

**DAWSON COUNTY BOARD OF COMMISSIONERS  
WORK SESSION AGENDA – THURSDAY, NOVEMBER 7, 2024  
DAWSON COUNTY GOVERNMENT CENTER ASSEMBLY ROOM  
25 JUSTICE WAY, DAWSONVILLE, GEORGIA 30534  
4:00 PM**

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**PUBLIC HEARING**

1. FY 2025 Proposed Budget (*1st of 3 hearings; 2nd hearing will be held at the November 7, 2024, Voting Session and the 3rd hearing will be held on November 21, 2024*)

**UNFINISHED BUSINESS**

1. Presentation of a Draft Capital Improvements Element Amendment Update / Impact Fee Program Update – Methodology Report Briefing- Paige Hatley, ROSS+associates (*Last discussed at the February 15, 2024, and July 18, 2024, Work Sessions*)

**NEW BUSINESS**

1. Presentation of Amendment to Sign Code- Planning & Development Director Sharon Farrell
2. Presentation of RFP #447-24 - Debris Monitoring Services- Emergency Services Director Troy Leist / Public Works Director Robert Drewry / Purchasing Manager Melissa Hawk
3. Presentation of Request for Approval to Extend Two Contracts- Purchasing Manager Melissa Hawk
4. Presentation of Recommendation for Budget Reallocation of Remaining American Rescue Plan Act (ARPA) Funds to be Utilized to Support Emergency Shelters and Community Warming Centers- County Manager Joey Leverette
5. Presentation of Board Appointment:
  - a. Board of Health**
    - i. Dr. Saba Haeringer- *reappointment* (Term: January 2025 through December 2030)
6. County Manager Report
7. County Attorney Report

***\*A Voting Session meeting will immediately follow the Work Session meeting.***

*Those with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting, should contact the ADA Coordinator at 706-344-3666, extension 44514. The county will make reasonable accommodations for those persons.*

# DAWSON COUNTY GOVERNMENT PROPOSED BUDGET PRESENTATION FY 2025



Presented by:  
Chairman Billy Thurmond  
October 17, 2024

# Budget Goals

- ▶ Prepare a realistic, revenue-based budget.
- ▶ Budget conforms to the reduced millage rate from 5.6340 to 5.4630 (full roll back rate).
- ▶ Maximize county services to citizens with available funding.
- ▶ Provide all departments/agencies the opportunity to present their requests to the full Board during public hearings.

# Budget Challenges

- ▶ Provide funding for increased personnel costs.
- ▶ Increased operational needs of multiple departments.
- ▶ Increased cost of supplies and materials for all departments.
- ▶ Anticipate any foreseeable changes in revenue sources.
- ▶ Maintain strong fund balance.

# Personnel Costs History—all funds

## PERSONNEL COSTS HISTORY - ALL FUNDS

<u>YEAR</u>	<u>COST</u>	<u>\$ Change</u>	<u>% Change</u>
<b>2020</b>	\$ 21,355,731 (Actual)	\$ 1,808,074	9.25%
<b>2021</b>	\$ 22,935,479 (Actual)	\$ 1,579,748	7.40%
<b>2022</b>	\$ 24,835,514 (Actual)	\$ 1,900,035	8.28%
<b>2023</b>	\$ 27,455,630 (Actual)	\$ 2,620,116	10.55%
<b>2024</b>	\$ 33,253,802 (Budget)	\$ 5,798,172	21.12%
<b>2025</b>	\$ 34,619,462 (Proposed)	\$ 1,365,660	4.11%

Costs include: salary, overtime and benefits

# General Fund

- ▶ Main operating fund of the County. All property tax received by the County government provides revenue to the General Fund.
- ▶ In this proposed budget, property tax provides 32.87% of revenue for General Fund.
- ▶ L.O.S.T. provides 25.60% of revenue.
- ▶ Fund balance would provide 13.91% of revenue.

# Where we started.....

- ▶ General Fund operating requests totaled \$45,625,247.
- ▶ \$17.8 million in capital requests to be funded in FY 25.
- ▶ Over \$2.1 million in new personnel/salary change requests (including benefits).

FY 2024 Original Budget was \$43,437,258

FY 2024 Current budget is \$44,213,562

# General Fund Revenue Changes

- ▶ In 2021, the County received word it would receive \$5 million from the Federal Government as a part of the American Rescue Plan Act (ARPA). The Board made the decision to use these funds to offset the cost of pay increases for First Responders.
- ▶ The ARPA funding has been a valuable tool to help fund public safety in Dawson County the past 3 years. However, that funding will not be used in the FY 25 budget as it will be exhausted by the end of FY 24.
- ▶ This proposed budget includes use of fund balance (reserves) of \$6,656,746, or 13.91% of revenue.



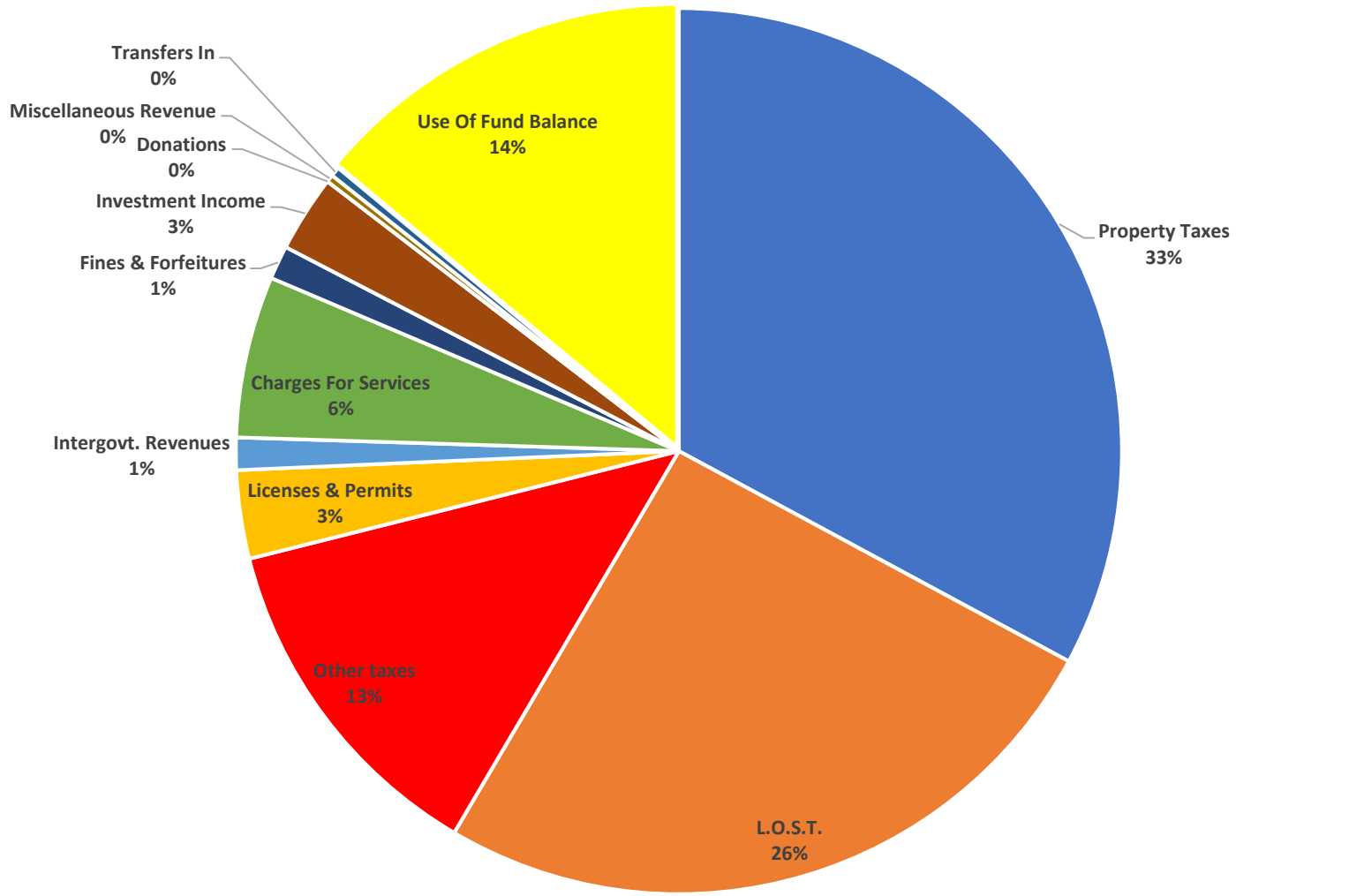
# Proposed General Fund Revenues

	<b>FY 2025 Proposed Budget</b>	<b>FY 2024 Amended Budget</b>	<b>% Change</b>	<b>FY 2024 Original Budget</b>	<b>% of revenue</b>
Property Taxes	15,730,962	14,762,722	6.56%	14,762,722	32.87%
L.O.S.T.	12,250,000	11,500,000	6.52%	11,500,000	25.60%
Other taxes	6,040,000	5,739,800	5.23%	5,739,800	12.62%
Licenses & Permits	1,542,050	1,584,150	-2.66%	1,584,150	3.22%
Intergovt. Revenues	565,600	460,200	22.90%	460,200	1.18%
Charges For Services	2,821,910	2,870,130	-1.68%	2,869,630	5.90%
Fines & Forfeitures	587,500	590,100	-0.44%	590,100	1.23%
Investment Income	1,339,800	1,223,500	9.51%	1,223,500	2.80%
Donations	-	91,363	-100.00%	-	0.00%
Miscellaneous Revenue	130,600	500,748	-73.92%	171,340	0.27%
Transfers In	188,860	164,610	14.73%	164,610	0.39%
Use Of Fund Balance	6,656,746	4,726,239	40.85%	4,371,206	13.91%
<b>Totals</b>	<b>\$ 47,854,028</b>	<b>\$ 44,213,562</b>	<b>8.23%</b>	<b>\$ 43,437,258</b>	<b>100.00%</b>

**Change from original FY 24 Budget to proposed FY 25 budget**

**\$ 4,416,770 10.17%**

# Revenue Sources



- Property Taxes
- L.O.S.T.
- Other taxes
- Licenses & Permits
- Intergovt. Revenues
- Charges For Services
- Fines & Forfeitures
- Investment Income
- Donations
- Miscellaneous Revenue
- Transfers In
- Use Of Fund Balance

# Proposed General Fund Expenditures by Function

	<b>FY 2025 Proposed Budget</b>	<b>FY 2024 Budget (Amended)</b>	<b>% Change</b>	<b>FY 2024 Budget (Original)</b>	<b>% Change</b>
General Government	10,482,955	8,716,703	20.26%	8,603,104	21.85%
Judicial	5,234,590	5,143,529	1.77%	5,098,819	2.66%
Public Safety-Sheriff	13,819,636	12,121,362	14.01%	12,006,483	15.10%
Public Safety	8,801,844	8,442,202	4.26%	8,431,781	4.39%
Public Works	2,376,368	2,448,713	-2.95%	2,445,738	-2.84%
Health & Welfare	390,685	480,683	-18.72%	398,734	-2.02%
Recreation & Culture	2,666,303	2,440,844	9.24%	2,304,737	15.69%
Housing & Development	1,512,480	1,477,154	2.39%	1,433,919	5.48%
Transfers out (uses)	2,569,167	2,942,372	-12.68%	2,713,943	-5.33%
<b>Totals</b>	<b>47,854,028</b>	<b>44,213,562</b>	<b>8.23%</b>	<b>43,437,258</b>	<b>10.17%</b>

# GENERAL FUND PROPOSED FY 25 BUDGET

## BY DEPARTMENT

# General Government

	<b>FY 2025 Proposed Budget</b>	<b>FY 2024 Budget Amended</b>	<b>FY 2024 Budget Original</b>	<b>% Change (Amended)</b>	<b>% Change (Original)</b>
Board of Commissioners	252,100	244,564	242,780	3.08%	3.84%
County Administration	344,359	341,090	341,090	0.96%	0.96%
Elections/Registrar	523,704	535,440	535,440	-2.19%	-2.19%
General Government	3,568,995	2,049,816	2,131,157	74.11%	67.47%
Finance	793,402	759,170	759,170	4.51%	4.51%
Information Technology	987,335	960,624	962,304	2.78%	2.60%
Human Resources	327,710	296,164	296,164	10.65%	10.65%
Tax Commissioner	636,030	579,069	579,069	9.84%	9.84%
Tax Assessor	851,901	752,675	701,936	13.18%	21.36%
Board of Equalization	12,935	20,695	20,695	-37.50%	-37.50%
Risk Management	705,450	700,447	556,350	0.71%	26.80%
Facilities	1,293,141	1,256,876	1,256,876	2.89%	2.89%
Public Relations	84,192	88,945	88,945	-5.34%	-5.34%
GIS	101,701	131,128	131,128	-22.44%	-22.44%
<b>Total General Government</b>	<b>10,482,955</b>	<b>8,716,703</b>	<b>8,603,104</b>	<b>20.26%</b>	<b>21.85%</b>

# Judicial

	FY 2025 Proposed Budget	FY 2024 Budget Amended	FY 2024 Budget Original	% Change (Amended)	% Change (Original)
Superior Court	767,261	805,998	789,501	-4.81%	-2.82%
Clerk of Court	838,245	852,242	844,029	-1.64%	-0.69%
District Attorney	1,173,525	1,133,308	1,113,308	3.55%	5.41%
Magistrate Court	595,007	554,779	554,779	7.25%	7.25%
Probate Court	458,667	466,207	466,207	-1.62%	-1.62%
Juvenile Court	419,134	411,823	411,823	1.78%	1.78%
Public Defender	699,410	694,803	694,803	0.66%	0.66%
Treatment Court	283,341	224,369	224,369	26.28%	26.28%
<b>Total Judicial</b>	<b>5,234,590</b>	<b>5,143,529</b>	<b>5,098,819</b>	<b>1.77%</b>	<b>2.66%</b>

# Public Safety

	FY 2025 Proposed Budget	FY 2024 Budget Amended	FY 2024 Budget Original	% Change (Amended)	% Change (Original)
Marshals	336,915	353,231	349,480	-4.62%	-3.60%
Fire	3,885,725	3,689,055	3,697,651	5.33%	5.09%
Fire Marshal & Prevention	85,050	70,446	49,550	20.73%	71.64%
EMS	3,961,557	3,821,051	3,826,681	3.68%	3.52%
Coroner	162,518	166,721	166,721	-2.52%	-2.52%
EMA	155,079	158,898	158,898	-2.40%	-2.40%
Humane Society	215,000	182,800	182,800	17.61%	17.61%
<b>Total Public Safety</b>	<b>8,801,844</b>	<b>8,442,202</b>	<b>8,431,781</b>	<b>4.26%</b>	<b>4.39%</b>

# Sheriff

	FY 2025 Proposed Budget	FY 2024 Budget Amended	FY 2024 Budget Original	% Change (Amended)	% Change (Original)
Sheriff	6,710,318	6,110,562	6,110,562	9.82%	9.82%
Sheriff-K-9	44,100	47,726	33,550	-7.60%	31.45%
Sheriff-Jail	5,089,019	4,116,278	4,116,278	23.63%	23.63%
Sheriff-School Traffic Mgmt.	67,000	60,500	60,500	10.74%	10.74%
Sheriff-School Resource Officers	659,183	585,960	585,960	12.50%	12.50%
Sheriff- Donations	-	100,703	-		
Sheriff-Court Services	1,216,216	1,077,103	1,077,103	12.92%	12.92%
Sheriff-Special Event Officers	33,800	22,530	22,530	50.02%	50.02%
<b>TOTAL SHERIFF</b>	<b>13,819,636</b>	<b>12,121,362</b>	<b>12,006,483</b>	<b>14.01%</b>	<b>15.10%</b>



# Public Works

	FY 2025 Proposed Budget	FY 2024 Budget Amended	FY 2024 Budget Original	% Change (Amended)	% Change (Original)
Public Works -Admin	402,221	428,636	425,002	-6.16%	-5.36%
Roads Department	1,961,564	2,005,144	2,005,803	-2.17%	-2.21%
Keep Dawson Co. Beautiful	12,583	14,933	14,933	-15.74%	-15.74%
<b>Total Public Works</b>	<b>2,376,368</b>	<b>2,448,713</b>	<b>2,445,738</b>	<b>-2.95%</b>	<b>-2.84%</b>

# Health & Welfare

	FY 2025 Proposed Budget	FY 2024 Budget Amended	FY 2024 Budget Original	% Change (Amended)	% Change (Original)
Health Department	162,000	162,000	162,000	0.00%	0.00%
Good Shepherd Clinic	30,000	30,000	30,000	0.00%	0.00%
Avita	10,000	10,000	10,000	0.00%	0.00%
CASA	9,000	9,000	9,000	0.00%	0.00%
DFACS	35,300	35,300	35,300	0.00%	0.00%
No one alone (NOA)	5,000	5,000	5,000	0.00%	0.00%
Indigent Welfare	7,000	7,000	7,000	0.00%	0.00%
Senior Center	125,605	133,434	133,434	-5.87%	-5.87%
Senior Services Donations	-	81,643	-	-100.00%	
Medicare Silver Sneakers	6,780	7,306	7,000	-7.20%	-3.14%
<b>Total Health &amp; Welfare</b>	<b>390,685</b>	<b>480,683</b>	<b>398,734</b>	<b>-18.72%</b>	<b>-2.02%</b>

# Recreation & Culture

	FY 2025 Proposed Budget	FY 2024 Budget Amended	FY 2024 Budget Original	% Change (Amended)	% Change (Original)
Park	2,024,165	1,726,317	1,719,172	17.25%	17.74%
Park Donations	-	40,948	-	-100.00%	
Park Women's Club	-	219	-	-100.00%	
Park Pool	51,295	47,989	47,989	6.89%	6.89%
War Hill Park	60,048	102,832	44,267	-41.61%	35.65%
Lake Parks	21,000	20,230	21,000	3.81%	0.00%
Library	509,795	502,309	472,309	1.49%	7.94%
<b>Total Recreation &amp; Culture</b>	<b>2,666,303</b>	<b>2,440,844</b>	<b>2,304,737</b>	<b>9.24%</b>	<b>15.69%</b>

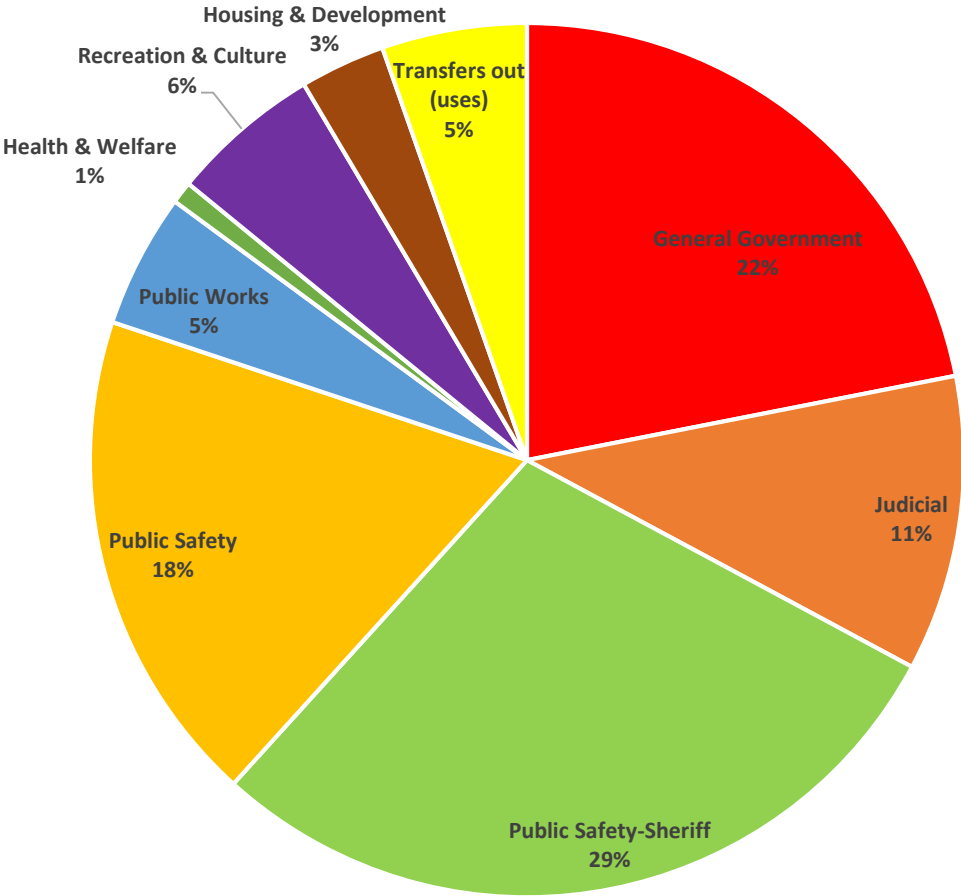
# Housing & Development

	FY 2025 Proposed Budget	FY 2024 Budget Amended	FY 2024 Budget Original	% Change (Amended)	% Change (Original)
County Extension	105,189	104,034	104,034	1.11%	1.11%
Planning & Development	967,291	973,120	929,885	-0.60%	4.02%
Development Authority	440,000	400,000	400,000	10.00%	10.00%
<b>Total Housing &amp; Development</b>	<b>1,512,480</b>	<b>1,477,154</b>	<b>1,433,919</b>	<b>2.39%</b>	<b>5.48%</b>

# Other financing uses

	FY 2025 Proposed Budget	FY 2024 Budget Amended	FY 2024 Budget Original	% Change (Amended)	% Change (Original)
Transfer out to Family Connection	119,438	72,605	70,925	64.50%	68.40%
Transfer out to Grants	1,009,523	844,768	845,266	19.50%	19.43%
Transfer out to Capital	205,000	663,461	512,000	-69.10%	-59.96%
Transfer out to Fleet	506,890	603,978	528,192	-16.07%	-4.03%
Transfer out to E-911	728,316	757,560	757,560	-3.86%	-3.86%
	<b>2,569,167</b>	<b>2,942,372</b>	<b>2,713,943</b>	<b>-12.68%</b>	<b>-5.33%</b>

# Expenditure allocation



- General Government
- Judicial
- Public Safety-Sheriff
- Public Safety
- Public Works
- Health & Welfare
- Recreation & Culture
- Housing & Development
- Transfers out (uses)

# Proposed budget highlights

- ▶ \$1.2 million in contingency for 5% COLA increase for employees.
- ▶ \$1 million in contingency for merit and longevity increases.
- ▶ Added \$187k for 1% increase to retirement match.
- ▶ \$344,780 for debt service.
- ▶ \$72,379 added to Public Works budget for Employee Incentive Program.

# Proposed new/reclassified positions

Position Requested	Type	Salary		Total Benefit Costs	Computer Cost	Other Equipment Cost	Total Additional Cost
		Provided by HR	Increase				
<b>Community Development</b>							
Community Development Director	New Position	\$ 74,076.00	\$ 74,076.00	\$ 36,923.57	\$ 1,500.00	\$ 2,500.00	\$ 114,999.57
Erosion & Sediment Control Plan Reviewer	New Position	\$ 47,750.00	\$ 47,750.00	\$ 33,593.34	\$ 1,500.00	\$ 1,000.00	\$ 83,843.34
Code Compliance Manager	Position Reclass	\$ 66,933.38	\$ 3,187.30	\$ 403.19	\$ -	\$ -	\$ 3,590.49
Alcohol License Administrator	Position Reclass	\$ 45,427.20	\$ 2,163.20	\$ 273.64	\$ -	\$ -	\$ 2,436.84
Development Services Rep I	Position Reclass	\$ 39,115.44	\$ 1,862.64	\$ 235.62	\$ -	\$ -	\$ 2,098.26
Building Inspections Manager	Position Reclass	\$ 72,522.11	\$ 3,453.43	\$ 436.86	\$ -	\$ -	\$ 3,890.29
<b>Coroner</b>							
Additional Deputy Coroner	New Position	\$ 15,730.85	\$ 15,730.85	\$ 1,257.41	\$ -	\$ 2,250.00	\$ 19,238.26
<b>County Administration</b>							
Deputy County Clerk	New Position	\$ 2,750.00	\$ 2,750.00	\$ 347.88	\$ -	\$ 2,500.00	\$ 5,597.88
<b>Emergency Services</b>							
PT Admin Assistant	Temporary to Permanent Reclass	\$ 29,440.32	\$ 29,440.32	\$ 2,306.18	\$ -	\$ -	\$ 31,746.50
<b>Finance</b>							
PT Ambulance Billing Accountant	New Position	\$ 31,828.16	\$ 31,828.16	\$ 2,488.85	\$ 1,500.00	\$ -	\$ 35,817.01
<b>Human Resources</b>							
Administrative Assistant	New Position	\$ 35,630.40	\$ 35,630.40	\$ 32,060.21	\$ 1,650.00	\$ 850.00	\$ 70,190.61



<b>Position Requested</b>	<b>Type</b>	<b>Salary Provided by HR</b>	<b>Increase</b>	<b>Total Benefit Costs</b>	<b>Computer Cost</b>	<b>Other Equipment Cost</b>	<b>Total Additional Cost</b>
<b>Park &amp; Rec</b>							
Outdoors Recreation / Lake Parks Manager	New Position	\$ 41,249.00	\$ 41,249.00	\$ 32,770.96	\$ -	\$ -	\$ 74,019.96
Park Maintenance Worker	New Position	\$ 29,314.00	\$ 29,314.00	\$ 31,261.18	\$ -	\$ -	\$ 60,575.18
<b>Probate Court</b>							
Probate Clerk	New Position	\$ 30,780.00	\$ 30,780.00	\$ 31,446.63	\$ -	\$ -	\$ 62,226.63
<b>Public Defender</b>							
Administrative Assistant	New Position	\$ 35,630.00	\$ 35,630.00	\$ 32,060.16	\$ 1,500.00	\$ 1,000.00	\$ 70,190.16
<b>Sheriff</b>							
Detention Officer	New Position	\$ 40,556.88	\$ 40,556.88	\$ 32,683.41	\$ 3,545.00	\$ 10,282.28	\$ 87,067.57
Detention Officer	New Position	\$ 40,556.88	\$ 40,556.88	\$ 32,683.41	\$ 3,545.00	\$ 10,282.28	\$ 87,067.57
<b>Tax Commissioner</b>							
Deputy Tax Commissioner	New Position	\$ 45,468.80	\$ 45,468.80	\$ 33,304.76	\$ -	\$ -	\$ 78,773.56
<b>TOTAL</b>		<b>\$ 724,759.42</b>	<b>\$ 511,427.86</b>	<b>\$ 336,537.26</b>	<b>\$ 14,740.00</b>	<b>\$ 30,664.56</b>	<b>\$ 893,369.68</b>

These positions are not included in the presented budget

# OTHER FUNDS FY 25 PROPOSED BUDGETS

# Capital Projects Fund

- ▶ \$205,000 in proposed FY 25 budget.
  - \$100,000      Recycling center canopy
  - \$ 55,000      Security cameras for parks
  - \$ 50,000      Fire hose replacement

# SPLOST VI

SPLOST VI collections ended June 30, 2021.

Remaining funds to be spent in FY 25.

Proposed FY 25 Budget= \$1,610,000

Items:

\$ 25,000	Engineering for landfill methane relocation
20,000	Computers, I-pads and IT equipment
250,000	Repave Fire Station I parking lot
15,000	Engineering for PW facility pole shed
<u>1,300,000</u>	Planned park improvements
<b>\$ 1,610,000</b>	<b>Total</b>

# SPLOST VII

- ▶ SPLOST VII Collections began July 1, 2021.
- ▶ \$12,000,000 in sales tax revenue budgeted to be received in 2024.

# SPLOST VII Projects

## SPLOST VII BUDGET/PLAN OF PROJECTS FOR FY 2025

E911 Radio System	\$8,000,000	
EOC Building	4,000,000	
Vehicles	200,000	includes \$36k for IT truck and \$40k for 2 gators for Parks
Park Improvements	1,720,000	
Office for IT/Facilities	500,000	
Fire Station	3,000,000	
LEC Roof	400,000	
IT equipment	300,000	
Sheriff vehicles	500,000	\$250k for SWAT and \$250k for patrol vehicles
Fire vehicle	750,000	
Payments to Dawsonville	1,584,000	
EMS	460,000	
PW Road projects	3,000,000	
PW Equipment replacement	300,000	
Health Department	2,495,000	
<b>TOTAL FOR FY 25</b>	<b><u><u>\$ 27,209,000</u></u></b>	

# T- SPLOST

- ▶ New 1 cent sales tax that is solely dedicated to transportation projects.
- ▶ FY 25 budget = \$12,200,000
- ▶ Budget includes \$250,000 for T SPLOST Project Management.

# Impact Fees

- ▶ Total FY 25 proposed budget=\$1,735,000

\$ 1,600,000	Contingency
35,000	Books and materials for library
<u>100,000</u>	Wildland fire PPE
<b>\$ 1,735,000</b>	<b>Total</b>



# Grants

<u>GRANT NAME</u>	<u>GRANT BUDGET</u>	<u>COUNTY MATCH/BUDGET</u>
Treatment Court	250,157	In kind
Match for potential grants	50,000	50,000
K-9	112,204	
H.E.A.T. Grant	132,852	53,141
VAWA	100,000	25,000
Bulletproof Vest Grant	5,000	2,500
GA Forestry	10,000	5,000
EMPG	15,568	7,845
EMS Trauma Equipment Grant	6,000	
Hazard Mitigation	96,695	5,802
LMIG	710,985	213,296
Legacy Link	590,000	450,000
Legacy Link (Respite Care)	26,700	10,000
DOT Capital Grant	12,000	12,000
Transit	350,000	175,000
<b>Totals</b>	<b>\$ 2,468,161</b>	<b>\$ 1,009,584</b>

# All Funds Proposed Budgets

<b>FUND</b>	<b>FY 2025 Proposed Budget</b>	<b>FY 2024 Amended Budget</b>	<b>% Change</b>
General Fund	47,854,028	44,213,562	8.23%
D.A.T.E Fund	25,000	25,000	0.00%
Jail Fund	40,000	40,000	0.00%
LVAP (Crime Victims)	19,000	19,000	0.00%
Law Library	22,000	22,000	0.00%
Family Connection	175,688	305,455	-42.48%
Inmate Welfare	85,000	85,000	0.00%
DA Forfeiture	1,900	1,900	0.00%
Confiscated Assets -Sheriff	10,700	10,700	0.00%
Emergency 911	1,400,316	1,310,560	6.85%
ARPA Local Fiscal Recovery	-	1,294,627	-100.00%
Multiple Grants Fund	2,468,161	2,610,645	-5.46%
Hotel-Motel Tax	855,000	750,000	14.00%
SPLOST VI	1,610,000	2,700,000	-40.37%
SPLOST VII	27,209,000	22,115,726	23.03%
T-SPLOST	12,200,000	62,500	19420.00%
Capital Projects	205,000	1,376,808	-85.11%
Solid Waste	755,000	892,007	-15.36%
Fleet & Fuel	508,015	605,103	-16.04%
Inmate Escrow	80,000	80,000	0.00%
Impact Fees	1,735,000	1,686,918	2.85%
<b>TOTAL ALL FUNDS</b>	<b>97,258,809</b>	<b>80,207,511</b>	<b>21.26%</b>

# FY 2025 Public Budget Hearings

- ▶ Thursday, November 7, 2024 – Public Comment on Proposed FY 2025 Budget during Work Session
- ▶ Thursday, November 7, 2024 – Public Comment on Proposed FY 2025 Budget during Voting Session
- ▶ Thursday, November 21, 2024 – Public Comment on Proposed FY 2025 Budget during Voting Session
- ▶ At the November 21, 2024 Voting Session, the Board will consider and may adopt the FY 2025 Budget.

# In closing.....

Thank you to fellow BOC members, elected officials, department heads and agencies, and their staff, in their assistance with this budget process.





