



## RESOLUTION

WHEREAS, the 1989 Georgia General Assembly enacted House Bill 215, the Georgia Planning Act, requiring all local governments to prepare a comprehensive plan in accordance with the Minimum Planning Standards and Procedures promulgated by the Georgia Department of Community Affairs; and

WHEREAS, the Comprehensive Plan Update for the City of Covington, Georgia, was prepared in accordance with the Minimum Planning Standards and Procedures; and

NOW THEREFORE, BE IT RESOLVED by the City of Covington that the Comprehensive Plan Update for the City of Covington, Georgia dated 2023, as approved by the Georgia Department Community Affairs is hereby adopted, and furthermore, that the Northeast Georgia Regional Commission shall be notified of said adoption within seven (7) days of the adoption of this resolution.

Adopted this 7<sup>th</sup> day of February , 2023



City of Covington, Georgia

Steve Horton, Mayor

Clerk

CITY OF  
**COVINGTON**  
*COMPREHENSIVE PLAN*  
*2023-2027*



**Prepared by the Northeast Georgia Regional Commission**



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# Acknowledgements

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Don Floyd, East Ward  
Fleeta Baggett, East Ward  
Charika Davis, West Ward  
Anthony Henderson, West Ward  
Kenneth Morgan, West Ward

## STEERING COMMITTEE

Steve Horton, Mayor  
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Fleeta Baggett, City Council Member  
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Shawn McGovern, Planning Commission Vice-Chair

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Marc Beechuk, Planning and Zoning Manager  
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Mark Beatty, PGS Division Director  
Jon McBrayer, GIS Planner  
Sara Kaminski, Community Planner

## SPECIAL RECOGNITION

Thank you to the City of Covington, the Community Development Department, and Beth Ivey for the photographs within the Plan. Most if not all images and photographs were provided by the City of Covington.

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# **CHAPTER ONE: INTRODUCTION AND OVERVIEW**

## **PURPOSE**

A Comprehensive Plan is a community's long-range guide for growth and development and is a living and breathing document that is publicly accessible. This plan, designed distinctively for the City of Covington, outlines the vision and goals identified by the community, and establishes the actions required to achieve those vision and goals. The plan serves as a decision-making guide for local government officials and community leaders and was developed based on input from the public, city staff, elected officials, and a steering committee. The document illustrates Covington's needs and opportunities, goals and policies, land use practices, and implementation framework, also known as a community work program. The plan seeks to answer three questions: Where are we now? Where do we want to be? How do we get there?

## **PROCESS**

The Comprehensive Plan process follows the Rules of the Georgia Department of Community Affairs ("DCA"), O.C.G.A. Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning, effective October 1, 2018. The DCA rules state that the City of Covington's Comprehensive Plan is required or encouraged to include the following elements:

### **Community Goals**

Through public and steering committee engagement, the City's vision, goals, and policies were developed to determine the community's future direction. The goals align with the short-term work program which enables Covington to progress as a community towards the vision stated in Chapter Two.

### **Needs and Opportunities**

An analysis of the community's needs and opportunities determines the existing conditions within the city. This required element will assist the community in identifying the weaknesses that it needs to address and the opportunities on which it can capitalize.

### **Broadband**

As of 2018, all communities are required to include a broadband element to analyze served and unserved locations. A focus on broadband ensures that the community promotes cost-effective and reasonable access to internet services for all. This element does not have a dedicated chapter but is incorporated throughout the plan in the Needs and Opportunities and the Community Work Program.

### **Land Use**

This section is required for any community that has a local zoning ordinance; it assigns future land use categories by parcel. The Future Land Use map is intended as a guiding tool for City Council, the Planning and Development Department, and the Planning Commission on zoning and land use policy decisions. The objective is to influence growth and development throughout the community in consideration of existing development patterns, access to utilities and services, and community needs and goals.

### **Transportation**

Since the City of Covington is within the Atlanta Metropolitan Planning Organization (MPO) boundary, a transportation element is required to ensure alignment with the Atlanta Regional Transportation Plan (RTP). Transportation is referenced throughout the document, and Chapter Five is also dedicated to transportation.

### **Housing**

This element is not required for the City of Covington, but was encouraged by the local government, steering committee, and the public. The community has an active housing authority, and it was imperative that housing be a topic of discussion within the plan. The element includes goals and policies, needs and opportunities, and work program items related to housing initiatives.

## Economic Development

This section is not required for the City of Covington, but was encouraged by the local government, steering committee, and the public. A focus in economic development gives residents access to personal wealth, increases Covington's tax revenue, and encourages resilience by diversifying the local economic base. The element includes goals and policies, needs and opportunities, and work program items related to economic development initiatives.

## Community Work Program

The final required component of the comprehensive plan, the Community Work Program, outlines strategic projects identified to achieve the community's goals and implementing its plans. The Work Program will include a Report of Accomplishments from the previous Comprehensive Plan, a five-year list of priority projects, and a list of long-term projects that designate responsibilities and outline funding strategies.

## PUBLIC INVOLVEMENT

The Comprehensive Plan encouraged public involvement throughout the process. The planning process began with a public hearing and community input session on May 9, 2022, where the public was invited to discuss the assets and challenges found in the city, and their hopes for its future. Following the initial public meeting, five publicly available input sessions were held with the Steering Committee, a group of elected officials, city staff, and citizens representing various communities throughout the city. This Committee provided valuable feedback, guidance, and recommendations and served an integral role in developing a plan representative of the community's vision. Throughout the process, steering committee members provided feedback through questions, comments, and a review of plan elements.

Opportunities for public engagement were also available outside of the public hearings and input sessions. Covington tied in public participation at a local concert on August 12th, 2022. City staff provided free food to residents who filled out the comprehensive plan questionnaire and answered any questions the public had about the

plan. The event was advertised through Covington's social media pages and was a success at reaching residents who were unaware of the survey or didn't have the ability to attend the input sessions (Figure 1).

In addition, public questionnaires were available and distributed from May 13, 2022 - August 21, 2022. There were three survey options available during the process. The first survey was a detailed online survey that allowed the local government to receive a wider range of input than otherwise would have been possible. The online survey was embedded in a dedicated webpage to the Comprehensive Plan update; the link was displayed on the City's website, social media pages, and at City Hall. The link and QR code for the online questionnaire were mailed to all residents within their June utility bill, and this survey closed on July 24th, 2022.



CITY OF COVINGTON COMPREHENSIVE PLAN UPDATE

**WE WANT YOUR INPUT!**

**2022 MEETING CALENDAR\***

- Monday, June 13 @ 2 p.m. Infrastructure/Local Government Services Input Meeting at City Council Room
- Monday, July 11 @ 10 a.m. Economic Development & Parks/Recreation Input Meeting at Legion Field
- Monday, July 18 @ 2 p.m. Future Land Use & Community Work Program Input Meeting at Legion Field
- Tuesday, November 15 @ 5:30 p.m. Comprehensive Plan Review Public Hearing at the Welcome Center

**Dates and locations subject to change.**

Meeting Location Addresses  
 \* Legion Field: 3143 Mill St. NE  
 \* Council Room: 2116 Stallings St.  
 \* Welcome Center: 1143 Oak St. SE

It's time for the City of Covington to update its five year comprehensive plan and we want your insight. Community meetings will take place through July and adoption and public hearings will occur in late fall. Scan the QR code above to complete the Comprehensive Plan Update Survey which is open until July 24, 2022.

**SCAN THE QR CODE TO TAKE SURVEY. OPEN MAY 13 TO JULY 24, 2022.**

**COMPREHENSIVE PLAN UPDATE**

**For More Information**

Public Input Contact Information  
 Marc Beechuk at mbeechuk@cityofcovington.org or Renee Criswell at rcriswell@cityofcovington.org 770.385.2000

Project Contact Information  
 Jon McBryer at jmcbryer@negrc.org 706.369.5650

CITYOFCOVINGTON.ORG

Figure 1: Comprehensive Plan Public Participation



The second questionnaire was an online events survey that was less detailed but was utilized at public events held in Covington throughout the summer and closed on August 21st, 2022. The last survey was a hardcopy questionnaire that was distributed to residents and business owners by city staff. In total, 342 questionnaires were received during the process.

A final public hearing was held on November XX, 2022, before submittal of the plan to the DCA for review. The Northeast Georgia Regional Commission Planning & Government Services Division oversaw the development of this plan, including facilitating public involvement and input meetings.

## REVIEW PROCESS

According to the DCA's rules for comprehensive planning, effective October 1, 2018, the City must transmit the plan to the Northeast Georgia Regional Commission (NEGRC) when all required components are complete. The transmittal must also include the community's certification that it has considered both the Regional Water Plan and the Rules for Environmental Planning Criteria. Once it completes its review, the NEGRC will forward the plan to the DCA for review. Once the plan has been found by the DCA to be in compliance with Minimum Standards and Procedures, the approved Plan must be adopted by local resolution to maintain Qualified Local Government (QLG) status.

## DATA AND STATISTICS

The facts, figures, and statistics used to develop the Plan were generated from data compiled throughout the planning process. The data and analyses were used to identify general trends and provide a reliable quantitative context to describe existing conditions and assist in informing the recommendations and policies.

Unless otherwise noted, all data used throughout this plan are sourced from Esri's Business Analyst (BAO), which is based on U.S. Census data and the U.S. Census's 2016–2020 American Community Survey (ACS). These data are available in the appendix. The 2016–2020 surveys preceded several national and international events that have

substantially affected the cost of living in 2020–2022, such as the COVID-19 pandemic and high inflation, including significant recent increases in home values, rents, and gasoline prices (Bureau of Labor Statistics). For these reasons, the 2016–2020 ACS data (including the 2022 and 2026 projections based on these data) may be only somewhat representative of Covington today.

## CURRENT PLANNING DOCUMENTS

In an effort to be truly comprehensive, the City of Covington will work in conjunction with other pertinent planning documents that have either already been completed or that are in progress. Incorporating these documents builds momentum, establishes consistency, and reduces redundancy. The following list outlines current planning documents that are referenced in the comprehensive plan. These documents should be used in conjunction with the plan to assist the City in accomplishing its vision and goals:

- Atlanta Regional Transportation Plan, (2022)
- Northeast Georgia Regional Commission Housing Guidelines, (2022)
- Newton County Transit Master Plan, (2022)
- Central Park Master Plan, (2022)
- Traffic and Parking Assessment, (2021)
- Eastside Sewer Capacity Analysis, (2021)
- Economic Impact of the Film Industry in Newton County, (2021)
- Covington Sanitary Sewer Manhole Repair and Rehabilitation Planning Report, (2020)
- Covington Urban Redevelopment Plan, (2020)
- Newton County Housing Study, (2020)
- CMP Replacement Master Plan, (2020)
- Newton County Strategic Water Plan, Forecast and Capacity Evaluation, (2019)
- HWY 278 CID Master Plan, (2018)
- Covington Pavement Preservation Plan, (2018)
- Cricket Frog Trail Master Plan, (2018)
- Middle Ocmulgee Regional Water Plan, (2017)
- Covington Walks Master Plan, (2015)
- Design Guidelines For Historic Districts of Covington, Georgia, (2015)



# **CHAPTER TWO:** *VISION AND GOALS*

# VISION

Covington is a community at the corner of yesterday and tomorrow. The city's **culturally rich heritage** and **historic design** paves the way for future innovation. Residents and visitors of all ages, abilities, and incomes are welcome to the **diverse, safe,** comfortable, and walkable environment. Citizens have access to state-of-the-art schools, a variety of quality housing options, and first-rate employment opportunities. Businesses and employers that invest in Covington are not only partners with the City but are also **friends and family**. Assets such as high-end city services, superior infrastructure, and a multi-modal transportation network permits **smart growth** and will **enhance the community** and sustain the **small-town charm** for years to come.



## GOALS AND POLICIES

The goals and policies below serve as a roadmap for elected officials and city staff and chart the course for the City to turn the vision into reality. They are categorized based on DCA's State Planning Recommendations and target identified needs and opportunities. The abbreviations are used as a reference in the community work program.

### Population, Community, and Governance (PCG)

- Encourage citizen participation in all government activities, events, and initiatives.
- Serve residents and attract newcomers and tourists by providing quality services, employment and retail options, and recreational opportunities.
- Celebrate the entire community by embracing diversity and inclusion.
- Enhance the sense of place by hosting community events for residents and newcomers.
- Maintain the nature and character of our community's "Small Town Feel".
- Raise the standard of living and increase the quality of life for our residents.

### Planning and Land Use (PLU)

- Guide new development in targeted locations in order to protect natural resources, environmentally sensitive areas, and the city's historic aesthetic.
- Attract developments whose design, landscaping, signage, and scale add value to the community.
- Guide developers to understand the aesthetic and feel that we want to achieve.
- Spur appropriate developments that align with our community's planning priorities and are sustainable, utilizing existing infrastructure.
- Ensure zoning ordinances reflect best practices in zoning that promote positive economic development and quality growth.

- Support mixed-use developments that align with our values and goals, and promote a vibrant area to live, work, and play.
- Encourage redevelopment with a mixture of uses, while strengthening viable neighborhoods and commercial areas.
- Promote redevelopment and infill to maximize our use of space.

### Transportation (T)

- Establish public transit as a mode of transportation for all residents and visitors.
- Continue to expand and connect the city's trail system in a way that fosters recreational opportunities and transportation alternatives, including linkages to neighboring trails and other points of interest.
- Enhance the safety, walkability, and design of the Highway 278 Corridor by supporting and utilizing the 278 Community Improvement District (CID).
- Design streets, intersections, and Right-Of-Way's (ROW) that encourage connectivity, walkability, bicycle use, sidewalks, electric vehicles and carts, and safe crossings.
- Promote and maximize the use and upgrade of the Covington Airport.

### Parks and Recreation (PR)

- Establish a high degree of continuity in the tree canopy.
- Maintain high quality parks, both active and passive, while continuously adapting to the future needs and wants of the community.
- Improve local parks and greenspaces that are inviting to all members of the community.
- Support the implementation and connection of Central Park.
- Develop guidelines and trail heads for the Cricket Frog Trail.
- Continue to partner with Newton Trails on the development and expansion of trails with our city.

### **Infrastructure and Community Services (ISC)**

- Continue providing exceptional water, sewer, gas, and electric services in a safe, clean, efficient, economical, and environmentally sound manner, concurrent with new development.
- Maintain our fire department’s level two ISO rating.
- Forecast and budget infrastructure improvements before improvements are needed.
- Provide exceptional customer service to all utility customers.
- Maintain the safe atmosphere of our community.

### **Sustainability (S)**

- Implement strategies and sustainable solutions for decreasing energy usage from public streetlights, fleet vehicles, and public facilities.
- Improve the environment by monitoring and improving local air quality, reducing greenhouse gas emissions, cleaning up waterways, reducing auto dependency by increasing transportation options, decreasing waste, and reducing uncontrolled development.
- Partner with local non-profit organizations such as Sustainable Newton to promote sustainability initiatives throughout the community.
- Encourage the use of electric vehicles and advertise electric vehicle charging stations provided by the City.
- Upgrade recycling services to residents and businesses.

### **Broadband (B)**

- Expand city services to include broadband as an option for residents and employers within the city.
- Supply the residents and employers with exceptional broadband access and broadband speeds.
- Identify strategic investments and partnerships to reach a threshold of 100% residents served.

### **Intergovernmental Coordination (IC)**

- Partner and coordinate with other local jurisdictions in Newton County to manage cost and handle growth in an effective manner.

- Support efforts to collaborate with local governments at a regional scale.
- Engage in partnerships with Newton County Schools, as well as the local colleges, to create a world-class educational system.

### **Economic Development (ED)**

- Encourage a diverse and vibrant local economy that provides meaningful employment for our citizens.
- Partner with existing businesses and industries to support and encourage the retention and expansion of jobs.
- Attract businesses and industries that are compatible and add value to the character of our community.
- Develop a business environment that attracts and cultivates a highly skilled workforce.
- Invite industries that operate in a sustainable or environmentally-friendly manner.
- Attract green-based industries and businesses that complement existing industries around the region.
- Support community partners in developing the city’s workforce in a way that meets the needs of existing and potential industry.
- With a thriving downtown, promote further growth around the square and along corridors to and from the square.
- Attract tourists and the film industry into our community.
- Support new business and industries operating within our community.

### **Housing (H)**

- Establish diverse housing options in the downtown area and quality housing throughout the city.
- Work with public and private partners to encourage the development of quality, multi-tiered housing at various price points for all members of the community.
- Support the Covington Housing Authority and other non-profit organizations to redevelop and revitalize target areas within our community.



LEGION FIELD

**CHAPTER THREE:**  
*NEEDS AND OPPORTUNITIES*

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## Overview

The Needs and Opportunities were identified using a SWOT matrix, data analysis, public input sessions, and surveys completed by the public, city staff, elected officials, and the steering committee. The list is intended to capture the most prescient needs that the community anticipates over the next five to ten years. The needs and opportunities are categorized into the following topics:

- Population, Community, and Governance
- Planning and Land Use
- Parks and Recreation
- Infrastructure and Resource Allocation
- Community Facilities and Services
- Sustainability
- Broadband Services
- Intergovernmental Coordination

\*Additional community statistics used in the local analysis to determine needs and opportunities and guide discussions during public input meetings can be found in the Appendix.

\*Bolded items indicate high priorities within the community.

## Population, Community, and Governance

Covington, Georgia is an urbanizing municipality located southeast of Atlanta in north-central Newton County. The city has an estimated population of 15,757 and is projected to grow to 17,137 by 2026 (Figure 2). The population has grown by roughly 2,500 since 2010, an 18.9% increase. The daytime population swells to 22,379, which could provide additional opportunities for business development in the city. However, increased growth in population and the expected development has caused some concerns for citizens and the local government, including the desire to preserve Covington’s small-town

feel and historic atmosphere. Covington is a diverse community with approximately 47.6% of residents in Covington identifying as black alone, 46.7% white alone, and the remaining 5.7% of the population identifying as multiracial, Asian, or another race. The median age of the community is 35.3, and an estimated 27.2% of the population is over the age of 55 (Figure 3). Approximately one-third of households have one or more people with a disability, and it is estimated that 30.3% of households received Social Security income. Due to a high percentage of population over the age of 55, Covington should strategize senior service delivery.

At \$41,788, Covington’s median household income is far below the state average of \$61,000. While the statewide median household income is projected to rise to \$65,000 per year in 2025, Covington’s median household income is projected to increase to \$47,069, which is a faster rate than the state, but still well below the median. Furthermore, 29% of households had incomes below the poverty level in the past 12 months. Economic and housing initiatives will address these data points, and those initiatives have dedicated sections within this plan.

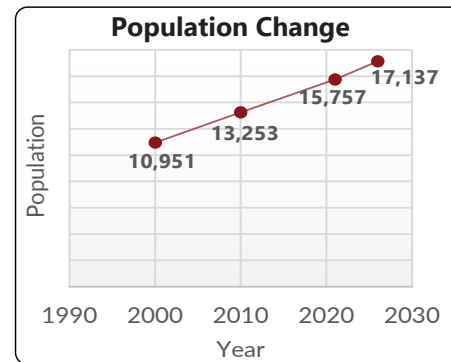


Figure 2: Covington population change overtime.

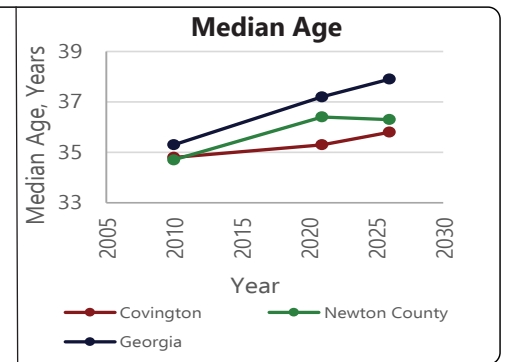


Figure 3: Median age for residents of Covington over time compared with Newton County and the state of Georgia.

Covington creates an environment where residents, businesses, and visitors can foster connections amongst each other. This is done with a variety of events hosted by the City and through community facilities provided for public use (Figure 4). In addition to the city run events, our community partners offer many other opportunities with over 30 additional events including a Disc Golf Tournament, Juneteenth parade, Fuzz Run, and Back to School bashes. Combined with the multiple non-profit organizations dedicated to transparency and public participation, there are always opportunities for residents to interact with each other and their local government. These opportunities add to Covington’s identity and sense of place.

Needs and Opportunities identified throughout the process that relate to population, community, and governance are on the next page.

**city of covington** discovercovingtonga.com

**2022 events**

**MARCH**  
 25 Magnolia Drive-In (Legion Field)

**APRIL**  
 16 Easter on the Trail (Legion Field)  
 30 YMCA Cheer Challenge

**MAY**  
 Thursdays Live @ Lunch Concerts @ Noon  
 7 Hazzard Homecoming (Legion Field)  
 7 Ag Day @ Heartloom Park  
 14 The Groopadic Rhythm and Rides Fest

**JUNE**  
 4 YMCA Bike Rodeo (Legion Field)  
 10 Live @ Legion Concert: Who's Bad  
 18 Juneteenth Event

**JULY 4**  
**Independence in the Park**

**AUGUST**  
 12 Live @ Legion Concert

**SEPTEMBER**  
 9 Live @ Legion: Fuzz Run Kickoff Concert  
 10 Police Who Care Fuzz Run (Legion Field)  
 24 City of Covington Bicentennial Birthday Party

**OCTOBER**  
 Thursdays Live @ Lunch Concerts @ Noon  
 7 Live @ Legion Concert  
 31 Trick or Treat on the Trail (Legion Field)

**NOVEMBER**  
 11 Veterans Day Program  
 17 Lighting of the Square  
 17 Covington on Ice @ Legion Field Opens  
 26 Small Business Saturday

**DECEMBER**  
 3 Lion's Club Covington Christmas Parade  
 Additional Christmas activities TBA!

**LIVE AT LUNCH CONCERTS ON THE SQUARE IN MAY & OCTOBER AND LIVE AT LEGION CONCERT SERIES AT LEGION FIELD**  
 Concerts on the square & Live @ Legion concerts are free and fun for the whole family. Bring your lawn chairs or picnic blankets and enjoy top-notch entertainment!  
 Visit [www.newtoncountyga.org](http://www.newtoncountyga.org) for artists and more information!  
 Park Location for Concerts on the Square: Legion Field 2075 4th Street, Covington, GA 30004

**LEGION FIELD RHYTHM & RIDES FEST**  
 MAY 14 2022  
 Ride on trail parties along trails, a coin show on the square, plus a variety of vendors and live music. Don't miss this inaugural event. Register!

**MAGNOLIA DRIVE-IN**  
 March 25, 2022  
 4:00 PM - 8:00 PM

**THANK YOU PARTNERS**

For more information, visit:  
 @cityofcovingtonga @discovcovington @the\_cov\_ga @discovercovington  
[cityofcovington.org](http://cityofcovington.org) [discovercovingtonga.com](http://discovercovingtonga.com)

Figure 4: Community hosted events for 2022



Image 1: Live at legion field



# Population, Community, and Governance

## Needs

### Meet service demands due to anticipated population growth:

- The City will experience population growth over the next 5-20 years. Population growth creates an obligation for the City to increase public services, including safety (Fire, Police, and EMS) as well as public utilities. Interconnected planning and development patterns are needed to ensure that infrastructure and services are financially productive and sustainable.

### Address the community's aging population:

- Around 27% of the population is over 55 years old. The City needs to assess if it is adequately prepared to manage services for an aging population.

### Poverty and Socioeconomic disparity:

- Stakeholders cite socioeconomic and geographic disparity as focal points for improvement, whether delineated as East/West, Black/White, or Rich/Poor. Also, 29% of the population reported incomes below the poverty rate. It is imperative that the community works together to address poverty as well as socioeconomic, geographic, and racial disparity.

## Opportunities

### Covington's sense of place or community:

- Covington's cultural, historic, and slower-paced style of living is comforting to residents. Residents have a strong sense of community and care for each other. The community can work through social issues together, and this will be essential for the community to adapt as population growth and development continue.

### Community partnerships:

- The city has multiple civic and non-profit organizations within the community, and each organization partners with the City to provide a range of benefits. Recently, the City of Covington, a local non-profit group, and a local church worked together to create a local warming center for the homeless. Partnerships with non-profits and civic organizations allow the community to combat issues as a team which is a great asset to Covington.

### Community events:

- The City of Covington hosts numerous events for the residents, and these events are inclusive to the entire community. Covington published over twenty public, community-hosted events for 2022, among others hosted in collaboration with the City. Events are crucial to building an inviting atmosphere for all residents, and these events can be used to expand community pride.



Image 2 and 3: Covington streetscape and housing types



## Planning and Land Use

The City of Covington is considered a developing suburb, but the residents, elected officials, and steering committee members noted that it is imperative for the city to preserve Covington’s small-town charm, historic downtown, and commercial nodes. As development pressures expand from the Atlanta metropolitan area along the I-20 corridor, appropriate land use management and planning will be vital to the success of maintaining Covington’s small-town atmosphere. Smart planning and redevelopment will allow the city to manage growth accordingly by focusing development in targeted areas and by implementing a variety of planning initiatives that foster interconnectedness.

### Planning and Development

With the continued growth of industries in Covington, Newton County, and surrounding areas, it is reasonable to expect an increase in demand for housing and commercial developments. City staff, elected officials, and planning commission members will need to assess which developments are a priority for the community and review each development to determine if it aligns with the vision of Covington. The Future Development Map in Chapter Four will give the community a resource to determine if new developments align with Covington’s proposed future development pattern.

### Density and Design Guidelines

Online respondents listed overgrowth and an increase in population as a major threat to the community over the next five years. Growth will be an unavoidable trend for Covington, but there is an effective regulatory framework the community has in place and can build upon to manage future growth. In April of 2022, the City adopted a “Designated Corridor Bonus Density” ordinance that implements criteria to focus growth and intensity to preserve current standards, utilize existing infrastructure, and to preserve and balance the use of land within Covington. The purpose of the ordinance is to focus growth on select corridors such as certain Thoroughfares, Neighborhoods, and Green/Recreational areas. The ordinance allows Covington to have more control with managing land and developments, and also allows the City to have strict standards

in place so that developers are encouraged to work in partnership with the City.

Design guidelines are a set of design parameters for development which apply within an overlay district or zoning district. Guidelines open communication with the developer and city staff and allow both parties to work collectively on the design of the building or structure. Covington has design guidelines in place for its historic district which includes recommendations on parking, scale, windows, and building design for new developments. Following these guidelines will be essential if the community decides to increase mixed-use developments along major intown roads. Under these guidelines, new mixed-use developments will be required to match the aesthetic of the downtown area, including the structure and material of the building, the number of stories, and the square footage required. The guidelines allow city staff to have more tools in place to manage development while forming partnerships that benefit investors and the local government.



Figure 5: Proposed 278 CID renderings

## 278 Community Improvement District (CID)

The 278 Community Improvement District (CID) is another great resource for Covington. The CID is a target focused area dedicated to enhancing the 278 corridor (Figure 5). The purpose and goals of the 278 CID from the 278 CID website and the HWY 278 CID Master include:

- \* Increase property values through long-term beautification projects.
- \* Develop a corridor branding theme that includes upgraded street and way finding signage, sidewalks, and lighting.
- \* Maintain an appropriate mix and balance of residential, commercial, and recreational uses, ensuring the long-term economic vitality and quality of life within the CID.
- \* Create a well-planned, aesthetic environment that enhances walkability and the quality of life and expands outward from Covington’s major business corridor.
- \* Promote the community’s vision, physical improvements, and economic opportunities, including ideas for an effectively targeted promotional and/or marketing campaign.
- \* Leverage the CID report and status to obtain future funding for the enhancement of the entire community
- \* Increase the connectivity and coordination between neighboring activity centers at exit 90 and Turner Lake Road, Hwy 81 and Emory Street, Alcovy Road as well as Elm Street, and Hwy 142-Hwy 278.

The 278 CID will allow Covington to implement a variety of initiatives related to planning and land use, transportation, and economic development. Projects include developing a targeted gateway into the historic downtown, creating an attractive streetscape, providing options for alternative transportation methods, installing branded banners and wayfinding signage, and enhancing the safety and usability of Highway 278. These activities can increase Covington’s sense of place, and potentially increase property values if properly connected.

**Urban3 Land Use Analysis**

In the Fall of 2022, Urban3 performed an “Economic MRI” or revenue modeling analysis for Newton County and the City of Covington. The analysis demonstrated that the downtown square and mixed-use neighborhoods such as Clark’s Grove create the best deal for taxpayers while the big box stores, fulfillment centers, and large single-family subdivisions often consume more public resources than they pay in taxes (Figure 6). This was completed by analyzing the tax value per acre in the City of Covington and Newton County, and comparing the data to other parcels within the jurisdictions.

The model created by Urban3 for the City of Covington displayed that the City is operating under a \$8,000,000 shortfall against the longterm replacement and maintenance of its existing infrastructure (Figure 7). Additional revenue is needed due to the amount of infrastructure in place in Covington, and the amount of money needed to replace and maintain existing infrastructure is more than the amount of revenue generated by taxes, SPLOST, and other funding mechanisms. Therefore, the City will need to evaluate development patterns and trends with future developments and redevelopments to better align the infrastructure budget with tax revenue. This includes developing new mixed-use neighborhoods and commercial spaces. The City should also explore expanding the downtown core with tasteful developments that add to the character of the area. The Covington Square value per acre is 30X higher than the average properties found within the county, and the Clark’s Grove neighborhood is 45X higher. The City will need to explore these type of development to narrow the shortfall of infrastructure cost through property taxes. Continued expansion of single-family homes and chain retail stores will continue to widen the cost gap of infrastructure and generated revenue. The report from Urban3 can be found in the appendix of this document after the mandatory review is completed by the Department of Community Affairs.

Needs and Opportunities identified throughout the process that relate to planning and land use are on the next page.

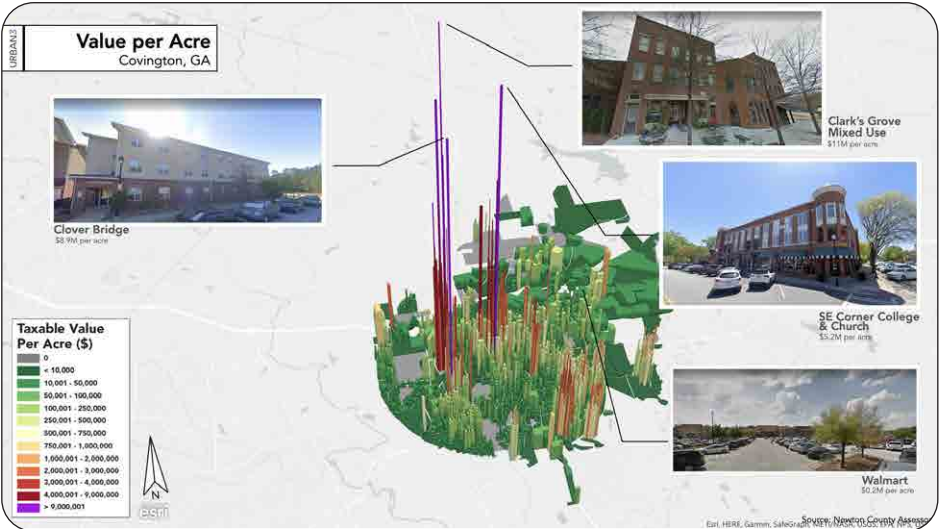


Figure 6: Value Per Acre Map (Source: Urban3)

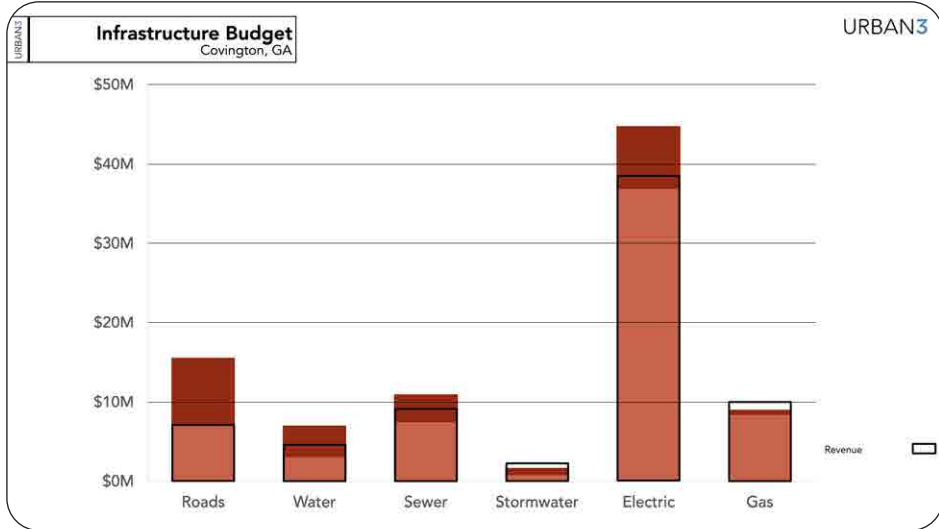


Figure 7: Covington Infrastructure Budget (Source: Urban3)

# Planning and Land Use

## Needs

### Anticipate increases in development requests:

- Covington is growing and will continue to grow for the foreseeable future. Development requests should be anticipated for all types of projects including housing, commercial, industrial, and mixed-use. Being prepared for an increase in development requests and identifying if these new developments align with the community are essential to the community's wellbeing. This will be accomplished through proper staff capacity, training of commission members, and efficient local review processes.

### Utilizing design guidelines:

- Utilizing the Historic District Design Guidelines for mixed-use developments could give the local government the tools needed to encourage development while maintaining Covington's small-town charm and aesthetic. Requiring future developments within the district to complement the historic architecture of Covington will permit the community to expand the downtown area by blending new mixed-used developments with the historical buildings around the town square.
- Incorporating design guidelines or standards within urban redevelopment areas can promote redevelopment and revitalization that aligns with the community's values and goals.

### Manage growth and development:

- Implementation of the Designated Corridor Bonus Density ordinance and design requirements allows Covington to manage growth in certain areas, but other options and initiatives should be explored to give as many tools and coverage to city staff as possible. Another initiative includes strengthening zoning ordinances and considering variances or conditional variances as needed.
- The City could also explore true mixed-use developments or live-work developments to encourage walkability, sustainability, and density.
- Collaborating with developers on in-fill and redevelopment could also be a useful tool to maximize land use throughout the community.

## Opportunities

### Implementation and expansion of mixed-use developments:

- A targeted area discussed in the input sessions imagined mixed-use developments along the larger in-town streets leading to the downtown square. With the implementation of existing design guidelines, mixed-use developments can blend with the existing historic architecture in the downtown area. These types of targeted developments would improve walkability, increase density, attract younger residents to the community, and promote sustainable and fiscally responsible infrastructure. The design standards could give the City the leverage needed to ensure that new developments match the current aesthetic of the area, and that the proposed sites align with the existing framework.

### Utilize the 278 Community Improvement District to improve planning and design of the Hwy 278 corridor:

- The CID will allow Covington to implement a design and brand that is unique to the community, while encouraging revitalization and improving walkability.
- Covington should leverage the grants and funding opportunities that are available to the CID to implement the projects and narratives outlined in the CID Master Plan.

### Designated Corridor Bonus Density Ordinance:

- Implementing the Designated Corridor Bonus Density Ordinance will allow the City to manage growth in select areas. The corridors highlighted in the ordinance allow for innovative development and redevelopment with requirements that are beneficial to the City and to potential investors. Corridors include:
  - \* U.S. Hwy 278: from Capes Drive to SR36 and SR142
  - \* SR142: from U.S. Hwy 278 to I-20
  - \* Pace Street: from U.S. Hwy 278 to Cricket Frog Trail
  - \* Washington Street: from Midway Drive to Emory Street
  - \* Cricket Frog Trail
  - \* Eastside Trail

## Parks and Recreation

Parks and recreation are pivotal to the community for increasing quality of life and economic development. The expansion of parks and greenspace can serve as a transportation hub and serve as an amenity for neighborhoods or areas that spur reinvestment. Survey respondents in Covington noted that parks and greenspace within the community are a terrific asset, and Covington has a variety of park and recreation options including Legion Field, the Cricket Frog Trail, and numerous pocket parks throughout the city (Figure 8). According to the survey responses, residents feel that the parks and greenspace are well maintained, and citizens commended all that Covington has accomplished regarding local parks. With growth and development pressures expected to increase in Covington in the near future, the preservation and expansion of parks and greenspace will be an important focal point for residents, city staff, and elected officials. Ensuring that there is a standard of open space requirement per number of residents could provide a quantifiable goal for the city to carry out. Also, working with developers to incorporate greenspace and conservation areas into new developments could expand recreational opportunities for visitors and residents.

An exciting opportunity for the community includes the *Central Park Master Plan* that was completed in 2022. Central Park is a proposed 220-acre park just south of the downtown square, and would include walking, hiking, and biking trails, playgrounds, a skate park, and large pavilions. The park would be a central destination designed for all demographics, and would serve as a location for gathering, playing, and relaxing. The main goals of the park include connecting residents to parks and greenspaces, creating memorable experiences for users, restoring the park’s ecology, attracting visitors to the park, and activating the park by promoting community health initiatives and providing thoughtful amenities to residents and visitors. Intergovernmental partnerships between Covington and Newton County and partnerships with non-profit organizations such as the Path Foundation, Newton Trails, and Sustainable Newton are needed to implement a project of this magnitude. Central Park has the potential to be a premier destination that visitors from all over the country visit.



Figure 8: Parks map within Covington





Image 4: Ace at Central Park disc golf course



Image 5: Playground at Central Park

Central Park is a long-term plan, and due to estimated costs, the park will require years of planning and funding allocation for it to be completed. Although the plan will take time to develop, there are existing amenities at the north-node of the park. Currently, Central Park offers residents and visitors playgrounds, disc golf, and parking to all users.

The Cricket Frog Trail is another recreational amenity and mode of alternative transportation that residents in Covington and visitors can utilize. The trail is mentioned numerous times throughout the transportation chapter, but the trail is a great asset to parks and recreation as well. As of 2023, there are four miles of paved Cricket Frog Trail within the city limits, and easements have been acquired by the City to provide a connection to Central Park for when the park is funded and developed. Continued partnerships with local non-profits and surrounding local governments should be explored to provide more connections to the Cricket Frog Trail. Other trails and facilities within Covington include the Eastside Trail, Turner Laker Park, and the Legion Field trail. These trail facilities promote community health initiatives and encourage visitors and residents to maintain an active lifestyle. Currently, the Cricket Frog Trail lacks trail heads, which could be funded through the Recreational Trail Program grant offered by the Georgia Department of Natural Resources. The Cricket Frog Trail could also use consistent park policy and signage, which is outlined in the *Cricket Frog Trail Master Plan*. The incorporation of these elements would benefit branding of the city's park system as well as improve user experience.

Newton County provides organized recreation for residents, but the parks within the city limits are owned and maintained by the City of Covington. The partnership between local governments for the programming of organized sports is expected to continue. Pocket parks within the city allow residents to easily access greenspace, and city leadership emphasized the need to improve playground equipment located within the pocket parks.

