pumps run for up to 140 minutes a day each, which correlates to an existing wastewater flow at the pump station of 98,000 gpd. According to tap requests received by the County there is an additional 96,000 gpd of wastewater flow anticipated from new development in the area. Based on these flows and the need to provide adequate capacity for wastewater collected within the Town of Elgin it is recommended that this pump station be upgraded to a capacity of 600 gpm. At these increased flows, the capacity of the receptor gravity sewer is inadequate. Therefore, it is recommended that the force main from this pump station be extended to bypass this gravity sewer. The estimated costs are outlined in the table below. Because these upgrades are necessary for future growth it is anticipated that these costs would be offset through the collection of sewer impact fees.

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	600 gpm Duplex Pump Station	1	ls	\$300,000.00	\$300,000
2	Force Main				
	8-Inch PVC	4,100	lf	\$30.00	\$123,000
	8-Inch DIP	400	lf	\$40.00	\$16,000
	Air Release Valves	1	ea	\$4,000.00	\$4,000
3	Connection to Gravity Sewer	1	ls	\$5,000.00	\$5,000
				SUBTOTAL	\$448,000
				ENGINEERING & CONTINGENCY (25%)	\$112,000
				TOTAL	\$560,000

Elgin #1 Pump Station

The Elgin #1 pump station is a submersible duplex pump station with a design capacity currently of 350 gpm which is transmitted through an 8-inch force main. Based on existing data the pumps run for up to 260 minutes a day each, which correlates to an existing wastewater flow at the pump station of 182,000 gpd. According to tap requests received by the County there is an additional 20,000 gpd of wastewater flow anticipated from new development in the area. Based on these flows and the need to provide adequate capacity for wastewater collected within the Town of Elgin and in the area surrounding Elgin #2 pump station, it is recommended that this pump station be upgraded to a capacity of 800 gpm. At these increased flows, the capacity of the receptor gravity sewer is inadequate. Therefore, it is recommended that the force main from this pump station be extended to the large 18-inch sewer

interceptor north of the Baldwin pump station. The estimated costs are outlined in the table below. Because these upgrades are necessary for future growth it is anticipated that these costs would be offset through the collection of sewer impact fees.

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	800 gpm Duplex Pump Station	1	ls	\$400,000.00	\$400,000
2	Force Main				
	10-Inch PVC	13,000	lf	\$35.00	\$455,000
	10-Inch DIP	1,500	lf	\$45.00	\$67,500
	Air Release Valves	1	ea	\$4,000.00	\$4,000
3	Connection to Gravity Sewer	1	ls	\$5,000.00	\$5,000
SUBTOTAL					\$931,500
ENGINEERING & CONTINGENCY (25%)					\$232,875
TOTAL					\$1,164,375

Baldwin Pump Station

The existing Baldwin pump station is duplex suction lift pump station which currently experiences high run-times due to increased flows to the pump station. It is anticipated that these issues will be eliminated by extending the force main from Elgin #1 pump station around the Baldwin pumps. Although this routing eliminates the flow concerns at the pump station, the station has been in service for nearly twenty years and is in need of replacement. The estimated cost of this replacement is summarized in the table below. Because these costs are consider a maintenance cost it is anticipated that these costs would be offset through the operations budget.

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	Replacement of Existing PS	1	ls	\$200,000.00	\$200,000
SUBTOTAL					\$200,000
ENGINEERING & CONTINGENCY (25%)					\$50,000
TOTAL					\$250,000

Rabon's Crossroads Development

As outlined in the projected flows above, there are two large developments that have requested sewer service near Highway 34 northwest of the Town of Lugoff. These developments will include a potential 209,600 gpd of wastewater generated in the area. The County does not have existing sewer service in the area; therefore, it will be necessary to extend gravity sewer to an area near the developments. The estimated costs for implementing this extension are included in the table below. This gravity sewer will transmit the wastewater from the area to an existing 12-inch gravity sewer line. Because these upgrades are necessary for future growth it is anticipated that these costs would be offset through the collection of sewer impact fees.

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	Gravity Sewer				
	12-Inch PVC	6,400	lf	\$75.00	\$480,000
	12-Inch DIP	600	lf	\$85.00	\$51,000
	Jack & Bore	150	lf	\$300.00	\$45,000
2	Manholes	30	ls	\$2,500.00	\$75,000
SUBTOTAL					\$651,000
ENGINEERING & CONTINGENCY (25%)					\$162,750
TOTAL					\$813,750

Clariant Pump Station

As previously mentioned it is anticipated that Clariant will likely tie on to the sewer system in the near future. The transportation of this wastewater flow will require a new major transmission line from west to east along Whiting Way to reach the WWTP. Discussions with Clariant personnel indicated that the industry could send a peak of 500,000 gpd to the system. Therefore, a new pump station with adequate capacity is recommended with force main routed to a low point along Whiting Way to another new pump station. The estimated costs for implementing this extension are included in the table below. Because these upgrades are necessary for future industrial flow and will allow additional residential growth throughout the system it is anticipated that these costs could be offset through the collection of sewer impact fees and grants.

