

A RESOLUTION

A RESOLUTION TO ADOPT THE COWETA COUNTY COMMUNITY PLAN 2016-2036

WHEREAS, Coweta County has prepared an update of the community plan; and

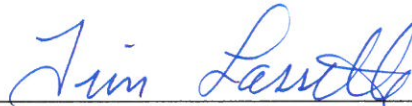
WHEREAS, the *Coweta County Community Plan 2016-2036* was prepared in accordance with the "Minimum Planning Standards and Procedures for Local Comprehensive Planning" adopted by the Board of Community Affairs pursuant to the Georgia Planning Act of 1989; and

WHEREAS, the *Coweta County Community Plan 2016-2036* was submitted to the Three Rivers Regional Commission for regional and state review; and

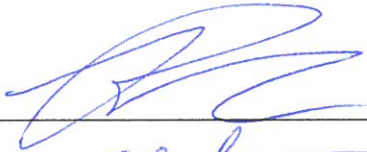
WHEREAS, the Georgia Department of Community Affairs has determined from their review that the *Coweta County Community Plan 2016-2036* adequately addresses the Local Planning Requirements;

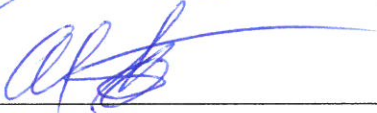
NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of Coweta County does hereby adopt the *Coweta County Community Plan 2016-2036*.

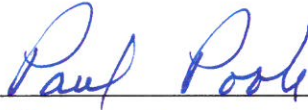
Adopted this 20th day of October 2016.



Chairman









Attest:



County Clerk



Coweta County Community Plan 2016-2036

Adopted October 20, 2016

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Context of the 2016 Update of the Coweta County Community Agenda

In 2005-2006, the consulting firm of Jordan, Jones, and Goulding was hired by Coweta County to manage an extensive public participation program and to develop a long range plan for community development. The 2005 public participation program and resulting growth management strategy provided a unified foundation for the comprehensive land use plan, the future waste water treatment plan, and the comprehensive joint local government transportation plan which was developed by URS. The JJG plan is the template for this update. Any changes to the content of the *2006-2026 Community Agenda* reflect the changes that have occurred over the course of the past ten years as the County has endeavored to implement the objectives identified in the 2026 plan and resulting from incorporating input from the public involvement program undertaken for *Coweta Forward 2036*.

Purpose

Coweta Forward 2036 continues in the fundamental direction of the *2006-2026 Community Agenda* which was interrupted by a nationwide recession that put almost all community development on hold from 2006 through 2009. Economic recovery began in 2010, and improvements have been experienced in each year since. During the recession, Coweta County managed to accomplish 75% of the objectives outlined in the 2026 plan; many of which put into place mechanisms for achieving the community vision (In 2015, Coweta County was designated a "PlanFirst Community" in Georgia). The 2016 update of the Community Agenda is now entitled the *Coweta County Community Plan 2016-2036*. This document is the County's comprehensive land use and community development strategy for the next twenty years. It is based on the findings of the updated Technical Addendum completed in 2015 and input gathered from the 2016 Public Involvement Program. It continues the vision for the community's future with a plan to implement that vision that is grounded in the award winning 2005 Public Participation Program* and augmented by the current views of citizens participating in *Coweta Forward 2036*. The *Coweta County Community Plan 2016-2036* identifies key issues and opportunities that the community wishes to address during the next 20 years, a list of policies to be followed in making day-to-day decisions, and a detailed Short-term Work Program that outlines what actions the community will focus on over the next 5 years. (*In 2006 the Georgia Planning Association presented awards to Coweta County for "Outstanding Commitment to Planning" and "Media Involvement")

Scope

This document was prepared following the Rules of the Georgia Department of Community Affairs (DCA), Chapter 110-12-1 *Minimum Standards and Procedures for Local Comprehensive Planning*, effective March 1, 2014. It includes the required elements for a Community Plan:

- (1) Community Goals with supporting vision statement and guiding policies;
- (2) An assessment of Needs and Opportunities relating to planning elements of land use/sense of place, economic development, housing, natural resources, community facilities, transportation, and the planning and development process found in Chapter V of the plan; and
- (3) An assessment of how Coweta County aspires to achievement of Quality Community Objectives found in Appendix B; and

- (4) The heart of the plan to achieve the vision, a Community Work Program that identifies specific actions the community will take over the next five years.

This document also includes some background information that is not required, but does describe the context within which the community is planning for its future. The chapter entitled "Context for Change" provides a high level overview of the demographic trends that will influence the community's future, and the chapter entitled "The Community's Vision for the Future" describes the public involvement program undertaken to reveal the community's assessment in 2016, of current and future needs and opportunities, the vision statement, and the Future Development Map. Coweta County is not required to include chapters on economic development, community facilities, or housing; however, these are important elements within the community vision and vital to the implementation of the growth management strategy.

Supporting and Related Documents Adopted By Reference to this Plan:

1. The Coweta County Future Development Map, as amended (since January 19, 2006)
2. The Capital Improvements Element, as amended (since April 4, 2006)
3. The Coweta County Joint Comprehensive Transportation Plan, as updated (since May 23, 2006)
4. The Future Wastewater Treatment Strategy, as amended (since October 6, 2006)
5. The Community Work Program, as amended (since October 17, 2006)
6. The Coweta County Greenway Master Plan (since April 17, 2007)

The *Coweta County Community Plan 2016-2036* is preceded by the *Community Agenda 2006-2026*, and the *Coweta County Comprehensive Plans 1995-2015* and *1990-2010*.

The documents listed 1-6 above play an integral role in the implementation of the growth management strategy, known as the "Village Centers Scenario", and outlined in Chapters IV and V of this plan and the *Community Agenda 2006-2026*. Amendments and/or updates of each of these documents may occur in concert with the amendment and/or update of the Community Plan or may occur on an "as needed" basis; nevertheless, each document is part of this Community Plan by reference.

The *Coweta County Future Development Map 2016-2036* is amended in concert with the *Coweta County Community Plan 2016-2036* and both are updated in accordance with the *Rules of Georgia Department of Community Affairs, Chapter 110-12-1 Minimum Standards and Procedures for Local Comprehensive Planning*.

The *Capital Improvements Element* and the *Impact Fee Ordinance* are amended and/or updated in accordance with *Rules of Georgia Department of Community Affairs, Chapter 110-12-1 Minimum Standards and Procedures for Local Comprehensive Planning*; and *Rules of Georgia Department of Community Affairs, Chapter 110-12-2 Development Impact Fee Compliance Requirements*. The current *Capital Improvements Element* is dated May 4, 2010. This update preceded changes to the *Development Impact Fee Schedule* which was last amended on December 17, 2013 resulting in the reduction of all impact fees to \$0.00. It is highly recommended that Coweta County update the *Capital Improvements Element* prior to reinstating impact fees. In accordance with the stated rules governing the administration of Impact Fee programs, annual financial reports of the Coweta County Development Impact Fee Program must be submitted to the Georgia Department of Community Affairs along with annual updates of the *Community Work Program*.

The *Community Work Program* is updated in accordance with *Rules of Georgia Department of Community Affairs, Chapter 110-12-1 Minimum Standards and Procedures for Local Comprehensive Planning*; and *Rules of Georgia Department of Community Affairs, Chapter 110-12-2 Development Impact Fee Compliance Requirements*.

The *Coweta County Joint Comprehensive Transportation Plan* is updated in accordance with guidance from the Atlanta Regional Metropolitan Planning Organization and the Georgia Department of Transportation.

The *Future Wastewater Treatment Strategy* is amended/updated in accordance with the County's rules for procedural due process; or in concert with updates/amendments to the Coweta County Community Plan.

The *Coweta County Greenway Master Plan* is amended/updated in accordance with the County's rules for procedural due process, as needed.

Use of the Plan

Coweta County staff, the Board of Commissioners, and local community leaders use the Coweta Community Plan in three ways. First, the Future Development Map is referenced when making rezoning decisions and capital investment decisions. It provides a representation of the community's vision and indicates character areas where various types of land uses should be permitted. It takes into consideration the land use patterns illustrated in the County's Existing Land Use Map, the current zoning map, topographic characteristics, natural resource sensitivity, the availability of existing and proposed infrastructure, and the issues and opportunities to address associated with anticipated population and employment growth.

Second, the plan provides policies that will help guide day-to-day decisions. These policies are a reflection of community values and are in keeping with the basic goals of the plan. They, too, will be used as guidelines in the analysis of rezoning decisions.

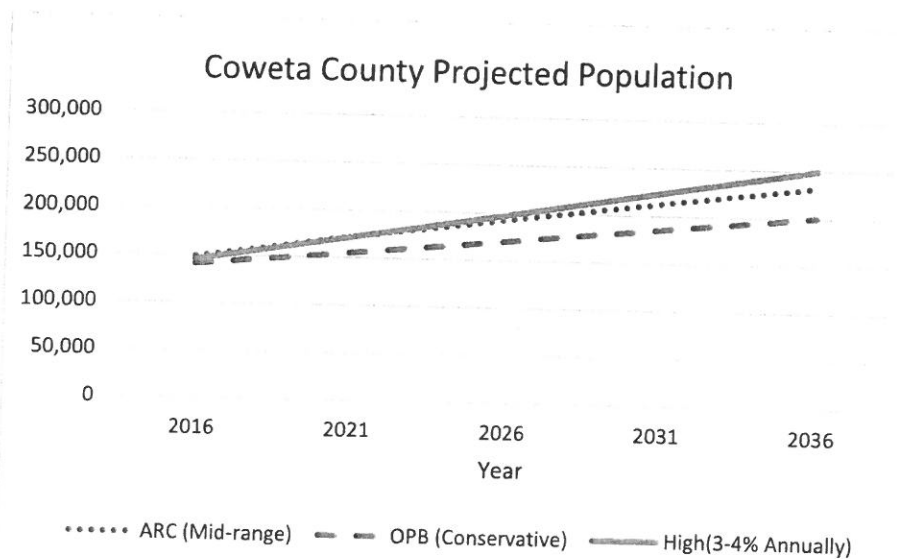
Third, the plan includes an Implementation chapter that will help direct public investment and private initiative. Plan implementation is carried out through the application of regulations such as zoning and development codes and through projects and programs outlined in the Short-term Work Program. This plan outlines recommended changes in land use regulations and codes to be consistent with the community's vision and, after plan adoption, it will be up to County staff and the Board of Commissioners to consider these code changes and revise if necessary. It should be noted that a Comprehensive Plan is a living document. Following the DCA Local Planning Requirements, it should be updated regularly to reflect changing conditions and shifts in public policy.

After a quarter century of rapid growth and then an abrupt cessation of growth during eight years of recession, Coweta County is recovering and is once again a growing and dynamic community. Coweta County is entering another important era of transition. Proper planning for the future requires careful consideration of basic assumptions concerning anticipated population growth, expected employment patterns, and likely housing trends. From these assumptions come projections that tell us what the County might expect between now and 2036.

Population

Coweta County is expected to continue growing at a healthy pace over the next two decades. Between 1985 and 2005, Coweta County grew consistently at a significantly faster rate than the state of Georgia as a whole. Between 1990 and 2004, for example, Coweta County grew at an average annual rate of 6.7 percent, and was among the fastest growing counties in Georgia and the United States.

The Great Recession of 2006-2009 curbed the rate of growth throughout the nation, including Georgia and Coweta County. Future projected growth rates for Coweta do not replicate levels experienced during the decade of the 90s or early 2000s, but the southeastern US continues to attract business and Georgia and the Atlanta Metro Area are strong competitors. Currently, population projections assume an average annual growth rate of just above 2 percent to 4 percent for Coweta County indicating that Coweta is expected to attract a share of the business and population growth headed for Georgia and the Atlanta Metro Area.

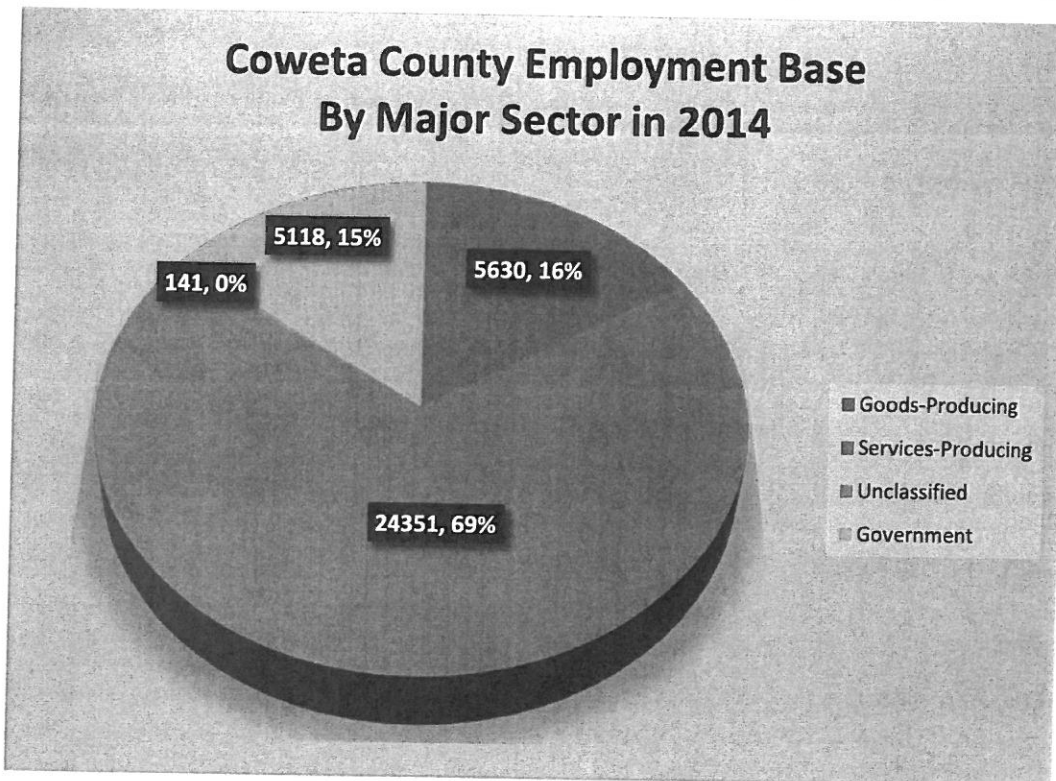


As recovery continues, Coweta County's population may increase by 71% over the next 20 years. In 2016, Coweta County was home to 145,973 individuals. Relatively conservative forecasts by the Georgia Office of Planning & Budget (OPB) and the Atlanta Regional Commission (ARC) project a total population

of between 201,132 and 232,154 residents by 2036. Respectively, the OPB and ARC projections assume annual average growth rates of 2% and 3.1%. Assuming that a pre-recession 4% rate of growth will resume is optimistic; but if it does, the population of Coweta County could top 250,000 within two decades. This plan uses the middle growth rate which assumes the County will increase by an average of 4,000 residents each year for the next two decades. This equates to approximately 1,700 new housing units and 40 new classrooms every year.

Employment

Continued population growth in Coweta County will be complimented further by an increasing employment base. According to the ARC, over the next 20 years, Coweta County is expected to experience average annual employment increases of 2.7 percent, resulting in nearly 21,000 new jobs.

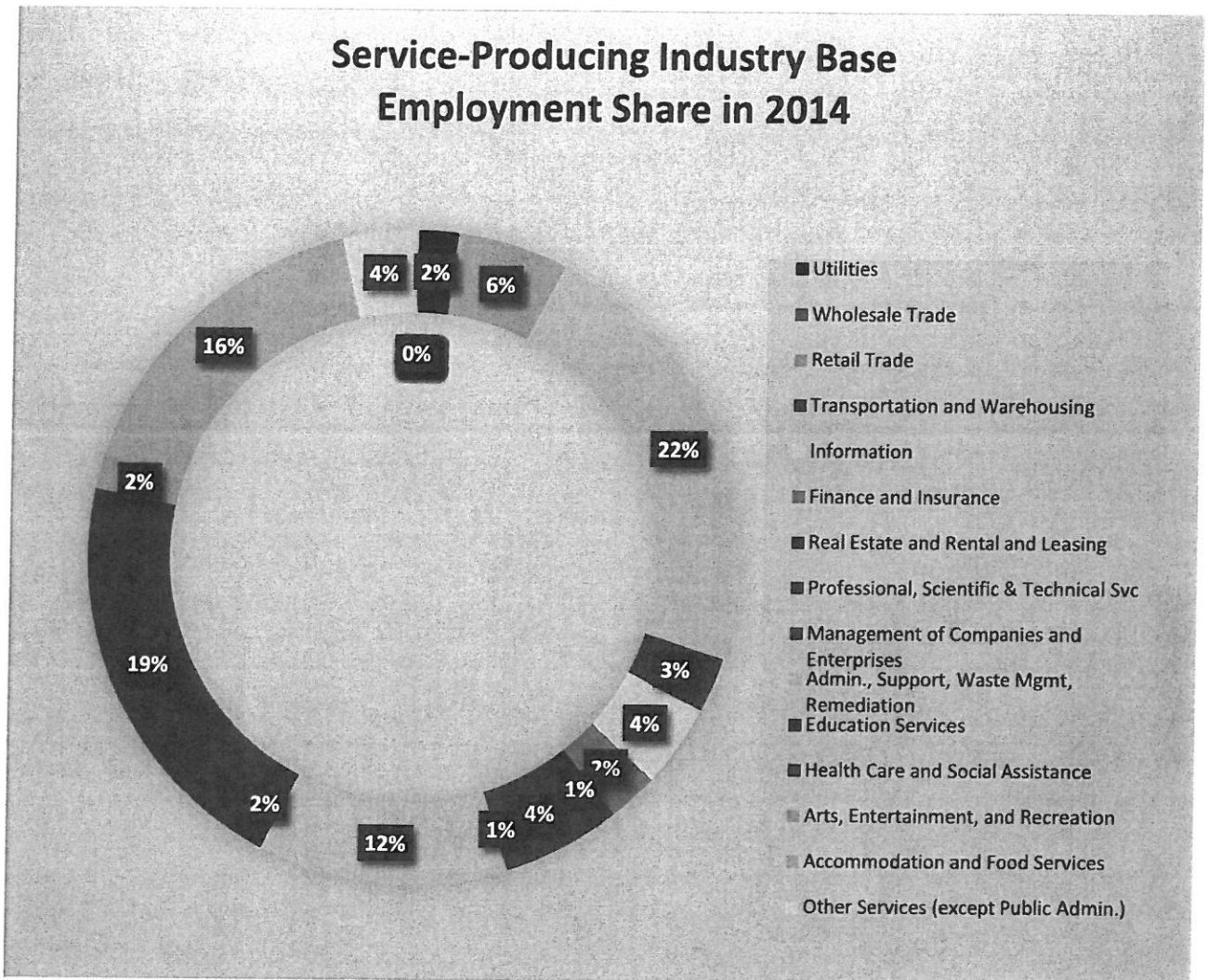


Goods-Producing industries in 2014 supported 16% of the local employment base and included Agriculture, Mining, Construction and Manufacturing. Manufacturing composed 80% and Construction composed 19% of the employment supported by the sector.

Dominating Coweta’s employment base are Services-Producing industries. Industries with the highest shares are Retail Trade; Administrative, Support, Waste Management, and Remediation; Healthcare and Social Assistance; and Accommodation and Food Services.

Federal, State, and Local Government employment composes 15% of the local employment base. These jobs include several post offices, federal courts and state courts, state patrol office, Soil Conservation and Rural Development Office, veteran’s affairs office and clinic, a consolidated public school system

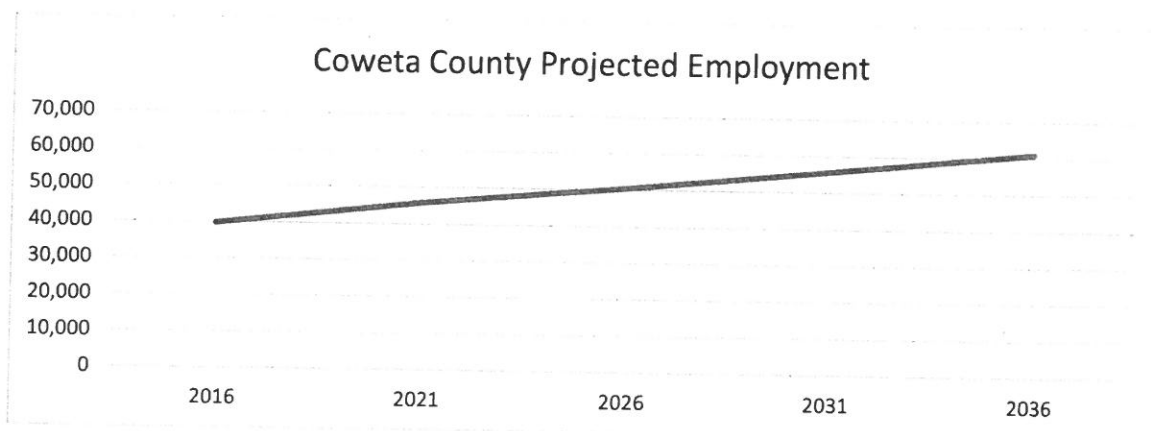
educating a student enrollment of 22,563 during the 2013-2014 school year, and eight local governments.



- Services:** Between 2005 and 2014, employment in the Service-providing sector experienced average annual growth of 2 percent and in 2014, composed 69% of the County's employment base. Education Services, and Professional, Scientific and Technical Services each provide small percentages of the local base but have experienced annual increases of 19.5% and 2.5%, respectively. Healthcare accounts for 19% of the Services employment base and has increased at an annual average rate of 3.7% since 2005. Buoyed by the expansion of Piedmont Newnan Hospital, and the opening of Cancer Treatment Centers of America and HealthSouth Rehabilitation Center, Coweta County has the potential to become a regional medical services provider.
- Retail Trade:** Population growth in Coweta has produced a sustained demand for a range of retail services. In 2014, the Retail sector composed 22% of Services employment and 15.5% of the county employment base. With more than 30 shopping centers, Coweta County attracts shoppers from neighboring areas in Heard, Meriwether, and Troup Counties. The Forum, the

first lifestyle center in Coweta, offers a scale and variety of shopping options that compete well among retail centers in the Southwest Atlanta Metro.

- **Manufacturing:** Coweta County is home to a growing number of nationally- and internationally- recognized companies. Companies like Grenzebach, KCMA, Niagara Bottling, PetSmart, Yamaha and Yokogawa have all located in Coweta County and continue to provide quality jobs to the community. With developable land identified along the I-85 corridor and in key locations throughout the county, Coweta is an attractive candidate for manufacturing, logistics, healthcare and corporate office projects. Two college campuses and Georgia's first College and Career Academy deliver state-of-the-art training support and helps ensure a strong, educated work force. An informed, energetic, and collaborative local economic development team is ready to work with companies from across a broad range of industry sectors to find the right location in Coweta County. Coweta's location – 20-40 miles from Hartsfield-Jackson Atlanta International Airport, 4 hours from the Port of Savannah, and along both CSX and Norfolk Southern rail lines – puts Coweta County in a prime location for continued job growth.



Households

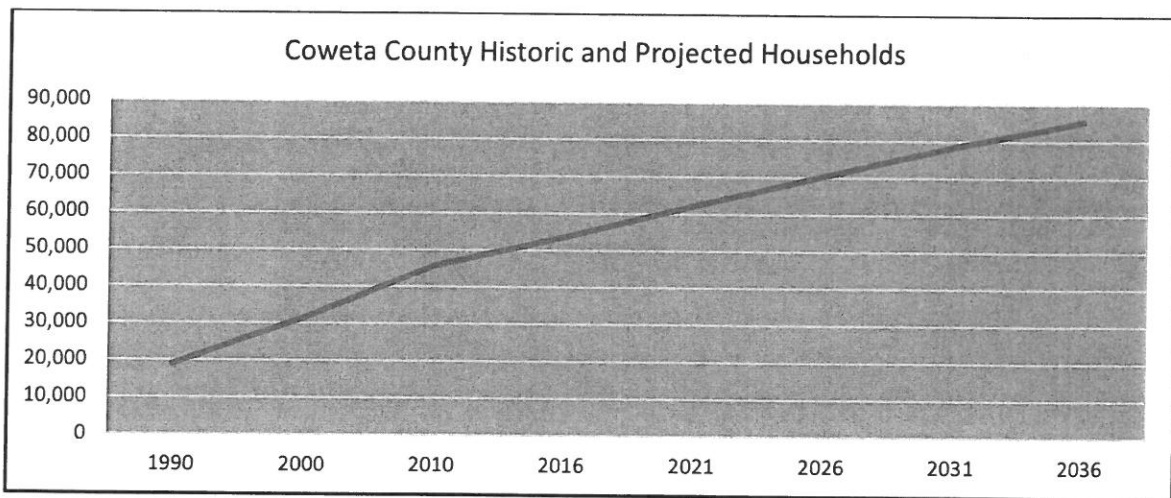
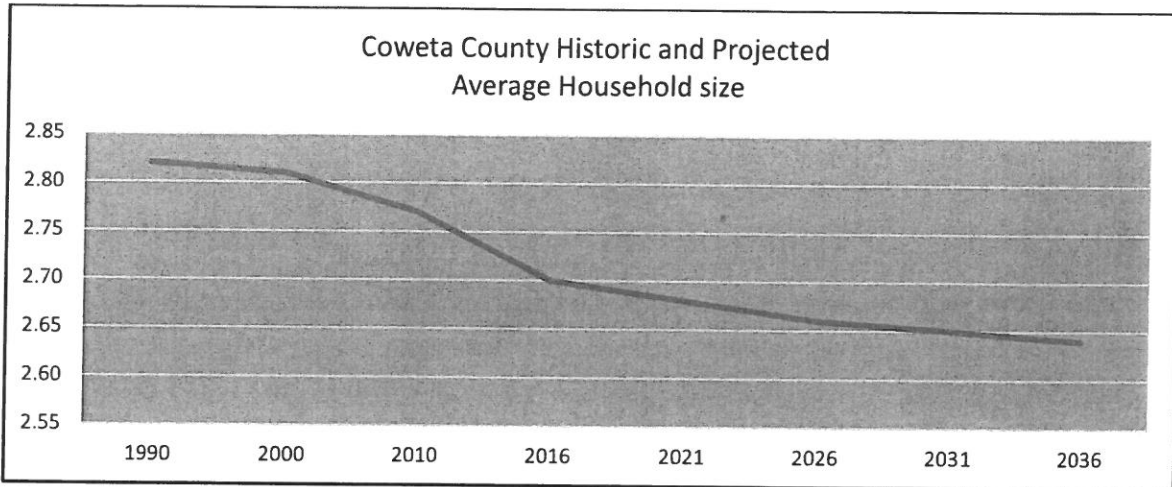
Households are a primary indicator of the demand for housing.

Traditionally, Coweta County has featured a remarkably high number of families with children. In 2010, for example, the percentage of traditional family households was 76 percent compared to 68 per cent for Georgia, and families with children was 27 percent in Coweta compared to 21 percent in the State. In general, Coweta County has been home to a higher share of married couples, a smaller share of single persons living alone, and a smaller share of single moms than the State as a whole.

Despite the large presence of families in Coweta County, household size has steadily declined over the past 25 years. Since 1980, average household size has fallen from 2.93 to 2.77 (2010), a change of about 5.4 percent. Ultimately, smaller households cause the number of households to grow at a faster rate than the population itself. For example, while the population of Coweta County increased by 38 percent from 1980 to 1990, the number of housing units increased by 42 percent during the same period.

Over the next 20 years, Coweta County's average household size is expected to continue to decline. As the Baby Boomer generation approaches retirement, household size will approach 2.70 persons per household.

By 2036, the number of households in Coweta County is expected to reach 85,404, an increase of more than 85 percent from the year 2010.



Summary

These projections provide a framework for successfully planning the future of Coweta County. By studying past and present growth trends, Coweta County can make informed decisions that ensure its continued success as a vibrant community for residents and workers alike. The growth assumptions that are described in this chapter present both a challenge and an opportunity for improving the quality of life of County citizens. It should be noted that the trends described here are by no means inevitable. Indeed, the actions taken by community leaders over the next few years to implement this plan will impact both the magnitude of growth and quality of its built environment. An assessment of demographic change and projections of population and employment are found in the Technical Addendum in Appendix B of this plan.

III. Public Involvement Program

COWETA *Forward 2036*

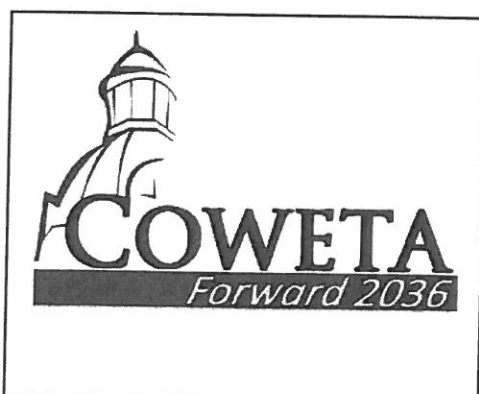
The Coweta County Vision Statement 2016-2036

"Coweta County will foster a New Frontier of rural character. This County will consistently sustain and improve the quality of life and promote economic development by continuously planning for careful, managed growth with the participation of citizens, private industry, and government. The resulting community will provide a uniquely historic sense of place that nurtures family and cultural values, commerce, education, recreation, health, and preservation of greenspace."

In 2005-2006, Coweta County executed an extensive update of the comprehensive plan and at the same time developed its first comprehensive transportation plan through a joint effort with county municipalities. An in-depth Citizen Participation Program was conducted to underpin both plans and to identify land use and transportation issues of concern.

In 2016, the county is beginning to recover from the Great Recession of 2007-2009 which lingered until 2014 in Coweta. An estimated 60% of the development anticipated to take place in unincorporated Coweta was unrealized over the course of the 2006-2016 planning period, effectively extending the life of the land use strategies outlined in the comprehensive plan. Because of this, the 2016 Public Involvement Program (PIP) to update the community plan is much more abbreviated in comparison to the all-out effort conducted in 2005. The 2016 PIP is designed to ascertain current community concerns, to discuss and answer questions about the land use strategy, and to collect public input about the land use strategy.

In September 2015, a list of stakeholder organizations and a subset of individuals who would act as the plan update Steering Committee were approved by the Board of Commissioners in preparation for the



Public Involvement Program to be kicked-off in January 2016. The first of two required public hearings was held on January 5, 2016 at 6:00 pm in the Commissioner's Meeting Room. The plan update process, update schedule, public involvement opportunities were presented to the Board of Commissioners and the community.

The slogan, Coweta Forward 2036, was used to promote the Public Involvement Program. The schedule of Public Information Open House events and plan update milestones were posted on the county web pages, featured in the Times-Herald, and circulated in the employee newsletter. A local cable access program, Linked-In, featured Planning

Department personnel for a discussion about the Public Involvement Program as well as the planning update process. County personnel were invited to present at the February Rotary Club meeting and

provided information and discussion about the plan update process. Facebook was also used to communicate the schedule of the Public Information Open House events and generally to encourage participation in the update process. The Newnan Times-Herald provided coverage of the Public Information Open House events and the first Stakeholder/Steering Committee meeting on January 13, 2016.

Public Information Open House Events

During the months of January and February 2016, two Public Information Open House events were held. On January 27, 2016 the event was located at Northgate High School in the cafeteria. On February 3, 2016, the event was held at the Coweta County Fairgrounds and Conference Center. Both events began at 5:00 PM and closed at 8:00 PM. These locations and dates gave citizens two convenient opportunities to attend an event.

Each meeting followed the same format: Coweta County personnel were stationed at tables arranged as a circuit around the room featuring high priority services including Fire & Rescue, Sheriff, Land Use (Planning), Transportation, Storm Water Management, Recreation, Economic Development, and Tourism. The drop-in format allowed citizens to spend as much time as desired talking with department personnel, and each visitor was encouraged to complete the circuit of stations. At each station, public input on the particular topic was also collected, recorded on laptop computers, and later made available to the public on the county web page set up for the PIP. As part of the circuit, a station featuring posters summarizing topics of interest in 2005 were displayed and citizens were asked to indicate with sticky dots the topics that were of continuing concern to them.

The final station was a facilitated one-on-one interaction with personnel from Three Rivers Regional Commission. At this station citizens were asked to review the 2005 vision statement and complete a comment card indicating support of the statement or disagreement with it and how it could change. For the sake of continuity between planning periods, citizens were asked to participate in a visioning task used in 2005, and name what they thought should be created, preserved, connected, and changed over the next twenty years. Citizens were also asked to complete a visioning exercise; a series of questions asking them to identify barriers or physical obstacles to achieving the vision statement. They were also asked to name specific services needed in the county and facilities or establishments that are not present that prevent achieving the vision statement.

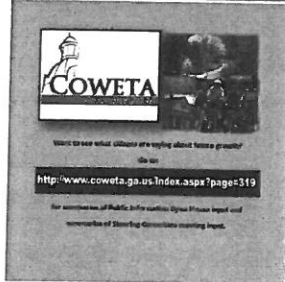
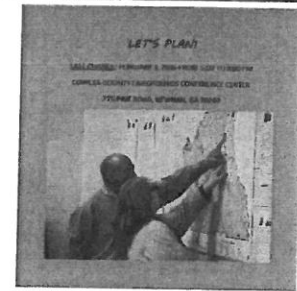
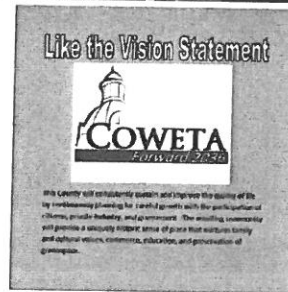
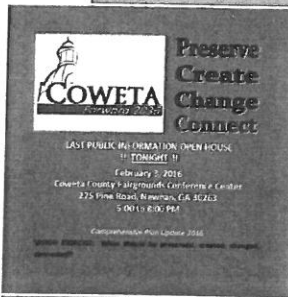
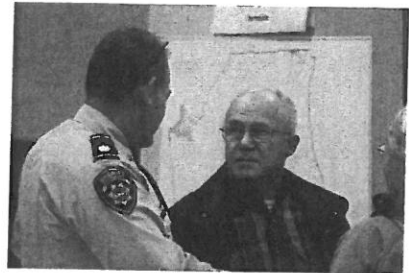
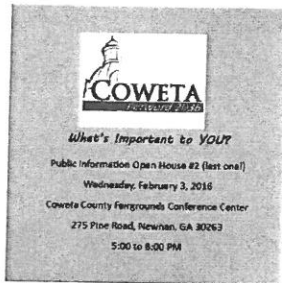
The Public Information Open House events were also considered an opportunity to educate citizens about the land use strategy that was adopted in 2006. Several maps illustrating linked relationships between the Future Development Map, the Comprehensive Transportation Plan, and the Future Wastewater Treatment Strategy were on display and Planning Department personnel pointed out these connections during the course of conversation with event participants.

