



Community Development

DEVELOPMENT IMPACT FEE ADVISORY MEETING

JUNE 5, 2024

Presentation

- ▶ Elect Chairperson and Vice-Chair
- ▶ Adopt Procedural Rules
- ▶ Overview
- ▶ South Bryan Impact Fee Program
- ▶ Funding
- ▶ How much do we spend on roads
- ▶ Terms and Jargon
- ▶ Role of the Committee
- ▶ Current Status – North Bryan Transportation Projects
- ▶ North Bryan Transportation Study
- ▶ Next steps

Overview – Impact Fees

- ▶ Impact Fees are provided for in State law - §36-61-1-36-71-13
 - ▶ 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.”
 - ▶ Development Exaction – “a requirement attached to a development approval or other municipal or county action approving or authorizing a particular development project, including but not limited to a rezoning, which requirement compels the payment, dedication, or contribution of goods, services, land, or money as a condition of approval.”

Overview – Impact Fees

- ▶ What does it mean to “pay for a proportionate share of the cost of system improvements needed to serve new growth and development.”
 - ▶ Not allowed to charge someone to pay 100% of infrastructure costs
 - ▶ Example – No parks, ask developer to pay for a new park
 - ▶ In general terms – impact fees should keep the community status quo
 - ▶ Transportation
 - ▶ Level of Service or Capacity
 - ▶ If intersection is LOS F – Impact Fee cannot raise to LOS A

Overview – Impact Fees

- ▶ Basic Requirements
 - ▶ Capital Improvement Element O.C.G.A. §36-71-3(a)
 - ▶ Defined Service Area
 - ▶ “Geographic area defined by a municipality, county, 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. O.C.G.A. §36-71-2
 - ▶ Development Impact Fee Advisory Committee
 - ▶ “Shall serve in an advisory capacity to assist and advise the governing body of the municipality or county with regard to the adoption of a development impact fee ordinance. In that the committee is advisory, **no action** of the committee shall be considered **a necessary prerequisite** for municipal or county action in regard to adoption of an ordinance.” O.C.G.A. §36-71-5(c)
 - ▶ Two hearings in front of the governing body. O.C.G.A. §36-71-6

Overview – Impact Fees

- ▶ Department of Community Affairs
 - ▶ DCA is the agency charged with overseeing local government comprehensive planning.
 - ▶ DCA oversees Impact Fee programs for Georgia
 - ▶ Must comply with state law and DCA rules and regulations



Local Governments
AUTHORIZED TO COLLECT DEVELOPMENT IMPACT FEES
 Pursuant to the Development Impact Fee Act, O.C.G.A. § 36-71-1, et seq. as of
 January 1, 2021.

Government	Type	Region
Acworth	City of	ARC
Alpharetta	City of	ARC
Atlanta	City of	ARC
Braselton	City of	NEG
Brooks	Town of	ARC
Bryan	County	CG
Butts	County	TR
Camden	County	CG
Canton	City of	ARC
Cartersville	City of	NWG
Cherokee	County	ARC
Cumming	City of	GM
Dawson	County	GM
East Ellijay	City of	NWG
Effingham	County	CG
Ellijay	City of	NWG
Fayette	County	ARC
Fayetteville	City of	ARC
Flemington	City of	CG
Forsyth	County	GM
Gainesville	City of	GM
Gilmer	County	NWG
Hall	County	GM
Hampton	City of	ARC
Henry	County	ARC
Hoschton	City of	NEG
Jasper	County	NEG

Government	Type	Region
Jefferson	City of	NEG
Jones	County	MG
Kennesaw	City of	ARC
Lee	County	SWG
Long	County	CG
Macon-Bibb	County	MG
McDonough	City of	ARC
Milton	City of	ARC
Newnan	City of	TR
Newton	County	NEG
Orchard Hill	City of	TR
Peachtree City	City of	ARC
Pike	County	TR
Powder Springs	City of	ARC
Rockdale	County	ARC
Roswell	City of	ARC
Sandy Springs	City of	ARC
Senoia	City of	TR
Spalding	County	TR
Stockbridge	City of	ARC
Sunny Side	City of	TR
Thomas	County	SWG
Troup	County	TR
Tyrone	Town of	ARC
Walton	County	NEG
Woodstock	City of	ARC
Woolsey	City of	ARC