**DAWSON COUNTY ANNOUNCEMENT AND ADVERTISEMENT REQUEST**

<b>Submitting Department:</b>	BOC	<b>Department Contact Name:</b>	Kristen Cloud
<b>Submittal Date:</b>	09.30.2024	<b>Run Dates:</b>	10.09.24 and 10.30.24
<b>Ad Description:</b>	Notice	<b>Section of Paper:</b>	Legals and Display (A Section)
<b>Name of Paper:</b>	Legal Organ – Dawson County News	<b>Do you want your ad online?</b>	Yes

**Notice of Public Hearings**

Notice is hereby given that public hearings shall be held by the Dawson County Board of Commissioners at the Dawson County Government Center, 25 Justice Way, Assembly Room 2303 (2<sup>nd</sup> floor), Dawsonville, Georgia, as follows:

- October 17, 2024      Chairman’s FY 2025 Proposed Budget Presentation – Work Session
- November 7, 2024      Budget Public Hearing #1 – Work Session
- November 7, 2024      Budget Public Hearing #2 – Voting Session
- November 21, 2024      Budget Public Hearing #3 / Tentative Budget Adoption – Voting Session

BOC work sessions begin at 4 p.m. and voting sessions immediately follow.

**O.C.G.A. § #**

**Department Head Approval:**

## Items that Must be Addressed

---

### COMMENT 1

The CIE must inventory existing service levels throughout the jurisdiction for each category of capital improvements to be financed through impact fees. If there are variations in service levels in some parts of the community due to available capacity, distribution systems, feasibility of providing service, or quality of service, these must be specified. Please identify current service levels and area-by-area variations for the following services: *Road Improvements*

### RESPONSE 1

See expanded “Level of Service Standards” section on page 25.

### COMMENT 2

The CIE must include a 20-year projection of the capital facility improvements that will be needed to remedy deficiencies identified with existing services and to achieve desired future service levels for anticipated new development. This listing should result from sound data analysis and accurate projections of future growth. Please provide this master listing of needed capital improvements for the following services: *Road Improvements*

### RESPONSE 2

Table 19 already includes projected road improvement needs slated for implementation in the next 20 years, and the “Estimated Year of Completion” column has been moved to the far left so it is more readily apparent to the reader. As further explained on p. 27, the projects do not reflect all road improvement needs. The projects shown are *only* those that increase capacity *and* are not fully programmed in the local TSPLOST program. These two factors result in a very streamlined set of projects that are impact fee eligible and thus suitable for inclusion in the CIE. To this point, additional explanation has been provided on p.27 (and summarized in the Introduction section on p. 25).

## Advisory Comments

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### COMMENT 3

The CIE must include a 20-year projection of the capital facility improvements, and we see that there are tables showing cost of projects to meet future demand for Library Services and Parks and Recreation (pages 12 and 16). While what you have provided will meet the requirement, an ideal example of what we are looking for is what you provided on page 22 in table 16 for Fire Protection. It gives a clear outline, year by year, of when projects are anticipated to occur, and amounts associated with each project. We would like this to be the standard format for the other service areas in future amendments and updates, ensuring that the timelines extend out to at least the 20-year projection.

### RESPONSE 3

For Library Services, Table 9 on page 12 has been expanded to show line items for each year through 2050. Future projects are still associated with just three years within this timeframe: 2025, 2028 and 2038.

For Parks and Recreation:

- Table 10 on p. 14 projects future capital facility needs through 2050 (see “Total Needed Rounded” column)
- Table 11 on p. 16 is the only practical approach to providing any more detail as to implementation over the coming decades. As explained on page 15, Park and Recreation improvements cannot be scheduled with any certainty on an annual basis. Grouping the projects into timeframes was achieved with thoughtful input by the Parks and Recreation Director, but beyond 2025 it is impossible to assign specific years to the numerous and varied recreation components needed over the next 25 years. Even comprehensive Parks and Recreation Master Plans can’t provide that level of detail. Instead, they commonly group projects into timeframes. In addition, recreation systems require significant attention paid to maintenance projects (which aren’t impact fee eligible); these are easier to schedule, as opposed to “new” park needs that often require land acquisition.

### COMMENT 4

The CIE must indicate whether existing service levels and quality of services throughout the jurisdiction are adequate to meet current needs. As it is currently written, we are unclear as to the level of service for Road Improvements. The CIE states, “The County has set its Level of Service for road improvements at LOS D”. Is this for all roads in the county or just the roads that are being proposed to be funded by impact fees?

### RESPONSE 4

See “Level of Service Adopted” section.

# CAPITAL IMPROVEMENTS ELEMENT



Including the following public facility categories:



- Library Services*
- Parks and Recreation*
- Fire Protection*
- Law Enforcement*
- Road Improvements*



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## Introduction

The purpose of a Capital Improvements Element (CIE) is to establish where and when certain new public facilities are planned to be provided within a jurisdiction and the extent to which they may be financed through an impact fee program. A Capital Improvements Element is adopted as a chapter, or 'element', in a local government's Comprehensive Plan.

This document amends Dawson County's current CIE (2018) and, as such, updates<sup>1</sup> the County's impact fee program, which was first adopted in 2006 and last updated in 2018. All public facility categories from the current impact fee program are included and updated in this CIE.

As required by the Georgia Development Impact Fee Act ("State Act" of "DIFA"), and defined by the Department of Community Affairs in its Development Impact Fee Compliance Requirements, the CIE must include the following for each capital facility category for which an impact fee will be charged:

- a **projection of needs** for the planning period<sup>2</sup>;
- the designation of **service areas** - the geographic area in which a defined set of public facilities provide service to development within the area;
- the designation of **levels of service** (LOS) - the service level that will be provided;
- a **schedule of improvements** ("Community Work Program") listing impact fee related projects and costs for at least the coming 5 years; and
- a description of **funding sources** anticipated for the planning period.

### ■ Impact Fees Authorized

#### Impact Fees Authorized by the State

Impact fees are a form of revenue authorized and regulated in Georgia pursuant to O.C.G.A. §36-71-1 et seq., the *Georgia Development Impact Fee Act* (DIFA), and are administered by the Georgia Department of Community Affairs under Chapter 110-12-2, *Development Impact Fee Compliance Requirements*, of the Georgia Administrative Code.

Under DIFA, a city or county can collect money from new development based on—and that does not exceed—that development's proportionate share of the cost to fund future public facilities that will be needed. Impact fees cannot be used to solve existing service deficiencies and must be spent only on public facilities that create new capacity to keep pace with the number of future residents and businesses as the county grows.

The key is that each capital improvement, whether it's land, buildings or long-lived vehicles, must create new capacity within the system to keep pace with the number of future residents and businesses as the county grows. Maintenance and personnel are not eligible for impact fee funding, nor would replacement of deteriorated floor space or a run-down vehicle because, although the replacement is maintaining the level of service, no new capacity is created to serve the needs of new growth.

Ultimately, and importantly, the services provided in the public facility categories for which impact fees are being charged must be the same for both the existing community and future growth.

<sup>1</sup> A 'CIE amendment' results in a new list of impact fee eligible capital projects. In order to update the existing fee schedule to support funding of those projects, an amendment to the County's existing Development Impact Fee Ordinance is required.

<sup>2</sup> Typically 20 years, to be consistent with the long-range planning horizon of the Comprehensive Plan. However, the 2023 Dawson County Comprehensive Plan has no stated planning horizon, with the exception of the Transportation Element's evaluation of transportation needs to 2050. Accordingly, this CIE provides a projection of capital facility needs to 2050.

**Categories for Assessment of Impact Fees**

The chart below shows the public facility categories and specific facility types that are eligible for impact fee funding under Georgia law and that are currently included in the County’s impact fee program and thus addressed in this report.

The service area for each public facility category—that is, the geographical area served by the facility category—is also given, along with the basis for the standard adopted as the level of service to be delivered for each facility category.

**Table 1: Overview of Impact Fee Program Facilities**

Public Facility Category	Eligible Facilities	Service Area	Level of Service Standard Based on ...
<b>Library Services</b>	Library facilities and collection materials	Countywide	Square footage of facilities and number of collection materials per dwelling unit
<b>Parks and Recreation</b>	Park land and recreation components	Countywide	Acreage and number of recreation components per dwelling unit
<b>Fire Protection</b>	Fire stations, fire trucks, auxiliary vehicles & ambulances	Countywide	Square footage of facilities and number of heavy vehicles per day-night population
<b>Law Enforcement</b>	Sheriff’s patrol, inmate detention, E-911	Countywide	Square footage of facilities and number of specialized vehicles per day-night population
<b>Road Improvements</b>	Projects creating increased capacity	Countywide	Level of Service 'D' and trip generation by new growth

**Eligible Facilities**<sup>3</sup> under the Georgia Development Impact Fee Act (DIFA) are limited to capital items having a life expectancy of at least 10 years, such as land, buildings and certain vehicles. Impact fees cannot be used for the maintenance, supplies, personnel salaries, or other operational costs, or for short-term capital items such as computers, furniture or most automobiles. None of these costs are included in the impact fee program.

**Service Areas** are the geographic areas that the facilities serve, and the areas within which the impact fee can be collected. Monies collected in a service area for a particular category may only be spent for that purpose, and only for projects that serve that service area.

**Level of Service Standards** are critical to determining new development’s fair share of the costs. The same standards must be applied to existing development as well as new to assure that each is paying only for the facilities that serve it. New development cannot be required to pay for facilities at a higher standard than that available to existing residents and businesses, nor to subsidize existing facility deficiencies.

<sup>3</sup> For a complete list of ‘eligible facilities’ allowed under DIFA, see ‘public facilities’ in the Glossary in this report. Dawson County’s impact fee program, however, comprises only those listed above.

■ Forecasts

In order to accurately calculate the demand for future services in Dawson County, new growth and development must be quantified in future projections. These projections include forecasts for population, households, housing units, and employment to the year 2050. These projections provide the baseline conditions from which current Level of Service calculations are produced. The projections used for each public facility category are specified in each public facility chapter that follows.

This chapter presents a summary of the forecasts that have been identified for use in this CIE, based on an analysis of past trends. For a more detailed description of the methodologies used in preparing the population, housing and employment forecasts, see Technical Appendix A – *Future Growth*.

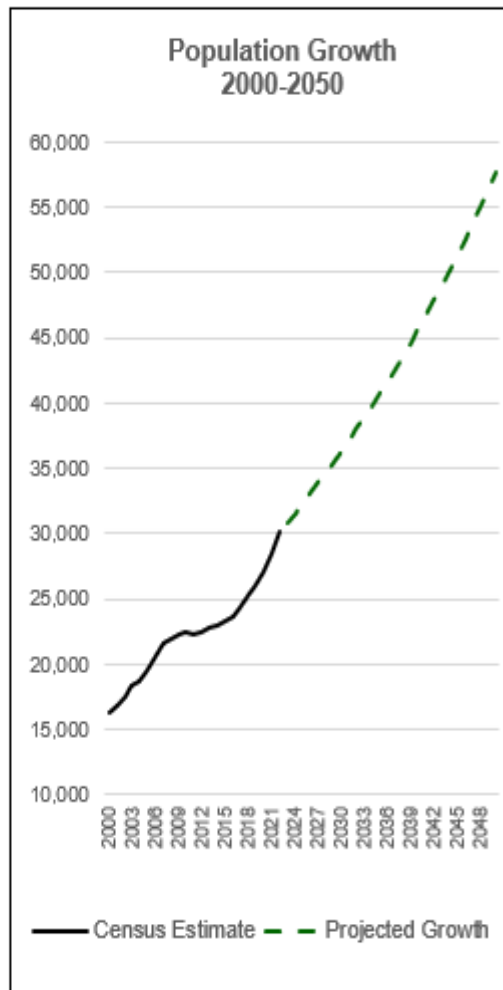
**Population, Housing and Employment Forecasts**

Table 2 presents projected countywide population growth from 2023 to 2050 relative to growth over the preceding 20-year period, as reported by the Census Bureau.

**Table 2: Projected Population Growth**

Year	People
2023	30,843
2024	31,564
2025	32,303
2026	33,058
2027	33,831
2028	34,623
2029	35,433
2030	36,261
2031	37,109
2032	37,977
2033	38,866
2034	39,775
2035	40,705
2036	41,657
2037	42,632
2038	43,629
2039	44,649
2040	45,694
2041	46,762
2042	47,856
2043	48,975
2044	50,121
2045	51,293
2046	52,493
2047	53,721
2048	54,977
2049	56,263
2050	57,579

Increase: 26,015



The projections indicate a continuation of the previous population growth trend over the past two decades.

The solid line plotting U.S. Census population estimates from 2000 – 2022 reflect a period of strong growth up until the Great Recession, a result of which population growth slowed along with the collapse of the housing market, and then began to recover.

Recovery from the crash was steady—even outpacing the rebound in adjacent Gainesville-Hall County as well as the Atlanta Metro Area on an annual percent increase basis.

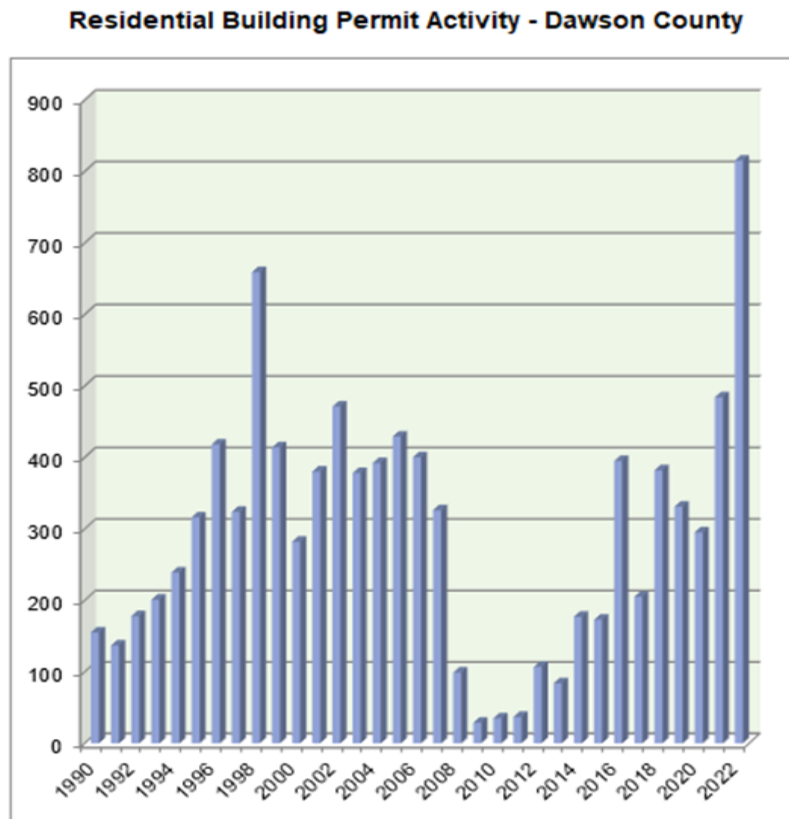
Starting around the middle of the past decade, growth returned at an accelerated pace, which is illustrated by residential building permit activity on Table 3.

Looking ahead, Dawson County is anticipated to continue its previous population growth trend over the past two decades. Overall, the county is expected to add 20,015 people to today’s (2024) projected population of 31,564. The result is projected to be a 2050 population of 57,579, in which 45% of the future residents are not here today.

As shown below, going back to 1990 the county was on a clear upswing in residential development, trending higher and higher overall, slipping a bit in 2006, and then plummeting with the nationwide housing market crash in 2008. The county’s housing industry has since regained its footing and permits have been on the rise, with residential building permits reaching numbers comparable to those in the mid-’90’s and early 2000’s.

**Table 3: Residential Building Permit Activity**

Calendar Year	New Housing Units Permitted
1990	155
1991	137
1992	178
1993	201
1994	239
1995	316
1996	418
1997	324
1998	659
1999	414
2000	282
2001	380
2002	471
2003	378
2004	392
2005	429
2006	400
2007	326
2008	99
2009	29
2010	35
2011	37
2012	107
2013	84
2014	177
2015	173
2016	395
2017	205
2018	382
2019	331
2020	295
2021	484
2022	815



Source: US Bureau of the Census, annual building permit data, 1990-2015; Dawson County 2016-2022.

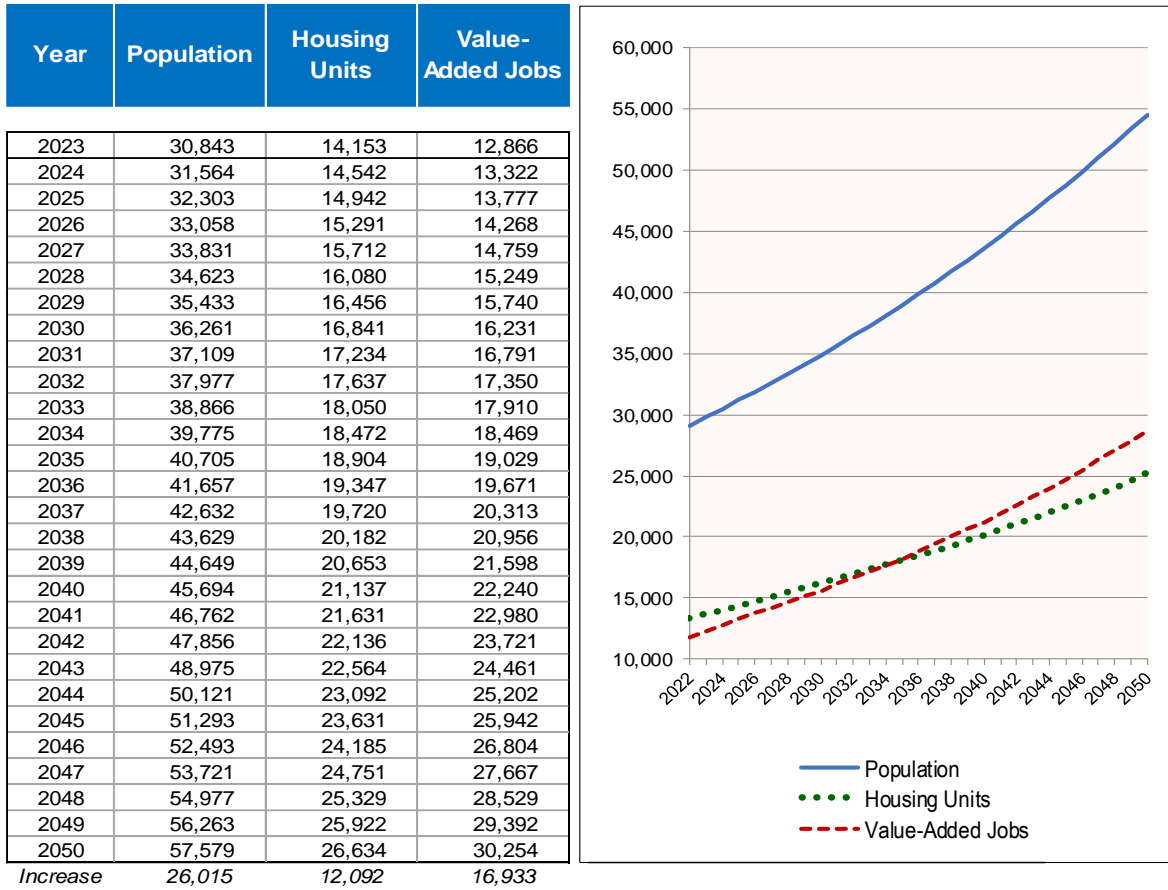
Housing for this future population growth is anticipated to increase at a similar rate, yielding a 2050 housing stock of 26,634 dwelling units, based on the addition of 12,092 units to the existing housing supply. Employment in the county is projected to expand at a somewhat greater pace than population. Total ‘value added’ jobs<sup>4</sup> is projected by Woods & Poole Economics, Inc.<sup>5</sup> to increase by 16,933, which equates to almost 56% of all value-added jobs in 2050. Today, there are about 0.9 jobs for each housing unit in the county. By 2050, this is projected to grow to 1.14.

These housing and employment countywide forecasts are shown on Table 4.

<sup>4</sup> ‘Value-added’ jobs are jobs in employment categories that create new or expanded places of business (other than governmental jobs which are otherwise exempt from impact fee assessments, as well as construction and agricultural jobs since they are transitory or non-site specific in nature and don’t require building permits; as such, they are not assessed impact fees).

<sup>5</sup> Woods & Poole is a nationally recognized independent firm that specializes in long-term county economic data and demographic data projections. Their employment data include both full-time and part-time jobs by place of work.

**Table 4: Forecasts of Future County Growth**



**■ Projections Related to Calculations in the CIE**

Table 5 on the next page shows the forecasts that have been identified as the most likely for Dawson County, based on an analysis of past trends described above. These figures are used in calculating the Level of Service (LOS) and Future Demand for county facilities in each public facility category addressed in this report.

Countywide forecasts apply to all public facility categories, as they provide services available to each resident regardless of whether they live in the unincorporated area or inside the Dawsonville city limits.

The population figures on Table 5 represent a projection forward of past annual population figures (i.e., the past growth rate) as discussed above. To calculate the number of housing units anticipated in the future, the number of households (which equates to the number of occupied housing units) is calculated by dividing the most recently reported average household size in the county into the population forecasts, and then that is expanded to the total number of housing units by adding in vacant units. As noted above, employment forecasts are based on Woods & Poole Economics, Inc. data, as further described in the Appendix. 'Day-night population' combines population and employee projections and is further described below.

Because **library facilities** and **parks** predominantly serve residents (as opposed to businesses), the projected increase in housing units over the next 27 years quantifies demand for these facilities, as shown in the following public facility chapters.

For **fire protection** and **law enforcement**, the day-night population is used instead of housing units. Day-night population combines residents ('population') and employees (based on 'value-added' jobs) and is a measure of total services demanded of a 24-hour service provider facility. The Fire & Emergency Services Department, for instance, protects one's house from fire whether or not the residents are at home, and protects stores and offices whether or not they are open for business.

The **road improvements** category is unique, in that it utilizes vehicle trip generation data to calculate the amount of future traffic that is attributed to future growth and development (as described in the Technical Appendix).

Since 'housing unit' and 'day-night population' figures are used in the Level of Service and Future Demand calculations for the public facility categories in this CIE, as described above, they are highlighted in Table 5.

**Table 5: Projections Used in CIE Calculations**

Year	County Population	Households	Housing Units	Value-Added Jobs	Day-Night Population
2023	30,843	12,239	<b>14,153</b>	12,866	<b>43,709</b>
2024	31,564	12,575	<b>14,542</b>	13,322	<b>44,886</b>
2025	32,303	12,921	<b>14,942</b>	13,777	<b>46,080</b>
2026	33,058	13,223	<b>15,291</b>	14,268	<b>47,326</b>
2027	33,831	13,587	<b>15,712</b>	14,759	<b>48,590</b>
2028	34,623	13,905	<b>16,080</b>	15,249	<b>49,872</b>
2029	35,433	14,230	<b>16,456</b>	15,740	<b>51,173</b>
2030	36,261	14,563	<b>16,841</b>	16,231	<b>52,492</b>
2031	37,109	14,903	<b>17,234</b>	16,791	<b>53,900</b>
2032	37,977	15,252	<b>17,637</b>	17,350	<b>55,327</b>
2033	38,866	15,609	<b>18,050</b>	17,910	<b>56,776</b>
2034	39,775	15,974	<b>18,472</b>	18,469	<b>58,244</b>
2035	40,705	16,347	<b>18,904</b>	19,029	<b>59,734</b>
2036	41,657	16,730	<b>19,347</b>	19,671	<b>61,328</b>
2037	42,632	17,053	<b>19,720</b>	20,313	<b>62,945</b>
2038	43,629	17,452	<b>20,182</b>	20,956	<b>64,585</b>
2039	44,649	17,860	<b>20,653</b>	21,598	<b>66,247</b>
2040	45,694	18,278	<b>21,137</b>	22,240	<b>67,934</b>
2041	46,762	18,705	<b>21,631</b>	22,980	<b>69,742</b>
2042	47,856	19,142	<b>22,136</b>	23,721	<b>71,577</b>
2043	48,975	19,512	<b>22,564</b>	24,461	<b>73,436</b>
2044	50,121	19,969	<b>23,092</b>	25,202	<b>75,323</b>
2045	51,293	20,435	<b>23,631</b>	25,942	<b>77,235</b>
2046	52,493	20,914	<b>24,185</b>	26,804	<b>79,297</b>
2047	53,721	21,403	<b>24,751</b>	27,667	<b>81,388</b>
2048	54,977	21,903	<b>25,329</b>	28,529	<b>83,506</b>
2049	56,263	22,416	<b>25,922</b>	29,392	<b>85,655</b>
2050	57,579	23,032	<b>26,634</b>	30,254	<b>87,833</b>
2024-2050 Increase:	<b>26,015</b>	<b>10,457</b>	<b>12,092</b>	<b>16,933</b>	<b>42,948</b>

# Library Services

## ■ Introduction

The Dawson County Library System provides library services through a central library facility in Dawsonville and a small satellite branch on Liberty Drive (east of Ga 400). The Dawson County Library and the Dawson County Satellite are part of the Chestatee Regional Library System and are maintained in part by financial contributions from Dawson County. The library facilities provide services to all residents of Dawson County through a variety of information and materials, facilities and programs.

Demand for library services is almost exclusively related to the county's resident population. Businesses make some use of public libraries for research purposes, but the use is incidental compared to that of the families and individuals who live in the county. Thus, a library services system impact fee is limited to future residential growth.

## ■ Service Area

Materials, facilities and services of the Dawson County library system are equally available to the county's population. The entire county is therefore considered a single service district for library services. An improvement in any part of the county increases service to all parts of the county to some extent.

## ■ Level of Service and Forecasted Demand

The County has adopted a level of service for library facilities based on the current level of service in facility space and collection materials. Existing service levels and quality of services are adequate to meet current needs and therefore establish the basis upon which the needs of future growth and development are to be met.

In Table 6, the library system's current building area (square feet in programmed space that is accessible to the public) and total collection materials are used to calculate future demand in square feet and collection volumes over the next two decades. Based on the adopted LOS, future growth will demand 11,789 additional square feet of library space by the year 2050 in order to maintain the adopted level of service. In addition, 36,257 collection materials will need to be added to serve new growth. Ultimately, more collection materials will need to be acquired in order to account for future collection material discards, as shown later in this chapter.

**Table 6: Level of Service and New Growth Demand**

Existing System Inventory*		Current Service Area	Level of Service	Service Area Growth	New Growth Demand
Collection Materials	Number of Housing Units	Collection Materials per Housing Unit		Increase in Housing Units to 2050	Additional Collection Materials Needed
42,437	14,153	2.9984		12,092	36,257
Building Area (Square Feet)	Number of Housing Units	Square Feet of Floor Area per Housing Unit		Increase in Housing Units to 2050	Square Feet of Additional Floor Area Needed
13,798	14,153	0.9749		12,092	11,789

\* Includes Dawson County Library and Dawson County Satellite.



**Table 7: Future Collection Materials Needed**

Year	New Growth Demand			Plus Discarded Materials	Total Materials Needed (annual)
	New Dwelling Units	New Materials Needed (annual)	Running Total		
2024	0	0	0	0	0
2025	400	1,199	1,199	6	1,206
2026	349	1,046	2,246	5	1,052
2027	421	1,262	3,508	6	1,269
2028	368	1,103	4,612	6	1,109
2029	376	1,127	5,739	6	1,133
2030	385	1,154	6,893	6	1,160
2031	393	1,178	8,072	6	1,184
2032	403	1,208	9,280	6	1,215
2033	413	1,238	10,519	6	1,245
2034	422	1,265	11,784	7	1,272
2035	432	1,295	13,079	7	1,302
2036	443	1,328	14,408	7	1,335
2037	373	1,118	15,526	6	1,124
2038	462	1,385	16,911	7	1,392
2039	471	1,412	18,324	7	1,420
2040	484	1,451	19,775	7	1,459
2041	494	1,481	21,256	8	1,489
2042	505	1,514	22,770	8	1,522
2043	428	1,283	24,054	7	1,290
2044	528	1,583	25,637	8	1,591
2045	539	1,616	27,253	8	1,624
2046	554	1,661	28,914	9	1,670
2047	566	1,697	30,611	9	1,706
2048	578	1,733	32,344	9	1,742
2049	593	1,778	34,122	9	1,787
2050	712	2,135	36,257	11	2,146
<b>Total</b>	<b>12,092</b>	<b>36,257</b>		<b>186</b>	<b>36,444</b>

Note: Discard rate = 0.514%

Table 7 shows the number of collection materials demanded by new growth each year in the first columns, based on the adopted LOS. These are then increased by an average annual discard rate (0.5%) for 'weeded' volumes, which reflects the average rate over the past five years. By including the weeded volumes, the resulting 'total materials needed' reflects the total number of volumes required annually to maintain the LOS once these non-impact fee eligible volumes are discarded.

**Projects to Meet Future Demand**

**New Collection Materials – Costs and Schedule for Implementation**

The new collection materials needed to serve new growth and development, identified in Table 7, are used to calculate the future cost to meet service demand. Based on past library expenditures, the estimated average replacement cost per item is \$27.80, which is factored into Table 8 on the next page.

The annual costs are then increased each year using the 10-year average Consumer Price Index (CPI) rate, and then reduced to current NPV dollars using the Discount Rate (See also Technical Appendix C – *Cost Adjustments and Credits* for further explanation). The percentage of the cost attributable to new growth in each year is based on the percentage of total volumes needed that are attributable to new growth's demand (the total number needed minus the discarded items as shown above).

**Table 8: Cost of Collection Materials to Meet Future Demand**

Year	Total Materials Needed (annual)	Total Current Cost	Net Present Value (NPV)*	% for New Growth	New Growth's Share (NPV)**
2025	1,206	\$ 33,516.29	\$ 33,516.29	99.49%	\$ 33,344.90
2026	1,052	\$ 29,242.96	\$ 29,754.83	99.49%	\$ 29,602.67
2027	1,269	\$ 35,275.89	\$ 36,521.63	99.49%	\$ 36,334.87
2028	1,109	\$ 30,834.99	\$ 32,482.68	99.49%	\$ 32,316.58
2029	1,133	\$ 31,505.31	\$ 33,769.76	99.49%	\$ 33,597.07
2030	1,160	\$ 32,259.43	\$ 35,183.33	99.49%	\$ 35,003.41
2031	1,184	\$ 32,929.75	\$ 36,543.05	99.49%	\$ 36,356.18
2032	1,215	\$ 33,767.66	\$ 38,128.82	99.49%	\$ 37,933.84
2033	1,245	\$ 34,605.57	\$ 39,758.90	99.49%	\$ 39,555.59
2034	1,272	\$ 35,359.68	\$ 41,336.42	99.49%	\$ 41,125.04
2035	1,302	\$ 36,197.59	\$ 43,056.65	99.49%	\$ 42,836.47
2036	1,335	\$ 37,119.29	\$ 44,925.84	99.49%	\$ 44,696.10
2037	1,124	\$ 31,253.94	\$ 38,489.07	99.49%	\$ 38,292.24
2038	1,392	\$ 38,711.31	\$ 48,507.24	99.49%	\$ 48,259.19
2039	1,420	\$ 39,465.43	\$ 50,317.79	99.49%	\$ 50,060.48
2040	1,459	\$ 40,554.71	\$ 52,611.67	99.49%	\$ 52,342.63
2041	1,489	\$ 41,392.62	\$ 54,638.62	99.49%	\$ 54,359.21
2042	1,522	\$ 42,314.31	\$ 56,832.95	99.49%	\$ 56,542.32
2043	1,290	\$ 35,862.43	\$ 49,010.44	99.49%	\$ 48,759.82
2044	1,591	\$ 44,241.50	\$ 61,519.79	99.49%	\$ 61,205.19
2045	1,624	\$ 45,163.20	\$ 63,900.72	99.49%	\$ 63,573.95
2046	1,670	\$ 46,420.06	\$ 66,828.66	99.49%	\$ 66,486.92
2047	1,706	\$ 47,425.55	\$ 69,471.31	99.49%	\$ 69,116.06
2048	1,742	\$ 48,431.04	\$ 72,186.00	99.49%	\$ 71,816.86
2049	1,787	\$ 49,687.90	\$ 75,355.66	99.49%	\$ 74,970.31
2050	2,146	\$ 59,658.99	\$ 92,061.33	99.49%	\$ 91,590.55
<b>Total</b>	<b>36,444</b>	<b>\$ 1,013,197.39</b>	<b>\$ 1,296,709.43</b>		<b>\$ 1,290,078.45</b>

\* Established by inflating the current cost estimate to each expenditure year above (based on 10-year average annual Consumer Price Index), then deflating it to the present year.