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	350 gpm Duplex Pump Station	1	ls	\$240,000.00	\$240,000
2	Force Main				
	8-Inch PVC	4,000	lf	\$30.00	\$120,000
	8-Inch DIP	400	lf	\$40.00	\$16,000
	Air Release Valves	1	ea	\$4,000.00	\$4,000
SUBTOTAL					\$380,000
ENGINEERING & CONTINGENCY (25%)					\$95,000
TOTAL					\$475,000

Whiting Way Pump Station

The proposed Whiting Way pump station would collect wastewater from the Clariant pump station, the White Pond Road pump station, and the Highway 12 pump station. The new pump station would transmit the wastewater from these areas to a new pump station near Kawashima and Cogsdill Tools for final transmission to the influent pump station. The estimated costs for implementing this extension are included in the table below. Because these upgrades are necessary for future industrial flow and will allow additional residential growth throughout the system it is anticipated that these costs could be offset through the collection of sewer impact fees and grants.

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	1150 gpm Duplex Pump Station	1	ls	\$550,000.00	\$550,000
2	Force Main				
	12-Inch PVC	27,000	lf	\$45.00	\$1,215,000
	12-Inch DIP	500	lf	\$55.00	\$27,500
	Directional Bore	200	lf	\$250.00	\$50,000
	Air Release Valves	3	ca	\$4,000.00	\$12,000
SUBTOTAL					\$1,854,500
ENGINEERING & CONTINGENCY (25%)					\$463,625
TOTAL					\$2,318,125

Kawashima Pump Station

As previously mentioned it is anticipated that Kawashima Tools will likely tie on to the sewer system in the near future. Discussions with Kawashima personnel indicated that the industry could send as much as 600,000 gpd to the collection system. Therefore, the proposed pump station at Kawashima will be sized with adequate capacity for this flow as well as the flow transmitted along Whiting Way from the Whiting Way pump station. This new pump station will transmit wastewater flows directly to the influent pump station for introduction to the WWTP. The estimated costs for implementing this extension are included in the table below. Because these upgrades are necessary for future industrial flow and will allow additional residential growth throughout the system it is anticipated that these costs could be offset through the collection of sewer impact fees and grants.

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	1850 gpm Duplex Pump Station	2	ls	\$600,000.00	\$1,200,000
2	Force Main				
	16-Inch PVC	26,000	lf	\$55.00	\$1,430,000
	16-Inch DIP	500	lf	\$65.00	\$32,500
	Directional Bore	200	lf	\$300.00	\$60,000
	Air Release Valves	2	ca	\$4,000.00	\$8,000
SUBTOTAL					\$2,730,500
ENGINEERING & CONTINGENCY (25%)					\$682,625
TOTAL					\$3,413,125

Influent Pump Station

Due to the rapid growth in the area and the increase in sewer capacity resulting from this growth, the existing influent pump station is grossly undersized. It is recommended that an entirely new pump station and force main paralleling the existing force main be installed. The influent pump station should have adequate capacity to transmit wastewater flows for the proposed 4.0 MGD WWTP. The estimated costs for implementing this extension are included in the table below. Because these upgrades are necessary for future development as well as industrial flow throughout the system it is anticipated that these costs could be offset through the collection of sewer impact fees and grants.

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	4.0 MGD Duplex Pump Station	1	Is	\$1,000,000.00	\$1,000,000
2	Force Main				
	24-Inch PVC	3,000	If	\$80.00	\$240,000
	24-Inch DIP	300	If	\$90.00	\$27,000
SUBTOTAL					\$1,267,000
ENGINEERING & CONTINGENCY (25%)					\$316,750
TOTAL					\$1,583,750

