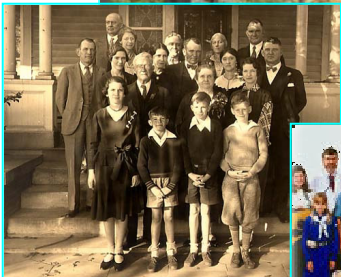


The City of **Newnan** **Georgia**



Comprehensive Plan 2006:
Where Tradition Meets the Future
Community Assessment



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I. Introduction

Purpose

The Community Assessment is a requirement under the “Standards and Procedures for Local Comprehensive Planning” as amended by the Georgia Department of Community Affairs (DCA) on May 1, 2005. Preparation of a comprehensive plan in accordance with these standards is an essential requirement in maintaining Newnan’s status as a Qualified Local Government.

The primary purpose of this document is to provide background information for the City of Newnan’s Comprehensive Plan. Specifically, this document provides a review of the issues and opportunities that will affect the future of the City, delineates and discusses character areas and areas of special concern, and provides a detailed analysis of existing conditions as well as future projections.

Scope

The DCA standards require the following four components:

1. Identification of Potential Issues and Opportunities
2. Analysis of Existing Development Patterns
3. Analysis of Consistency with Quality Community Objectives
4. Supporting Analysis of Data and Information

In addition to the components listed above, an optional technical appendix has been attached containing maps and other supporting documents beyond DCA’s general requirements.



II. Identification of Potential Issues and Opportunities

The following reflect those issues and opportunities that could potentially affect the City of Newnan as it prepares to serve its residents over the next 20 years:

Population

- Rapidly increasing population (the 2000 population will nearly double by the year 2008)
- Lack of available land for future development
- Decreasing Household Size
- Increasing percentage of elderly (aging population)
- Decreasing percentage of total population for all racial categories except Hispanic, Asian, American Indian, and Other/Two or More Races
- Dramatically increasing Hispanic population
- Need for educational attainment levels to match requirements of local business and industry
- Lack of professional type jobs

Economic Development

- Below regional average income levels with higher poverty rates
- Need to become more of an economic player/competitor in the region
- Declining manufacturing jobs and increasing retail and service jobs, which pay less
- Increasing housing prices and potentially decreasing wages
- Higher proportion of people working in the construction field than surrounding areas (impact when development decreases)
- Almost double the number of people commute out to work than commute in
- Need to maintain diverse tax base
- Greater focus on greyfield redevelopment
- Need for a business incubator
- Continued cooperation between the city and county governments
- More incentives for business
- More assistance to entrepreneurs
- More technical and information technology (IT) trained individuals
- Need to attract more IT, technical, and clean industry jobs
- Encourage the use of uniform data and statistics for all organizations located within Coweta County
- Continue to pursue development of a convention center
- Develop greater university/college presence
- Promote historic tourism



Housing

- Increasing supply of smaller dwelling units such as town homes, cluster homes, and apartments
- Housing prices are not consistent with the incomes of workers who live in the City
- Some remaining pockets of substandard housing
- Greater management control for rental properties
- Not all homes have complete plumbing or kitchen facilities
- Revitalize existing residential areas on the west side of town
- Decreasing home ownership
- Higher vacancy rates than surrounding area
- Atlanta workers living in the City drive up housing costs
- Encourage developments utilizing a traditional neighborhood design
- Preserve small-town charm through housing stock
- Need for additional recreational facilities around residential areas
- Emphasis on higher quality housing products
- Additional special needs housing for persons recovering from substance abuse, domestic violence victims, and the homeless

Natural and Cultural Resources

- Greater awareness in the community of the importance of protecting groundwater recharge areas
- Increase opportunities for environmental education
- Emphasis on preserving historic resources
- Need for more open/greenspace
- Need to protect and preserve existing natural resources (watersheds, recharge areas, and wetlands)
- Compatibility of newer infill construction with older, historic buildings

Community Facilities & Services

- Meet growing demand for wastewater
- Encourage conservation
- Continue to modernize equipment and training resources
- Expand fire and police services as needed to meet future growth
- Identify additional parkland and provide more recreational opportunities
- Construct new schools as needed
- Increase collections and service activity levels at the library to meet future population needs
- Continue to upgrade medical facilities
- Greater awareness of existing cultural opportunities
- Potential for stress on school system due to increasing population
- Mitigate cost of storm water management
- Need GIS system to map and inventory storm water facilities
- Assess older drainage infrastructure and determine if improvements are necessary



-
- Restoration of older streets to original line and grades to improve ride and drainage
 - Comply with Manual and Uniform Traffic Control Devices
 - Conduct traffic studies to improve traffic signalization
 - Continued emphasis on beautification and streetscape improvements

Land Use

- Redevelop blighted areas
- More parkland and greenspace
- Promote mixed-use development
- Greater diversity in housing product
- Preserve small town atmosphere
- Eliminate and improve greyfield areas
- Promote infill development
- Eliminate unattractive visual clutter along major corridors
- Focus on brownfield redevelopment
- Develop a land conservation program

Intergovernmental Coordination

- Greater planning at the regional level
- More consistency in regulations where City and County limits abut
- Continue support of Newnan-Coweta Vision 2020

Transportation

- Intersection improvements
- Increased emphasis on bicycle and pedestrian facilities
- Pursue possibility of Livable Cities Initiative (LCI) grant project for Bullsboro Corridor
- Conduct traffic analyses to determine future needs in high growth areas
- Promote connectivity in subdivision design

Other Considerations

- Fleet management
- Upgrade City shop and maintenance facilities
- Create a developers guide



III. Analysis of Existing Development Patterns

Areas Requiring Special Attention	Description/Location
Areas of Significant Natural or Cultural Resources	These areas are comprised of the City’s wetlands, ground water recharge areas, flood plains, water supply watersheds, and various historic districts. Further descriptions can be found in the “Natural and Cultural Resources” section, including a map identifying these areas.
Areas Where Rapid Development or Change in Land Uses is Likely to Occur	Rapid Development is occurring and will continue to occur along the Bullsboro Drive and Lower Fayetteville Corridors. Additionally, with the completion of Newnan Crossing Boulevard East, the Interstate 85 corridor will be opened up for development.
Areas Where the Pace of Development Has Outpaced, or May Soon Outpace, the Availability of Community Facilities and Services	The eastern area of the City is a prime example of where development is currently outpacing community facilities and services. The police department is presently the most outpaced. Although, they recently completed the construction of a new building in that area, there is already need for another facility to meet the rising demand and increasing response times. Other services and facilities provided to that part of the will City face the same dilemma if the issue is not addressed.
Areas in Need of Redevelopment and/or Significant Improvements to Aesthetics	The City has various historic districts or older sections that are in need of significant improvements due to the affects of aging and a lack of adequate maintenance. In addition, there are a few greyfield areas that should be redeveloped. They consist primarily of older strip mall centers with vacant “big box” type buildings.
Large Abandoned Structures or Sites	The old Belk’s building located along Bullsboro Drive is the most significant abandoned structure/site in the City.
Areas with Significant Infill Development Opportunities	There are numerous residential areas surrounding downtown proper that are prime for infill development. They have been identified in the City’s character area map.
Areas of Significant Disinvestment, Levels of Poverty, and/or Unemployment	The older commercial and residential areas around Temple Drive and Greenville Street are areas indicative of this category. Efforts should be made to plan for future redevelopment.



Character Areas	Description/Location
Suburban Neighborhood	These areas consist primarily of residential buildings with scattered civic buildings and pockets of neighborhood commercial centers. Setbacks and lot sizes are rather large and the neighborhoods are primarily automobile oriented with little or no transit. Pedestrian orientation and amenity areas are geared toward individual neighborhoods. Street patterns are varied with numerous cul-de-sacs.
Industrial Centers	These areas cater to the industrial segment of the economy and are in close proximity to major transportation corridors. They have limited landscaping and do not place an emphasis on aesthetics. The centers consist primarily of large tracts of land that are developed in a campus type configuration. There are no residential uses within these areas and therefore very little pedestrian orientation. The centers are heavily automobile/vehicle oriented.
Conservation Area	These areas contain tremendous amounts of open space with significant natural features and parks. They consist primarily of undeveloped natural lands and environmentally sensitive areas not suitable for development. There is also limited access to these areas.
Commerce Center	These areas consist primarily of non-residential buildings with on-site parking. They are very automobile oriented and have limited open space. They include a mix of commercial, office and some light industrial uses. Public service agencies are often found in these areas. Commerce centers are often adjacent to residential neighborhoods. They are typically located on major thoroughfares.
Corridor	Corridor areas have buildings located along highways, interstates, or other major thoroughfares. They consist primarily of non-residential buildings with large setbacks from the right-of-way. Some of the development is clustered in strip developments and larger shopping centers with outparcels. These areas are designed for the automobile and are not typically pedestrian oriented. There is on-site parking and a heavy emphasis on signage. Traffic congestion is noticeable during peak hours.
Traditional Neighborhood	These neighborhoods are predominantly residential. The houses are located on small lots with small setbacks. Many of the homes are historic and are included in National Register Districts.



	<p>These areas are very pedestrian oriented and epitomize a sense of community. Most of the houses have porches or stoops to encourage relationships between neighbors. The streets reflect a grid pattern with limited right-of-way. On-street parking is also allowed in these neighborhoods. Trees are mature and often create a canopy over the local streets.</p>
Downtown	<p>The downtown area is also known as the central business district. The old court house is the focal point of this district with many multi-storied buildings surrounding it. Many streets reflect a grid pattern and are conducive to on-street parking. There is a good mix of uses in the area including many government service agencies. The area is very pedestrian oriented and serves as the site of numerous public events.</p>



IV. Analysis of Consistency with Quality Community Objectives

DEVELOPMENT PATTERNS			
Traditional Neighborhoods Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.			
Statement	Yes	No	Comments
1. If we have a zoning code, it does not separate commercial, residential and retail uses in every district.	✓		The City allows mixed uses in several of our zoning districts. The City has a special mixed use overlay designation to help facilitate this type of development.
2. Our community has ordinances in place that allow neo-traditional development "By right" so that developers do not have to go through a long variance process.	✓		
3. We have a street tree ordinance that requires new development to plant shade bearing trees appropriate to our climate.	✓		This issue is addressed within the City's Landscape/Tree Preservation Ordinance.
4. Our community has an organized tree-planting campaign in public areas that will make walking more comfortable in summer.	✓		The City has a tree donor program, a planting on Arbor Day, a reforestation program and also must spend a minimum of \$2.00 per capita on tree related expenditures as a Tree City designee.
5. We have a program to keep our public areas (commercial, retail districts, parks) clean and safe.	✓		The City has an entire Beautification Department that performs these tasks, and the City participates in the Keep America Beautiful program (known as Keep Newnan Beautiful)
6. Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.	✓		
7. In some areas, several errands can be made on foot, if so desired.	✓		The City has adopted a sidewalk ordinance to deal with the issue of pedestrian accessibility.
8. Some of our children can and do walk to school safely.	✓		
9. Some of our children can and do bike to school safely.	✓		
10. Schools are located in or near neighborhoods in our community.	✓		Most of the schools serving the City's residents are located in or near existing neighborhoods.
Infill Development Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.			
Statement	Yes	No	Comments
1. Our community has an inventory of vacant sites and buildings that are available for redevelopment or infill development.	✓		The Business Development Department is dedicated to promoting economic development throughout the City.



2. Our community is actively working to promote Brownfield redevelopment.		✓	Additional efforts need to be made to identify potential sites and develop plans regarding brownfield redevelopment.
3. Our community is actively working to promote greyfield redevelopment.	✓		The City has been discussing the possibility of applying for an LCI grant that would address greyfield redevelopment in the Bullsboro Drive corridor.
4. We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road.)	✓		The City has focused a great deal of mixed development around the I-85 interchange and the Highway 34 and Newnan Bypass intersection
5. Our community allows small lot development (5000 SF or less) for some uses.	✓		The City recently amended the ordinance to allow a 4,500 square foot lot for a detached home in exchange for a higher quality product.
Sense of Place			
Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment			
Statement	Yes	No	Comments
1. If someone dropped from the sky into our community, he or she would know immediately where she was, based on our distinct characteristics.	✓		Newnan has a very distinct and historic downtown district.
2. We have delineated the areas of our community that are important to our history and heritage and have taken steps to protect those areas.	✓		The City has five districts listed on the National Register of Historic Places as well as a historic preservation overlay district.
3. We have ordinances to regulate the aesthetics of development in our highly visible areas.	✓		The City has several overlay districts that regulate aesthetics on our major corridors and in our gateway areas.
4. We have ordinances to regulate the size and type of signage in our community.	✓		The City just amended the sign regulations within its Zoning Ordinance this year.
5. If applicable, our community has a plan to protect designated farmland.		✓	The City does not have designated farmland within the City limits; however it has preserved The Anderson Farm through its greenspace program.
Transportation Alternatives			
Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.			
Statement	Yes	No	Comments
1. We have public transportation in our community.	✓		There is a GRTA sponsored stop at the Forum that provides a shuttle service to Atlanta.
2. We require that new development connects with existing development through a street network, not a single entry/exit.		✓	The City promotes connectivity, but it does not require it. Multiple entrances are required in subdivisions with greater than 25 lots.
3. We have a good network of sidewalks to allow people to walk to a variety of destinations.	✓		



4. We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.	✓		
5. We require that newly built sidewalks connect to existing sidewalks wherever possible	✓		
6. We have a plan for bicycle routes through our community.	✓		The City has a regional bicycle plan that was produced by the RDC that includes Coweta County and its municipalities.
7. We allow commercial and retail development to share parking areas wherever possible.		✓	The City allows developments to share parking only if they can not meet the minimum requirements. The ordinance needs to be amended to set maximums.
Regional Identity			
Each region should promote and preserve a regional "identity," or regional sense of place, defined in terms of traditional architecture, common economic linkages, or other shared characteristics.			
Statement	Yes	No	Comments
1. Our community is characteristic of the region in terms of architectural styles and heritage.	✓		
2. Our community is connected to the surrounding region through businesses that process local agricultural products.		✓	
3. Our community encourages businesses that create products that draw on our regional heritage (coastal, agricultural, etc.)		✓	
4. Our community participates in the Georgia Department of Economic Development's regional tourism partnership.	✓		
5. Our community promotes tourism opportunities based on the unique characteristics of our region.	✓		The Public Information Officer has been working on developing brochures as a means of attracting tourists to the City.
6. Our community contributes to and draws from the region, as a source of local culture, commerce, entertainment, education.	✓		
RESOURCE CONSERVATION			
Heritage Preservation			
The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.			
Statement	Yes	No	Comments
1. We have designated historic districts in our community.	✓		There are five listed on the National Register of Historic Places.
2. We have an active historic preservation commission.		✓	The City has a Historic Preservation Commission in place, but they rarely have actions to consider.
3. We want new development to complement our historic development, and we have ordinances in place to ensure that happening.		✓	Although, the City has a historic preservation overlay district, it is not actively utilized.
Open Space Preservation			



<p align="center">New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.</p>			
Statement	Yes	No	Comments
1. Our community has a greenspace plan.	✓		
2. Our community is actively preserving greenspace – either through direct purchase, or by encouraging set-asides in new development.	✓		The Anderson Farm is an example of our greenspace program at work.
3. We have a local land conservation program, or, we work with state or national land conservation programs to preserve environmentally important areas in our community.		✓	Although the City currently has policies within our existing ordinances that support land conservation, it does not have a local land conservation program in place.
4. We have a conservation subdivision ordinance for residential development that is widely used and protects open space in perpetuity.	✓		
<p align="center">Environmental Protection</p> <p align="center">Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.</p>			
Statement	Yes	No	Comments
1. Our community has a comprehensive natural resources inventory.	✓		
2. We use this resource inventory to steer development away from environmentally sensitive areas.	✓		
3. We have identified our defining natural resources and have taken steps to protect them.	✓		
4. Our community has passed the necessary Part V Environmental Ordinances, and we enforce them.	✓		
5. Our community has and actively enforces a tree preservation ordinance.	✓		
6. Our community has a tree-replanting ordinance for new development.	✓		
7. We are using stormwater best management practices for all new development.	✓		
8. We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.)	✓		
<p align="center">SOCIAL AND ECONOMIC DEVELOPMENT</p>			
<p align="center">Growth Preparedness</p> <p align="center">Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.</p>			



Statement	Yes	No	Comments
1. We have population projections for the next 20 years that we refer to when making infrastructure decisions.	✓		Newnan utilities reviews population figures to determine where there are additional infrastructure needs. Impact fees are assessed on projects that are needed due to additional growth in Newnan.
2. Our local governments, the local school board, and other decision making entities use the same population projections.		✓	Although the City shares information through our Development Review Committee meetings, various organizations still use their own population projections to determine future needs.
3. We have a Capital Improvements Program that supports current and future growth.	✓		
4. We have designated areas of our community where we would like to see growth. These areas are based on the natural resources inventory of our community.	✓		This is one of the factors that the City looks at in determining where to locate future growth.
Appropriate Businesses			
The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher skill job opportunities.			
Statement	Yes	No	Comments
1. Our economic development organization has considered our community's strengths, assets, and weaknesses and has created a business development strategy based on them.	✓		
2. Our ED organization has considered the types of businesses already in our community, and has a plan to recruit business/industry that will be compatible.	✓		
3. We recruit businesses that provide or create sustainable products.	✓		
4. We have a diverse jobs base, so that one employer leaving would not cripple us.	✓		
Employment Options			
A range of job types should be provided in each community to meet the diverse needs of the local workforce.			
Statement	Yes	No	Comments
1. Our economic development program has an entrepreneur support program.	✓		This service is provided through the University of West Georgia and the Chamber of Commerce.
2. Our community has jobs for skilled labor.	✓		
3. Our community has jobs for unskilled labor.	✓		
4. Our community has professional and managerial jobs.	✓		
Housing Choices			
A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market			



needs.			
Statement	Yes	No	Comments
1. Our community allows accessory units like garage apartments or mother-in-law units.	✓		
2. People who work in our community can afford to live here, too.	✓		There is ample affordable housing for anyone wanting to live within the City limits; however there is a need for higher paying jobs.
3. Our community has enough housing for each income level (low, moderate, and above-average incomes)	✓		The City has a very good housing stock mix. If anything, there is currently an oversupply of affordable housing.
4. We encourage new residential development to follow the pattern of our original town, continuing the existing street design and recommending smaller setbacks.		✓	The City has various options that the developer can choose, but it does not specifically dictate street design or other specific development patterns.
5. We have options available for loft living, downtown living, or “neotraditional” development.	✓		There are approximately 125 apartments downtown.
6. We have vacant and developable land available for multifamily housing.	✓		
7. We allow multifamily housing to be developed in our community.	✓		
8. We support community development corporations building housing for lower income households.	✓		
9. We have housing programs that focus on households with special needs.	✓		The City has multiple shelters in Newnan and provides government assisted housing for the homeless and low income families. The City also has several assisted living facilities and nursing homes. There is an active Habitat for Humanity program.
10. We allow small houses built on small lots (less than 5,000 square feet) in appropriate areas.	✓		The City recently created an Urban Neighborhood Design product that allows smaller lots in return for a higher quality home.
Educational Opportunities			
Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.			
Statement	Yes	No	Comments
1. Our community provides work-force training options for our citizens.	✓		
2. Our workforce training programs provide citizens with skills for jobs that are available in our community.	✓		The City has programs through the Central Education Center and the Department of Labor.
3. Our community has higher education opportunities, or is close to a community that does.	✓		Newnan is the home of several satellite sites and is located less than an hour from opportunities in LaGrange, Carrollton and Atlanta.
4. Our community has job opportunities for college graduates, so that our children may live and work here if they choose.	✓		



GOVERNMENTAL RELATIONS			
Local Self-determination			
Communities should be allowed to develop and work toward achieving their own vision for the future. Where the state seeks to achieve particular objectives, state financial and technical assistance should be used as the incentive to encourage local government conformance to those objectives.			
Statement	Yes	No	Comments
1. We have a citizen-education campaign to allow all interested parties to learn about development processes in our community.	✓		The City holds a citizens' academy each year to introduce residents to the workings of City government.
2. We have processes in place that make it easy for the public to stay informed on land use and zoning decisions, and new development.	✓		
3. We have a public-awareness element in our comprehensive planning process.	✓		
4. We have clearly understandable guidelines for new development.	✓		
5. We offer a development guidebook that illustrates the type of new development we want in our community.		✓	The City needs to create a developer's guide to help streamline our process and make it more clearly to contractors.
6. We have reviewed our development regulations and/or zoning code recently and are sure that our ordinances will help us achieve our QCO goals.	✓		
7. We have a training budget for planning commission members and we use it.	✓		
8. Our elected officials understand the land-development process in our community.	✓		
Regional Cooperation			
Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.			
Statement	Yes	No	Comments
1. We plan jointly with our cities and county for Comprehensive Planning purposes	✓		
2. We are satisfied with our Service Delivery Strategies	✓		We coordinate well with Coweta County.
3. We cooperate with at least one local government to provide or share services (parks and recreation, E911, Emergency Services, Police or Sheriff's Office, schools, water, sewer, other)	✓		



V. Supporting Analysis of Data and Information

Population

A. Total Population

In 1990 the total population of the City of Newnan was 12,497. By 2000, this figure had jumped to 16,242. Projections show the future populations of Newnan to be 36,191 and 42,051 in 2010 and 2026, respectively. The following tables demonstrate Newnan's growth from 1970 until 2000 as well as the Atlanta MSA and Atlanta suburbs. The "Population Projections" table shows the change or estimated change in population for every year from 2004 to 2026.

For all tables suburbs is defined as the total for the Atlanta Metropolitan Statistical Area (MSA) less the sum of data for Atlanta.

Total Population

	Atlanta MSA	Newnan	Suburbs
1970	1,763,626	11,205	1,266,602
1980	2,233,324	11,449	1,808,302
1990	2,959,950	12,497	2,565,933
2000	4,112,198	16,242	3,695,724

Source: HUD State of the Cities Data System

Change in Total Population (Percent)

	Atlanta MSA	Newnan	Suburbs
1970 to 1980	26.6	2.2	42.8
1980 to 1990	32.5	9.2	41.9
1990 to 2000	38.9	30.0	44.0
1970 to 2000	133.2	45.0	191.8

Source: HUD State of the Cities Data System



Population Projections

Year	Population	Year	Population
1990	12,497	2015	41,221
2000	16,242	2016	41,441
2004	22,525	2017	41,658
2005	24,701	2018	41,679
2006	27,142	2019	41,852
2007	30,029	2020	41,827
2008	32,493	2021	41,956
2009	34,483	2022	41,887
2010	36,191	2023	41,973
2011	37,843	2024	41,880
2012	38,717	2025	41,966
2013	39,989	2026	42,051
2014	40,587		

Source: U.S. Census Bureau and The City of Newnan Department of Community Development

B. Age Distribution

The table below shows the breakdown of the total population of Newnan into age groups for the years 1990 and 2000. It also shows the percentage change for each category between the two years.

Based on these figures, the nationwide reality of an aging population will be no exception for the City of Newnan. Currently, the median age for all residents is 31.7. However, by examining the following table it is apparent that this figure will soon be rising. While each age group between 55 and 84 decreased in proportion between 1990 and 2000, the “relatively soon to be retiring” age group of 45-54 increased significantly. In fact, all age groups between 25 and 54 saw increases in their numbers. This could ultimately become problematic as most of the age groups below 25 saw a decrease or a minimal increase for the same time period. Current trends suggest that this disparity is only expected to grow as time goes on leaving an older population with more retirees and less people working to support them. This imbalance will undoubtedly place a strain on the health system, labor force, and tax base.



Age Distribution

Age Groups	Year 1990	Year 2000	Percentage Change
Under 5 years	1,207	1,372	-1.3
5 to 9 years	975	1,288	+0.1
10 to 14 years	874	1,214	-0.5
15 to 19 years	873	1,073	-0.4
20 to 24 years	1,005	1,258	-0.3
25 to 34 years	1,977	2,833	+1.6
35 to 44 years	1,601	2,347	+1.7
45 to 54 years	1,051	1,849	+3
55 to 59 years	525	637	-0.3
60 to 64 years	528	470	-1.3
65 to 74 years	952	876	-2.2
75 to 84 years	677	694	-1.1
85 years and over	252	331	No Change

Source: U.S. Census Bureau

C. Race and Ethnicity

The following tables highlight the total population of Newnan by dividing it into racial/ethnic categories and showing change in foreign born population. Information for the Atlanta MSA and suburbs is also provided. Interesting trends can be seen by examining the given data for the years 1980 through 2000. For example, in all three areas represented in the tables the White, Non-Hispanic percent of population decreased (Newnan by 3.3%, Atlanta MSA by 14.5%, and the suburbs by 21.2%). Black, Non-Hispanics also decreased in Newnan by 2.5% during that same period, but saw increases in the MSA and suburbs by 5% and 11.2%, respectively. Proving another nationwide trend, Other Races, Non-Hispanic and Total Hispanic (All Races) as a percent of total population significantly increased in every area. For Other Races and Non-Hispanic, Newnan saw a 1.5% increase, the Atlanta MSA saw gains of 4.1%, and the suburbs experienced the biggest boost at 4.2%. Finally, from 1980 until 2000, all areas entertained larger proportions of foreign born peoples. Newnan expanded in this area by 4.9%, the Atlanta MSA by 8.2%, and the suburbs by 8.6%.

These trends will have definite implications for the City of Newnan. Plans should be made to deal with the surfacing of a language barrier among Newnan citizens, the need for Spanish speaking people in public service positions, and the demand for additional culturally diverse activities.



Population by Race/Ethnicity

		Atlanta MSA	Newnan	Suburbs
White, Non-Hispanic*	1980	1,658,969	6,268	1,523,573
	1990	2,104,448	6,420	1,985,265
	2000	2,460,740	8,347	2,330,518
Black, Non-Hispanic*	1980	530,172	5,067	249,737
	1990	743,326	6,018	480,091
	2000	1,178,872	6,790	924,810
Other Races, Non-Hispanic*	1980	19,458	37	16,109
	1990	57,131	70	53,172
	2000	203,735	299	190,265
Total Hispanic (All Races)*	1980	24,725	77	18,883
	1990	55,045	70	47,405
	2000	268,851	806	250,131

Source: HUD State of the Cities Data System

*According to the SOCDS, "'White, Non-Hispanic' and 'Black, Non-Hispanic' include only persons identifying themselves as 'White alone' and 'Black or African American alone' respectively. 'Other Races, Non-Hispanic' includes those identifying themselves as 'American Indian and Alaska Native alone', 'Asian alone', 'Native Hawaiian and Other Pacific Islander alone', 'some other race alone', or of more than one race."



Race/Ethnicity Groups as Percent of Total Population

		Atlanta MSA	Newnan	Suburbs
White, Non-Hispanic*	1980	74.3	54.7	84.3
	1990	71.1	51.0	77.4
	2000	59.8	51.4	63.1
Black, Non-Hispanic*	1980	23.7	44.3	13.8
	1990	25.1	47.8	18.7
	2000	28.7	41.8	25.0
Other Races, Non-Hispanic*	1980	0.9	0.3	0.9
	1990	1.9	0.6	2.1
	2000	5.0	1.8	5.1
Total Hispanic (All Races)*	1980	1.1	0.7	1.0
	1990	1.9	0.6	1.8
	2000	6.5	5.0	6.8

Source: HUD State of the Cities Data System

*According to the SOCDs, "'White, Non-Hispanic' and 'Black, Non-Hispanic' include only persons identifying themselves as 'White alone' and 'Black or African American alone' respectively. 'Other Races, Non-Hispanic' includes those identifying themselves as 'American Indian and Alaska Native alone', 'Asian alone', 'Native Hawaiian and Other Pacific Islander alone', 'some other race alone', or of more than one race."

Foreign Born Population

		Atlanta MSA	Newnan	Suburbs
Total Foreign Born	1970	17,630	61	11,237
	1980	47,401	48	37,624
	1990	116,624	160	103,270
	2000	423,105	851	395,753
Foreign Born as Percent of Total Population	1970	1.0	0.5	0.9
	1980	2.1	0.4	2.1
	1990	3.9	1.3	4.0
	2000	10.3	5.3	10.7

Source: HUD State of the Cities Data System



D. Income

Much can be gathered from the following tables pertaining to income levels, income distribution, and poverty levels. For example, from the period between 1979 until 1999 Newnan saw the biggest increase in median income when compared to the Atlanta MSA and the suburbs. The City of Newnan made gains of 24%, while the MSA saw 22% growth in this field, and the suburbs experienced only 17% growth. No doubt, this is a good sign for the City's economy. Other optimistic indicators for the three areas in question are identified in the conclusions drawn from the table titled, "Percent of Households in National Income Brackets".

Although increases and decreases can be observed from decade to decade the overall picture is very positive. From 1979 until 1999, the MSA lost 5.1% of households in the Low and Middle Income brackets, but gained them back in the High Income bracket (a gain of 5.2%). The suburbs realized a 3.4% loss in the Low Income brackets; however they too were able to offset these losses with a 3.4% increase in the High Income bracket. The City of Newnan fared better in the percentage of households escaping the Low Income bracket (5.4%), but did not receive the same gains in the High Income bracket. 1.3% of households entered the Middle Income bracket, and 4.1% crossed the threshold into the High Income bracket.

With Newnan's economic growth, decreasing poverty rates can be expected. From 1979 until 1999 the poverty rate for both the Atlanta MSA and the City of Newnan decreased by 3.1%. During this same time frame the suburbs only decreased by 1.3%. From the increasing median income and the redistribution of income to higher income brackets it can be inferred that the City of Newnan as well as the entire area can expect even lower poverty rates in the future. Indeed the trends seen here are expected to continue as Newnan grows and becomes an even greater economic player at the regional, state, and national levels.

Median Household Income in 1999 Dollars

	Atlanta	Newnan	Suburbs
1969	\$37,941	\$26,769	\$42,558
1979	\$40,413	\$27,338	\$44,521
1989	\$47,840	\$28,205	\$50,157
1999	\$51,948	\$36,142	\$53,793

Source: HUD State of the Cities Data System



Percent of Households in National Income Brackets

		Atlanta MSA	Newnan	Suburbs
Low Income (National Lowest 20%)	1969	16.7	28.9	13.2
	1979	18.3	33.0	14.3
	1989	14.6	31.6	11.8
	1999	13.5	27.6	11.5
Middle Income (National Middle 60%)	1969	60.4	58.1	60.8
	1979	59.4	54.2	60.8
	1989	59.5	52.7	60.9
	1999	59.1	55.5	60.2
High Income (National Top 20%)	1969	22.9	12.9	26.1
	1979	22.3	12.8	24.9
	1989	25.9	15.7	27.3
	1999	27.5	16.9	28.3

Source: HUD State of the Cities Data System

Poverty Rate (Percent)

	Atlanta	Newnan	Suburbs
1969	12.8	25.2	10.1
1979	12.5	22.8	9.1
1989	10.1	23.5	7.6
1993 Estimated*	13.4	28.9	10.3
1995 Estimated*	12.1	27.5	9.4
1997 Estimated*	11.0	28.7	8.7
1998 Estimated*	10.5	26.8	8.3
1999	9.4	19.7	7.8

Source: HUD State of the Cities Data System

*Estimated poverty rates for 1993, 1995, 1997, and 1998 are derived from the Census Bureau's Small Area Income and Poverty Estimates.

Economic Development

A. Economic Base

Although, there are numerous industries in the City of Newnan, no one industry dominates the labor market. As of the year 2000, the three biggest industries in



Newnan were Wholesale and Retail Trade, Manufacturing, and Professional Services. Collectively they made up 59.8% of Newnan's 2000 labor market. Considering that the three "tent poles" of any economy are manufacturing, retail trade, and the service industry, this is a good sign. However, further examination of the trends in industry may reflect a bleaker image. The following represent recent and past trends for industry in the City of Newnan. These may paint a more accurate picture of what the future holds.

Biggest Industries in Newnan by % of the Employed Population (for the year 2000):

1. Wholesale and Retail Trade...22.2%
2. Manufacturing...20.3%
3. Professional Services...17.3%
4. Transportation, Communication, and Public Utilities...8.3%
5. Construction...8.2%

Industries That Saw the Largest Increase from 1980-2000:

The first number is the % increase from 1980-2000, and the second number is the % change from 1990-2000.

1. Wholesale and Retail Trade...6.7%, +22.3%
2. Business Repair Services...3.9%, +4.6%
3. Construction...2%, +3.2%
4. Public Administration...1.8%, +0.8%
5. Finance, Insurance, and Real Estate...1.2%, -0.8%

Industries That Saw the Largest Decrease from 1980-2000:

The first number is the % decrease from 1980-2000, and the second number is the % change from 1990-2000.

1. Manufacturing...9.5%, -8.4%
2. Professional Services...4%, -5.6%
3. Transportation, Communication, and Public Utilities...1.2%, +2.6%
4. Agriculture and Mining...0.9%, -1%
5. Personal Services...-0.1%, +3.5%

What this information shows is that two of Newnan's "tent poles" (manufacturing and professional services) are beginning to decline, while wholesale and retail trade continue to thrive. Of course, other industries are increasing and can make up for the discrepancy in jobs available, but the major issue is the income associated with these types of jobs. Traditionally, wholesale and retail do not pay high wages, which are indicative of the service and manufacturing industries. This reality may counteract the positive trends seen in the previous section on income if it is not addressed. The City must find a way to attract "professional" type jobs that require people with greater skills and education levels. Nationwide manufacturing is declining; therefore the professional positions must make up the gap created by manufacturing's diminishing presence.

As more and more people are looking to the South for a new start, Georgia is an emerging state within the Union. Newnan must be prepared to take its foreseeable



position as one of Georgia's key cities, and continue assisting Georgia in becoming a major economic contender. The two tables below show how Georgia compares with the State and the Nation and fits into the larger picture based on industry and occupation.



Industry for the Employed Civilian Population (16 years and older)

Industry	Number and Percentage of Employed Population in Industry		
	Nation	State	Newnan
Agriculture, Forestry, Fishing and Hunting, and Mining	2,426,053 1.87%	53,201 1.39%	0 0.00%
Construction	8,801,507 6.78%	304,710 7.94%	593 8.35%
Manufacturing	18,286,005 14.09%	568,830 14.81%	1,418 19.96%
Wholesale Trade	4,666,757 3.59%	148,026 3.85%	219 3.08%
Retail Trade	15,221,716 11.73%	459,548 11.96%	778 10.95%
Transportation and Warehousing, and utilities	6,740,102 5.19%	231,304 6.02%	577 8.12%
Information	3,996,564 3.08%	135,496 3.53%	91 1.28%
Finance, Insurance, Real Estate and Rental and Leasing	8,934,972 6.88%	251,240 6.54%	389 5.47%
Professional, Scientific, Management, Administrative, and Waste Management Services	12,061,865 9.29%	362,414 9.43%	499 7.02%
Educational, Health and Social Services	25,843,029 19.92%	675,593 17.59%	1,166 16.41%
Arts, Entertainment, Recreation, Accommodation and Food Services	10,210,295 7.87%	274,437 7.14%	759 10.68%
Other Services (except Public Administration)	6,320,632 4.87%	181,829 4.73%	259 3.64%
Public Administration	6,212,015 4.78%	193,128 5.02%	355 4.99%

Source: U.S. Census Bureau



Occupation for the Employed Civilian Population (16 years and older)

Occupation	Number and Percentage of Employed Population in Occupation		
	Nation	State	Newnan
Management, Professional, and Related Occupations	43,646,731 33.64%	1,255,959 32.70%	2,073 29.18%
Service Occupations	19,276,947 14.8%	514,241 13.39%	1,130 15.9%
Sales and Office Occupations	34,621,390 26.68%	1,028,240 26.77%	1,762 15.90%
Farming, Fishing, and Forestry Occupations	951,810 0.73%	24,489 0.63%	0 0.00%
Construction, Extraction, and Maintenance Occupations	12,256,138 9.44%	415,849 10.83%	806 11.34%
Production, Transportation, and Material Moving Occupations	18,968,496 14.62%	600,978 15.65%	1,380 19.42%

Source: U.S. Census Bureau

B. Labor Force

The unemployment rate for the City of Newnan increased dramatically between 1970 and 2000 but has since fallen in line with the Atlanta MSA. Between 1990 and 2000, the suburbs saw a 0.6% drop in unemployment, while the MSA decreased by 0.1% during this same time period. Newnan did not fare as well, increasing the unemployment rate by 0.4%. In 2000 Newnan's unemployment rate was 7.1%, but by 2004 it was only 4.5%.

As seen below, the City is also doing better in terms of percentage of employed residents. From 1970 until 2000 the MSA and the suburbs saw an increase of over 100% of employed residents, yet Newnan only increased by 63.7%. However, in 2004 the MSA increased employed residents by 13% and the suburbs only increased by 12%. Newnan, on the other hand, increased employed residents that year by 32%.



Employed Residents

	Atlanta MSA	Newnan	Suburbs
1970	740,923	4,339	530,210
1980	1,058,514	4,819	882,927
1990	1,570,001	5,074	1,394,063
2000	2,098,444	7,103	1,915,068
2004	2,362,224	9,345	2,136,079
Change 1970 to 1980 (Percent)	42.9	11.1	66.5
Change 1980 to 1990 (Percent)	48.3	5.3	57.9
Change 1990 to 2000 (Percent)	33.7	40.0	37.4
Change 1970 to 2000 (Percent)	183.2	63.7	261.2
Change 2000 to 2004	13.0	32.0	12.0

Source: HUD State of the Cities Data System and Georgia Department of Labor

Unemployment Rate (Percent)

	Atlanta MSA	Newnan	Suburbs
1970	3.0	4.2	2.6
1980	4.9	6.5	4.2
1990	5.1	6.7	4.6
2000	5.0	7.1	4.0
2004	4.2	4.5	4.1

Source: HUD State of the Cities Data System and Georgia Department of Labor

The subsequent tables show that the top occupations for residents of the City are management, professional, and related occupations, followed by sales and office occupations. It is important to remember that this data shows what kinds of jobs residents within the City have and does not include non-residents who work in Newnan. There is an extreme difference between the two.



Under the Economic Base section of this document it was noted that more professional type jobs were needed within the City. This table seems to imply that residents of Newnan are leaving the City for this type of work. If more of these positions were available in Newnan less people would commute out of the City seeking employment opportunities commiserate with their experience and training.

Year 2000* Employed Residents by Occupation

	Atlanta MSA	Newnan	Suburbs
Management, professional, and related occupations	784,518	2,073	710,316
Service occupations	253,204	1,130	223,244
Sales and office occupations	600,954	1,762	554,089
Farming, fishing, and forestry occupations	3,471	0	3,062
Construction, extraction, and maintenance occupations	208,271	806	197,257
Production, transportation, and material moving occupations	242,576	1,332	222,090

Source: HUD State of the Cities Data System

*In 2000 Census data released to date, occupation/industry categories are not sufficiently detailed to compare directly to data from previous censuses.



Year 2000* Percent of Employed Residents by Occupation

	Atlanta MSA	Newnan	Suburbs
Management, professional, and related occupations	37.5	29.2	37.2
Service occupations	12.1	15.9	11.7
Sales and office occupations	28.7	24.8	29.0
Farming, fishing, and forestry occupations	0.2	0.0	0.2
Construction, extraction, and maintenance occupations	10.0	11.3	10.3
Production, transportation, and material	11.6	18.8	11.6

Source: HUD State of the Cities Data System

*In 2000 Census data released to date, occupation/industry categories are not sufficiently detailed to compare directly to data from previous censuses.

Since 1990 more and more people have chosen to work outside of Newnan seeking higher paying jobs. The following table shows commuter patterns for the years 1990 and 2000. Although the percentage of Newnan residents commuting out of the state decreased by 82%, the proportion of residents who work outside of Newnan increased 41%.