\*\* This is the impact fee eligible cost of the project.

**New Library Space – Costs and Schedule for Implementation**

The building floor area needed to serve new growth (11,789 square feet, from Table 6) is used to calculate the future cost to meet service demand, as shown in Table 9.

Future building projects include a 952 square foot renovation project that will increase space for public use in the main branch library, a 3,500 square foot annex to serve areas outside of downtown Dawsonville, as well as an additional 7,337 square feet in future library space to serve growing residential areas. This "future library space" could be used to expand an existing facility and/or construct an additional stand-alone facility.

Altogether, 11,789 square feet in building area is the amount "demanded" by new growth in order for future residents to enjoy the same level of service as existing residents. Ultimately, building sizes below may change based on local needs; however, the total square footage allocated to future building space in any configuration cannot exceed 11,789 square feet in order to utilize impact fees. Any square footage beyond that will require another funding source.

The cost estimates for future building projects are shown in current dollars, and then increased using Engineering News Record’s (ENR) 10-year average Building Cost Index (BCI), and then reduced by the Discount Rate to determine the Net Present Value. Actual implementation, however, may occur earlier for less money or later at greater cost.

**Table 9: Cost of Building Projects to Meet Future Demand**

Year	Capital Project	Number (Square Feet)*	Estimated Project Cost (current \$)**	% Impact Fee Eligible	New Growth Share	Net Present Value***
2025	Library Renovation	952	\$ 25,000.00	100%	\$ 25,000.00	\$ 25,000.00
2026						
2027						
2028	Library Annex	3,500	\$ 1,000,000.00	100%	\$ 1,000,000.00	\$ 1,036,897.00
2029						
2030						
2031						
2032						
2033						
2034						
2035						
2036						
2037						
2038	Future Library Space	7,337	\$ 2,237,785.00	100%	\$ 2,237,785.00	\$ 2,618,220.00
2039						
2040						
2041						
2042						
2043						
2044						
2045						
2046						
2047						
2048						
2049						
2050						
<b>TOTAL:</b>		<b>11,789 sq.ft.</b>				<b>\$ 3,680,117.00</b>

\*Building sizes may change based on local needs; however, the total square footage allocated to future building space in any configuration cannot exceed 11,789 square feet in order to utilize impact fees (see also Table 6). Any square footage beyond that will require another funding source.

\*\*Sources: County's estimated contribution to the library renovation project (10% local match, based on award of \$250,000 Public Library State Grant); the County's estimated budget for the annex; and, BNi Building News Square Foot 2023 Costbook (\$305 per square foot) for future library space.

\*\*\* NPV based on 10-year average annual Building Cost Index (BCI), projected to future years of construction shown above. Implementation years subject to change during the annual budgeting process.

## Parks and Recreation

### ■ Introduction

Public recreational opportunities are available in Dawson County through a number of parks facilities and programs operated by the County. Most parks and recreational components such as playgrounds, pickleball courts, and recreation centers are commonly viewed as 'residential amenities', thus demand for recreational facilities is almost exclusively related to the county's resident population. Businesses make some incidental use of public parks for office events, company softball leagues, etc., but the use is minimal compared to that of the families and individuals who live in the county. As such, the parks and recreation impact fee is limited to future residential growth.

### ■ Service Area

Parks and recreational facilities are made available to the county's population without regard to the political jurisdiction within which the resident lives. In addition, the facilities are provided equally to all residents, and often used on the basis of the programs available, as opposed to proximity of the facility. For instance, some programs are located only at certain centralized facilities, to which any Dawson County resident can come. Thus, the entire county is considered a single service area for parks and recreation.

### ■ Level of Service and Forecasted Demand

The County has determined that in most instances, existing amenities provided to residents now would also be appropriate to serve the future service area population – this is the adopted Level of Service (LOS), which is calculated by dividing the current inventory of each component by the current number of housing units in the county. Existing service levels and quality of services are adequate to meet current needs and therefore establish the basis upon which the needs of future growth and development are to be met.

A forward-looking approach, however, is utilized for canoe launches, park land, pickleball courts, park trails, and multi-use trails/greenways (which have a current inventory of "0" miles). This approach bases the Level of Service on the total number of existing *and future* amenities needed to serve all residents (i.e., housing units) through 2050. The number of future amenities is based on planning efforts that have identified future recreation components (such as a multi-use trail system in the *Dawson County Greenway and Trail Master Plan*), anticipated or planned project implementation, or observed needs for additional components to accommodate a growing community. These future items help establish the adopted LOS, because they – along with existing components that are adequate to meet current needs – are deemed the *total* number sufficient to serve residents for the coming decades.

The Level of Service standard for all components is then multiplied by the increase in housing units through 2050 to produce the future demand for recreation amenities created by future growth, as shown under 'Future Demand' on Table 10 on the next page.

Table 10: Level of Service and New Growth Demand

Recreation Component Type	Current Inventory	Level of Service (LOS)*	Future Demand**	Total Needed (Rounded)***	% Impact Fee Eligible
Baseball/Softball Fields	14	0.000962729	11.64	12	97.00%
Basketball Courts (outdoor)	1	0.000068766	0.83	1	83.00%
Batting Cages	3	0.000206299	2.49	3	83.00%
Canoe Launch	1	0.000112638	1.36	2	68.00%
Concessions/RR Building	2	0.000137533	1.66	2	83.00%
Dog Parks	1	0.000068766	0.83	1	83.00%
Multi-purpose Fields	2	0.000137533	1.66	2	83.00%
Park Land****	241.83 acres	0.012834347	155.00	155	100.00%
Parking	1,255 spaces	0.086301747	1,043.56	1,043	100.00%
Pavilions	4	0.000275065	3.32	4	83.00%
Pickleball Courts	2	0.000525644	6.35	7	90.71%
Playgrounds	2	0.000137533	1.66	2	83.00%
Rec Center / Gym	88,000 sq.ft.	6.051437216	73,173	73,173	100.00%
Soccer Fields	3	0.000206299	2.49	3	83.00%
Splashpads	1	0.000068766	0.83	1	83.00%
Tennis Courts	6	0.000412598	4.98	5	99.60%
Trails, Multi-use	0 miles	0.000735901	8.89	8.89	100.00%
Trails, Park	1.75 miles	0.000298491	3.60	3.60	100.00%

\* LOS per housing unit, based on the current inventory divided by the current number of housing units (14,542), with the exception that the LOS calculations for canoe launches, park land, pickleball courts, and all trails are based on the the total number of such components that are anticipated to be adequate through 2050 (based on planned or anticipated projects, local needs, and the 2021 Dawson County Greenway and Trail Master Plan recommendations).

\*\* Future Demand is calculated by multiplying the LOS by the increase in housing units (12,092) through 2050.

\*\*\* Rounded for all components except for parking spaces and trails.

\*\*\*\* County-owned parks that are open to the public (River Park, Rock Creek Park, and Veterans Memorial Park) or will be in the near-term (Styles Nature Trails).

**Impact Fee Eligibility**

For all components except trails, the future demand is rounded to whole numbers in the 'Total Needed' column. This is because the County cannot build a portion of a facility; it must build entire facilities. As a result, the '% Impact Fee Eligible' column may reflect a percentage less than 100%.

A component's impact fee eligibility ('% Impact Fee Eligible') is based on the extent to which future improvements are needed to specifically serve new growth and development (i.e. additional housing units between now and 2050), and only at the LOS applicable countywide.

For example, the adopted level of service indicates that only a portion of one additional splashpad (.83) is needed to serve the future population. Since a fraction of a splashpad cannot be built for it to fully serve its intended purpose, this number is rounded up to a single splashpad, of which 83% is the amount that new growth mathematically demands. This is therefore the percentage of the facility that is impact fee eligible, meaning no more than 83% of the cost of an additional splashpad can be funded with impact fees. The remaining 17% must come from another funding source.

It should be noted that future building area (in square feet) may be allocated across multiple projects, as needed. For example, a portion of the 73,173 square feet in needed 'rec center/gym' space on Table 10 could be used for a building expansion project, and the balance of the impact fee eligible square footage could be devoted to an additional building.

Or, by way of example, if a 90,000 square foot recreation facility is constructed and it is the County's intention to use impact fees to the greatest extent possible, still only 81.3% of the total cost of the project (73,173 s.f. divided by 90,000 s.f.) could be funded with impact fees. The remaining portion is not technically demanded by new growth and therefore must be funded by another source.

In addition, the square footage could apply to building replacement projects to the extent that the new building adds square footage to the existing building footprint. In other words, the impact fee eligible portion of the project is the difference in size between the existing and proposed replacement. Building replacement projects that result in the same or smaller building size, however, are not impact fee eligible.

## ■ Projects to Meet Future Demand

### Costs and Schedule for Implementation

The projects needed to meet future growth demand are classified into three timeframes on Table 11 for implementation: 2025 for projects anticipated to begin in the near term (these projects are listed in the enclosed 5-Year Community Work Program, but years of implementation are subject to change during the annual budgeting and Annual CIE Update processes), 2030 when implementation is expected to start beyond the next five years, and 2035 for longer-range projects.

The selected years are the average years of completion for the purpose of calculating cost figures and because most improvements cannot be scheduled on an annual basis through 2050 with any certainty. Some improvements will occur earlier for less money, and some later at greater cost. All will average out.

Estimated current cost estimates are increased to the gross cost by 17% to account for contingencies and planning/architectural/engineering/legal fees, resulting in 'Total Cost (current dollars)' figures. These figures are converted to 'New Growth Share' dollars based on the percentage that each improvement is impact fee eligible.

To calculate the Net Present Value (NPV) of the impact fee eligible cost estimate for the construction of the recreation components, the current estimated costs are increased to the target years shown on Table 11 using Engineering News Record's (ENR) 10-year average building cost inflation (BCI) rate for recreation buildings (such as a gymnasium) and the 10-year average construction cost inflation (CCI) for all other projects. All project costs are then reduced to current NPV dollars using the Net Discount Rate.

Table 11: Costs to Meet Future Demand for Parks and Recreation

Year*	Component Type	Total Needed	Estimated Cost Per Unit**	Gross Cost Per Unit***	Total Cost (current dollars)	% Impact Fee Eligible	New Growth Share	Net Present Value (NPV)****
2025	Rec Center / Gym (square feet)	73,173	\$ 150.00	\$ 175.50	\$ 12,841,861.50	100.00%	\$ 12,841,861.50	\$ 12,841,861.50
2025	Trails, Park (miles)	3.60	\$ 229,000.00	\$ 267,930.00	\$ 964,548.00	100.00%	\$ 964,548.00	\$ 964,548.00
2030	Baseball/Softball Fields*****	12	\$ 500,000.00	\$ 585,000.00	\$ 7,020,000.00	97.00%	\$ 6,809,400.00	\$ 7,023,085.98
2030	Basketball Courts, Outdoor	1	\$ 72,000.00	\$ 84,240.00	\$ 84,240.00	83.00%	\$ 69,919.20	\$ 72,113.34
2030	Batting Cages	3	\$ 27,000.00	\$ 31,590.00	\$ 94,770.00	83.00%	\$ 78,659.10	\$ 81,127.50
2030	Canoe Launch	2	\$ 100,000.00	\$ 117,000.00	\$ 234,000.00	68.00%	\$ 159,120.00	\$ 164,113.35
2030	Concessions/RR Building	2	\$ 470,000.00	\$ 549,900.00	\$ 1,099,800.00	83.00%	\$ 912,834.00	\$ 941,479.67
2030	Dog Parks	1	\$ 25,000.00	\$ 29,250.00	\$ 29,250.00	83.00%	\$ 24,277.50	\$ 25,039.35
2030	Multi-purpose Fields*****	2	\$ 1,000,000.00	\$ 1,170,000.00	\$ 2,340,000.00	83.00%	\$ 1,942,200.00	\$ 2,003,148.23
2030	Park Land (acres)	155	\$ 26,000.00	\$ 30,420.00	\$ 4,715,100.00	100.00%	\$ 4,715,100.00	\$ 5,142,462.92
2030	Parking Space	1,043	\$ 2,000.00	\$ 2,340.00	\$ 2,440,620.00	100.00%	\$ 2,440,620.00	\$ 2,517,209.17
2030	Pavilions	4	\$ 72,000.00	\$ 84,240.00	\$ 336,960.00	83.00%	\$ 279,676.80	\$ 288,453.35
2030	Pickleball Courts	7	\$ 125,000.00	\$ 146,250.00	\$ 1,023,750.00	90.71%	\$ 928,687.50	\$ 957,830.67
2030	Playgrounds	2	\$ 108,000.00	\$ 126,360.00	\$ 252,720.00	83.00%	\$ 209,757.60	\$ 216,340.01
2030	Soccer Fields*****	3	\$ 1,000,000.00	\$ 1,170,000.00	\$ 3,510,000.00	83.00%	\$ 2,913,300.00	\$ 3,004,722.35
2030	Splashpads	1	\$ 500,000.00	\$ 585,000.00	\$ 585,000.00	83.00%	\$ 485,550.00	\$ 500,787.06
2030	Tennis Courts	5	\$ 125,000.00	\$ 146,250.00	\$ 731,250.00	99.60%	\$ 728,325.00	\$ 751,180.59
2035	Trails, Multi-use (miles)	8.89	\$ 1,500,000.00	\$ 1,755,000.00	\$ 15,601,950.00	100.00%	\$ 15,601,950.00	\$ 16,596,524.81
<b>TOTAL</b>								<b>\$ 54,092,027.85</b>

\* Average implementation years, subject to change during the annual budgeting and Annual CIE Update processes.

\*\* Sources of unit costs: 2018 Capital Improvements Element (CIE), actual costs from the County's Fixed Assets listing, Hwy 53 trail segment from the *Dawson County Greenway and Trail Master Plan*, and comparable facilities in GA communities, raised to current equivalent costs.

\*\*\* Includes 17% for contingency and planning/architectural/engineering/legal fees.

\*\*\*\* NPV based on CPI for land, BCI for building square footage, and CCI for all other recreation components, in an average implementation year shown above.

\*\*\*\*\* Estimated costs for fields intended to accommodate use of artificial turf (and installation of lights)

## Law Enforcement

### ■ Introduction

The Dawson County Sheriff's Office provides law enforcement services throughout Dawson County, which includes operation of the County detention facilities. The detention facilities and all law enforcement activities are administered from the Law Enforcement Center in Dawsonville; a precinct station is located in a different location than the Law Enforcement Center but contains no detention facilities.

The Sheriff's Office provides 24-hour countywide land and marine patrol; serves arrest warrants and civil papers issued by the court; detains suspects and those sentenced to the county detention center; transports inmates locally and throughout the state; provides security to the courts and the governmental center, and during county government meetings; investigates crimes; and operates the 911 emergency communications center.

### ■ Service Area

The entire county is considered a single service area for the provision of the law enforcement services because all residents and employees in the county have equal access to the benefits of the program.

### ■ Level of Service and Forecasted Demand

The County has adopted a level of service for law enforcement services based on the current level of service in facility space and specialized vehicles (that have a service life of at least 10 years). Existing service levels and quality of services are adequate to meet current needs and therefore establish the basis upon which the needs of future growth and development are to be met.

The adopted LOS is calculated by dividing the current inventory of each facility type – that is, the number of inmate beds, total building area (square footage) supporting primary functions outside of the detention facility, and specialized vehicles – by the current day-night population. Day-night population is used as a measure in that law enforcement is a 24-hour service provided continuously to both residences and businesses in the service area.

The current inventories<sup>6</sup> include the following, which are summarized on Table 12:

- 192 inmate beds, 96 of which (or, 50%) are estimated to be used on an average daily basis
- 22,680 square feet in non-detention space, including square footage for Sheriff's Office HQ/administration, training and storage space, the K-9 building and kennels, and the 911 Center
- 5 vehicles (van, 4-wheeler, 2 UTVs, and BearCat) that have a service life of at least 10 years

The LOS standard calculated in Table 12 is then multiplied by the increase in day-night population to 2050 to produce the future demand for law enforcement facilities created by future growth, as shown in the far right column.

<sup>6</sup> Patrol vehicles are not inventoried because they do not factor into this chapter's calculations; only vehicles having a service life of at least 10 years are eligible for impact fee funding, and the sustained use and resulting wear and tear on patrol vehicles limit the number of years they are in service.



As shown on Table 12, while new growth will generate a total need for 92 future detention center beds, the 'residual' 96 beds currently available for use today (based on the daily utilization rate) are available to meet these future needs. Accordingly, no expansion of detention facilities is proposed at this time.

**Table 12: Level of Service and New Growth Demand**

Facility	Current Service Area Population	Level of Service	Service Area Growth	New Growth Demand
<b>Applicable Detention Center Beds *</b>	<b>Day-Night Population</b>	<b>Beds per Day-Night Population</b>	<b>Day-Night Pop Increase to 2050</b>	<b>Additional Beds Needed</b>
96	44,886	0.002139	42,948	92
Less: Residual capacity in existing facility				(96)
Net new beds needed **				-4
<b>Sheriff's Office Operations (sq.ft.)</b>	<b>Day-Night Population</b>	<b>Square Feet per Day-Night Population</b>	<b>Day-Night Pop Increase to 2050</b>	<b>Additional Square Feet Needed***</b>
22,680	44,886	0.505286	42,948	21,701
<b>Specialized Vehicles ****</b>	<b>Day-Night Population</b>	<b>Vehicles per Day-Night Population</b>	<b>Day-Night Pop Increase to 2050</b>	<b>Additional Vehicles Needed*****</b>
5	44,886	0.000111	42,948	4.78

\*\* Net number of additional beds needed does not justify expansion of detention facilities at this time.

\*\*\* Square feet to be allocated among EOC/911 Center, Training Facility, and future new construction or expansion projects to meet new growth demand.

\*\*\*\* Vehicles having a service life of at least 10 years.

\*\*\*\*\* Four vehicles will be purchased at 100% impact fee eligibility.

The future demand for services equates to additional building area (square footage) for Sheriff's Office law enforcement functions and additional vehicles.

The square footage shown under the 'New Growth Demand' column on Table 12 represents the maximum that can be funded with impact fees and may be allocated across future projects that add building area, as needed and identified by the County, as follows:

- expansion of an existing building;
- construction of an additional building (such as a precinct building to expand service);
- and/or replacement of an existing building.<sup>7</sup>

<sup>7</sup> NOTE: Building replacement projects are only impact fee eligible to the extent that the new building adds square footage to the existing building footprint. Building replacement projects that result in the same or smaller building size are not impact fee eligible.

Regarding future vehicle needs, 'New Growth Demand' technically requires 4.78 additional specialized vehicles based on the Level of Service, resulting in four new vehicles being 100% impact fee eligible and the potential for a fifth to be purchased. However, only a portion (78%) of a fifth vehicle is eligible for impact funding; the remaining 12% of the cost of that vehicle would have to be funded with sources other than impact fees. In this instance, the number of needed vehicles is rounded down to an even four due to the purchase of a fifth vehicle likely occurring at a point beyond 2050.

As previously noted, the net demand for additional beds in the detention facility does not justify expansion of detention facilities at this time.

**■ Projects to Meet Future Demand**

**Costs and Schedule for Implementation**

The following table lists estimated project costs and timeframes for future improvements needed to attain the Level of Service standards for law enforcement functions. They include a 911/Emergency Operations Center, a Training Facility, and specialized vehicles over the next five years, as well as future building projects to expand square footage that will be needed to meet the demand generated by population and business growth.

The timing and specific nature of these longer-range projects can be determined at a later date, but the combined square footage of *all* future buildings shown on Table 13 cannot exceed 21,701 square feet in order to utilize impact fees. Anything above this square footage is technically not required by new growth and development and therefore not eligible for impact fee funding. Other funds would have to be utilized.

In addition to building needs, Table 13 lists four vehicles to be added to the Sheriff's Office fleet of "specialized vehicles". Since patrol vehicles typically do not have a service life of 10 years, they are not eligible for impact fee funding and are not included in the list of future vehicle purchases.

The Net Present Value (NPV) of the impact fee eligible cost estimates are calculated by increasing the current estimated costs using Engineering News Record's (ENR) 10-year average building cost index (BCI) rate for future building area and the 10-year average Consumer Price Index (CPI) rate for all vehicles. All costs are then reduced using the Net Discount Rate (see Technical Appendix for additional information).

**Table 13: Costs to Meet Future Demand for Law Enforcement Facilities**

Year	Capital Improvement	Number	Estimated Project Cost (current \$)*	% Impact Fee Eligible	New Growth Share	Net Present Value**
2025	EOC/911 Center (square feet)	4,836	n/a***	n/a***	n/a***	n/a***
2025	Dive Team Boat	1	\$ 135,000	100.00%	\$ 135,000	\$ 135,000
2027	Training Facility (square feet)	5,000	\$ 1,500,000	100.00%	\$ 1,500,000	\$ 1,536,674
2028	Incident Command Vehicle	1	\$ 200,000	100.00%	\$ 200,000	\$ 210,687
2034	Future Building Expansion (square feet)	5,933	\$ 1,779,750	100.00%	\$ 1,779,750	\$ 1,984,111
2035	Specialized Vehicle	1	\$ 167,500	100.00%	\$ 167,500	\$ 199,239
2040	Specialized Vehicle	1	\$ 167,500	100.00%	\$ 167,500	\$ 217,298
2044	Future Building Expansion (square feet)	5,933	\$ 1,779,750	100.00%	\$ 1,779,750	\$ 2,238,815
<b>TOTAL</b>						<b>\$ 6,521,824</b>

\* Source: Cost estimates based on Sheriff's Office information and current prevailing rates for various vehicle types.

\*\* NPV for building area and vehicles based on 10-year average annual Building Cost Index (BCI) and Consumer Price Index (CPI), respectively, projected to the anticipated implementation year and then reduced to current NPV dollars.

\*\*\* To be fully funded with SPLOST revenue.

## Fire Protection

### ■ Introduction

Fire protection services are provided to the entire county through the Dawson County Fire & Emergency Services Department. The capital value of the department's services is based upon fire stations, administrative office space, and apparatus having a life of 10 years or more.

The Fire & Emergency Services department provides service throughout Dawson County, including the City of Dawsonville and 50 miles of shoreline on Lake Sydney Lanier. Services are provided through three operating divisions: Fire/Rescue, the Emergency Management Agency, and Emergency Medical Services. For the purpose of impact fees, the term 'fire protection' as used in this chapter applies only to the Fire/Rescue Division.

### ■ Service Area

Fire protection operates as a coordinated system, with each station backing up the other stations in the system. The backing up of another station is not a rare event; it is the essence of good fire protection planning. All stations do not serve the same types of land uses, nor do they all have the same apparatus. It is the strategic placement of personnel and equipment that is the backbone of good fire protection. Any new station would relieve some of the demand on the other stations. Since the stations would continue to operate as 'backups' to the other stations, everyone in the county would benefit by the construction of the new station since it would reduce the 'backup' times the station nearest to them would be less available. For these reasons the entire county is considered a single service area for the provision of fire protection services because all residents and employees within the county have equal access to the benefits of the program.

### ■ Level of Service and Forecasted Demand

The County has adopted a Level of Service (LOS) for fire protection facilities based on the total number – existing buildings and fire apparatus that are adequate to meet current needs *and* planned projects – that are anticipated to serve the county through 2050. Existing inventories and planned improvements are shown on Table 14.

Overall, future building plans call for the replacement (and enlargement) of three stations and the construction of ultimately seven new stations over the coming decades. These proposed new stations are strategically located throughout the county, although future growth patterns could produce changes in the location of some stations or the order in which construction would need to occur. A key factor in determining future station locations is consideration of achieving ISO standards with regard to response times and road miles to be travelled within each fire service district.

This forward-looking approach for the adopted Level of Service is presented on Table 15 by dividing the combined 'existing and planned' building area (square footage) and vehicles (expected to be in service for at least 10 years) by the 2050 day-night population for the countywide service area. Day-night population is used as a measure in that public safety is a 24-hour service provided continuously to both residences and businesses in the service areas.

**Table 14: Existing and Planned Fire Protection Facilities**

Description	Square Feet	Vehicles*					
		Engine	Quint	Tender	Brush	Squad	Marine
<b>Existing</b>							
Station 1 - Memory Ln.	10,708	1		1	1		
Station 2 - Liberty Dr.	9,801	1	1			1	
Station 3 - Harmony Church Rd.	3,884	2					1
Station 4 - Emma Terrace	2,160	1		1			
Station 5 - Kelly Bridge Rd.	1,800			1			
Station 6 - Hubbard Rd.	6,500	1					
Station 7 - Dawson Forest Rd.	6,944	1		1			
Station 8 - Sweetwater Juno Rd.	6,048	1		1		1	
<b>Total Existing System</b>	<b>47,845</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>
<b>Planned</b>							
Station 1 Vehicle Addition			1				
Station 3 Replacement	6,100	1					
Station 4 Replacement	6,100	1					
Station 5 Replacement	6,100	1					
Station 9 - SR 138 Area	6,100	1		1			
Station 10 - Etowah River Rd. Area	6,100	1			1		
Station 11 - War Hill Park Area	6,100	1		1			
Station 12 - SR 136 @ Shoal Creek Area	6,100	1		1			
Station 13 - Dawson Forest @ Red Rider Area	6,100	1				1	
Station 14 - SR 136 @ Cothran Rd. Area	6,100	1		1			
<b>Total Planned Improvements</b>	<b>54,900</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>Total Existing and Planned System**</b>	<b>94,901</b>	<b>17</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>1</b>

\* Heavy vehicles expected to be kept for 10 years or more in service. Includes frontline and reserve vehicles.

\*\* Excludes existing square footage in Stations 3, 4 and 5, which are being replaced with larger facilities.

**Table 15: Level of Service and New Growth Demand**

Facility	Current Service Area Population	Level of Service	Service Area Growth	New Growth Demand
Existing & Planned Building Area (square feet) *	2050 Day-Night Population	Square Feet per Day-Night Population	Day-Night Population Increase to 2050	Square Feet of Additional Floor Area Needed
94,901	87,833	1.0805	42,948	46,404
Existing & Planned Fire Apparatus *	2050 Day-Night Population	Fire Apparatus per Day-Night Population	Day-Night Population Increase to 2050	Additional Fire Apparatus Needed **
34	87,833	0.000387	42,948	16.62

\* See Table 14 for details.

\*\* 16 fire apparatus at 100% impact fee eligibility will be added. See also Table 14.

The LOS standard in Table 15 on the previous page is multiplied by the increase in day-night population to 2050 to produce the demand for all fire protection facilities created by *future growth*, as shown under the 'New Growth Demand' column. The future demand for services equates to additional building area (46,404 square feet) for additional fire stations as well as 16 additional fire apparatus.

**■ Projects to Meet Future Demand**

**Costs and Schedule for Implementation**

Table 16 shows the proposed schedule of capital improvements, in pace with annual demands generated by population and business growth. As noted below the table, some of the building area and vehicles required to meet the future demand for services are being deferred to 2053, based on the anticipated pace of development. Project costs are shown on Table 17.

**Table 16: Schedule for Fire Protection Improvements**

Year*	Day-Night Population		Capital Project**	Additional Building Area (sf)**	Additional Fire Apparatus				
	Total	Cumulative Additions			Engine	Quint	Tender	Brush	Squad
2023	43,709	0							
2024	44,886	1,177							
2025	46,080	2,371	Station 1 Vehicle			1			
2026	47,326	3,617	Station 3 Replacement	2,216	1				
2027	48,590	4,881	Station 4 Replacement	3,940	1				
2028	49,872	6,163	Station 5 Replacement	4,300	1				
			Station 9 (new)	6,100	1		1		
2029	51,173	7,464							
2030	52,492	8,783							
2031	53,900	10,191							
2032	55,327	11,618							
2033	56,776	13,067	Station 10 (new)	6,100	1			1	
2034	58,244	14,535							
2035	59,734	16,025							
2036	61,328	17,619							
2037	62,945	19,236							
2038	64,585	20,876	Station 11 (new)	6,100	1		1		
2039	66,247	22,538							
2040	67,934	24,225							
2041	69,742	26,033							
2042	71,577	27,868							
2043	73,436	29,727	Station 12 (new)	6,100	1		1		
2044	75,323	31,614							
2045	77,235	33,526							
2046	79,297	35,588							
2047	81,388	37,679							
2048	83,506	39,797	Station 13 (new)	6,100	1				1
2049	85,655	41,946							
2050	87,833	44,124							
<b>Totals</b>				<b>40,956</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>

\*Actual implementation dates will be determined through the annual budget adoption process.

\*\*Station 14 (up to 6,719 square feet would be impact fee eligible) and the purchase of 1 engine and 1 tender are deferred to 2053 and are therefore not shown above. In addition, the existing square footage being replaced in Stations 3, 4 and 5 is deducted from the overall square footage of the new buildings; only square footage that increases a building's size (and thus capacity), is impact fee eligible.

\*\*\*The size of each facility may vary.

The following table lists estimated project costs and timeframes for providing future fire protection components needed to attain the applicable Level of Service standards. The Net Present Value (NPV) of the impact fee eligible cost estimates are calculated by increasing the current estimated costs using Engineering News Record’s (ENR) 10-year average building cost index (BCI) rate for future building area and the 10-year average Consumer Price Index (CPI) rate for all vehicles. Project costs are then reduced using the Net Discount Rate (see Technical Appendix for additional information).

**Table 17: Costs to Meet Future Demand for Fire Protection Facilities**

Year	Description	Total Needed	Estimated Project Cost	% Impact Fee Eligible	New Growth Share	Net Present Value (NPV)***
2025	Station 1 Quint	1	\$ 1,300,000	100%	\$ 1,300,000	\$ 1,300,000.00
	Station 3 Replacement	n/a**	n/a**	n/a**	n/a**	n/a**
	Station 3 Engine	1	\$ 750,000	100%	\$ 750,000	\$ 750,000.00
2026	Station 4 Replacement (sq.ft.)	6,100	\$ 3,500,000	64.59%	\$ 2,260,656	\$ 2,288,124.00
	Station 4 Engine	1	\$ 750,000	100%	\$ 750,000	\$ 763,127.00
2028	Station 5 Replacement (sq.ft.)	6,100	\$ 3,500,000	70.49%	\$ 2,467,213	\$ 2,558,246.00
	Station 5 Engine	1	\$ 750,000	100%	\$ 750,000	\$ 790,077.00
	Station 9 (sq.ft.)	6,100	\$ 3,500,000	100%	\$ 3,500,000	\$ 3,629,139.00
	Station 9 Engine	1	\$ 750,000	100%	\$ 750,000	\$ 790,077.00
	Station 9 Tender	1	\$ 300,000	100%	\$ 300,000	\$ 316,030.00
2033	Station 10 (sq.ft.)	6,100	\$ 3,500,000	100%	\$ 3,500,000	\$ 3,855,047.00
	Station 10 Engine	1	\$ 750,000	100%	\$ 750,000	\$ 861,687.00
	Station 10 Brush	1	\$ 150,000	100%	\$ 150,000	\$ 172,337.00
2038	Station 11 (sq.ft.)	6,100	\$ 3,500,000	100%	\$ 3,500,000	\$ 4,095,018.00
	Station 11 Engine	1	\$ 750,000	100%	\$ 750,000	\$ 939,788.00
	Station 11 Tender	1	\$ 300,000	100%	\$ 300,000	\$ 375,915.00
2043	Station 12 (sq.ft.)	6,100	\$ 3,500,000	100%	\$ 3,500,000	\$ 4,349,926.00
	Station 12 Engine	1	\$ 750,000	100%	\$ 750,000	\$ 1,024,967.00
	Station 12 Tender	1	\$ 300,000	100%	\$ 300,000	\$ 409,987.00
2048	Station 13 (sq.ft.)	6,100	\$ 3,500,000	100%	\$ 3,500,000	\$ 4,620,703.00
	Station 13 Engine	1	\$ 750,000	100%	\$ 750,000	\$ 1,117,867.00
	Station 13 Squad	1	\$ 250,000	100%	\$ 250,000	\$ 372,622.00
<b>TOTAL</b>						<b>\$ 35,380,684.00</b>

\*Source: Building cost estimates based on Fire & Emergency Services Department information. Vehicle cost estimates based on current prevailing rates for various apparatus types.

\*\*To be fully funded with SPLOST revenue.