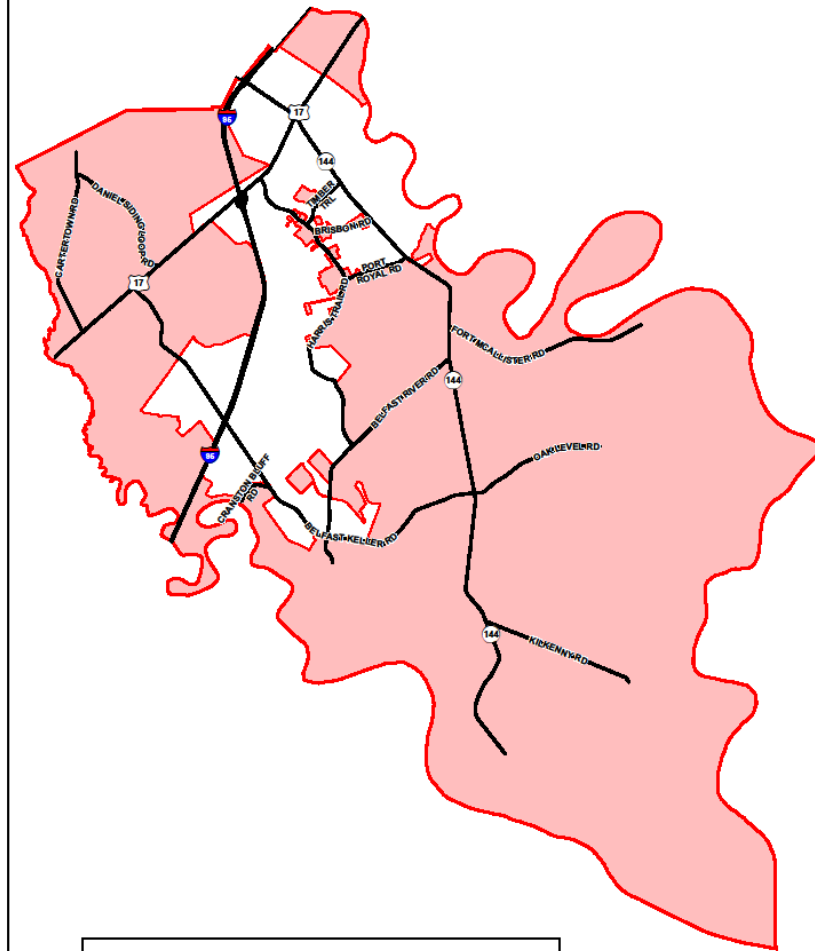
*This information is accurate at the time of its production. Please contact DCA to determine if any governments have been subsequently authorized or de-authorized.

South Bryan Transportation Impact Fee

County enacted transportation impact fees January 8, 2019, with an effective date of April 1, 2019.



Geographic boundary established as South Bryan. Does not include incorporated areas of Richmond Hill.



- Interstate, US & State Highways, and Other Major Roads
- Transportation Impact Fee District

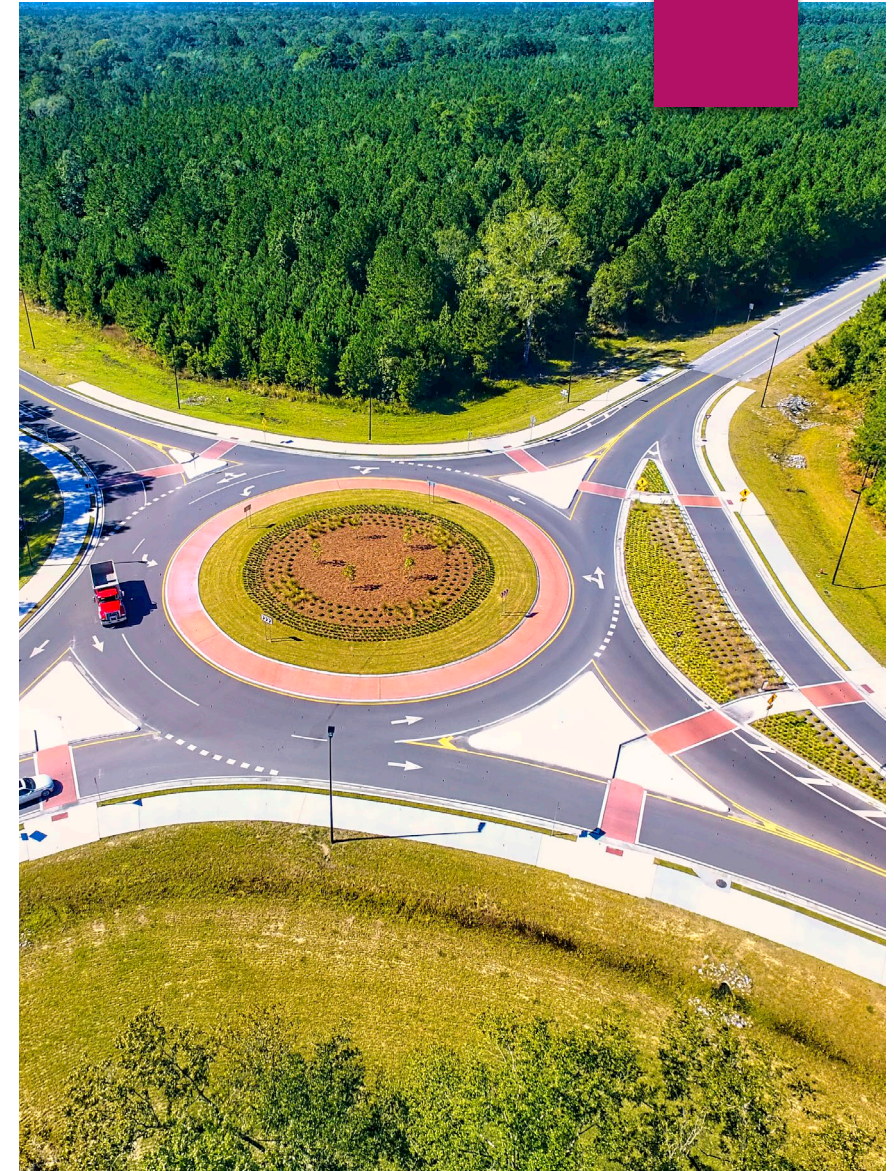


TRANSPORTATION IMPACT FEE DISTRICT

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South Bryan Transportation Impact Fee

