REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: April 25, 2024

TO: Mayor Peyton Jamison, City of Milton
ATTN TO: Jackie Lim, Planner II, City of Miltion
FROM: Mike Alexander, COO, Atlanta Regional Commission

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: 2024 City of Milton CIE Amendment

Description: A regional review of the draft 2024 City of Milton CIE Amendment.

Submitting Local Government: City of Milton
Action Under Consideration: Approval
Date Opened: April 25, 2024
Deadline for Comments: May 15, 2024

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ATLANTA REGIONAL COMMISSION
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CHEROKEE COUNTY
FORSYTH COUNTY
GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF WOODSTOCK
CITY OF ALPHARETTA
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
CITY OF HOLLY SPRINGS
CITY OF ROSWELL

Review information is attached.

Please submit comments to dshockey@atlantaregional.org For questions, please contact ARC Plan Review Manager Donald Shockey at dshockey@atlantaregional.org or 470-378-1531. If no comments are received by **Thursday May 15, 2024**, ARC will assume your agency has no input on the subject plan. The ARC review website is located at https://atlantaregional.org/community-development/comprehensive-planning/plan-reviews/
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STATE OF GEORGIA
COUNTY OF FULTON

RESOLUTION NO. R24-04-694

A RESOLUTION AUTHORIZING THE TRANSMITTAL OF A DRAFT CAPITAL IMPROVEMENTS ELEMENT AMENDMENT TO THE ATLANTA REGIONAL COMMISSION FOR REGIONAL AND STATE REVIEW

WHEREAS, the City of Milton previously adopted a Capital Improvements Element as an amendment to the *Milton Comprehensive Plan* in 2016; and

WHEREAS, the City of Milton has drafted a Capital Improvements Element amendment; and

WHEREAS, the draft Capital Improvements Element amendment was prepared in accordance with the "Development Impact Fee Compliance Requirements" and the "Minimum Planning Standards and Procedures for Local Comprehensive Planning" adopted by the Department of Community Affairs pursuant to the Georgia Planning Act of 1989, and a duly advertised Public Hearing was held on April 22, 2024 at 6:00 p.m. in the City of Milton City Hall, 2006 Heritage Walk;

BE IT THEREFORE RESOLVED that the City Council does hereby authorize the transmittal of the draft Capital Improvements Element amendment (a copy of which is attached hereto as Exhibit "A") to the Atlanta Regional Commission for Regional and State review, as per the requirements of the Development Impact Fee Compliance Requirements adopted pursuant to the Georgia Planning Act of 1989.

RESOLVED this 22nd day of April 2024.

Peyton Jamison, Mayor

Attest:

Tammy Lowit, City Clerk

CITY OF MILTON, GEORGIA
EST. 2006

Capital Improvements Element (CIE)

MILTON

EST 2006

Including the following public facility categories:

Parks and Recreation

Fire Protection

Law Enforcement

Road Improvements

Transmittal Draft

ROSS+associates

urban planning & plan implementation

in association with

Hatley Plans LLC

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 The City of Milton's 2015 CIE and, as such, updates[1] the City's impact fee program that has been in place since that time.

All of the public facility categories that were included in the City's initial impact fee program—Parks and Recreation, Fire Protection, Law Enforcement and Road Improvements—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 (typically the next 20 years);
- 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 authorized 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 that development's proportionate share—the 'fair share'—of the cost to provide future public facilities that will be needed. An impact fee is assessed as new development occurs and can help shift the burden for funding public facilities from the tax base as a whole to the new growth and development actually creating the need for these capital improvement projects.

The provisions of the DIFA are extensive in order to assure that new development pays no more than its fair share of the costs and that impact fees are not used to solve existing service deficiencies. Ultimately, and importantly, the services provided in the public facility categories for which im-pact fees are being charged must be the same for both the existing community and future growth.

Categories for Assessment of Impact Fees

Table 1 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 City's impact fee program and thus addressed in this CIE. The service area for each public facility category—that is, the geographical

[1] 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 City's existing Development Impact Fee Ordinance is required.

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 …
Parks and Recreation	Park land and recreation components	Citywide	Acreage and number of recreation components per dwelling unit
Fire Protection	Fire stations, fire trucks & auxilary vehicles	Citywide	Square footage of facilities and number of heavy vehicles per day-night population
Law Enforcement	Police Department building space, specialized vehicles	Citywide	Square footage of facilities and number of specialized vehicles per day-night population
Road Improvements	Road projects creating increased capacity	Citywide	Level of Service 'D' and trip generation by new growth

Eligible Facilities[2] 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 represent the relationship between capacity and demand for public facilities and are critical to determining new development's fair share of the project 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. The LOS calculations in this CIE are the basis for determining the facilities needed to serve new growth so that the adopted LOS is maintained for both existing and future development.

[2] For a complete list of 'eligible facilities' allowed under DIFA, see 'public facilities' in the Glossary in this report. The City's impact fee program, however, comprises only those listed above.

Forecasts

In order to accurately calculate the demand for future services in Milton, new growth and development must be quantified in future projections. These projections include forecasts for population, households, housing units, and employment to the year 2045. These projections provide the base-line conditions from which the most current (2023) Level of Service calculations are produced. The projections used for each public facility category are specified in each public facility chapter that follows.

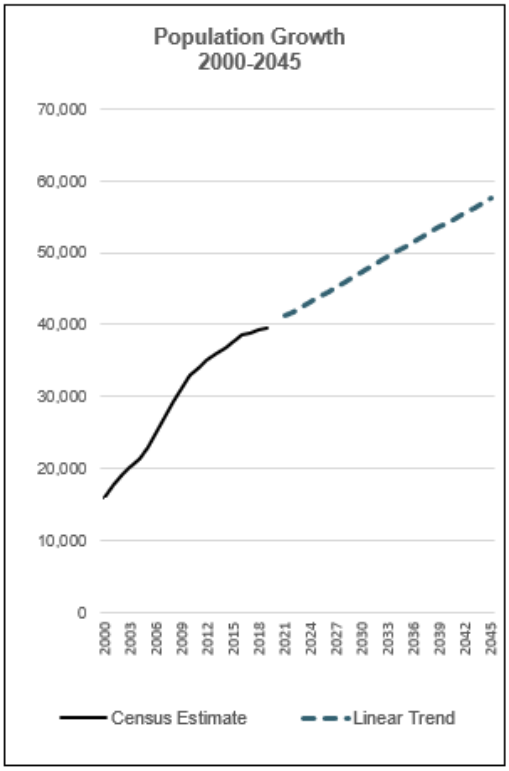
This chapter presents a summary of the forecasts that have been identified for use in this CIE, based on an analysis of past trends. For a more detailed description of the methodologies used in preparing the population, housing and employment forecasts, see Technical Appendix A – *Future Growth*.

Population, Housing and Employment Forecasts

Table 2 presents projected population growth from 2023 to 2045 relative to growth over the preceding 20-year period, as reported by the Census Bureau.

Table 2: Projected Population Growth

Year	Population
2000	16,035
2010	33,018
2020	41,392
2021	41,314
2022	41,836
2023	42,523
2024	43,211
2025	43,898
2026	44,585
2027	45,273
2028	45,960
2029	46,647
2030	47,335
2031	48,022
2032	48,709
2033	49,397
2034	50,084
2035	50,771
2036	51,459
2037	52,146
2038	52,833
2039	53,521
2040	54,208
2041	54,895
2042	55,583
2043	56,270
2044	56,957
2045	57,645



The projections indicate a continuation of the previous population growth trend over the past decade. The line plotting U.S. Census population estimates from 2000 to present reflect a period of very strong growth in the first decade of the 21st century (almost 106% increase in population between 2000 and 2010), followed by a more near-term slowing of growth since the 2010 Census (just shy of a 30% increase in population).

Overall, the city is projected to add 15,122 people to its 2023 population of 42,523. This represents an increase of almost 36% residents over the next 22 years, which is slightly higher than the percentage change noted above for the shorter 13-year period between 2010 and 2023. The result is projected to be a 2045 population of 57,645, in which 36% of the future residents are not here today.

Housing for this future population growth is anticipated to increase at the same rate, yielding a 2045 housing stock of 21,417 dwelling units, based on the addition of 5,750 units to the existing housing supply.

Employment in the city is projected to expand at a slower pace than population. Total 'value added' jobs[3] is projected by Woods & Poole Economics, Inc.[4] to increase by 3,585. These are jobs in businesses that would be impact-fee eligible and will represent an increase of 19% of all value-added jobs in 2045.

Projections Related to CIE Calculations

Table 3 shows the forecasts that have been identified as the most likely for the city, based on an analysis of past trends described above. These figures are used in calculating the Level of Service (LOS) and Future Demand for city facilities in each public facility category addressed in this CIE.

The population figures on Table 3 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 city 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 **parks** predominantly serve residents (as opposed to businesses), the projected increase in housing units over the next 20 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 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).