Coweta County, as a whole, has an employment-residence ratio of 0.70 for the year 2000. The Census Bureau defines the employment-residence ratio as the measure of the total number of workers working in an area relative to the total number of workers living in the area. This includes workers who do not live in the County. It is often used as a rough indication of the jobs-workers balance in an area, although it does not take into consideration whether the resident workers possess the skills needed for the available jobs. Employment-residence ratios greater than 1.00 occur when there are more workers working in the area than living there. These areas



can be considered as net importers of labor. Values less than 1.00 indicate areas that send more workers outside of their jurisdiction than they receive. They are called net exporters of labor. Coweta County falls into this category with 21% less workers working inside of the county than living in the county. More detailed information on commuter patterns for the year 2000 can be found in the Jobs-Housing Balance subsection included in the housing section.

Coweta County Daytime Population (2000)

Total Resident Population	Total Workers Working in the Area	Total Workers Living in the Area	Estimated Daytime Population	Daytime Population Change Due to Commuting		Workers Who Lived and Worked in Coweta County	
				Number	Percent	Number	Percent
89,215	30,373	43,506	76,082	-13,133	-14.7%	20,735	47.70%

Source: U.S. Census Bureau

Commuter Patterns for Newnan Residents

Location of Work	Year 1990	Year 2000
Outside of State	50	9
In Coweta County	3,753	4,275
Outside of Coweta County	1,175	2,679
In Newnan	2,856	2,842
Outside of Newnan	2,122	4,121

Source: U.S. Census Bureau

Concluding the Economic Development portion of this document is a discussion on wages and personal income. This subject was previously addressed in length in the Population section under the Income subcategory. Nonetheless, figures for per capita incomes were not given thus they are included here. The per capita income of the City of Newnan increased 37.6% between 1990 and 2000, from \$11,909 to \$19,081. The Coweta County Development Authority lists per capita income in 2004 for the Newnan area to be around \$21,818.

C. Economic Resources

There are a variety of agencies, programs, tools, educational opportunities, and training available to the residents of Newnan. The following is a listing of some of these resources:

- Central Education Center (CEC) - CEC is a charter school in partnership with West Central Technical College and the Coweta County School System. Students attend the CEC and participate in regular high school activities. Upon high school graduation students will earn a technical



certificate in conjunction with their high school diploma. The CEC regularly polls area businesses in an effort to discover what skills are needed, and then the school adjusts its curriculum accordingly, ensuring a steady stream of qualified workers for Newnan companies.

- Coweta County Convention and Visitors Bureau- This organization aims to attract visitors, tourists, and convention activity to Newnan and Coweta County
- Georgia Tech Economic Development Institute- This agency offers information to companies, communities, or government agencies seeking information on economic development opportunities.
- City of Newnan Main Street Program- This program is designed to maintain a healthy, viable downtown commercial district by directly marketing the City's unique characteristics to new residents, businesses, and visitors.
- Newnan Coweta Chamber of Commerce- Organized in 1947, the Chamber is a non-profit organization that derives its funding primarily from local members. The Chamber's mission is to improve the economy and quality of life for the Newnan community and is active in promoting industrial, commercial, and tourism development in the City and County.
- Coweta County Development Authority- For most of its history, the Coweta County Development Authority's activities consisted primarily of providing low-cost Industrial Bond financing for new or expanding industries. In 2003, The Coweta County Commissioners charged Coweta County Development Authority with the primary responsibility for Coweta County Economic Development.
- Newnan Development Authority- The role of the City's development authority is to facilitate growth and development throughout the City. The development authority is primarily concerned with industrial development but can assist commercial enterprises as well.
- Newnan Downtown Development Authority- A legislatively created authority designed to facilitate growth and development in the downtown area.
- Newnan Utilities- Newnan Utilities Business Services department encourages local business development. Its involvement in Yamacraw and the construction of Technology Business Parks serve to promote high-tech business growth in Newnan and Coweta County.
- Yamacraw- This is a statewide program that is involved with the construction of Technology Business Parks and encourages the growth of high-tech business in the Newnan and Coweta County area in conjunction with Newnan Utilities.
- UGA Small Business Development Center (SBDC) - The SBDC conducts marketing analysis and surveys intended to evaluate a community's economic development potential. They use this information to provide management consulting to entrepreneurs looking to locate their business.



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- Coweta County Historical Society- The Historical Society was formed with the express purpose of investigating and preserving the richness of the cultural, historical, and architectural heritage of Coweta County.
 - Keep Newnan Beautiful Commission- This organization’s goal is to educate the public about responsible and sustainable environmental practices. They provide solid waste, waste reduction, and litter prevention information for their communities
 - Newnan Convention Center Authority- The body was created to promote tourism, conventions, and trade shows within the City.
 - Newnan Housing Authority- The Housing Authority offers public housing and transportation to and from work for those individuals living in public housing.
 - Higher education- The University of West Georgia and West Central Technical College both have main campuses located nearby in Carrollton and satellite campuses located in Newnan. In addition, there are numerous other post-secondary institutions in Atlanta and LaGrange.

D. Economic Trends

The two major employers in the City limits of Newnan are the Coweta County Board of Education with 2,961 employees and Newnan Hospital with 1,100 employees. Below is a list of 38 employers in Coweta County ranked according to their number of employees. Among the employers identified on the list below, 9 are contained wholly in Newnan’s City limits and account for 5,335 jobs. Furthermore, Coweta County has facilities and employees located throughout the county, but most can be found in Newnan as it is the county seat.

The list also gives the product, the general location, and whether or not the employer is located within the City limits of Newnan. This list was compiled with information from the Coweta County Development Authority, Newnan Hospital, and the Human Resources Departments of the City of Newnan, Coweta County, and the Board of Education.



Major Employers in Coweta County

Employer	Product	Employees	Location	In City Limits?
Coweta County Board of Education	Education	2,961	Newnan	Yes
Yamaha Motor Manufacturer Corporation of America	Golf Carts, Personal Watercraft, & All Terrain Vehicles	1,350	Newnan	No
Newnan Hospital	Healthcare	1,100	Newnan	Yes
Coweta County	Government	700	Throughout County	Mostly
Yokogawa Corporation	Analytical Instruments, Fluid Meters, & Process Control Instruments	680	Newnan	No
BON L Manufacturing Company	Extruded Aluminum	650	Newnan	Yes
K-Mart Distribution Center	Distribution Center	475	Newnan	No
Eckerd Drug Distribution	Distribution Center	360	Newnan	No
Georgia Power Company-Plant Yates	Coal Fired Generating Facility	350	Newnan	No
Cargill Corporation	Beef/Pork Processing	350	Newnan	No
Southern Mills, Incorporated	Industrial Textiles	333	Senoia	No
Petsmart Distribution Center	Distribution Center	280	Newnan	No
Kason Industries, Incorporated	Refrigeration Hardware	250	Newnan	No
City of Newnan	Government	212	Newnan	Yes
Buffalo Rock-Pepsi	Soft Drinks, Snacks	170	Newnan	No
EGO North America, Incorporated	Heating Elements	165	Newnan	Yes
Winpak Films, Incorporated	Polyethylene Film	165	Senoia	No
Sygma	Food Service Distribution Center	150+	Newnan	No
U.S. Can Company	Chicken Boxes, Plastic Chicken Coops, Drums, & Pails	145	Newnan	No
North American Container	Metal Crates	130	Newnan	No
Chromalloy Georgia	Turbine Engine Compress & Parts	107	Newnan	No
Architectural Concrete Company	Cast Stone Products	100	Palmetto	No
Kawasaki Construction Machinery	Front End Loaders	100	Newnan	No
Foley Products Company	Precast Concrete	90	Newnan	Yes
Albion Industries, Inc.	Industrial Casters & Wheels	77	Newnan	No



Caldwell Tanks	Steel Water Storage Tanks	67	Newnan	Yes
Maxxis Corporation	Industrial Tires and Wheel Assemblies	65	Newnan	No
Vistawall	Entrance Doors & Store Fronts	58	Newnan	No
Brown Steel	Steel Fabrication & Erection	50	Newnan	Yes
Grenzebach Corporation	Conveyors & Conveying Equipment	50	Newnan	No
Multec Industrial Packaging	Packaging Materials	50	Newnan	No
Triumph Motorcycles	Motorcycles	42	Newnan	No
Clover Electronics, Incorporated	Contract Electronic Assembly, Printed Circuit Assemblies, Cable Assemblies & Systems	40	Newnan	Yes
Porex Surgical	Cranial & Facial Implants	40	Newnan	No
Oldcastle Precast, Incorporated	Telecommunications Shelters	30	Newnan	No
RettCo Steel, LLC	Annealing, Cleaning, & Coating Carbon Steel Wire	25	Newnan	No
Sabel Steel	Steel Distribution & Processing	22	Newnan	Yes

Source: Newnan-Coweta Chamber of Commerce, Newnan Hospital, the Human Resource Departments of Coweta County Board of Education, the City of Newnan, and Coweta County.

A tourist is defined as anyone who does not live in the City who spends money within its City limits. When compared to its surrounding cities, Newnan enjoys a unique economic situation in that it benefits from a profitable tourism industry. Not only does the downtown area attract countless people for its rich history, but it also attracts visitors with its one-of-a-kind shops and restaurants and its outstanding seasonal activities and programs. Moreover, the commercial development along Bullsboro Drive helps drive Newnan’s tourism industry. Many surrounding cities and counties do not have the variety of clothing stores, restaurants, specialty stores, and entertainment venues that can be found in this lucrative area.

There are also many new developments, like a proposed convention center, that are having or will have significant impacts on the City. SummerGrove, Calumet, and Avery Park are all large, residential developments that have significantly increased Newnan’s population. Because these developments offer some commercial component they will also increase the number of available jobs, creating “live, work, and play” scenarios. Another noteworthy development is The Justice Center. It was built as a replacement for the Coweta County Courthouse in downtown Newnan. A positive aspect of this development is that the court system will remain within the downtown area, which will keep many lawyers and other affiliated professions in the district. In addition, non-profit organizations will utilize the old courthouse bringing even more people into the downtown area.



A new large commercial development, called The Forum, is bringing an abundance of new retail and office jobs to the City. The Forum has also improved traffic flow by opening Newnan Crossing Bypass. Traffic flow will also be advanced with the completion of Newnan Crossing Boulevard East. This road will free the I-85 corridor for development and will provide residents of SummerGrove and the Lower Fayetteville Road area another direct route to Highway 34 (Bullsboro Drive).

Housing

A. Housing Types and Mix

The number of housing units in the City continues to grow as metro-Atlanta moves south down I-85. In 1990 the total number of housing units was 2,570, and in 2000 that number was 6,464. This rapid pace continues to increase as evidenced by the city's issuance of 1,039 permits for new residential construction for 2005 alone.

As shown in the tables below, the City of Newnan has a variety of housing. Traditionally, single-family detached housing has comprised a majority of the City's housing market; however recent trends have diversified housing options. In the years 2000 and 2003, building permits for all types of housing more than doubled from the previous year's permits. Still, between 1990 and 2000 all types of housing decreased in proportion to the entire housing stock except for 1-unit attached homes and housing with 10 or more units. In fact, housing with 10 or more units more than doubled its representation in Newnan.



Number of Housing Units Added Yearly (1980-2000 and 2003)

	1980	1985	1990	1994	2000	2003
Total Units	36	116	35	25	319	925
Units in Single-Family Structures	21	24	33	22	310	661
Units in All Multi-Family Structures	15	92	2	3	9	264
Units in 2-unit Multi-Family Structures	6	18	2	0	0	2
Units in 3- and 4-unit Multi-Family Structures	3	32	0	3	0	4
Units in 5+ Unit Multi-Family Structures	6	42	0	0	9	258

Source: HUD State of the Cities Data System

Number of Housing Units Added Yearly (2001-2002 and 2004-2005)

	2001	2002	2004	2005
Total Units	858	702	991	1053
Units in Single-Family Structures	610	566	799	1031
Units in All Multi-Family Structures	248	136	192	22

Source: City of Newnan Building Department



Housing Types

Units in Structure	Year 1990	% of Total Housing Units	Year 2000	% of Total Housing Units
1-unit detached	3,151	63.2	4,092	61.9
1-unit attached	95	1.9	193	2.9
2 to 4 units	1,069	21.4	1,185	17.8
5 to 9 units	382	7.7	449	6.8
10 or more units	223	4.5	692	10.4
Mobile home, trailer, or other	63	1.3	32	0.5

Source: U.S. Census Bureau

B. Condition and Occupancy

In 1990 the median year a structure within the City of Newnan was built was 1965. In 2000 this number was 1973. Given the fact that over 2,500 new residential permits were issued between 2003 and 2005, it is safe to presume that the median age will continue to decrease.

Concerning the condition of housing in Newnan, a good indicator that is offered by the U.S. Census Bureau is the number of housing units lacking complete plumbing and kitchen facilities. In 1990 there were 47 (0.94%) homes lacking complete kitchen facilities, and in 2000 there were 41 (0.63%). For lack of complete plumbing facilities, Newnan had 31 units (0.62%) in 1990 and 38 units (0.59%) in 2000.

There is currently a nationwide trend developing in the area of rental versus owner occupied housing. The “Homeownership, Rental, and Vacancy Rates” table below proves that this trend is also true for Newnan. The table shows that since 1970 the City has seen the percentage of total vacant units and renter occupied units rise each decade, while owner occupied units have consistently declined. Conversely, the Atlanta MSA and the suburbs have seen opposite effects. For both of these areas owner occupied units have increased overall, while renter occupied units have continued to shrink.

Matching the previously mentioned housing trend is the vacancy rates for owner occupied units versus renter occupied units. For rental units the vacancy rate fell from 6.4% to 6.0% during 1990-2000. During the same time period, the owner vacancy rate in Newnan increased from 2.5% to 6.0%. The table entitled “Occupied and Vacant Housing Units” accounts for all housing units from 1990 until 2000.



Homeownership, Rental, and Vacancy Rates

		Atlanta MSA	Newnan	Suburbs
Owner Occupied as percent of All Occupied Units	1970	59.6	54.4	67.6
	1980	62.2	54.5	67.7
	1990	62.7	48.2	65.9
	2000	66.4	46.8	69.3
Renter Occupied as percent of All Occupied Units	1970	40.4	45.6	32.4
	1980	37.8	45.5	32.3
	1990	37.3	51.8	34.1
	2000	33.6	53.2	30.7
Vacant Units as Percent of All Units	1970	4.9	5.0	4.8
	1980	6.2	5.4	5.4
	1990	9.7	7.2	8.8
	2000	4.9	7.4	4.3

Source: HUD State of the Cities Data System

Occupied and Vacant Housing Units

Status of Housing Units	Year 1990	Rate	Year 2000	Rate	Rate Change
Total Units	4,983	100%	6,464	100%	
Occupied Housing Units	4634	93%	5,939	91.9%	-1.1%
Owner Occupied	2221	47.9%	2,779	46.8%	-1.1%
Renter Occupied	2413	52.1%	3,160	53.2%	+1.1%
Vacant Housing Units	349	7%	525	8.1%	+1.1%
For seasonal, recreational, or occasional use	7	0.15%	34	0.6%	+0.45%

Source: U.S. Census Bureau



C. Cost of Housing

The cost of housing has dramatically increased in western metro-Atlanta over the past few years. Although housing costs are still comparatively low, Newnan is a prime example of this trend. For instance, the ensuing tables show the rise in median household rent and owner's values since 1970. It is important to keep in mind that these figures are in constant 1999 dollars. This means that from 1980-2000 median rent increased \$220 for Newnan residents after inflation is accounted for. It rose \$217 and \$118 for the Atlanta MSA and suburbs, respectively. The increase in median owner value is even more dramatic at \$49,224 for Newnan. While the MSA and the suburbs also grew substantially, they did not keep pace. The MSA increased its median owner value by \$37,900 and the suburbs by \$34,300. This raises the question of housing affordability for residents within the City. It was demonstrated earlier in the Economic Development section that incomes in Newnan are being redistributed to higher income brackets, but this does not necessarily mean the residents of Newnan can afford the rise in housing cost. A better indicator of this may be the amount of cost-burdened households in the City. The cost of housing and housing affordability is discussed in greater detail in the Jobs-Housing Balance subsection below.

Median Household Gross Rent in 1999 Dollars*

	Atlanta MSA	Newnan	Suburbs
1970	\$472	\$309	\$537
1980	\$505	\$382	\$552
1990	\$669	\$503	\$695
2000	\$722	\$602	\$740

Source: HUD State of the Cities Data System

*Household gross rent calculations exclude single-family rental units on 10 acres or more of land.

Median Household Owner's Value in 1999 Dollars*

	Atlanta MSA	Newnan	Suburbs
1970	\$80,582	\$55,897	\$82,673
1980	\$93,591	\$61,262	\$96,697
1990	\$112,628	\$70,999	\$113,947
2000	\$130,900	\$110,486	\$130,997

Source: HUD State of the Cities Data System

*Household owner's value calculations exclude housing units on 10 acres or more of land, housing units with a business or medical office on premises, housing units in multifamily buildings (i.e. condos), and mobile homes. Single family condo houses, however, are included only for 1990.



D. Cost-Burdened Households

According to the U.S. Department of Housing and Urban Development (HUD), cost-burdened households are defined as households that pay 30% or more of gross income on total housing costs, and severely cost-burdened households are those that pay 50% or more. The “Households with Housing Problems” table below shows that since 1990 the percentage of households with housing problems, which includes cost-burdened and severely cost-burdened households, has actually declined. Following the aforementioned table is one titled, “Year 2000 Cost-Burdened Households”. This table makes it clear that although the overall number of cost-burdened and severely cost-burdened households has been reduced, there are some income brackets within Newnan that have well over half of their households in the cost-burdened or severely cost-burdened category.

Increasing the amount of affordable housing units is not necessarily the answer as the City contains an abundance of this type of housing. Rather, increased incomes are especially needed for several of the income groupings represented. The best example is renters with incomes less than or equal to 30% of the HUD Area Median Family Income (MFI). 72% of households in this category are cost-burdened. Other income groups do not fare much better.

The collective decline in cost-burdened households may be attributable to those who work outside of the City in places that pay higher salaries, like Atlanta, but reside in Newnan.

Households with Housing Problems

	Year 1990			Year 2000		
	Renters	Owners	Total Households**	Renters	Owners	Total Households
Total Households	2,310	2,358	4,668	3,238	2,823	6,061
% With Any Housing Problem*	50.1%	20.4%	35.1%	43.4%	22.6%	33.7%
% Cost Burden >30%	N/A	N/A	N/A	38.7%	20.0%	30.0%
% Cost Burden > 50%	N/A	N/A	N/A	17.3%	10.3%	14.0%

Source: HUD State of the Cities Data System

*Any housing problem is defined as cost burden greater than 30% of income and/or overcrowding and/or without complete kitchen or plumbing facilities.

**Total does not include household income 96% median family income (MFI) and greater.



Year 2000 Cost-Burdened Households

Household by Income and Burden	Renters	Owners	Total Households
Household Income <= 50% MFI	1,628	625	2,253
Household Income <= 30% MFI	1,024	420	1,444
% Cost Burden >30%	72.8%	59.5%	68.9%
% Cost Burden >50%	46.9%	45.2%	46.4%
Household Income >30 to <=50% MFI	604	205	809
% Cost Burden >30%	51.2%	43.9%	49.3%
% Cost Burden >50%	11.6%	19.5%	13.6%
Household Income >50 to <=80% MFI	660	394	1054
% Cost Burden >30%	30.3%	32.7%	31.2%
% Cost Burden >50%	1.5%	12.7%	5.7%
Household Income >80% MFI	950	1,804	2,754
% Cost Burden >30% MFI	0.0%	5.3%	3.4%
% Cost Burden >50% MFI	0.0%	0.6%	0.4%
Total Households	3,238	2,823	6,061
% Cost Burden >30%	38.7%	20.0%	30.0%
% Cost Burden >50%	17.3%	10.3%	14.0%

Source: HUD State of the Cities Data System

E. Special Housing Needs

- **Elderly and Disabled Persons:** There are numerous private nursing homes and assisted living facilities in the City and County that offer services to both the elderly and the disabled. The Housing Authority also assists in this area by offering 168 housing units for the elderly, handicapped, and disabled. Of all the categories of special housing needs the elderly and disabled have the largest amount of housing dedicated to their needs.
- **Domestic Violence Victims and Homeless:** The Housing Authority donated 4 housing units to an organization known as Good Samaritan. These units are dedicated to assisting males who are homeless or leaving



the penal system. Many local churches will also assist the homeless on a case by case basis. The Community Welcome House can house up to 30 residents, and they primarily assist women and children who are homeless due to domestic violence but have expanded to accept some women and children who are homeless due to poverty and other crisis situations. Another emergency shelter type organization in Newnan is Angel's House. This facility houses foster children. Angel's House can keep up to 10 children at one time. Further research has identified a need for additional housing focused on domestic violence victims and the homeless.

- Migrant Farm Workers: There is not a significant enough population of migrant farm workers to warrant special housing needs.
- HIV/AIDS Patients: Between the years of 1981 to 2003 there were only 83 Aids cases reported in all of Coweta County. Consequently, no special housing is currently needed for this small group, but these numbers should continue to be evaluated as Newnan's population increases.
- Persons Recovering from Substance Abuse: While there are rehabilitation programs in the area, there are no housing facilities in the City or the County to assist those recovering from substance abuse. The City should encourage the development of this type of special needs housing.

F. Jobs-Housing Balance

The commuter pattern table below shows that most Coweta residents who leave the County for work seek employment in Fulton, Fayette, Clayton, or Cobb counties. This is due to higher wages commensurate with the higher skilled jobs offered in those counties. As seen above, Coweta County and Newnan offer no lack of housing units; therefore precautions should be taken to ensure that Newnan does not become a bedroom community since there are many housing units in the city only affordable to individuals with higher wage jobs.

In addition, a lack of affordable housing does not seem to be an issue. In 2000, the median household owner's value was \$110,486. This is in the price range of most starter homes and lower cost housing. However, in 1999 dollars the median household income was \$36,142. This would mean that the cost of housing for the median household would be 32.7% of their income, which would label them a cost-burdened household.

The barrier keeping Newnan's residents from working in the jurisdiction seems to be an undersupply of adequately paying jobs. Likewise, lower paying jobs would account for the amount of cost-burdened homes seen in Newnan. The County and City need to attract higher paying, professional jobs to match rising housing costs.



Commuter Pattern Breakdown for Coweta County

County	Coweta Residents Who Work There	Coweta Workers Who Live There	Number Gained or Loss
Coweta	20,735	20,735	0
Fulton	8,855	950	-7905
Fayette	5,517	1,439	-4,078
Clayton	3,097	582	-2,515
Cobb	1,136	228	-908
Dekalb	1,014	241	-773
Troup	586	708	+122
Gwinnett	397	227	-170
Carroll	384	1,335	+951
Spalding	254	342	+88
Douglas	220	156	-64
Meriwether	219	1,149	+930
Henry	172	173	+1
Heard	102	940	+838
Randolph (Alabama)*	0	106	+106

Source: U.S. Census Bureau

*All counties receiving more than 100 Coweta residents were listed. Randolph does not receive any Coweta residents. However, Randolph County contributes over 100 workers to Coweta County.

Natural and Cultural Resources

A. Environmental Planning Criteria

How is new development likely to impact these resources?

Identify needed regulations or policies for their protection or management.

Indicate the status of the City's compliance with the requirements of the Rules for Environmental Planning Criteria, as established by the Department of Natural Resources (DNR), through the City of Newnan's ordinances.

All definitions given in the following section were obtained from the DNR.

Part V ordinances have been adopted for all of the subsequent resources.

- ***Water Supply Watersheds***

A water supply watershed is the area of land upstream of a governmentally owned public drinking water intake.

On May 9, 2000 the City adopted the Water Supply Watershed District and the regulations pertaining to it. According to the City of Newnan's Zoning Ordinance, the purpose of this district "is to establish measures to protect the quality and quantity of the present and future water supply for the City which will minimize the transport of pollutants and sediment to the water supply, and maintain the yield of the water supply watersheds". The



ordinance further states, “The standards of this district shall comply with Department of Natural Resources Rule 391-3-16-.01, Criteria for the Protection of Water Supply Watersheds and the Reservoir Management Plan adopted by Newnan Water, Sewerage and Light Commission and the City of Newnan.”

Since new development could greatly impact this resource resulting in the degradation of the city’s drinking water supply, Newnan continuously works to maintain compliance with the DNR requirements. Therefore, no new or different policies or regulations are currently needed.

- *Wetlands*

Wetlands can be salt- or freshwater. There are only freshwater wetlands in the City; however there are many categories of freshwater wetlands. A general definition of freshwater wetlands is areas that are frequently flooded by surface or groundwater to the point that they are able to support vegetation suited for saturated soil conditions.

Wetlands in the City are protected under the Wetlands District as delineated in the Zoning Ordinance. “The purpose of this district is to promote the wise use of wetlands and protect them from alterations which will significantly affect or reduce the primary functions for water quality, flood plain and erosion control, ground water recharge, aesthetics, natural areas, and wildlife habitat areas (City of Newnan Zoning Ordinance).” The Zoning Ordinance states that all standards for the Wetlands District will comply with DNR Rule 391-3-16-.03, Criteria for Wetlands Protection.

Since new development could greatly impact this resource resulting in the interruption of vital ecosystems, loss of species, and greater flooding, the City continuously works to maintain compliance with the DNR requirements. Therefore, no new or different policies or regulations are currently needed.

- *Groundwater Recharge Areas*

A recharge area is any portion of the earth’s surface where water penetrates the ground to fill an aquifer.

The City has established a Groundwater Recharge Area District in which standards comply with DNR Rule 391-3-16-.02, Criteria for the Protection of Groundwater Recharge Areas. “The purpose for the Groundwater Recharge Area District is to establish criteria to protect significant groundwater recharge areas from pollution by spills, discharges, leaks, impoundments, application of chemicals, injections and other development pressures (City of Newnan Zoning Ordinance).”

Since new development could greatly impact this resource resulting in a decreased water table, contaminated groundwater, and flooding, the City continuously works to maintain compliance with the DNR requirements. Therefore, no new or different policies or regulations are currently needed.

- *Protected Rivers*

There are no protected rivers within the City of Newnan.



- *Protected Mountains*
There are no protected mountains within the City of Newnan.

B. Other Environmentally Sensitive Areas

How is new development likely to impact these resources?

Identify needed regulations or policies for their protection or management.

- *Public Water Supply Sources*

Understandably, public water supply sources will be impacted in more than one way by new development. First of all, more stress will be placed on this resource as demand grows to meet the population changes. Secondly, physical development always alters the environment in some aspect. The City will have to keep a watchful eye on their public water supply sources as more construction takes place. However, the regulations and policies that are in effect to protect water supply watersheds, wetlands, and groundwater recharge areas combined with the various setback and buffer requirements for bodies of water should be sufficient to protect Newnan's public water supply sources found in the City.

- *Steep Slopes and Soils*

There are sufficient regulations and policies in place for the protection and management of steep slopes and soils. Both slopes and soils are regulated according to Best Management Practices as set forth by the Manual for Erosion and Sediment Control in Georgia, 5th Edition. The City's Zoning Ordinance also regulates development's affect on these resources. The ordinance in place to protect these resources parrots the model ordinance found in the previously mentioned state manual. Governments have to adopt ordinances such as this to become an issuing authority. In cases where Best Management Practices fail, the City's enforcement action is utilized.

New development will no doubt impact these resources, yet the regulations in place should prevent any detrimental effects. Concerning construction, the City as well as the County consists of soils that are fair or good for urban development. No exceptional conditions exist for development in this aspect.

- *Coastal Resources*

There are no coastal resources within the City of Newnan

- *Flood Plains*

A very small proportion of the City of Newnan is located within flood plains. Those areas that are in a flood plain are protected by federal, state, and local regulations. The Zoning Ordinance for the City establishes a Flood Hazard District. Areas within this district are extremely limited in use. The ordinance states that the purpose of the district is to mitigate "flood damage to persons and properties and minimize expenditures...preserve drainage courses...preserve natural conditions...[and] minimize danger to public health". Permitted uses are few, and any use not expressly mentioned in the ordinance is forbidden.

New development will inevitably have some impact on flood plains. This impact will be due in large part to the increase in impervious surfaces necessary to accommodate growth. The City will need to be mindful of future impacts since public roads, parking lots, and similar surfaces are a permitted use in a flood plain. More stringent regulations may be needed in the future if problems arise.

- *Plant and Animal Habitats*

There are 16 plants and animals in Coweta County on the Department of Natural Resources Special Concern/Rare Species List. Four of the animals on the list (Purple Bank Climber, Shinyrayed Pocketbook, Gulf Moccasin Shell, and Oval Pigtoe) are protected by the federal government and one (Highscale Shiner) is protected by the state. Two of the plants on the list (Pink Ladyslipper and Bay Starvine) are protected by the state, and one (Monkeyface Orchid) is federally protected. Undoubtedly, their placement on the list is due to man's encroachment in the name of development. Future growth will only further impact their surroundings.

There are few if any of the above listed species located within the City limits of Newnan, due to a lack of an appropriate habitat. Nevertheless, if these or any other rare species are found to be living within the City limits all necessary precautions will be taken, to ensure their continued existence. Furthermore, if the need arises the City will develop appropriate ordinances to guarantee their protection.

C. Significant Natural Resources

How is new development likely to impact these resources?

Identify needed regulations or policies for their protection or management.

- *Scenic Areas*

Scenic views and sites include significant visual landmarks and vistas that may warrant special management practices. No specific scenic views or sites have been identified within the City of Newnan.

- *Prime Agricultural and Forest Land*

Very little prime agricultural and forest land remains within the City of Newnan, as most has already been rezoned for other land uses. Lands that were once considered prime agricultural were subdivided into small land tracts, often becoming residential in nature. No land in the City limits is zoned for agricultural purposes, but there are several locations throughout the City zoned OCR (Open Space Conservation and Recreation District). These areas will be discussed in the sections on parks and recreation areas (non-major) and conservation areas.

- *Major Parks and Recreation Areas*

Major park and recreation areas include significant federal, state, and regional parks and recreation areas. There are no major park and recreational areas within the City of Newnan. Local parks and recreation areas are assessed in the "Community Facilities and Services" section.



- *Conservation Areas*

There are three zoning classifications in Newnan that support land conservation to some extent. They are Conservation Subdivision District (CS), Urban Open Space and Conservation District (OSD-2), and Open Space, Conservation, and Recreation District (OCR).

There are currently no areas in the City zoned CS, nonetheless this zoning allows higher density residential development in exchange for open space conservation. OSD-2 was used prior to the creation of the CS district and was instituted to serve the same basic purpose. One area in the City, Olmstead subdivision, is zoned OSD-2. The zoning ordinance now states that no other areas shall be zoned OSD-2 since it was replaced by CS.

The OCR district's purpose is to "preserve public and private open space and natural areas" for the purposes of "providing opportunities for outdoor recreation, providing contrasts to the built environment, preserving scenic qualities, protecting sensitive or fragile environmental areas, preserving the capacity and water quality of the stormwater drainage system, and ensuring that critical water supply reservoirs and watersheds are protected" (City of Newnan Zoning Ordinance). There are several parcels within the City zoned OCR. Some of these areas are relatively small, while others are quite large and are chiefly comprised of the parks and recreation facilities found in the City.

New development will likely have a minimal affect upon existing conservation areas since they have been zoned to ensure their protection. It is likely that developers in the future may wish to acquire CS zoning, but that will be based on the topography and features of their land. As seen in the "Parks and Recreation" section and the "Capital Improvements Element", more areas designated for parkland will be needed to accommodate growth. No new policies or regulations are needed concerning this topic, as the guidelines established under the respective zonings are sufficient.

D. Significant Cultural Resources

How is new development likely to impact these resources?

Identify needed regulations or policies for their protection or management.

- *Rural Resources*

There are no significant rural areas within the City limits of Newnan.

- *Residential Resources*

Newnan is known as the "City of Homes" and is rich in historic residential dwellings. Beyond the historic aspect, the City is rapidly adding new housing units to its housing stock every year. New subdivisions and infill development are continually under construction. A few of these subdivisions, like SummerGrove, are large-scale projects, which create additional demand for services. The "Economic Resources" section discusses a few programs and authorities to help maintain and boost Newnan's residential resources as well as assist those in need of affordable housing.



- *Commercial Resources*

The City of Newnan has many commercial facilities located throughout the City. These include a variety of commercial uses ranging from shopping centers to bowling alleys. The central business district (historic downtown) is a cluster of unique shops and restaurants and is the location of many government and legal services. The “Economic Resources” section discusses various programs and authorities to help maintain and boost Newnan’s commercial resources.

- *Industrial Resources*

There are three industrial parks in Coweta County. They are Creekside, Shenandoah, and Newnan South Industrial Parks. The later is the only park located within Newnan’s actual City limits, although there are numerous industrial type businesses located in the Hillwood Circle area. The City also has various areas zoned and serving industrial needs, such as the site of the Bon-L Company. The “Economic Resources” section discusses various programs and authorities to help maintain and boost Newnan’s industrial resources.

- *Institutional Resources*

Many of Newnan’s institutional resources were mentioned in the “Economic Resources” subsection above. In addition, the City has numerous churches and government buildings. Among these are the new Justice Center, City Hall, and the Coweta County Courthouse (the Old Courthouse).

- *Transportation Resources*

This issue is addressed in the “Transportation System” section below.

- *Community Landmarks of Historic, Cultural or Archeological Significance*

There are 23 listings for Coweta County on the National Register of Historic Places. Of these 13 are located in Newnan. An inventory of these places follows.

1. Cole Town District
2. Coweta County Courthouse
3. The Home Place of William Leonard Crowder
4. Goodwyn-Bailey House
5. Gordon-Banks House
6. Greenville Street-LaGrange Street Historic District
7. Newnan Commercial Historic District
8. Newnan Cotton Mill and Mill Village Historic District
9. Northwest Newnan Residential Historic District (a.k.a. College-Temple Historic District)
10. Oak Grove Plantation
11. Platinum Point Historic District
12. Powell Chapel School
13. Willcoxon-Arnold House



There are several other attractions and unique situations throughout the City that are also of significant cultural, historical, and/or archaeological value. Some of these are: the scenic byway, the Lewis Grizzard Museum, Confederate General Joseph Wheeler's headquarters, Creek Indian heritage, the Newnan Theater Company, the Erskine Caldwell Museum, the Male Academy Museum, and the Cultural Arts Center. In addition, Newnan is proud to be the home of College Temple - the first college to offer a Master of Arts degree to women. The college, along with the original courthouse, and several local churches, were used in the Civil War as a hospital for wounded Confederate and Union troops. The courthouse was also the location of the trial of John Wallace, the first white man convicted and condemned to death in a Southern state based on the testimony of a black man. The murder trial was immortalized in the book Murder in Coweta County by Newnan native Margaret Anne Barnes. Her book was later made into a television movie starring Andy Griffith and Johnny Cash.

Along with Lewis Grizzard and Margaret Anne Barnes, another Newnan native that draws much attention to the City and can be considered a cultural resource is country music superstar, Alan Jackson. A portion of Interstate 85 bears his name.

Newnan progressively seeks to maintain or improve its historic areas and structures. There is currently a Historic Preservation Overlay District in place; however regulations associated with this district are rarely enforced. Additional efforts should be made to educate residents about the district and its benefits.

Community Facilities and Services

A. Water Supply and Treatment

Evaluate the adequacy and useful life for meeting future needs of the City and how to make the most efficient use of existing infrastructure to accommodate future development.

Evaluate those service areas or levels that are likely to influence future development or impact natural or cultural resources.

How may each resource be used to appropriately direct development patterns of the City?

- *Distribution System and Treatment System*

Newnan Utilities provides water for all residential, commercial, and industrial locations in the City of Newnan. The Newnan Utilities Reservoirs have a total surface area of 330 acres and an available capacity of approximately 1.75 billion gallons of water. This results in a reserve supply of 187 days at 9.3 million gallons per day (MGD). 9.3 MGD represents the maximum average daily capacity of Newnan's water usage. In addition to reservoirs, Newnan Utilities stores 3.25 MGD in water towers and other elevated storage.

The current raw water supply is 17 MGD with a water treatment capacity of 12.4 MGD. The distribution system is adequate and should serve the City's needs through 2016. A water plant upgrade will be undertaken in 2006, which will ensure adequacy up to 14 MGD through 2026. The upgrade will consist



of 2 additional filters, solids handling equipment, pumping upgrades, and UV disinfection.

This resource can help shape future development through the utilization of existing infrastructure, thus promoting infill development, and placing new infrastructure in areas where future development will be best suited.

B. Sewerage System and Wastewater Treatment

Evaluate the adequacy and useful life for meeting future needs of the City and how to make the most efficient use of existing infrastructure to accommodate future development.

Evaluate those service areas or levels that are likely to influence future development or impact natural or cultural resources.

How may each resource be used to appropriately direct development patterns of the City?

Evaluate the use of onsite septic systems within the City, especially where their widespread use may have adverse environmental impacts.

- *Collection and Treatment System*

Newnan Utilities provides all services concerning sewerage and wastewater systems, and is responsible for and produces the “Wastewater System Master Plan”. Service is intended to be provided only to customers within the City limits with a few exceptions. Periodically, easements are required to construct sewer lines on property that is outside the City limits. In those cases the owners of the property have on occasion received connections to the wastewater system as part of the easement agreement. Therefore, the planning area is limited to the City limits and areas where annexation is predicted, thus somewhat shaping development patterns.

Portions of the current system are in excellent condition and will last for the next 30 years or more with standard maintenance. Others portions of the system are presently or soon will be in need of substantial upgrade or expansion. For example, the *Wastewater Treatment Expansion Plan* adopted in 1998 is now obsolete because flow rates have increased faster than projected. (The 2005 revised expansion plan is given below.) Additional treatment capacity is needed and several requests have been made to the Environmental Protection Division (EPD) to initiate the application process.

After 2010, the uncertainty of the future flow increases and the urgency of further facility construction fluctuate with the variability of the future annexation rate. The maximum monthly flow to each plant can be adjusted through the diversion pump stations and can maintain plants within capacity until 2035 with low annexations or until 2015 with high annexations.

Construction of Phase IV will be necessary sometime between these dates and a closer prediction will be apparent as time passes. With higher annexations, the combined maximum monthly average flow may exceed 8 million gallons per day (MGD) by 2020 and require construction of Phase V.

Likewise, the collection system and lift stations will have to experience some changes to accommodate future growth. Notable issues are: the peak flow will exceed the firm capacity of the Poplar Road Pump Station in 2015 based on flow projections with low annexation rates causing the station and



force main to require expansion between 2010 and 2020; work on the gravity sewers in the Mineral Springs basin is recommended in the near future, culminating in replacement of approximately 15,600 linear feet of clay sewer pipe that leads to Mineral Springs Water Pollution Control Plant (WPCP); the Wahoo Creek to Snake Creek force main will not be capable of transporting the peak flows during Phase III and IV.

As stated above, Newnan Utilities produces the “Wastewater System Master Plan”. This was updated in 2005, and additional, more detailed information can be found in that document.

Revised Wastewater Treatment Expansion Plan (2005)

Phase	Description	Total Treatment Capacity, Max. Month	Construction Completed	
			Based on Low Annexations	Based on High Annexations
I	Expansion of Mineral Springs (WPCP) to 2.0 MGD prior to Land Treatment	3.75 MGD	2005	2005
II	Diversion of all flow from Snake Creek Basin and some of the flow from the Wahoo Creek Basin to Mineral Springs WPCP and construction of 1.25 MGD Land Treatment Facilities	5.0 MGD	2007	2007
III	Expansion of Mineral Springs WPCP and Land Treatment to 4 MGD. Stop Stream Discharge at Mineral Springs WPCP	7.0 MGD	2011	2010
IV	Addition of 1 MGD capacity and conversion of the Wahoo Creek plant to Water Reclamation Facility for possible urban water refuse	8.0 MGD	2035	2015
V	Addition of 2 MGD capacity to Wahoo Creek WRF	10.0 MGD	2035+	2020

Source: Newnan Utilities and Wiedman and Singleton, Inc.

Note: Construction Sequencing of Phases III and IV may be interchanged.