Needs and Opportunities identified throughout the process that relate to Parks and Recreation are identified on the next page:

# Parks and Recreation

## Needs

### Identify funding sources for Central Park:

- The implementation of Central Park will have an immediate impact on Covington, Newton County, and surrounding jurisdictions. However, a project of this scale will require numerous funding streams. Identifying potential investors, grant opportunities, and state and federal allocations will be needed for Central Park to become a reality.

### Create multiple trailheads for the Cricket Frog Trail:

- The creation of a trailhead for the Cricket Frog Trail would encourage more residents to utilize the trail and would bring in more visitors. This type of project could be subsidized through grants like the Recreational Trails Program offered by the Georgia Department of Natural Resources.

### Increase park personnel, equipment and resources:

- As growth continues, resources, equipment, and personnel to parks and recreation initiatives.

### Spur economic opportunities along multi-use trails:

- Multi-use trails such as the Cricket Frog Trail offers unique opportunities for businesses and industries to capitalize on the user base of the trail. The trail can be used as an asset to the community and spur businesses and industries that cater to trail users.

## Opportunities

### Concept of Central Park:

- Central Park has the potential to be a regional and statewide destination. The creation and planning of the park is very exciting for residents and businesses in Covington, and the impact of the park on the community will be immediate.
- Explore connections to neighborhoods and points of interest to maximize connectivity to Central Park.

### Multi-jurisdictional trail connections:

- Connections to other jurisdictions allow residents and visitors to explore areas that may have not been explored without the trail.
- Finalizing the Cricket Frog Trail connections will increase economic development and private investment for all jurisdictions in Newton County.





## Infrastructure and Resource Allocation

Infrastructure and the allocation of resources are significant topics relating to the future of Covington. As mentioned, numerous times throughout the plan, Covington is growing not only in population and development, but also regarding the number of cars that traverse through the community daily. **Planning for a variety of infrastructure improvements and the expansion of existing infrastructure will be crucial in the next 5 to 25 years.**

Upgrading and expanding water and sewer infrastructure is costly, but it is a requirement due to aging pipes and connecting services to new developments. Local governments must plan expansions and upgrades years in advance, and Covington has master plans and reports in place that prioritize necessary infrastructure improvements. The current plans dedicated to water and sewer infrastructure include: the *Eastside Sewer Capacity Analysis*, *Covington Sanitary Sewer Manhole Repair and Rehabilitation Report*, and *Corrugated Metal Pipe (CMP) Replacement Master Plan*. These master plans and reports prioritize upgrades and improvements that need to be made and include work program items. Completing the action items listed in these plans will assist Covington with planning and budgeting for infrastructure projects and will help develop a timeline for the replacement of dated infrastructure.

The allocation and capacity of water, natural gas, and power also must be accounted for regarding growth and development. An increase in population and new structures will create a demand for more resources, and all natural resources have a capacity. The City of Covington has an agreement with the Newton County Water Resources Department which allows the City to supply water to the community. Covington also offers water treatment services and water reclamation services to residents. According to the *Newton County Strategic Water Plan: Forecast and Capacity Evaluation*, the water demand in Covington is expected to be 4.06 Million Gallons per Day (MGD) in 2030, which is an increase from 3.66 MGD in 2020. By 2030, the Covington water reclamation facility is expected to reach capacity, and additional capacity will be



Image 6: Covington employees clearing a fallen tree



Image 7: Covington electric employees

needed to serve the City's needs. In the next few years, Covington will need to extend the capacity of the water reclamation facility tanks, and coordinate with the Georgia Environmental Protection Division on permitting the expansion. The *Middle Ocmulgee Regional Water Plan* estimates surface and ground water resources in the region are adequate for future water demands.

The City of Covington is a Municipal Electric Authority of Georgia (MEAG) member, and purchases power through MEAG's wholesale agreements. MEAG and Covington should analyze and forecast energy usage citywide to determine how much power will be needed in the future. Projecting or forecasting power usage will allow Covington to determine if energy capacity needs to be expanded. Covington will also need to be wary about the impact electric vehicles will have on the power grid. As electric vehicles become more prevalent, there will be an increase usage of watts within the city by residents and visitors who charge their vehicles overnight. **The City should develop a permitting process for the installation of residential and commercial EV charging stations.** The permit process will allow the local government to have a general understanding of how many residential and commercial charging stations are located within the city and will allow city staff to inspect the charging stations to ensure installations are up to code.

Additional funding sources may be needed to keep up with the ongoing infrastructure improvements or maintenance. One of the best alternative funding sources is a Special Local Optional Sales Tax (SPLOST) which will allow the City to spend SPLOST dollars on approved projects. These projects can include infrastructure improvements that will directly impact the quality of life of residents and the quality of services provided by the City. Funding and infrastructure improvements related to the 278 CID and Transportation are covered in Chapter 5.

Needs and Opportunities identified throughout the process that relate to Infrastructure and Resource Allocation are on the next page.



Image 8: Covington utilities working in the field



Image 9: Covington lineman working in the field

# Infrastructure and Resource Allocation

## Needs

### Implement work program items in existing infrastructure master plans:

- Prioritizing and budgeting for infrastructure improvements is a difficult task. Covington has a variety of master plans in place to guide the City on prioritizing infrastructure improvements. Funding and implementing these projects will be essential to maintaining top-tier City services to all users within the city limits.

### Explore the expansion of the Covington Water Reclamation Facility:

- The Covington WRF is expected to reach permitted capacity by 2030. The City will need to explore expansion needs and coordinate with Georgia EPD to receive the necessary permits.

### Identify additional funding opportunities for road infrastructure:

- Increased wear and tear on the roads in Covington is a concern with the increase in development and population within the city and surrounding areas. Covington will need to accurately report all new roads to GDOT to maximize its LMIG funding amounts and explore additional funding opportunities to assist with maintenance of local roads.

### Complete an energy usage study:

- The City of Covington should complete a study that analyzes energy usage city-wide and forecast potential usage in the future. This study will inform city staff, elected officials, and the Covington energy provider on how much electricity will be needed in the future and provide a target for economic development initiatives. Then the City and energy provider can determine if infrastructure upgrades will be needed or if capacity will need to be expanded.
- Covington should explore developing a permitting process for residential and commercial EV charging stations. This process will allow city staff to inspect the installation for code and safety violations and create a system to inventory charging stations.

## Opportunities

### Infrastructure Master Plans:

- Since Covington has prioritized most infrastructure projects that are needed, it will be easier for the City to implement and budget the projects. The completion continued use of numerous plans allows Covington to be proactive about infrastructure upgrades instead of reactive.

### Special Local Optional Sales Tax (SPLOST):

- Newton County has SPLOST in place which allows Covington to access additional funds to complete approved projects that would not have been funded without grants or raising property taxes. SPLOST ensures that programs and projects will not be completely funded by the residents of Covington, Newton County, and surrounding jurisdictions, but will be funded by visitors as well.



Image 10: Covington Fire Department



Image 11: Covington Police Department

## Community Services

The City of Covington is a provider of all major utility services including water and sewer, wastewater, power, broadband, and gas as well as public safety services such as police and fire, including emergency medical services, hazmat response, and technical rescue operations. The City also has a contract in place to provide sanitation or solid-waste services.

The utility services Covington provides generate enough revenue to allow the City to keep taxes low while improving residents' quality of life. Overall, water and sewer services offered in Covington were rated good, with 96.5% of respondents stating that services were good, great, or excellent. Continued maintenance of utility infrastructure will be necessary to continue high-quality service delivery. The ability for customers and residents to interact with City staff for service questions or complaints can be seen as an asset since the residents are interacting with the local government over a private organization. Additionally, the City expects to implement a new utility billing software that will allow users to see a full breakdown of usage and will be more user-friendly than the existing software.

Safety and Emergency services in Covington are also rated highly by survey respondents. Less than 5% of respondents rated safety and emergency services as "poor". Both the Covington Fire Department and Police Department have accredited status, and the Insurance Services Office (ISO) rating in Covington is 2. An ISO fire rating is a score provided to fire departments and insurance companies by the Insurance Services Office, and the score reflects how prepared an area is for fires. An ISO rating of 2 is almost the best possible score or ranking and allows businesses and residents to have lower insurance costs. The Covington Police Department also does an exceptional job at community outreach and transparency by offering many programs that encourage citizens to participate and understand department policies and procedures.



Figure 9: Acceptable items for recycling



Image 12: Covington residential trash bin

These programs include the Fuzz Run, Citizens Academy, and Shop with a Cop. The number of calls, reports, and accidents are also listed on the Covington Police website. Covington Police is a wonderful asset to the City of Covington, but some residents noted the need for improvement on crime suppression, police presence in the downtown square, and traffic enforcement.

Covington provides all residents with curbside sanitation or solid-waste services through a private contractor. The service includes weekly pickup of household trash and the collection of recyclable materials. Additionally, there are two recycling and convenience center located near the Covington city limits. Although recyclable materials are collected, glass materials are not accepted (Figure 9). Covington should negotiate glass as an approved recyclable material in the next contract negotiation if it is reasonable. Providing sanitation services through a contractor has a lot of benefits, but the City needs to ensure that the contracts in place are fair and practicable regarding the price of service by renegotiating the contract in frequent intervals.

The high-quality services provided by Covington are what the residents and businesses have come to expect. As the population swells with future development and growth, the City will be expected to maintain the same services, but it will be more difficult due to rising costs. An increase in population and development suggests the need for more solid-waste pickups, more first responders, and access to more resources. This threat requires the City to take action to determine which services should be prioritized, and to determine the best route forward for maintaining first-rate services with a limited budget. Covington should perform a service expansion study as well as an organizational and compensation study to ensure resources are being used efficiently and effectively.

In the near future, Covington will provide citizens and local businesses with broadband services, and more information on this service will be available in Broadband section of this chapter.

Needs and Opportunities identified throughout the process that relate to Community Facilities and Services are on the next page.

# Community Services

## Needs

### Service delivery expansion master plan and cost analysis:

- A review of city services will assist the City by analyzing service demands that will occur as the population and the number of developments increase. The study should also include a cost-benefit analysis and a forecast of revenues and expenditures for future services that are provided. Historically, local governments have been expected to be innovative and do more with less, and a study of this nature will assist with that sentiment.

### Perform an organizational & compensation study:

- Doing more with less is a difficult task in local government, but it is possible with innovative leadership and dedicated employees. An organizational study will ensure that human capital resources are allocated appropriately, and that each department has the staff needed to complete tasks and provide services efficiently. Also, a compensation study will allow the City to ensure that its wages and pay-rates are competitive. Adjusting wages will give the local government the ability to attract innovative employees.

### Improve landscaping and litter pickup:

- Due to the inmate contract being terminated, there has been a drastic rise in cost for litter pickup and landscaping services. The Public Works Department manages most of the landscaping and litter pick up in the City, but resources and staff capacity are limited. The City needs to partner with local organizations and develop a strategy for litter pickup and landscaping to utilize at the City's discretion.
- Residents noted the need for historic trees near the square need to be pruned, and a few dead trees need to be removed.

## Opportunities

### Provide high-quality utility services:

- Utility services provided by Covington are a great asset to the community. The services allow users to support the local government, and the revenues keep tax rates low while paying for quality services and quality of life improvements.
- Users can also interact with local government employees when they have questions or complaints about services. This is an asset since most employees are local and are on-site in Covington.

### Maintain police and fire accredited status:

- The accredited status means that the policies and procedures in place are internationally recognized, and only a handful of communities in the nation have the accredited status designation.
- This status displays that the standards and procedures for safety are highly regarded.

### Maintain ISO score of 2:

- The ISO ranking in Covington is almost the best possible score that a fire department can receive. This speaks to the quality of training, performance, and infrastructure in place that is dedicated to safety and fire suppression.

## Sustainability

Local governments should be at the forefront of implementing and encouraging green infrastructure and sustainable policies. Local policies and initiatives have influence on how industries, residents, and services adopt sustainable practices. As technology and best practices evolve, local governments must adapt to the changing conditions and encourage local businesses and residents to adapt as well. Covington has taken steps to encourage sustainable practices by installing EV Charging Stations at public buildings, installing LED bulbs in city-owned streetlights, and providing recycling services to residents, even after recycling prices have increased in recent years. The continuation of implementing sustainable policies will be crucial to reducing waste, improving air quality, and reducing encroachment on nature. The City of Covington is committed to supporting sustainable and environmentally friendly policies and initiatives and should explore developing a Sustainability Master Plan as well as applying for a Green Community Program designation.

Needs and Opportunities identified throughout the process that relate Sustainability are on the next page.



Image 13: Free to use EV charging station



Image 14: Employees cleaning up a local stream

# Sustainability

## Needs

### Expand sustainability group:

- Adding personnel and a budget to sustainability the existing sustainability group can allow the City to promote and implement sustainable initiatives.

### Develop a sustainability master plan:

- Developing a Sustainability Master Plan will allow Covington to understand what practices and initiatives can be set in place to reduce energy, water, and waste. The implementation of green practices leads to a greater quality of life, fosters civic pride, and sets an example for organizations and businesses throughout the community.

### Evaluate energy usage at public facilities and government buildings:

- Reducing energy usage at public facilities and government buildings is a budget-friendly approach to sustainable practices. Encouraging employees to turn off lights in rooms that are not being used and changing light bulbs to LED lightbulbs will assist with reducing energy usage.

### Review local zoning ordinances to determine if solar panels are appropriate:

- Some communities unintentionally have zoning ordinances that do not allow residential solar panels. Before a community promotes solar panels, it is first important to determine the extent that local ordinances address solar panels.

### Incorporate the collection of glass material in the sanitation services contract:

- Covington could try and incorporate the collection of glass materials as a recyclable material that is collected in the next contract negotiation. If prices are reasonable, the City should incorporate the collection, but if prices are not reasonable then alternative solutions should be explored.

## Opportunities

### Partner with local non-profits:

- Partnering with Sustainable Newton and other local organizations will be beneficial to Covington for the education and promotion of sustainable initiatives.

### Promote and encourage EV charging stations:

- As technology evolves, more and more electric vehicles will be on the roads of Covington. Ensuring those vehicles have a place to charge allows Covington to be a destination for drivers to stop and shop. Covington already has one EV charging station at the Welcome Center but installing charging stations around the downtown square could increase economic development and promote tourism.

### Convert to electric fleet vehicles:

- Georgia is quickly becoming a hub for the manufacturing of renewable energy technology and electric vehicles, and lithium-ion batteries. In addition, several new EV fleet vehicle manufacturers have entered the market in recent years. Covington should explore a partnership with a manufacturer to purchase electric fleet vehicles to reduce carbon emissions. This will assist with addressing air pollution since Covington is located within a non-attainment area for Ozone 8-hour concentrations.

### Utilize partnerships to expand sustainable practices:

- Covington could find and develop partnerships with organizations to expand sustainable practices. These partnerships could encourage innovative solutions that aid the City with implementing sustainability projects.



## Broadband Services

In 2018, the Georgia Department of Community Affairs launched the Georgia Broadband Deployment Initiative (GDBI) to coordinate and establish broadband programs to increase economic, educational, and social opportunities for Georgia citizens and businesses. The initiative provides for the expansion of broadband infrastructure and services through new state and local broadband planning policies.

The Georgia Department of Community Affairs considers 98.7% of populated areas in the City of Covington, to be “served” by broadband (Figure 10). While the DCA map provides greater detail than federal service maps, DCA utilizes the Federal Communications Commission’s (FCC) definition of “served” as a download speed of 25 Mbps and an upload speed of 3 Mbps. This standard may be sufficient for certain kinds of digital needs, but it may not meet the speeds or bandwidth necessary for remote work, streaming content, or virtual learning. The remaining 1.3% of populated areas in the city do not meet this state threshold of broadband availability.

Survey respondents stated that there is a need to improve broadband speeds. 21% of survey respondents rated Internet services as “Poor,” while 23.4% rated the service as “Average.” Surveys also indicated broadband improvements should be a project the city accomplishes in the next five years.

**The City of Covington plans to address broadband speed concerns by offering broadband as a city service through a partnership with Georgia Public Web.** Covington plans to provide 1 gigabyte upload and download speeds to residential and commercial users by installing fiber optic cable throughout the city. Due to supply chain issues, city staff expects to receive most of the equipment needed for implementation by Fall 2023. However, some areas may see city-provided broadband services by the end of 2022 due to inventory being available sooner than expected, with services targeting apartment complexes and commercial areas first. It is estimated that a majority of the city will be served with city-provided broadband by 2024-2026. The services are being funded by proceeds of the Georgia Public Web acquisition, local funds, and through available grants.

There are currently multiple commercial internet providers operating within the city, and these companies have already taken up most of the space to run fiber optic cable. This problem has led to innovative solutions by city staff, and certain sites may require special attention and creativity to be served. Commercial providers must follow proper construction protocols to install internet infrastructure, and city staff has identified a few instances where the protocols in place were not followed. The local government should explore penalizing commercial providers when city procedures are not followed.

Needs and Opportunities identified throughout the process that relate to Broadband are on the next page.

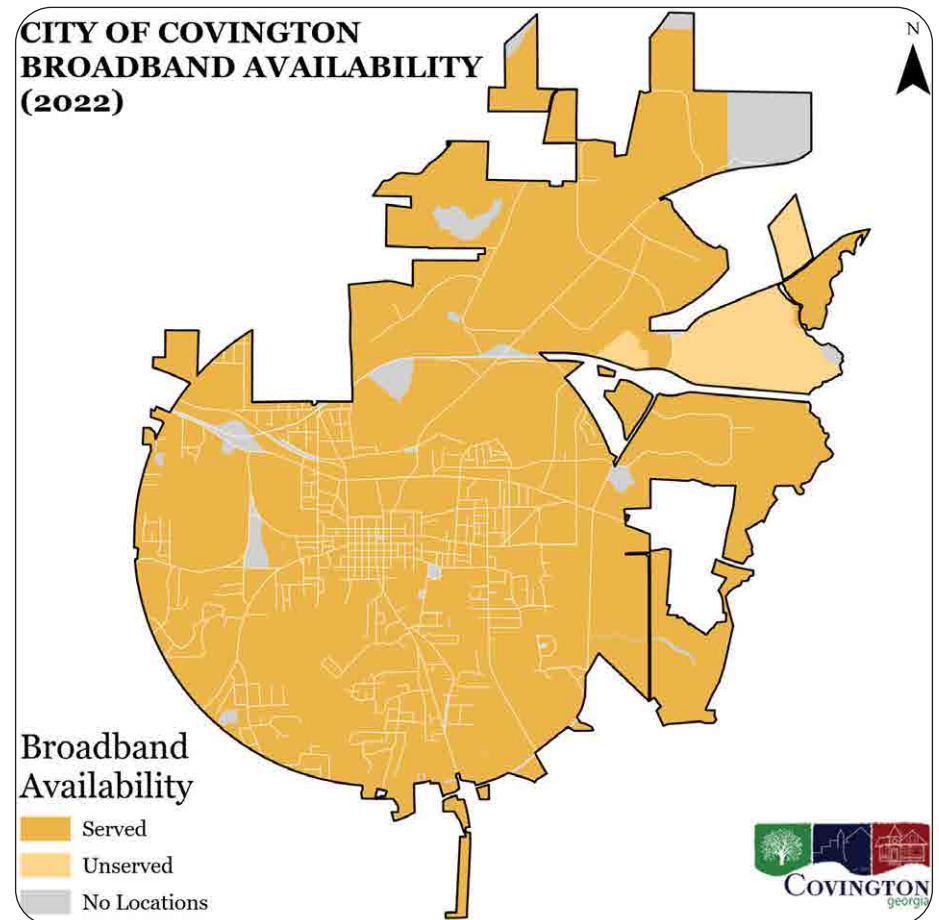


Figure 10: Covington broadband map

# Broadband

## Needs

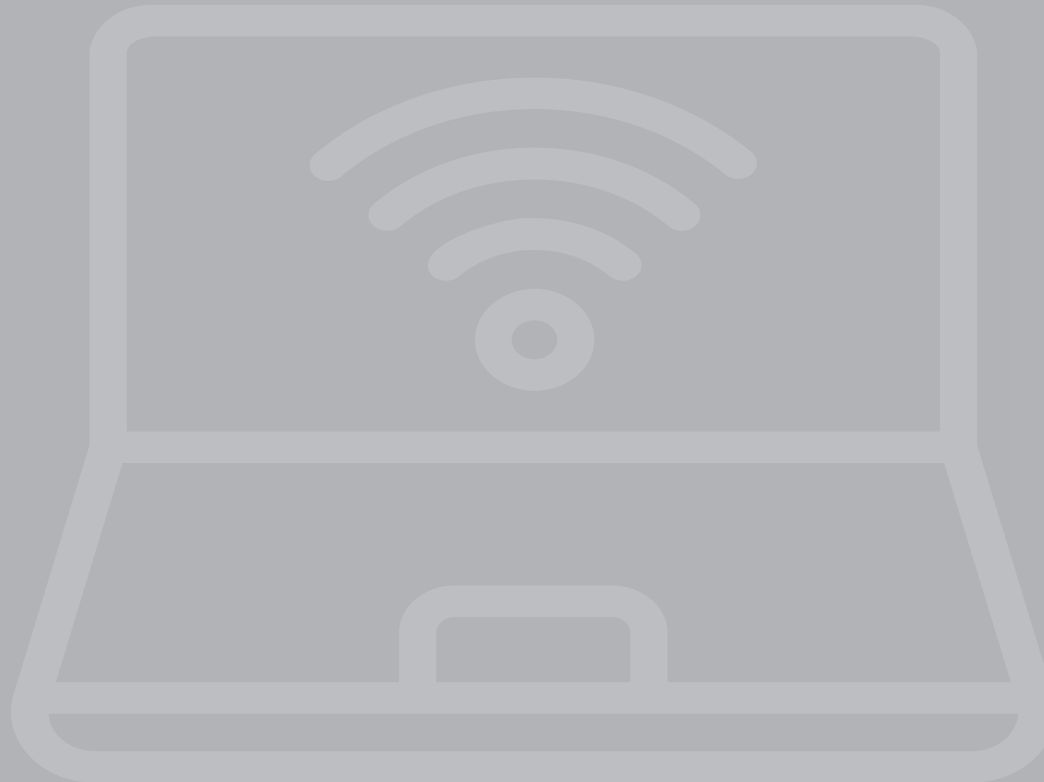
### Improve internet speeds within the community:

- Internet speeds were identified as an area of improvement during the public input process. Nearly all of the city is served by broadband access, but the speeds classified as "served" do not reflect the true speeds needed to work from home, stream videos or music, or attend classes online.

## Opportunities

### Become a broadband provider:

- Providing broadband as a city service is a perfect opportunity to increase broadband speeds for residents and allows the City to profit by selling a service. Residents who purchase broadband from Covington will receive better customer service and will be provided with fast and reliable internet.



## Intergovernmental Coordination

Collaboration between the City of Covington and surrounding local governments are crucial to many of the items discussed previously. Elected officials in Covington maintain an active relationship with the other local jurisdictions within Newton County and participate in a variety of county-wide initiatives. Working effectively with other jurisdictions is essential to managing cost and handling growth. A continued partnership with Newton County, the City of Oxford, the City of Porterdale, the City of Newborn, and the City of Mansfield enables Covington to make effective government investments.

Needs and Opportunities identified throughout the process that relate to Intergovernmental Coordination are on the next page.



Image 15: Covington bicentennial banner



Image 16: Floyd Street facing west

# Intergovernmental Coordination

## Needs

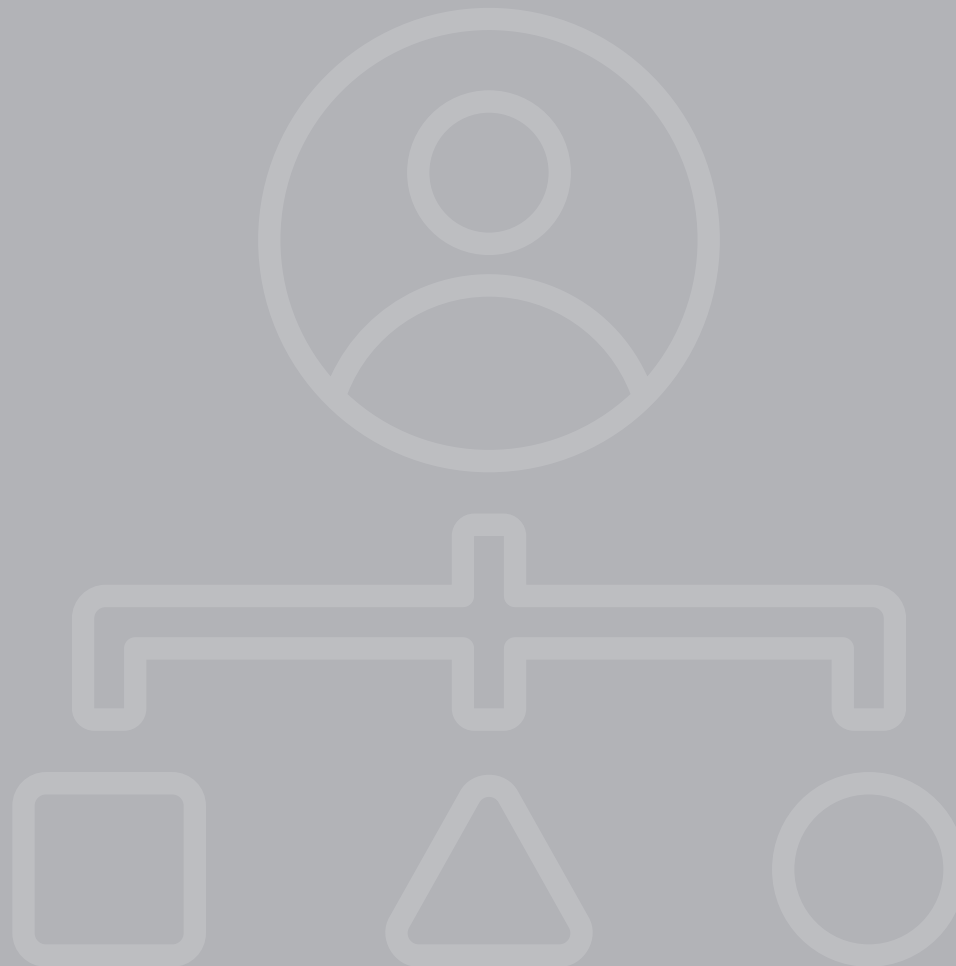
### Improvements to the Newton County school system:

- Residents and stakeholders indicated that Newton County Schools could improve. Increased collaboration with surrounding jurisdictions, local colleges and universities, and the Newton County Board of Education should be pursued to improve the community.

## Opportunities

### Collaboration with surrounding jurisdictions and organizations:

- The non-profit organization, Newton County Tomorrow, offers Covington a unique opportunity to collaborate regularly with other organizations and local governments within Newton County.



CITY PHARMACY

# CHAPTER FOUR: *LAND USE*

## Land Use Overview

The Future Development Map is a representation of the community’s vision for future development and redevelopment, within the city. For each future land use category, a narrative describing the appropriate land uses and desired development patterns is included, as well as representative pictures of the type and style of development desired. It should be noted that the Future Land Use Map does not change the current zoning of any property but is intended to guide policy decisions of the Planning Department, Planning and Zoning Commission, and City Council for the next five years.

### Single-Family Residential (SFR)

The Single-Family Residential category allocates areas that are suitable for low-density housing with densities of up to three (3) dwelling units per acre. Single-family detached housing is the most appropriate type of development for this district. Affordable workforce housing is encouraged. The minimum lot size begins at 1,800 square feet (sf).

Corresponding Zoning Districts: NR1, NR2, NR3



*Single Family Residential Example*



*Single Family Residential Example*

**Multi-Family Residential (MFR)**

Multi-Family Residential districts are relatively compact areas located adjacent to commercial centers, employment centers, mixed-use developments, and along major corridors. These areas should also contain a transition to smaller scale housing and lower density buildings as the distance from the center increases. Apartments, town homes, or duplexes are appropriate.

Corresponding Zoning Districts: CR, TCR

**Commercial (COM)**

Commercial land includes retail sales, restaurants, office, services, and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center, office building, or commercial district.

Corresponding Zoning Districts: CM, NM



*Multi-Family Residential Example*



*Commercial Example*



*Mult-Family Residential Example*



*Commercial Example*

**Office/Professional (OP)**

Properties that accommodate business concerns that do not provide a product directly to customers on the premises, or do not, as a primary activity involve the manufacture, storage, or distribution of products. This category includes small single-occupant structures, as well as large office parks with a variety of tenants in multi-story buildings.

Corresponding Zoning Districts: CM, NM



*Office/Professional Example*

**Mixed-Use Neighborhood (MXN)**

Multiple land uses within the same area, such as a blend of residential, commercial, office, and institutional uses. Located adjacent to single-family neighborhoods or blended within residential areas. Mixed-Use should encourage uses that are mixed vertically (on different floors of the same building) or horizontally (in neighboring buildings). Allows a variety of commercial, residential, and civic uses typically found in a lower density (less than three stories). Exact density and proposed uses depend on the site and the development type. Refer to the Covington Zoning Code for more information on appropriate development type, design, density, and percentage of mixes.

Corresponding Zoning Districts: NM



*Mixed-Use Neighborhood Examples*



*Office/Professional Example*



*Mixed-Use Neighborhood Examples*



**Mixed-Use Corridor (MXC)**

Multiple land uses within the same area, such as a blend of residential, commercial, office, and institutional uses. Located along major roads and highways such as US 278, SR 142, and SR 81. Mixed-use should encourage uses that are mixed vertically (on different floors of the same building) or horizontally (in neighboring buildings). Allows a variety of commercial, residential, and civic uses typically found in medium density areas. Exact density and proposed uses depend on the site and the development type. Refer to the Covington Zoning Code for more information on appropriate development type, design, density, and percentage of mixes.

Corresponding Zoning Districts: CM

**Mixed-Use Downtown (MXD)**

Multiple land uses within the same area, such as a blend of residential, commercial, office, and institutional uses. Located near or in close proximity to the Covington downtown square. Mixed-Use should encourage uses that are mixed vertically (on different floors of the same building) or horizontally (in neighboring buildings). Allows residences, retail, goods and services, and office uses typically found at a higher density. Intended to satisfy the common and frequent needs of the City’s commercial core. Exact density and proposed uses depend on the site and the development type, and generally these developments include buildings up to the street, walkability, and maintain historic character. Refer to the Covington Zoning Code for more information on appropriate development type, design, density, and percentage of mixes.

Corresponding Zoning Districts: TCM



*Mixed-Use Corridor Example*



*Mixed-Use Downtown Example*



*Mixed-Use Corridor Example*



*Mixed-Use Downtown Example*

**Industrial (IND)**

Industrial land includes land dedicated to warehousing, wholesale trade facilities, manufacturing facilities, processing plants, factories, mining or mineral extraction facilities or other similar uses.

Corresponding Zoning Districts: M1, M2



*Industrial Example*



*Industrial Example*

**Public/Institutional (PUB)**

Federal, state, local, and institutional land uses. Uses such as government offices, public safety posts, libraries, schools, religious institutions, cemeteries, and hospitals are representative.

Corresponding Zoning Districts: All Districts



*Public/Institutional Example*



*Public/Institutional Example*

**Transportation/Communication/Utilities (TCU)**

Areas used for transportation, communication, or utility-related activities, such as power generation plants, sewage and water treatment facilities, landfills, railroad facilities, radio towers, public transit stations, telephone switching stations, airports, or similar uses.

Corresponding Zoning District: All Districts

**Park/Recreation/Conservation (PRC)**

Parks / Recreation / Conservation land is dedicated to active or passive recreational uses and natural resource conservation. These areas may be either publicly- or privately-owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, or similar uses. Conservation subdivisions may also include some land preserved as greenspace or recreational land through easements.

Corresponding Zoning District: All Districts



*Transportation/Communication/Utilities Example*



*Parks/Recreation/Conservation Example*



*Transportation/Communication/Utilities Example*



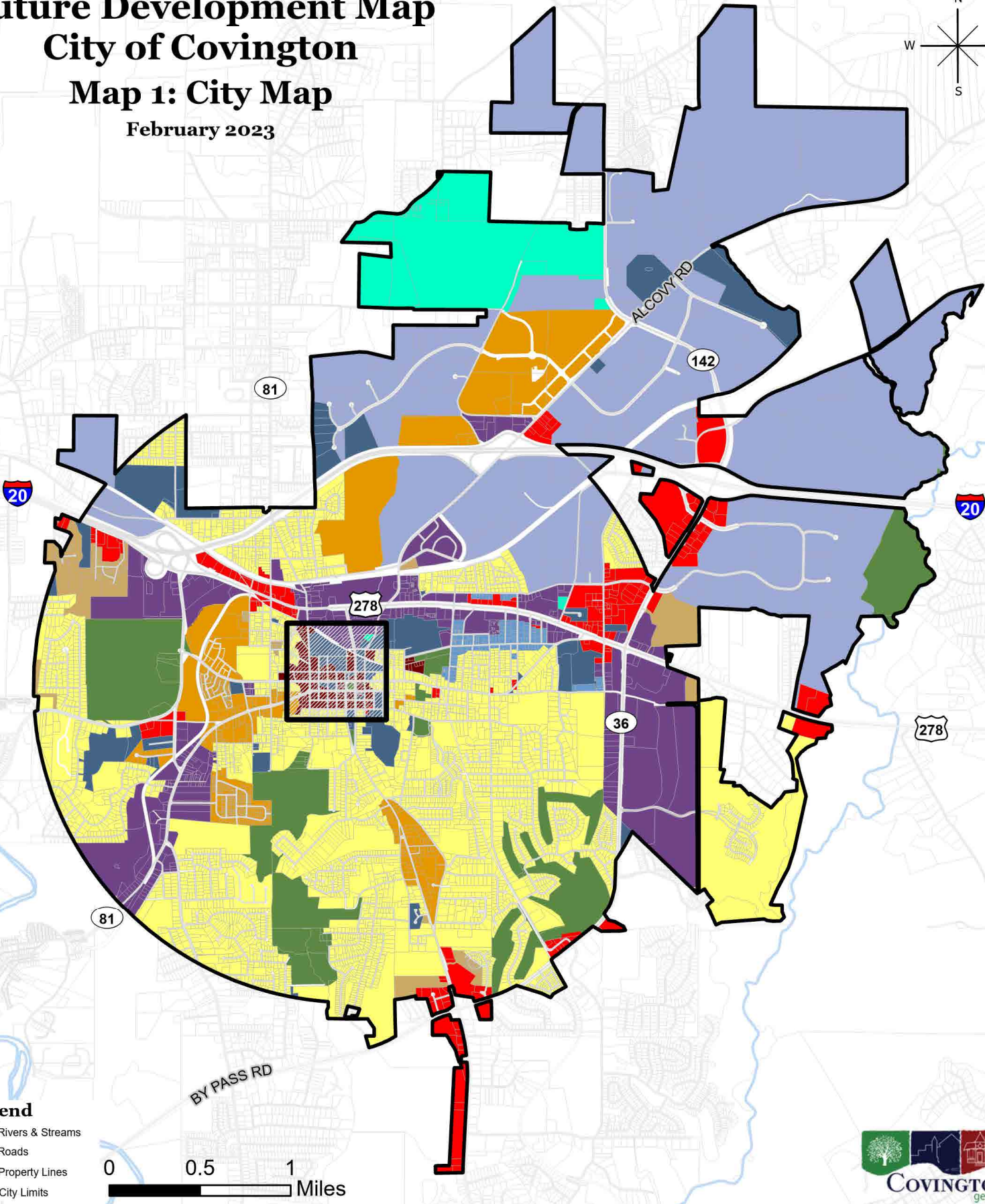
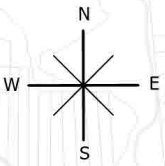
*Parks/Recreation/Conservation Example*

# Future Development Map

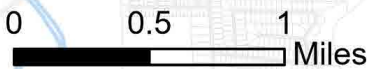
## City of Covington

### Map 1: City Map

February 2023



- Legend**
- Rivers & Streams
  - Roads
  - Property Lines
  - City Limits



## Future Land Use

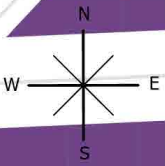
- |                           |                        |                      |  |
|---------------------------|------------------------|----------------------|--|
| Single-Family Residential | Office/Professional    | Mixed-Use Downtown   | Transportation/Communication/Utilities |
| Multi-Family Residential  | Mixed-Use Neighborhood | Industrial           | Parks/Recreation/Conservation          |
| Commercial                | Mixed-Use Corridor     | Public/Institutional |  |