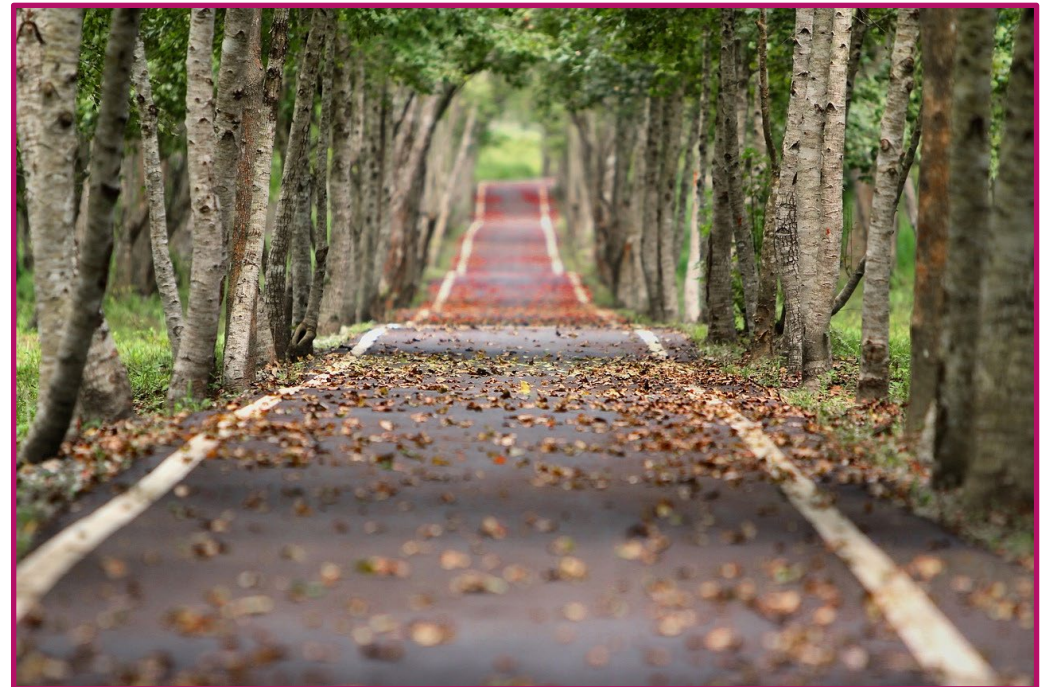
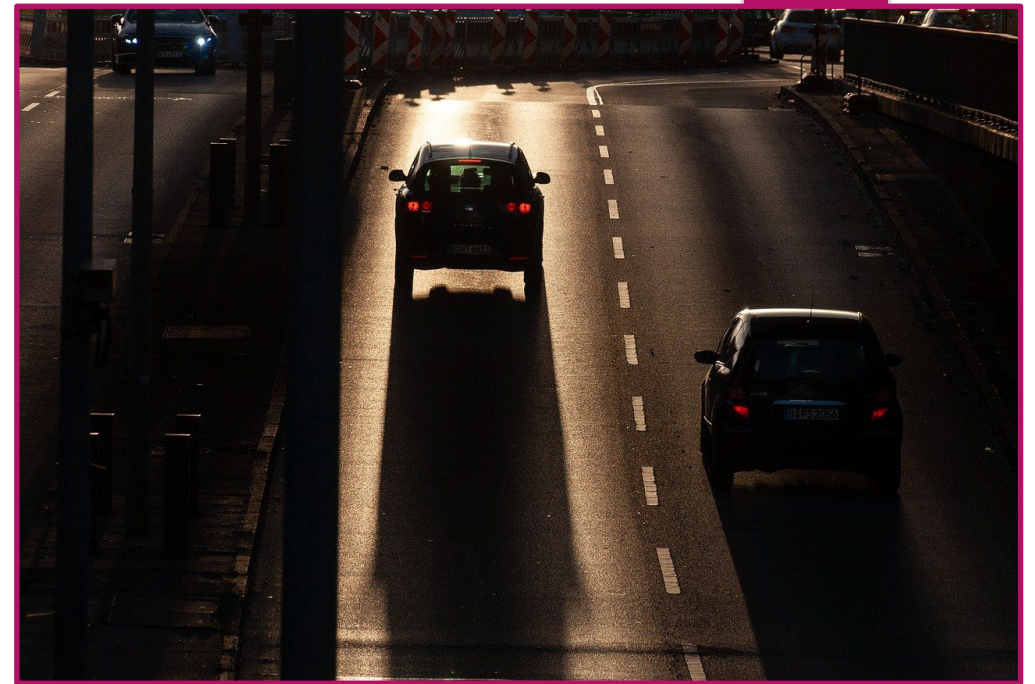
- ▶ Five projects identified
 - ▶ Roundabout Belfast Keller and Belfast River – Completed 2020 - \$1,461,653
 - ▶ Roundabout Harris Trail and Belfast River – Completed 2020 - \$1,832,722
 - ▶ Roundabout Harris Trail and Port Royal – 2024 – Est. cost \$1,900,000
 - ▶ Intersection Hwy 144 and Spur/Ft. McAlister – State Route Est. cost \$2,600,000
 - ▶ Harris Trail Road Widening – Preliminary ROW analysis – \$41,600,000
- ▶ Project funding
 - ▶ 74.07% Impact Fees
 - ▶ 12.96% SPLOST
 - ▶ 12.97% TPSLOST



South Bryan Transportation Impact Fee

- ▶ 2019 - \$436,992.00
- ▶ 2020 - \$785,532.00
- ▶ 2021 - \$977,127.90
- ▶ 2022 - \$1,080,858.31
- ▶ 2023 - \$738,719.94
- ▶ 2024 – \$492,632.00 (Jan. 1 through May 29)
- ▶ Total - \$4,511,862.15 (average is \$882,947.58 per year)

How do we fund roads?