\*\*\* NPV for building area and vehicles based on 10-year average annual Building Cost Index (BCI) and Consumer Price Index (CPI), respectively, projected to the anticipated implementation year and then reduced to current NPV dollars.

A final table depicting future projects and costs is associated with the Etowah Water and Sewer Authority’s program of extending new major water mains and replacing some undersized distribution water mains in various parts of the county. The County has undertaken a cooperative program of funding fire hydrants to be placed as these new mains are installed, thus bringing a considerable increase in firefighting capability to these currently unserved areas. Since these extensions will increase capacity for all properties in the water service areas, thus promoting new growth and development, the expenditures are 100% impact fee eligible.

**Table 18: Fire Hydrant Extension Program**

Year	Avg. Number of Hydrants	Total Cost (NPV)
2025	11	\$ 93,500.00
2026	11	\$ 94,079.00
2027	11	\$ 94,662.00
2028	11	\$ 95,249.00
2029	11	\$ 95,840.00
2030	11	\$ 96,434.00
2031	11	\$ 97,031.00
2032	11	\$ 97,633.00
2033	11	\$ 98,238.00
2034	11	\$ 98,847.00
2035	11	\$ 99,460.00
2036	11	\$ 100,076.00
2037	11	\$ 100,697.00
2038	11	\$ 101,321.00
2039	11	\$ 101,949.00
2040	11	\$ 102,581.00
2041	11	\$ 103,217.00
2042	11	\$ 103,857.00
2043	11	\$ 104,501.00
2044	11	\$ 105,148.00
2045	11	\$ 105,800.00
2046	11	\$ 106,456.00
2047	11	\$ 107,116.00
2048	11	\$ 107,780.00
2049	11	\$ 108,448.00
2050	11	\$ 109,120.00
<b>Total</b>	<b>286</b>	<b>\$ 2,629,040.00</b>

The Net Present Value cost is the current cost estimate inflated to each future year using the ENR's Construction Cost Index (CCI), reduced by the discount rate to 2024 equivalent dollars.

## Road Improvements

### ■ Introduction

The information in this chapter is derived from local road project information reflecting proposed road improvement projects that create new capacity *and* will not be funded by County TSPLOST revenue. These select projects are eligible for impact fee funding and are shown on Table 19.

### ■ Service Area

The service area for these road projects is defined as the entire county, in that these road projects are part of the countywide network of principal streets and thoroughfares. All new development within the county will be served by this countywide network, such that improvements to any part of this network to relieve congestion or to otherwise improve capacity will positively affect capacity and reduce congestion throughout the county.

### ■ Level of Service Standards

Level of Service (LOS) for roadways and intersections is measured on a 'letter grade' system that rates a road within a range of service from A to F. Level of Service A is the best rating, representing unencumbered travel; Level of Service F is the worst rating, representing heavy congestion and long delays. This system is a means of relating the connection between speed and travel time, freedom to maneuver, traffic interruption, comfort, convenience and safety to the capacity that exists in a roadway. This refers to both a quantitative measure expressed as a service flow rate and an assigned qualitative measure describing parameters. *The Highway Capacity Manual, Special Report 209*, Transportation Research Board (1985), defines Level of Service A through F as having the following characteristics:

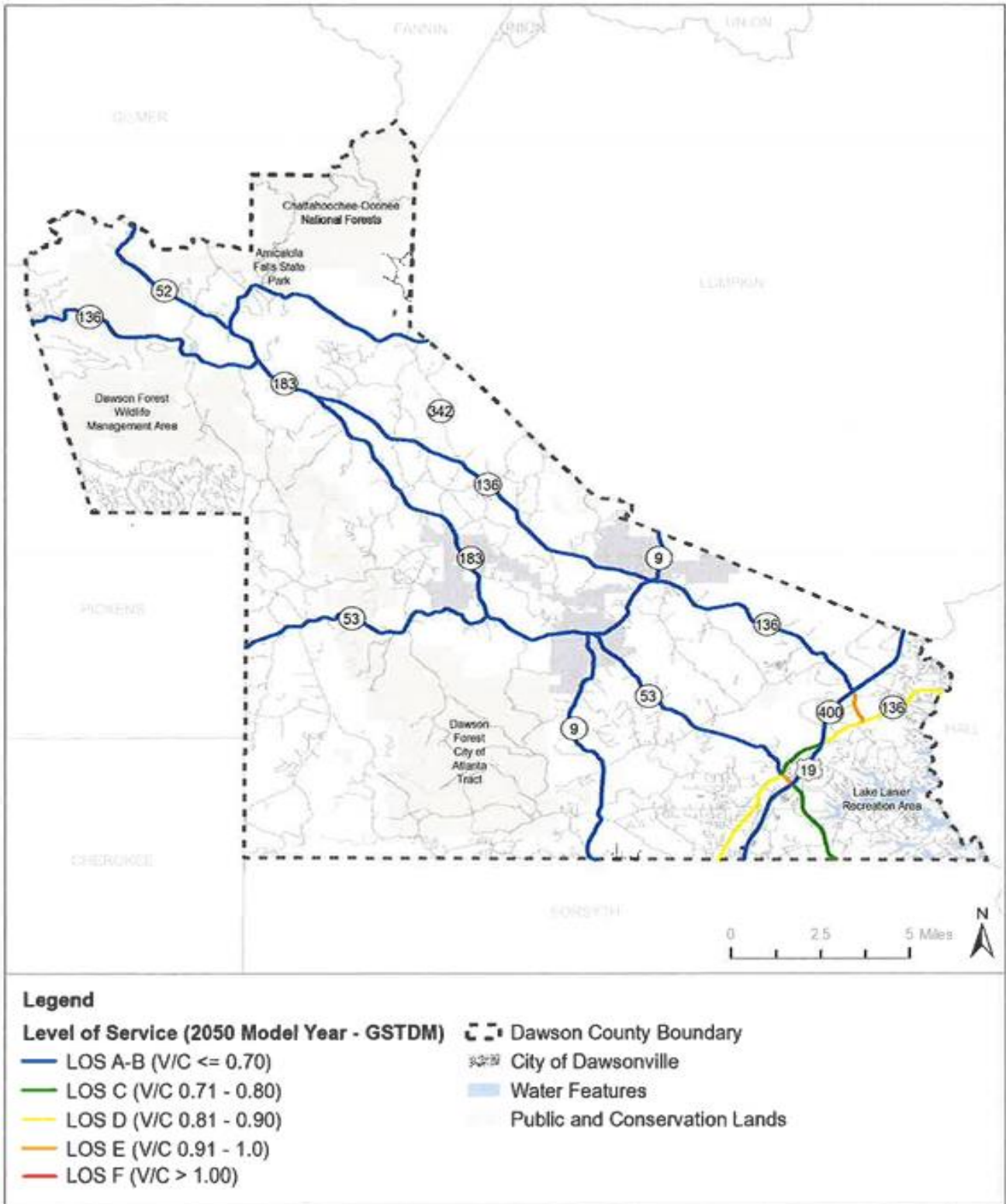
1. LOS A: free flow, excellent level of freedom and comfort;
2. LOS B: stable flow, decline in freedom to maneuver, desired speed is relatively unaffected;
3. LOS C: stable flow, but marks the beginning of users becoming affected by others, selection of speed and maneuvering becomes difficult, comfort declines at this level;
4. LOS D: high density, but stable flow, speed and freedom to maneuver are severely restricted, poor level of comfort, small increases in traffic flow will cause operational problems;
5. LOS E: at or near capacity level, speeds reduced to low but uniform level, maneuvering is extremely difficult, comfort level poor, frustration high, level unstable; and
6. LOS F: forced/breakdown of flow. The amount of traffic approaching a point exceeds the amount that can transverse the point. Queues form, stop & go. Arrival flow exceeds discharge flow.

The traffic volume that produces different Level of Service grades differs according to road type, size, signalization, topography, condition and access.

According to the Transportation Element of the 2023 Comprehensive Plan, almost all major roadways in the County operated at a Level of Service "A" in 2015. There are no areas of the County in which roads are currently operating (as a whole) at different levels of service compared to other areas. In the future, most of the County's major roadways in the southeast part of the county adjacent to the high growth area along the GA400 corridor are expected to operate at a level below which the roads currently operate. The map on the following page, taken from the Transportation Element, shows anticipated LOS on the County's major roadways in 2050.



Figure 3-6. Level of Service (2050)



**Level of Service Adopted**

For road projects that are the focus of this CIE (see Table 19), the County has set its Level of Service at LOS “D”, a level to which it will ultimately strive. Using this LOS maximizes roadway capacity before traffic conditions actually break down (LOS “F”). Any interim road improvement projects that do not result in a LOS of “D” will still provide traffic relief to current and future traffic alike and are thus eligible for impact fee funding.

This adopted LOS only applies to the road improvement projects that are eligible for inclusion in this CIE, as explained in the next section.

**Future Road Improvement Projects – Costs and Schedule**

Projects providing road capacity that will serve new growth have been identified by the County and are shown on Table 19. This is not a list of all local road projects. These projects were selected for inclusion in the County’s impact fee program because the specific improvements proposed will increase traffic capacity to some extent, whether through road widening or improved intersection operations. Projects are largely drawn from the Transportation Element of the 2023 Comprehensive Plan, which was developed to identify long-range transportation needs and plan for future growth.

The project list excludes capacity-adding projects that will be fully funded with TSPLOST revenue. This avoids ‘double taxation’ by ensuring new development pays its ‘fair share’ of capacity-adding road projects only once, via TSPLOST *or* impact fees. In addition, projects exclude any improvements that do not create capacity, such as repaving roads or filling potholes; under State law, these are not impact fee eligible project types.

As more fully explained in the Trip Generation Appendix, all road improvement projects benefit existing and future traffic proportionally to the extent that relief from over-capacity conditions eases traffic problems for everyone. For example, since new growth by 2050 will represent a certain portion of all 2050 traffic, new growth would be responsible for that portions’ cost of the road improvements.

Accordingly, based on calculations in the Appendix, only 52.45% of improvement costs are eligible for cost recovery from new growth. This figure represents the traffic that new growth will add to the traffic level existing today. At that rate, approximately \$1.5 million in road improvement projects would be eligible for funding. This figure represents the Net Present Value costs, which convert current project costs using ENR’s construction cost index (CCI) applied to the relevant year of construction.

**Table 19: Road Projects and Eligible Costs**

Estimated Year of Completion	Capacity-Adding Projects	Total Cost (current \$)*	Net Present Value **	% Impact Fee Eligible	New Growth Cost (NPV)
2026	Lumpkin Campground Rd. @ Whitmire/Red Rider Roundabout	\$ 240,000.00	\$ 241,487.73	52.45%	\$ 126,671.77
2026	Lumpkin Campground Rd. @ SR 53 Intersection Improvements	\$ 340,000.00	\$ 342,107.62	52.45%	\$ 179,451.67
2027	Lumpkin Campground Rd. @ Dawson Forest Rd. Roundabout Widening	\$ 310,000.00	\$ 313,855.22	52.45%	\$ 164,631.95
2028	Lumpkin Campground Rd. @ Dawson Forest Rd. Widening & Turn Lanes	\$ 500,000.00	\$ 509,356.07	52.45%	\$ 267,181.42
2032	Goshen Church Road Bridge Widening	\$1,500,000.00	\$ 1,566,311.20	52.45%	\$ 821,604.51
<b>TOTAL</b>					<b>\$ 1,559,541.31</b>

\* Total estimated cost of project that will *not* be funded by TSPLOST (in current dollars and less expenditures to date).

\*\* Net Present Value = current cost inflated to target year using the ENR Construction Cost Index, (CCI) reduced to the current year using the Discount Rate.

## 5-Year Community Work Program (CWP)

**NOTE:**

- The capital projects listed below are those anticipated to be implemented in the *near-term* (between 2024/25 and 2029) **If a specific project in the body of this CIE is not included below, it is because implementation is expected to occur after 2029.**
- For a *complete list* of impact fee eligible capital projects, refer to the public facility chapters in the body of this CIE.
- The *maximum number* of each type of impact fee eligible project is included in the public facility chapters of the CIE and cannot be exceeded by what is shown below or cumulatively in future Community Work Programs. (Any additional projects of the same type that may be desired must be funded from sources other than impact fees.)
- *Impact fee funding* for each project cannot exceed the maximum established below (see the Funding Source column) and as shown in the public facility chapters of this CIE.

### 5-Year Community Work Program: Impact Fee Eligible Projects

Category	Project	2025	2026	2027	2028	2029	Responsible Party	Cost Estimate*	Funding Source**	Notes
Library Services	Collection Materials	✓	✓	✓	✓	✓	Chestatee Regional Library System/BOC	\$166,045	Up to 99.49% Impact Fees; Local Taxation Sources	On-going annual purchases (2025-2029). Cost estimate associated with the purchase of 6,941 materials in total.
Library Services	Library Renovation	✓	✓				Chestatee Regional Library System/BOC	\$25,000	Up to 100% Impact Fees; Local Taxation Sources	Cost is the County's estimated contribution to the project.
Library Services	Library Annex				✓	✓	Chestatee Regional Library System/BOC	\$1,036,897	Up to 100% Impact Fees; Local Taxation Sources	Estimated 3,500 sq.ft. in size
Parks and Recreation	Park Trails	✓	✓	✓	✓	✓	Parks & Recreation Department	\$267,930/mile	Up to 100% Impact Fees; Local Taxation Sources	3.60 miles in park trail miles can be constructed with impact fees (implementation may be on-going over several years)
Parks and Recreation	Rec Center / Gym Building Space	✓	✓				Parks & Recreation Department	\$175/ sq.ft.	Up to 100% Impact Fees; Local Taxation Sources	73,173 square feet is the maximum building area that can be funded with impact fees
Law Enforcement	Dive Team Boat (1)	✓					Sheriff's Office	\$135,000	Up to 100% Impact Fees; Local Taxation Sources	
Law Enforcement	Training Facility			✓	✓		Sheriff's Office	\$1,536,674	Up to 100% Impact Fees; Local Taxation Sources	Estimated 5,000 sq.ft. in size

**Capital Improvements Element    Community Work Program**

Category	Project	2025	2026	2027	2028	2029	Responsible Party	Cost Estimate*	Funding Source**	Notes
<b>Law Enforcement</b>	Incident Command Vehicle (1)				✓		Sheriff's Office	\$210,687	Up to 100% Impact Fees; Local Taxation Sources	
<b>Fire Protection</b>	Fire Hydrant Extension Program	✓	✓	✓	✓	✓	BOC/Etowah Water and Sewer Authority	\$473,330	Up to 100% Impact Fees; Local Taxation Sources	On-going. Cost estimate associated with a total of 55 hydrants (2025-2029).
<b>Fire Protection</b>	Station 1 Quint	✓					Fire & Emergency Services Department	\$1,300,000	Up to 100% Impact Fees; Local Taxation Sources	
<b>Fire Protection</b>	Station 3 Engine	✓					Fire & Emergency Services Department	\$ 750,000	Up to 100% Impact Fees; Local Taxation Sources	
<b>Fire Protection</b>	Station 4 Replacement		✓	✓			Fire & Emergency Services Department	\$3,542,527	Up to 64.59% Impact Fees; Local Taxation Sources	3,940 sq.ft. of 6,100 sq.ft. building is impact fee eligible
<b>Fire Protection</b>	Station 4 Engine		✓				Fire & Emergency Services Department	\$763,127	Up to 100% Impact Fees; Local Taxation Sources	
<b>Fire Protection</b>	Station 5 Replacement				✓	✓	Fire & Emergency Services Department	\$3,629,139	Up to 70.49% Impact Fees; Local Taxation Sources	4,300 sq.ft. of 6,100 sq.ft. building is impact fee eligible
<b>Fire Protection</b>	Station 5 Engine				✓		Fire & Emergency Services Department	\$790,077	Up to 100% Impact Fees; Local Taxation Sources	
<b>Fire Protection</b>	Station 9 (New)				✓	✓	Fire & Emergency Services Department	\$3,629,139	Up to 100% Impact Fees; Local Taxation Sources	
<b>Fire Protection</b>	Station 9 Engine				✓		Fire & Emergency Services Department	\$790,077	Up to 100% Impact Fees; Local Taxation Sources	
<b>Fire Protection</b>	Station 9 Tender				✓		Fire & Emergency Services Department	\$316,030	Up to 100% Impact Fees; Local Taxation Sources	
<b>Road Improvements</b>	Lumpkin Campground Rd. @ Whitmire/Red Rider Roundabout		✓				Public Works Department	\$241,488	Up to 52.45% Impact Fees; Local Taxation Sources	
<b>Road Improvements</b>	Lumpkin Campground Rd. @ SR 53 Intersection Improvements		✓				Public Works Department	\$342,108	Up to 52.45% Impact Fees; Local Taxation Sources	

**Capital Improvements Element    Community Work Program**

Category	Project	2025	2026	2027	2028	2029	Responsible Party	Cost Estimate*	Funding Source**	Notes
<b>Road Improvements</b>	Lumpkin Campground Rd. @ Dawson Forest Rd. Roundabout Widening			✓			Public Works Department	\$313,855	Up to 52.45% Impact Fees; Local Taxation Sources	
<b>Road Improvements</b>	Lumpkin Campground Rd. @ Dawson Forest Rd. Widening & Turn Lanes				✓		Public Works Department	\$509,356	Up to 52.45% Impact Fees; Local Taxation Sources	

\* Net Present Value costs (rounded) used when total project costs are provided, based on information in the respective public facility chapter of this CIE; actual costs may vary.

\*\* Local Taxation Sources include but are not limited to the County General Fund, SPLOST, TSPLOST, or other local taxation sources, as determined during the annual budget adoption process.

## Exemption Policy

*The following policy is excerpted from the Development Impact Fee Ordinance of Dawson County, Georgia (the "Impact Fee Ordinance"). It is provided here to comply with State requirements regarding exemptions being supported by the local government's Comprehensive Plan, of which a CIE is a component.*

Dawson County recognizes that certain office, retail trade, lodging, service, and industrial development projects provide extraordinary benefit in support of the economic advancement of the county's citizens over and above the access to jobs, goods and services that such uses offer in general. To encourage such development projects, the board of commissioners may consider granting a reduction in the impact fee for such a development project upon the determination and relative to the extent that the business or project represents extraordinary economic development and employment growth of public benefit to Dawson County in accordance with adopted exemption criteria. It is also recognized that the cost of system improvements otherwise foregone through exemption of any impact fee must be funded through revenue sources other than impact fees.

## Glossary

*The following are terms that may appear in this CIE. Where possible, the definitions are taken directly from the Georgia Development Impact Fee Act.*

**Capital improvement:** an improvement with a useful life of 10 years or more, by new construction or other action, which increases the service capacity of a public facility.

**Capital Improvements Element:** a component of a comprehensive plan adopted pursuant to Chapter 70 of the Development Impact Fee Act which sets out projected needs for system improvements during a planning horizon established in the comprehensive plan, a schedule of capital improvements that will meet the anticipated need for system improvements, and a description of anticipated funding sources for each required improvement.

**Development:** any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any change in the use of land, any of which creates additional demand and need for public facilities.

**Development impact fee:** a payment of money imposed upon development as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve new growth and development.

**Public facilities** (also referred to as **eligible facilities** in this CIE):<sup>8</sup> capital improvements in one of the following categories:

- (A) Water supply production, treatment, and distribution facilities;
- (B) Waste-water collection, treatment, and disposal facilities;
- (C) Roads, streets, and bridges, including rights of way, traffic signals, landscaping, and any local components of state or federal highways;
- (D) Storm-water collection, retention, detention, treatment, and disposal facilities, flood control facilities, and bank and shore protection and enhancement improvements;
- (E) Parks, open space, and recreation areas and related facilities;
- (F) Public safety facilities, including police, fire, emergency medical, and rescue facilities; and
- (G) Libraries and related facilities.

**Level of service:** a measure of the relationship between service capacity and service demand for public facilities in terms of demand to capacity ratios or the comfort and convenience of use or service of public facilities or both.

**Project improvements:** site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project and are not system improvements. The character of the improvement shall control a determination of whether an improvement is a project improvement or system improvement and the physical location of the improvement on site or off site shall not be considered determinative of whether an improvement is a project improvement or a system improvement. If an improvement or facility provides or will provide more than incidental service or facilities capacity to persons other than users or occupants of a particular project, the improvement or facility is a system improvement and shall not be considered a project improvement. No improvement or

<sup>8</sup> This is the full list of eligible facilities as defined by the Development Impact Fee Act. This report addresses only those that are included in the County's impact fee program.

facility included in a plan for public facilities approved by the governing body of the municipality or city shall be considered a project improvement.

**Proportionate share:** means that portion of the cost of system improvements which is reasonably related to the service demands and needs of the project.

**Rational nexus:** the clear and fair relationship between fees charged and services provided.

**Service area:** a geographic area defined by a municipality, city, or intergovernmental agreement in which a defined set of public facilities provide service to development within the area. Service areas shall be designated on the basis of sound planning or engineering principles or both.

**System improvement costs:** costs incurred to provide additional public facilities capacity needed to serve new growth and development for planning, design and engineering related thereto, including the cost of constructing or reconstructing system improvements or facility expansions, including but not limited to the construction contract price, surveying and engineering fees, related land acquisition costs (including land purchases, court awards and costs, attorneys' fees, and expert witness fees), and expenses incurred for qualified staff or any qualified engineer, planner, architect, landscape architect, or financial consultant for preparing or updating the capital improvement element, and administrative costs, provided that such administrative costs shall not exceed 3 percent of the total amount of the costs. Projected interest charges and other finance costs may be included if the impact fees are to be used for the payment of principal and interest on bonds, notes, or other financial obligations issued by or on behalf of the municipality or city to finance the capital improvements element but such costs do not include routine and periodic maintenance expenditures, personnel training, and other operating costs.

**System improvements:** capital improvements that are public facilities and are designed to provide service to the community at large, in contrast to 'project improvements.'



## Appendix A – Future Growth

### ■ Types of Projections

Accurate projections of population, households, housing units, and employment are important in that:

- Population data and forecasts are used to establish current and future demand for services where the Level of Service (LOS) standards are per capita based.
- Household data and forecasts are used to forecast future growth in the number of housing units.
- Housing unit data and forecasts relate to certain service demands that are household based, such as parks, and are used to calculate impact costs when the cost is assessed when a building permit is issued. The number of households—defined as *occupied* housing units—is always smaller than the total supply of available housing units, which include vacant units. Over time, however, each housing unit is expected to become occupied by a household, even though the unit may become vacant during future re-sales or turnovers.
- Employment forecasts are refined to reflect ‘value added’ employment figures. This reflects an exclusion of jobs considered to be transitory or non-site specific in nature, and thus not requiring building permits to operate (i.e., are not assessed impact fees), as well as governmental uses that are not subject to impact fees.

‘Value added’ employment data is combined with population data to produce what is known as the ‘day-night population.’ These figures represent the total number of persons receiving services, both in their homes and in their businesses, to produce an accurate picture of the total number of persons that rely on certain 24-hour services, such as fire protection.

Countywide forecasts are prepared to address those public facility categories that are delivered by the County throughout the county. This includes all of the public facility categories addressed in this report —library services, parks & recreation, fire protection, law enforcement and road improvements.

### ■ Population and Housing Forecasts

In order to accurately calculate the demand for future services for Dawson County, new growth and development must be quantified in future projections. These projections include forecasts for population, households, housing units, and employment to the year 2050. These projections provide the baseline conditions from which the Level of Service calculations are produced.

#### Historic Population Growth

Every year, the US Census Bureau estimates the population in Dawson County between decennial censuses (e.g., 2010 and 2020). After a decennial census, the Bureau revises the annual estimates based on the actual Census count. Unlike the decennial censuses, which are ‘as of’ April 1, the annual estimates are ‘as of’ July 1 of each year. Subsequently, in 2023 the Census Bureau provided annual estimates that revised the previously published estimated for 2020 and 2021 and added an estimate for 2022.

Since the public facility categories addressed in this report are countywide (including Dawsonville), Table A-1 shows the annual population estimates published by the Bureau of the Census for the county.

**Table A-1: Annual Census Estimated Population by Jurisdiction**

Geography	Population Estimate (as of July 1)										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010*
Dawson County	16,222	16,842	17,472	18,336	18,735	19,580	20,633	21,498	21,956	22,340	22,358

Geography	Population Estimate (as of July 1)											
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Dawson County	22,334	22,511	22,730	23,024	23,371	23,664	24,410	25,106	26,091	27,056	28,475	30,138

\* 2010 estimate revised by Census Bureau in 2020.

Note: All data as of July 1 of each year. 2000, 2010 and 2020 estimates differ from Decennial Census counts, which were as of April 1.

Sources: For 2000 to 2010: Intercensal Estimates, US Bureau of the Census: Annual Estimates Program. For 2011-2019 intercensal estimates adjusted to revised 2020 population estimates published by Census Bureau in 2022, along with new estimates for 2021 and 2022.

As the following Table A-2 indicates, Dawson County posted a significant percentage increase in population between 2000 and 2022 overall, of almost 86%. Growth from 2000 to 2010 registered a growth increase for just those 10 years of about 37.4%, while the more recent 2010-2022 period experienced a slight drop to about 34.8%. The Great Recession, which began in mid-2008, had some impact on the housing industry and then the economy in general, affecting the county as well. However, as Table A-1 shows, over the past 22 years, the county has continued to grow every year except for 2011 based on Census estimates.

**Table A-2: Comparison of Population Growth Rates - 2000-2022**

Geography	2000-2010 Increase	Percent	2010-2022 Increase	Percent	2000-2022 Increase	Percent
Dawson County	6,136	37.83%	7,780	34.80%	13,916	85.78%

**Population Forecasts**

Two forecast methods were used to project the county’s past population growth forward to 2050, one using a ‘linear trend’ (straight line) and the other a ‘growth trend’ (curved line) forecast algorithm. Table A-3 shows the raw results using the Census estimates for 2000-2022.

The algorithms used to prepare the projections present a ‘smooth’ straight or curved line from the ‘start’ date (2000), which also changes the Census population figures for each year from 2000 to 2022 on the tables. Because of this, the projected future population estimates must be rectified so that the Census 2022 population figure is the ‘start’ population for each forecast.

The rectifications to the actual Census figures are accomplished by first determining the extent to which the raw results from each projection method diverges from the actual 2022 Census population.

These variances are shown at the bottom of Table A-3 as the 'adjustments' needed to bring the forecast numbers in line with the Census. These percentages are then applied to every subsequent 'projected' population each year to correlate the data to the same line function that the 'raw' projections followed.

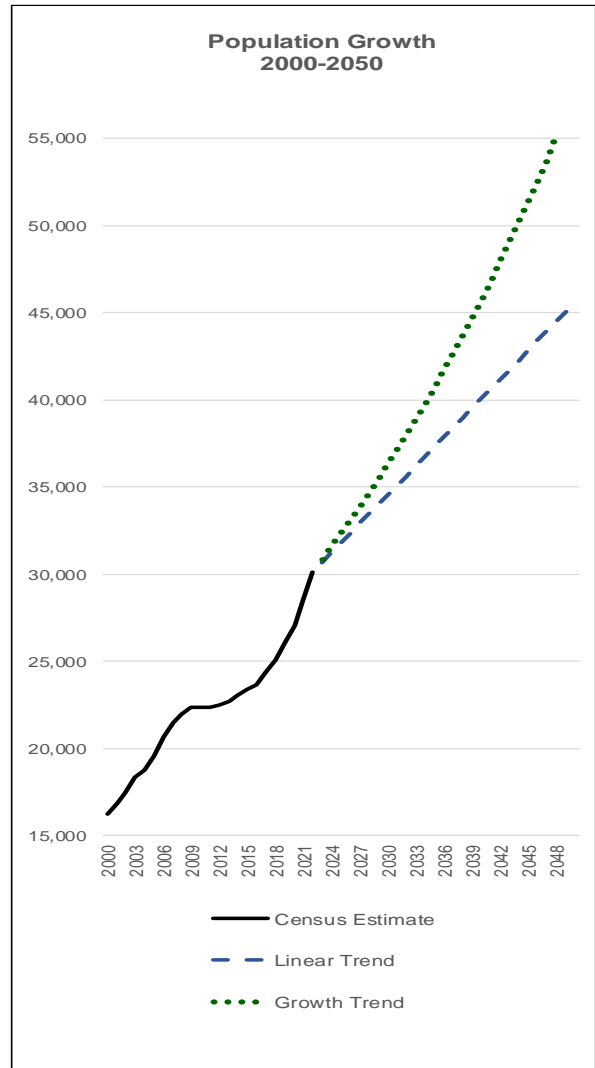
The graph plots the two projections as well as the annual Census estimates.

The line plotting the Census estimates reflects a period of strong growth up until the Recession, during which growth slowed considerably at first and then began to recover. Starting around the middle of the decade, growth returned at an accelerated pace reflecting a combination of returning prosperity, pent-up demand, an aging/retiring population and, most recently, changing work patterns.

Overall, the 'growth trend' forecast best reflects these societal, living/working relationships and economic changes, as well as suburban development pressure heading northward from Forsyth County and the greater Metro Atlanta region. These factors are anticipated to drive future growth. The adjusted growth trend population figures to 2050 are highlighted on the table.

**Table A-3: Dawson County Population Projections Based on 2000-2022 Growth**

Year	Census Estimate	Linear Trend Raw	Growth Trend Raw	Linear Trend Adjusted	Growth Trend Adjusted
2000	16,222	16,755	17,146	16,222	16,222
2001	16,842	17,267	17,547	16,842	16,842
2002	17,472	17,779	17,958	17,472	17,472
2003	18,336	18,291	18,378	18,336	18,336
2004	18,735	18,803	18,807	18,735	18,735
2005	19,580	19,315	19,247	19,580	19,580
2006	20,633	19,827	19,698	20,633	20,633
2007	21,498	20,338	20,158	21,498	21,498
2008	21,956	20,850	20,630	21,956	21,956
2009	22,340	21,362	21,112	22,340	22,340
2010	22,358	21,874	21,606	22,358	22,358
2011	22,334	22,386	22,112	22,334	22,334
2012	22,511	22,898	22,629	22,511	22,511
2013	22,730	23,410	23,158	22,730	22,730
2014	23,024	23,922	23,700	23,024	23,024
2015	23,371	24,434	24,254	23,371	23,371
2016	23,664	24,946	24,821	23,664	23,664
2017	24,410	25,458	25,402	24,410	24,410
2018	25,106	25,970	25,996	25,106	25,106
2019	26,091	26,482	26,604	26,091	26,091
2020	27,056	26,993	27,226	27,056	27,056
2021	28,475	27,505	27,863	28,475	28,475
2022	30,138	28,017	28,515	30,138	30,138
2023		28,529	29,182	30,689	<b>30,843</b>
2024		29,041	29,864	31,239	<b>31,564</b>
2025		29,553	30,563	31,790	<b>32,303</b>
2026		30,065	31,278	32,341	<b>33,058</b>
2027		30,577	32,009	32,891	<b>33,831</b>
2028		31,089	32,758	33,442	<b>34,623</b>
2029		31,601	33,524	33,993	<b>35,433</b>
2030		32,113	34,308	34,543	<b>36,261</b>
2031		32,625	35,111	35,094	<b>37,109</b>
2032		33,136	35,932	35,645	<b>37,977</b>
2033		33,648	36,772	36,195	<b>38,866</b>
2034		34,160	37,633	36,746	<b>39,775</b>
2035		34,672	38,513	37,297	<b>40,705</b>
2036		35,184	39,414	37,847	<b>41,657</b>
2037		35,696	40,336	38,398	<b>42,632</b>
2038		36,208	41,279	38,949	<b>43,629</b>
2039		36,720	42,244	39,499	<b>44,649</b>
2040		37,232	43,233	40,050	<b>45,694</b>
2041		37,744	44,244	40,601	<b>46,762</b>
2042		38,256	45,279	41,151	<b>47,856</b>
2043		38,768	46,338	41,702	<b>48,975</b>
2044		39,280	47,422	42,253	<b>50,121</b>
2045		39,791	48,531	42,803	<b>51,293</b>
2046		40,303	49,666	43,354	<b>52,493</b>
2047		40,815	50,827	43,905	<b>53,721</b>
2048		41,327	52,016	44,455	<b>54,977</b>
2049		41,839	53,233	45,006	<b>56,263</b>
2050		42,351	54,478	45,557	<b>57,579</b>



Adjustment to 2022	28,017	28,515	107.569%	105.692%
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**Housing Unit Forecasts**

Projecting new growth and development in terms of housing units is important because residential impact fees are assessed when building permits are issued for new units. Thus, the housing unit is used as the basis for assessing impact fees rather than the number of residents that may occupy the housing unit. To calculate the number of housing units anticipated in the future, the approach is to first calculate the number of households (which equates to the number of occupied housing units; excludes group quarters) and then to expand that to the total number of housing units by adding in vacant units.