# Future Development Map

## City of Covington

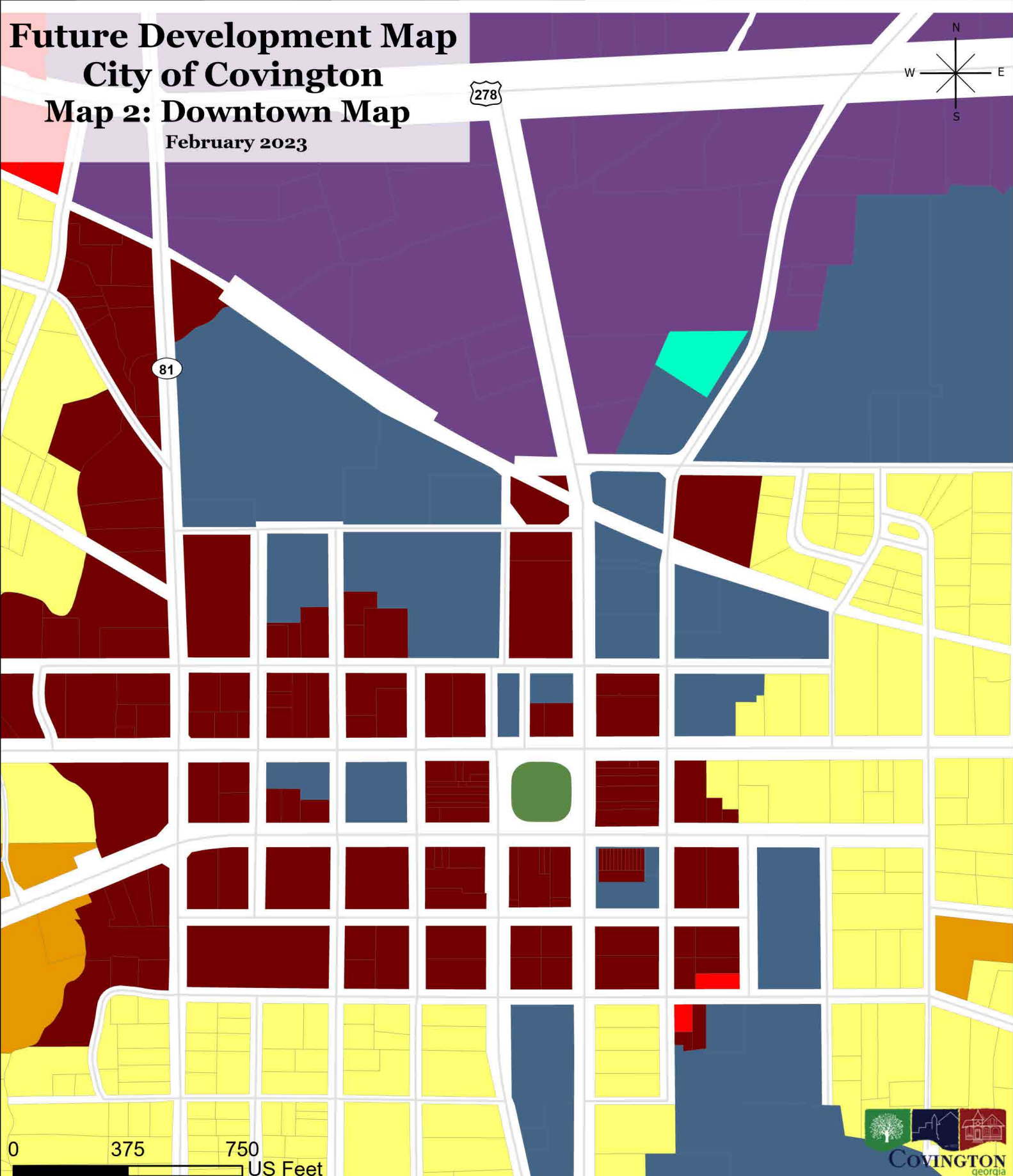
### Map 2: Downtown Map

February 2023



278

81



### Future Land Use

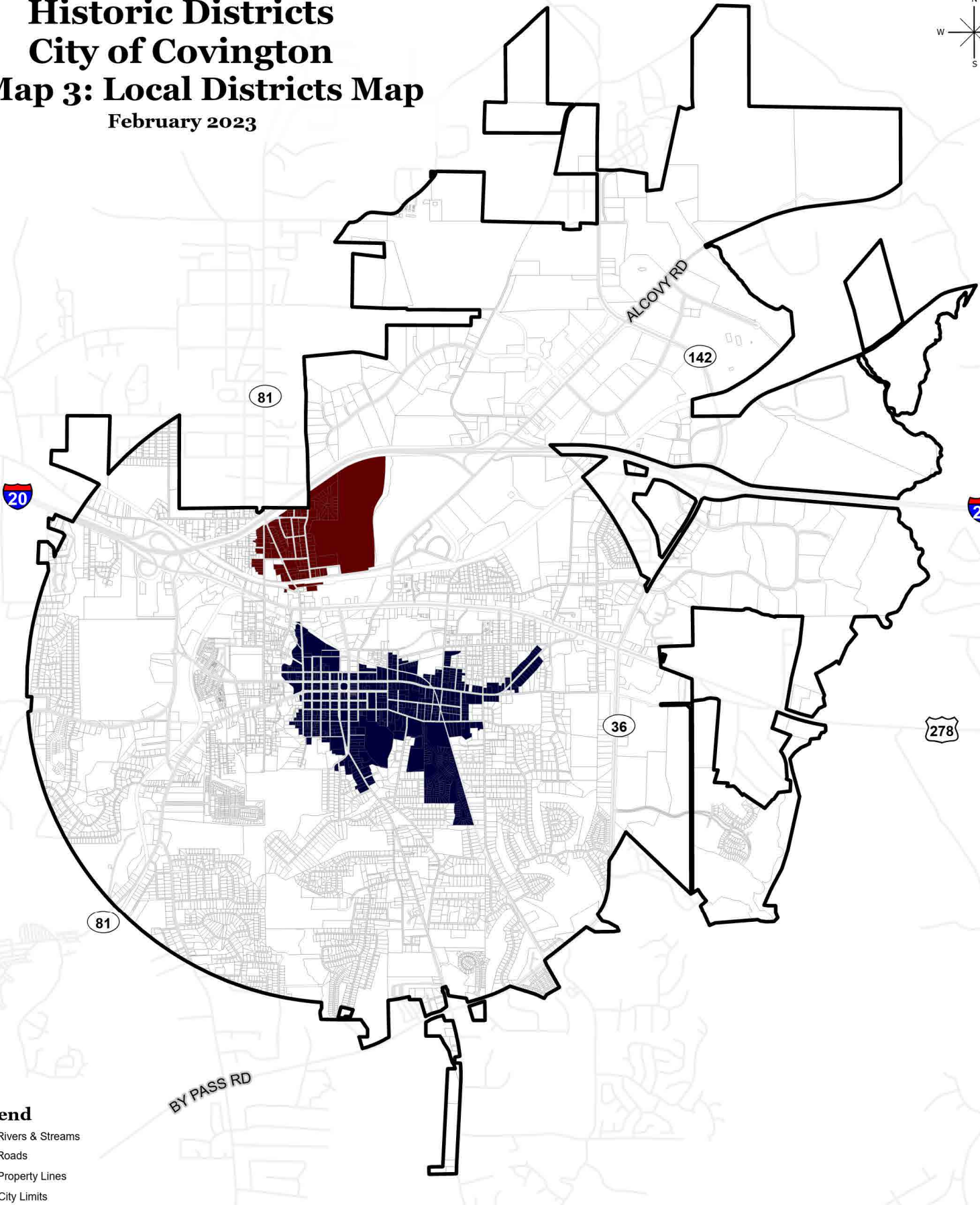
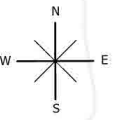
- |                           |                        |                      |  |
|---------------------------|------------------------|----------------------|--|
| Single-Family Residential | Office/Professional    | Mixed-Use Downtown   | Transportation/Communication/Utilities |
| Multi-Family Residential  | Mixed-Use Neighborhood | Industrial           | Parks/Recreation/Conservation          |
| Commercial                | Mixed-Use Corridor     | Public/Institutional |  |

# Historic Districts

## City of Covington

### Map 3: Local Districts Map

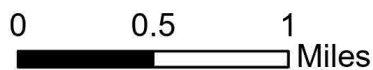
February 2023



- Legend**
- Rivers & Streams
  - Roads
  - Property Lines
  - City Limits

- Legend**
- North Covington Historic District
  - Covington Historic District

## Historic Districts





# **CHAPTER FIVE:** *TRANSPORTATION*

# Transportation Overview

The Department of Community Affairs requires a transportation element for any local government whose jurisdiction falls within a Metropolitan Planning Organization (MPO) boundary. The City of Covington is located within the Atlanta MPO; the transportation objectives for the region’s transportation plan are listed below. The transportation objectives are categorized under two overarching goals: having world-class infrastructure and having healthy, livable communities. These objectives are achieved through categorical recommendations of development patterns found in the regional Unified Growth Policy Map. Refer to the Atlanta Region’s Transportation Plan for more information. In addition, this chapter provides an analysis of local transportation infrastructure to provide more specific planning context for the community in relation to local and regional goals.

\*Bolded items indicate high priorities within the community.

## Transportation Objectives and Policies for Atlanta MPO

### *World Class Infrastructure*

- Maintain and operate the existing transportation system to provide for reliable travel
- Improve transit and non-single-occupant vehicle options to boost economic competitiveness and reduce environmental impacts
- Strategically expand the transportation system while supporting local land use plans
- Provide for a safe and secure transportation network
- Promote an accessible and equitable transportation system
- Support the reliable movement of freight and goods
- Foster the application of advanced technologies to the transportation system

### *Healthy Livable Communities*

- Improve quality of life at the neighborhood, city, county, and regional levels
- In partnership with local communities, equitably and strategically focus resources in areas of need and importance
- Improve public health through the built environment
- Integrate sound environmental principles that ensure the region’s sustainability

## Unified Growth Policy Map

The Atlanta Region’s Transportation Plan provides a Unified Growth Policy Map (UGPM) that provides for direction of future growth in the region (Figure 11). The UGPM is comprised of Areas and Places. Areas describe predominant land use patterns throughout the region, and directly influence the future forecasted growth of the region by describing future land use patterns in each part of the region. Places reflect concentrated uses that have generally defined boundaries and provide greater detail within areas. The map indicates that three distinct growth Areas are found in Covington: Established Suburbs, Developing Suburbs, and Rural. These growth areas will be updated for Covington and Newton County in 2023. The Transportation Plan describes these growth Areas as:

Established Suburbs are areas in the region where suburban development has occurred. These areas are characterized by single-family subdivisions, commercial development, and office, industrial, and multifamily development in limited locations. With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land use change outside of retail and commercial areas. Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in those single-family subdivisions that make up most of these areas. However, infill and redevelopment will occur in the limited commercial areas.

Developing Suburbs are areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area, and the region’s first attempts at suburban smart growth can be found in these areas. There is a need in these areas for additional preservation of critical environmental, agricultural, and forest resources. Limiting existing infrastructure in these areas will constrain the amount of additional growth that is possible.



Rural Areas are areas in the region where little to no development has taken place and where there is little development pressure. These areas are characterized by sporadic large single-family lots, agricultural uses, protected lands, and forests, and they represent the limits of the urban service area in metro Atlanta. There is a desire by many residents and elected officials in these areas to keep them rural in character. Increased development threatens existing rural economic uses. The region is striving to protect these areas by limiting infrastructure investments to targeted areas. There will be a continued need to maintain existing transportation infrastructure, but care should be taken not to spur unwanted growth by inappropriate expansion of infrastructure capacity.

**Livable Centers Initiative (LCI)**

Covington is an active LCI Community, which allows access to grant funding from the Atlanta Regional Commission to create vibrant and walkable communities. The LCI program has invested \$312 million in more than 120 communities throughout the Atlanta region, including the City of Covington. The funding assists communities with planning studies as well as the construction of transportation projects such as sidewalks and intersection improvements. In 2022, The 278 CID received \$1,017,280 in funds for Phase II of the Hwy 278 Trail and Safety Improvements. As an LCI community, Newton County and the City of Covington will need to collaborate frequently with the Atlanta Regional Commission on transportation improvements.

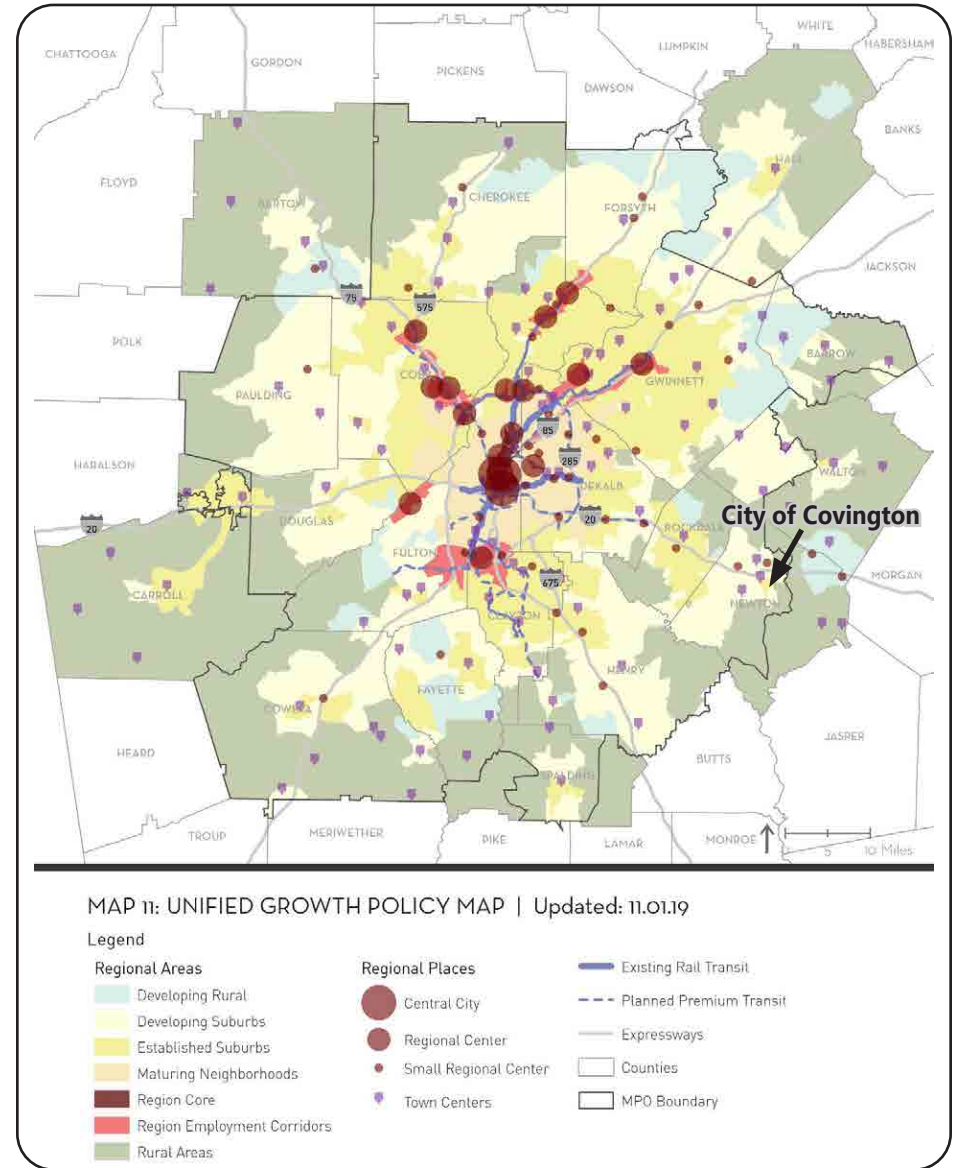


Figure 11: ARC Urban Growth Policy Map

## Local Transportation Network

Covington’s transportation network supports a variety of modes. From Interstates, Federal Highways, and State Routes to an airport, trails, and rail; Covington has many transportation options. However, a majority of the network is designed exclusively for automobiles. This section is dedicated to the needs and opportunities outlined by the public, steering committee, and local government regarding transportation.

### Automobiles and the Road Network

Sections of Interstate 20 are located within the city limits along with U.S. Hwy 278, SR 81, SR 142, and SR 36. With an interstate, state and federal highways, major freight rail access, and a well-maintained local road network, Covington’s automobile and commercial transportation infrastructure suffers only from congestion associated with urbanized areas. When asked about traffic concerns within the city, around 50% of the survey respondents stated that there are predictable peaks in traffic, and 28% reported that they sometimes get stuck in severe congestion. Residents and visitors of the community noted that problem areas include Hwy 278, the downtown square, and Bypass Road.

From 2017-2021, there were 4,381 reported crashes in the community, with 1,533 reported injuries, and 16 fatalities (GDOT Traffic Data). Most of the crashes took place along the major arterials, major collectors, and within the downtown square. On average, between 28,000 and 31,700 cars drive on U.S. Hwy 278 daily (GDOT Traffic Data). **With the expected increase in population and development, the city will need to prepare to resurface heavily trafficked roads more frequently.** Covington should utilize the *Pavement Preservation Plan* to budget and implement the maintenance of local roads.

The *HWY 278 CID Master Plan* will implement strategies to reduce traffic accidents with reported injuries and fatalities by redesigning intersections and installing traffic circles along the U.S. 278 corridor.

The CID project is a multi-governmental partnership between the City of Covington, Georgia Department of Transportation, and Newton County. The project is divided into multiple phases with Phase I and Phase II planned to be implemented over the next five years. Phase I spans from Exit 90 to Emory Street and Phase II extends from Emory Street to Hospital Drive. Phase I of the master plan is estimated to be completed in 2026-2027, with construction starting in Fall of 2024. Work items in Phase I include designing the corridor, acquisition of land, landscaping, installation of streetlights, relocation of utility poles, and the installation of mobility infrastructure. Phase II is expected to begin in 2023-2024 which will include designing the corridor, land acquisition, and utility relocation. The City of Covington and Newton County committed to supporting Phase I and Phase II of the project.

The work and progress being completed by the CID team, city staff, and county staff generated the idea to eventually expand the CID to include arterial roads such as Turner Lake Road, Washington Street, City Pond Road, and other major connectors throughout Covington. An increased focus on major connectors can increase safety, walkability, and connectivity, while spurring development and increasing the usability. Survey respondents and local leaders highlighted the need for improvements on Turner Lake Road and Washington Street.

The *Traffic and Parking Assessment* identified a variety of improvements within the town center and immediately outside of the downtown square. These improvements relate to parking, intersection design, walkability, and cycling infrastructure. The plan outlines short- and long-term projects and action items that should be implemented between the years 2023-2028.

## Active Transportation Modes

Throughout the planning process, alternative modes of transportation were mentioned by the public, steering committee, and city staff. The public survey reported that 26% of the respondents believe that it is unsafe or inconvenient to travel without a car, but 65% of the respondents reported that the community is safe, comfortable, and inviting for people to walk or bike.

The creation and expansion of sidewalks, trails, and bicycle facilities were heavily emphasized in the survey responses and during the input sessions. The City established the *Covington Walks Master Plan* in 2015, which is a plan to develop a proposed multi-use trail system that connects local businesses, neighborhoods, and parks to the downtown area and other local jurisdictions. With the creation of the master plan and the development of the Cricket Frog Trail, a proposed multi-use trail that connects Newborn, Mansfield, and Porterdale with Covington, the foundation for walkability infrastructure was established. The Cricket Frog Trail is mostly complete, apart from a few connections. **Extending this trail system with a connective network of sidewalks and on-street bicycling facilities can not only decrease traffic congestion, but can also spur private investment and redevelopment, improve air quality, and promote a more active and healthy community. The improvement and expansion of mobility infrastructure should be a focal point of the community over the next 20 years.**

Golf carts are another mode of transportation that has increased in use within Covington. Golf carts are a current trend for many communities, but golf carts are limited to the roads identified in the community golf cart ordinance. Although golf carts are classified as motor vehicles, they cause less damage to local roads, and have less impacts on air quality. As golf carts become more popular throughout the community, education and signage may be needed to ensure the safety of all trail and sidewalk users.



Image 17: Sidewalk and bike lane on Floyd Street



Image 18: Cricket Frog Trail signage



Image 19: Inside the Covington airport

### Covington Municipal Airport

The Covington Municipal Airport is a resource that was heavily emphasized by elected officials and city staff during the input process. The airport is owned and staffed by the City of Covington, and the grounds are maintained by the public works department as well as private contractors. The site is comprised of more than 700 acres of land and is located 35 minutes from downtown Atlanta. The airport has experienced numerous upgrades such as the improved runway lighting system and building renovations, and more upgrades are planned in the near future. One of the planned upgrades includes the expansion of hangars along Hangar Access Road (Figure 12). The Covington Municipal Airport is a perfect example of collaboration between the City and Newton County. The airport continues to encourage economic development, while catering to the needs of travelers accessing Atlanta, East Atlanta, and surrounding areas. The airport is one of the many modes of transportation within the city and plays an impactful role in the city’s multi-modal transportation network.



Image 20: Covington airport building



Figure 12: Covington airport proposed expansion

## Public Transit

The City of Covington and Newton County do not provide public transit services, but both communities have recognized that public transportation needs to be addressed in the immediate future. In 2022, the *Newton County Transit Master Plan* was developed, which performed a detailed analysis on the need for public transit. The master plan also noted short-term and long-term solutions and established a cost estimate for the proposed service. The creation and implementation of transit services has a variety of benefits including reducing road congestion, improving health, increasing tax revenue, and decreasing transportation costs for residents. According to the Housing and Transportation (H+T) Affordability Index, the average resident in Covington spends 23% of their income on transportation. This percentage is on the edge of affordability and measures should be taken to reduce transportation costs throughout the community such as the implementation of public transit.

Short-term solutions outlined in the master plan included a Countywide Demand-Response System, a Covington to Conyers Shuttle, and a Park-and-Ride Commuter Shuttle (Figure 13). Covington could also examine other municipalities and counties offering transit services outside of Atlanta. A few options include the We-Go system in Hall County as well as the Let's Ride system offered by the Georgia Department of Transportation. These solutions could be funded through a variety of Federal and local funding sources. The strategies and local partnerships for the implementation of public transit had not been made during the creation of this document. The results from the master plan were still being presented and reviewed by local government staff and elected officials. **However, a public transit model or pilot-program should be implemented within Newton County and the City of Covington in the next few years. Also, a study identifying the transit needs and user base could help the City determine which transit system is critical.**

Needs and Opportunities identified throughout the process that relate to transportation are on the next page:

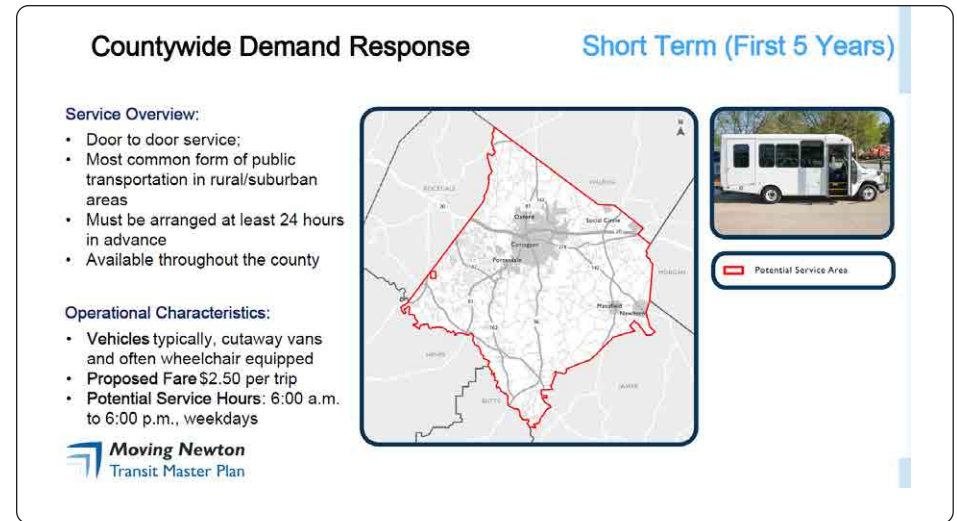


Figure 13: Short-term transit solution offered in the Newton Transit Master Plan



Image 21: Let's Ride transit bus

# Transportation

## Needs

### Forecasting road infrastructure improvements due to suburban sprawl:

- Developing a detailed plan for allocating funds to local road infrastructure improvements will be necessary to ensure the safety and usability of local roads in the immediate future. Due to local governments having limited budgets, alternative funding sources should be explored to assist with implementation on top of the Local Maintenance Improvement Grant (LMIG) offered by the Georgia Department of Transportation (GDOT).
- Covington should continue to report all new local roads to GDOT utilizing the Local Road Activity (LRA) survey to ensure the community is receiving as much funding as possible.

### Increasing active transportation methods:

- Covington should continue analyzing and exploring the implementation of active mobility infrastructure. Focusing on sidewalks, bike lanes, and trail connections have a variety of benefits, and a city-wide Complete Streets and Trails Master Plan for the community is a great starting point for identifying crucial connections to existing alternative transportation infrastructure outside of the areas focused by the Covington Walks Master Plan and the Traffic and Parking Assessment.

### Implementation of public transit:

- As Covington becomes more urban, the community will need transit services in place to ease congestion and to have a more dynamic transportation system for residents. The development of the Newton County Transit Plan is a perfect gateway into implementing a transit case study or pilot program to determine the feasibility of transit without allocating large quantities of funds.
- Completing a study that identifies the user base and targeted use could benefit city staff and elected officials by enabling them to make an informed decision on long-term public transit operations.

## Opportunities

### Walkability within Covington:

- The paving of the Cricket Frog Trail allows the citizens and visitors of Covington to walk safely along miles of trail. The completion of the trail will connect numerous neighborhoods within Covington and will provide all local governments within Newton County a variety of benefits relating to health, economic development, and transportation. Continued focus and funding for the trail is a wonderful opportunity for Covington.
- Increased use and connections can also improve the safety and usability of the trail by encouraging accessibility and an active user group. Streetlights and emergency response beacons can also be implemented for extra precautions as the trail expands into multiple jurisdictions.

### 278 Community Improvement District – transportation related projects:

- The 278 Community Improvement District (CID) will have an enormous impact on Covington over the next five years. From 2023-2027, the community expects to complete Phase I of enhancing Highway 278. The Phase I project area expands from Exit 90 to Emory Street, and includes the implementation of safety improvements, walkability infrastructure, lighting, and landscaping. The project will be completed in partnership with GDOT, and will be funded through a mixture of grants, local funds, and State funds.
- Construction for Phase II is expected to start in 2026-2027, which will be when the comprehensive plan process for Covington will be starting again. The project design for this phase is expected to begin in 2023, with Right-of-Way (ROW) acquisition and utility relocations being slated for 2024 and 2025, respectively.
- Future expansion of the CID to include major connectors throughout Covington could also assist with increasing traffic flow, usability, connectivity, and walkability. The CID expansion can increase focus on roads such as Turner Lake Road and Washington Street



# **CHAPTER SIX: *ECONOMIC DEVELOPMENT***



Photo provided by the City of Covington

## Economic Development Overview

Economic development is defined by the Georgia Academy for Economic Development as, “the creation and retention of jobs and wealth, and the improvement of quality of life.” A focus on economic development gives a greater number of residents access to personal wealth, increases the tax base of the community, and diversifies the community’s economy. Covington’s median income is lower than the State average, and the gap is forecasted to widen in the next five years (Figure 14). It is vital that Covington continues to increase workforce training, support and retain local businesses, and diversify the community’s economic base all while maintaining integrity with land use and development practices.

\*Bolded items indicate high priorities within the community.

## Needs and Opportunities

### Existing Conditions

Esri’s Business Analyst estimates Covington’s unemployment rate for 2021 at 3.7%. The top industries in Covington include Services (49%), Manufacturing (14%), Retail Trade (14%), and Construction (8%). Roughly 84.7% of Covington residents have earned at least a high school diploma or equivalent, 7% have an associate degree, 11.9% have earned a bachelor’s degree, and 7.5% have earned a graduate or professional degree. The percentage of the workforce earning at least a high school diploma or equivalent is lower than the region (87.3%) and state (88.3%), and the college degree attainment is significantly lower for the city than for the region and the state.

A significant amount of Covington’s workforce lives outside of the city limits. Roughly 16,162 people travel to Covington for work from outside city limits, 1,101 people live and work within Covington city limits, and 5,173 people live in Covington but work outside the city limits (Figure 15). The City and Newton County should explore the cause of this dynamic and determine ways they could foster a more local workforce.

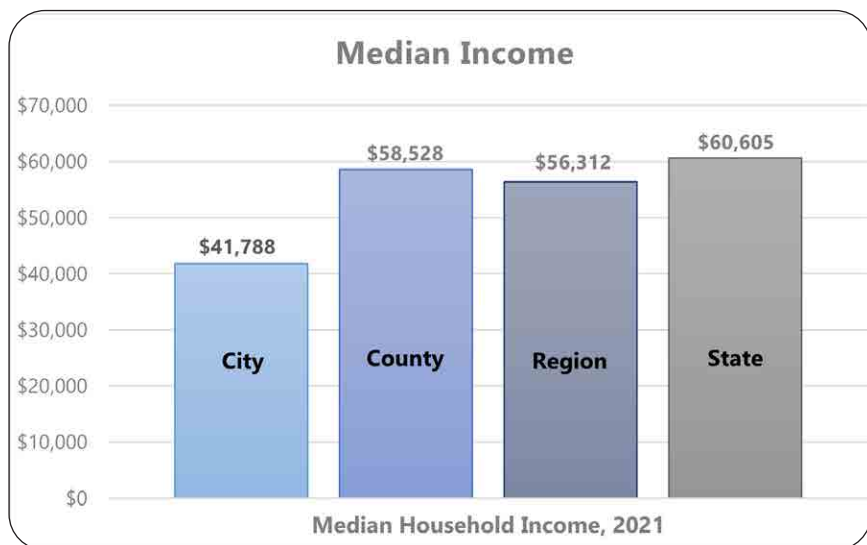


Figure 14: Median Household Income 2021 BAO Estimates

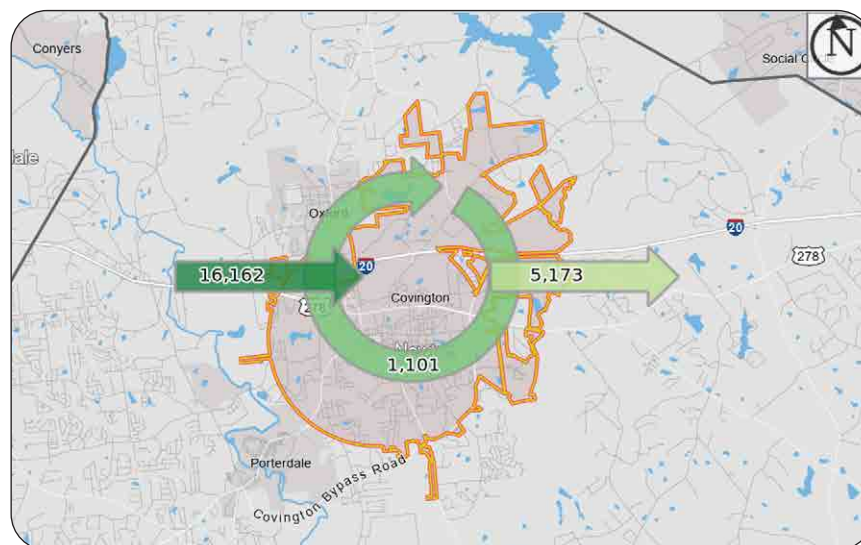


Figure 15: Inflow/Outflow Estimates, 2019 Census On The Map



Covington residents noted in surveys a need for quality-of-life options such as, grocery stores, retail, and boutique or clothing stores. The types of entertainment options mentioned include a movie theatre, adult-style arcades, and more dining establishments. It is important that the City facilitates a dynamic mixture of business types and an environment that encourages local business development while addressing community needs or desires. Local business development is more likely to stimulate wealth generation among city residents, as opposed to traditional franchised stores. During input discussions, concerns were raised that big-box retail does not provide long-term benefits to the community. Reasons described include that they often provide inefficient uses of land, the tax revenue generated from the stores do not sustain the resources needed to support the infrastructure for the type of development, and that they are more likely to relocate when market conditions change, which would leave a vacant structure with minimal adaptive re-uses.

In addition, it was stated that Covington needs workforce and training alignment that will enable residents to access greater wealth and higher wages. Covington’s median income is much lower than the state average, and the poverty rates were nearing 30% in 2021. **The City should focus resources on new development and skill development programs that increase the community’s access to wealth, wages, and a better quality of life.**

**Moving Forward**

To be successful in the future, Covington will need to support workforce development, attract industries and businesses that provide positions adequate to the skillset of the working population, and ensure that its local ordinances do not restrain small industry and business. Doing so will allow the community to increase personal wealth, diversify the economic base, and increase the local government’s tax base.

Local leaders emphasized the need to focus on re-education, workforce development, and the improvement of opportunities for Covington residents. Most of the workforce in Covington commutes from outside of the city and city residents have a lower-than-average median income; these two points display a need for workforce development and skill-building within the community. An emphasis on workforce development and training will enable residents to improve their skillset and obtain higher paying jobs. Covington should continue partnering with the local College and Career Academy and continue the partnership with the Northeast Georgia Regional Commission Workforce Development Division. These partnerships and educational resources can act as a catalyst to increase the community’s median income over the long-term. Covington should also build on the work items featured in the county-wide *Connecting Resilient Communities Plan* related to workforce development.

According to Esri’s Business Analyst, about 15.3% of the population over the age of 25 did not complete high school, 58.2% earned a high school diploma, diploma equivalent, or some college credit, and 26.5% has a college degree (Figure 16). The City could attract or facilitate business development for skilled positions that do not require a college degree, positions that can be filled with a certification from the local college, or positions that develop skills through on the job training to fit the educational attainment of the majority of its residents.

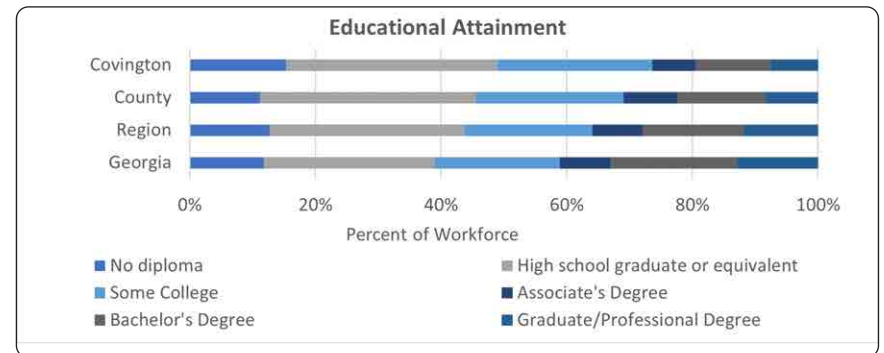


Figure 16: Educational Attainment 2021 BAO Estimates



Image 22: Film equipment in Covington

Public input sessions identified the film industry and tourism industry as an opportunity for residents, businesses, and the local government. Over 100+ films and shows have been filmed in Covington, and numerous visitors travel to Covington to see their favorite fictional destinations. The city is also often referred to as the “Hollywood of the South”. An *Economic Impact of the Film Industry* report completed in 2021 for Newton County displayed that the film and tourism industry will grow rapidly over the next few years. In Newton County, the economic impact from the film industry is expected to grow 800%, from \$11,602,889.76 in 2019 to \$105,361,522.91 in 2025. The economic impact from the tourism industry is expected to grow by 17%, from \$7,996,788.49 in 2019 to \$9,355,111.47 in 2025. The report also estimated that 70% of the tourism in Newton County is film-inspired. This implies that the film industry brings many workers and tourists to Covington, and it is estimated that nearly 55,000 people travel to Newton County as a tourist visitor per year. The film and tourism industries allow Newton County and Covington to sustain more jobs and generate more tax revenue to increase the quality of life for residents. The ripples of the film industry in Newton County and Covington are not only felt locally, but will play a factor on the region and the state due to the increased popularity of filming in Georgia.



Image 23: Filming in Covington

However, it was stated there is a lack of housing or short-term rentals to house the transient workforce. A goal mentioned by the steering committee includes capitalizing on these economic opportunities to further capture wealth within the community. City staff and elected officials could explore ideas to expand short-term rentals to members within the film industry with the intention to generate more revenue in taxes and promote the film industry to live and work in Covington for the duration of a project. Housing was also a threat identified during the input sessions, SWOT analysis, and public surveys. The lack of affordable housing and workforce housing is a topic covered in more detail in Chapter 7.

## Economic Development Collaboration

The City partners with Newton County's Industrial Development Authority (IDA), SelectNewton, to attract new industries and businesses. In Fall 2022, Covington and Newton County merged the City's and County's economic development bodies, which could be a fantastic opportunity for Covington and Newton County. The increased collaboration has the potential to attract large-scale businesses and industries that will cater to the needs of the residents in the city and in the county.

Collaboration between the Planning and Zoning department, Utilities department, and Select Newton will be crucial to facilitating new developments into the community. Balancing land use management and economic development can be a complex task, but a relationship between the city departments and the IDA will allow staff to understand where new businesses can locate, what infrastructure is available, and what type of industries the City can proactively enable. The collaboration can also find needs within the city that relate to economic development, planning, infrastructure, and resource allocation. All parties involved in economic development should meet or coordinate on a regular basis.

The City of Covington, Newton County, and surrounding jurisdictions are partnering with the University of Georgia Archway Partnership to develop a *Connected Resilient Communities (CRC) Plan* that will address local challenges and increase potential for economic development. The priority areas of the plan include education and workforce development, health and wellness, and economic development. The plan and work items are expected to be completed in Winter of 2023. The NEGRC collaborated with the UGA Archway Partnership during the comprehensive plan process to include pertinent information from the CRC Plan into the Comprehensive Plan. Implementing the CRC plan could be a great initial task for SelectNewton and the City to partner on since the County and the City merged economic development bodies.



Image 24: Downtown car show



Image 25: Shops in downtown Covington



Image 26: Historic downtown mural

### Economic Development Pull Factors

The City of Covington has many pull factors for economic development, which include the City's vibrant downtown, diversity of industries, and variety of incentives. These factors explain why Covington is not only a great location to live, but also a great location to work and do business.

Covington's downtown square has a blend of shopping and dining experiences that cater to the needs and wants of residents and visitors alike. The square is iconic, and in 2018 was voted Best Town Square in Atlanta by the readers of the Atlanta Journal-Constitution and has also appeared in many films and tv shows. Downtown Covington is a destination due to its historic architecture, numerous events, and unique local shops. The square fosters immense pride amongst the community. New and existing businesses within the downtown square are encouraged to locate or improve their businesses through a variety of incentives and support offered by the local economic development authority. These incentives include site selection, the Downtown Revolving Loan Fund (DRLF), and the Facade Improvement Grant.

The City has a variety of industries that support the economic base of the community. Steering committee members noted that new developments in Covington include emerging industries such as film, vertical farming, and cryptocurrency. Additionally, innovative job opportunities and new developments will offer employment opportunities to the residents of Covington and will use utilities that are provided by the City of Covington. The revenue collected from utility services in Covington will be used to increase the quality of life of residents within the community through service delivery. Due to Covington's location along I-20 and proximity to Atlanta, many businesses have expressed interest in locating within the city limits. As a MEAG community, city staff expressed that Covington is interested in attracting industries and businesses that utilize gas, water, and power as well as offer competitive pay, manufacture using clean energy or create clean energy products, and invest in the community through partnerships.



Image 27: Historic downtown Covington

The City of Covington has access to incentives and tax credits that can be used to attract new businesses to the city. Tax incentives or credits are the use tax relief measures to recruit, attract, and retain business to a community. These incentives are used as a tool to encourage investment and development and can allow the local government to select industries and developments that align with its goals and values.

In 2022, the City of Covington received a State Opportunity Zone designation from DCA for 91 parcels along Hwy 81, southwest of the downtown square (Figure 17). This designation allows all businesses that locate within the defined area access to State tax credits based on the number of full-time jobs the business creates, with a minimum creation of two full-time equivalent jobs. The opportunity zone designation is a highly competitive program that requires the local government to identify urban redevelopment areas by creating an *Urban Redevelopment Plan (URP)* and applying for the designation through the DCA. The designation expires in 2031, and any business that locates to the opportunity zone or is currently within the opportunity zone and creates two or more full-time jobs can receive the following benefits:

- Maximum of \$3,500 per job created
- Use of job tax credits against 100% of Georgia income tax liability and withholding tax

The State Opportunity Zone designation can encourage investment and redevelopment in the area, which could transform the corridor leading into Covington from the City of Porterdale. Businesses of any nature can qualify if the minimum job creation threshold is met. Additionally, businesses locating in Covington have access to a Federal Opportunity Zone, County Job Tax Credits, and other incentives as well.