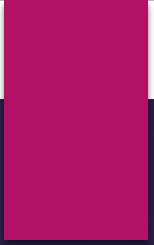


Sources of Funding

- ▶ LMIG
- ▶ SPLOST
- ▶ TSPLOST
- ▶ State/Federal
- ▶ General Revenue
- ▶ Impact Fees

LMIG

- ▶ Resurfacing – Local Maintenance Improvement Grant (“LMIG”)
 - ▶ State funding
 - ▶ Based on total miles of roads and total population of County owned and maintained roads
 - ▶ FY 2024 unincorporated Bryan received \$548,449.05 with 30% match from the County. Our total budget is \$679,244.88
 - ▶ 2024 bids received and Sikes Brothers awarded contract - \$621,186.70
 - ▶ Roads
 - ▶ James Dunham Parkway
 - ▶ Briarwood Lane
 - ▶ Lou Page Lane
 - ▶ Victor’s Court
 - ▶ Porterfield Road
 - ▶ Wilma Edwards Road



SPLOST

SPLOST

- ▶ Special Purpose Local Option Sales Tax – SPLOST
 - ▶ 1% optional county sales tax for capital improvement projects
 - ▶ Not just roads – gym, courthouse
 - ▶ Adopted by local referendum and lasts for five years or six years if we have Intergovernmental Agreement with municipalities
 - ▶ In the referendum, list of projects is included. 2023 voted for SPLOST VIII
 - ▶ 2023 referendum notes \$147 million revenue over the six years - \$83 million goes to the County

SPLOST

- ▶ Projects
 - ▶ SPLOST VII – Animal Shelter, Fisherman's Co-Op, Fire Station, Vehicles, Port Royal/Harris Trail Intersection (12.96%)
- ▶ Revenue SPLOST VIII
 - ▶ 2023 - \$13,520,000
 - ▶ 2024 - \$9,400,000



TSPLOST

TSPLOST

- ▶ Transportation Special Purpose Local Option Sales Tax (TSPLOST)
 - ▶ 1% sales tax for Transportation Projects
 - ▶ Only used for transportation related projects, but must be capital improvements, includes equipment
 - ▶ Approved by voter referendum
 - ▶ TSPLOST is five-year duration – TSPLOST II approved May 2022
 - ▶ Portion is distributed to Pembroke and Richmond Hill
 - ▶ Revenue
 - ▶ 2023 - \$10,720,00
 - ▶ 2024 - \$13,000,000 + fund balance of \$15,000,000

TSPLOST

Projects TSPLOST 1 and 2

Total 2024 budget - \$36,770,300
Total 2024 expenditures - \$33,533,500

- Equipment – motor grader, excavators, backhoe, dump truck
- Wilma Edwards/HWY 280 Intersection - \$2.5 million
- Brisbon Road/Pedestrian Bridge - \$2.5 million
- Mill Creek Church - \$2.5 million
- Cranston Bluff Intersection/Belfast Keller Widening - \$14 million
- Port Royal/Harris Trail Intersection - \$246,500 (12.97%)
- Debt Service

Comparison of Revenue/Expenditures (2024)

General/ County Wide Services

Revenue - \$39,667,100

Expenditures - \$39,667,100

Unincorporated Services

Revenue - \$9,963,700

Expenditures - \$9,963,700

Special Funds

Revenue - \$221,673,700

Expenditures - \$209,877,200

Minor Funds

Revenue - \$574,350

Expenditures - \$574,350



How much do Transportation Improvements Cost

Recent Projects

Highway 280/Hwy 80 intersection

- Original estimate – \$1- \$1.5 million (2020)
- Agreement with GICC - \$2.8 million (September 2021)
- Updated estimate - \$4.9 million (First Quarter 2022)
- Final estimate - \$6.8 million (November 2022)

Impact Fee Projects

- Belfast River/Belfast Keller – Estimated \$1.3 million – Actual \$1,461,653
- Belfast River/Harris Trail – Estimated \$1.9 million – Actual \$1,832,722

Recent Projects

Belfast Keller Widening

- Kimley Horn study notes Thomas and Hutton's 2016 estimate of \$2-\$4 million per mile, intersection improvements \$250,000 - \$500,000 per intersection and \$400,000 to \$800,000 per roundabout (single lane)
 - 3.5 miles * \$4 million = \$14 million
 - 3 roundabouts * \$800,000 = \$2.4 million
 - 3 intersection improvements * \$500,000 = \$1.5 million
 - Total cost \$17.9 million
- September 2022 - \$60,473,000.00

Hwy 280/Interstate Blvd/Oracal

- Traffic signal approximately \$200,000
- GDOT installing roundabout – part of the large project widening \$77.5 million

WHERE WOULD WE BE
WITHOUT ACRONYMS,
JARGON, AND
ABBREVIATIONS

Terms and Jargon

Terms and Jargon

Comprehensive Plan (Comp Plan)

Road Map for future

Update approved Oct. 2023

Elements

Land use

Population

Natural Resources

Community Vision



Bryan County Comprehensive Plan 2023 Update



October 2023

Terms and Jargon

Capital Improvement Element (CIE)

“CIE is intended to establish clear public policies regarding infrastructure development and ensure sound fiscal planning for capital improvements.”