[3] '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).

[4] Woods & Poole is a nationally recognized independent firm that specializes in long-term city economic data and demographic data projections. Their employment data include both full-time and part-time jobs by place of work.

Table 3: Projections Used in CIE Calculations

Year	City Population	House-holds	Housing Units	Value-Added Jobs	Day-Night Population
2023	42,523	14,907	**15,667**	18,870	**61,393**
2024	43,211	15,212	**15,988**	19,016	**62,227**
2025	43,898	15,518	**16,309**	19,161	**63,059**
2026	44,585	15,761	**16,565**	19,307	**63,892**
2027	45,273	16,071	**16,891**	19,453	**64,726**
2028	45,960	16,315	**17,147**	19,598	**65,558**
2029	46,647	16,559	**17,403**	19,744	**66,391**
2030	47,335	16,875	**17,736**	19,890	**67,225**
2031	48,022	17,120	**17,993**	20,036	**68,058**
2032	48,709	17,364	**18,250**	20,182	**68,891**
2033	49,397	17,535	**18,429**	20,327	**69,724**
2034	50,084	17,779	**18,686**	20,473	**70,557**
2035	50,771	18,023	**18,942**	20,619	**71,390**
2036	51,459	18,267	**19,199**	20,763	**72,222**
2037	52,146	18,511	**19,455**	20,907	**73,053**
2038	52,833	18,755	**19,711**	21,052	**73,885**
2039	53,521	18,999	**19,968**	21,196	**74,717**
2040	54,208	19,163	**20,140**	21,340	**75,548**
2041	54,895	19,406	**20,396**	21,563	**76,458**
2042	55,583	19,649	**20,651**	21,786	**77,369**
2043	56,270	19,892	**20,906**	22,009	**78,279**
2044	56,957	20,135	**21,162**	22,232	**79,189**
2045	57,645	20,378	**21,417**	22,455	**80,100**
2023-2045 Increase:	**15,122**	**5,471**	**5,750**	**3,585**	**18,707**

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 3.

Parks and Recreation

Introduction

Public recreational opportunities are available in Milton through a number of parks facilities operated by the City of Milton Parks and Recreation Department, as shown on the table below. Demand for recreational facilities is almost exclusively related to the city'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 city. Thus, the parks and recreation impact fee is limited to future residential growth.

Table 4: Current Inventory of Parks & Recreation System

Facility	Land	Building Space		Recreation Components												
	Acres	Indoor Recreational Space (sq.ft.)	Senior Center (sq.ft.)	Basketball Court (outdoor)	Batting Cage	Concessions &/or RR Building	Field, Baseball (<250')	Field, Baseball (>250')	Field, Multi-use	Fitness Park (outdoor stations)	Parking Spaces	Picnic Pavilion	Pier / Water Overlook	Playground	Tennis Court	Walking Trail (miles in parks)
Bell Memorial Park	36.0				10	1	3	1	2		370	1		1		1.04
Bethwell Community Center	0.63	2,695									17			1		
Birmingham Park	208.0										15					6.00
Birmingham United Methodist Field	*				2		1									
Broadwell Pavilion	0.6					1					10	1		1		
Community Place	*	900				1						1		1		
Freedom Park	1.1									1						0.15
Freemanville-Birmingham Greenspace	21.0										45					
Friendship Community Park	1.8			1								1				0.15
Lakhapani Preserve	106.0										28					1.50
Legacy Park	8.1					1			3		48					
Mayfield Park	5.0										9	1	1			0.33
Milton City Park and Preserve	139.0	6,500									123				4	1.25
Providence Park	41.8										20		1			1.55
Thomas S. Bryd Senior House	2.7		3,531								20					
Wood Road Trail	2.5										20					1.75
Total	**574.2**	**10,095**	**3,531**	**1**	**12**	**4**	**4**	**1**	**5**	**1**	**725**	**5**	**2**	**4**	**4**	**13.72**

** Land not owned by City of Milton*

Service Area

Parks and recreation facilities are operated as a citywide system. Facilities are provided equally to all residents, and often used on the basis of the programs available, as opposed to proximity of the facility. And some programs are located only at certain centralized facilities, to which any Milton resident can come. Thus, the entire city is considered a single service area for parks and recreation.

Level of Service and Forecasted Demand

'Level of Service' (LOS) is the relationship between service capacity and service demand for public facilities. LOS calculations are the basis for determining the facilities needed to serve new growth so that the adopted LOS is maintained for both existing and future development.

The City has adopted the Level of Service standards in the 2019 *Recreation System Comprehensive Plan* for the majority of its recreation components. For the purposes of impact fee calculations, the City has determined that this Level of Service would be appropriate to serve the future service area population, resulting in the identification of additional components needed to accommodate residential growth to 2045 (see Table 5).

There are two exceptions to the adopted Level of Service standards in the *Recreation System Comprehensive Plan*, which are also noted at the bottom of Table 5 on the next page:

1) For recreation components that are not addressed in the Recreation Plan's LOS standards (fitness stations, parking spaces, and piers/water overlooks) the adopted LOS is based on the current number of components that serve today's residents. 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 is to be met.

2) A future-looking approach is utilized for batting cages, concessions &/or restroom buildings, and all trails. This approach bases the Level of Service on the total number of existing *and future* amenities that are needed to serve all residents (i.e., housing units) through 2045. The number of future amenities is based on planning efforts such as the Trail Prioritization Plan and observed needs for additional components to accommodate a growing community. These future items that are needed to support an increase in residents to 2045 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 2045 to produce the future demand for recreation amenities created by future residential growth, as shown under the 'Future Demand' column on Table 5. The numbers technically demanded by new growth are then rounded to whole numbers and presented in the 'Total Needed' column. This is because the City cannot build a portion of a facility; it must build entire facilities. The exception is park acreage and trails, which are not rounded.

As shown on Table 5, demand for future park acreage is limited to acreage for active parks. This is because there is no additional need for passive park acreage (shown as '0' in the 'Total Needed' column) due to future demand being met through existing City-owned acreage that is undeveloped but is intended to be utilized for future park use. Over 200 acres have been acquired by the City for future passive recreation opportunities.

Table 5: Level of Service and Future Growth Demand

Component Type	Current Inventory	Level of Service (LOS)***	Future Demand****	Total Needed (Rounded)*****	% Impact Fee Eligible
Acreage, Active Parks	56.8 acres	0.005428353	31.21	**31.21**	100.00%
Acreage, Passive Parks	517.4 acres	0.009231892	53.08	**0*****	--
Basketball Court (outdoor)	1	0.000226181	1.30	**2**	65.00%
Batting Cage	12	0.001027221	5.91	**6**	60.00%
Concessions &/or Restroom Building	4	0.000373535	2.15	**3**	71.67%
Dog Park	0	0.000054284	0.31	**1**	31.00%
Field, Baseball (<250')	4	0.000542835	3.12	**4**	78.00%
Field, Baseball (>250')	1	0.000180945	1.04	**2**	52.00%
Field, Multi-use	5	0.000775479	4.46	**5**	89.20%
Field, Softball	0	0.000271418	1.56	**2**	78.00%
Fitness Park (outdoor stations)	1	0.000063828	0.37	**1**	37.00%
Parking Spaces	725	0.046275611	266.08	**266**	100.00%
Pickleball Court	0	0.000373535	2.15	**3**	71.67%
Picnic Pavilion	5	0.000542835	3.12	**4**	78.00%
Pier/Water Overlook	2	0.000127657	0.73	**1**	73.00%
Playground	4	0.000542835	3.12	**4**	78.00%
Recreation/Community Center Space*	13,626 sq.ft.	5.428352588	31,213.03	**31,213**	100.00%
Skate Park	0	0.000054284	0.31	**1**	31.00%
Tennis Court	4	0.000542835	3.12	**4**	78.00%
Trails, Multi-Use (outside parks)**	48 miles	0.002022780	11.63	**11.63**	100.00%
Trails, Walking (inside parks)	13.72 miles	0.001174768	6.75	**6.75**	100.00%
Volleyball Court (outdoor)	0	0.000135709	0.78	**1**	78.00%

* Includes Bethwell Community Center, Community Place, Milton Community Center, and Thomas S. Byrd Senior House.

** Includes multi-use paths and sidewalks along roadways (outside of neighborhoods).

*** LOS adopted in 2019 Parks and Recreation System Comprehensive Plan, with the following exceptions: the LOS for fitness stations, parking spaces, and piers/water overlooks is based on the on the current inventory divided by the current population due to there being no LOS standard in the Recreation Plan; and, the LOS for batting cages, concessions &/or restroom buildings, and all trails is based on the total number of components that are adequate to serve local needs through 2045, based on pending or planned projects, including those in the Milton Community Trail Prioritization Plan.

**** Converted using average population per housing unit in 2023, with the exception that average population per housing unit in 2045 is used for batting cages, concessions &/or restroom buildings, and all trails.