A total of seventy-eight (78) citizens attended the open house events.



Photos from the Public Information Open House Events and Facebook Ads





Public participation in the visioning events of 2005 was five times higher than during 2016 update events. Possibly, the level of public concern for the way the county was developing in 2005 was much altered by 2016. The Great Recession dramatically slowed down the rate of change across the county as a whole, and so citizens were, for the most part, occupied with other concerns.

All top 2005 picks for "What do you want to preserve?" continue to get votes; 2016 votes are in parentheses and new 2016 comments are in red.

- Open Space/Greenspace/Trees (34 dots)
- Historic homes, buildings, communities (20 dots)
- Small town character (19 dots)
- Air/Water Quality (7 dots)
- Streams & Creeks (6 dots)
- Keep Coweta Beautiful: control litter, abandoned or distressed property
- Keep the west side of the county rural

What do you want to Change?

- Reduce traffic congestion, improve traffic signal synchronization on Bullsboro, improve traffic flow (28)
- Rate of growth (8)
- City/County coordination (7)
- Enforcement of existing codes and ordinances (4)
- Revamp and clean-up Exit 41

- Install bathrooms at park facilities
- Make parks for families and pets available

What do you want to Create?

- More parks, Bike/Pedestrian/Equestrian Paths (28)
- Educational opportunities Higher paying jobs Tourism, Industries – clean, high tech (23)
- Larger lot sizes (20)
- Sense of identity (7)
- Impact fees (2)

What do you want to Connect?

- East-west movement through new interchanges on I-85 (22)
- Use multi-purpose pathways to connect neighborhoods to destinations (15)
- Development of a true bypass (9)
- Subdivisions to schools, recreation areas, etc. (2)
- 4-lane SR 154

The emerging themes were very similar to those expressed in 2005. People attending the open house events wanted to continue to manage growth, enforce codes, protect historic buildings, and preserve Coweta's "green" character. They wanted more parks for passive recreation and a frequent classification of this concept was for a linear park. Traffic congestion was often cited as problematic. Planned interstate interchanges were supported and seen as a solution to congestion problems on Bullsboro Drive. Completion of the by-pass was also important and perhaps part of the solution for congestion. Educational opportunity and higher wage jobs in Coweta were also important. Concern for protection of water and air quality was present but with less emphasis relative to other issues. Concern for how needed infrastructure could be funded did not surface except for the two votes supporting use of impact fees.

The overarching goal that emerged in 2005: "To develop a plan that best manages the anticipated growth in the community" continue to be relevant for the 2016 update. Under this goal, 7 major goals for the community remain relevant.

1. *Sense of place* – Preserve valued elements of community character, create a better sense of place, and provide passive recreation opportunities.
2. *Natural Resources* – Preserve/conservate greenspace, open space, and natural resources
3. *Transportation* – Improve the existing transportation system and prepare for anticipated growth
4. *Economic Development* – Effectively promote appropriate economic development
5. *Housing* – To provide a variety of housing choices to suit the changing needs and lifestyles of County residents.
6. *Community Facilities* – Coweta County needs an adequate, sustainable, attractive, and efficiently managed network of facilities and infrastructure that will accommodate the present population, support continued growth, preserve the County's natural environment, and promote desired patterns of development.
7. *Planning and Development Process* – Continue to enforce codes and ordinances developed to guide anticipated growth to achieve vision statement goals and to improve the planning and development process.

The vision statement, so carefully crafted by the 2005 Citizen Advisory Committee, found strong support among the open house participants. There were a few changes suggested to strengthen the importance

to the community of economic development, health, and recreation. These changes were supported by the Steering Committee and are incorporated into the 2036 vision statement.

A Public Information Open House event summary is found in Appendix A of this plan.

Stakeholder/Steering Committee

A list of Stakeholders, the organizations and individuals who expressed interest in receiving county email concerning public involvement opportunities is presented in Appendix A. The Steering Committee is a subset of individuals representing Stakeholder organizations who were very interested in participating in the plan update process and consented to having their names presented to the Board of Commissioners. In addition to these individuals, each County Commissioner was asked to appoint a citizen to the Steering Committee. The Steering Committee was composed of 50 individuals consisting of two County Commissioners, five citizen appointments, county department and administration staff, and individuals representing county authorities, community advocacy organizations, healthcare, community recreation, community neighborhoods, public and private education (primary, secondary, and post-secondary), and economic development.

Steering Committee members were asked to attend at least one of the Public Open House events, and at least one of the Steering Committee meetings facilitated by Three Rivers Regional Commission. The process of scheduling Steering Committee meetings was conducted in October and November 2015 for the purpose of getting on member calendars as early as possible to facilitate attendance. Four meetings were scheduled, and a fifth meeting was added to make sure that the committee had time to work through the process of developing action items needed for plan implementation.

The primary tasks of the Steering Committee were to:

1. Contribute to the community vision for the next ten to twenty years by completing the visioning exercise facilitated by Three Rivers Regional Commission and by reviewing the 2005 vision statement for continued relevance in light of public input;
2. Identify issues and opportunities of current concern in the community;
3. Review current comprehensive plan policy to see if issues could be addressed and opportunities embraced given the policy structure;
4. Review the current land use strategy, recommend changes and/or continued implementation;
5. Identify actions that the county could undertake over the planning period to address issues of concern and opportunities.
6. The final task is for each committee member to provide review and comment of the updated plan documents. Updated plan documents were circulated to members of the Steering Committee. Each member was invited to review and comment by email upon the entire document or an area of concern.

Detailed summaries of each Steering Committee meeting are included in Appendix A of this plan.

Facebook Outreach (<https://www.facebook.com/Coweta-Forward-2036-878058352314068/>)

A Facebook page was set-up and used to notify a following of 500 (at the highest) when public participation events were planned and where to find them. Input from Facebook friends was received and is included in the Public Involvement Program database found in Appendix A.

Links to planning documents were posted on the Facebook page to facilitate community access to the current land use plan and updated documents.

Coweta County Web Site

All plan documents are posted on the internet. All draft documents for the 2016 Update are posted. Whenever new postings are available, a notice goes out to the Stakeholder List and the Steering Committee.



IV. Future Development Map

The County's Vision Statement has at its core the preservation of rural areas and rural character while at the same time allowing the partially developed portions of the County to fill out in ways that discourage urban sprawl and foster a sense of place. One of the County's most important tools in realizing the community's vision is this Future Development Map.

The Future Development Map portrays Coweta County in 2036, as an arrangement of 13 different "character areas," each shown in a different color or pattern on the map. Character areas define the overall land use and design characteristics. They are places that meet all or some of the following criteria:

- Have unique or special characteristics.
- Have potential to evolve into a unique area when provided with specific and intentional guidance.
- Require special attention because of unique development issues.

The character of developed areas can be explained by looking at several typical characteristics. Consider the following characteristics to identify areas within developed parts of the community:

- Siting and configuration of lots.
- Site design features, such as degree and location of landscaping, parking, driveways, accessory structures, stormwater facilities, and other features
- Street design.
- Intensity of development.
- Building location, dimensions, and orientation.
- Types and quantities of natural features.
- Location, extent, and type of civic buildings and public spaces.
- Relationship between uses within the area.

The Future Development Map and its character areas were developed as part of the Comprehensive Plan to:

- Fill the role of the Future Land Use Map.
- Guide future rezonings, special use, and development applications.
- Serve as a design and physical development guidance tool.
- Encourage and promote quality development and redevelopment.
- Define common themes among regions of the County.
- Be used as a tool for identifying future public and private actions leading to development and redevelopment.
- Be used as a tool in securing funding for projects.

- Identify and incorporate available community resources in the implementation of the character area programs.
- Provide a strong link between the community's vision, goals, and land use policy.
- Provide qualitative guidance to the development community.
- Lay the framework for urban design guidelines and changes to development regulations.

Coweta County's Future Development Map divides the unincorporated County into the following 13 character areas:

1. Employment Center – Industrial
2. Employment Center – Commercial/Office
3. New Village (McIntosh)
4. Mill Village
5. Crossroads Community
6. Infill Neighborhood
7. Lakeside Residential
8. Rural Conservation
9. Greenway/Conservation
10. Scenic Corridor
11. Neighborhood Institutional Corridor
12. Commercial Corridor
13. Interstate Gateway

Following is a narrative and pictorial description of each of these character areas, along with a recommended set of policies and implementation tools. A small version (8.5" x 11") of the Future Development Map can be found at the end of this section. A larger version of the map is available in PDF format from the, or on display at the, Coweta Planning Department.

EMPLOYMENT CENTER - INDUSTRIAL CHARACTER AREA



Yamaha



Industrial Park

Description

Areas of intensive employment such as an industrial park or warehouse/distribution center that is characterized by the presence of large, regional employers engaged in manufacturing, trucking, or production.

The Industrial Employment Center designation is used in two key areas along I-85. The first is an expansion of the existing Shenandoah employment center north of Newnan. The second is located further south along I-85 north of Moreland. These centers need sites with excellent access to I-85 for trucks. Other locations are scattered throughout the County, but tend to be close to the interstate.

Policies for Industrial Employment Centers

- Locate Industrial Employment Centers on relatively level land that has good access to I-85 and other high-capacity highways, railroads, utilities, water, sewer, solid waste, and stormwater management facilities.
- Ensure that access for heavy vehicles does not encroach on residential areas.
- Ensure that residential development does not encroach on major employment centers.
- Provide services nearby for the daytime needs of employees.
- Screen truck docks from public view.
- Protect surrounding residential uses from noise, smoke, lights, and visual impacts.
- Promote truck-only access to major highways and I-85.
- Employers that rely on trucking should have signalized left turn access. This will require connecting employment areas through cross access easements and sharing access points to the state highway system.

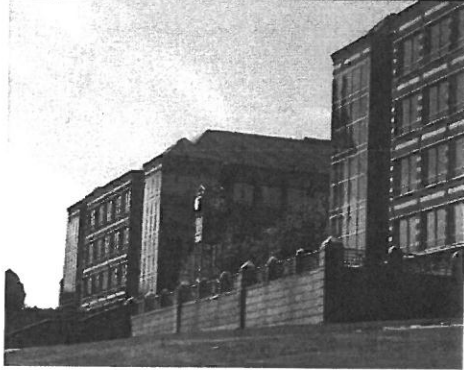
Implementation Strategies

- Zoning and Land Development regulations for high-intensity uses.
- Organize County-wide recruiting efforts to attract appropriate employers based on the high quality of life in Coweta County.
- Require traffic studies for developments with more than 200,000 square feet.
- Driveway controls and access management standards.
- Land use transitions to adjacent uses.
- Aesthetic standards for buildings, signs, and landscaping.
- Performance standards for noise, light, viewshed, impervious surface, and stormwater.
- Priority for water, sewer, solid waste, and stormwater facilities.
- Truck route designation.

Primary Land Uses

- Heavy and light industries.
- Warehouse/distribution.
- Wholesale trade.
- Telecommunications.
- Residential use of any form or density is not appropriate.

**EMPLOYMENT CENTER – COMMERCIAL/OFFICE
CHARACTER AREA**



Class A Office Space



Office Park

Description

An area such as an office park or regional shopping mall that is characterized by the presence of large, regional employers in the service or retail trade industries such as large commercial/retail outlets, and regional-scale shopping centers.

The Commercial/Office Employment Center designation appears in a number of places throughout the County, but primarily along the Highway 34 Corridor. Some of these would be new greenfield developments at high access areas near population centers. Others would be located adjacent to existing town centers. These centers provide opportunities to expand the County's economic base and recruit employers who will provide high-paying professional office and high-tech jobs.

Policies for Commercial/Office Employment Centers

- Locate Commercial/Office Employment Centers in areas with ample sewer capacity, with direct access to major arterials, and in close proximity to major population centers.
- Recruit employers who provide high-paying professional office and high-tech jobs.
- Encourage attractively landscaped, mixed-use developments that combine office, commercial, and residential development.
- Provide suitable transitions to surrounding residential uses.
- Development should occur on a grid of public streets. Block lengths should be between 300 and 600 feet.
- Employment areas should be connected to a network of sidewalks and paths.
- Buildings should address the street, with parking to the side or rear. As far as practicable, buildings should not be separated from the street by parking lots. Where impossible, out-parcels should be located between the parking area and the street to help improve the pedestrian environment and define the street.
- Shared parking lots between uses are encouraged.
- Service areas, service bays, outdoor storage areas, drive-throughs, car washes, and automobile service areas, including gasoline pumps, should not be visible from public streets.

Implementation Strategies

- Zoning and land development regulations for high-intensity uses.
- Organize County-wide recruiting efforts to attract appropriate employers based on the high quality of life in Coweta County.
- Require traffic studies for developments with more than 200,000 square feet.
- Driveway controls and access management standards.
- Land use transitions to adjacent uses.
- Aesthetic and building material standards for buildings, signs, and landscaping.
- Performance standards for noise, light, viewshed, impervious surface, and stormwater.
- Priority for water, sewer, solid waste, and stormwater facilities.
- Truck route designation.

Primary Land Uses

- Retail space.
- Offices.
- Mixed-use developments.
- Residential uses over storefront space.

NEW VILLAGE CHARACTER AREA



Mixed-use Buildings



Neo-traditional Residential

Description

A local activity center with a mixture of uses in a clustered form that serves as a live-work-play center for a neighborhood or community. It should include a variety of housing types designed for all ages. The Village Center is intended to provide social, recreational, and commercial services used on a daily basis by residents surrounding the center. The Village Center provides a planned arrangement of civic/institutional, recreational, commercial, office, and residential uses in a compact area and has an interconnected network of streets, sidewalks, and multi-use trails that encourage travel by walking, biking, and use of golf carts. Each village would have a mixed-use core with a mixture of commercial, residential, and institutional uses within a ¼-mile radius, providing a walkable scale. Within a 1-mile radius, the core should be surrounded with interconnected residential neighborhoods offering a variety of house types. A majority of the surrounding residential development should be in the form of new conservation subdivisions that cluster the development on the most buildable half of the project land area and save the remaining half for greenspace and recreation. A greenbelt buffer would separate the village from the surrounding countryside.

The Future Development Map illustrates preferred locations for New Village Centers. However, the actual location of these centers should be established based on the following criteria:

- Accessibility to the greater community.
- Compatibility with surrounding land uses.
- Location at or near the intersections of two major thoroughfares.
- Availability of public wastewater treatment system.
- Availability of other public services such as fire protection, schools, libraries, and parks.
- Impact on natural resources.
- Spacing with respect to other Village Centers, Mill Villages, and Existing Town Centers.
- Market feasibility of site.



Parkspace and Mixed-use



Traditional Residential

Policies

- Identify appropriate size, location, trade area, and range of uses for each center.
- Ensure that each New Village Center has a unique theme that promotes a sense of place.
- Encourage a mixture of uses and housing types for singles, families, elderly, and extended families.
- Provide for a Town Green or other appropriate open space.
- Prohibit “big box” retail or industrial uses.
- Encourage higher density housing types within walking distance.
- Locate in prominent location for access by both cars and pedestrians.
- Separate through-traffic from local traffic.
- Use access management strategies in appropriate locations.
- Design for walkability within the center.
- Create interconnected pattern of streets and trails extending into surrounding neighborhoods for cars, bikes, golf carts, and pedestrians.
- Orient buildings to streets.
- Non-residential and mixed-use buildings should be designed in close proximity to each other, attached where possible.
- Service areas, service bays, outdoor storage areas, drive-throughs, car washes, and automobile service areas, including gasoline pumps, should not be visible from public streets.
- Prohibit parking in front yards; require off-street parking to the side or rear of buildings.
- Encourage on-street parking and shared parking.
- Make appropriate land use transitions to single-family neighborhoods surrounding the Village Center.
- Require developers to provide an equitable share of infrastructure.

Implementation Strategies

- Prepare a Village Master Plan for each New Village Center addressing land use, housing, commerce, parking, multi-modal access, utilities, community facilities, urban design, signage, open space, landscaping, and maintenance of community landscaping,

streets, and street lights..

- Adopt a gateway and signage master plan for each village.
- Adopt aesthetic and building material standards for buildings.
- Adopt a circulation master plan for each village that defines how the street, sidewalk, and path network will look within the village and how the village will connect to surrounding neighborhoods.
- Create clustering incentives (see Growth Management Strategies).
- Prioritize water, sewer, and transportation improvements for Village Centers.
- Prepare a Zoning Overlay District allowing mixed uses with design standards for urban design, architecture, landscaping, signs, and lighting.
- Prepare public improvement standards requiring interconnected streets, parking, driveways, sidewalks, greenways, and trails.
- Enact a shared parking ordinance.
- Establish parking maximums.
- Require open space set aside for major developments.
- Establish tree preservation and landscaping standards.

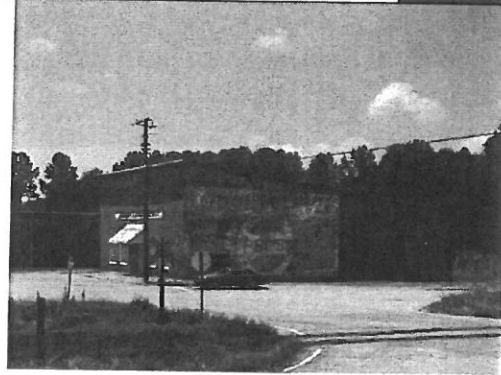
Primary Land Uses

- Mixed-use developments.
- Commercial and office space.
- Residential uses over storefront space.
- Civic and public uses.
- Traditional neighborhood developments.

MILL VILLAGE CHARACTER AREA



Mill Village Residential



Traditional Retail

Description

There are three historic villages in unincorporated Coweta County that once centered around the activities of a local textile mill: Arnco, Sargent, and East Newnan. In each case, the old mill that served as the employment center is closed. However, these planned communities retain historic housing, a grid of interconnected streets, and strong local identity. Redevelopment would result in a mixed-use form similar to the New Village but adapted to enhance the historic form of the mill village.



Traditional Mill Workforce Housing



*Mill Villages often include Places of Worship
and Parks.*

Policies

- Encourage preservation and adaptive reuse of the old mills and related historic structures to promote a sense of place related to the historic theme of the mill.
- Encourage redevelopment of vacant and underutilized land for viable uses that will complement the overall theme and enhance the village vitality.
- Developments adjacent to or within $\frac{1}{4}$ mile of a Mill Village character area should continue the traditional street grid, lot size, and traditional architecture.

- Encourage development of a mixture of uses and housing types.
- Encourage compatible architectural style that maintains the historic character and does not include “franchise” or “corporate” architecture.
- Provide appropriate transitions to surrounding rural or estate residential uses.
- Encourage on-street parking and shared parking.

Implementation Strategies

- Prepare a Master Plan for each Mill Village addressing land use, historic preservation, housing, commerce, parking, multi-modal access, utilities, community facilities, urban design, signage, open space, and landscaping.
- If appropriate, apply for National Register status for significant historic districts or structures.
- If appropriate, prepare a local Historic Preservation Ordinance to protect historic structures and districts.
- Identify any areas of potential contamination, and prepare an appropriate clean up and mitigation plan, and seek brownfield redevelopment incentives.
- Prepare a Zoning Overlay District allowing mixed uses with design standards for urban design, architecture, building materials, landscaping, signs, and lighting.
- Identify and promote an appropriate new community focal point, such as a local school, park, employer, or commercial activity. The focal point should generally be associated with, or adjacent to, the old mill building.
- Prepare a business recruitment plan designed to support redevelopment of the Mill Village in a compatible fashion.
- Prioritize water, sewer, and transportation improvements for Mill Villages.
- Prepare public improvement standards requiring interconnected streets, parking, driveways, sidewalks, greenways, and trails.
- Adopt a shared parking ordinance.
- Establish parking maximums.
- Require developers to provide interconnected streets, sidewalks, crosswalks, and bike paths.
- Require open space set aside for major developments.

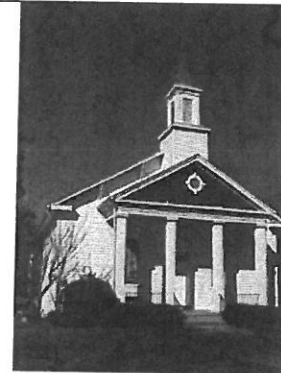
Primary Land Uses

- Single-family residences on small lots.
- Adaptively reused mill buildings.
- Parks and recreation.
- Mixed-use buildings.
- Neighborhood commercial.

CROSSROADS COMMUNITY CHARACTER AREA



Narrow Street with Grassy Swale



Religious Institution

Description

A small node at a traditional location in a rural or estate residential community that provides local needs along with a sense of place. The Crossroads Community Center includes a nucleus comprised of one or more of the following elements: a church, community center, cemetery or other civic/ historic landmark, recreation center, restaurant, gas station, or small store with convenient commercial services used on a daily basis for local residents that frequently pass by.

The design of the Crossroads Community Center should take into consideration how it could be expanded as the population grows in the surrounding area.

Policies

- Protect rural character in architecture, siting, and landscape.
- Prohibit “big box” retail or industrial uses.
- Provide appropriate transitions to surrounding rural or estate residential uses.
- Separate through-traffic from local traffic.
- Plan for future expansion as the surrounding area grows.
- Limit parking in front of buildings.
- The view of service areas, service bays, outdoor storage areas, drive-throughs, car washes, and automobile service areas including gasoline pumps, should be minimized from public streets by screening or placement at the side or rear of structures where possible.

Implementation Strategies

- Identify appropriate size, locations, and range of uses.
- Create clustering incentives (see Growth Management Strategies).

- If appropriate, apply for National Register status for significant historic districts or structures.
- If appropriate, prepare a local Historic Preservation Ordinance to protect historic structures and districts.
- Prepare a Zoning Overlay District with design standards for the architecture, building massing, landscaping, building materials, signs, and lighting of the Crossroads Community Center.
- Establish standards for interconnected streets, shared driveways, and parking.

Primary Land Uses

- Mixed-use buildings.
- Neighborhood commercial and office space.
- Residential uses over storefront space.
- Religious institutions.
- Civic and public uses.

	INFILL NEIGHBORHOOD CHARACTER AREA	
		
Description Residential neighborhoods and subdivisions comprised primarily of single-family detached homes in two density classifications - with or without public sewer.		
Policies <ul style="list-style-type: none">• Encourage residential infill development within areas that are accessible to existing public utilities and services and Interstate-85.• Increase the housing choices available for Coweta County residents.• New residential areas should be built in areas with adequate transportation access, environmental suitability, and availability of public utilities and services.• Foster contiguous and connected development. Avoid “leapfrog” development.• The density of residential subdivisions should be in accordance with the level of transportation access, environmental suitability, availability of public water and sewer, and other public facilities.• Residential developments should provide adequate public facilities for future residents without unduly burdening other taxpayers.• Residential developments should be planned in a compact, walkable pattern that integrates them with open space, schools, parks, recreation, retail services, and other amenities.• Residential developments should be connected with adjacent neighborhoods by streets and pathways designed for pedestrians, bikes, and golf carts.• Encourage open space conservation subdivisions with density bonuses for high rates of open space conservation.• Encourage moderate-density Traditional Neighborhoods in appropriate locations.		

**Description**

Residential neighborhoods and subdivisions comprised primarily of single-family detached homes in two density classifications - with or without public sewer.

Policies

- Encourage residential infill development within areas that are accessible to existing public utilities and services and Interstate-85.
- Increase the housing choices available for Coweta County residents.
- New residential areas should be built in areas with adequate transportation access, environmental suitability, and availability of public utilities and services.
- Foster contiguous and connected development. Avoid “leapfrog” development.
- The density of residential subdivisions should be in accordance with the level of transportation access, environmental suitability, availability of public water and sewer, and other public facilities.
- Residential developments should provide adequate public facilities for future residents without unduly burdening other taxpayers.
- Residential developments should be planned in a compact, walkable pattern that integrates them with open space, schools, parks, recreation, retail services, and other amenities.
- Residential developments should be connected with adjacent neighborhoods by streets and pathways designed for pedestrians, bikes, and golf carts.
- Encourage open space conservation subdivisions with density bonuses for high rates of open space conservation.
- Encourage moderate-density Traditional Neighborhoods in appropriate locations.

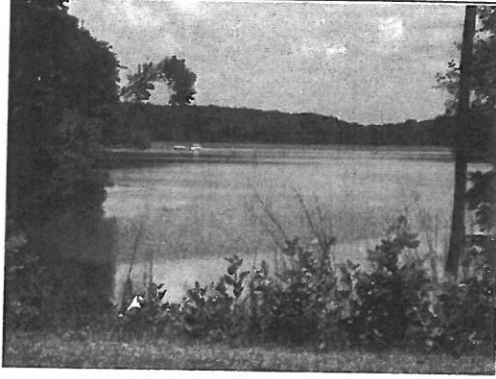
Implementation Strategies

- Adopt an Infill Neighborhood Zoning District to encourage development within this character area.
- Provide zoning for conventional subdivisions with lots of 1.6 acres or larger in appropriate areas.
- Provide zoning for open space conservation subdivisions in appropriate areas.
- Prepare a Traditional Neighborhood Development Ordinance and apply it to appropriate areas.
- Enact a tree preservation ordinance that applies to residential subdivisions where lots are smaller than 1 acre.
- Limit number and length of cul-de-sacs.
- Require minimum number of entrances and street connections.
- Enact impact fee ordinance coordinated with cities.

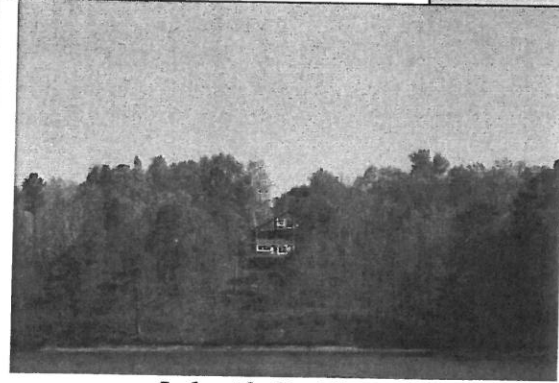
Primary Land Uses

- Single-family, detached residential.
- Small-scale neighborhood commercial (20,000 square feet or less) as part of traditional neighborhood developments.
- Parks and open space.
- Conservation.

LAKESIDE RESIDENTIAL CHARACTER AREA



Lake Redwine



Lakeside Residential

Description

A portion of the headwaters and water supply watershed of the Cedar Creek Reservoir, including Lake Redwine and the areas draining into the tributaries of Alexander Creek and Brown Creek. These areas are susceptible to development pressure and are vital to protecting the water quality of Cedar Creek Reservoir.

Policies

- Allow orderly low-density, single-family residential development in the area.
- Assure that adequate erosion and sedimentation control measures are taken in the watershed to protect the reservoir.
- Maintain a built environment of stable character that is compatible with surrounding areas.

Implementation Strategies

- Establish a 5-acre minimum lot size for new residential development in the watershed.
- Limit impervious surface of new development to 20 percent of the total site area.
- Require BMPs to protect water quality from stormwater runoff and sedimentation.
- Prohibit incompatible uses such as new sanitary landfills, new wastewater discharges, and the use of toxic substances.

Primary Land Uses

- Single-family, detached residential.
- Conservation.

RURAL CONSERVATION CHARACTER AREA



Pastureland



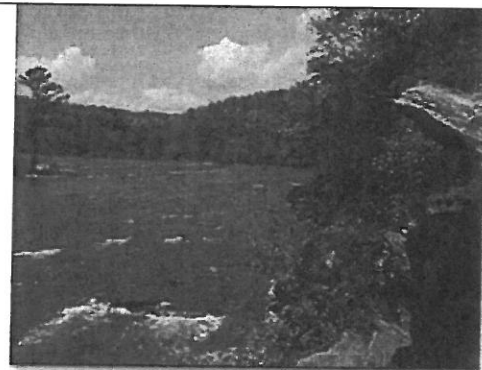
Horses

Description

Areas of the County where the predominant functions are farming, forestry, pasture, soil conservation, and where low density and large lot residential use and rural pursuits, such as horse breeding, specialty cultivation, and raising livestock can co-exist on the landscape.



Estate Residential



Chattahoochee Bend State Park

Policies

- Preserve the economic function of agriculture, livestock, and forestry in Coweta County.
- Preserve rural character in viewsheds.
- Discourage residential subdivisions with more than three parcels, except for conservation subdivisions.
- Discourage extension of public utilities in these areas.
- Subdivisions with an overall density of up to 0.5 units per acre may be approved for subdivisions development.
- Can provide a minimum of 50 percent open space in accessible common areas

containing recreation opportunities and valuable natural or historic resources that will be permanently protected.

- Provide BMPs for stormwater management and exceed all state and local standards for protection of wetlands, streams, lakes, ponds, and aquifer recharge areas.
- Are located with safe and direct access to a major thoroughfare.
- Provide at least one access point from a County road for each 50 homes.
- Provide high-quality amenities in common areas for community residents.
- Are served by safe and approved wastewater treatment facilities.
- Screen all houses from view by providing natural and undisturbed “no-access” buffers along all existing federal, state, and County roads that are adjacent to, or within, the development.

Implementation Strategies

- Enforce density caps on residential subdivisions (maximum 0.625 units/acre)
- Employ open space standards consistent with the policy for this area.
- Allow unpaved roads and shared driveways that provide access for up to three residences.
- Promote conservation use taxation program (see Growth Management Strategies).
- Use as a receiving area for a wetland mitigation bank.
- Enforce BMPs for any land disturbance activities, including tree harvesting and utility construction.
- Establish historic preservation where appropriate.
- Prohibit junkyards and equipment storage in areas that would be visible from the highway.
- Encourage residential cluster design
- Allow limited land splits for heirs.
- Require paved roads to use drainage swales in lieu of curb and gutter.
- Enforce BMPs for any land disturbance activities, including tree harvesting and utility construction.
- Enforce illegal dumping ordinance.
- Prepare a light ordinance to reduce evening glare and preserve the dark sky.
- Adopt typical street cross sections for rural street types that require all new streets to draw from traditional street design patterns and widths found in Coweta County. Typical street cross sections would include all street types from rural lanes to arterials.

Primary Land Uses

- Conservation and natural areas.
- Agriculture or forestry.
- Raising or breeding animals.
- Estate residential.

GREENWAY/CONSERVATION CHARACTER AREA



Riparian Buffers are Important Conservation Areas



Multi-use Path through a Greenway

Description

Natural areas along a lake, stream, highway, railroad, or other linear feature managed for conservation, recreation, and pedestrian or bike connectivity.

Policies

- Protect water quality with appropriate stream and reservoir buffers, septic tank setbacks, and prohibit uses that are prone to pollution.
- Protect natural habitat.
- Set aside land for a network of greenways for use by pedestrians, equestrians, bicycles, skaters, and golf carts that link parks, recreation areas, schools, and churches with residential areas, Crossroad Communities, Mill Towns, Village Centers, and existing Town Centers.
- Interconnect adjacent trails, recreation areas, and greenspace where possible.
- Provide appropriate wayfinding along trails.
- Take special care in siting underground utilities and overhead power lines.

Implementation Strategies

- Prepare a County-wide Greenway Master Plan.
- Identify appropriate areas and funding sources for fee simple acquisition.
- Target Purchase of Development Rights.
- Create a wetland mitigation bank.
- Require open space conservation subdivisions to incorporate designated greenways and trails
- Enforce BMPs for any land disturbance activities, including utility construction.

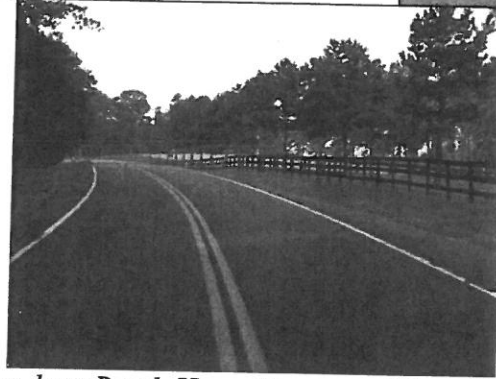
Primary Land Uses

- Conservation and natural areas.
- Recreation features of minimal impact such as trails or paths.

SCENIC CORRIDOR CHARACTER AREA



Scenic Rural Area



Two-lane Road, Horse Fence, and Open View

Description

The land visible from either side of a roadway passing through a predominantly rural or scenic portion of the County. Two examples of predominantly rural scenic corridors include Smokey Road and Gordon Road. This designation also may apply to a corridor that was once scenic and aspires to become increasingly scenic as development or redevelopment occurs. Designation of the Scenic Corridor Character Area must begin with a request from the corridor property owners to amend the Future Development Map.

Policies

- Maintain scenic and rural character while accommodating appropriate forms of new development within the corridor.
- Protect scenic viewsheds and historic features.
- Residences along the highway should be clustered and screened from the highway to preserve rural views from the corridor.
- Encourage commercial development to locate at major intersections, such as Crossroad Community Centers or Villages.
- Prohibit strip development, metal buildings, big boxes, junkyards, mass grading, and billboards that would be visible from the highway.
- Take extra care when siting major utility easements to preserve scenic views and rural character.

Implementation Strategies

- Survey scenic viewsheds and historic features.
- Enact sign and billboard controls.
- Employ historic preservation where appropriate.
- Acquire conservation easements if necessary.
- Revise Zoning Ordinance to prohibit billboards, metal buildings, strip development,

big boxes, junkyards, mass grading, and other offensive uses.

- Install landscaping in right-of-way to buffer offensive views.
- Clean up junkyards through zoning enforcement, litter ordinances, refuse disposal ordinances, nuisance ordinance, or other legal means.
- Limit curb cuts.
- On properties where timber is cultivated, require selective tree harvesting with buffers along the highway and Best Forestry Practices.

Primary Land Uses

- Preserved views
- Wide natural buffers along roadway to screen uses.