Required:

- Inventory of Existing Level of Service
- Establish Service Areas
- Establish Future Levels of Service
- Projection of Facility Needs
- Schedule of Improvements for the first five years after CIE Adoption

Capital Improvement Program

List of Projects

Estimated Cost

Estimated Timeframe

Terms and Jargon

- ▶ Impact Fee Report or Methodology Report
 - ▶ Actual study
 - ▶ Consultant evaluates different scenarios to provide a recommendation
 - ▶ Report may/will include:
 - ▶ Land use assumptions [Future Land Use Map](#)
 - ▶ Identify the capital improvement projects (transportation)
 - ▶ Determine costs of capital improvement projects
 - ▶ Allocate the costs

Terms and Jargon

- ▶ Ordinance or Implementing Ordinance
 - ▶ Regulations/rules for implementing the program
 - ▶ Existing Ordinance regulates the South Bryan program
 - ▶ Ordinance
 - ▶ Authorizes collection
 - ▶ Tells us how to implement
 - ▶ Who is in charge
 - ▶ How to appeal

Role of the Committee

DO I HAVE TO DO MATH?
DO I HAVE TO DESIGN
ROADS?

What will the Committee do?

- ▶ Guidance and Input
 - ▶ Role is advisory
 - ▶ Represent the community
 - ▶ Review report. Ask questions, comment, recommendations

What will the Committee do?

Should we even have impact fees?

- Evaluate funding
- Projects
- Rate of Development

What is the boundary for District

- All of North Bryan
- Interchange area
- Pembroke city limits

What will the Committee do?

- ▶ Exemptions – O.C.G.A §36-71-4(l)
 - ▶ A municipal or county development impact fee ordinance may exempt all or part of particular development projects from development fees if:
 - ▶ (1) Such projects are determined to create extraordinary economic development and employment growth or affordable housing;
 - ▶ The public policy which supports the exemption is contained in the municipality's or county's comprehensive plan; and
 - ▶ The exempt development project's proportionate share of the system improvement is funded through a revenue source other than development impact fees.
 - ▶ Non-profits, churches, etc., are not exempt and cannot be granted an exemption.

What will the Committee do?

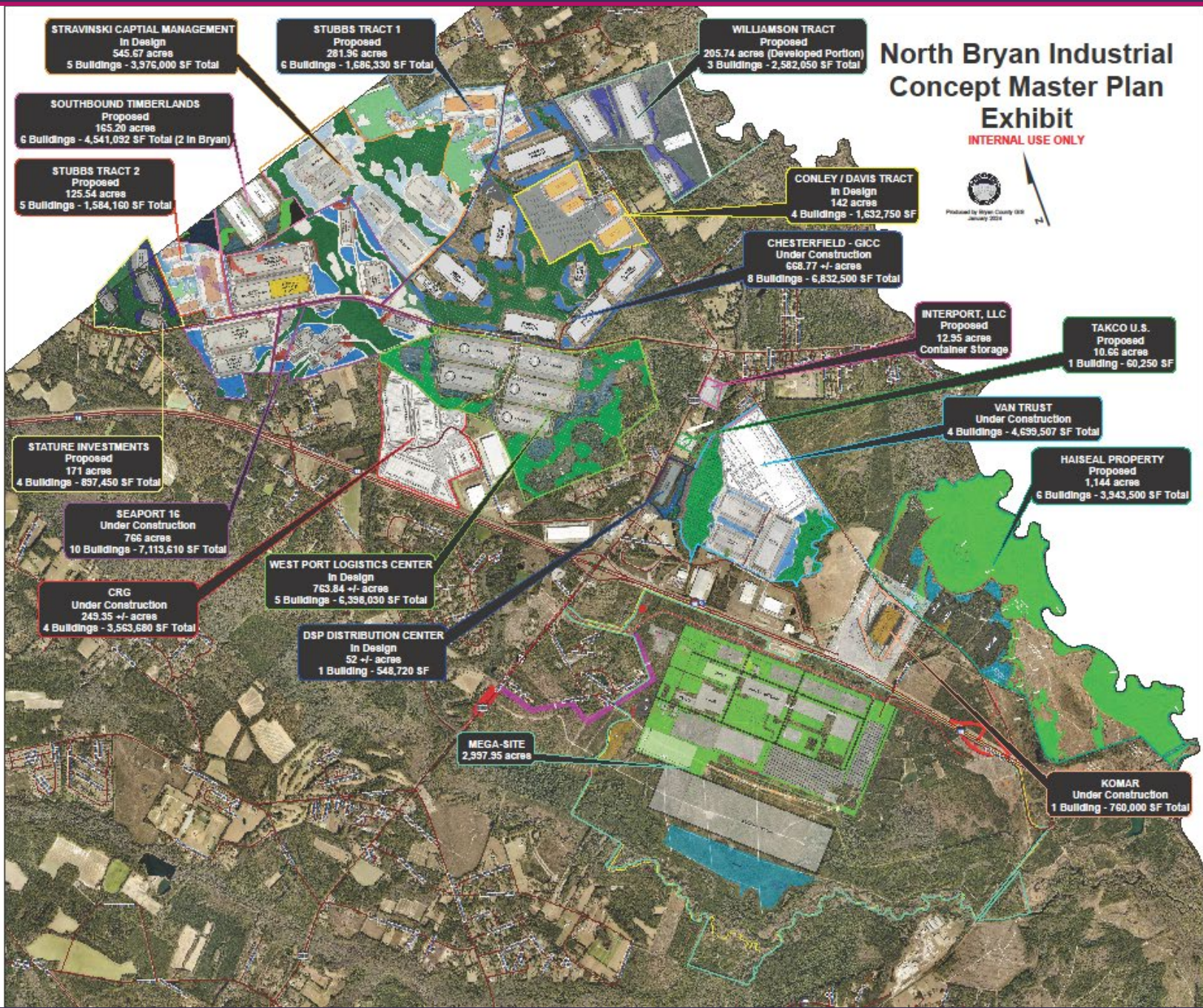
- ▶ Which method of calculating is preferable?
 - ▶ Plan-Based – allocate costs for a specified set of future improvements to a specified amount of development
 - ▶ Incremental Expansion Capital Impact Fee Calculation – based on current Level of Service
- ▶ Should we charge the maximum allowable?
 - ▶ Reduce fee
 - ▶ Reduce projects