***** Rounded, except for park acreage and trails. In addition, because the amount of City-owned greenspace (200+ acres) that is slated for future passive park use exceeds future demand, there is a need for "zero" additional acres of passive parks.

Impact Fee Eligibility

With the exception of parks and trails, as noted on the previous page, future demand figures are rounded up to the next whole facility. This generally results in a percentage for each recreation component that is greater than the demand created by new growth and development. Thus, such components are less than 100% eligible for impact fee funding. This is because a component's impact fee eligibility ('% Impact Fee Eligible' column) is based on the extent to which future improvements are needed to specifically serve new growth and development, and only at the Level of Service applicable citywide.

For example, the adopted LOS indicates that only a portion of one volleyball court (.78, in Table 5) is needed to serve the future population. Since a fraction of a court cannot be built for it to fully serve its intended purpose, this number is rounded up to a single facility, of which 78% 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 78% of a volleyball court can be funded with impact fees. The remaining 22% must come from another funding source.

For batting cages, concessions/restroom buildings, and all trails, the percentage is based on the number of impact fee eligible components divided by the total number of additional planned components that have been identified as being needed to support residents through 2045; as stated above, these future needs are based on adopted plans or pending recreation projects needed to serve residential growth.

It should be noted that the impact fee eligible future building area (31,213 square feet) for recreation/community center space may be allocated across multiple projects, as needed. For example, a portion may be used to expand an existing recreation facility, while some of the square footage may be needed in the form of a new, additional stand-alone facility.

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.

Any additional building area beyond the 31,213 total square feet that is technically "demanded" by future growth must come from a source other than impact fees.

Projects to Meet Future Demand

Costs and Schedule for Implementation

The projects needed to meet future growth demand are classified into two timeframes on Table 6 for implementation: 'short-term', with 2028 as the average year for completion for the purpose of calculating cost figures (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); and, 'long-term', with 2038 as the average year for certain improvements that cannot be scheduled on an annual basis over the coming 20 years 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 6 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 6: Costs to Meet Future Demand for Parks and Recreation

Year	Recreation Component Type	Future Demand	Estimated Cost Per Unit**	Gross Cost Per Unit***	Total Cost (current dollars)	% Impact Fee Eligible	New Growth Share	Net Present Value****
Short-Term (2028 is average year)	Acreage, Active Parks*	31.21	$ 160,000.00	$ 187,200.00	$ 5,842,512.00	100.00%	$ 5,842,512.00	$ 6,773,328.92
	Batting Cage	10	$ 35,000.00	$ 40,950.00	$ 409,500.00	60.00%	$ 245,700.00	$ 272,394.80
	Concessions &/or Restroom Building	6	$ 500,000.00	$ 585,000.00	$ 3,510,000.00	50.00%	$ 1,755,000.00	$ 1,945,677.14
	Dog Park	1	$ 250,000.00	$ 292,500.00	$ 292,500.00	31.00%	$ 90,675.00	$ 100,526.65
	Field, Baseball (<250')	4	$ 400,000.00	$ 468,000.00	$ 1,872,000.00	78.00%	$ 1,460,160.00	$ 1,618,803.38
	Field, Baseball (>250')	2	$ 450,000.00	$ 526,500.00	$ 1,053,000.00	52.00%	$ 547,560.00	$ 607,051.27
	Field, Multi-use	5	$ 1,250,000.00	$ 1,462,500.00	$ 7,312,500.00	89.20%	$ 6,522,750.00	$ 7,231,433.37
	Field, Softball	2	$ 400,000.00	$ 468,000.00	$ 936,000.00	78.00%	$ 730,080.00	$ 809,401.69
	Parking Spaces	133	$ 2,000.00	$ 2,340.00	$ 311,220.00	100.00%	$ 311,220.00	$ 345,033.41
	Pickleball Court	3	$ 90,000.00	$ 105,300.00	$ 315,900.00	71.67%	$ 226,395.00	$ 250,992.35
	Picnic Pavilion	4	$ 200,000.00	$ 234,000.00	$ 936,000.00	78.00%	$ 730,080.00	$ 809,401.69
	Pier/Water Overlook	1	$ 350,000.00	$ 409,500.00	$ 409,500.00	73.00%	$ 298,935.00	$ 331,413.67
	Playground	4	$ 375,000.00	$ 438,750.00	$ 1,755,000.00	78.00%	$ 1,368,900.00	$ 1,517,628.17
	Tennis Court	4	$ 175,000.00	$ 204,750.00	$ 819,000.00	78.00%	$ 638,820.00	$ 708,226.48
	Trails, Multi-Use (outside parks), in miles	5.49	$ 2,280,369.35	$ 2,668,032.14	$ 14,659,750.17	26.85%	$ 3,935,490.82	$ 4,363,073.80
	Trails, Walking (inside parks), in miles	11.44	$ 700,000.00	$ 819,000.00	$ 9,369,360.00	59.00%	$ 5,528,250.00	$ 6,128,882.99
Long-Term (2038 is average year)	Basketball Court (outdoor)	2	$ 150,000.00	$ 175,500.00	$ 351,000.00	65.00%	$ 228,150.00	$ 327,339.39
	Fitness Park (outdoor stations)	1	$ 90,000.00	$ 105,300.00	$ 105,300.00	37.00%	$ 38,961.00	$ 55,899.50
	Parking Spaces	133	$ 2,000.00	$ 2,340.00	$ 311,220.00	100.00%	$ 311,220.00	$ 446,524.50
	Recreation/Community Center Space (square feet)	31,213	$ 400.00	$ 468.00	$ 14,607,684.00	100.00%	$ 14,607,684.00	$ 22,762,429.88
	Skate Park	1	$ 750,000.00	$ 877,500.00	$ 877,500.00	31.00%	$ 272,025.00	$ 390,289.27
	Trails, Multi-Use (outside parks), in miles	37.83	$ 2,269,683.79	$ 2,655,530.04	$100,451,520.00	26.85%	$ 26,966,764.78	$ 38,690,704.75
	Volleyball Court (outdoor)	1	$ 25,000.00	$ 29,250.00	$ 29,250.00	78.00%	$ 22,815.00	$ 32,733.94
					$166,537,216.17		**$ 72,680,147.60**	***$ 96,519,191.00***

* Acreage for passive parks is not shown here, because the amount of City-owned greenspace (200+acres) that is slated for future passive park use exceeds future demand in Table 5.

** Sources: Milton Parks and Recreation Department and comparable facilities in GA communities.

*** Includes 17% for contingency and A/E services.

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

Law Enforcement

Introduction

The Milton Police Department provides primary law enforcement throughout the city. The Police Department consists of a Support Services Division (which includes the Criminal Investigations Division, or CID) and Uniform Patrol Division (UPD) and offers a variety of public education and engagement programs.

The department operates out of the Police Headquarters, which occupies 15,473 square feet space in finished building space, as shown below. This square footage includes space for the following functions: administration, CID, UPD, evidence storage, armory, and emergency operations center (EOC).

In addition to its fleet of patrol vehicles, the department operates a small number of specialized vehicles, which are shown below. 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.

Table 7: Current Inventory of Law Enforcement Facilities

Description	Square Feet	Specialized Vehicles*	
		SWAT	Speed Trailers
Headquarters	15,473	1	2

* Vehicles having a service life of at least 10 years

Service Area

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

Level of Service and Forecasted Demand

The City 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 is to be met.

The adopted LOS is calculated by dividing the current inventory of each facility type – that is, the total building area (square footage) and specialized vehicles supporting law enforcement functions from Table 7 – 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 LOS standard calculated in Table 8 is then multiplied by the increase in day-night population to 2045 to produce the future demand for law enforcement facilities created by future growth, as shown in the far right column.

Table 8: Level of Service and Future Growth Demand

Facility	Current Service Area Population	Level of Service	Service Area Growth	Future Growth Demand

Existing Building Area (square feet)	2023 Day-Night Population	Square Feet per Day-Night Population	Day-Night Population to 2045	Square Feet of Additional Floor Area Needed
15,473	61,393	0.252030	18,707	4,715

Specialized Vehicles	2023 Day-Night Population	Vehicles per Day-Night Population	Day-Night Population to 2045	Additional Vehicles Needed
3	61,393	0.000049	18,707	0.91

The future demand for services equates to 4,715 square feet in additional building area for law enforcement functions as well as a specialized vehicle. Since 'Future Growth Demand' technically requires only a portion (0.91) of an additional specialized vehicle based on the adopted Level of Service, only 91% of the cost of a whole vehicle may be funded with impact fees. The remaining 9% of the vehicle cost would have to be funded with sources other than impact fees.

The square footage shown under the 'Future Growth Demand' column 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 City, 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 with a larger building

It should be noted that building replacement projects are impact fee eligible 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 are not impact fee eligible.

■ 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 build-out of 2,668 square feet of unfinished space in the Police Headquarters and a specialized vehicle (likely to be a traffic response vehicle) in the near-term, as well as longer-range building expansion needed to meet the demand generated by population and business growth in the future.

