

CITY OF HOSCHTON
CITY COUNCIL
THURSDAY, AUGUST 14, 2025, AT 6:00PM
HOSCHTON COMMUNITY CENTER
65 CITY SQUARE, HOSCHTON



WORK SESSION
AGENDA

CALL TO ORDER

AGENDA APPROVAL

REPORTS BY MAYOR, COUNCIL, AND STAFF

NEW BUSINESS

1. 2025 Comprehensive Plan Discussion by NGRC
2. Water Distribution System Flushing Program
3. Nomination from DDA to accept Ms. Anita Boyd as Dr. Kumar's Replacement
4. IGA between City of Hoschton and West Jackson Fire Department

CITIZEN INPUT

EXECUTIVE SESSION (IF NEEDED)

ADJOURN

REPORTS

JULY 2025

CITY MANAGER REPORT

- DDA Agenda Retreat was very productive. Ms. Jessica Martin, Chair took off on a great start with her first meeting. She is Edgar and excited to work on projects with the DDA Board. We welcome her to the team along with several new board members.
- City Manager and Finance director met with consultant to work on square footage for new complex building. We are looking forward to presenting a draft copy to Mayor and Council within the next few weeks.
- Water-line Phase 3 pre-con took place on July 10th. Start process will be mid-August
- Mulberry House should be demolished Mid August, pending weather.
- LMIG Pre-Con took place on July 10th. Village will start road project Mid-August.
- McDonald had their ground breaking on July 14th. Opening will be Fall 2025.
- City Manager and Finance Director visited different municipalities to get ideas for new complex.
- Mayor, City Manager along with other county representatives and consulting to discuss future traffic plans.
- Met with staff team do conduct an in-house audit for Sewer and Water for future growth.
- Met with water tank representative in hopes that he could help with the delay concerns of the South Tank at Jopena Road

Respectfully submitted,

Jennifer Harrison

City Manager

2025 On-Going Projects

City Project	Est. Cost	Grant	Est. Completion	Project Fund
Mulberry Park (153 Mulberry)	\$1.5 Mil	\$500,000 LWCF	Winter 2026	General
WWTP Phase 2 .5 to .95 MGD	\$25 Mil	\$2.2 Million SLFRF Grant	Winter 2026	Sewer
WWTP Phase 3 .95 to 2.0 MDG	\$8 Mil	No	Winter 2028	Sewer
Main Water Line Upgrade Phase 3	\$1.2 Mil	No	Winter 2026	Water
South Water Tank	3,015,906.00 (Under Budget)	\$1 Million ARC	Jan 2026	Water
Municipal Complex	TBD	None	Winter 2027	General
LMIG Project (Village/P'Tree)	\$300,000	\$110,000.00	Fall 2025	General
Parking Deck	TBD	TBD	TBD	General

Updated 7/25/2025



PUBLIC WORKS DEPARTMENT

MONTHLY REPORT JULY 2025

The Public Works Department completed the following in addition to normal day-to-day duties.

- **Attended the Groundbreaking for the WWTP expansion along with other City staff, EMI, and Reeves and Young.**
- **Attended the monthly progress meeting with Reeves and Young for the WWTP to go over timeline coming up.**
- **Pre Con with Civil Construction for the Phase 3 Water line upgrade that will run from West Jackson to New Street.**
- **Pre Con with Allied Paving for the LMIG paving project in the Villages and Peachtree Road.**
- **Public Works Department redid the pine straw around trees in Cemetery.**
- **Completed and Submitted the semiannual Stormwater report.**
- **Attended startup for the 4th Lift Station in Cresswind on Reed Way. Dedication and acceptance should come next.**
- **Did final walkthrough for round about at Aberdeen. It is currently open to the public, we are waiting on GA Power to install lights around it and there will be Landscaping installed later.**
- **Myself, City Manager and EMI met with Phoenix Fabricators regarding timeline for the South Tank at Jopena Blvd.**

- **Met with Chris Wilson (Aberdeen) and Brandon Pitts and Raymond (Tribute) about water locations in the developments.**
- **Met with Greg (EMI) AND City Manager to go over the Water Line Upgrade and to look at easements needed and trees that will need to be removed along West Jackson Rd.**
- **Completed ISO report for the Fire Department.**
- **Twin Lakes Blvd Road Dedication – Approved on my end.**
- **Cresswind 6B Final Plat – final walkthrough complete and approved on my end.**
- **Twin Lakes 3A, 3B & 3C – Bond Release – 1st walkthrough completed, gave my comments to developer**

Police Department Report 08/04/2025

1. **Reports and Citations**- The Police Department has generated over 4000 case numbers since January 1 and wrote 226 citations in the month of July.
2. **Court**- We will have court again on August 28th at City Hall.
3. **Activity**:
 - We assisted Braselton with their parade and fireworks for the 4th of July.
 - Attended an area Chief's meeting in Toccoa where we discussed gang activity presented by GBI.
 - Met with other Law Enforcement Agencies at Braselton PD and discussed intel and cases in the area. They also had GBI teach a crime scene class.
 - Taught a firearms class for the Twin Lakes Gun Club.
 - Attended the Master Transportation Plan meeting.
 - Attended the Hoschton Business Meeting.

**CITY OF HOSCHTON, GA
BUILDING AND PLANNING REPORT
ACTIVE, ONGOING AND FUTURE TASKS**

Category	Description of Task	Status	Notes
Rezoning	Z-25-02 Brookfield Kolter Land Acquisitions (PUD to PUD)	Withdrawn by Applicant	
Variance	V-25-01 Sullins Engineering	Withdrawn	Modified site plan for admin variance
Rezoning	Z-25-03 Providence Group requested an additional condition for model homes	CC: Work Session 8/14 & Voting Session 8/21	P&Z: Recommended Approval 6-0
Variance	V-25-02 McDonald's requested additional building signs	CC: Work Session 8/14 & Voting Session 8/21	P&Z: Recommended Approval 6-0
LAND DISTURBANCE AND DEVELOPMENT PERMITS			
Development Permit App.	Rise Fitness Center	In review	Distributed 7/30
Development Permit App.	Tractor Equipment Company Warehouse Addition 3218 Highway 53 (113/021)	Land Disturbance Permit only issued 2/5/25	Development permit pending
Development Permit App.	Tribute Planned Unit Development	Land Disturbance Permit only issued 2/5/25	GSWCC approved 9/23/2024; EMI 3 rd received 2-7-25
Development Permit App.	Aylo Health	distributed file copies for 2 nd review 12/31/24	GSWCC approved 2-5-25; See also final plat (minor)
Development Permit App.	Aberdeen POD A land disturbance and development permit and POD B land disturbance permit	Land Disturbance Permit only issued 11/27/24	Development permit pending
Development Permit App.	Aberdeen POD C land disturbance and development permit	Land Disturbance Permit only issued 2/5/25	Development permit pending
Development Permit App.	Henry Street Townhomes (24 fee simple townhouses)	4 th submission received and routed to EMI 07/03/25	
LDP and Development Permit	Peachtree Daycare	Comments returned to applicant	Awaiting resubmittal
DEDICATIONS			
SUBDIVISION PLATS			
Final Plat	Kroger	Plat and As-builts received and routed 07/31	
SPECIAL PROJECTS			
Special Projects	5-Year update of comprehensive plan (requires steering committee)	Draft of plan complete by NEGRC	October 2025 deadline

BUILDING REPORT				
	Total	Single Family Residential	Commercial	Other
Permits Issued	33	13	3	17
Certificates of Occupancy	37	37	0	N/A
	Total	Passed	Failed	
Inspections	543	400	143	73% Passed

LINE ITEM #1

2025 Comprehensive
Plan Discussion by
NGRC

DRAFT

City of Hoschton, Georgia Comprehensive Plan 2025-2045 Five-Year Update



Adopted Insert Adoption Date



5-YEAR UPDATE BY THE
PLANNING & GOVERNMENT SERVICES DIVISION OF THE
NORTHEAST GEORGIA REGIONAL COMMISSION

NEGRC
NORTHEAST GEORGIA
REGIONAL COMMISSION

Acknowledgements

CITY COUNCIL

Debbie Martin, Mayor
David Brown, Councilmember
Christina Brown, Councilmember
Scott Courter, Councilmember
Jonathan Jackson, Councilmember
Fredria Carter-Sterling, Councilmember
James Lawson, Councilmember

STEERING COMMITTEE

Debbie Martin, Mayor
David Brown, Councilmember
Christina Brown, Councilmember
Chris Hardin, Resident
Christine Moody, Planning & Zoning Commission Chair, Business Owner
Jennifer Kidd-Harrison, City Manager
Hu Blackstock, City Planner

NORTHEAST GEORGIA REGIONAL COMMISSION

Eva Kennedy, Executive Director
Mark Beatty, Planning & Government Services Director
Phillip Jones, GIS Manager (project lead)
Carol Flaute, Senior Community Planner

Table of Contents

ACKNOWLEDGEMENTS	2
CHAPTER 1: INTRODUCTION AND OVERVIEW	4
BACKGROUND	4
PROCESS	5
PUBLIC INVOLVEMENT	6
NORTHEAST GEORGIA REGIONAL COMMISSION	7
DATA & STATISTICS	7
CHAPTER 2: NEEDS AND OPPORTUNITIES.....	8
POPULATION	8
HOUSING	8
CULTURAL RESOURCES	10
NATURAL RESOURCES	10
TRANSPORTATION	11
ECONOMIC DEVELOPMENT	11
COMMUNITY FACILITIES AND SERVICES.....	12
PARKS AND RECREATION	13
LAND USE AND DEVELOPMENT	13
CHAPTER 3: VISION AND POLICIES.....	14
VISION	14
POLICIES	15
CHAPTER 4: LAND USE.....	21
EXISTING LAND USE.....	21
FUTURE LAND USE NARRATIVE AND SUPPLEMENTAL POLICIES	23
FUTURE LAND USE CATEGORIES.....	25
HOSCHTON FUTURE LAND USE MAP	26
CHAPTER 5: BROADBAND SERVICES	27
FINDINGS	27
CHAPTER 6: TRANSPORTATION	28
GAINESVILLE-HALL MPO	28
LOCAL TRANSPORTATION NETWORK.....	34
CHAPTER 7: PLANNING IMPLEMENTATION	39
REPORT OF ACCOMPLISHMENTS (2021-2025)	39
COMMUNITY WORK PROGRAM, 2026-2030	43

Chapter 1: Introduction and Overview

A Comprehensive Plan is a community's guide for the growth and improvement of public services, community resources, local policies, and the built environment. The plan represents the preferred vision for the community's future and provides a tangible list of actions that the community is committed to undertaking to achieve that vision. It is intended to guide local elected officials on land use patterns, the existing needs of facilities and services, and the protection and enhancement of the quality of life within the community.

The plan seeks to establish ground rules for how the community will develop and invest by asking four questions:

1. Where are we now?
2. Where are we going?
3. Where do we want to be?
4. How do we get there?



Figure XX: Downtown Hoschton

By considering current needs and existing opportunities, the plan provides a foundation for decision-making in support of achieving short- and long-term goals.

Background

Hoschton is an exurb of Atlanta, located near Jackson County's border with Hall, Barrow, and Gwinnett counties. Originally incorporated in 1891, the town began as a rural community that was economically and culturally tied to the surrounding areas by the rail line that passed through it. Hoschton remained a small town until the turn of the 21st century but has experienced significant growth pressures since the early 2000s due to its proximity to I-85 and nearby high-growth areas. The town is bordered by Braselton to the north and the Mulberry River to the west.

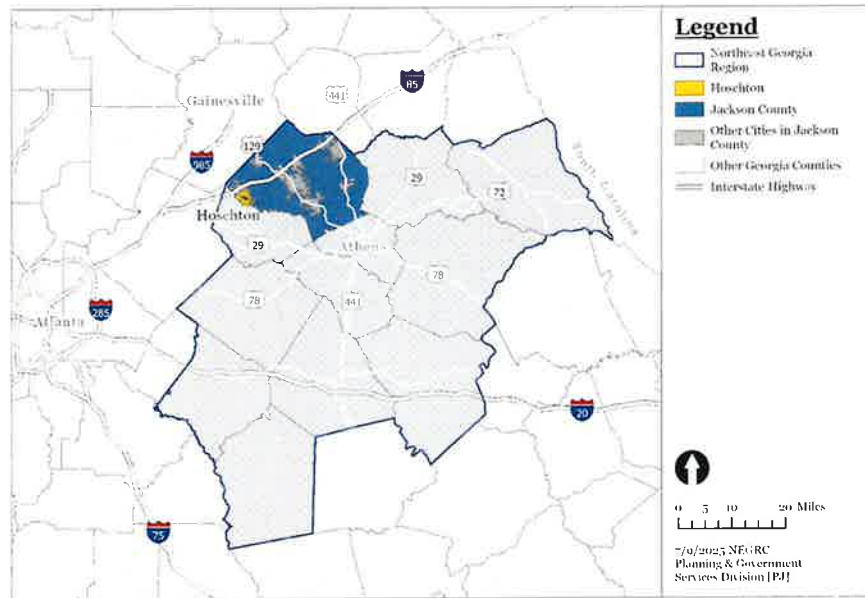


Figure XX: Context Map of the City of Hoschton

Process

The Comprehensive Plan process follows the Rules of the Georgia Department of Community Affairs ("DCA"), O.C.G.A. Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning, effective October 1, 2018.

The DCA rules require that the Comprehensive Plan of the City of Hoschton consist of the following elements:

Needs and Opportunities	An analysis of the community's needs and opportunities helps to determine local conditions. Public engagement was used to identify existing issues and any opportunities on which the City can capitalize to address those issues.
Community Vision and Goals	Through public and steering committee engagement, the City's vision, goals, and policies are developed to determine the community's future direction. As a part of this component, policies are identified to assist in making decisions that are consistent with community goals.
Future Land Use	This section is required for any community that has a local zoning ordinance and assigns future land use categories by parcel. The map and narrative in this section will guide local elected officials on zoning and land use policy decisions. The intention is to influence growth and development throughout the community in consideration of existing development patterns, access to utilities and services, and community needs and goals.

Transportation	Since Hoschton is within the Gainesville-Hall Metropolitan Planning Organization (MPO) boundary, a transportation element is required to ensure alignment with the Regional Transportation Plan (RTP). This element includes regional and local objectives and identifies needs based on current conditions and transportation infrastructure.
Broadband Services	All communities require a broadband element to analyze available services and identify potential improvements. This element is an action plan with steps for promoting reasonable and cost-effective access to broadband.
Community Work Program	The final element of the comprehensive plan, the Community Work Program, outlines steps and strategies for achieving the community's goals and implementing its plans. The Community Work Program identifies priority projects, timelines for implementation, responsible parties, and funding strategies for the next five years. A Report of Accomplishments that describes the status of each activity included in the previous Work Program is also included in this element.

Table XX: Comprehensive Plan Element Required for the City of Hoschton

Public Involvement

Public Input & Steering Committee

The Comprehensive Plan update incorporated public involvement throughout. It began with a public hearing and community open house on April 1, 2025. This initial meeting opened with an overview of the planned update process, then transitioned into a drop-in format where NEGRC and city staff shared information about the city and gathered public comments.



Figure XX: Hoschton Comprehensive Plan Initial Public Hearing and Open House, held on 4/1/2025

Following this kick-off event, work sessions were conducted with a Steering Committee comprised of citizens with various roles in the city. The Committee provided valuable feedback, guidance, and recommendations, playing an integral role in shaping a plan that reflects the community's vision.

In addition, the city hosted an online public survey for 30 days to gather a broader range of input than would have been possible through in-person engagement alone. The survey included general questions about the community's needs and opportunities, along with more focused topics such as housing, parks and recreation, and economic development. A total of 237 individuals responded. The results of the survey were used to guide steering committee meeting discussions and are included in the Appendix.

A final public hearing was held on [DATE], before submitting the plan to the DCA for review.

Commented [PJ1]: Fill when known

Northeast Georgia Regional Commission

The Northeast Georgia Regional Commission's (NEGRC) Planning & Government Services Division oversaw the development of this plan, including facilitating input meetings.

Data & Statistics

The facts, figures, and statistics used to develop the Plan were generated from data compiled throughout the planning process. The data and analyses were used to identify general trends and provide a reliable quantitative context to describe existing conditions and assist in informing the recommendations and policies. Unless otherwise noted, all data are sourced from Esri's Business Analyst Software, which is based on the U.S. Census's 2019–2023 American Community Survey.

Chapter 2: Needs and Opportunities

The following list of needs and opportunities were identified by the steering committee and the public during a series of input meetings and an online survey, as well as through professional analysis of relevant data. The list is intended to capture the most prescient needs that the community will have over the next five to ten years, to establish a set of goals the community can work toward achieving.

Population

According to the city's estimate, Hoschton's population was 6,645 in 2024, which is a significant increase compared to the Census's 2020 estimate of 2,677. The city's growth rate dwarfs that of both the Northeast Georgia region and the State of Georgia, and the city anticipates an annual growth rate of 17% between 2024 and 2029. As indicated in the city's adopted Capital Improvements Element,¹ the city's population is expected to reach 18,543 by 2044.

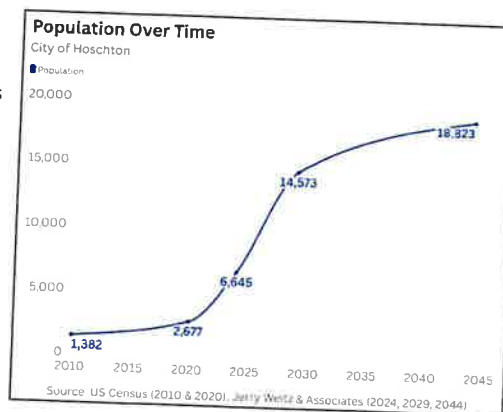


Figure XX: Historic and Projected Population Growth

The steering committee emphasized that while the city's growth is a strength and an opportunity to be seized, the city is also at risk of losing its identity if it does not plan properly. Additionally, the steering committee and public noted that rapid residential growth poses significant problems for building and maintaining public services and facilities. Both steering committee members and respondents to the public survey noted that they would like to retain Hoschton's close-knit community as it grows, and to do so, it must plan so that it becomes the community it wants to become.

Housing

The City's housing stock has grown significantly in response to population growth. While the city has a growing inventory of townhomes and multifamily housing, most of the city's housing stock remains

¹ The City of Hoschton's Capital Improvements Element (CIE) of the Comprehensive Plan was originally adopted on August 31, 2020, and was most recently amended on September 17, 2024. While this element is considered a part of this comprehensive plan, it is kept as a separate document by the city.

single-family detached homes. According to the city's records, approximately 4,000 new housing units have been approved for construction and are expected to be built over the next several years. According to the latest data from Zillow, the typical home in Hoschton is valued at approximately \$497,000, which is higher than the cost of a home in both Jackson County and the state of Georgia. This price exceeds what is considered affordable for the median household's income in the city, requiring many households to pay more than 30% of their income on housing. The average monthly rent is \$2,305, which is near the threshold of what is considered "affordable" for the median household.

Community feedback, including input from the steering committee and the public, expressed concern about the pace of new housing construction. Key issues included the impact of residential growth on greenspace and the city's long-term capacity to provide services to its growing inventory of homes. Additionally, there is an interest in finding the right balance between the provision of fee-simple ownership and renting within the city.

Ensuring a diverse and inclusive housing stock remains a priority for Hoschton. This includes offering different ownership options (fee-simple vs. renting) as well as different housing types, including single-family detached units, townhomes, and multifamily units. A more varied housing landscape will help the city remain accessible to a broader population, including young families, retirees, and others who may not be able or willing to purchase a single-family detached home.