Current Status

NORTH BRYAN
DEVELOPMENT AND
TRANSPORTATION PROJECTS

North Bryan Industrial Concept Master Plan Exhibit

INTERNAL USE ONLY



STRAVINSKI CAPITAL MANAGEMENT
In Design
545.67 acres
5 Buildings - 3,976,000 SF Total

STUBBS TRACT 1
Proposed
281.96 acres
6 Buildings - 1,586,330 SF Total

WILLIAMSON TRACT
Proposed
205.74 acres (Developed Portion)
3 Buildings - 2,582,050 SF Total

SOUTHBOUND TIMBERLANDS
Proposed
165.20 acres
6 Buildings - 4,541,032 SF Total (2 In Bryan)

STUBBS TRACT 2
Proposed
125.54 acres
5 Buildings - 1,584,160 SF Total

CONLEY / DAVIS TRACT
In Design
142 acres
4 Buildings - 1,632,750 SF

CHESTERFIELD - GICC
Under Construction
668.77 +/- acres
8 Buildings - 6,832,500 SF Total

INTERPORT, LLC
Proposed
12.95 acres
Container Storage

TAKCO U.S.
Proposed
10.66 acres
1 Building - 60,250 SF

STATURE INVESTMENTS
Proposed
171 acres
4 Buildings - 897,450 SF Total

VAN TRUST
Under Construction
4 Buildings - 4,699,507 SF Total

HAISEAL PROPERTY
Proposed
1,144 acres
6 Buildings - 3,343,500 SF Total

SEAPORT 16
Under Construction
766 acres
10 Buildings - 7,113,610 SF Total

WEST PORT LOGISTICS CENTER
In Design
763.84 +/- acres
5 Buildings - 6,398,030 SF Total

CRG
Under Construction
243.35 +/- acres
4 Buildings - 3,563,680 SF Total

DSP DISTRIBUTION CENTER
In Design
52 +/- acres
1 Building - 548,720 SF

MEGA-SITE
2,397.95 acres

KOMAR
Under Construction
1 Building - 760,000 SF Total

GDOT Projects

New I-16 Interchange (Jernigan and Old Cuyler)

- Construction to start 3rd quarter 2025
- Substantial completion 2027

Genesis Drive (Frontage Road)

- Construction started 4th quarter 2023
- Substantial completion 4th quarter 2024

Hwy 280

- Widen from Interstate Centre/Oracal to Olive Branch Road
- Construction started 2nd quarter 2024