- *Septic Systems*

Septic systems are not allowed for residential construction within the City of Newnan. New development must connect to the sewerage and wastewater system.

C. Other Facilities and Services

Evaluate the adequacy and useful life for meeting future needs of the City and how to make the most efficient use of existing infrastructure to accommodate future development.

Evaluate those service areas or levels that are likely to influence future development or impact natural or cultural resources.

How may each resource be used to appropriately direct development patterns of the City?



- *Fire Protection*

There are currently two fire protection facilities in the City. One is located in the downtown area (Station One), and the other can be found on the east side of the City (Station 2). Station Two is relatively new and should last for approximately 30 more years. Station One was built in the 1970s and is expected to be useful for another 10 to 12 years. After that time period one possible plan to replace the downtown facility would be the construction of one large public safety facility in or near the downtown area to house police and fire services.

The rate of growth, annexation, and traffic congestion has created a need for two additional fire protection facilities. One is needed north of Station One and the other is needed east of Station Two. These facilities do not necessarily need to be as large as Stations One and Two, as their role would be supplementary. The purpose for these smaller “fringe” facilities would be to keep response times low.

Another option for expanding fire protection services in Newnan would be to obtain some sort of partnership with Coweta County for providing services to areas experiencing higher response times.

- *Public Safety*

The Public Safety Complex is divided into four sections. The front section houses the administration and investigations departments. The old City jail houses the communications room, and the rear section is home to the uniform division and the municipal court. A separate building abutting the facility contains the traffic unit and bike patrol.

The existing Public Safety Complex will require expansion to accommodate future employees. With the planned neighborhoods and subdivisions already being built on the east side of I-85, a precinct will need to be added in that location within the next five to eight years. Traffic congestion and the hazards of any emergency vehicle attempting to respond on that side by utilizing Bullsboro Drive or Lower Fayetteville Road will become too dangerous.

At present, facilities are being utilized near maximum capacity. The uniform division has enough squad room space to accommodate five new officers. On the other hand, every available existing office is in use at this time; therefore a conference room is being sub-divided to create two additional offices.

It would appear that growth is occurring irregardless of where public safety can reasonably be offered. It seems that new development is directing public safety, rather than this service helping direct future development. Growth puts more stress on Newnan’s public safety capabilities every day. Short and long term action is needed.



- *Parks and Recreation*

The City of Newnan’s park system is currently comprised of a series of neighborhood and community parks at locations scattered throughout most of the City. Newnan’s parks and recreation areas contain a wide range of facilities for both passive and active recreational activities as well as aesthetic, cultural, and educational resources that merit preservation. They range in size from 3/10 of an acre at the South Street Tot Lot to 12 acres at C.J. Smith Park. The ensuing table lists all parks that serve Newnan residents and their acreage.

The City recognizes a need for more parkland, especially as new development will cause the future demand for park and recreational facilities to increase. Impact fees have been instituted to help meet this demand. Details on specific projects can be found in the Capital Improvements Element.

Parks and Acreage

Name of Park	Size in Acreage
Community Parks:	
Lynch Park	6.2
C.J. Smith Park	12.0
Carl Miller Park	6.8
County Center	56.0
Neighborhood Parks:	
Cranford Park	0.7
Ray Park	1.8
Verona Rosser Community Center	0.7
Westgate Park	2.6
Temple Park	2.5
South Street Tot Lot	0.3
Undeveloped Parks	
Greenville Street Park	1.5
First Avenue Park	3.5
Alexander Farm Tract	31.0
Old Jefferson Tract	18.6
East Broad Street Tract	3.6
Savannah Street Tract	1.6
Turner Street Tract	1.5
Hannah Homes Tract	N/A



- *Stormwater Management*

The City of Newnan has developed, implemented, and enforces a Stormwater Management Program designed to reduce the discharge of pollutants into creeks and other natural sources of water through the use of Best Management Practices.

The Stormwater Management Plan and Program, as currently written and implemented, meets the State of Georgia's requirements for a practical reduction in the discharge of pollutants into the storm sewer system. In the future, as the need arises, or as new or more stringent requirements are placed on the City of Newnan, it is anticipated that the plan and program will be revised to meet the additional needs and new requirements.

The impact on the infrastructure from development will primarily be transportation related, and secondarily, drainage related. Public Works intends to devise and implement a roadway and pavement management plan which will insure the extended usefulness of the existing, as well as future, road and street system. Maintenance and restoration of existing streets by such methods as milling and resurfacing will, in addition to providing safer and improved riding surfaces for the motoring public, improve drainage by better utilizing the existing network of gutters and drains as a part of the storm sewer system for the City. Maintenance of existing storm sewer structures is equally as important for meeting future development, and the Stormwater Management Program implemented by the City will help accomplish this through inspection and repairs and maintenance as needs are discovered, thus preventing more costly repairs down the line as a result of neglect.

It is important for the City to anticipate and project future needs in order to plan and fund the projects needed to meet those needs. Expected or desired levels of service, both now and in the future, are key components in planning and funding and acquiring resources. Further, the City will be in a better position to dictate growth if stormwater facilities are running under ideal conditions. If preventable problems arise, the scenario could be reversed and the City's growth could become dictated by the capabilities of the stormwater system.

Efficiencies are often achieved through denser, more geographically compact service areas. The service area can be used to steer future development and obtain better efficiency. One idea is to direct future development inward, nearer the "old" City limits; more specifically, closer to the central business district (CBD) and surrounding neighborhoods.

- *Solid Waste Management Facilities*

Solid waste management is contracted to a private company. That contractor is currently CLM Sanitation. However, the City supplements the collection of solid waste through the pick-up of yard trimmings or clippings, and other vegetative and woody debris. The City also collects junk items.



CLM Sanitation presently meets the City’s needs for solid waste management and is committed to providing the City of Newnan the service it wants and needs as the City grows and changes in the future.

Note: More detailed information of levels of service and future need for certain community facilities and services can be obtained in the “Capital Improvements Element”.

D. Consistency with Service Delivery Strategy

Check service areas and service providers for all of the above services, plus the transportation system, for consistency with the countywide service delivery strategy.

Identify any inconsistencies that need to be resolved in the plan or the service delivery strategy.



Compliance with Service Delivery Strategy

Service	Status	Comments
Water Supply and Treatment	Consistent	The City provides for itself through Newnan Utilities. A provision in the ordinance calls for a mitigation process for any annexation; buffers are dealt with then.
Sewerage System and Wastewater Treatment	Consistent	The City provides for itself through Newnan Utilities. The County covers all unincorporated areas.
Fire Protection	Consistent	The City provides for itself. The County covers all unincorporated areas.
Public Safety	Consistent	There are public safety officers for the County and the City. They will assist each other when necessary.
Parks and Recreation	Consistent	All parks in the City are managed by the county irregardless of ownership. The City performs some maintenance through the Beautification department.
Stormwater Management	Consistent	The City provides for itself. The County covers all unincorporated areas.
Solid Waste Management Facilities	Consistent	The City provides pick-up for itself through a private contractor, but the County provides the transfer station.
Airports	Consistent	The County runs the airport, which is located in the county's jurisdiction.
Road and Street Maintenance	Consistent	The City performs most/all of these services, but the County could provide assistance if needed.
Public Works	Consistent	The City performs most/all of these services, but the County could provide assistance if needed.
Road and Street Construction	Consistent	The City performs most/all of these services, but the County could provide assistance if needed.

Source: Coweta County Service Delivery Strategy and the City of Newnan Department of Community Development



Intergovernmental Coordination

A. Identification of Current Efforts

Intergovernmental coordination and cooperation are essential components in the successful operation of a government. This element provides an opportunity to explore the coordination mechanisms and processes that impact a community's ability to implement its Comprehensive Plan. By completing this inventory, the City will be able to evaluate the adequacy and suitability of these devices and develop strategies to ensure greater coordination with other jurisdictions and agencies.

The City utilizes numerous mechanisms and processes in its bid to foster cooperation and coordination with other local governments and organizations. Communication is imperative given Newnan's fast paced growth and increased demand for services. The City and County must work together in their efforts to deal with these issues and continue to provide services at acceptable levels.

As the County and its jurisdictions work toward the completion of their Comprehensive Plan updates, it is important that everyone understands the need for consistency. In an effort to address this issue, the Coweta Intergovernmental Committee has been established to allow jurisdictions to discuss issues impacting the County as a whole. Two elected officials from each community are appointed to serve on the Committee. They typically meet once a month with the local Chamber of Commerce facilitating the meeting.

One of the items that the Intergovernmental Committee will be discussing is the Service Delivery Strategy (SDS). This document was originally submitted and approved in 1999 with amendments being adopted in 2003. It deals with the provision of services in terms of the identification of service areas, responsibility for funding, and implementation tools for service delivery. This document must be consistent with the Comprehensive Plan and therefore is updated concurrently. Both elected officials and staff will participate in any necessary amendments.

In accordance with House Bill 489, the City of Newnan has also adopted procedures to address the annexation of land. These measures can be found in Chapter 4 of the City's Zoning Ordinance. They include a mitigation process between the City and County that has been utilized on several annexation applications since its adoption.

The City's Planning Department also has established a Development Review Committee that meets monthly to discuss proposed developments that may impact service provision. Represented on that Committee are both Newnan Utilities and the Coweta County Board of Education. In addition, the County is asked to participate periodically if a development will affect areas outside Newnan's City limits.

In terms of economic development, the City continues to work well with the Chamber of Commerce and the Newnan Development Authority to attract new industry to the area. These organizations will play a key role in Newnan's economic future as the City tries to maintain a balanced tax base.

The City has also established a Business Development Office designed to assist small business owners by providing guidance as they start their companies. This



office works closely with both the Main Street Program and Downtown Development Authority in their efforts to promote downtown businesses.

Newnan also falls under the jurisdiction of the Chattahoochee-Flint Regional Development Center (Chatt-Flint RDC). Therefore, all Comprehensive Plan reviews, DRI submittals, and similar documents must be transmitted to their agency for review and approval. However, since Newnan falls under the non-attainment requirements in terms of air and water quality, they must also work closely with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA).

The City has been in discussions with representatives of Coweta County and Chatt-Flint RDC regarding the need for a regional planners' luncheon. This biannual event would provide staff an opportunity to network and discuss issues pertinent to the area. It would also give them a forum to review upcoming projects that impact multiple jurisdictions.

B. Adequacy and Suitability of Coordination Mechanisms and Processes

In evaluating Newnan's intergovernmental coordination efforts, one can see that the City believes in working with its neighbors. Additional efforts should be made to look at planning on a regional level, which would include working with adjacent counties. This could be most beneficial especially in the area of transportation since the push has been towards finding regional solutions.

In addition, the City should also take a more active role in the recruitment of clean technology industry. Although this is typically a function of the Chamber of Commerce and the Development Authority, the City should work more closely with these organizations to ensure the proper development of the Newnan South Industrial Park. As this area is a gateway into the City, it is important that Newnan recruit industry that will reflect the image that the City wants to exhibit.

Newnan must continue to foster its intergovernmental relationships. The only way to handle the tremendous growth that it is experiencing is through cooperation and coordination with its neighbors. By using this approach, the City should be able to take proactive steps that will pave the way for quality development within its borders.

Transportation System

A. Road Network

Evaluate the adequacy of the following for serving the needs of the City throughout the planning period.

- *Roads and Highways*

Many roads and streets that are a part of the City's system are in need of milling and resurfacing to improve the level of surface and better facilitate drainage through improved performance of the curbs and gutters with other structures and components of the storm sewer system. Additionally, much of the existing signage and traffic signals on the City street system are out of compliance with the Manual on Uniform Traffic Control Devices (MUTCD)



and generally accepted practices and guidelines for pavement markings and traffic control signs. The City is currently replacing the older signals with new ones that support signal coordination and Intelligent Transportation Systems (ITS).

To complicate the issue of street surfacing, the congestion found on many of the City's streets is unacceptable. The volume-to-capacity relationship of an intersection or roadway section is expressed in terms of its Level of Service (LOS), which is a measure of the amount of delay and congestion experienced by motorists as they pass through an intersection or roadway section. LOS A represents free flow conditions with very little delay, and LOS F indicates forced flow with extreme congestion and long delays. In most urban places, LOS E is usually the limit of acceptable delay. Numerous sections of roadway in Newnan are operating at LOS C or lower. In fact, there are quite a few areas at LOS E and F. No other incorporated city in the County has any section of street operating at lower than LOS B. This traffic congestion is no doubt due to Newnan's population boom, and the expected population growth for the City will only aggravate the issue.

Concerning connectivity, there is a need for better connectivity standards between adjoining developments. The current isolated development patterns force almost all trips within a major residential subdivision or commercial development onto the arterial road network.

In addition, some intersections in the City have obsolete geometric configuration and design according to factors like turning radii and sight-lines, such as Turkey Creek Road and East Newnan Road at Poplar Road.

- *Bridges*

There are some bridges in or around Newnan that, due to low weight limits and age, could cause delays in response times for emergency responders. Their locations are Sewell Mill Road at Panther Creek and Payton Road at Moore Creek. There are two more bridges that pose the same problem, however they are scheduled for upgrades. These are found at Happy Valley Road at Brown Creek and Lower Fayetteville Road over Shoal Creek.

Besides having low weight limits, a high proportion of bridges in and around the City are relatively old. More maintenance is required to keep these bridges in satisfactory condition.

B. Alternative Modes

Evaluate the adequacy of the following for serving the needs of the City throughout the planning period.

How effectively are the mobility needs of the City met by these alternative modes of transportation?

- *Bicycle, Pedestrian Facilities, and Sidewalks*

The City of Newnan Subdivision Regulations contain requirements for the provision of sidewalks. These regulations require sidewalk facilities on newly developed or improved properties as well as set standards for the location,



design, construction, repair, and maintenance for sidewalk facilities. In locations where sidewalks were not required in the past, construction projects are planned to increase connectivity.

There is only one signed bicycle route in the City of Newnan, which is located along US 29 and Lagrange Street. Most arterial roadways in the City are not suitable for bicycle travel. Those areas that are compatible for bicycle travel are located in the rural areas of Coweta County.

The future for alternative modes within Coweta County and Newnan does look a little brighter. A recent plan created by the Chattahoochee-Flint Regional Development Center, identifies proposed bicycle and pedestrian facilities including greenways, on-road bicycle facilities and project areas for sidewalk improvements. This plan, which is currently under review by the GDOT, includes a Georgia Statewide Bicycle Plan designated bicycle route, called Chattahoochee Trace, which is partially signed as it shares a portion of its route with a route designated in the County Bicycle Plan, each of the bicycle routes identified in the Coweta County Bicycle Plan, and inter-city connections.

- *Public Transportation*

The only public transportation service in Coweta County is express bus service that operates between Newnan and downtown Atlanta. This service was implemented on November 29, 2004 and is operated by the Georgia Regional Transportation Authority (GRTA) through a contract service provider. The service is provided within GRTA's regional "Xpress" system that operates in partnership with eleven metropolitan Atlanta counties. The only existing transit route in Coweta County is GRTA Xpress Route 450-Newnan Crossing-Downtown Atlanta. Ridership is increasing and certain morning and afternoon trips are approaching the vehicle seated capacity.

Greyhound Lines, Inc. previously provided intercity bus service to and from a Newnan station located on Jefferson Street, but this service was discontinued in 2001.

As more people travel into, out of, and within Newnan public transportation is certainly a viable option for traffic congestion relief. More emphasis should be placed on the Xpress bus route due to the large numbers of those traveling to Atlanta from Newnan daily.

C. Parking

Evaluate the adequacy of the following for serving the needs of the City throughout the planning period.

The City of Newnan manages a number of public parking facilities in addition to on-street parking. These facilities include:

- O.C. Williams Senior public parking facility, located one block south of the courthouse at the corner of Spring Street and Jackson Street



- The Governor Ellis Arnall public parking lot, located one block east of the courthouse at the corner of East Washington Street and Perry Street
- The Walls-Gill Memorial public parking lot, located one block south and one block west of the courthouse on Spring Street at First Street.

These facilities provide parking for approximately 420 vehicles. There is currently about 95% utilization of parking lots and 85% utilization of on-street parking during a normal weekday. As growth continues parking will clearly become an important issue.

D. Railroads, Trucking, Port Facilities and Airports

Evaluate the adequacy of the following for serving the needs of the City throughout the planning period.

What is the overall impact of these means of transportation on the overall transportation network?

- *Freight and Passenger Rail Lines*

There is currently no passenger railroad service in Coweta County or the City of Newnan.

Three rail freight lines operate in Coweta County. A Norfolk Southern local line travels in an east-west direction from Carroll County and passes through the Sargent, Newnan, Sharpsburg, and Turin areas and terminates in Senoia. Two CSX Transportation main lines pass through Coweta in a north-south direction. A major line that connects Atlanta and Montgomery parallels US 29 from Palmetto and passes through Newnan, Moreland, and Grantville to Troup County. The other CSX line passes through the county but not Newnan.

- *Major Rail Intermodal Facilities*

There are no major rail intermodal facilities within the City of Newnan.

- *Non-rail Freight Operations*

Interstate 85 is the primary freight route for the entire county. It has been designated as an oversized truck route by the Georgia Department of Transportation (GDOT). Others designated as such are US 29 from I-85 to southern county line, SR 34 from western county line to I-85, SR 34 Bypass from SR 34 to US 29, SR 16 from north western county line to I-85 and from I-85 to eastern county line, US 27 Alternate/SR 41 from I-85 to southern county line, and SR 85.

The I-85 freight route should sufficiently serve community needs for the planning period. As roads become more crowded some of the other routes may be questionable.

- *Seaports*

There are no seaports within the City of Newnan.

- *Harbors*

There are no harbors within the City of Newnan.



- *Commercial and General Purpose Air Terminals*

There are two airports that directly serve Newnan residents. The first is the Newnan-Coweta County Airport, which is located outside of the City limits near the intersection of I-85 and US-29. It was established in 1966 and is owned and operated by the Newnan-Coweta Airport Authority. This facility mainly serves local and transient general aviation purposes, but it also hosts limited military aviation activity. More specific aviation related activities include recreational flying, corporate business jets, police/law enforcement, ultra-light aircraft, and helicopters. The airport has one runway that is 5,500 feet long and 100 feet wide with lighting and navigation aids. The airport experiences approximately 31,000 annual aircraft takeoffs and landings and has 84 based aircraft.

The second, and major airport, is Hartsfield-Jackson Atlanta International Airport. This is the world's busiest passenger airport, and it is within minutes driving distance from the City.

No urgent need is anticipated for another airport within Coweta County or Newnan due to the existing facility and the proximity to Hartsfield-Jackson.

E. Transportation and Land Use Connection

What is the role of land use in the mismatch of facility capacity and demand?

The overall land use policies and current land development patterns of the county as a whole favor a vehicle oriented transportation system. The low housing densities seen in the county are dictated by a lack of sewer, and these low densities do not favor the implementation of mass transit. However, public transit is in demand in the higher growth areas of the county and the City of Newnan. Reaction to the GRTA Xpress bus program is positive.

Historically, land uses were segregated by type, forcing residents and workers to utilize automobiles to meet their daily needs. This hinders the efficient flow of traffic.

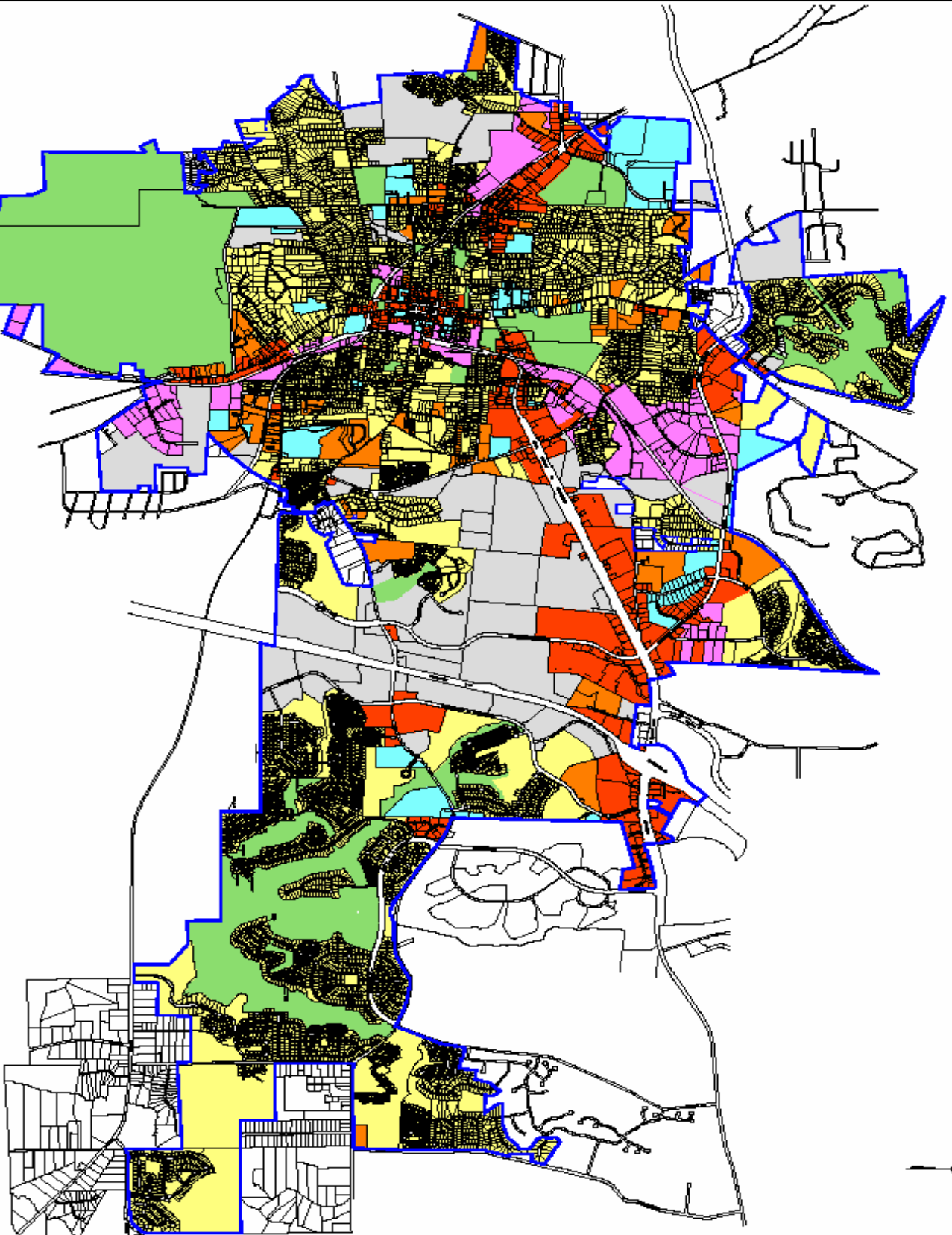
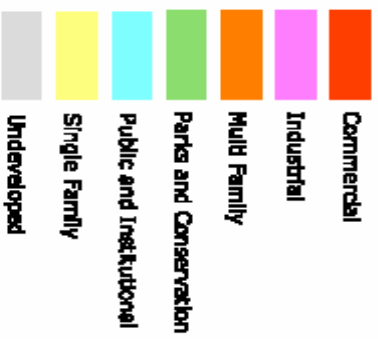
Note: More information on Coweta County and Newnan's transportation system can be found in the attached document "Joint Comprehensive Transportation Plan: Inventory of Existing Conditions", which is located in the Appendix.



VI. Appendix

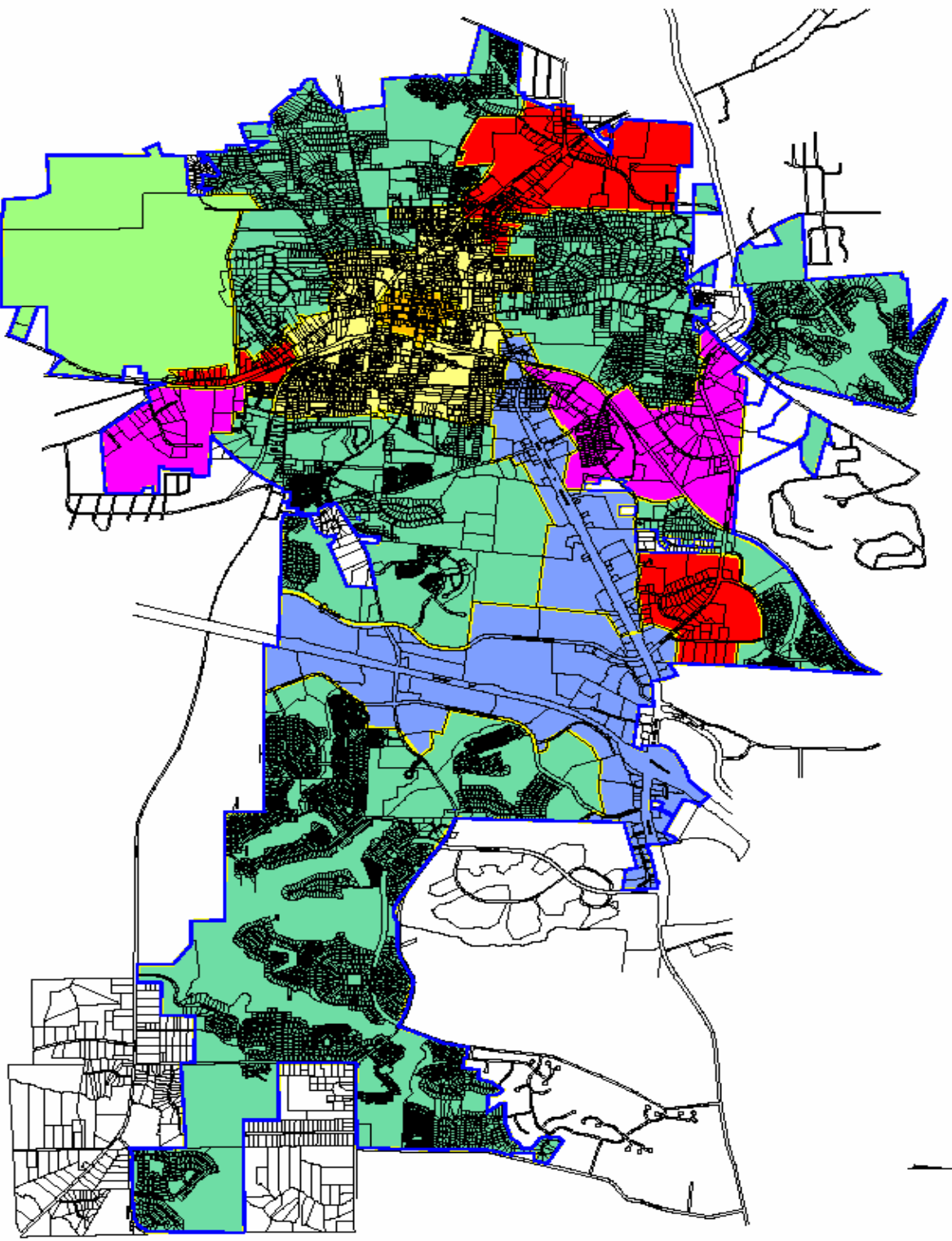
Comprehensive Plan 2006

Land Use



Comprehensive Plan 2006 Character Areas

- Commerce Center
- Conservation Areas
- Corridor
- Downtown
- Industrial Center
- Suburban Neighborhood
- Traditional Neighborhood