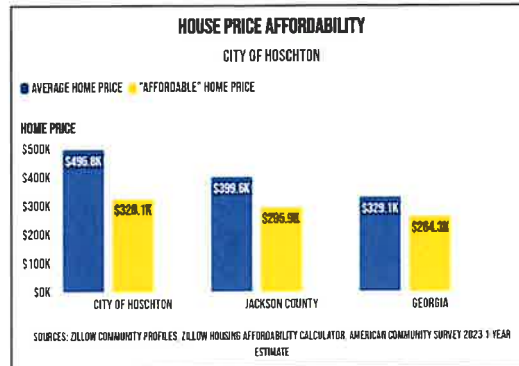


Figure XX: Average home price for the City of Hoschton, Jackson County, and the State of Georgia, and the "affordable" home price, calculated as 30% of the median annual household income

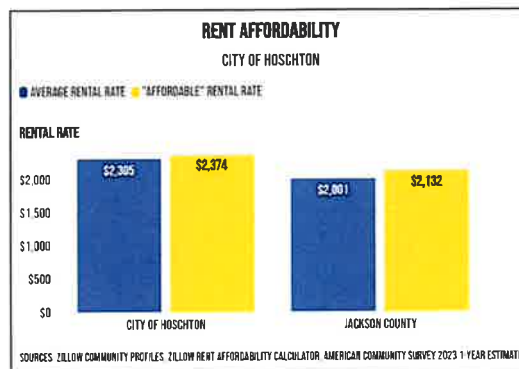


Figure XX: Average rental rates for the City of Hoschton and Jackson County and the "affordable" rental rate, calculated as 30% of the median monthly household income

Cultural Resources

Hoschton's rapid growth has led to the loss of many of its historic buildings. However, two remaining properties are listed in the National Register of Historic Places: The Hoschton Depot—currently operating as a restaurant and bar—and the Hillcrest Allen Clinic and Hospital. The City does not currently have a Historic Preservation Commission and does not plan on establishing one or designating a local historic district.

The area adjacent to downtown contains the highest concentration of historic buildings. These historic homes and buildings reflect the small-town character and historic heritage of Hoschton. As the City develops its downtown area, it should incorporate the existing homes and structures into future plans as much as feasible. One strategy to do this is to encourage infill development that complements and surrounds these existing buildings.

The City is actively exploring opportunities to repurpose historic buildings for new uses. For example, the City is pursuing options for reusing the site of Larry's Garage on Highway 53. Whenever feasible, the city should reuse existing buildings for new uses, as this helps to preserve the historic legacy of the city while meeting today's needs.

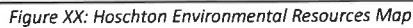


Figure XX: The Hillcrest Allen Clinic and Hospital

Natural Resources

The City of Hoschton has retained some of its agricultural heritage and small-town environment, including rolling pastures and large mature trees. However, much of this character is at risk as the city grows. Both the steering committee and members of the public have expressed strong interest in preserving green space for the enjoyment and well-being of residents. The City should explore options for preserving green space throughout the city, whether through public places such as parks and greenways, or through private protections in the form of more stringent tree ordinances.

Several natural waterways flow through the city, with the Mulberry River, which flows along the city's southwestern boundary, being the most prominent. This river and its associated wetlands provide important ecological functions, including stormwater filtration and flood mitigation. At a minimum, these resources should be protected as specified in Georgia's Rules for Environmental Planning Criteria (Chapter 391-3-16). A map of all resources, as well as steep slopes within the city, is included in the map below.



The City's transportation network is primarily shaped by two major corridors: Highway 53, which runs north-south and bisects the city, and Interstate 85, located less than one mile to the north of city limits. Beyond these major routes, most of the city is connected through a network of local residential streets.

Further details on regional and local transportation priorities can be found in the Transportation Chapter of this Comprehensive Plan.

While the City of Hoschton is primarily a bedroom community, its commercial sector has experienced gradual growth in recent years. The downtown area has several successful longstanding local businesses. More recently, a Publix shopping center has opened along Highway 53 south of downtown and a Kroger-anchored shopping center is expected to open south of downtown in the Fall of 2025.

Despite this success, there is a strong need to expand commercial offerings to enhance residents' quality of life and attract visitors to Hoschton. Both community survey respondents and the steering committee noted the lack of commercial options as a key drawback to living in Hoschton. Many residents expressed a desire to shop locally but noted a lack of sufficient options. In particular, open house attendees voiced interest in additional sit-down restaurants, cafés, small-scale retailers, and entertainment venues throughout the city.

Expanding commercial development not only supports quality of life but also strengthens the city's fiscal health and economic resilience. Additional funding from commercial taxes and business licenses would help the city maintain and expand its critical infrastructure, including roads, sewer systems, parks, and public facilities. Furthermore, local employment opportunities would reduce outbound community, alleviate regional traffic congestion, and create a stronger sense of community by allowing residents to live and work within the city. The city may need to take more aggressive measures to preserve its nonresidential land supply and prevent conversion to residential that would impede future economic development.

Community Facilities and Services

The City is working proactively to expand infrastructure and public services to support the quality of life for residents. The City is currently completing the first phase of its wastewater treatment plant expansion, increasing capacity from 0.5 to 0.95 million gallons per day (MGD). A second phase, which will expand the plant from 0.95 MGD to 2 MG, is planned to begin shortly afterwards. To enhance water supplies, the City plans to connect to Barrow County's water system and to build its own water wells. For water storage for fire protection, the City plans to build two additional water tanks, with the construction of one currently in process. Beyond utilities, the City will continue to expand its community facilities such as government offices, parks, community centers, and public safety buildings.

Despite this progress, the City must continue exploring funding mechanisms to support the expansion of essential services. Although the city began collecting impact fees in 2020, it currently only collects them for parks & recreation and police & municipal court. Outside of these, the city relies on SPLOST, building permit fees, and water/sewer connection fees for funding infrastructure improvement projects. However, these sources may not be sufficient to meet the city's short- and long-term infrastructure needs.

The City should explore additional funding options for community facilities and services. These may include ad valorem taxes, stormwater utility fees, special assessment districts for roads and street lighting, and additional municipal development impact fees. Additionally, the City should explore options for increasing development density in strategically selected places. Low-density development often results in higher infrastructure costs per acre because the greater distances between buildings require longer stretches of roads and utility lines to be constructed and maintained. In contrast, higher-density, mixed-use development, when appropriately placed, can not only generate higher municipal tax revenue per acre, but can also decrease overall infrastructure maintenance costs due to the development's overall smaller footprint.

Parks and Recreation

There are currently two public parks in Hoschton that are maintained by Jackson County: Hoschton Park, located along Highway 53 at Hoschton's northern boundary, and West Jackson Park, located on Cabin Drive. Hoschton Park features soccer fields, while West Jackson Park includes ballfields. Both parks offer walking trails, playgrounds, and picnic areas.

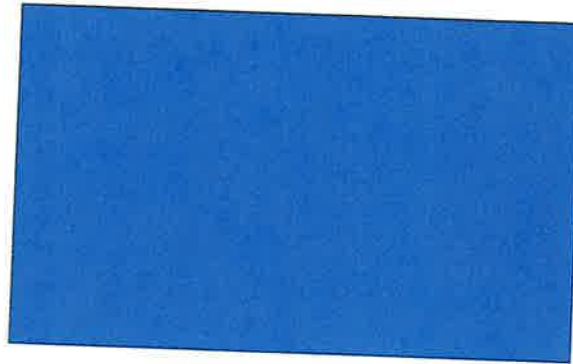


Figure XX: Hoschton Park

Both the steering committee and public survey respondents emphasized the importance of improving the city's parks & recreation offerings. They noted that as the city continues to grow and increase in density, access to outdoor spaces for relaxation, exercise, and community gathering is vital for residents' quality of life. Open house attendees and public survey respondents specified that the city's priorities for new facilities should be walking trails, event spaces, picnic areas, playgrounds and dog parks.

According to the city's Capital Improvements Element, Hoschton has adopted a level-of-service standard of 4 acre of park and open space per 1,000 residents. Due to its high population growth, the city will need to significantly increase its parks and recreation space and facilities to maintain this level-of-service. As it does so, the city should prioritize including the amenities most important to residents. Additionally, the city should prioritize connecting its park spaces with multi-use paths and greenways, which have the dual benefits of additional passive recreation opportunities and reducing roadway congestion through alternative transportation options.

An additional strategy to expand park space within the city is to require their construction within new developments. The city should explore updates to its subdivision codes that would require developers to either dedicate land for recreational use or to construct park facilities within the subdivision. This option would help ensure that park space grows in tandem with new housing.

Land Use and Development

The remainder of Hoschton's undeveloped land will likely be converted to developed uses in the short-term future. While this transition may be inevitable, both the steering committee and city residents expressed concerns about how this could change the character and identity of the city.

For future development to align with the City's vision, its desired future state must be enshrined in its developmental codes. The City recently transitioned from a planning consultant to a full-time planner, and this planner is in the process of reviewing the city's development code to see if any updates are needed. As the city continues to grow, it should ensure that it hires additional planning and administrative staff as needed to manage development activity, enforce regulation, and guide the city toward a future that reflects the values and priorities of its residents.

Chapter 3: Vision and Policies

The plan's vision and policies look to the future. The city's vision paints a picture of what the community wants to be in 20 years. The city's policies articulate a combination of ideals that the city should strive to accomplish as well as best practices for the city. When possible, the policies should be institutionalized in city ordinances and procedures.

Vision

Hoschton will retain its small-town charm and friendly neighborhoods while embracing its growing, diverse population and dynamic future. A vibrant historic downtown and multiple connected activity nodes—each with a distinct character—will feature thriving small businesses, diverse amenities, and welcoming public spaces. These centers will be linked by safe, multimodal infrastructure, ensuring accessibility for all. Hoschton will offer a wide range of housing options to serve residents of all ages, backgrounds, and income levels. Through innovative and sustainable investment in infrastructure, parks, and services, the city will enhance quality of life, support economic growth, and foster a resilient, forward-thinking government that actively engages its community.

Policies

Natural Resources and Environmental Policies

#	Title	Policy
1	Wetland Protection	Preserve wetlands where they exist and establish and maintain a minimum 25-foot-wide protective buffer around the wetland. If wetlands cannot be preserved on-site, mitigate wetland loss through wetland banking.
2	Abide both the State's Environmental Planning Criteria and County's Policies	All proposed developments should be evaluated based on the rules for the protection of water supply watersheds, groundwater recharge areas, wetland protection, river corridors, and mountain protection specified in both the Georgia Rules for Environmental Planning Criteria (O.C.G.A. Subject 391-3-16) and the county's Environmental Overlay Districts (Article 5). For further information on the location of Hoschton environmental resources, please see the Hoschton Environmental Resources Map on page XX.
3	Floodways and Floodplains	Restrict or prohibit development in floodplains. Any development within floodplains should not decrease floodplain storage and should not inhibit the flow of floodwater.
4	National Flood Insurance Program	Continue to participate in the National Flood Insurance Program. Periodically amend the flood damage prevention/floodplain management ordinance to comply with changes to ordinances specified by the Federal Emergency Management Agency.
5	Minimize Water Quality Impacts	The location and intensity of development should be arranged to minimize the negative effects of that development on water quality, both during and after construction. Major considerations concerning water quality should include organic pollution from infiltration and surface runoff; erosion and sedimentation; water temperature elevation; nutrients such as nitrogen and phosphorous; and toxic materials. In cases of land clearing for new development, the City's building inspector will ensure that adequate runoff mitigation, through silt fencing or other comparable methods, are implemented.
6	Stormwater Management Best Practices	Implement best practices for water pollution control and stormwater management, including but not limited to "low impact development" techniques such as biofilters (vegetated swales/strips), wet ponds, and constructed wetlands. Design man-made lakes and stormwater ponds that maximum habitat value and serve as amenities for the development. Sites should be designed to drain to the rear or side where possible. Fenced detention ponds in front yards should be strongly discouraged or prohibited. Stormwater detention or drainage placed adjacent to the right-of-way should have a slope gentle enough to avoid fencing requirements and should be attractively landscaped. New, major residential subdivisions should be required to ensure that adequate funding is available for the maintenance of any non-public on-site stormwater detention facilities.
7	Steep Slopes	Steep slopes (25% or more) should be set aside as conservation areas. No lot should be created with more than 50 percent of its area containing steep slopes, and lot subdividers should demonstrate that each lot has a suitable building envelope outside steeply sloping areas. If a building site must be created with steep slopes, all buildings and structures on such building sites should have foundations that have been designed by a civil engineer or other qualified professional. When development must occur within steeply sloping areas, site designers are encouraged to propose and apply innovative concepts for slope and soil stabilization, and limitations on grading. For further information on the location of steep slopes in Hoschton, please see the Hoschton Environmental Resources Map on page XX.

Commented [PJ2]: Simplification of previous Env. policies 2 & 3

Commented [PJ3]: Insert page number once finalized

Commented [PJ4]: Combo of previous Env. policies 4, 5, 6

Commented [PJ5]: 3-10 are mostly same as previous policies 8-15

Commented [PJ6]: Combination of previous policies 11 & 16

Commented [PJ7]: Insert page number

#	Title	Policy
8	Landscape Ecology and Habitat Protection	Consider habitat information in the review of land developments from GA DNR and the USFWS. Promote and pursue principles of landscape ecology when reviewing large developments and major subdivisions.
9	Tree Protection	Protect and enhance the existing tree canopy within city limits by enforcing the tree protection regulations within the city's subdivision and land development ordinance.
10	Water Conservation	Promote the conservation of water by residents, businesses, industries, and institutions, to meet local, regional, and state objectives or directives. Participate in private and public educational efforts that are designed to assist in water conservation.
11	Energy Efficiency	Reduce energy consumption through promoting more sustainable urban design. Ensure city-owned assets are energy efficient and pursue utility-scale solar installations at city-owned properties to offset municipal energy use.
12	Historic and Cultural Resources	Protect the traditional character of the city by preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other important scenic or natural features.
13	Park and Open Space Conservation	The City should proactively acquire appropriate lands for open space conservation and for future parks. These lands should be dispersed throughout the city to benefit residents of each area of the city.

Commented [PJ8]: Remove if the city is not currently doing this

Commented [PJ9]: Modified from "Land Conservation Methods" to "Park and Open Space Conservation"

Economic Development Policies

#	Title	Policy
1	Infrastructure Readiness	Provide and maintain sanitary sewer and road capacity to attract new commercial and manufacturing activities. Reserve such capacity for the types of industries and businesses that need the infrastructure.
2	Business Climate	Create and maintain a positive climate for business in the city by simplifying licensing & permitting, investing in infrastructure, and supporting business communities.
3	Balance of Interests	Balance the need to regulate the design and appearance of commercial and other properties with a positive regulatory environment that is sensitive to the need for businesses to be competitive in the marketplace.
4	Attract Entertainment Assets	Prioritize attracting businesses such as entertainment venues, restaurants, and other gathering places to make Hoschton a destination for visitors and to promote a sense of place for residents.
5	Prioritize Commercial Development	Actively promote the development of additional commercial developments within the city, prioritizing development in the downtown area. Protect areas designated as commercial in the Future Land Use Map from being rezoned to other uses.

Commented [PJ10]: Removed policies 1-2 included in previous plan because they were too vague

Commented [PJ11]: New

Commented [PJ12]: New

Housing Policies

#	Title	Policy
1	Housing Opportunities	Provide quality housing within the city with a variety of housing sizes, price points, and densities.
2	Life Cycle and Mixed Generation Communities	Encourage "life cycle" or "mixed generation" communities that provide for persons of different age groups (including seniors) to live in the same community as they age.

#	Title	Policy
3	Housing for Seniors and People with Disabilities	Create a regulatory environment that promotes the provision of housing for people with disabilities and seniors. This includes housing that is single-level with no-step entrances and wide doorways. Senior housing should be in proximity or with appropriate access to healthcare services.
4	Housing and Property Standards	Allocate appropriate resources to enforce housing and property maintenance codes. Require substandard or dilapidated housing to be brought up to applicable codes or demolished if code compliance is not feasible.
5	State & Federal Housing, Community Development Programs	Consider federal and state financial assistance programs to improve housing and infrastructure in low- and moderate-income neighborhoods.
6	Abide by State Code Standards	Update city codes to adopt standard state codes when revised and adopted by State.

Commented [PJ13]: Combination of previous policies 3 & 4

Commented [PJ14]: Combination of previous policies 5 & 6

Commented [PJ15]: New; moved from CWP

Community Facilities and Services Policies

#	Title	Policy
1	Level of Service Standards	Establish and maintain level-of-service and performance standards for major community facilities and services provided by the city. Annually update the city's capital improvement element and short-term work program. Implement the schedule of improvements of the capital improvements element.
2	Long-term Water and Sewer Planning	Continue to investigate the feasibility of additional long-term sources of water supplies, including opportunities during the development review process. Periodically update the 10-year capital improvement program for water and sewer.
3	Contingency Plans for Water System	Ensure that contingency plans are prepared and up to date for dealing with major water line breaks, loss of water sources during drought, and other possible damages to the water system such as flooding.
4	Sanitary Sewer	Manage water-borne waste by operating, maintaining, expanding, and replacing components of the wastewater system to ensure uninterrupted collection, transport, processing, and treatment. Wastewater flows should not bypass treatment facilities or be stored on private property.
5	Water and Sewer Service Areas	Delineate, adopt, and periodically revise as a part of the county's service delivery strategy, water and sewer service areas for the city as a municipal service provider. Revise service area boundaries when necessary to account for municipal annexations.
6	Standard Construction Details and Specifications	Maintain and periodically update standard construction specifications and standard drawings for water and sewer systems.
7	Emergency Preparedness	Participate in the County's Pre-Disaster Mitigation Plan Update every five years to prepare for potential disasters. Update city safety plans and procedures at regular intervals or as mandated.
8	Schools	Evaluate the impacts of residential development on the public school system. Where impacts are evident, seek a development agreement to provide school site(s) or otherwise mitigate the impact of residential development on the public school system.
9	MS4 Federal Mandates	Continue to implement Municipal Stormwater Program (MS4) federal mandates.

Commented [PJ16]: Mayor Martin asked if they are doing this

Commented [PJ17]: New: moved from CWP

#	Title	Policy
10	City Personnel	Re-evaluate personnel needs regularly and budget for new positions as appropriate.

Commented [PJ18]: New; moved from CWP

Broadband Policies

#	Title	Policy
1	Promote Superior Service	Promote the deployment of broadband services by broadband service providers into unserved areas within the city and take action to report slow speeds to state, federal, and private partners.

Transportation Policies

#	Title	Policy
1	Modes	Promote development that contributes to creating an integrated, connected, and safe multi-modal transportation system. Actively increase pedestrian, bicycling, and golf cart infrastructure within the city. Educate the public on the availability of public transit service through Jackson County Transit, when needed.
2	Funding	Secure federal and state funding for transportation, where available. Maintain a list of priority streets for repair/upgrade for purposes of LMIG expenditure and street resurfacing programming.
3	Connectivity and Access Management	Promote regional and countywide connectivity in the local road network. Local streets should be planned where possible with more than one connection to the existing public road network. Street stubs should be provided to ensure connectivity with future subdivisions on abutting lands. Apply access management standards to control the connections and access points of driveways and roads to public roadways.
4	Context Sensitivity	Design planned roadway improvements in a way that is context sensitive, preserves or creates a sense of place near the improvements, and enhances community aesthetics.
5	Traffic Routing	Ensure that commuter and truck traffic is not routed into residential neighborhoods to preserve the safety and road quality of residential neighborhoods.
6	Speed Limits	Establish posted speed limits for all city roadways and periodically re-evaluate speed limits based on road conditions, features, usage, and historic crash data.
7	Land Development and Transportation	When development occurs, the City should require the developer to improve facilities along the public street frontages and internal to the development to ensure the safe and convenient flow of traffic both within the site and to ensure that the site is well integrated into the overall transportation network. Pedestrian and bicycling infrastructure (sidewalks, multiuse paths, etc.) should be installed within and fronting the development.

Commented [PJ19]: Previous policy 10 removed because it is included in this policy

Commented [PJ20]: Combination of previous policies 3 & 6

Commented [PJ21R20]: Removed previous policy 11 because it's included here

#	Title	Policy
8	Commercial Development	New commercial areas should have public road access at the proper functional classification. Big box businesses should require a traffic study prior to land development approval that proposes mitigation measures to minimize capacity and safety issues and to reduce conflicts among pedestrians, bicyclists, vehicles, and trucks. Encourage the installation of grid street patterns in commercial nodes. Require parcel-to-parcel connectivity in non-residential areas (where compatible) to ensure that drivers can directly access abutting parcels.
9	Gainesville-Hall MPO	Actively participate in meetings of the Gainesville-Hall Metropolitan Planning Organization to monitor transportation planning proposals.