GDOT Projects

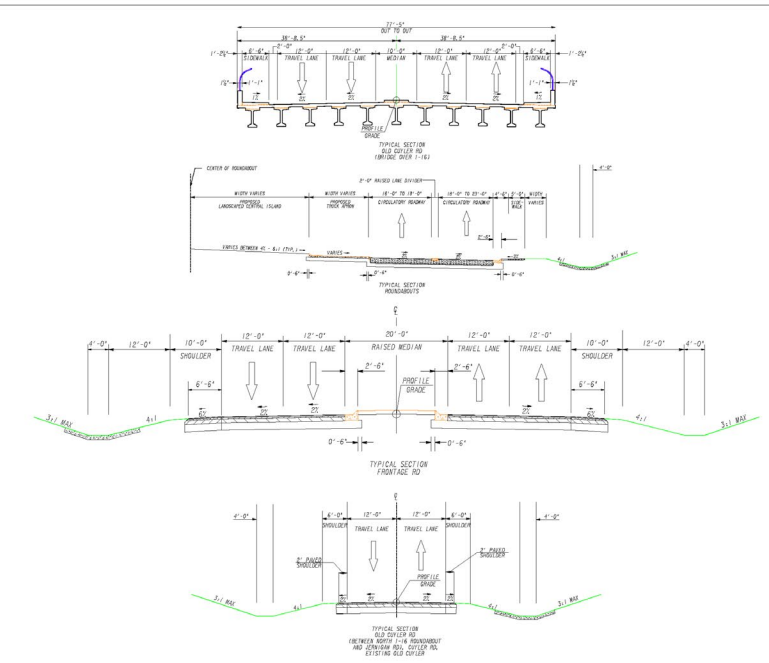
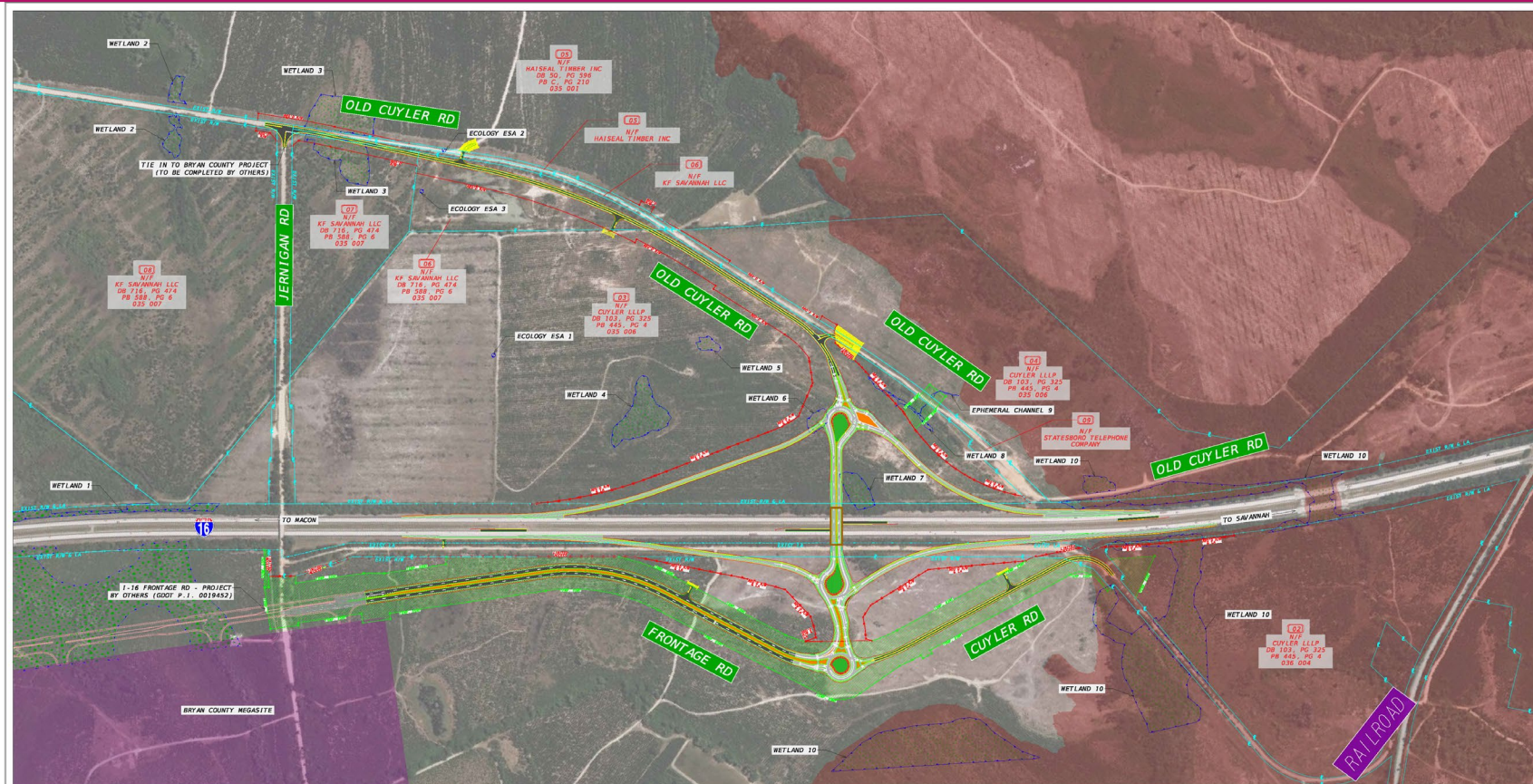
Hwy 280 cont'd

- Roundabouts
 - Interstate Centre/Oracal
 - I-16/Hwy 280 Interchange
 - Dillon Drive
 - Genesis Drive (I-16 Frontage Road)
- Substantial Completion of entire project 4th quarter 2025