Needs and Opportunities identified throughout the process that relate to economic development are as follows:

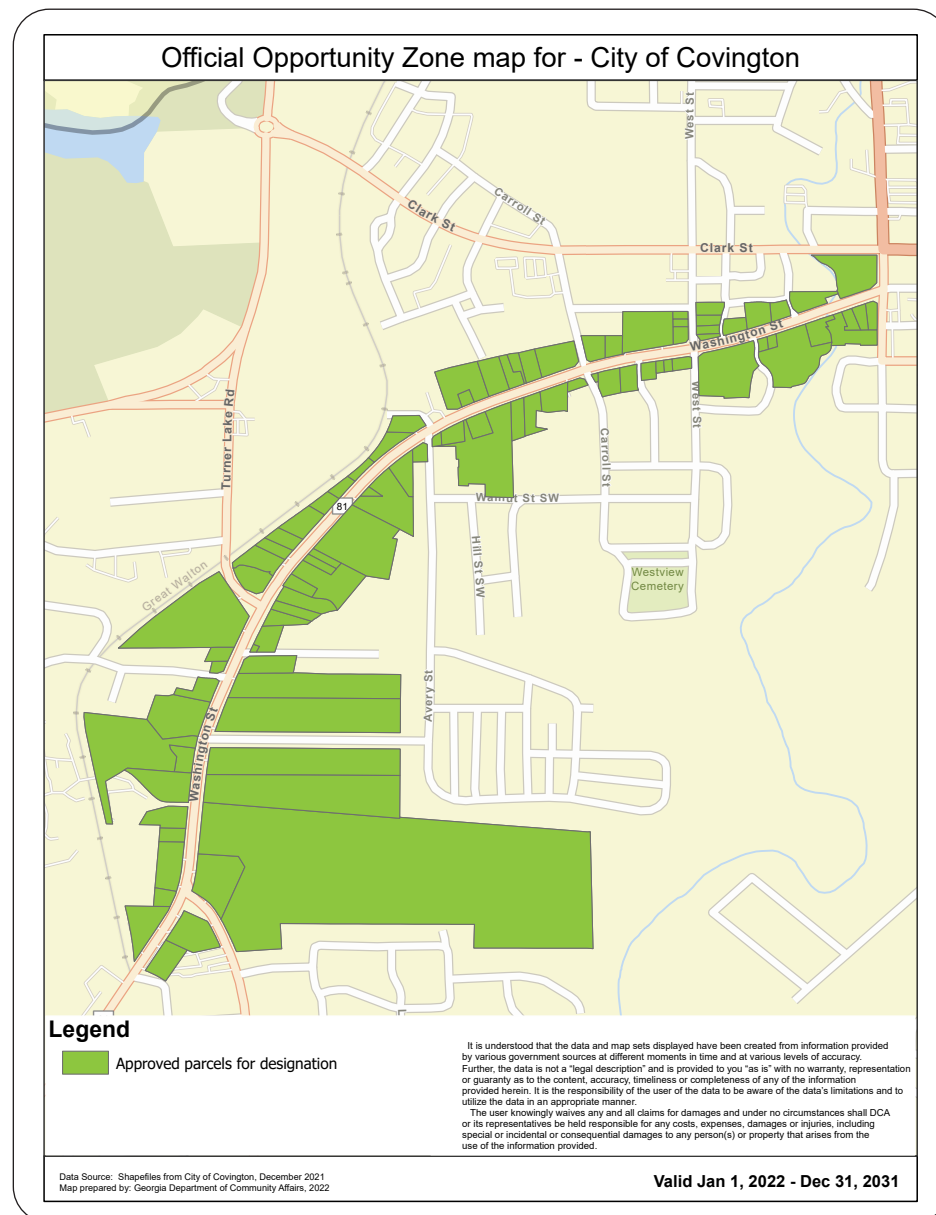


Figure 17: Covington approved State Opportunity Zone

# Economic Development

## Needs

### Workforce development:

- Attract industries that offer on the job training and partnering with local organizations such as College and Career Academy, Technical Colleges, and the Northeast Georgia Workforce Division to develop the skills of the workforce through certifications and training.
- Identify the needs of the working population within the community.

### Raise the standard of living:

- The median income of Covington is lower than the state average, and the poverty rate was almost at 30% for 2021. For example, Census Block Group 12171007003 has a Housing Facility Deficiency greater than 8% and a minority concentration of 51%. Increased access to medical care, employment opportunities, quality education, and affordable housing can raise the standard of living within the community.
- Covington needs to identify the best tools, partnerships, and practices to raise the standard of living for residents throughout the community. The economic development authorities and the City have been addressing this issue over the past few years but raising the standard of living will need to be a continued focus of the community for the next five-ten years.

## Opportunities

### State Opportunity Zone:

- Encourages redevelopment and development of the Washington Street (Hwy 81) corridor leading into the town square.
- Offers a variety of tax incentives to all businesses that create two or more full-time jobs.

### Connecting Resilient Communities (CRC) Plan:

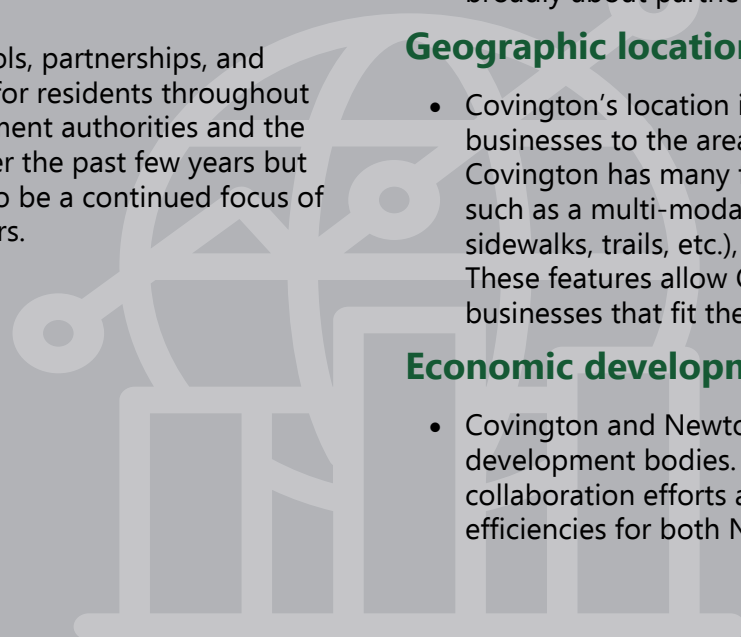
- Developing the CRC Plan will be a great asset to Covington through collaboration with Newton County and surrounding jurisdictions. The plan will establish economic development projects for the community to complete and will also designate Covington as a CRC community once the projects are completed.
- Covington is searching for partners at the regional and state level by working with the University of Georgia Archway Partnership. These partnerships are crucial and allow Covington to think more broadly about partners.

### Geographic location:

- Covington's location is a perfect place for attracting new businesses to the area. Located 30 miles outside of Atlanta, Covington has many features that are attractive to new businesses such as a multi-modal transportation network (I-20, rail, airport, sidewalks, trails, etc.), proximity to Atlanta, and available land. These features allow Covington to be competitive at attracting businesses that fit the needs of the community.

### Economic development collaboration:

- Covington and Newton County recently merged economic development bodies. This new partnership will increase collaboration efforts and is an opportunity that can lead to efficiencies for both Newton County and the City of Covington.





# CHAPTER SEVEN: *HOUSING*

## Housing Overview

The purpose of the housing chapter is to evaluate the adequacy and suitability of the existing housing stock to serve current and future community needs. It provides an overview of current housing types, occupancy, and costs and explores housing needs and opportunities for the community. Covington incorporated a housing element to plan for anticipated increases in population and affordability needs. Unless otherwise noted, all data in this chapter are sourced from Esri’s Business Analyst Software, which is based on the U.S. Census American Consumer Survey.

## Needs and Opportunities

### Existing Conditions

The City of Covington is home to around 15,750 people, and the population is forecasted to grow to around 17,100 by 2026, an 8.7% increase. The number of households within the city are also expected to increase from 5,768 in 2021 to 6,279 in 2026, a 9.2% increase. As of 2021, roughly 42.6% of housing units are owner occupied, 46.2% renter occupied, and 11.2% of housing units are estimated to be vacant (unoccupied or new construction units with exterior windows and usable floors) (Figure 18). In 2026, owner occupied housing units and renter occupied units are projected to be the same at 44.2% with vacant units estimated at 11.6%. The forecasted population and household growth show a similar growth rate over the next five years, however, as was described in the Economic Development section, commuting patterns indicate that there is an imbalance of available housing between the city and the county as there are currently over 16,000 people who commute into the city for work compared to just 1,100 who live and work within the city. This imbalance was explored in the *2020 Newton County Housing Study* which estimated that Covington needs to add 600-700 new housing units of mixed variety to meet housing demand, more than the estimated housing units built in Covington from 2010-2019 (Figure 19). Local leaders noted that more than 600-700 housing units are needed since over 1,000 people are on the Covington Housing

Authority’s waitlist. An increase in supply and variety could encourage more people to reside closer to work and enable more renters to purchase homes. The *Newton County Housing Study* also identified challenges including housing affordability, housing types, and zoning. These challenges are all related to housing availability, desirability, attainability, and stability.

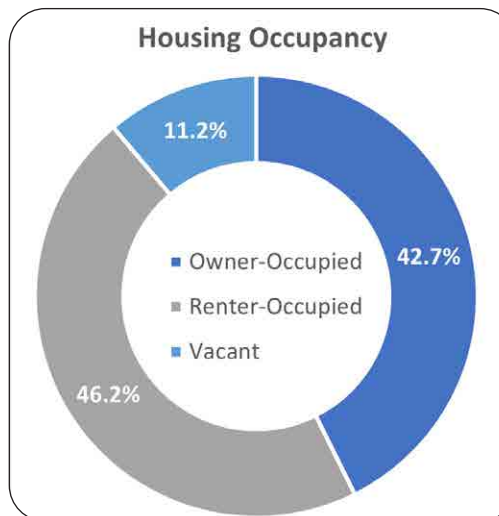


Figure 18: Covington housing occupancy, 2021 BAO

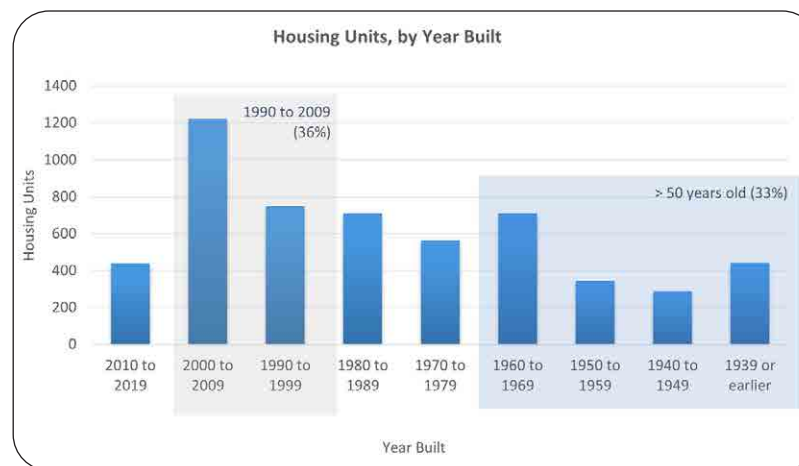


Figure 19: Covington housing units by year, 2021 BAO



**Affordability and Housing Costs**

The U.S. Department of Housing and Urban Development (HUD) defines affordability as a household not paying more than 30% of their total income towards rent, mortgage payments, utilities, taxes, insurance and other related housing expenses. Households who spend more than 30% of income on housing are considered cost burdened. Housing prices were a major topic of discussion during the planning process. Steering committee members, city staff, and the public noted that attainable housing options were greatly needed within the community. The median home value in Covington is estimated at \$184,789 and is expected to increase to \$216,766 in the next five years. However, the median household income is roughly \$41,788 and is expected to increase to \$47,069 over the same time period. The median home value is increasing at a pace that is not sustainable to the median household income, which will continue to widen the gap to attainable housing.

Median rent in Covington from 2015–2019 was \$658 per month, or \$874 per month for gross rent with utilities. The 2022 HUD Fair Market Rent in the 30014 zip-code for a one-bedroom apartment is \$900. Under the definition of affordability, a household income of over \$35,000 would be necessary to afford the median rent in the city; however, it is estimated that 40% of Covington residents earn an annual household income lower than \$35,000. Data also suggests that approximately 53.3% of households that rent, 20.5% of homeowners with a mortgage, and 2.5% of homeowners without a mortgage are considered cost burdened (Figure 20). These analyses demonstrate the need for an array of housing options, policies, and programs to address housing opportunities within the community. Especially for members of the community who are disabled or live on a fixed income. Several national and international events during 2020–2022 have substantially affected the cost of living. The Bureau of Labor Statistics reported that following the beginning of the COVID-19 pandemic, the nation has experienced high inflation and significant increases in home values, rents, and other essential goods and services. For these reasons, the 2015–2019 ACS data (including the 2021 and 2026 projections based on these data) may undervalue the affordability conditions present within Covington today.

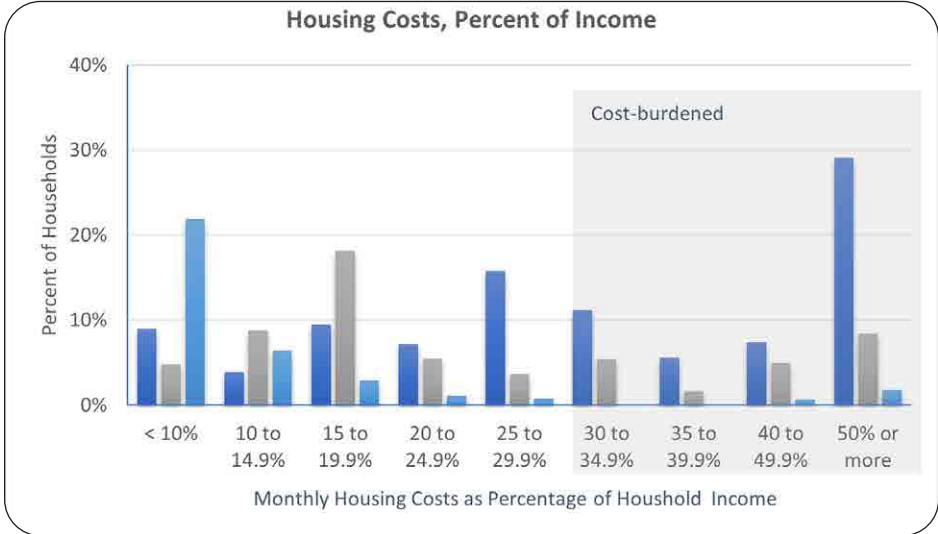


Figure 20: Covington housing cost, 2021 BAO



Image 28: Housing being built with CHIP funding by the Covington Housing Authority

### Housing Types and Mix

In the detailed community survey, over 37% of survey respondents noted that the community did not have adequate housing option to meet the future needs of the community, while 36% of respondents stated that the community did have enough housing options. The remaining respondents were unsure. Residents were also divided regarding the amount of apartment buildings throughout the community. Many respondents said that there were too many apartment buildings throughout the community, and other respondents stated that the apartments being built were not affordable or attainable for the population living within the city.

Most of the housing stock in Covington is classified as single-family residential homes, with an estimated 64.5% of homes falling into this category from 2015–2019 (Figure 21). Most of Covington’s current single-family residential housing is detached (61.6%). “Missing Middle” housing (i.e., homes in buildings with 2–19 housing units) makes up 27% of the housing stock and includes duplexes (9%), 3–4-unit apartment buildings (10%), 5–9-unit apartment buildings (3%), and 10–19-unit apartment buildings (5%). However, most of these units do not fit the context of missing middle housing. For housing units to be classified as middle housing, the units should be located in a walkable environment, use type IV construction material, and be scaled appropriately to fit in to the existing neighborhood. Therefore, the benefits of the missing middle housing units are not being maximized within the community with the housing types that are present in Covington.

Covington has a lower concentration of single-family homes than Newton County, the 12-county Northeast Georgia Region, and the state of Georgia. The housing stock in the city is also more diverse than the county, region, and state, as shown in Figure 19. The mixture of housing stock in Covington is diverse comparatively to other areas but missing middle housing and higher-end housing options could still be improved within the community to increase housing supply and address attainability.

**New housing stock and future developments must be reflective of the population and should be available to residents in all cycles of life, incomes, and abilities.** Incorporating a variety of housing options including types, sizes, prices, and locations can strengthen the community economically and socially, while providing residents with an opportunity to live, work, and play in the same area.

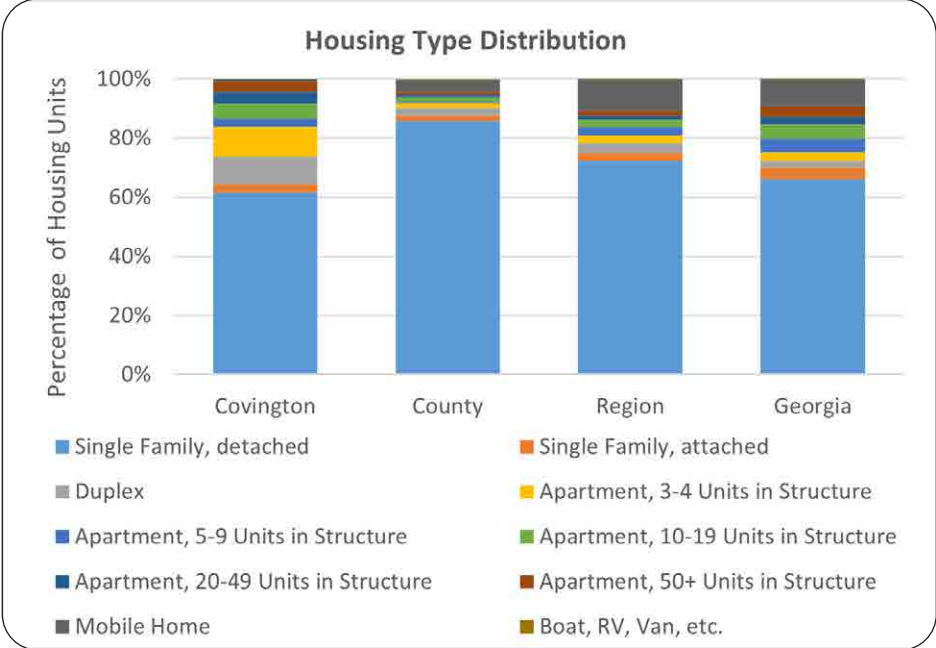


Figure 21: Covington housing type distribution, 2021 BAO

**Housing Diversity, Zoning, and Affordability**

Diversifying housing stock can be a challenging task, especially when some housing types such as missing middle housing are prohibited in most communities due to local zoning ordinances. Most zoning ordinances do not allow multi-family residential units within areas zoned as single-family residential. However, Missing Middle Housing (MMH) units are designed to fit into the character of a two or three story residential neighborhood. These housing types are designed and retrofitted to the community, and the purpose of these units are to increase affordability, promote walkability, and diversity of housing stock, while maximizing the efficiency of land use within the community. MMH units are scaled to existing lots and can blend in naturally with existing neighborhoods. These types of developments can also encourage the redevelopment of dilapidated or blighted parcels. These housing types are generally more affordable due to the Type IV material used to construct the units and the smaller unit size. Missing Middle Housing Units are normally smaller but very livable units, and are always located in a walkable context, which lowers transportation and housing costs. Instead of looking at adding density when diversifying housing types, Covington could explore incorporating these types of developments into areas zoned as single family residential, and regulate building type, building design, and building material with design standards to ensure neighborhood compatibility for new developments.

**Emergency Housing**

According to the State of Georgia Balance of State Continuum of Care Point in Time County Report (2019), Newton County had the second highest number of homeless individuals of the Northeast Georgia counties at 84 total persons. This number was generated by the Georgia Department of Community Affairs (DCA) who performs a Point-In-Time homeless count every other year to enumerate the sheltered and unsheltered homeless population on one night in January to provide a snapshot of homelessness in the state. The County was recorded as having 65 total beds available for homeless individuals, a 77% availability rate based on the 2019 count. However, during input meetings the local privately-operated shelter was described as needing significant repairs and investment.

There are various short- and long-term methods that the City could explore to address local homelessness needs. *The Northeast Georgia Housing Guidelines (2022)* outlines the “housing first” model, government subsidy programs, and intentional development patterns that could contribute to the overall solution. City leadership could partner with local emergency shelters and the Covington Housing Authority to determine the extent of local emergency shelter needs and which method is appropriate.

Needs and Opportunities identified through public input that relate to housing are as follows:



Image 30: Clark's Grove streetscape

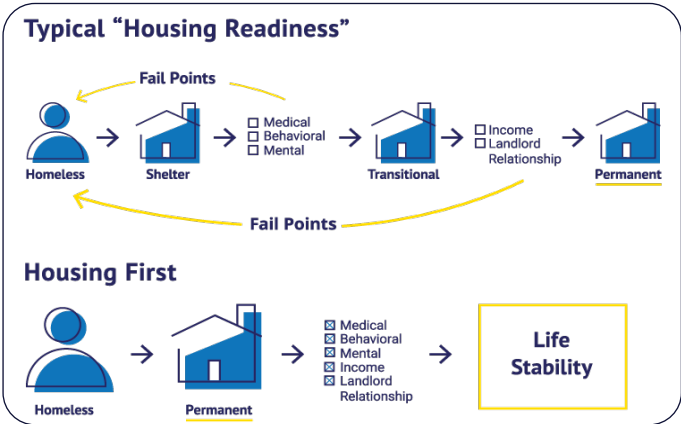


Image 31: Housing Rediness

# Housing

## Needs

### Attainable housing:

- There is a need for more housing units that are affordable to households earning 80% or less of the AMI. Exploring options to increase affordability and diversifying housing stock could allow more opportunities for housing to be affordable throughout the community.

### Diversify and increase local housing stock:

- Input sessions, research, and surveys identified the need for more types of housing within the community. City staff and elected officials could explore which housing types are needed, and determine if those housing types need variances, design standards, or modified zoning ordinances to be developed within the city.
- Covington needs to add a mixture of housing units including high-end or luxury housing and starter homes/options.

### Housing demand and additional housing:

- Additional housing units are needed within the community. The Newton County Housing Study identified that roughly 600-700 new housing units are needed to meet the city's demand.

## Opportunities

### Covington Housing Authority (CHA):

- The Covington Housing Authority is a great resource and partner with the City and the community. The Housing Authority has received numerous grants to build new affordable housing and is a strong advocate for housing throughout the community. The City should continue to utilize the partnership with the Covington Housing Authority to mitigate housing insecurities within the community.

### Economic Development:

- The City has a wonderful economic development coalition that continues to bring in and retain businesses and industries in the community. Economic development could allow additional opportunities for public-private partnerships and attract strategic housing developments within the community.

### Infill and Redevelopment:

- Infill housing opportunities can allow the City to advocate for redevelopment and better utilization of existing parcels. This could be removing blighted structures for new developments or adding to or around existing structures.



LEGION FIELD

**CHAPTER EIGHT:**  
*COMMUNITY WORK PROGRAM*

## Report of Accomplishments, 2018-2022

#	Activity	Status	Notes
1	Convene cultural affairs (or similar) committee to address economic, racial, and geographic inequities identified by stakeholders	Completed	Diversity and Inclusion group was established by the City as well as a Public Arts group and a Police Review Committee.
2	Audit services and devise plan to address the city's ability to serve its growing senior population	Ongoing	Ongoing action item. Revised and carried over to new <b>STWP as Item #1.</b>
3	Designate city staff member(s) as community outreach and volunteerism liaison(s)	Completed	Established social media and outreach department that uses multiple modes of communication for announcements, volunteering opportunities, etc.
4	Create ad hoc work group to devise plan to decrease obesity and inactivity rates and address other unhealthy community indicators such as food deserts	Ongoing	Task force are established on an as needed basis. Removed from STWP.
5	Initiate regular (monthly/quarterly) collaborative meetings of local nonprofit organizations	Ongoing	Ongoing action item and removed from STWP.
6	Develop plan to audit and improve housing stock and increase opportunities for homeownership	Completed	Covington re-entered the GICH program in 2020, and is currently a sophomore in the program.
7	Evaluate and adjust (as necessary) code enforcement to eradicate blight, especially as related to absentee landlords and noncompliant residents	Completed	City has set aside funds and prioritized improvements and demolitions to blighted property.

## Report of Accomplishments, 2018-2022

#	Activity	Status	Notes
8	Create citizens planning academy and/or other training opportunities that will increase community understanding of planning and zoning	Completed	Training is provided to local boards on a bi-annual occurrence. Also, citizens and staff are involved in citizen planning academy at a regional scale.
9	Conduct comprehensive review of zoning ordinance and adjust as necessary	Completed	Adopted in Spring of 2022.
10	Adjust US 278 Livable Centers Initiative (LCI) study to ensure that street trees, setbacks, parking requirements, pedestrian friendliness, design and engineering, and other aspects of the corridor more closely match the attributes of the downtown Covington square area	Completed	Findings displayed some aspects of the LCI were not practical based on the width of the 278 Right-of-way. Concept for 278 focused on making it multimodal and incorporate street trees.
11	Work with newly formed community improvement district (CID) to extend its boundary to the I-20 interchanges that frame the corridor	Completed	Phase I of the plan expands all the way to Turner Lake Road. Phase I had already started before the the footprint was expanded. Will be incorporated in Phase II.
12	Develop partnership and strategy to reduce traffic congestion along US 278 and around the square (long-range implementation)	Completed	The CID Master Plan was designed with safety and operations to reduce traffic congestion in the forefront of the design. The plan will provide safe alternatives to vehicle traffic such as cycling and pedestrian alternatives.
13	Develop comprehensive, citywide complete streets and trails plan, including safe routes to schools analysis to ensure safe travel for all ages across the city	Ongoing	Three studies have been completed and adopted including the Covington Walks Master Plan, Central Park Master Plan, and the Downtown Transportation Study. Revised and carried over to <b>STWP item #26</b> .
14	Form partnership with Newton Trails to complete Cricket Frog Trail within the city limits (long-range implementation)	Completed	Last stretch of trail was completed in December 2021.

## Report of Accomplishments, 2018-2022

#	Activity	Status	Notes
15	Evaluate potential for and, if appropriate, devise strategy to provide public transportation (implementation period unknown)	Ongoing	Transit Master Plan was completed in 2022, and partnerships and strategies are being developed. Carried over to new <b>STWP item #30</b> .
16	Create greenspace and parks acquisition program	Ongoing	Land was acquired for Central Park which will become largest green space in town. Removed from STWP.
17	Study effectiveness of existing historic preservation practices and other ways (existing and potential) to protect and enhance traditional neighborhoods; create basic, in-house strategy	Completed	Historic Guidelines were re-written in 2021. Window property check of both districts were completed in and letters were mailed to owners in need of minor repairs.
18	Conduct needs analysis and develop strategic plan for parks and recreation programming and facilities	Completed	The Central Park Master Plan and Covington Walks Plan were completed to expand parks and connectivity throughout the city.
19	Select and implement one local project to be developed under the "Lighter, Quicker, Cheaper" principles of the Project for Public Spaces	Canceled	Lack of community interest.
20	Appoint collaborative working group to create a world-class educational system; institute standing meeting schedule (implementation ongoing)	Completed	The Development Authority collaborates with the school systems, private schools, and universities. An advisory committee meets with the school system quarterly, and has monthly meetings with the technical school and Newton County school system.
21	Designate economic development committee and devise plan/strategy to address unemployment and underemployment	Completed	There are a series of committees and meetings that address economic development and unemployment. An example is Newton Tomorrow; a group comprised of members from all jurisdictions in Newton County.



## Report of Accomplishments, 2018-2022

#	Activity	Status	Notes
22	Prepare report and needs analysis on incongruities between employer needs and local workforce skill	Completed	These types of reports can and have been generated by the EDA.
23	Develop recommendations (through ad hoc committee) for attracting and retaining younger residents	Ongoing	Task force are established on an as needed basis. Removed from STWP.
24	Study traffic flow, particularly regarding one-way streets, around downtown square (mid-term implementation)	Completed	Included in the 2021 Downtown Traffic Study.
25	Develop communitywide plan for wayfinding signage	Completed	Implemented by the Department of Community Development. Additional signage and kiosk were implemented in 2022.
26	Install downtown electric vehicle charging stations	Completed	Two EV charging stations were installed at public facilities. Four more charging stations are out for bid.
27	Institute city policy/protocols on participating in and utilizing the ARC MPO's transportation planning process	Ongoing	This is an ongoing effort with different departments and organizations within the city. The need for policy depends on the department. Removed from STWP.
28	Create volunteer action team to assist with emergency preparedness and response, blight eradication, and other community needs	Ongoing	Task force are established on an as needed basis. Removed from STWP.

## Report of Accomplishments, 2018-2022

#	Activity	Status	Notes
29	Implement Central Park Master Plan	Ongoing	Central Park Master Plan was completed in 2021. Revised and over to new STWP as <b>STWP #7 and #8</b> .
30	Work with partners to establish additional 20,000-300,000 of warehouse space within the city	Completed	Over 1.5 million square feet of warehouse space is being developed with over 4 million more proposed.
31	*Install 12" pipe (Bypass-Flat Shoals Rd.)	Ongoing	Project is ongoing and progress has been made. Carried over to new <b>STWP as #16</b>
32	*Construct Municipal Court facility	Completed	Constructed and completed in 2019.
33	*Inventory and map public trees	Completed	Mapping and inventory of public trees occurred in 2018. Additional mapping and data maintenance may be needed
34	*Revise thoroughfare plan	Ongoing	Ongoing as a component of the Code update that was approved in Spring 2022. Removed from STWP.
35	*Resurface other streets on 2011 SPLOST list as funds become available	Completed	Resurfacing projects were completed, but resurfacing roads will continuously be ongoing.

## Report of Accomplishments, 2018-2022

#	Activity	Status	Notes
36	*Fuel Farm for southeast apron at airport	Canceled	Lack of community interest.
37	*Approach lighting system at airport	Completed	Completed during recent airport renovations. Upgraded to LED lighting system.
38	*Pace St. corridor improvements (part of Hwy. 278 LCI)	Completed	Completed in 2020 from CID.

## Short Term Work Program, 2023-2027

\*Entries with an asterisk represent carryover or revised items from the previous STWP.

#	ACTIVITY	TIMELINE	RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	REFERENCE
<b>POPULATION, COMMUNITY, AND GOVERNANCE</b>						
1	*Develop service delivery plan to address the city's growing senior population.	2027	City Manager, Newton Senior Center, Public Health	Staff Time	Local, SPLOST, Grants	PCG: Goal Two, Four, Six
2	Create a social media campaign to raise awareness of community events in Covington.	2023	Social Media and Outreach	Staff Time	Local, SPLOST, Grants	PCG: Goal One, Two, Three, Four
3	Develop branding that is specific to Covington that highlights the city's historic charm, small town feel, and role in the film industry.	2024	Mayor and City Council, Community Development	\$25,000	Local, SPLOST, Grants	PCG: Goal Two, Four, Five
<b>PLANNING AND LAND USE</b>						
4	Develop design guidelines for future mixed-use developments that locate within the overlay district.	2025	Planning and Zoning	\$25,000	Local, SPLOST, Grants	PLU: Goal One, Two, Three, Five
5	Evaluate zoning ordinances and determine the feasibility of incorporating middle housing into more zoning categories.	2026	Planning and Zoning	Staff Time	Local, SPLOST, Grants	PLU: Goal One, Five
6	Create a dedicated web-page outlining the main points in the comprehensive plan.	2023	Planning and Zoning	\$10,000	Local, SPLOST, Grants	PLU: Goal Three, Four
<b>PARKS AND RECREATION</b>						
7	*Implement and develop the short-term goals from the Central Park Master Plan.	2027	Mayor and City Council, Parks and Recreation	\$250,000	Local, SPLOST, Grants	PR: Goal One, Two, Three, Four
8	*Identify potential funding sources and grants to implement Central Park.	2023	Parks and Recreation, City Manager	Staff Time	Local, SPLOST, Grants	PR: Goal One, Two, Three, Four
9	Establish multiple trailheads for the Cricket Frog Trail by applying for the Department of Natural Resources, Recreation Trail Program grant.	2025-2027	Parks and Recreation	\$165,000	Local, SPLOST, Grants	PR: Goal Two, Three, Five
10	Upgrade the playground equipment in the pocket parks throughout the city.	2026	Parks and Recreation, Public Works	\$45,000	Local, SPLOST, Grants	PR: Goal Two, Three

## Short Term Work Program, 2023-2027

\*Entries with an asterisk represent carryover or revised items from the previous STWP.

#	ACTIVITY	TIMELINE	RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	REFERENCE
<b>INFRASTRUCTURE AND RESOURCE ALLOCATION</b>						
11	Expand the Covington Water Reclamation Facility (WRF).	2023-2027	Mayor and City Council, Utilities, Engineering	\$100 Million	Local, SPLOST, Grants	ISC: Goal One, Three, Five
12	Apply for Georgia EPD permits for the Covington Water Reclamation Facility (WRF) expansion.	2023	Mayor and City Council, Utilities, Engineering	\$25,000	Local, SPLOST, Grants	ISC: Goal One, Three, Five
13	Complete city-wide energy usage study to decide if infrastructure improvements are needed.	2027	Public Works, Utilities, Engineering	\$12,500	Local, SPLOST, Grants	ISC: Goal One, Three, Five
14	Develop permitting process for the installation of level II EV charging stations at residential and commercial properties.	2024	Utilities	Staff Time	Local, SPLOST, Grants	ISC: Goal One, Three, Five
15	Complete the work items listed in the Eastside Sewer Capacity Analysis.	2024	Public Works, Utilities, Engineering	\$100,000	Local, SPLOST, Grants	ISC: Goal One, Three, Five
16	*Install 12" pipe along Bypass-Flat Shoals Rd.	2026	Utilities, Engineering, Private Developers	\$500,000	Local, SPLOST, Grants	ISC: Goal One, Three, Five
<b>COMMUNITY SERVICES</b>						
17	Develop a citywide service delivery expansion master plan and cost analysis to determine feasibility of expanding or reducing services as needed.	2026	Mayor and City Council, City Manager	\$17,500	Local, SPLOST, Grants	ISC: Goal Three
18	Identify strategic partners and contracts for community landscaping and litter pickup.	2025	Mayor and City Council, City Manager	Staff Time	Local, SPLOST, Grants	ISC: Goal Five
19	Submit RFP for renovations on the Conyers Street Gym.	2023	Mayor and City Council, City Manager	Staff Time	Local, SPLOST, Grants	ISC: Goal Three
20	Perform a citywide organizational and compensation study.	2024	Mayor and City Council, City Manager	\$12,000	Local, SPLOST, Grants	ISC: Goal One, Four

## Short Term Work Program, 2023-2027

\*Entries with an asterisk represent carryover or revised items from the previous STWP.

#	ACTIVITY	TIMELINE	RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	REFERENCE
<b>SUSTAINABILITY</b>						
21	Add resources and staff dedicated to sustainability efforts and outreach.	2027	Mayor and City Council	\$75,000	Local, SPLOST, Grants	S: Goal One, Two, Three
22	Develop a sustainability master plan.	2025	Mayor and City Council, City Manager	\$15,000	Local, SPLOST, Grants	S: Goal One, Two, Three
<b>BROADBAND</b>						
23	Install fiber optic cable throughout the city to offer Broadband as a city service.	2024-2026	Utilities	\$100,000 + Staff Time	Local, SPLOST, Grants	B: Goal One, Two, Three
24	Become a DCA Broadband Ready Community.	2023	Mayor and City Council	Staff Time	Local, SPLOST, Grants	B: Goal One, Two, Three
<b>INTERGOVERNMENTAL COORDINATION</b>						
25	Partner with the City of Oxford, Newton Trails, and GDOT to expand the Bridge on Hwy 81 over I-20 to include pedestrian and Bicycle facilities.	2027	Mayor and City Council	Staff Time	Local, SPLOST, Grants	PR: Goal Six, T: Goal Four, IC: Goal One, Two
<b>TRANSPORTATION</b>						
26	*Develop a citywide complete streets and trails plan, including connectivity to points of interest as well as an inventory of sidewalks, trails, and on-street bicycle facilities.	2025-2026	Planning and Zoning, Parks and Recreation, Public Works	\$5,000	Local, SPLOST, Grants	T: Goal Two
27	Complete Phase I improvements of the 278 CID Master Plan.	2024-2027	Public Works, Utilities, Engineering	\$250,000 + Staff Time	Local, SPLOST, Grants	T: Goal Two, Three, Four
28	Complete Phase II improvements of the 278 CID Master Plan.	2026-2027	Public Works, Utilities, Engineering	\$250,000 + Staff Time	Local, SPLOST, Grants	T: Goal Two, Three, Four
29	Apply for the Raise 2023 Grant to fund road and infrastructure improvements on Turner Lake Road.	2024	City Manager, Public Works, Engineering	\$10,000	Local, SPLOST, Grants	T: Goal Three, Four
30	*Identify strategic partners and devise a strategy to offer public transit services.	2024	Mayor and City Council	\$10,000	Local, SPLOST, Grants	T: Goal One

## Short Term Work Program, 2023-2027

\*Entries with an asterisk represent carryover or revised items from the previous STWP.

#	ACTIVITY	TIMELINE	RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	REFERENCE
<b>ECONOMIC DEVELOPMENT</b>						
31	Collaborate with SelectNewton on the types of industries needed to support the skillset of the workforce in Covington.	2023-2024	Economic Development, City Manager	Staff Time	Local, SPLOST, Grants	ED: Goal Two, Six, Nine
32	Implement the action items listed in the Connecting Resilient Communities Plan completed by the UGA Archway Partnership.	2024	Economic Development, City Manager	Staff Time	Local, SPLOST, Grants	ED: Goal Two, Six, Nine
33	Partner with the local colleges and non-profits to provide annual skill and job training sessions for Covington residents. Including resume reviews, mock interviews, computer skills, and trade skills.	2023-2027	Economic Development, City Manager	\$1,500	Local, SPLOST, Grants	ED: Goal Two, Six, Nine
<b>HOUSING</b>						
34	Actively participate and accomplish the objectives outlined in the Georgia Initiative for Community Housing (GICH) program.	2023-2024	City Manager, Planning and Zoning, Housing Authority	Staff Time	Local, SPLOST, Grants	H: Goal One, Two, Three
35	Apply for a Community Development Block Grant to mitigate housing insecurity and support neighborhood revitalization activities within the community.	2024	City Manager, Planning and Zoning, Housing Authority	\$37,500	Local, SPLOST, Grants	H: Goal One, Three
36	Apply for the Community Home Investment Program to construct single-family homes within the community.	2024	City Manager, Planning and Zoning, Housing Authority	\$20,000	Local, SPLOST, Grants	H: Goal One, Three
37	Apply for the Single-Family Housing Development Loan Program to construct single-family homes within the community.	2027	City Manager, Planning and Zoning, Housing Authority	\$15,000	Local, SPLOST, Grants	H: Goal One, Two, Three
38	Apply for the Housing Tax Credit Program to provide housing options for low-income occupants within the community.	2027	City Manager, Planning and Zoning, Housing Authority	\$15,000	Local, SPLOST, Grants	H: Goal One, Three

# Covington

GEORGIA



## APPENDIX

★ Welcome to ★  
MYSTIC FALLS  
VIRGINIA

WHERE FRIENDS MEET

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PIPER HARDWARE CO.