NEIGHBORHOOD INSTITUTIONAL CORRIDOR CHARACTER AREA



High Volume Residential Corridor



House converted to a business

Description

The Neighborhood Institutional Corridor is a high volume transportation corridor in Coweta County such as SR 154, and sections of SR 34 East, SR 16 West, and Poplar Road where residential or rural residential character is dominant. When residential land use along the corridor becomes less desirable than non-residential land use, transition will occur. Within the Neighborhood Institutional Corridor, transition from single-family residential to neighborhood scale institutional or professional office is encouraged. Where the corridor intersects with other arterials, service and retail land uses with buffers may be appropriate transitions.

Policies

- Limit the expansion of incompatible commercial and industrial uses.
- Restrict new commercial development within these corridors to village centers.
- Discourage strip commercial development.
- When residential conversion to commercial uses are considered, limit the new uses to low-intensity uses that provide a limited range of neighborhood services, such as day care or doctor's offices.
- Require any new commercial uses to maintain a residential scale with a pitched roof, limited signage, and parking in the rear.
- Require commercial uses to provide an opaque wall and landscaped buffer to protect existing residential development that is adjacent or to the rear.
- Encourage institutional uses such as churches, parks, libraries, and schools to be developed as an alternative to commercial uses. Use these as buffers between commercial and residential uses.
- Require new subdivisions to be developed with an internal street system and no private driveways accessing the highway.

Implementation Strategies

- Discourage rezoning of residential property to new commercial uses except in villages.
- Conduct regular inspections with strict enforcement of zoning and property maintenance codes to encourage property maintenance and to prevent expansion of non-conforming uses.
- Overlay district with performance standards and design guidelines to regulate aesthetics and design of buildings, building materials, and landscaping when there are land use changes and subdivision of property.
- Careful review of driveway permits, right-of-way, and road construction plans to ensure full consideration of the quality of life for residential property owners.
- Require front setbacks to be measured from future right-of-way line if road widenings are anticipated in these corridors.
- Driveway controls.
- Billboard and signage controls.

Primary Land Uses

- Small-scale offices that look like houses
- Estate residential
- Religious institutions
- Schools
- Care Homes
- Philanthropic Institutions

COMMERCIAL CORRIDOR CHARACTER AREA



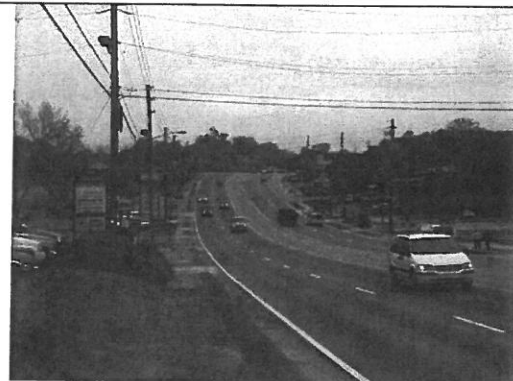
Neo-traditional Development in Commercial Corridors is an Alternative to Strip Malls

Description

The land fronting on either side of a heavily traveled local artery that serves several communities and may connect two or more Village Centers or commercial nodes. Predominantly located on Highways 27 and 34. Commercial uses constitute a growing percentage of the frontage. Residential land uses are often under pressure to transition to commercial uses.



Strip Mall



Local arterial with commercial

Policies

- Encourage nodal development with clear physical boundaries and transitions.
- Discourage strip development.
- Redevelop strip malls as a series of interconnected, pedestrian-scale, mixed-use developments.
- Discourage premature land use transitions from residential to commercial uses.

- Buffer existing residences along the highway from incompatible uses.
- Limit driveway spacing along the highway frontage and align driveways wherever possible.
- Encourage shared driveways and inter-parcel access for adjacent commercial uses.
- When residential conversion to commercial uses is allowed adjacent to other residences, maintain the residential scale and appearance of the converted structure.
- Require double-fronting lots or a parallel residential lane when new residential property is developed abutting the highway.
- Require residential subdivisions accessing the highway to be interconnected and to provide at least two entrances.
- Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way.
- Create safe, convenient pedestrian and bicycle connections to the neighborhoods and subdivisions that are adjacent to the commercial corridors.
- Building siting, building materials, architecture, signage, parking, and lighting should reinforce a residential scale.
- Extent of the Commercial Corridor district should be contained over the next 20 years to increase the viability of the Employment Center and Village Center character areas.
- Service areas, service bays, outdoor storage areas, drive-throughs, car washes, and automobile service, including gasoline pumps, should not be visible from public streets.

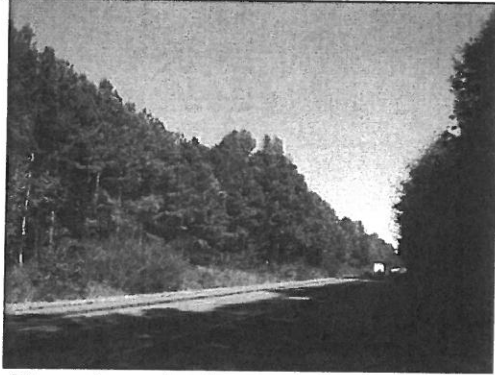
Implementation Strategies

- Strict zoning administration and enforcement.
- Buffer requirements.
- Create an access management and driveway control master plan that moves the corridors towards signalized intersections every 600 to 1,200 feet without intervening curb cuts.
- Building mass controls.
- Architectural controls
- Sign and billboard controls.
- Create a network of interconnected streets and parking lots.
- Incorporate sidewalks, crosswalks, and bike paths.
- Tree preservation and replacement standards.
- Landscaping standards.

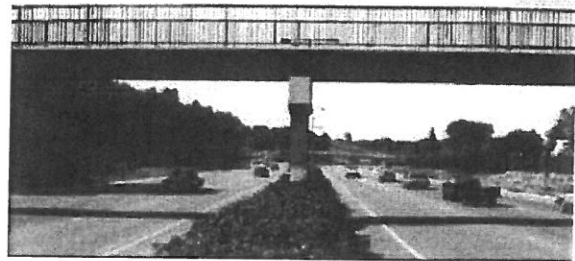
Primary Land Uses

- Mixed-use developments.
- Commercial and retail establishments.
- Offices.
- Residential uses over storefront space as part of mixed-use developments.

INTERSTATE GATEWAY CHARACTER AREA



Views from the Interstate are Protected



Interstate Gateway

Description

A broad corridor along I-85 that serves the majority of regional traffic approaching the community. The viewshed from the highway provides a “first impression” of the character of the community.

Policies

- Provide a clear sense of entry to Newnan along I-85.
- Landscape the edges of the highway.
- Provide for streetscaping along major arterials connecting I-85 to the City.
- Prohibit new signs other than approved highway signs on I-85.
- Protect views of locally significant landmarks.
- Prohibit mass grading along the I-85 viewshed.
- Prohibit truck loading areas from being visible from the highway.
- Limit the size of parking lots visible from the highway.
- Coordinate City and County ordinances in these areas.

Implementation Strategies

- Prepare an interstate gateway overlay zoning district to regulate the character of development near the I-85 corridor.
- Adopt a wide (at least 200 feet) undisturbed buffer standard at the edge of the interstate right-of-way.
- Work with the Chamber of Commerce to prepare a visitor information station and wayfinding system from the I-85 interchanges.
- Same sign and billboard controls for City and County in the corridor.
- Same tree protection and landscaping requirements for City and County in the corridor.

- Same outdoor lighting controls for City and County in the corridor.
- Same building mass controls (“big box” policy) for City and County in the corridor.
- Same architectural and building material controls for City and County in the corridor.
- Beautify interstate interchanges with extensive low maintenance landscaping.

Primary Land Uses

- Wide natural buffers along the interstate to screen uses and signs.
- Gateway signage and orientation signage for visitors.
- Exceptional landscaping, architectural, and design standards for allowed uses.
- Retail, services, office, institutional, mixed-use, light industrial

V. Translating the Vision into the Plan

To translate a future vision for the community into an implementation plan first requires goal setting and an identification of the issues and opportunities that will likely be faced in making the plan a reality. The overarching goal is to develop a plan that best manages the anticipated growth in the community, and this plan is divided into seven major elements:

- Sense of Place
- Transportation
- Economic Development
- Housing
- Natural and Cultural Resources
- Community Facilities and Services
- Planning and Development Process

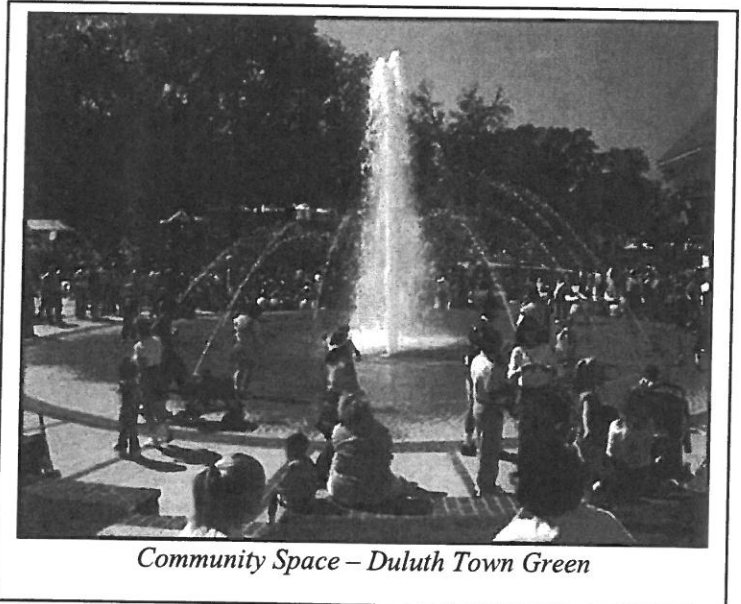
Following is a goal statement for each element and list of issues and opportunities that were first identified by the public and later refined by County officials and consultants.

Sense of Place

Sense of Place Goal – Preserve valued elements of community character and create a better sense of place

The term “community” refers to qualities that are not always tangible or apparent. This term refers to the “features” of social organizations, such as networks, norms, and trust that facilitate coordination and cooperation for mutual benefit. “Sense of place” is another term for the community. Land use patterns, infrastructure, and service investment all contribute to this sense of place and the sustainability of the community, because it is the nature and quality of social interactions that are the keys to building and sustaining any sense of community.

The ordering of physical space – a combination of land use patterns and design - encourages or discourages the use of public interactive space. Public sidewalks, streets, parks, and civic squares are examples of places that facilitate community interaction. Such interactions tend to minimize economic stratification and enable free



information exchanges. These interactions are the moments in which the grounds for community occur: social cohesion is established and individuals are viscerally reminded of their membership in a community of variety and diversity. Part of the vision for the community is to create an environment that residents and visitors alike will be comfortable using, an environment that is unique to Coweta County, an environment with a true sense of place. This image hinges on the preservation of historic places and draws from the traditional character of Coweta County to create interactive spaces where desired, for example in crossroads communities and villages. In Coweta, there is a strong connection between rural area and community sense of place so preservation of rural area is an important part of how land use pattern evolves.

Sense of Place Issues

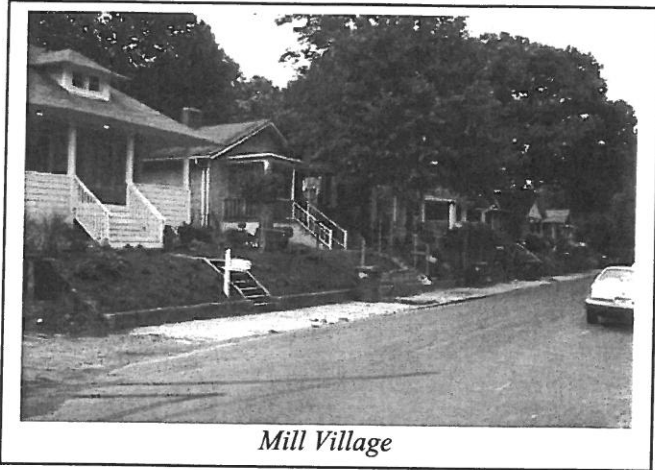
1. **Loss of small town and rural character.** Considered by many residents to be one of the greatest threats to the County, the loss of small town and rural character is a strong concern. During decades of rapid growth (1980-2000), most development did not incorporate traditional elements of the County's unique character.
2. **Much of the new development fails to draw upon Coweta County's unique architectural or design characteristics.** Coweta County's traditional and historic developments found within towns and mill villages offer examples of compact, pedestrian-friendly neighborhoods with a variety of housing types and styles built on highly connected, often grid-like, street networks.
3. **Franchise-driven character of new commercial development.** Much of the new commercial development coming to Coweta County ignores the community's traditional design and architectural styles.
4. **Weak preservation measures for important historic resources.** Many of the residents of Coweta County place great value on their community's historic resources. There are numerous designated historic districts and resources throughout the County; however, ordinances protecting historic architectural and site development qualities of these resources have not been adopted.
5. **Lack of local ordinances and design standards to help ensure that new development complements the community's rural and historic character.** These ordinances and standards are essential to perpetuating small town and rural character within new developments and breaking the practice of franchise-driven commercial architecture.
6. **Lack of ordinances to support traditional neighborhood development.** Strengthen incentives and/or adopt ordinances designed to encourage location of traditional neighborhood development within the Infill Neighborhood character area.
7. **Few community gathering places.** Participants referred to the lack of neighborhood parks, coffee shops, or other gathering places within walking distance of their homes.

Sense of Place Opportunities

1. **Create attractive, mixed-use, pedestrian-friendly neighborhoods and shopping districts when new village or mill village development and redevelopment opportunities arise.** A new village planned in east Coweta, and mill village redevelopment could be encouraged to embrace traditional forms of design, street networks, and architecture patterned after the historic village patterns found

throughout Coweta County such as downtown Newnan, Senoia, East Newnan, or the Sargent Mill Town.

2. **Locate public facilities within the crossroads communities, mill villages, and new villages such as parks, schools, libraries, police precincts, recreation centers, and senior centers.** These kinds of facilities support community interaction; and where desired, encourage neighborhood scale retail and service business to collocate.
3. **Ensure the compatibility of new development.** Make certain that redevelopment and new development in mill villages, new villages, and crossroads communities follow historic patterns of land planning, design, and architecture as found in Coweta's original towns, mill villages, and crossroads communities.
4. **Reduce the cost burden of new developments on existing residents and businesses.** Coweta County would like to avoid raising taxes to pay for the new growth. New developments should do a better job of paying for the new infrastructure and services they require.
5. **Preserve historic sites before they are demolished or degraded by incompatible development.** Specific opportunities include mill villages at Sargent, Arnco, and East Newnan, the village of Roscoe, the Brown's Mill Battlefield, among others.
6. **Allow greater density in planned villages with a mixture of uses.** Areas that have the necessary infrastructure, including roads, sewer service, and fire protection, may be appropriate for new village-style development.
7. **Deter strip commercial development.** Where possible, encourage interparcel access by building a grid-like system of streets or driveways within new commercial projects. The County is seeking alternatives to the contemporary strip mall.
8. **Improve look and image of the community from I-85 and at interstate interchanges.** Many of metropolitan Atlanta's interstates have been lined with unsightly development and large, unattractive signage. The interstate corridor and its interchanges are important gateways into Coweta County and need to be protected.
9. **Preserve rural character, open space, and scenic viewsheds.** At least 60 percent of Coweta County is in an undeveloped, agricultural, or estate residential state, contributing to the rural and open character of Coweta County. Preserving this aspect of the County is among the public's highest priorities for the long-term future.
10. **Emphasize infill in the cities and northeastern Coweta County.** There is a tremendous opportunity for infill development in the northeastern portion of the unincorporated County where scattered and leap-frog development patterns have left approximately 16,454 acres available within this character area of roughly 50,588 acres. This character area has tremendous locational assets including small town living, shopping and entertainment, easy/near access to arterial roadways, public and



private schools, healthcare, and a variety of housing options. Public facilities for recreation, and public safety services are most concentrated here.

Sense of Place Strategies

Master Planning

The built environment is the product of an incredibly complex set of decisions by a wide array of individuals and groups who often operate under vastly different constraints. One of the most influential actions the County can take to enhance and encourage the physical enactment of the community's vision is to write regulations that both encourage and create a distinct sense of place. A Conceptual Corridor Master Plan is needed to identify where the development of traditional street patterns should be encouraged to help define or build upon an existing street framework and to build-in routing choices for travelers to keep traffic volume disbursed and moving during peak travel hours. Additionally, the County needs to pursue master planning for village areas, redevelopment areas, the mill villages, and crossroads communities.

These strategies will utilize the Comprehensive Plan and its character areas as the basis for understanding how each character area within the County should look, feel, and act. Together, these three initiatives – design-oriented codes, street standards, and master planning - will create the framework for innovative development needed to inspire sense of place. Several aspects are important to the creation of a sense of place and the development of a new identity:

- Promoting the unique aspects of Coweta County, as well as developing in ways that strengthen sense of place.
- Retail and commercial development will follow residential development. Quality in both areas, as a result of character area guidelines and zoning regulations, will continue to promote the Community Vision.
- The strategic creation of civic buildings and public spaces to support sense of place efforts and spur quality development.

Growth Management

The Coweta County Community Plan is based upon at least 50% of new residential growth taking place in the unincorporated areas with half of that locating in the partially developed Infill Neighborhood character area where three existing mill villages, four out of eight incorporated areas, and nearly all of the medium and high density residential development in the unincorporated county has occurred. This is also where the major shopping areas are located, the industrial parks, most public facilities, the colleges, and hospitals are located. Since 2005, zoning for one new village center in eastern Coweta, within the Infill Neighborhood character area, has been approved but has remained undeveloped. Coweta's rural countryside can be found within the Infill Neighborhood character area, but it is showcased in the Rural Conservation character area, approximately 60 percent of the land mass of Coweta County. The growth management strategy is to encourage new growth to locate within the Infill Neighborhood character area and reserve the Rural Conservation character area for farming, ranching, forestry, and new estate or rural density residential development. Infrastructure investment, both

public and private, is targeted for the Infill Neighborhood character area where financial investment will be most needed and where expenditures will be most cost effective.

The desired future land use pattern and supporting growth management strategy reflects strong community values for the preservation of Coweta's rural character, revealed during the 2005 Community Participation Program and reinforced during the 2016 Public Involvement Program. Encouraging a pattern of compact growth will produce a number of benefits; including maintaining the rural character of the County, preserving wildlife habitat, and protecting water quality by limiting the increase of impervious surface. Perhaps the most desirable aspect of this compact development pattern is that it will improve the efficiency of infrastructure and public service delivery and, thereby, control the expenditures needed for Coweta County to accommodate an additional 80,000 residents. Focusing development into areas that are already provided with service along with continued efforts to recruit business and industry will limit the need for new and increased taxes.

Low-density, dispersed development has repeatedly been shown to have higher capital and operating costs than delivery of the same levels of service within compact development. A significant body of growth management literature documents the cost advantages of compact development. The classic study, *The Costs of Sprawl*¹ and subsequent studies, have consistently found that higher density, planned communities are more efficient in terms of capital costs, operating costs, energy use, and environmental impacts. The general consensus of this research is that, on average, the capital cost of roads and infrastructure systems in compact, contiguous development is about 20-25 percent lower.

Appendix C of the plan describes in detail the 2005 development of four growth management scenarios and a related fiscal analysis of projected land use revenue and cost to deliver services for each scenario (*The Public Service Costs of Alternative Land Use Patterns*). The selected growth management strategy incorporated the best features of the Village Centers and Rural Preservation scenarios. The Future Development Map consists of four distinct areas that are used to shape the character of the County over the next 20 years: Mill Villages and Village Centers (consisting of existing municipalities, mill villages, and an approved village center), an Infill area, Employment Centers along I-85, and a large Rural Conservation area that will require very little additional service expenditure simultaneously preserving the County's rural character.

The Future Development Map was adopted by the Coweta County Board of Commissioners on January 19, 2006 and amended on April 17, 2007. It represents a compact land use pattern that concentrates development in and around existing public services. This land use plan is both desirable and defensible, because it will allow Coweta County to focus its public service expenditures in limited areas where it can provide high-quality services at a reasonable cost.

In 2007, the first tools needed to implement the future development plan and to achieve a more compact growth pattern were developed. Eleven new zoning districts were created providing the options necessary to encourage the desired distribution of density. The zoning ordinance and subdivision regulations were consolidated, and a Greenway Master Plan was developed. The County adopted eight of the ordinances, the consolidated Zoning and Development Ordinance and accompanying Zoning Map with the new base zoning district (Rural Conservation), and a Greenway Master Plan.

Three ordinances that were not adopted are on reserve for future use should significant citizen demand develop for options to protect scenic corridor, historic communities, or interstate gateway areas. Concern for these types of areas was voiced during the 2016 Public Involvement Program.

The tools and strategic plan that were adopted in 2006/2007 provided incentives for development of estate lot subdivisions (5+ acre lots), and conservation subdivisions of rural, low, or medium density depending upon options used to manage wastewater. Also adopted were a tree ordinance, an ordinance to manage frontage on high volume travel corridors in the early phase of transitioning away from residential land use, an ordinance allowing mixed-use commercial/office/residential, a village centers ordinance, and standards for development of decentralized wastewater treatment systems.

Due to the Great Recession, rigorous use of the new ordinances for residential development did not occur because this type of development came to a near standstill. With improving economic conditions, these ordinances are beginning to be tested and impact should be visible in a few more years. An increasing amount of open space and a visibly different pattern on the landscape are the results hoped for by citizens in 2005 as well as in 2016.

Commercial development did not stop, but occurred at a slower pace during the economic downturn. The county was fortunate in this respect. The Water & Sewerage Authority was able to expand delivery of public sewer service to commercial and industrial users in the Coweta Industrial Park, along SR 34 East, and to the hospital all of which advanced goals of the Future Wastewater Treatment Strategy.

In 2013, the RRCCD-Residential Retirement Community & Care District was adopted to allow for the development of a continuum of care complex where desired lifestyle and lifecycle transition options could be available for senior citizens. Developments might include small lot single-family residential neighborhoods, multi-family independent and assisted living arrangements, and nursing home care options.

Transportation

Transportation Goal – Improve the existing transportation system and prepare for anticipated growth.

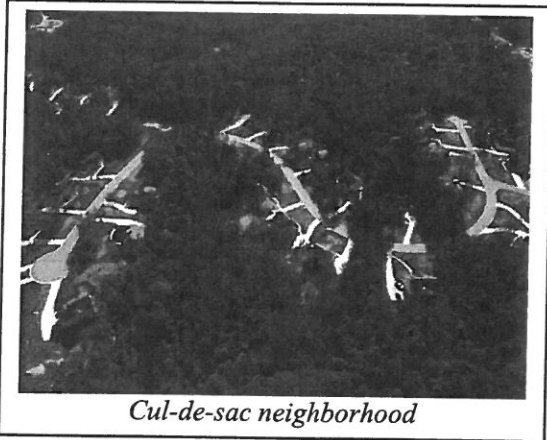
During 2005–2006, in coordination with the development of this plan, Coweta County prepared a Comprehensive Transportation Plan (CTP). A number of factors went into the development of recommendations for the CTP which include:

- CTP vision and goals.
- Data analysis and technical considerations.
- Coweta County Comprehensive Plan, Future Development Map.
- Input and guidance from the County, municipalities, and planning partners.
- Public and community input.
- Balance of needs and resources.

What follows is a summary of the CTP, with additional content added to more clearly articulate Land Use -Transportation Coordination., Context-sensitive Street Design, Access Management, Traffic Calming, and Street Connectivity Planning.

Transportation Issues

1. **Increasing traffic congestion along collector and arterial corridors.** This was the most widely held concern among the residents and participants in the community outreach and input processes of the CTP Update.
2. **Insufficient alternatives to automobile travel.** The unincorporated County is mostly auto-centric with few opportunities to walk or bicycle to shopping, work, or schools. This is partly a result of an ineffective pedestrian and bicycle network and partly a result of segregation of uses and widely dispersed development at very low densities.
3. **Over use of cul-de-sacs and poor street connectivity.** Most residential areas developed during the last 30 years have minimal street connectivity. As a result, the County-wide street network has changed little over the three decades despite the construction of hundreds of miles of residential streets. This method also deters cut-through traffic from traversing through neighborhoods which keeps speeds and volumes down on local and subdivision streets.
4. **Lack of inter-parcel connections along major commercial corridors.** Inter-parcel connections within commercial and office areas create opportunities to make short trips between adjacent commercial developments without using the major highway for these trips. Inter-parcel connectivity improves safety, mobility, and traffic flow on the major highway.
5. **Poorly timed, or untimed, traffic signals, particularly on state routes.** Often cited by the community, the County should encourage the Georgia D.O.T. to expand its



Cul-de-sac neighborhood

efforts at signal coordination to improve the efficiency of the roadway resources already on the ground.

6. **Poor east-west connectivity west of I-85.** Getting from the west side of Newnan to I-85 or the retail areas on Bullsboro Drive is quite difficult, especially during peak times.
7. **Shared parking is prohibited.** Shared parking regulations allow mixed-use developments to use parking areas more efficiently based on the types of uses within the development. For example, in an office and residential development, the office workers use the parking during the day, and residents use the parking during the evening and on weekends, resulting in less overall parking than if the uses were segregated.
8. **Poor condition of rural bridges and roads.** Many of the bridges and roads in Coweta County, especially in the rural areas, are in need of replacement or resurfacing.

Transportation Opportunities

1. Promote travel demand management principles. TDM programs are targeted at reducing traffic congestion and air pollution through eliminating single-occupancy vehicle trips and/or decreasing the length of these trips by providing commute options. Commute options include carpooling, vanpooling, teleworking, and taking transit.
2. Create a transit connection to the airport. Hartsfield-Jackson Atlanta International Airport is likely the most popular work-related destination for Coweta County residents. For this reason, and because it would tap the MARTA rail transit system, an airport connection is the most logical destination for a transit route.
3. Create pedestrian networks around commercial developments, schools, and neighborhoods. The Board of Education and Coweta County land use and transportation planners need closer coordination and joint planning to locate schools in areas and locations that foster walking and bicycling to school. This can be done by creating a connected network of sidewalks, trails, and streets that are oriented to the school site.

Transportation Strategies

Land Use Transportation Coordination

Land use and transportation are closely interrelated. The density, design, and mixture of land uses greatly influence the effectiveness of alternative transportation modes, such as public transportation, bicycling, and walking. Coweta County must continue to coordinate transportation facility planning and design carefully with land use planning, growth management, and development regulations. Land use/transportation coordination measures should address ways that the transportation system can be better adapted to its land use context, as well as land use strategies that improve the performance of the transportation system. An example is the use of access management along major highway corridors to discourage strip development that erodes the carrying capacity of the arterial and the use of grid patterns and traffic calming to help protect residential

neighborhoods from through traffic. Likewise, land use patterns will be tailored to the transportation alternatives being studied in each corridor. These development patterns enhance mobility by clustering mixed uses and using compact development patterns to encourage mobility by multiple modes - transit, bicycle, and walking.

Coordinated land use/transportation planning needs to be approached in system-wide, as well as corridor-specific terms to address reductions in vehicle trip frequency, trip length, and to increase vehicle occupancy rates.

At the system level, the County should be encouraging more mixed land uses and diversity in order to foster a jobs-housing balance that is self-supporting. The County is heavy on the housing side of the jobs-housing balance equation. Attracting more employers and jobs to the County will allow residents to work locally, leading to shorter trips to work, and will increase the efficiency of the entire transportation network by increasing in-commuting.

At the corridor level, many corridors were identified as appropriate locations for incorporating corridor overlay zones for access management or streetscape design standards. The intent would be to foster land use patterns that are well-integrated, compact, and pedestrian-friendly. The corridors identified for special treatment are divided into Commercial, Neighborhood-Institutional, and Scenic.

The series of planned villages and crossroads communities is another dimension of the County's land use-transportation coordination. These areas increase mobility by promoting compact development. Compact development is different from higher density. Compact development provides a mix and arrangement of land uses that is conducive to pedestrian activity, use of alternative modes, and travel demand management.

Context-sensitive Street Design

Context-sensitive street design is an approach to roadway planning, design, and land use patterns. The intent is to meet regional transportation goals while enhancing neighborhoods and considering the adjacent uses of land. The Comprehensive Transportation Plan Update includes several widening and new roadway projects. The County, in coordination with GDOT, the MPO, and other partners, must consider the adjacent land uses and goals for each corridor and ensure that the roadway design is supportive.

Locations where a village or crossroads community is appropriate are typically along a road or at the intersection of roadways that will likely be widened in the future. A context-sensitive approach in these locations would seek ways to minimize disturbance to existing development by considering ways to maintain road width or keep roadway and/or intersection disturbance to a minimum. One approach is to create a more urban street, with street trees, landscaped medians, generous sidewalks, and street furniture.

As an alternative to a large intersection, which is unsafe and uncomfortable for pedestrians and bicyclists, one-way pairs can help create a stronger village feel. One-way pairs can generate a more intimate scale of development, with pavement as narrow as 28 feet. Traffic on the pairs would move slowly — roughly 25 mph rather than the 45 mph that is common on a wide arterial. Because the couplet would be narrow, the buildings lining it could define the open space, making it feel more like an outdoor room. Interestingly, experience and modeling efforts indicate that traffic moves faster on a one-way, 25-mph couplet (which permits left and right turns without complications) than it does on a 45-mph, four-lane, two-way arterial where there are traffic signals that stop traffic for 90 seconds at a time.

Traffic Calming

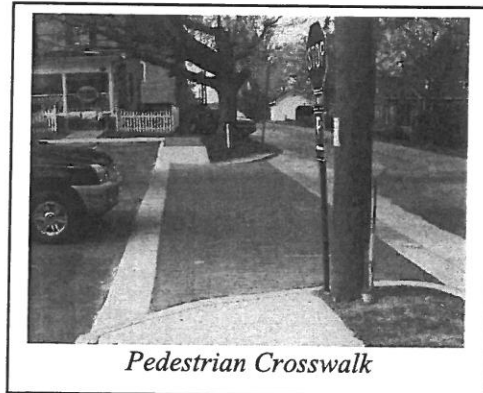
Traffic calming measures can be used to address the issue of cut-through traffic experienced on residential streets and can supplement a redesign of the roadway or other streetscape improvements in commercial corridors. Particularly in pedestrian-rich urban or residential areas, streets should be designed to reduce driving speeds. Landscaped medians, limited driveway connections, and shared parking can work together to provide an attractive environment for pedestrians. There are a number of projects included in the County's CTP Update that could benefit from the implementation of common methods to

improve pedestrian safety and reduce vehicular congestion, including:

- Decorative pavements at corridor gateways, special areas, or at intersection cross walks (pave block, cobblestone, imprinted concrete or asphalt, etc.) to increase driver awareness of pedestrian activity and to produce the desire to “slow down.”
- Narrowing of lane widths or changing roadway curb lines to slow vehicle passage.
- Landscaping on medians or on outside edges of streets.
- Decorative traffic signs and signal heads.
- Special dedicated lighting of pedestrian ways (to improve visibility for pedestrians and to improve visibility of pedestrians by vehicle operators).
- Improved roadway lighting.
- Traffic circles, or roundabouts.
- Restricted “right-on-red” vehicular movements at signalized intersections.
- Restricted left-turn or right-turn movements at some intersections.
- Curb-line modification at intersections (use smaller corner radius to improve pedestrian crossings).



Landscaped Median



Pedestrian Crosswalk

Street Connectivity Plan

Coweta County needs to prepare an official map dedicated to street, highway, and path connectivity. Called a Conceptual Corridor Master Plan, the officially adopted map would identify additional connection opportunities within the County. Throughout the undeveloped acreage within the County, many new street and trail connections are possible. The Conceptual Corridor Master Plan would identify these new connections as conceptual alignments to provide the template for the County to work with developers to connect new subdivisions together to improve the street network and create route choices for new residents. The Master Plan would illustrate, conceptually, the connections that must be made by a developer. The map would simply specify the type of street and relate that to a typical cross section. The developer then could design the route in such a way as to minimize through-traffic.

Preparing a connectivity ordinance is an essential companion to the Conceptual Corridor Master Plan. A connectivity ordinance would set standards for access points to subdivisions, access between subdivisions, and establish minimum block sizes. Street networks on a grid diffuse traffic across literally hundreds of possible routes, rather than concentrating all traffic on the state and County roadways, reducing traffic congestion on the collectors and arterials. Grid road networks also ensure shorter and more direct trips, resulting in less gas burned and cleaner air. More connected street networks also improve the efficiency of service delivery such as trash collection, emergency response, and school busses. Finally, in and around each of the commercial areas and villages, street connectivity plays an essential role in ensuring residents have short and direct pedestrian-friendly routes available.

Roadway and Highway Projects

New Capacity-Adding Projects

In addition to existing RTP and TIP projects, a number of new roadway capacity-adding and operational projects were identified through the CTP Update process. The majority of these projects are planned to reduce existing or future congestion, improve mobility/connectivity, and/or complement the Future Development Map. An overview of each project is presented as follows:

- SR 154 (Phase 1): This project would widen SR 154 from US 29 on the north to SR 34 on the south and would alleviate current, as well as future, congestion on this key north/south corridor.
- SR 154 (Phase 2): This project would widen SR 154 from SR 34 on the north to Lower Fayetteville Road on the south and would alleviate current, as well as future, congestion on this key north/south corridor.
- I-85 at Amlajack Blvd Interchange: A proposed new interchange along I-85 (at mile marker 49) between the SR 34 (exit 47) and SR 154 (exit 51) that will improve access to Coweta County's three industrial parks, provide congestion relief, and enhance east-west and north-south mobility.

- Amlajack Boulevard Extension: This project will extend the roadway in Shenandoah Industrial Park from its current terminus to the Coweta Industrial Parkway extension.
- Coweta Industrial Parkway Extension: This project will extend the roadway in the developing Coweta Industrial Park from its current terminus to the Amlajack Boulevard extension.
- Hollz Parkway: This project will extend the roadway from its current terminus to the I-85 at Amlajack Interchange and the Amlajack Boulevard Extension.
- Madras Connector: This new roadway will run east-west from Happy Valley Circle to the Amlajack Boulevard/Coweta Industrial Parkway extensions and will connect with Hollz Parkway and the I-85 at Amlajack interchange. This facility will provide relief for congested conditions on SR 34 and connect with Buddy West Road to improve east/west travel north of Newnan.
- SR 16/SR 34 Bypass/Ishman Ballard Road/Southwest Newnan Bypass: This long term project facilitates travel for both intra-County, as well as through-County, travel as it improves the entire length of this corridor through the County. Further detailed analysis is required on these projects, which could include a combination of widening, operational upgrades, intersection modifications, and new location roadways.