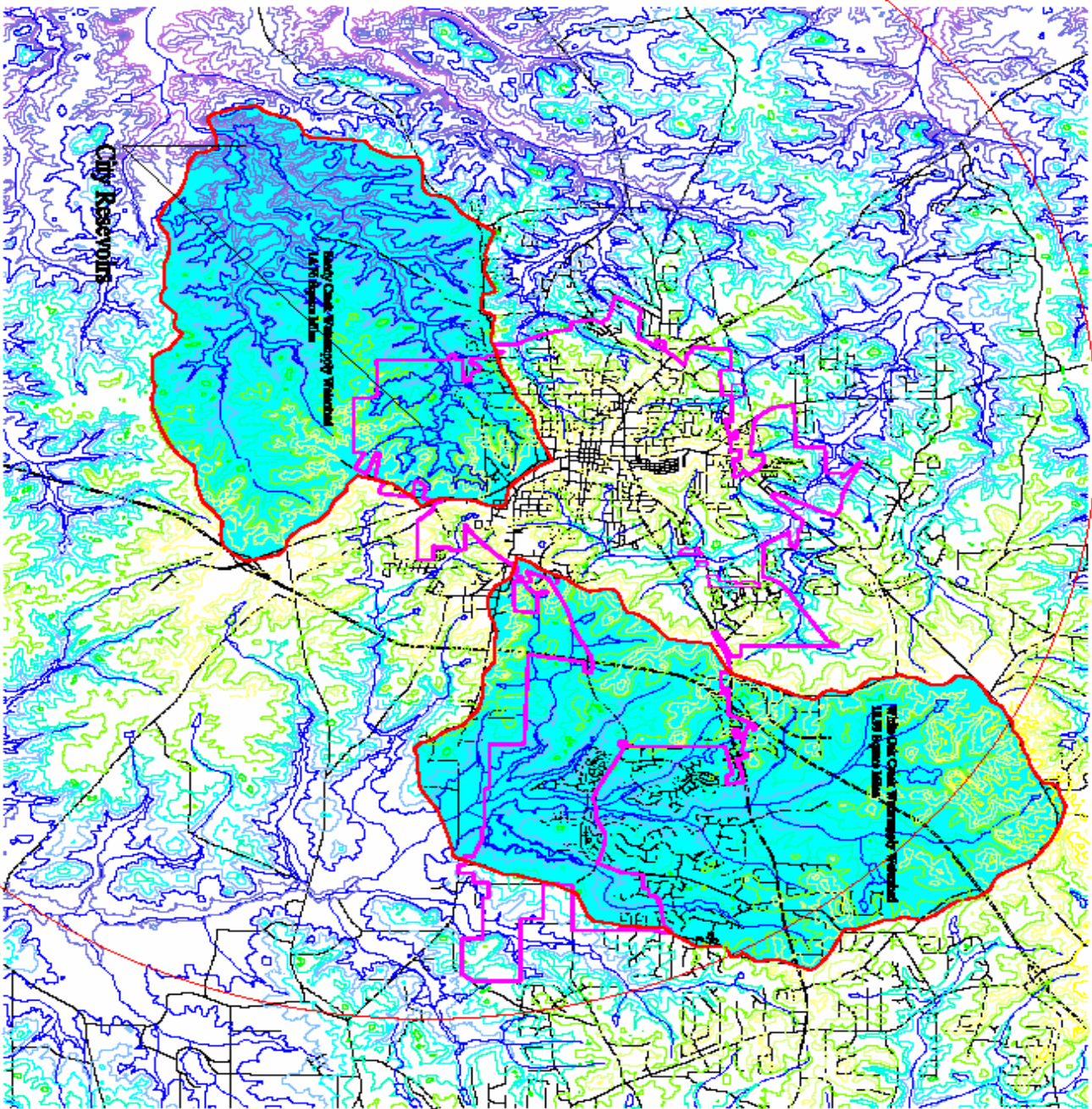
WATERSUPPLY WATERSHEDS

CITY OF NEWMAN, GEORGIA



LEGEND

-  CITY LIMITS
-  STREAMS & CREEKS
-  ROADWAYS
-  WATERSHEDS



Newman City Limits

City Roseville

Newman City Limits






Newman City Limits

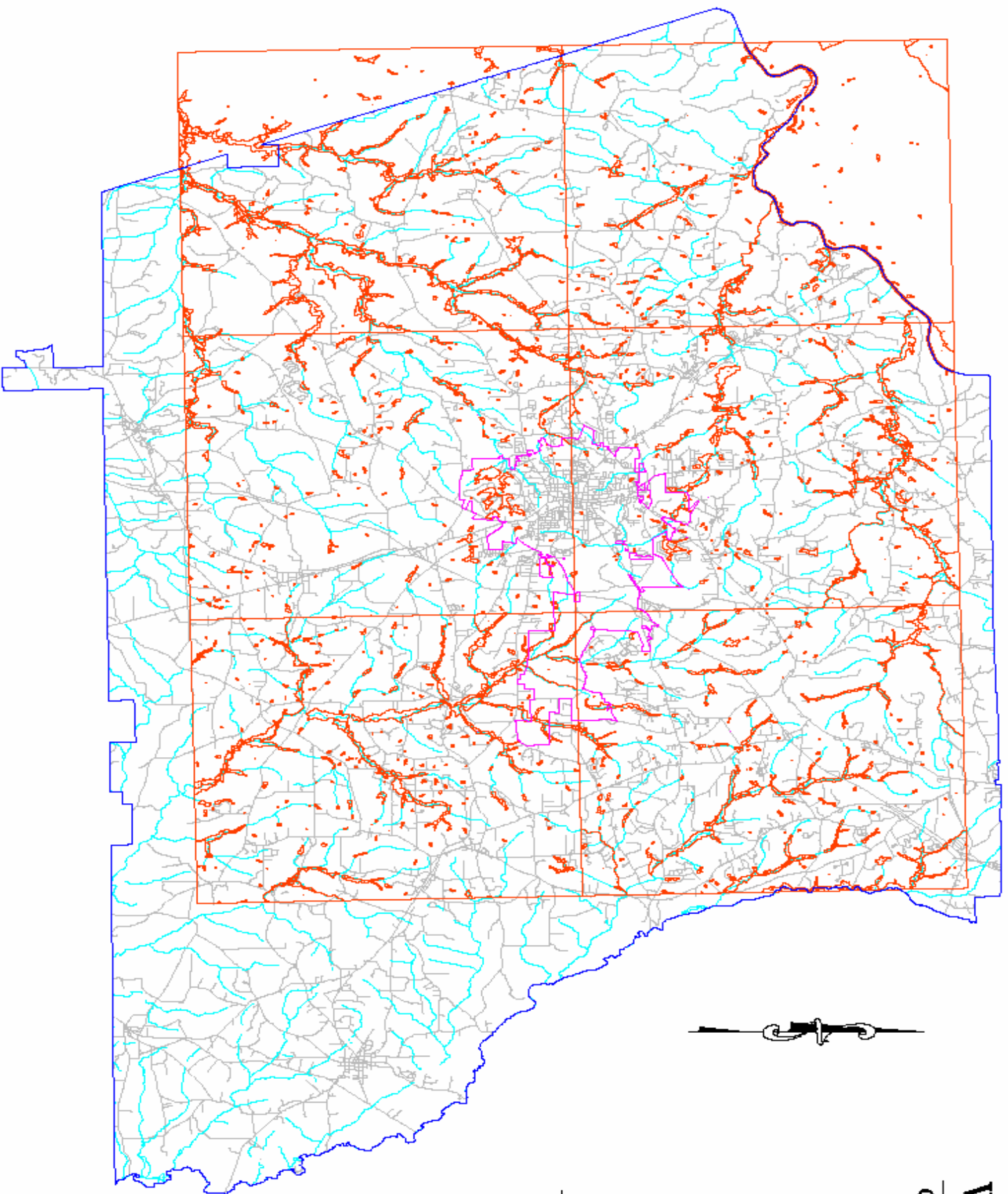
GENERALIZED WETLAND MAP

CITY OF NEWMAN, GEORGIA



LEGEND

-  CITY LIMITS
-  COUNTY LINE
-  STREAMS
-  ROADWAYS
-  WETLANDS








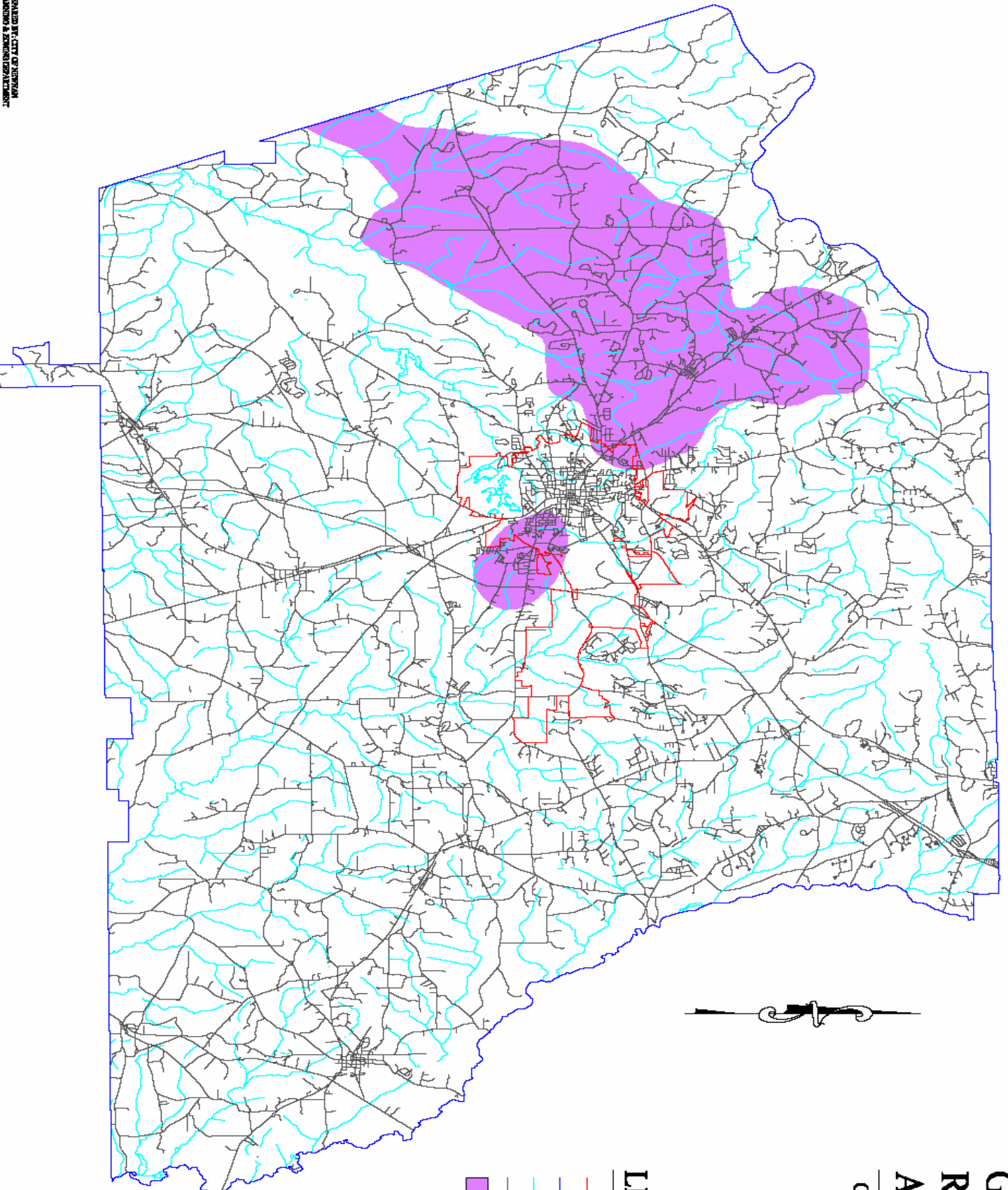
GROUNDWATER RECHARGE AREAS

CITY OF NEWMAN, GEORGIA




LEGEND

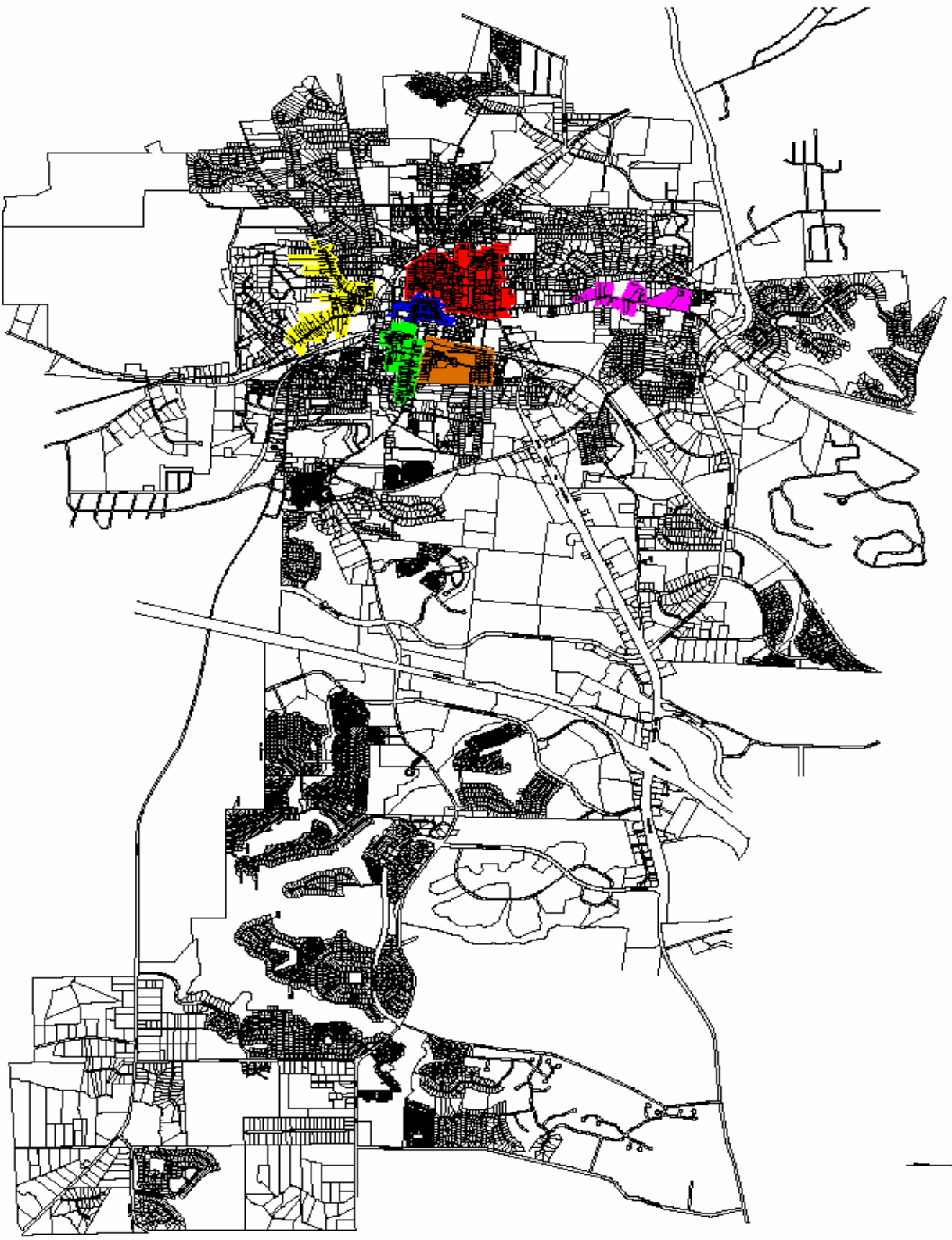
-  CITY LIMITS
-  COUNTY LINE
-  STREAMS
-  ROADWAYS
-  RECHARGE AREAS



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AND THE GEORGIA WATER RESOURCES
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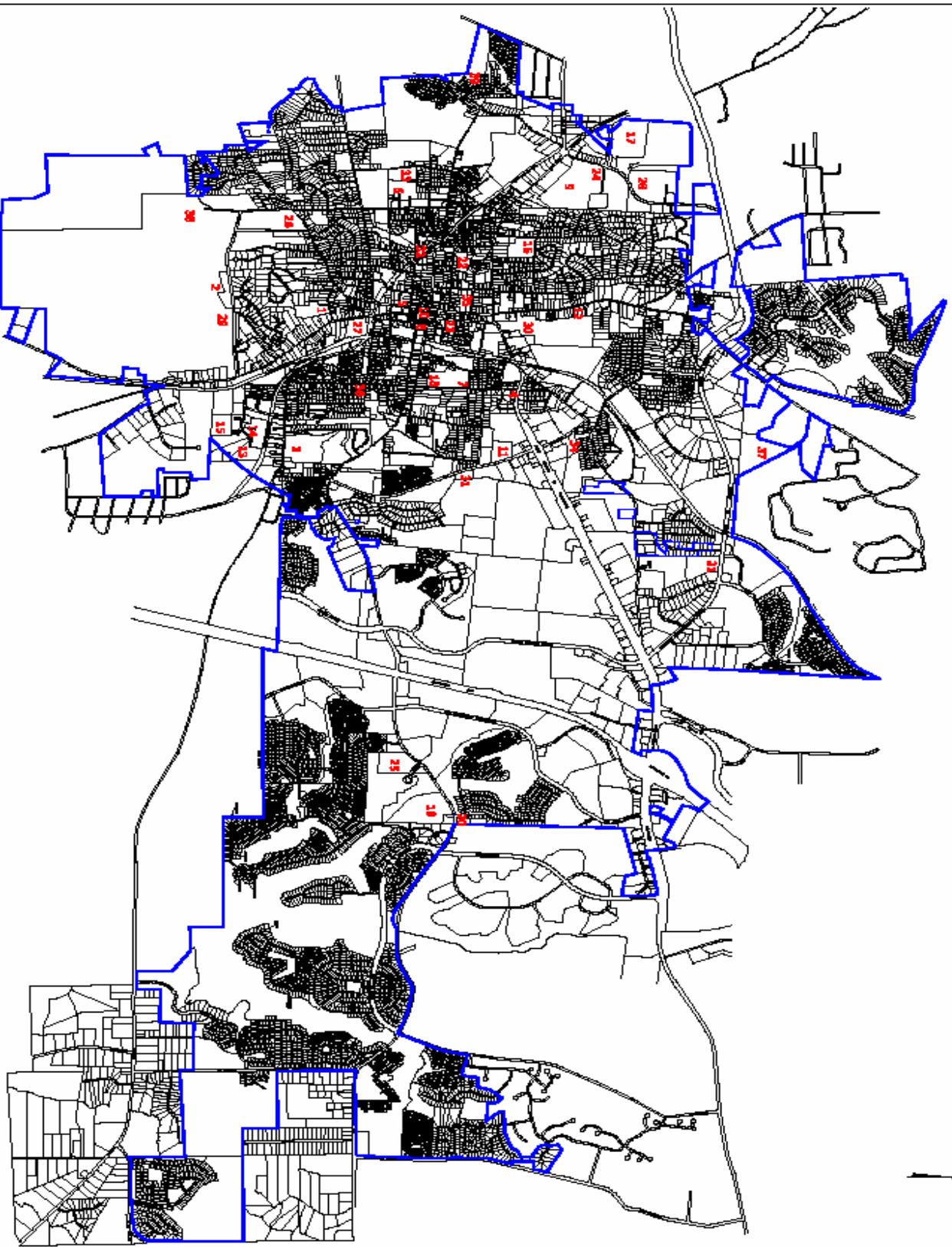
Comprehensive Plan 2006
Historic Districts

-  Coletown District
-  College Temple District
-  Cotton Mill District
-  Downtown District
-  Greenville Lagrange District
-  Pladium Point District

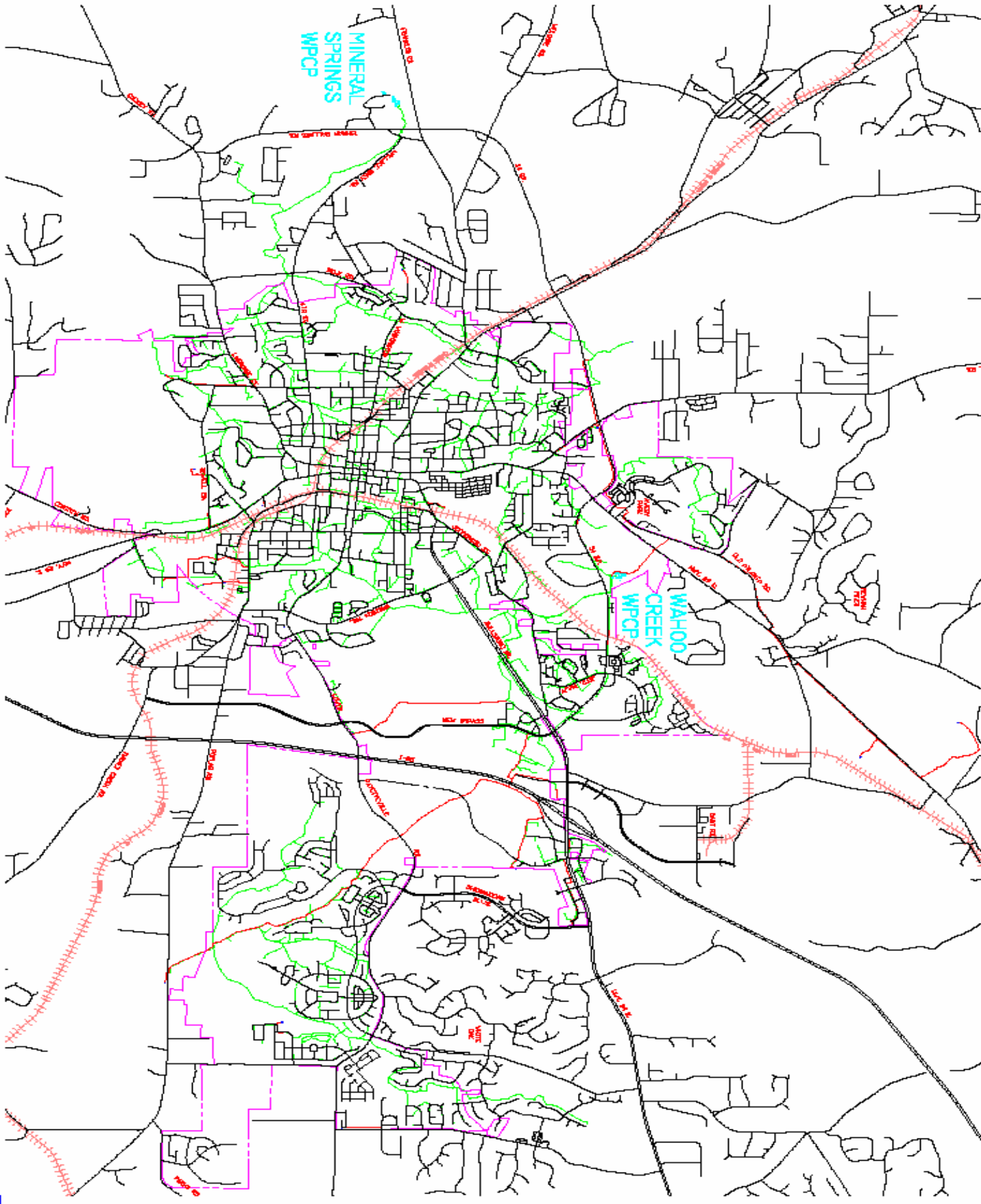


Comprehensive Plan 2006 Community Facilities

1. ANTHONY ELEMENTARY
2. CARL NOLLER PARK
3. CENTRAL RECREATION CENTER
4. CHAIRS OF COMMERCE
5. CITY HALL
6. CITY PUBLIC WORKS
7. C.J. SMITH PARK
8. COUNTY ADMINISTRATION
9. COUNTY CENTER
10. COUNTY COURTHOUSE
11. COUNTY SHELTER
12. CHAMBERLAIN PARK
13. DONDELL ALTERNATIVE SCHOOL
14. EASTVIEW GYMNASIUM
15. EASTVIEW GYMNASIUM WEST
16. B.H. STREET ELEMENTARY
17. BARNES MIDDLE SCHOOL
18. PARKER STREET GYMNASIUM
19. THE ARTS CENTER
20. THE STATION #2
21. JEFFERSON PARKWAY ELEMENTARY
22. LYONCH PARK
23. MULTICULTURAL BUILDING (FINE & POLICE)
24. NEWMAN-CENTRA LIBRARY
25. NEWMAN CROSSING ELEMENTARY
26. NEWMAN HIGH SCHOOL
27. COASTA WILCOX CENTER
28. NEWMAN HOSPITAL
29. NEWMAN UTILITIES OFFICE
30. OAK HILL GYMNASIUM
31. NEW JC SAFETY TRAINING CENTER
32. MAY PARK
33. BERTY HILL REHABILITARY
34. BERTY HILL STREET LOT
35. TERRELL PARK
36. VERONA ROSSER COMMUNITY CENTER
37. WASTEWATER TREATMENT PLANT
38. WATER TREATMENT PLANT
39. WESTGATE PARK

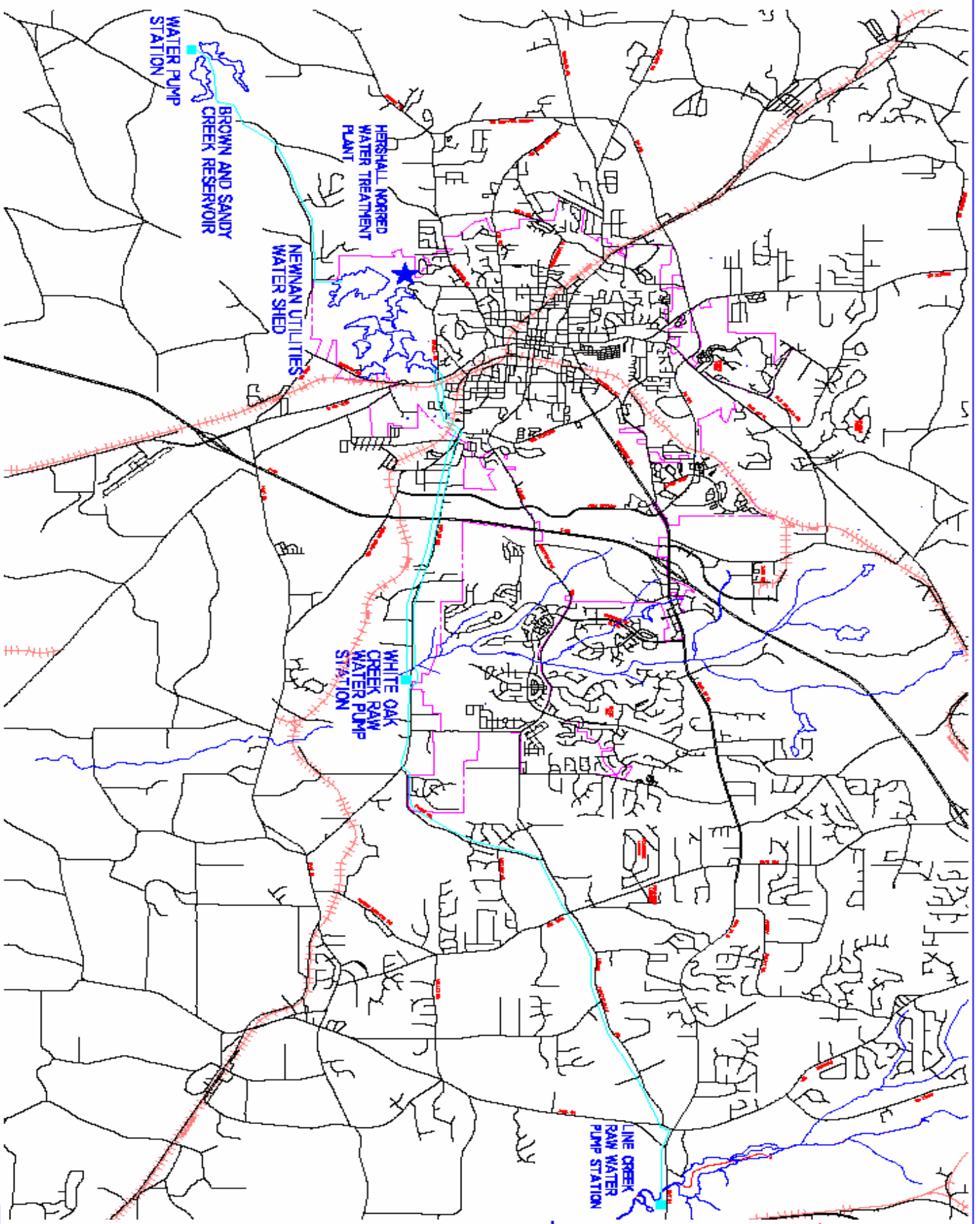


NEWMAN UTILITIES WASTE WATER COLLECTION AND TREATMENT SYSTEM



GRAVITY SEWER
FORCEMAIN


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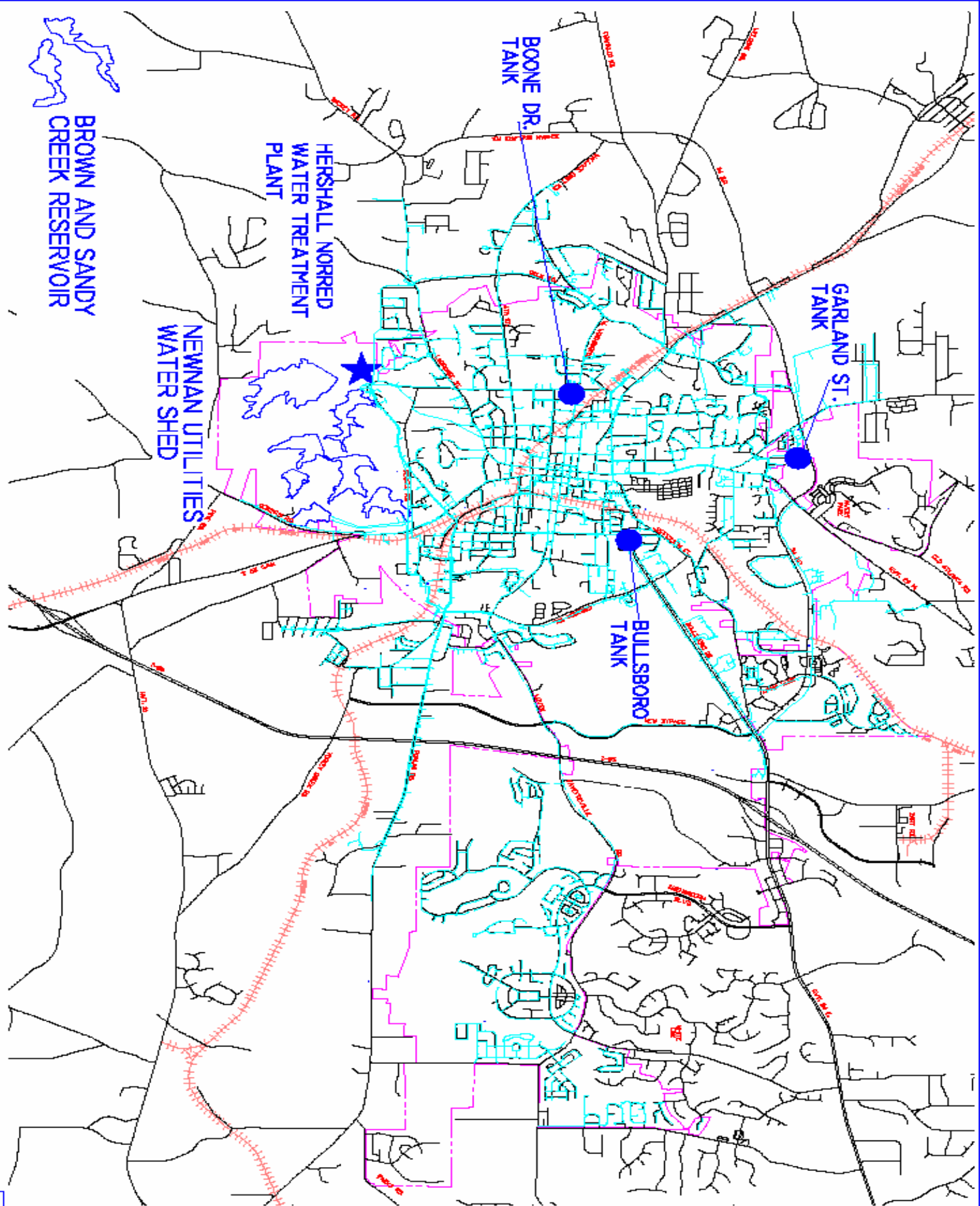


★ WATER PLANT
 ■ RAW WATER PUMP STATION
 - - - RAW WATER LINE

NEWMAN UTILITIES WATER SOURCE MAP



-  WATER PLANT
-  WATER TANK
-  WATER LINES



BROWN AND SANDY
CREEK RESERVOIR

HERSHALL NORRED
WATER TREATMENT
PLANT

NEWMAN UTILITIES
WATER SHED

BOONE DR.
TANK

GARLAND ST.
TANK

BULLSBORO
TANK

NEWMAN UTILITIES WATER DISTRIBUTION MAP



INVENTORY OF EXISTING CONDITIONS

Coweta County Joint Comprehensive Transportation Plan

Prepared for:
Coweta County Department of Planning and Zoning

Prepared by:
URS Corporation
Dovetail Consulting
DW & Associates
ARCADIS

Revised Draft Submitted on:
September 21, 2005

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1.0 INTRODUCTION

This document is the first of a series of technical reports that will comprise the documentation of the **Coweta County Joint Comprehensive Transportation Plan (CTP)**, a project initiated by the Board of Commissioners of Coweta County, Georgia. The CTP will identify projects and strategies to provide for the mobility needs of both the current and future citizens of the County and seven incorporated municipalities. The CTP study area includes the entirety of Coweta County and an approximate five mile buffer externally surrounding the County.

Coweta County is located in the southwest portion of the Atlanta region and is bordered by Fulton, Fayette, Spalding, Meriwether, Troup, Heard, and Carroll counties. Coweta County has the second largest land size in the 13-county Atlanta area with 443 square miles, but has the lowest density at 0.37 persons per acre. The population has increased by 14 percent since 2000, which ranks it among the nation's 100 fastest growing counties. From 2000 to 2030, the County's population is projected by the Atlanta Regional Commission to increase by 130 percent with employment increasing by 156 percent. Seven incorporated municipalities including Grantville, Haralson, Moreland, Newnan (the county seat), Senoia, Sharpsburg, and Turin are located within the County. The County's transportation system currently contains a number of elements including roads and other modes. All of these elements have been inventoried and are included in this report.

Coweta County has 1,264 miles of roadway. Interstate 85 passes northeast to southwest for 23 miles and has five interchanges within the County. Other significant roadways include:

- US 27 Alternate;
- US 29;
- SR 16;
- SR 34;
- SR 54;
- SR 74;
- SR 85;
- SR 154;
- Lower Fayetteville Road; and

- Poplar Road.

The County is served by one GRTA express bus route that connects to downtown Atlanta. There are designated bicycle routes, limited sidewalk facilities, aviation services provided through an airport authority, and freight rail service provided by the two major eastern rail carriers.

2.0 INVENTORY OF EXISTING CONDITIONS

The purpose of this section is to inventory and document the existing transportation system conditions in Coweta County and the seven municipalities. An understanding of the existing conditions is essential for developing recommendations for a Joint Comprehensive Transportation Plan (CTP). This section describes existing transportation data including:

- Roadway inventory;
- Traffic signal locations;
- Traffic control infrastructure;
- Roadway geometrics;
- Functional classifications;
- Traffic volumes;
- Level of service;
- Planned improvements;
- Bridges;
- Bicycle and pedestrian facilities;
- Parking facilities;
- Public transportation and services;
- Freight movements; and
- Railroads and airports.

This inventory of existing conditions also provides a considerable amount of background information associated with travel behavior, socioeconomic characteristics, land use policies, and existing traffic variables. These data will be used in the travel demand modeling process as a base for travel demand simulation. Data information sources included prior plans and studies, information from Coweta County and the cities of Newnan, Senoia, Grantville, Moreland, Sharpsburg, Turin, and Haralson, the Atlanta Regional Commission (ARC), the Chattahoochee-Flint Regional Development Center, the Georgia Department of Transportation (GDOT), and the Georgia Regional Transportation Authority (GRTA). To ensure accuracy, this data was then field verified by the project team.

2.1 Streets, Roads, and Highways

The existing transportation system in Coweta County includes roadways constructed and maintained by several government agencies, including the state, county, and local cities. The existing road inventory as illustrated by Figure 2-1, on the following page, shows the number of lanes for each facility throughout the County.

2.1.1 Roadway Characteristics

This section describes the general physical characteristics of roadways in Coweta County. Included are overviews of traffic signal locations, traffic control infrastructure, roadway geometrics, and the functional classifications of roads in the County.

Traffic Signal Locations

Twenty traffic signals are located in unincorporated **Coweta County**.

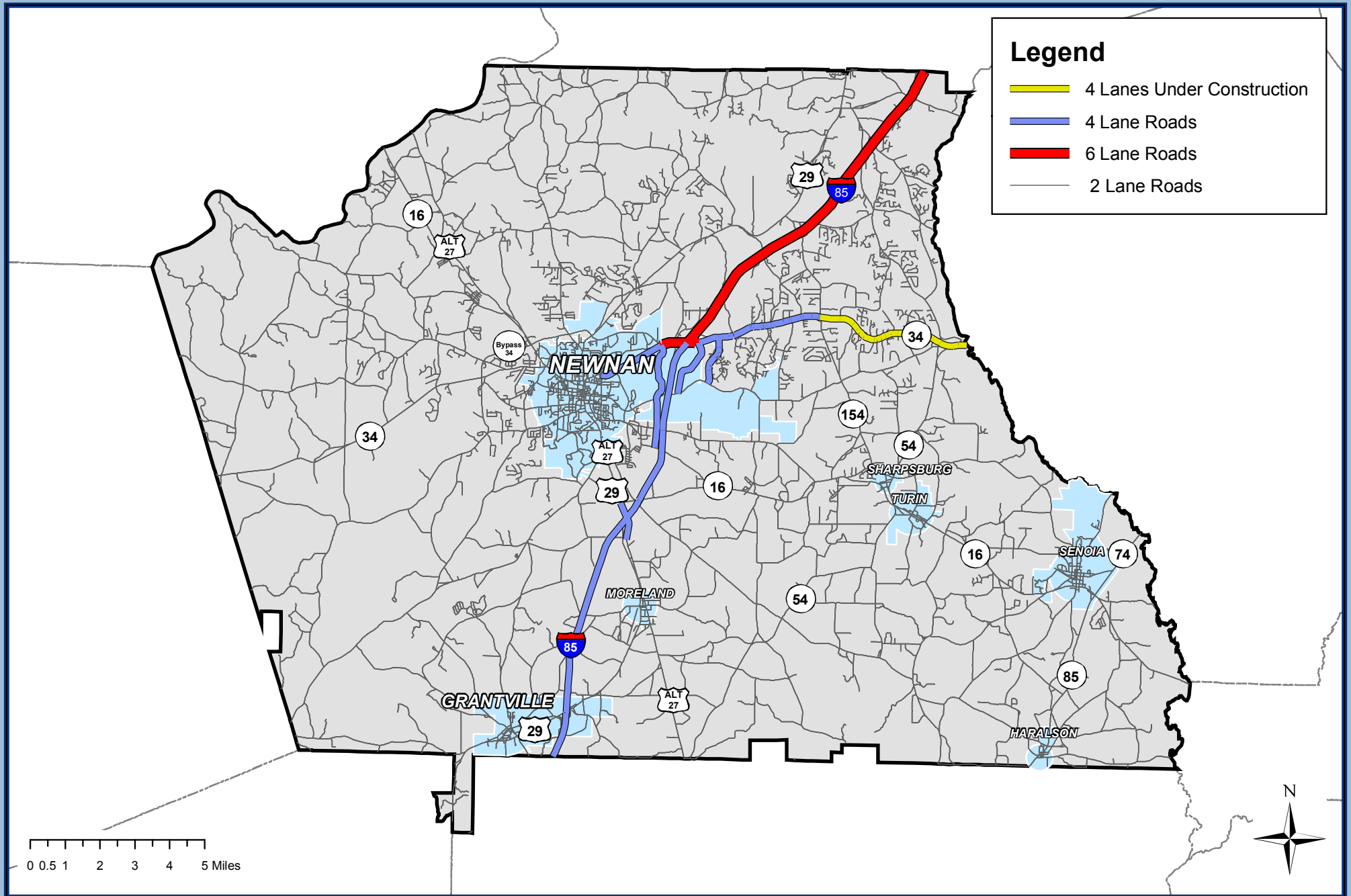
Fifty-four signals are in **Newnan**.

One signal is located in **Senoia**.

The municipalities of **Grantville, Haralson, Moreland, Sharpsburg, and Turin** currently have no signals.

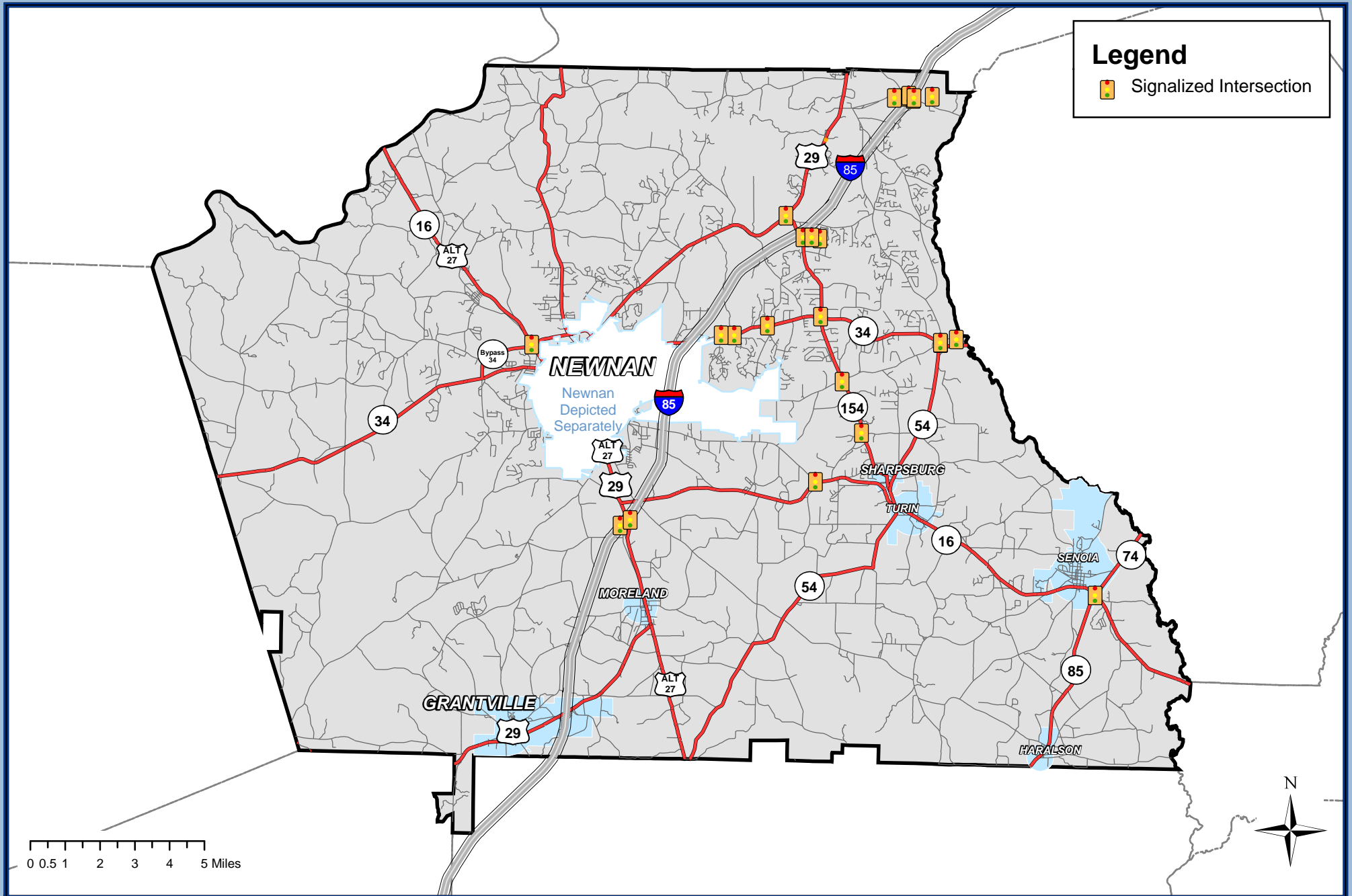
Figure 2-2 illustrates the location of the existing signals in Coweta County and includes the City of Senoia's signal. Figure 2-3 shows signal locations in the City of Newnan.

Traffic signal location data was provided by Coweta County and the City of Newnan and field verified by the project team.



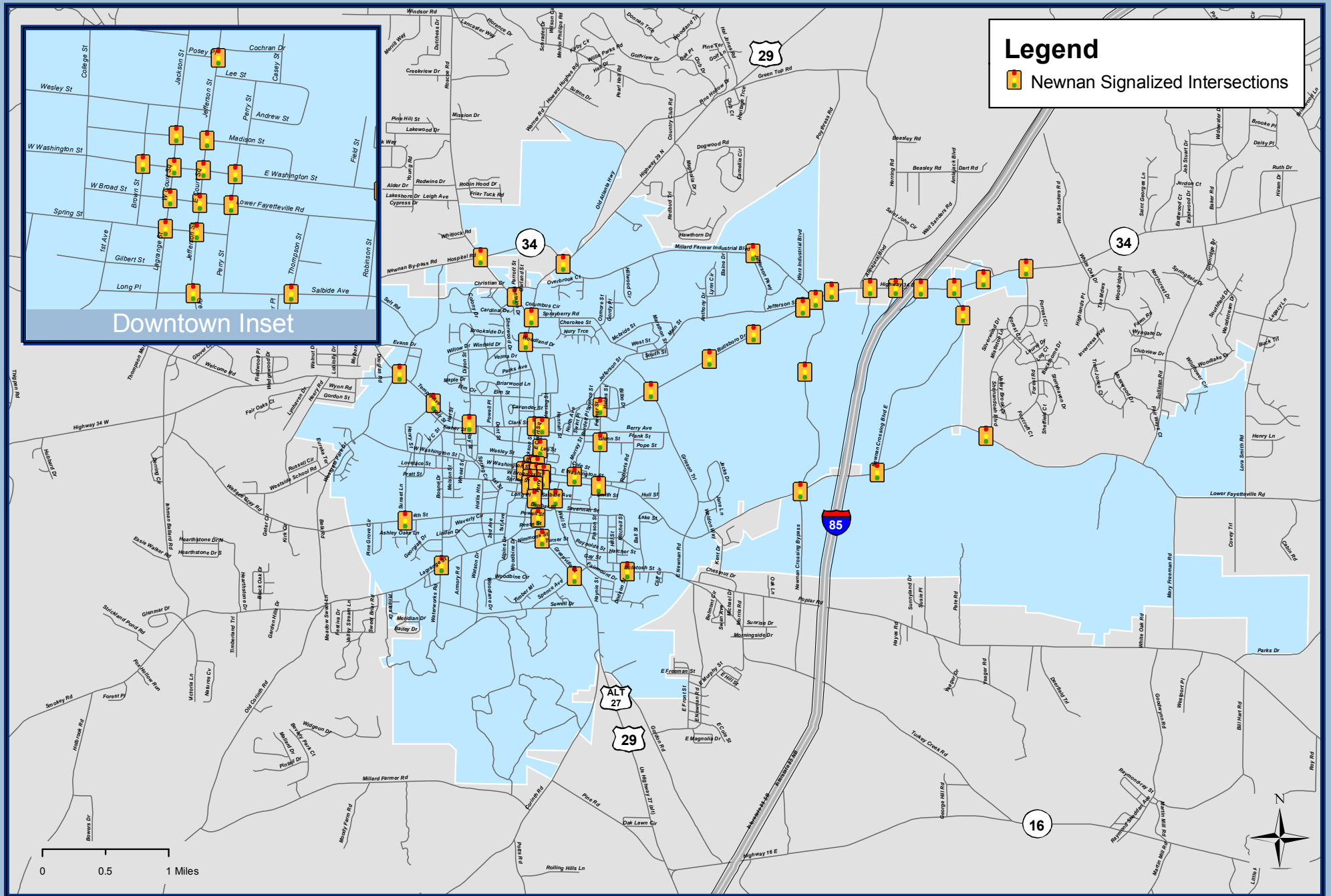
Coweta County Joint Comprehensive Transportation Plan

Figure 2-1: Existing Roadway Lane Widths (2005)




Coweta County Joint Comprehensive Transportation Plan

Figure 2-2: Existing Traffic Signal Locations (2005)



Legend

-  Newnan Signalized Intersections

0 0.5 1 Miles

Coweta County Joint Comprehensive Transportation Plan
 Figure 2-3: City of Newnan - Existing Traffic Signal Locations (2005)

Traffic Control Infrastructure

Signal controllers in use throughout the unincorporated parts of the County are maintained by GDOT. Currently, GDOT is in the process of upgrading all of their controllers to the 2070L model. However, at this time there is not a set schedule for the upgrades to take place.

Most of the existing signals in the City of Newnan are fixed time signals. Similar to GDOT, the City of Newnan is in the process of changing over to 2070L signal controllers.

Signal controller information was provided by GDOT and the City of Newnan.

The signal controllers in place in Coweta County at the present time do not support advanced functions such as signal coordination or Intelligent Transportation Systems (ITS). However, the 2070L model controllers that are being upgraded are capable of supporting signal coordination and other ITS applications.

The signal controllers in place in Newnan at the present time do not support advanced functions such as signal coordination or Intelligent Transportation Systems (ITS). However, the 2070L model controllers that are being upgraded are capable of supporting signal coordination and other ITS applications.

Roadway Geometrics

There are a number of intersections with obsolete geometric configuration and design (e.g., turning radii, sight-lines, etc.). Examples of such intersections include Major Road, Raymond Hill Road, Shaw Road at Fischer Road, Turkey Creek Road at SR 16, and US 29 at Greentop Road in Coweta County.

Other intersections with potential issues include US 29 at Main Street, and Main Street at Post Street in Grantville, Turkey Creek Road and East Newnan Road at Poplar Road in Newnan, SR 154 at Old Highway 16 in Sharpsburg, Seavy Street at SR74-85 and SR 16 at Pylant Road in Senoia, and US29 at College Street in Moreland.

These intersections are examples and will be examined further as part of a comprehensive list that will be developed and analyzed during the Needs Assessment phase of the Joint CTP.

Intersections with potential geometry issues were identified through input from county staff and several project team visits to the County.