Commented [PJ22]: New; moved from CWP

Land Use Policies

#	Title	Policy
1	Residential Neighborhoods	Create and maintain stable neighborhoods that are safe, walkable, and create a sense of place. Protect residential areas (whether rural, suburban, or urban) from nuisances (e.g., excessive noise, odor, traffic and lighting) from encroachment by incompatible land uses. Preservation of the integrity of residential neighborhoods shall be considered to carry great weight in all rezoning decisions.
2	Compatibility and Transitions in Land Use	Rezoning and planned unit developments should result in land development that is compatible with and does not negatively impact nearby properties. Avoid harsh or abrupt changes of land use by encouraging a logical and compatible relationship of land use, with the ideal progression being from residential to public-institutional (including private office), to commercial, to industrial. If harsh or abrupt changes in land use cannot be avoided, the transition should be better facilitated with special design techniques, step downs in intensity or density, and/or conditions of approval relating to building height, building setbacks, buffers, and limitations on incompatible operating characteristics.
3	Access to Conservation Lands	Subdivisions are strongly encouraged, if not required, to provide pedestrian easements or fee-simple land dedications to public open spaces and/or publicly designated conservation lands on all abutting properties.
4	Conservation Subdivisions	Subdivisions are encouraged but not required to follow principles of conservation subdivision and design to preserve existing tree green spaces on site and minimize the impacts of development.
5	Access to Parks and Recreation	Proactively acquire new lands for future parks. Ensure that all residents live within proximity to a public park that offers both passive and active recreation.
5	Adequate Public Facilities	As a condition of approval, major subdivisions (6 or more lots) and major land developments must demonstrate the availability of public water, sewer, fire protection, law enforcement, roads, stormwater management, parks and recreation, and public school facilities. Major subdivisions and major land developments that cannot demonstrate all such facilities are available or planned at the time of development or within a reasonable period of time thereafter may gain approval only if they mitigate the lack of such facilities, through the dedication of land in the subdivision or off-site, on-site and/or off-site improvements, payment of impact fees if imposed by the city, or payment of in-lieu fees or other acceptable arrangements via development agreements.
6	Manufactured Housing	Except in rural and agricultural areas or zoning districts, manufactured home parks, manufactured home subdivisions, and manufactured homes on individual lots are prohibited by city regulation.

#	Title	Policy
7	Sewer	Land development and land subdivisions in urban and suburban parts of the city should be connected to public sanitary sewer as a condition or prerequisite of development approval.
8	Buffers and Screening	Screen negative views through site planning, architectural, and landscape devices. Utilize buffers to separate potentially conflicting or incompatible land uses.
9	Non-residential and Multi-Family Residential Site Plan Review	All non-residential and multi-family residential developments should be reviewed with respect to the following which should not be considered limiting: access, site design, landscaping, parking, environmental protection, lighting, architectural characteristics of buildings, and signage.
10	Industrial Land Use	New industrial operations should be limited to those that are not objectionable because of the emission of noise, vibration, smoke, dust, gas, fumes, odors, or radiation and that do not create fire or explosion hazards or other objectionable conditions. However, in areas designated for industry that are clearly removed from residential areas, heavy manufacturing and heavy industrial uses, including those creating objectionable conditions, may be considered appropriate depending on specific conditions.
11	Mixed Use	Within designated downtown and mixed use areas, the vertical mixing of residential with office and commercial land uses is desirable. Horizontal mixed use is also encouraged.

Commented [PJ23]: Modified slightly

Chapter 4: Land Use

Pursuant to the rules of the Georgia Department of Community Affairs, the following Future Development Map and Defining Narrative provide the physical planning component of the comprehensive plan. The “future land use” methodology was chosen for this document’s land use plan which involves assigning land use categories to each parcel with example uses associated with each category.

It is crucial to have a holistic understanding of land use patterns and existing regulations, as they will have the most significant influence over future growth and development. A review of existing land use was performed to accurately inform any potential future changes. In addition, the future land use map is conceptually consistent with the local zoning ordinance so that the local government’s ability to manage land use appropriately is not diminished.

These future land use (FLU) categories correspond to the following map. While zoning and development regulations vary, FLU represents a standardized approach to envisioning and planning for desired scenarios. As such, it is natural that certain areas may appear to be inconsistent between the FLU and zoning maps because FLU presents a blueprint for what is to come.

Existing Land Use

Existing Commercial Land Use

State Route 53 is the principal thoroughfare that runs north-south and bisects Hoschton. Almost all existing commercial uses in the city are located within the SR 53 corridor south of East and West Jefferson Streets. Downtown Hoschton, which is centered on the historic train depot and stretches along SR 53 from East and West Jefferson Street to SR 332, consists mostly of small-scale retail, service, and office uses, some of which are adaptively reused single-family dwellings. South of the downtown (at SR 53 and SR 332), highway-oriented commercial uses exist along both sides of SR 53, including those along Towne Center Parkway, Jopena Boulevard, and Jackson Trail Road. Recently, most of the commercial growth has been around the intersection of SR 53 and Peachtree Road, where two shopping centers with grocery stores have been recently constructed.



Figure XX: The new Kroger Shopping Center in Hoschton, Nearly Completed

Commented [PJ24]: Insert Photo of Kroger Shopping Center

Existing Residential Land Use

Residential development in Hoschton consists of a range of single-family subdivisions and some limited multi-family uses. Hoschton’s original neighborhoods exist in a more-or-less grid pattern east and west of downtown along East and West Broad Street, Bell Avenue, White Street and New Street; several of the homes in these original neighborhoods are historic. Outside the original circular city limits, low-

Commented [PJ25]: Mayor Martin wants to know which are historic and document them.

density residential subdivisions were constructed in the early to mid-1990s along the north side of Peachtree Road, including Deer Creek Farms (in five phases) and Quail Run. Panther Creek Estates, on the south side of West Jefferson Street, was also developed in the mid-1990s.

In the early 2000s, low-density residential subdivisions were developed along SR 332 in the eastern part of the city, including Century Oaks and Town Park II. Multiple subdivisions such as The Village at Hoschton, Brook Glen, Wildflower, Brighton Park, and Creekside Village were all begun in the mid-2000s but were stalled due to the Great Recession and were not completed until much later. The city's current rapid pace of residential development began in the late 2010's, with the most notable development being the 1,500-acre Twin Lakes Planned Unit

Development along the south-southwest side of SR 53 east of Peachtree Road, which will consist of 2,600 homes and commercial development at full buildout.

Existing multi-family residential development is small-scale and limited to scattered locations: an apartment complex was constructed at the end of West Broad Street in 1985, a small apartment complex was constructed in 1987 on the east side of SR 53, and two duplex buildings were constructed along the north side of West Jackson Road in 1988. There are also a few duplexes and apartments along the north side of West Jefferson Street. An apartment building for seniors was constructed at the end of Jefferson Avenue in the northwest part of the city and became ready for occupancy in 2020.

Other Existing Land Uses

Industrial uses are concentrated almost exclusively in the southern part of the city on the north-northeast side of SR 53 and along Nancy Industrial Drive, Amy Industrial Lane, and Jackson Trail Road. Existing public-institutional uses include, in addition to various churches, a post office, a fire station, a county school campus, the city's wastewater treatment plant, and a cemetery. Existing active park facilities include Hoschton Park at the north end of the city and West Jackson Park on Cabin Drive.

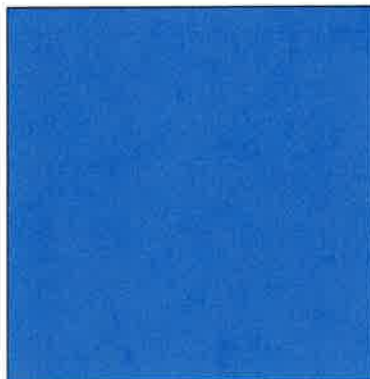


Figure XX: XX Neighborhood in Hoschton

Commented [PJ26]: Insert name & picture of Hoschton neighborhood

Future Land Use Narrative and Supplemental Policies

The following land use policies apply to the interpretation and use of the future land use map. These supplement other goals, objectives and policies of the comprehensive plan.

Downtown

Hoschton should strive to create a vibrant and accessible downtown within the Downtown Overlay that serves as the heart of Hoschton's cultural, civic, and economic life. The downtown should feature a thoughtfully integrated mix of land uses including residential, retail, office, and public-institutional within walkable, human-scaled streets. Civic gathering spaces such as plazas and pocket parks should be included, and the City should encourage strategic infill development to both retain its historic character and increase the density of the area.

Corridor Commercial

The City should prioritize developing its remaining stock of commercial land along SR 53. Development, with some exceptions, along SR 53 is subject to design review as part of the SR 53 corridor overlay district. Corridor commercial development should be well integrated with surrounding transportation networks by providing pedestrian and bicycling access to nearby residential areas and creating inter-parcel access between commercial tracts.

Industrial

Industry should be limited to areas shown on the future land use plan map as industrial. Heavy industrial development with externalities such as smoke, dust, odor, vibration, or noise is discouraged if not prohibited.

Transitional-Mixed Use

Parcels designated as transitional-mixed use may (depending on specific location and context) be appropriately utilized for a range of uses, from detached, single-family residential, multi-family residential, office, institutional, and neighborhood commercial. If rezoned, conditions should be placed on properties to ensure compatibility with and appropriate transition to abutting single-family residential neighborhoods.

Public-institutional

As urban and suburban areas develop, institutional land uses such as churches, schools, and institutionalized residential living facilities should accompany new residential and commercial land use. Larger scale (i.e., 40,000 square feet or more) institutional development should provide multiple entrances and exits to disperse traffic. Buildings at the edge of neighborhoods should be scaled to fit and be compatible with abutting land uses. Pedestrian connections to the downtown area should be provided.

Single-Family Residential

Existing single-family residential subdivisions must be protected from encroachment by higher-density residential and nonresidential land uses. When a rezoning is proposed for an area designated as low-density or medium-density residential, lots that abut existing low-density residential subdivisions should be similar or compatible in lot size, lot width, and building orientation. When a rezoning is proposed for an area designated as medium-density residential, conservation and/or open space area should be set aside to offset smaller lots/higher density.

Commented [PJ27]: Combined together the previous "Future Land Use Plan Map Interpretative & Supplemental Policies" and the "Future Land Use Narrative." Removed a lot of Jerry's text describing where certain FDM designations are located in the city.

Multi-Family Residential

The City anticipates the overall mix of housing to diversify substantially in the future with more multi-family residential being constructed. While the city's preference is for fee-simple housing, apartments, condominiums, townhomes, and other similar housing options should be provided for residents such as young families and senior citizens who do not desire to or cannot afford to buy their own single-family detached house.

Park/Recreation/Conservation

Hoschton should strive to create a citywide parks and recreation network and to preserve its existing natural resources. The city should proactively acquire land for new park spaces and prioritize constructing new active and passive recreational facilities so that all residents are within proximity to a park. It should collaborate with Jackson County to expand the current parks within city limits, which include Hoschton Park and West Jackson Park. The city should also prioritize building a greenway & multi-use path network that connects parks, downtown, and commercial destinations.

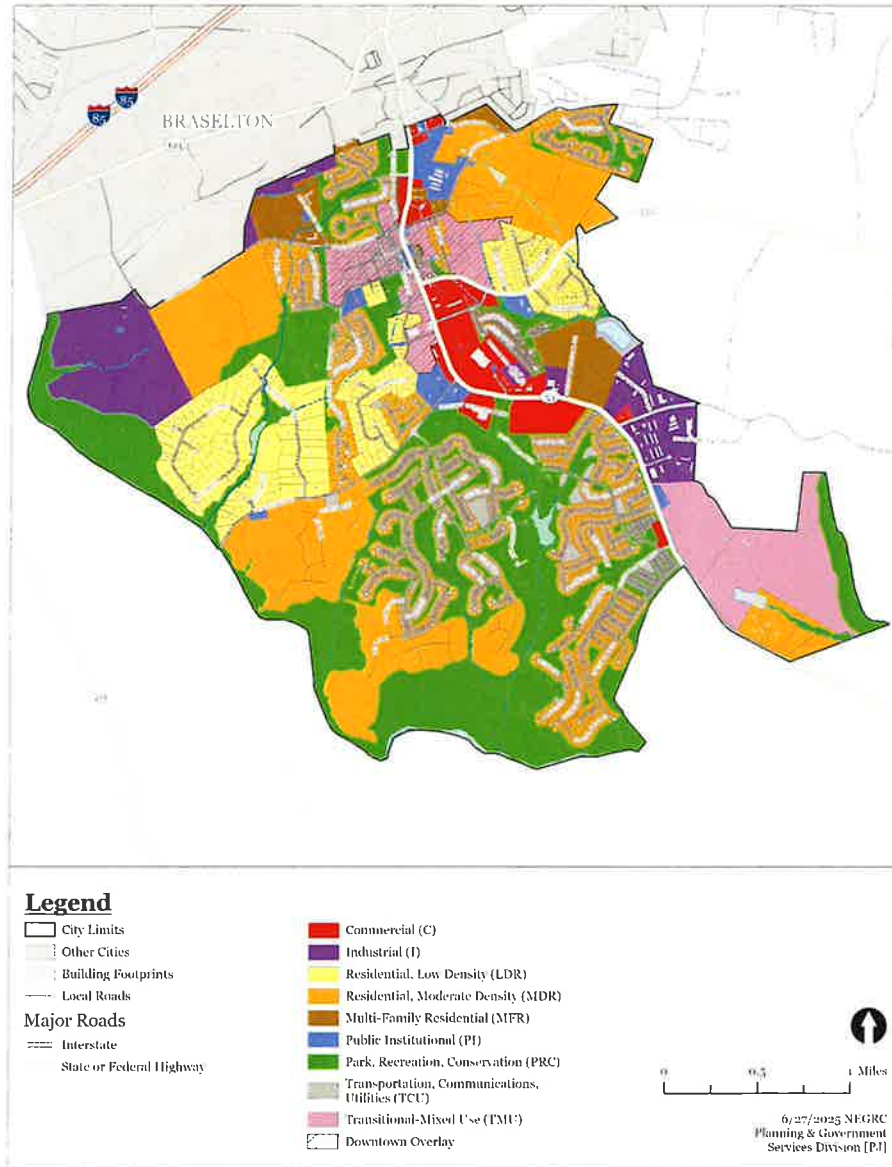
Pirkle Farm Tract

Though not entirely within the city limits, the Pirkle Farm Tract (south of Josh Pirkle Road) if annexed must be developed with high sensitivity to the Deer Creek Farms subdivision to its south. Warehouses are not appropriate within 600 feet of the boundary of the Deer Creek Farms subdivision, and if approved, they must be oriented toward Josh Pirkle Road. Extensive open space and buffering should be proposed between any development on the Pirkle Farm tract and the Deer Creek Farms subdivision. Special watershed protection measures must be implemented to ensure the protection of the downstream watershed.

Future Land Use Categories

Category	Description
Park/ Recreation/ Conservation (PRC)	Land dedicated to active uses or set aside as passive recreational uses and open space. These areas may be either publicly or privately owned and may include playgrounds, public parks, conservation areas, and other areas set aside for public or private open space.
Residential, low density (LDR)	Single-family dwelling units, detached, site-built on individual lots at densities of less than 2 units per acre
Residential, medium density (MDR)	Single-family dwelling units, detached, site-built on individual lots at gross densities ranging from approximately 2 to 5 units per acre (depending on context and location).
Multi-Family Residential (MFR)	Two-family dwellings (duplexes), fee-simple townhouses, apartments, and condominiums. Densities range from approximately 5 to 12 dwelling units per acre.
Transitional-Mixed Use	Properties in between commercial areas and residential neighborhoods that may be appropriately used for different land uses depending on context and location, including detached, single-family residential, multi-family residential, office, institutional, and neighborhood commercial uses. For Transitional-Mixed Use areas within the Downtown Overlay, this future land use should be a dense, mixed-use area with accessible public spaces and pedestrian-friendly design. For Transitional-Mixed Use areas outside the Downtown Overlay, the intention is to create a stepped transition of density from urban areas to rural residential, agriculture, conservation, or forestry uses.
Public-Institutional	State, federal or local government uses, and institutional land uses, including police and fire stations, libraries, post offices, schools, churches, and cemeteries. This category may also be appropriate for office parks and individual office buildings.
Commercial	Retail trade, services, restaurants and entertainment facilities.
Industrial	Manufacturing facilities, processing plants, factories, warehouses and wholesale trade facilities.
Transportation/ Communication/ Utilities	Electric power substations, utility company installations, utility easements, communication towers, and other similar uses.

Hoschton Future Land Use Map



Chapter 5: Broadband Services

Expansion of broadband is a top priority region wide. The Northeast Georgia Comprehensive Economic Development Strategy (CEDS) 2022–2026 prioritizes broadband expansion through specific tasks in its Action Plan (Action Items 3.1–3.4). This CEDS update was crafted through key stakeholder input from the entire Northeast Georgia Region, including economic development professionals, educators, business leaders, and elected officials. Additionally, in 2018 the Georgia Department of Community Affairs launched the Georgia Broadband Deployment Initiative (GDBI) to coordinate and establish broadband programs to increase economic, educational, and social opportunities for Georgia citizens and businesses. The initiative provides for the expansion of broadband infrastructure and services through new state and local broadband planning policies.

Findings

According to the June 2024 Broadband Data Collection data published by the Federal Communications Commission, almost all of the City of Hoschton is served by broadband. A broadband serviceable location (BSL) is considered “served if it has access to low-latency fiber, cable, copper, or licensed terrestrial fixed wireless offering of speeds greater than or equal to 100/20 megabytes per second. The only areas of the city without quality broadband service have minimal customers in the area.

While the City is currently experiencing satisfactory internet speeds, it should ensure that broadband service is expanded into newly developed areas to ensure that all Hoschton residents have access to quality internet service. Additionally, if the City discovers any areas that are underserved by broadband service, they should take action to report slow speeds to state, federal, and private partners.

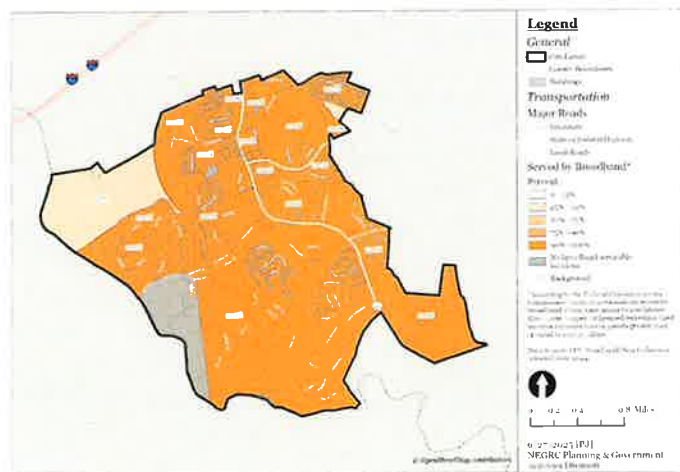


Figure XX: Broadband Availability Map of the City of Hoschton

Chapter 6: Transportation

The Department of Community Affairs Requires a transportation element for any local government whose jurisdiction falls within a Metropolitan Planning Organization (MPO) boundary, and the City of Hoschton is within the Gainesville-Hall MPO (GHMPO). The analysis required for a transportation element can be found within the GHMPO's Metropolitan Transportation Plan. This chapter outlines the objectives and priorities of the regional transportation plans. Additionally, the city's transportation network is considered to provide more localized transportation context and analysis for the community.