Expanded Wastewater Treatment Plant

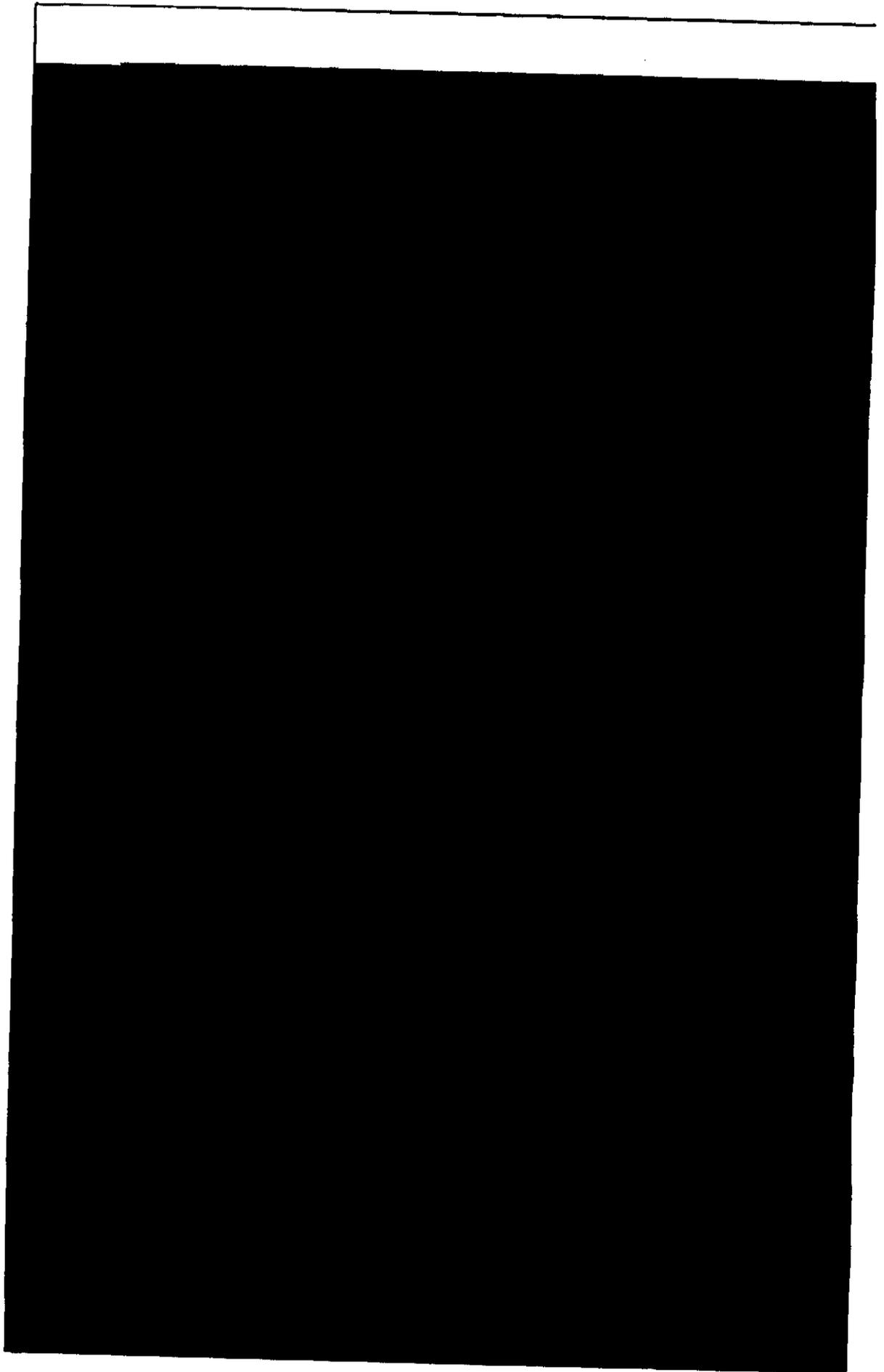
As previously mentioned, Kershaw County is set to construct a new 1.25 MGD WWTP expandable to 2.0 MGD with little modifications. However due to the rapid growth of the area, the 2.0 MGD capacity will be consumed almost immediately upon completion. Therefore, the County will need to implement proposed modifications at the new WWTP to have the capability of handling the projected 4.0 MGD of wastewater. These improvements will include additional SBR basins, ultraviolet disinfection, and the installation of sludge dewatering operations. The estimated costs for implementing these upgrades are included in the table below. Because these upgrades are necessary for future development as well as industrial flow throughout the system it is anticipated that these costs could be offset through the collection of sewer impact fees and grants.

Item	Description	Qty	Unit	Unit Cost	Total Cost
1	2.0 MGD Expansion	1	Is	\$7,000,000.00	\$7,000,000
SUBTOTAL					\$7,000,000
ENGINEERING & CONTINGENCY (25%)					\$1,750,000
TOTAL					\$8,750,000

Overview & Schedule

A review of the sewer tap requests and the probable schedule for development was reviewed to determine a probable schedule for the multiple capital improvements projects outlined above. Based on this review, the anticipated schedule for these projects is summarized below.