**Table A-4: Housing Unit Forecasts: 2023-2050**

Year	Dawson County				
	Population	Average HH Size*	Households	Occupancy Rate	Total Housing Units
2020	27,056	2.61	10,313	86.47493%	11,926
2021	28,475	2.54	11,211	86.47493%	12,964
2022	30,138	2.53	11,912	86.47493%	13,775
2023	30,843	2.52	12,239	86.47493%	14,153
2024	31,564	2.51	12,575	86.47493%	14,542
2025	32,303	2.50	12,921	86.47493%	14,942
2026	33,058	2.50	13,223	86.47493%	15,291
2027	33,831	2.49	13,587	86.47493%	15,712
2028	34,623	2.49	13,905	86.47493%	16,080
2029	35,433	2.49	14,230	86.47493%	16,456
2030	36,261	2.49	14,563	86.47493%	16,841
2031	37,109	2.49	14,903	86.47493%	17,234
2032	37,977	2.49	15,252	86.47493%	17,637
2033	38,866	2.49	15,609	86.47493%	18,050
2034	39,775	2.49	15,974	86.47493%	18,472
2035	40,705	2.49	16,347	86.47493%	18,904
2036	41,657	2.49	16,730	86.47493%	19,347
2037	42,632	2.50	17,053	86.47493%	19,720
2038	43,629	2.50	17,452	86.47493%	20,182
2039	44,649	2.50	17,860	86.47493%	20,653
2040	45,694	2.50	18,278	86.47493%	21,137
2041	46,762	2.50	18,705	86.47493%	21,631
2042	47,856	2.50	19,142	86.47493%	22,136
2043	48,975	2.51	19,512	86.47493%	22,564
2044	50,121	2.51	19,969	86.47493%	23,092
2045	51,293	2.51	20,435	86.47493%	23,631
2046	52,493	2.51	20,914	86.47493%	24,185
2047	53,721	2.51	21,403	86.47493%	24,751
2048	54,977	2.51	21,903	86.47493%	25,329
2049	56,263	2.51	22,416	86.47493%	25,922
2050	57,579	2.50	23,032	86.47493%	26,634
2024-50 Increase	26,015		10,457		12,092

\*Source: Woods & Poole Economics, Inc., 2022 Georgia Data Book, Dawson County.

Sources: 2020-22 Population Estimates, US Bureau of the Census.  
2023-2050 Population - 2000-2022 Growth Trend Adjusted forecast.

The future increase in the number of housing units in the county (including Dawsonville and the unincorporated area) is based on the population forecasts presented in the previous section.

**Household Projections**

As shown on Table A-4, future population numbers from Table A-3 are converted into the number of households expected in future years for the county.

This conversion from population to the number of households is based on the average household size data taken from the Woods & Poole annual forecasts for the county.

**New Housing Units**

A 'household' represents an occupied housing unit. Additional 'vacant' housing units, therefore, need to be added to the number of households in order to estimate the total number of housing units.

This is accomplished by increasing the number of households in the county with the vacancy rate reported in the 2020 Census. Again, these ratios are assumed to continue at the same ratio each year into the future.

To calculate the number of housing units anticipated in the future, the approach is to take the number of households (which equates to the number of occupied housing units) and then to expand that to the total number of housing units by adding in vacant units.

It is important to note that impact fees are not based on the number of people residing in a housing unit (even the average number). Since the number of people residing in a particular housing unit will most likely vary in the years ahead as lifestyles change, families grow, children grow up, occupants age, or the unit becomes occupied by a different household as the previous occupants move out,

using population as the basis will vary widely as the years go by. This would result in a constant reassessment of the impact fees that are due because the demand for services would vary as the number of residents in the unit varies. Instead, using an average fee per housing unit based on average household sizes results in 'averaging' the demand for services which would otherwise vary as the population in the unit changes over the coming years ahead.

### ■ Employment Forecasts

The following Table A-5 shows the forecasts for employment growth countywide in Dawson County, to 2050. The employment figures for Dawson County are based on forecasts published by Woods & Poole Economics' *Georgia State Profile*, which includes separate data for each county in the state.

In contrast to the Census Bureau, Woods & Poole counts jobs, not just employed people, which captures people holding two or more jobs, self-employed sole proprietors, part-time workers, and vacant but available positions. This gives a more complete picture than other forecasts based on the Census data, which counts only the number of **people** that are employed, not the total number of **jobs** available.

On Table A-5, on the next page, the W&P forecasts for the 'types of employment' are shown in three groups. The 'non-building' types of jobs are those that primarily occur out-of-doors. Such jobs include any employment that is considered to be locationally transitory in nature, such as those working on construction sites, or are strictly land-based such as farming and other agricultural workers. Since impact fees are based on building permits, these types of employment generally do not involve construction of primary buildings for the use itself and thus place little more than minor demands for public services.

The second category—'government'—sets those city, county, state, and federal jobs apart since impact fees are not charged for such buildings that are actually owned by those governments, which are otherwise exempt from local taxation. This category includes public (but not private) schools.

The last category—'value-added' employment—is comprised of those types of jobs that represent growth in businesses and other nonresidential uses (such as nonprofits and institutions) that would increase demand for County services and would therefore be subject to impact fees. Even though some of the types of uses may occupy buildings that are exempt from property taxes (such as churches and other places of religious worship), they are not exempt from governmental fees (such as water and sewer service and/or building permit fees).

**Table A-5: County-wide Employment Forecast (Jobs)**

Employment Classification	2023	2025	2030	2035	2040	2045	2050
<b>Total Employment</b>	<b>15,608</b>	<b>16,587</b>	<b>19,222</b>	<b>22,210</b>	<b>25,623</b>	<b>29,541</b>	<b>34,082</b>
Farm Employment	231	233	237	241	246	250	254
Forestry, Fishing	59	61	65	70	76	82	89
Mining	23	26	31	37	44	54	65
Construction	999	1,022	1,083	1,146	1,210	1,278	1,350
<b>Total Not Building Related</b>	<b>1,312</b>	<b>1,342</b>	<b>1,416</b>	<b>1,494</b>	<b>1,576</b>	<b>1,664</b>	<b>1,758</b>
Federal Civilian	49	51	57	65	73	82	93
Federal Military	74	75	78	81	84	88	91
State & Local Government	1,307	1,344	1,442	1,544	1,651	1,765	1,885
<b>Total Government</b>	<b>1,430</b>	<b>1,470</b>	<b>1,577</b>	<b>1,690</b>	<b>1,808</b>	<b>1,935</b>	<b>2,069</b>
Utilities	9	10	10	10	11	11	11
Manufacturing	1,317	1,419	1,704	2,045	2,454	2,945	3,534
Wholesale Trade	375	408	497	601	725	871	1,047
Retail Trade	3,655	3,870	4,415	5,000	5,637	6,337	7,121
Transportation & Warehousing	141	147	161	176	189	203	217
Information	121	128	148	170	195	223	255
Finance & Insurance	581	631	762	897	1,037	1,183	1,338
Real Estate	750	797	913	1,034	1,160	1,292	1,432
Professional & Technical Services	711	764	906	1,058	1,222	1,401	1,593
Management of Companies	41	43	45	49	52	55	58
Administrative & Waste Services	771	806	895	990	1,090	1,195	1,308
Educational Services	137	147	172	199	227	258	293
Health Care & Social Assistance	1,190	1,337	1,790	2,380	3,138	4,103	5,329
Arts, Entertainment & Recreation	371	397	463	535	617	707	807
Accommodation & Food Services	1,780	1,895	2,205	2,551	2,940	3,374	3,860
Other Private Services	916	978	1,145	1,334	1,546	1,784	2,051
<b>Total Value-Added</b>	<b>12,866</b>	<b>13,777</b>	<b>16,231</b>	<b>19,029</b>	<b>22,240</b>	<b>25,942</b>	<b>30,254</b>

Source: Woods & Poole Economics, Inc., 2022 Georgia Data Book, Dawson County, as adjusted.

Table A-6 summarizes the detailed forecasts from Table A-5 by each of the three 'types of employment' for each of the forecast years to 2050. As indicated above, only the 'value-added jobs' would be located in buildings that would be subject to impact fee assessments.

**Table A-6: Summary - Countywide Job Increases**

Year	Total Jobs	Not Building Related	Government	Value-Added Jobs
2023	15,608	1,312	1,430	12,866
2024	16,098	1,327	1,450	13,322
2025	16,587	1,342	1,470	13,777
2026	17,114	1,357	1,491	14,268
2027	17,641	1,372	1,513	14,759
2028	18,168	1,386	1,534	15,249
2029	18,695	1,401	1,556	15,740
2030	19,222	1,416	1,577	16,231
2031	19,820	1,432	1,600	16,791
2032	20,417	1,447	1,622	17,350
2033	21,015	1,463	1,645	17,910
2034	21,612	1,478	1,667	18,469
2035	22,210	1,494	1,690	19,029
2036	22,893	1,510	1,714	19,671
2037	23,575	1,527	1,737	20,313
2038	24,258	1,543	1,761	20,956
2039	24,940	1,560	1,784	21,598
2040	25,623	1,576	1,808	22,240
2041	26,407	1,594	1,833	22,980
2042	27,190	1,611	1,859	23,721
2043	27,974	1,629	1,884	24,461
2044	28,757	1,646	1,910	25,202
2045	29,541	1,664	1,935	25,942
2046	30,449	1,683	1,962	26,804
2047	31,357	1,702	1,989	27,667
2048	32,266	1,720	2,015	28,529
2049	33,174	1,739	2,042	29,392
2050	34,082	1,758	2,069	30,254
<b>Increase 2024-50</b>	18,474	431	619	16,933

## Appendix B – Trip Generation

In order to calculate new growth and development's fair share of the cost of road improvements, it is necessary to establish how much of the future traffic on Dawson County's roads will be generated by new growth, over and above the traffic generated by the city's residents and businesses today. This Technical Appendix describes the process through which this determination is made.

### ■ Summary

A Level of Service must be established for road improvements in order to assure that, ultimately, existing development and new growth are served equally. This Appendix also presents the process through which new growth and development's 'fair share' of road improvement costs is calculated, and tables summarizing the technical portions of this methodology are included.

### Level of Service

The County has set its Level of Service for road improvements at LOS 'D', a minimum level below which some roads in the county may operate today. Using this LOS maximizes roadway capacity before traffic conditions actually break down (LOS "F"). In many cases, initial road improvements will raise the Level of Service above LOS "D". This is, of course, beneficial because future increases in traffic will slowly erode the LOS, dropping the LOS to the extent that future traffic is added. Improvements, therefore, are planned so that each road project will not drop below LOS "D" by 2050.

All road improvement projects benefit existing and future traffic proportionally to the extent that relief from over-capacity conditions eases traffic problems for everyone. For example, since new growth by 2050 will represent a certain portion of all 2050 traffic, new growth would be responsible for that portions' cost of the road improvements.

It is noted that the cost-impact of non-Dawson County generated traffic on the roads traversing the county (cross commutes) is off-set by state and federal assistance. The net cost of the road projects that accrues to Dawson County reasonably represents (i.e., is 'roughly proportional' to) the impact on the roads by Dawson County residents driving to and from their homes, and commuters that come in to work in the county.

The basis for the road impact fees would therefore be Dawson County's cost for the improvements divided by all traffic generated within the county in 2050 (existing today plus new growth)—i.e., the cost per trip—times the traffic generated by new growth alone. For an individual land use, when a building permit is issued, the cost per trip would be applied to the number of trips that will be generated by the new development, assuring that new growth would only pay its 'fair share' of the road improvements that serve it.

### Approach

This methodology proceeds along the following lines:


- Total traffic currently generated by Dawson County residents and businesses on the road system within the county is calculated from trip generation and commuting data. Various data sources are relied upon to determine current conditions, as explained in each appropriate section, below.
- Future Dawson County-generated traffic from new growth in the county is calculated from housing unit and employment forecasts to 2050.
- The portion of total 2050 traffic that is generated by new housing units and employment in the county establishes the percentage of Dawson County's cost of the future road improvements that can be included in an impact fee.



**Summary Table**

The table below shows how the portion of 2050 traffic generated by new growth is calculated. The figures represent all trips generated in each land use category, including pass-by and diverted trips.


**Table B-1: Average Daily Trip Ends Generated by New Growth**

Land Use Category	2024	2050	Increase	Percent New Growth Trip Ends
Residential Trips	133,960	245,350	111,390	
Commercial	363,731	810,838	447,107	
Industrial+Utility	6,864	17,308	10,444	
Less: Internal Commutes*	(17,951)	(32,877)	(14,926)	
<b>Net Trip Ends</b>	<b>486,604</b>	<b>1,040,619</b>	<b>554,015</b>	

\* Residents who work in Dawson County. These trips to and from work are included in the residential trips.

The next table, below, calculates the Primary Trip Ends generated by existing and future traffic by deleting pass-by and diverted trips, as discussed in the next section, below.

**Table B-2: Primary Daily Trip Ends Generated by New Growth**

Land Use Category	Percent Primary Trip Ends*	Primary Trip Ends			Percent New Growth Primary Trip Ends
		2024	2050	Increase	
Residential Trips	100%	133,960	245,350	111,390	
Commercial	63%	229,296	511,152	281,856	
Industrial+Utility	92%	6,315	15,923	9,608	
Less: Internal Commutes	100%	(17,951)	(32,877)	(14,926)	
<b>Net New Primary Trip Ends</b>		<b>351,620</b>	<b>739,548</b>	<b>387,928</b>	

\* Derived from Trip General Manual, Institute of Transportation Engineers (various editions, based on availability of applicable data).

Overall, new residents and businesses located within Dawson County are projected to generate 52.45% (more accurately, 52.4547426) of all Dawson County vehicles on its roads. Thus, new growth's 'fair share' of the cost to the County to provide road improvements to serve current and future traffic cannot exceed this figure.

■ **Pass-by and Diverted Trips**

The impact of new growth and development on Dawson County’s road network is the increased traffic added to the system, expressed by transportation engineers as ‘trips’. Every ‘trip’ has two ends—a beginning at its origin and an end at its destination (known as ‘trip ends’). There are three types of trips, defined as:

A **Primary Trip** (and its trip ends)—a vehicle travelling from its original beginning to its intended final destination. Driving from one’s home to one’s place of work is an example of a primary trip.

A **Pass-by Trip**—a vehicle travelling along its usual route from its origin to its final destination that stops off at an intermediate location for any reason. A trip from home to work that stops along the way for gas, dropping off a child at daycare, picking up coffee or dinner, or for any other reason, represents a ‘pass-by’ trip at the intermediate location.

A **Diverted Trip** (previously called a diverted ‘link’ trip)—a vehicle that diverts from its normal primary route between its origin to its final destination, and takes a different route to stop off at an intermediate location for any reason. While a pass-by trip remains on its normal route, a diverted trip changes its route to other roads to arrive at the intermediate stop.

New primary trips add vehicles to the road network. Pass-by and diverted trips involve the same vehicles stopping off between their original beginnings and their final destinations, and therefore do not add new vehicles to the road network—the vehicles were already there on their way to their final destinations.

These different types of trips result in different types of ‘trip ends’. On a home-to-daycare-to-work trip, for instance, there are two primary trip ends (home and work) and two pass-by or diverted trip ends: arriving at the daycare center and leaving from there to drive to work, for instance. The net impact on the road network, however, is created by the one vehicle and its two primary trip ends.

Impact fee calculations take note of these pass-by and diverted trip ends as not adding to the overall traffic on the road network and deletes them from the total trip ends reported in ITE’s *Trip Generation* manual.

■ **Residential Trip Generation**

Average trip generation rates published by the Institute of Transportation Engineers (ITE) differentiate between ‘single-family detached housing’ and ‘apartments’. The closest correlations with the US Census definitions are ‘single-family units’ and ‘multi-family units’, which are shown on the following table.

**Table B-3: Residential Units by Type: 2024 and 2045**

Dwelling Type	Total in 2020*	Percent	Total in 2024**	Increase 2024-2050	Total in 2050
Single-Family Units	10,869	91.14%	13,253	11,020	24,273
Multi-Family Units	1,057	8.86%	1,289	1,072	2,361
<b>Total</b>	<b>11,926</b>	<b>100.0%</b>	<b>14,542</b>	<b>12,092</b>	<b>26,634</b>

\* Based on the 2020 5-Year American Community Survey data report (Census Bureau), updated to the 2020 Census count.

\*\* See Appendix A: Future Growth for housing unit projections.

The 2020 breakdown of housing units by type on the table above are taken from the most recent American Community Survey for Dawson County (published by the Census Bureau), updated to the 2020 Census. The 2020 percentage by housing type (single-family and multi-family) is calculated and applied to the total number of housing units projected in 2024 (taken from the Future Growth Appendix of this report).

It is assumed that these percentages will persist into the future, producing a breakdown of the projected 12,092 new housing units forecast for the 2024-2050 period.

The next table, below, calculates the amount of traffic that is generated by the county’s housing stock today, the amount that will be generated in 2050, and the increase in new trips that will be generated by new residential growth and development as a percentage of all trips in 2050.

**Table B-4: Residential Trip Generation - 2024-2050 New Growth Increase**

Dwelling Type	ADT* Trip Ends	2024 Units	2024 ADT Trip Ends	2050 Units	2050 ADT Trip Ends	Increase 2024-2050	Percent New Growth Trip Ends
Single-Family Units	9.43	13,253	124,976	24,273	228,894	103,918	↓
Multi-Family Units	6.97	1,289	8,984	2,361	16,456	7,472	
<b>Total</b>		<b>14,542</b>	<b>133,960</b>	<b>26,634</b>	<b>245,350</b>	<b>111,390</b>	<b>45.4%</b>

\* Average Daily Traffic (trip ends) on a weekday; Institute of Transportation Engineers *Trip Generation*, 11th Edition. Total includes trips to/from work.

The calculations are made on the basis of ‘average daily traffic’ on a normal weekday, using average trip generation rates derived through multiple traffic studies (174 for single-family and 44 for multi-family; multi-family ADT numbers above are the average of the trip end data for attached single-family dwelling units and low-rise apartments ) that are published by ITE. The rates are expressed for ‘trip ends’—that is, traffic both leaving and coming to a housing unit.

Comparing traffic in 2024 to 2050, the future increase in trip ends can be calculated, which will represent 45.4% of all residential trip ends that are generated by housing units in the county.

It should be noted that the traffic generated includes trips to and from work and, more particularly, residents who work at a business within the county (referred to as ‘internal commutes’). Commute data source is the U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics.

■ **Nonresidential Trip Generation**

Calculating traffic generated by businesses located in Dawson County is more problematical than residential trips because there is no breakdown of types of businesses in the county that is readily available. In addition, while employment forecasts have been made in terms of the number of jobs, there is no data available for floor areas, much less by detailed type of use.

The alternate is to view nonresidential traffic generation on a broad ‘average’ basis. For this, there is data available from ITE for a number of individual uses relating to the total number of trips generated per employee. These trips, of course, include not only trips taken by the employees (to/from work, lunch, etc.) but also customers and others that are attracted to the use, deliver to, serve it or are served by it in some way.

The Average Daily Traffic (ADT) numbers, therefore, are calculated by dividing all trips to a use—employees, customers, deliveries to or from, etc.—by the number of employees alone. Since there is more data available for the average number of employees per 1,000 square feet of floor area, it enables a determination of the average total trips generated by the use by the same floor area (and thus the number per '1' square foot of floor area for impact fee calculations).

'Trip ends per employee' per 1,000 square feet of floor area is calculated for uses for which impact fees are commonly collected and for which the data is available.


Overall, the average trip generation rate of 'industrial uses' is 3.60 trips per employee and 31.87 for all 'commercial' uses, based on figures in the Institute of Traffic Engineers' Trip General Manual (primarily the 11<sup>th</sup> edition; earlier editions were utilized if applicable data was not provided in the 11<sup>th</sup> ed.). The 'industrial' category includes such uses as manufacturing and assembly, storage, and transportation of goods; the 'commercial' category includes all sales and service uses such as stores, offices, motels, banks, amusements and private institutions.

Although the 'overall' averages are useful for projecting total traffic generation, impact fees for particular uses will reflect the actual average trip generation rate for the specific use.

Lastly, Table B-5 reflects the current and future numbers of 'value-added' employees calculated for each 'commercial' land use category and each 'industrial+utility' category, based on the employment projections in Appendix A. The focus is on the value-added employment figures because these categories are assessed impact fees, as opposed to the 'not building related' and 'government' employment categories.

This table calculates the total number of trip ends that will be generated by new nonresidential growth in future traffic on Dawson County's roads (excluding internal commutes by residents who also work in the county), and the percentage of that growth in relation to total trip ends on the county's roads in 2050 (55.7%).

**Table B-5: Nonresidential Trip Generation - 2024-2050 New Growth Increase**

Nonresidential Land Use Category	2024 Employees	2024 Trip Ends	2050 Employees	2050 Trip Ends	2024-2050 Increase	Percent New Growth Trip Ends
Commercial	11,414	363,731	25,445	810,838	447,107	
Industrial+Utility	1,907	6,864	4,809	17,308	10,444	
Total	13,322	370,595	30,254	828,146	457,551	
Less: Internal Commutes* at 13.4%		17,951		32,877	14,926	
<b>Net Nonres Trip Ends</b>		<b>352,644</b>		<b>795,269</b>	<b>442,625</b>	

\*Source: U.S. Census Bureau (2024), Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics

The results of the residential and nonresidential trip generation analyses are combined on the Summary table at the beginning of this Appendix for an overall calculation of new growth's share of future traffic generated by Dawson County residents and businesses. From these figures, as discussed above, pass-by and diverted trip ends are then deleted to determine primary trip ends, which more closely relates to vehicles on the road and thus contribute to traffic congestion.

## ■ Terminology

This Methodology uses the term 'average daily traffic' (ADT) for a weekday, which is defined by ITE as the 'average weekday vehicle trip ends', which are "the average 24-hour total of all vehicle trips counted from a study site from Monday through Friday."

Additionally, ITE defines a 'trip or trip end' as "a single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site. For trip generation purposes, the total trip ends for a land use over a given period of time are the total of all trips entering plus all trips exiting a site during a designated time period".

Lastly, ITE defines 'average trip rate' as "the weighted average of the number of vehicle trips or trip ends per unit of independent variable (for example, trip ends per occupied dwelling unit or employee) using a site's driveway(s). The weighted average rate is calculated by dividing the sum of all independent variable units where paired data is available. The weighted average rate is used rather than the average of the individual rates because of the variance within each data set or generating unit. Data sets with a large variance will over-influence the average rate if they are not weighted.

## Appendix C – Cost Adjustments

Calculations related to impact fees are made in terms of the ‘present value’ of past and future amounts of money, including project cost expenditures and future revenue credits.

The Georgia Development Impact Fee Act defines ‘present value’ as “the current value of past, present, or future payments, contributions or dedications of goods, services, materials, construction, or money.” This Appendix describes the methodologies used to make appropriate adjustments to project cost figures, both past and future, to convert these costs into current dollars when such an adjustment is appropriate.

Calculations for present value (PV) differ when considering past expenditures versus future costs. In both cases, however, the concept is the same—the ‘actual’ expenditure made or to be made is adjusted to the current year using an inflation rate to bring past expenditures up and to increase current cost estimates into future expenditures expected in a particular year, and a deflator for future costs representing interest that would be added to funds being saved up until the expenditure is to be made. In essence, the present value is considered in light of the value of money as it changes over time.

### Past Expenditures

Past expenditures are considered in impact fee calculations only for previous expenditures for projects that created capacity for new development and are being recouped. An expenditure that was made in the past is converted to PV using the inflation rate of money—in this case the Consumer Price Index (CPI). Although this approach ignores the value of technological innovation (i.e., better computers are available today for the same or lower historic prices) and evolving land prices (often accelerated beyond inflation by market pressures), the approach best captures the value of the money actually spent. For instance, it is not important that you can buy a better computer today for the same price that was paid five years ago; what is important is the money was spent five years ago and what that money would be worth today had it been saved instead of spent.

### Future Project Costs

In order to determine the present value of a project expenditure that will be made in the future, the Net Present Value (NPV) of the expenditure is determined. To calculate the NPV of any project cost, two figures are needed—the future cost of the project anticipated in the year the expenditure will be made, and the Net Discount Rate. Given the current cost of a project, that cost is first inflated into the future to the target expenditure year to establish the estimated future cost. The future cost is then deflated to the present using the Net Discount Rate, which establishes the NPV for the project in current dollars. These two formulas are:

$$\text{Future Cost} = \text{Current Cost} \times (1 + \text{Inflation Rate})^{\text{Year of Expenditure} - \text{Current Year}}$$

$$\text{Net Present Value} = \text{Future Cost} \times (1 + \text{Net Discount Rate})^{\text{Current Year} - \text{Year of Expenditure}}$$

In this Appendix, two important adjustments are discussed that are required to convert current cost estimates into future cost figures, and then back into current dollars. First, an appropriate cost inflator is identified. This adjustment factor is important in determining the future cost of a project, based on current cost estimates. The cost inflator may be based on anticipated inflation in construction or building costs, or on anticipated inflation in the value of money (for capital projects that do not include a construction component). In essence, costs increase over time. By identifying the appropriate inflation rate that is related to the type of project (building construction, project construction, or non-construction), current cost estimates can be used to predict future costs in the year they are expected to occur.

The second cost adjustment is a deflator—the Net Discount Rate. In essence, the Net Discount Rate is the interest rate that accrues to monies being held in escrow. That is, as impact fees are collected and ‘saved up’ over the years for the future expenditure, they increase at the rate that the account is accruing interest. Having determined the inflated cost of a project at some future date, the cost in today’s dollars can be reduced to the extent that interest will increase the funds on hand. In essence, the calculation determines how much money needs to be added to the account so that, with interest, it will grow to the amount needed for that future expenditure at that time. This is the Net Present Value of that future expenditure. In all cases, the current interest rate that the City receives on its fund balances is the basis for the ‘discount rate’ for Net Present Value calculations.

**■ Cost Inflat**

Three different cost inflators are used in the impact fee calculations, based on the type of project being considered. For projects that require construction of a structure (such as a fire station), a ‘building cost inflator’ is used as the appropriate inflation rate. For infrastructure projects, such as roads or ball fields, a ‘construction cost inflator’ is used. For all non-construction types of projects (such as a fire truck or park land), an inflation rate is used that is based on the Consumer Price Index. These different types of inflators are discussed below.

Index *	10-Year Average
Consumer Price Index (CPI)	3.7701280%
Construction Cost Index (CCI)	2.6171924%
Building Cost Index (BCI)	3.2241982%
Discount Rate**	1.98500%

\* Based on data from the U.S. Dept. of Labor, Bureau of Labor Statistics (for CPI) and Engineering News Record's Average Annual Indices (CCI and BCI) through 2023.

\*\* Average annual return at prevailing interest rate.

**Engineering News-Record’s Cost Indexes**

The Engineering News-Record (ENR)<sup>9</sup> publishes both a Building Cost Index (BCI) and a Construction Cost Index (CCI), both of which are widely used in the construction industry. The indexes are based on monthly and annual cost increases of various construction materials and applicable labor rates and are calibrated regionally.

**CPI Inflat**

For projects that do not involve construction, only the future value of money needs to be considered (without regard to inflation in labor or materials costs). For this calculation, the Consumer Price Index (CPI) is used, assuming past experience will continue into the foreseeable future.

**Calculating Net Present Value**

Determining the NPV of future project expenditures depends on the type of ‘project’ being funded, as discussed above. Specifically ...

- For a building construction project (such as a fire station), the current cost estimate for the project is inflated into the future using the average Building Cost Inflat applied to the number of years until the year planned for its construction. This future cost is then deflated back to the present using the Net Discount Rate since this reflects the present value of a future amount of money.
- For other construction projects (such as recreation facilities and roads), the current cost estimate for the project is inflated into the future using the average Construction Cost Inflat applied to the number of years until the year planned for its construction. Like building construction projects, this future cost is then deflated back to the present using the Net Discount Rate.

<sup>9</sup> Engineering News-Record is a magazine devoted to providing those in the construction business with up-to-date information concerning innovations and policy changes related to their field of work. This includes tracking monthly increases in the relative costs of construction and building projects, as well as features on the business and management aspects of construction

- For non-construction capital projects (such as fire truck purchases or land acquisition), the 10-year average CPI inflator is used to estimate the project expenditure in future dollars while, again, the Net Discount Rate is applied to deflate that future cost to present value.