Gainesville-Hall MPO

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the governmental transportation planning body for Hall County and a portion of western Jackson County, which includes the City of Hoschton. It conducts federally mandated transportation planning for its service area, and representatives from the City of Hoschton serve on Policy and Advisory committees for the MPO. On May 6th, 2025, the GHMPO adopted its 2055 Metropolitan Transportation Plan as well as its Bicycle and Pedestrian Plan 2025 Update. The Metropolitan Transportation Plan (MTP) is a federally mandated long-range planning document that identifies transportation deficiencies, policies, strategies, and projects, and the GHMPO's MTP covers a planning horizon of 30 years. The Bicycle and Pedestrian Plan sets a vision for a safe, accessible, and connected bicycle and pedestrian network within the GHMPO planning boundary area and includes project and policy recommendations to achieve its vision.

A map of the GHMPO boundary is shown on the following page. An outline of the goals, objectives, recommendations, and projects that are relevant to the City of Hoschton are shown in this section. The City of Hoschton should consider these plans when making all local transportation policy and infrastructure decisions.

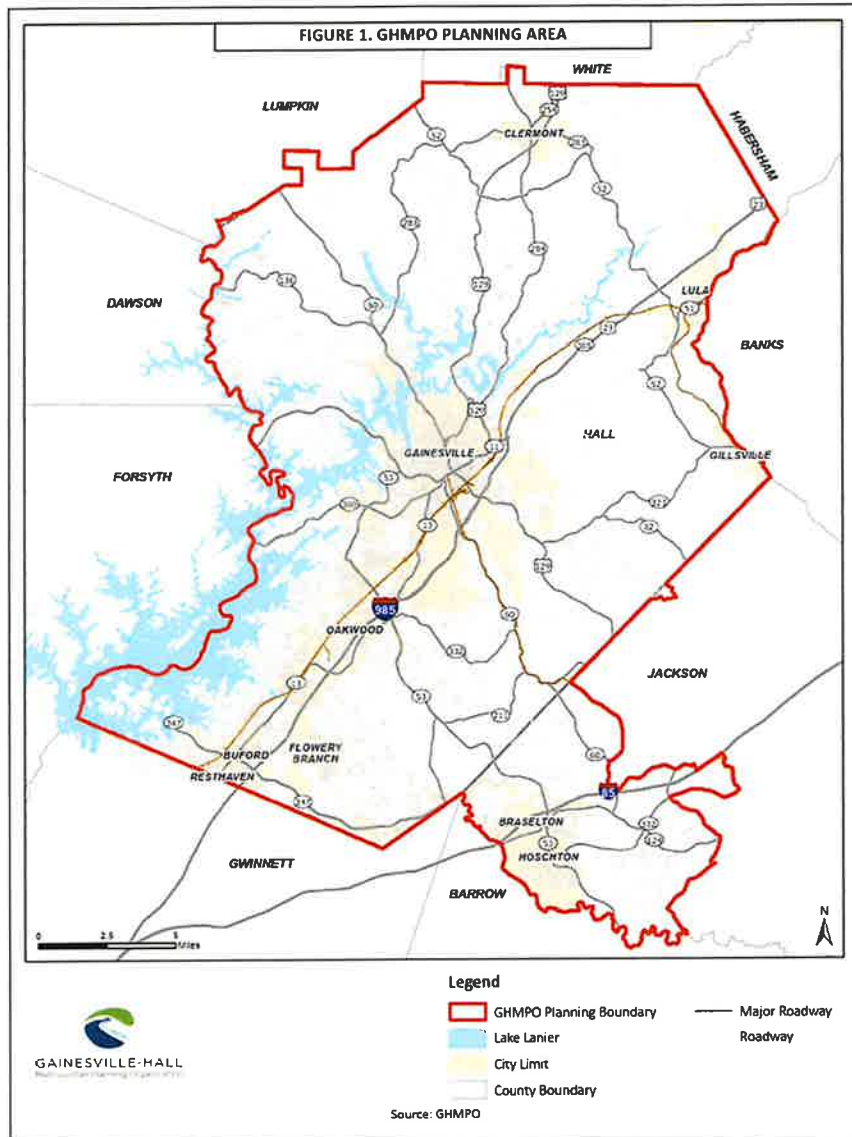


Figure XX: GHMPO Planning Area Boundary

Metropolitan Transportation Plan

Metropolitan Transportation Plan: Goals and Objectives

The following goals of the MTP plan were established through public and stakeholder input and then reviewed against existing federal, state, and local goals and performance targets. The supporting objectives are actionable initiatives that demonstrate how goals will be implemented.

Goal	Title	Description	Objectives
1	Coordination and Outreach	Educate and seek feedback and input from as many people as possible during the plan development process.	<ul style="list-style-type: none"> • Work with GAMPO and other MPOs to improve the process for developing revenue projections and cost estimates and educate local stakeholders about available funding sources for local and regional projects. • Seek input from varying stakeholder groups including business groups, housing groups, resource agencies, and community groups including environmental communities. • Expand outreach and engagement techniques.
2	Multimodal Connectivity	Provide a more integrated multimodal and intermodal transportation system.	<ul style="list-style-type: none"> • Establish performance measures and targets related to alternative transportation and accessibility. • Partner with public and private sector organizations to introduce Transportation Demand Management (TDM) strategies into the GHMPO planning area. • Identify and prioritize transit, bicycle, and pedestrian improvements and associated funding opportunities. • Continue to abide by the GHMPO Complete Streets Policy.
3	Safety and Security	Ensure a safe and secure transportation system.	<ul style="list-style-type: none"> • Support efforts, like the Hall County Safety Action Plan, to reduce the number of fatalities and serious injuries within the GHMPO planning boundary. • Continue to review crash data and develop crash profiles for jurisdictions within the GHMPO planning boundary. • Coordinate with federal, state, and local agencies to ensure priority routes like the Strategic Highway Network (STRAHNET), STRAHNET Connectors, Evacuation Routes, Governor's Road Improvement (GRIP) Corridors, and State Freight Corridors are considered when identifying project needs. • Continue to update and assess progress towards highway and transit safety including the Georgia statewide safety performance target (PM 1, Transit Safety).
4	System Preservation and Maintenance	Preserve the existing transportation system.	<ul style="list-style-type: none"> • Maintain the existing transportation system in good condition and update and assess progress towards meeting Georgia statewide pavement and bridge condition performance measure (PM 2). • Prioritize, fund, and schedule road, bikeway, and sidewalk maintenance expenditures. • Encourage partners to incorporate strategies to minimize future maintenance costs throughout the project development process.

Table XX: GHMPO Metropolitan Transportation Plan Goals and Objectives
(Continues onto next page)

Goal	Title	Description	Objectives
5	Environment	Develop a transportation system that promotes the attainment of air quality standards, protects the natural environment, promotes public health, and improves system resiliency.	<ul style="list-style-type: none"> • Prioritize projects that reduce vehicle miles of travel (VMT) and greenhouse gas (GHG) emissions to improve air quality. Update and assess progress towards meeting Georgia Congestion Mitigation and Air Quality (CMAQ) performance measure and adopt a target for the new GHG emissions performance measure (PM 3). • Allocate Carbon Reduction Program formula funds to member jurisdictions to develop carbon reduction strategies and fund carbon reduction projects. • Develop environmental mitigation activities to help minimize the negative impacts of transportation projects on the natural and built environments. • Once the MTP is updated, and as amendments occur, identify potential projects for PROTECT Program Formula funding and submit them to GDOT for review by the GDOT Resiliency Committee.
6	Economic Vitality	Advance the region's economic competitiveness.	<ul style="list-style-type: none"> • Promote improvements that facilitate the efficient movement of freight including Georgia system and freight movement performance measure (PM 3). • Promote a transportation system that connects people (housing) with transit service and regional activity centers. • Continue to update travel time reliability performance targets and assess progress toward target achievement. • Work to improve congestion on corridors with high percentages of freight truck travel.
7	Efficiency	Maximize the efficiency of the transportation system.	<ul style="list-style-type: none"> • Enhance integration of transportation planning and land use planning. • Explore emerging strategies and trends. • Promote access management and traffic operational improvements along key corridors. • Improve regional connectivity.
8	Fairness	Use a fairness lens when making transportation decisions.	<ul style="list-style-type: none"> • Ensure project needs are identified in transportation areas of persistent poverty. • Ensure MTP projects do not have an adverse impact on transportation areas of persistent poverty. • Invest in transportation infrastructure in traditionally underserved/underrepresented communities. • Consider the social vulnerability of a community when prioritizing projects.

Table XX: GHMPO Metropolitan Transportation Plan Goals and Objectives

Metropolitan Transportation Plan: Projects

The 2055 Metropolitan Transportation Plan includes several planned segment and intersection projects that will be completed between 2025 and 2055. While none of these projects lie within Hoschton's city limits, they could still impact transportation within the City and should be considered when making future policy and infrastructure improvement decisions.

ID	Type	Description	Time Period
GH-151	Segment	Widening of State Route 53/Winder Highway from State Route 124 to New Cut Road	Band 2 (2028-2041)
GH-152	Segment	Widening of State Route 124 from Henry Braselton Road to State Route 332	Long-Range (2055+)
GH-040	Segment	Widening of State Route 53/Winder Highway from State Route 211 in Hall to New Cut Road in Jackson	Band 3 (2042-2055)
GH-102	Intersection	New Interchange on I-85 at State Route 60	Band 2 (2028-2041)

Table XX: GHMPO Metropolitan Transportation Plan Projects Relevant to the City of Hoschton

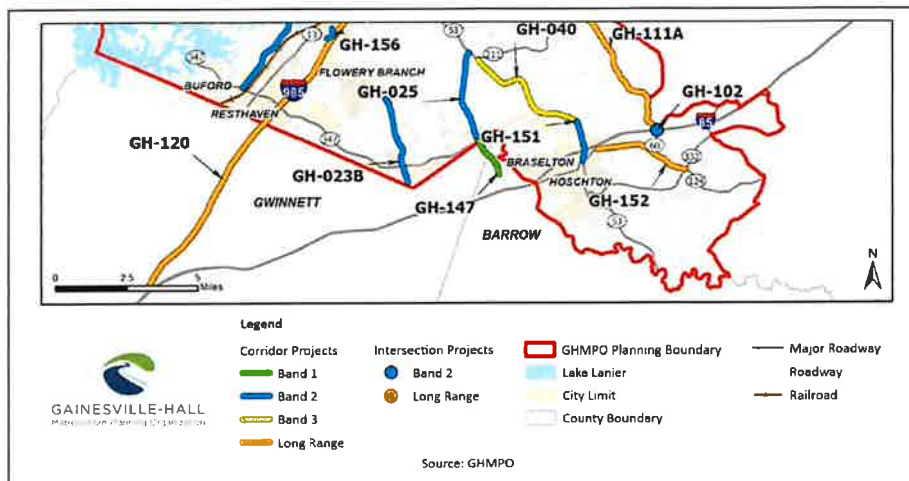


Figure XX: GHMPO Metropolitan Transportation's Projects in South Hall and Jackson County

Bicycle and Pedestrian Plan 2025 Update

The primary goals of the GHMPO Bicycle and Pedestrian Plan 2025 Update are as follows:

1. Focus on regional connectivity,
2. Address areas with a demonstrated safety need(s),
3. Identify and prioritize connections to existing and planned bicycle and pedestrian infrastructure (such as the Highlands to Islands Trail or Braselton Life Path),
4. Identify regional activity centers and emphasize connections: 1) between neighborhoods and regional activity centers and 2) between activity centers, and
5. Identify funding sources and establish feasible/reasonable timeframes for implementation.

Within the plan, the City's stated priorities and goals include 1) connecting to Braselton and the Braselton Life Path, and 2) connecting to the Publix at the southern portion of the city. The following recommended projects in Jackson County would potentially impact the City of Hoschton:

ID	Project Name/Description	Project Type	Tier
R8	Peachtree Rd from Mulberry River to SR 53	Multi-use Path	Tier 3
R61	Hoschton Life Path Alt. 2 east of SR 53	Greenway	Tier 3
R62	Hoschton Life Path Alt. 1 west of SR 53	Multi-use Path	Tier 3
R63	W Jefferson St from R62 to SR 53	Multi-use Path	Tier 3
22	Sell's Mill Connector Trail; Jackson Trail Rd from SR 53 to Sell's Mill Park	Multi-use Path	Tier 3

Table XX: GHMPO Bicycle and Pedestrian Plan Projects Relevant to Hoschton

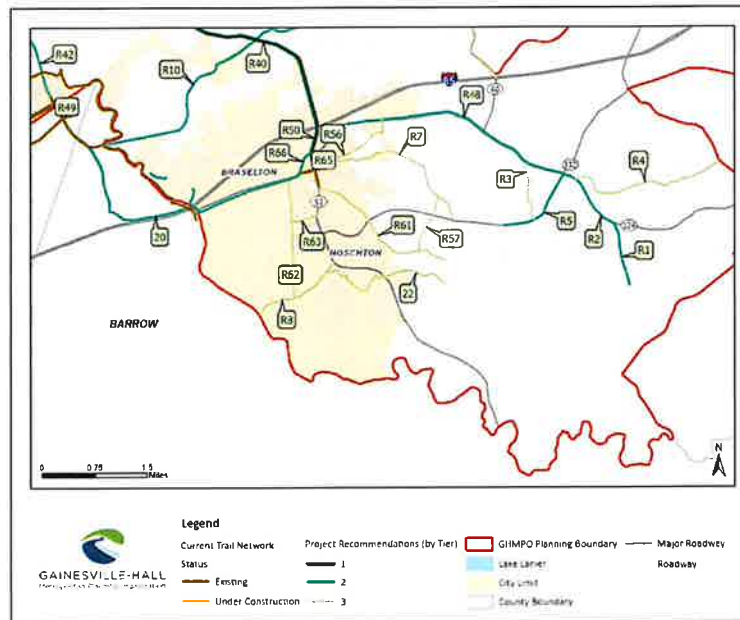


Figure XX: Map of GHMP Bicycle and Pedestrian Plan Projects Nearby Hoschton

Local Transportation Network

Overview

Hoschton is a commuter community located on the outskirts of Metro Atlanta. As of 2022, 98% of Hoschton residents who work leave city limits for work². Of these workers, 68% of commuters have at least a 30-minute commute and 17% of commuters have at least an hour commute³. Common destinations for Hoschton workers include other areas of Jackson County, Hall County, and Gwinnett County.

Traffic congestion is a serious issue in the city, largely due to its rapid population growth, proximity to I-85, and central location to cities such as Atlanta, Gainesville, Winder, and Athens. State Route 53 bisects the city and serves as a primary access route to I-85 and as a route between Winder and Gainesville. Traffic on SR 53 continues to increase, with the portion of SR 53 in Hoschton serving an average of 17,100 vehicles per day in 2023, which is 39% increase compared to 2018⁴. Within the city, the only stoplight along SR 53 is at its intersection with Twin Lakes Boulevard. Highway 332, which connects Hoschton to Pendergrass, is also a major roadway within the city and received approximately 3,620 trips near Hoschton in 2023.



Figure XX: Highway 53 in Hoschton

Other important local roadways within city limits include:

- East Jefferson Street, where West Jackson Elementary School is located,
- Broad Street, which connects east and west Hoschton through the downtown area,
- Peachtree Road, which connects to Highway 211 and provides access to the Cresswind subdivision, and
- Jackson Trail Road, which runs eastwards towards the City of Jefferson and provides access to Sell's Mill Park.

Safety

The Georgia Department of Transportation (GDOT) reports that 231 crashes occurred in Hoschton from 2015-2024⁵. While 69% of these were low severity with no injuries, 30% involved an injury, and one was fatal. Most crashes within the city occur on SR 53, and safety along this road was a consistent complaint in the public input survey.

² Census OnTheMap 2022 Data, <https://onthemap.ces.census.gov/>

³ Esri Business Analyst 2025 ACS Population Summary

⁴ Georgia Department of Transportation's Traffic Analysis and Data Application, <https://gdottrafficdata.drakewell.com/publicmultinodemap.asp>

Infrastructure Improvements

Both survey respondents and the steering committee noted that traffic congestion and inadequate infrastructure in the city were priority issues, with rapid growth in the city causing significant congestion and safety issues. The following section details priority needs for transportation infrastructure improvements to serve the City of Hoschton in the future.

State Route 53

The primary complaint from the steering committee and respondents to the survey was traffic congestion and safety along SR 53. However, because this road is managed and maintained by GDOT, the City has limited ability to install improvements along this roadway. However, GDOT published the Braselton – Hoschton Area Mobility Study in the spring of 2024 which recommended the following ways for GDOT to improve traffic flow along SR 53⁶.

LOCAL OPERATION IMPROVEMENTS

The following infrastructure would improve traffic flow and safety along SR 53 within Hoschton:

1. Adding traffic signals at SR 53's intersections with Twin Lakes Boulevard, Peachtree Road, Broad Street, and Jefferson Street.
2. Add a dedicated right-turn lane on Jackson Trail Road at the intersection with SR 53.
3. Improvements to SR 53 at Towne Center Parkway, Industrial Boulevard, and SR 332/Pendergrass Road. This includes aligning Towne Center Parkway with Industrial Boulevard and signaling this intersection at SR 53, rerouting SR332 to Towne Center Parkway, and closing SR 53 at existing Pendergrass Road.

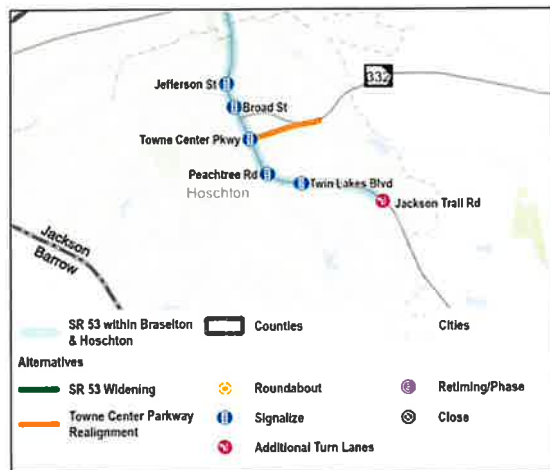


Figure XX: Local Operational Improvement Recommendations (Source: GDOT)

⁶ Braselton – Hoschton Area Mobility Study, <https://www.dot.ga.gov/BuildSmart/Studies/Completed%20Studies/Braselton-HoschtonAreaMobilityStudy/BHAM%20Final%20Report%20with%20Appendices.pdf>

REGIONAL CONNECTIVITY IMPROVEMENTS

The following improvements could reroute traffic away from SR 53 in Hoschton:

1. Widen SR 124 from SR 211 to SR 332 to 4 lanes
2. Widen SR 211 from I-85 to West Winder Bypass to 4-6 lanes
3. Construct an interchange at SR 60 and widen SR 60 from I-85 to SR 124 to 4 lanes
4. Extend SR 60 from SR 124 to SR 53

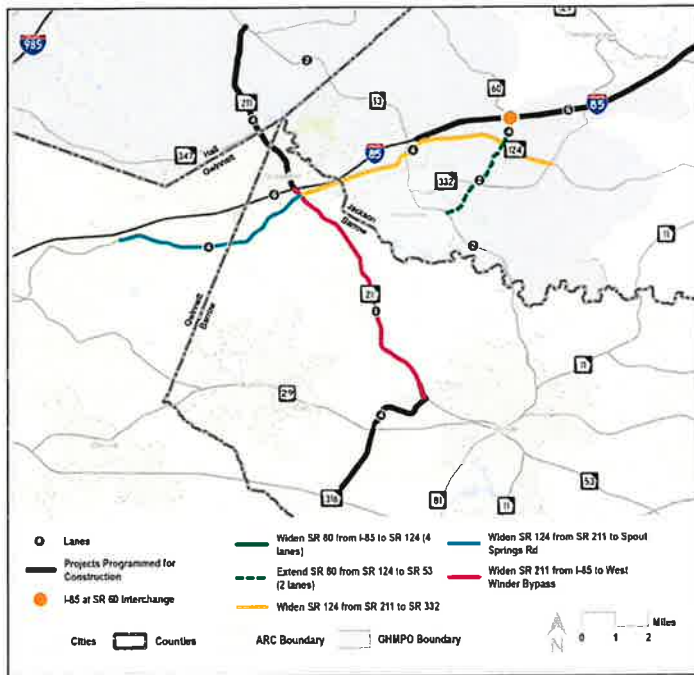


Figure XX: Regional Improvement Recommendation Map (Source: GDOT)

To ensure that Hoschton's voice is heard regarding future developments to state routes around the City, City representatives should regularly contact GDOT partners and invite them to stakeholder meetings.