New Operational Improvement Projects

A number of operational improvements have been identified for upgrading existing 2-lane roadways where existing or future need indicate improvements are warranted. These improvements typically are implemented when capacity-adding improvements are not justified from projected volume increases or concern is evident from potential impacts associated from widening of roadways. Operational improvements generally consist of implementing selected safety and or operations related modifications such as:

- Turning lanes at applicable intersections.
- Expanded lane and/or shoulder widths.
- Curb, gutter, and drainage.
- Sidewalks and/or bicycle lanes.
- Horizontal or vertical alignment revisions to improve sight distance.
- Upgrade of traffic control devices at certain intersections including signalization.
- Intersection geometric improvements including alignment or turning radius.

Two examples of operational improvements are depicted in cross sections as shown in Figure 5.9. The first example includes a larger planter strip without the addition of curb and gutter, while the second has a smaller grass strip with curb and gutter. Portions of the following roadways have been identified through the CTP Update process for operational improvements:

- Fischer Road
- Canongate Road
- US 27A/29 (north of Moreland)
- Poplar Road

- Macedonia Road/Buddy West Road
- Happy Valley Circle
- McIntosh Trail
- SR 34
- SR 154 (south of Lower Fayetteville Road)
- SR 54
- Sullivan Road
- Marion Beavers Road
- Willis Road/Stewart Road
- Reese Road
- Stallings Road
- Wagers Mill Road
- Payton Road
- Mt. Carmel Road
- Bud Davis Road
- Boone Road
- Thomas Powers Road/Hewlette South Road

Figure 5.9 - Examples of Operational Improvement Cross Sections

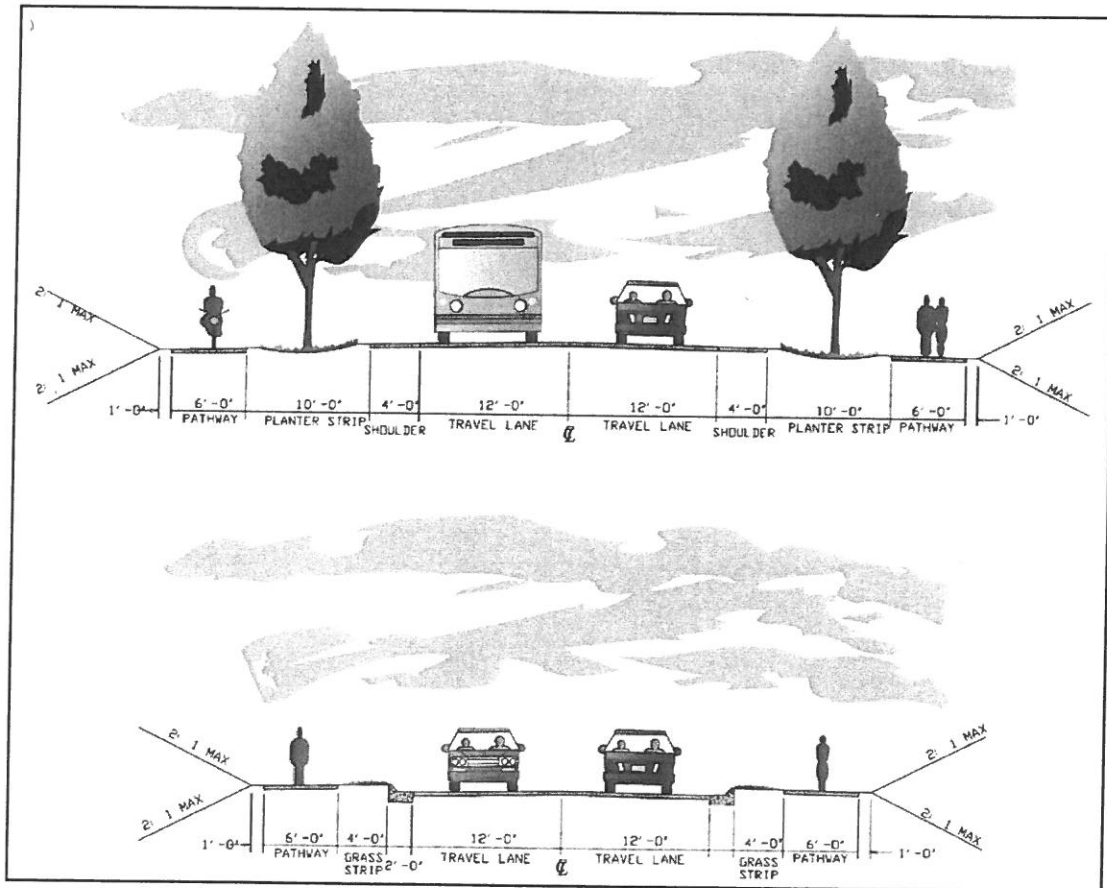
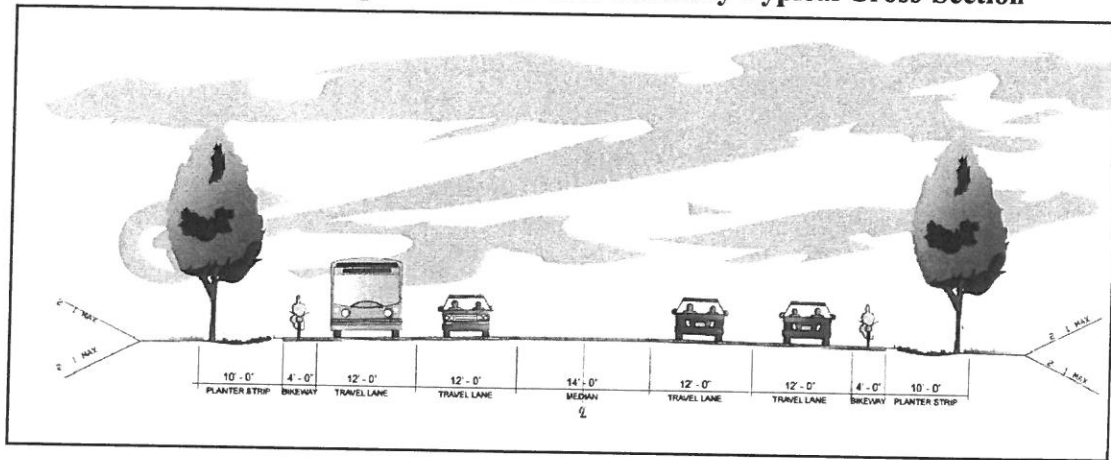


Figure 5.10 - Examples of a Four-lane Roadway Typical Cross-Section



Transit

Public transportation services are an important element of the complete multimodal mobility network in Coweta County. Two primary transit options are currently available to Coweta County residents. The first is GRTA's Xpress bus commuter service to Downtown/Midtown Atlanta from the Newnan park and ride lot. The second is an intra-county, door-to-door demand response service known as Coweta County Transit Dial-A-Ride. Both services have been successful in responding to a range of transit demands as reflected in the steady growth of patronage since their beginnings.

The success of current Coweta County Transit and GRTA Xpress services, combined with continuing requests for additional services, indicates the need to expand existing public transit services as warranted by demand. The focus of CTP transit activities was on developing broad "strategies" covering many different service types to increase access to public transportation opportunities. Strategies fall into one of three categories—expanded service, new service, and service coordination and optimization—and include fixed-route transit circulators/shuttles, vanpool/ rideshare programs, and subscription services.

- Expanded Services
 - Increase demand response service to high demand areas
 - GRTA service to Hartsfield-Jackson Atlanta International Airport
 - Add park and ride lot at Exit 51 (serviced as part of existing Newnan Xpress bus service)
- New Services
 - Fixed route/route deviation service—Downtown Newnan to/from intown neighborhoods and Piedmont Newnan Hospital/West Georgia Technical College

- Newnan Trolley shuttle service—Downtown Newnan/Newnan Centre/Ashley Park
- Express connector service—Downtown Newnan/Bullsboro Corridor/Newnan Crossing/Ashley Park, with morning/afternoon connection to GRTA Xpress park and ride lot
- Circulator service—Ashley Park/Newnan Crossing/Piedmont Newnan Hospital/ West Georgia Technical College
- Express shuttle service—Senoia/Sharpsburg/Bullsboro Corridor/Downtown Newnan
- Shuttle service—University of West Georgia’s Newnan and Carrollton (main) campuses
- Service Coordination and Optimization
 - Mobility Manager
 - Private sector partnerships
 - Marketing and service referral program

Figure 3-4 in the CTP Update Technical Report illustrates the routes for recommended new services. Full implementation of recommended strategies is likely to be accomplished in a phased fashion over the next 15-25 years, with continued assessment of the type and geographical distribution of needs.

The *Coweta County Transit Needs and Feasibility Study*, conducted concurrently as a supplemental CTP Update task, undertook a more detailed assessment to identify and quantify transit needs and define appropriate public transportation investments to meet the needs. Transit study results and findings to support the continued expansion of public transportation options throughout Coweta County are documented in the *Coweta County Transit Needs and Feasibility Study Final Report and Action Plan*.

Pedestrian Facilities

Some identified pedestrian needs will be met through the addition of specific sidewalk projects as identified in Table 3-3 of the CTP Update Technical Report. Other identified pedestrian needs may be met, over time, through the adoption of policies, practices, and minimum standards related to the development of land and the construction of roadways. Each of the following recommended policies, practices, or minimum standards addresses specific needs as documented in the Evaluation Framework and Needs Analysis Memorandum.

- To provide sidewalks in Mill Villages, Crossroads Communities, and New Villages as identified in the County’s Future Development Plan, the Comprehensive Plan development regulations should identify and require aggressive sidewalk standards throughout these development areas.

- To provide sidewalks near key pedestrian destinations, the Comprehensive Plan and development regulations should require the provision of sidewalks within ½-mile of all schools, parks, transit stations, and existing or planned employment districts.
- To provide adequate and consistent pedestrian facilities, the development regulations should identify minimum design standards for all pedestrian facilities; including sidewalks, paths, crosswalks, detection and signals, signing, and other amenities such as seating, lighting, or trash receptacles.
- Development regulations should require the provision of pedestrian facilities for specific land use categories as identified on the Future Development Plan.
- To educate drivers and pedestrians on safe practices, information should be made readily available to County citizens, such as:
 - Links to or elements of state law pertaining to walking and pedestrians could be placed on the County’s web site.
 - Links to or elements of available safety publications could be placed on the County’s web site.
 - Available safety publications could be made available at County offices and distributed through the local school system.
- To coordinate pedestrian projects with planned recreational projects and schools, each city and the county should request that Parks and Recreation and Board of Education personnel review the pedestrian/sidewalk strategies being planned and provide comment.

Bicycle Facilities

Coweta County has undertaken efforts in recent years to expand its bicycle and pedestrian network, most notably through the approved Greenway Master Plan. Bicycle and pedestrian facility recommendations aim to tie together existing and proposed facilities by connecting points of interest and upgrading/rehabilitating the existing network. An important consideration for all bicycle and pedestrian facilities remains the safety of the network for all users, whether bicyclist, pedestrian or motorist.

“Complete Streets” is the concept of planning, designing and constructing roadway facilities that accommodate pedestrian and bicycle modes. Appropriate design features promoting safe walking and bicycling can be more efficiently incorporated as roadway projects are designed, programmed and scheduled. However, some retrofitting of existing roadways may be considered, especially as a part of roadway widening or repaving projects.

The focus of Joint CTP Update bicycle/pedestrian recommendations is to:

- “Fill the gaps” in the sidewalk network in cities/towns and activity centers
- Prioritize Greenway Master Plan multi-use path segments for construction
- Where feasible and appropriate, evaluate applicable roadway widening and repaving projects using “Complete Streets” criteria to consider adding bicycle lanes/sidewalks

- Install “Share the Road” signage along designated bicycle routes
- Provide for bicycle racks at commercial and industrial developments

Together with these general strategies, the CTP Update recommends 14 specific bicycle and pedestrian projects to improve connections on existing and proposed facilities, identified in Table 3-3 and Figures 3-5, 3-6, and 3-7 of the Technical Report. It should also be noted that, although bicycle and pedestrian facility project recommendations from approved local jurisdiction plans are not listed individually in the CTP project recommendations, the CTP supports local jurisdictions’ continued development of such plans and implementation of the projects recommended therein as funding becomes available.

Access Management

Access management focuses on the process of balancing access to property with the desire to preserve efficient through-movement. It can both combine and reduce access points along major roadways while, at the same time, encouraging complete circulation systems. The result is a more efficient and safer thoroughfare system that is both more attractive and a more pleasant traveling experience. As the level of traffic intensifies in the future, access management will be an increasingly important tool to preserve countywide mobility. Though especially important for roadways classified as arterials, access management techniques can be applied throughout the roadway network.

As development increases along a roadway, effective systems should manage street access to increase public safety, extend the life of the roadway, reduce congestion, support alternative modes of transportation, and improve roadway character. With the absence of access management, roadways can deteriorate functionally and aesthetically, as well as affect social, economic, physical, and environmental characteristics. Some benefits offered by implementation of effective access management along major arterial corridors are:

- Reduced vehicular accidents
- Fewer pedestrian and cyclist collisions
- Increased roadway efficiency
- More attractive commercial development
- Minimized dispersion of higher traffic volumes on adjacent lower class streets
- Decreased commute times, fuel consumption, emissions, and paved surfaces

Access management includes setting access policies, regulations, and permit requirements through the planning and regulatory processes. To maintain mobility and safety, establishing standards and design policies to govern speed and access management are encouraged. It is crucial that speed limits be established in accordance with a roadway’s functional classification, physical conditions and traffic congestion

levels. Access management policies provide guidance on functional classification designation, sight distance requirements, turning radii, driveway location and spacing, median openings, and authority for further restrictions. The primary purpose of developing access management plans, strategies, and regulations is to ultimately minimize traffic flow impacts from access and egress activity from adjacent developments.

To effectively manage vehicular access in a manner consistent with adjacent land uses, development design and travel needs, corridor specific vehicular access standards should be developed and adopted for key travel corridors throughout the county. GDOT's *Regulations for Driveway and Encroachment Control* manual should be utilized during this process.

Additional information on access management and Access Management Overlay Districts (AMODs) can be found on ARC's website (<http://www.atlantaregional.com>).

The following strategies and policies are suggested to more effectively implement access management improvements along Coweta County roadways:

- Develop and implement design policies governing access management.
- Fund and complete corridor specific access management plans. The purpose of these plans is to develop implementable access management solutions as well as provide guidance to future land development access issues. Roadways functionally classified as principal and minor arterials should take priority when determining which corridors are selected for future planning efforts.
- Require access management plans be developed as part of each arterial or major collector roadway widening or upgrade project concept development process. Implementing this policy will also address ARC's access management plan requirement for road widening projects.
- Consider incorporating Access Management Overlay Districts (AMODs) along key corridors experiencing significant growth or increased density. These access management measures should be closely coordinated with corridor land use and development objectives and regulations. Input should also be obtained from other agencies and jurisdictions as appropriate.

The following matrix (Table 3-4) provides guidance in selecting access management applications appropriate for various contexts based upon a particular roadway's functional classification, adjacent land uses, and whether the roadway will be upgraded in the near future or will require retrofitting access management applications.

Intelligent Transportation Systems

The movement of people, goods, and vehicles is dependent on how effectively the roadway system is managed and operated. One way to use existing infrastructure more efficiently is to implement Intelligent Transportation Systems (ITS). ITS provides a wide

range of strategies and technologies to make transportation systems safer and more efficient, thus reducing the need to build additional facilities. Coweta County should develop ITS deployment plans consistent with both the ARC and Georgia Regional ITS Architectures. Examples of ITS services include:

- Roadway Management-Traffic Signal Synchronization, cameras, and variable message signs.
- Incident Management-Highway Emergency Response Operators (HERO).
- Emergency Management-Traffic Signal Pre-emption.
- Transit Management-Traffic Signal Priority for public transit vehicles.
- Traveler Information-*DOT and 511.
- Systems Management and Operations.

Coweta County should also consider key travel corridors in unincorporated Coweta for implementation of future ITS elements. Possible corridors include Newnan Bypass, SR 34 East, SR 154, Poplar Road, and Lower Fayetteville Road.

To ensure conformance with the Federal Highway Administration (FHWA) Rule 940, the deployment of ITS services in Coweta County must adhere to the Regional ITS Architectures and the Systems Engineering process which includes:

- Concept of operations.
- High-level requirements.
- Detailed requirements.
- High-level design.
- Detailed design.
- Implementation.
- Integration and testing.
- Subsystem verification.
- System verification.
- Operations and maintenance.

Transportation Demand Management

Transportation Demand Management (TDM) refers to a series of strategies that increase transportation system efficiency by lessening the number of vehicles using the transportation network, particularly roadways that are already strained near capacity. TDM tactics include programs to increase usage of travel modes other than single occupant vehicles, employer-based programs such as flex-time or telecommuting, carpools, vanpools, and economic incentives. TDM strategies are often successfully implemented in activity centers with a high density of employment or commercial land uses. Employer-based TDM programs, implemented in coordination with ARC, GRTA, the Clean Air Campaign and similar organizations, will be increasingly important, as will individual conservation measures. Currently operating regional car and vanpool ride-

matching programs are especially appropriate for people living in lower density areas where regular transit service is not viable.

Successful TDM programs across the region could serve as an important resource for Coweta County. Future considerations pertaining to TDM could include exploring the feasibility of forming a new Transportation Management Association (TMA) to encompass the Bullsboro Drive/Ashley Park/Newnan Crossing area, among others. Additionally, the County should consider requiring future large land development projects to complete TDM type plans intended to reduce travel demand generated by the new development and identify strategies beyond infrastructure improvements. Mixed-use development patterns should also be encouraged within appropriate locations to reduce automobile travel trip demand and vehicle miles traveled by improving the balance between employment, housing, recreation, commerce, and other activities.

Freight, Rail, and Aviation

Freight movement in Coweta predominantly involves trucking and railroads. The CTP's freight recommendations are designed to respond to several specific needs:

- Optimize economic growth by ensuring a balanced and efficient goods transport system
- Provide roadway and intersection facilities that maintain safe and efficient freight access and mobility
- Improve the roadway network to accommodate growing freight transport, delivery and transfer needs
- Minimize the impact of freight movement in environmentally sensitive and populated areas

The CTP freight recommendations are:

- Develop a Local Freight Route Network to include designated State/Regional Freight Routes and other corridors critical to local freight mobility and access
- Designate appropriate corridors as Local Freight Routes
 - Hwy 154 from I-85 westward to US 29
 - Collinsworth Road/Weldon Road from I-85 westward to US 29
 - When Amlajack Boulevard Interchange is constructed, add Amlajack Boulevard, Coweta Industrial Parkway, and Hollz Parkway
- When Newnan Bypass Extension is constructed, revise Regional Truck Route Network to add Newnan Bypass Extension from Turkey Creek Road to SR 16 and SR 16 from I-85 to US 29, and remove Turkey Creek Road
- In concert with ARC and GDOT, periodically evaluate the routes in Coweta designated in the Regional Truck Route Network

- Continue to monitor at-grade rail crossings to evaluate whether changing conditions in roadway traffic volumes or rail traffic volumes result in greater potential for conflicts
- Upgrade at-grade railroad crossings at key vehicular traffic locations to improve safety and mobility for roadways and rail (refer to Railroad Crossings in the roadway recommendations list for specific locations)

Strategically located along US 29 and adjacent to I-85, the Newnan-Coweta Airport is a transportation facility that supports economic growth in Coweta County. The airport maintains a Capital Improvement Plan (CIP), updated yearly, detailing needed airport improvements. Need and support for the CIP improvements exists, but a lack of available funding has caused delays. The Airport Authority, supported by the County, will continue to apply for funding for their CIP projects in an effort to continuously expand and improve facilities. In addition, operational upgrades to US 29/US 27Alt from I-85 to Airport Road, included in the CTP's roadway recommendations, supports improved access to the airport.

CTP Documentation

The Coweta County Joint Comprehensive Transportation Plan (CTP) Update's Plan Summary and Final Technical Report will be incorporated as the Transportation Element of the County's 2036 Comprehensive Plan.

Economic Development

Economic Development

Economic Development Goal – Effectively compete for appropriate high-quality businesses with a qualified workforce, incentives, quality of life, education, culture, executive housing, healthcare and recreational and retail facilities to attract a diverse group of employers.

This goal can be realized through a proactive, focused recruitment effort, infrastructure and quality of life improvements such as cultural and recreational opportunities, education, and quality healthcare. The County also has an opportunity to diversify its employment base with the promotion of tourism.

Economic Development Issues

1. **Lack of Jobs-Housing balance.** Coweta County has one of the lowest ratios of county-based jobs to occupied housing in the Atlanta metro area. This results in a fiscal imbalance as well as long commutes for residents. Because residential growth is outpacing employment growth, new commercial and industrial development is required to offset growing public service demands. Between 2000 and 2014, county wages increased 2.7 percent a year while the average median home value for the period increased an estimated 3.5 percent a year.

2. **Not enough high paying jobs.** Often voiced by workshop participants, much of the County's employment growth is in the low-wage retail and service sectors. Many residents seeking employment in higher wage sectors must find work outside the County.
3. **Perception of healthcare.** The County needs to strive to continually improve both the quality and the perception of the local healthcare system.
4. **Expanded education and job training.** The County has increased its post-secondary education opportunities with new campuses for West Georgia Technical College and the University of West Georgia. However, as the quality and quantity of the area's workforce continues to drive many economic development decisions, the County must ensure that there are expanded opportunities to meet the needs of today's global economy.
5. **Negative perception of the Southside.** For too many years, the perception has persisted that quality job growth is only available on the north side of Atlanta. The County should work more aggressively with neighboring counties to promote the advantages of a south metro location.

Economic Development Opportunities

1. **Become an employment center for south metro Atlanta.** Because of its long frontage along I-85 and relatively affordable and available land supply, Coweta County is uniquely positioned to host major employment centers that would diversify its tax base and provide employment opportunities for its growing labor force.
2. **Promote and market County to business.** A more proactive approach to business marketing, recruitment, along with retention and expansion of key existing businesses that anchor the economy is required. Both the County and the City of Newnan should become more aggressive in pursuing an employment base of national and regional scale employers that will attract a full, wide range of complementary jobs to Coweta County.
3. **Promote historic-based tourism.** Coweta County has a wealth of historic and cultural resources located in several of the County's cities, as well as within the unincorporated County. A County-wide coordinated advertising and marketing effort is needed to realize this potential.
4. **Promote equestrian-based tourism.** Coweta County has a well-deserved reputation for its equestrian economy and a prominent number of households that keep horses. The County



Example – Equestrian Trail

has the opportunity to leverage this reputation through the development of an equestrian trail network.

5. **Promote sports tourism.** The County has an excellent parks and recreation system. A program to coordinate all the venues in the system for 3-day regional or national events should be developed to encourage visitors to stay in the County to participate in these events. A Sports and Events Council comprised of citizens from the County is being organized towards this end. Funding to support the marketing of these events would be essential to the success of the program.
6. **Improve overall quality of life.** Quality of life and quality of place have emerged as driving economic forces for employers. The County has the opportunity to market its quality of life by capitalizing on its accessible location, natural resources, and sense of place. It can offer higher quality residential environments and mixed-use development with lifestyle amenities. It must also improve its healthcare, education, and recreation facilities.
7. **Take a more proactive approach to business marketing, recruitment, and retention.** As the County changes, it is natural for some businesses to move out to make way for more competitive businesses. However, it is important to support existing employers and actively support retention and expansion of those key existing businesses that anchor the economy. Coweta County has established innovative programs to assist existing companies; however, these programs should be monitored and adjusted to ensure that they remain relevant to companies in the area.
8. **Increase activities promoting Coweta County for targeted employers.** Coweta County and the City of Newnan should become more aggressive in pursuing an employment base of regional-scale employers that will attract a full range of complementary jobs to Coweta County.

Coweta County offers several *strengths* for economic growth and development including:

- Strong geographic location – Interstate 85 interchanges (five existing; another in process of development, and one approved); close proximity to Hartsfield-Jackson Atlanta International Airport; railroad connectivity or the potential for it between county industrial parks and port of Savannah.
- Small-town lifestyle, offering a high quality of life
- Central Educational Center
- West Georgia Technical College
- University of West Georgia
- A labor force with a strong work ethic
- An educated work force
- Available land zoned for industrial activities
- A county policy to maintain a cost effective public sewer system supporting only business development with sewerage service
- Unincorporated county public water system
- Newnan-Coweta Airport

- Trained Economic Development Professionals working together for the community

Challenges that Coweta County must overcome to support economic development include:

- Procurement of additional wastewater treatment capacity
- Identify and attract businesses creating employment in occupations that need at least a Bachelor of Arts degree (BA+)
- Identify the potential for greater diversification of manufacturing businesses to capitalize upon geographic resources; training resources; and human resources.
- Expanding funding for business marketing, recruitment, and retention.

Economic development goals for the county are to 1) seek to increase county-based employment; 2) provide sewer and other infrastructure along the Interstate 85 & SR 34 corridors, and at designated business nodes on the SR 14 corridor to encourage business growth in these locations; 3) create the need for more BA+ occupations in the mix of county industries; and 4) find funding to promote and market business development in Coweta County.

Economic Development Strategies

Business Recruitment

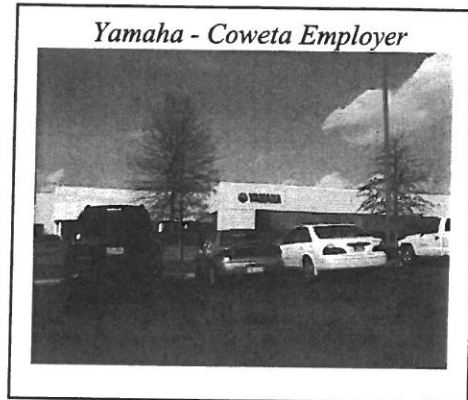
The economic development efforts in the County today focus on attracting jobs that will increase the average wage in the County. Historically, these efforts have focused most exclusively on industrial development; however, the Coweta County Development Authority has expanded its efforts to include the recruitment of healthcare facilities and more office and professional firms.

Coweta County has a diverse base of existing industries, many of whom have operated successfully in the County for decades. Through several community initiatives and an industry visitation program through the Development Authority, the community focuses much needed attention on the demands of today's industrial clients.

Coweta County remains a top candidate for new industrial projects. With easy access to I-85, Hartsfield-Jackson International Airport, and a qualified workforce, Coweta County remains a top candidate for new industrial projects. Supplementing the traditional sources of new projects (the Georgia Department of Economic Development, Electric Cities of Georgia, Georgia EMC, Georgia Power, and other statewide economic development partners), the Development Authority has cultivated relationships with nationally-recognized site location consultants who work directly with prospects.

With the recruitment of Cancer Treatment Centers of America and HealthSouth Rehabilitation Hospital of Newnan by the Development Authority and the City of Newnan, Coweta County has become a desired location for medical offices. The community has worked diligently over the last few years to ensure a pipeline of qualified healthcare workers to meet this growing need.

Small business and entrepreneurial development are being fostered by the Newnan-Coweta Chamber of Commerce. Throughout the Chamber's efforts, Coweta County has been designated as an Entrepreneur Friendly Community by the Georgia Department of Economic Development for the resources in place to assist entrepreneurs.



As the dynamics of the County change, so do the demands on the economic developer. In order to attract other market segments like high-tech, education, retail, and entertainment prospects; the scope of the economic developer should include marketing to those prospects, as well as industrial employers. Maintaining the County's high quality of life and attracting a high-quality workforce are other important factors.

It is critical that the community maintain its proactive approach to business marketing, recruitment, and retention to support future economic growth. An analysis of the market segments that would complement existing businesses will help refine the approach to Fortune 500 companies, high tech, manufacturing, and service businesses. Given its location between Hartsfield-Jackson Atlanta International Airport, right off I-85, and a short distance from the KIA plant, Coweta County is poised to grow both in the automotive support and logistics sectors.

Infrastructure and Quality of Life Improvements

Roads, Water, and Sewer

The County has been working on infrastructure improvements, and the general consensus from the visioning meetings indicates the need to continue making these much needed sewer, water, and road improvements. Adding additional sewer capacity in strategic locations will help increase the commercial tax base.

Healthcare

Coweta County is recognized as a leader in the healthcare industry. Within a short period of time, three important healthcare providers opened in the county and include Piedmont Newnan Hospital's new state-of-the-art hospital, the Cancer Treatment Centers of America (CTCA), and the HealthSouth Rehabilitation Hospital of Newnan. Through an initiative coordinated through the Newnan-Coweta Chamber of Commerce, healthcare and community leaders helped develop a marketing plan to promote and enhance Coweta's growing medical presence to a larger market.

Education and Training

Postsecondary education in the County comes primarily from West Georgia Technical College and the University of West Georgia. In recent years, West Georgia Technical College has opened a stand-alone campus in Coweta County to serve the community,

particularly the growing need for healthcare workers. In addition, the University of West Georgia's Newnan campus, which opened the fall of 2015, is designed to meet the needs of Coweta County and the surrounding area. Coweta County continues to benefit from the creation in 2000, of Central Educational Center. CEC is recognized as the model for the college and career academy initiative in Georgia. In 2016, CEC will again break ground by offering the first German-style apprenticeship program in Georgia.

Tourism Potential

The Coweta County Convention & Visitors Bureau (CVB) plays an important role in promoting tourism in the County as an economic development tool. As the community changes and moves to keep up with regional, statewide and national tourism trends, the County has the opportunity to promote its recreational venues, equestrian facilities, golf courses, State Park, historic attractions (home tours, museums, historical societies, historic courthouse) and the ever increasing activity from the television and motion picture filming industries.

The County's Events Services Department is tasked with marketing and promoting all of the county's tourism assets, including recreational, cultural, history and film. Expanding the typical tourist visit from 1 to 3 days would have a significant impact on retail and hospitality tax revenues and contribute to job growth in that sector. One of the challenges related to this is the lack of overall hotel rooms and the lack of "high end" hotels in the county. The County's population has more than doubled in the last 20 years. As the population has increased, so has the number of visitors/tourists that come here. These visitors are looking for quality overnight accommodations. Attracting more hotels to locate here is essential.

Another challenge is creating revenue to fund the CVB so that it can properly market the community and attract more people to come here to spend money. The CVB is funded by a Hotel/Motel Tax levied on each of the hotels in unincorporated Coweta County. There are currently 15 hotels in the county, eight of which are in the unincorporated areas. But those hotels are also the lower revenue producing properties with less overnight stays compared to the other seven, which are all located in the City of Newnan and where H/M Tax goes to the City. Again, bringing in new, higher end hotels to the county is essential.

Currently, the CVB employs two full-time staff members, the Director and Coordinator, and 1 part-time Information Specialist. The Director is also the County's "Camera Ready" Liaison to the Office of Film, Music and Digital Entertainment at the State Department of Economic Development. Because of the increase in filming activity in the state and Coweta County, and because of the tax credits for film producers who come here, this could easily be a full-time position. Additional tourism specialist positions need to be created in the coming years to handle the development and coordinate special events that tie in with national and regional events that would come through the County. The investment in setting this up could potentially lead to a substantial growth in both tax revenues and employment.

Summary of Some Film Projects in Coweta County During 2014

- Season 5 of “The Walking Dead,” based at Raleigh Riverwood Studios in Senoia. Films throughout the County from May-November.
- Reality show “Lost in Transmission” filmed fall of 2014 in Senoia, Sharpsburg and Newnan.
- A scene for the movie “Insurgent” was filmed in August on Roscoe Road.
- “The Hunger Games: Mockingjay Part 1” filmed in downtown Newnan at Caldwell Tanks.
- “Term Life” filmed in Grantville and hits the theaters in 2016.
- “Dumb and Dumber To” filmed in Grantville and Newnan starring Jim Carey and Jeff Daniels.
- “Solace” starring Anthony Hopkins and Colin Farrell filmed at the Adamson family home on McIntosh Trail last summer and used Willis Road Middle School as base camp.
- “Constantine” filmed on Joe Cox Road in March.
- History Channel filmed at the Historic Courthouse last summer for a piece on “Mysteries at the Monuments.” It featured the courthouse as the backdrop for the John Wallace murder case.
- “The Founder” is the story of Ray Croc of the McDonald’s empire. It was filmed in the parking lot of the Coweta County Administration Building after constructing a replica of the original McDonald’s fast food restaurant.

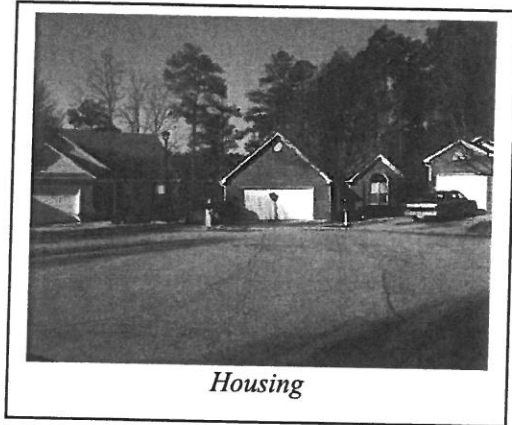
According to the Georgia Film, Music and Entertainment Office, August 2015, a total of 2,674 people had taken “TWD” tours to Senoia and the County with \$167,850 in ticket sales and more than \$100,000 in direct spending here.

There are many settings in Coweta that lend themselves to movie backdrops including the Grand Jury Room at the Historic Courthouse and the festival grounds and old buildings, and the old Power’s Mansion next door.

Housing

Housing Goal: To provide a variety of housing choices to suit the changing needs and lifestyles of County residents.