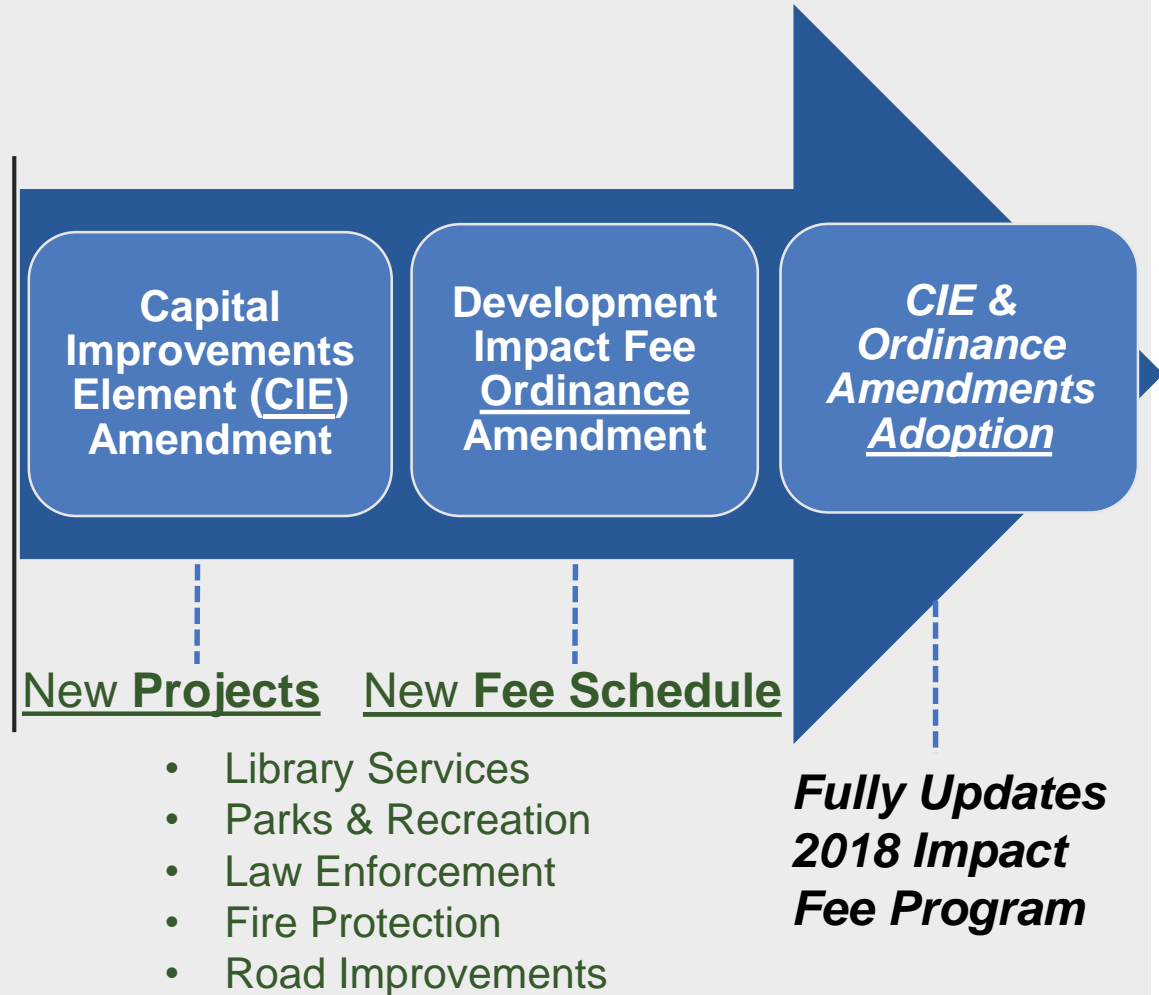
## ***BRIEFING:***

# ***Update to Impact Fee Program***

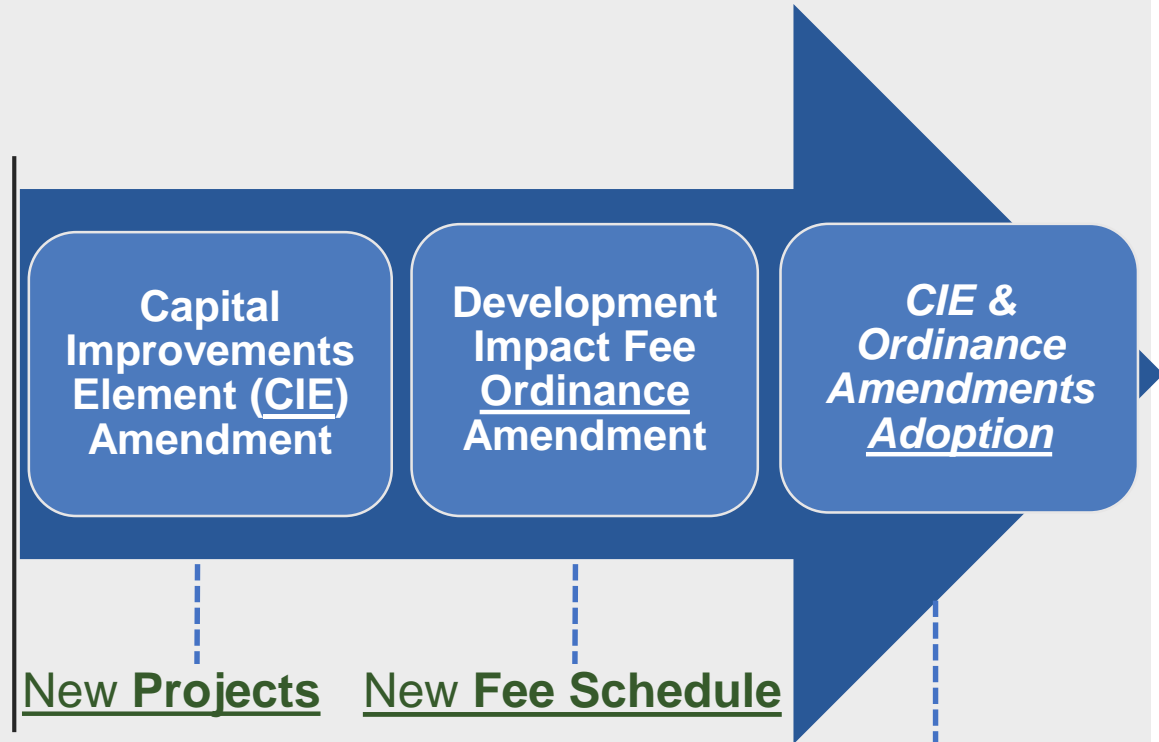
**Dawson County Board  
of Commissioners**

**11.7.24**

# Process: Impact Fee Program Update



# Process: Impact Fee Program Update

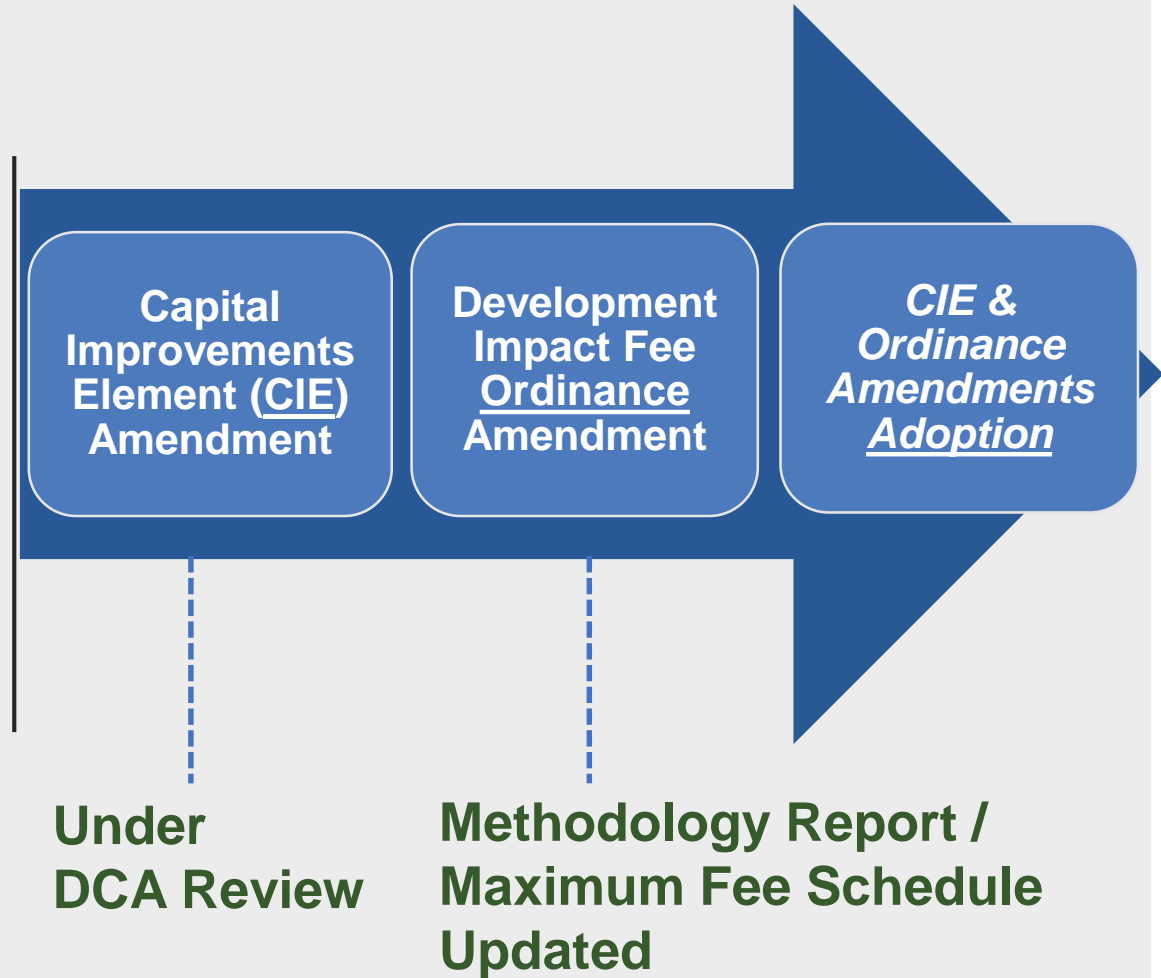


Recent **Annual CIE Update** = annual reporting requirement with set deadline, not part of this process

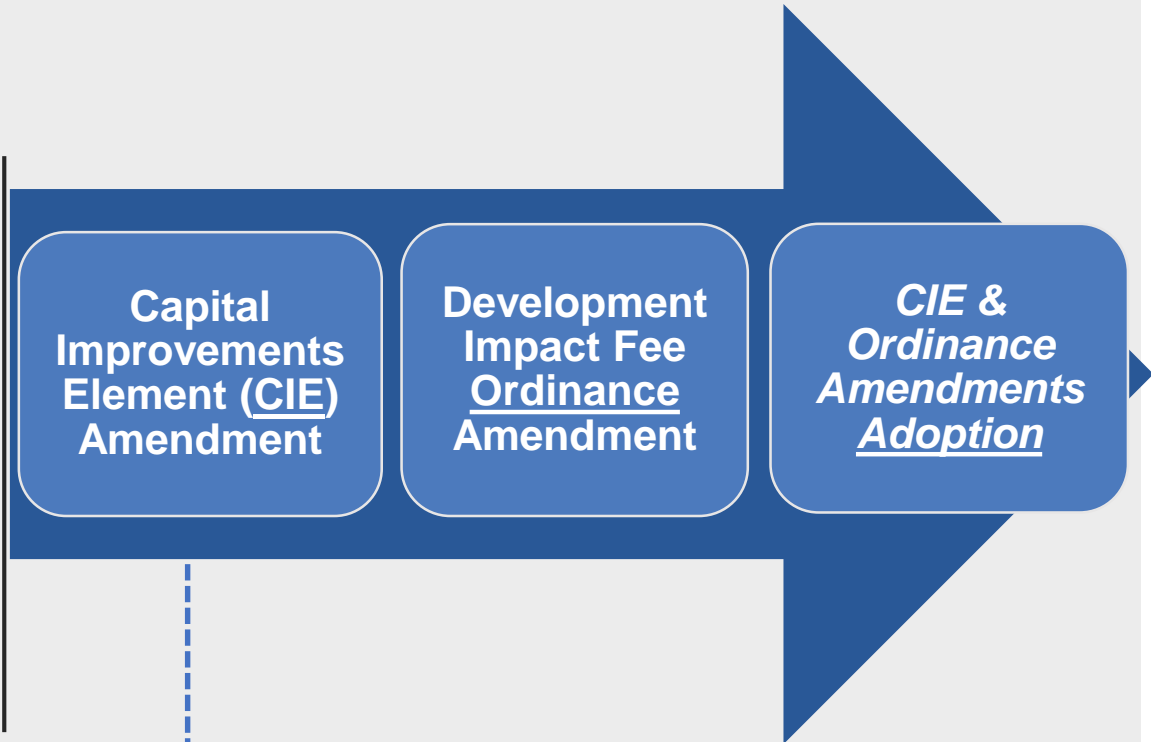
- Library Services
- Parks & Recreation
- Law Enforcement
- Fire Protection
- Road Improvements

**Fully Updates  
2018 Impact  
Fee Program**

# Status: Impact Fee Program Update

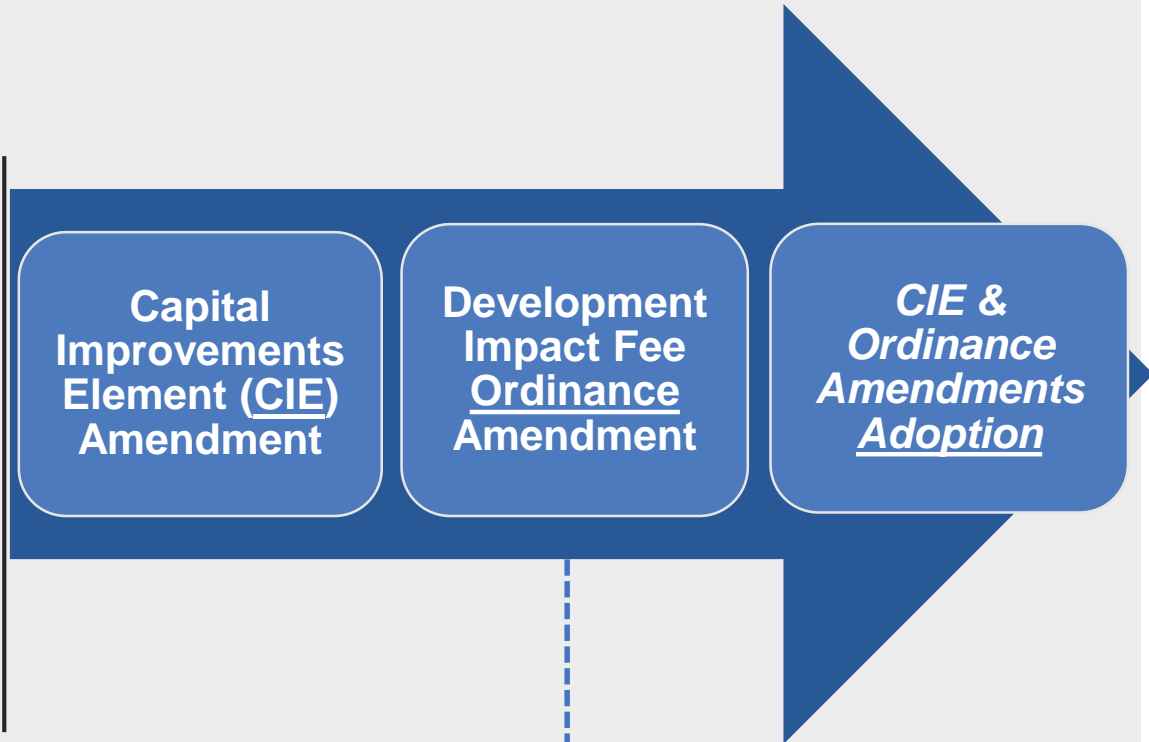


# Next Steps: Impact Fee Program Update



**Adoption:** Before Ordinance to spend fees on new CIE projects, **or** wait & adopt with Ordinance

# Next Steps: Impact Fee Program Update



1. **Establish new fees:** basis for discussion is Maximum Fee Schedule in updated Methodology Report, to be forwarded to BOC
2. **Adopt ordinance:** requires two hearings

# Development Impact Fee Ordinance

- Requirements for assessing and collecting impact fees
- Guidance on administering the impact fee program
- Mechanisms for reducing impact fees on a case-by-case basis
  - Appeals Process
  - Individual Assessment
  - Exemptions (for 'extraordinary economic development and employment growth' or affordable housing)
  - Fee Certification (locks in current fees for up to 180 days)

*Adheres to GA Development Impact Fee Act (DIFA)*

# Prospective Fee Schedule

- BOC can adopt up to the maximum fees that could be charged
- A lower fee can be adopted by reducing fees for all land uses in one or more public facility categories by the same percentage



Applies to New **Residential**  
Development Only



Applies to **All** New Development\*

<i>Single-Family Detached House</i>	<b>Parks</b>	<b>Library</b>	<b>Fire</b>	<b>Law Enforcement</b>	<b>Roads</b>	<b>TOTAL</b>
<b>2018 Adopted Fee</b>	\$ 1,748.43	\$ 550.46	\$ 185.88	\$ -	\$ 82.44	\$ 2,567.21
<b>2024 Maximum Fee</b>	\$ 4,350.12	\$ 285.59	\$1,984.19	\$ 339.01	\$ 22.33	\$ 6,982.21

\* Residential, Retail, Services, Offices, Medical, Institutional, Recreational, Lodging & Industrial land uses

# County Comparisons

Fee per Single-Family House	Public Facility Category				Adopted Fee*	< Max?	Year	
	Parks, Rec & Greenspace	Public Safety **	Library	Roads				
Bryan County	\$ -	\$ -	\$ -	\$ 3,147.00	\$ 3,241.00	unknown	2021	
Butts County***	\$ 240.00	\$ 295.00	\$ 50.00	\$ 405.00	\$ 1,020.00	unknown	2009	
Camden County	\$ 285.99	\$ 568.75	\$ 29.36	\$ 168.52	\$ 1,052.62	✓	2024	
Cherokee County	\$ 1,620.15	\$ 640.64	\$ 126.00	\$ 173.81	\$ 2,560.60	✓	2023	
<b>Dawson County</b>								
2018 Adopted	\$ 1,748.43	\$ 185.88	\$ 550.46	\$ 82.44	\$ 2,567.21	✓	2018	
2018 Max	\$ 1,748.43	\$ 743.51	\$ 550.46	\$ 329.76	\$ 3,372.16		2018	
2024 Maximum	\$ 4,350.12	\$ 2,323.20	\$ 281.68	\$ 22.33	\$ 6,982.21		2024	
Effingham County	<i>Parks, public safety &amp; road fees reduced to \$0 in 2011. Water &amp; Sewer = \$4,600 per dwelling unit</i>							2007
Fayette County	\$ -	\$ 583.08	\$ -	\$ -	\$ 600.57	unknown	2001	
Forsyth County	\$ 1,178.00	\$ 510.00	\$ 148.00	\$ 1,968.00	\$ 3,804.00	✓	2016	
Hall County	\$ 815.47	\$ 127.98	\$ 261.27	\$ -	\$ 1,241.93	unknown	2003	
Henry County	\$ 1,368.18	\$ 686.97	\$ 110.81	\$ 1,378.50	\$ 3,544.46	✓	2023	
Jasper County	\$ 275.34	\$ 1,073.83	\$ 27.53	\$ -	\$ 1,376.70	unknown	2007	
Lee County	\$ 391.49	\$ -	\$ 337.13	\$ -	\$ 770.35	✓	2007	
Long County	unknown	unknown	unknown	unknown	\$ 1,000.00	✓	2019	
Newton County	\$ 2,138.60	\$ 909.31	\$ 287.76	\$ 0.34	\$ 3,493.20	✓	2024	
Pike County***	\$ 822.94	\$ 5,210.40	\$ 203.96	\$ 538.69	\$ 6,775.99	unknown	2023	
Rockdale County	\$ 2,224.98	\$ 752.07	\$ 591.63	\$ -	\$ 3,568.00	no	2019	
Spalding County	\$ 1,432.64	\$ 1,914.42	\$ 45.40	\$ -	\$ 3,544.46	✓	2023	
Thomas County	\$ 654.54	\$ 913.34	\$ -	\$ -	\$ 1,614.91	unknown	2007	
Walton County	unknown	unknown	unknown	unknown	\$ 1,224.01	unknown	2005	

\* Includes Administrative Fees (and may include additional surcharge for "CIE Preparation").

\*\* Number of sub-categories varies. May include fire protection, law enforcement, animal control, EMS, EMA &/or animal control.

\*\*\* In the process of updating their fees.

TSPLOST counties

# Maximum Fees

ITE Code	Land Use	MAXIMUM Impact Fee								Unit of Measure
		Library Services	Parks & Recreation	Law Enforcement	Fire Protection	Road Improvements	Administrative Fee	CIE Preparation Fee	MAX Total Fee per Unit	
<i>Residential</i>										
210	Single-Family Detached Housing	\$ 273.30	\$ 4,162.80	\$ 324.41	\$ 1,898.75	\$ 22.33	\$ 200.42	\$ 100.21	\$ 6,982.21	per dwelling
215	Duplex orTownhouse 1-3 stories	\$ 273.30	\$ 4,162.80	\$ 324.41	\$ 1,898.75	\$ 17.05	\$ 200.27	\$ 100.13	\$ 6,976.70	per dwelling
220	Multi-Family Low Rise 2-3 stories	\$ 273.30	\$ 4,162.80	\$ 324.41	\$ 1,898.75	\$ 15.96	\$ 200.24	\$ 100.12	\$ 6,975.57	per dwelling
251	Senior Adult Single-Family Housing	\$ 273.30	\$ 4,162.80	\$ 324.41	\$ 1,898.75	\$ 10.21	\$ 200.07	\$ 100.04	\$ 6,969.56	per dwelling
252	Senior Adult Multi-Family Housing	\$ 273.30	\$ 4,162.80	\$ 324.41	\$ 1,898.75	\$ 7.67	\$ 200.00	\$ 100.00	\$ 6,966.92	per dwelling
253	Congregate Care Facility	\$ 273.30	\$ 4,162.80	\$ 324.41	\$ 1,898.75	\$ 5.23	\$ 199.93	\$ 99.96	\$ 6,964.38	per dwelling
<i>Industrial (100-199)</i>										
110	General Light Industrial			\$ 0.2335	\$ 1.3665	\$ 0.0100	\$ 0.0003	\$ 0.0002	\$ 1.61	per square foot
140	Manufacturing			\$ 0.2854	\$ 1.6702	\$ 0.0099	\$ 0.0483	\$ 0.0241	\$ 2.04	per square foot
	Warehousing			\$ 0.0511	\$ 0.2988	\$ 0.0036	\$ 0.0588	\$ 0.0294	\$ 0.44	per square foot
151	Mini-Warehouse			\$ 0.0511	\$ 0.2988	\$ 0.0030	\$ 0.0106	\$ 0.0053	\$ 0.37	per square foot
154	High-Cube Warehouse, short term			\$ 0.0986	\$ 0.5774	\$ 0.0029	\$ 0.0106	\$ 0.0053	\$ 0.69	per square foot
155	High-Cube Warehouse, fulfillment center			\$ 0.0985	\$ 0.5767	\$ 0.0038	\$ 0.0204	\$ 0.0102	\$ 0.71	per square foot
156	High-Cube Parcel Hub Warehouse			\$ 0.1031	\$ 0.6036	\$ 0.0097	\$ 0.0205	\$ 0.0103	\$ 0.75	per square foot
160	Data Center			\$ 0.0698	\$ 0.4083	\$ 0.0021	\$ 0.0213	\$ 0.0106	\$ 0.51	per square foot
180	Specialty Trade Contractor			\$ 0.4079	\$ 2.3875	\$ 0.0205	\$ 0.0150	\$ 0.0075	\$ 2.84	per square foot
<i>Lodging (300-399)</i>										
310	Hotel or Conference Motel			\$ 84.0167	\$ 491.7438	\$ 12.8569	\$ 0.3857	\$ 0.1929	\$ 589.20	per room
311	All Suites Hotel			\$ 139.3842	\$ 815.8061	\$ 7.0802	\$ 17.4852	\$ 8.7426	\$ 988.50	per room
320	Motel			\$ 20.0692	\$ 117.4635	\$ 4.4795	\$ 28.7901	\$ 14.3950	\$ 185.20	per room
<i>Recreational (400-499)</i>										
430	Golf Course			\$ 37.0357	\$ 216.7676	\$ 9.7091	\$ 0.2913	\$ 0.1456	\$ 263.95	per acre
443	Movie Theater			\$ 0.2136	\$ 1.2503	\$ 0.1504	\$ 7.6186	\$ 3.8093	\$ 13.04	per square foot
490	Tennis Courts			\$ 36.7755	\$ 215.2441	\$ 27.6384	\$ 0.8731	\$ 0.4365	\$ 280.97	per acre
491	Racquet/Tennis Club			\$ 0.0716	\$ 0.4192	\$ 0.0369	\$ 7.5617	\$ 3.7808	\$ 11.87	per square foot
495	Recreational Community Center			\$ 0.1595	\$ 0.9334	\$ 0.0555	\$ 0.0164	\$ 0.0082	\$ 1.17	per square foot
<i>Institutional (500-599)</i>										
520	Private Elementary School			\$ 0.1034	\$ 0.6052	\$ 0.0280	\$ 0.0008	\$ 0.0004	\$ 0.74	per employee
530	Private High School			\$ 0.0954	\$ 0.5581	\$ 0.0271	\$ 0.0221	\$ 0.0110	\$ 0.71	per employee
560	Church/Place of Worship			\$ 0.0572	\$ 0.3351	\$ 0.0155	\$ 0.0201	\$ 0.0100	\$ 0.44	per square foot
565	Day Care Center			\$ 0.3359	\$ 1.9657	\$ 0.0108	\$ 0.0121	\$ 0.0060	\$ 2.33	per square foot
566	Cemetery			\$ 15.7185	\$ 91.9996	\$ 12.2792	\$ 0.4374	\$ 0.2187	\$ 120.65	per acre
<i>Medical (600-699)</i>										
610	Hospital			\$ 0.4308	\$ 2.5212	\$ 0.0188	\$ 0.0006	\$ 0.0003	\$ 2.97	per square foot
620	Nursing Home			\$ 0.3075	\$ 1.7998	\$ 0.0115	\$ 0.0889	\$ 0.0445	\$ 2.25	per square foot
630	Clinic			\$ 0.4079	\$ 2.3873	\$ 0.0656	\$ 0.0652	\$ 0.0326	\$ 2.96	per square foot
640	Veterinary Clinic			\$ 0.2551	\$ 1.4953	\$ 0.0341	\$ 0.0849	\$ 0.0424	\$ 1.91	per square foot

# Maximum Fees

ITE Code	Land Use	MAXIMUM Impact Fee								Unit of Measure
		Library Services	Parks & Recreation	Law Enforcement	Fire Protection	Road Improvements	Administrative Fee	CIE Preparation Fee	MAX Total Fee per Unit	

## Office (700-799)

710	General Office Building			\$ 0.4909	\$ 2.8729	\$ 0.0226	\$ 0.1018	\$ 0.0509	\$ 3.54	per square foot
712	Small Office Building			\$ 0.2761	\$ 1.6158	\$ 0.0300	\$ 0.0573	\$ 0.0286	\$ 2.01	per square foot
714	Corporate Headquarters Building			\$ 0.5189	\$ 3.0374	\$ 0.0166	\$ 0.1075	\$ 0.0538	\$ 3.73	per square foot
715	Single-Tenant Office Building			\$ 0.5119	\$ 2.9961	\$ 0.0273	\$ 0.1071	\$ 0.0536	\$ 3.70	per square foot
720	Medical-Dental Office Building			\$ 0.6232	\$ 3.6478	\$ 0.0628	\$ 0.1288	\$ 0.0644	\$ 4.53	per square foot
750	Office Park			\$ 0.4715	\$ 2.7599	\$ 0.0231	\$ 0.0976	\$ 0.0488	\$ 3.40	per square foot
760	Research and Development Center			\$ 0.4958	\$ 2.9017	\$ 0.0231	\$ 0.1027	\$ 0.0514	\$ 3.57	per square foot
770	Business Park			\$ 0.4643	\$ 2.7176	\$ 0.0259	\$ 0.0955	\$ 0.0477	\$ 3.35	per square foot

## Retail (800-899)

812	Building Materials and Lumber Store			\$ 0.0998	\$ 0.5839	\$ 0.0313	\$ 0.0230	\$ 0.0115	\$ 0.75	per square foot
813	Free-Standing Discount Superstore			\$ 0.3478	\$ 2.0359	\$ 0.0824	\$ 0.0736	\$ 0.0368	\$ 2.58	per square foot
814	Variety Store			\$ 0.1004	\$ 0.5878	\$ 0.0707	\$ 0.0221	\$ 0.0111	\$ 0.79	per square foot
815	Free-Standing Discount Store			\$ 0.3298	\$ 1.9303	\$ 0.0501	\$ 0.0680	\$ 0.0340	\$ 2.41	per square foot
816	Hardware/Paint Store			\$ 0.0439	\$ 0.2572	\$ 0.0073	\$ 0.0128	\$ 0.0064	\$ 0.33	per square foot
817	Nursery (Garden Center)			\$ 0.4704	\$ 2.7532	\$ 0.1250	\$ 0.0989	\$ 0.0494	\$ 3.50	per square foot
818	Nursery (Wholesale)			\$ 0.2513	\$ 1.4709	\$ 0.0716	\$ 0.0527	\$ 0.0264	\$ 1.87	per square foot
820	Shopping Center			\$ 0.3204	\$ 1.8750	\$ 0.0361	\$ 0.0684	\$ 0.0342	\$ 2.33	per square foot
821	Shopping Plaza - No Supermarket (<150K)			\$ 0.3204	\$ 1.8750	\$ 0.0835	\$ 0.0683	\$ 0.0342	\$ 2.38	per square foot
822	Strip Retail Plaza			\$ 0.3204	\$ 1.8750	\$ 0.0814	\$ 0.0674	\$ 0.0337	\$ 2.38	per square foot
840	Automobile Sales (New)			\$ 0.3748	\$ 2.1938	\$ 0.0498	\$ 0.0785	\$ 0.0393	\$ 2.74	per square foot
841	Automobile Sales Used)			\$ 0.3269	\$ 1.9136	\$ 0.0484	\$ 0.0675	\$ 0.0337	\$ 2.39	per square foot
842	Recreation Vehicle Sales			\$ 0.0957	\$ 0.5600	\$ 0.0090	\$ 0.0213	\$ 0.0107	\$ 0.70	per square foot
843	Auto Parts Store			\$ 0.2440	\$ 1.4278	\$ 0.0544	\$ 0.0514	\$ 0.0257	\$ 1.80	per square foot
848	Tire Store			\$ 0.2488	\$ 1.4564	\$ 0.0420	\$ 0.0533	\$ 0.0267	\$ 1.83	per square foot
850	Supermarket			\$ 0.3226	\$ 1.8883	\$ 0.0723	\$ 0.0681	\$ 0.0340	\$ 2.39	per square foot
857	Discount Club			\$ 0.1988	\$ 1.1634	\$ 0.0587	\$ 0.0418	\$ 0.0209	\$ 1.48	per square foot
861	Sporting Goods Superstore			\$ 0.8076	\$ 4.7268	\$ 0.0323	\$ 0.1667	\$ 0.0834	\$ 5.82	per square foot
862	Home Improvement Superstore			\$ 0.8076	\$ 4.7268	\$ 0.0223	\$ 0.1688	\$ 0.0844	\$ 5.81	per square foot
881	Pharmacy/Drugstore w/drive-through			\$ 0.2363	\$ 1.3831	\$ 0.0934	\$ 0.0487	\$ 0.0243	\$ 1.79	per square foot
890	Furniture Store			\$ 0.0869	\$ 0.5087	\$ 0.0029	\$ 0.0179	\$ 0.0089	\$ 0.63	per square foot

## Services (900-999)

912	Drive-in Bank			\$ 0.4623	\$ 2.7059	\$ 0.0500	\$ 0.0975	\$ 0.0487	\$ 3.36	per square foot
930	Fast Casual Restaurant			\$ 0.7603	\$ 4.4501	\$ 0.0815	\$ 0.1585	\$ 0.0792	\$ 5.53	per square foot
931	Fine Dining Restaurant			\$ 0.7603	\$ 4.4501	\$ 0.0722	\$ 0.1590	\$ 0.0795	\$ 5.52	per square foot
932	High-Turnover (Sit-Down) Restaurant			\$ 0.7603	\$ 4.4501	\$ 0.0899	\$ 0.1646	\$ 0.0823	\$ 5.55	per square foot
933	Fast-Food Restaurant w/o drive-thru window			\$ 1.2393	\$ 7.2538	\$ 0.2757	\$ 0.2634	\$ 0.1317	\$ 9.16	per square foot
934	Fast-Food Restaurant w/drive-thru window			\$ 1.5833	\$ 9.2672	\$ 0.2861	\$ 0.3289	\$ 0.1645	\$ 11.63	per square foot
941	Quick Lubrication Vehicle Shop			\$ 0.6556	\$ 3.8375	\$ 0.1135	\$ 0.1354	\$ 0.0677	\$ 4.81	per square foot
943	Automobile Parts & Service Center			\$ 0.2188	\$ 1.2806	\$ 0.0214	\$ 1.4484	\$ 0.7242	\$ 3.69	per square foot
944	Gasoline/Service Station			\$ 94	550.4681	\$ 46.7807	\$ 19.3406	\$ 9.6703	\$ 720.31	per pump
945	Convenience Store/Gas Station			\$ 0	2.2839	\$ 0.1698	\$ 0.0802	\$ 0.0401	\$ 2.96	per square foot

# Next Steps

1. Meeting(s) to establish fees and to finalize Ordinance
2. Two public hearings on Ordinance
3. Adoption of Final Ordinance / Fee Schedule \*
4. New Ordinance / Fee Schedule takes effect – *date to be established in ordinance*

\*CIE adoption before *or* at meeting to adopt Ordinance



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA REQUEST FORM

Department: Planning and Development

Work Session: November 7, 2024

Prepared By: *sf*

Voting Session: November 21, 2024

Presenter: SFarrell

Public Hearing: TBD No X

Agenda Item Title: Presentation of Amendment to Sign Code

**Background Information:**

The sign code includes administrative variances – state law changed in 2023, eliminating variances granted at the staff level. Additionally, edits to align with the type of variances presented to the Planning Commission - elimination of variances to the sign code.

Time frame added to clarify what constitutes an abandoned sign.

**Budget Information:**

Applicable:  Not Applicable:

Budgeted: Yes  No

Fund	Department	Account #	Budget	Balance	Requested	Remaining

\*If this is a personnel-related request, has it been reviewed by Human Resources? n/a

\*If this item is being requested to move to the same day’s voting session for BOC consideration, provide *detailed justification* for the request:

n/a

Recommendation/Motion: Move forward to a Public Hearing.

Department Head Authorization: sf

Date: 10/29/24

Finance Department Authorization: Vickie Neikirk

Date: 10/29/24

County Manager Authorization: J. Leverette

Date: 11/1/24

Comments/Attachments: draft code

## Chapter 129 SIGNS<sup>1</sup>

### **ARTICLE I. TITLE, PURPOSE, JURISDICTION, COMPLIANCE RESPONSIBILITY**

#### **Sec. 129-1. Title.**

This chapter shall be known as the Sign Ordinance of Dawson County, Georgia and will be referred to as "the Sign Ordinance."