The steering committee and city officials noted that the city's transportation priorities should be to improve connectivity in the local roadway system and to promote alternative modes of transportation. Outside of the gridded downtown area, Hoschton's local network is often segmented and unconnected. Most subdivisions have only one access point and are unconnected to surrounding subdivisions. While this may decrease traffic volumes within neighborhoods, it funnels traffic to single locations and contributes to an overreliance on SR 53 to navigate throughout the city. The City should explore options

to create better connections in its local roadway systems so that residents can more easily and safely travel throughout the city without relying on SR 53.

To decrease reliance on SR 53, the City should also prioritize adding infrastructure for alternative transportation throughout the city that can be used by pedestrians, bicyclists, and golf carts drivers. While many subdivisions have sidewalks throughout, there is not adequate connectivity between neighborhoods to make walking and bicycling throughout the city safe. The City should install multi-use paths that allow residents to easily and safely travel to local parks, downtown Hoschton, and Braselton without a car. In particular, the City should prioritize connecting Peachtree Road to downtown through White Road and the Wildflower neighborhood. The City should also prioritize the bike and pedestrian projects included in the GHMPO's Bicycle and Pedestrian Plan 2025 Update. To ensure that areas developed in the future are incorporated into the City's bike and pedestrian infrastructure system, the City should update its zoning ordinance to require developers to install sidewalks or multiuse paths along the front of new developments.



Figure XX: New Multi-use Path along Peachtree Road

Commented [PJ28]: Insert photo of new multi-use path along Peachtree Road.

The City is in the process of creating a Master Transportation Plan that will further articulate its priorities for improving circulation and multi-modal transportation on local roads.

Official Corridor Maps

An official corridor map is a growth management technique that seeks to reserve ways for future road connections and multi-use paths needed as development occurs. It establishes point-to-point pathways through certain undeveloped lands where road connectivity is needed. In this sense, it is a precursor to a road or thoroughfare plan. Implementing the corridor map requires regulations that require private development to reserve a road corridor of specified width and prevents the issuance of a development permit for development in the reserved corridor until the property owner negotiates with the city for the donation, purchase, or acquisition of the road right of way through negotiation. Also, the general intent is to explore potential at the time of rezoning, preliminary subdivision, or development for the developer to participate in constructing the road.

The need for this tool in Hoschton is imminent. It is beneficial that this corridor map and implementation regulations follow immediately, given rezoning proposals are pending and in the pre-application stage east of SR 53 and elsewhere. The corridor map can be amended as needed to include other road corridor proposals. The regulations are proposed to be included in the subdivision and land development regulations of the city. The official corridor map is shown on the map below.



Figure XX: City of Hoschton Official Corridor Map

Chapter 7: Planning Implementation

The City of Hoschton's Planning Implementation Chapter includes two components:

Report of Accomplishments: Provides a status report of the previous plan update's Community Work Program. All projects listed as "in progress" or "postponed" have been carried over to the 2026-2030 Community Work Program. Please note that this Report of Accomplishment references two different Community Work Programs: a 2021-2025 CWP adopted in 2020, and a 2024-2028 CWP that was adopted in a 2024 amendment. All items in these CWP's have been included in the Report of Accomplishment and labeled if they were in the 2021-2025 CWP, the 2024-2028 CWP, or both.

Community Work Program: A tangible list of projects to complete over the following five years (2026–2030). The list includes timelines for implementation, responsible parties, funding strategies, and a reference to the community goal that each project corresponds to.

Report of Accomplishments (2021-2025)

2021-2025 CWP	2024-2028 CWP	Description	Status	Notes
1	18	Update capital improvements element and this community work program annually	Complete	This action is being annually completed by the City and has been included in this plan's Vision and Policies chapter.
2	19	Implement the schedule of improvements of the capital improvements element as appropriate	Complete	This action is being regularly completed by the City and has been included in this plan's Vision and Policies chapter.
3	20	Continue to pursue teardowns of substandard housing units through code enforcement	Complete	This action is being regularly completed by the City and has been included in this plan's Vision and Policies chapter.
4	21	Re-evaluate and amend land use regulations as needed	Complete	This action is being regularly completed by the City and will not be carried over to the next Community Work Program.
5	22	Actively participate in meetings of the Gainesville-Hall Metropolitan Planning Organization to monitor transportation planning proposals	Complete	A City representative regularly attends MPO meetings. This item has been included in this plan's Vision and Policies chapter.
6	23	Complete water/sewer projects programmed in 10-year capital improvement plan (2 new water tanks, sewer plant upgrade, additional water supplies, etc.)	Cancelled	The CWP contains specific action items for water/sewer projects, so this general item is no longer needed.
7		Establish additional funding sources: ad valorem taxes; stormwater utility; and special assessment districts	Complete	

DRAFT

City of Hoschton Comprehensive Plan, 2026-2030
Chapter Seven: Planning Implementation

2021-2025 CWP	2024-2028 CWP	Description	Status	Notes
8	24	Continue to implement Municipal Stormwater Program (MS4) federal mandates	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
9	25	Re-evaluate personnel needs and propose and budget for new positions as appropriate	Complete	This action is being regularly completed by the City and has been included in this plan's Vision and Policies chapter.
10		Activate downtown development authority	Complete	
11		Develop law enforcement service provision strategy	Complete	
12		Prepare ordinance amendments to address state mandates regarding use of city rights of ways for small wireless sites (SB 66) (2019), "Streamlining Wireless Facilities and Antennas Act"	Complete	
13	11	Place additional administrative forms and procedures on website; develop procedures guidance documents	Complete	
14		Secure revision of city charter to address districting of council member seats and other changes as appropriate	Postponed	This project will be revisited after larger residential projects are completed. Carried over to CWP item # XX.
15	2	Complete recodification project and update of city code of ordinances	In Progress	The City has transitioned from a planning consultant to an in-house planner. The City is in the process of tracking what ordinances have and have not been adopted. Carried over to CWP item #XX.
16	15	Groundwater well study (complete) and develop multiple wells	In Progress	The City has completed a groundwater well study and has determined specific areas for new wells. The incomplete portions of this project are carried over to CWP item #XX.
17		Complete stormwater utility/fee analysis	Complete	
18		Complete master plan for additional development of City Square (municipal property)	Complete	
19		Conduct needs assessment for broadband services improvement	Cancelled	Based on current broadband services, this project is no longer needed.
20		Complete a study to identify and classify historic resources in the city (contributing, non-contributing, etc.)	Cancelled	This project is no longer a priority for the city.
21		Monitor implementation of the Mulberry River watershed protection plan	Cancelled	Specific implementation items from the Mulberry River Watershed Protection Plan have been added to this plan's Vision and Policy chapter and CWP Item #XX.
22		Update or revise city cemetery policies, procedures, etc.	Complete	

2021-2025 CWP	2024-2028 CWP	Description	Status	Notes
23	14	Update city safety plan and procedures at regular intervals or as mandated	Complete	This action is being regularly completed by the City and has been included in this plan's Vision and Policies chapter.
24		Prioritize and periodically update list of city streets in need of repair/upgrade for purposes of LMIG expenditure and street resurfacing programming	Complete	This action is being regularly completed by the City and has been included in this plan's Vision and Policies chapter.
25	27	Periodically update 10-year capital improvement program for water and sewer	Complete	This action is being regularly completed by the City and has been included in this plan's Vision and Policies chapter.
27		Appoint a historic preservation commission (existing committee reconstituted per state law) and adopt a local historic preservation ordinance to protect historic landmarks and/or historic districts	Cancelled	The City no longer desires to have a Historic Preservation Commission, so this project is no longer needed.
28		Prepare and adopt design guidelines for local historic landmarks and historic district(s)	Cancelled	This project is no longer a priority for the city.
29	13	Prepare and implement community signage/wayfinding program for downtown and surrounding neighborhoods	Postponed	Hoschton's DDA will complete this project, but the timeframe has been pushed to 2026-2027. This item will be carried over to CWP item #XX.
30	6	Update city codes to adopt standard state codes when revised and adopted by state	Complete	This action is being regularly completed by the City and has been included in this plan's Vision and Policies chapter.
31	28	Participate in five-year update of disaster preparedness/mitigation plan with county	Complete	This action is being regularly completed by the City and has been included in this plan's Vision and Policies chapter.
35		Revise speed limit ordinance for municipal police use of radar	Complete	
36	7	Update future land use plan map to incorporate annexations and changes in zoning	Complete	This action is being regularly completed by the City and will not be carried over to the next Community Work Program.
	1	Complete Panther Creek sewer project	Complete	
	5	Construct kid's park at ballfields	Complete	
	8	Renovate Larry's Garage building and property for business leases	In Progress	The City has selected a contractor to renovate the inside of the building. This item will be carried over to CWP item #XX.
	9	Oak Street Pavilion and community garden	Postponed	This project's timeline has been pushed to 2027-2028. This item will be carried over to CWP item #XX.
	10	Phase 1 water main upgrade	Complete	
	12	Construct building addition on Depot property	Postponed	The city plans to build an outdoor eatery at the Depot greenspace area. This item will be carried over to CWP item #XX.

DRAFT

City of Hoschton Comprehensive Plan, 2026-2030
Chapter Seven: Planning Implementation

2021- 2025 CWP	2024- 2028 CWP	Description	Status	Notes
	16	Sewage treatment plant upgrade Phase 1	Postponed	The city has held a preconstruction meeting for this project, and construction is expected to be completed by 2026. This item will be carried over to CWP item #XX.
	17	Sewage treatment plant upgrade Phase 2	Postponed	This project will be complete after Phase 1. This item will be carried over to CWP item #XX.

Community Work Program, 2026-2030

Entries without an asterisk were added during the public input process

*Entries with an asterisk represent carryover items from 2021-2025 from the previous Short-Term Work Program

**Entries with two asterisks represent carryover items from 2026-2028 from the previous Short-Term Work Program

#	Category	Description	Estimated Cost (\$)	Funding Source	Responsible Party	Target Completion Year
1*	City Administration	Complete recodification project and update of city code of ordinances	\$22,000	General Fund	City Planner	2026
2**	City Administration	Interview senior stakeholders and develop a senior service delivery plan, including focus on housing, recreation, and transportation	\$10,000	General Fund	City Manager	2027
3**	City Administration	Develop benchmarking study to evaluate how Hoschton compares to peer/ aspirational communities	\$6,000	General Fund	City Manager, Consultant	2028
4*	City Administration	Secure revision of city charter to address districting of council member seats and other changes as appropriate	\$18,000	General Fund	City Attorney	2030
5	Community Facilities	Build a new municipal complex	TBD	General Fund	City Manager, Consultant	2027
6*	Community Facilities	Oak Street pavilion and community garden	TBD	General Fund	City Manager	2027
7*	Community Facilities	Construct building addition on Depot property	\$800,000	General Fund	City Manager	2027
8	Community Facilities	Complete the Mulberry Park	\$1,500,000	General Fund, Grant (LWCF)	City Manager	2027
9	Community Facilities	Expand parking lot, correct drainage, repave at Depot	\$60,000	General Fund	City Manager	2028
10	Economic Development	Hire an economic development director	\$70,000	General Fund	City Manager	2026
11*	Economic Development	Renovate Larry's Garage building and property for business leases	TBD	General Fund	City Manager/DDA	2027
12*	Economic Development	Prepare and implement community signage/wayfinding program for downtown and surrounding neighborhoods	\$10,000	General Fund	DDA	2027

#	Category	Description	Estimated Cost (\$)	Funding Source	Responsible Party	Target Completion Year
13**	Economic Development	Design and construct parking deck downtown	\$10,000,000	General Fund, SPLOST, Grant	City Manager	2027
14*	Infrastructure	Upgrade the city's wastewater treatment plant capacity from 0.5 to 0.95 MGD.	\$12,000,000	Water/Sewer fund, Grants (SLFRF)	City Engineer	2026
15	Infrastructure	Complete the connection to Barrow County's water system	TBD	Water/Sewer fund	City Engineer	2026
16	Infrastructure	Construct new 750,000 Gallon Elevated water tank in south Hoschton	\$3,200,000	ARC/ Local	City Engineer	2026
17**	Infrastructure	Revise standard drawings for water and sewer	\$15,000	General Fund	City Engineer	2028
18	Infrastructure	Study and Rehabilitate older sections of the City Sewer System	\$2,500,000	ARC/ GEFA/ Local	City Engineer	2028
19*	Infrastructure	Develop two water supply wells on property adjacent to City Park On Cabin Drive	\$650,000	Water/Sewer fund	City Engineer	2028
20*	Infrastructure	Upgrade the city's wastewater treatment plant capacity from 0.95 to 2 MGD.	\$15,000,000	Water/Sewer fund, Grants/Loans (GEFA)	City Engineer	2030
21	Land Use	Complete a master plan for the area surrounding the downtown area to guide future development	\$100,000	General Fund	City Manager, City Planner, Consultant	2026
22	Land Use	Amend the Comprehensive Plan to include Character Areas in the Land Use Element	\$10,000	General Fund	City Manager, City Planner, Consultant	2026
23	Land Use	Adopt an ordinance to require active or passive recreation space within new subdivisions	Staff Time	General Fund	City Manager, City Planner, Consultant	2026
24*	Land Use	Amend city ordinance to include more stringent restrictions for development adjacent to the Mulberry River, including a 50-foot buffer and a 100-foot impervious buffer.	\$5,000	General Fund	City Manager, City Planner, Consultant	2027
25	Land Use	Adopt an ordinance to require sidewalks along the front of new developments	Staff Time	General Fund	City Manager, City Planner, Consultant	2027

DRAFT

City of Hoschton Comprehensive Plan, 2026-2030

Chapter Seven: Planning Implementation

#	Category	Description	Estimated Cost (\$)	Funding Source	Responsible Party	Target Completion Year
26**	Transportation	Prepare a multi-modal plan for city streets and off-site trail networks (including golf cart paths) in consultation with homeowner's associations	\$20,000	General Fund	City Planner/Consultant	2026

LINE ITEM #2

Water Distribution System Flushing Program

February 25, 2025

Mr. Jamie Wheeler
Public Works Director
City of Hoschton
City Hall, 79 City Square
Hoschton, Georgia 30548

**Re: Proposal for Professional Services
Water Distribution System Flushing Program**

Dear Jamie:

Engineering Management, Inc. is privileged to offer this proposal to render professional engineering services in connection with this project to assist the City in developing a Flushing Program.

Following a routine maintenance program for a water system that includes a periodic flushing program will provide multiple benefits to a system. The objectives to a flushing program are listed below:

1. Minimize customer complaints and maintain customer satisfaction
2. Compliance with Safe Drinking Water Act Primary Drinking Water Standards
3. Avoidance of water quality fees and penalties
4. Reduce or eliminate public health problems such as microbiological and chemical contaminants
5. Reduce or eliminate taste, odor, or color in the water
6. Maintain structural condition of the pipe interior, and maintain pressure, by removing biofilm and biomass in the system with shear flow produced from the higher water velocity
7. Exercise hydrants and valves
8. Discover distribution system problems, such as breaks, leaks, partially-closed valves, etc.

The Program Report would contain the following elements:

- **Pre-Planning**
 - Scheduling
 - Public Notification
 - Equipment
 - Training and Safety
- **Flushing Strategy**
 - Manageable Loops and Flushing Runs
 - Guidelines

- **Flushing Program**
 - Velocity
 - Sampling
 - Flushing Procedure
- **Flushing Loop List**
 - Example Flushing Procedure
- **Water Maps Exhibits for Flushing the Entire System**
- **Examples for Public Notification and Recording Flushing Records**

The final product will include 3 copies of the bound report.

EMI can provide this on an hourly basis not to exceed \$17,500. Copies of our hourly rates and General Terms and Conditions are enclosed.

If this proposal satisfactorily sets forth your understanding of our agreement, we would appreciate your signing this copy of this letter in the space provided below and returning it to us.

We sincerely appreciate the opportunity to submit this proposal for its consideration.

Very truly yours,

ENGINEERING MANAGEMENT, INC.



Fletcher Holliday
President

C: Mrs. Jennifer Kidd Harrison, City Manager

Accepted this ____ Day of _____, 2025.

City of Hoschton

By:

LINE ITEM #3

Nomination from
DDA to accept Ms.
Anita Boyd as Dr.
Kumar's
Replacement



Hoschton Downtown Development Authority (DDA)

Board Member Application

Thank you for your interest in serving on the Hoschton's Downtown Development Authority (DDA) as a Board Member. Please take the time to read this application thoroughly before applying.

Being a DDA Board Member is a wonderful way to serve your community. It is not an easy job, but it is most definitely important, interesting, fulfilling, and exciting work. If you are voted to serve as a Board Member on the DDA Board, it is expected that you will attend one monthly board meeting (typically 60-90 minutes), as well as dedicate 10 to 15 hours/month outside of the Board meeting to conduct DDA business. It is best if Board Members have a somewhat flexible work schedule, as some DDA activities, meetings, and training may occur during normal business hours. Every effort will be made to alleviate inconveniences when possible. If you are unable to devote the necessary time, energy, and enthusiasm to the DDA, please do not apply.

It is crucial that the DDA be a strong, committed, and viable organization-- we need a member with the same characteristics if we are going to achieve goals. If you are unable to commit to Board service at this time, there are still many other ways in which you may volunteer and help revitalize our Historic Downtown through numerous special projects and committee activities. We hope that you will continue to be involved, be supportive, and volunteer... just let us know!

The powers of the Downtown Development Authority were established by special State legislation and approved by the City of Hoschton. The DDA is an independent authority established for the purpose of planning, organizing, and financing projects that will revitalize and redevelop Hoschton's commercial business district. The DDA focuses on the historic commercial downtown central business district and works to market a positive image for the town.

As such, Board Members agree to be bound as Board Members by bylaws and ethical provisions set forth in State and local law. According to DDA bylaws, Board Members may include, but are not limited to, representatives from the City of Hoschton; Hoschton Downtown Business Association; Jackson County Chamber of Commerce; or other citizens of Georgia who have business in the City of Hoschton or pay property/business taxes in Jackson County.

DDA Board Member Application

1. Name: Anita D Boyd

2. Address: 144 E Jefferson St

3. Phone: 678-727-6821

4. Email: Anitadboyd67@gmail.com

5. How long have you been associated with the city either by living or owning a business:

Please see attached documents for question 5-8.

6. Where are you currently employed? What is your current position? How long have you been with this company? If Self-employed, provide business Name and Address (A resume may be attached to provide professional information)

7. Either in the space below or on a separate attachment, please list any special skills or experience that you feel would be strengths for the DDA. (Professional experience, previous Board experience, volunteerism, personality characteristics, etc.)

8. In the space below or on a separate attachment, please list your "vision" for the future of downtown Hoschton, and how you think Hoschton could work towards these goals.

How can you help this process?

I have read and fully understand this application for the DDA Associate Membership. I am willing to make a commitment to the revitalization of Downtown Hoschton and assist the DDA.



Signature

5/26/2025

Date

Jason Martin

466 White St, Hoschton GA 30548

770-617-4008 - jmartin.outdoor@gmail.com

EXPERIENCE

Putters Golf Cart – Owner

April 2023 - Present

- Identified a unique opportunity to open a golf cart business in early 2023. .
- Researched multiple brands, laws, and situations in which the city of Hoschton would benefit from sustainable transportation.
- I am responsible for sales, service and finances. We have grown from carrying on average 10 golf carts and 2500 sq/ft to now carrying on average 30 new and used carts and approximately 6000 sq/ft of sales and service space in 1.5 years of being in business.