PIPER'S HARDWARE


PIPER'S


JANARA HANSE 2017  
GEORGIA, VA. MOUNTAIN



# Public Hearing One Documentation

Public Hearing One - 05/09/2022

 City of Covington: Comprehensive Plan Update Public Hearing & Input Session #1: May 9, 2022 – 5:30 p.m. Covington Welcome Center, 1143 Oak Street, Covington GA 30014			
NAME	TITLE	ADDRESS	EMAIL
Penae Cliswell	Planner	city Hall	RCliswell@cityofcovington.org
maria beschuk	Parsonics Director		mbeschuk@cityofcovington.org
Shamica Tucker	Executive Director	5160 Alcony Rd. Covington, GA 30014	stucker@covha.com
Steve Horton	Mayor	2194 Emory St. Cov. GA 30099	shorton@cityofcovington.org
Wilkie Davis	Citizen	3006 35 Spring Valley Dr. Bldg	wd021257@gmail.com
Kevin Sorrows	Water Resource Director	348 Stone Lea Dr. - Oxford, GA 30057	ksorrows@cityofcovington.org
Sena P. Hall	Executive Director	2105 Leek Street SW Covington GA 30014	SKPhillips@selectbraun.com
JOHN KING	ASST. CITY MANAGER	2194 Emory St. Cov.	jkking@cityofcovington.com
TRES THOMAS	INTERIM CITY MANAGER	2194 Emory Street	tthomas@cityofcovington.org
Maurice Carter	Citizen	3117 Floyd St.	mauricec@mauricecarter.net
Kim Carter	Redevelopment Authority Chair	3117 Floyd St.	Kim@kimcarter.us

 City of Covington: Comprehensive Plan Update Public Hearing & Input Session #1: May 9, 2022 – 5:30 p.m. Covington Welcome Center, 1143 Oak Street, Covington GA 30014			
NAME	TITLE	ADDRESS	EMAIL
JONATHAN PASCHA	CITIZEN	2207 CONYER ST, SE COVINGTON, GA 30014	jetpaschule@hotmail.com

The Covington Star
News
Saturday, Sunday, April 16-17, 2022 | A7

### Stuffed animal drive underway in Covington

**STAFF REPORTS**  
**COVINGTON, Ga.** — The City of Covington Management Development Program Class of 2022 is conducting a stuffed animal drive from April 11 to May 6. The stuffed animals are being collected to benefit Piedmont Newton Hospital, the Newton County Sheriff's Office and Child Care of Atlanta to help "comfort kids in crisis."

Members of the public are encouraged to drop off stuffed animals at one of three locations: Covington City Hall, located at 2194 Emory St.; Covington Fire Station 21, located at 2102 Pace St.; and Covington Fire Station 22, located at 11234 Alkony Road.

Stuffed animal being donated should be new, pose no choking threat and measure under 15 inches tall. The Covington Management Development Program class is provided through the Carl Vinson Institute of Government at the University of Georgia.

### SPLOST committee to hear requests for funding in May

**BY TOM SPIGOLON**  
**REPORTERS@COWINGTON.COM**

**COVINGTON, Ga.** — Newton County's SPLOST Oversight Committee heard they likely will be held by the end of this year and their construction go out for bid early in 2023.

On the 2023 SPLOST renewal vote. They also were updated on the status of projects recently added to the voter-approved 2017 SPLOST list.

County Projects Consultant Jeff Prine told committee members Monday, April 11, that the Board of Commissioners recently voted to distribute the \$19 million the 2017 SPLOST is projected to produce above the original \$65 million.

New projects included a renovation of the Newton County Community Center located at 2194 Emory St.; Covington Fire Station 21, located at 2102 Pace St.; and Covington Fire Station 22, located at 11234 Alkony Road.

Stuffed animal being donated should be new, pose no choking threat and measure under 15 inches tall. The Covington Management Development Program class is provided through the Carl Vinson Institute of Government at the University of Georgia.

### FORUM:

Continued from A2

D-Covington, will seek reelection for a second term as state House District 113, but she faces a challenge in the Democratic primary from fellow Newton County resident Bille Boyd-Cox.

The race for state House District 114 features former Newton County commissioner Tim Fleming of Covington and Morgan County businessman Wendell McNeal for the Republican nomination. The winner will face Makolm Adams, of Oxford, who is unopposed for the Democratic nomination in the general election.

For state Senate District 17, incumbent Brian Strickland, and Sarra Ivy, of Owinett County, are the only Democrats facing opposition from Republican challenger Brett Masland of Madison. The winner will face Democrat Kary Morgan of Madison in the general election.

State Sen. Tony Anderson, D-Lithonia, seeks a fourth term representing District 43. She faces a challenge in the primary against Democrat Joe N. Lester, of Conyers.

Local candidates that qualified for congressional races included incumbent Democrat Hank Johnson, of Stonecrest, for U.S. House District 4, as well as Republican challenger Jonathan Chavez, of Conyers, and Sarra Ivy, of Owinett County.

For U.S. House District 10, qualified Democratic candidates include Jessica Allison Ford, of Athens; Tabitha Johnson Green, of Sandersville; Phyllis Hatcher, of Conyers; Fenni Odunwole, of Loganville; and Paul Walton, of Hall. Republicans that qualified include Timothy Barr, of Marietta; Paul Brown, of Athens; Mike Collins, of Jackson; David Curry, of Monticello; Vernon Jones, of Watkinsville; Marc McMain, of Monroe; Alan Sims, of Windor; and Marshall Swann, of Good Hope.

### NOTICE OF PUBLIC HEARING

The City of Covington will conduct a Public Hearing on May 9, 2022 at 5:30 p.m. at the Covington Welcome Center, 1143 Oak Street, Covington GA 30014.

**Comprehensive Plan Update for the City of Covington**

The purpose of the public hearing is to brief the community on the process in developing the comprehensive plan, and to obtain input on the proposed planning process. Citizens, business owners, and all stakeholders are invited to attend the Public Hearing to provide comments, ideas, and suggestions. If you are unable to attend and wish to receive information regarding the hearing, please contact Covington City Hall at (770) 385-2000 or [questions@cityofcovington.org](mailto:questions@cityofcovington.org).

### NOTICE OF PUBLIC HEARING

The City of Oxford will conduct a Public Hearing on May 9, 2022 at 7:00 p.m. at the City of Oxford City Hall, 110 W. Clark St., Oxford, GA 30054.

**Comprehensive Plan Update for the City of Oxford**

The purpose of the public hearing is to brief the community on the process in developing the comprehensive plan, and to obtain input on the proposed planning process. Citizens, business owners, and all stakeholders are invited to attend the Public Hearing to provide comments, ideas, and suggestions. If you are unable to attend and wish to receive information regarding the hearing, please contact Oxford City Hall at (770) 786-7004 or [comments@oxfordga.org](mailto:comments@oxfordga.org).

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# Public Hearing Two Documentation

## Public Hearing Two - 12/14/2022

 City of Covington: Comprehensive Plan Update Public Hearing #2: December 14, 2022 – 4:00-6:00 p.m. Legion Field, 3173 Mill Street, Covington GA 30014				
NAME	TITLE	ADDRESS	EMAIL	
Ken Malcom	Community Development	1145 Oak St Covington Ga	KMalcom@cityofcovington.org	
Katly May	Hey 378 CEO	2105 Lee St. SW	cid@selectnetwork.com	
Serva Pithall	NCIDA	2105 Lee St. SW	SEPHILLI@selectnetwork.com	
Asher Deier	NCIDA	2105 Lee St SW	a.asher@selectnetwork.com	
Shanica Tucker	CHA	5160 Alcorn Rd	stucker@covhac.com	
Maris Sanders		3188 Congress St	Getra@ATT.NET	
MATT CROWE			eastatlantainvestments@hotmail.com	
Lauren Whetley		6198 Pinewood Dr	Lauren.MWhetley@yahoo.com	
Brian Frix		130 Condit Turn R Condit		
Tres Thomas	city of covington	2194 Emory Street NW	tthomas@cityofcovington.org	
Chase Barry	NEARC			
marie beahm	planning director	2194 Emory St NW	mbeahm@cityofcovington.org	

 City of Covington: Comprehensive Plan Update Public Hearing #2: December 14, 2022 – 4:00-6:00 p.m. Legion Field, 3173 Mill Street, Covington GA 30014				
NAME	TITLE	ADDRESS	EMAIL	
Cathy Laseter	United Bank	4411 Dorchester Dr SE	laseterc1@gmail.com	
Maurice Carter	Sustainable Neighbor	3117 Floyd St NE	mauriceemauricecarter.net	
Roy & Janet Frix	citizens	1320 Cornish Mtn Rd Covington Ga 30014	frifix@bellsouth.net	
B. K. Moore	citizen	3076 Monticello St	ckr47moore@bellsouth.net	
Randy Brennan	citizen	3156 Monticello St	brennan.randy@gmail.com	
Sharon Horton	Mayor	City Hall	SHARON@CITYOFCOVINGTON.GA	
Zach Moss	citizen	605 Gregory Rd		
Dan T Floyd	CITY COUNCIL	8107 MAR ST COVINGTON, GA	DONTFLOYD@YAHOO.COM	
MARY T. HORTON	CITIZEN	7176 Louise St. NW	cmz@bellsouth.net	
Callie Whitworth	citizen	4104 Floyd St.	Calliecarter818@gmail.com	
Susie Keck	Council Member	8110 Crestview DR SE		

A2 | Saturday-Sunday, November 26-27, 2022
News
The Covington News

### Abortion ban reinstated

By REBECCA GRAPEVINE

ATLANTA — The Georgia Supreme Court reinstated Georgia's law banning most abortions after six weeks of pregnancy Wednesday just over a week after a lower court judge had blocked the law from taking effect.

Fulton County Superior Court Judge Robert McBurney had ruled last week that the Georgia abortion ban was unconstitutional and blocked state officials from enforcing it.

The so-called "heartbeat" law, initially passed in 2019, prohibits abortions in Georgia after a fetal heartbeat is detected. It has faced legal challenges since its inception, first in federal courts and now in Georgia state courts.

After the U.S. Supreme Court's decision in June overturning the 1973 landmark abortion-rights case Roe v. Wade, a federal appeals court allowed the Georgia law to take effect in July.

Pro-choice groups then took their fight to state court, where McBurney enjoined the law. Soon after, lawyers for the state filed notice of their intent to appeal to the state Supreme Court. They also filed an emergency petition asking the court to reinstate the abortion law while the case is pending.

The court agreed to do so Wednesday in a one-page ruling representing a unanimous 7-0 decision. Two justices — Nels S.D. Peterson and Andrew Pinson — did not participate in the case.

"We are pleased with the court's action today," said Kara Richardson, spokesperson for Georgia Attorney General Chris Carr. "However, we are unable to provide further comment due to the pending appeal."

The plaintiffs in the case — led by reproductive rights group SisterSong — argued that reinstating the ban while the legal battle continues could harm women.

They also asked the Supreme Court to provide one day's advance notice of the re-institution of the law so that providers and patients are not taken by surprise ahead of scheduled procedures. However, the court declined to provide the advance notice.

**EARLY:**  
Continued from A1

Republican challenger Walker into a runoff that Saturday, Nov. 26, would be set aside for early voting.

However, Raffensperger or subsequently declared that holding early voting that day would violate a state law that prohibits its runoff on any day immediately following a state holiday. Besides Thanksgiving Day on Thursday, Nov. 24, the following day, Nov. 25, is a state holiday.

The Warnock campaign committee's campaign Committee, and the Democratic Party of Georgia filed a lawsuit against the law the secretary of state cited applies to primary and general elections but not to runoffs, Capitol Beat reported.

A Fulton County Superior Court judge ruled upheld that decision on Monday, Capitol Beat reported.

Newton County will offer in-person Advance primary day at Turner Lake. It will offer it at two locations — Turner Lake and Prospect Church — Monday, Nov. 28, through Friday, Dec. 2. Advance Voting days and locations for the runoff are:

- Turner Lake, 6185 Turner Lake Road NW, Covington
- Saturday, Nov. 26, 10 a.m. to 3 p.m.
- Sunday, Nov. 27: 11 a.m. to 4 p.m.
- Monday, Nov. 28, through Thursday, Dec. 1, 8 a.m.-7 p.m.
- Friday, Dec. 2, 8 a.m.-7 p.m.

Oak Hill, 6752 Highway 212, Covington: Monday, Nov. 28, through Friday, Dec. 1, 8 a.m.-5 p.m.

Voters also can download and print an Absentee Ballot Application (PDR) from the Georgia Secretary of State's website or request an application from the Newton County Board of Elections Office, according to the elections office's website. For more information, call 770-784-2055 or visit https://www.elections.ga.gov/Registration.

**WARNOCK:**  
Continued from A1

for years before seeking the Senate seat, had been a great running back and Heisman Trophy winner for UGA's football team.

"He was a great running back and we're gonna send him 'running back' to Texas where he actually lives," Warnock said.

See the rest of the story at covnews.com.

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### ARE YOU INTERESTED IN BECOMING A TEACHER?

On Tuesday November 29th, at 6:00 p.m. the Griffin Regional Educational Service Agency will conduct the South Metro Atlanta GaTAPP (Georgia Teacher Academy for Preparation and Pedagogy) Information Session hosted by Griffin RESA virtually via Zoom. The GaTAPP program is designed to attract highly motivated professionals outside the teaching profession who are interested in pursuing a teaching career. Candidates must hold a Bachelor's degree or higher from a regionally accredited college/university. Human Resources Directors from Butts, Fayette, Henry, Lamar, Newton, Pike, Griffin-Spalding and Thomaston-Upson School Systems will be in attendance at this event to virtually provide information on prospective employment opportunities for the remainder of the 2022-2023 school year and for the 2023-2024 school year. Space will be limited and only those with reservations will be admitted.

To reserve your space, please RSVP to TAPP at TAPP@griffinresd.net.

To register, please send an email to TAPP@griffinresd.net

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### COUNCIL:

Continued from A1

Secretary of State and Governor's offices. However, Smith withdrew her application for the city manager job and the council chose to interview Thomas.

The city manager leads the day-to-day operations of Covington's government, which has a \$157.4 million budget for the 2022-2023 fiscal year and more than 300 employees.

Covington's last two city managers, Scott Andrews and Leigh Anne Knight, negotiated and received an appointment to work under contract, city attorney Frank Turner Jr. told the council in May.

Before that, city managers of Covington did not work under contract and only served "at the pleasure of the city council," Turner said.

Thomas was appointed as interim city manager May 16 following the May 3 resignation of Andrews — who took a similar position in Bakersfield, California, after three years in Covington.

Before Thomas' appointment, he worked over a 20-year span in a number of roles with the city.

He began work as the city engineer in 2002, and subsequently worked as assistant public works director, public works director and planning director.

Thomas also previously worked as a project engineer for Pendergrass & Associates Inc. in Conyers, Brown-Fields Services Inc. in Roswell, Farmer Oil Inc. in Oxford, and Holston Companies in Chatsworth, Tennessee.

He earned a Bachelor of Science degree in Civil Engineering from the University of Alabama and received additional training through the University of Tennessee at Chattanooga and Southern Poly State University in Marietta.

His certifications and registrations include Georgia Board of Registration for Engineers and Land Surveyors, ASIFM Certified Floodplain Manager, CSW-C Level II Certified Design Professional, and Management Development Program and Public Works Management certifications from the UGA Carl Vinson Institute of Government.

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### NOTICE OF PUBLIC HEARING

The City of Covington will conduct a Public Hearing on December 14, 2022, from 4:00pm until 6:00 p.m. at Legion Field, 3173 Mill St NE, Covington, GA 30014.


Comprehensive Plan Update for the City of Covington


The purpose of the public hearing is to brief the community on the contents of the plan, provide an opportunity for final suggestions and notify the public of the submittal and adoption schedule. All interested parties are encouraged to attend.

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Accounting | Payroll Services | Tax Preparation


# Public Involvement


## Public Input Session 2 - 06/01/2022

 City of Covington: Comprehensive Plan Update Input Session #2: June 1, 2022 – 10:00 a.m. Legion Field, 3173 Mill St NE, Covington GA 30014			
NAME	TITLE	ADDRESS	EMAIL
Don T Floyd	CITY COUNCIL	8107 Alder St. Covington	don@cityofcovington.org
Sharon H. Gove	P/Z Commissioner	7161 Chestnut Dr	smgove@covingtonga.com
John King	ACM	CITY HALL	jking@cityofcovington.org
Ken Mulcon	Community Development	443 Oak St	kmulcon@cityofcovington.org
Randy Brennan	Resident	3154 Monticello St	brennan.randy@gmail.com
Shamica Tucker	CHA	5160 Alcorn Rd	stacker@covha.com
Kim Carter	Chair, Cov DA Chair, Cov RDA	3117 Floyd St.	kim@kimcarter.us
Maurice Carter	Citizen	3117 Floyd St	maurice@mauricecarter.net
William Smith	Econ Dev Man	City Hall	wsmith@cityofcovington.org
Wile Daves	City Council	35 Spring Valley Dr. Ex. 60	wj221357@gmail.com

 City of Covington: Comprehensive Plan Update Input Session #2: June 1, 2022 – 10:00 a.m. Legion Field, 3173 Mill St NE, Covington GA 30014			
NAME	TITLE	ADDRESS	EMAIL
Cameron Dunn	Intern		cdunn@cityofcovington.org
Renee Criswell	City Planner	600 Ridgeway Rd. 30044	rcriswell@cityofcovington.org
Mark Beatty	PGS-NEGRC		mbeatty@negrc.org
Jon McBrayer	PGS-NEGRC		jmcbrayer@negrc.org
Randy Conner	SPECIAL PROJECTS		rcanner@cityofcovington.org
Andy + Carol Moore	Resident	3176 Monticello St Covington GA	AK47moore@bellsouth.net
Cathy Laseter	Resident	4141 Dorchester Dr Covington	claseter@unitedbank.net
Steve Horton	Mayor	City Hall	shorton@cityofcovington.org
Flora Bassett	City Council		flora.s.bassett@acc.com


## Public Input Session 3 - 06/13/2022


 City of Covington: Comprehensive Plan Update Input Session #3: June 13, 2022 – 2:00 p.m. Council Room: 2116 Stallings Street, Covington, Georgia			
NAME	TITLE	ADDRESS	EMAIL
Jon McBrayer	GIS Planner	305 Research Dr	jmcbrayer@negrc.org
Cathy Laseter	WB Health Manager	4141 Dorchester Dr	claseter@unitedbank.net
Mico Jewell	GIS Director	City of Covington	mjewell@cityofcovington.org
Ken Smith	Water Resource Director	1195 Cedar Shoals Rd Covington, GA 30008	ksmith@cityofcovington.org
Renee Criswell	City Planner		rcriswell@cityofcovington.org
Kim Carter	Chair, Cov DA Chair, Cov RDA	3117 Floyd St Covington	kim@kimcarter.us
Maurice Carter	Citizen	3117 Floyd St	maurice@mauricecarter.net
Lee Harvey	COE		lharvey@cityofcovington.org
Tres Thomas			tthomas@cityofcovington.org
John King	ACM		jking@cityofcovington.org
Cameron Dunn	P/Z		cdunn@cityofcovington.org

 City of Covington: Comprehensive Plan Update Input Session #3: June 13, 2022 – 2:00 p.m. Council Room: 2116 Stallings Street, Covington, Georgia			
NAME	TITLE	ADDRESS	EMAIL
Joel Smith	Electric Director COE		jsmith@cityofcovington.org
Wile Daves	Urban Planning Consultant	35 Spring Valley Dr. Ex. 60	wj221357@gmail.com
Shamica Tucker	Executive Director	5160 Alcorn Rd	stacker@covha.com
Steve Horton	Mayor	City of Covington	shorton@cityofcovington.org


# Public Involvement Continued

## Public Input Session 4 - 07/11/2022

 City of Covington: Comprehensive Plan Update Input Session #4: July 11, 2022 - 10:00 a.m. Legion Field: 3173 Mill St NE, Covington, GA 30014			
NAME	TITLE	ADDRESS	EMAIL
John King	ACM	—	jking@cityofcovington.org
Maurice Carter	citizen	317 Floyd St	maurice@mauricecarter.net
Cathy Laseter	citizen	4141 Dorchester Dr.	laseterc1@gmail.com
Common/Dan	PAZ Intern	irretrant	cdunn@cityofcovington.org
Marc Baschuk	PE Consultant	2144 Emory St	mbaschuk@cityofcovington.org
Samantha H. Gordon	PE Consultant	761 Castalia Way	smgordon@genwash.com
Shamica Tucker	Exec Dir	5160 Alcorn Rd	stucker@covha.com
Tres Thomas	Interim City Manager	2194 Emory Street	tthomas@cityofcovington.org
Randy Conner	SPECIAL PROJECTS COORD	2194 Emory St	rconner@cityofcovington.org
Kim So	WRD	1185 Flat Shoals Rd Covington, GA 30016	kso@covha.com
Steve Horton	Mayor	2194 Emory St	shorton@cityofcovington.org

 City of Covington: Comprehensive Plan Update Input Session #4: July 11, 2022 - 10:00 a.m. Legion Field: 3173 Mill St NE, Covington, GA 30014			
NAME	TITLE	ADDRESS	EMAIL
Lisa Hall	Ex. Director		sephillips@selectcrawton.com
Dudley Serravallo	RETIRED		DSENRVALLO@Yahoo
Kim Carter			kim@kimcarter.us
William Smith	ED Manager		wsmith@
Mack Beatty	NEGEC		mbeatty@agrc.org
Jim McBrayer	NEGEC		jmcbroyer@agrc.org

## Public Input Session 5 - 07/27/2022

 City of Covington: Comprehensive Plan Update Input Session #5: July 27, 2022 - 2:00 p.m. Legion Field: 3173 Mill St NE, Covington, GA 30014			
NAME	TITLE	ADDRESS	EMAIL
Kim So	Water Resources Dir	1185 Flat Shoals Rd Covington, GA 30016	kso@covha.com
Steve Horton	Mayor	City Hall	shorton@cityofcovington.org
Barbara Mergen		2158 East St NE	barbm2158@gmail.com
Ashley Dozie	Human Dev	179 Anderson Hill Rd	adozie@selectcrawton.com
Wille Dens	BRD	35 Spring Valley Dr Covington, GA	wille2157@gmail.com
Kim Carter		317 Floyd St	kim@kimcarter.us
Shamica Tucker	CHA ED	5160 Alcorn Rd	stucker@covha.com
Tres Thomas	City Manager	2194 Emory Street	tthomas@cityofcovington.org
Marc Baschuk	planning	2144 Emory St	mbaschuk@cityofcovington.org
Maurice Carter	citizen	317 Floyd St	maurice@mauricecarter.net
Kenee Riswell	City PD / Planning	city	Riswell@cityof



# Public Involvement Continued

Community Hosted Event - 08/12/2022



Online StoryMap and Survey - Open from 05/13/2022 - 08/12/2022



# COVINGTON, GA

## FISCAL ANALYSIS

DECEMBER 2, 2022



# LOCAL FINANCE

Property tax is tied to what a community builds and an important revenue stream for local governments in Georgia. Figure 1.1 on the right shows the significant role of property tax in Covington’s budget, making up 26% of the General Fund. Covington is unique in that it relies significantly on its utility revenue which comprises 38% of the General Fund. This is a stable revenue source currently, but our analysis questions how stable given the full lifecycle costs of all the city’s infrastructure.

The tax system in Covington is a straightforward process (Figure 1.2). Market values are assessed at 40%. All potential exemptions are removed. And the taxable value is multiplied by the current tax rate to generate the tax bill.

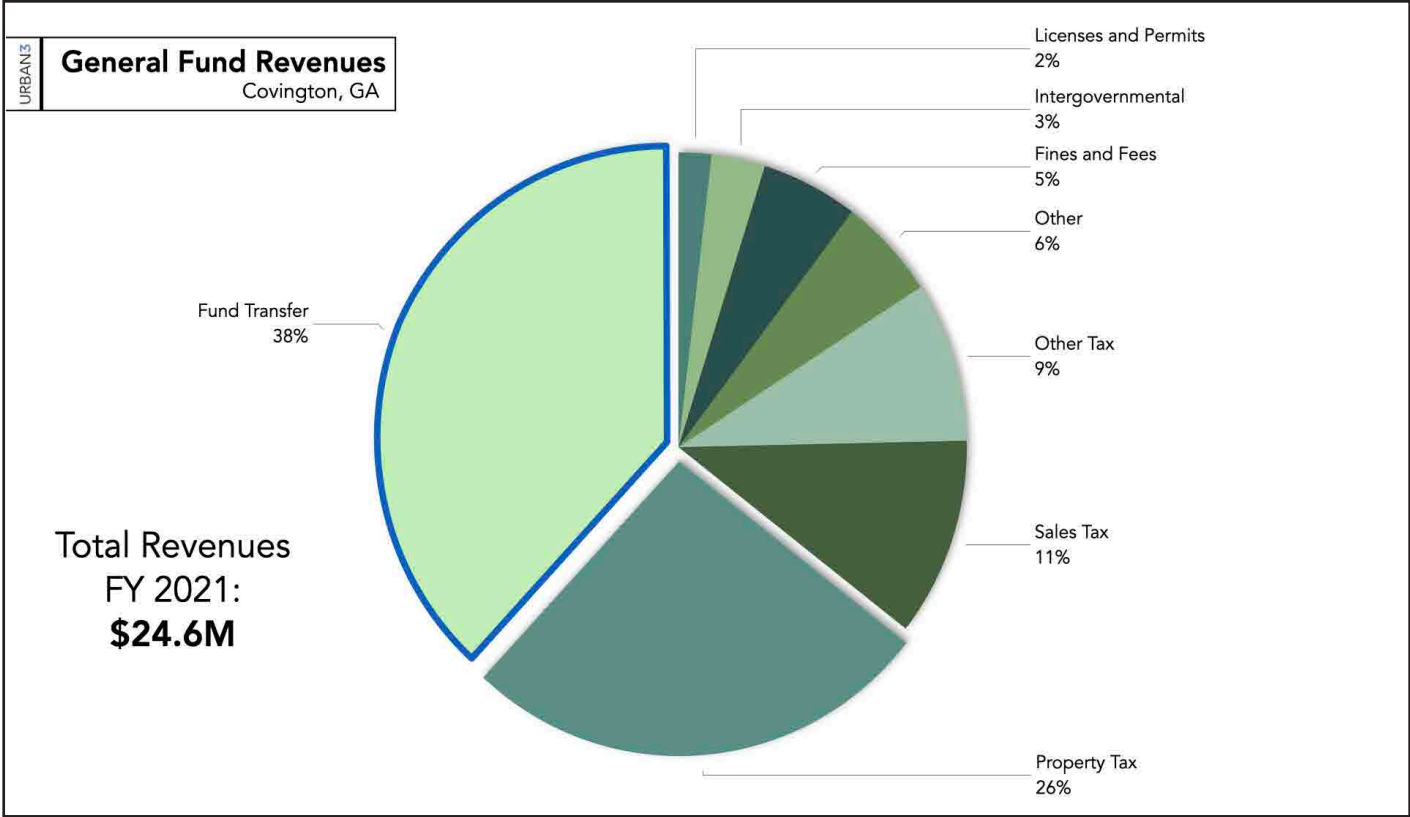


Figure 1.1 - Covington’s General Fund Revenues

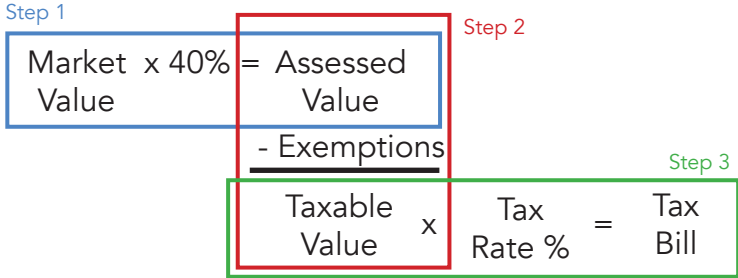


Figure 1.2 - Newton County’s Tax System

Mapping property tax production is tantamount to understanding how Covington pays for municipal services and infrastructure. When government revenue generation varies geographically, we can draw comparisons to other spatially relevant facts, such as patterns of development, demographics, and public investment. Put simply, how land is used directly affects its tax productivity and ability to pay for the services it needs. As such, analyzing the source of government revenues, and the patterns they come from, is critical to planning a strong financial future.

# COMPARATIVE VALUE

When you look at the Total Taxable Value of Newton County (Figure 1.1), large valuable parcels stand out as warmer colors on the value scale. Large non-taxable parcels are displayed in gray because the value they add to the community simply isn't paying taxes. While many of those parcels are valuable they are also extremely large parcels. Smaller downtown parcels read as less valuable even though they provide a high value with smaller space. In order to make apples-to-apples comparisons of various parcels, we look at the Taxable Value per Acre (Figure 1.2). When we do this, we notice large parcels shift into lower categories of value per acre while some small parcels rise into warmer colors or higher value per acre. The next page shows what we can see when looking at value per acre in 3D.

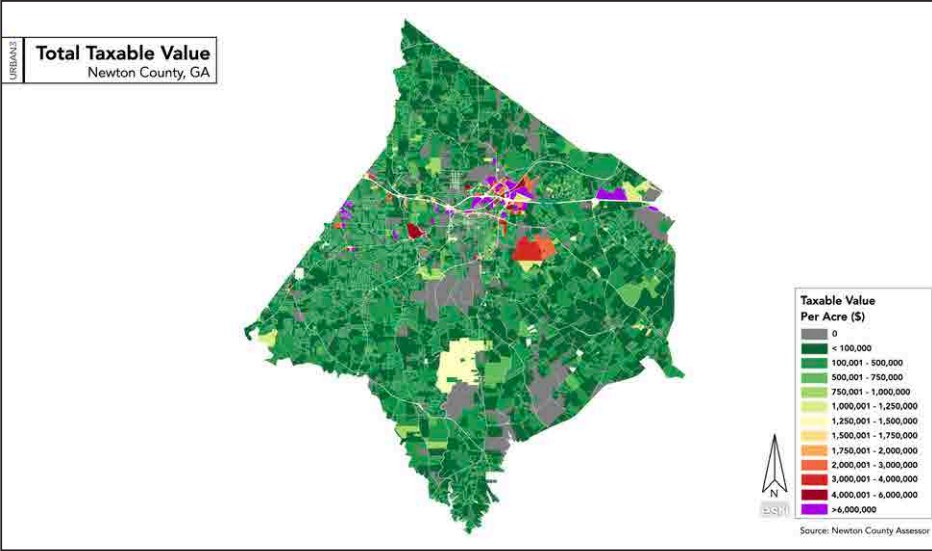


Figure 2.1 - Newton County, GA, Total Taxable Value

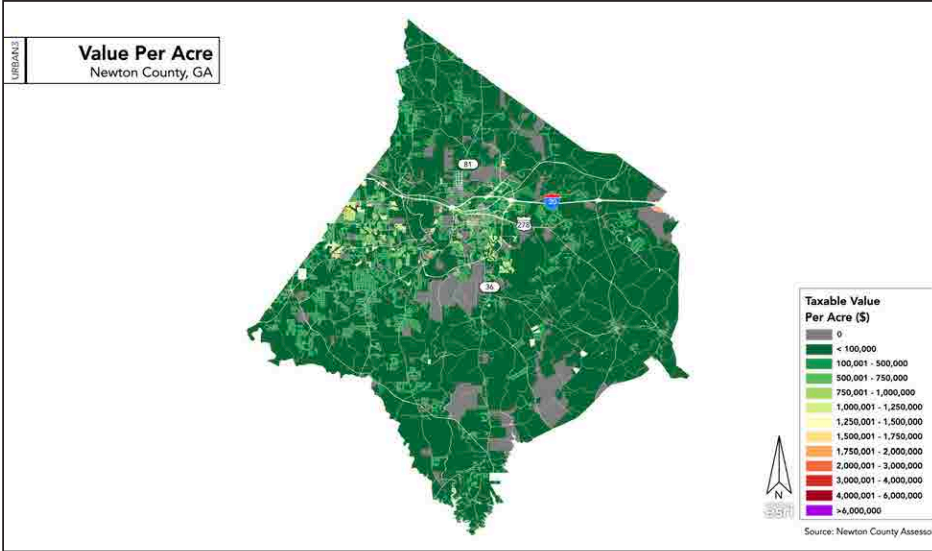
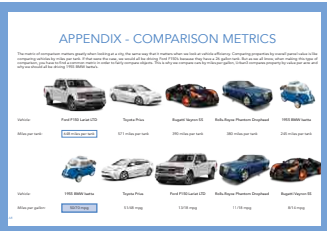


Figure 2.2 - Newton County, GA, Value per Acre



Urban3 uses the Value per Acre analysis to help clearly illustrate which specific parcels and land uses are providing the most value to the city. The metric of comparison matters greatly when looking at a city, the same way that it matters when we look at vehicle efficiency. Comparing properties by overall parcel value is like comparing vehicles by miles per tank. If that were the case, we would all be driving Ford F150's because they have a 26 gallon tank. But as we all know, when making this type of comparison, you have to find a common metric in order to fairly compare objects. Just like we compare cars by miles per gallon, Urban3 compares property by value per acre.

Comparison Metrics Appendix - pg. 14



# VALUE PER ACRE IN 3D

Covington is located in Newton County, GA, just at the eastern edge of the Atlanta Metropolitan Area. We begin our analysis at the county level (Figure 3.1) The county is 89% taxable, but large portions of it have a relatively low value per acre. Covington stands out in the middle, with the higher peaks attributable to downtown and the recent Clark’s Grove development. Surprisingly, other cities, such as Mansfield or Porterdale, are not as visible as newer, unincorporated developments on the western edge of the county.

In general, the higher value per acre a property is, the more property tax revenue it generates for city services it consumes, such as roads, utilities, schools, civic spaces, etc. With each new development, or redevelopment, Covington has an opportunity to generate tax revenue on existing infrastructure liabilities or with minimal new liability.

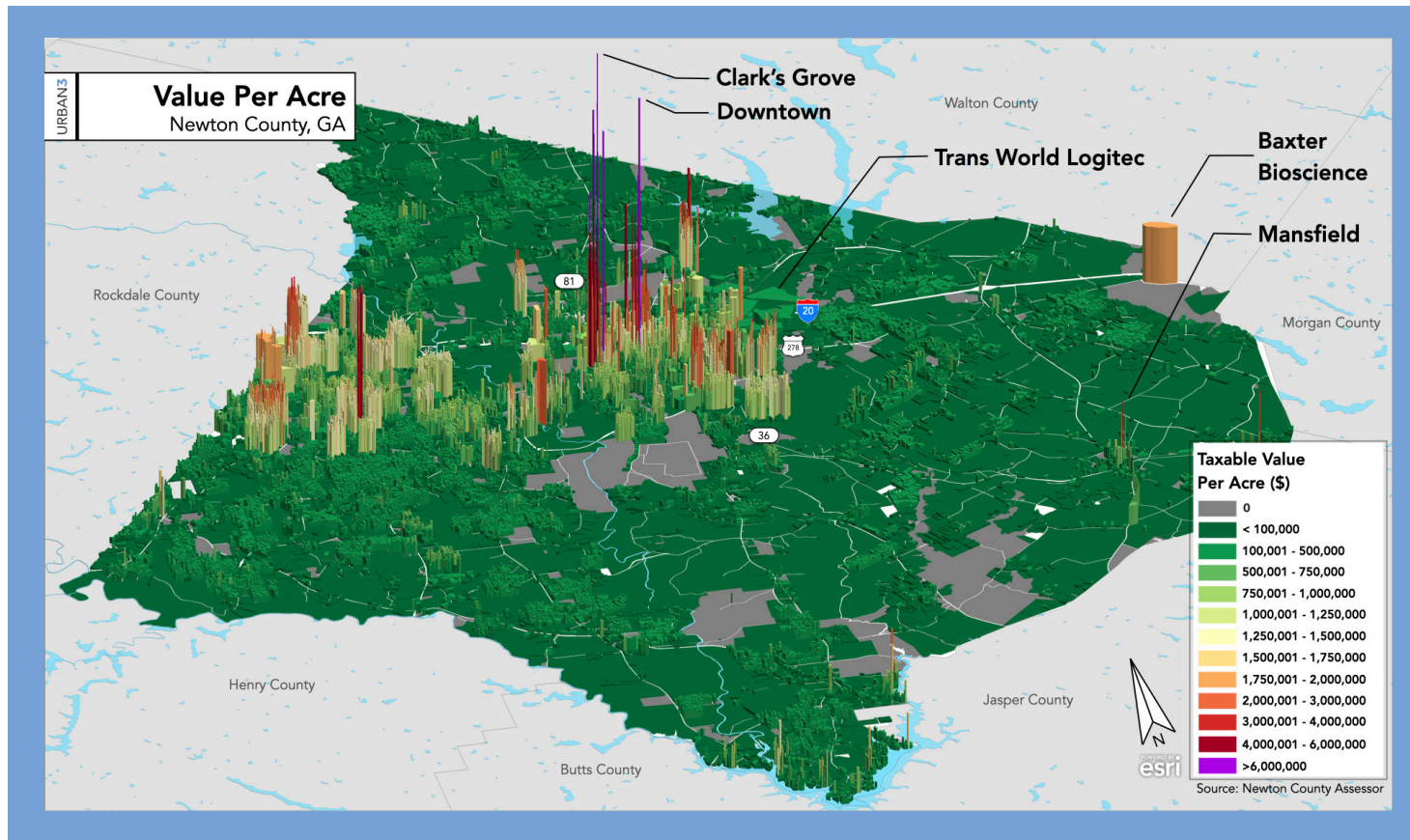


Figure 3.1 - Newton County Value per Acre in 3D

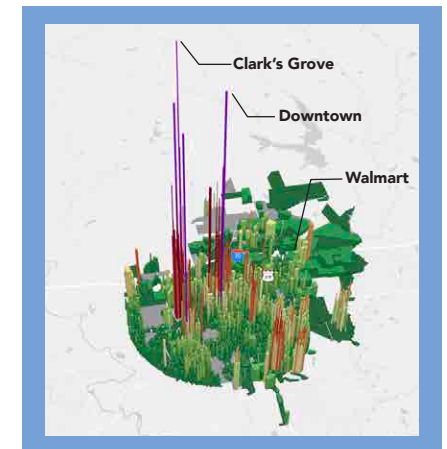


Figure 3.2 - City of Covington Value per Acre in 3D

The areas with the best value per acre are concentrated in Downtown Covington and Clark’s Grove. Aside from some new housing developments, the rest of Covington has a much lower value per acre. It may be surprising to see that the Walmart has a relatively low value per acre. While it generates property tax revenue, it requires a much larger parcel than businesses downtown.

# NON-TAXABLE AREA

Non-taxable areas do not pay taxes that fund services but add other non-monetary benefits to a place. Newton County has only 11% of all its land occupied by non-taxable property, while the City of Covington has nearly double that rate at 21% (Figure 4.1). The city’s non-taxable property is a mix of uses for government services, utilities, and parks. These uses are necessary to provide services to the community, but the city has to ensure that taxable areaa are generating enough revenue to cover the cost of non-taxable areas.

A large portion of the west and south side of Covington hosts Newton County Turner Lake Park and the city’s Central Park, both large non-taxable areas for recreational uses. The north end of the city is occupied by the airport which also takes up a large share of non-taxable land. The city is also home to several non-taxable Newton County educational and social service buildings.