Housing choices in unincorporated Coweta County are limited. As of 2013, nearly 83 percent of the County's housing stock was comprised of single-family, detached houses, and 70 percent had a value between \$100,000 and \$299,999. This product has great appeal to middle-income families, which is a significant segment of the local housing market. Higher priced executive housing is increasing in market share. In 2004, owner-occupied housing valued at \$300,000 or more composed 8.5 percent of stock; with less than 2 percent valued at \$500,000+. However in 2013, 16.2 percent of homes were valued at \$300,000 or more, with 3.2 percent valued at \$500,000+. Although the County is considered an affordable market overall, current prices are rising more rapidly than wages; and many local workers cannot afford to live in the County. Most of the County's multi-family product is located in incorporated cities, particularly Newnan. Additionally, most of the lower-priced homes are of older stock.

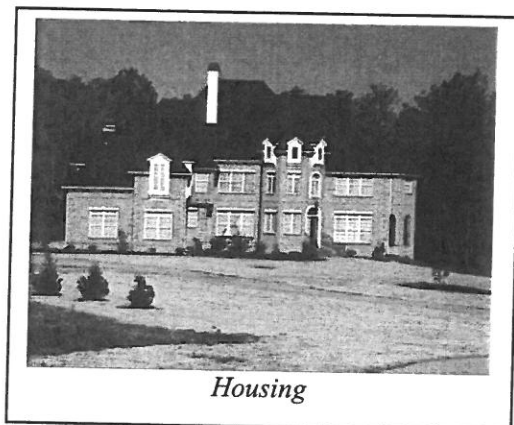


The County established two policies in 1996 to slow population growth, protect rural areas, and increase housing prices:

- The minimum lot size for property on public water was increased from 0.8 to 1.6 acres.
- The minimum house size was increased from 1,000 to 1,450 square feet.

In 2007, these policies were amended somewhat by adopting a maximum density in Rural Conservation zoning districts of 0.5 units per acre with incentives to increase density to 0.625 units per acre. This means that subdivisions of four or more lots on public water begin with a minimum lot size of 2 acres. Conservation of open space on the development site and incorporation of other spatial and structural options may qualify a developer for higher density up to the maximum of 0.625 units per acre without a rezoning to a higher density district. The minimum house size was also increased to 1,725 square feet.

These policies have had a great influence on the County's housing market. Between 1996 and



2004, housing permit activity decreased substantially in the unincorporated County, and annexations into adjoining incorporated cities increased. In 1996, Coweta County was issuing 12 permits to each permit for a residential unit issued by the City of Newnan, the largest incorporated area. By 2004, this ratio had balanced to roughly 1:1. It appears that the 1996 policy change redistributed at least half of new housing, accomplishing the goal of slowing the rate of growth in the unincorporated area.

In 2000 the median property value for all owner occupied housing was \$121,740; in 2010 it was \$177,900 and by 2013 the median was \$176,400 (*US Census, Value Owner-Occupied Units*). A survey of owner-occupied housing built from 2000 to 2015 and sold between 2012 and 2015 produced an average sale price, county wide, of \$186,970 (Coweta County Tax Assessor, January 2016). It appears that in general, housing values in Coweta are increasing after the restructuring that took place after 2009; and specifically, among homes built since 2000. The average size of the homes sold between 2012 and 2015 was 2,324 square feet.

The 2007 growth management strategy essentially continued the 1996 policy by adopting the base density of 0.5 units per acre with a maximum of 0.625 units per acre. This has continued what is considered by most to be large lot residential development. In the short term, the 1996 and 2007 policies have helped redistribute residential development and increase median home value. However in the long run, the popularity of the County's large lot development types has proliferated a low density expansion of housing throughout the county which in turn expands the service delivery area increasing the cost of public safety and transportation services. Until a broader range of housing options are available in the County, large lot development will create cost deficits, and burden County staff and financial resources.

Large-lot, single-family residential development most often appeals to middle-income families, which has traditionally been a significant segment of the market. However, market driven requests to include housing for seniors looking for lifecycle options has led to the development of the Residential Retirement Community & Care District which must be served by public water and sewer. One of these is being developed and will soon offer smaller dwellings with less yard to maintain. Other projects approved with this district designation are on the horizon, and offer options for transitioning from independent to assisted living arrangements all within the same complex.

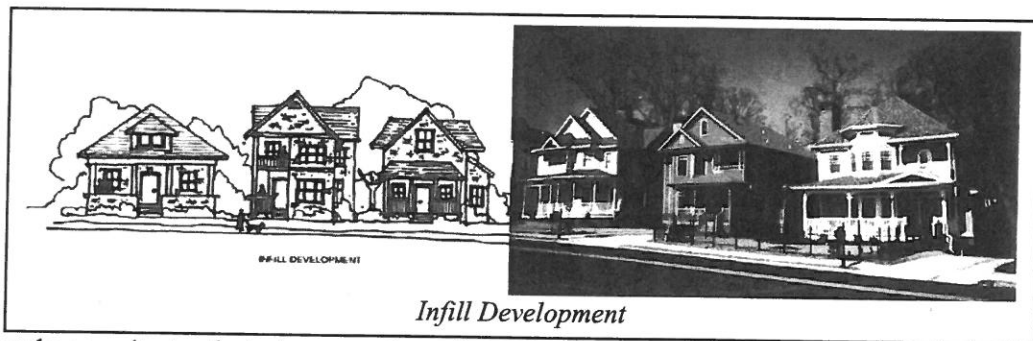
Healthy communities offer housing for every stage of life – lifecycle housing – including singles, couples, families, empty nesters, and seniors. Workforce housing is also an important part of the mix.

Housing Issues

1. **Limited housing choices.** The unincorporated county is where most of the middle-income, single-family housing with large yards are located. Housing on smaller lots of less than 0.8 acres is typically found within incorporated areas or where public sewer is available for residential development; in the unincorporated area this type of housing is found in the New Community and R-2 Multi-family Districts which are

primarily found near the Newnan city limits. Higher density is also found in the mill villages which were developed with public water and sewer systems. A broader choice of housing options could be accommodated through new village-type development and provision of public sewer in strategic areas of the County.

2. **Lack of executive housing.** Coweta County has a median house sales price of approximately \$176,400 (2013), which is affordable for middle-income families; but the inventory of higher-priced housing – \$300,000+ price range, is growing. In 2000, the inventory of housing in this bracket, county-wide, was 737 dwellings (3.5%) and in 2013 this number had increased to 5,681 dwellings (16.2%). Before the County can attract major employers offering high-paying jobs, it will have to encourage development of the kinds of high-quality residential choices that attract upper management.
3. **Limited workforce housing.** At the other end of the spectrum, many people who work in Coweta County cannot afford to live here, unless two workers support the household. Although housing prices fell after 2010, market values are rising. In 2013, about 45 percent of homes were valued in the range \$100,000 to \$200,000, and were affordable to county-based workers with a single household income. Demand



for these units tends to increase the price reducing inventory available to this income bracket. There continues to be a disparity between what average County wages can afford, and available units at an affordable housing price, especially when prices are rising more rapidly than wages.

Housing Opportunities

1. **Provide for an aging population through better healthcare, additional senior services, and housing alternatives.** The Baby Boomer generation is beginning to retire, resulting in one of the nation's greatest demographic shifts. Many of these wealthier, active seniors are looking for alternatives to large-lot, single-family dwellings – neighborhoods with sidewalks, access to transit, and the ability to walk to shops, restaurants, and recreation areas.
2. **Ensure adequate housing to meet the demands of a changing community.** In addition to an increase in seniors, there will be a greater share of single person households and households without children.
3. **Provide enough workforce housing to meet demand.** The County needs to seek ways to provide housing for people at a variety of income levels and at different stages in their life.

4. **Foster redevelopment and infill.** While redevelopment options within the unincorporated County are limited, there is tremendous opportunity for infill within the County's northeastern quadrant. The area that developed in a contemporary suburban fashion over the past several decades left about half of the developable land vacant. Some of these areas offer mixed-use – residential and commercial – infill and redevelopment opportunities, particularly the area close to the interstate and the County's employment centers.
5. **Encourage neo-traditional neighborhoods instead of isolated subdivisions.** Neo-traditional neighborhoods follow historic patterns of neighborhood design. They are compact, walkable, have a connected network of streets, sidewalks, and paths, and have a mixture of housing types, styles, and uses. Neo-traditional developments help foster a sense of community through the use of front porches, neighborhood commercial space, and neighborhood greenspaces and parks.
6. **Encourage conservation subdivisions.** Conservation subdivisions are a regulatory tool that allows for clustering of residential development in a portion of a site, while maintaining open space in the remainder of the site. It is used as a way to protect open space in rural areas of the County.

Housing Strategies

Changing Needs and Lifestyles

Aging Baby Boomers

Baby Boomers (1946-1964) are the nation's largest generation, representing 24.6 percent of the population in 2010. In 2015, Coweta County Baby Boomers account for approximately 22.3 percent of the local population. They are the most affluent generation and account for 50 percent of the nation's spending power - \$2.1 billion of \$4.2 billion. The first of the Baby Boomers turned 60 in 2006 and reached retirement age (65) in 2011. They are having a profound effect on the housing market, nationally and locally.

- Opportunities to “age in place” – according to the AARP and the National Association of Realtors, approximately 80 percent of seniors have a preference to age in their current home.
- Increased demand for smaller, higher density housing units in walkable communities with amenities.
- Resistance to being identified as “seniors” with regard to housing and other services.
- Housing design with seniors in mind, including maintenance free, one-level living.

Gen X

A baby bust period followed the baby boom. People born during this period are known as Generation X or GenXers (1965-1980). They were 21.2 percent of the 2010 US population and approximately 23.9 percent of Coweta's, and in 2015 they compose 23.2 percent of the County population. This generation tends to be in their child-rearing years, requiring more traditional single-family neighborhoods close to good schools, shopping,

entertainment, and recreational facilities. Amenities, such as swimming pools and parks, are important to this group; whether provided within the single-family project or accessible in the immediate area.

Gen Y – The Echo Boom/Millennials

Commonly known as the Millennials (1981-1997), this generation represented 23.6 percent of the 2010 US population and approximately 21.5 percent of Coweta's population. As its name suggests, the Echo Boomer generation created a pronounced bulge in the population profile. They are in college or pursuing job training, and are beginning their careers. They are making economic decisions with their own resources and decisions tend to be value-driven. Many young couples and singles require rental housing which can be found in the unincorporated county most is located in Newnan. Starter homes, such as affordable condominiums and rental apartments that are located in walkable neighborhoods close to shopping and entertainment are important factors for this generation. Providing educational and housing opportunities are keys to maintaining Millennials within the County.

Other Demographic Changes

There are four other demographic characteristics shaping the Coweta County housing market, including:

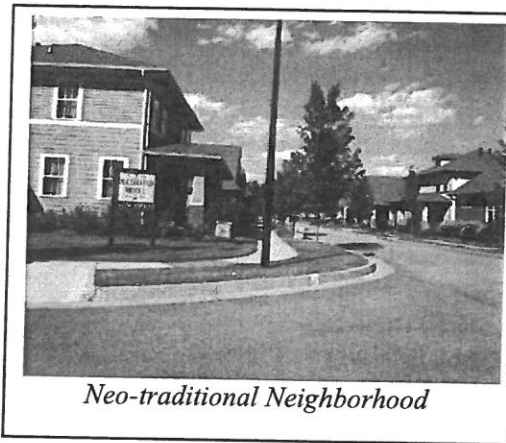
- The market is dominated by married couple households (58.5 percent), half of which have children requiring a more traditional single-family house.
- Non-family households are increasing at a faster rate than family households and singles represent 19 percent of households.
- The County's racial composition is changing with minority groups – particularly Hispanics – growing at a faster rate than non-minority groups.
- Householders are gaining affluence with 39.8 percent of households earning \$75,000+ annually, creating demand for higher-priced housing exceeding \$300,000.

Future Housing Choices

Housing choices gives all residents of Coweta County an opportunity to live in homes suitable to their changing needs and lifestyles – also known as lifecycle housing. Lifecycle housing provides choices for every stage in life and allows County residents to grow up and become educated in the County, start families in the County, begin and end their careers in the County, and retire in the County. This is the housing vision for Coweta County. How can these choices be provided while maintaining the rural character of the County?

Protection of farmland and open space continues to be a significant issue for local residents who value and want to protect the County's "small-town" flavor and rural character. It was brought up consistently in public meetings and workshops. To achieve this goal, there have to be options for life-cycle and price-point strategically encouraged to develop so that larger rural and estate lots are kept in the Rural Conservation area and

a variety of low and medium density developments are located in the villages, near or in towns, and in the Infill Neighborhood area.



Village centers (villages, towns, cities) are compact, walkable places that offer a variety of land uses. The mixture of land uses often includes neighborhood shopping facilities, such as a grocery store, drug store, restaurants, and convenience shopping, as well as community facilities, such as parks, schools, fire stations, and community centers. A variety of housing types can be accommodated in village centers, ranging from higher density condominiums and apartments to townhouses, cluster homes, and single-family homes. This housing mix

should include senior housing options as well. An array of housing price points, from affordable workforce housing to higher-priced housing, is also appropriate for village centers.

Neo-traditional neighborhoods, rather than isolated subdivisions, should be encouraged within the county's mill villages and zoned village centers. Other areas where smaller lot, single-family development may be appropriate are in the County's northeast quadrant near existing incorporated areas where infill opportunities exist. Neo-traditional neighborhoods are characterized by a grid-pattern of streets with sidewalks, paths, and parks/open space. Single-family homes are oriented toward the street, often designed in the style of the early 19th Century with front porches. Higher density units, such as townhouses, should also be part of the mix.

Estate density and rural low density development should be encouraged in the Rural Conservation character area, particularly in the rural western half of the County. A variety of subdivision types have been developed for the Rural Conservation zoning district and include low intensity standards for subdivisions composed of 5 acre lots or larger, stricter street and storm water management standards for subdivisions of 2-acre lots, and lot size concessions for conservation subdivisions that preserve 35% or more of the development site.

Natural Resources

Natural Resources Goal – Preserve/conservate greenspace, open space, and natural resources.

This goal can be realized through resource identification and monitoring, land use policies and regulations, and education. The County is fortunate to still retain much of its rural character, and citizens enjoy the benefits of a rich cultural heritage and abundant natural resources; yet, under the pressure of rising population and employment growth, these important aspects of quality of life are threatened.

Natural Resource Issues

1. **Loss of open space.** As the County continues to grow, much of its open spaces and many of its scenic views are being developed. In 2016, the loss of open land and greenspace are among residents' greatest concerns for the future of the County.
2. **Loss of trees, tree canopy, and specimen trees.** Tree canopy helps keep the County cool, protects against air pollution, improves property values, reduces air conditioning expenses, prevents soil erosion, and provides critical habitat. After 2007, the county experienced a drop-off of land clearing as economic decline brought most development to a standstill. For about 10 years, removal of trees for development was greatly curtailed. Community concern for tree loss was not as pronounced in 2016 as it was in 2005. A Tree Ordinance was adopted in 2007, and amended several times. The ordinance no longer controls removal of trees as it did when first adopted. Specimen trees are protected and removal calls for mitigation.
3. **Declining water quality.** The quality of streams and rivers generally declines as nearby lands are developed. The Georgia Department of Natural Resources lists many of the County's waterways as being impaired or degraded.
4. **Non-attaining air quality.** Coweta County is part of the metropolitan area in violation (non-attainment) of the Clean Air Act, both for ground-level ozone and fine particulate matter. Primary sources of both problems are automobiles and power plants. The electric power plant in Coweta County has converted from burning coal to natural gas to produce electricity.

Natural Resource Opportunities

1. **Protect the Chattahoochee River.** Within Coweta County, significant acreage along the Chattahoochee River remains vulnerable to development, but is also subject to conservation. Coweta County has the opportunity to preserve these areas in its part to protect this vital resource and contribute to the long-range goal of a Helen-to-Columbus greenway and riverside trail.
2. **Protect water supply watersheds.** Water supply watersheds cover most of the northeastern portion of Coweta County – the same area where existing and future development is directed. As the watersheds for the County's drinking water urbanize, measures should be emplaced to ensure clean drinking water for future generations.
3. **Permanently preserve environmentally sensitive areas and scenic viewsheds.** There are many areas of the County that are appropriate for natural resource protection that will become threatened by future development.
4. **Preserve greenspace in the development process.** Increased development pressure in the Rural Conservation area gives the County the opportunity to revise its development regulations to require permanent greenspace preservation in exchange for development rights.
5. **Expand areas for passive recreation.** The Chattahoochee Bend State Park provides an important passive recreation area for the western side of Coweta County. Other passive opportunities are needed throughout the county; including additional trails, natural areas, and open grassy areas in neighborhoods and future villages.
6. **Expand the County's new stormwater management program.** According to the USEPA, polluted stormwater is the greatest threat to the nation's streams and rivers.

A strong stormwater program will help protect Coweta County's remaining clean streams.

Natural Resources Strategies

Watershed Protection

As described in the Community Assessment, 11 of Coweta County's streams are not fully meeting Clean Water Act Standards. The following outlines the watershed planning, implementation and monitoring program needed throughout Coweta County, but especially within the 11 impaired stream watersheds.

Watershed Protection Plan Approach

Planning for future development and protecting water resources and natural systems is a difficult task, especially in a rapidly growing area. Watershed Protection Planning includes the periodic evaluation of existing and future water resources data and an examination of future land development activities. Land development activities require a close association between comprehensive planning and development regulations. Therefore, the planning must include land use planning techniques and ordinances, as well as projects for the proactive protection of surface water resources for rapidly developing watersheds.

Watershed Management Framework

Watershed Management Plans construct the framework applicable for managing the water resources in Coweta County watersheds that will support the level of development (i.e. land use) found in the watershed in existing and future conditions. Management frameworks are categorized as Protection, Prevention, or Restoration:

Protection is applicable in areas where receiving water bodies are considered healthy, e.g., currently meeting designated uses. These areas need minimal intervention to maintain the system at *status quo* under current land uses, but may require that projected development be minimized or controlled to protect natural resources for future generations. This could involve land acquisition of undeveloped open spaces to reduce the future imperviousness, or the establishment of wider stream buffer corridors.

Prevention is associated with a level of development where stressors on the water resources are becoming noticeable or negative impacts resulting from stressors are anticipated in the near-term. In this situation, a stream may be partially meeting its designated use. Prevention measures may include structural BMPs (per the Georgia Stormwater Manual) to be implemented in conjunction with development to counteract adverse impacts to the stream system.

Restoration requires the highest level of intervention to reverse impacts resulting from stressors and move a stream from the "not supporting" category to the "partially" or "fully supporting" designation. The cost of management measures increases as the intensity of intervention elevates from Protection to Restoration. Such measures may include implementation of structural BMPs, extensive streambank and habitat restoration,

or non-structural BMPs to reduce non-point source loads (e.g. maintenance and street sweeping).

Management measures for developing watersheds fall within the Prevention category. However, once urbanization has taken place, integrated watershed planning becomes a matrix of trade-offs and falls within the Restoration category.

There are three basic types of controls applied to a watershed to intervene in the degradation of water resources:

- Source controls.
- Regional controls.
- On-site controls.

Table V-2 depicts the relationship between the management framework and the general types of controls that can be applied.

Table V-2: Water Quality Management Process for the Watersheds of Coweta County

Framework	Designated Use	Control Type		
Protection	Fully supporting	Source controls	-	-
Prevention	Partially supporting	Source controls	Regional controls	-
Restoration	Not supporting	Source controls	Regional controls	On-site controls

There are numerous control mechanisms and management strategies that can be used. Table V-3 shows the relationship between the general types of controls in watershed management, control mechanisms, and example strategies.

Table V-3: Water Quality Control Mechanisms and Strategies for Watershed Management

Control Type	Control Mechanisms	Strategy
Source controls	New ordinances: Regulatory/enforcement	Zero-tolerance erosion control for land disturbance activities
	Education	Enlist public as part of solution to non-point source pollution
	Land use/ comprehensive planning	Promote limiting development in critical areas
	Land acquisition	Acquire land to prevent development or serve as stream buffers
	Design standards	Maintain pre-development runoff rate/volume, pollutant loads
Regional controls	Regional/sub-regional structural BMPs	Regional ponds, habitat protection
	Stream protection zones	Buffer stream corridors from runoff impacts
On-site controls	Reduce impervious cover	Replace existing impervious cover with pervious
	Retrofit BMPs	Modify existing facilities to meet pre-development conditions
	Maintenance	Monitor performance and identify O&M costs
	Streambank stabilization	Streambank and habitat restoration along all major segments

Watershed Protection Planning

Every effort must be made to undertake watershed protection through cooperative efforts with the cities and through public education. The watershed protection planning process should identify protection measures to address land use and imperviousness limitations, River Corridor Protection, limits on buffer waivers, tree protection, design standards, and a Regional Detention Program.

Typically, recommendations for protection plans are divided into:

- Programmatic Needs - such as a riparian greenway program, long-term monitoring, and erosion control certification.
- Ordinances and Regional Programs - such as a wetlands buffer ordinance.
- Stormwater Design Standards.
- Protection/preservation of Sensitive Lands, including stream buffer zones and wetlands mitigation bank.
- Public Education and Involvement, including Adopt-A-Stream and Keep America Beautiful
- Structural Management Measures - such as regional detention, wet ponds, and stream corridor restoration.

Long-term Monitoring Plan

Water Quality and Biological Monitoring

A long-term water quality monitoring program is recommended for each of the 11 impaired streams to demonstrate maintenance of designated uses of streams. This effort should be coordinated with the cities of Coweta County and should monitor the following parameters:

- | | | |
|--------------------------------|-------------|---|
| * Temperature (water and air) | * Turbidity | * Hardness (as CaCO ₃) |
| * Total Suspended Solids (TSS) | * BOD5 | * Total phosphorus |
| * Dissolved oxygen | * COD | * Ortho phosphate |
| * Specific conductance | * pH | * Nitrogen (TKN, NO ₂ /NO ₃) |
- * Total and dissolved metals (Cu, Zn, Pb, Cd)
 - * Fecal Coliform and E. Coli

Biological indicators are often the best measurement of stream degradation. The County should perform a biological assessment on each stream every 2 years at all long-term monitoring locations.

Costs and Funding

Stormwater Utility: The County should consider the implementation of a stormwater utility as a long-term project. The funds should be used to improve stormwater management in areas developed prior to contemporary stormwater regulations and should be used to maintain or force the maintenance of abandoned and failing stormwater facilities.

Maintenance and Inspection Costs/Administrative Costs: It may take a significant effort for the County to update the infrastructure database, inspect sites (ponds, erosion control, etc.) and collect new data (plans, calculations, technical reviews, and GIS updates). Once a utility is in place, the County will be able to recover the costs for the effort associated with new development, as well as that associated with the previous development.

Capital Costs: The current level of infrastructure needs to be maintained and maybe expanded. Furthermore, new development will require additional infrastructure that will be privately maintained or the County will maintain indefinitely. All such infrastructure has capital costs: engineering, construction, and operation & maintenance. The County must also be able to recover costs for these capital expenses related to development. Currently capital costs of new infrastructure are the responsibility of the developer based on County regulations. Other capital costs will be the responsibility of existing programs and budgets, unless a stormwater utility fee is implemented.

Community Facilities

Community Facilities Goal: Coweta County needs an adequate, sustainable, attractive, and efficiently managed network of facilities and infrastructure that will accommodate the present population, support continued growth, preserve the County's natural environment, and promote desired patterns of development.

This goal statement supports the overall vision for the future quality of life of Coweta County expressed by the citizens of Coweta County in the overall Vision Statement. The community's vision is captured graphically in the Future Development Map. The Future Development Map shows a specific arrangement for a variety of character areas that are designed to provide a range of choices for future Coweta residents. It stands in contrast to the conventional suburbanization that characterizes many of the surrounding counties in metro Atlanta. The implementation of the Future Development Map will hinge as much on the location, capacity, and design of the County's infrastructure and community facilities to guide growth as it does on the land use planning and zoning process. Likewise, the efficient operation of the infrastructure and community facilities outlined in this plan depend, in large measure, on achieving the arrangements of land use and development shown on the Future Development Map so that service delivery can be fitted to predictable land use patterns that emerge as the County grows.

Community facilities and infrastructure play a key role in Coweta County's growth and development. According to the DCA Local Planning Requirements for comprehensive plans, community facilities include a wide range of infrastructure, facilities, and services that typically are managed by different entities: water supply and wastewater treatment, solid waste management, stormwater management, parks and recreation, public safety, general government facilities, educational facilities, and libraries and cultural facilities. Transportation is a community facility with its own set of goals, addressed earlier in this chapter, and not part of the following treatment of community services.

Community Facilities Issues

1. **The County's population is projected to increase by 80,000 people in 20 years, straining all levels of community services and facilities.**

The County's projected growth will strain fire protection, public safety, parks and recreation, stormwater management, solid waste management, and libraries. The County needs to explore ways to help growth do a better job of paying for itself as well as ways to grow more efficiently.

Public Safety

Fire protection

The Coweta Fire Department consists of fifteen (15) stations number one through sixteen (There is no fire station thirteen) that operate seven days a week twenty-four (24) hours a day. The county department provides fire, rescue and emergency medical services to all areas of the county with the exception of the city of Newnan which provides its own fire protection services. However the county does provide emergency medical transport service and fire mutual aid to the city of Newnan. The county provides staffing for all stations that consists of 254 positions, one hundred – seventy three (173) fulltime and eighty-one (81) part-time.

The county fire department has an ISO fire protection classification (ISO) of a 4/9. The next ISO inspection is scheduled for 2017. This rating denotes a four (4) for areas that are located within five (5) vehicle miles of a station and within 1,000 feet of a fire hydrant, and a nine (9) for areas outside those coverage areas. Coweta County is currently working on Automatic Mutual Aid agreements with neighboring jurisdictions in order to reduce the number of ISO Class 9 residences.

The Fire Department is planning to relocate and rebuild station 5 to an area that would bring more residences within 5 miles of a fire station. The Fire Department is projecting to build a new fire station (Fire station 17) in the area of Hwy 154 and 29 in its 10 year plan. The department is also planning to increase staffing for current and future fire apparatus to ensure a more effective firefighting workforce and to provide additional safety for firefighting personnel.

In 2015, the Coweta County Fire Department took over EMS Transport services. Due to current and projected increases of the county's population, the department expects to add additional medical transport vehicles as well as fire department personnel to staff these vehicles.

Sheriff

The Coweta County Sheriff's Department is the primary law enforcement agency for the unincorporated portion of Coweta County. It provides protection to approximately 443 square miles divided into 5 zones; including the municipalities of Sharpsburg, Turin, Haralson and Moreland. The Cities of Newnan, Palmetto, Senoia, and Grantville provide their own public safety facilities. The Sheriff's Department Headquarters is a 110,000-

square foot facility in Newnan. There is also an 800-square foot facility housing the East Coweta Precinct located in Sharpsburg.

Corrections Division

The Coweta County Corrections Division is responsible for animal control, operating the county prison, and the work release center. The division operates under the direction of the Coweta County Commissioners and the Georgia Department of Corrections. Inmates housed at the prison perform skilled and semi-skilled labor on county projects. The prison has a 216 bed capacity.

The Work Release Center (WRC) provides an inmate the ability to work at a free-world job but be incarcerated at other non-work time. The WRC has 64 beds and houses both county and state prisoners. Each prisoner is charged a daily fee for room and board.

Emergency Management System

The E-911 Call Center is operated by the Emergency Management Department and is currently housed in 8,000 square feet of space located in the Creekside Industrial Park. The facility includes the Emergency Operations Center, offices, and training room.

Coweta County voters cast a majority affirmative vote for a \$20 million Fire Bond in 2008. Included in the Fire Bond was funding for upgrades/replacement of the radio system operated by the fire department. The county chose as part of that funding, to design and build a state of the art P 25 compliant interoperable radio system that not only would accommodate the fire department but every public safety agency in the county and all its municipalities.

In 2011, Coweta County joined the Western Area Regional Radio System (W.A.R.R.S.) along with Carroll, Heard, and Haralson Counties. Coweta County operates a 700 MHz P25 2 site FDMA (soon to be 4 sites) 8 channel simulcast trunked radio system as part of this collaborative effort. The system Core is located in Carroll County at the Carroll County 911 Center.

Coweta's Prime Site is located on Temple Avenue with a second tower site located on Howard Road in Senoia. Two additional sites have been approved for system expansion, on the north side of the County in the vicinity of the Fischer Spur area and on the south side of the County in the vicinity of Bo Bo Banks Road. This expansion should be complete by 2017. Additional radio communication equipment is located at the Coweta County 911 Center on International Park.

EMS Needs Assessment

700 MHz Radio System

The system was built with the possibility of expansion not only with additional sites (if required) but also with the ability to upgrade hardware and software components as necessary at each tower site. In 2016, the W.A.R.R.S. system underwent an update to achieve the latest software and hardware "release" provided by the manufacturer - Motorola.

Although not required on a yearly basis, releases are available from the manufacturer. These releases are designed to improve system functionality and operation from previous releases and may include some minor feature enhancements. At a minimum, the W.A.R.R.S. partners including Coweta should review the possibility of upgrading yearly, and at a maximum, review the possibility of upgrading every 5 years.

One upgrade to the system that should be considered more than any other is the migration from the current Frequency Division Multiple Access (FDMA) format to a Time Division Multiple Access (TDMA) format; as the county continues to grow, so will the need for more public safety personnel. More personnel means more need to communicate on the radio system. Our current system capacity formulated with roughly 800 users or 100 per channel - 8 channels = 800 users. A TDMA format would allow for more "users" on the system by creating additional channels – basically going from the current state approved 8 talk path channels to 16 talk path channels.

FirstNet

Signed into law on February 22, 2012, the Middle Class Tax Relief and Job Creation Act created the First Responder Network Authority (FirstNet). The law gives FirstNet the mission to build, operate and maintain the first high-speed, nationwide wireless broadband network dedicated to public safety. FirstNet will provide a single interoperable platform for emergency and daily public safety communications.

As part of public safety communications, Coweta County will need to be proactive in bringing FirstNet to all of our local public safety personnel. Although in its infancy, over the next 7 – 10 years, the FirstNet broadband network will be expanded to assist local responders in internet/broadband communications but also cellular communications.

The State of Georgia will more than likely carry the lead on its overall implementation but our local gov't will need to be an active participant in bringing this to our public safety "users".

911 Communications

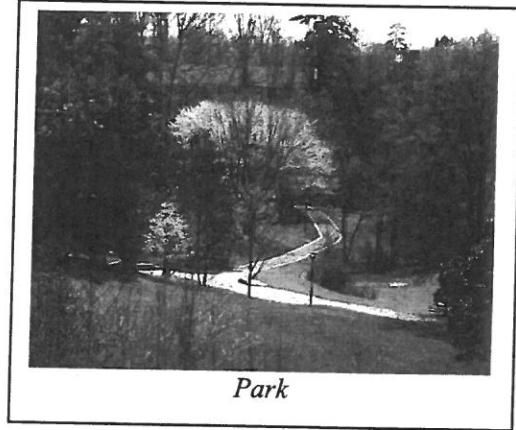
As the County continues to grow, so will the needs of our public safety communications. And that will start from the phone call that is placed by citizens requesting services. Within the next 3 – 5 years, the current 911 Center configuration and infrastructure will need to be expanded to accommodate more call volume from the caller as well as the dispatch and user end radio communications with Law Enforcement , Fire and EMS personnel. (More fulltime dispatchers will be required to handle the call volume.)

The current "pod" format at the 911 Center will need to be expanded by 50 %.As the county moves to a more efficient call taker and dispatcher format. Also, additional space will be required to house additional radio equipment needed for overall system use – radio rack systems for more talk group radios and computers for the FirstNet system as it begins implementation.

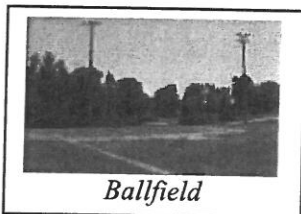
Parks and Recreation

The planning of public parks and recreation services involves a multi-tiered approach. The public needs and expects to have access to recreation within a convenient range of residential areas throughout the County. However, not everyone has the same recreational needs.

- Older adults, a growing segment of the community, look for neighborhood parks that provide for passive recreation and Senior Centers that provide meeting rooms for group recreation and social activities.
- Small children seek small neighborhood playgrounds within a 5 to 10-minute travel time. These facilities are usually built at elementary schools, but may not be open for casual use from neighborhood residents.
- Community parks of around 15-25 acres provide more space for ball fields and courts used by older youth and young adults. These fields usually require supervision for organized play, such as softball, soccer, basketball, and tennis. Swimming pools are universally sought in these facilities.
- Larger regional parks provide more land for different activities, sometimes including lakes, golf courses, picnic areas and pavilions, along with a mixture of ballfields and other facilities commonly found in community parks.



In the broader role of recreational master planning, these public parks are only one element of a network of open space and greenways that provide passive recreation and wildlife habitat. The County Recreation Department serves the entire County, including the cities.



Currently Coweta County has 10 recreation centers with ball fields and/or tennis or basketball courts, 3 gyms, 6 community centers, 1 senior center, 1 arts center, 1 Civil War historic site, and a boat launch on the Chattahoochee River.

According to the National Recreation and Parks Association, Coweta's projected population of 226,186 by 2036 will need 452 acres in neighborhood parks, 1,469 acres in community parks, 1,695 acres in regional parks, and 339 acres in community centers. In 2016, the County Recreation Department maintains 460 acres in public recreation facilities and parks. A state park located in northwestern Coweta covers an area of almost 3,000 acres. With the minimum for regional parks met with the Chattahoochee Bend State Park, the countywide need by 2036 for passive recreation at the neighborhood and community level is approximately 1,460 acres. Occasionally, small private parks are developed with subdivisions and maintained by a homeowners association providing nearby private access to a tot lot or a

neighborhood trail system. However, the subdivision/neighborhood playground is the exception rather than the rule.

<u>Park facility</u>	<u>Acres/ 1000 residents</u>
Neighborhood Park	2.0
Community Park	6.5
Regional Park	7.5
<u>Recreation Center</u>	<u>1.5</u>
Total	17.5

Nelson, *Public Facility Space and Land Use Needs*, Table 6-12. (2004).

A recurring request during public input events was for access to a local trail system. The county has a Greenway Master Plan and has connected implementation of the master plan to residential development. Greenway segments totaling 5,896 linear feet have been donated where proposed greenway routes coincide with the road frontage of residential development sites.