Moonie's Texas Barbecue – Owner

June 2011 - Dec 2021

- Created a unique Texas BBQ concept, recipes, and process to create a successful barbecue restaurant in Flowery Branch, GA.
- Grew from 3 employees to over 30 employees in 10 years. We grew on average 12% year over year, and even navigated the Covid years by quickly pivoting to a to-go only restaurant.
- Automated all aspects of the business by integrating technology packages for Payroll, Scheduling, H.R., Catering, Cost of Goods, Menu, P&L and Finance.

UPS Corporate – Senior Project Manager

June 2010 - June 2011

- Led a team of software developers and database engineers.
- Responsible for daily scrum meetings and SDLC
- Built a reporting system for the top 500 UPS clients.

Smarter Solutions – Senior Software Developer

June 2009 - June 2010

- Developed a ground up solution for proctoring tests for college exams.
- Worked in a remote environment developing software, SQL reports and workflows.

Texas Guaranteed Student Loan – Project Manager

May 2008 - May 2009

- Project manager on several high profile projects.
- Instrumental in converting to modern technology and practices, including replacing IBM mainframes with MsSQL and Oracle databases.
- Trained several teams on scrum and agile methodologies.

University of Texas/Just for Kids – Lead Software Developer

June 2006 - May 2008

- Project lead on rebuilding the K-12 reporting system for multiple state educational systems.
- Worked with non-profit data providers to reorganize reports for web searching and public viewing.
- Successfully married incompatible technologies through custom built protocols.

Lynda.com – Senior Software Developer

June 2005 - June 2006

- Key role in rebuilding the training ecosystem.
- Practiced agile and scrum development.

Schlumberger Oil – Software Developer

June 2002 - June 2005

- Created custom software and reports for tracking tools on 1000's of off-shore drilling rigs.
- Team lead on communicating with stakeholders.

Northrop Grumman – Network Administrator/Software Developer

June 1998 - June 2002

- Started in the help desk and moved to a network administrator role.
- Cisco certified
- Began software and database development career.
- Earned an Air Force award for development of software to track the status of the air wing at Vance Air Force Base.

Career Development and Enrichment

Certified CDL Instructor. Completed training courses on Jira, Slack, Kanban, Scrum, Agile, Javascript, node.js, EVM, Solidity, Blockchains and Cryptocurrency. See my linkedIn profile for more course completions.

Hoschton isn't just where I live — it's where my story began and continues to grow. I was raised on New Street and chose to raise my own children here, continuing a family legacy of service and commitment to this community.

Public service runs deep in my family. My paternal grandfather once served as mayor of Hoschton, and my maternal grandfather later served on the city council. My father was a founding member of the local fire department and remained active in service throughout his life.

Following in their footsteps, I was honored to be one of the original appointees to Hoschton's Downtown Development Authority in 2021. With over 30 years of experience in real estate, I'm able to lend my professional expertise to help the city identify and acquire properties that align with Hoschton's long-term vision and community goals.

I currently live in Hoschton's historic downtown, in a home built in 1903 that I am lovingly restoring. It's a personal commitment to preserving the character of our town while contributing to its revitalization.

As our city grows, my focus is on maintaining Hoschton's authenticity — supporting well-planned development, attracting quality businesses, hosting revenue-generating events, and welcoming an upscale consumer base that values our small-town charm.

I'm proud to carry forward my family's legacy of civic involvement and to help shape a future for Hoschton that honors our past while embracing the possibilities ahead.

Anita D. Boyd

144 E Jefferson St

Hoschton, GA 30548

Anitadboyd67@gmail.com

678-727-6821

WORK EXPERIENCE:

Realtor

Berkshire Hathaway Home Services Georgia Properties: 2013 - Present

- Licensed Realtor/Associate Broker for 30+ years of Residential and Land Sales experience
- Adept at contract drafting, contract negotiations, Market research, Marketing presentations, Marketing properties
- Accompany buyers during visits to and inspections of property, advising them on the suitability and value of the homes they are visiting based on current market conditions
- Compare properties with similar properties that have recently sold to determine competitive market prices
- Market the sale of properties through advertisements, open houses, multiple listing services and other online advertising platforms
- Interview buyer clients to determine the needs and desires of properties they are seeking to purchase and generate lists of available properties meeting those requirements.

Realtor

Prudential Georgia Realty - Hoschton, GA - 1994 – 2013 (PGR was purchased by BHHS GA in Dec. 2013)

EDUCATION:

University of North Georgia - Gainesville, GA 1994, Real Estate pre license

UGA & the Carl Vinson Institute of Government CEU Downtown Authority Board Member Training, May 27, 2021

CERTIFICATIONS/LICENSES:

Georgia Real Estate Commission

1994 - present

NAMAR 1994-2024

GAR, NAR 1994 – present

185 North Board of Realtors 1/2025 - present

Additional Skills and experience:**Hoschton Church of God of Prophecy Food Pantry volunteer**

Maintain monthly records of recipients by age and number served per household. I have created an Excel spreadsheet to streamline record keeping that has been done manually in the past. I also recipients and schedule their pickup time.

City of Hoschton's Downtown Development Authority

Secretary & treasurer

April 2021 – Dec 28,2021

Set up and maintained records and accounts. Aiding in forming committees, projects and fundraising. This was a newly formed DDA. Therefore, we were building from the ground up. And were determining needed tasks and actions.

185 North Board of Realtors, Education Advisory Committee Chair

April 2025 – Present

Determine educational needs during calendar year. Schedule monthly classes that meet those needs. This entails setting up class presenters, sponsors and venues. It is also the responsibility of this committee to aid in the appointment of our predecessors for the coming year. And begin preparing them for the upcoming year in their committee role.

University of Georgia

and the Carl Vinson Institute of Government

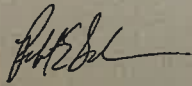
hereby certify that

Anita Boyd

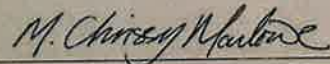
completed an 8-hour

**Downtown Development Authority
Board Member Training**

May 27, 2021



Director, Carl Vinson Institute of Government
The University of Georgia



Faculty, Carl Vinson Institute of Government
The University of Georgia

(8 hours of instruction, .8 CEU credits)

LINE ITEM #4

IGA between City of
Hoschton and West
Jackson Fire
Department

INTERGOVERNMENTAL AGREEMENT
BETWEEN THE CITY OF HOSCHTON AND THE WEST JACKSON FIRE DISTRICT

This Intergovernmental Agreement (the "Agreement") is entered into as of this ____ day of _____, 2025, by and between the City of Hoschton, a municipal corporation of the State of Georgia (hereinafter referred to as "City") and the West Jackson Fire District, a fire district created by local constitutional Amendment (hereinafter referred to as "WJFD").

WHEREAS, pursuant to Article IX, Section III, Paragraph I of the Georgia Constitution, as well as O.C.G.A. § 36-71-11, the WJFD and the City are authorized to enter into agreements for the administration and collection of impact fees to ensure proper allocation of resources and adherence to state law;

WHEREAS, per Hoschton Resolution No. R-20-07, also known as WJFD Resolution No. 20-001, a true and correct copy of which is attached hereto as Exhibit "A," the City and WJFD agreed to work together to administer impact fee funds collected by the City for capital improvements for Fire Services; and

WHEREAS, the City, on September 21, 2020, the City passed Ordinance No. 0-20-06, a true and correct copy of which is attached hereto as Exhibit "B," which, in part, established a fire facilities development impact fee Trust Fund; and

WHEREAS, a number of Kolter entities file suit against the City related to Ordinance No. 0-20-06, which lawsuit was settled pursuant to a Settlement Agreement approved by the City by Resolution 2022-16 on August 15, 2022, a true and correct copy of which is attached hereto as Exhibit "C;" and

WHEREAS, as of July 29, 2025, the City held the sum of \$311,689.66, which amount increases on a monthly basis due to interest accrual, in the City's fire facilities development impact fee Trust Fund (said funds hereinafter referred to as "the Fire Funds").

NOW, THEREFORE, in consideration of the mutual promises and covenants set forth herein, the WJFD and the City agree as follows:

Section 1. Status of existing intergovernmental agreements.

This agreement supplements but does not abrogate or amend the existing countywide service delivery strategy or any existing intergovernmental agreement as it relates to the provision of Fire Services in Jackson County.

Section 2. Reporting of impact fees to state.

It is the City's sole responsibility to report impact fee funds collected, encumbered and expended to the Georgia Department of Community Affairs in accordance with applicable state administrative rules.

Section 3. Capital improvement.

The City and the WJFD have consulted about the use of the Fire Funds and have agreed that the Fire Funds shall be used toward the purchase of a fire engine, which fire engine is an improvement with a useful life of ten years or more, and which fire engine shall be utilized to improve and increase the capacity of the WJFD to provide Fire Services to the citizens of the City (hereinafter referred to as "the Fire Engine").

Section 4. Payment of the Fire Funds.

Attached as Exhibit "D" is an invoice and check related to the future purchase of the Fire Engine. Attached as Exhibit "E" is a letter from WJFD Chief Ben Stephens, which sets forth where the Fire Engine shall be assigned and used. Within fourteen (14) days of the approval of this Agreement by both the City and the WJFD, the City shall pay the Fire Funds, less statutorily authorized administrative fees, to the WJFD for use in payment of the invoice.

Section 5. Reservation of functions.

The WJFD, through its administration and staffing of the fire department serving the Hoschton Post, explicitly reserves its rights and responsibilities to make programming decisions regarding the equipping and staffing of Fire Facilities, and nothing in this Agreement shall be construed to transfer such rights or responsibilities from the WJFD to the City or to give the City influence in the administrative decisions regarding Fire Service functions. This Agreement gives no specific warranties or promises to the City regarding the exact nature or level of equipping, staffing, or operation of future Fire Facilities, or the timing for operating any new Fire Facilities, whether or not Fire Facilities are paid for in whole or in part with impact fee funds collected by the City.

Section 6. Effective date and contingency.

This Agreement shall become effective immediately upon its adoption by the governing body of the City and the WJFD.

CITY OF HOSCHTON

By: _____
Debbie Martin, Mayor

ATTEST: _____
Jennifer Harrison, City Clerk

Approved as to Form:

Abbott S. Hayes, Jr. City Attorney

WEST JACKSON FIRE DISTRICT

By: _____

ATTEST: _____

COUNTY OF JACKSON
STATE OF GEORGIA

^{R-20-07}
RESOLUTION NO. ____ CITY OF HOSCHTON

²⁰⁻⁰⁰¹
RESOLUTION NO. ____ WEST JACKSON FIRE DISTRICT

A JOINT RESOLUTION BETWEEN THE CITY OF HOSCHTON, GEORGIA, AND THE WEST JACKSON FIRE DISTRICT REGARDING CAPITAL FACILITIES FOR FIRE SERVICES AND FOR OTHER PURPOSES

WHEREAS, the City of Hoschton (the "City") has approved a major new residential development that will require at least one additional fire station or multiple municipal safety facility to provide fire services in the near future; and

WHEREAS, the West Jackson Fire District was created by a local constitutional Amendment to provide fire services to the City and other areas in West Jackson County, as described in said Amendment, which Amendment and its existence has been renewed with each adoption of a new constitution by local act of the Georgia Legislature as required by law (the "Fire District"); and

WHEREAS, the Fire District is governed by a five-member board, composed of members elected from each of the five Posts established in the District (the "Board"); and

WHEREAS, the City and Fire District recognize that additional development in the City will generate demand for additional fire services that are the responsibility of the City and Fire District (said fire services hereinafter referred to as "Fire Services"); and

WHEREAS, the City desires and intends to adopt a development impact fee program for Fire Services to generate capital funds for the acquisition of real estate, and/or the construction or equipping of additional fire stations and/or multi use public safety facilities upon such real estate (the "Fire Facilities"); and

WHEREAS, the City and Fire District acknowledge the City's development impact fee program is completely separate from, unrelated to and will have no effect upon, the Fire District's existing authority to levy and receive ad valorem taxes as set forth in the local constitutional Amendment referenced above; and

WHEREAS, local governments in Georgia are authorized, after planning in accordance with applicable rules of the Georgia Department of Community Affairs and applicable state law, to implement development impact fee programs for certain capital expenditures for facilities, including Fire Facilities; and

WHEREAS, the City has prepared a capital improvements element of its comprehensive plan pertaining to future capital facilities for Fire Services and has done so in consultation with the Fire District; and

WHEREAS, this Resolution is to authorize the development of joint plans between the City and Fire District to provide Fire Services with Fire Facilities to existing residents of the Hoschton Post within the Fire District as well as additional future residents of the Fire District, as a result of new development, optimally located to serve all residents and businesses; and

WHEREAS, a purpose of this Resolution is to establish a joint understanding of the responsibilities of the City (as impact fee collector) and the Fire District (as Fire Services provider) regarding the collection, accounting, administration, encumbrance, expenditure, and reporting of impact fee funds collected by the City for capital improvements for Fire Services.

EXHIBIT

"A"

Resolution No. ____ (West Jackson Fire District); Resolution No. ____ (City of Hoschton)

Now, therefore, IT IS RESOLVED by the governing body of the City and the Board as follows:

ARTICLE I – CITY OBLIGATIONS

Section 1. Status of existing intergovernmental agreements.

This agreement supplements but does not abrogate or amend the existing countywide service delivery strategy or any existing intergovernmental agreement as it relates to the provision of Fire Services in Jackson County.

Section 2. Collection of impact fees for Fire Facilities.

For any Fire Facilities impact fee program adopted by the City and applied within the City limits, the City will collect Fire Facilities impact fees for residential and nonresidential development within the City limits of Hoschton, in accordance with applicable state rules and laws.

Section 3. Reporting of impact fees to state.

For any Fire Facilities impact fee program adopted by the City and applied within the City limits, it is the City's sole responsibility to report impact fee funds collected, encumbered and expended to the Georgia Department of Community Affairs in accordance with applicable state administrative rules.

Section 4. Accounting of impact fee funds.

For any Fire Facilities impact fee program adopted by the City and applied within the City limits, the City will account for the collection, encumbrance, expenditure, refunding, and crediting of Fire Facilities impact fees collected by the City in accordance with applicable state rules and laws, the City development impact fee ordinance, and generally accepted accounting principles.

Section 5. Reporting of impact fees to Fire District.

The City will report at least semi-annually to the Fire District the amount of Fire Facilities impact fees collected by the City, so that the Fire District may develop appropriate plans to provide additional services when Fire Facilities become available.

ARTICLE II – CAPITAL IMPROVEMENTS PROJECTS

Section 1. Land Acquisition.

The City and Fire District will consult about the location of new capital improvements for Fire Facilities that serve the Hoschton Post. After consultation and due consideration of the expert opinion of the Fire District as to locations, type, size and design of Fire Facilities best suited to the City's needs, the City shall expend Fire Facilities impact fee funds collected by the City for land acquisition, facility construction, and/or equipment. Any site chosen shall meet the schedule of improvements adopted in the City's capital improvements element of its comprehensive plan, which calls for land acquisition for fire and rescue facilities. The City may purchase land for Fire Facilities construction as part of a multi-purpose municipal complex.

Resolution No. ____ (West Jackson Fire District); Resolution No. ____ (City of Hoschton)

Section 2. Retention of administrative fees by the city.

Any administrative fees adopted by the City per an adopted development impact fee ordinance and collected by the City for a Fire Facilities impact fee program will be retained by the City.

Section 3. Ongoing capital improvement programming.

The City is solely responsible for annually updating the capital improvements element of its comprehensive plan as it pertains to Fire Facilities. The Fire District agrees to participate in the annual review of the City's capital improvements element for Fire Facilities. The City agrees not to amend the schedule of improvements pertaining to use of fire and rescue impact fee funds without notice and consultation with the Fire District.

Section 4. Reservation of functions.

The Fire District, through its administration and staffing of the fire department serving the Hoschton Post, explicitly reserves all of its rights and responsibilities to make programming decisions regarding the equipping and staffing of Fire Facilities, and nothing in this Agreement shall be construed to transfer or limit in anyway such rights or responsibilities from the Fire District to the City or to give the City influence in the administrative decisions regarding Fire Service functions or otherwise interfere with the authority of the Fire District under the local Constitutional amendment. This Resolution gives no specific warranties or promises to the City regarding the exact nature or level of equipping, staffing, or operation of future Fire Facilities, or the timing for operating any new Fire Facilities, whether or not Fire Facilities are paid for in whole or in part with impact fee funds collected by the City.

Section 5. Effective date and contingency.

This Resolution shall become effective immediately upon its adoption by the governing body of the City and the Board; provided, however, that the execution of the actions set forth herein are contingent upon adoption of a development impact fee program (including capital improvements element and development impact fee ordinance) for Fire Facilities by the City.

So RESOLVED by the governing body of the City of Hoschton, this the 17 day of August, 2020.


By: 
Shannon Sell, Mayor

ATTEST: 
Jennifer Kidd-Harrison, City Clerk



Resolution No. ____ (West Jackson Fire District); Resolution No. ____ (City of Houston)

Approved as to Form:



Abbott S. Hayes, Jr. City Attorney

So RESOLVED by the Board of the West Jackson Fire District, this the 11th day of August, 2020.

By: 

Board Member

By: 

Board Member

By: 

Board Member

By: _____
Board Member

By: _____
Board Member

JAR/nmk/14284/W239399

**CITY OF HOSCHTON
STATE OF GEORGIA**

ORDINANCE NO. 0-20-06

AN ORDINANCE RELATING TO THE REGULATION OF THE USE AND DEVELOPMENT OF LAND IN THE CITY OF HOSCHTON, GEORGIA; IMPOSING A DEVELOPMENT IMPACT FEE ON LAND DEVELOPMENT IN THE CITY OF HOSCHTON FOR PROVIDING PUBLIC SAFETY, PARK AND RECREATION AND RELATED FACILITIES NECESSITATED BY SUCH NEW DEVELOPMENT; STATING THE AUTHORITY FOR ADOPTION OF THE ORDINANCE; MAKING LEGISLATIVE FINDINGS; PROVIDING DEFINITIONS; PROVIDING A SHORT TITLE AND APPLICABILITY; PROVIDING INTENTS AND PURPOSES; PROVIDING RULES OF CONSTRUCTION; PROVIDING DEFINITIONS; PROVIDING FOR THE COMPUTATION OF THE AMOUNT OF THE DEVELOPMENT IMPACT FEE; PROVIDING FOR THE PAYMENT OF A DEVELOPMENT IMPACT FEE; PROVIDING FOR A DEVELOPMENT IMPACT FEE SERVICE AREA; PROVIDING FOR THE ESTABLISHMENT OF A DEVELOPMENT IMPACT FEE TRUST FUND; PROVIDING FOR THE USE OF FUNDS; PROVIDING FOR THE REFUND OF FEES PAID; PROVIDING FOR EXEMPTIONS AND CREDITS; PROVIDING FOR REVIEW OF THE FEE SCHEDULE; PROVIDING FOR APPEALS; PROVIDING A PENALTY PROVISION; PROVIDING FOR SEVERABILITY; PROVIDING A REPEALER; PROVIDING FOR CODIFICATION; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

NOW THEREFORE THE COUNCIL OF THE CITY OF HOSCHTON HEREBY ORDAINS as follows:

Section 1. Legislative findings.

The City Council of the City of Hoschton has considered the feasibility of imposing development impact fees and finds, determines, and declares that:

- A. The Georgia Legislature, through the enactment of the Georgia Development Impact Fee Act, O.C.G.A. §§ 36-71-1 through 36-71-13, has authorized the City of Hoschton to enact development impact fees;
- B. The City of Hoschton established a Development Impact Fee Advisory Committee pursuant to the Georgia Development Impact Fee Act, O.C.G.A. § 36-71-5, and that Committee has served in an advisory capacity and assisted and advised the City of Hoschton with regard to the development and adoption of this development impact fee ordinance;
- C. The City of Hoschton comprehensive plan contains within it a Capital Improvements Element which establishes a level of service standard for park and recreation capital facilities for the planning horizon to 2040; and the Capital Improvements Element has

been submitted to the Northeast Georgia Regional Commission and determined by the Georgia Department of Community Affairs to be in compliance with the rules of the Georgia Department of Community Affairs, Chapter 110-12-2, Development Impact Fee Compliance Requirements;

- D. The City of Hoschton must expand its multiple public safety and park and recreation systems in order to maintain its level of service standard if new development is to be accommodated without decreasing the current standards as adopted . This must be done in order to promote and protect the health, safety, morals, convenience, order, prosperity, and the general welfare of the City of Hoschton, Georgia;
- E. The imposition of development impact fees is a preferred method of ensuring the availability of capital facilities necessary to accommodate new development;
- F. Each of the types of land development described in this ordinance will create a need for the construction, equipping, or expansions of City of Hoschton capital facilities;
- G. The fees established by Section 7 are derived from, are based upon, and do not exceed a proportionate share of the costs of providing additional public safety and park and recreation land and improvements necessitated by the new land developments for which the fees are levied; and
- H. The report entitled "A Report on Impact Fees Prepared for Hoschton, Georgia," dated July 20, 2020, sets forth a reasonable methodology and analysis for the determination of the development impact of new development on the need for, and costs of additional facilities in the City of Hoschton.