The timing and specific nature of the future building expansion can be determined at a later date, but the combined square footage of *all* future buildings shown on Table 9 cannot exceed 4,715 square feet in order to utilize impact fees. Anything above this square footage is technically not required by new growth and development and therefore is not eligible for impact fee funding. Other funds would have to be utilized.

As previously noted, 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 prospective 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 9: 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	Police HQ Buildout (square feet)	2,668	$ 300,000.00	100%	$ 300,000.00	$ 309,657.11
2025	Specialized Vehicle	1	$ 125,000.00	91%	$ 113,750.00	$ 118,032.62
2035	Future Building Expansion (square feet)	2,047	$ 614,100.00	100%	$ 614,100.00	$ 870,155.64
		Totals	$ 1,039,100.00		$ 727,850.00	**$ 1,297,845.37**

* Square footage (and implementation) may change to suit local needs; however, the TOTAL number of square feet allocated across future building projects (whether building expansion or new construction) cannot exceed 4,715 square feet.

** Source: Building area cost estimates based on preliminary cost information from the City of Milton Police Department, as well as the average cost of various facility types that support police functions (as published in the BNI Building News Square Foot 2022 Costbook --brought to current dollars using Net Present Value Calculation -- and found in other Georgia communities), plus 17% for engineering and contingencies. The estimated vehicle cost estimate is based on the prevailing rates for such vehicles.

*** 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.

Fire Protection

Introduction

Fire protection services are provided to the entire city through the Milton Fire-Rescue Department. As shown on Table 10, fire protection facilities include a total of 37,137 square feet primarily in the City's fire stations, with some training and storage space. A total of 10 fire apparatus (both frontline and reserve vehicles) is housed at the fire stations, and an eleventh that was recently purchased.

In addition to the traditional fire apparatus, which are all heavy vehicles that will be kept in service for at least 10 years, the Fire-Rescue Department maintains a fleet of additional vehicles that support fire protection functions (as noted in Table 11 on the next page). These too are expected to be kept in service for 10 years or longer, and they include a fire scene support vehicle, a command vehicle, three utility terrain vehicles (UTVs) and 11 administrative vehicles.

Table 10: Current Inventory of Primary Fire Protection Facilities

Facility	Square Feet	Fire Apparatus*				
		Engine**	Quint Ladder	Ladder	Rescue	TLAER
Fire Station 41 - 12370 Arnold Mill Rd.	6,581	1	1			
Fire Station 42 - 15240 Thompson Rd.	6,600	1			1	
Fire Station 43 - 750 Hickory Flat Rd.	9,259	1		1	1	1
Fire Station 44/HQ - 13690 Hwy 9	11,600	1	1			
Training/Support Services - 750 Hickory Flat Rd.	1,897					
Fire Storage Building - 750 Hickory Flat Rd.	1,200					
Total Existing System	**37,137**	**5**	**2**	**1**	**2**	**1**

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

** A fifth engine has been purchased but is not yet housed at a station.

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 city would benefit from 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 city is considered a single service area for the provision of fire protection services because all residents and employees within the city have equal access to the benefits of the public service.

Level of Service and Forecasted Demand

The City has adopted a level of service for fire protection services based on the current level of service in facility space (square footage) and fire apparatus and support vehicles having 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 is to be met.

The adopted LOS is calculated by dividing the current inventory of each facility type 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 LOS standard calculated in Table 11 is then multiplied by the increase in day-night population to 2045 to produce the demand for fire protection facilities created by future growth, as shown in the far right column. In other words, how much of each component type is technically "demanded" by the new growth that is projected to be added between 2023 and 2045 and will thus need to be added to the current system in order to increase needed capacity.

Table 11: Level of Service and Future Growth Demand

Facility	Current Service Area Population	Level of Service	Service Area Growth	Future Growth Demand **
Existing Building Area (square feet)	**2023 Day-Night Population**	**Square Feet per Day-Night Population**	**Day-Night Population Increase to 2045**	**Square Feet of Additional Floor Area Needed**
37,137	61,393	0.6049	18,707	**11,316**
Existing Fire Apparatus	**2023 Day-Night Population**	**Fire Apparatus per Day-Night Population**	**Day-Night Population Increase to 2045**	**Additional Fire Apparatus Needed**
11	61,393	0.000179	18,707	**3.35**
Existing Support Vehicles*	**2023 Day-Night Population**	**Support Vehicles per Day-Night Population**	**Day-Night Population Increase to 2045**	**Additional Support Vehicles Needed**
16	61,393	0.000261	18,707	**4.88**

* In addition to traditional fire apparatus, the Fire Department maintains a fleet of support vehicles. These are vehicles that are expected to be kept for 10 years or more in service and include: 1 Fire Scene Support Vehicle, 1 Command Vehicle, 3 UTVs, and 11 administrative vehicles that are used in providing fire protection services.

** A total of four fire apparatus will be purchased: three at 100% impact fee eligibility and a fourth that can be partially funded (35%) by impact fees. And, five additional support vehicles will be purchased: four that are fully impact fee eligible, and a fourth that is 88% eligible for impact fee funding.

The future demand for services calculated in Table 11 equates to 11,316 square feet in additional building area, 3.35 fire apparatus, and 4.88 support vehicles. The building area required to meet the demands of new growth is 100% impact fee eligible and is expected to comprise the future Fire Station 45.

Alternatively, however, the impact fee-eligible square footage may be allocated across future projects that add building area, as follows:

- expansion of an existing building;
- construction of an additional building (such as another fire station to expand service); and/or
- replacement of an existing building with a larger building

It should be noted that building replacement projects are impact fee eligible 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 are not impact fee eligible.

Regarding vehicle needs, the numbers shown on Table 11 will be rounded up to whole numbers to cover expansion of the existing fleet. However, since only 3.35 fire apparatus are technically needed to serve new growth, the fourth vehicle will only be partially impact fee eligible, at 35%. In addition, the fifth support vehicle will only be 88% impact fee eligible, as noted under Table 11. The remaining 12% of the cost of that support vehicle must be funded from a source other than impact fees.

Projects to Meet Future Demand

Costs and Schedule for Implementation

Table 12 presents the estimated project costs and timeframes for providing future fire protection components needed to attain the applicable Level of Service standards. The annual budget process, however, will determine and potentially revise the schedule since it is difficult to program all future improvements with complete certainty at this point in time. Some vehicles indicate for purchase in 2030, for example, may be purchased sooner than indicated at lower costs or later at a higher cost; all will average out.

As shown on Table 12, 'Estimated Project Cost (current$)' figures are converted to 'New Growth Share' dollars based on the percentage that each improvement is impact fee eligible (based on Table 12). The Net Present Value (NPV) of the impact fee eligible cost estimates are then 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 12: Costs to Meet Future Demand for Fire Protection Facilities

Year *	Description	Total Needed	Estimated Project Cost (current $)**	% Impact Fee Eligible	New Growth Share	Net Present Value (NPV)***
2025	Fire Station 45 (square feet)	11,316	$ 6,500,000.00	100%	$ 6,500,000	$ 6,709,237.00
	Support Vehicle	1	$ 45,000.00	100%	$ 45,000	$ 46,694.00
2030	Fire Apparatus	3	$ 3,490,800.00	100%	$ 3,490,800	$ 4,357,413.00
	Fire Apparatus	1	$ 1,163,600.00	35%	$ 407,260	$ 508,364.00
	Support Vehicle	3	$ 135,000.00	100.00%	$ 135,000	$ 168,514.00
	Support Vehicle	1	$ 45,000.00	88%	$ 39,600	$ 49,430.00
		Totals	**$11,379,400.00**		**$ 10,617,660.00**	**$ 11,839,652.00**

* Average implementation years assigned to projects that are anticipated to be completed in the very near-term (i.e., on or near 2025) and at a point beyond the next five years (2030). Some projects may be implemented sooner at a lower cost, and others may be undertaken much later at a higher cost; all will average out.

**Source: Building cost estimates based on Fire Department information. Vehicle cost estimates based on current prevailing rates for various apparatus 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.

Road Improvements

Introduction

The information in this chapter is derived from local road project information reflecting proposed improvement projects that create new capacity.

Service Area

The service area for these road projects is defined as the entire city, in that these road projects are recognized as providing primary access to all properties within the city as part of the citywide network of principal streets and thoroughfares. All new development within the city will be served by this citywide 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 Milton.

Level of Service

For impact fee purposes, the City has set its Level of Service for road improvements at LOS D. Using this standard maximizes roadway capacity before traffic conditions actually break down (LOS "F"). See the Level of Service Standards section below for a description of these levels.

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 2045 will represent a certain portion of all 2045 traffic, new growth would be responsible for that portions' cost of the road improvements.