Functional Classifications

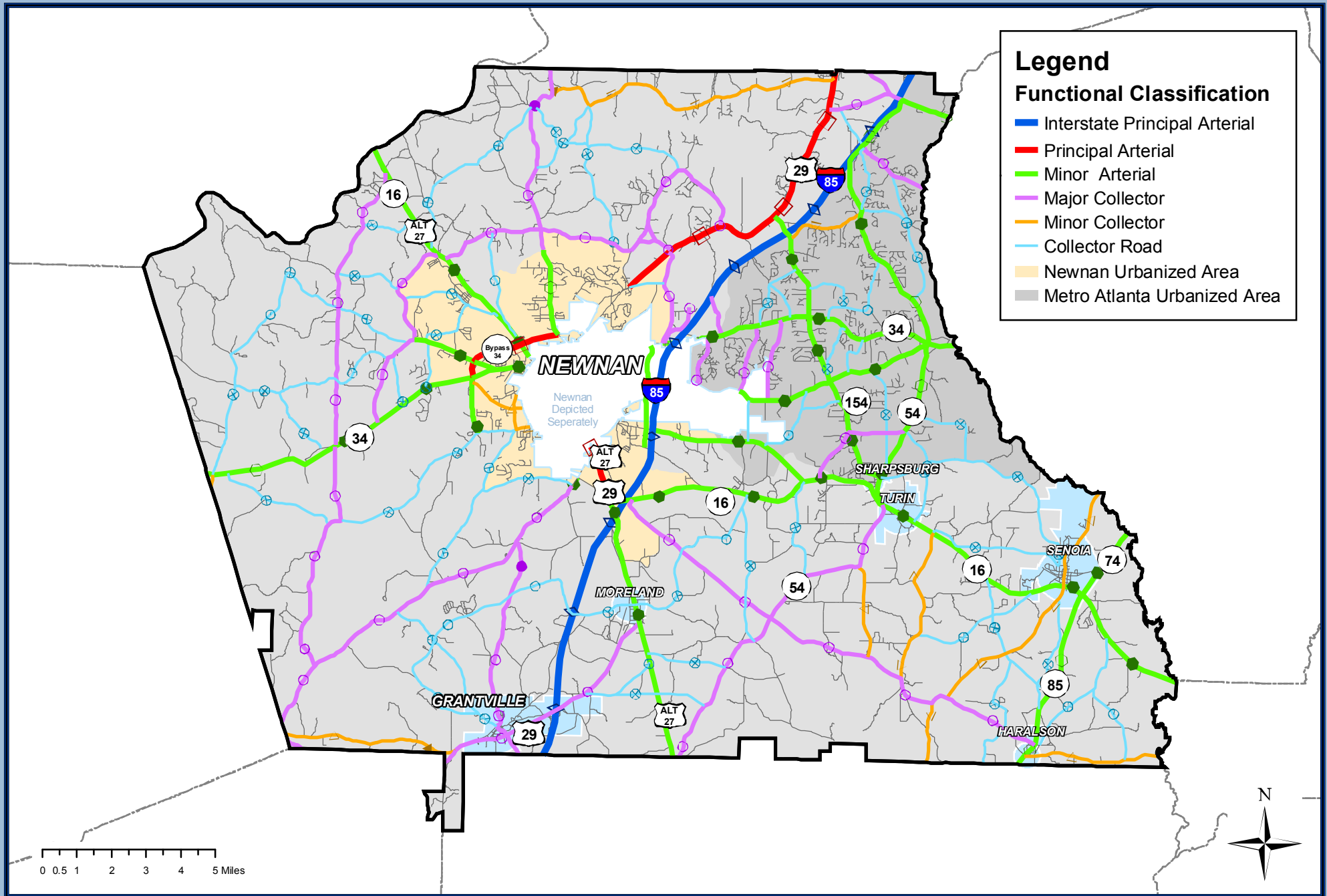
Roads are classified as to the functions they perform within a total transportation system. The general categories used in a functional classification scheme are:

- Interstate Principal Arterial;
- Principal Arterial;
- Minor Arterial;
- Major Collector;
- Minor Collector;
- Collector; and
- Local Streets.

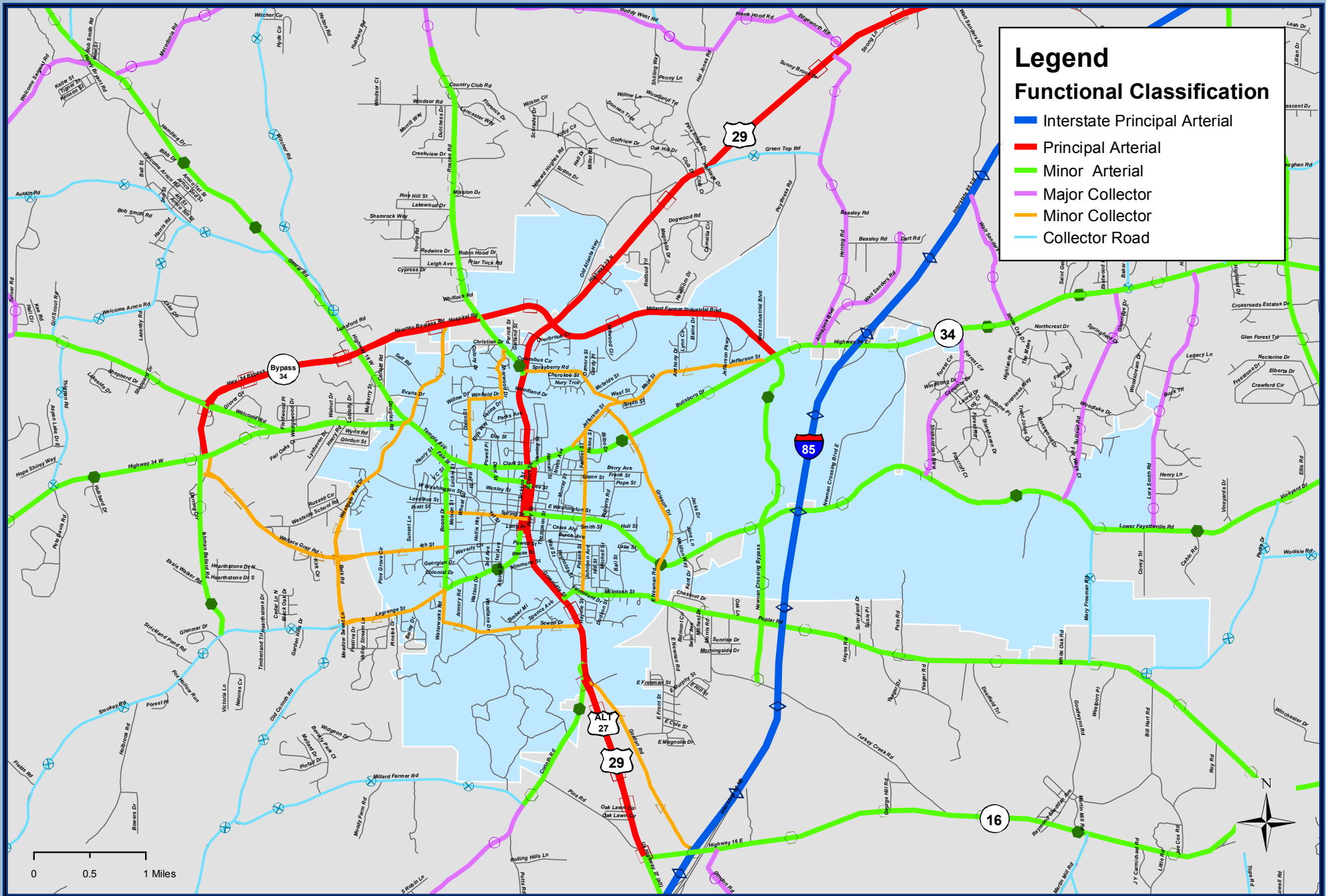
Each category places a different emphasis on providing the two major functions of a roadway: movement of traffic and access to property. Interstate Principal Arterials serve only to move traffic through an area, providing no direct access to property. In contrast, Local Streets provide excellent access to adjacent properties but move significantly less traffic through an area. Table 2-1 details the centerline miles of roadway in Coweta County by functional classification. Figure-2-4 shows the existing functional classification for the County roadway networks.

Figure 2-5 illustrates the Newnan functional classification.

The existing functional classification data was provided by Coweta County and the City of Newnan.



Coweta County Joint Comprehensive Transportation Plan
 Figure 2-4: Existing Roadway by Functional Classification (2005)



Coweta County Joint Comprehensive Transportation Plan
 Figure 2-5: City of Newnan - Existing Roadway by Functional Classification (2005)

Table 2-1: Coweta County Roadway Centerline Miles by Functional Classification

Functional Classification	Centerline Miles
Interstate Principal Arterial	23.3
Principal Arterial	25.7
Major Arterial	53.1
Major Collector	128.0
Minor Collector	37.9
Collector	150.5
Local Street	845.7
Total	1,264.2

Source: Coweta County

2.1.2 Traffic Conditions

Traffic conditions are determined using two components: volume and capacity. Volume is generally reported as Average Annual Daily Traffic (AADT) and provides insight with regard to demand on the system. Using the ARC regional travel demand model, volumes can be combined with roadway capacities to determine how well the system is functioning and identify issues where transportation network is over capacity.

Average Annual Daily Traffic

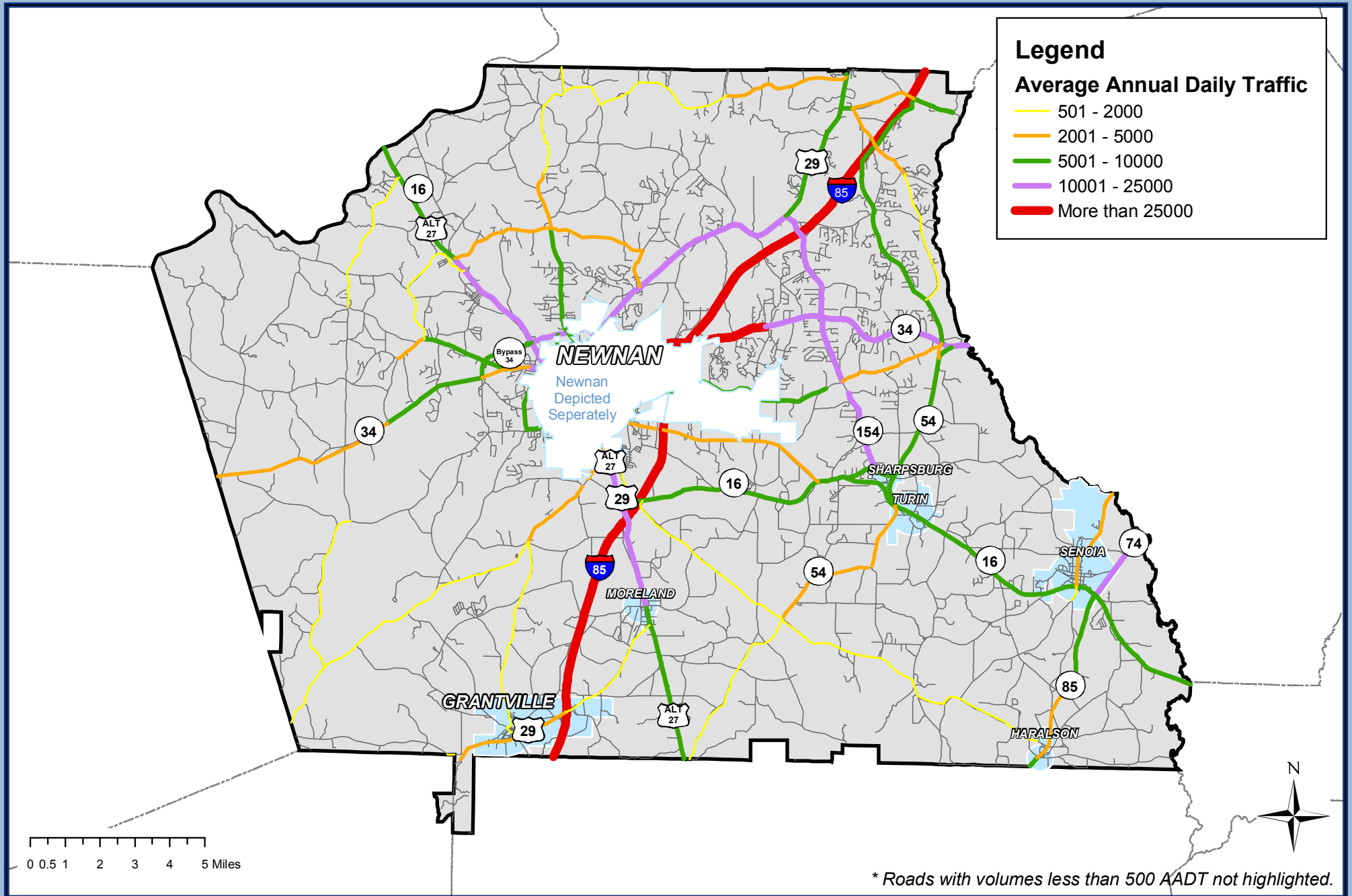
AADT volumes were collected to give an indication of the overall utilization of roadways in Coweta County. These volumes are obtained using mechanical road tube counters or by manual traffic counting. Figure 2-6 shows the existing daily traffic counts for various locations throughout the County. Figure 2-7 shows the traffic volumes for the City of Newnan. Traffic counts were mapped using the data provided by GDOT and Coweta County.

Level of Service

The volume-to-capacity relationship of an intersection or roadway section is expressed in terms of its Level of Service (LOS), which is a measure of the amount of delay and congestion experienced by motorists as they pass through an intersection or roadway section. LOS A represents free flow conditions with very little delay and LOS F indicates forced flow with extreme congestion and long delays. In most urban areas, LOS E is typically considered to be the limit of acceptable delay; however it should be noted that the acceptable level of LOS is a policy decision by individual jurisdictions.

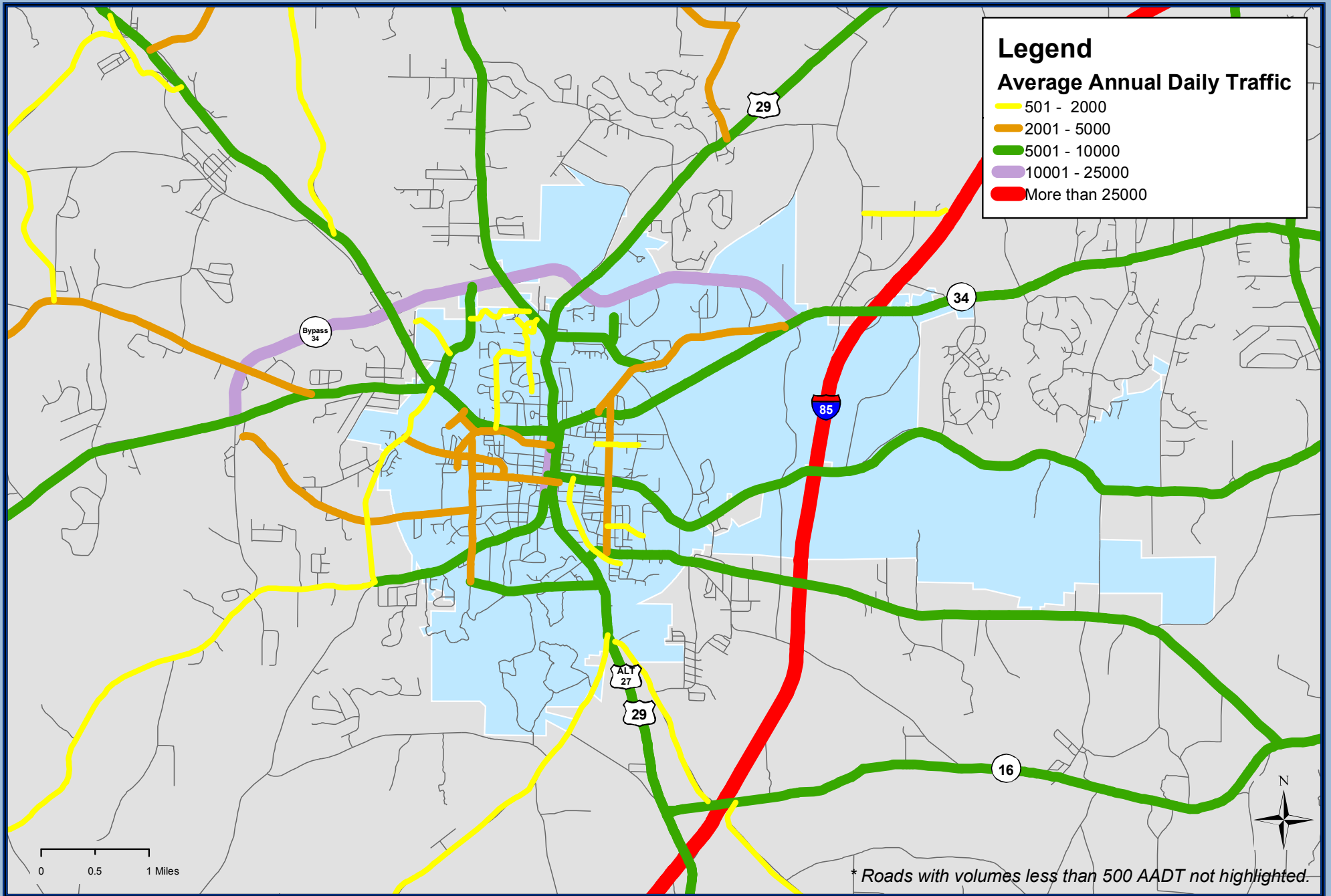
Coweta County

Because of the predominant rural and small town nature of Coweta County, LOS C is the limit of acceptable delay. Therefore, this analysis highlights sections of roadways that are currently operating at LOS C or worse. However, GRTA considers LOS D the default level for Coweta County in their Development of Regional Impact studies. Figure 2-8 shows the current level of service for all roads in Coweta County. Figure 2-9 provides a detailed view of the City of Newnan.



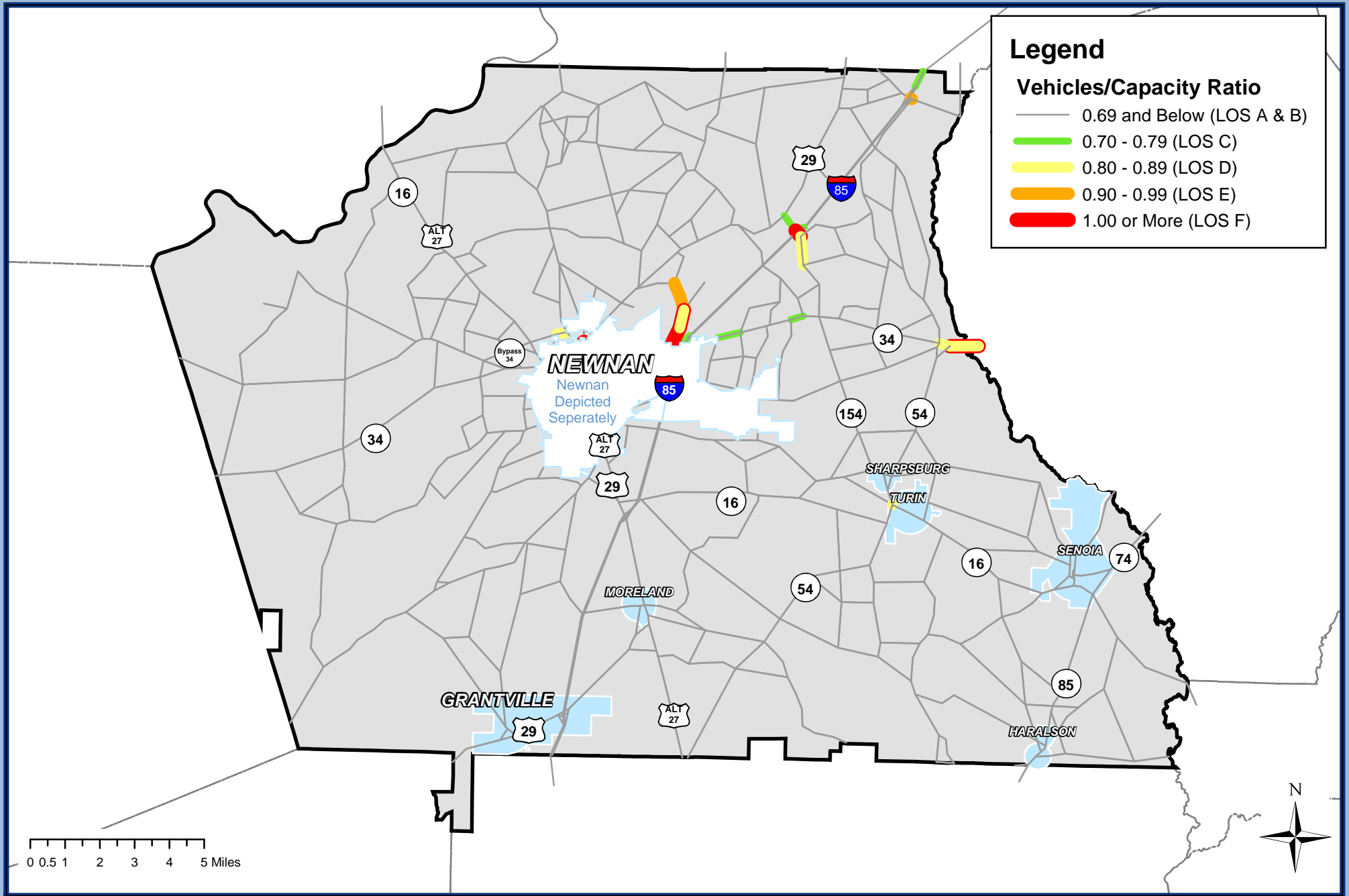
Coweta County Joint Comprehensive Transportation Plan

Figure 2-6: Existing Average Annual Daily Traffic (2005)



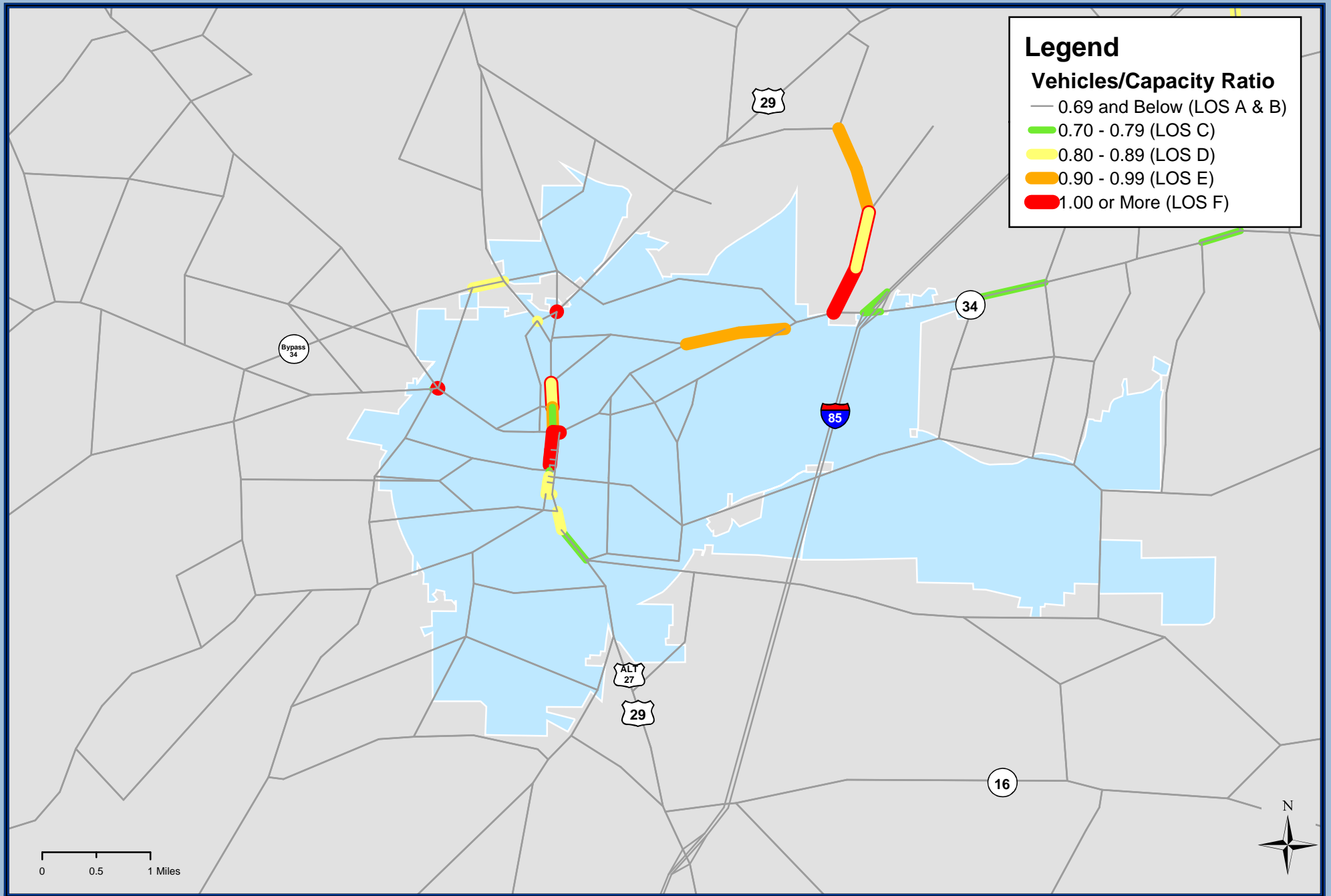
Coweta County Joint Comprehensive Transportation Plan

Figure 2-7: City of Newnan - Existing Average Annual Daily Traffic (2005)



Coweta County Joint Comprehensive Transportation Plan

Figure 2-8: Existing Roadway PM Peak Level of Service (2005)



Coweta County Joint Comprehensive Transportation Plan

Figure 2-9: City of Newnan - Existing Roadway Level of Service (2005)

For this analysis, the ARC regional travel demand model was used to calculate the vehicles to capacity (V/C) ratio and determine LOS on the Coweta County transportation network for the PM peak hour. This time period for analysis was chosen because the heaviest traffic volumes during a twenty-four hour period typically occur during the PM peak hour. As the travel demand model is designed to model travel at a regional level, tools capable of a more detailed micro simulation of traffic may be used during the Needs Assessment phase of the Joint CTP to model conditions and improvements for congested areas of the County that are not identified by this analysis.

Currently, the portion of I-85 in the northeastern part of the County is at LOS C or from the county line to Collinsworth Road with other isolated areas of congestion that are detailed in the following paragraph. The section of I-85 from the county line to Collinsworth Road has a V/C ratio of 0.75, which corresponds to LOS C. At Sharpsburg – McCollum Road, the I-85 southbound exit ramp has a V/C ratio of 0.71, or LOS C. The I-85 southbound exit ramp at Bullsboro Drive has a V/C ratio of 0.74, or LOS C. The rest of I-85 is currently operating at LOS A or B.

Also in the northeast section of Coweta County, a segment of Sharpsburg – McCollum Road from US 29 to Hammock Road is experiencing unacceptable levels of congestion. Sharpsburg – McCollum Road from US 29 to I-85 has a V/C ratio 0.71, corresponding to LOS C. The section of Sharpsburg – McCollum Road over I-85 is severely congested with a V/C ratio of 1.05 and a LOS of F. The segment from Raymond Hill Road to Hammock Road has a V/C ratio of 0.80 or LOS D. The remaining portions of Sharpsburg - McCollum Road are operating at LOS A or B.

Herring Road, from Green Top Road to Bullsboro Drive, in the northeast section of the County, is currently experiencing LOS E and F. Herring Road from Green Top Road to Beasley Road has a V/C ratio of 0.94 or LOS E. From Beasley Road to just south of St. John Circle, Herring Road has a V/C ratio of 1.08 or LOS F. Herring Road from just south of St John Circle to Bullsboro Drive has a V/C ratio of 1.08 or LOS F.

Various segments of Bullsboro Drive, in the northeastern section of the County, are currently experiencing marginally unacceptable LOS from the I-85 access

ramps to the Coweta/Fayette County line. The section of Bullsboro Drive between the I-85 access ramps is operating at LOS C with a V/C ratio of 0.75. From Shenandoah BLVD to Walt Sanders Memorial Drive, Bullsboro Drive also has a V/C ratio of 0.75 or LOS C. From Lora Smith Road to Posey Road, Bullsboro Drive has a V/C ratio of 0.71 or LOS D. Between Fisher Road and SR 54, the facility has a V/C ratio of 0.84 or LOS D. SR 54 from SR 34 to the county line has a V/C ratio of 1.12 or LOS F.

City of Newnan

In the City of Newnan, Jackson Street from Parks Avenue to Madison Street, West Court Square, LaGrange Street from West Broad Street to Salbide Avenue, Salbide Avenue from Lagrange Street and Greenville Street, and Greenville Street from Powell Street to Spence Avenue are all currently operating at an unacceptable level of service. Jackson Street from Parks Avenue to Elm Street has a V/C ratio of 1.02, corresponding to LOS F. From Elm Street to Clark Street, Jackson Street has a V/C ratio of 0.92 or LOS E. From Clark Street to Madison Street, the V/C ratio on Jackson Street is 1.04, or LOS F. From West Washington Street to West Broad Street, West Court Square has a V/C ratio of 0.79 or LOS C. LaGrange Street from West Broad Street to Salbide Avenue has a V/C ratio of 0.84 or LOS D. Nearby, the section of Salbide Avenue running between LaGrange Street and Greenville Street has a V/C ratio of 0.83 or LOS D. Greenville Street has a V/C ratio of 0.81, or LOS D from Powell Street to Nimmons Street. From Nimmons Street to Spence Avenue, Greenville Street has a V/C ratio of 0.77 or LOS C. A section of Franklin Road from Belk Road to Temple Avenue is operating at LOS C, with a V/C ratio of 0.73. A very short piece of Temple Avenue just south of Franklin Road has a V/C ratio of 1.16 or LOS F. Newnan Bypass from Hospital Road to Roscoe Road has a V/C ratio of 0.82 or LOS D. Jefferson Street from Sprayberry Road to Bullsboro Drive is operating at LOS E, with a V/C ratio of 0.91.

Grantville

All roads in the City of Grantville are currently operating at LOS A or B.

Haralson

All roads in the City of Haralson are currently operating at LOS A or B.

Moreland

All roads in the Town of Moreland are currently operating at LOS A or B.

Senoia

All roads in the City of Senoia are currently operating at LOS A or B.

Sharpsburg

All roads in the Town of Sharpsburg are currently operating at LOS A or B.

Turin

All roads in the Town of Turin are currently operating at LOS A or B.

2.1.3 Over the Road Freight Conditions

Several national and state highways serve Coweta County. A number of these are suitable for over the road freight movement. Interstate 85 serves as the primary freight route through the County and is designated as an oversized truck route by GDOT. Other facilities in the County designated as oversized truck routes include the following:

- US 29 from I-85 to the southern county line;
- SR 34 from the western county line to I-85;
- SR 34 Bypass from SR 34 to US 29;
- SR 16 from the northwestern county line to I-85 and from I-85 to the eastern county line;
- US 27 Alt/SR 41 from I-85 to the southern county line; and
- SR 85.

Within Coweta County, there is one restriction on US 29 about ½ mile north of the Troup County line. A railroad bridge, located within the City of Grantville, has a limited horizontal clearance that causes this restriction.

2.1.4 Safety and Accident Assessment

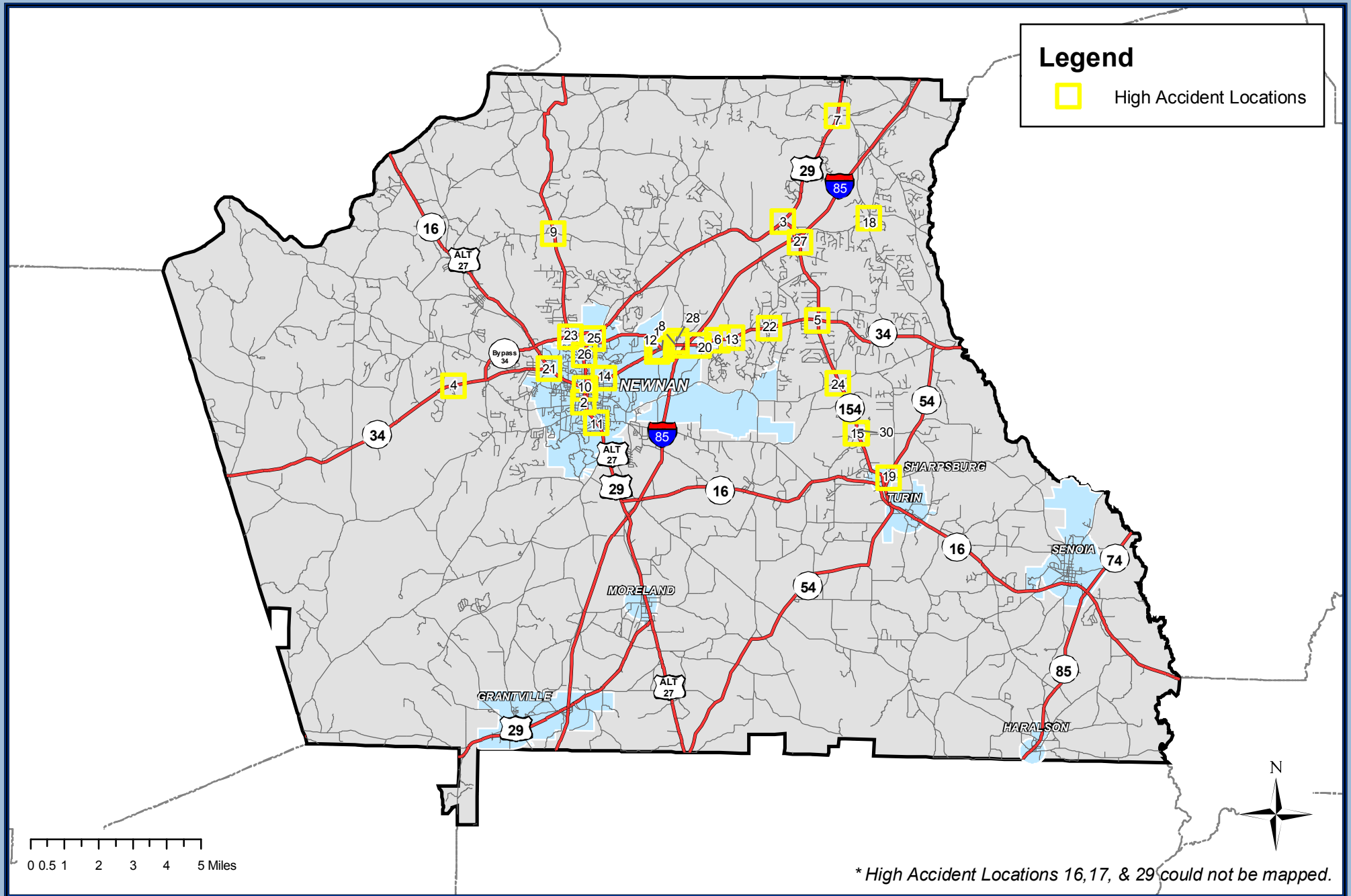
Figure 2-10 shows the top 30 high accident location sites for 2003. Table 2-2 shows the top 30 high accident locations sites on both state and county road system in Coweta County. These top 30 accident locations were obtained from the accident location data provided by GDOT. The data includes unincorporated Coweta County and the seven municipalities. It should be noted that these locations are high accident locations as compared to statewide averages. Additionally, the top 30 high accident rate road segments were obtained and are presented in Table 2-3. These are not high accident sections of road with regard to statewide averages.

Table 2-2: Top 30 High Accident Locations

Map Key	Total	Fatal	Injury	People Injured	Jurisdiction	Route	Milepost	Description
1	30	0	13	27	Newnan	SR 34	8.33	SR 34 at SR 34-Bypass
2	19	0	5	5	Newnan	SR 14	10.82	US 29/SR 14 at SR 16
3	18	0	11	23	Coweta	SR 14	23.02	US 29/SR 14 at SR 154
4	17	0	4	6	Newnan	SR 34	15.32	SR 34 at Pete Davis Rd/Thigpen Rd
5	15	0	9	18	Coweta	SR 34	18.91	SR 34 at SR 154
6	15	0	4	7	Newnan	SR 34	15.91	SR 34 at Shenandoah Blvd
7	14	0	5	6	Coweta	SR 14	26.53	US 29/SR 14 at Weldon Rd
8	13	0	9	17	Newnan	SR 34	14.68	SR 34 at Amlajack Blvd
9	12	0	8	21	Coweta	SR 70	3.11	SR 70 at Macedonia RD/Buddy West Rd
10	12	0	2	4	Newnan	SR 14	14.42	US 29/SR 14 at SR 34
11	11	0	5	15	Newnan	SR 14	13.32	US 29/SR 14 at Spence Ave
12	11	0	4	6	Newnan	SR 34	12.76	SR 34 at Jefferson St.
13	11	0	4	5	Newnan	SR 34	16.35	SR 34 at Walt Sanders Memorial Dr
14	11	0	2	11	Newnan	SR 34	12.32	SR 34 at Coweta CS 688-09
15	9	0	4	5	Coweta	SR 154	1.72	SR 154 at Willis Rd
16	9	0	4	6	Newnan	Broad ST	0.55	CR 546 East Broad St at Coweta CS 717-09
17	9	0	2	3	Newnan	SR 34 Bypass	5.87	SR 34 Bypass at Coweta CS 880-09
18	9	0	0	0	Coweta	Raymond Hill Rd	0.00	Raymond Hill Rd at Fischer Rd
19	8	0	6	14	Sharpsburg	SR 54	11.02	SR 54 at SR 154
20	8	0	5	10	Newnan	SR 34	15.58	SR 34 at Interstate Way
21	8	0	2	2	Newnan	SR 16	7.93	SR 16 at SR 34
22	8	0	2	2	Coweta	SR 34	17.47	SR 34 at Baker Rd
23	7	0	5	8	Newnan	SR 34 Bypass	3.09	SR 34 Bypass at SR 70
24	7	0	4	11	Coweta	SR 154	3.32	SR 154 at Lower Fayetteville Rd
25	7	0	3	9	Newnan	SR 14	16.06	US 29/SR 14 at SR 34 Bypass
26	7	0	3	5	Newnan	SR 14	15.47	US 29/SR 14 at Roscoe Rd
27	7	0	2	2	Coweta	SR 154	7.70	SR 154 at Raymond Hill Rd
28	6	0	4	4	Newnan	CR 503-00	0.50	Amlajack Blvd at Barith Rd
29	6	0	3	3	Newnan	SR 34-Bypass	5.42	SR 34 Bypass at Coweta CS 912-09
30	6	0	3	7	Coweta	SR 154	1.80	SR 154 at Malvern Hill Rd

Source: GDOT

The numbers in the Map Key column correspond to the numbered accident locations on Figure 2-10.



Coweta County Joint Comprehensive Transportation Plan

Figure 2-10: High Accident Locations (2005)

Table 2-3: Top 30 High Accident Rate Road Segments

Jurisdiction	Route	Begin MP	End MP	Crashes per Million Vehicle Miles Traveled
Newnan	Shenandoah Blvd	0	0.2	112.31
Newnan	Amlajack Blvd	0.3	0.5	106.19
Newnan	Herring Rd	2.4	2.8	79.78
Newnan	CS 706-09	0.6	0.9	73.26
Newnan	Shenandoah Blvd	1	1.4	59.50
Newnan	CS 782-09	0.1	0.5	46.69
Newnan	Walt Sanders Memorial Dr	0	0.3	46.21
Coweta	Lazenby Rd	0	0.4	44.43
Newnan	Bledsoe Rd	0	0	39.85
Coweta	Woods Ford Rd	0	0	37.02
Newnan	SR 34	8.3	8.4	36.67
Newnan	CS 804-09	0	0.3	33.33
Newnan	CS 941-09	0	0	33.25
Newnan	CS 713-09	0	0.1	33.25
Newnan	Smokey Rd	10.2	10.6	33.09
Newnan	Beaver Ct	0	0.3	33.01
Coweta	Raymond Hill Rd	0	0.2	29.65
Coweta	SR 70	2.7	3.1	24.83
Newnan	US 29/SR 14	13.7	14.1	20.92
Grantville	US 29/SR 14	3.4	3.8	20.15
Newnan	US 29/SR 14	14.2	14.6	19.10
Coweta	Tommy Lee Cook Rd	3.5	3.8	18.26
Coweta	Raymond Hill Rd	0.7	1.1	16.20
Newnan	US 29/SR 14	10.8	11.2	14.99
Coweta	US 29/SR 14	22.7	23	14.78
Newnan	CS 845-09	0	0.3	14.75
Newnan	Spence Ave	0	0.4	13.86
Newnan	E Broad St	0.5	0.9	13.33
Coweta	US 29/SR 14	26.5	26.9	13.16
Newnan	E Broad St	0	0.3	12.80

Source: GDOT

2.2 Bridge Inventory and Conditions

Bridge inventory data was obtained from GDOT. The overall bridge rating is indicated by its sufficiency rating, where a sufficiency rating greater than 50 is considered satisfactory and a rating less than 50 is considered unsatisfactory (i.e. needing replacement). A total of 109 bridge reports were reviewed. This review indicated that 38 percent of the bridges are in unsatisfactory condition. Forty-four percent of these bridges are 50 years old and older. Table 2-4 shows the location and condition of bridges that are in unsatisfactory condition. These bridges require immediate attention, which could include reconstruction or replacement. Some routine maintenance is required to preserve the status of bridges in satisfactory condition. Figure 2-11 shows all bridges in the County.