KELSNEY RIDGE/STEVEN CAMPBELL DRIVE	\$	1,051,875	2009
ELGIN #4 PUMP STATION UPGRADE	\$	75,000	2008
ELGIN #2 PUMP STATION UPGRADE	\$	560,000	2011
ELGIN #1 PUMP STATION UPGRADE	\$	1,164,375	2011
BALDWIN PUMP STATION REHABILITATION	\$	250,000	2009
HIGHWAY 34 (RABON'S)	\$	813,750	2009
CLARIANT PUMP STATION	\$	475,000	2010
WHITING WAY PUMP STATION	\$	2,318,125	2010
KAWASHIMA PUMP STATION	\$	3,413,125	2010
INFLUENT PUMP STATION	\$	1,583,750	2008
WWTP EXPANSION	\$	8,750,000	2012-2013
TOTAL	\$	20,455,000	



TABLES

**ECONOMIC DEVELOPMENT CIP
RECREATION DEPARTMENT CIP
PUBLIC WORKS DEPARTMENT CIP
PUBLIC SEWER ENTERPRISE FUND CIP**

Economic Development Capital Improvement Projects

Project Name	08-09	09-10	10-11	11-12	12-13
Wateree Executive Park					
Phase II Road	\$300,000				
Phase II Water	\$150,000				
Phase II Landscaping		\$25,000			
Phase III Road			\$250,000		
Phase III Water & Sewer			\$150,000		
Phase III Landscaping				\$25,000	
TOTAL	\$450,000	\$25,000	\$400,000	\$25,000	\$25,000
Governor's Hill Business Park					
Phase I Road	\$350,000				
Phase I Water & Sewer		\$500,000			
Phase I Signage	\$25,000				
Phase I Landscaping	\$25,000				
Phase II Road			\$1,000,000		
Phase II Signage			\$25,000		
Phase II Landscaping			\$25,000		
TOTAL	\$400,000	\$500,000	\$1,050,000		
County Contribution – WEP	\$100,000	0	0	\$25,000	
County Contribution – GH	\$400,000	\$300,000	\$1,000,000	0	
GRAND TOTAL	\$950,000	\$525,000	\$1,450,000	\$25,000	\$25,000

**Recreation
Capital Improvement Projects**

Project Name	08-09	09-10	10-11	11-12	12-13
Lake Wateree Phase 1 matching funds for \$250,000 LWCF grant	\$300,000				
Woodward/Seaboard g/o bond			\$2,500,000		
Kershaw County West Phase 111 ball field lights matching funds for LWCF \$250,000 grant		\$450,000			
Kershaw County West Phase IV building g/o bond				\$3,000,000	
Larry Doby soccer field lights matching funds for LWCF \$65,000 grant			\$65,000		
Bethune land acquisition matching funds RELT \$30,000 grant		\$30,000			
Westville ball field lights matching funds for LWCF \$75,000 grant				\$75,000	
Mt. Pisgah land acquisition matching funds for RELT \$10,000 grant				\$10,000	
Aquatics center bubble, heating, repairs – matching funds for PARD? \$50,000	\$10,000				
TOTAL GENERAL FUNDS	\$310,000 (\$610,000 w/o grant funding)	\$480,000 (\$760,000 w/o grant funding)	\$65,000 (\$130,000 w/o grant funding)	\$85,000 (\$170,000 w/o grant funding)	\$3,000,000
TOTAL G/O BONDS			\$2,500,000	\$3,000,000	

LWCF – Land & water conservation Fund
 RELT – Recreation land Trust
 PARD – Parks and Recreation Development

NOTE: Grant awards and funding amounts from these sources anticipated

Public Works
Capital Improvement Projects

Project Name	08-09	09-10	10-11	11-12	12-13
Pave entrance to Landfill/PW/maintenance Park Road complex	\$55,000				
Park Road facility electrical upgrades	\$35,000				
Upgrades to landfill scales		\$40,000			
Park Road facilities upgrades/replacement		\$212,500	\$212,500	\$212,500	\$212,500
Recycling center in US601 / SC12 area	\$125,000				
Recycling center SW Kershaw County			\$125,000		\$125,000
New Bethune recycling center					
TOTAL GENERAL FUNDS	\$215,000	\$252,500	\$337,500	\$212,500	\$337,500

**Public Sewer
Enterprise Fund
Capital Improvement Projects**

Project Name	08-09	09-10	10-11	11-12	12-13
Elgin # 4 Pump Station Upgrade	\$75,000				
Influent Pump Station	\$1,583,750				
Kelsney Ridge/Steven Campbell Drive		\$1,051,875			
Baldwin Pump Station Rehabilitation		\$250,000			
Highway 34 (Rabon's)		\$813,750			
Clariant Pump Station			\$475,000		
Whiting Way Pump Station			\$2,318,125		
Kawashima Pump Station			\$3,413,125		
Elgin # 2 Pump Station Upgrade				\$560,000	
Elgin # 1 Pump Station Upgrade				\$1,164,375	
Waste Water Treatment Plant Expansion					\$8,750,000
TOTALS	\$1,658,750	\$2,115,625	\$6,206,250	\$1,724,375	\$8,750,000
GRAND TOTAL	\$20,455,000				