It is noted that the cost-impact of non-Milton generated traffic on the roads traversing the city ('through' traffic) is off-set by state and federal assistance. The net cost of the road projects that accrues to Milton reasonably represents (i.e., is 'roughly proportional' to) the impact on the roads by city residents driving to and from their homes, commuters that come in to work in the city, and those coming into the city to shop, do business or recreate.

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.

Future Road Improvement Projects – Costs and Schedule

Projects providing road capacity that will serve new growth have been identified by the City and are shown on Table 13. These projects were selected for inclusion in the City's impact fee program because the specific improvements proposed will increase traffic capacity to some extent, whether through road widening, improved intersection operations, or adding turn lanes. They are drawn from the 2023 Comprehensive Transportation Plan and small area master plans, which were developed to identify long-range citywide transportation needs through the year 2045 and plan for growth in developing and redeveloping areas.

As more fully explained in the Trip Generation Appendix, only 20.29% of improvement costs are eligible for cost recovery from new growth, based on the increase in traffic that new growth will add to the traffic level existing today. This assures that new growth would not pay more than its 'fair share' of the road improvements that serve it.

As shown below, over $28 million in road improvement projects would ultimately be eligible for impact fee 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 13: Road Projects and Eligible Costs

Capacity-Adding Projects	Estimated Project Cost*	Estimated Year of Completion	Net Present Value **	% Impact Fee Eligible	New Growth Cost (NPV)
Cogburn at Webb Intersection Improvement	$ 1,000,000.00	2024	$ 1,000,000.00	20.29%	$ 202,892.97
Hagood at Bethany Intersection Improvement	$ 750,000.00	2024	$ 750,000.00	20.29%	$ 152,169.72
SR 140 at Green Intersection Improvement	$ 2,000,000.00	2024	$ 2,000,000.00	20.29%	$ 405,785.93
SR 372 at Green Intersection Improvement	$ 100,000.00	2024	$ 100,000.00	20.29%	$ 20,289.30
SR 372 at Birmingham Intersection Improvement	$ 200,000.00	2024	$ 200,000.00	20.29%	$ 40,578.59
Hopewell/Cogburn at Francis Phase 2 Intersection Improvement	$ 750,000.00	2025	$ 730,908.23	20.29%	$ 148,296.14
SR 9 Widening	$ 2,000,000.00	2025	$ 2,052,241.23	20.29%	$ 416,385.31
Freemanville at Redd Intersection Improvement	$ 2,000,000.00	2025	$ 2,052,241.23	20.29%	$ 416,385.31
Cox at Etris/Ebenezer Intersection Improvement	$ 2,000,000.00	2025	$ 2,052,241.23	20.29%	$ 416,385.31
Cox at King Intersection Improvement	$ 2,000,000.00	2025	$ 2,052,241.23	20.29%	$ 416,385.31
Cox at City Complex Intersection Improvement	$ 1,000,000.00	2025	$ 1,026,120.62	20.29%	$ 208,192.66
Bethany at Providence Intersection Improvement	$ 1,820,000.00	2025	$ 1,867,539.52	20.29%	$ 378,910.63
Morris Road Widening	$ 11,000,000.00	2025	$ 11,287,326.79	20.29%	$ 2,290,119.21
SR372 MHS Turn Lane Extension	$ 2,000,000.00	2025	$ 2,052,241.23	20.29%	$ 416,385.31
SR 140 at Cox Intersection Improvement	$ 800,000.00	2026	$ 842,338.82	20.29%	$ 170,904.62
Windward Widening	$ 2,000,000.00	2026	$ 2,105,847.04	20.29%	$ 427,261.55
Cogburn at Bethany Phase 2 Intersection Improvement	$ 1,844,400.00	2026	$ 1,942,012.14	20.29%	$ 394,020.60
Mid Broadwell at Charlotte Intersection Improvement	$ 1,000,000.00	2026	$ 1,052,923.52	20.29%	$ 213,630.78
Thompson at Redd Intersection Improvement	$ 2,676,000.00	2026	$ 2,817,623.34	20.29%	$ 571,675.96
Webb at Deerfield Intersection Improvement	$ 2,871,400.00	2026	$ 3,023,364.60	20.29%	$ 613,419.41
Crabapple SE Connector (New Roadway)	$ 2,000,000.00	2026	$ 2,105,847.04	20.29%	$ 427,261.55
Freemanville Corridor Improvements with Turn Lanes	$ 200,000.00	2026	$ 210,584.70	20.29%	$ 42,726.16
Hopewell Lower Corridor Improvements with Turn Lanes	$ 1,200,000.00	2027	$ 1,296,511.84	20.29%	$ 263,053.13
Hopewell Upper Corridor Improvements with Turn Lanes	$ 1,200,000.00	2027	$ 1,296,511.84	20.29%	$ 263,053.13
Hopewell at Redd Phase 2 Intersection Improvement	$ 2,000,000.00	2028	$ 2,217,295.88	20.29%	$ 449,873.74
Thompson at Francis Intersection Improvement	$ 2,660,000.00	2028	$ 2,949,003.53	20.29%	$ 598,332.07
Bethany Bend Intersection Improvement	$ 2,000,000.00	2028	$ 2,217,295.88	20.29%	$ 449,873.74
Birmingaham/Hickory Flat Turn Lanes	$ 2,632,000.00	2028	$ 2,917,961.38	20.29%	$ 592,033.84
Upper Cogburn Rd Turn Lanes	$ 11,162,000.00	2029	$ 12,697,963.88	20.29%	$ 2,576,327.55
Henderson at Birmingham Intersection Improvement	$ 2,112,000.00	2030	$ 2,465,383.00	20.29%	$ 500,208.87
Webb Road Extension	$ 20,000,000.00	2030	$ 23,346,429.91	20.29%	$ 4,736,826.40
SR 9 Deerfield Connector (New Roadway)	$ 8,000,000.00	2030	$ 9,338,571.97	20.29%	$ 1,894,730.56
Redd Rd Corridor Improvements with Turn Lanes	$ 1,400,000.00	2030	$ 1,634,250.09	20.29%	$ 331,577.85
Freemanville at Providence Phase 2 Intersection Improvement	$ 750,000.00	2032	$ 921,825.20	20.29%	$ 187,031.85
SR 140 at Cagle Intersection Improvement	$ 600,000.00	2032	$ 737,460.16	20.29%	$ 149,625.48
SR 140 at Ranchette Intersection Improvement	$ 150,000.00	2032	$ 184,365.04	20.29%	$ 37,406.37
SR 372 at Dorris Intersection Improvement	$ 200,000.00	2032	$ 245,820.05	20.29%	$ 49,875.16
SR 372 at Batesville Intersection Improvement	$ 500,000.00	2032	$ 614,550.13	20.29%	$ 124,687.90
SR 372 at New Bullpen Intersection Improvement	$ 2,141,000.00	2032	$ 2,631,503.66	20.29%	$ 533,913.58
Hopewell/Hamby Widening	$ 18,408,000.00	2032	$ 22,625,277.59	20.29%	$ 4,590,509.67
Birmingham Hwy South Turn Lanes	$ 800,000.00	2032	$ 983,280.21	20.29%	$ 199,500.64
Birmingham Hwy North Turn Lanes	$ 800,000.00	2032	$ 983,280.21	20.29%	$ 199,500.64
Morris Road Extension	$ 2,550,000.00	2032	$ 3,134,205.66	20.29%	$ 635,908.28
TOTAL	$ 123,276,800.00		$ 138,762,389.66		**$ 28,153,912.76**

* Total estimated cost of project in current dollars less non-City assistance and local 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	2024/25	2026	2027	2028	2029	Responsible Party	Cost Estimate*	Funding Source**	Notes
Parks and Recreation	Acreage, Active Parks	✓	✓	✓	✓	✓	Parks and Recreation	$187,200/acre	Up to 100% Impact Fees; Local Taxation Sources	31.21 acres can be purchased with impact fees (on-going acquisition over the next 5 years)
Parks and Recreation	Batting Cage		✓	✓	✓	✓	Parks and Recreation	$40,950/cage	Up to 60% Impact Fees; Local Taxation Sources	10 cages total can be purchased with impact fees (on-going over the next 5 years)
Parks and Recreation	Concessions &/or Restroom Building	✓	✓	✓	✓	✓	Parks and Recreation	$585,000/building	Up to 50% Impact Fees; Local Taxation Sources	6 buildings total can be purchased with impact fees (on-going over the next 5 years)
Parks and Recreation	Dog Park		✓	✓	✓	✓	Parks and Recreation	$292,500	Up to 31% Impact Fees; Local Taxation Sources	1 dog park can be purchased with impact fees (for construction in the next five years)
Parks and Recreation	Field, Baseball (<250')		✓	✓			Parks and Recreation	$468,000/field	Up to 78% Impact Fees; Local Taxation Sources	4 <250' fields total can be installed with impact fees (on-going over the next 5 years)
Parks and Recreation	Field, Baseball (>250')		✓	✓	✓	✓	Parks and Recreation	$526,500/field	Up to 52% Impact Fees; Local Taxation Sources	2 >250'fields total can be installed with impact fees (on-going over the next 5 years)