Table 2-4: Coweta County Bridges In Unsatisfactory Condition

Map Key	Sufficiency Rating	Structure ID	Facility Carried	Location	Year Built
1	41.24	077-5044-0	Gray Girls Rd	4.0 Miles SE of Senoia	1960
2	28.64	077-5045-0	Hines Rd	4.0 Miles S of Moreland	1940
3	18.11	077-5046-0	Haynie Rd	2.0 Miles SE of Moreland	1960
4	35.84	077-5091-0	Al Roberts Rd	At Meriwether County Line	1950
5	44.08	077-5060-0	Bohannon Rd	0.5 Miles N of Grantville	1994
6	32.39	077-5067-0	Chandler Rd	4.0 Miles SW of Newnan	1970
7	22.64	077-5072-0	Boone Rd	8.9 Miles NW of Newnan	1950
8	41.28	077-5070-0	Mount Carmel Rd	8.3 Miles W of Newnan	1950
9	29.82	077-5068-0	Holbrook Rd	4.0 Miles SW of Newnan	1960
10	30.41	077-5082-0	Bridge St	At City Limits of Senoia	1940
11	25.97	077-5075-0	Sewell Mill Rd	7.5 Miles N of Newnan	1958
12	41.41	077-5129-0	Minnie Sewell Rd	3.0 Miles SW of Grantville	1965
13	36.26	077-5077-0	Henry Bryant Rd	3.5 Miles NW of Newnan	1950
14	7.00	077-0057-0	Lower Fayetteville Rd	3.9 Miles N of Sharpsburg	1970
15	18.11	077-5012-0	Reese Rd	1.0 Mile NE of Turin	1945
16	28.71	077-5008-0	Greentop Rd	2.0 Miles NE of Newnan	1950
17	37.41	077-5010-0	McIntosh Trl	1.0 Mile E of Sharpsburg	1945
18	33.95	077-5053-0	Allen Rd	0.5 Miles N of Grantville	1970
19	26.55	077-5052-0	Bo Bo Banks Rd	0.5 Miles N of Grantville	1970
20	21.73	077-5051-0	Lowery Rd Extension	2.5 Miles E of Grantville	1970
21	47.72	077-5050-0	Bradbury Rd	2.7 Miles E of Grantville	1960
22	48.10	077-5062-0	J.D. Walton Rd	7.5 Miles SW of Newnan	1970
23	39.80	077-5061-0	Gaddy Rd	5.5 Miles W of Grantville	1982
24	27.01	077-5026-0	Moore Rd	3.0 Miles E of Moreland	1960
25	22.49	077-5025-0	Moore Rd	3.0 Miles E of Moreland	1970
26	47.09	077-5029-0	Ragsdale Rd	2.0 Miles W of Turin	1970
27	25.32	077-5027-0	Cannon Rd	3.5 Miles NE of Moreland	1960
28	48.60	077-5035-0	Nixon Rd	At City Limits of Senoia	1945
29	12.78	077-5033-0	Luther Bailey Rd	3.5 Miles SW of Senoia	1960
30	23.21	077-5006-0	Old Atlanta Hwy	2.3 Miles N of Newnan	1950
31	49.41	077-5005-0	Happy Valley Rd	6.0 Miles N of Newnan	1950
32	47.16	077-5071-0	Payton Rd	9.2 Miles NW of Newnan	1970
33	12.78	077-5034-0	Cox Rd	1.8 Miles S of Senoia	1960
34	47.38	077-0054-0	Lower Fayetteville Rd	5.0 Miles E of Newnan	1955
35	17.58	077-5076-0	Main St	2.5 Miles NW of Newnan	1940

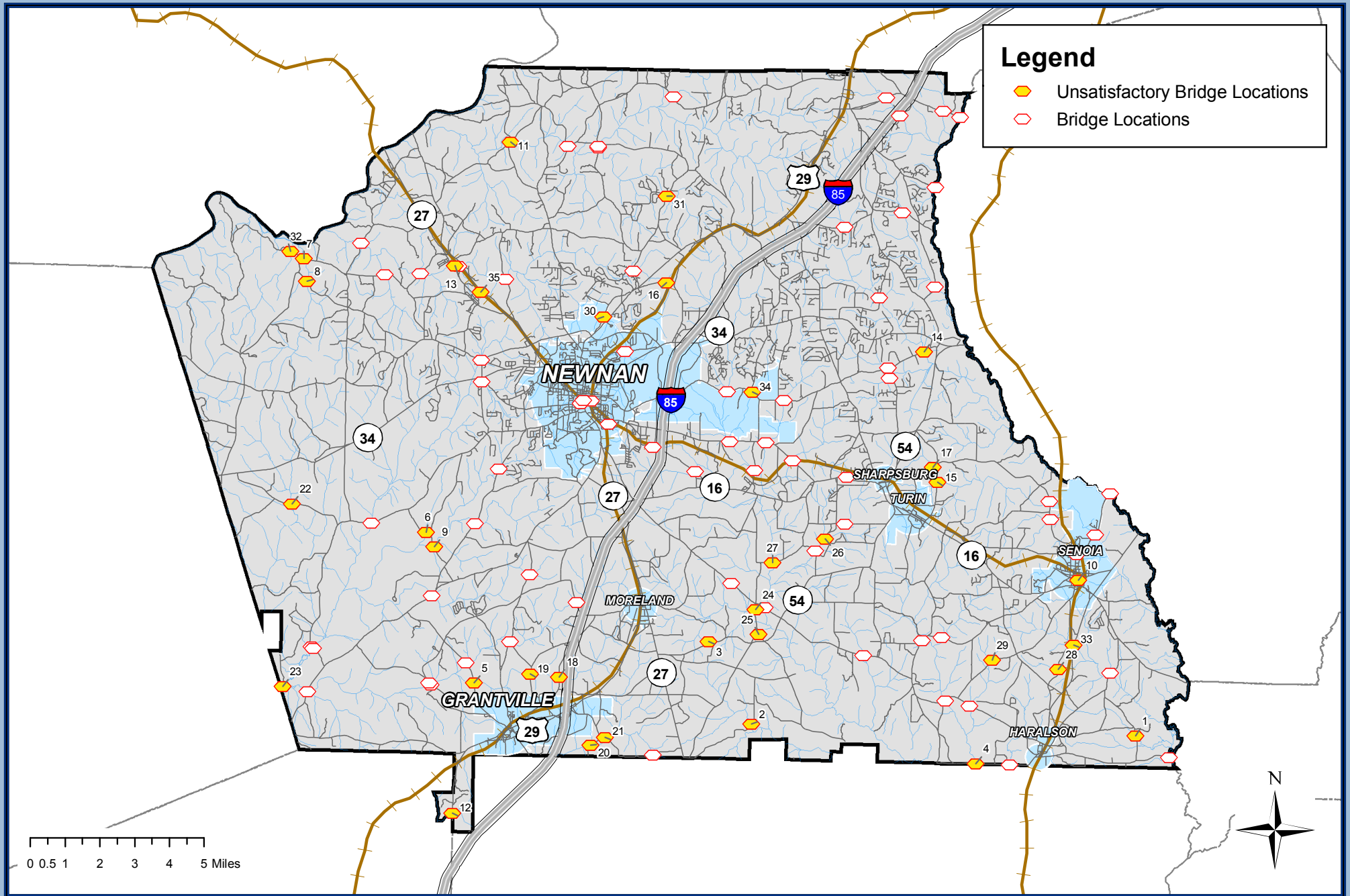
Source: GDOT

The numbers in the Map Key column correspond to the numbered bridges identified on Figure 2-11.

Several bridges on this list could affect fire protection because of low weight limits. These bridges include Moore at White Oak Tributary, Moore at Little White Oak, Sewell Mill at Panther Creek; Minnie Sewell at Yellow Jacket Creek; Bohannon at Messiers Creek, and Payton at Moore Creek.

In addition, several bridges that could affect fire protection that are scheduled for upgrades, include Cannon over White Oak Creek, Lower Fayetteville over Shoal Creek, Raymond Hill at Shoal Creek, and Happy Valley at Brown Creek.

Determining which roadway bridges would affect the ability of the Fire Department to reach the site of a fire depends on the nature of the call. The unsatisfactory condition of bridges within the county could possibly affect response times for emergency workers.



Coweta County Joint Comprehensive Transportation Plan

Figure 2-11: Existing Bridge Locations (2005)

2.3 Bicycle and Pedestrian Facilities

2.3.1 Planning Efforts

A Coweta County Bicycle Plan was created in 2000, which identified seven on-street routes that are predominantly recreational in nature. A field survey, by the project team, verified signage (designated bicycle route and share the road) along each of the routes identified in the Plan. However, signage is directional and not located at all key turns. A route map is available from the County. The City of Newnan has one signed bicycle route along US 29 and LaGrange Street.

A recently adopted plan, by the Chattahoochee-Flint Regional Development Center, also identifies proposed bicycle and pedestrian facilities including greenways, on-road bicycle facilities and project areas for sidewalk improvements. This plan, which is currently under review by the GDOT, includes a Georgia Statewide Bicycle Plan designated bicycle route, called Chattahoochee Trace, which is partially signed as it shares a portion of its route with a route designated in the County Bicycle Plan; each of the bicycle routes identified in the Coweta County Bicycle Plan; and inter-city connections.

2.3.2 Assessment of Existing Bicycle Network

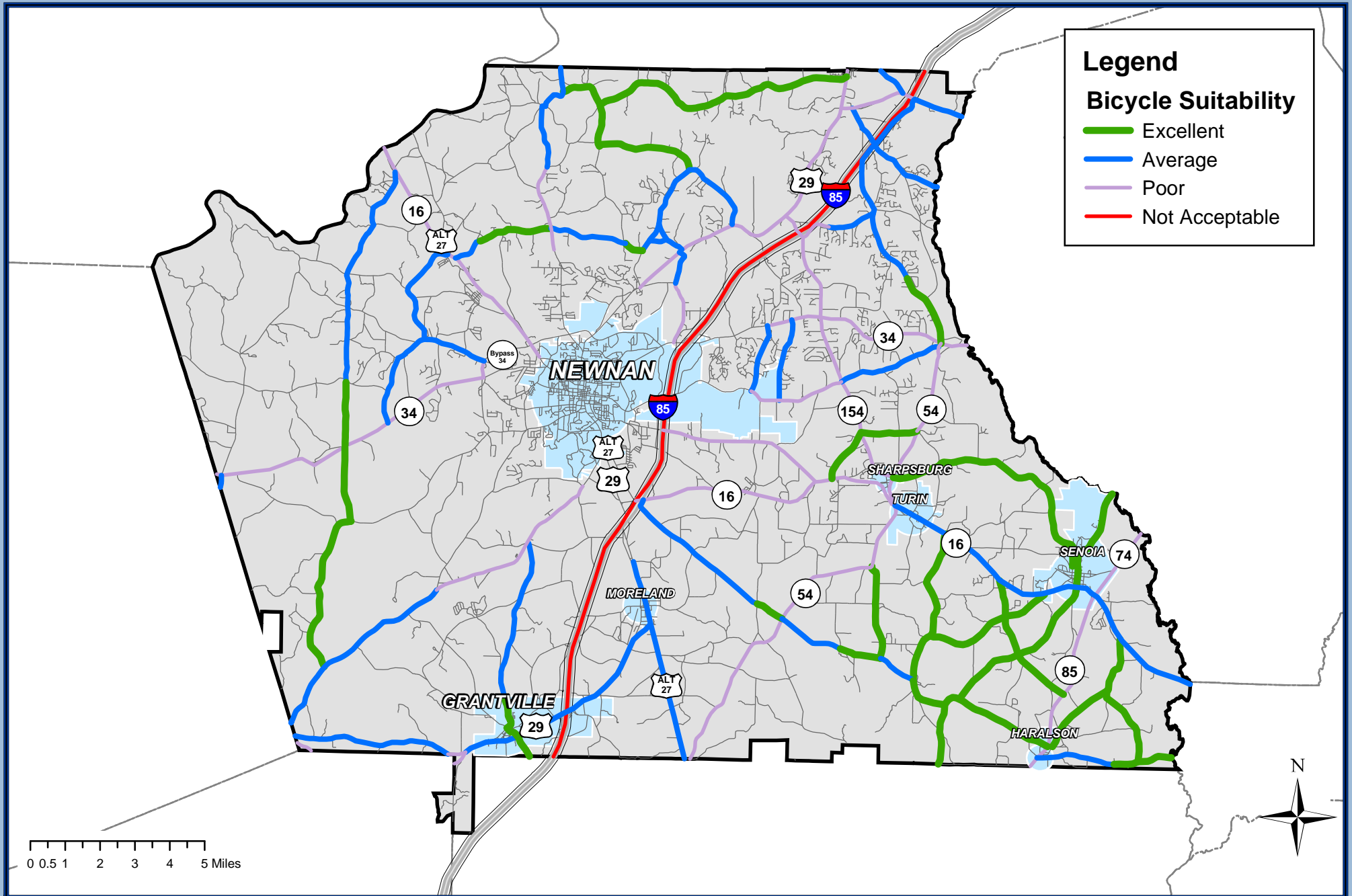
The project team conducted a field survey of all countywide roads, classified as minor collector and higher to determine suitability of these existing roads for bicycle travel based on the Georgia Department of Transportation Functional Classification Map. The following criteria were used in the subjective evaluation of roadways and are based on a Type B user as described in the Guide for Development of Bicycle Facilities, developed by AASHTO. Type B cyclists typically know the rules of the road and how to ride a bicycle. The main distinction between this user type and other user types is that they prefer less traveled routes to and from their destinations and are less confident along roadways with high volume vehicular traffic. These cyclists may use facilities for transportation purposes, but will forego the most direct and fastest route in favor of a less highly traveled, safer, or more scenic route.

Table 2-5: Bicycle Suitability Criteria

Criteria	Suitability
Traffic volume	
Less than 2500 vehicles per day per lane	Good
Between 2500 and 5000 vehicles per lane per day	Average
More than 5000 vehicles per lane per day	Poor
Roadway width	
Existence of shoulders (at least 2 feet wide ¹)	Good
No shoulders, wider than 11-feet	Average
Less than 11-feet	Poor
Driveways	
Very few driveways	Good
Mainly residential driveways	Average
Numerous driveways, with some being commercial	Poor
Automobile traffic speed (posted and observed)	
Less than 35 miles per hour	Good
Between 35 and 45 miles per hour	Average
More than 45 miles per hour	Poor
Truck Traffic (observed)	
Light	Good
Medium	Average
Heavy	Poor
Terrain	
Smooth grades, excellent sight distance	Good
Moderate grades, moderate sight distance	Average
Severe grades, short sight distance	Poor
Pavement Surface	
Smooth	Good
Some uneven surfaces	Average
Uneven, cracked surface, drainage grates	Poor

Field survey results were mapped using ArcGIS, as shown on Figure 2-12. As expected, most of the arterial roadways are not suitable for bicycle travel. In addition, the roadways most suitable for bicycle travel are within the rural areas of the County.

¹ The project field personnel noted the existence of rumble strips within the two foot paved shoulder of most rural state routes. While these provide an important safety measures for motorists, they also present a hazard to cyclists and were not rated as suitable for bicycle travel. Bicycle friendly design standards for rumble strips do exist and should be considered for use in new or reconstructed roadways throughout the County.



Coweta County Joint Comprehensive Transportation Plan

Figure 2-12: Bicycle Suitability (2005)

2.4 Sidewalk Conditions

The project team conducted both a general field assessment of sidewalk conditions within the County and identified specific existing gaps in sidewalks within all downtown areas, which include Newnan, Moreland, Senoia, Sharpsburg, Turin, Haralson, and Grantville. Gaps in the sidewalk networks were evaluated based on the following criteria:

- Existence of worn walking path along a roadway;
- Pavement gap between two existing sidewalks; and
- No facility between existing sidewalk facilities and key pedestrian destination points (i.e. libraries, post offices, neighborhood stores, churches).

It is important to note that this evaluation does not take into account sidewalk location preferences, only gaps within an existing network.

Coweta County

The field survey illustrated few sidewalks throughout the unincorporated county. Sidewalks were located in a few subdivisions and along a few commercial corridors (mostly those recently constructed or repaved). At this time, Coweta County regulations do not require the construction of sidewalks during new or re-development; however, the County does have minimum standards for sidewalk facilities, if constructed.

City of Newnan

To further document existing gaps in the sidewalk network, the project team also reviewed the Newnan 2003 Comprehensive Plan Sidewalk Plan, which depicts existing sidewalks and proposed sidewalks. Each sidewalk gap, including the proposed projects identified in the Newnan Sidewalk Plan, was mapped using ArcGIS, as shown on Figures 2-13 and 2-14. The City of Newnan Subdivision Regulations contains requirements for the provision of sidewalks. These regulations require sidewalk facilities on newly developed or improved properties² as well as set standards for the location, design, construction, repair, and maintenance for sidewalk facilities.

² Improved property is defined as anything that improves the property's value more than 50 percent of assessed value.

Grantville

See Figure 2-13 for existing sidewalk locations and gaps.

Haralson

See Figure 2-13 for existing sidewalk locations and gaps.

Moreland

See Figure 2-13 for existing sidewalk locations and gaps.

Senoia

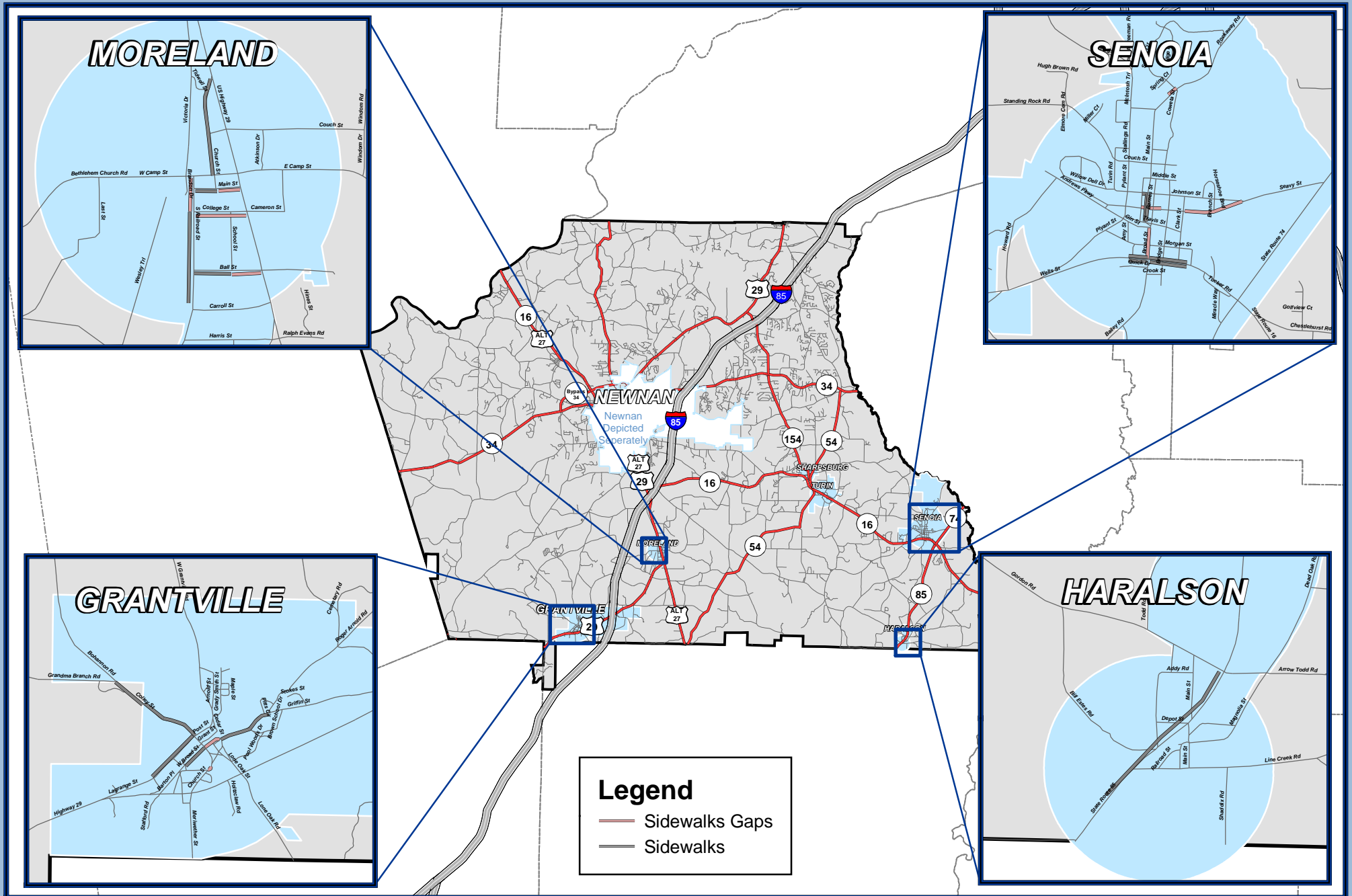
See Figure 2-13 for existing sidewalk locations and gaps.

Sharpsburg

There are currently no sidewalks in the Town of Sharpsburg. However, the Town has developed a master plan that includes streetscapes, pedestrian, and multi-use paths. Additionally, the Town has a sidewalk ordinance requiring sidewalks to be installed on all street frontages of a property when new construction or improvements are permitted.

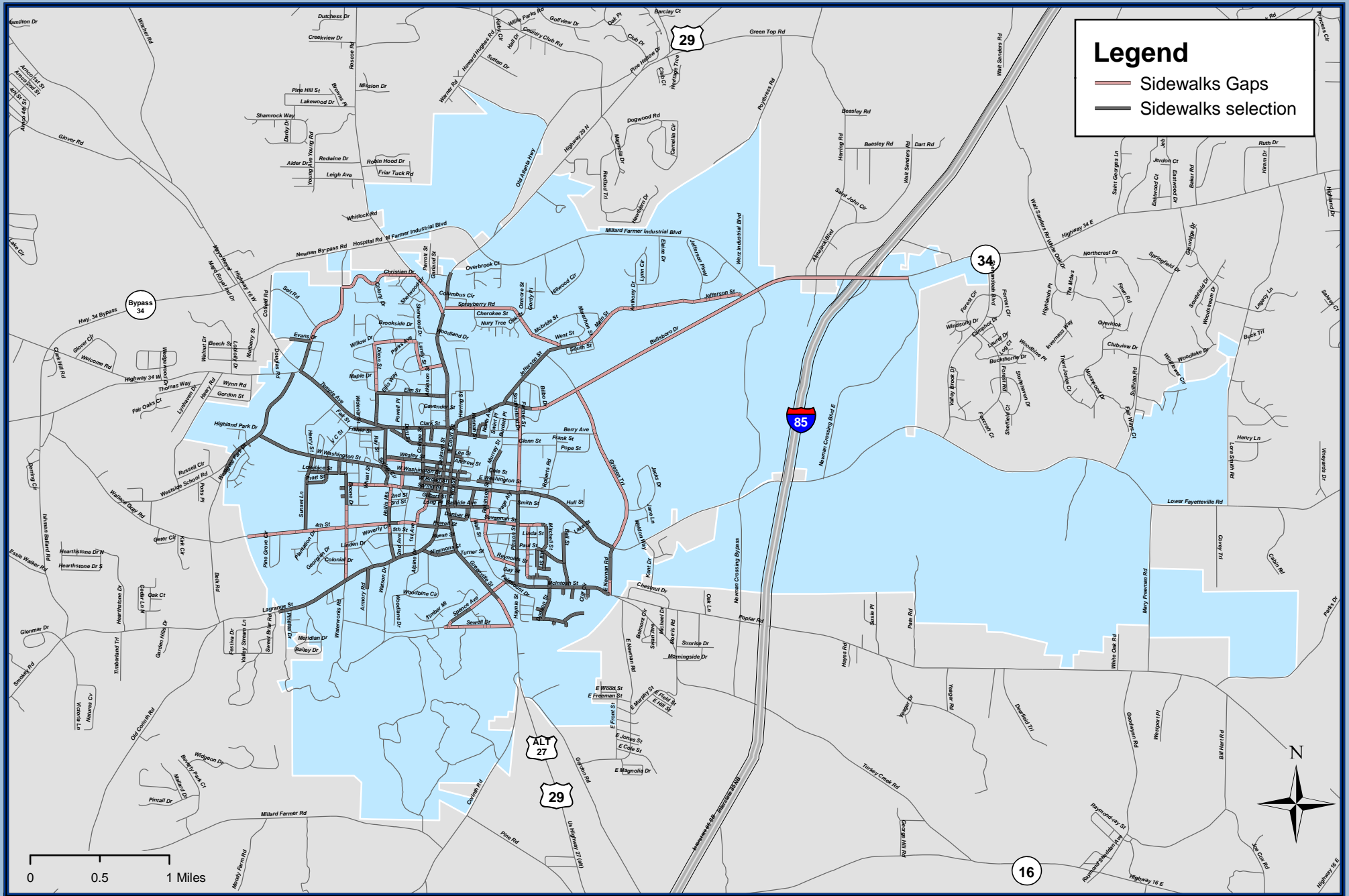
Turin

There are currently no sidewalks in the Town of Turin.



Coweta County Joint Comprehensive Transportation Plan

Figure 2-13: Sidewalk Conditions (2005)



Coweta County Joint Comprehensive Transportation Plan

Figure 2-14: City of Newnan - Sidewalk Conditions (2005)

2.5 Parking Conditions

The project team conducted a general assessment of existing parking conditions as required by DCA requirements in Chapter 110-12-1, Standards and Procedures for Local Comprehensive Planning, Section 07 – Data and Mapping Specifications. This assessment identified no public parking facilities within the unincorporated county. In addition, private parking appeared adequate and not obsolete. A shortage of parking at the county fairgrounds during special events was identified as a concern by county staff.

The City of Newnan manages a number of public parking facilities in addition to on-street parking. These facilities include:

- O.C.Williams Senior public parking facility, located one block south of the courthouse at the corner of Spring Street and Jackson Street;
- The Governor Ellis Arnall public parking lot, located one block east of the courthouse at the corner of East Washington Street and Perry Street; and,
- The Walls-Gill Memorial public parking lot, located one block south and one block west of the courthouse on Spring Street at First Street.

These facilities provide parking for approximately 420 vehicles. An assessment of these parking facilities during a normal weekday between 10:00 am and 2:00 p.m. indicate a 95 percent utilization of the parking lots and an 85 percent utilization of on-street parking. The 2003 Newnan Comprehensive Plan identifies the need for a downtown parking study to identify true utilization rates and potential parking strategies. At this time, the city has not initiated the parking study.

The Georgia Regional Transportation Authority is currently using a private parking facility for its Express Bus Park/Ride lot. This lot is located in the The Forum Of Newnan Crossing, which is off SR 34 at the Newnan Crossing Bypass.

2.6 Public Transportation and Services

The only public transportation service in Coweta County is express bus service that operates between Newnan and downtown Atlanta. This service was implemented on November 29, 2004 and is operated by the Georgia Regional Transportation Authority (GRTA) through a contract service provider. The

service is provided within GRTA's regional "Xpress" system that operates in partnership with eleven metropolitan Atlanta counties including Coweta County. The service is supported by passenger fares and federal, state, and local funds. Each participating county made a one-time payment to help fund the first five years of the Xpress operations. In exchange for this support, funds were provided to the County for the construction of arterial road improvements, which are scheduled in the ARC's Transportation Improvement Program (TIP).

The only existing transit route in Coweta County is GRTA Xpress Route 450 - Newnan Crossing - Downtown Atlanta. This route begins at a park and ride lot located in The Forum Of Newnan Crossing at the intersection of SR 34 and Newnan Crossing Bypass, follows SR 34 East to I-85, and then takes I-85 to Downtown Atlanta.

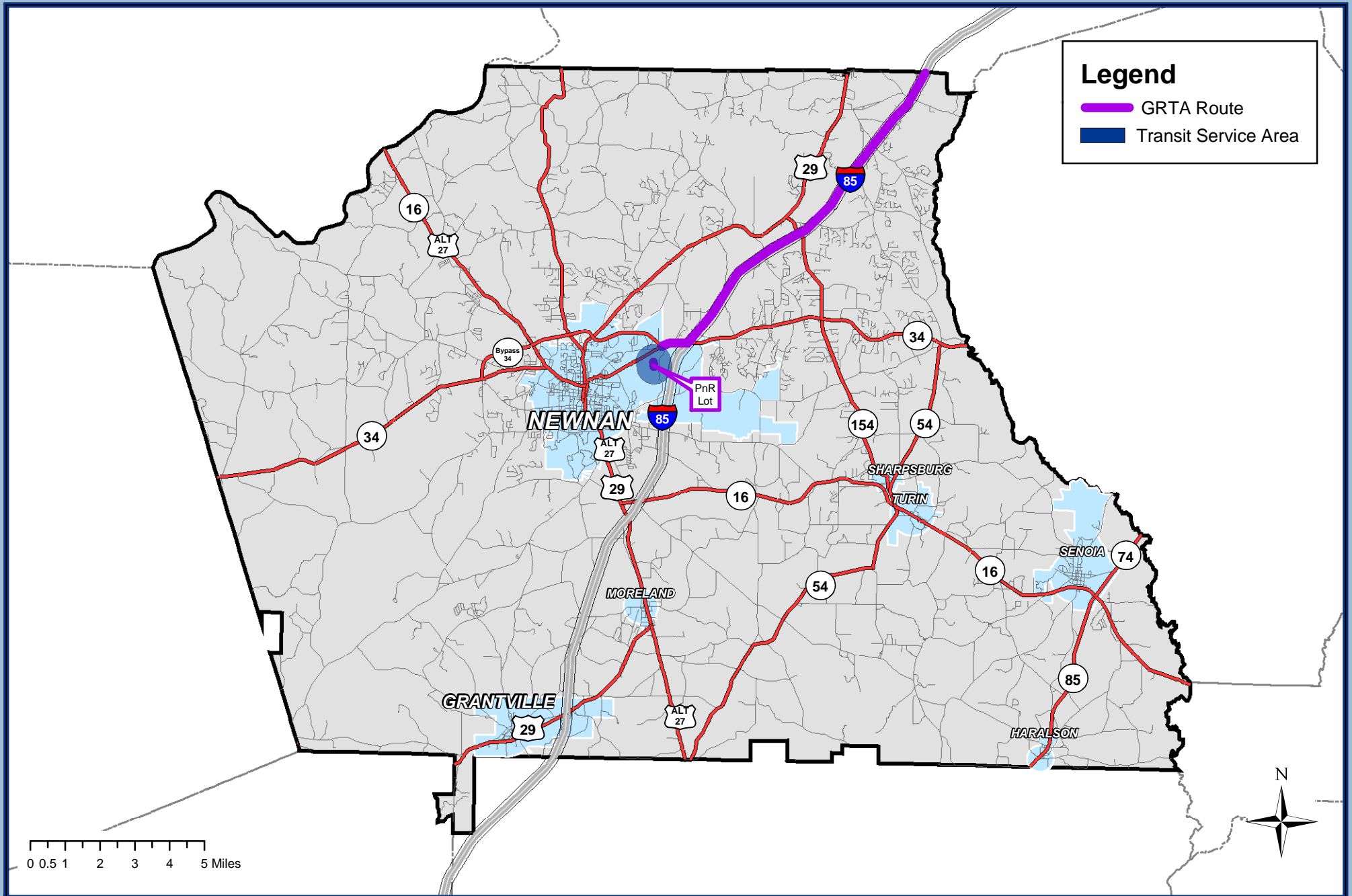
No other urban or rural public transportation services are available in Coweta County. However, taxicab service is provided by Atlanta South Taxi & Transportation, Inc. located in Newnan. Service is provided on demand through a six-vehicle fleet, at all times, with metered fares, and to destinations within and outside the County. Greyhound Lines, Inc. previously provided intercity bus service to and from a Newnan station located on Jefferson Street, but this service was discontinued in 2001.

2.6.1 Service Areas

The transit service area in Coweta County is very limited, due to the express nature of the current bus service. Figure 2-15 shows the existing transit service area in Coweta County and the GRTA Xpress route.

2.6.2 Operating Characteristics

Xpress Route 450-Newnan Crossing-Downtown Atlanta operates on weekdays, except holidays, during peak morning and afternoon periods. Five inbound trips operate on 30 minute frequencies between 5:30AM and 7:30AM, five outbound trips also operating on 30 minute frequencies are offered between 3:50PM and 6:00PM. Parking is available at the Forum of Newnan Crossing, which is located near the intersection of SR 34 (Bullsboro Drive) and the Newnan Crossing Bypass. The single round trip fare is \$5.00 with discounts available for passes.



Coweta County Joint Comprehensive Transportation Plan

Figure 2-15: Existing Public Transit Service Area & Route (2005)

Number of Vehicles

Four over-the-road type coaches with an individual 57 seating capacity are operated by GRTA in Coweta County to provide service on Xpress Route 450.

Ridership And Vehicle Miles Traveled

As service was initiated in late November of 2004, historic data for ridership and revenue miles is limited. However, the relevant information by month for this route is shown in Table 2-6 on the following page. A recent check of Route 450 activity revealed that ridership is increasing and certain morning and afternoon trips are approaching the vehicle seated capacity.

Table 2-6: Monthly Route 450 Ridership And Vehicle Mileage Statistics Exhibit:

	Period	Ridership	Revenue Miles
2004	December	1,648	10,046
2005	January	1,665	9,173
	February	2,906	8,736
	March	3,940	10,046
	April	3,907	9,173
	May	4,666	9,173
	June	5,083	9,610
	July	4,295	n/a
	August	5,359	n/a

Source: Georgia Regional Transportation Authority

2.6.3 Existing Rights-Of-Way

There are no existing transit rights-of-way in Coweta County at this time.

2.6.4 Major Public Transit Trip Generators and Attractors

The major transit trip generator in Coweta County is located in Newnan and is the leased GRTA Xpress park and ride lot at The Forum Of Newnan Crossing. The major transit trip attractor is Downtown Atlanta.

2.6.5 Major Public Transit Terminals and Facilities

The only existing public transit facility in Coweta County is the leased GRTA Xpress park and ride lot in Newnan. At this time, there are no intermodal

terminals, transit terminals, transfer stations, or GDOT rideshare lots in the County.

Automobile, Bicycle, And Pedestrian Access To Facilities

Automobile access to the aforementioned park and ride lot is excellent, as it is adjacent to a four lane highway (SR 34) and proximate to I-85. A recent check of the designated GRTA Xpress park ride area revealed approximately 155 individual vehicles. A review of the individual vehicle Georgia county tag designations indicated over 80 percent were from Coweta County.

While bicycle and pedestrian connections are not evident on adjacent streets near the development that contains the park ride site, sidewalks are present within the development.

2.7 Railroads and Airports

2.7.1 Freight Railroads

Three rail freight lines operate in the County. A Norfolk Southern local line travels in an east-west direction from Carroll County and passes through the Sargent, Newnan, Sharpsburg, and Turin areas and terminates in Senoia. Although track is still in place to Griffin, operations east of Senoia have been discontinued for a number of years. A branch from this line was in place between Raymond and Greenville but was previously abandoned. Two CSX Transportation main lines pass through the County in a north-south direction. A major line that connects Atlanta and Montgomery parallels US 29 from Palmetto and passes through Newnan, Moreland, and Grantville to Troup County. The other major line that connects Atlanta and Waycross enters the County from the Peachtree City area of Fayette County and travels approximately eight miles through Coweta County passing through Senoia and Haralson into Meriwether County. Figure 2-16 shows the rail facilities in Coweta County.

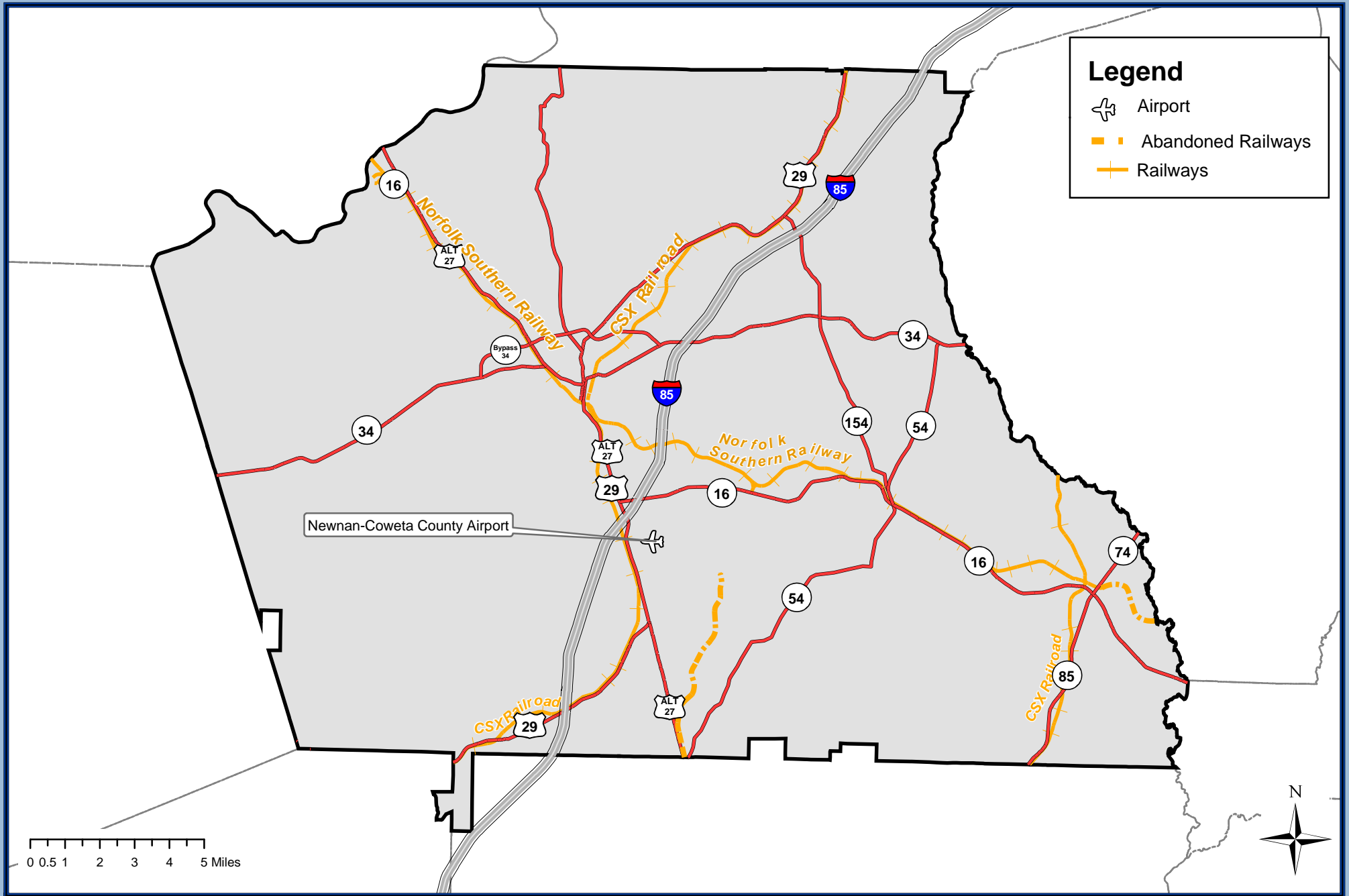
2.7.2 Passenger Railroads

There is no current passenger railroad service in Coweta County.

2.7.3 Airports

The Newnan-Coweta Airport, located near the I-85/US-29 intersection, was established in 1966, and is the only airport in the County. This facility is owned and operated by the Newnan-Coweta County Airport Authority and

accommodates a variety of aviation related activities including recreational flying, corporate business jets, police/law enforcement, ultra-light aircraft, and helicopters. The airport has one runway that is 5,500 feet long and 100 feet wide with lighting and navigation aids. Services for fixed base operations include aviation fuel, rental cars, a 5,500 square foot terminal/ administrative building, 36 hanger aircraft parking spaces, 53 apron parking aircraft parking spaces, and 28 automobile parking spaces. The airport currently experiences approximately 31,000 annual aircraft takeoffs and landings and has 84 based aircraft.