Section 2. Short title and applicability.

- A. This ordinance shall be known and may be cited as the "The City of Hoschton Impact Fee Ordinance."
- B. This ordinance shall apply throughout the incorporated area of the City of Hoschton.

Section 3. Intent and purposes.

- A. This ordinance is intended to assist in the implementation of the City of Hoschton comprehensive plan, as amended, and in accordance with Title 36, Chapter 70 of the Official Code of Georgia and pursuant to the minimum standards and procedures established by the Georgia Department of Community Affairs.
- B. The purpose of this ordinance is to regulate the use and development of land so as to assure that new development bears a proportionate share of the cost of capital expenditures necessary to provide certain specified facilities in the City of Hoschton.
- C. This ordinance is intended to comply fully with each and every relevant provision of the

Georgia Development Impact Fee Act, O.C.G.A. §§ 36-71-1 through 36-71-13, and shall be interpreted and implemented to so comply.

- D. Nothing in this ordinance shall be deemed to prevent or prohibit private development agreements between property owners and the City of Hoschton.

Section 4. Rules of construction.

- A. The provisions of this ordinance shall be liberally construed so as to effectively carry out its purpose to promote and protect the health, safety, morals, convenience, order, prosperity, and the general welfare of the City of Hoschton, Georgia;
- B. For the purposes of administration and enforcement of this ordinance, unless otherwise stated in this ordinance, the following rules of construction shall apply to the text of this ordinance:
1. In case of any difference of meaning or implication between the text of this ordinance and any caption, illustration, summary table, or illustrative table, the text shall control.
 2. The word "shall" is always mandatory and not discretionary; the word "may" is permissive.
 3. Words used in the present tense shall include the future; and words used in the singular number shall include the plural, and the plural shall include the singular, unless the context clearly indicates the contrary.
 4. The phrase "used for" includes "arranged for", "designed for", "maintained for", or "occupied for."
 5. The word "person" includes an individual, a corporation, a limited liability company, a partnership, an incorporated association, or any other similar entity.
 6. Unless the context clearly indicates the contrary, where a regulation involves two (2) or more items, conditions, provisions, or events connected by the conjunction "and", "or" or "either...or", the conjunction shall be interpreted as follows:
 - a. "And" indicates that all the connected terms, conditions, provisions or events shall apply.
 - b. "Or" indicates that the connected items, conditions, provisions or events may apply singly or in any combination.
 - c. "Either...or" indicates that the connected items, conditions, provisions or events shall apply singly but not in combination.

7. The word "includes" shall not limit a term to the specific example but is intended to extend its meaning to all other instances or circumstances of like kind or character.

Section 5. Definitions.

"Applicant" is a person applying for the issuance of a building permit.

"Building permit" is the approval issued by the City of Hoschton that authorizes the construction or permanent placement of a building, dwelling or other structure on a site.

"Capital equipment" is buildings and other improvements which increase the service capacity of a public facility all with an expected use life of ten years or more.

"Capital improvement" means useful planning, land acquisition, site improvements, and capital equipment all with an expected useful life of ten years or more, but excludes maintenance and operation.

"City" means the City of Hoschton, Georgia.

"Developer" means any person or legal entity undertaking development.

"Development" means 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 capital facilities.

"Development approval" means any written authorization from the City of Hoschton which authorizes the commencement of construction.

"Development Impact Fee" means 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.

"Dwelling Unit" means a building or portion thereof designed, arranged, used, or intended to be used principally for residential occupancy of one family or household. The term "dwelling unit" applies regardless of the type of dwelling unit and includes but is not limited to an apartment unit, a cluster dwelling, a multi-family dwelling, a single-family dwelling, a townhouse dwelling, a factory-built housing unit, and a manufactured home.

"Encumber" means to legally obligate by contract or otherwise commit to use by appropriation or other official act of the City of Hoschton.

"Feepayer" means that person who pays a development impact fee or his/her successor in interest. In the absence of any express transfer or assignment of the right or entitlement to any refund of previously paid development impact fees, the right or entitlement shall be deemed "not to run with the land."

"Floor area" shall have the same meaning as in the International Building Code.

"Living area" shall have the same meaning as in the International Building Code.

"Individual Fee Calculation Study" means the documentation prepared by a fee payor to allow determination of a development impact fee other than by use of the fee schedule of this ordinance as required by O.C.G.A. § 36-71-4(g).

"Individual Fee Determination" means a development impact fee determined by the Impact Fee Administrator on the basis of an individual fee calculation study.

"Present Value" means the current value of past, present, or future payments, contributions or dedications of goods, services, materials, construction, or money.

"Private Park and/or Recreational Facility" is an area which is not owned by or dedicated to any governmental entity and is an area designed and equipped for sports and leisure activities but does not include areas not readily accessible to all residents of the city for such activities.

"Project" means a particular development on an identified parcel of land.

"Project Improvements" means site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project and are not system improvements. The character of the improvement shall control a determination of whether an improvement is a project improvement or system improvement and the physical location of the improvement on-site or off-site shall not be considered determinative of whether an improvement is a project improvement or a system improvement. If an improvement or facility provides or will provide more than incidental service or facilities capacity to persons other than users or occupants of a particular project, the improvement or facility is a system improvement and shall not be considered a project improvement. No improvement or facility included in a plan for public facilities approved by the governing body of the municipality or county 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.

"Service Area" means a geographic area defined by the City of Hoschton 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" means cost incurred to provide additional public facilities capacity needed to serve growth and development for planning, design and construction, land acquisition, land improvement, 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 development impact fee receipts. Projected interest charges and other finance costs may be included if the development 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 county 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" means capital improvements that are public facilities and are designed to provide service to the community at large, in contrast to "project improvements."

"Impact Fee Administrator" means the City of Hoschton City Planner or other municipal official designated to carry out the administration of this ordinance.

Section 6. Imposition of development impact fee.

- A. Any person who, after the effective date of this ordinance, seeks to develop land within the City of Hoschton, Georgia, by applying for a residential building permit is hereby required to pay a development impact fee in the manner and amount set forth in this ordinance.
- B. No new building permit for any activity requiring payment of a development impact fee pursuant to this ordinance shall be issued unless and until the development impact fee amount as determined by the Impact Fee Administrator has been paid.

Section 7. Computation of the amount of development impact fee.

- A. At the option of the applicant, the amount of the development impact fee may be determined by the following fee schedule.

**Residential Development Impact Fee Schedule
(per dwelling unit)**

RESIDENTIAL	Park/Open Space Impact Fee (\$)	Police Impact Fee (\$)	Fire Impact Fee (\$)	Admin Fee (3%) (\$)	Total Impact Fees (\$)
Per dwelling unit	\$1,079.21	\$791.96	\$940.60	\$84.35	\$2,896.12

Non-residential Development Impact Fee Schedule
(\$ per 1,000 square feet of building unless indicated otherwise)

INDUSTRIAL AND RELATED	NAICS	Police Impact Fee (\$)	Fire Impact Fee (\$)	Admin. Fee (3%) (\$)	Total Impact Fees (\$)
Construction company	23	962.96	1143.69	63.19	2169.84
Data processing	5182	1095.84	1301.51	71.92	2469.27
General freight trucking	4841	439.98	522.55	28.87	991.40
Industrial, light	--	315.31	374.49	20.69	710.49
Industrial, heavy	--	157.51	187.07	10.33	354.91
Materials recovery facility	56292	1842.04	2187.76	120.89	4150.69
Mini-warehouse	--	62.77	74.55	4.11	141.43
Mining (acre)	21231	20.53	24.38	1.34	46.25
Nursery stock wholesaler (acre)	42493	199.75	237.23	13.10	450.08
Manufacturing	31-33	504.51	599.19	33.11	1136.81
Petroleum bulk storage (acre)	4247	711.00	844.44	46.66	1602.10
Research laboratory	--	1095.84	1301.51	71.92	2469.27
Septic tank services	562991	1036.29	1230.79	68.01	2335.09
Solid waste collection	562111	1513.53	1797.58	99.33	3410.44
Warehousing	4931	439.98	522.55	28.87	991.40
Wholesale trade	42	315.31	374.49	20.69	710.49
RETAIL TRADE/SERVICE	NAICS	Police Impact Fee (\$)	Fire Impact Fee (\$)	Admin. Fee (3%) (\$)	Total Impact Fees (\$)
Amusement arcade	71312	733.30	870.92	48.12	1652.34
Amusement park (acre)	713	3154.06	3746.02	207.00	7107.08
Arena	--	1576.88	1872.83	103.49	3553.20
Art store	45392	602.18	715.20	39.52	1356.90
Automobile, new car dealer	44111	630.63	748.99	41.38	1421.00
Automobile, used car dealer	44112	733.30	870.92	48.12	1652.34
Automotive repair/maintenance	8111	1211.41	1438.76	79.50	2729.67
Automotive parts store	44131	630.63	748.99	41.38	1421.00
Automobile rental and leasing	53211	733.30	870.92	48.12	1652.34
Bank	52211	1261.27	1497.99	82.77	2842.03
Baked goods store	445291	733.30	870.92	48.12	1652.34
Bar, drinking place or tavern	7224	906.35	1076.46	59.48	2042.29
Beer, wine and liquor store	44531	418.27	496.77	27.45	942.49
Book store	4512	733.30	870.92	48.12	1652.34
Bowling center	71395	733.30	870.92	48.12	1652.34
Building materials store	4441	188.89	224.35	12.39	425.63
Car wash (principal use)	811192	1202.61	1428.31	78.92	2709.84
Caterer	72232	1173.28	1393.48	77.00	2643.76
Cemetery (acre)	81222	25.22	29.95	1.65	56.82
Clothing store	4481	526.50	625.32	34.55	1186.37
Consumer lending	522291	1022.51	1214.41	67.10	2304.02
Cosmetic or beauty supply store	44612	556.42	660.85	36.51	1253.78
Day care center	6244	788.44	936.41	51.74	1776.59

Ordinance O-20-06, City of Roschton Development Impact Fees

	NAICS	Police Impact Fee (\$)	Fire Impact Fee (\$)	Admin. Fee (3%) (\$)	Total Impact Fees (\$)
Department store	4521	733.30	870.92	48.12	1652.34
Dry cleaning/laundry	8123	1446.94	1718.50	94.96	3260.40
Electronics store	443142	733.30	870.92	48.12	1652.34
Fitness center	71394	733.30	870.92	48.12	1652.34
Florist	4531	256.65	304.82	16.84	578.31
Formal wear/ costume rental store	53222	526.50	625.32	34.55	1186.37
Fuel dealer	45431	657.91	781.39	43.17	1482.47
Funeral home	81221	457.57	543.45	30.03	1031.05
Furniture or home furnishings store	442	339.66	403.41	22.29	765.36
Gasoline with convenience store	44711	1627.92	1933.45	106.84	3668.21
Golf course/country club (acre)	71391	78.90	93.71	5.17	177.78
Hardware store	44413	299.18	355.33	19.63	674.04
Hobby, toy, game store	45112	526.50	625.32	34.55	1186.37
Home improvement store	44411	526.50	625.32	34.55	1186.37
Household appliance store	443141	733.30	870.92	48.12	1652.34
Insurance carrier	5241	1261.27	1497.99	82.77	2842.03
Janitorial service	56172	1242.21	1475.34	81.52	2799.07
Jewelry store	44831	733.30	870.92	48.12	1652.34
Landscaping services	56173	1361.00	1616.45	89.32	3066.75
Linen or uniform supply	81233	434.99	516.63	28.54	980.16
Lodging (hotel or motel, including extended stay (per guest room)	72111	252.25	299.59	16.55	568.39
Lodging, bed and breakfast inn (per guest room)	721191	126.12	149.79	8.27	284.18
Marina	71393	1173.28	1393.48	77.00	2643.76
Merchandise (general) store	4529	733.30	870.92	48.12	1652.34
Merchandise (used) store	4533	526.50	625.32	34.55	1186.37
Mobile food service (per vehicle)	72233	1041.28	1236.71	68.33	2346.32
Movie Theater	71111	469.31	561.92	30.93	1062.16
Museum	71211	366.65	435.46	24.06	826.17
Musical instrument store	45114	526.50	625.32	34.55	1186.37
Nursery, garden, farm supply store	44420	340.25	404.10	22.33	766.68
Office, general	--	945.95	1123.49	62.08	2131.52
Office, medical or dental	--	1891.91	2246.98	124.16	4263.03
Office supply store	4532	733.30	870.92	48.12	1652.34
Optical goods store	44613	733.30	870.92	48.12	1652.34
Paint or wallpaper store	44412	414.46	492.24	27.20	933.90
Personal care service	8121	916.91	1089.00	60.17	2066.08
Pet care (excludes veterinary)	81291	1085.28	1288.96	71.22	2445.46
Pet/pet supply store	45391	398.62	473.43	26.16	898.21
Pharmacy or drug store	44611	526.50	625.32	34.55	1186.37
Recreational vehicle dealer	44121	526.50	625.32	34.55	1186.37
Recreational vehicle park or campground (per camp site)	7212	21.99	26.12	1.44	49.55
Rental center	53231	733.30	870.92	48.12	1652.34
Restaurant	7225	1531.13	1818.49	100.48	3450.10

Ordinance O-20-06, City of Hoschton Development Impact Fees

	NAICS	Police Impact Fee (\$)	Fire Impact Fee (\$)	Admin. Fee (3%) (\$)	Total Impact Fees (\$)
Securities brokerage	52312	1085.28	1288.96	71.22	2445.46
Shoe store	44821	526.50	625.32	34.55	1186.37
Specialty food store	4452	733.30	870.92	48.12	1652.34
Supermarket/ grocery	44511	526.50	625.32	34.55	1186.37
Sporting goods store	45111	526.50	625.32	34.55	1186.37
Tennis or racquet club (principal court)	--	75.67	89.87	4.96	170.50
Tire store	44132	526.50	625.32	34.55	1186.37
Tobacco/vape store	453991	733.30	870.92	48.12	1652.34
Veterinary or animal hospital	54194	890.81	1057.99	58.46	2007.26
Video rental	53223	623.30	740.28	40.90	1404.48
TRANSPORTATION AND COMMUNICATION	NAICS	Police Impact Fee (\$)	Fire Impact Fee (\$)	Admin. Fee (3%) (\$)	Total Impact Fees (\$)
Ambulance services	62191	1217.27	1445.73	79.89	2742.89
Courier or express delivery	4921	747.96	888.34	49.08	1685.38
Limousine service	48532	868.22	1031.17	56.98	1956.37
Motor vehicle towing	48841	1217.27	1445.73	79.89	2742.89
Newspaper publisher	51111	629.75	747.95	1377.70	1419.03
Parking lot/garage (acre)	81293	2103.69	2498.50	138.06	4740.25
Radio/TV broadcasting	5151	377.20	448.00	24.75	849.95
Sound recording studio	51224	246.38	292.63	16.17	555.18
Taxi service	48531	1217.27	1445.73	79.89	2742.89
Wireless telecommunication carrier	51721	733.30	870.92	48.12	1652.34
INSTITUTIONAL	NAICS	Police Impact Fee (\$)	Fire Impact Fee (\$)	Admin. Fee (3%) (\$)	Total Impact Fees (\$)
Church/religious organization	8131	157.51	187.07	10.33	354.91
Civic or social organization	8134	315.31	374.49	20.69	710.49
Crisis center	6242	824.81	979.61	54.13	1858.55
Hospital	622	1025.15	1217.55	67.28	2309.98
Nursing home/ assisted living	623	1488.59	1767.97	97.69	3354.25
Recreational community center	--	630.63	748.99	41.38	1421.00
School, general education	61111	315.31	374.49	20.69	710.49
School, business	6114	733.30	870.92	48.12	1652.34
School, technical/trade	6115	513.31	609.64	33.68	1156.63
School, cosmetology/barber	611511	733.30	870.92	48.12	1652.34
School, fine arts	61161	733.30	870.92	48.12	1652.34
Rooming or boarding house	7213	1692.45	2010.09	111.07	3813.61

1. If a building permit is requested for mixed uses, then the fee shall be determined through using the above schedule by apportioning the space committed to uses specified on the schedule.
2. In the case of change of use, redevelopment, or expansion or modification of an

existing use which requires the issuance of a building permit, the development impact fee shall be based upon the net positive increase in the development impact fee for the new use as compared to the previous use.

- B. If an applicant opts not to have the development impact fee determined according to paragraph (A) of this section, then the applicant shall prepare and submit to the Impact Fee Administrator an Independent Fee Calculation study for the land development activity for which a building permit is sought. The documentation submitted shall show the basis upon which the Independent Fee Calculation was made. The Impact Fee Administrator shall consider the documentation submitted by the applicant but is not required to accept such documentation as he/she shall reasonably deem to be inaccurate or not reliable and may, in the alternative, require the applicant to submit additional or different documentation for consideration. If an acceptable Independent Fee Calculation study is not presented, the applicant shall pay development impact fees based upon the schedule shown in paragraph (A) of this section. If an acceptable Independent Fee Calculation study is presented, the Impact Fee Administrator may adjust the fee to that appropriate to the particular development. The adjustment may include a credit against the fee otherwise payable up to 50% for private capital facilities constructed or deed restricted or otherwise set aside for public purposes covered by this ordinance by the applicant which serve the same purposes and functions as set forth for facilities in the City of Hoschton comprehensive plan. Determinations made by the Impact Fee Administrator pursuant to this paragraph may be appealed to the City Council by filing a written request with the City Clerk within ten (10) days of the impact fee administrator's determination.
- C. On the request of an applicant, the Impact Fee Administrator shall certify the development impact fee schedule or development impact fees resulting from an individual assessment, whichever is applicable, and said certification shall establish the applicable development impact fee for a period of 180 days from the date thereof.

Section 8. Payment of fee.

- A. The applicant shall pay the development impact fee required by this ordinance to the Impact Fee Administrator or his/her designee prior to the issuance of a building permit.
- B. All funds collected shall be properly identified purpose and promptly transferred for deposit in the appropriate development impact fee trust fund to be held in separate accounts as determined in Section 10 of this ordinance and used solely for the purposes specified in this ordinance.

Section 9. Service Areas Established.

There is hereby established a service area which shall be the entire incorporated area of the City of Hoschton. By appropriate intergovernmental agreement as set forth in O.C.G.A. § 36-71-11, the City of Hoschton may develop plans for joint use capital facilities with any other local government or authority.

Section 10. Impact Fee Trust Fund Established.

- A. There is hereby established one (1) park and recreation development impact fee Trust Fund for the park and recreation development impact fee Service Area established by Section 9 of this ordinance.
- B. There is hereby established one (1) police development impact fee Trust Fund for the police development impact fee Service Area established by Section 9 of this ordinance.
- C. There is hereby established one (1) fire facilities development impact fee Trust Fund for the fire service development impact fee Service Area established by Section 9 of this ordinance.
- D. Development impact fees placed in the Trust Funds shall be maintained in interest bearing accounts.
- E. All development impact fees collected shall be promptly deposited in the Trust Funds established for that purpose and maintained there, including interest thereon, until withdrawn pursuant to this ordinance.
- F. Funds withdrawn from the Trust Fund accounts must be used in accordance with the provisions of Section 11 of this ordinance.