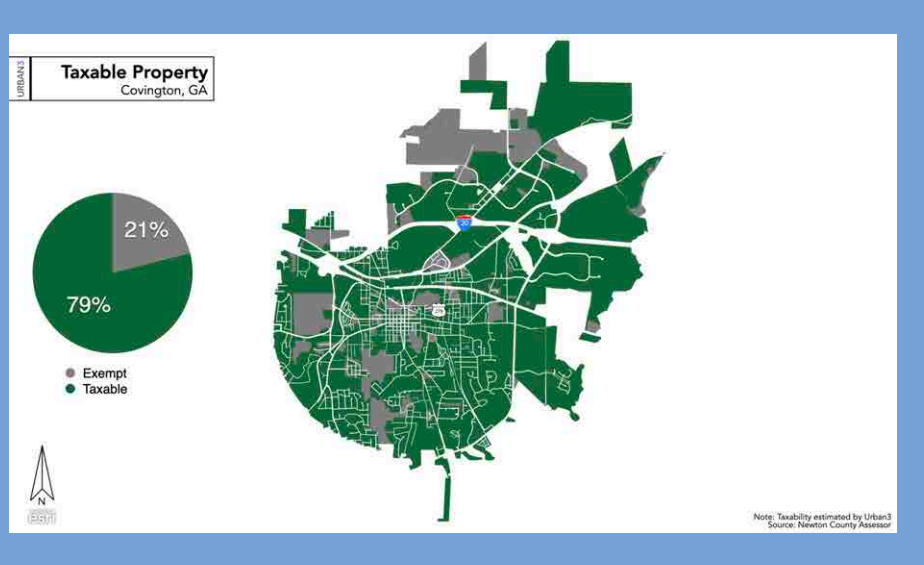


Figure 4.1 - City of Covington Taxable Property



Figure 4.2- Downtown Covington Taxable Property

Downtown Covington in particular has a large share of land devoted to non-taxable uses (Figure 4.2). A significant portion of this is for municipal offices, including city hall, the city’s engineering department, city and county court, and the county sheriff’s annex office. Because these buildings are all one story, they take up a large share of downtown property. Since downtown is potentially the most productive area of the city, these parcels may be powerful tools for the public entities to meet their service goals and support more tax production from the highest potential areas.

# ROADS

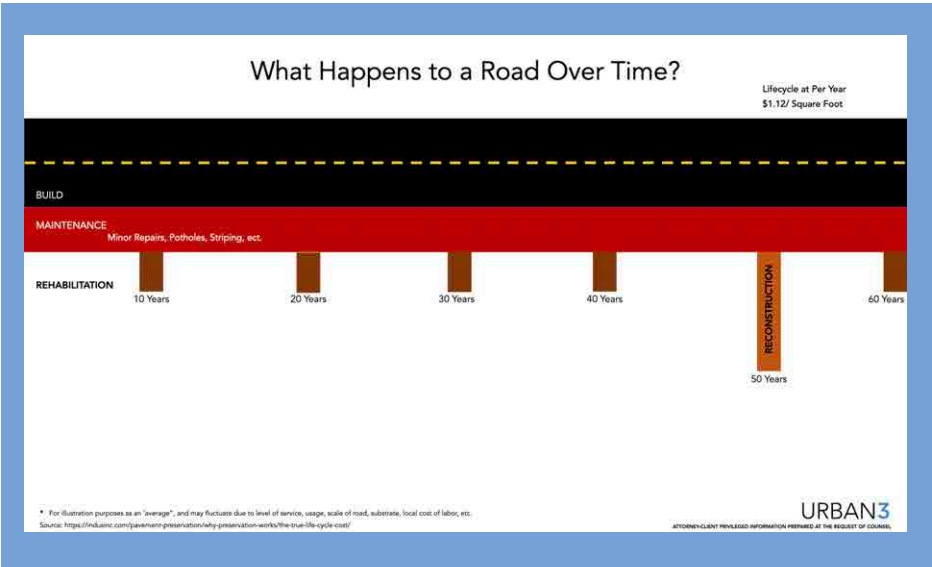


Figure 5.1 - Lifecycle Costs for a Road

Many cities struggle to cover the cost of their infrastructure without extra financial support from the state and federal government. As we know, this is not a sustainable financial plan. Needed spending is based on lifecycle costs that estimate how much maintenance, repair, and replacement will have to be funded over and over again through the future. In order to maintain all their roads properly, the city will need to hurdle a significant budget gap. When comparing current spending to needed spending, Covington can only afford to keep up with 46% of its roads (Figure 5.2).

Street networks and roads are often some of the most challenging to keep up with from a maintenance perspective. Roads have predictable maintenance schedules, typically needing minor work like overly every decade and full replacement every 50 years. Covington should be proactive in planning for regular maintenance and replacement, and cautious when building new roads that add to that cycle. Focusing on infill development, rather than greenfield development which requires all new roads and utility networks, will allow Covington to increase its budget without increasing the amount of roadways it is responsible for maintaining.

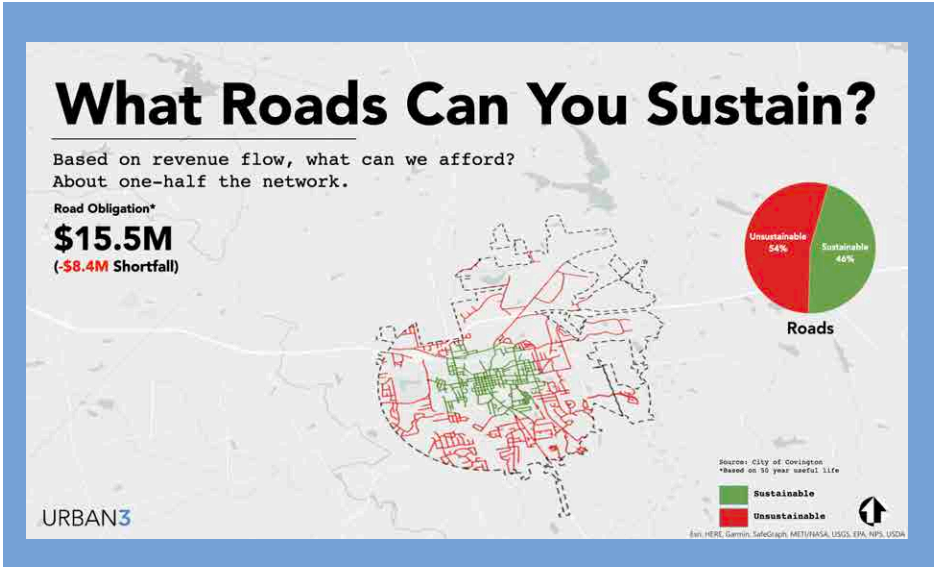


Figure 5.2 - Financially Sustainable Roads in Covington, GA

# INFRASTRUCTURE OBLIGATIONS

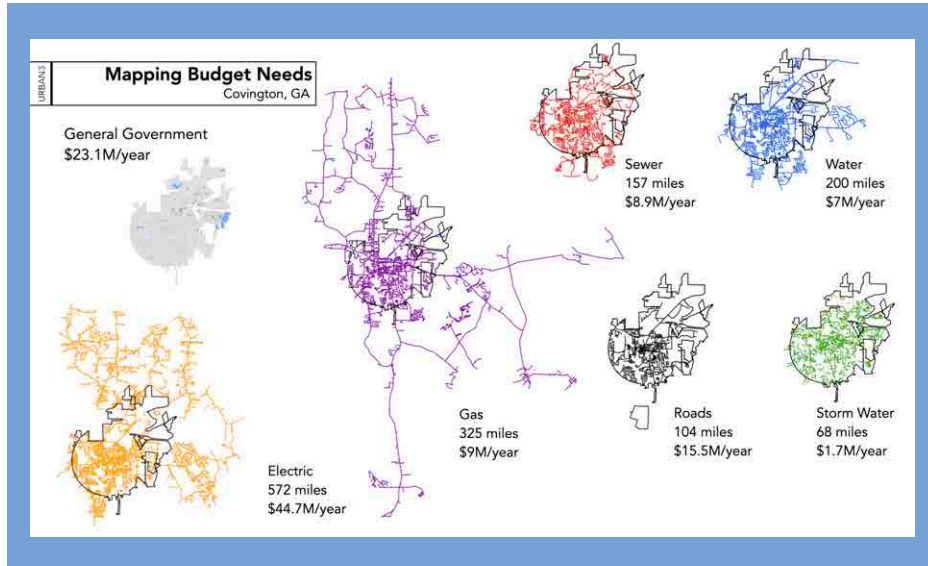


Figure 6.1 - Covington's Infrastructure Mapped with Lifecycle Costs

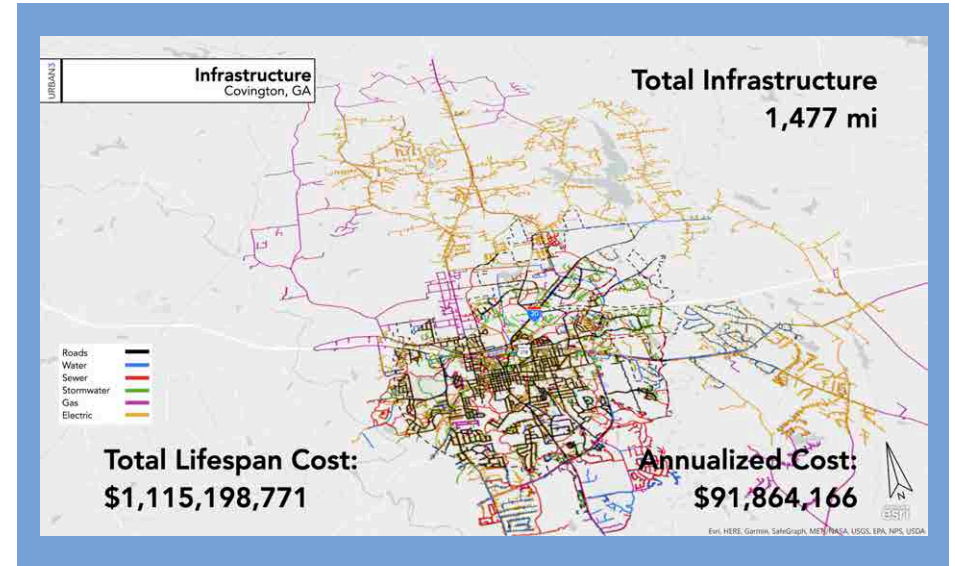


Figure 6.2 - Current and Needed Spending with Revenue

It isn't just roads Covington has to worry about. The city also owns and operates water, sewer, and storm water systems, as well as gas and electric systems for energy consumption. All of these systems are spatially expansive (Figure 6.1). Extending them to new areas creates long-term liabilities. If land uses are less productive in those areas, they are less able to pay for the infrastructure they use. More productive uses are then on the hook to subsidize that infrastructure. While infill development might require improving existing infrastructure, it is less costly than extending infrastructure to accommodate greenfield development.

Estimating from recent costs and general replacement schedules, the city's entire infrastructure system is worth \$1.1 trillion in lifecycle costs (Figure 6.2). This cost for the entire lifecycle of each infrastructure system requires \$91 million annually to be properly maintained. By putting these systems and their price tags on the map, we can better understand how development patterns and land use decisions impact Covington's ability to operate and maintain this infrastructure for the public's benefit. Paired with our value per acre maps, the subsidy of infrastructure in low value areas becomes clear.

# RETURN ON INVESTMENT

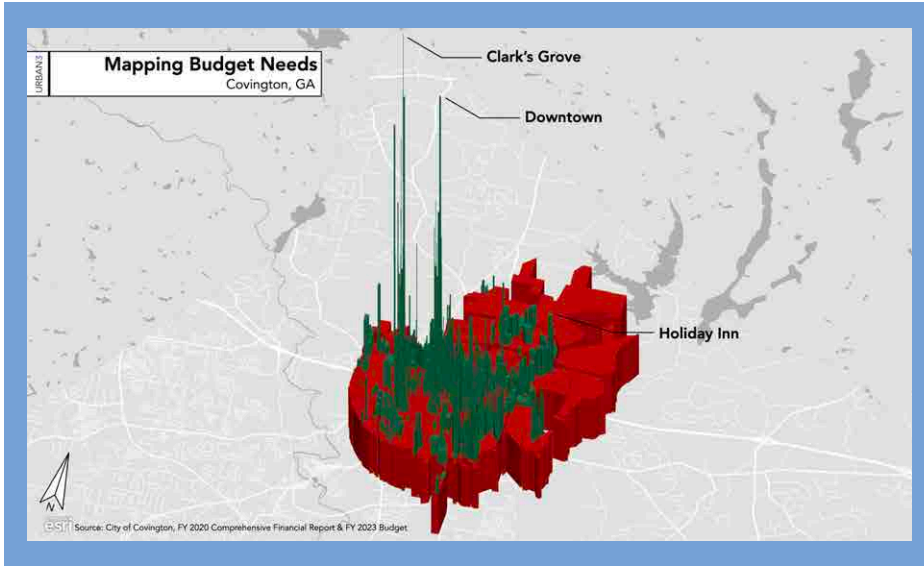


Figure 7.1 - Revenue and Costs per Acre in 3D

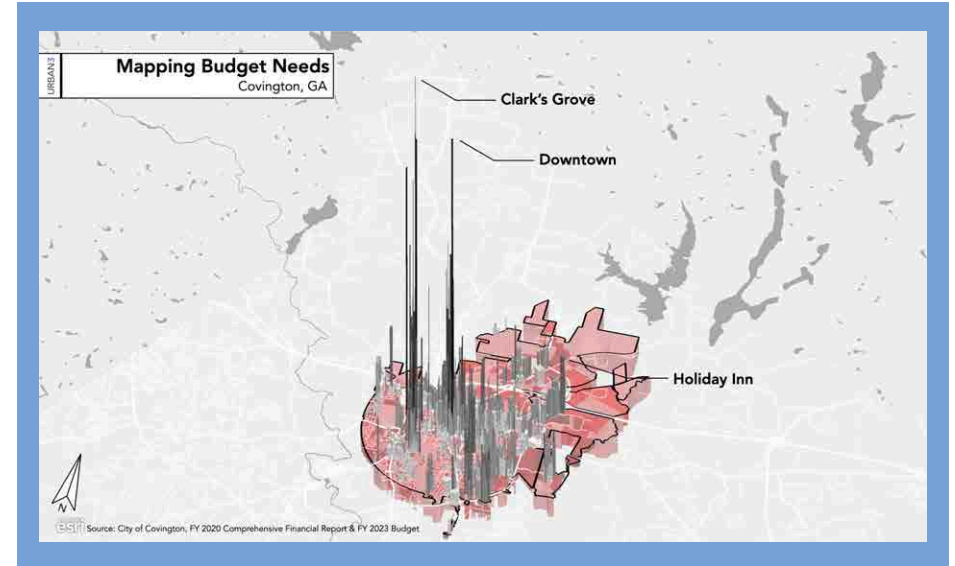


Figure 7.2 - Net Revenue and Costs per Acre in 3D

Spatially distributing costs and revenue in Figure 7.1 show where the city is making enough money to pay for roads. Revenue includes income from property tax, sales tax, utility fees, SPLOST, and grants, which is shown in green. Costs include general government expenses and annual lifecycle costs for the road system, shown in red. Both revenues and costs are extruded up, so the visible green spikes are parcels that can cover their share. Some areas clearly generate enough revenue to cover road costs. Others are barely getting by and some areas are completely in the red.

Figure 7.2 subtracts costs from revenues to determine if a development comes out positive, in the black, or negative, in the red. Positive values extrude up and negative values extrude down. Downtown and Clark's Grove stand out the most. Some suburban sites do fairly well, such as the Holiday Inn called out in the map. Many other sites have costs that exceed their revenues. When all these uses are combined the total net outcome for the city's road system is still negative at around \$8 million per year.

# BUDGET NEEDS

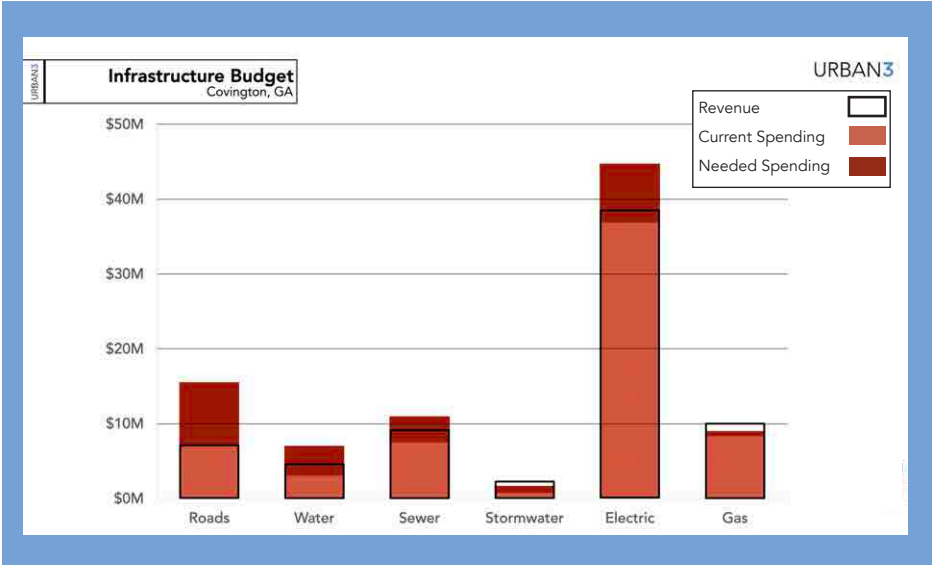


Figure 8.1 - Chart of Current and Needed Spending against Revenue.

Some of these infrastructure systems generate revenue that currently pays for expenses (Figure 8.1). When we consider the total life cycle cost, however, everything but Stormwater and Gas exceed their current revenues. While Water, Sewer, and Electric have less revenue than lifecycle costs, they all have the opportunity to increase their utility rates to produce a consistent form of revenue. Roads themselves have no revenue. They rely on SPLOST funds, state and federal grants, and transfers from utility funds. When considering lifecycle costs, roads are massively underfunded and without any clear revenue stream to meet that need.

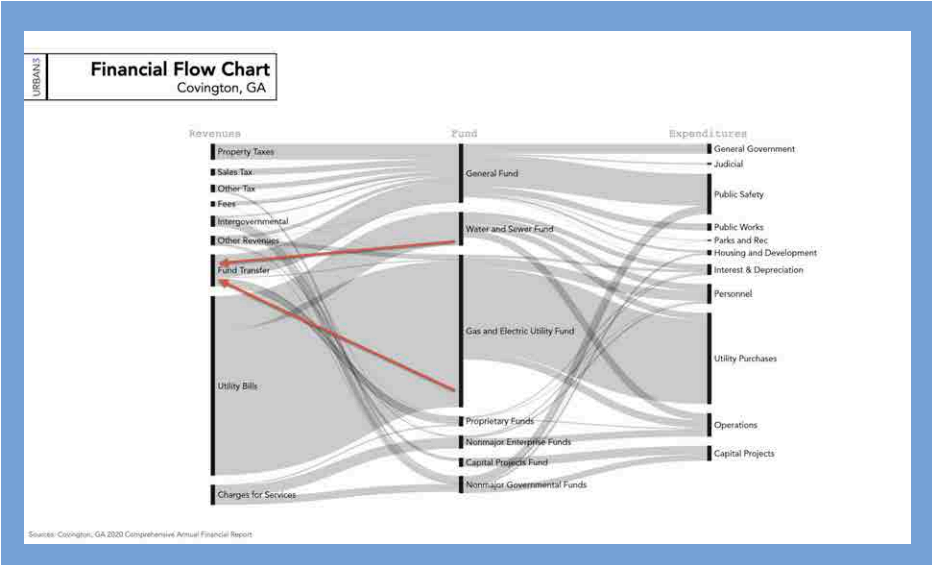


Figure 8.2 - Diagram of Covington's Budget, with Emphasis on Utility Fund Transfers

The city also needs to be aware that its budget currently relies on millions of dollars transferred from excess utility revenue to pay for basic services (Figure 8.2). If these utilities need to reclaim that money, how will the city accommodate that financial deficit? Covington has the opportunity to become more financially resilient by pursuing land use patterns that can generate consistent revenue streams from property and sales tax that exceed infrastructure costs, like Downtown and Clark's Grove do now.

# LASTING VALUE

Downtown Covington is home to many historic buildings that are incredibly productive (Figure 9.2). Most of the buildings in the eight blocks surrounding Covington Square were built in the late 1800s, and they are higher in value per acre than any other area downtown. These buildings represent a timeless approach to urban design and land use planning. They have not only supported the social and cultural environment of downtown for centuries but they have also continued to provide a great return on investment. These eight blocks produce far more value per acre than is needed to maintain infrastructure. If Covington is to ask what financially sustainable development looks like, they need look no further than their own downtown.

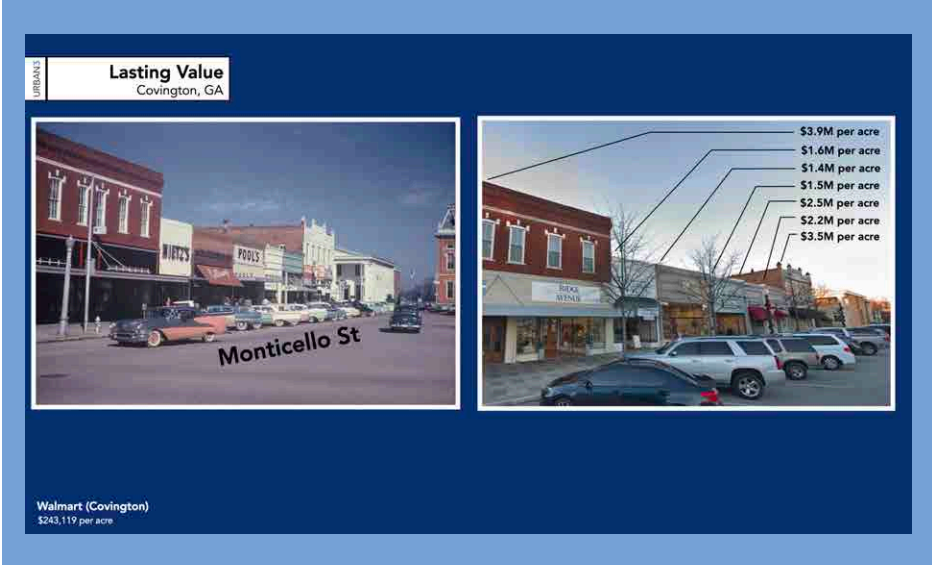


Figure 9.2 - Value per Acre of Buildings along Monticello Street

While Covington has grown and changed, the eight historic blocks around Covington Square have persisted. Today they remain more financially productive than nearly any other neighborhood in the city.



Figure 9.1 - Spatial Comparison between Clark's Grove and Covington Gallery

Clark's Grove is another incredibly productive neighborhood. Comparing its productivity to the Covington Gallery shopping mall, it uses a fraction of the space to produce the same value (Figure 9.1). Occupying less space means less infrastructure to maintain, and more value means more revenue for the city to maintain the services the land uses.

# INFILL PROJECTION DOWNTOWN

While downtown has some of the highest values per acre in the city, it maintains quite a large area of surface parking. If parking demand was managed so that supply could be reduced, these parking lots would become prime sites for infill development. Because of their location, they would offer a tremendous increase in value to the city’s tax roll (Figure 10.2). By filling in these sites, the city could make downtown more walkable, vibrant, and economically productive. As the I-278 Community Improvement District is seeking to become more compact and multi-modal, this creates an opportunity for downtown to also thicken up and offer enhanced connections between the two areas.



Figure 10.1 - Downtown Covington shown with Potential Infill Buildings in Blue

Downtown is currently home to some incredibly productive blocks that create lots of value, but it still has room to grow. By filling in surface parking lots with small-scale infill reminiscent of the eight historic downtown blocks, Covington could add around \$12 million in value, or an additional \$92,000 in property tax revenue.

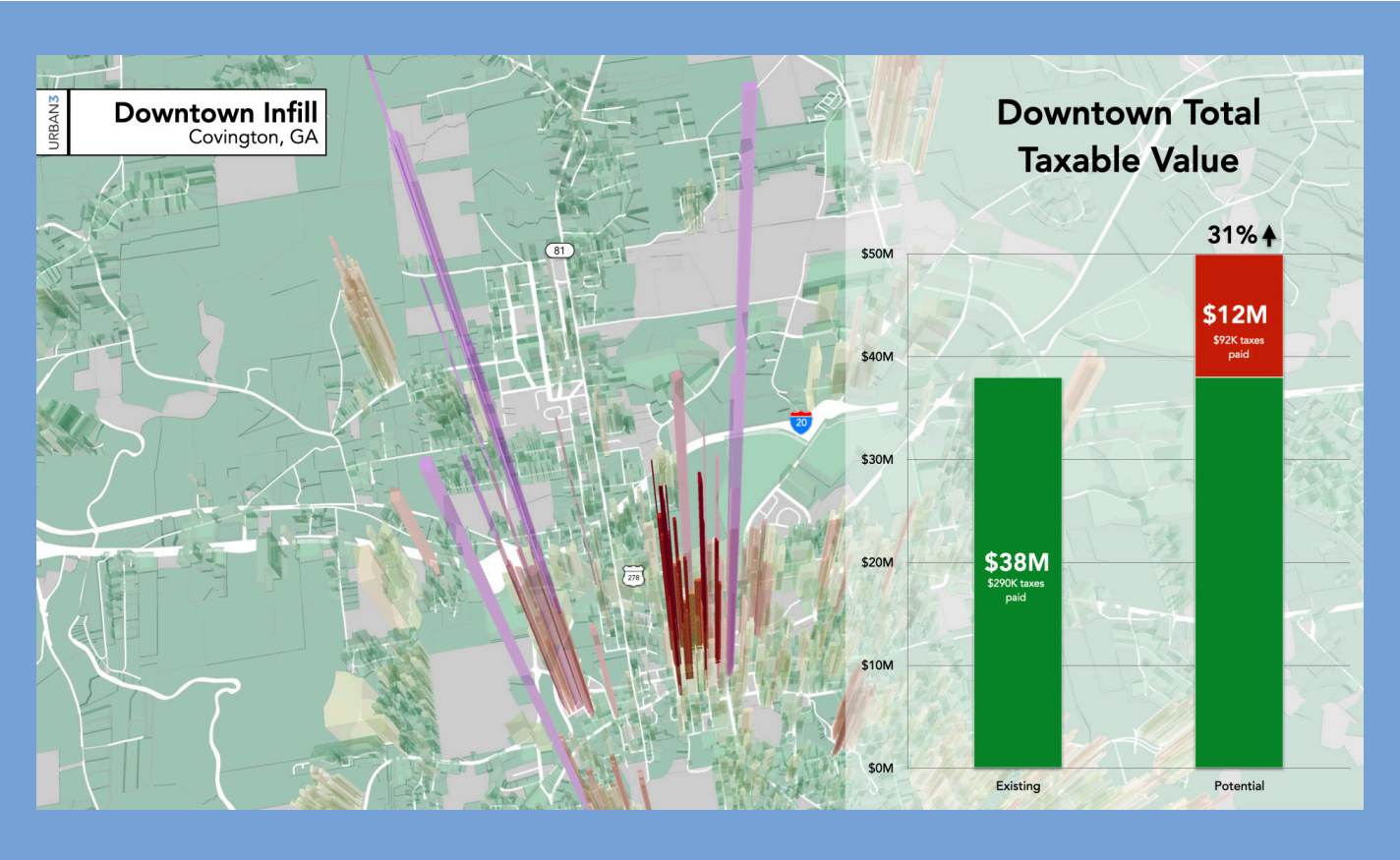
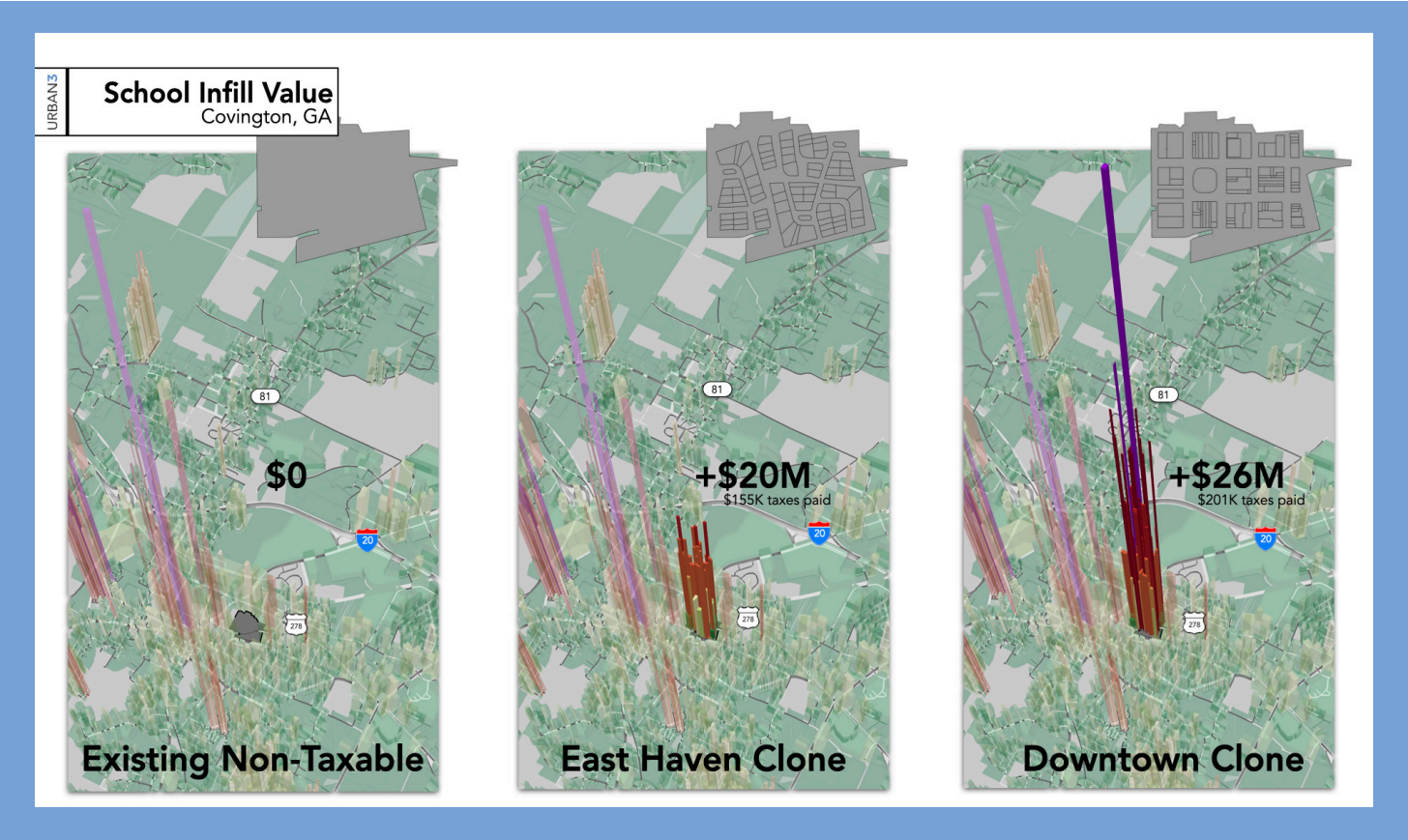


Figure 10.2 - City of Covington Value per Acre with Infill Projections Highlighted and Estimated Value in Bar Chart in Red



# INFILL PROJECTION SCHOOL



Newton County's school site represents one of the largest shares of non-taxable land near Covington's Downtown. It is home to Newton County Theme School, the County's School District Office, a gymnasium, a stadium, and an older school building no longer in use.



Figure 11.2 - City of Covington Value per Acre in 3D

Figure 11.1- Newton County Value per Acre in 3D

As the old school on this site faces demolition, the city might be interested in envisioning what could replace this parcel as a taxable use. The projections in Figure 11.1 show two options. One is a suburban infill that resembles the East Haven development just west of the site and south of Williams Street, adding a projected \$20 million in value, or \$155,000 in annual property tax revenue. The other is urban infill that resembles the city's historic downtown blocks, adding a projected \$26 million in value, or \$201,000 in annual property tax revenue.

These examples illustrate both how large this site is and how much potential it contains for generating additional revenue. The second option, however, is not only more valuable but more walkable. Sitting just south of I-278, this site offers another option for connecting to parcels along the I-278 corridor that may be

# GREENFIELD PROJECTION

## NEELY FARMS

The Neely Farms site, east of downtown along Covington Bypass Road, is undergoing a number of redevelopment proposals. This is a large, 84 acre site that has access to two major roads and contains a former quarry. Since part of this site has yet to be finalized, Urban3 looked at a few different development scenarios (Figure 12.2).

The first scenario, "Business As Usual," assumes development consistent with what currently exists along Covington Bypass Road, such as big box stores, drive-throughs, and low-rise, single-family housing. This type of greenfield development would be worth about \$22 million in value, or \$175,000 in annual property tax revenue. The next scenario, "Clark's Grove Clone," projects what Clark's Grove would look like replicated in this area, producing a whopping \$88 million in value, or \$670,000 in annual property tax revenue. The final scenario models a compromise between the former two, with a Clark's Grove style development on the north end and suburban, commercial development on the west and south sides of the site. Even in this "Mix N' Match" scenario, this type of development would still be over twice as valuable as "Business As Usual," worth \$53 million in value, or \$400,000 in annual property tax revenue. Because of the size of this site, there is a huge opportunity to create value through proper site planning and urban design.

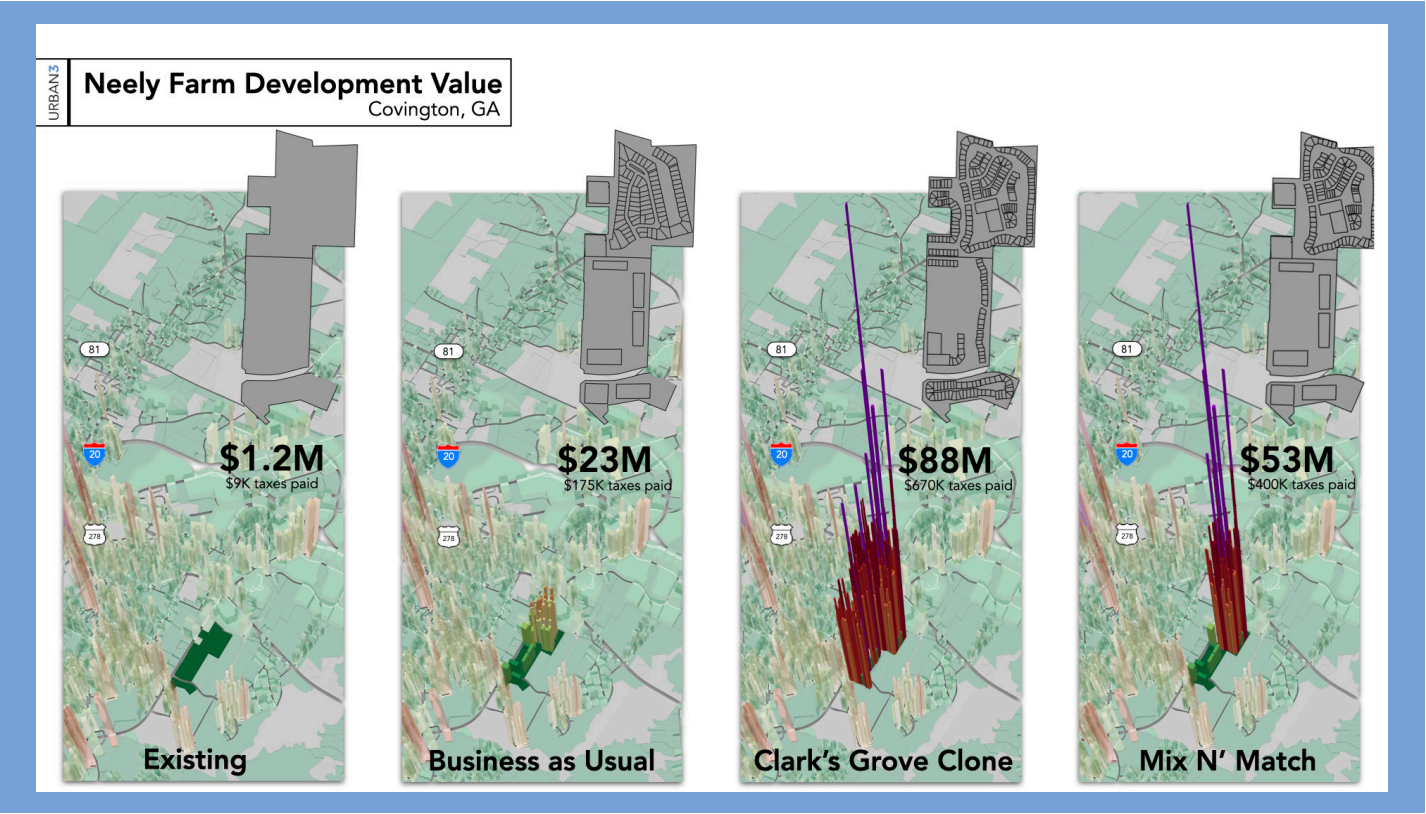


Figure 12.1 - Aerial of Neely Farms Site

Figure 12.2- Three Development Projections for the Neely Farms Site with Estimated Increases in Value

# TOTAL PROJECTION VALUE

The total potential value added to the city for all these projections is a huge number. It's much smaller, however, when put in the context of the city's total value. And over the course of the next five or ten years, a seven percent increase in value becomes a much more reasonable prospect.