(Ord. of 12-1-2022(4))

#### **Sec. 129-2. Purpose.**

The sign chapter within Dawson County is necessary in the public interest to:

- (1) Protect property values;
- (2) Protect the public from damage or injury caused or partially attributable to distractions or obstructions from improperly designed or situated signs;
- (3) Maintain the legibility and effectiveness of signs;
- (4) Create and maintain high quality signage;
- (5) Eliminate excess signage;
- (6) Protect the right of citizens to enjoy Dawson County's natural scenic beauty;
- (7) Encourage business and tourism; and
- (8) Regulate the construction, erection, maintenance, and size of signs.

(Ord. of 12-1-2022(4))

#### **Sec. 129-3. Jurisdiction.**

This chapter applies to all signs in the unincorporated areas of Dawson County, Georgia.

(Ord. of 12-1-2022(4))

#### **Sec. 129-4. Compliance.**

All signs must be in compliance with the provisions of the Dawson County Minimum Standards Code for Construction and the Dawson County Land Use and Land Development Resolutions adopted by Dawson County.

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<sup>1</sup>Ord. adopted Dec. 1, 2022(4), amended chapter 129 in its entirety to read as herein set out. Former ch. 129, pertained to similar subject matter, and derived from Ord. adopted June 2, 2011.

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(Ord. of 12-1-2022(4))

**Sec. 129-5. Responsibility.**

It shall be both the property owner's and the sign owner's responsibility to maintain and ensure conformity with the provisions of this chapter.

(Ord. of 12-1-2022(4))

**Sec. 129-6. Message substitution.**

A non-commercial message of any type may be substituted for any duly permitted or allowed commercial message or any duly permitted or allowed non-commercial message if the sign structure or mounting device complies with the provisions of this sign chapter without consideration of the message content. Such substitution of message may be made without any additional approval or permitting. This provision prevails over any more specific provision to the contrary within this chapter. The purpose of this provision is to prevent any inadvertent favoring of commercial speech over non-commercial speech or the favoring of any particular non-commercial message.

(Ord. of 12-1-2022(4))

**Sec. 129-7. Findings on the public health, safety, and welfare rationales of sign regulations.**

Building code requirements address many public concerns about dangerous signs. Appendix H of the ~~2012~~ 2018 International Building Code is supposed to ensure that they will not pose a fire hazard and are appropriately anchored or secured so that they do not fall or blow down. However, Appendix H does not regulate the location of signs, except to prevent them from interfering with an entryway, opening required for ventilation, or fire escape (International Building Code. ~~0121994~~-Appendix H, Section H103.1, Location Restrictions).

Sign regulations achieve public safety rationales not achieved by the standard building code. Without a sign ordinance, signs can pose a clear danger to public safety. It has long been recognized that signage controls are needed to promote traffic safety and avoid traffic accidents. A 1980 Federal Highway Administration study found a positive correlation between billboards and accident rates (Scenic America. Fact Sheet (1): Billboard Control: Fighting Visual Pollution, <http://www.scenic.org/factl.htm>).

Signs too close to the road can cause accidents. Without additional regulation, signs can be placed dangerously close to rights-of-ways in locations where they might be struck by an oncoming vehicle using the road or having to veer off the road.

Signs can impair visibility. The placement of signs can interfere with the sight of motorists trying to exit a driveway onto a public road. Traffic safety is improved by restricting the size, height, and spacing of signs.

Signs distract motorists. By their very nature, signs are designed to direct attention to something and distract motorists to view a message or turn off the roadway and into a property to frequent a business, place, or activity. To the extent that signage captures the sight and attention of a motorist, it distracts motorists from the primary purpose of safely maneuvering a vehicle along the road.

Signs can confuse motorists by mimicking traffic safety signals and signs. Motorists might confuse signs that contain flashing or blinking red, green, or yellow lights (such as a lighted portable sign adjacent to the road) with roadway traffic signals, emergency vehicles, or other hazards. Signs constructed of shapes like an octagonal "stop" sign might also impair public safety by confusing the motorist.

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(Supp. No. 29, Update 2)

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Limitations on window signs can increase visibility from the public right-of-way and thus deter crime and robberies. Sign controls that limit the amount of storefront window and door areas that can be covered with signs enhance the visibility of activities within the store or building. Limits on window signs can provide for an appropriate minimum of exterior visibility and thus increase the public safety of commercial areas through a reduction in crime potential.

Signs can degrade property values. A principal purpose of land use regulations, including sign controls, is to protect and preserve property values. There is no question that signs affect the character of districts and the value of buildings, or that they are not appropriate in different parts of a community.

The size, height, materials of construction, location, condition, and attributes of signs can have an impact on surrounding and nearby land uses. For instance, if signs were unregulated, large, tall signs could be erected in the county's single-family residential districts. Such signs, if erected, would be out of character with residential neighborhoods and could result in the lowering of property values for residential use. As another example, blighted signs and antiquated signs and sign structures (i.e., the pole with a blank structure for a sign face) can contribute to an overall image of blight and a reduction of property values in declining areas, if not addressed and removed via sign controls. Dawson County's sign regulations are needed to ensure that signage is compatible with its surroundings and does not take away from the character of particular districts.

Unregulated signage can degrade the utility of public safety signs. In some places, unregulated signs can reduce the effectiveness of signs needed to direct the public due to competition with other signs and the resulting reduction in visibility of public purpose signs.

The Federal Communications Commission regulates our air waves and television stations and the content that passes through them. Aside from the Highway Beautification Act of 1965, there is little if any federal involvement in the regulation of signs. Signs are one of the most obtrusive forms of advertising. Signage is probably the only type of advertising that cannot be turned off or rejected by the consumer. Radio advertisements can be avoided by turning off the radio. The same is true with television advertisements; we flip channels or take a break when television commercials come on. Junk mail can be thrown away. We quickly flip past the advertisements in our favorite magazine when we are disinterested. Phone solicitations can be avoided with "caller identification" or terminating the conversation. The same cannot be said of outdoor advertising structures and commercial signs. One's vision of signage cannot be turned off. We are captivated by signage when we drive down the road. How do you avoid signs? We must keep our eyes open to drive and cannot block out signs from our peripheral vision. Perhaps one could take an alternative route that is not developed with signs, but that is not always feasible. Absent federal and significant state regulation, it is in the public interest for cities and counties to control signage.

Signs derive their value from public improvements. Businesses locate, and signs are constructed, because of the access the community provides to business locations. It is precisely these types of advertising that are the principal target of local sign regulation—the signs controlled locally are those which are visible from public ways. It is the public way that creates the value for the person erecting the sign, and visibility from the public way is what creates the problems which give rise to the need for sign controls. This is a sound rationale for sign regulation. It logically follows that, because the public way provides value, the public therefore has a right, and indeed an obligation, to control the problems that arise from creating that value.

Unregulated signs adversely impact public investments. Sign regulation helps to assure that public benefits derived from expenditures of public funds for the improvement and beautification of streets and other public structures and spaces are protected. Unregulated signs have the potential to negate those public investments, as well.

(Ord. of 12-1-2022(4))

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(Supp. No. 29, Update 2)

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### Sec. 129-8. Findings on the business interest rationales of sign regulations.

Sign regulation is in the interest of businesses. One often overlooked justification for the regulation of signs is that sign regulations benefit those businesses that seek to advertise. Unregulated competition among ~~business~~ ~~businesses~~ results in too many signs and can reach a point of diminishing returns where individual business signs are not adequately visible. Patrons of individual businesses located along the unregulated commercial strip may miss their destination because they cannot find the particular business in the sea of signage. The unregulated commercial strip signage ~~also can~~ ~~also~~ work to the detriment of individual businesses in that they are forced to erect larger and more costly signs to outdo their neighboring businesses and competitors. Therefore, sign regulations benefit individual business owners.

The lack of sign controls causes uncertainty among prospective business owners. Dawson County's sign ordinance provides prospective businesses with guidance on how much signage they may have, where it is allowed to be located, and what types of signs are permitted. Without sign controls, business owners lack such guidance. Such a situation could have detrimental impacts on businesses, either through inequitable treatment or a delay in the time involved in the permitting of signs. Such potential detrimental impacts would not exist or would be mitigated with a clear set of sign regulations.

(Ord. of 12-1-2022(4))

### Sec. 129-9. Findings on the aesthetic rationales of sign regulations.

There are many reasons to justify the county's sign ordinance. However, among the most relevant reasons ~~are~~ ~~is~~ to promote and ensure the aesthetics of the community. In the earliest days of sign regulations, relying on aesthetics as a rationale could not legally justify local sign controls. The United States Supreme Court began a slow transformation, from its previous position that aesthetics alone could not justify land use regulations, to a position that aesthetic considerations were legitimately within the scope of police power. In 1954, Justice Douglas found the following: The concept of public welfare is broad and inclusive. The values it represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well-balanced as well as carefully controlled (Berman v Parker 348 U.S. 26, 75 S. Ct. 98, 99 L. Ed. 27 (1954)).

Sign regulations help communities maintain their scenic heritage and unique character. Without Dawson County's brand of sign regulation its commercial areas will likely end up looking like any other place. Signs can interfere with scenic views. The appearance of the community, which is substantially influenced by signs, is essential to the county's long-term economic viability and helps determine how residents and visitors alike perceive it. Sign control is an integral part of improving visual character and quality of life.

(Ord. of 12-1-2022(4))

### Secs. 129-10—129-30. Reserved.

## ARTICLE II. DEFINITIONS

### Sec. 129-31. Purpose.

The purpose of article II is to define specific terms for use in enforcement and interpretation of the sign ordinance. When construing the terms of this chapter, the word "shall" is deemed mandatory not discretionary. The word "may" is permissive.

(Ord. of 12-1-2022(4))

### Sec. 129-32. Definitions.

The following words that are used in this chapter shall be deemed to have the following meaning(s), unless the context requires otherwise:

*Awning* shall mean a cloth, plastic or other non-structural covering attached to a building when the same is so erected as to permit its being raised or retracted to a position against the building when not in use.

*Banner* shall mean a cloth, plastic or paper sign characteristically suspended along or across any private street, from a building fronting a street or towed by or attached to an aircraft or other mobile machinery.

*Beneficial use* shall mean a person or persons deriving the proceeds or other advantages from the erection or operation of a sign.

*Canopy* shall mean a non-retractable structure, other than an awning made of cloth, metal, or other material, with frames attached to a building and carried by a frame supported by the ground or the building.

*Canopy sign* shall mean a sign affixed to, imposed upon, or painted on any roof-like structure either permanently or temporarily extended over a sidewalk or walkway, which can be mounted flush or suspended. A flush canopy sign is one that is mounted in such a manner that a continuous plane with the canopy is formed. A hanging canopy sign is one suspended from beneath the canopy.

*Changeable copy sign* shall mean a sign whereon provision is made for letters or characters to be placed in or upon the surface area either manually or electronically to provide a message or picture.

*County* means the unincorporated areas of Dawson County, Georgia.

*County board of commissioners or commissioners* means the Dawson County Board of Commissioners.

*Development entrance sign.* A sign located on either side of an intersection of the driveway, road, or entryway of a residential subdivision, or a multi-family development, or a commercial/industrial development with a county-maintained road or state route.

*Directional sign* shall mean a sign, no larger than two square feet for projects where circulation is complex and traffic must proceed through the site along a specific path for service.

*Electronic sign* shall mean a sign whose message may be changed at intervals by computer controller, microprocessor controller or remote control, and whose message is displayed through the use of LED, LCD, or other similar technology, including devices known as commercial electronic message signs, and digital signs.

*Face or facing* shall mean the surface or plane of the sign upon, against, or through which a message or picture is displayed.

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*Flashing sign* shall mean any sign whose illumination is not kept constant in intensity at all times when in use, and exhibits sudden or marked change in lighting effect.

*Freestanding canopy* shall mean a self-supported, open-air structure with a roof which protects goods/services or people which are underneath from direct exposure to rain or sunshine.

*Height* shall mean the vertical distance from the grade at the base of the sign to the highest point on the sign unless otherwise specified in the ordinance.

*Illuminated sign* shall mean any sign that has characters, letters, figures, designs, or outline illuminated by electric lights or luminous tubes as a part of the sign or by accessory flood or spotlights.

*Individual lot* shall mean a lot of record that is not part of any other overall development ~~and~~ where the lot is owned by one person, entity, or corporation, ~~and~~ where only one primary structure will be located.

*Lot* shall include the words piece, plot and parcel.

*May* is permissive.

*Monument sign* shall mean a freestanding sign where the base of the sign structure is on the ground; with a solid-appearing base with no open space between the ground and the sign for the entire width of the sign.

*Name plate* shall mean a sign no larger than two square feet placed on the front of a premises, multi-use building or shopping center.

*Official signs and notices* mean signs posted by authorized persons performing official governmental duties.

*Out parcel* shall mean a lot of record or leased lot that is part of an overall development and where only one primary structure will be located.

*Permanent* shall mean permanently affixed to the building or ground, intended to last indefinitely without change, lasting a relatively long time.

*Permanent window signs* shall mean any letters, words, or symbols which are displayed on and permanently attached to the window glass of a structure or displayed permanently within the building but visible through the window primarily to attract the attention of the passing public. Such signs shall be deemed wall signs.

*Person* shall mean and include any individual, firm, partnership, association, corporation, company, or organization of any kind.

*Planned center* shall mean a building or group of buildings in common ownership or condominium ownership developed on one lot, which may include buildings with more than one tenant. Multi-tenant buildings singularly or in a group may be considered planned centers if the following provisions apply:

- (1) Building size of at least 25,000 square feet.
- (2) The building is intended for multiple tenants (i.e., constructed with fire-wall separations and has separate outside entrances for each tenant).
- (3) Each tenant in a wholly enclosed space separate from other tenant space (i.e., no sharing of space).
- (4) A minimum of five tenants are included in the building ~~or the campus~~.
- (5) Accessory uses. Uses that are related but subordinate to the primary use (based on square footage), may not be counted as a separate tenant.

~~Planning commission means the Dawson County Planning Commission.~~

*Shall* is mandatory, not discretionary.

*Sight triangle.* A triangular-shaped portion of land established at street intersections in which nothing is erected, placed, planted, or allowed to grow in such a manner as to limit or obstruct the sight distance of motorists entering or leaving the intersection.

*Sign* shall mean a device designed to inform or attract the attention of the public.

*Sign, abandoned.* A sign or sign structure on a site where all buildings have been demolished or ~~removed~~ removed or a sign or signs where a business or other use has not operated on the site for 120 days or more.

*Sign, animated, or moving.* Shall mean any sign or part thereof that changes physical position or light intensity by any movement or rotation or that gives the visual impression of such movement or rotation.

*Sign, awning.* See canopy sign.

*Sign, face.* The surface or plane of the sign upon, against, or through which a message is displayed or illustrated. The sign face area shall constitute the entire face of the sign, including any illustrations and script and any framing, trim or molding, ~~however~~ specifically excluding the support structure (i.e., poles, monument base, etc.). Ground-mounted signs shall be limited to two faces.

*Sign, illegal.* See article V of this chapter.

*Sign, non-conforming* shall mean any sign legally existing prior to the adoption of this chapter that does not conform to the requirements of the zoning district in which it is located.

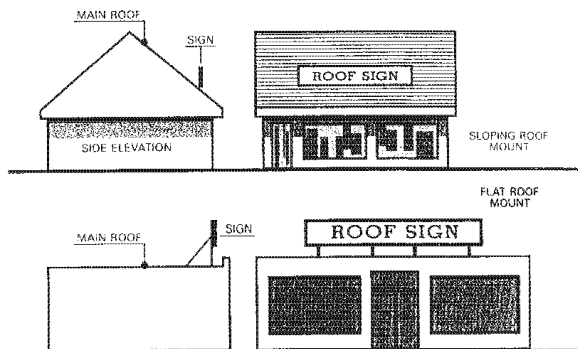
*Sign, owner* shall include the person receiving benefit from the sign and/or the property owner or, lessee.

*Sign, pole.* A sign that is mounted on a freestanding pole or other support that is not itself an integral part of the sign.

*Sign, portable.* Any sign that is not permanently attached to the ground, a structure, or a building that can easily be moved from one location to another, with or without wheels. A-frame signs and trailer signs are examples of portable signs.

*Sign, prohibited.* See article V.

*Sign, roof.* Shall mean a sign that is mounted on the roof of a building or that is wholly dependent upon a building for support and that projects above the top walk or edge of a building with a flat roof, the eave line of a building with a gambrel, gable, or hip roof, or the deck line of a building with a mansard roof.



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*Sign, standard* shall mean a sign with an area of not greater than six square feet with a sign face made for short-term use that, when erected, stands at a height no greater than three feet and is mounted on a stake or metal frame with a thickness or diameter not greater than one and one-half inches.

*Sign, temporary* shall mean any sign constructed of an impermanent material not permanently attached to the ground or a building.

*Sign, wall* shall mean any sign attached to or painted or printed upon the exterior vertical side (wall) of a building in such a way that the wall becomes the supporting structure, not including temporary signs placed on windows but including signs placed on canopies and awnings attached to the exterior vertical structure (wall).

*Sign, window.* A sign affixed to the interior or exterior of a window or placed immediately behind a window pane so as to attract the attention of persons outside the building.

*Structure* shall include the words building and sign.

*Temporary* shall mean having or suggesting a non-durable character or a limited or short-term period of use.

*Used for* shall include the phrases arranged for and designed for.

*Visible* means capable of being seen (whether or not legible) or noticed without visual aid by a person with normal visual acuity.

(Ord. of 12-1-2022(4))

#### **Secs. 129-33—129-52. Reserved.**

### **ARTICLE III. GENERAL PROVISIONS**

#### **Sec. 129-53. Purpose.**

The purpose of article III is to provide general regulation for all signage within the unincorporated portions of Dawson County.

(Ord. of 12-1-2022(4))

#### **Sec. 129-54. Sign maintenance.**

Any sign not meeting the following provisions shall be repaired or removed within 30 days after the receipt of notification by the county manager or designee or his authorized representatives.

- (1) Undergrowth vegetation around the sign shall be properly maintained.
- (2) All damaged panels that create a safety hazard or detract from the surrounding aesthetics must be replaced as soon as **they are** discovered.
- (3) All sign copy shall be maintained securely to the face, and all missing copy must be replaced.
- (4) All structural defects that create a safety hazard shall be promptly repaired.
- (5) Cracked or peeling paint on the face or supporting structure shall be refurbished and/or repainted.

(Ord. of 12-1-2022(4))

**Sec. 129-55. Reserved.**

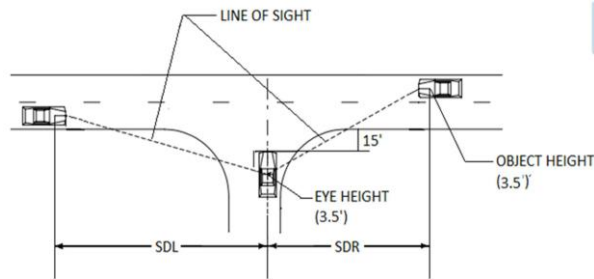
**Sec. 129-56. Sign in or over the public right-of-way.**

No sign shall be allowed to project in or over a public right-of-way or easement over or through which the general public maintains a right of access.

(Ord. of 12-1-2022(4))

**Sec. 129-57. Sight triangle.**

Signs shall not obstruct the view of the street intersection sight triangle.



GDOT driveway manual

(Ord. of 12-1-2022(4))

**Sec. 129-58. Sign face area.**

The sign face area shall be the entire face of the sign, including the advertising surface and any framing, trim, or molding; the support structure (i.e., poles, monument base, etc.) shall be excluded in measuring the sign face area. Sign-The sign area shall be measured by encompassing all signage elements.

(Ord. of 12-1-2022(4))

**Sec. 129-59. Electronic (LED) signs.**

Electronic (LED) signs must comply with the following:

- (1) Only freestanding monument-style signs shall be used as electronic signs.
- (2) Electronic signs shall contain static messages only, and shall not have movement nor flashing on any part of the sign structure, design, or pictorial segment of the sign.
- (3) Electronic signs shall not have varying light intensity during display of any single message.
- (4) Sign displays must be equipped with ~~an~~ automatic dimming technology such that the sign(s) automatically sense dusk and darkness and adjust the brightness level accordingly.

(Supp. No. 29, Update 2)

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- (5) The sign owner must provide Dawson County the 24-hour number of an employee or agent capable of adjusting the brightness of the sign(s) or, if the over-bright condition cannot be fixed, turning off the sign(s) until repairs can be made.
  - (6) Maximum brightness levels for changeable, LED and EMC signs shall not exceed 5,000 nits when measured from the sign face at its maximum brightness, during daylight hours.
  - (7) Maximum brightness levels for changeable, LED and EMC signs shall not exceed 500 nits when measured from the sign face at its maximum brightness, between sunset and sunrise; those times are determined by the National Weather Service.
  - (8) Staff of Dawson County may request a certification of brightness under measurement conditions by an independent contractor if a concern arises as to the brightness. The owner shall have ten days to provide the certification to Dawson County.
  - (9) No more than 60 percent of the freestanding sign area can be digital display.
  - (10) The message or copy of the sign cannot move or change more frequently than once every eight seconds—it shall not wipe, scroll, etc.
  - (11) Illumination spillover to neighboring properties cannot exceed one foot candle as measured at the property line.
  - (12) Electronic signs shall not be allowed in residential zones.

(Ord. of 12-1-2022(4))

**Secs. 129-60—129-89. Reserved.**

#### ***ARTICLE IV. NON-CONFORMING SIGNS***

##### **Sec. 129-90. Purpose.**

The purpose of article IV is to identify non-conforming signs and establish regulations pertaining to non-conforming signs.

(Ord. of 12-1-2022(4))

##### **Sec. 129-91. Definition and statement of intent.**

Any sign legally existing prior to the adoption of the sign ordinance of October 27, 1997, and as amended from time to time, which does not conform to the requirements of this chapter, shall be deemed to be a non-conforming sign.

(Ord. of 12-1-2022(4))

##### **Sec. 129-92. Existing non-conforming signage.**

Subject to the following conditions, non-conforming permanent signs may remain in operation and maintenance after the effective date of this chapter. Such signs shall not be:

- (1) Changed to or replaced with another non-conforming sign.

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- (2) Enlarged, extended, reconstructed, moved, or structurally altered except to bring the sign into conformity with all provisions of the ordinance.

Nothing contained herein shall prevent repairing or restoring to a safe condition any part of a sign or sign structure or normal maintenance operations, unless the damage or destruction to the sign is 50 percent or more of the area of the sign, or if the sign no longer serves a function as a sign because of damage or destruction.

(Ord. of 12-1-2022(4))

**Sec. 129-93. Removal.**

All signs erected after the effective date of this chapter that are non-conforming under this chapter or any sign which has been modified as contemplated by section 129-92(a) or (b) shall be removed within 90 days of notice by the county manager or designee in accordance with enforcement provisions of this chapter.

(Ord. of 12-1-2022(4))

**Secs. 129-94—129-114. Reserved.**

**ARTICLE V. ILLEGAL AND PROHIBITED SIGNAGE**

**Sec. 129-115. Purpose.**

The purpose of article V is to define ~~those signs that are signs~~ of a type specifically prohibited in the unincorporated area of Dawson County.

(Ord. of 12-1-2022(4))

**Sec. 129-116. Illegal sign.**

An illegal sign shall mean:

- (1) Any sign established prior to or subsequent to the adoption of this chapter, without proper authorization or permit; or
- (2) Any sign existing in the public right-of-way.

(Ord. of 12-1-2022(4))

**Sec. 129-117. Prohibited signs.**

The following signs are not permitted in any land use district:

- (1) Signs imitating traffic or emergency signals. No signs shall be permitted ~~which that~~ imitates an official traffic sign or signal, or contains words or symbols displayed in a manner ~~which that~~ might mislead or confuse drivers of vehicles, or ~~which that~~ displays intermittent lights resembling the color, sign, shapes, or order of light customarily used in traffic signs or in emergency vehicles or on law enforcement vehicles, except as part of a permitted or public traffic control sign.
- (2) Signs employing confusing, distracting, or intense illumination when visible from the public right-of-way. No sign shall be permitted ~~which that~~ utilizes spot-lights, flood lights, flashing or blinking lights, or

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any type of pulsating or moving light which may impair the vision, cause glare, or otherwise interfere with a driver's operation of a motor vehicle or aircraft.

- (3) Signs employing confusing or distracting motion either by changing physical position or light intensity. No sign shall be permitted ~~which that~~ employs motion in such a manner as to obstruct or interfere with a driver's view of approaching, merging, or intersecting traffic, or a traffic signal, device of sign, or which would otherwise interfere with a driver's operation of a motor vehicle.
- (4) Sign lighting. No sign shall be illuminated if such illumination is not effectively shielded ~~so as to~~ prevent beams or rays of light from being directed at any portion of the traveled way, which beams or rays of light are of such intensity or brilliance as to cause glare or impair the vision of the driver of any motor vehicle or which otherwise may interfere with the operation of a motor vehicle.
- (5) Signs that project into or over- or are constructed within the public right-of-way.
- (6) Signs that are tacked, painted, posted, marked, or otherwise affixed on trees, utility poles, ~~or other similar structures or on rocks~~ other similar structures, rocks, or other natural features.
- (7) Signs that prevent free ingress or egress from any door, window, or fire escape. No sign of any kind shall be attached to any fire escape.
- (8) Signs placed on or painted on a motor vehicle or trailer and parked within sight of a public right-of-way and in such a manner that the sign ~~not~~ would not otherwise be allowed by this chapter.
- (9) Signs that require the removal of any trees from the public right-of-way, excluding official signs and notices.
- (10) Any air or gas-filled balloons or other similar devices and permanent signs made of paper, cloth or other nondurable materials, except as specifically permitted in this chapter.
- (11) Roof signs.
- (12) Portable signs.
- (13) Abandoned signs.
- (14) Signs on courtesy benches, waste containers, or other forms of street furniture.
- (15) Searchlights.
- (16.) Temporary signs on the inside of windows that cover more than 25 percent of the total window area.
- (17.) Temporary signs along county roadways that have been on site for over 120 days.

(Ord. of 12-1-2022(4))

**Secs. 129-118—129-148. Reserved.**

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## ARTICLE VI. SIGNS THAT DO NOT REQUIRE A PERMIT

### Sec. 129-149. Purpose.

The purpose of article VI is to identify those signs for which a permit is not necessary.  
(Ord. of 12-1-2022(4))

### Sec. 129-150. Sign types included.

A permit is not required for the following types of signs, and such signs shall not be considered in determining the allowable number or size of signs on a parcel or at a specific location; provided, however, that such signs must comply with all other applicable sections of this article. The erection of any sign not listed in this section shall require a permit.

- (1) Official signs and notices.
- (2) Standard signs. All signs shall have a contact name and phone number legibly displayed on the back of such sign. No sign shall be posted within the public right-of-way or a private easement.
- (3) Name-plates not exceeding two square feet in area.
- (4) Flags shall be limited to one per parcel and shall not exceed 40 square feet in area.
- (5) Integral architectural features of buildings.
- (6) Indoor signs, not including permanent window signs.
- (7) Signs that appear on vending machines as original factory design.
- (8) Temporary signs ~~located~~ on the inside of windows that do not cover more than 25 percent of the total window area.
- (9) Air or gas-filled balloons, inflatable signs, banners, feather signs, and streamers may be displayed for no more than seven consecutive days and shall not be displayed more than six times per calendar year on the same property. Such signs or devices shall not be illuminated, may not exceed 35 feet in height from the ground, nor interfere with the safe and free flow of traffic.
- (10) Signs carried by a person.
- (11) Temporary signs as permitted in article VII.
- (12) Temporary banner signs made of non-rigid material within mixed-use village districts when attached to pedestrian lighting fixtures for ~~a period~~ up to 60 days.
- (13) Signs authorized in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), as amended.
- (14) Monument-style directional signs within a planned center parking area that do not exceed six feet in height.
- (15) Directional signs.
- (16) Informational signs, i.e., "pick up," less than six square feet in size attached to a building.

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~~(Ord. of 12-1-2022(4))~~

**Secs. 129-151—129-168. Reserved.**

## **ARTICLE VII. TEMPORARY SIGNS**

### **Sec. 129-169. Purpose.**

The purpose of article VII is to provide for the regulation and enforcement of appropriate temporary signage.  
(Ord. of 12-1-2022(4))

### **Sec. 129-170 General.**

~~Temporary sign shall mean any sign not permanently anchored to the ground or a building, meeting the performance standards of section 129-171.~~

~~(1)~~ Types of temporary signs permitted: freestanding signs, and window signs.

~~(12)~~ A temporary sign shall not be permitted in the public right-of-way.

~~(32)~~ Temporary signs shall not be illuminated.

~~(43)~~ A temporary sign shall not have flashing lights or copy, moveable parts, or colored lights that may resemble those of traffic signals ~~and/or~~and emergency vehicles, or lights.

(Ord. of 12-1-2022(4))

### **Sec. 129-171. Performance standards for Temporary Signs.**

Temporary signs may be constructed of cloth, canvas, fabric, paper, plywood, or other light materials which are not intended or designed for permanent display. Temporary signs must comply with the following standards:

- (1) For parcels or lots that front on a four or more-lane roadway, a single sign less than or equal to 32 square feet of sign copy area and greater than three square feet of sign copy area, may be displayed on said property or parcel. The following criteria shall apply:
  - a. Each sign shall be a maximum of eight feet in height.
  - b. Electric or illuminated signs are prohibited.
  - c. Each sign shall not obstruct the visibility of a permanent sign.
  - d. Each sign shall be located a minimum of 20 feet from the right of way and a minimum of ten feet from side property lines.
  - e. Each sign shall be kept in a good and safe condition and not permitted to deteriorate as evidenced by, but not limited to, tearing, rot, corrosion, peeling paint, etc.
- (2) For parcels or lots without frontage on a four or more-lane roadway, for every 330 linear feet of road frontage a parcel has, a single sign less than or equal to 16 square feet of sign copy area and greater than three square feet of sign copy area, may be displayed on said property or parcel. The following criteria shall apply:

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- a. Each sign shall be a maximum of six feet in height.
  - b. Electric or illuminated signs are prohibited.
  - c. Each sign shall not obstruct the visibility of a permanent sign.
  - d. Each sign shall be located a minimum of 20 feet from the edge of the pavement and a minimum of ten feet from side property lines.
  - e. Each sign shall be kept in a good and safe condition and not permitted to deteriorate as evidenced by, but not limited to, tearing, rot, corrosion, peeling paint, etc.
- (3) For any sign less than or equal to three square feet of sign copy area in size, the following criteria shall apply:
- a. Each sign shall be a maximum of six feet in height.
  - b. Electric or illuminated signs are prohibited.
  - c. Each sign cannot obstruct the visibility of a permanent sign.
  - d. Each sign shall be located a minimum of 20 feet from the edge of the pavement and a minimum of ten feet from side property lines.
  - e. Each sign shall be kept in a good and safe condition and not permitted to deteriorate as evidenced by, but not limited to, tearing, rot, corrosion, peeling paint, etc.
- (4) Window signs:
- a. Maximum of 25 percent of window coverage;
  - b. Window signs shall be limited to the ground floor only.

Signs placed on a lot in contravention of this section shall be subject to all enforcement action allowed under article XIII of this ordinance. However, if the only basis for enforcement action is the number of temporary signs on a lot, the marshal's office shall notify the pertinent lot/sign owner and provide the lot/sign owner with an opportunity to remove the number of temporary signs such as will result in compliance.

(Ord. of 12-1-2022(4))

**Secs. 129-172—129-197. Reserved.**

### ***ARTICLE VIII. PERMANENT SIGNS IN RESIDENTIAL ZONING DISTRICTS***

**Sec. 129-198. Purpose.**

The purpose of article VIII is to provide ~~definition and for the~~ regulation for permanent signage within residential districts in unincorporated areas of Dawson County located adjacent to arterial and collector roads in order to promote traffic safety and ~~to~~ preserve the aesthetics of residential districts along arterial and collector roads.