Section 11. Use of funds.

- A. Funds collected from park and recreation development impact fees shall be used solely for the purpose of acquiring and/or making capital improvements to park and recreation facilities under the jurisdiction of the City of Hoschton, and related expenses as permitted by the Georgia Development Impact Fee Act, and shall not be used for maintenance or operations.
- B. Funds collected from police development impact fees shall be used solely for the purpose of acquiring and/or making capital improvements to police facilities under the jurisdiction of the City of Hoschton, and related expenses as permitted by the Georgia Development Impact Fee Act, and shall not be used for maintenance or operations.
- C. Funds collected from fire facilities development impact fees shall be used solely for the purpose of acquiring and/or making capital improvements to fire facilities under the jurisdiction of the City of Hoschton, and related expenses as permitted by the Georgia Development Impact Fee Act, and shall not be used for maintenance or operations.
- D. Funds shall be used exclusively for acquisitions, expansions, or capital improvements within the development impact fee service area from which the funds were collected.
- E. In the event that bonds or similar debt instruments are issued for advanced provision of

capital facilities for which development impact fees may be expended, development impact fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the facilities provided are of the type described in this section.

- F. In the event a developer enters into an agreement with the City to construct, fund or contribute system improvements such that the amount of the credit created by such construction, funding or contribution is in excess of the development impact fee otherwise due, the developer shall be reimbursed for such excess construction funding or contribution from development impact fees paid by other development located in the service area which is benefited by such improvements.
- G. At least once each fiscal period the Impact Fee Administrator should present to the City Council a report describing the amount of development impact fees collected, encumbered and used, and a proposed capital improvement program for capital facilities, assigning funds, including any accrued interest, from the Development Impact Fee Trust Funds to specific improvement projects and related expenses. Monies, including any accrued interest, not assigned in any fiscal period shall be retained in the appropriate Development Impact Fee Trust Fund until the next fiscal period except as provided by the refund provisions of this ordinance.
- H. Funds may be used to provide refunds as described in Section 12.
- I. Funds shall be considered expended on a first in, first out basis.

Section 12. Refund of fees paid.

- A. If a building permit expires without commencement of construction, then the fee payor shall be entitled to a refund, without interest, of the development impact fee paid as a condition for its issuance, except that the City shall retain three percent (3%) of the fee to offset a portion of the costs of collection and refund. The fee payor must submit an application for such a refund to the Impact Fee Administrator within 30 days of the expiration of the permit.
- B. In the event that development impact fees have not been expended or encumbered by six (6) years from the date the development impact fee was paid, the impact fee administrator shall provide written notice of entitlement to a refund to fee payors or their successors in interest.
- C. If funds are not expended or encumbered following six (6) years from the date the Development Impact Fee was paid, upon application of the then current landowner, they must be returned to such fee payor with interest that is a pro rata share of the interest earned by the fund. A fee payor must submit an application for a refund to the Impact Fee Administrator within one year of the expiration of the six-year period or the publication of the notice of entitlement, whichever is later. Refunds shall be made to the fee payor within 60 days after it is determined that a sufficient proof of claim for a refund has been made.

Section 13. Exemptions and credits.

A. The following shall be exempted from payment of the development impact fee:

1. Alterations, repairs, or expansion of an existing building where the use and size are not changed.
2. The construction of residential accessory buildings or structures.
3. The replacement of a building or structure with a new building or structure of the same size and use. As provided in Section 7 (A) (3), in the case of a change of use, redevelopment, or expansion or modification of an existing use which requires the issuance of a building permit, the development impact fee shall be based upon the net positive increase in the development impact fee for the new use as compared to the previous use.

Any claim of exemption must be made no later than the time of application for a building permit. Any claim not so made shall be deemed waived.

B. Credits:

1. Land and/or capital improvements may be offered by the applicant as total or partial payment of the required development impact fee. The applicant must request a development impact fee credit. If the Impact Fee Administrator accepts such an offer, the credit shall be determined and provided in the following manner:
 - a. Credit for the dedication of land shall be valued at:
 - i. 115% of the most recent assessed value by the County Property Tax Assessors, or
 - ii. By fair market value established by private appraisers acceptable to the City. Credit for the dedication of land shall be provided when the property has been conveyed at no charge to, and accepted by, the City in a manner satisfactory to the Impact Fee Administrator.
 - b. Applicants for credit for construction of capital improvements shall submit acceptable engineering drawings and specifications, and construction cost estimates to the Impact Fee Administrator. The Impact Fee Administrator shall determine credit for construction based upon either these cost estimates or upon alternative engineering criteria and construction cost estimates if the impact fee administrator determines that such estimates submitted by the applicant are either unreliable or inaccurate. The Impact Fee Administrator shall provide the applicant with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, and the legal description or

other adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter or certificate indicating his/her agreement to the terms of the letter or certificate and return such signed document to the Impact Fee Administrator before credit will be given. The failure of the applicant to sign, date, and return such document within 60 days shall nullify the credit.

- c. Except as provided in subparagraph (d), credit against development impact fees otherwise due will not be provided until:
 - i. The construction is completed and accepted by the City; and
 - ii. A suitable maintenance and warranty bond is received and approved by the Impact Fee Administrator, when applicable.
 - d. Credit may be provided before completion of specified improvements if adequate assurances are given by the applicant that the standards set out above will be met and if the applicant posts security as provided below for the costs of such construction. Security in the form of a performance bond, irrevocable letter of credit, cash or escrow agreement shall be posted with and approved by the Impact Fee Administrator in an amount determined by the Impact Fee Administrator. If the construction project will not be constructed within one (1) year of the acceptance of the offer by the Impact Fee Administrator, the amount of the security shall be increased by ten percent (10%) compounded, for each year of the life of the security.
2. An applicant may apply for credit against park and recreation development impact fees otherwise due for private park and/or recreation facilities. In no circumstance shall credit for private park and/or recreation facilities exceed 50% of the park and recreation development impact fees otherwise due. An applicant requesting credit must show that:
- a. The private park and/or recreation facility for which credit is sought serves a public recreational need;
 - b. The private park and/or recreation facility for which credit is sought is consistent with the park and recreation capital improvement elements of the City of Hoschton's Comprehensive Plan, and
 - c. The request complies with the security provisions set forth in (B)(1)(c) of this section.
3. Any claim for credit must be made no later than the time of application for a building permit. Any claim not so made shall be deemed waived.
4. Credits shall not be transferable from one project or development to another unless so

provided in a development impact fee credit agreement.

Section 14. Appeals.

- A. Any applicant or fee payor aggrieved by a decision of the Impact Fee Administrator made pursuant to this ordinance shall have the right to appeal to the Hoschton City Council. Prior to any such appeal the aggrieved applicant or fee payor shall file a request for reconsideration with the Impact Fee Administrator who shall act upon such request within fifteen (15) days.
- B. All appeals shall be taken within fifteen (15) days of the Impact Fee Administrator's decision on the request for reconsideration by filing with the Impact Fee Administrator a notice of appeal specifying the grounds therefore. The Impact Fee Administrator shall forthwith transmit to the City Council all papers constituting the record upon which the action appealed from is taken. The City Council shall thereafter establish a reasonable date and time for a hearing on the appeal, give due notice thereof, and decide the same within a reasonable period of time following the hearing. Any applicant or fee payor taking an appeal shall have the right to appear at the hearing, to present evidence and may be represented by counsel.
- C. An applicant may pay a Development Impact Fee under protest to obtain a building permit, and by making such payment, shall not be estopped from:
 - 1. Exercising the right of appeal provided for in this section or
 - 2. Receiving a refund of any amount deemed to have been illegally collected.

Section 15. Review of fee schedule.

The fee schedule contained in Section 7 (A) should be reviewed by the City Council at least once every two years.

Section 16. Penalty provision.

A violation of this ordinance shall be prosecuted in the same manner as misdemeanors are prosecuted and upon conviction the violator shall be punishable according to law; however, in addition to or in lieu of any prosecution the City of Hoschton shall have the power to sue in civil court to enforce the provisions of this ordinance.

Section 17. Severability.

If any section, phrase, sentence or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

Section 18. Repealer.

Any ordinances covering the subject matter contained in this ordinance are hereby repealed, and all ordinances or parts of ordinances inconsistent with the provisions of this ordinance are hereby repealed.

Section 19. Codification.

This ordinance may be codified as part of the Code of Ordinances of the City of Hoschton and may be reorganized or renumbered to effectuate that intent.

Section 20. Effective date.

The effective date of this ordinance shall be upon final approval by the Mayor of the City of Hoschton pursuant to Section 2.14(b) of the City Charter.

Adopted this 21 day of September, 2020.

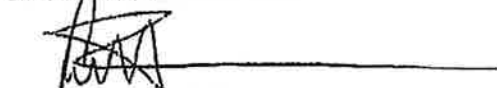

Shannon Sell, Mayor

This is to certify that I am City Clerk of the City of Hoschton. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this ordinance was adopted as stated and will be recorded in the official minutes.

ATTEST:


Jennifer Kidd-Harrison, City Clerk

APPROVED AS TO FORM


Abbott S. Hayes, Jr., City Attorney



RESOLUTION 2022- 16

SETTLEMENT OF LITIGATION WITH KOLTER ENTITIES

WHEREAS, the City of Hoschton ("City") wishes to settle all issues with Kolter related entities, as set forth in the attached Settlement Agreement.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City hereby approves the attached Settlement Agreement and hereby authorizes the Mayor, the City Manager and City Attorney to sign such documents as necessary to effectuate the terms of said Settlement Agreement.

Adopted this 15th day of August, 2022.

Lauren O'Leary
Lauren O'Leary, Mayor

This is to certify that I am City Clerk of the City of Hoschton. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this resolution was adopted as stated and will be recorded in the official minutes.

ATTEST:
Jennifer Kidd-Harrison
Jennifer Kidd-Harrison, City Clerk



EXHIBIT

"C"

SETTLEMENT AGREEMENT

This Settlement Agreement (the "Agreement") is entered into this ____ day of _____, 2022 between Kolter Acquisitions LLC, KH Twin Lakes LLC, KH Twin Lakes II LLC, and KLP Twin Lakes LLC (collectively, "Kolter") and the City of Hoschton, Georgia (the "City"). (Kolter and the City collectively may be referred to as the "Parties").

RECITALS

WHEREAS, Kolter filed a lawsuit in the Superior Court of Jackson County, Civil Action File No. 20CV0776 (the "Lawsuit"), against the City of Hoschton Mayor and City Council, Shannon Sell, Shantwon Astin, Tracy Carswell, James Lawson, Adam Ledbetter, Gary Fesperman, and Jerry Weitz regarding the City's impact fee ordinance;

WHEREAS, Kolter and the City conducted extensive discovery during the course of the Lawsuit, including the cross-examination of numerous witnesses and the production of voluminous documents;

WHEREAS, as a result of testimony and information shared during discovery, Kolter provided information to support a modification of the City's impact fee ordinance;

WHEREAS, Kolter and representatives of the City participated in mediation on June 29, 2022 in an effort to resolve the Lawsuit; and

WHEREAS, Kolter and the City now wish to enter into this Agreement concerning the Lawsuit, the City's impact fee ordinance, and other claims asserted by Kolter against the City;

NOW, THEREFORE, in consideration of the mutual covenants and consideration identified herein and other good and valuable consideration exchanged, the receipt and sufficiency of which are acknowledged, Kolter and the City, intending to be legally bound, hereby agree as follows:

1. Obligations of Kolter. Kolter will agree to dismiss the Lawsuit with prejudice and will agree to forgo any claims it has or could have had regarding any permit fees imposed by the City prior to the execution of this Settlement Agreement, if the City fulfills all of its obligations contained in the section titled "Obligations of the City" and amends the City of Hoschton Impact Fee Ordinance (City of Hoschton Ordinance No. O-20-06) (hereafter, "impact fee ordinance") in the manner described below in Section 2, Table A. Kolter acknowledges that the City can only obligate itself by majority vote of its governing body in an open meeting. If, however, the City does not amend its impact fee ordinance as shown in Table A and fulfill the other obligations in Section 2, below, then neither the City nor Kolter will have obligations to the other arising from this Agreement.

2. Obligations of the City. The City agrees to consider amending its impact fee ordinance as shown in Table A herein:

Table A:
Residential Development Impact Fee Schedule
(per dwelling unit)

RESIDENTIAL	Park/Open Space Impact Fee (\$)	Police Impact Fee (\$)	Fire Impact Fee (\$)	Admin Fee (3%) (\$)	Total Impact Fees (\$)
Per dwelling unit (other than dwelling units that are in age- restricted subdivisions and townhome dwelling units)	\$935.59	\$791.96	\$0.00	\$51.83	\$1,779.38
Per dwelling unit in age-restricted subdivisions	\$701.73	\$657.33	\$0.00	\$40.77	\$1,399.83
Per townhome dwelling unit	\$776.54	\$657.33	\$0.00	\$43.02	\$1,476.89

The City further agrees to pay KH Twin Lakes LLC the sum of \$296,150.00 from previously paid Fire Impact Fees no later than 30 days following final approval by the City of its

amendment to the Impact Fee Ordinance and any necessary approvals by the State, The City shall diligently pursue such approvals. The City shall not refund any other prior Impact Fees paid except as provided in this paragraph, except that the City shall refund the difference between the amount actually paid on or after July 1, 2022 and the amount contained in Table A, above.

3. This Agreement shall be governed by the substantive and procedural laws of the State of Georgia. Any suit brought to enforce any provision of this Agreement must be brought in Jackson County Superior Court.

4. This Agreement sets forth the entire agreement among the Parties and all previous discussions, understandings, and agreements with respect to the matters included in this Agreement are merged herein. This Agreement may not be changed orally, but only in writing, signed by the Parties hereto, and shall be binding upon and inure to the benefit of the Parties, their respective heirs, successors, assigns, affiliates, legal representatives, officers, employees, agents, contractors, attorneys and insurers.

5. In entering into this Agreement, the Parties represent that they have relied upon the legal advice of their attorneys, who are the attorneys of their choice, that the terms of this Agreement have been completely read and explained by their attorneys, and that those terms are fully understood and voluntarily accepted.

6. Each of the Parties and each of the undersigned individuals hereby warrant to the other Parties that the undersigned have the authority to execute this Agreement and to bind the respective Parties to this Agreement.

7. Whenever possible, each provision of this Agreement shall be interpreted in such manner as to be effective and valid under applicable law, but if any provision of this Agreement shall be deemed prohibited or invalid, such provision shall be ineffective only to the extent of such

prohibition of invalidity, and such prohibition or invalidity shall not invalidate the remainder of such provision or any other provision of this Agreement.

8. Time is of the essence of this Agreement.

9. No failure of any party hereto to exercise any power given hereunder or to insist upon strict compliance with the terms hereof and no custom or practice at variance with the terms hereof shall constitute a waiver of any party's right to demand exact compliance with the terms hereof.

10. Any notice or communication required or permitted in accord with the terms hereof shall be sufficiently given if delivered in person, by nationally recognized overnight delivery service, or by certified mail, return receipt requested, to the address listed herein or to such other address as a party may furnish in writing. The notice shall be deemed received when delivered or signed for or on the third day after mailing if not signed as received.

Kolter:

105 NE 1st Street, Delray Beach, FL, 33444

City of Hoschton:

Mayor and City Council of Hoschton

ATTN: Mayor

79 City Square, Hoschton, Georgia 30548

11. The rights and remedies provided by this Agreement are cumulative and the use of any one right or remedy by any party shall not preclude nor waive the right to use any or all other remedies. Said right and remedies are given in addition to any other rights the parties may have by law, statute, ordinance, or otherwise.

12. This Agreement may be executed in several counterparts, each of which shall constitute an original and all of which together shall constitute one and the same instrument. The

Mayor, City Manager, and City Attorney of the City are hereby authorized to sign such documents as are necessary to effectuate the provisions of this Agreement.


IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed in their respective names and caused their respective seals to be hereunto affixed, all as of the day first above written.

Kolter Acquisitions LLC


Tony Adams
Regional Vice President
Kolter Homes LLC

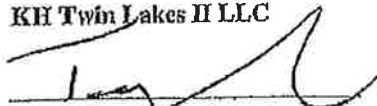
Date: 8/15/22

KH Twin Lakes LLC


Tony Adams
Regional Vice President
Kolter Homes LLC

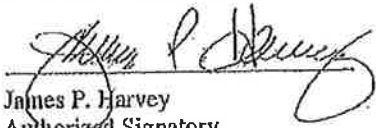
Date: 8/15/22

KH Twin Lakes II LLC


Tony Adams
Regional Vice President
Kolter Homes LLC

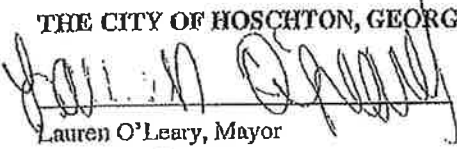
Date: 8/15/22

KLP Twin Lakes LLC

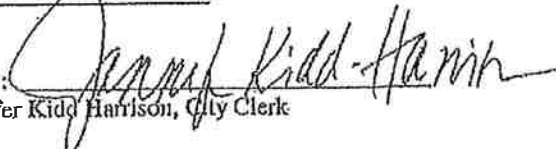

James P. Harvey
Authorized Signatory
Kolter Land LLC

Date: 8-11-2022

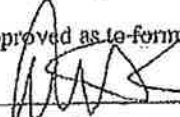
THE CITY OF ROSCHTON, GEORGIA


Lauren O'Leary, Mayor

Date: 8-15-22

Attest: 
Jennifer Kidd Harrison, City Clerk

Approved as to form


Abbott S. Hayes, Jr., City Attorney



INVOICE

Date:

Invoice# 8564

Sold To: West Jackson Fire Department
69 West Jackson Road
Braselton GA 30517

Dealer: Tactical Fire

This invoice represents the amount due for the Fire Apparatus described below.

Type of Apparatus:	Prepay
Chassis Make, Model, (and Year):	N/A
Engine Make & Model:	N/A
VIN#	N/A
TID#	N/A

INVOICE AMOUNT:

Prepayment Due Upon Signing of Contract

\$ 883,382.96

Thank you for your business!

EXHIBIT "D"

104 Gault Avenue • Buckle, IA 51436 • P 712 673 2320 • F 712 673 2200 • www.toyne.com

Built to take the call™

WEST JACKSON FIRE DISTRICT
OPERATING ACCOUNT
PO BOX 398
HOSCHTON, GA 30548

6081

54 129/511

6/10/2025

Date

CHECK AMOUNT

Pay to the
Order of

Toyne

\$883,382.96

eight hundred eighty three thousand three
hundred eighty two dollars 96/100

Dollars



Photo safe
Deposit box
Print on back



For

Deposit

[Signature]

⑆061⑆01294⑆ 100091313⑆ 6081

ISN# 002008181386

Date 6/23/2025

PAY TO THE ORDER OF
IOWA SAVINGS BANK
CARROLL, IOWA
073906092
FOR DEPOSIT ONLY
TOYNE, INC.
7103245



WEST JACKSON FIRE DEPARTMENT

Station 1 69 West Jackson Rd, Braselton, GA 30517

Station 2 1875 Ednaville Rd, Braselton GA 30517

706-654-2500 Office



July 30, 2025

To: Jennifer Harrison, City Manager, City of Hoschton
From: Ben Stephens, Fire Chief
Ref: Impact Fee monies and Engine 34

Greetings,

The Fire Board approved the purchase of a new Fire Engine at their June 2025 meeting and the attached Invoice is the prepayment made for that truck. The truck is intended to be used at a future Station 4 that will be located in the City of Hoschton, and in the meantime will be assigned to Station 1, which is also located in the City of Hoschton. The current delivery date is approximately 2 years based upon construction timelines of the Fire Apparatus Industry.

Best Regards,

Chief Ben Stephens
West Jackson Fire Department
706-654-2500 X 105 Office
943-212-1359 Mobile
bstephens@wjfd.org
www.wjfd.org

Fortis Fortuna Adiuvat



EXHIBIT

"E"