Category	Project	2024/25	2026	2027	2028	2029	Responsible Party	Cost Estimate*	Funding Source**	Notes
Parks and Recreation	Field, Multi-use		✓	✓			Parks and Recreation	$1,462,500/field	Up to 89.2% Impact Fees; Local Taxation Sources	5 multi-use fields total can be installed with impact fees (on-going over the next 5 years)
Parks and Recreation	Field, Softball		✓	✓	✓	✓	Parks and Recreation	$468,000/field	Up to 78% Impact Fees; Local Taxation Sources	2 softball fields total can be installed with impact fees (on-going over the next 5 years)
Parks and Recreation	Parking Spaces		✓	✓	✓	✓	Parks and Recreation	$2,340/space	Up to 100% Impact Fees; Local Taxation Sources	266 parking spaces total can be installed with impact fees (on-going over the next 5 years)
Parks and Recreation	Pickleball Court	✓	✓	✓	✓	✓	Parks and Recreation	$105,300/court	Up to 71.67% Impact Fees; Local Taxation Sources	3 pickleball courts total can be installed with impact fees (on-going over the next 5 years)
Parks and Recreation	Picnic Pavilion	✓	✓	✓	✓	✓	Parks and Recreation	$234,000/pavilion	Up to 78% Impact Fees; Local Taxation Sources	4 picnic pavilions total can be installed with impact fees (on-going over the next 5 years)
Parks and Recreation	Pier/Water Overlook	✓	✓	✓	✓	✓	Parks and Recreation	$409,500/ overlook	Up to 73% Impact Fees; Local Taxation Sources	1 overlook total can be constructed with impact fees (on-going over the next 5 years)
Parks and Recreation	Playground	✓	✓	✓	✓	✓	Parks and Recreation	$438,750/ playground	Up to 78% Impact Fees; Local Taxation Sources	4 playgrounds total can be installed with impact fees (on-going over the next 5 years)
Parks and Recreation	Tennis Court	✓	✓	✓	✓	✓	Parks and Recreation	$204,750/court	Up to 78% Impact Fees; Local Taxation Sources	4 tennis courts total can be installed with impact fees (on-going over the next 5 years)
Parks and Recreation	Trails, Multiuse (outside parks)	✓	✓	✓	✓	✓	Parks and Recreation	$2,280,370/mile	Up to 26.85% Impact Fees; Local Taxation Sources	5.49 multiuse trail miles anticipated to be constructed over the next 5 years (an additional 37.83 are eligible for impact fee funds; long-range implementation)
Parks and Recreation	Trails, Walking (inside parks)	✓	✓	✓	✓	✓	Parks and Recreation	$819,000/mile	Up to 59% Impact Fees; Local Taxation Sources	11.44 in-park trail miles can be constructed with impact fees (on-going over the next 5 years)
Law Enforcement	Police HQ Buildout	✓					Police/Administration	$309,657	Up to 100% Impact Fees; Local Taxation Sources	2,688 square feet is the maximum building area that can be funded with impact fees
Law Enforcement	Specialized Vehicle (1)	✓					Police/Administration	$113,750	Up to 91% Impact Fees; Local Taxation Sources	Vehicle must have service life of at least 10 years

Category	Project	2024/25	2026	2027	2028	2029	Responsible Party	Cost Estimate*	Funding Source**	Notes
Fire Protection	Fire Station 45		✓				Fire/Administration	$6,709,237	Up to 100% Impact Fees; Local Taxation Sources	11,316 square feet is the maximum building area that can be funded with impact fees
Fire Protection	Support Vehicle (1)		✓				Fire/Administration	$46,694	Up to 100% Impact Fees; Local Taxation Sources	Vehicle must have service life of at least 10 years
Road Improvements	Cogburn at Webb Intersection Improvement	✓					Public Works	$1,000,000	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Hagood at Bethany Intersection Improvement	✓					Public Works	$750,000	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	SR 140 at Green Intersection Improvement	✓					Public Works	$2,000,000	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	SR 372 at Green Intersection Improvement	✓					Public Works	$100,000	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	SR 372 at Birmingham Intersection Improvement	✓					Public Works	$200,000	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Hopewell/Cogburn at Francis Phase 2 Intersection Improvement	✓					Public Works	$730,908	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	SR 9 Widening	✓					Public Works	$2,052,241	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Freemanville at Redd Intersection Improvement	✓					Public Works	$2,052,241	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Cox at Etris/Ebenezer Intersection Improvement	✓					Public Works	$2,052,241	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Cox at King Intersection Improvement	✓					Public Works	$2,052,241	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Cox at City Complex Intersection Improvement	✓					Public Works	$1,026,120	Up to 20.29% Impact Fees; Local Taxation Sources	

Category	Project	2024/25	2026	2027	2028	2029	Responsible Party	Cost Estimate*	Funding Source**	Notes
Road Improvements	Bethany at Providence Intersection Improvement	✓					Public Works	$1,867,539	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Morris Road Widening	✓					Public Works	$11,287,326	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	SR372 MHS Turn Lane Extension	✓					Public Works	$2,052,241	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	SR 140 at Cox Intersection Improvement		✓				Public Works	$842,338	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Windward Widening		✓				Public Works	$2,105,847	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Cogburn at Bethany Phase 2 Intersection Improvement		✓				Public Works	$1,942,012	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Mid Broadwell at Charlotte Intersection Improvement		✓				Public Works	$1,052,923	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Thompson at Redd Intersection Improvement		✓				Public Works	$2,817,623	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Webb at Deerfield Intersection Improvement		✓				Public Works	$3,023,364	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Crabapple SE Connector (New Roadway)		✓				Public Works	$2,105,847	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Freemanville Corridor Improvements with Turn Lanes		✓				Public Works	$210,584	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Hopewell Lower Corridor Improvements with Turn Lanes			✓			Public Works	$1,296,511	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Hopewell Upper Corridor Improvements with Turn Lanes			✓			Public Works	$1,296,511	Up to 20.29% Impact Fees; Local Taxation Sources	

Category	Project	2024/25	2026	2027	2028	2029	Responsible Party	Cost Estimate*	Funding Source**	Notes
Road Improvements	Hopewell at Redd Phase 2 Intersection Improvement				✓		Public Works	$2,217,295	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Thompson at Francis Intersection Improvement				✓		Public Works	$2,949,003	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Bethany Bend Intersection Improvement				✓		Public Works	$2,217,295	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Birmingham/Hickory Flat Turn Lanes				✓		Public Works	$2,917,961	Up to 20.29% Impact Fees; Local Taxation Sources	
Road Improvements	Upper Cogburn Rd Turn Lanes					✓	Public Works	$12,697,963	Up to 20.29% 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 City General Fund, TSPLOST, or other City taxation sources, as determined during the annual budget adoption process.

Glossary

The following terms may be found 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 document)*:[5] 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.

Impact cost: the proportionate share of capital improvements costs to provide service to new growth, less any applicable credits.

Impact fee: the impact cost plus surcharges for program administration and recoupment of the cost to prepare the Capital Improvements Element.

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

[5] 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 City's impact fee program.

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 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.

Citywide forecasts are prepared to address those public facility categories that are delivered by the City throughout the city. This includes all of the public facility categories addressed in this CIE — parks and recreation, fire protection, law enforcement and road improvements.

Population and Housing Forecasts

In order to accurately calculate the demand for future services for Milton, new growth and development must be quantified in future projections. These projections include forecasts for population, households, housing units, and employment to the year 2045. They provide the base-line conditions from which the current (2023) or future (2045) Level of Service calculations are produced.

Population Forecasts

Two forecast methods were used to project the city's past population growth from 2010 forward to 2045, one using a 'linear trend' (straight line) and the other a 'growth trend' (curved line) forecast algorithm. Table A-1 shows the raw results using the Census estimates for 2010-2022.