Coweta County Joint Comprehensive Transportation Plan

Figure 2-16: Existing Freight Rail and Airport Locations (2005)

2.8 Planned Improvements

As a result of prior and ongoing transportation planning efforts, several transportation projects within Coweta County are included in local plans, the ARC 2005 – 2010 Transportation Improvement Program (TIP), and the ARC 2030 Regional Transportation Plan (RTP). These planned improvements are detailed in this section.

2.8.1 Local Projects

There are currently twelve local projects planned within Coweta County. These projects are part of an aspirations based plan prepared by Coweta County staff. These projects are not funded at this time. However, they have been identified as priorities by County staff and other local planning partners. Most of these projects are intersection improvements focused on safety upgrades and widening. Time frames for local projects include short range from 2005 to 2010 and long range from 2011 to 2030. The following list details local projects:

- **Greenville/Sewell Rd Intersection**
Project Jurisdiction: Newnan
Project Description: Intersection improvement including safety upgrades and widening.
Project Implementation: 2005 - 2010
- **Greenville/Spence Rd Intersection**
Project Jurisdiction: Newnan
Project Description: Intersection improvement including safety upgrades and widening.
Project Implementation: 2005 - 2010
- **Greenville/Corinth Rd Intersection**
Project Jurisdiction: Newnan
Project Description: Intersection improvement including safety upgrades and widening.
Project Implementation: 2005 - 2010
- **Poplar RD/East Newnan Rd Intersection**
Project Jurisdiction: Newnan
Project Description: Intersection improvement including safety upgrades and widening.
Project Implementation: 2011 - 2020
- **Jackson/Sprayberry/Roscoe Intersections**
Project Jurisdiction: Newnan
Project Description: Intersection improvements along US 29/SR 14
Project Implementation: 2011 - 2020

- **Old Jefferson St Improvements**
Project Jurisdiction: Newnan
Project Description: Street improvements including widening, turning lanes, sidewalks, and curb. Project limits are from Greison TRL to SR 34.
Project Implementation: 2011 – 2020

- **LaGrange St/Lone Oak Intersection**
Project Jurisdiction: Grantville
Project Description: Safety upgrades.
Project Implementation: 2011 - 2020

- **LaGrange St/Coweta-Heard Rd Intersection**
Project Jurisdiction: Grantville
Project Description: Safety upgrades.
Project Implementation: 2011 - 2020

- **LaGrange St/Lowery Rd Intersection**
Project Jurisdiction: Grantville
Project Description: Safety upgrades.
Project Implementation: 2011 - 2020

- **Terrentine St/SR 154 Intersection**
Project Jurisdiction: Sharpsburg
Project Description: Safety upgrades.
Project Implementation: 2011 - 2020

- **Pylant St/SR 16 E Intersection**
Project Jurisdiction: Senoia
Project Description: Safety upgrades.
Project Implementation: 2011 - 2020

- **SR 16/N and S Hunter Intersection**
Project Jurisdiction: Turin
Project Description: Intersection improvements.
Project Implementation: 2011 - 2020

The following local projects are included in the pending Coweta County 2007-2012 SPLOST Transportation Program. These projects are categorized into three areas: bridges (30 projects), intersection/roadway improvements (26 projects with five projects programmed in the TIP), and roadway rehabilitation (31 projects).

Bridges

- **CR 41 Green Top Road over CSX Railroad**
Structure ID: 077-5008-0

- **CR 157/Luther Bailey Road over Double Branch Creek**
Structure ID: 077-5033-0

- **CR 157/Luther Bailey Road (Cox Road) over Dead Oak Creek**
Structure ID: 077-5034-0

- **CR 129/Moore Road over White Oak Tributary**
Structure ID: 077-5025-0

- **CR 129/Moore Road over Little White Oak Creek**
Structure ID: 07-5026-0

- **CR 239/Bohannon Road over Messiers Creek**
Structure ID: 077-5060-0

- **CR 307/Sewell Mill Road over Cedar Creek**
Structure ID: 077-5075-0

- **CR 169/AI Roberts Road over White Oak Creek**
Structure ID: 077-5091-0

- **CR 351/Minnie Sewell Road over Yellow Jacket Creek**
Structure ID: 077-5129-0

- **CR 285/Mt. Carmel Road over Thomas Creek**
Structure ID: 077-5070-0

- **FAS736/CR 546/Lower Fayetteville Rd. over Rock Branch (Shoal Creek Trib.)**
Structure ID: 077-0056-0

- **CR 553/Tommy Lee Cook Road over Cedar Creek**
Structure ID: 077-5080-0

- **CR 462/Palmetto-Tyrone Road over Little Creek**
Structure ID: 077-5079-0

- **CR 71/Reese Road over Keg Creek**
Structure ID: 077-5012-0

- **CR 55/McIntosh Trail over Keg Creek**
Structure ID: 077-5010-0
- **CR 262/Chandler Road over Sandy Creek Tributary**
Structure ID: 077-5067-0
- **FAS2015/CR554/Corinth Road over New River**
Structure ID: 077-0070-0
- **CR 174/Gray Girls Road over Gray Branch Creek**
Structure ID: 077-5044-0
- **FAS748/CR547/Gordon Road over White Creek**
Structure ID: 077-0059-0
- **CR 69/Bob Smith Road over Shoal Tributary**
Structure ID: 077-5011-0
- **CR 221/Allen Road over Messiers Creek**
Structure ID: 077-5053-0
- **CR 214/Bobo Banks Road over Messiers Creek**
Structure ID: 077-5052-0
- **CR 249/J.D. Walton Road over Caney Creek**
Structure ID: 077-5062-0
- **CR 209/Bradbury Road over Yellow Jacket Creek**
Structure ID: 077-5050-0
- **CR 294/Payton Road over Pearson Creek**
Structure ID: 077-5071-0
- **CR 994/Lake Redwine (Island Cove Road) over Browns Creek**
Structure ID: 077-5119-0
- **FAS 2018/CR 317/Henry Bryant Road over Wahoo Creek**
Structure ID: 077-5077-0
- **CR 138/Ragsdale Road over Pine Creek**
Structure ID: 077-5029-0
- **CR 263/Holbrook Road over Sandy Creek**
Structure ID: 077-5068-0

- **CR 300/Boone Road over Thomas Creek**
Structure ID: 077-5072-0

Intersection/Roadway Improvements

- Belk/Corinth/Smokey Rd Intersection
- Macedonia/ Buddy West/Roscoe Rd (SR 70) Intersection
- Pete Davis Rd/Thigpen Rd/Franklin Hwy (SR 34) Intersection
- Collinsworth/Weldon Rd Intersection
- Fischer/Cannongate/Palmetto-Tyrone Rd Intersection
- Raymond Hill/Fischer/Major/Rd Intersection
- Parks/Poplar Rd Intersection
- Mary Freeman Rd/ Poplar Rd Intersection
- Turkey Creek/Poplar/East Newman Rd Intersection
- Elders Mill Rd/Standing Rock Road/SR 16 Intersection
- Elders Mill/Gordon Rd
- West Grantville/Earl North/Old Corinth Rd Intersection
- George Coggin/McCollum-Sharpsburg Rd (SR 154) Intersection
- Andrew Bailey Rd/Fisher Rd Intersection
- Turkey Creek Rd/SR 16 Intersection
- Rock House Rd/Old Hwy 85 Intersection
- Gordon Rd/Martin Mill Rd Intersection
- Johnson Rd at SR 54 Intersection
- SR 34 Bypass SE Extension (4 lanes) (programmed in TIP)
- SR 16 (2 to 4 lanes) (programmed in TIP)
- Amlajack Boulevard Extension (2 lanes) (programmed in TIP)
- McIntosh Trail (2 to 4 lanes)
- Poplar Road – New Interchange
- Rock-A-Way Road – CR 157 (2 to 4 lanes)
- Proposed Connector at Creekside
- Macedonia Rd/SR 16 Intersection
- Welcome Rd/SR 34 Intersection

Roadway Rehabilitation

- Alex Stephens Rd from SR 14 to stop sign
- Buddy West Rd from SR 70 to Happy Valley Circle West
- Carl Williams Rd from SR 16 to dead end
- Elders Mill Rd from Rock House Rd to Gordon Rd
- Gordon Rd from SR 54 to Johnson Rd
- Handy Rd from Martin Girl Rd to Welcome Rd
- Happy Valley (East) Rd from Hal Jones Rd to Cedar Creek Rd
- Happy Valley (North) Rd from Cedar Creek Rd to Jim Starr Rd
- Hawk Rd from Thomas Powers Rd to Heard County
- Haynie Rd from SR 54 to Rail Road Bridge

- Heery Rd from West Side School Rd to SR 34
- Hogan Rd from Coweta Heard Rd to dead end
- Lora Smith Rd from Lower Fayetteville Rd to SR 34
- Marion Beavers Rd from SR 16 to SR 154
- Mary Freeman Rd from Poplar Rd to Lower Fayetteville Rd
- McIntosh Trail from Stallings Rd to Christopher Rd
- Mt. Carmel from Cogin Rd to Payton Rd
- New Corinth Rd from W. Grantville Rd to Newnan City Limits
- New Corinth Rd from Smokey Rd to Heard County
- Parks Rd from Poplar Rd to Lower Fayetteville Rd
- Rock House Rd from Elders Mill Rd to Old Hwy 85
- Short Rd from SR 16 to Clearwater Rd
- Sid Hunter Rd from Bertus Hunter Rd to Johnson Rd
- Smokey Rd (A) from Newnan City Limits to Old Corinth Rd
- Smokey Rd (B) from Old Corinth Rd to Chandler Rd
- Smokey Rd (C) from Chandler Rd to J.D. Walton Rd
- Stallings Rd from Senoia City Limits to Gary Summers Rd
- Tommy Lee Cook Rd from Palmetto City Limits to Cedar Creek Rd
- Wallace Gary Rd from West Side School Rd to Belk Rd
- Welcome Amco Rd from Welcome Rd to Glover Rd
- Woolside Rd from Parks Rd to SR 154

2.8.2 Transportation Improvement Program Projects

Twenty-five projects are included in the 2005 – 2010 TIP, which cover the time period from 2005 to 2010. They include transit funding, roadway widening projects, bridge upgrades, intersection improvements, and a multi-use trail.

- **5307 Allocation For Coweta County – FY 2005 - 2007**
Project #: AR-CW-5307A
Project Description: Transit funding distributed based on the FTA 5307 Transit Urbanized Area Formula Program.
Project Sponsor: Coweta County
Page: 88 of 320
- **5307 Allocation For Coweta County – FY 2008 - 2010**
Project #: AR-CW-5307B
Project Description: Transit funding distributed based on the FTA 5307 Transit Urbanized Area Formula Program.
Project Sponsor: Coweta County
Page: 88 of 320
- **SR 34 Bypass**

Project #: CW-006A

Project Description: Roadway capacity from 2 existing lanes to 4 planned lanes. Project limits are from Hospital Rd to Jefferson Pkwy.

Project Sponsor: GDOT

Page: 169 of 320

○ **SR 34 Bypass**

Project #: CW-006B

Project Description: Roadway capacity from 2 existing lanes to 4 planned lanes. Project limits are from Jefferson Pkwy to Bullsboro Drive east of Newnan.

Project Sponsor: GDOT

Page: 169 of 320

○ **SR 34 Bypass**

Project #: CW-006C

Project Description: Roadway capacity from 2 existing lanes to 4 planned lanes. Project limits are from US 27 Alternate (Temple Ave) to Hospital Rd.

Project Sponsor: GDOT

Page: 169 of 320

○ **SR 34 Bypass**

Project #: CW-007

Project Description: Roadway capacity from 0 existing lanes to 4 planned lanes. Project limits are from US 29/US 27 Alternate at SR 16 to Turkey Creek Rd.

Project Sponsor: Coweta County

Page: 169 of 320

○ **SR 74/85**

Project #: CW-028A

Project Description: Bridge upgrade at the Central Of Georgia Line between SR 16 and Seavy St.

Project Sponsor: GDOT

Page: 169 of 320

○ **SR 74/85**

Project #: CW-028B

Project Description: Bridge upgrade at the Central of Georgia Line between SR 16 and Seavy St.

Project Sponsor: GDOT

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○ **SR 74/85**

Project #: CW-029

Project Description: Bridge upgrade at the CSX rail line between Old Highway 85 and Hardy Rd.

Project Sponsor: GDOT

Page: 170 of 320

○ **SR 54**

Project #: CW-030A

Project Description: Bridge upgrade at Shoal Creek

Project Sponsor: GDOT

Page: 170 of 320

○ **SR 54**

Project #: CW-030B

Project Description: Bridge upgrade at Shoal Creek

Project Sponsor: GDOT

Page: 170 of 320

○ **SR 74**

Project #: CW-031A

Project Description: Bridge upgrade at Line Creek and the Coweta/Fayette County line

Project Sponsor: GDOT

Page: 170 of 320

○ **SR 74**

Project #: CW-031B

Project Description: Bridge upgrade at Line Creek and the Coweta/Fayette County line

Project Sponsor: GDOT

Page: 171 of 320

○ **Lower Fayetteville Road**

Project #: CW-032

Project Description: Roadway operational upgrades from Greison Trl to Fischer Rd

Project Sponsor: GRTA

Page: 171 of 320

○ **Coweta County Intersection Improvements – Phase I – Witcher Rd/Glover Rd at SR 16; Hammock Rd at SR 154; Vaughn Rd at SR 154; Tanglewood Rd at US 29; Hal Jones Rd/Greentop Rd at US 29**

Project #: CW-033A

Project Description: Roadway operational upgrades

Project Sponsor: GRTA

Page: 171 of 320

- **Coweta County Intersection Improvements – Phase II – Stewart Rd/Reese Rd at SR 54, McIntosh Trl at SR 54/154**
Project #: CW-033B
Project Description: Roadway operational upgrades
Project Sponsor: GRTA
Page: 171 of 320

- **Coweta County Intersection Improvements – Phase III – Gordon Rd at SR 54; Pine Rd at US 29; Lower Fayetteville Rd at SR 154**
Project #: CW-033C
Project Description: Roadway operational upgrades
Project Sponsor: GRTA
Page: 172 of 320

- **SR 16**
Project #: CW-034
Project Description: Roadway capacity upgrade from existing 2 lanes to planned 4 lanes from I-85 South to US 29
Project Sponsor: Coweta County
Page: 172 of 320

- **US 27 Alternate (Carrollton Highway)**
Project #: CW-035
Project Description: Bridge upgrade at the Chattahoochee River
Project Sponsor: GDOT
Page: 172 of 320

- **Amlajack Boulevard Extension**
Project #: CW-037
Project Description: Preliminary engineering and r-o-w for proposed extension
Project Sponsor: Coweta County
Page: 172 of 320

- **I-85 South**
Project #: CW-AR-001
Project Description: Roadway capacity upgrade from existing 4 lanes to planned 6 lanes from SR 34 (Bullsboro DR) to US 29/27A
Project Sponsor: GDOT
Page: 173 of 320

- **I-85 South**
Project #: CW-AR-007A
Project Description: Interchange capacity at SR 34 (Bullsboro Dr) – add loop ramp from SR 34 eastbound to I-85 northbound

Project Sponsor: GDOT

Page: 175 of 320

- **I-85 South**

Project #: CW-AR-007B

Project Description: Interchange capacity at SR 34 (Bullsboro Dr) – add loop ramp from SR 34 eastbound to I-85 northbound

Project Sponsor: GDOT

Page: 175 of 320

- **Senoia Multi-Use Trail**

Project #: CW-AR-BP001

Project Description: Multi-use bicycle and pedestrian facility from Senoia City Park to Leroy Johnson Park Ballfield

Project Sponsor: City of Senoia

Page: 175 of 320

- **TDK Boulevard Extension**

Project #: FA-253

Project Description: Roadway capacity project that runs from McIntosh Trail in Coweta County to the intersection of TDK Blvd and Dividend Dr in Fayette County.

Project Sponsor: Fayette County and Coweta County

Page: 175 of 320

2.8.3 Regional Transportation Plan Projects

Twelve projects within Coweta County are included in the 2030 RTP that covers the period from 2011 to 2030. Projects include improvements such as roadway widening, bridge upgrades, new interchanges, and the installation of noise barriers.

- **Amlajack Boulevard Extension**

Project #: CW-037

Project Description: Roadway construction from 0 lanes to 2 planned lanes. Project limits are from Shenandoah Industrial Park to a proposed new interchange at I-85.

Project Sponsor: Coweta County

Page: 172 of 320

- **McIntosh Trail**

Project #: CW-037

Project Description: Roadway construction from existing 2 lanes to 4 lanes from SR 54 to Vernon Hunter Parkway/TDK Blvd Extension.

Project Sponsor: Coweta County

Page: 172 of 320

- **Collinsworth Road**
Project #: CW-040
Project Description: Roadway capacity upgrade from existing 2 lanes to 4 lanes from Weldon Road to Palmetto City Limits at Coweta/Fulton County line
Project Sponsor: Coweta County
Page: 173 of 320
- **East Washington Street Extension – Phases I, II, and III**
Project #: CW-041
Project Description: Roadway capacity upgrade from existing 0 lanes to 4 lanes from Farmer St to Newnan Crossing Bypass
Project Sponsor: City of Newnan
Page: 173 of 320
- **Green Top Road**
Project #: #CW-042
Project Description: Bridge upgrade at CSX rail line
Project Sponsor: GDOT
Page: 173 of 320
- **Cannon Road**
Project #: CW-043
Project Description: Bridge upgrade at White Oak Creek
Project Sponsor: GDOT
Page: 173 of 320
- **I-85 South**
Project #: CW-AR-002
Project Description: Roadway capacity upgrade from existing 4 lanes to planned 6 lanes from just south of US 29/27A to SR 14 (Jefferson Davis Memorial Hwy) exit
Project Sponsor: GDOT
Page: 174 of 320
- **I-85 South**
Project #: CW-AR-003
Project Description: New interchange at Poplar Rd
Project Sponsor: Coweta County
Page: 174 of 320
- **I-85 South**
Project #: CW-AR-004
Project Description: New interchange at Amlajack Blvd/Walt Sanders Memorial Dr
Project Sponsor: Coweta County

Page: 174 of 320

- **I-85 South Noise Barriers**
Project #: CW-AR-006A
Project Description: Install noise barriers from SR 154 (Sharpsburg-McCollum Rd) to Collinsworth RD
Project Sponsor: GDOT
Page: 174 of 320
- **I-85 South Noise Barriers**
Project #: CW-AR-006B
Project Description: Install noise barriers from SR 154 (Sharpsburg-McCollum Rd) to Collinsworth Rd
Project Sponsor: GDOT
Page: 174 of 320

TIP and RTP projects are shown in Figure 2-17.

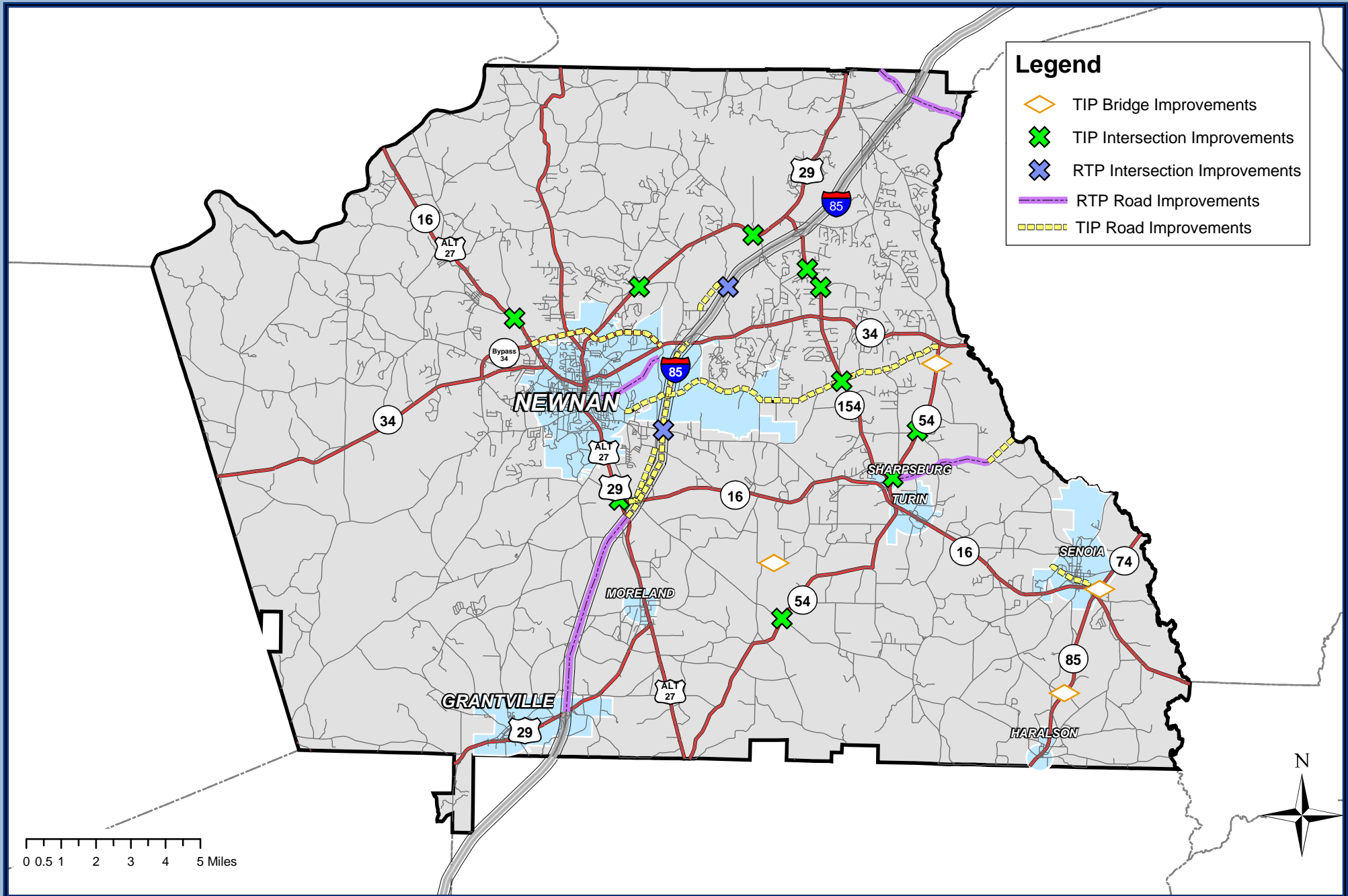
In addition to the 2030 RTP, ARC also developed an aspirations based plan. The aspirations based plan is not fiscally constrained and the projects are not programmed at this time. Projects that affect Coweta County include:

- **Project: Commuter Rail Service – Atlanta to Senoia**
Project #: AR-246
Project Description: Fixed Guideway Transit Capital
Project Sponsor: GDOT
Page: 1 of 113
- **I-85 South HOV**
Project #: AR-332A
Project Description: HOV Lanes SR 74 to SR 154
Project Sponsor: GDOT
Page: 3 of 113
- **I-85 South HOV**
Project #: AR-332B
Project Description: HOV Lanes SR 154 to US 29/SR 14
Project Sponsor: GDOT
Page: 3 of 113
- **SR 154**
Project #: TMP-CW-01

Project Description: Roadway capacity upgrade from existing 2 lanes to planned 4 lanes from US 29 to SR 34.

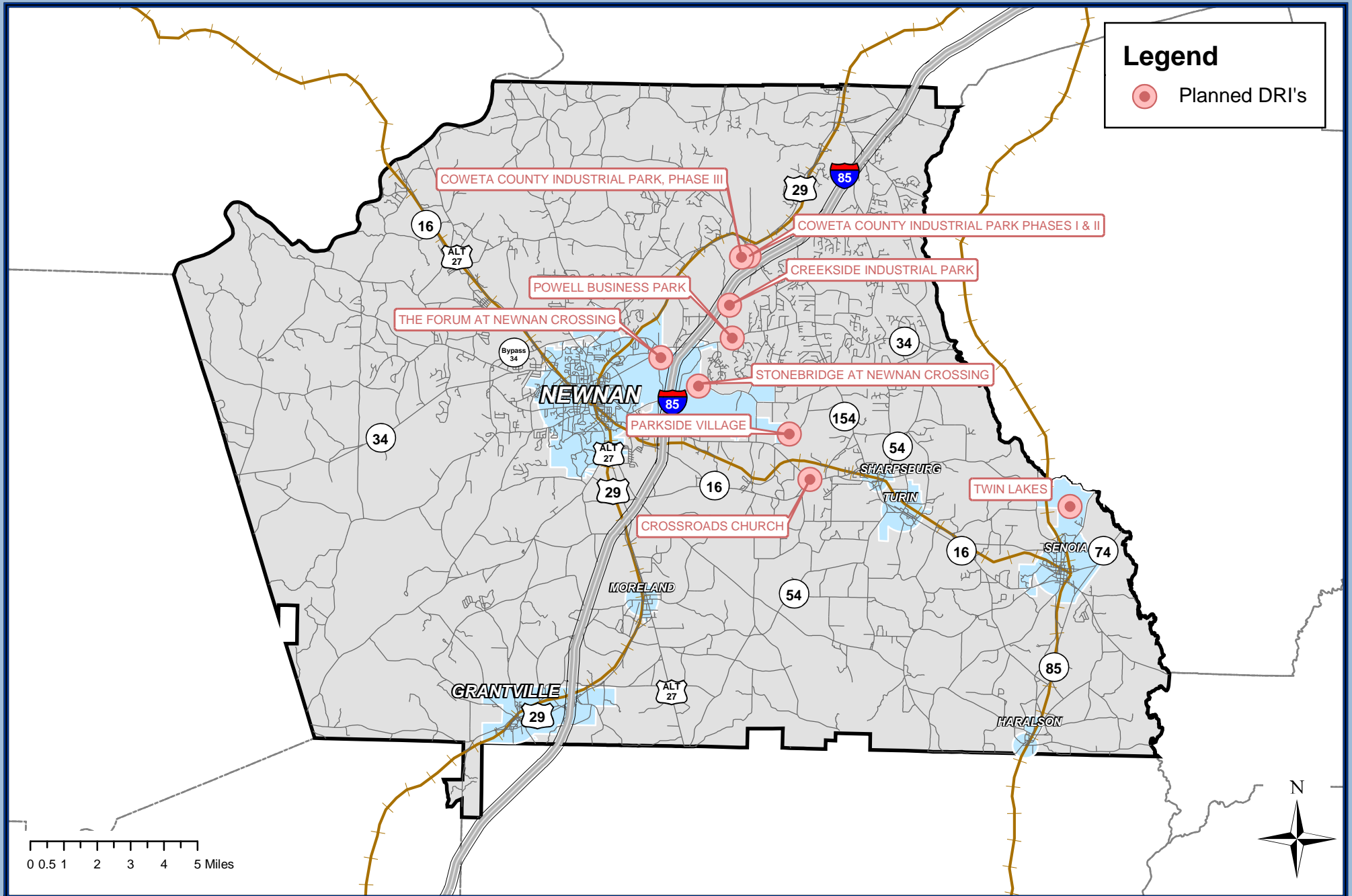
Project Sponsor: Not Listed

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Coweta County Joint Comprehensive Transportation Plan

Figure 2-17: Planned TIP and RTP Improvements (2005)



Coweta County Joint Comprehensive Transportation Plan

Figure 2-18: Planned DRI's (2005)

The Chattahoochee-Flint RDC prepares an annual summary of regional transportation priorities which includes a number of projects in Coweta County. The majority of these projects are included in the prior projects listings.

2.9 Land Use and Zoning Policies

The overall land use policies and current land development patterns of the County favor a vehicle oriented transportation system. Though the 2004 update of the County's Comprehensive Plan did include some additional considerations for pedestrian and bicycle planning and policy, few requirements are in place for construction of sidewalks or multi-purpose paths as part of the development process.

To improve pedestrian movement in commercial areas, some consideration should be given to reducing building setbacks, orienting building toward the street as opposed to the parking lot, and encouraging parking to be located at the side and rear of the buildings.

The low housing densities seen in the County are dictated by a lack of sewer, and these low densities do not favor the implementation of mass transit. However, based on input from the public during Community Visioning Workshops, public transit is in demand in the higher growth areas of the County and the City of Newnan and reaction to the GRTA Xpress bus program is positive.

Even though the existing land use policies and regulations favor vehicular orientation, they also often hinder the efficient flow of traffic. Land uses are currently segregated by type, forcing residents and workers to utilize automobiles to meet their daily needs.

There also is a need for better connectivity standards between adjoining developments. The current isolated development patterns force almost all trips within a major residential subdivision or commercial development onto the arterial road network.

A number of large developments currently being planned in Coweta County are subject to Development of Regional Impact (DRI) review. The GRTA DRI process is designed to enhance coordination between jurisdictions affected by large-scale developments. Additionally, the process proactively addresses

transportation and other impacts of large-scale developments. The following is a brief overview of each DRI project. Table 2-7 summarizes all DRI's in the County. Figure 2-18 provides a graphic illustration of planned DRI's for the County.

Coweta County Industrial Park (Phase 1, 2, & 3)

Coweta County Industrial Park is approved for development west of I-85, east of US 29 North and south of SR 154. The park is planned as a 661-acre facility with 5,502,000 square feet of light industrial and commercial space. Roadways nearest to the park include I-85, US 29 N, and SR 154. The principal transportation facilities providing access to the industrial park will be SR 154 and a proposed "spine" road that will connect to the Amlajack Boulevard Extension providing a parallel roadway to I-85 from SR 34 to SR 154. Phase 3 of the Coweta County Industrial Park will involve a 114.28-acre area and a 1,598,000 square foot light industrial use facility. If approved, the principal roadways that would provide access to the site would include I-85, SR 154 and US 29 N. The nearest intersection to the proposed park is I-85 and SR 154.

Stonebridge at Newnan Crossing

Stonebridge is an approved 200-acre residential subdivision within the City of Newnan. Construction of 619 residential homes and town homes is planned including amenities such as a clubhouse, pool, tennis courts and walking trails set within 45 acres of open space. The intersections closest to Stonebridge are Lower Fayetteville Road and Shenandoah Boulevard and Lower Fayetteville Road and Newnan Crossing Boulevard. The principal roadways that will provide access to this site will be Lower Fayetteville Road and Newnan Crossing Boulevard.

The Forum at Newnan Crossing

The Forum at Newnan Crossing is an approved commercial development under construction on the south side of Bullsboro Drive (SR 34), west of I-85 within the City of Newnan. The Forum consists of 404,500 square feet of retail space, 20,000 square feet of office space, a 50,580 square foot movie theater with 2,632 seats, and nine (9) out-parcels. Newnan Crossing II consists of 304,729 square feet of retail space and restaurants, with approximately 118,629 square feet (already constructed and opened for business), and five (5) out-parcels for future development. In total, this development includes 1,553,714 square feet

commercial/retail space. The principal roadways providing access to the Forum include SR 34 (Bullsboro Drive), Newnan Crossing Bypass and Newnan Place Drive. Bullsboro Drive/Newnan Crossing Bypass is the nearest intersection to this site.

Parkside Village

Parkside Village is an approved residential development sited for construction in the southeastern extent of Newnan City Limits fronting Parks Road, north of Poplar Road and south of Lower Fayetteville Road. The original preliminary plat approval by the City of Newnan consisted of 385 lots on 164 acres. The developer has since purchased 25.12 additional acres adjacent to the 164-acre area for construction of an additional 61 single-family homes. If this latter proposal is approved, a total Parkside Village will include 446 single-family detached dwellings on 189.12 acres. Parks Road, Lower Fayetteville Road, and Poplar Road are the primary roadways providing access to Parkside Village.

Crossroads Church Development

Crossroads Church is a planned Baptist worship and educational facility. The Church is to be constructed in three phases. If it is approved, Phase I will involve construction of a 44,600 square foot building with 1,210 parking spaces. Under Phases II and III, a 70,707 square foot building with 259 parking spaces and a 193,976 square foot building with 2,272 parking spaces will be built. Four recreational ball fields will also be constructed for this development. The principal roadways providing access to the proposed development and the nearest intersection are Poplar Road and SR 16.

Twin Lakes

Twin Lakes, located in the City of Senoia, is a residential development proposed near the intersection of Rock-A-Way Road and Blue Herron Boulevard. Twin Lakes would involve the construction of 663 single-family residential units on approximately 760 acres. The principal roadways providing access to a residential development at this location would be Rock-A-Way Road and Stallings Road.

Powell Business Park

Powell Business Park is a mixed-use development proposed for siting near the intersection of SR 34 East and Walt Sanders Memorial Drive. This 630,500 gross

square foot development would consist of 439,000 square feet of industrial and 191,500 square feet of commercial space. The principal means of accessing the business park would be via SR 34 East. The nearest streets/intersection to this location is SR 34 East and Walt Sanders Memorial Drive.

Creekside Industrial Park

Creekside Industrial Park is a master planned industrial development located near the intersection of SR 34 East and Walt Sanders Memorial Drive. Infrastructure such as roads, sewer, water, gas, and electric are presently in place at the industrial park. The industrial park has 926,000 of existing floor space. The proposal submitted as part of the DRI is for the addition of 1,872,480 square feet of floor space.

Overall, DRI's represent the addition of approximately 1,065 single family or town homes, 11,952,694 square feet of commercial, industrial, or retail space, 1,924 acres of developed land and 94,210 additional daily trips.

Table 2-7: Coweta County DRI Projects

DRI No.	Project	DRI Status	Development Type	Residential Units	Other Development	Acreage	Daily Trips
543	Coweta County Industrial Park (Phases I and II)	Approved subject to conditions	Industrial		5,502,000 ^a	641	See DRI 706
604	Stonebridge at Newnan Crossing	Approved subject to conditions	Residential (Single Family/Townhomes)	626		200	5,002
591	The Forum at Newnan Crossing	Approved subject to conditions	Commercial		1,553,714 ^b		64,233
531	Parkside Village	Approved without conditions	Residential (Single Family Homes)	451		189	4,158
625	Crossroads Church	Approved without conditions	Other		796,000	118	2,067
706	Coweta County Industrial Park (Phase III)	Approved subject to conditions	Industrial		1,598,000	114 ^c	14,766
728	Twin Lakes	Approved subject to conditions	Residential (Single Family Homes)	663		760	
752	Powell Business Park	Approved subject to conditions	Mixed Use		630,500 ^d		
757	Creekside Industrial Park	Approved subject to conditions	Industrial		1,872,480 ^e		3,984
		Total		1,740	11,952,694	2,022	94,210

Source: Coweta County Planning Department

^aLight Industrial

^bCommercial/Retail

^cArea is in addition to the 661 acres developed under Phases I and II (see DRI # 543)

^dIndustrial and Commercial

^eIndustrial

2.10 Initial Observations

Based on the inventory of existing transportation system conditions, input from the Stakeholder Committee members, and from the public through a series of 11 Community Visioning Workshops, several opportunities exist for improving mobility and accessibility in Coweta County. Table 2-8 summarizes transportation issues expressed during the Community Visioning Workshops. These issues were also reflected through input received through the Stakeholder Committee process. Opportunities for improving mobility and accessibility include low-cost enhancements that build upon existing and proposed infrastructure including signal equipment, turn lanes, and automated traveler information signs. These improvements can be completed in the short term. The County also warrants higher cost improvements that require longer times to implement. These may include the addition of roadway capacity, bicycle and pedestrian improvements, and transit services. As transportation improvements are identified and developed, coordination with future land use must be included in the planning process.

Table 2-8: Community Visioning Workshop Frequently Expressed Transportation Issues

Issue	Low	Medium	High
Congestion			X
Safety		X	
Public Transportation		X	
Sidewalks			X
Multi-use Trails			X
Accessibility/Connectivity			X
Signal Timing			X
Road Maintenance	X		
Signage	X		
Trucks	X		

2.10.1 Streets, Roads, And Highways

Transportation System Management (TSM) strategies are ideal for short-term implementation. TSM strategies include signal timing and optimization, intersection improvements, and Intelligent Transportation Systems (ITS) enhancements. The 2070L signal controllers planned throughout the County are compatible with several TSM strategies and have the ability to integrate with ITS

solutions. TSM improvements can also address intersection geometrics, access management, and signage issues. Several intersections with potential geometry issues were identified in the Streets, Roads, and Highways section. Ongoing traffic signal timing concerns were mentioned on portions of SR 34 and SR 154/I-85.

Coweta County has several roadway segments with deficient LOS.

As part of a safety assessment, the top 30 high accident locations and high accident road segments were identified.

2.10.2 Bridge Inventory And Conditions

Within Coweta County, 39 percent of bridges are rated unsatisfactory. Statewide, 20 percent of bridges are in unsatisfactory condition.

2.10.3 Bicycle and Pedestrian Facilities

Roadways most suitable for bicycle travel are located in rural areas of the County. The current configuration of rumble strips along rural roadways in Coweta County is not safe for bicyclists.

2.10.4 Sidewalk Conditions

Few sidewalks exist in unincorporated Coweta County.

2.10.5 Parking Conditions

Existing public parking facilities are all located in Newnan, are operated by the City, and are close to capacity. As observed by the project team, utilization of public parking lots is at 95 percent and on-street parking is at 85 percent.

2.10.6 Public Transportation And Services

Public transportation is currently limited to one GRTA Xpress bus route. Based on recent data, this service is fairly well used and ridership continues to grow after six months of operation.

2.10.7 Railroads And Airports

Although three freight rail lines operate in the County, there are no major intermodal terminals. Passenger rail service is not available in the County at this time.

The Newnan-Coweta airport is located near the intersection of I-85 and US 29. Currently, 84 aircraft are based at the airport. Approximately 31,000 annual takeoffs and landings occur.

2.10.8 Planned Improvements

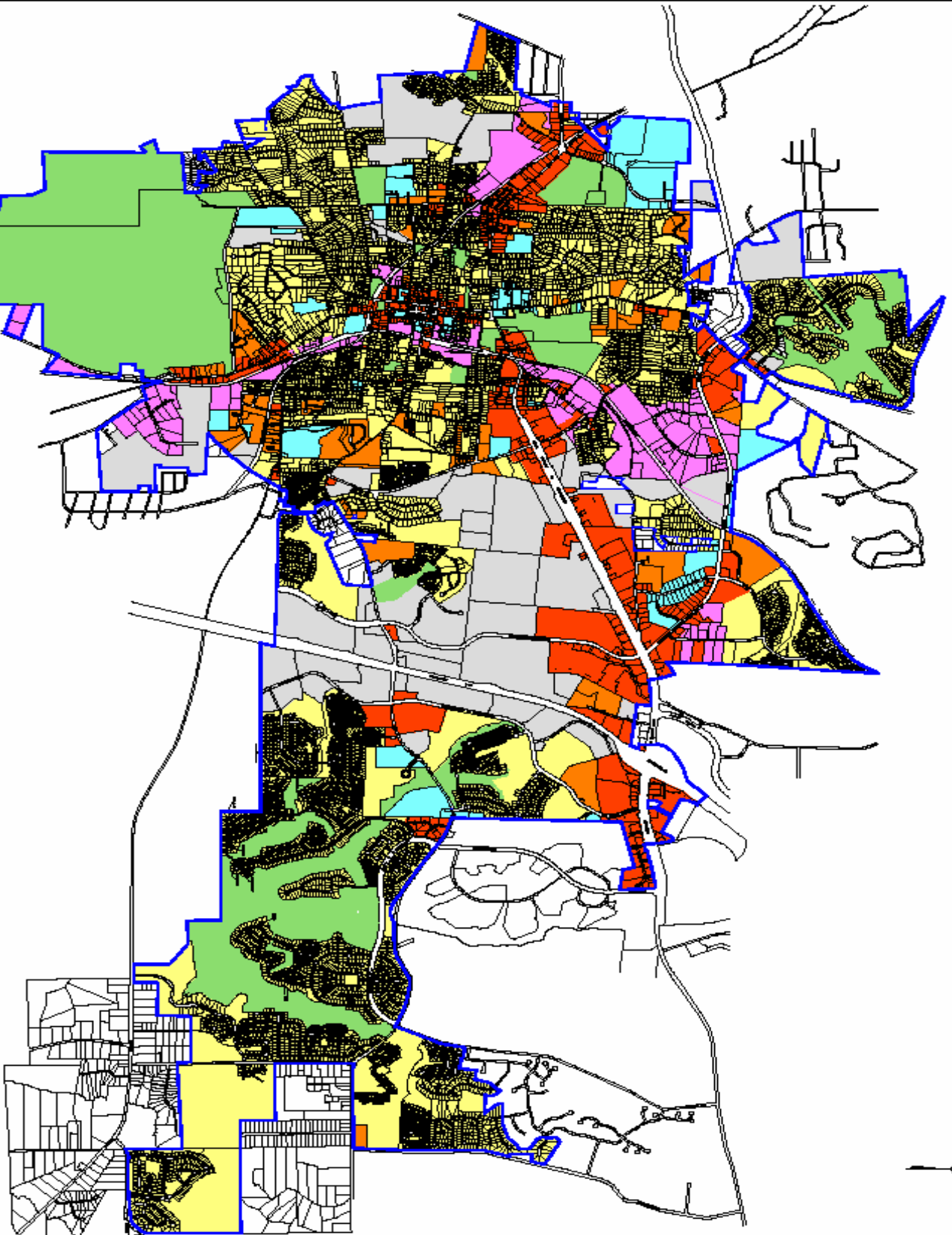
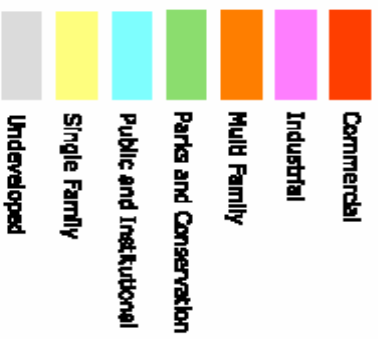
Several improvements are planned locally and at the regional level including intersection improvements, roadway capacity projects, new roadways, bridge upgrades, and bicycle and pedestrian facilities.