Coweta County should consider undertaking a thorough study of the recreational needs, goals, and expectations of its residents. A Parks and Recreation Master Plan for Coweta County would help explain how the parks and recreational system can be expanded and enhanced to meet the full array of future needs. It would also prioritize areas of the County where additional parks are most needed. The Infill Neighborhood and Mill Village Character Areas should be given priority as population increases in these areas over the next 20 years. In addition, the Parks and Recreation Master Plan would identify opportunities to coordinate with municipalities to provide facilities and recreation programs to achieve a more efficient overall program for the future citizens of Coweta County.

Stormwater Management

The existing stormwater management system consists of a scattered array of conveyance, storage, and treatment facilities that were designed to control flooding as a result of storm events that increase the quantity and velocity of stormwater runoff. Most stormwater management facilities are detention ponds that are privately owned and maintained. New federal regulations have expanded the role of stormwater management from preventing flooding to improving the quality of water discharged into streams by filtering the stormwater to reduce the pollutant loads before they are discharged.

Stormwater flows across land in Coweta County into two drainage basins – the Flint River (east side) and the Chattahoochee River (west side). Because of increased land development and other human activities that increase stormwater runoff, including soil erosion and sedimentation problems, water quality in a substantial number of stream segments is degraded so that these stream segments do not support the designated uses under the Clean Water Act. These “C” segments include portions of New River, White Oak Creek, Wahoo Creek, Snake Creek, Turkey Creek, Cedar Creek, Mineral Springs Branch, and Panther Creek.

Coweta needs to work with EPD to establish a management plan for these drainage sub-basins to reduce impervious surface coverage, improve control of soil erosion and sediment from construction and agriculture, and to manage point flows from industries and wastewater treatment plants.

Monitoring and maintaining these water quality issues will be a growing problem as the county grows and covers more and more land with impervious surfaces. Under the NPDES, land disturbance of more than 1 acre requires a permit prior to land disturbance; and sites over 5 acres require an erosion sedimentation and pollution control plan with BMPs to control soil erosion and sedimentation at the site, and maintain on-site water quality monitoring during construction.

Coweta County participates in the Metropolitan North Georgia Water Planning District and has adopted the Storm Water Manual promulgated by the district in conjunction with GA EPD.

Challenges related to stormwater management in Coweta County include:

- Public education regarding development procedures.
- Enforcement of new stormwater management and erosion/sedimentation control ordinances.
- Administration and staffing procedures for plan review, engineering, permitting and enforcement for stormwater management ordinances.
- Updating Flood Insurance Rate Maps of floodplains.
- Identifying and financing the retrofit of failing or inadequate stormwater management facilities such as existing culverts and ponds that pose a risk to public health and property.
- Consideration of cost-effective stormwater management methods such as area-wide stormwater storage and treatment.
- Coordination of stormwater management implementation strategies and funding with municipalities in Coweta County.
- Implementing BMPs to support TMDL's in sub-basins draining into streams that do not fully support designated uses.
- Preparing new zoning and land development ordinances that will limit impervious surfaces, especially focusing on commercial parking lots.
- Exploring the feasibility of establishing a stormwater utility to pay the costs of stormwater management as the County grows.

Solid Waste Management

Solid waste management is another type of community service that will experience stress as a result of the growth in population and the rising volumes of solid waste that must be collected and disposed of safely. Not only is population growing, but the average amount of waste per capita is also rising. These solid wastes include residential garbage, industrial and commercial waste, and demolition debris related to construction.

An important component of managing solid waste is recycling of paper, glass, plastics, and metals that are an increasing share of the solid waste stream. Recycled products do not require disposal in landfills. Coweta County operates 12 supervised collection sites for voluntary recycling that are distributed throughout the County.

There are no sanitary landfills in Coweta County. Most solid waste generated in Coweta County is hauled to the Pine Ridge landfill in Griffin or Turkey Run Landfill in Hogansville. The County does maintain a transfer station and a dry landfill for construction and demolition debris.

Another important component of the solid waste management system is the collection system. Curbside collection is available in most areas by a number of Garbage Collection Companies. There are also 12 County-maintained waste collection sites in the rural areas for households that do not contract for curbside pickup. Households buy special plastic garbage bags at local grocery stores, and the County collects revenues from sale of the bags to pay the costs of compactor site garbage collection and disposal. The County contracts for trash pickup from the Transfer Station by a private company, as well.

There are still problems with informal dumpsites and litter that results when people do not arrange for proper collection and disposal of their wastes. As the County continues to grow and become more urbanized, the County may want to consider methods to extend curbside pick-up.

The details of the solid waste plan are contained in the Coweta County Comprehensive Solid Waste Management Plan that was prepared concurrently with the Comprehensive Plan.

Libraries

There are currently four library facilities in Coweta County: the Central Library which serves as headquarters, the A. Mitchell Powell Jr. Branch in Newnan, the Grantville branch in Grantville and the Senoia branch in Senoia. The Coweta County Library System is recognized by the state of Georgia as a single-county library system. The establishment of this library system constituted the formation of an additional Coweta County government department – the Library Department.

The libraries in Coweta County are funded by Coweta County and the Georgia Public Library Service, a division of the Board of Regents of the State of Georgia. State money comprises approximately 10% of all funding and is used for state-paid salaries/benefits and various system services. The library also occasionally applies for and receives funding grants from the federal government, other non-profit groups and private foundations. All Coweta libraries were funded and constructed using a combination of local and state funds (SPLOST and State Bonds).

The book collections at Coweta County libraries are available for all citizens and those who purchase out-of-county library cards. Coweta County libraries also participate in an inter-library loan system for public and university libraries. Central Library is the

largest facility in the County at approximately 29,000 square feet followed by the Powell branch (25,000), Senoia branch (6,500) and Grantville branch (5,000). With a total square footage for the system buildings of 67,000 square feet, the system is just below the .5 square foot minimum standard for a 2016 estimated population of 145,681.

All libraries in the system offer services from “cradle to cane”, services which are intended for all ages. All system libraries work in tandem to provide the most efficient and effective service for Coweta citizens no matter where they live in Coweta County. All libraries offer a full collection of circulating and reference items, computers for public use, a children’s library with early learning and exploratory learning areas, outdoor learning and leisure reading spaces, and educational, informational and leisure programming for all ages.

The system has a fully accessible website along with an electronic newsletter which is sent out monthly. Website hits for the year 2015 registered over 2 million hits. In addition, the system publishes quarterly brochures which feature programming and other library news. Coweta County Library System is also supported by the Friends of Coweta Libraries, a voluntary organization which assists the library system in volunteer services, advocacy and fundraising.

Demographic data continues to show a substantial increase in the county’s population. At this time, the system is meeting numerous standards espoused by the 2015 Georgia Public Library Standards. Current hours offered by the system’s branches exceed the hours proscribed in these standards. Also, the library meets the “Essential” level for the public computer accessibility standard and the “Essential” standard for computer replacement. Regarding square footage, there has been discussion regarding automated book dispensers at county buildings in high demand areas and the creation of a branch in the population dense area of Canongate. The need for a branch or book dispenser is the largest possible capital outlay concern going forward for the system. Materials funding continues to be an issue; it is requested that the County maintain a 50-50 match with State materials funding going forward. This would help maintain and create a desired, relevant and enriching collection for our growing citizenry.

The current geographic placements of library buildings within Coweta County provide a seven mile immediate service radius. With an acknowledgement of citizen’s propensity for travel and the high probability for the utilization of library facilities outside the seven mile service area, there is an understanding that the need to construct a Canongate library or to add book dispensers in this area may be needed.

Coweta County Library System will continue to provide services on a county-wide level utilizing all available staff and facility resources to serve individual citizens across the geographic area. The system administration continues to conduct surveys and solicit other feedback from residents about the satisfaction and quality level of offered services. Coweta County system currently ranks in the top 20 library systems in

the state for circulation and is the number one system in the state for card-holders per capita.

1. Quality public education and expansion and improvement in the County grade school education system are among the residents' greatest priorities:

The Coweta County school system operates 31 public schools (PK-12) with 19 elementary schools, 6 middle schools, 3 high schools, 1 charter career academy, 1 alternative middle school, and 1 alternative high school. Public school enrollment has increased from approximately 16,200 students in the 1999/2000 school year to about 22,300 students in 2015/16. This is an increase of 44 percent, equivalent to an annual rate of growth of over 3 percent.

School growth rates slowed in the years following the 2008 recession. The system's total enrollment peaked in 2009 at 22,560 students, declining slightly but remaining relatively steady since then. Two demographic studies undertaken by the school system in 2015 (with Davis Demographic and Planning and RKR Planning) projected that system enrollment would remain steady or slightly decline through the early to mid-2020's, assuming current demographic trends continue.

Since the opening of Brooks Elementary School in 2009, the school system has focused on school renovations and expansion projects at existing schools. These have notably included major renovations, remodeling and school expansion projects at Newnan High School (2012), East Coweta High School (2014), and Evans Middle School (2015). Since 2009, 12 schools totaling 1,152,849 square feet have been fully renovated and 2 classroom addition projects have been completed, adding a total of 55 classrooms. Future renovations and capacity expansions are planned. The school system is also focused on a number of additional capital projects, including an ongoing technology plan to expand classroom technology and the system's total network capacity, and transportation acquisitions and improvements. Much of the cost of these projects is expected to be paid by SPLOST revenues.

Overall, coordination between the County and the school system is very good. Some of the challenges faced by the school system in Coweta County include:

- Dealing with enrollment fluctuations during and after the recession.
- Renovating and expanding existing schools, and siting, funding, and constructing new schools to keep pace with residential growth.
- Coordinating siting locations and redistricting of schools with residential permits issued by the County.
- Coordinating siting of school facilities with infrastructure and other community facilities.
- Expanding bus service as the limits of residential growth expand geographically.

School facilities are more than functionally important. They are important "building blocks" to neighborhood identity and character. They should be designed to be attractive,

well-landscaped, and interconnected with surrounding residential areas with direct and convenient access for both vehicles and pedestrians. Wherever possible, new schools should be sited, along with parks and libraries, to form community service clusters oriented to be functional and convenient for families with children. Community service clusters also help reinforce the sense of place that residents seek. The County and the school system should work together with developers who could donate land that can be used to site future schools in Village Centers adjacent to new parks and libraries.

2. Current infrastructure is inadequate to accommodate future non-residential growth.

One of the County's priorities needs to be increasing its job base. Coweta has one of the lowest ratios of jobs to households in the Atlanta metro area. I-85 is one of its greatest assets, giving it freeway access to the Hartsfield-Jackson Atlanta International Airport, as well as to a prospective pool of labor all the way from metro Atlanta to Columbus. However, within the County itself, basic infrastructure is one of the limitations Coweta County will face as it seeks to attract more industry. The SPLOST program plays a major role in addressing the County's local transportation needs and implementing the CTP. However, expanding the water and wastewater treatment system and coordinating it with economic development objectives will continue to be an important issue as the County grows.

3. Adequate water system treatment capacity, but limited distribution system.

Coweta County Water & Sewerage Authority (CCWSA) has secure sources of drinking water for at least 20 more years; however, about 10 percent of the population is still on private wells or community water systems. Should this segment of the population opt for CCWSA water, demand would increase significantly.

The current water demand is approximately 5.5 MGD (million gallons per day). In order to serve a population projected to increase 55% by 2036 (or larger if private well and community water systems tie on), water system capacity will need to increase accordingly. A study completed in February 2005 projects Coweta County's future demand reaching approximately 12.8 MGD by the year 2026. In preparation for the growth, the B.T. Brown Water Treatment Plant was constructed in 2007 and raised the system capacity to 8 MGD. In addition, CCWSA has water supply agreements with the Cities of Newnan and Griffin increasing the total available supply to over 14 MGD. CCWSA continues to look at other water sources in anticipation of greater future demand.



B.T. Brown Water Treatment Plant

The principal water supply challenges that CCWA face include:

- Population growth: CCWSA will need to secure new water sources well in advance to accommodate projected population increases.
- System capacity: The water distribution system will likely expand and additional water tanks and pump stations will be needed to maintain pressure for adequate fire flows and consumption in growing areas.
- Conservation: CCWSA will encourage prudent use of the existing water supply and continue to promote the water conservation programs (including public education to promote daily water conservation and use of low-flow plumbing fixtures). Additionally, alternative sources for irrigation should be developed as outdoor watering is a major source of increasing water use.

4. About 80 percent of the County's water customers use septic tanks.

Coweta County has long relied on septic tanks to handle residential wastewater. There are approximately 30,000 septic tanks in Coweta County. Septic tanks have a number of disadvantages, which include:

- Less recovery of wastewater for recycling to drinking water sources.
- Inevitable system failure, leading to pollution of ground and surface water.
- Septic tanks are costly to install and maintain.

The normal life of a septic tank drain field is 20-30 years and approximately 40 percent of the county's septic tanks are already more than 20 years old. Coweta County could soon face a serious public health problem as these tanks and drain fields continue to age and deteriorate. The County should work with local Environmental Health officials to monitor old septic tanks, prepare public information encouraging homeowners to arrange for a performance evaluations of old septic tanks and prepare a mitigation plan for areas where widespread failures may be concentrated.

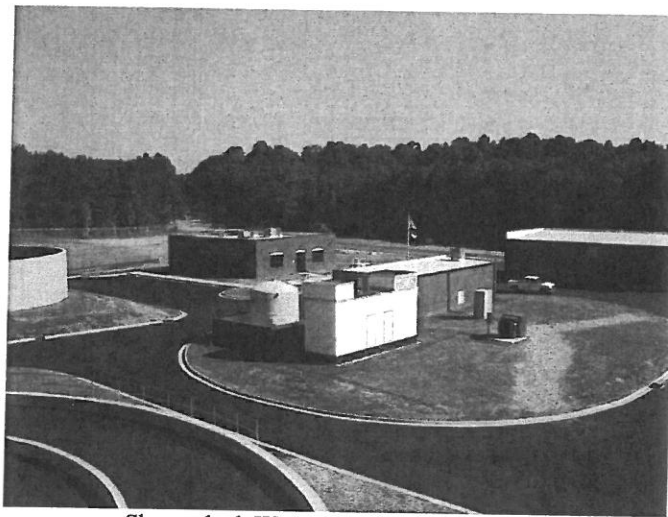
5. Additional public wastewater treatment capacity will be required to accommodate future growth.

In order to provide a broader array of housing choices while advancing a compact growth pattern within or adjacent to the urbanized area of Coweta County within the Infill Neighborhood character area, access to public wastewater treatment facilities will be

needed. In 2016, public sewer furnished by the Coweta County Water & Sewerage Authority (CCWSA) is limited to established residential communities in the Shenandoah and White Oak areas zoned New Community, and the historical mill villages which were built in the early twentieth century with their own treatment plants. Current policy limits new sewerage collection to commercial and industrial users.

Future additions to the residential areas served by the CCWSA include two approved residential developments located in the Infill Neighborhood area that will need wastewater treatment. Construction and permitting for wastewater treatment for each “village” is the responsibility of each developer. However, when treatment plants are permitted and ready to operate, the CCWSA will take ownership and operate the plants.

Based on the patterns of the Future Development Map, a large portion of future construction, including industrial development, can be served by the existing treatment / water reclamation facilities: the Shenandoah Wastewater Treatment Plant, the Arnco Wastewater Plant and the Sargent Wastewater Plant. Additionally, a private developer downstream of the proposed Twelve Parks Development has proposed a treatment plant. However, even with these plants, serving several small pockets of land will require additional lift stations.



Shenandoah Wastewater Treatment Plant

Although Arnco and Sargent have wastewater treatment plants, they are small and quite old. Redevelopment of mill villages in these areas will require extensive improvements to the existing plants and collection systems. An alternative that might be less costly in the long run would be to combine wastewater treatment flows for Arnco and Sargent and building a single, centralized system for this area.

6. Supporting Village Centers will require innovative solutions to providing wastewater treatment service. Sewer service will be necessary.

Centralized water reclamation plants are generally more economical and reliable than smaller, decentralized systems. However, one potential issue with using central water

reclamation plants to serve Village Centers that are not adjacent to the wastewater treatment facilities is that interceptor lines would be on vacant land on their way from the central plants to the Village Centers. There is concern that the County would be pressured by petitions from intervening property owners to connect their property to the system via the interceptor line. This could undermine the success of the Village Centers and disrupt the Future Development Map. Therefore, the County should consider the alternative of permitting one or more decentralized systems having less than 500,000 gallons per day capacity in Village Centers. The recommended technology for these plants would be Membrane Bioreactor plants that are capable of meeting the strict effluent limits imposed on new or expanded treatment plants in the MNGWPD. These new technology plants are more economical and reliable than the older package plants because they are cleaner, operate automatically and do not require full time staff on site.

7. Accommodating the projected growth will be expensive.

Growth often does not pay for itself. Growth adds to the tax base over the long run, but the initial capital outlays, such as to build new schools, water towers, fire stations, often lead to increases in taxes. SPLOST funding has been a major source of new revenues to accomplish the County's vision for improved community facilities, schools, and infrastructure. Often, local SPLOST revenues can be used as local match for state and federal grants. However the need for these funds far outstrips available revenues. Impact fees will provide only a portion of this funding gap. Innovative forms of financing infrastructure and community facilities and equipment will be needed for the future including Special Tax Districts, Revenue Bonds, Stormwater Utility Fees, Business Improvement Districts, Certificates of Participation, tolls and user fees, and partnering with developers.

8. Efficient service delivery is complicated by multiple service providers.

Service delivery in Coweta County is spread among a variety of local jurisdictions and independent authorities directly involved in service provision. The eight cities have an array of independent municipal services, and some are quite small, lacking economies of scale. Coordinated, county-wide long-range plans could identify broader areas of city-county cooperation; one example would be for community facilities such as parks or fire protection. It is possible that the County, cities, and Board of Education could identify opportunities to cooperate in constructing and maintaining local parks and identify a single provider for County-wide recreational programming.

Annexations also complicate service delivery. From the County's standpoint, unanticipated municipal annexation petitions tend to frustrate the county's desire to prepare long-range plans for community facilities and services because service areas are subject to sudden unforeseen changes. The County and each of its cities need to establish a systematic approach to planning cooperatively for areas that cities would anticipate serving in the future.

Completion of Service Delivery Strategy agreements and negotiation of Municipal Gateways could alleviate this situation. In 2005, an effort between the county and municipalities to define a mutually acceptable concept of a Municipal Gateway was

unsuccessful. The task is further complicated by Georgia annexation law which does not link future planning for the geography of municipal expansion to the process of annexation. In theory, this may be hoped for but in practice, jurisdictions losing area must object to annexation (rather than prepare for it), and must prove inconsistency between municipal and unincorporated comprehensive plans and a financial impact creating a hardship related to service delivery.

Community Facilities Opportunities

1. Prepare County-wide plans for basic infrastructure and services.

The County has the opportunity to coordinate and expand its set of detailed functional plans for community facilities. The information gained from the Comprehensive Plan and Capital Improvements Element, CTP Update, and the study conducted for future sewer service areas open the door to performing additional functional plans such as a Parks and Recreation Master Plan, a Corridor Management Plan, and a Water and Wastewater Master Plan.

The Comprehensive Plan offers the overall framework that shows the relationships between community facilities needs and population and employment growth, economic development, land use development, and natural resource constraints. It also includes the broadest and most integrated analysis of service delivery arrangements and infrastructure needs within the County. However, more specific functional plans are necessary to narrow the focus to the level of individual service provider. The implementation strategies drawn from the comprehensive plan and functional plans provide the critical link to the next phase of facility planning:

- More detailed technical analysis of delivery arrangements, the nature and level of service demands, and innovative opportunities for service delivery improvement.
- Inventory of available fiscal and organizational resources.
- Identification of specific stakeholder groups within the community that are concerned about each type of public facility, as well as the public, non-profit, and private agencies involved in direct service provision.
- Prioritization of recommended projects and organizational strategies for operation and maintenance of capital projects.

2. Build the infrastructure necessary to attract industrial and business growth.

Many businesses depend on available capacity of roads, sewer, and water. Ensuring availability over the years ahead will be critical to attracting manufacturing, warehousing, and distribution, among other important sectors.

3. Cluster new facilities, like parks, schools, libraries and fire stations, to reinforce a sense of place for Coweta's communities.

Continue the current method of siting new public facilities in or near community centers to provide for a sense of place for neighborhoods.

Community Facilities and Services Strategies

Within the Community Plan, community facilities play a prominent role in achieving the County's vision, goals, and implementation strategies. The Technical Addendum is an inventory of current facilities, an assessment of current status, with population and household projections for evaluating future demand. From this baseline, service delivery capacities can be evaluated including the actions needed to prepare for meeting demand. Between 2006 and 2015, impact fees have been used to purchase fire trucks, needed expansion of facilities at the courthouse and Sheriff's Department, community recreational facilities, and important transportation projects including right-of-way for the Poplar Road Interchange. Impact fees were reduced to \$0 at the end of 2013. If reinstated, the Capital Improvements Element of the Community Plan will need to be updated, and a Methodology Report will be needed to establish level of service and future need for supported facilities. While the impact fee assessment does not constitute a full-blown functional plan for each of these types of facilities, it provides a useful baseline of how demand for specific community facilities will rise in proportion to the County's future growth.

The Community Facilities portion of the Community Plan addresses more than the physical expansion of existing infrastructure. Facility planning decisions have a broad and cumulative impact, influencing the overall quality of life in a community. Infrastructure growth guides the timing and location of future development and enhances the ability to support and attract economic activity. Facility development that is integrated with land use planning preserves the natural landscape and promotes the aesthetic character of neighborhoods.

Infrastructure planning also links growth to adequate and sustainable funding sources, allowing the community to maintain quality service levels. The Implementation Program of this plan considers these interrelationships and identifies opportunities to strengthen the county's economic, physical, environmental, and fiscal health through facility planning.

Planning and Development Process

Planning and Development Process Goal – Improve the planning and development process

This is a simple goal statement that carries a considerable range of issues and opportunities. Coweta is a mid-size county making a steady recovery from the economic downturn weathered here between 2007 and 2014. Like many jurisdictions, the Planning and Zoning Department used the break in the pace of development to advance record keeping practices into the 21st Century. All zoning cases were scanned into an electronic catalog so that they are instantly accessible by county employees who regularly need to know this history; and they are quickly and economically accessible for Public Information requests. A digital reference zoning map was also brought online and there are future plans to link zoning cases, developments of regional impact, and the regulatory text of other land use decisions to the geographic information database. All of the work

needed to develop implementation tools coordinated with the goals of the Future Development Map and policies of the Comprehensive Plan were done during this time resulting in a consolidated Zoning and Development Ordinance, and 12 new ordinances designed to implement site development goals, and character area goals.

In addition, various departments were consolidated under Planning and Community Development which facilitated a higher level of interdepartmental awareness and stronger lines of communication between Planning & Zoning, the Building Department, and Code Enforcement. Building permits fell from a high of 893 in 2005 to 168 in 2009. However, activity has increased 21% a year with 384 permits issued for unincorporated Coweta in 2014. Loss of staff during the Great Recession means that Coweta, like many other counties in the nation, will address the return of economic growth with current resources which will strain the internal development process, and to a degree, frustrate those using the process.

Internally, the Planning and Development Department is sometimes short of staff to handle the increased volume of permit and rezoning activity and still accomplish departmental responsibilities for long-range planning and Community Work Program implementation. Budget constraints will not allow expansion of the staff in a timeframe that is commensurate with the increasing work loads.

The goal of improving the planning and development process is one that resonates with the needs and interests of private property owners and the development industry. Property owners and developers have a vital stake in a smooth and efficient development process. They experience loss of productivity and profits when permitting lines grow long and delays increase. Although the County would like to make it easy to do the right things, it is not always possible. Changes in the development process, even when meant to speed things up require more effort to provide training for staff and to improve communication with customers so that they can navigate new permitting systems.

Finally, this goal statement reflects the ideals of improved citizen participation. If the goal of the planning process is to improve quality of life, the best judge of how well planning works is the everyday citizen of Coweta County.

Planning and Development Process Issues

1. Rapid growth is coupled with increased complexity in planning and permitting processes.

As each year passes, three factors interact to impact staff workloads.

- The increment of growth increases the number of rezonings and permits to be processed.
- New types of development occur in Coweta County, requiring new procedures.
- At the same time, new regulations and other requirements increase the complexity of development review.

The regulatory environment is complex with requirements of Stormwater Management Ordinances required by the MNGWPD, expectations for transportation planning in non-attainment areas coming from the ARC, management of Developments of Regional Impact, administration of the County's zoning overlay districts with design standards, and administration of impact fees should these be reinstated. As these loads increase with stronger economic times, new staff, new training, and more efficient procedures for processing the many forms of land use and development activities that are within the purview of the Department of Planning and Development will be needed.

2. City-county coordination is growing in importance in the planning process.

A closely related issue is the increasing complexity of the planning process as it relates to Coweta's eight municipalities. As the cities continue to grow and consider annexations, it is increasingly clear that the County's quality of life is intertwined with that of these cities. Protecting the County's future quality of life requires a proactive and integrated partnership with its cities to forge a common approach to common problems such as environmental quality, land use and zoning, transportation planning, wastewater treatment, schools, libraries, parks and public safety. These problems do not stop or start at the city limits. The multiple impact fee programs emerging for the County and its cities make it apparent that both the county and its cities see planning issues as fiscal issues that require closer attention to the fiscal impacts of growth and development.

3. The development community is sensitive to increased delays in the rezoning and development process.

As the complexity of regulations grows, the development community is concerned that they will be affected. If there are more steps in the permit process and an increase in the volume of development activity, will this mean longer permit times, longer lines, and more delay? From this standpoint, improving the planning and development process will mean streamlining. This requires re-tooling the current flow of permit applications, plan reviews, permitting, and inspection. This requires improving staff productivity and employing better technology with more automation to accomplish more efficient operations and more internal consolidation in the review process. It will also require more personal attention to customer relations and better communication between the County staff and the property owners and developers.

4. Inadequate and inconsistent code enforcement.

Codes are only as good as the enforcement process. The importance of this issue has subsided since 2005 but was mentioned a couple of times by participants in the Public Involvement Program. Many see the need for improving code enforcement as a way to improve the quality of their neighborhoods. This is especially important in the mature neighborhoods and infill areas of the County where the Future Development Map encourages growth and redevelopment that could exacerbate conflicts between abutting property uses.

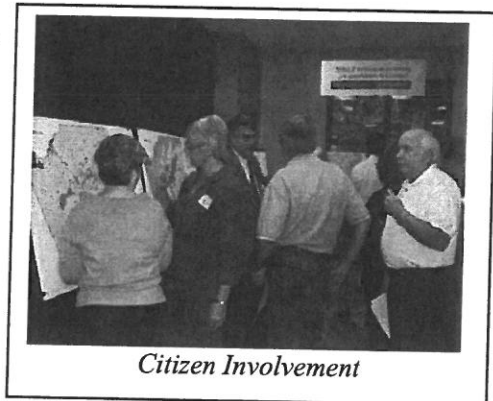
5. Rezoning decisions that are inconsistent with the community plan.

The Community Plan is intended to be a guide for rezoning decisions. This consistency should be measured by the text and policies of the plan as well as the Future

Development Map. The Zoning Ordinance clearly links evaluation of rezoning requests with the recommendations of the text of the comprehensive “Community” plan as well as the Future Development Map. While many factors must be evaluated to render a decision amending the Zoning Map, implementation of the community vision for development of the county must exhibit a prevailing consistency with the Comprehensive “Community” Plan.

6. Zoning code deters neo-traditional development and requires the separation of commercial, residential, and retail uses, ensuring most travel will have to be by car.

Changes in the zoning and development regulations are needed to legalize mixed-use and traditional neighborhood developments in targeted areas, such as future locations for village development.



Planning and Development Process Opportunities

1. Improve citizen involvement and coordination.

The County needs to explore additional opportunities to engage the community between Comprehensive Plan updates.

2. Make more use of digital technology.

There are many recent advances in electronic permit applications, digital plats, automated permit tracking, and use of the internet for public information and citizen participation that could improve the planning process in Coweta County.

3. Ensure new developments do not outpace infrastructure.

Half of the residents of Coweta County in 2036 have not arrived. This gives the County an opportunity to develop a permit tracking system and infrastructure plans that better pace development permits and rezonings to the availability of adequate infrastructure.

4. Improve City-County communication.

Identify opportunities for sharing data and cost sharing for joint studies that would facilitate better planning processes for the County and its cities. Also, expand the use of conventional vehicles such as regular, formal meetings, as well as communiqués, retreats, or newsletters.

5. Develop a proactive approach, such as Municipal Gateways, to improve coordination of service delivery and municipal annexation.

The Municipal Gateway concept would allow the County and its cities to develop a systematic approach to coordinating land use compatibility and service provision in a coordinated way instead of leaving it to separate negotiations on every case. A Municipal Gateway can be described as the area surrounding each municipality within

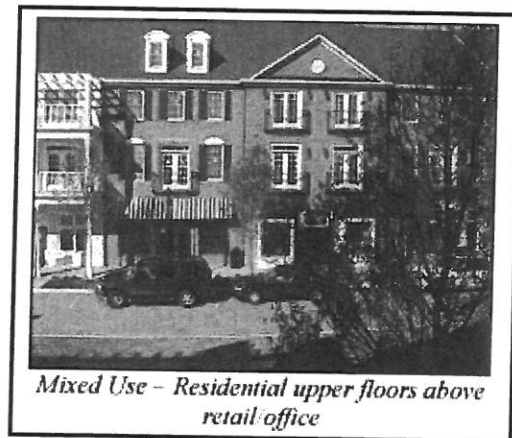
the unincorporated County that has a character that is more reflective of the municipality than the surrounding County. These transition areas include those properties likely to be considered for future annexation. Within the gateways there should be in place a formal procedure for the disposition or continuation of facility ownership and/or collection of fees, and development annexation plans between the County and municipality to mitigate the potentially negative impact of land use decisions.

Planning and Development Process Strategies

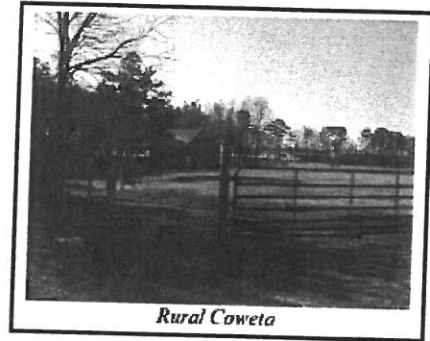
The primary strategies for addressing the issues and opportunities dealing with the Planning and Development Process are for the County to use resources more efficiently through the use of technology, acquire more resources and staff, and continued communication with its planning partners.

Sense of Place

- SP-1: Promote efficient use of land by encouraging well-designed, pedestrian-oriented developments that include a mix of uses and creative use of land.
- SP-2: Create opportunities to retrofit single-use commercial and retail developments into walkable, mixed-use communities.
- SP-3: Facilitate financing of mixed-use projects that help implement the Comprehensive Plan.
- SP-4: Encourage upper floor residential above office and retail uses.
- SP-5: Focus on community schools as centers for a variety of neighborhood services and programs.
- SP-6: Integrate recreation areas and greenspace throughout our community; within neighborhoods, along streets, in parking lots, and within commercial and industrial developments.
- SP-7: Use public investments as an opportunity to foster community interaction and pride.
- Locate civic buildings in existing communities, village centers, or crossroads communities and, when possible, in areas accessible by public transportation.
 - Strive for gateways and corridors that contribute to a "sense of place."
- SP-8: Encourage walkability, interaction among businesses, clear visibility of entryways, and centralized open space.
- SP-9: Support conversion of declining shopping malls and strip commercial streets into mixed-use developments.
- SP-10: Enact clear design guidelines so that streets, buildings, and public spaces work together to create a "sense of place."



SP-11: Encourage the use of landscaping, lighting, signage, building design standards, underground utilities, and stealth design of telecommunications towers to add value to our community.



SP-12: Promote development that is sensitive to the land and gives consideration to adjoining, existing, and planned development, as well as the overall community.

- Preserve the rural character of Coweta County and promote opportunities for agricultural and forestry activities to remain a vital part of our community.
 - Develop a recognizable transition from the urban to the rural areas of our community.
- Guide appropriate residential and non-residential infill development and redevelopment in a way that complements surrounding areas.
- Locations approved for unique land uses will not adversely affect human safety, the quality of the environment, or public health.
- Discourage “leapfrog” development across undeveloped areas.

SP-13: Discourage development that may result in noise levels detrimental to the public health or quality of the human environment.

SP-14: Give priority to developments that mix uses and redevelop and revitalize existing underutilized commercial and industrial areas.

SP-15: Support the redevelopment of brownfield sites located within our community.

SP-16: Encourage redevelopment and infill rather than development of new property in the Rural Conservation or Lakeside Residential area of the Future Development Map.

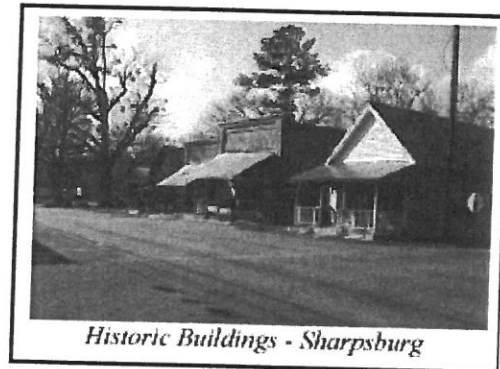
SP-17: Promote location of industry only in areas consistent with the Comprehensive Plan.

SP-18: Protect future industrial, warehouse-distribution, and office areas from encroachment by residential development.

SP-19: Encourage location of industry where stormwater runoff and wind directions will not adversely affect residential areas.

SP-20: Commercial nodes should be located at the intersections of arterial streets and contain development sites of various sizes to accommodate a variety of businesses.