The algorithms used to prepare the projections present a 'smooth' straight or curved line from the 'start' date (2010), which also changes the Census population figures for each year from 2010 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-1 as the 'adjustments' needed to bring the forecast numbers in line with the Census. These percentages are then applied to every subsequent

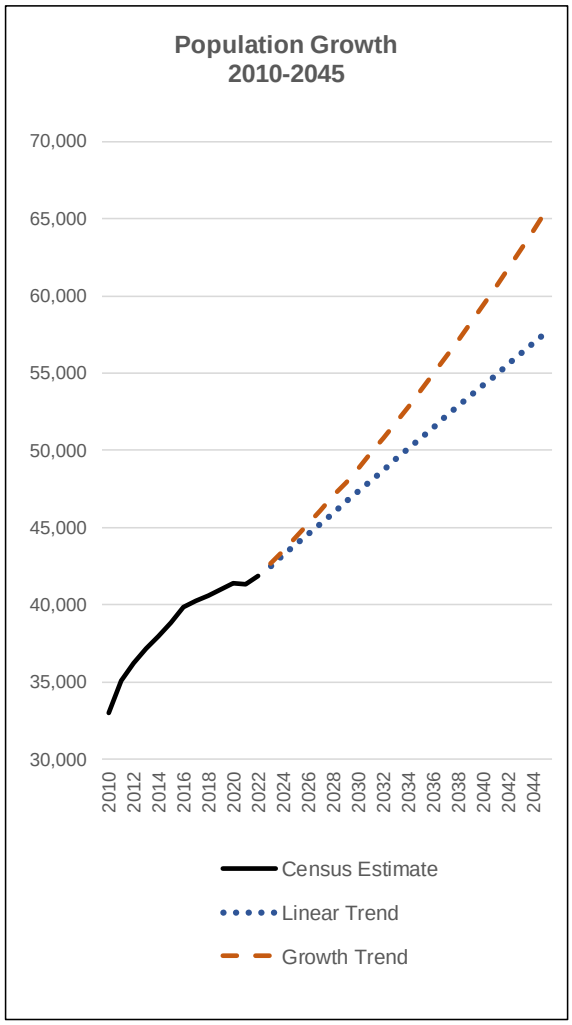
'projected' population each year to correlate the data to the same line function that the 'raw' projections followed.

The graph plots the two projections as well as annual Census estimates from 2010 to 2022.[6]

Based on a more near-term slowing of growth since the 2010 Census (as opposed to a much stronger period of growth in the first decade of the 21st century, in which the population doubled between 2000 and 2010), and the City's land use policies, the 'linear trend' algorithm (with a projected 15,122 increase in population between 2023 and 2045) more realistically describes future population growth than the 'growth trend' that shows a greater increase at 22,784 over the next two decades.

Table A-1: Milton Population Forecasts based on 2010-2022 Growth

	Census Estimate	Linear Trend Raw	Growth Trend Raw	Linear Trend Adjusted	Growth Trend Adjusted
2010	33,018	34,562	34,472		
2011	35,102	35,269	35,149		
2012	36,190	35,976	35,840		
2013	37,177	36,683	36,544		
2014	37,936	37,391	37,261		
2015	38,856	38,098	37,993		
2016	39,817	38,805	38,740		
2017	40,228	39,512	39,501		
2018	40,591	40,220	40,276		
2019	40,957	40,927	41,068		
2020	41,392	41,634	41,874		
2021	41,314	42,341	42,697		
2022	41,836	43,049	43,535	**41,836**	41,836
2023		43,756	44,391	**42,523**	42,658
2024		44,463	45,263	**43,211**	43,496
2025		45,170	46,152	**43,898**	44,350
2026		45,878	47,058	**44,585**	45,221
2027		46,585	47,983	**45,273**	46,109
2028		47,292	48,925	**45,960**	47,015
2029		47,999	49,886	**46,647**	47,939
2030		48,707	50,866	**47,335**	48,880
2031		49,414	51,865	**48,022**	49,840
2032		50,121	52,884	**48,709**	50,819
2033		50,829	53,923	**49,397**	51,818
2034		51,536	54,982	**50,084**	52,836
2035		52,243	56,062	**50,771**	53,873
2036		52,950	57,163	**51,459**	54,932
2037		53,658	58,286	**52,146**	56,011
2038		54,365	59,431	**52,833**	57,111
2039		55,072	60,598	**53,521**	58,233
2040		55,779	61,788	**54,208**	59,376
2041		56,487	63,002	**54,895**	60,543
2042		57,194	64,240	**55,583**	61,732
2043		57,901	65,501	**56,270**	62,945
2044		58,608	66,788	**56,957**	64,181
2045		59,316	68,100	**57,645**	65,442
Adjustment to 2022		43,049	43,535	97.183%	96.096%



[6] Every year, the US Census Bureau estimates the city's population 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.

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) and then to expand that to the total number of housing units by adding in vacant units.

Table A-2: Housing Unit Forecasts: 2020-2045

Year	Milton				
	Population	Avg HH Size	Households	Occupancy Rate	Total Units
2020	41,392	2.9116	14,216	95.1%	14,941
2021	41,314	2.8761	14,365	95.1%	15,098
2022	41,836	2.8643	14,606	95.1%	15,351
2023	42,523	2.8525	14,907	95.1%	15,667
2024	43,211	2.8406	15,212	95.1%	15,988
2025	43,898	2.8288	15,518	95.1%	16,309
2026	44,585	2.8288	15,761	95.1%	16,565
2027	45,273	2.8170	16,071	95.1%	16,891
2028	45,960	2.8170	16,315	95.1%	17,147
2029	46,647	2.8170	16,559	95.1%	17,403
2030	47,335	2.8051	16,875	95.1%	17,736
2031	48,022	2.8051	17,120	95.1%	17,993
2032	48,709	2.8051	17,364	95.1%	18,250
2033	49,397	2.8170	17,535	95.1%	18,429
2034	50,084	2.8170	17,779	95.1%	18,686
2035	50,771	2.8170	18,023	95.1%	18,942
2036	51,459	2.8170	18,267	95.1%	19,199
2037	52,146	2.8170	18,511	95.1%	19,455
2038	52,833	2.8170	18,755	95.1%	19,711
2039	53,521	2.8170	18,999	95.1%	19,968
2040	54,208	2.8288	19,163	95.1%	20,140
2041	54,895	2.8288	19,406	95.1%	20,396
2042	55,583	2.8288	19,649	95.1%	20,651
2043	56,270	2.8288	19,892	95.1%	20,906
2044	56,957	2.8288	20,135	95.1%	21,162
2045	57,645	2.8288	20,378	95.1%	21,417
2023-2045 Change	**15,122**		**5,471**		**5,750**

Sources: 2020 City data - 2020 Census, US Bureau of the Census.
2020-2045 City Population from 2010-2020 Linear Trend Adjusted forecast.

The future increase in the number of housing units in the city is based on the population forecasts presented in the previous section.

Household Projections

As shown on Table A-2, future population numbers from Table A-1 are converted into the number of households expected in future years for the city. This conversion from population to the number of households is based on 2020 Census average household size data.

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 city 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

Table A-3 shows the forecasts for local employment growth to 2045. The employment figures utilize jobs data produced by the Atlanta Regional Commission (ARC) for each of the four 2010 Census Tracts[7] that comprise the city.

Table A-3: Milton Employment Forecasts by Census Tract

Census Tract	2020					2045					Change	Percent
	115.03	115.04	116.14	116.15	Total	115.03	115.04	116.14	116.15	Total		
Total Jobs	**2,867**	**1,599**	**10,907**	**4,164**	**19,537**	**3,389**	**1,924**	**13,723**	**4,763**	**23,799**	**4,262**	**21.81%**
Farm Employment	-	48	-	-	48	-	44	-	-	44	(5)	-9.38%
Mining	84	-	-	-	84	65	-	-	-	65	(19)	-22.62%
Construction	173	196	91	117	577	237	237	126	70	669	92	15.94%
Public Administration	14	13	357	12	396	14	13	529	11	567	171	43.06%
Manufacturing	6	8	68	53	135	4	9	63	48	124	(11)	-8.15%
Wholesale Trade	31	42	67	286	426	32	35	76	254	397	(30)	-6.92%
Retail Trade	627	201	1,454	537	2,819	742	255	1,872	593	3,461	642	22.77%
Transportation & Warehousing	-	2	9	-	11	-	1	8	-	9	(3)	-22.73%
Information	39	14	3,973	32	4,058	46	14	5,168	39	5,266	1,208	29.77%
Finance & Insurance	84	100	453	183	820	87	116	612	214	1,028	208	25.37%
Real Estate	28	39	394	20	481	29	38	290	19	375	(106)	-22.04%
Professional & Technical Services	217	156	756	967	2,096	274	201	1,027	1,253	2,753	657	31.35%
Management of Companies	-	1	264	4	269	-	-	310	2	312	43	15.99%
Administrative & Waste Services	179	150	1,059	378	1,766	219	215	1,497	440	2,370	604	34.20%
Educational Services	477	168	25	382	1,052	514	264	80	525	1,382	330	31.37%
Health Care & Social Assistance	231	12	195	440	878	369	19	452	612	1,451	573	65.26%
Arts, Entertainment & Recreation	191	226	166	13	596	206	223	116	12	557	(40)	-6.63%
Accommodation & Food Services	398	154	1,352	668	2,572	453	173	1,327	607	2,560	(13)	-0.49%
Other Private Services	88	69	224	72	453	101	69	177	66	412	(42)	-9.16%

Source: Atlanta Regional Commission, 2020 Forecasts to 2050 by Census Tract (only 2020 and 2045 shown).

[7] ARC has not updated their data to the 2020 Census Tracts.