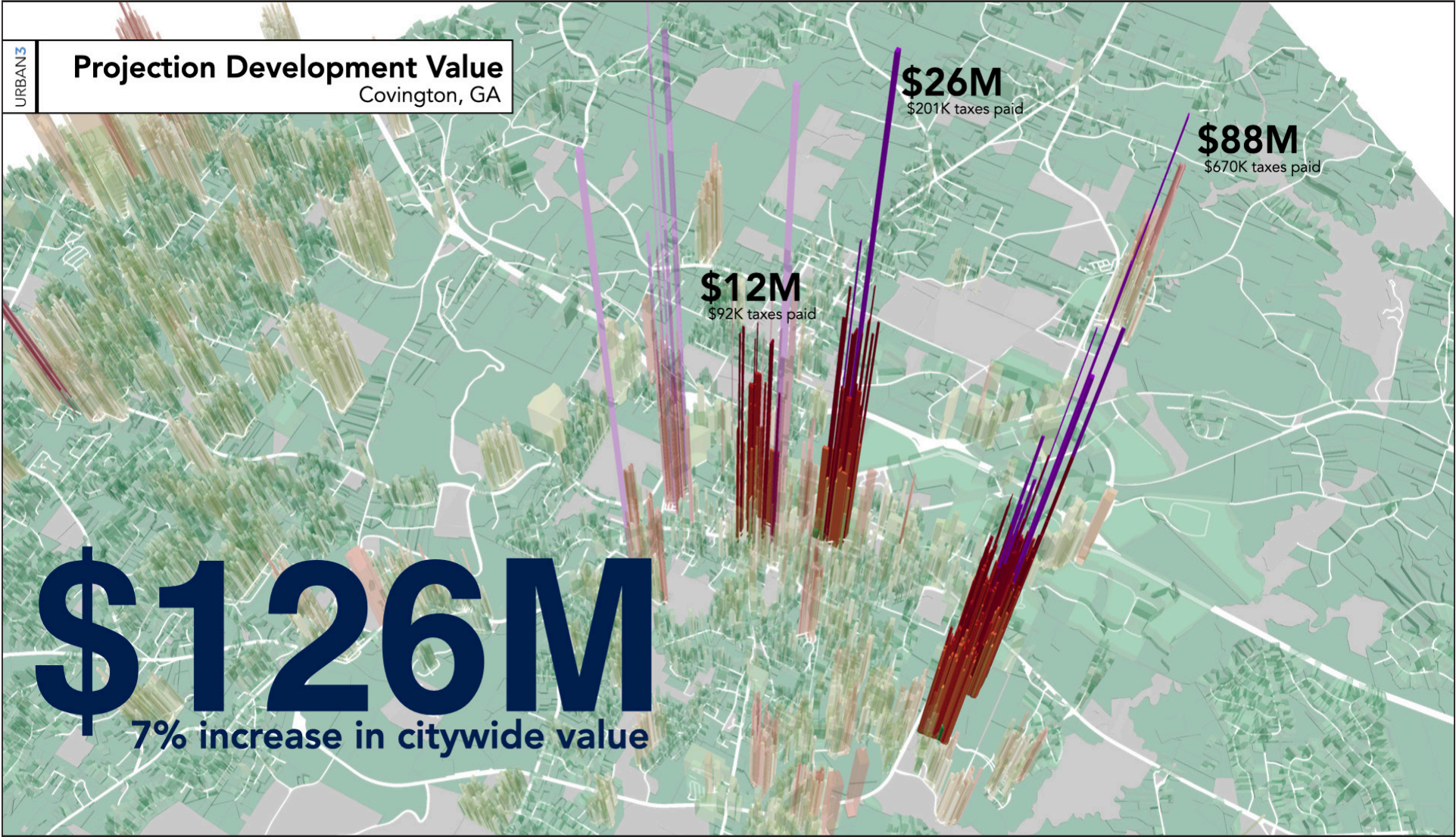


Figure 13.1- Total Value for All Three Projections

# APPENDIX - COMPARISON METRICS

The metric of comparison matters greatly when looking at a city, the same way it matters when we look at vehicle efficiency. Comparing properties by overall parcel value is like comparing vehicles by miles per tank. If that were the case, we would all be driving Ford 150s because they have a 26 gallon tank. But as we all know, when making this type of comparison you have to find a common metric in order to fairly compare objects. Just like we compare cars by miles per gallon, Urban3 compares property by value per acre.



Vehicle:	Ford F150 Lariat LTD	Toyota Prius	Bugatti Veyron SS	Rolls-Royce Phantom Drophead	1955 BMW Isetta
Miles per tank:	648 miles per tank	571 miles per tank	390 miles per tank	380 miles per tank	245 miles per tank



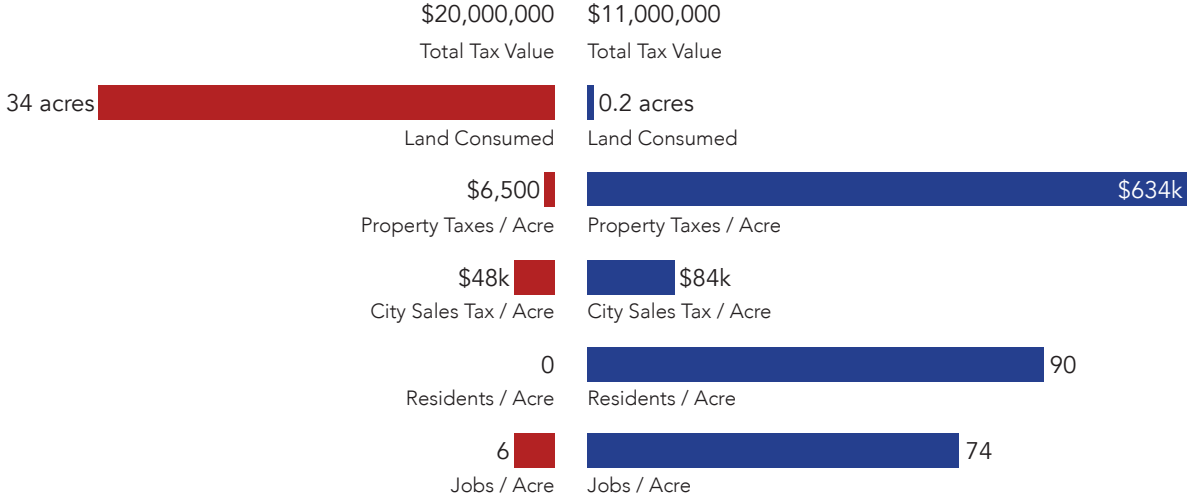
Vehicle:	1955 BMW Isetta	Toyota Prius	Ford F150 Lariat LTD	Rolls-Royce Phantom Drophead	Bugatti Veyron SS
Miles per gallon:	50/70 mpg	51/48 mpg	13/18 mpg	11/18 mpg	8/14 mpg

Figure A.1 - Miles per Tank vs Miles per Gallon

# APPENDIX - COMMERCIAL DENSITY



Asheville Walmart




Downtown Asheville

Figure A.2 - Productivity of Asheville Walmart and Downtown Asheville Infill

For 40 years, this building in downtown Asheville (above) remained vacant. In 1991, its tax value was just over \$300,000. Over a number of years, a development firm, Pubic Interest Projects, redeveloped the building to mixed use. Today the building is valued at over \$11,000,000—an increase of over 3,500% in 15 years. While this was a great project that created new tax revenue for the city, its total taxable value is less than the Asheville Walmart. While that may be true at face value (Walmart is valued at over \$20,000,000), that is not the end of the story. The Asheville Walmart property is 34 acres, whereas the downtown building is less than 1/5 acre. When you compare value per acre or total property taxes per acre, the downtown building is fare more efficient at creating value. It generates more city sales tax per acre, houses more residents, and employs more people per acre. By increasing density, you can generate more value for you city while consuming less land.

# Community Data - BAO Report



## Graphic Profile

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

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### 2021 Population by Race

2021 Percent Hispanic Origin: 7.9%

### 2021 Population by Age

### Households

### 2021 Home Value


### 2021-2026 Annual Growth Rate

### Household Income

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026.

April 19, 2022

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## ACS Population Summary

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

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	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>TOTALS</b>				
Total Population	13,967		27	■
Total Households	5,094		348	■
Total Housing Units	5,464		382	■
<b>POPULATION AGE 3+ YEARS BY SCHOOL ENROLLMENT</b>				
Total	13,305	100.0%	220	■
Enrolled in school	3,691	27.7%	515	■
Enrolled in nursery school, preschool	322	2.4%	151	■
Public school	291	2.2%	141	■
Private school	31	0.2%	38	■
Enrolled in kindergarten	290	2.2%	175	■
Public school	290	2.2%	175	■
Private school	0	0.0%	21	■
Enrolled in grade 1 to grade 4	1,084	8.1%	301	■
Public school	1,074	8.1%	300	■
Private school	10	0.1%	16	■
Enrolled in grade 5 to grade 8	954	7.2%	262	■
Public school	816	6.1%	248	■
Private school	138	1.0%	113	■
Enrolled in grade 9 to grade 12	409	3.1%	165	■
Public school	363	2.7%	161	■
Private school	46	0.3%	60	■
Enrolled in college undergraduate years	536	4.0%	206	■
Public school	426	3.2%	195	■
Private school	110	0.8%	85	■
Enrolled in graduate or professional school	96	0.7%	66	■
Public school	75	0.6%	56	■
Private school	21	0.2%	35	■
Not enrolled in school	9,614	72.3%	566	■
<b>POPULATION AGE 65+ BY RELATIONSHIP AND HOUSEHOLD TYPE</b>				
Total	2,039	100.0%	327	■
Living in Households	1,848	90.6%	327	■
Living in Family Households	1,241	60.9%	301	■
Householder	714	35.0%	184	■
Spouse	379	18.6%	130	■
Parent	61	3.0%	58	■
Parent-in-law	33	1.6%	42	■
Other Relative	15	0.7%	26	■
Nonrelative	39	1.9%	42	■
Living in Nonfamily Households	607	29.8%	187	■
Householder	607	29.8%	187	■
Nonrelative	0	0.0%	21	■
Living in Group Quarters	191	9.4%	113	■


**Source:** U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: ■ high ■ medium ■ low

April 19, 2022

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# Community Data - BAO Report



## ACS Population Summary

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>HOUSEHOLDS BY TYPE AND SIZE</b>				
Family Households	3,332	65.4%	308	■■■
2-Person	1,151	22.6%	240	■■■
3-Person	897	17.6%	289	■■■
4-Person	730	14.3%	202	■■■
5-Person	388	7.6%	167	■■■
6-Person	71	1.4%	63	■
7+ Person	95	1.9%	102	■
Nonfamily Households	1,762	34.6%	424	■■■
1-Person	1,400	27.5%	356	■■■
2-Person	295	5.8%	162	■■■
3-Person	67	1.3%	84	■
4-Person	0	0.0%	21	■
5-Person	0	0.0%	21	■
6-Person	0	0.0%	21	■
7+ Person	0	0.0%	21	■
<b>HOUSEHOLDS BY PRESENCE OF PEOPLE UNDER 18 YEARS BY HOUSEHOLD TYPE</b>				
Households with one or more people under 18 years	2,094	41.1%	328	■■■
Family households	2,039	40.0%	330	■■■
Married-couple family	665	13.1%	200	■■■
Male householder, no wife present	295	5.8%	227	■
Female householder, no husband present	1,079	21.2%	286	■■■
Nonfamily households	55	1.1%	84	■
Households with no people under 18 years	3,000	58.9%	510	■■■
Married-couple family	781	15.3%	200	■■■
Other family	512	10.1%	179	■■■
Nonfamily households	1,707	33.5%	405	■■■
<b>HOUSEHOLDS BY PRESENCE OF PEOPLE 65 YEARS AND OVER, HOUSEHOLD SIZE AND HOUSEHOLD TYPE</b>				
Households with Pop 65+	1,392	27.3%	240	■■■
1-Person	582	11.4%	184	■■■
2+ Person Family	785	15.4%	193	■■■
2+ Person Nonfamily	25	0.5%	27	■
Households with No Pop 65+	3,702	72.7%	304	■■■
1-Person	818	16.1%	262	■■■
2+ Person Family	2,547	50.0%	307	■■■
2+ Person Nonfamily	337	6.6%	176	■■■


Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: ■■■ high ■■■ medium ■ low

April 19, 2022

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Page 2 of 8



## ACS Population Summary

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>POPULATION AGE 5+ YEARS BY LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH</b>				
Total	12,834	100.0%	339	■■■
<b>5 to 17 years</b>				
Speak only English	2,633	20.5%	458	■■■
Speak Spanish	95	0.7%	103	■
Speak English "very well" or "well"	95	0.7%	97	■
Speak English "not well"	0	0.0%	21	■
Speak English "not at all"	0	0.0%	21	■
Speak other Indo-European languages	9	0.1%	16	■
Speak English "very well" or "well"	9	0.1%	16	■
Speak English "not well"	0	0.0%	21	■
Speak English "not at all"	0	0.0%	21	■
Speak Asian and Pacific Island languages	0	0.0%	21	■
Speak English "very well" or "well"	0	0.0%	21	■
Speak English "not well"	0	0.0%	21	■
Speak English "not at all"	0	0.0%	21	■
Speak other languages	0	0.0%	21	■
Speak English "very well" or "well"	0	0.0%	21	■
Speak English "not well"	0	0.0%	21	■
Speak English "not at all"	0	0.0%	21	■
<b>18 to 64 years</b>				
Speak only English	7,327	57.1%	530	■■■
Speak Spanish	523	4.1%	336	■■■
Speak English "very well" or "well"	491	3.8%	335	■■■
Speak English "not well"	32	0.2%	41	■
Speak English "not at all"	0	0.0%	21	■
Speak other Indo-European languages	92	0.7%	93	■
Speak English "very well" or "well"	56	0.4%	48	■
Speak English "not well"	36	0.3%	53	■
Speak English "not at all"	0	0.0%	21	■
Speak Asian and Pacific Island languages	93	0.7%	92	■
Speak English "very well" or "well"	93	0.7%	90	■
Speak English "not well"	0	0.0%	21	■
Speak English "not at all"	0	0.0%	21	■
Speak other languages	23	0.2%	36	■
Speak English "very well" or "well"	23	0.2%	36	■
Speak English "not well"	0	0.0%	21	■
Speak English "not at all"	0	0.0%	21	■
<b>65 years and over</b>				
Speak only English	1,973	15.4%	310	■■■
Speak Spanish	63	0.5%	93	■
Speak English "very well" or "well"	62	0.5%	93	■
Speak English "not well"	1	0.0%	2	■
Speak English "not at all"	0	0.0%	21	■
Speak other Indo-European languages	0	0.0%	21	■
Speak English "very well" or "well"	0	0.0%	21	■
Speak English "not well"	0	0.0%	21	■
Speak English "not at all"	0	0.0%	21	■
Speak Asian and Pacific Island languages	0	0.0%	21	■
Speak English "very well" or "well"	0	0.0%	21	■
Speak English "not well"	0	0.0%	21	■
Speak English "not at all"	0	0.0%	21	■
Speak other languages	3	0.0%	6	■
Speak English "very well" or "well"	0	0.0%	21	■
Speak English "not well"	3	0.0%	6	■
Speak English "not at all"	0	0.0%	21	■

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: ■■■ high ■■■ medium ■ low

April 19, 2022

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# Community Data - BAO Report

ACS Population Summary				
Covington City, GA		Prepared by Esri		
Covington City, GA (1320064)				
Geography: Place				
	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>WORKERS AGE 16+ YEARS BY PLACE OF WORK</b>				
Total	5,625	100.0%	498	High
Worked in state and in county of residence	3,167	56.3%	497	High
Worked in state and outside county of residence	2,393	42.5%	441	High
Worked outside state of residence	65	1.2%	81	Low
<b>SEX BY CLASS OF WORKER FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER</b>				
Total:	5,866	100.0%	540	High
Male:	2,791	47.6%	456	High
Employee of private company	2,224	37.9%	438	High
Self-employed in own incorporated business	181	3.1%	100	Medium
Private not-for-profit wage and salary workers	81	1.4%	58	Low
Local government workers	59	1.0%	45	Low
State government workers	47	0.8%	74	Low
Federal government workers	9	0.2%	15	Low
Self-employed in own not incorporated business workers	173	2.9%	134	Low
Unpaid family workers	17	0.3%	26	Low
Female:	3,075	52.4%	345	High
Employee of private company	2,189	37.3%	327	High
Self-employed in own incorporated business	33	0.6%	33	Low
Private not-for-profit wage and salary workers	122	2.1%	80	Low
Local government workers	337	5.7%	173	Low
State government workers	144	2.5%	113	Low
Federal government workers	21	0.4%	33	Low
Self-employed in own not incorporated business workers	229	3.9%	129	Low
Unpaid family workers	0	0.0%	21	Low
<b>POPULATION IN HOUSEHOLDS AND PRESENCE OF A COMPUTER</b>				
Total	13,182	100.0%	206	High
Population <18 in Households	3,864	29.3%	556	High
Have a Computer	3,507	26.6%	562	High
Have NO Computer	357	2.7%	303	Low
Population 18-64 in Households	7,470	56.7%	517	High
Have a Computer	7,141	54.2%	555	High
Have NO Computer	329	2.5%	189	Low
Population 65+ in Households	1,848	14.0%	327	High
Have a Computer	1,432	10.9%	268	High
Have NO Computer	416	3.2%	176	Low
<b>HOUSEHOLDS AND INTERNET SUBSCRIPTIONS</b>				
Total	5,094	100.0%	348	High
With an Internet Subscription	4,071	79.9%	385	High
Dial-Up Alone	0	0.0%	21	Low
Broadband	3,393	66.6%	357	High
Satellite Service	267	5.2%	111	Low
Other Service	52	1.0%	52	Low
Internet Access with no Subscription	280	5.5%	113	Low
With No Internet Access	743	14.6%	238	Low

Source: U.S. Census Bureau, 2015-2019 American Community Survey      Reliability: High Medium Low      April 19, 2022

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ACS Population Summary				
Covington City, GA		Prepared by Esri		
Covington City, GA (1320064)				
Geography: Place				
	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>WORKERS AGE 16+ YEARS BY MEANS OF TRANSPORTATION TO WORK</b>				
Total	5,625	100.0%	498	High
Drove alone	4,513	80.2%	527	High
Carpooled	493	8.8%	211	Low
Public transportation (excluding taxicab)	2	0.0%	4	Low
Bus or trolley bus	2	0.0%	4	Low
Light rail, streetcar or trolley	0	0.0%	21	Low
Subway or elevated	0	0.0%	21	Low
Long-distance/Commuter Train	0	0.0%	21	Low
Ferryboat	0	0.0%	21	Low
Taxicab	0	0.0%	21	Low
Motorcycle	0	0.0%	21	Low
Bicycle	2	0.0%	5	Low
Walked	83	1.5%	92	Low
Other means	122	2.2%	101	Low
Worked at home	410	7.3%	159	Low
<b>WORKERS AGE 16+ YEARS (WHO DID NOT WORK FROM HOME) BY TRAVEL TIME TO WORK</b>				
Total	5,215	100.0%	523	High
Less than 5 minutes	323	6.2%	157	Low
5 to 9 minutes	529	10.1%	208	Low
10 to 14 minutes	849	16.3%	285	Low
15 to 19 minutes	994	19.1%	296	Low
20 to 24 minutes	360	6.9%	227	Low
25 to 29 minutes	102	2.0%	64	Low
30 to 34 minutes	484	9.3%	246	Low
35 to 39 minutes	81	1.6%	86	Low
40 to 44 minutes	134	2.6%	101	Low
45 to 59 minutes	731	14.0%	338	Low
60 to 89 minutes	481	9.2%	207	Low
90 or more minutes	147	2.8%	91	Low
Average Travel Time to Work (in minutes)	28.2		5.6	Low
<b>FEMALES AGE 20-64 YEARS BY AGE OF OWN CHILDREN AND EMPLOYMENT STATUS</b>				
Total	4,003	100.0%	332	High
Own children under 6 years only	581	14.5%	243	Low
In labor force	465	11.6%	236	Low
Not in labor force	116	2.9%	135	Low
Own children 6 to 17 years	490	12.2%	205	Low
In labor force	352	8.8%	199	Low
Not in labor force	138	3.4%	105	Low
Own children 6 to 17 years only	704	17.6%	238	Low
In labor force	621	15.5%	233	Low
Not in labor force	83	2.1%	54	Low
No own children under 18 years	2,228	55.7%	407	High
In labor force	1,531	38.2%	346	Low
Not in labor force	697	17.4%	194	Low

Source: U.S. Census Bureau, 2015-2019 American Community Survey      Reliability: High Medium Low      April 19, 2022

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# Community Data - BAO Report



## ACS Population Summary

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>CIVILIAN NONINSTITUTIONALIZED POPULATION BY AGE &amp; TYPES OF HEALTH INSURANCE COVERAGE</b>				
Total	13,231	100.0%	209	■■■
Under 19 years:	4,040	30.5%	530	■■■
One Type of Health Insurance:	3,652	27.6%	619	■■■
Employer-Based Health Ins Only	1,306	9.9%	449	■■■
Direct-Purchase Health Ins Only	320	2.4%	294	■
Medicare Coverage Only	0	0.0%	21	■■■
Medicaid Coverage Only	2,026	15.3%	595	■■■
TRICARE/Military Hlth Cov Only	0	0.0%	21	■■■
VA Health Care Only	0	0.0%	21	■■■
2+ Types of Health Insurance	178	1.3%	188	■
No Health Insurance Coverage	210	1.6%	145	■
19 to 34 years:	3,274	24.7%	423	■■■
One Type of Health Insurance:	2,055	15.5%	337	■■■
Employer-Based Health Ins Only	1,269	9.6%	341	■■■
Direct-Purchase Health Ins Only	375	2.8%	195	■■■
Medicare Coverage Only	0	0.0%	21	■■■
Medicaid Coverage Only	396	3.0%	207	■■■
TRICARE/Military Hlth Cov Only	0	0.0%	21	■■■
VA Health Care Only	15	0.1%	26	■
2+ Types of Health Insurance	277	2.1%	220	■
No Health Insurance Coverage	942	7.1%	324	■■■
35 to 64 years:	4,068	30.7%	437	■■■
One Type of Health Insurance:	2,880	21.8%	388	■■■
Employer-Based Health Ins Only	1,735	13.1%	290	■■■
Direct-Purchase Health Ins Only	576	4.4%	276	■■■
Medicare Coverage Only	211	1.6%	132	■■■
Medicaid Coverage Only	279	2.1%	118	■■■
TRICARE/Military Hlth Cov Only	30	0.2%	35	■
VA Health Care Only	49	0.4%	49	■
2+ Types of Health Insurance	403	3.0%	179	■■■
No Health Insurance Coverage	785	5.9%	224	■■■
65+ years:	1,849	14.0%	327	■■■
One Type of Health Insurance:	603	4.6%	203	■■■
Employer-Based Health Ins Only	0	0.0%	21	■■■
Direct-Purchase Health Ins Only	0	0.0%	21	■■■
Medicare Coverage Only	603	4.6%	203	■■■
TRICARE/Military Hlth Cov Only	0	0.0%	21	■■■
VA Health Care Only	0	0.0%	21	■■■
2+ Types of Health Insurance:	1,231	9.3%	284	■■■
Employer-Based & Direct-Purchase Health Insurance	0	0.0%	21	■■■
Employer-Based Health & Medicare Insurance	233	1.8%	106	■■■
Direct-Purchase Health & Medicare Insurance	281	2.1%	121	■■■
Medicare & Medicaid Coverage	107	0.8%	78	■
Other Private Health Insurance Combos	0	0.0%	21	■■■
Other Public Health Insurance Combos	104	0.8%	73	■
Other Health Insurance Combinations	506	3.8%	167	■■■
No Health Insurance Coverage	15	0.1%	25	■


Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: ■■■ high ■ medium ■ low

April 19, 2022

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## ACS Population Summary

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>POPULATION BY RATIO OF INCOME TO POVERTY LEVEL</b>				
Total	13,169	100.0%	192	■■■
Under .50	1,438	10.9%	677	■■■
.50 to .99	2,385	18.1%	701	■■■
1.00 to 1.24	327	2.5%	194	■■■
1.25 to 1.49	521	4.0%	425	■
1.50 to 1.84	1,204	9.1%	536	■■■
1.85 to 1.99	729	5.5%	413	■■■
2.00 and over	6,565	49.9%	1,018	■■■
<b>CIVILIAN POPULATION AGE 18 OR OLDER BY VETERAN STATUS</b>				
Total	10,097	100.0%	558	■■■
Veteran	928	9.2%	247	■■■
Nonveteran	9,169	90.8%	569	■■■
Male	4,575	45.3%	501	■■■
Veteran	853	8.4%	242	■■■
Nonveteran	3,722	36.9%	465	■■■
Female	5,522	54.7%	354	■■■
Veteran	75	0.7%	47	■■■
Nonveteran	5,447	53.9%	356	■■■
<b>CIVILIAN VETERANS AGE 18 OR OLDER BY PERIOD OF MILITARY SERVICE</b>				
Total	928	100.0%	247	■■■
Gulf War (9/01 or later), no Gulf War (8/90 to 8/01), no Vietnam Era	165	17.8%	201	■
Gulf War (9/01 or later) and Gulf War (8/90 to 8/01), no Vietnam Era	94	10.1%	79	■
Gulf War (9/01 or later), and Gulf War (8/90 to 8/01), and Vietnam Era	0	0.0%	21	■■■
Gulf War (8/90 to 8/01), no Vietnam Era	98	10.6%	80	■
Gulf War (8/90 to 8/01) and Vietnam Era	42	4.5%	35	■
Vietnam Era, no Korean War, no World War II	332	35.8%	111	■■■
Vietnam Era and Korean War, no World War II	0	0.0%	21	■■■
Vietnam Era and Korean War and World War II	0	0.0%	21	■■■
Korean War, no Vietnam Era, no World War II	33	3.6%	32	■
Korean War and World War II, no Vietnam Era	0	0.0%	21	■■■
World War II, no Korean War, no Vietnam Era	18	1.9%	26	■
Between Gulf War and Vietnam Era only	83	8.9%	61	■
Between Vietnam Era and Korean War only	55	5.9%	42	■
Between Korean War and World War II only	8	0.9%	12	■
Pre-World War II only	0	0.0%	21	■■■
<b>HOUSEHOLDS BY POVERTY STATUS</b>				
Total	5,094	100.0%	348	■■■
Income in the past 12 months below poverty level	1,263	24.8%	255	■■■
Married-couple family	88	1.7%	66	■
Other family - male householder (no wife present)	34	0.7%	48	■
Other family - female householder (no husband present)	725	14.2%	223	■■■
Nonfamily household - male householder	214	4.2%	125	■■■
Nonfamily household - female householder	202	4.0%	109	■■■
Income in the past 12 months at or above poverty level	3,831	75.2%	422	■■■
Married-couple family	1,358	26.7%	260	■■■
Other family - male householder (no wife present)	316	6.2%	224	■
Other family - female householder (no husband present)	811	15.9%	242	■■■
Nonfamily household - male householder	648	12.7%	232	■■■
Nonfamily household - female householder	698	13.7%	250	■■■

Source: U.S. Census Bureau, 2015-2019 American Community Survey


Reliability: ■■■ high ■ medium ■ low

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# Community Data - BAO Report



## ACS Population Summary

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>HOUSEHOLDS BY OTHER INCOME</b>				
Social Security Income	1,541	30.3%	265	■■■
No Social Security Income	3,553	69.7%	309	■■■
Retirement Income	742	14.6%	205	■■
No Retirement Income	4,352	85.4%	395	■■■
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS</b>				
<10% of Income	268	9.0%	164	■■
10-14.9% of Income	116	3.9%	105	■■
15-19.9% of Income	282	9.5%	138	■■
20-24.9% of Income	215	7.2%	146	■■
25-29.9% of Income	469	15.8%	259	■■
30-34.9% of Income	333	11.2%	145	■■
35-39.9% of Income	166	5.6%	121	■■
40-49.9% of Income	220	7.4%	99	■■
50+% of Income	864	29.1%	254	■■
Gross Rent % Inc Not Computed	40	1.3%	40	■
<b>HOUSEHOLDS BY PUBLIC ASSISTANCE INCOME IN THE PAST 12 MONTHS</b>				
Total	5,094	100.0%	348	■■■
With public assistance income	146	2.9%	113	■
No public assistance income	4,948	97.1%	366	■■■
<b>HOUSEHOLDS BY FOOD STAMPS/SNAP STATUS</b>				
Total	5,094	100.0%	348	■■■
With Food Stamps/SNAP	1,295	25.4%	280	■■
With No Food Stamps/SNAP	3,799	74.6%	428	■■■
<b>HOUSEHOLDS BY DISABILITY STATUS</b>				
Total	5,094	100.0%	348	■■■
With 1+ Persons w/Disability	1,740	34.2%	344	■■
With No Person w/Disability	3,354	65.8%	473	■■■

**Data Note:** N/A means not available. Population by Ratio of Income to Poverty Level represents persons for whom poverty status is determined. Household income represents income in 2017, adjusted for inflation.

**2015-2019 ACS Estimate:** The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2015-2019 ACS estimates, five-year period data collected monthly from January 1, 2015 through December 31, 2019. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

**Margin of error (MOE):** The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.


**Reliability:** These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

**Source:** U.S. Census Bureau, 2015-2019 American Community Survey Reliability: ■■ high ■ medium ■ low

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## Community Profile

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

	Covington cit...
<b>Population Summary</b>	
2000 Total Population	10,951
2010 Total Population	13,253
2021 Total Population	15,757
2021 Group Quarters	535
2026 Total Population	17,137
2021-2026 Annual Rate	1.69%
2021 Total Daytime Population	22,379
Workers	13,619
Residents	8,760
<b>Household Summary</b>	
2000 Households	3,904
2000 Average Household Size	2.68
2010 Households	4,816
2010 Average Household Size	2.56
2021 Households	5,768
2021 Average Household Size	2.64
2026 Households	6,279
2026 Average Household Size	2.64
2021-2026 Annual Rate	1.71%
2010 Families	3,102
2010 Average Family Size	3.20
2021 Families	3,771
2021 Average Family Size	3.28
2026 Families	4,083
2026 Average Family Size	3.30
2021-2026 Annual Rate	1.60%
<b>Housing Unit Summary</b>	
2000 Housing Units	4,127
Owner Occupied Housing Units	54.4%
Renter Occupied Housing Units	40.2%
Vacant Housing Units	5.4%
2010 Housing Units	5,580
Owner Occupied Housing Units	39.4%
Renter Occupied Housing Units	46.9%
Vacant Housing Units	13.7%
2021 Housing Units	6,494
Owner Occupied Housing Units	42.7%
Renter Occupied Housing Units	46.2%
Vacant Housing Units	11.2%
2026 Housing Units	7,102
Owner Occupied Housing Units	44.2%
Renter Occupied Housing Units	44.2%
Vacant Housing Units	11.6%
<b>Median Household Income</b>	
2021	\$41,788
2026	\$47,069
<b>Median Home Value</b>	
2021	\$184,789
2026	\$216,766
<b>Per Capita Income</b>	
2021	\$20,500
2026	\$23,211
<b>Median Age</b>	
2010	34.8
2021	35.3
2026	35.8


**Data Note:** Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.


**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

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# Community Data - BAO Report

 <b>Community Profile</b>	
Covington City, GA Covington City, GA (1320064) Geography: Place	
Prepared by Esri	
Covington cit...	
2021 Households by Income	
Household Income Base	5,768
<\$15,000	17.6%
\$15,000 - \$24,999	12.1%
\$25,000 - \$34,999	10.7%
\$35,000 - \$49,999	17.6%
\$50,000 - \$74,999	18.8%
\$75,000 - \$99,999	7.0%
\$100,000 - \$149,999	11.9%
\$150,000 - \$199,999	2.4%
\$200,000+	1.8%
Average Household Income	\$56,338
2026 Households by Income	
Household Income Base	6,279
<\$15,000	14.6%
\$15,000 - \$24,999	10.5%
\$25,000 - \$34,999	9.9%
\$35,000 - \$49,999	17.6%
\$50,000 - \$74,999	20.6%
\$75,000 - \$99,999	7.7%
\$100,000 - \$149,999	13.9%
\$150,000 - \$199,999	3.1%
\$200,000+	2.0%
Average Household Income	\$63,749
2021 Owner Occupied Housing Units by Value	
Total	2,770
<\$50,000	7.7%
\$50,000 - \$99,999	8.8%
\$100,000 - \$149,999	17.4%
\$150,000 - \$199,999	23.1%
\$200,000 - \$249,999	13.9%
\$250,000 - \$299,999	10.2%
\$300,000 - \$399,999	7.5%
\$400,000 - \$499,999	5.0%
\$500,000 - \$749,999	3.1%
\$750,000 - \$999,999	0.1%
\$1,000,000 - \$1,499,999	0.3%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	2.9%
Average Home Value	\$267,987
2026 Owner Occupied Housing Units by Value	
Total	3,138
<\$50,000	5.0%
\$50,000 - \$99,999	5.0%
\$100,000 - \$149,999	12.3%
\$150,000 - \$199,999	22.2%
\$200,000 - \$249,999	16.1%
\$250,000 - \$299,999	12.6%
\$300,000 - \$399,999	10.3%
\$400,000 - \$499,999	7.2%
\$500,000 - \$749,999	4.1%
\$750,000 - \$999,999	0.2%
\$1,000,000 - \$1,499,999	0.5%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	4.5%
Average Home Value	\$332,178
<b>Data Note:</b> Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.	
<b>Source:</b> U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.	
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 <b>Community Profile</b>	
Covington City, GA Covington City, GA (1320064) Geography: Place	
Prepared by Esri	
Covington cit...	
2010 Population by Age	
Total	13,253
0 - 4	8.2%
5 - 9	7.2%
10 - 14	6.6%
15 - 24	14.7%
25 - 34	13.5%
35 - 44	12.8%
45 - 54	13.2%
55 - 64	10.2%
65 - 74	7.1%
75 - 84	4.6%
85 +	1.9%
18 +	73.4%
2021 Population by Age	
Total	15,755
0 - 4	7.5%
5 - 9	7.6%
10 - 14	7.1%
15 - 24	12.9%
25 - 34	14.6%
35 - 44	11.7%
45 - 54	11.5%
55 - 64	11.5%
65 - 74	8.8%
75 - 84	4.9%
85 +	2.0%
18 +	74.1%
2026 Population by Age	
Total	17,139
0 - 4	7.5%
5 - 9	7.3%
10 - 14	7.3%
15 - 24	13.3%
25 - 34	13.6%
35 - 44	12.3%
45 - 54	11.1%
55 - 64	11.0%
65 - 74	9.0%
75 - 84	5.7%
85 +	2.0%
18 +	73.8%
2010 Population by Sex	
Males	6,270
Females	6,983
2021 Population by Sex	
Males	7,402
Females	8,353
2026 Population by Sex	
Males	8,119
Females	9,020
<b>Source:</b> U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.	
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# Community Data - BAO Report

 <b>Community Profile</b>	
Covington City, GA Covington City, GA (1320064) Geography: Place	
Prepared by Esri	
Covington cit...	
2010 Population by Race/Ethnicity	
Total	13,253
White Alone	46.7%
Black Alone	47.6%
American Indian Alone	0.2%
Asian Alone	0.7%
Pacific Islander Alone	0.1%
Some Other Race Alone	3.0%
Two or More Races	1.8%
Hispanic Origin	5.5%
Diversity Index	60.1
2021 Population by Race/Ethnicity	
Total	15,757
White Alone	34.9%
Black Alone	56.7%
American Indian Alone	0.3%
Asian Alone	1.1%
Pacific Islander Alone	0.1%
Some Other Race Alone	4.3%
Two or More Races	2.5%
Hispanic Origin	7.9%
Diversity Index	62.0
2026 Population by Race/Ethnicity	
Total	17,137
White Alone	31.5%
Black Alone	59.2%
American Indian Alone	0.3%
Asian Alone	1.3%
Pacific Islander Alone	0.1%
Some Other Race Alone	4.8%
Two or More Races	2.7%
Hispanic Origin	9.0%
Diversity Index	62.3
2010 Population by Relationship and Household Type	
Total	13,253
In Households	92.9%
In Family Households	77.5%
Householder	23.4%
Spouse	12.6%
Child	33.6%
Other relative	5.2%
Nonrelative	2.6%
In Nonfamily Households	15.4%
In Group Quarters	7.1%
Institutionalized Population	6.7%
Noninstitutionalized Population	0.4%

**Data Note:** Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.


April 19, 2022

 <b>Community Profile</b>	
Covington City, GA Covington City, GA (1320064) Geography: Place	
Prepared by Esri	
Covington cit...	
2021 Population 25+ by Educational Attainment	
Total	10,233
Less than 9th Grade	3.3%
9th - 12th Grade, No Diploma	12.0%
High School Graduate	27.5%
GED/Alternative Credential	6.1%
Some College, No Degree	24.6%
Associate Degree	7.0%
Bachelor's Degree	11.9%
Graduate/Professional Degree	7.5%
2021 Population 15+ by Marital Status	
Total	12,260
Never Married	42.1%
Married	34.7%
Widowed	7.4%
Divorced	15.8%
2021 Civilian Population 16+ in Labor Force	
Civilian Population 16+	7,124
Population 16+ Employed	93.9%
Population 16+ Unemployment rate	6.1%
Population 16-24 Employed	13.1%
Population 16-24 Unemployment rate	9.0%
Population 25-54 Employed	67.4%
Population 25-54 Unemployment rate	5.9%
Population 55-64 Employed	14.2%
Population 55-64 Unemployment rate	5.2%
Population 65+ Employed	5.2%
Population 65+ Unemployment rate	3.1%
2021 Employed Population 16+ by Industry	
Total	6,691
Agriculture/Minning	0.0%
Construction	8.4%
Manufacturing	14.4%
Wholesale Trade	2.7%
Retail Trade	13.9%
Transportation/Utilities	2.2%
Information	1.3%
Finance/Insurance/Real Estate	4.0%
Services	49.0%
Public Administration	4.0%
2021 Employed Population 16+ by Occupation	
Total	6,691
White Collar	49.8%
Management/Business/Financial	11.6%
Professional	17.3%
Sales	11.6%
Administrative Support	9.3%
Services	20.2%
Blue Collar	30.0%
Farming/Forestry/Fishing	0.0%
Construction/Extraction	4.4%
Installation/Maintenance/Repair	2.2%
Production	8.7%
Transportation/Material Moving	14.7%

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

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# Community Data - BAO Report



## Community Profile

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

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Covington cit...	
<b>2010 Households by Type</b>	
Total	4,816
Households with 1 Person	30.0%
Households with 2+ People	70.0%
Family Households	64.4%
Husband-wife Families	34.7%
With Related Children	16.2%
Other Family (No Spouse Present)	29.7%
Other Family with Male Householder	5.6%
With Related Children	3.1%
Other Family with Female Householder	24.1%
With Related Children	17.4%
Nonfamily Households	5.6%
All Households with Children	37.1%
Multigenerational Households	7.9%
Unmarried Partner Households	7.1%
Male-female	6.5%
Same-sex	0.7%
<b>2010 Households by Size</b>	
Total	4,816
1 Person Household	30.0%
2 Person Household	29.6%
3 Person Household	16.2%
4 Person Household	12.4%
5 Person Household	6.6%
6 Person Household	3.1%
7 + Person Household	2.2%
<b>2010 Households by Tenure and Mortgage Status</b>	
Total	4,816
Owner Occupied	45.6%
Owned with a Mortgage/Loan	31.4%
Owned Free and Clear	14.2%
Renter Occupied	54.4%
<b>2021 Affordability, Mortgage and Wealth</b>	
Housing Affordability Index	136
Percent of Income for Mortgage	18.6%
Wealth Index	44
<b>2010 Housing Units By Urban/ Rural Status</b>	
Total Housing Units	5,580
Housing Units Inside Urbanized Area	98.1%
Housing Units Inside Urbanized Cluster	0.0%
Rural Housing Units	1.9%
<b>2010 Population By Urban/ Rural Status</b>	
Total Population	13,253
Population Inside Urbanized Area	98.2%
Population Inside Urbanized Cluster	0.0%
Rural Population	1.8%


**Data Note:** Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

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## Community Profile

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

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Covington cit...	
<b>Top 3 Tapestry Segments</b>	
1.	Small Town Simplicity (12C)
2.	Middleburg (4C)
3.	Hometown Heritage (8G)
<b>2021 Consumer Spending</b>	
Apparel & Services: Total \$	\$7,730,524
Average Spent	\$1,340.24
Spending Potential Index	63
Education: Total \$	\$5,517,893
Average Spent	\$956.64
Spending Potential Index	55
Entertainment/Recreation: Total \$	\$11,900,764
Average Spent	\$2,063.24
Spending Potential Index	64
Food at Home: Total \$	\$20,403,293
Average Spent	\$3,537.33
Spending Potential Index	65
Food Away from Home: Total \$	\$13,670,544
Average Spent	\$2,370.07
Spending Potential Index	62
Health Care: Total \$	\$23,669,398
Average Spent	\$4,103.57
Spending Potential Index	66
HH Furnishings & Equipment: Total \$	\$8,032,873
Average Spent	\$1,392.66
Spending Potential Index	62
Personal Care Products & Services: Total \$	\$3,236,791
Average Spent	\$561.16
Spending Potential Index	63
Shelter: Total \$	\$69,507,869
Average Spent	\$12,050.60
Spending Potential Index	60
Support Payments/Cash Contributions/Gifts in Kind: Total \$	\$8,393,014
Average Spent	\$1,455.10
Spending Potential Index	61
Travel: Total \$	\$8,379,462
Average Spent	\$1,452.75
Spending Potential Index	57
Vehicle Maintenance & Repairs: Total \$	\$4,242,584
Average Spent	\$735.54
Spending Potential Index	66

**Data Note:** Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

**Source:** Consumer Spending data are derived from the 2018 and 2019 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.