(Ord. of 12-1-2022(4))

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**Sec. 129-199. Entrance signage.**

(1) By permit only if a tract or parcel of land has been developed to create a residential subdivision and is adjacent to a collector road, as opposed to a major arterial road.

(2)a. One freestanding monument sign is allowed at each entrance from the primary roadway. Sign face shall not exceed 36 square feet with a maximum of eight feet in height overall. The sign shall be set back ten feet from any road right-of-way. Illumination will be allowed by indirect lighting only. Signage must be maintained by the property owner's association or sign owner; or

(2)b. Two freestanding monument signs, one on either side of the entrance from the primary roadway. Sign face not to exceed 20 square feet each with a maximum of six feet in height. The sign shall be set back ten feet from any road right-of-way. Illumination will be allowed by indirect lighting only. Signage must be maintained by the homeowner's association or sign owner.

(3) There shall be a minimum 100-foot separation between signs at each entrance.

(4) If signage is not maintained, then the provisions of article III section 129-54 "sign maintenance" shall be applied.

(5) No signs will be permitted on islands within a public right of way.

(Ord. of 12-1-2022(4))

**Sec. 129-200. All other permanent signs in residential zoning districts.**

One freestanding monument sign shall be allowed on an individual residential lot ~~except as provided in article VI section 611 of the Dawson County Land Use Resolution.~~ The sign face shall not exceed six square feet with a maximum height of six feet overall. Signs shall be constructed on a base of brick or stone. The sign shall meet the minimum building setbacks for the lot on which it is placed as prescribed in the Dawson County Land Use Resolution ~~121-76.~~ Illumination of the sign shall not be allowed.

(Ord. of 12-1-2022(4))

**Secs. 129-201—129-221. Reserved.**

**ARTICLE IX. PERMANENT SIGNS IN COMMERCIAL ZONING DISTRICTS**

**Sec. 129-222. Purpose.**

The purpose of article IX is to identify signs allowed within commercial districts in unincorporated areas of Dawson County in order to promote traffic safety and ~~to~~ preserve the aesthetics of such areas.

(Ord. of 12-1-2022(4))

**Sec. 129-223. Freestanding permanent signs.**

Freestanding permanent signs are ~~These~~ signs wholly supported by their ~~own~~ structure and completely separate from a commercial building.

(1) Planned center.

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- a. ~~One freestanding sign per street frontage not to exceed 100 square feet.~~ One freestanding sign per street frontage will be allowed, assuming for each frontage ~~is~~ equal to or greater than 200 feet in length. The sign shall not exceed 100 square feet. The sign shall be constructed of material such as brick, stone, stucco or similar material consistent with the architecture and exterior treatment of the building(s).
  - b. The sign shall have a maximum height of 20 feet. However, up to an additional ten feet in height may be added resulting in a total maximum height of 30 feet if the base of the sign is below the grade of the adjoining road as calculated at a one-foot rise of sign height per one foot drop from road grade elevation.
  - c. Any and all structural components shall be fabricated or covered so that such components may not be detected visually.
  - d. The width of a monument sign shall not exceed the width of the supporting structure.
  - e. The copy area of freestanding signs shall not exceed 75 percent of the sign area. The copy area shall be measured by the smallest geometric form that encompasses it.
  - f. Changeable copy signage may be used, but the sign counts toward the total sign area allowed.
  - g. The sign shall include the street address for the project. The maximum copy area does not include the street address.
  - h. All signs shall be located in such a way that they maintain horizontal and vertical clearance from all overhead utilities in accordance with the International Electrical Code specification. In no case shall any sign be installed within five feet horizontally or vertically from an overhead utility line or utility guy wire.
  - i. To ensure visibility, the copy of the sign shall be no less than five feet above grade.
- (2) Outparcels and individual lots.
- a. Signs shall be limited to ground-mounted type signs. ~~The B~~base and sign structure shall be constructed of materials such as brick, stone, or similar materials consistent with the architecture and exterior treatment of the building.
  - b. The Surface area of the sign face shall be a maximum of 48 square feet per side.
  - c. The sign shall have a maximum height of ten feet. However, up to an additional five feet in height may be added resulting in a total maximum height of 15 feet if the base of the sign is below the grade of the adjoining road as calculated at a one-foot rise of sign height per one foot drop from road grade elevation.
  - d. Structural poles used in the construction of said sign shall be wrapped with either brick or stone which shall be at least four feet in width on the sides of the sign intended for viewing. The pole wrap shall not be used as part of the sign face for the copy.
  - e. Changeable copy signage may be used but will count towards the sign area allowed.
  - f. For individual lots and outparcels, only one freestanding sign shall be allowed.
  - g. All signs shall be located in such a way that they maintain horizontal and vertical clearance from all overhead utilities in accordance with the International Electrical Code specification. In no case shall any sign be installed within five feet horizontally or vertically from an overhead utility line or utility guy wire.
  - h. To ensure visibility, the copy of the sign shall be no less than four feet above grade.

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(Ord. of 12-1-2022(4))

**Sec. 129-224. Wall signs and canopy signs.**

Those signs ~~are~~ attached to the building or structure for stability or decoration.

- (1) Wall signage for single-tenant buildings.
  - a. ~~A maximum of t~~Three wall signs will be permitted per building.
  - b. ~~Only one wall sign shall be permitted per wall. For facades less than 100 feet in length, a maximum of one sign is permitted per facade~~
  - c. Signs shall not exceed one square ~~feet-foot~~ per linear ~~feet-foot~~ of building wall facade each and shall not exceed 180 square feet each.
  - d. ~~One additional wall sign may be permitted in lieu of the freestanding monument sign as found Sec. 129-223.(2).~~
- (2) Wall ~~signage-signs~~ for multi-tenant buildings.
  - a. Two wall signs shall be permitted per street frontage or entrance.
  - b. Only one wall sign shall be permitted per tenant wall.
  - c. Wall signs shall not exceed one square ~~feet foot~~ per linear ~~feet-foot~~ of tenant wall facade each and shall not exceed 180 square feet each.
  - d. Wall signs shall not exceed three feet maximum height of copy area.
- (3) Canopy signs.
  - a. One canopy sign per entrance not to exceed 12 square feet shall be permitted.
- (4) No wall sign or canopy sign shall be located so that any part of the sign or supporting structure extends above the top of the wall or parapet.
- (5) Signs installed below a canopy, awning, overhang, or porch shall be a minimum of nine feet above ground from the pedestrian way.

(Ord. of 12-1-2022(4))

**Sec. 129-225. Freestanding canopy signage.**

- (1) One sign per road frontage not to exceed 20 square feet shall be permitted on each freestanding canopy.
- (2) Signage must be flush against the canopy fascia.
- (3) Banding of corporate colors shall be regarded as part of the sign and shall count toward the allowable 20 square feet.

(Ord. of 12-1-2022(4))

**Secs. 129-226—129-245. Reserved.**

***ARTICLE X. VARIANCES***

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**Sec. 129-246. Purpose.**

~~Variances to the sign chapter are granted for specific waiver or release of a requirement of this chapter based on proof of hardship to the applicant.~~

(Ord. of 12-1-2022(4))

**Sec. 129-247. Administration.**

~~Variances to sign requirements shall be granted by the planning commission in the same manner and pursuant to the same criteria as variances from the Dawson County Land Use Regulations. Administrative variances may be granted by the county manager or designee if the following criterion exists:~~

- ~~(1) Dimensional variances only (i.e., setback, size, or height).~~
- ~~(2) Shall not be greater than ten percent of allowable limits.~~
- ~~(3) Shall not subvert the intent of the ordinance.~~
- ~~(4) Applicant shall show substantial hardship naturally occurring or otherwise.~~
- ~~(5) Granting the variance shall not create a safety hazard or other condition inconsistent with the general purpose of this chapter; and~~
- ~~(6) Granting the variance may include minor stipulations to ameliorate the impact of the variance (i.e., landscaping, material, lighting, etc.).~~

(Ord. of 12-1-2022(4))

**Secs. 129-248—129-272. Reserved.**

**ARTICLE XI. PERMITS**

**Sec. 129-273. Purpose.**

The purpose of article XI is to establish methods for allowing signs within the unincorporated portions of Dawson County.

(Ord. of 12-1-2022(4))

**Sec. 129-274. Permits required.**

It shall be unlawful for any person to erect or relocate within the county any sign, as defined in this chapter, without first obtaining a sign permit from the county manager or designee and making payments scheduled if applicable. Signs shall also be subject to the provisions of the electrical code and the permit fees required therein. A permit shall be required for each incidence of temporary sign usage.

(Ord. of 12-1-2022(4))

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**Sec. 129-275. Application for a sign permit.**

Applications for sign permits shall be made upon application forms provided by the county manager or designee and shall contain or have attached thereto the following information:

- (1) Name, address, and business telephone number of the applicant, sign owner, and land owner;
- (2) Address of building, structure, or lot to which or upon the sign is to be attached or erected;
- (3) The sign and the distance of the sign from adjacent buildings, structures, property lines, other signs, and any other measurements as may be required by the county manager or designee.
- (4) Drawings of the plans, specifications, and method of construction and attachment to the building or ground for the sign, as well as a scale drawing of the site showing drives, structures, and any other limiting site features, as well as drawings showing the relation of the road grade of the adjoining road to which the sign face is perpendicular to the base of the sign;
- (5) Name of person, firm, corporation, or association erecting the structure; and
- (6) A plat, with street right of way lines, showing the sign location upon the premises.
- (7) The type of sign.
- (8) The value of the sign.
- (9) The square foot area per sign and the aggregate square foot area if there is more than one sign face.
- (10) Written consent of the owner, or his agent, granting permission of which the subject sign will be located.

(Ord. of 12-1-2022(4))

**Sec. 129-276. Permit issuance.**

It shall be the duty of the county manager or designee, upon the filing of a complete application for a sign permit, to examine such plans and specifications and other data and the premises upon which it is proposed to erect the sign; and if it shall appear that the proposed sign is in compliance with all the requirements of this chapter and all other laws and resolutions of the county, then the permit shall be issued. If no decision is made by the county manager or designee within 30 days of the application being filed, the application shall be deemed denied. If the work authorized under a sign permit has not been started within six months after the date of issuance, then the permit shall become null and void, and a new permit shall be required. All signs shall be subject to on-site inspections by the county manager or designee or its authorized representative before a permit is issued.

(Ord. of 12-1-2022(4))

**Sec. 129-277. Permit fees.**

Every applicant, before being granted a sign permit, shall pay the county the permit fees in accordance with the fee schedule approved by the board of commissioners.

(Ord. of 12-1-2022(4))

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**Sec. 129-278. Relationship to Building and Electrical Codes.**

These sign regulations are intended to complement the requirements of the building and electrical codes adopted by Dawson County. Wherever there is an inconsistency between these regulations and the building or electrical code, the more stringent requirement shall apply.

(Ord. of 12-1-2022(4))

**Secs. 129-279—129-302. Reserved.**

**ARTICLE XII. APPEALS**

**Sec. 129-303. Purpose.**

Any decision or action of county personnel under this chapter may be appealed to the Board of Commissioners of Dawson County; ~~however, provided, however, that~~ any such action or decision shall remain in full force and effect pending such appeal.

(Ord. of 12-1-2022(4))

**Sec. 129-304. Appeals process.**

If an applicant or permittee desires to appeal any decision or action of the county manager or designee or its authorized representative ~~or the planning commission,~~ then the applicant or petitioner shall notify the county manager or designee of Dawson County in writing within ten days of the date of the action or decision. Upon receipt of the notice, the board of commissioners shall set an appeal hearing date regarding the appeal within ~~45~~ days of such notice and shall notify the applicant or permittee in writing by first class mail and shall render a decision within ~~60~~ days of such notice.

(Ord. of 12-1-2022(4))

**Secs. 129-305—129-326. Reserved.**

**ARTICLE XIII. ENFORCEMENT AND ADMINISTRATION**

**Sec. 129-327. Purpose.**

The purpose of article XIII is to provide clear guidelines for ~~the~~ enforcement and administration of the sign chapter.

(Ord. of 12-1-2022(4))

**Sec. 129-328. Administrative powers.**

The Board of Commissioners of Dawson County, Georgia, shall administer and enforce the provisions of this chapter, and the county manager or designee is hereby appointed to exercise the powers prescribed by this

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chapter. These powers shall include, but shall not be limited to, accepting and processing applications, conducting inspections, issuing permits and instituting enforcement actions through one or more employees of the county; subject to the right of appeal to the board of commissioners as otherwise provided by this chapter.

(Ord. of 12-1-2022(4))

### **Sec. 129-329. Enforcement.**

The erection or maintenance by any person, firm, or corporation of any sign for which a permit is required by this chapter without a valid permit or renewal thereof issued by the county is declared to be a public nuisance. In addition to the remedies provided for in this chapter or that may otherwise exist under the laws of the State of Georgia, the county is authorized to pursue all equitable remedies and criminal and civil sanctions available.

- (1) Notification of violations. Such notification shall be made in writing from the county manager or designee or an authorized representative of the board of commissioners to the applicant's or individual's last known address or at the location of the sign if notice can be given in person or to the owner's representative and shall provide the violator ten days from the date of the letter to bring the sign into compliance. The notice shall be deemed sufficient upon mailing to the last known address or upon hand delivery to the owner or owner's representative.
- (2) Signs placed in the public right-of-way or any sign posing an immediate danger to the public may be removed by the Dawson County Marshal's Office or the Dawson County Sheriff's Office without notice. Signs placed in the right-of-way are hereby considered litter and shall be remanded to the county transfer station. Signs will be returned to the sign owner, if said owner collects the sign in a timely manner.
- (3) Revocation of permits and licenses. Any person failing to comply with any provision of this chapter shall be subject to revocation of the business license, work permit, or other authorization for the conduct of business and associated work activities within the unincorporated areas of Dawson County.
- (4) Stop work orders. Any person failing to comply with any provision of this chapter shall be subject to a stop work order. Upon receipt of the stop work order, work on any project that is being performed in violation of this chapter shall immediately stop. Such notice shall be in writing and shall be given to the owner of the property, the owner of the sign, the owner's authorized agent, or the person or persons in charge of the activity on the property and shall state the conditions under which work may resume. If an emergency exists, then no written notice shall be required.
- (5) Violation of permit. If, through inspection, it is determined that a person engaged in any activity covered by this chapter has failed to comply with the ordinance or the conditions of the permit issued, then a written notice to comply shall be served upon that person. The notice shall set forth the measures necessary to achieve compliance and shall state the time within which such measures must be completed. If the person engaged in the activity fails to comply within the time specified, then such person shall be in violation of this chapter, and in addition to other penalties or enforcement, any applicable performance or surety bond shall be subject to forfeiture.
- (6) Permit suspension or revocation. The permit issued hereunder may be suspended or revoked by the county upon a finding that the holder is in violation of the permit or any portion of this chapter.
- (7) Administrative fines. Any person violating any provision of this chapter, permitting conditions, or stop work order shall be liable for a civil penalty of not less than \$100.00 per day or not to exceed \$1,000.00 per day. Each day the violation continues shall constitute a separate violation.
- (8) Criminal citation. Any person who shall do anything prohibited by this chapter or who shall fail to do anything required by this chapter shall be guilty of a misdemeanor, amenable to the process of the

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(Supp. No. 29, Update 2)

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magistrate court of Dawson County, and upon conviction, shall be assessed with any penalty, including fine, confinement, or both, allowed by law for the violation of the county resolutions or ordinance. Each day and every day that such violation exists shall be deemed to constitute a separate offense.

(9) Board of commissioner's action. In addition to any other remedies, any violation of this chapter may be addressed by the board of commissioners of Dawson County by instituting injunction, mandamus, or other appropriate action or proceeding to stop the violation. Such proceeding may be instituted without the necessity of showing the lack of an adequate remedy at law.

(10) Any one or more of the foregoing enforcement provisions may be utilized separately or in combination to achieve compliance with this chapter.

(Ord. of 12-1-2022(4))

**Sec. 129-330. Abandonment.**

An abandoned sign must be removed within ~~30~~ 45 days from the date official notice is given by the county manager or designee, the county marshal, or the board of commissioners to the owner by certified mail to the last known address. If an abandoned sign is not removed within ~~30~~ 60 days of the receipt of the official notice or if said notice is returned undeliverable, then the county may remove such sign.

(Ord. of 12-1-2022(4))

**Sec. 129-331. Reserved.**

**Sec. 129-332. Disclaimer.**

Nothing in this chapter shall be construed to abrogate or impair the powers of the courts or of any department of the county to enforce any provisions of its ordinances or regulations nor to prevent or punish violations thereof; and the powers conferred by this chapter shall be in addition to and supplemental to the powers conferred by any other law.

(Ord. of 12-1-2022(4))

**Sec. 129-333. Reserved.**

**Sec. 129-334. Effective date.**

This chapter shall be effective on the day of its adoption by the board of commissioners of Dawson County.

(Ord. of 12-1-2022(4))



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA REQUEST FORM

Department: EMS/Public Works

Work Session: November 7, 2024

Prepared By: Melissa Hawk

Voting Session: November 21, 2024

Presenter: Melissa Hawk

Public Hearing: Yes No  X

Agenda Item Title: Presentation of RFP #447-24 Debris Monitoring Services

**Background Information:**

This contract will not have any cost to the county unless called to report during a disaster, such as a winter storm. The county has not had such a contract in the past and staff has taken on this role. Awarding a contract will fast-track federal and state disaster relief funding and allow county staff to work in other needed areas.

**Current Information:**

RFP opened on October 17, 2024, with 2 proposals received. There are seven (7) areas of deliverables the contractor will be responsible for, should the contract be activated. Pricing received for sixteen (16) line items related to scope of services at the cost per hour. Each was totaled for a summed cost to determine the best cost score. Some of these items included debris management sites monitors, roving monitors, project manager, FEMA coordinator, GIS analyst, field supervisor and environmental specialist.

**Budget Information:**

Applicable:  Not Applicable:

Budgeted: Yes  No

Fund	Department	Account #	Budget	Balance	Requested	Remaining

\*If this is a personnel-related request, has it been reviewed by Human Resources?

\*If this item is being requested to move to the same day's voting session for BOC consideration, provide *detailed justification* for the request:

Recommendation/Motion: Staff respectfully requests the Board to accept the offers received and award a contract to Thompson Consulting Services, Inc.

Department Heads Authorization: Robert Drewery/Troy Leist

Date: October 24, 2024

Finance Department Authorization: Vickie Neikirk

Date: 10/28/24

County Manager Authorization: J. Leverette

Date: 11/1/24

Comments/Attachments: PowerPoint

# RFP #447-24 DEBRIS MONITORING SERVICES



NOVEMBER 7, 2024



## Background and Overview



- ❖ The current Debris Monitoring contract will expire as of December 31, 2024, with no renewal options remaining
- ❖ This contract will not have any cost to the County unless called to report during a disaster such as a winter storm.
- ❖ Awarding a contract will fast-track federal and state disaster relief funding and allow County staff to work in other needed areas.



# Procurement Approach and Procedure



## Bid According to Policy

- ✓ Advertised in Legal Organ
- ✓ Posted on County Website through Vendor Registry
- ✓ Posted on Georgia Procurement Registry
- ✓ Notification through County's Facebook and Twitter accounts
- ✓ Notification through Dawson County Chamber of Commerce
- ✓ Received 2 proposals received



# Evaluation Committee



- ❖ Fire Chief/EMA Director Troy Leist
- ❖ Public Works Director Robert Drewry
- ❖ Logistics Officer/Deputy EMA Ray Lucas

❖ Facilitator – Melissa Hawk, Purchasing Manager



# Scope of Work Overview

Some of the scope of services include:

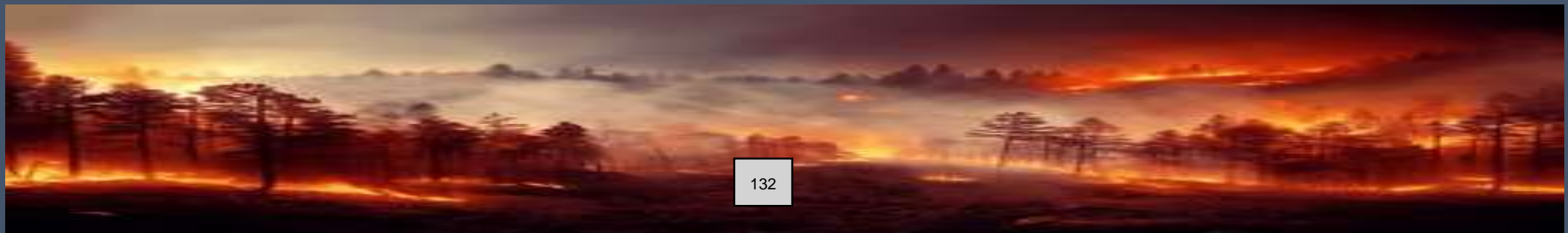
1. Support the oversight, management and technical assistance for the monitoring of the debris removal and disposal contractor in accordance with Federal Emergency Management Agency requirements.
2. Ensuring staff on site within eight (8) hours of notification.
3. Coincide general debris monitoring and reporting services with the Dawson County Emergency Management Agency Local Emergency Operations Plan.
4. Collection and roving monitors will be fully trained to assure proper and complaint documentation protocols are instituted and followed.
5. Provide state-of-the-art field equipment for documenting photos, reports and other vital information for load tickets, debris contractor invoices, project status, payroll and vehicle certifications.
6. Conduct pre and post-use environmental monitoring of the DMS (Debris Management Site)/TDSRS (Temporary Debris Storage and Reduction Site) locations to detect environmental contamination and ensure the clean-up of these sites if any issues are discovered.
7. Provide regular updates to the County Debris Monitoring Coordinator and the Public Information Specialist for public information use.



## Offers Received

Items - Cost is entered as 1 per unit of measure for fair comparison	DebrisTech, LLC	Thompson Consulting Services, LLC
Lump Sum Total	\$509.00	\$596.45
		Includes 10% profit margin of \$52.95 and 4 handheld devices of \$14.00. Began at \$529.50

NOTE: Each proposer submitted pricing for sixteen (16) positions related to the scope of services at the cost per hour. A percentage of profit and cost of the handheld ticket devices were also offered. Some of these positions include debris management site monitors, roving monitors, FEMA coordinator, GIS analyst, field supervisors and an environmental specialist.



# Summary of Scores

COMPANY	COMPANY BACKGROUND AND STRUCTURE	EXPERIENCE & QUALIFICATIONS OF DEDICATED STAFF	PROJECT UNDERSTANDING/ APPROACH TO SCOPE OF WORK	REFERENCES	MANAGEMENT PLAN	TECHNICAL SCORE	Cost/ FINANCIAL	Total SCORE
<b>Thompson Consulting Services, LLC</b>	<b>44</b>	<b>56</b>	<b>56</b>	<b>26</b>	<b>42</b>	<b>75</b>	<b>21</b>	<b>96</b>

Evaluation weight for this RFP is 75% technical and 25% price.

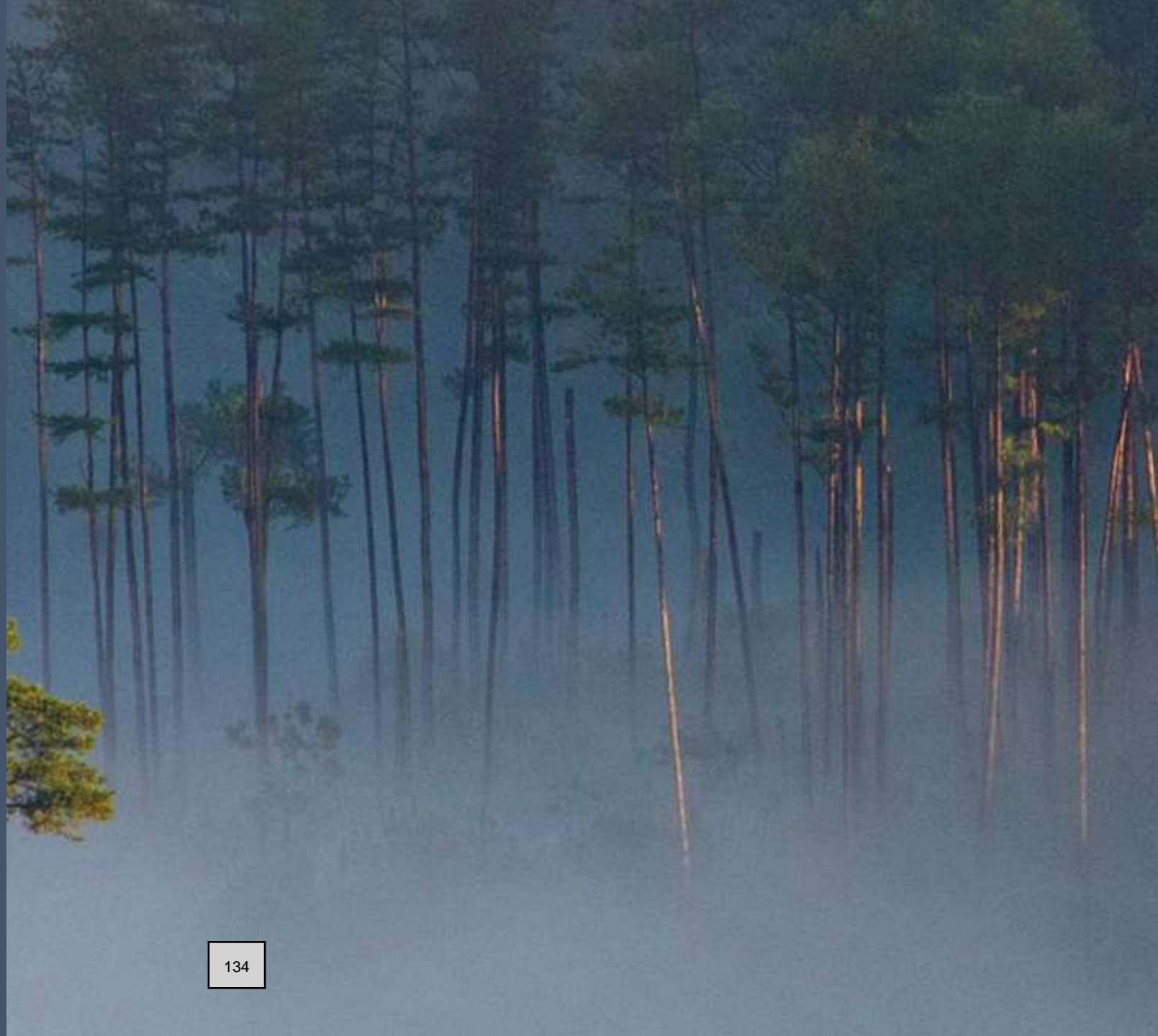
All scores are rounded up to the nearest whole number.

## Staff Recommendation

Staff respectfully requests the Board to accept proposals received and award a contract to Thompson Consulting Services, Inc.

This contract will not be activated nor funded unless the County experiences a disaster.

THANK YOU FOR YOUR TIME





## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA REQUEST FORM

Department: Finance

Work Session: November 7, 2024

Prepared By: Melissa Hawk

Voting Session: November 21, 2024

Presenter: Melissa Hawk

Public Hearing: Yes  No

Agenda Item Title: Request for Approval to Extend Two Contracts

**Background Information:**

Section 2-115 – Contracts.1. b. of the Dawson County Purchasing Policy Ordinance states that contracts may be extended for one year unless an exception is approved by the Board of Commissioners.

**Current Information :**

The following contracts have exhausted their contract terms plus extensions. Neither qualify as a Highway/Roads or Public Works contract. We are asking that each is approved for a one-year extension as follows:

**Inmate Food Services:** The Sheriff’s Office staff has just completed the electronic portion of the security system upgrade and now will complete the upgrade of the jail booking and lobby areas at the Law Enforcement Center, which will limit the time needed to create, evaluate and award a new inmate food services contract. We are asking that an extension term of one year be granted to Kellwell Food Management. Kellwell Food Management has agreed to continue at the current rates, terms and conditions.

**Auditing Services:** BatesCarter has been our contracted Auditing firm for the past 6 years and has performed satisfactorily. We are asking that an extension term of one year be granted to BatesCarter. BatesCarter has agreed to the current terms and conditions at an increase of 2.97%.

**Budget Information:**

Applicable: xx Not Applicable:

Budgeted: Yes xx No

Fund	Department	Account #	Budget	Balance	Requested	Remaining
100	3326	531300			\$290,000	
100	1510	521302			\$78,000	

\*If this is a personnel-related request, has it been reviewed by Human Resources?

\*If this item is being requested to move to the same day’s voting session for BOC consideration, provide *detailed justification* for the request:

Recommendation/Motion: Staff recommends that the BOC approve the one-year extension for the inmate food services contract for Kellwell Food Management and auditing services contract for BatesCarter.

Department Head Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

Finance Department Authorization: Vickie Neikirk

Date: 10/29/24

County Manager Authorization: J. Leverette

Date: 11/1/24

Comments/Attachments: \_\_\_\_\_





## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA REQUEST FORM

Department: Family Connection/Emergency Services

Work Session: November 7, 2024

Prepared By: Joey Leverette

Voting Session: November 7, 2024

Presenter: Joey Leverette

Public Hearing: Yes \_\_\_\_\_ No X \_\_\_\_\_

Agenda Item Title: Presentation of Recommendation for Budget Reallocation of Remaining American Rescue Plan Act (ARPA) Funds to be Utilized to Support Emergency Shelter and Community Warming Centers

**Background Information:**

Dawson County desires to assist in providing short-term, temporary shelter for at-risk, in-need seniors and medically fragile persons in our community during cold weather-related events, storms, and prolonged power outages. Currently, no locations are available in Dawson County.

Dawson County Family Connection and Dawson County Emergency Services have formed a community group collaboration with several local churches and other non-profit partners to host shelter locations for this community need.

**Current Information:**

Specific supplies, such as cots, blankets, sleeping bags, and a storage trailer are needed to support this partnership. The Dawson County Board of Commissioners previously approved the use of ARPA funding for first responder salaries; however, this funding is nearly exhausted and will not be used for salaries beyond FY24. Staff requests the reallocation of \$50,000 to be utilized for supplies to provide future emergency shelters.

**Budget Information:**

Applicable: xx Not Applicable: \_\_\_\_\_

Budgeted: Yes \_\_\_\_\_ No \_\_\_\_\_

Fund	Department	Account #	Budget	Balance	Requested	Remaining
230					\$50,000	

\*If this is a personnel-related request, has it been reviewed by Human Resources? N/A

\*If this item is being requested to move to the same day’s voting session for BOC consideration, provide *detailed justification* for the request:

As winter approaches, the desire is to expedite the planning and purchasing of supplies for this initiative; respectfully request to move this item forward to the November 7, 2024, Voting Session.

Recommendation/Motion:

Department Head Authorization: \_\_\_\_\_

Finance Department Authorization: Vickie Neikirk

County Manager Authorization: Joey Leverette

Date: \_\_\_\_\_

Date: 10/28/24

Date: 10-23-2024

Comments/Attachments: \_\_\_\_\_

Item	Cost	Explanation
Equipment	\$15,544.00	50 Cot Kits 5 Bariatric & Elderly Cots 3 Double Tiered Lockers 18 Padlocks 16 Privacy Pipe & Drape Panels 10 Portable Cribs
Linen/Laundry Storage & Care	\$1,250.00	5 dozen Flat sheets 50 fitted sheets 50 Pillow Cases 100 Disposable Cot Covers 50 Vacuum Storage Bags 50 Mesh Laundry Bags Laundry Detergent
Dining Aid/Kitchen Supplies	\$1,000.00	Plastic Utensils Paper plates Cups Trash Bags Coffee Insulated 5-gallon beverage dispensers
Infant Care	\$500.00	Diapers & Wipes, bottles, formula
Hygiene Products	\$1,000.00	Toilet Paper, paper towels, feminine kits
Cleaning Supplies	\$500.00	Sani Clothes, Microban Disinfectant Spray
Storage	\$12,000.00	Trailer, plastic storage containers
Miscellaneous	\$500.00	Cell phone chargers, charging block, ear plugs, flashlights, batteries
Cold Weather Kits	\$6,527.00	200 Winter Warm Up Kits 100 Sleeping Bags, Washable
<b>TOTAL</b>	\$38,821.00	2 weeks rental