The jobs data from Table A-3 is totaled by year (all Census Tracts in 2020 and again in 2045) and inserted into Table A-4. Because the city's other forecasts are essentially 'straight line' projections, job counts for 2020 through 2045 are interpolated on a straight-line basis. The intervening years are not used in the impact fee calculations since only the differences between 2023 and 2045 are used.

Table A-4: Milton Employment Forecasts to 2045

Job Classifications	2020	2021	2022	2023	2025	2030	2035	2040	2045	2023-2045 Change	
										Number	Percent
Total Jobs	19,537	**19,650**	**19,726**	**19,989**	20,291	21,045	21,799	22,554	**23,799**	3,810	19.06%
Farm Employment	48	48	48	**48**	48	48	48	46	**44**	-5	-9.38%
Mining	84	83	82	**79**	76	68	60	50	**65**	-14	-17.72%
Construction	577	579	581	**585**	591	605	619	631	**669**	84	14.36%
Total Non-Building	709	710	711	**712**	715	721	727	727	**778**	66	9.20%
Public Administration	396	400	402	**410**	419	442	465	487	**567**	157	38.17%
Total Government	396	400	402	**410**	419	442	465	487	**567**	157	39.88%
Manufacturing	135	135	135	**134**	133	131	129	126	**124**	-10	-7.46%
Wholesale Trade	426	425	424	**422**	419	412	405	397	**397**	-26	-6.04%
Retail Trade	2,819	2833	2,842	**2874**	2,911	3,003	3,095	3,187	**3,461**	587	20.42%
Transportation & Warehousing	11	11	11	**10**	10	9	8	8	**9**	-2	-15.00%
Information	4,058	4094	4,117	**4200**	4,294	4,530	4,766	5,001	**5,266**	1,066	25.38%
Finance & Insurance	820	825	828	**838**	850	880	910	939	**1,028**	190	22.67%
Real Estate	481	477	474	**465**	454	427	400	373	**375**	-90	-19.35%
Professional & Technical Services	2,096	2113	2,124	**2163**	2,207	2,318	2,429	2,540	**2,753**	590	27.28%
Management of Companies	269	270	271	**274**	277	285	293	299	**312**	38	13.87%
Administrative & Waste Services	1,766	1789	1,804	**1856**	1,916	2,066	2,216	2,367	**2,370**	514	27.69%
Educational Services	1,052	1061	1,068	**1089**	1,114	1,176	1,238	1,299	**1,382**	293	26.91%
Health Care & Social Assistance	878	896	908	**950**	998	1,118	1,238	1,357	**1,451**	501	52.74%
Arts, Entertainment & Recreation	596	594	593	**588**	582	568	554	538	**557**	-32	-5.36%
Accommodation & Food Services	2,572	2569	2,568	**2561**	2,554	2,536	2,518	2,500	**2,560**	-2	-0.06%
Other Private Services	453	451	450	**446**	442	431	420	409	**412**	-35	-7.74%
Total Value-Added	18,432	18,543	18,617	**18,870**	19,161	19,890	20,619	21,340	**22,455**	3,585	19.00%

Source: Atlanta Regional Commission, employment forecasts for 2020 and 2045. Intervening years interpolated.

On Table A-4 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 transitory in location by 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 any city, county, state, and federal administrative 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.

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 City services and would 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). Over the coming years, 'value-added' jobs will increase by a net of just under 20%, including both increases and decreases among the categories.

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 the city'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 approach are included.

Level of Service

The City has set its Level of Service for road improvements at LOS 'D', a minimum level below which some roads in the city 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 2045.

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 2045 will represent a certain portion of all 2045 traffic, new growth would be responsible for that portions' cost of the road improvements.

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

The basis for the road impact fees would therefore be the City's cost for the improvements divided by all traffic generated within the city in 2045 (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 local residents and businesses in 2023 on the road system within the city 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 traffic generated from new growth in the city is calculated from housing unit and employment forecasts to 2045.
- The portion of total 2045 traffic that is generated by new housing units and employment in the city establishes the percentage of the City'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 2045 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

	2023	2045	Increase	Percent New Growth Trip Ends
Residential Trips	140,289	191,778	51,489	
Nonresidential Trips	481,040	575,651	94,611	
Less: Internal Commutes*	(11,894)	(16,259)	(4,365)	
Net Trip Ends	**609,435**	**751,170**	**141,735**	**18.9%**

* Residents who work in Milton. 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

	Percent Primary Trip Ends*	Primary Trip Ends			Percent New Growth Primary Trip Ends
		2023	2045	Increase	
Residential Trips	100%	140,289	191,778	51,489	
Commercial	51%	243,676	291,887	48,212	
Industrial+Utility	92%	1,969	1,840	(129)	
Less: Internal Commutes	100%	(11,894)	(16,259)	(4,365)	
Net New Primary Trip Ends		**374,039**	**469,246**	**95,207**	**20.3%**

* Derived from 'Trip Generation Handbook' chapter, *Trip Generation*, 9th Edition, Institute of Transportation Engineers.

Overall, new residents and businesses located within Milton are projected to generate 20.3% of all local vehicles on its roads. Thus, new growth's 'fair share' of the cost to the City 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 the city'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: 2023 and 2045

	2020*	Percent**	Total in 2023	Increase 2023-2045	Total in 2045
Single-Family Units	11,729	82.32%	12,897	4,733	17,631
Multi-Family Units	2,519	17.68%	2,770	1,017	3,786
Total	**14,248**	**100.0%**	**15,667**	**5,750**	**21,417**

* Based on Census 2020 American Community Survey data report.
** Percent of 2020 total housing units.

The 2020 breakdown of housing units by type on the table above are taken from the most recent American Community Survey for Milton (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 2023 (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 21,417 new housing units forecast for the 2023-2045 period.

The next table, below, calculates the amount of traffic that is generated by the city's housing stock today, the amount that will be generated in 2045, and the increase in new trips that will be generated by new residential growth and development as a percentage of all trips in 2045.

Table B-4: Residential Trip Generation - 2023-2045 New Growth Increase

	ADT* Trip Ends	2023 Units	2023 ADT Trip Ends	2045 Units	2045 ADT Trip Ends	Increase 2023-2045	Percent New Growth Trip Ends
Single-Family Units	9.43	12,897	121,619	17,631	166,260	44,641	
Multi-Family Units	6.74	2,770	18,670	3,786	25,518	6,848	
Total		**15,667**	**140,289**	**21,417**	**191,778**	**51,489**	**26.8%**

* 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 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 2023 to 2045, the future increase in trip ends can be calculated, which will represent 26.8% of all residential trip ends that are generated by housing units in the city.

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 city (referred to as 'internal commutes').

■ Nonresidential Trip Generation

Calculating traffic generated by businesses located in the city is more problematical than residential trips because there is no breakdown of types of businesses in the city that is suited for this analysis. 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 3.78 trips per employee and 26.16 for all 'commercial' uses. 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 incorporate the actual average trip generation rate for the specific use.

Table B-5 provides a breakdown between commercial and industrial employment in the city today and projected to 2045. The table is based on the numbers of 'value-added' employees calculated for each 'commercial' land use category and each 'industrial' category, taken from 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.

Lastly, Table B-6 calculates the total number of trip ends that will be generated by new nonresidential growth in future traffic on the city's roads, and the percentage of that growth in relation to total trip ends on the city's roads in 2045 (16.1%).

Table B-5: Nonresidential Trip Generation - 2023-2045 New Growth Increase

	2023 Employees	Avg. ADT	2023 Trip Ends	2045 Employees	2045 Trip Ends	2023-2045 Increase	Percent New Growth Trip Ends
Commercial Uses	18,304	26.16	478,900	21,926	573,651	94,751	
Industrial Uses	566	3.78	2,140	529	2,000	-140	
Total	18,870		481,040	22,455	575,651	94,611	
Less: Internal Commutes at		8.5%	11,894		16,259	4,365	
Net Nonres Trip Ends			**469,146**		**559,392**	**90,246**	**16.1%**

Residents who work in Milton based on Census data. These trips are included in residential trip generation rate.

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 local 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 Appendix 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 5 years ago; what is important is the money was spent 5 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.

Cost Inflators

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**	0.005%

*Source: Engineering News Record, Average Annual Indices.

** Average annual return at prevailing interest rate.

Engineering News-Record's Cost Indexes

The Engineering News-Record (ENR)[8] 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 Inflator

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 Inflator 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 Inflator

[8] 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

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.

- 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.

Appendix D – Exemption Policy

The City Council recognizes that some development projects may provide extraordinary benefit in support of the economic and employment advancement of the city and the city's citizens over and above the access to jobs, goods and services that such uses offer in general. To encourage such development projects, the Mayor and City Council may consider granting a reduction in the impact fee for such a development project upon the determination and relative to the extent that the development project represents extraordinary economic development and employment growth of public benefit to the city, in accordance with exemption criteria as adopted in the Development Impact Fee Ordinance of Milton, Georgia.[9]

[9] Exemption policy based on comparable section in the Development Impact Fee Ordinance of Milton, 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.