2.10.9 Land Use And Zoning Policies

Current policies favor a vehicular transportation system, and discourage pedestrians and the use of bicycles and transit. Changes should be considered for modifying the current policies to promote better connectivity, the construction of more pedestrian facilities, and creation of more mixed-use developments.

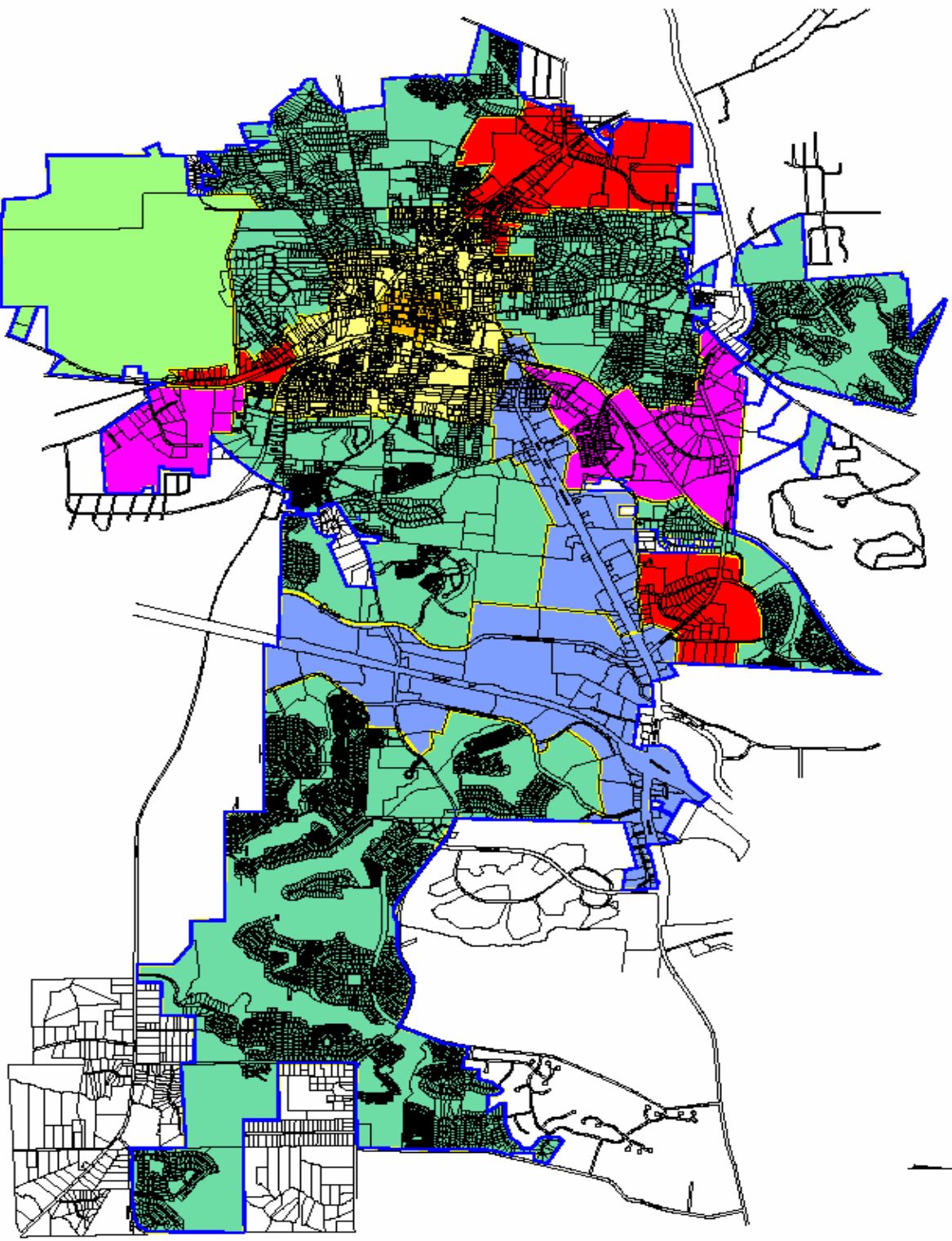
Comprehensive Plan 2006

Land Use



Comprehensive Plan 2006 Character Areas

- Commerce Center
- Conservation Areas
- Corridor
- Downtown
- Industrial Center
- Suburban Neighborhood
- Traditional Neighborhood







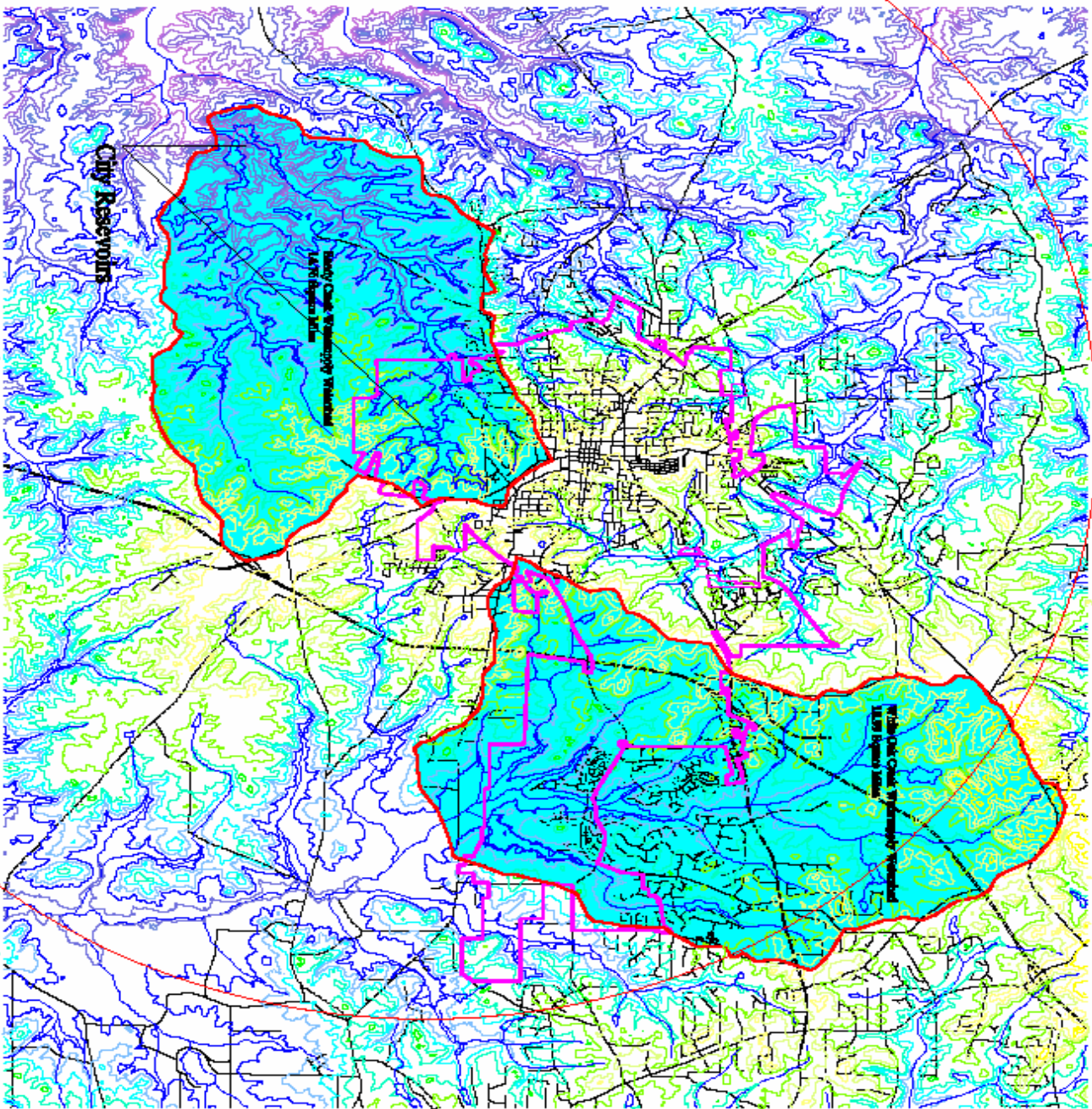
WATERSUPPLY WATERSHEDS

CITY OF NEWMAN, GEORGIA



LEGEND

-  CITY LIMITS
-  STREAMS & CREEKS
-  ROADWAYS
-  WATERSHEDS



Some (7) Miles Outside
Actual City Limits

City Reservoirs

Newman City Reservoir Watershed






Newman City Reservoir Watershed

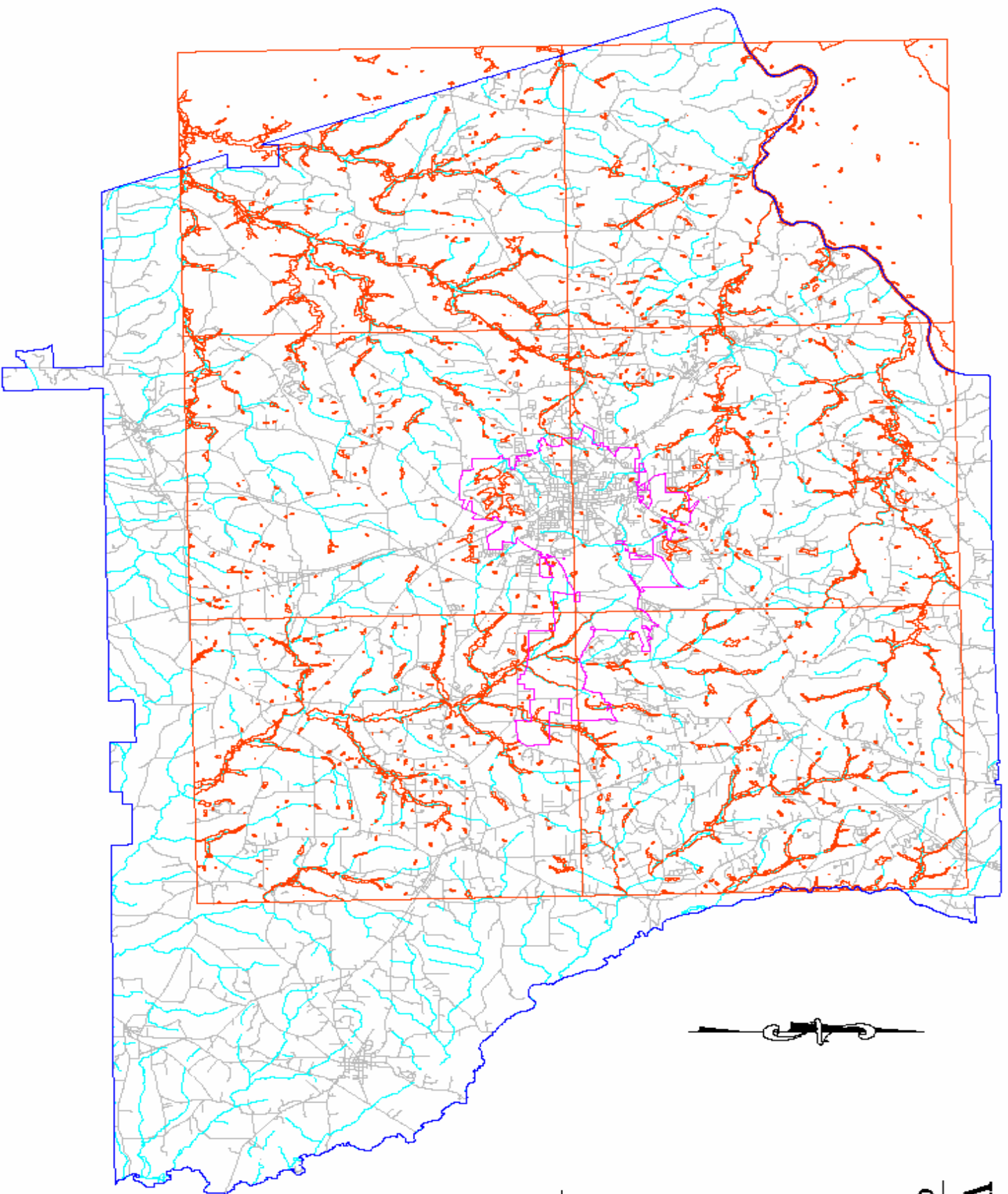
GENERALIZED WETLAND MAP

CITY OF NEWMAN, GEORGIA



LEGEND

-  CITY LIMITS
-  COUNTY LINE
-  STREAMS
-  ROADWAYS
-  WETLANDS








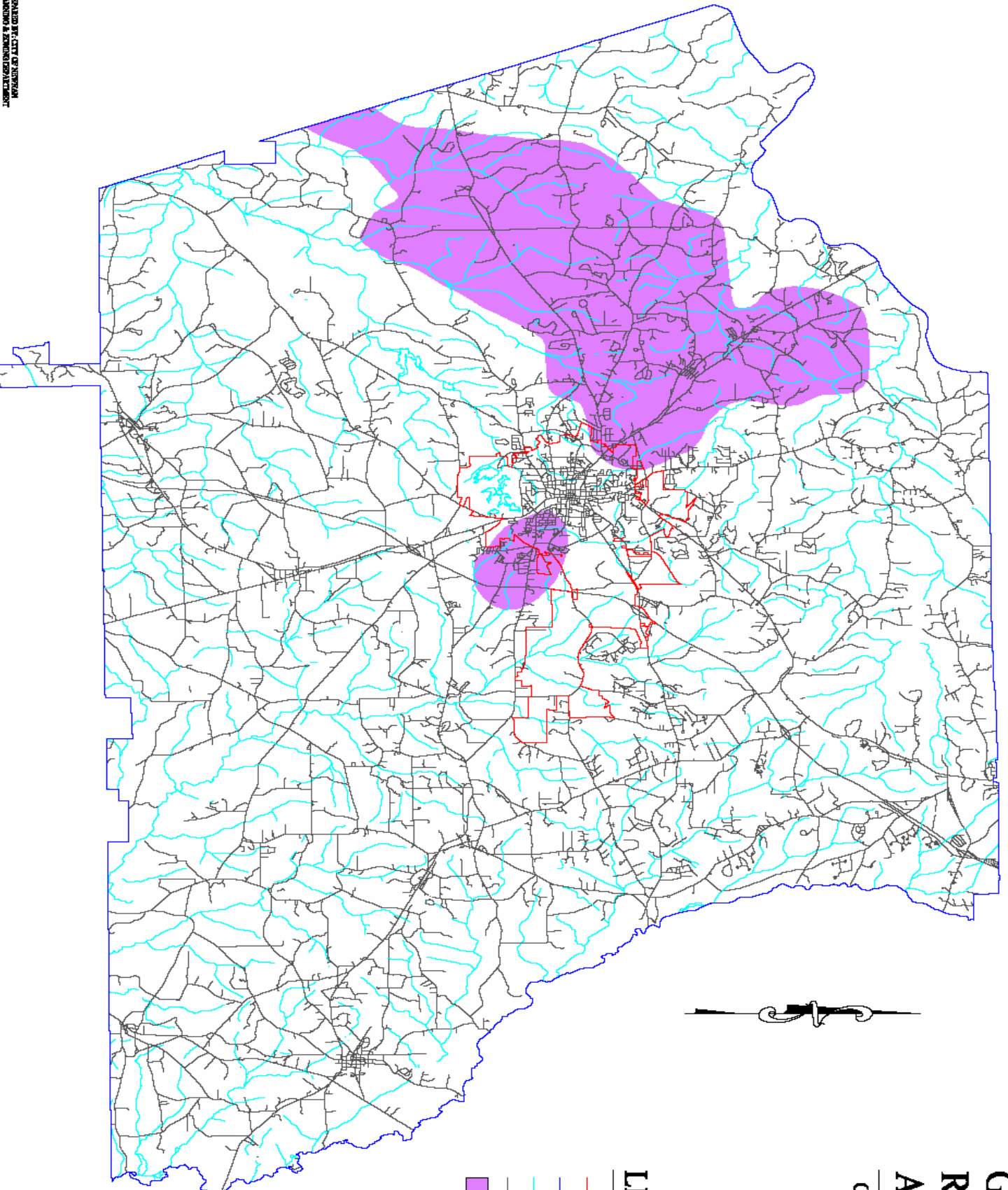
GROUNDWATER RECHARGE AREAS

CITY OF NEWMAN, GEORGIA








LEGEND

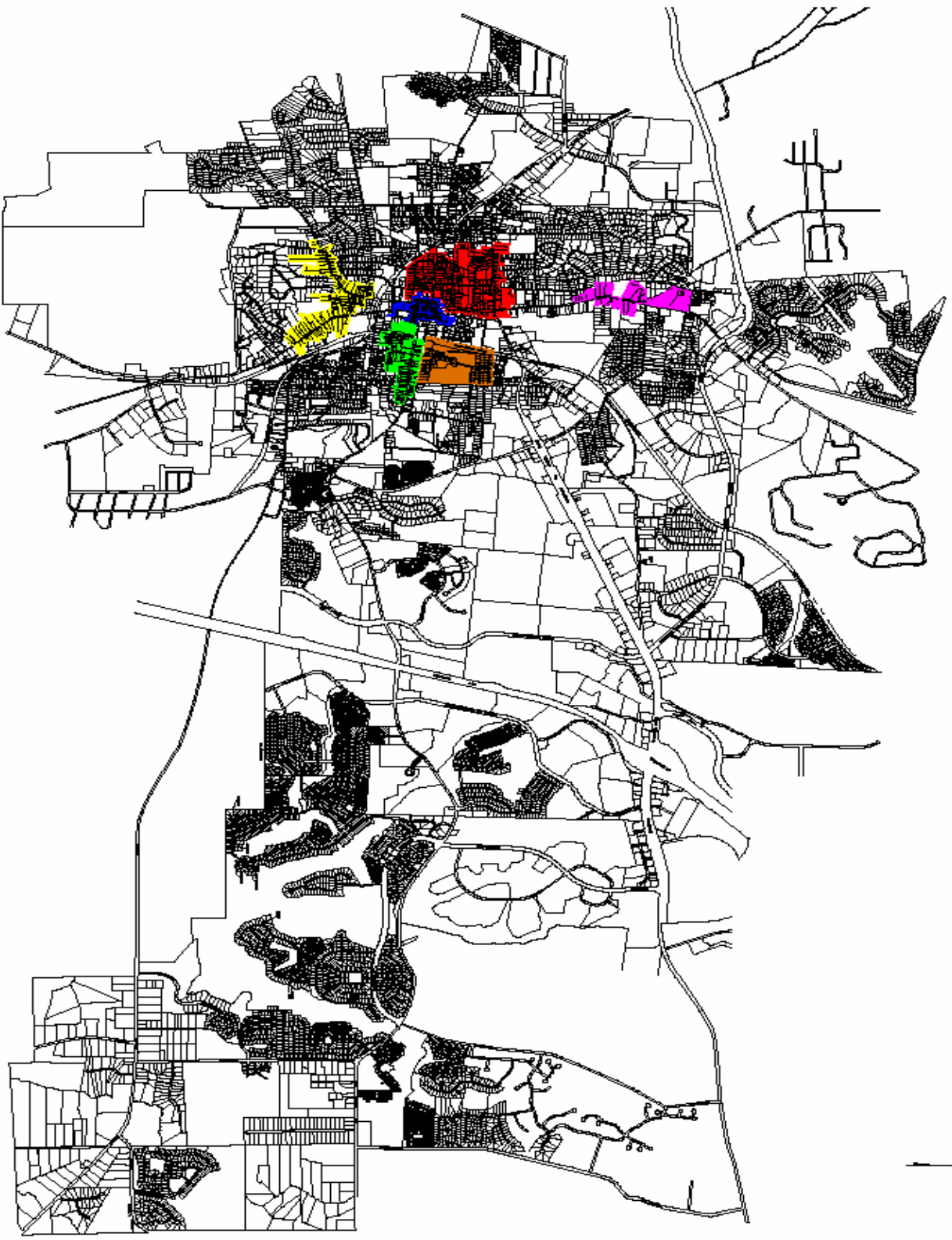
-  CITY LIMITS
-  COUNTY LINE
-  STREAMS
-  ROADWAYS
-  RECHARGE AREAS



PREPARED BY: CITY OF NEWMAN
IN ACCORDANCE WITH THE GEORGIA
NATURAL RESOURCES COMMISSION ACT
AND THE GEORGIA WATER CONTROL
ACT. ACCORDING TO THE REQUIREMENTS OF SECTION 10-1-1.
RECHARGE AREAS ARE ALL AREAS WITHIN
THE CITY OF NEWMAN AND THE ADJACENT AREAS WITHIN THE
COUNTY OF NEWMAN, GEORGIA.

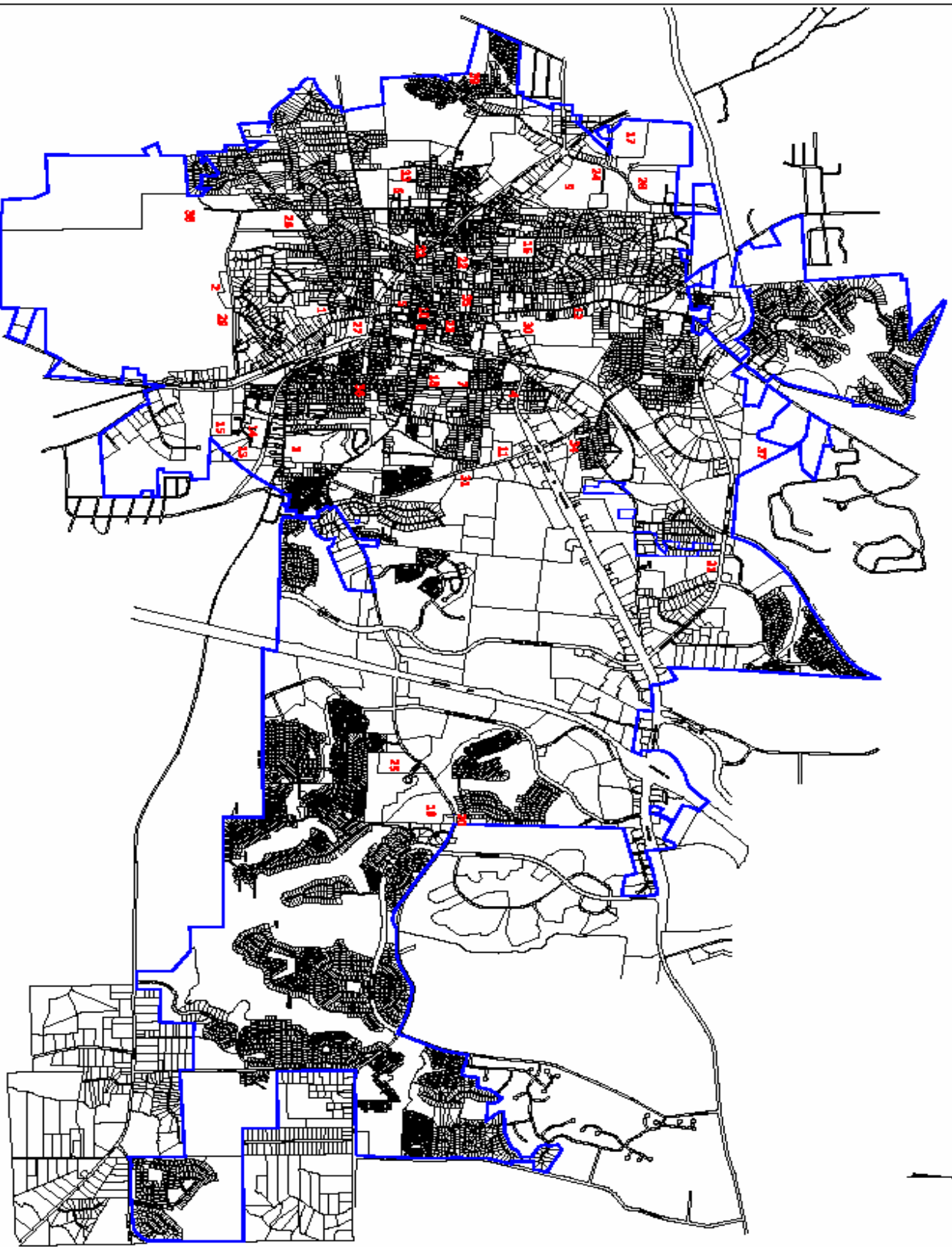
Comprehensive Plan 2006
Historic Districts

-  Coletown District
-  College Temple District
-  Cotton Mill District
-  Downtown District
-  Greenville Lagrange District
-  Pladium Point District

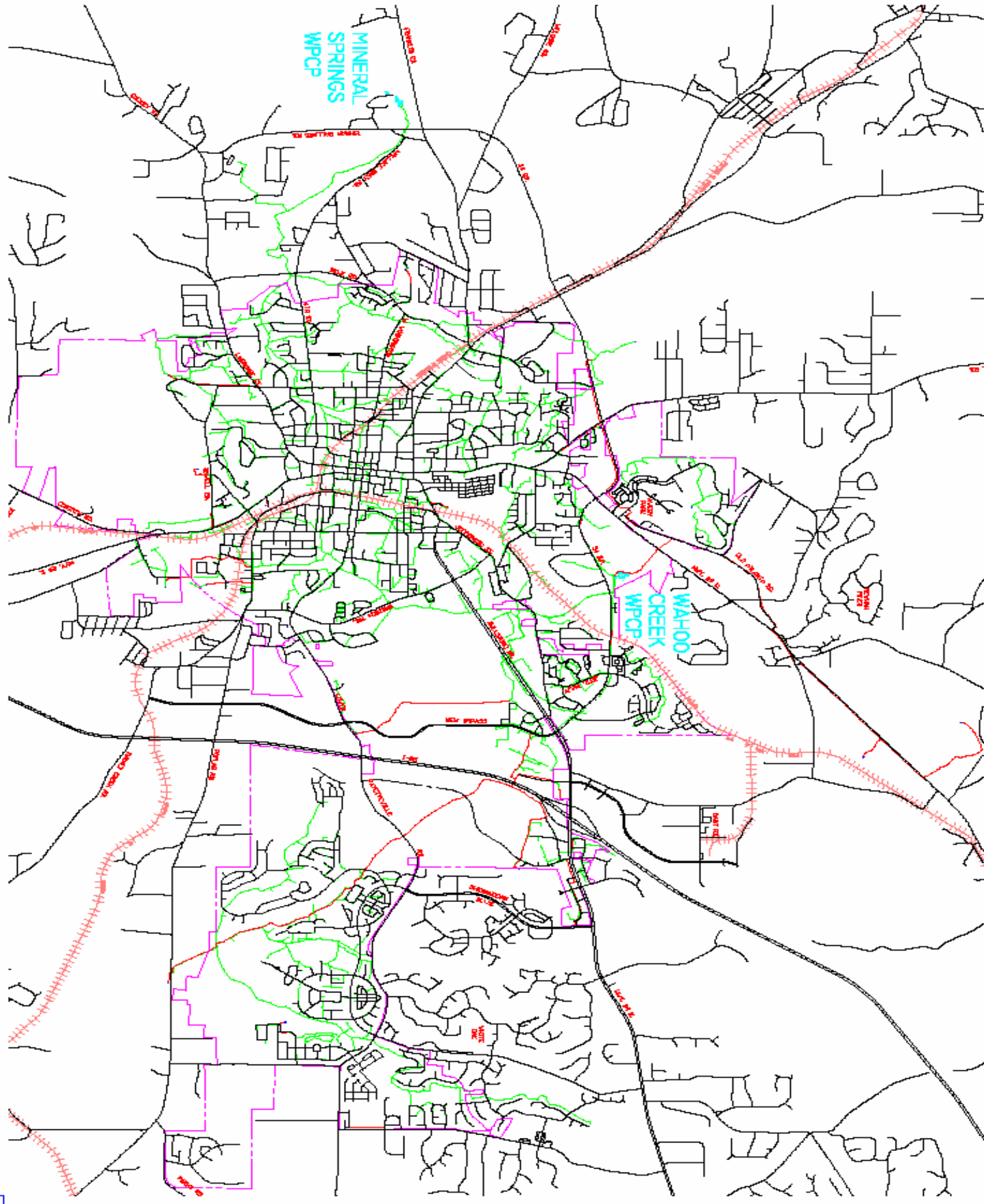


Comprehensive Plan 2006 Community Facilities

1. ANTHONY ELEMENTARY
2. CARL NOLLER PARK
3. CENTRAL RECREATION CENTER
4. CHAIRS OF COMMERCE
5. CITY HALL
6. CITY PUBLIC WORKS
7. C.J. SMITH PARK
8. COUNTY ADMINISTRATION
9. COUNTY CENTER
10. COUNTY COURTHOUSE
11. COUNTY SHELTER
12. CHAMBERLAIN PARK
13. DONDELL ALTERNATIVE SCHOOL
14. EASTVIEW GYMNASIUM
15. EASTVIEW GYMNASIUM WEST
16. B.H. STREET ELEMENTARY
17. BARNES MIDDLE SCHOOL
18. PARKER STREET GYMNASIUM
19. THE ARTS CENTER
20. THE STATION #2
21. JEFFERSON PARKWAY ELEMENTARY
22. LYNDEN PARK
23. MULTICULTURAL BUILDING (FINE & POLICE)
24. NEWMAN-CENTRA LIBRARY
25. NEWMAN CROSSING ELEMENTARY
26. NEWMAN HIGH SCHOOL
27. COASTA WILDFLOW CENTER
28. NEWMAN HOSPITAL
29. NEWMAN UTILITIES OFFICE
30. OAK HILL GYMNASIUM
31. NEW JC SAFETY TRAINING CENTER
32. MAY PARK
33. BERTY HILL RECREATION
34. BERTY HILL LOT
35. TERRELL PARK
36. VERONA ROSSER COMMUNITY CENTER
37. WASTEWATER TREATMENT PLANT
38. WATER TREATMENT PLANT
39. WESTGATE PARK

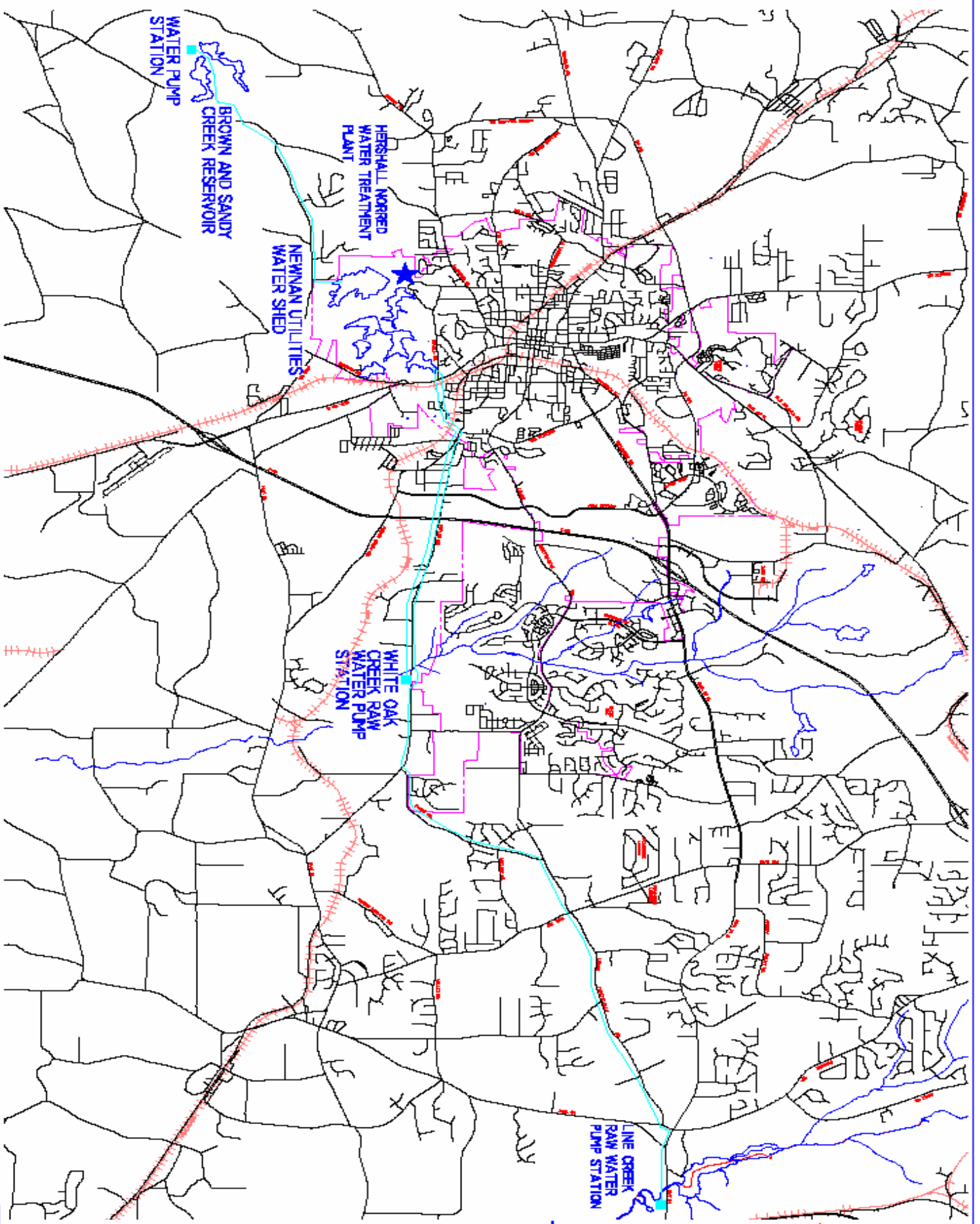


NEWMAN UTILITIES WASTE WATER COLLECTION AND TREATMENT SYSTEM



GRAVITY SEWER
FORCEMAIN


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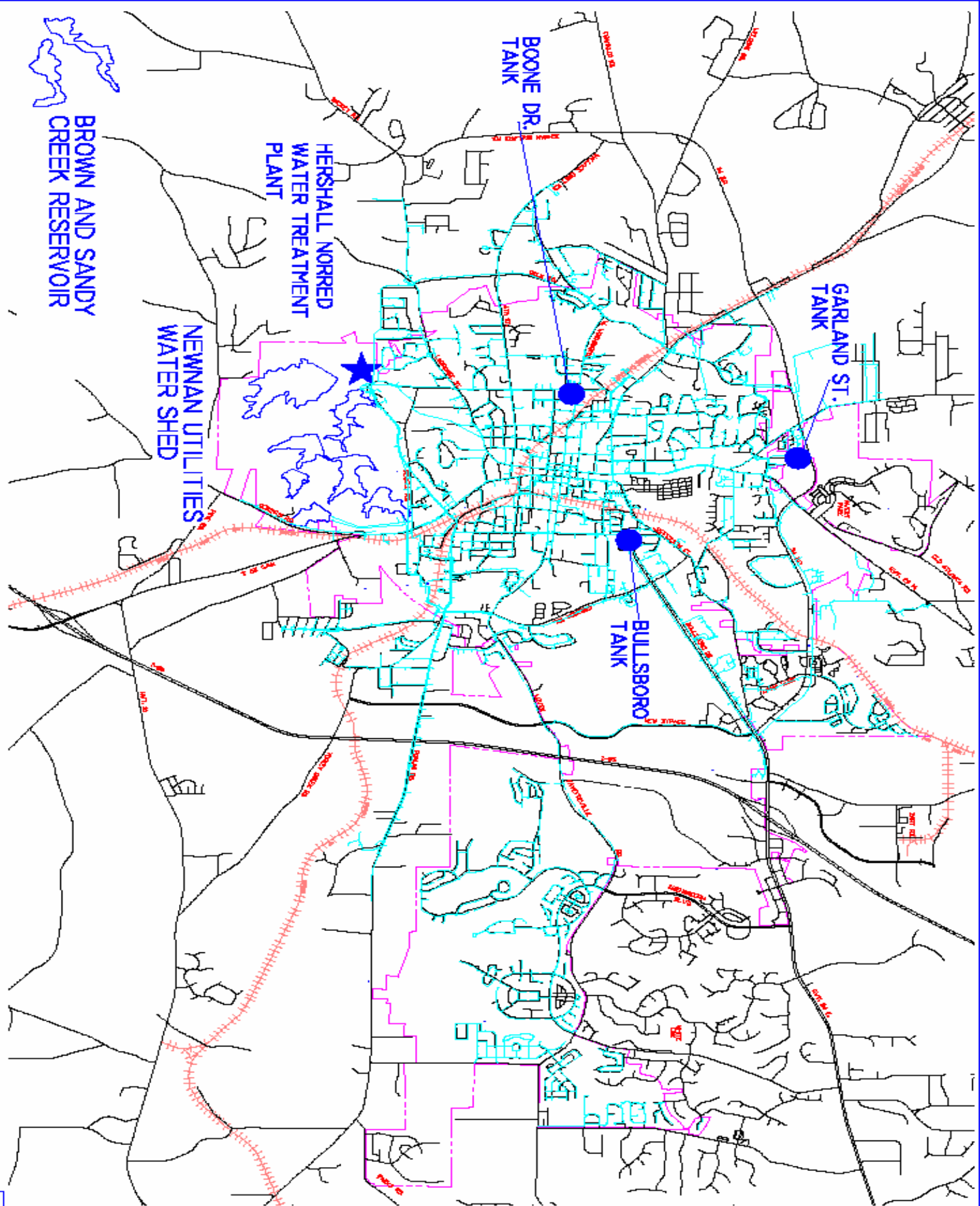


- ★ WATER PLANT
- RAW WATER PUMP STATION
- RAW WATER LINE

NEWMAN UTILITIES WATER SOURCE MAP



-  WATER PLANT
-  WATER TANK
-  WATER LINES



BROWN AND SANDY
CREEK RESERVOIR

HERSHALL NORRED
WATER TREATMENT
PLANT

NEWMAN UTILITIES
WATER SHED

BOONE DR.
TANK

GARLAND ST.
TANK

BULLSBORO
TANK

NEWMAN UTILITIES WATER DISTRIBUTION MAP