GDOT Website

- <https://us280-i16frontage-oldcuylerrd-0016618-gdot.hub.arcgis.com/>

New Interchange



DISCLAIMER: ALL ROAD NAMES ARE SUBJECT TO CHANGE BASED ON COORDINATION WITH BRYAN COUNTY

LEGEND

PROPERTY AND EXISTING R/W LINE	EDGE OF PAVEMENT
EXISTING LIMITED ACCESS LINE	MEDIAN/ISLAND
REQUIRED R/W & LA	SIDEWALK
TEMPORARY CONSTRUCTION EASEMENT	TRUCK APRON
PERMANENT CONSTRUCTION EASEMENT	ENVIRONMENTALLY SENSITIVE AREA
DRIVEWAY EASEMENT	FLOODPLAIN ZONE
ROADWAY ASPHALT P/WT	BRYAN COUNTY MEGA SITE
ROADWAY CONCRETE P/WT	ADJACENT PROJECT

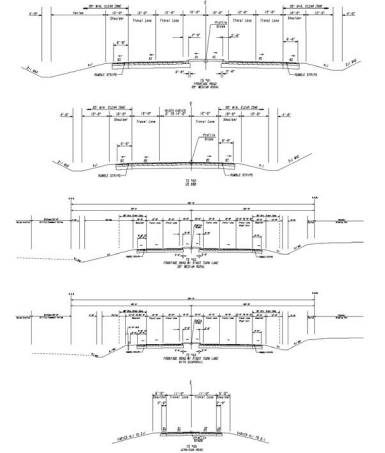
GDOT Georgia Department of Transportation

PLANNING DISPLAY
 P.I. NO. 001852 - 1-16 AT
 OLD CUYLER RD INTERCHANGE
 BRYAN COUNTY

PRELIMINARY - SUBJECT TO CHANGE
 FEBRUARY 2024

SCALE IN FEET
 0 100 200 400

Genesis Drive/Frontage Road



LEGEND

PROPERTY AND EXISTING R/W LINE	MEDIAN/ISLAND	DRIVEWAY
NUMBER OF LANES	ROADWAY REMOVAL	TEMPORARY EASEMENT
EDGE OF PAVEMENT	WETLAND	ENVIRONMENTALLY SENSITIVE AREA
ROADWAY ASPHALT PAVT	OPEN WATER	
ROADWAY CONCRETE PAVT		
BRIDGE		
REQUIRED R/W (PI 0019452)		
BRYAN COUNTY MEGA SITE		

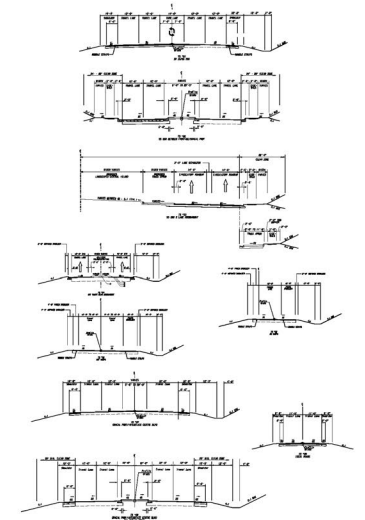
GDOT Georgia Department of Transportation

PI 0019452 - 1-16 FRONTAGE ROAD
BRYAN COUNTY

PI 0019452 - 1-16 FRONTAGE ROAD
BRYAN COUNTY

PRELIMINARY - SUBJECT TO CHANGE
DECEMBER 2022

Hwy 280 Widening



LEGEND

PROPERTY AND EXISTING R/W LINE	—	MEDIAN/ISLAND	—
NUMBER OF LANES	1, 2, 3, 4	DRIVEWAY	—
EDGE OF PAVEMENT	—	ADJACENT PROJECT	—
ROADWAY ASPHALT P/WT	—	WETLAND	—
ROADWAY CONCRETE P/WT	—	OPEN WATER	—
BRIDGE	—	ENVIRONMENTALLY SENSITIVE AREA	—
SIDEWALK	—	APPROACH LEG RUMBLE STRIPS	—
REQUIRED R/W (P1 001661B)	—		

GDOT Georgia Department of Transportation

PI16 DISPLAY
 P1 NO. 001661B - US 280 WIDENING
 BRYAN COUNTY

PRELIMINARY - SUBJECT TO CHANGE
 DECEMBER 2022

SCALE IN FEET
 0 100 200 400 800

GDOT Projects

Hwy 80/280 Roundabout (Project #0018386)

- Originally partially funded by County
- GDOT has assumed entire project
- Estimated start date: Preliminary Engineering 2024
- Estimated completion date: 2027

Wilma Edwards/Hwy 280/Church of God Road

- Roundabout – County completed design
- Acquiring ROW
- GDOT approval contingent upon ROW acquisition

North Bryan County Regional Traffic Study

- ▶ Completed and Adopted November 2023
- ▶ Evaluated portion of North Bryan – County line to the east, County line to the north, Highway 204 to the south, and Stubbs/CC Road to the west
- ▶ Evaluated Baseline and Future Buildout (Years 2033 and 2043)
- ▶ Roads
 - ▶ Olive Branch Road
 - ▶ Eldora Road
 - ▶ US 280

North Bryan County Regional Traffic Study

- ▶ Intersections Studied
 - ▶ GA 204 and US 280
 - ▶ GA 204 and Black Creek Church Road/Porterfield Road
 - ▶ Us 280 and Pevey Road/Toni Branch Road
 - ▶ US 280 and Bill Futch Road Ext/Black Creek Church Road
 - ▶ GA 119 and Wilma Edwards Road

Next Steps

- ▶ Consultant to provide draft report
- ▶ Meeting Schedule