- SP-21: Promote nodal and clustered commercial development and discourage continuous and scattered commercial activity along major thoroughfares.
- SP-22 Discourage the extension of continuous and scattered commercial activity along major highways and other transportation routes.
- SP-23 Encourage use of buffer zones (parks, paths, and mixed-use commercial districts) between incompatible residential and industrial and commercial uses.
- SP-24: Regularly review and consider the appropriateness of planning and development concepts that may be new to our area, but have been successful in other places.
- SP-25: Develop a coordinated program for the promotion of the entire County, emphasizing ongoing cultural events.
- SP-26: Improve the coordination and use of public schools for cultural activities.
- SP-27: Develop a program for art displays in appropriate public buildings and spaces.
- SP-28: Develop a program to identify and inventory historic, architectural, archaeological, and cultural resources in Coweta County.
- SP-29: Preserve, protect, and promote Coweta County's unique cultural and historic character and the resources that contribute to this character.
- SP-30: Encourage the maintenance of all historic structures and, when appropriate, their adaptive reuse.
- SP-31: Support recognition of exemplary preservation, renovation, and restoration of historic resources.
- SP-32: Support and encourage increased development of historical sites as tourist attractions, as practicable and appropriate.
- SP-33: Support and cooperate with federal, state, and local historic preservation societies and agencies in their efforts to preserve and protect Coweta County's resources.
- SP-34: Establish regulations and incentives to protect the County's historic, architectural, archaeological, and cultural resources in Coweta County from inappropriate development or destruction.



Historic Buildings - Sharpsburg

SP-35: Enforce existing codes for controlling litter.

SP-36: Encourage new development to incorporate building scale and architecture that enhances and draws from Coweta's historical architecture and rural and urban heritage.

SP-37: Encourage and support litter control and beautification of gateways into Coweta County.

Transportation

TR-1: Maintain an efficient and reliable multi-modal transportation network to support efficient land use, minimize traffic congestion, and facilitate community-wide and regional circulation.

TR-2: Encourage transportation corridors that support multiple modes of transportation and enhance the aesthetics of the community.

TR-3: Promote the clustering of development into villages and crossroads communities to increase the efficiency of all transportation networks.

TR-4: Connect streets, sidewalks, and paths in adjacent developments to each other and stub out to adjacent undeveloped land.

TR-5: Ensure that new development bears an equitable share of and responsibility for the cost of new roads, as well as the impact of additional use on existing roads.

TR-6: Provide for continuing analysis of transportation needs, considering population growth and patterns of development.

TR-7: Plan and permit road networks of neighborhood-scaled streets (generally two or four lanes) with high levels of connectivity and short blocks.

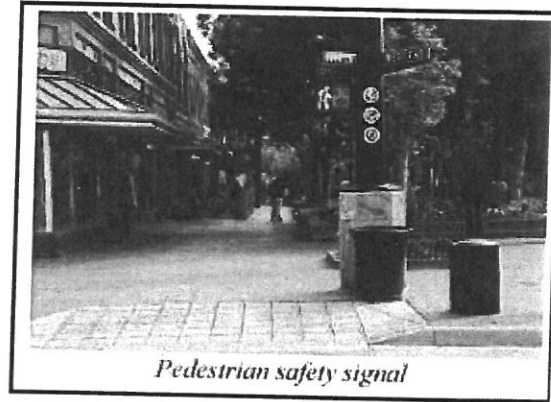
TR-8: Require sidewalks in all new developments.

TR-9: Address the location, vehicular/pedestrian/open space design, landscaping, and furnishing of residential and non-residential streets as one of the community's most important components contributing to the character, structure, and development pattern of the community.

TR-10: Support transportation and greenway corridors through the community standards of aesthetics, urban design, and environmental stewardship.



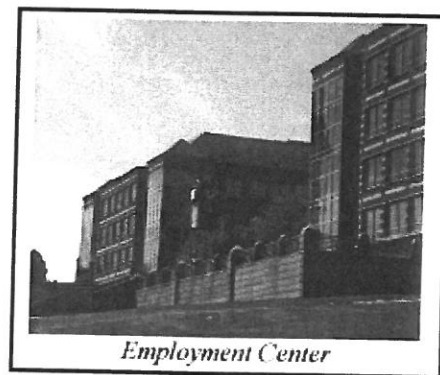
- TR-11: Encourage and promote the design and engineering of roads and other facilities to fit topography and other site conditions.
- TR-12: Support only the extensions of streets and utilities based on acceptable environmental and fiscal impacts and planned uses.
- TR-13: Promote and support the provision of bicycle and pedestrian ways.
- TR-14: Ensure that new developments will be designed to be conducive to walking and biking.
- TR-15: Require bike lanes, a broad bicycle-friendly shoulder, or a parallel multi-use path for all widening, and new construction roadway projects for all collector and arterial streets.
- TR-16: Encourage the implementation of the County's Bicycle Master Plan and associated projects and policies.
- TR-17: Develop a standardized system of bicycle and pedestrian-oriented signage that is conveniently placed and highlights significant historic, cultural, and civic sites and community activity centers.
- TR-18: Seek to provide necessary traffic and pedestrian signals and paths to promote a safer environment for pedestrians.
- TR-19: Encourage active traffic law enforcement to reduce hazards to pedestrians and cyclists.
- TR-20: Promote the County's pedestrian and bicycle networks through a variety of print and internet media.
- TR-21: Coordinate higher density land uses with commuter rail station areas.
- TR-22: Encourage and support the operation and expansion of the commuter bus system.
- TR-23: Seek to promote a paratransit system as soon as practicable.
- TR-24: Collaborate with employers to provide information and incentives for programs to minimize or decrease rush-hour congestion impacts.
- TR-25: Encourage carpooling and ridesharing.



- TR-26: Promote a safe, efficient, and well-maintained system of roads and highways that adequately serve their users and appropriately serve their use.
- TR-27: Provide for the routing of truck traffic around congested areas.
- TR-28: Manage access along collector and arterial streets.
- TR-29: Provide for timely maintenance of County roads using current engineering practices.
- TR-30: Work toward improvement of traffic flow designs and operations, specifically in densely settled areas.
- TR-31: Identify road intersections that are a threat to public safety; organize a system for upgrading and modifying road design in order to increase public safety.
- TR-32: Seek to reduce the number of curb cuts into arterial streets and roadways to mitigate traffic congestion.
- TR-33: Promote the provision of adequate parking in commercial development.
- TR-34: Encourage developers to reduce off-street parking in exchange for a grid of new streets with on-street parking.
- TR-35: Encourage the use of rail for industrial needs.

Economic Development

- ED-1: Promote and sustain stable and controlled economic growth.
- ED-2: Support programs for retention, expansion, and creation of businesses that enhance our economic well-being.
- ED-3: Establish an atmosphere in which entrepreneurial enterprise is nurtured in our community.
- ED-4: Increase diverse, long-term employment opportunities.
- ED-5: Investigate strong linkages between Coweta County's existing business and industry, and seek new industry by determining missing links or connections among those activities that have prospered over a long-term period.

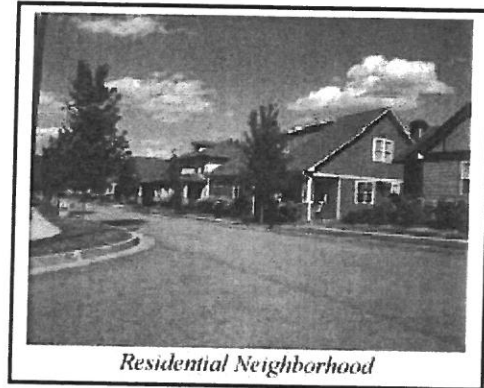


Employment Center

- ED-6: Attract to and maintain in Coweta County appropriate and compatible businesses with emphasis on “clean,” high-tech, and high-wage industries.
- ED-7: Support and encourage public and private purchase and land banking of industrial sites within and adjacent to industrially zoned and existing industrial areas.
- ED-8: Target reinvestment in declining, existing neighborhoods to further encourage private sector redevelopment and accommodate future growth.
- ED-9: Use public investment in parks and open space to encourage private reinvestment in urban centers.
- ED-10: Encourage the development of local enterprise zones to provide a package of incentives for development and redevelopment of existing industrial uses.
- ED-11: Seek to develop an alliance between the Chamber of Commerce, industrial development organizations, and the County to create needed capital for promotion and expansion of existing businesses and industries.
- ED-12: Assist all local businesses and industries by offering incentives for expanding their operations.
- ED-13: Identify a level of need for industrial and commercial land and maintain an inventory of available and appropriately zoned properties for the purpose of recruiting new businesses to Coweta County.
- ED-14: Support local tourism, including historic and sports tourism.
- ED-15: Promote and support acquisition and retention of sufficient and desirable industrial park
- ED-16: Support and encourage maintenance and establishment of academic and vocational programs in existing educational institutions.
- ED-17: Seek to maintain, attract, and educate a highly and appropriately skilled labor force.
- ED-18: Promote, whenever possible, job training programs such as Georgia Quick-Start and the Job Training Partnership Act.
- ED-19: Support other existing educational institutions and encourage development of new opportunities to educate our citizens.
- ED-20: Promote and sustain stable and controlled economic growth through a strong virtual presence to the online community.

ED-21: Promote and expand tourism in Coweta County and cooperate in regional efforts to promote Coweta County and West Central Georgia and/or South Metro counties.

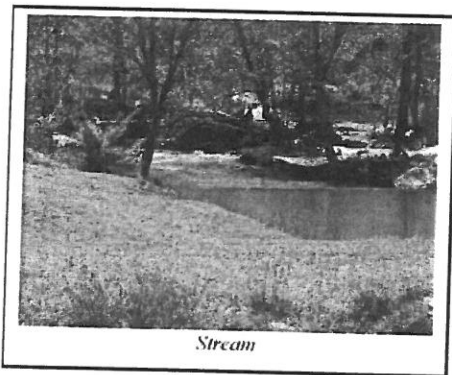
ED-22: Support and encourage efforts to expand the healthcare, bring medical information, and medical manufacturing industries to Coweta County.



Housing

- H-1: Accommodate our diverse population by providing developments that are a harmonious mixture of housing types and uses.
- H-2: Plan for a variety of housing types, styles, and price points, including affordable and high-end products, toward the goal of creating “lifecycle” housing in the community.
- H-3: Maintain and enhance the integrity and nature of existing residential neighborhoods.
- H-4: Achieve a level of quality in safety, maintenance, and arrangement of the residential environment; which will lead to improved living conditions for all residents of Coweta County.
- H-5: Protect residential areas from encroachment of incompatible uses including odor, light, and noise.
- H-6: Work towards eliminating substandard or dilapidated housing in our community.
- H-7: Ensure that quality housing is available for residents at all stages of their lives. Provide for “lifecycle” housing.
- H-8: Create affordable housing opportunities to ensure that all those who work in the community have a viable choice or option to live in the community.
- H-9: Encourage home ownership by increasing opportunities for low-to-moderate income families to move into affordable owner-occupied housing.
- H-10: Work toward programs that disperse assisted housing throughout the community and create incentives for mixed-income developments.
- H-11: Promote fair housing practices.

- H-12: Promote equal opportunity in housing regardless of race, religion, sex, age, or national origin and support existing agencies and groups that offer technical and legal aid to persons who have been discriminated against.
- H-13: View each component of neighborhoods, schools, parks, residences, and businesses, as part of the greater community; and facilitate access among land uses through planned connections of walkways, bike paths, roads, and public transportation.
- H-14: Develop growth strategies that provide resources for supporting revitalization of neighborhoods and effectively address the physical environment of the disadvantaged.
- H-15: Encourage appropriate infill housing development in existing neighborhoods.
- H-16: Encourage walkable, safe neighborhoods with efficient urban residential densities and pleasant, accessible public gathering places.
- H-17: Encourage residential development to place parks and community facilities as focal points in neighborhoods.
- H-18: Provide adequate space for recreational use in all neighborhoods.
- H-19: Work to calm traffic through existing neighborhoods.



Natural Resources

- NR-1: Minimize hazardous levels of water, air, noise, and other forms of pollution throughout Coweta County.
- Encourage and support rigorous enforcement of state and federal air and water pollution control laws and standards throughout Coweta County.
- NR-2: Protect ground and surface water sources and water supply intakes to ensure adequate supplies of quality water.
- Support strict enforcement of regulations for use and quality of Coweta County's water resources.
 - Assure that adequate erosion and sedimentation control measures are taken in watershed areas to protect County water supplies. Ensure that all land disturbing activities are carried out in such a way as to sufficiently protect the public drinking water supply reservoirs and intakes.
 - Encourage and support the development and implementation of water and sewer improvement programs in order to protect sensitive water resources.

- NR-3: Adopt procedures in the public works department to ensure that road and culvert maintenance practices control pollution and sedimentation of creeks.
- NR-4: Promote and pursue the preservation of scenic and environmentally sensitive areas (streams, rock out-cropping, meadow, steep slope) for their ecological and aesthetic value, and for common enjoyment.
- NR-5: Promote and pursue the eventual protection of at least 20 percent of the landmass of unincorporated Coweta County as permanently protected greenspace.
- Pursue permanent greenspace protection status of the most environmentally sensitive areas of the County.
 - Promote public education and awareness of the benefits of permanently protected greenspace.
 - Encourage the development of parks, permanently protected passive recreational sites, and greenspace in areas otherwise inappropriate for structural development.
 - Develop programs to encourage owners of land with high value and aesthetic natural resources to sensitively develop land for public recreational uses.
 - Promote the connection, maintenance, and enhancement of greenspace in all new development.
 - Establish open space dedication requirements and standards in new higher density development areas.
- NR-6: Preserve and restore trees and tree canopy in developed and developing areas.
- NR-7: Encourage the preservation and planting of trees and other vegetation that enhance community livability and appearance.
- NR-8: Seek to improve the visual quality of the highway system.
- Improve regulation of telecommunication towers and billboards to help preserve scenic vistas.
- NR-9: Seek mechanisms for preserving actively used agricultural lands.
- NR-10: Seek opportunities to partner with and support the work of local organizations in protecting and conserving physical resources and natural features.
- Promote and support the development of resource recovery activities.
 - Promote public education and awareness of conservation methods, the impacts of an unclean environment, and the costs of environmental improvement.
- NR-11: The protection and conservation of our community's resources will play an important role in the land use decision-making process.
- Develop land development regulations and/or incentives to help direct development away from environmentally sensitive areas.

- Institute limitation on land disturbance and clear cutting for development purposes to reduce impacts on natural topography and existing vegetation
- Strongly discourage any structural development in the County's floodplains.

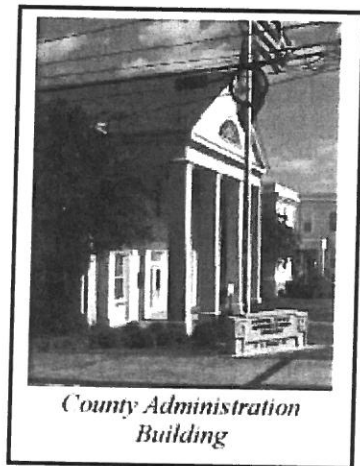
NR-12: Coordinate the development of land and transportation networks to ensure the quality of our air, water, and the integrity and character of our rural areas.

NR-13: Require that adequate and appropriate drainage systems be constructed and maintained as part of all development activities.

NR-14: Encourage construction practices that minimize soil erosion and sedimentation.

- Require erosion control during and revegetation immediately after development.

NR-15: Encourage developers to pursue environmental and sustainability certifications for the projects through programs such as Southface EarthCraft Communities or the Audubon Cooperative Sanctuary Program.



County Administration Building

Community Facilities and Services

CFS-1: Provide efficient local government that is responsive to the needs of Coweta County residents.

CFS-2: Provide an adequate, efficient, and appropriate level of community services and public facilities that satisfy the needs of all citizens of Coweta County and that are within the County's fiscal capacity.

CFS-3: Ensure that new and existing development is supported adequately by necessary infrastructure; particularly roads, schools, public safety protection, and wastewater treatment systems.

CFS-4: Coordinate the timing, location, and capacity of community facilities with desirable patterns of land use and development.

CFS-5: Make efficient use of existing infrastructure before making new investments in capital projects that will increase operating and maintenance costs.

CFS-6: Encourage future development to take place through the logical expansion of existing developed areas with a utility extension policy that is sequential and phased.

- CFS-7: Ensure that the infrastructure and public facilities serving new development is adequate so that new development does not cause a decline in levels of service for existing residents.
- CFS-8: Work closely with the Coweta County public school system to coordinate school siting decisions based on land use changes and the concurrent development of roads, sewer, and other community facilities.
- CFS-9: Identify and establish an appropriate mechanism to provide a thorough assessment of available public services and facilities prior to making zoning decisions that impact undeveloped areas of the County.
- CFS-10: Develop long-range functional plans for key infrastructure and community facilities that are consistent with the Future Development Map and growth management strategies.
- CFS-11: Set high design standards for community facilities that will be a source of pride for the community and set the standard for high quality development in the private sector.
- CFS-12: Promote intergovernmental coordination of expansion and operation of community facilities.
- CFS-13: Link facility planning to stable, adequate, and equitable funding schemes; and integrate community facility implementation strategies into a systematic Capital Improvements Program (CIP) process.
- CFS-14: Prioritize projects selected for the CIP based on evaluation measures; including current and future needs, operating cost impacts, maintenance cost impacts, environmental impacts, economic development impacts, and impact on neighborhoods.
- CFS-15: Evaluate alternative approaches to major capital projects; including alternative location, alternative sizing, alternative technology, and alternative funding arrangements, including user fees and other cost recovery methods.
- CFS-16: Coordinate the location and timing of the County's list of capital projects in order to identify opportunities to improve their effectiveness and efficiency through joint site selection (clustering) where appropriate.
- CFS-17: Encourage developers of parcels of 100 acres or more to dedicate or reserve appropriate sites for public facilities that are consistent with the County's long-range facility plans.
- CFS-18: Provide adequate staffing, space, training, and equipment to support efficient and effective delivery of County services.

- CFS-19: Identify the feasibility of a wide array of financing techniques for capital projects including, but not limited to, special tax districts, revenue bonds, stormwater utility fees, Community Improvement Districts, Business Improvement Districts, Certificates of Participation, tolls, user fees, and partnering with developers.
- CFS-20: Establish coordination between the issuance of utility permits and building permits.
- CFS-21: Promote and encourage the use of underground utilities wherever possible in developing areas.
- CFS-22: Provide sufficient and safe water to all residents of Coweta County.
- Seek federal and state funding to develop programs designed to improve water quality.
 - Monitor sources of water pollution and institute remedial actions aimed toward a regional policy for combating sources of environmental pollution.
 - Support rigorous enforcement of state health laws and adequate treatment measures to ensure safe drinking water.
- CFS-23: Provide an adequate water delivery system to meet both present and foreseeable water needs in accordance with safe drinking water standards.
- Develop an annual program for the cleaning and maintenance of water pipes.
 - Develop and implement a comprehensive water conservation program throughout the county that includes implementing standards for plumbing fixtures, landscape design, metering, and pricing
- CFS-24: Provide removal and treatment of sewerage in the most environmentally-safe, economical and efficient manner.
- Seek state and federal funding to implement a phased sewer improvements program.
 - Discourage use of septic tanks and settling ponds for all but low- density residential development.
 - Lessen the discharge of pollutants to ground and surface water by systematic monitoring and evaluation of septic tank performance and prompt mitigation of septic tank failures.
 - Encourage the development and implementation of improved sewage disposal systems for industrial and commercial land uses.
 - Develop an annual program for the cleaning and maintenance of sewer pipes.
- CFS-25: Give priority to stormwater management Best Management Practices (BMPs) in drainage basins associated with streams that fail to fully support designated uses according to Section 303 (d) of the Clean Water Act.
- CFS-26: Link stormwater management goals to better land use and development regulations. Examples include:

- Limit impervious surface coverage.
 - Require preservation of open space and natural buffers adjacent to streams and lakes.
 - Identify basins that drain into impaired water bodies and require stricter BMPs in those areas.
- CFS-27: Provide for efficient, environmentally safe, and sanitary disposal of solid waste in a manner that minimizes cost and financial risk to the County.
- Increase efficiency of existing solid waste disposal systems.
 - Continue to monitor innovations in solid waste technology to provide the County with educated alternatives for future solid waste disposal. Continue to provide collection services of home and business solid wastes.
 - Encourage and support public education that focuses on the benefits of recycling practices and safe, environmentally sound methods of waste disposal.
 - Support the rigorous enforcement of anti-litter and dumping laws county-wide.
- CFS-28: Ensure protection from unsafe and overcrowded buildings and other structures.
- Enforce construction standards for new development.
 - Continue systematic structural inspection of public buildings, bridges, and other structures.
 - Enforce housing standards and building codes.
- CFS-29: Seek availability of flood insurance throughout Coweta County.
- CFS-30: Support enforcement of construction standards consistent with reasonable engineering design procedures.
- CFS-31: Supply the County's residents with well-designed, functional, and versatile recreational opportunities.
- Develop a parks and recreation system that serves the needs of citizens of all ages and provides access to a public park or playground within a 10-minute travel time for all citizens.
 - Maintain existing recreation facilities.
 - Encourage extended use of County school grounds for recreational purposes, especially in low-density areas where facilities are lacking.
- CFS-32: Make library services available to all residents of Coweta County.
- Encourage the expansion of library services to areas experiencing population growth.
 - Support and encourage the use of public school libraries as an alternative to building additional library facilities.
 - Support and maintain existing library services and facilities.

CFS-33: Expand library facilities and media holding to meet the goal of having two volumes per capita available for circulation.

CFS-34: Promote and maintain professional law enforcement departments.

- Increase Sheriff's Department staffing to meet growth and the rising demand for public safety.
- Encourage professional comprehensive law enforcement training programs.
- Promote maintenance of law enforcement administration and support facilities.

CFS-35: Improve public perception of the Coweta County Sheriff's Department, making it a prevention agency rather than a response agency.

- Reduce serious crimes such as breaking and entering, theft, assault, etc. through establishment of neighborhood outreach programs for citizen awareness. Reduce juvenile problems and crime through establishment of programs coordinated with youth organizations, which stress prevention, intervention, rehabilitation, and cooperation.

CFS-36: Promote and maintain effective professional fire protection services in Coweta County.

- Increase fire-fighting and EMS staffing, facilities, and equipment to accommodate rising service demands in areas where population density and property values are greatest
- Encourage and support each fire department with sufficient personnel to efficiently carry out their duties.
- Encourage and support fire protection training programs.
- Maintain no less than current fire insurance rating.
- Enforce fire safety standards for all structures in the County.



Local Hospital

CFS-37: Provide to all Coweta County residents appropriate warning and protection from effects of national and natural disasters.

CFS-38: Encourage availability of health care services to all residents of Coweta County.

- Seek and encourage improved availability of modes of access to medical service areas, based on population density and growth.
- Support the availability of a variety of care options for elderly residents.
- Encourage and support improved and expanded public health and education.
- Support a quality primary care hospital in Coweta County.

- Support maintenance and expansion of public and private emergency medical and ambulance services as population needs require.

CFS-39: Participate in the intergovernmental review procedures for annexation or deannexation of land under the requirements of Georgia law as amended, and in a manner consistent with the Service Delivery Agreement among local governments of Coweta County that sets forth procedures for resolving inter-jurisdictional land use conflicts.

Planning and Development Process

PDP-1: Provide adequate staffing, space, training, and equipment to support efficient and effective delivery of planning and development services for both long-range and current planning.

PDP-2: Ensure that zoning and land development regulations are user-friendly and incorporate up-to-date standards and procedures that are capable of implementing the applicable recommendations of the Comprehensive Plan and Future Development Map.

PDP-3: Continue and improve the coordination of county and municipal land use, zoning, capital improvements, and service delivery.

PDP-4: Increase the level and quality of citizen participation in the planning process.

- Promote the establishment of and support neighborhood and community citizen organizations.
- Work with the media to disseminate planning and development information on a consistent basis.
- Identify and implement improvements in digital technology and communications that increase citizen access to planning department information and that save time for customers and staff of the Department of Planning and Development.
- Support and encourage the holding of local public informational meetings in a variety of locations on neighborhood, community, and County issues.

PDP-5: Improve performance in code enforcement activities.

PDP-6: Improve consistency of rezoning decisions with the Future Development Map.

PDP-7: Prepare zoning and land development regulations that allow and encourage appropriate mixed-use and neo-traditional development, especially in Village Centers.

PDP-8: Encourage an expanded, formal mechanism for intergovernmental cooperation and coordination involving the several governmental units in Coweta County.

- Cooperate and share services and information with other public entities within the jurisdiction.
- Maximize the use and support of the Regional Development Center for matters requiring or appropriate for intergovernmental cooperation and mutual assistance.

VII. Implementation Program

The following Implementation Program addresses the issues and opportunities raised in Chapter V. Action items are identified, along with responsible parties and a projected timeframe for implementation. This timeframe is expressed either as On-going, Short Range (1 to 5 years), or Long-Range (5+ years). Below is a list of responsible parties and partners in this plan. Items from this chapter are scheduled into the Community Work Program in concert with the Coweta County budgeting process as funds may be available from County sources and/or from listed resource partners.

Parties and Partners

AAA	Area Agency on Aging
ARC	Atlanta Regional Commission
CCBOC	Coweta County Board of Commissioners
CCBOE	Coweta County Board of Education
CCCVB	Coweta County Convention and Visitors Bureau
CCDA	Coweta County Development Authority
CCTE	Coweta County Transportation & Engineering Department
CCEHD	Coweta County Environmental Health Department
CCEM	Coweta County Emergency Management
CCEMD	Coweta County Environmental Management Department
CCES	Coweta County Extension Service
CCESD	Coweta County Events Services Department
CCFD	Coweta County Finance Department
CCF&R	Coweta County Fire & Rescue Department
CCIT	Coweta County Information Technology Department
CCPD	Coweta County Planning and Zoning Department
CCRD	Coweta County Recreation Department
CCSO	Coweta County Sheriff's Office
CCTAO	Coweta County Tax Assessor's Office
CCWSA	Coweta County Water & Sewer Authority
CCWSAB	Coweta County Water & Sewer Authority Board
CEC	Central Educational Center
Cities	The Cities of Coweta County
CPHE	The Commission for the Promotion of Higher Education
DFCS	Department of Family & Children Services
GC	Georgia Conservancy
GCF	Georgia Cities Foundation
GDCA	Georgia Department of Community Affairs
GDNR	Georgia Department of Natural Resources
GDOL	Georgia Department of Labor
GDOT	Georgia Department of Transportation
GED	Georgia Economic Development
GEPD	Georgia Environmental Protection Division
GRPA	Georgia Rail Passenger Authority
GRTA	Georgia Regional Transportation Authority
LCI	Livable Centers Initiative

MARTA	Metropolitan Atlanta Regional Transportation Authority
MNGWPD	Metropolitan North Georgia Water Planning District
NCCC	Newnan-Coweta Chamber of Commerce
NHA	National Housing Authority
NU	Newnan Utilities
Path	The Path Foundation
PTO	Parent Teacher Organization
RH RC&D	Rolling Hills Resource Conservation & Development Council
TNC	The Nature Conservancy
TPL	Trust for Public Land
TRRC	Three Rivers Regional Commission
USHUD	United States Housing & Urban Development
USG	University System of Georgia
UWGA	University of West Georgia
WGTC	West Georgia Technical College

Land Use

How do we preserve rural areas and foster rural character? How can we ensure that new development draws upon the architectural and design characteristics of Coweta County's rural areas?

Description/Action	Responsible Party	Partners	Timeframe
Prepare modify as needed and adopt a new conservation subdivision ordinance specifically for the Rural Conservation area.	CCBOC	CCPD	Short range
Screen all new housing from view by providing natural and undisturbed "no-access" buffers along Scenic Corridors as requested by communities desiring.	CCBOC	CCPD	Short range
Discourage expansion of public utilities or services in the Rural Conservation or Lakeside Residential areas.	CCPD, CCWSA	CCBOC	Short range
Prepare a light ordinance to reduce evening glare and preserve the dark sky.	CCBOC	CCPD	Short range

How do we preserve and foster small town character? How can we ensure that new development draws upon the architectural and design characteristics of Coweta County's historic neighborhoods and districts?

Description/Action	Responsible Party	Partners	Timeframe
Adopt street connectivity standards to require new streets to emulate historic patterns.	CCBOC	CCPD, CCTE	Short range
Focus growth into villages and crossroads communities, which emulate small towns, as described on the Future Development Map.	CCBOC	CCPD	Short range
Update development regulations to allow traditional forms of subdivision, including street network and lot sizes and shapes.	CCBOC	CCPD	Short range
Adopt typical street cross sections for urban and suburban street types that require all new streets to draw from traditional street design patterns and widths found in Coweta County. Typical street cross sections would include all street types from alleys to arterials.	CCBOC	CCPD, CCTE	Short range
Prepare design standards for new development that call for traditional street design, building orientation and lot sizes.	CCBOC	CCPD	Short range
Create by-right options for neo-traditional development within the commercial and employment, residential infill, village center, and crossroads community areas.	CCBOC	CCPD	Short range
Hire a staff architect or urban designer to assist in the application of the design districts.	CCBOC	CCPD	Short range
Adopt civic structure architectural and siting standards to encourage that civic and public buildings follow traditional architectural and design patterns.	CCBOC	CCPD	Short range
Prepare a light ordinance to reduce evening	CCBOC	CCPD	Short range

Description/Action	Responsible Party	Partners	Timeframe
glare and preserve the dark sky.			

How can we preserve our historic resources?

Description/Action	Responsible Party	Partners	Timeframe
Communicate with the public about available preservation techniques such as the Historic Communities District Overlay zoning district for historic areas such as the three mill villages, Roscoe, Dunaway Gardens, the Brown's Mill Battlefield, and other historic areas.	CCBOC	CCPD	Short range
Adopt detailed architectural and design guidelines to apply within the historic areas.	CCBOC	CCPD	Short range
Hire a staff architect or urban designer to assist in the application of the historic district.	CCBOC	CCPD	Long range
Consider forming a joint Historic Preservation Commission between Coweta County and some or all of the cities.	CCBOC	CCPD	Long range
Implement the Brown's Mill Master Plan	CCPD		Ongoing
Apply for National Register status for significant historic districts or structures within mill villages or other areas.	Private Property Owners	CCPD	Ongoing

How can we increase the number of community gathering places?

Description/Action	Responsible Party	Partners	Timeframe
Create zoning opportunities - such as in crossroads communities and village centers - for small amounts of traditionally designed neighborhood commercial space; including coffee shops, restaurants, and corner stores.	CCBOC	CCPD	Short range

How can we promote the creation of attractive, mixed-use, pedestrian-friendly villages and crossroads communities?

Description/Action	Responsible Party	Partners	Timeframe
Prepare a Village Master Plan for one of the new Village Centers, Mill Villages, or Community Crossroads identified on the Future Development Map. This plan should address land use, housing, commerce, parking, multi-modal access, utilities, community facilities, urban design, signage, open space, and landscaping.	CCPD	ARC (LCI funding) CCBOC, CCRD, CTE, CCBOE, CCWSA	Short range
Adopt a circulation master plan for each village that defines how the street, sidewalk, and path network will look within the village and how the village will connect to surrounding neighborhoods.	CCBOC	CCPD CCTE	Short range
Hire a staff architect or urban designer to	CCBOC	CCPD	Short range

Description/Action	Responsible Party	Partners	Timeframe
assist in the application of the design districts.			
Prioritize water, sewer, and transportation improvements for these areas.	CCBOC	CCWSA CCPD	Short range
Prepare public improvement standards requiring interconnected streets, parking, driveways, sidewalks, greenways, and trails.	CCPD	CCWSA, CCTE, CCRD	Short range
Locate public and civic uses within Villages and Crossroads Communities.	CCBOC CCBOE	CCPD	Short range
Revise standards for Retail/Office Employment areas and Commercial Corridors to encourage mixed-use development.	CCBOC	CCPD	Short range
Pursue LCI funds for planning and implementation.	CCPD	CCBOC	Short range

What can we do to help growth pay for itself?

Description/Action	Responsible Party	Partners	Timeframe
Update the Capital Improvements Element of the Community Plan.	CCBOC	CCPD Consultant	Short range
Reinstate/Maintain impact fees for parks, jails, public safety, and roads.	CCBOC	County Administrator	Short range
Annually, update the Capital Improvements Element by amending the Impact Fee Financial Statement and Short Term Work Program.	CCBOC	CCPD CCFD	Ongoing
Promote compact growth and discourage leapfrog development as described in the Future Development Map	CCBOC	CCPD	Short range
Develop ordinance options for mixed-use development as described in Section IV and Section V of this Agenda.	CCBOC	CCPD	Short range
Collect impact fees for stormwater.	CCBOC	CCTE/CCWSA	Long range

How can we deter strip commercial development?

Description/Action	Responsible Party	Partners	Timeframe
Encourage mixed-use development, Villages, and Crossroads Communities as described in Section IV and Section V.	CCBOC	CCPD	Short range
Assist communities that desire preservation of scenic corridor. Adopt a Scenic Corridor Overlay zoning district for the corridors identified on the Future Development Map.	CCBOC	CCPD	Short range

How can we improve the image and look of Coweta County from the interstate and at the interchanges?

Description/Action	Responsible Party	Partners	Timeframe
Encourage natural screening in the gateway character area.	CCPD	CCTE CCBOC	Short range

Description/Action	Responsible Party	Partners	Timeframe
Work with the Chamber of Commerce to prepare a visitor information station and wayfinding system from the I-85 interchanges.	CCPD	CCBOC NCCC	Short range
Adopt the same tree protection and landscaping requirements for cities and the County in the corridor.	CCBOC Cities	CCPD	Short range
Adopt the same outdoor lighting controls for cities and the County in the corridor.	CCBOC Cities	CCPD	Short range
Adopt the same building mass controls ("big box" policy) for cities and the County in the corridor.	CCBOC Cities	CCPD	Short range
Adopt the same architectural controls for cities and the County in the corridor.	CCBOC Cities	CCPD	Short range
Beautify interstate interchanges with extensive low-maintenance landscaping.	CCTE CCPD	GDOT	Short range

How can we preserve greenspace, open spaces, and scenic viewsheds?

Description/Action	Responsible Party	Partners	Timeframe
Adopt a Scenic Corridor Overlay zoning district for the corridors identified under the Future Development Map.	CCBOC	CCPD CCTE	Short range
Apply the Scenic Corridor Overlay district where communities have elected to invoke this protection.	CCPD	CCTE	Short range
Encourage use of conservation subdivision options.	CCBOC	CCPD, CCTE,	Short range
Acquire conservation easements for scenic views in other cases where views are threatened.	CCBOC	CCPD TPD, TNC	Long range
Install landscaping within the right-of-way to buffer unattractive areas.	CCTE	CCPD	Short range
Encourage natural and undisturbed "no-access" buffers along all existing federal, state, and County roads that are adjacent to, or within, the development.	CCTE	CCPD, GDOT	Short range
Additional measures for preserving open space and greenspace are included under the natural resources section found in Section V of the Community Plan.	CCPD	TPD, TNC, CHCA	Short range

How can we encourage infill within the cities and northeastern Coweta County?