**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

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# Community Data - BAO Report

		<b>ACS Housing Summary</b>			
Covington City, GA Covington City, GA (1320064) Geography: Place		Prepared by Esri			
	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability	
<b>TOTALS</b>					
Total Population	13,967		27	High	
Total Households	5,094		348	High	
Total Housing Units	5,464		382	High	
<b>OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS</b>					
Total	2,121	100.0%	305	High	
Housing units with a mortgage/contract to purchase/similar debt	1,334	62.9%	255	High	
Second mortgage only	26	1.2%	30	Low	
Home equity loan only	63	3.0%	52	Low	
Both second mortgage and home equity loan	53	2.5%	78	Low	
No second mortgage and no home equity loan	1,192	56.2%	233	High	
Housing units without a mortgage	787	37.1%	220	Medium	
<b>AVERAGE VALUE BY MORTGAGE STATUS</b>					
Housing units with a mortgage	\$237,495		\$95,937	Medium	
Housing units without a mortgage	\$197,480		\$86,329	Medium	
<b>OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS &amp; SELECTED MONTHLY OWNER COSTS</b>					
Total	2,121	100.0%	305	High	
With a mortgage: Monthly owner costs as a percentage of household income in past 12 months					
Less than 10.0 percent	102	4.8%	93	Low	
10.0 to 14.9 percent	187	8.8%	94	Medium	
15.0 to 19.9 percent	385	18.2%	187	Medium	
20.0 to 24.9 percent	116	5.5%	77	Low	
25.0 to 29.9 percent	79	3.7%	58	Low	
30.0 to 34.9 percent	114	5.4%	85	Low	
35.0 to 39.9 percent	36	1.7%	39	Low	
40.0 to 49.9 percent	106	5.0%	74	Low	
50.0 percent or more	178	8.4%	107	Medium	
Not computed	31	1.5%	36	Low	
Without a mortgage: Monthly owner costs as a percentage of household income in past 12 months					
Less than 10.0 percent	464	21.9%	208	Medium	
10.0 to 14.9 percent	135	6.4%	69	Medium	
15.0 to 19.9 percent	62	2.9%	37	Medium	
20.0 to 24.9 percent	23	1.1%	24	Low	
25.0 to 29.9 percent	18	0.8%	31	Low	
30.0 to 34.9 percent	0	0.0%	21	Low	
35.0 to 39.9 percent	0	0.0%	21	Low	
40.0 to 49.9 percent	15	0.7%	24	Low	
50.0 percent or more	39	1.8%	37	Low	
Not computed	31	1.5%	38	Low	

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: High Medium Low

April 19, 2022

		<b>ACS Housing Summary</b>			
Covington City, GA Covington City, GA (1320064) Geography: Place		Prepared by Esri			
	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability	
<b>RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT</b>					
Total	2,973	100.0%	327	High	
With cash rent					
Less than \$100	2,959	99.5%	329	High	
\$100 to \$149	109	3.7%	123	Low	
\$150 to \$199	0	0.0%	21	Low	
\$200 to \$249	0	0.0%	21	Low	
\$250 to \$299	209	7.0%	160	Low	
\$300 to \$349	21	0.7%	34	Low	
\$350 to \$399	60	2.0%	46	Low	
\$400 to \$449	0	0.0%	21	Low	
\$450 to \$499	94	3.2%	71	Low	
\$500 to \$549	64	2.2%	79	Low	
\$550 to \$599	49	1.6%	50	Low	
\$600 to \$649	286	9.6%	238	Low	
\$650 to \$699	523	17.6%	236	Medium	
\$700 to \$749	399	13.4%	217	Medium	
\$750 to \$799	373	12.5%	156	Medium	
\$800 to \$899	69	2.3%	58	Low	
\$900 to \$999	511	17.2%	203	Medium	
\$1,000 to \$1,249	92	3.1%	80	Low	
\$1,250 to \$1,499	78	2.6%	74	Low	
\$1,500 to \$1,999	22	0.7%	38	Low	
\$2,000 to \$2,499	0	0.0%	21	Low	
\$2,500 to \$2,999	0	0.0%	21	Low	
\$3,000 to \$3,499	0	0.0%	21	Low	
\$3,500 or more	0	0.0%	21	Low	
No cash rent	14	0.5%	23	Low	
Median Contract Rent	\$658		\$27	High	
Average Contract Rent	\$640		\$112	High	
<b>RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT</b>					
Total	2,973	100.0%	327	High	
Pay extra for one or more utilities	2,726	91.7%	355	High	
No extra payment for any utilities	247	8.3%	143	Medium	

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: High Medium Low

April 19, 2022

# Community Data - BAO Report



## ACS Housing Summary

Covington City, GA  
 Covington City, GA (1320064)  
 Geography: Place  
 Prepared by Esri

	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>RENTER-OCCUPIED HOUSING UNITS BY GROSS RENT</b>				
Total:	2,973	100.0%	327	High
With cash rent:	2,959	99.5%	329	High
Less than \$100	109	3.7%	123	Low
\$100 to \$149	0	0.0%	21	High
\$150 to \$199	0	0.0%	21	High
\$200 to \$249	138	4.6%	138	Low
\$250 to \$299	47	1.6%	44	Low
\$300 to \$349	45	1.5%	37	Low
\$350 to \$399	0	0.0%	21	High
\$400 to \$449	65	2.2%	82	Low
\$450 to \$499	0	0.0%	21	High
\$500 to \$549	35	1.2%	41	Low
\$550 to \$599	73	2.5%	83	Low
\$600 to \$649	55	1.8%	57	Low
\$650 to \$699	84	2.8%	71	Low
\$700 to \$749	168	5.7%	200	Low
\$750 to \$799	159	5.3%	119	Low
\$800 to \$899	674	22.7%	241	Medium
\$900 to \$999	486	16.3%	192	Medium
\$1,000 to \$1,249	544	18.3%	218	Medium
\$1,250 to \$1,499	167	5.6%	106	Medium
\$1,500 to \$1,999	110	3.7%	87	Low
\$2,000 to \$2,499	0	0.0%	21	High
\$2,500 to \$2,999	0	0.0%	21	High
\$3,000 to \$3,499	0	0.0%	21	High
\$3,500 or more	0	0.0%	21	High
No cash rent	14	0.5%	23	Low
Median Gross Rent	\$874		\$32	High
Average Gross Rent	\$853		\$148	High

Source: U.S. Census Bureau, 2015-2019 American Community Survey  
 Reliability: High Medium Low  
 April 19, 2022




## ACS Housing Summary

Covington City, GA  
 Covington City, GA (1320064)  
 Geography: Place  
 Prepared by Esri

	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>HOUSING UNITS BY UNITS IN STRUCTURE</b>				
Total:	5,464	100.0%	382	High
1, detached	3,365	61.6%	379	High
1, attached	156	2.9%	92	High
2	500	9.2%	211	High
3 or 4	559	10.2%	251	High
5 to 9	155	2.8%	145	Low
10 to 19	269	4.9%	150	High
20 to 49	231	4.2%	180	Low
50 or more	187	3.4%	106	High
Mobile home	42	0.8%	42	Low
Boat, RV, van, etc.	0	0.0%	21	High
<b>HOUSING UNITS BY YEAR STRUCTURE BUILT</b>				
Total:	5,464	100.0%	382	High
Built 2014 or later	81	1.5%	75	Low
Built 2010 to 2013	357	6.5%	204	High
Built 2000 to 2009	1,220	22.3%	224	High
Built 1990 to 1999	749	13.7%	257	High
Built 1980 to 1989	711	13.0%	212	High
Built 1970 to 1979	563	10.3%	166	High
Built 1960 to 1969	710	13.0%	180	High
Built 1950 to 1959	344	6.3%	166	High
Built 1940 to 1949	287	5.3%	151	High
Built 1939 or earlier	442	8.1%	175	High
Median Year Structure Built	1985		4	High
<b>OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT</b>				
Total:	5,094	100.0%	348	High
Owner occupied				
Moved in 2017 or later	106	2.1%	60	High
Moved in 2015 to 2016	292	5.7%	133	High
Moved in 2010 to 2014	381	7.5%	145	High
Moved in 2000 to 2009	656	12.9%	177	High
Moved in 1990 to 1999	196	3.8%	91	High
Moved in 1989 or earlier	490	9.6%	181	High
Renter occupied				
Moved in 2017 or later	343	6.7%	184	High
Moved in 2015 to 2016	997	19.6%	226	High
Moved in 2010 to 2014	1,348	26.5%	338	High
Moved in 2000 to 2009	223	4.4%	110	High
Moved in 1990 to 1999	54	1.1%	60	Low
Moved in 1989 or earlier	8	0.2%	13	Low
Median Year Householder Moved Into Unit	2013		2	High

Source: U.S. Census Bureau, 2015-2019 American Community Survey  
 Reliability: High Medium Low  
 April 19, 2022

# Community Data - BAO Report



## ACS Housing Summary

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri


	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL</b>				
Total	5,094	100.0%	348	■■■
Utility gas	2,347	46.1%	348	■■■
Bottled, tank, or LP gas	41	0.8%	44	■
Electricity	2,706	53.1%	358	■■■
Fuel oil, kerosene, etc.	0	0.0%	21	■
Coal or coke	0	0.0%	21	■
Wood	0	0.0%	21	■
Solar energy	0	0.0%	21	■
Other fuel	0	0.0%	21	■
No fuel used	0	0.0%	21	■
<b>OCCUPIED HOUSING UNITS BY VEHICLES AVAILABLE</b>				
Total	5,094	100.0%	348	■■■
<b>Owner occupied</b>				
No vehicle available	102	2.0%	72	■
1 vehicle available	516	10.1%	178	■■
2 vehicles available	982	19.3%	191	■■■
3 vehicles available	363	7.1%	186	■■■
4 vehicles available	144	2.8%	82	■■
5 or more vehicles available	14	0.3%	15	■
<b>Renter occupied</b>				
No vehicle available	447	8.8%	159	■■
1 vehicle available	1,554	30.5%	291	■■■
2 vehicles available	700	13.7%	209	■■■
3 vehicles available	163	3.2%	107	■■
4 vehicles available	55	1.1%	66	■
5 or more vehicles available	54	1.1%	72	■
Average Number of Vehicles Available	1.6		0.2	■■■
<b>VACANT HOUSING UNITS</b>				
Total vacant housing units	370	100.0%	175	■■
For rent	109	29.5%	106	■
Rented, not occupied	0	0.0%	21	■
For sale only	39	10.5%	44	■
Sold, not occupied	0	0.0%	21	■
Seasonal/occasional	0	0.0%	21	■
For migrant workers	0	0.0%	21	■
Other	222	60.0%	139	■■

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: ■■■ high ■■ medium ■ low

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## ACS Housing Summary

Covington City, GA  
Covington City, GA (1320064)  
Geography: Place

Prepared by Esri

	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability
<b>OWNER-OCCUPIED HOUSING UNITS BY VALUE</b>				
Total	2,121	100%	305	■■■
Less than \$10,000	13	0.6%	18	■
\$10,000 to \$14,999	43	2.0%	41	■
\$15,000 to \$19,999	23	1.1%	39	■
\$20,000 to \$24,999	3	0.1%	7	■
\$25,000 to \$29,999	35	1.7%	42	■
\$30,000 to \$34,999	0	0.0%	21	■
\$35,000 to \$39,999	15	0.7%	24	■
\$40,000 to \$49,999	31	1.5%	27	■
\$50,000 to \$59,999	108	5.1%	72	■
\$60,000 to \$69,999	33	1.6%	41	■
\$70,000 to \$79,999	41	1.9%	28	■
\$80,000 to \$89,999	28	1.3%	31	■
\$90,000 to \$99,999	83	3.9%	64	■
\$100,000 to \$124,999	260	12.3%	133	■■
\$125,000 to \$149,999	234	11.0%	113	■■■
\$150,000 to \$174,999	128	6.0%	75	■■
\$175,000 to \$199,999	185	8.7%	143	■■
\$200,000 to \$249,999	199	9.4%	92	■■
\$250,000 to \$299,999	206	9.7%	92	■■
\$300,000 to \$399,999	259	12.2%	103	■■
\$400,000 to \$499,999	52	2.5%	66	■
\$500,000 to \$749,999	123	5.8%	85	■
\$750,000 to \$999,999	0	0.0%	21	■
\$1,000,000 to \$1,499,999	0	0.0%	21	■
\$1,500,000 to \$1,999,999	0	0.0%	21	■
\$2,000,000 or more	19	0.9%	31	■
Median Home Value	\$171,600		\$24,605	■■■
Average Home Value	\$222,647		\$61,359	■■

**Data Note:** N/A means not available.

**2015-2019 ACS Estimate:** The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2015-2019 ACS estimates, five-year period data collected monthly from January 1, 2015 through December 31, 2019. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

**Margin of error (MOE):** The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

**Reliability:** These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: ■■■ high ■■ medium ■ low

April 19, 2022

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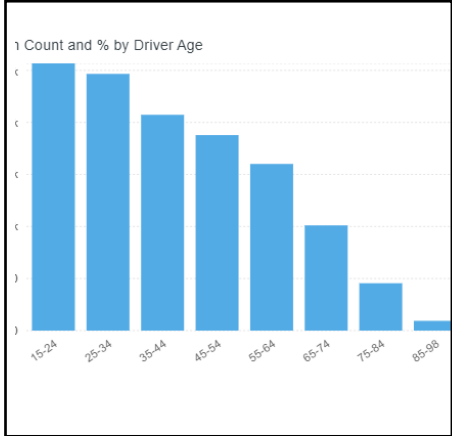
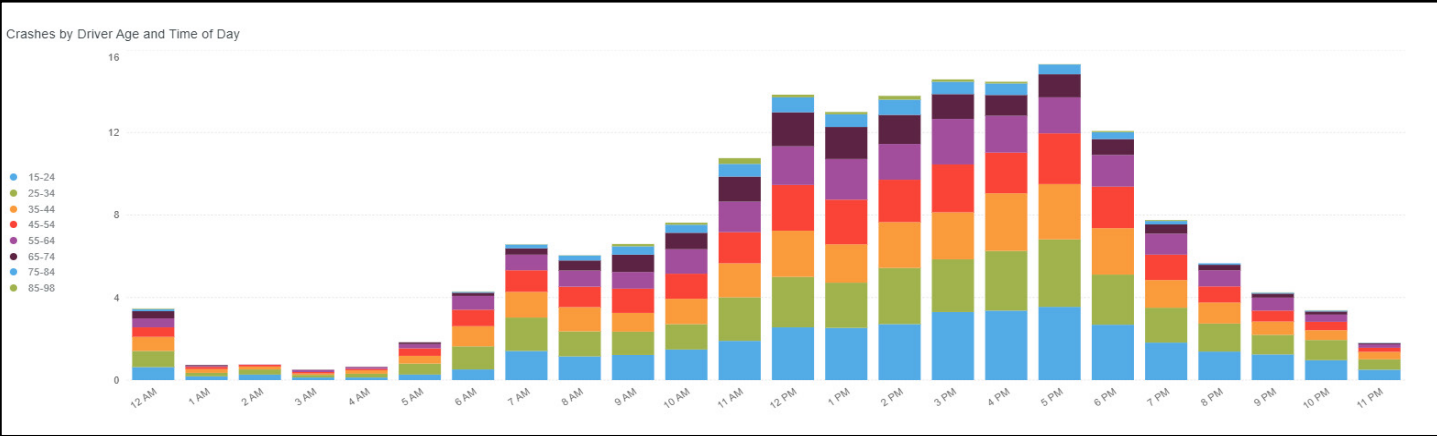
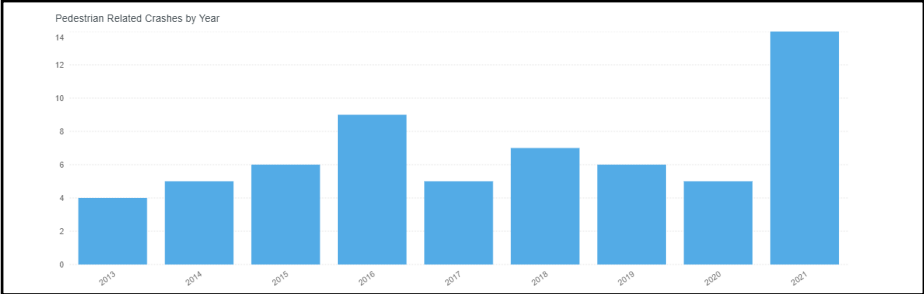
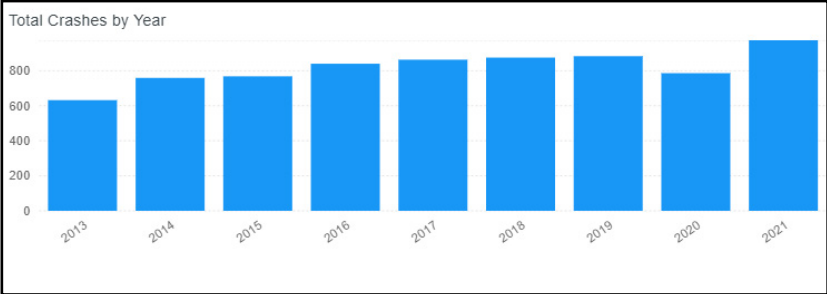
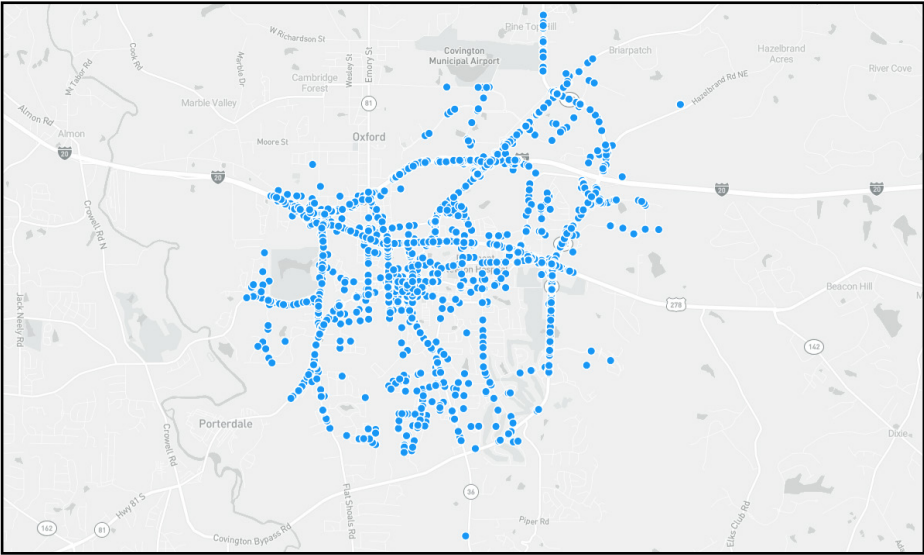


# Community Data - Crash Data

Total Crash Count for All Filtered Crashes: 7,380

Number of Injuries for All Filtered Crashes: 2,749

Fatal Crash Count for All Filtered Crashes: 22



# Community Data - H+T Index

10/19/22, 12:40 PM
H+T Fact Sheets

Municipality: Covington, GA

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. [Location Matters](#). Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household, Income: \$57,000 Commuters: 1.20 Household Size: 2.77 (Atlanta-Sandy Springs-Roswell, GA)

### Map of Transportation Costs % Income

### Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0% Percent of location efficient neighborhoods

Job Access  
**3.3**  
Low access to jobs

AllTransit Performance Score  
**0**  
Car-dependent with very limited or no access to public transportation

Compact Neighborhood  
**5.1**  
Moderate density and walkable

### Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index

### Average Housing + Transportation Costs % Income

Factoring in both housing and transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

### Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.

**\$13,180**  
Annual Transportation Costs

**1.83**  
Autos Per Household

**23,349**  
Average Household VMT

0%  
Transit Ridership % of Workers

0  
Annual Transit Trips

9.07 Tonnes  
Annual Greenhouse Gas per Household

https://htaindex.cnt.org/fact-sheets/?lat=33.5967815&lng=-83.8601827&focus=place&gid=5133#f 1/2

10/19/22, 12:40 PM
H+T Fact Sheets

## H+T Metrics

Affordability		Demographics	
Housing + Transportation Costs % Income:	43%	Block Groups:	6
Housing Costs % Income:	20%	Households:	5,035
Transportation Costs % Income:	23%	Population:	13,517

### Household Transportation Model Outputs

Autos per Household:	1.83
Annual Vehicle Miles Traveled per Household :	23,349
Transit Ridership % of Workers:	0%
Annual Transportation Cost:	\$13,180
Annual Auto Ownership Cost:	\$9,945
Annual VMT Cost:	\$3,235
Annual Transit Cost:	\$0
Annual Transit Trips:	0

### Environmental Characteristics

Residential Density 2010:	3.04 HHs/Res. Acre
Gross Household Density:	0.50 HH/Acre
Regional Household Intensity:	6,949 HH/mile <sup>2</sup>
Percent Single Family Detached Households:	68%
Employment Access Index:	9,951 Jobs/mi <sup>2</sup>
Employment Mix Index (0-100):	87
Transit Connectivity Index (0-100):	0
Transit Access Shed:	0 km <sup>2</sup>
Jobs Accessible in 30 Minute Transit Ride:	0
Available Transit Trips per Week:	0
Average Block Perimeter:	1,551 Meters
Average Block Size :	25 Acres
Intersection Density:	53 /mi <sup>2</sup>

### Housing Costs

Average Monthly Housing Cost:	\$940
Median Selected Monthly Owner Costs:	\$921
Median Gross Monthly Rent:	\$855
Percent Owner Occupied Housing Units:	45%
Percent Renter Occupied Housing Unit:	55%

### Greenhouse Gas from Household Auto Use

Annual GHG per Household:	9.07 Tonnes
Annual GHG per Acre:	7.16 Tonnes

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https://htaindex.cnt.org/fact-sheets/?lat=33.5967815&lng=-83.8601827&focus=place&gid=5133#f 2/2

# Community Data - Inflow/Outflow

United States Census Bureau **OnTheMap**

**Inflow/Outflow Report**  
City of Covington

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 10/19/2022

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**Inflow/Outflow Counts of All Jobs for Selection Area in 2019**  
All Workers

**Map Legend**

**Selection Areas**

- ▬ Analysis Selection

**Inflow/Outflow**

- ➔ Employed and Live in Selection Area
- ➔ Employed in Selection Area, Live Outside
- ➔ Live in Selection Area, Employed Outside
- ➔ Live in Selection Area, Employed and Live in Selection Area

Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.

Page 1 of 3

**Inflow/Outflow Counts of All Jobs for Selection Area in 2019**  
All Workers

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**Worker Flows**

- 16,162 - Employed in Selection Area, Live Outside
- 5,173 - Live in Selection Area, Employed Outside
- 1,101 - Employed and Live in Selection Area

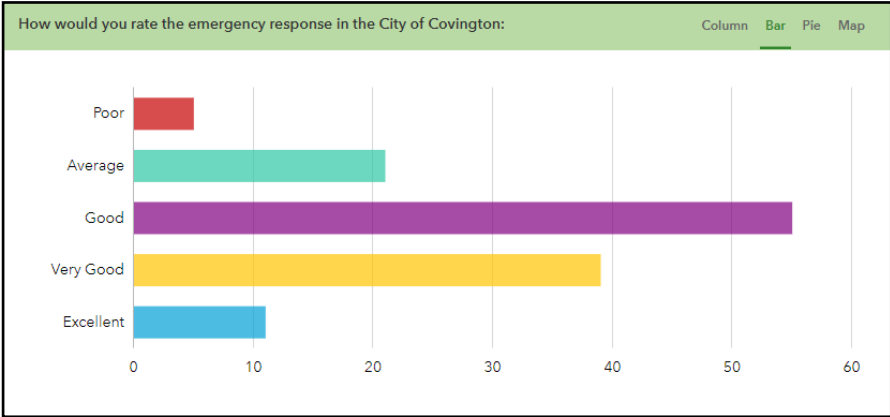
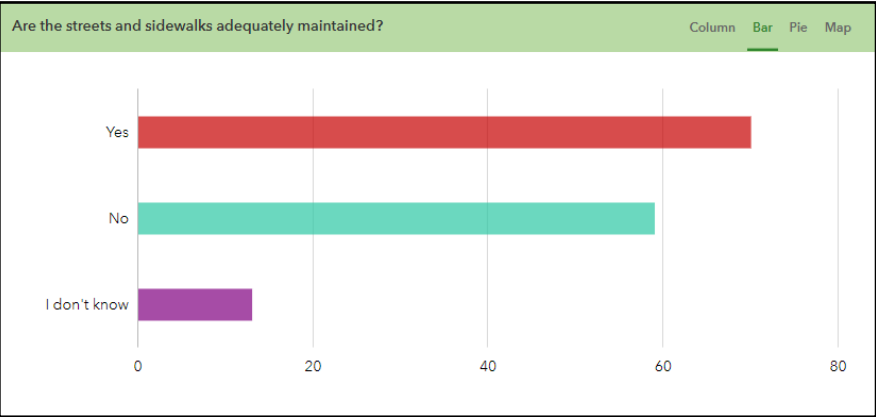
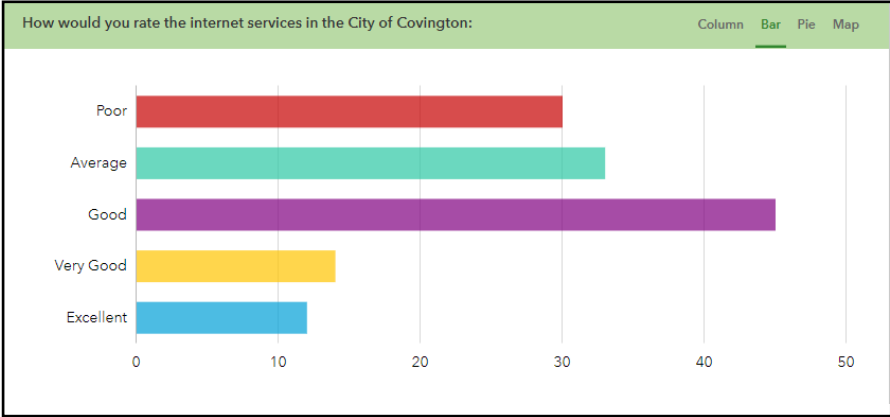
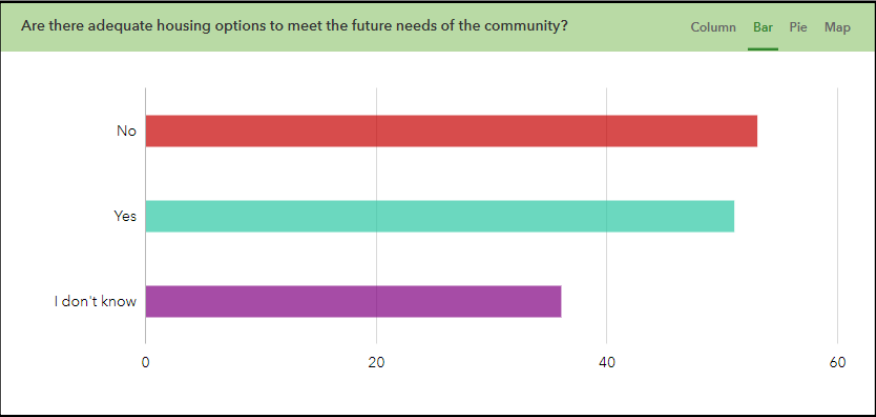
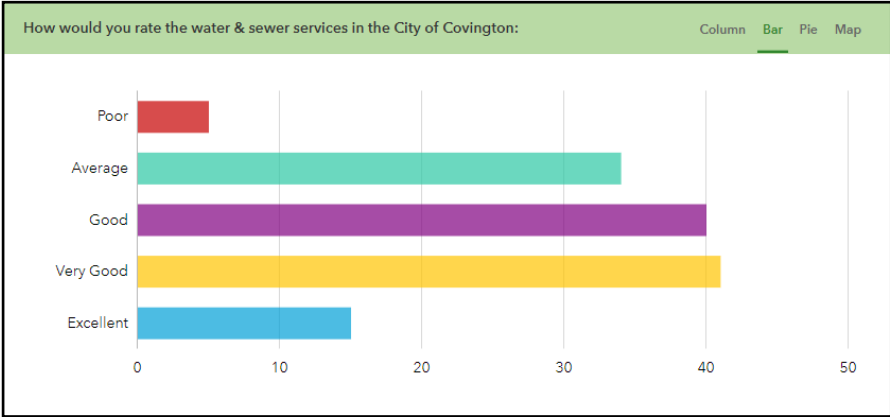
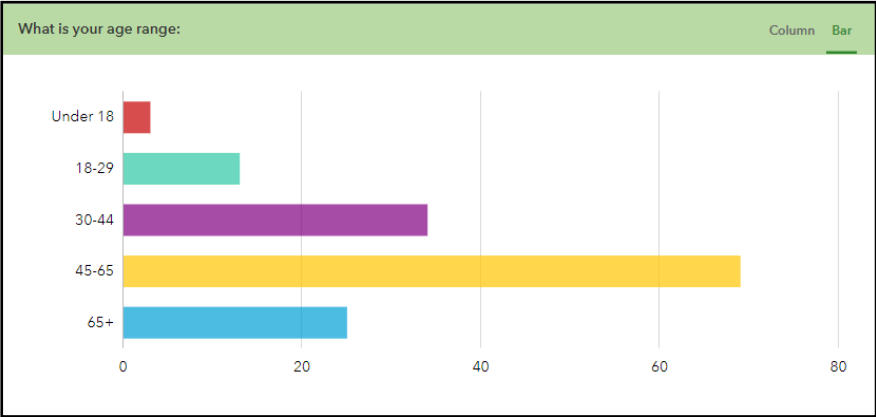
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**Inflow/Outflow Counts of All Jobs for Selection Area in 2019**  
All Workers

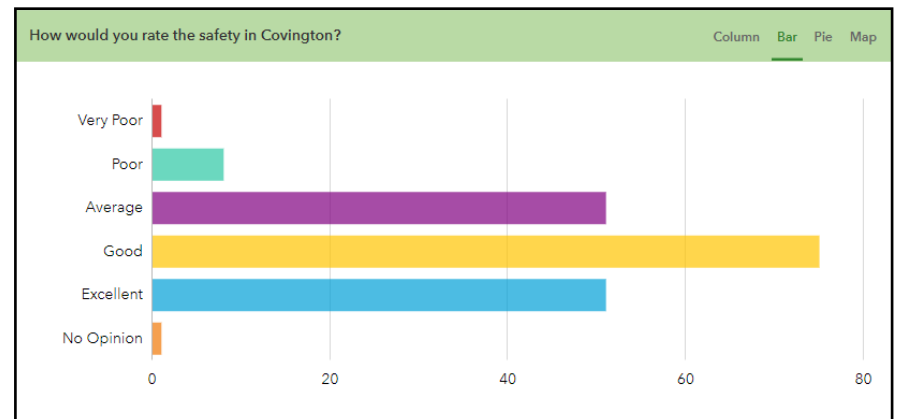
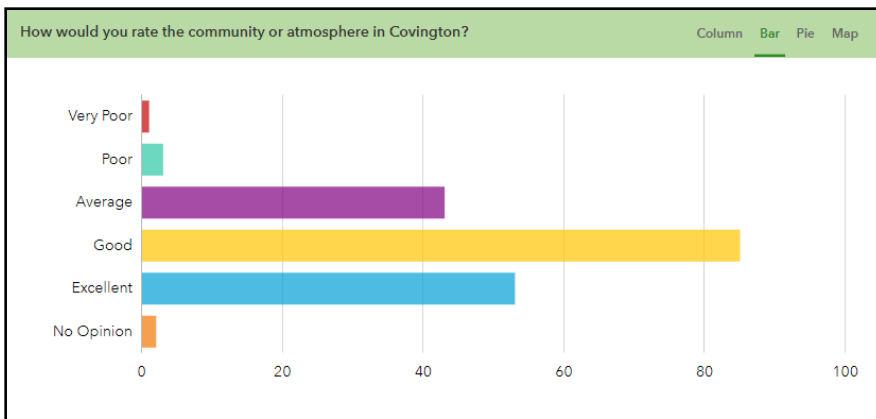
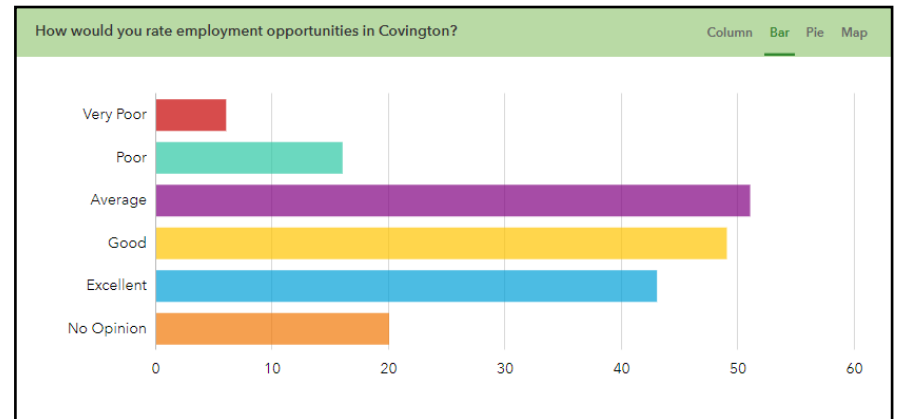
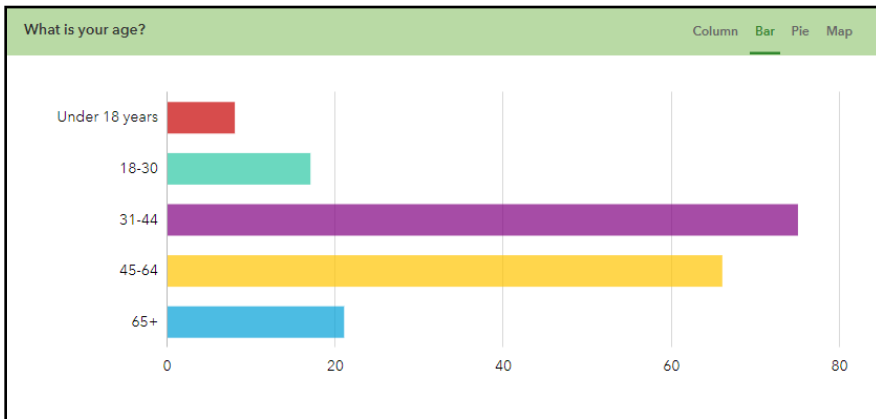
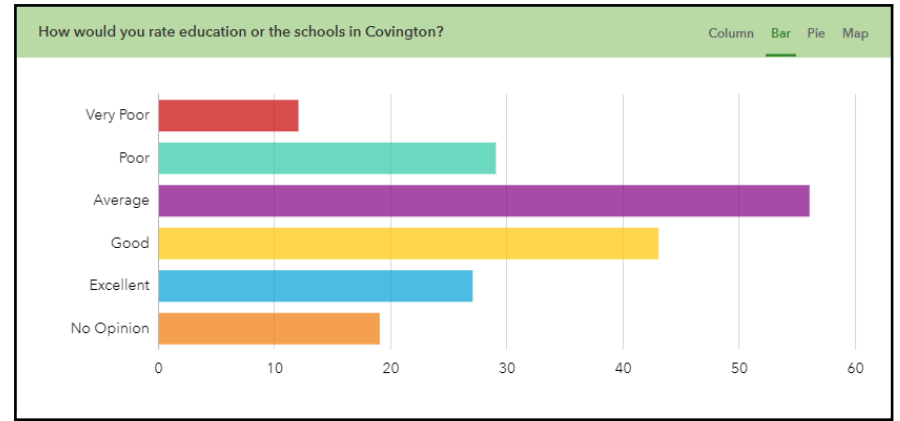
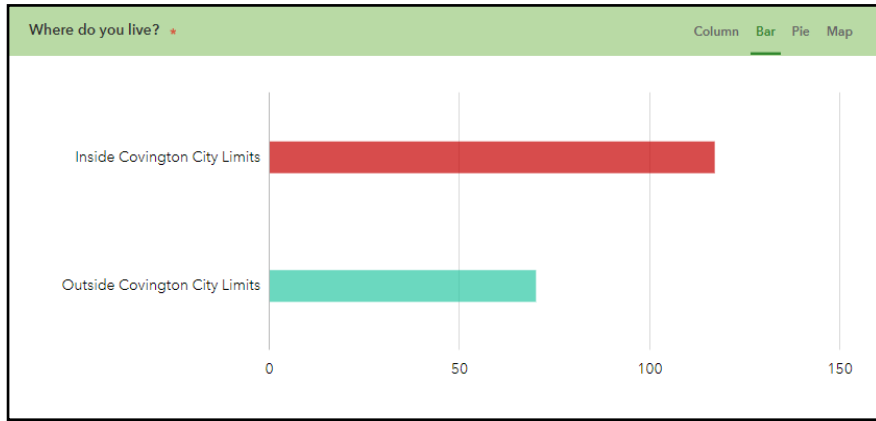
Worker Totals and Flows	2019	
	Count	Share
Employed in the Selection Area	17,263	100.0
Employed in the Selection Area but Living Outside	16,162	93.6
Employed and Living in the Selection Area	1,101	6.4
Living in the Selection Area	6,274	100.0
Living in the Selection Area but Employed Outside	5,173	82.5
Living and Employed in the Selection Area	1,101	17.5

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# Community Data - Survey One Snapshot



# Community Data - Survey Two Snapshot





**COVINGTON**  
georgia

**COMPREHENSIVE PLAN  
2023-2027**