Description/Action	Responsible Party	Partners	Timeframe
Prepare a Traditional Neighborhood Development Ordinance and apply it to appropriate areas.	CCPD	CCBOC CCTE	Short range
Coordinate impact fee ordinances with cities.	CCBOC Cities	County and City departments as applicable	Short range
Prioritize water, parks, public safety, schools,	CCBOC	CCWSA,	Short range

Description/Action	Responsible Party	Partners	Timeframe
and transportation improvements for these areas.		CCSO, CCEM, CCRD	

Transportation

How do we alleviate traffic congestion along our major roadways?

Description/Action	Responsible Party	Partners	Timeframe
Construct new road projects as outlined in the Comprehensive Transportation Plan.	CCTE, CCBOC, Cities	GDOT, ARC, GRTA	Ongoing, Short range, Long range
Increase alternatives to automobile travel as described in Section V of the Community Plan.	CCPD	CCTE, CCBOC, GDOT	Ongoing, Short range, Long range
Collect impact fees for transportation to help fund roadway improvements.	CCBOC	CCTE	Short range

How do we increase alternatives to automobile travel?

Description/Action	Responsible Party	Partners	Timeframe
Construct new non-auto oriented projects as outlined in the Comprehensive Transportation Plan.	CCTE	GDOT	Ongoing, Short range, Long range
Adopt typical street cross sections for all urban and suburban street types that include sidewalks.	CCBOC	CCTE	Short range
Add bicycle lanes, bicycle-friendly shoulders, or parallel multi-use paths to roadways consistent with the Coweta County Bicycle Plan and during all widening and new construction projects for all collector and arterial streets.	CCTE	CCRD, Path	Short range/ Ongoing
Require sidewalks in all new developments outside of the Rural Conservation and Lakeside Residential Character Areas.	CCBOC	CCTE, CCPD	Short range
Require sidewalk connections between adjacent developments, including developments of different uses.	CCBOC	CCPD	Short range
Adopt zoning districts that allow mixed-use development in all of the commercial and industrial character areas.	CCBOC	CCPD	Short range
Pursue LCI planning and implementation funds.	CCPD	CCBOC	Short range

How do we improve street connectivity?

Description/Action	Responsible Party	Partners	Timeframe
Adopt a street connectivity ordinance that establishes minimum block sizes or lengths, requires stub streets, connections between developments, and establishes limits on dead	CCBOC	CCTE, CCPD	Short range

Description/Action	Responsible Party	Partners	Timeframe
end streets.			
Adopt a Conceptual Corridor Master Plan to identify where new greenways and collector and arterial streets are planned. Adopt the Plan with a process for working with developers during the concept stage to set aside, preserve, donate, or sell the right-of-way to the planned routes.	CCBOC	CCTE, CCPD	Short range

How do we ensure inter-parcel connections along commercial corridors?

Description/Action	Responsible Party	Partners	Timeframe
Incorporate inter-parcel connectivity and access management standards into all non-residential, corridor overlay, and gateway overlay zoning districts.	CCTE	CCPD, GDOT	Short range

What can we do to coordinate traffic signal timing?

Description/Action	Responsible Party	Partners	Timeframe
See Coweta County Joint Comprehensive Transportation Plan Implementation Program for specific projects.	CCTE	CCBOC, Cities, GDOT	Short range, Long range

How can we improve east-west connectivity west of I-85?

Description/Action	Responsible Party	Partners	Timeframe
See Coweta County Joint Comprehensive Transportation Plan Implementation Program for specific projects.	CCTE	CCBOC, Cities, GDOT	Short range, Long range

How can we foster shared parking arrangements?

Description/Action	Responsible Party	Partners	Timeframe
Adopt zoning districts that allow mixed-use development in all of the commercial and industrial character areas and allows for shared parking arrangements, by right.	CCBOC	CCPD	Short range
Adopt standards allowing for shared parking in other special situations by way of administrative exception.	CCBOC	CCTE, CCPD	Short range

How can we improve the condition of our rural bridges and roads?

Description/Action	Responsible Party	Partners	Timeframe
See Coweta County Joint Comprehensive Transportation Plan Implementation Program for specific projects.	CCTE	CCBOC, Cities, GDOT	Short range, Long range

How can we promote and implement travel demand management?

Description/Action	Responsible Party	Partners	Timeframe
Develop a County-wide access management plan for major road corridors	CCTE	CCPD	Short range
Create a Coweta County Transportation Management Association to promote pedestrian and cyclist trips, provide ride matching services for commuters and local businesses and other congestion mitigating activities.	CCBOC	CCPD, CCTE, ARC, GRТА	Long range
Require adjacent developments to connect parking lots and minimize driveways.	CCTE	CCPD, GDOT	Short range

How do we create a transit connection to the airport?

Description/Action	Responsible Party	Partners	Timeframe
Work with managers of the Express bus service to downtown to add a stop at the airport	CCPD	GRТА, MARTA	Short range

How do we create pedestrian and street networks around schools?

Description/Action	Responsible Party	Partners	Timeframe
Create a School Siting Master Plan to identify future locations for schools and how the nearby residential areas should relate to them	CCBOE	CCBOC, CCPD	Short range
Create a joint planning task force to include the school board, Coweta County, and the cities, to meet quarterly to discuss and coordinate planning, growth, and development issues.	CCPD	CCBOC, Cities, CCBOE	Short range

How do we increase project funding for major projects and operational improvements? How do we secure higher levels of transportation funding particularly as state and federal funds are being reduced?

Action Item	Responsible Party	Partners	Timeframe
Identify and publicize issues and projects to citizenry.	CCCO	Media	Short
Put local funding to the task with tax increases.	CCBOC	CCBOC	Short
Identify improvements with commercial potential.	CCPD, CCTE	CCPD, CCTE	Short
Continue to collect impact fees for roadway improvements as economically feasible.	CCBOC	CCDA	Short
Foster public-private partnerships for fund transportation improvements.	CCBOC	Private Development Community	Short
Increase availability of economic tools to assist in funding for transportation improvements.	CCBOC	CCDA, Business Community	Short

How do we improve the maintenance of roads and bridges in Coweta County?

Description/Action	Responsible Party	Partners	Timeframe
Increase funding levels for roads and bridge maintenance.	CCBOC	CCBOC	Short
Continue to work with GDOT on LMIG funding for road maintenance.	CCBOC	CCTE	Long

How do we coordinate with Peachtree City/Fayette County to address growth and roadway issues along the border?

Description/Action	Responsible Party	Partners	Timeframe
Coordinate transportation plans.	CCBOC	Fayette County, Peachtree City	Short
Intergovernmental coordination between elected officials and staff.	CCBOC	ARC, TRRC, County Commissions, City Councils	Short

Economic Development

How do we effectively recruit appropriate employers?

Description/Action	Responsible Party	Partners	Timeframe
Conduct a target industry analysis to identify market segments that support the local economy with high-paying jobs	CCBOC	CCDA	Short range
Develop and implement a proactive marketing strategy to target those industries	CCBOC CCDA	CCDA	Short range
Expand alliances beyond GED, Georgia Power, and EMCs to include target industries and connect resources	CCDA	CCDA	Ongoing
Develop budget and additional staff to support recruiting activities	CCBOC	CCDA	Short range
Expand Economic Developer's scope from industrial to other market sectors including high-tech, retail, education, and entertainment	CCBOC CCDA	CCDA	Short range
Use KIA plant opportunity to create support industry with high-paying jobs	CCBOC	CCBOC	Short range

How do we promote tourism as an economic development activity?

Description/Action	Responsible Party	Partners	Timeframe
Recruit or identify a tourism professional in the County to attract 3-day events and coordinate national event opportunities with other communities	CCBOC	CCCVB CCESD	Ongoing
Identify equestrian, historic, and sports tourism opportunities as the basis for a marketing and promotion strategy	CCESD	CCCVB CCBOC	Short range
Develop partnerships with cities in the County and Metro Atlanta to tie-in to sporting events	CCESD	NCCC GCF	Ongoing

Description/Action	Responsible Party	Partners	Timeframe
Showcase equestrian facilities, parks, and recreational venues in national databases and trade publications	CCESD	NCCC CCBOC CCCVB	Short range
Develop marketing and promotion budget to facilitate effective outcomes	CCESD	NCCC CCBOC	Short range
Prepare a Tourism Plan for Coweta County	CCESD CCVB	NCCC CCBOC GED	Short range

How do we effectively recruit post-secondary education institutions and improve job-training opportunities?

Description/Action	Responsible Party	Partners	Timeframe
Identify institutions regionally and nationally that would be candidates for a satellite location	CCBOC	CPHE NCCC CCDA	Short range
Work with the University System of Georgia to upgrade existing programs at the University of West Georgia to a 4-year degree or develop a new institution that offers a 4-year degree program	CCBOC	CPHE USG NCCC	Short range
Work with Georgia Department of Labor to identify trends and market segments to tailor vocational programs to meet the demand	CCBOC	GDOL CCDA	Short range
Develop placement opportunities with educational institutions – “local graduates in local jobs”	CCSS	CCDA	Ongoing
Provide job retraining opportunities within the community to create a pool of qualified labor for existing and new employers	CCDA	GDOL WGTC UWGA	Short range

How do we improve the healthcare system?

Description/Action	Responsible Party	Partners	Timeframe
Partner with Piedmont Hospital on their strategy for the new Piedmont Newnan Hospital	CCBOC	CCDA	Ongoing
Ensure infill development around hospital fosters a medical related community where infill opportunities exist	CCPD	CCBOC	Short range
Create public-private partnership to support hospital's emergency capabilities for passengers at Hartsfield-Jackson Atlanta International Airport	CCPD	CCDA CCBOC	Short range

How do we organize, centralize, and distribute information that effectively supports tourism? How do we generate funding for the Convention & Visitors Bureau? How do we effectively plan, align and promote tourism assets?

Description/Action	Responsible Party	Partners	Timeframe
Create a central point for media (web pages, social media) to be housed and maintained and used to distribute information.	CCCVB	NCCC, Cities, GA ED	Short
Develop a Comprehensive Tourism Plan.	CCCVB	NCCC, Cities, GA ED	Short
Re-visit established funding sources (i.e. management of the Hotel/Motel Tax).	CCCVB	Cities	Short

How do we encourage the construction of speculative Class A office buildings in Coweta County?

Description/Action	Responsible Party	Partners	Timeframe
Structure advantages for the risk taker.	Private Sector	CCBOC, CCWSA, CCDA, TRRC	Short

How do we encourage and enhance the growth of existing public-private partnerships that generate a more highly skilled workforce?

Description/Action	Responsible Party	Partners	Timeframe
Continue to remain aware of activities of existing public/private partnerships.	CCBOE	CCBOC, CCDA, Business, UWGA, WGT, CEC	Short

Housing

How do we create a balance of housing choices?

Description/Action	Responsible Party	Partners	Timeframe
Create neo-traditional neighborhood ordinances for use in the Infill Neighborhood	CCPD	CCBOC	Short range

How do we foster redevelopment and infill development?

Description/Action	Responsible Party	Partners	Timeframe
Target and promote redevelopment and infill opportunities to developers	CCPD	CCBOC	Short range
Explore the possibility of providing financial or regulatory incentives for infill housing	CCPD	CCBOC, GDCA	Short range
Identify infill corridors and encourage development in these areas	CCPD	ARC	Short range

How do we encourage development of executive housing?

Description/Action	Responsible Party	Partners	Timeframe
Create regulations supporting high-quality design elements, including construction materials, landscaping, etc.	CCPD	CCBOC	Short range
Provide for large minimum house sizes in appropriate designated areas	CCPD	CCBOC	Short range
Encourage development of higher end retail, restaurants, and other support facilities	CCPD	CCBOC, NCCC	Long range
Encourage higher end recreational opportunities, such as golf courses	CCPD	Development Community	Long range

How do we provide affordable housing within the community?

Description/Action	Responsible Party	Partners	Timeframe
Recruit industry that pays higher wage.	CCDA	NCCC, CCWSA, NU	Short
Revitalize Mill Village areas.	Private Investors	CCBOC, CCPD, CCWSA	Mid to Long
Identify target areas for industry on corridors designated for industrial development.	CCBOC, CCPD	Private Investors, Private Consultant	Short

How do we encourage development of workforce housing?

Description/Action	Responsible Party	Partners	Timeframe
Develop land use regulations that allow for moderately priced attached or detached houses to be part of the overall housing mix – both for sale and for rent in the interstate corridor and at gateways	CCPD	CCBOC	Short range
Provide financial assistance programs for first-time homebuyers and low to moderate-income home buyers	CCPD	GDCA, USHUD, NHA	Long range
Encourage development of day care and elder care facilities near workforce housing	CCPD	GDCA, USHUD	Long range

How do we provide housing for an aging population?

Description/Action	Responsible Party	Partners	Timeframe
Develop land use regulations that allow for development of attached or detached homes in the form of condominium ownership	CCPD	CCBOC	Short range
Create design regulations that appeal to an aging population, including one-level living and/or master bedrooms on the main living level	CCPD	CCBOC	Short range

Responsible Party	Partners	Timeframe	Responsible Party
Communicate with the development community about available land use regulations that allow for age-restricted communities, both for sale and for rent, including assisted living facilities and independent living apartments, condominiums, and cluster homes	CCPD	CCBOC	Short range
Explore methods to keep property taxes low for 65+ year old residents to allow for aging in place housing options	CCPD	CCBOC, CCFD, CCTAO	Long range

Natural Resources

How do we protect open space and greenspace?

Description/Action	Responsible Party	Partners	Timeframe
Educate landowners about the state's conservation use taxation program.	CCPD	TPL TNC CCTA	Ongoing
Incorporate mandatory open space requirements for new developments.	CCPD	CCBOC	Short range
Create incentives for developers to link their open spaces together into a publicly accessible open space network.	CCPD	CCBOC	Short range
Adopt a future parks and conservation plan as an Official Map.	CCPD	CCBOC	Short range
Periodically review the Greenway Master Plan and accumulated greenway segments for the first feasible route to connect to other local trails or destinations	CCPD	CCPD	Short range

How do we promote tree and tree canopy conservation?

Description/Action	Responsible Party	Partners	Timeframe
Hire a full time arborist.	CCBOC		Short range
Partner with utility companies to create standards for conducting utility work around trees.	County Arborist	Utility providers of Coweta County,	Long range
Provide information on the County website about planting, growing, and preserving trees.	CCPD	Trees Atlanta	Short range
Protect open space and greenspace as described in Section IV and V in the Community Plan.	CCBOC	CCPD, GC, TPL, NC	Ongoing

How do we maintain and improve the water quality of our streams and rivers?

Description/Action	Responsible Party	Partners	Timeframe
Expand citizen enforcement and education efforts.	CCDED	GEPD	Ongoing
Prepare an annual water quality report	CCWSA	None	Ongoing
Prepare protection plans for the Priority 1 and 2 impaired streams within Coweta County: Cedar	CCTE	CCPD, CEDP	Short range

Description/Action	Responsible Party	Partners	Timeframe
Creek, Mineral Springs Branch, and White Oak Creek.			
Expand Adopt-A-Stream program.	CCTE	Community, GEPD, TRRC	Short range
Continue and expand as needed the County-wide ongoing water quality monitoring program.	CCTE	CCBOC, CCPD	Short range
Prepare Watershed Protection Plans for the Priority 3 impaired streams within Coweta County: Long Branch, New River, Panther Creek, Snake River, Turkey Creek, Wahoo Creek, and White Oak Creek.	CCTE	CCPD, GEPD	Long range
Prepare an endangered species protection plan for the Little Creek and the Little Creek watershed.	CCPD	RH RC&D TRRC	Long range
Continue to support the joint stormwater management program with cities.	CCTE	CCBOC, Cities	Long range
Consider creating a stormwater utility.	CCTE	CCBOC	Long range
Create a County wetlands mitigation bank	CCPD	CCBOC, CCTE	Long range

How do we improve our air quality?

Description/Action	Responsible Party	Partners	Timeframe
Shift to a clean fleet of city, county, and school system vehicles.	CCBOC, Cities, CCBOE	GRTA, ARC	Ongoing
Preserve, protect, and enhance the tree canopy as described in Section V of the Community Plan.	CCPD	Trees Atlanta	Ongoing
Improve the connectivity of streets, sidewalks, and paths as described in Section V of the Community Plan	CCTE	CCPD, CCBOC	Short range
Increase opportunities for mixed-use development within the development regulations as described in Section V of the Community Plan	CCBOC	CCPD	Short range
Expand the Travel Demand Management (TDM) Program as warranted.	CCBOC	CCPD, CCTE	Short range
Orient schools and residential areas towards each other to improve the opportunity for walking or bicycling to school.	CCPD	CCBOE	Short range
Improve public transit as described in CTP	CCBOC	CCPD, CCTE, GRTA, ARC, GRPA	Long range

How do we prevent and clean up litter?

Description/Action	Responsible Party	Partners	Timeframe
Hold Keep Georgia/America Beautiful clean up events and awards ceremonies for students.	CCBOE	CCTE, CCBOC	Ongoing
Continue and expand the Adopt-A-Highway program.	CCTE	GDOT	Ongoing
Continue and expand the Adopt-A-Stream	CCPD	GEPD	Ongoing

program.		Community Industry	
Litter enforcement.	CCSO	CCPD, CCEMD	Ongoing

How do we promote and protect the Chattahoochee River?

Description/Action	Responsible Party	Partners	Timeframe
Focus greenspace preservation and passive park creation efforts on the Chattahoochee River Corridor as described in Section V of the Community Plan.	CGAC	CCPD, CCRD, CHCA	Short range
Adopt the Greenway Map as a Conceptual Corridor Master Plan.	CCBOC	CCPD	Short range
Construct the Coweta portion of the Helen to Columbus Chattahoochee Greenway trail.	CCRD	CCTE GDNR GDOT	Short range

How do we continue to protect our drinking water supply?

Description/Action	Responsible Party	Partners	Timeframe
Study the extent of imperviousness in each of the water supply watersheds.	CCPD	CCTE	Short range
Adopt impervious surface caps for each water supply watershed.	CCBOC	CCPD, CCTE	Short range
Create a stormwater utility to fund improvements to areas that were built without stormwater management infrastructure	CCBOC	CCTE	Long range

How do we permanently preserve environmentally sensitive areas and scenic viewsheds?

Description/Action	Responsible Party	Partners	Timeframe
Maintain an inventory of resources within GIS (geographic information system) and maintain the GIS datafiles to keep track of the location of endangered natural, historic, and cultural resources.	CCPD	GEPD, GDNR	Ongoing
Modify subdivision regulations to require preservation of sensitive and unique natural areas; including streams, rock outcroppings, and steep slopes.	CCPD	CCTE	Short range
Provide information about the availability of a Scenic Route Overlay District should grassroots support for this type of protection be desired.	CCBOC	CCPD Community	Short range
Support grassroots efforts to preserve scenic routes or views where the Scenic Route Overlay District can be applied.	CCPD	Community	Short range
Incorporate scenic view guidelines into the Rural Conservation zoning districts and all conservation subdivision districts and regulations.	CCPD	CCTE	Short range

How do we expand our opportunities for passive recreation?

Description/Action	Responsible Party	Partners	Timeframe
Create a Parks Master Plan	CCRD	CCBOC	Ongoing
Identify and pursue the purchase of tracts of land for permanent greenspace protection to be used for passive recreation.	CCBOC	CCPD, CCRD	Short range
Incorporate passive recreation opportunities into the conserved areas of conservation subdivisions.	CCBOC	CCPD, CTE, CCRD,	Short range
Create incentives for developers to link their open spaces together into a publicly-accessible open space network.	CCBOC	CCPD	Short range

Community Facilities

How do we prepare community facilities to keep pace with population growth?

Description/Action	Responsible Party	Partners	Timeframe
Prepare long-range functional plans for Parks and Recreation, Water & Sewer, and Fire Services	CCBOC	CCPD County Administrator	Short range
Seek input and budget authority from County Administrator and Board of Commissioners.	CCBOC	County Administrator CCPD	Short range
Develop an Advisory Committees that is representative of stakeholders, including homeowners and other citizens.	CCPD	CCBOC	Short range
Prepare a Long-Range Parks and Recreation Master Plan consistent with the Comprehensive Plan and Future Development Map	CCBOC	County Administrator CCRD	Short range
Prepare a Long-range Fire Services Master Plan consistent with the Comprehensive Plan and Future Development Map and considering the future need for improving ISO ratings in the Village Centers and infill areas.	CCBOC	CCF&R	Short range
Create plans, design standards, and funding mechanisms for transportation, water, and sewer infrastructure in Village Centers.	CCBOC	CCPD, CTE, CCWSA	Short range
Develop a sketch planning tool for estimating the impacts of land development on County infrastructure and community facilities.	CCPD	CCTE, CCPD, CCWSA, CCF&R CCBOE	Short range
Develop a manual of site planning and architectural design standards for public facilities; including recreation buildings, fire stations, public safety, detention facilities, public utilities, libraries, schools, County administration, and public works/maintenance.	CCPD	Consultant; CCBOE, CCTE, CCWSA	Short range
Develop a new procedure for Capital Improvements Programming that identifies methods for prioritizing projects, coordinating projects with land use, and analyzing alternative approaches for their location, capacity, timing,	CCPD	County Administrator; CCFD, CCTE	Short range

Description/Action	Responsible Party	Partners	Timeframe
design, and finance.			

How do we maintain effective public safety communications as population increases?

Description/Action	Responsible Party	Partners	Timeframe
Review need for migrating from Frequency Division Multiple Access to Time Division Multiple Access radio communication format.	CCBoC CCEM	GEMA	Long range
Participate in establishing FirstNet broadband communications for Coweta County public safety personnel	CCBoC CCEM	GEMA	Long range
Evaluate efficiency of E-911 Call Center facility design as this service expands to respond effectively to public need.	CCBoC CCEM		Long range

How do we coordinate with the County's school system with regard to school siting and infrastructure needs?

Description/Action	Responsible Party	Partners	Timeframe
Create an ongoing coordinated planning process between County and School Board staff and officials that will facilitate review of rezoning applications for their impacts on schools and coordination of school siting with the Future Development Map.	CCPD	CCBOE; CCBOC	Short range
Develop standards and policies regarding standards for school site donations in the development process.	CCPD	CCBOE; CCBOC	Short range
Develop protocols for evaluating infrastructure needs related to siting and construction of new schools and how they will be funded.	CCPD	CCBOE, CCTE, CCWSA	Short range
Develop a joint siting agreement for public schools and other related community facilities such as senior centers, libraries, and parks in infill areas and Village Centers.	CCPD	CCBOE, CCBOC	Short range

How do we improve infrastructure to accommodate future non-residential growth?

Description/Action	Responsible Party	Partners	Timeframe
Work with the Development Authority to identify infrastructure problems in designated future employment centers and prioritize infrastructure investments to promote economic development.	CCPD	CCDA, CCWSA, CCTE, Cities	Short range
Work with the Development Authority to identify funding mechanisms for infrastructure improvements in future employment centers.	CCPD	CCDA, CCWSA, CCFD, Cities	Short range
Maintain the Long-range Water and Sewer Master Plan consistent with the Future	CCPD	CCWSA, Cities	Short range

Description/Action	Responsible Party	Partners	Timeframe
Development Map and economic development goals of the Comprehensive Plan.			

How do we improve the water supply and distribution system?

Description/Action	Responsible Party	Partners	Timeframe
Evaluate future system demands, pressure, and flow requirements based on build out of the Future Development Map.	CCPD	CCWSA	Short range
Identify comprehensive recommendations for water conservation; including new practices for public facilities, outdoor irrigation, household fixtures, and workplaces.	CCWSA CCPD	Cities NGWPD	Short range
Develop and distribute public education materials about water conservation practices.	CCWSA	CCWSA, Cities MNGWPD	Short range
Monitor and update existing water pricing policies to encourage water conservation.	CCSWAB CCWSA CCPD	CCBOC, Cities, MNGWPD; GEPD	Short range
Pursue development that applies alternative technologies for water reuse especially for outdoor irrigation.	CCWSA CCPD	CCBOC, Cities, MNGWPD; GEPD	Short/Long range
Work with other counties in the NMGWPD to revise policies concerning consumptive use that penalize communities that recycle wastewater.	CCWSA CCPD	CCBOC, Cities, MNGWPD; GEPD	Long range

How do we address the large number of septic tanks in our County?

Description/Action	Responsible Party	Partners	Timeframe
Organize and implement procedures for monitoring performance of aging septic tanks.	CCPD	CCEHD MNGWPD	Ongoing
Identify drainage basins of stream segments that do not support designated uses, monitor septic tanks, and prepare a strategy for reducing and mitigating septic tank failures.	CCPD	CCEHD MNGWPD	Short range
Develop a policy and procedure for connecting neighborhoods that rely on failing septic tanks to public wastewater treatment systems.	CCPD CCWSA	CCEHD, MNGWPD	Long range

How do we provide sufficient wastewater treatment capacity to accommodate future growth?

Description/Action	Responsible Party	Partners	Timeframe
Confer with officials from GA EPD and MNGWPD concerning the options for expanding water reclamation services in unincorporated Coweta County.	CCWSA	CCEHD CCPD GEPD MNGWPD	Ongoing
Prepare a Long-range Water and Sewer Master Plan consistent with the Future Development Map and the economic development goals of the Comprehensive Plan.	CCWSA	CCPD GEPD MNGWPD Consultants	Short range
Begin process for permitting a major new water reclamation facility.	CCWSA	CCPD GEPD MNGWPD Consultants	Short range
Undertake engineering and design studies for water reclamation facility design and site selection	CCWSA	CCPD GEPD MNGWPD Consultants	Short range
Identify funding, cost recovery, operation, and maintenance mechanisms.	CCWSA	CCPD GEPD MNGWPD Consultants	Short range
Secure option to purchase property.	CCWSA	CCBOC	Short range
Conduct watershed assessment for the Chattahoochee and Flint River basins.	CCWSA	CCPD GEPD MNGWPD Consultants	Short range
Prepare construction plans and specifications for approval by EPD	CCWSA	CCPD GEPD MNGWPD Consultants	Short range
Finalize permitting and secure financing	CCWSA	CCPD GEPD MNGWPD Consultants	Short range
Purchase property	CCWSA	CCWSB	Long range
Undertake plant facility construction	CCWSA	Consultants	Long range
Receive approval of watershed assessment and operation permit from GA EPD.	CCWSA	CCPD GEPD MNGWPD Consultants	Long range
Update the Water and Sewer Master Plan and repeat permitting and construction process for additional water reclamation facilities.	CCWSA	CCPD GEPD MNGWPD Consultants	Long range

How do we plan wastewater treatment solutions that are appropriate for the Village Centers?

Description/Action	Responsible Party	Partners	Timeframe
In conjunction with officials from the GA EPD, prepare a specific wastewater treatment service plan for a Village Center as these types of development are approved and development begins, with input from the developer and community.	CCWSA	CCEHD CCPD GEPD MNGWPD Consultants	Short range
Seek partnerships with Village Center developers to provide funding and construction of wastewater treatment and collection systems	CCWSA	CCPDP CCBOC	Short range
Pursue membrane bioreactor plants for Village Centers and infill areas that are outside of the feasible range of centralized water reclamation facilities.	CCWSA	CCPD GEPD MNGWPD Consultants	Long range
Evaluate development plans for opportunities and continuous improvement.	CCWSA	CCPD GEPD MNGWPD Consultants	Short range

How do we pay for the community facilities needed to accommodate projected growth?

Description/Action	Responsible Party	Partners	Timeframe
Carry out a study of alternative financing for infrastructure and community facilities.	CCPD	County Administrator CCFD CCWSA CCTE County Attorney	Ongoing
Develop and apply evaluation criteria and identify a priority list of alternative funding sources to consider implementing in Coweta County.	CCPD	County Administrator CCFD CCWSA CCTE County Attorney	Short range
Schedule a visit and conference with 3 or more communities that have used alternative financing techniques successfully.	CCPD	County Administrator CCFD CCWSA CCTE County Attorney	Short range
Identify a pilot study area or pilot project within Coweta County to make a test application of one or more preferred alternative funding mechanisms.	CCPD	County Administrator CCFD CCWSA CCTE County	Short range

Description/Action	Responsible Party	Partners	Timeframe
		Attorney	
Evaluate lessons learned from pilot study.	CCPD	County Administrator CCFD CCWSA CCTE County Attorney	Short range
Prepare the legal steps to implement a full-scale application of one or more alternative funding mechanisms.	CCPD	County Administrator CCFD CCWSA CCTE County Attorney	Short range
Evaluate and repeat process for additional funding mechanisms.	CCPD	County Administrator CCFD CCWSA CCTE County Attorney	Long range

How do we coordinate efficient service delivery with multiple service providers?

Description/Action	Responsible Party	Partners	Timeframe
Maintain and expand regular meetings with staff and officials of the 8 municipalities to establish improved lines of communication.	CCPD	County Administrator CCBOC Cities	Ongoing
Meet with municipal officials to develop and prioritize areas for improved cooperation between the County and its cities.	CCPD	County Administrator CCBOC Cities	Short range
Discuss alternative methods, such as Municipal Gateways, for coordinating land use and service delivery in areas that are likely to be annexed in the next 5 years.	CCPD	County Administrator, CCBOC, Cities	Short range
Enter inter-local agreements with municipalities to coordinate land use, design, development, and service delivery in areas that are likely to be annexed in the next 5 years.	CCPD	County Administrator County Attorney CCBOC, Cities	Short range
Create a regular meeting schedule with the County's independent Authorities to facilitate coordination of their projects with the Comprehensive Plans of the County and its cities.	CCPD	County Administrator, CCBOC, Cities Authority Chairs	Short range
Coordinate the terms and procedures of the various impact fee ordinances adopted by the County and its cities to identify ways to avoid unnecessary confusion or conflicts.	CCPD	County Administrator, County Attorney, CCBOC, Cities	Short range

Description/Action	Responsible Party	Partners	Timeframe
Explore other forms of city-county cooperation and cost-sharing that will result in more efficiency, cost savings or higher quality services for all the citizens of Coweta County.	CCPD	County Administrator CCBOC Cities	Long range

How do we expand healthcare options within Coweta County?

Description/Action	Responsible Party	Partners	Timeframe
Promote development of primary care facilities of excellence.	CCDA, NCCC	Hospitals, rehab centers,	Short range

How do we develop a fitness/recreation area with walking trails?

Description/Action	Responsible Party	Partners	Timeframe
Obtain land specifically for walking trails/fitness trails	CCBOC	CCPD, CCRD, GC, TPL, NC	Long range
Identify walking/fitness trails on Recreation Master Plan	CCBOC	CCPD, CCRD	Short range
Develop advisory committee for walking/fitness trail development	CCBOC	CCPD, CCRD	Short range
Develop minimum design standards for construction of walking trails.	CCBOC CCPD	CCPD, Consultant	Short range
Schedule a public involvement process to assess community input for walking trail/fitness trail plan.	CCBOC	CCPD, CCRD	Short range
Description/Action	Responsible Party	Partners	Timeframe
Add circuit fitness trails to existing recreation parks.	CCBOC, CCRD	CCRD, GADNR Recreational Trails Program	Long range

How do we get seniors to come to the centers? How do we expand programs at Senior Centers? How do we divide senior center activities throughout the county?

Description/Action	Responsible Party	Partners	Timeframe
Identify programs that Senior Citizens want.	CCRD	TRRC, AAA	Short range

How do we find out what kinds of recreational activities are needed to meet the needs of Youth?

Description/Action	Responsible Party	Partners	Timeframe
Ask teens what they want to do. Appoint a Teen Advisory Council.	CCBOC, CCRD	CCES, CCBOE	Short range

How do we strive to keep crime at a minimum within Coweta County?

Description/Action	Responsible Party	Partners	Timeframe
Maintain adequate police force to deter and address crime.	CCSO	NPD	Short range
Ensure adequate number of programs for youth to deter crime.	CCBOC	CCBOE, DFCS, CCRD, PTOs	Short range
Maintain Neighborhood Watch Groups & increase the number of these groups.	CCSO	CCBOC, Neighborhood Associations, Citizens	Short range
Conduct public educational forums to facilitate discussions regarding local crime and increase communication.	CCSO	CCBOC, Neighborhood Associations	Short range

How do we maintain current service levels with the increase of population?

Description/Action	Responsible Party	Partners	Timeframe
Develop a plan to fund additional services.	CCBOC	Citizens	Short range
Additional infrastructure for public safety.	CCBOC	Citizens, SPLOST	Short range
Educate citizens on emergency services such as ISO ratings and how these benefit the citizens.	CCBOC	CCFD, Citizens	Short range
Evaluation of needs should include the need for new branch library locations or book dispenser locations.	CCBOC	County Administrator CCLS	Long range

Planning and Development Process

How do we cope with rapid growth and complexity in planning and permitting activities?

Description/Action	Responsible Party	Partners	Timeframe
Prepare information bulletins to distribute to the public at the counter and on the website to communicate changes in permitting procedures that result from changes in state and federal requirements.	CCPD	County Administrator	Short range
Review fee schedule for various services and permits and consider increasing fees appropriate to the complexity and duration of staff effort to perform the function.	CCPD	County Administrator, CCBOC	Short range

How do we update our zoning and development ordinances?

Description/Action	Responsible Party	Partners	Timeframe
Develop an Advisory Committee that is representative of stakeholders in the zoning and land development process, including homeowners and other citizens.	CCPD	CCBOC County Administrator	Short range
Conduct periodic review of zoning and land development regulations and consider further amendments as appropriate.	CCPD	County Attorney	Ongoing

How do we improve city-county coordination in the planning process?

Description/Action	Responsible Party	Partners	Timeframe
Maintain and expand regular meetings with staff and officials of the 8 municipalities to establish improved lines of communication.	CCPD	County Administrator CCBOC Cities	Ongoing
Meet with municipal officials to develop and prioritize areas for improved cooperation between the County and its cities with respect to land use and service delivery.	CCPD	County Administrator, CCBOC, Cities	Short range
Present alternative methods, such as Municipal Gateways, for coordinating land use and service delivery in areas that are likely to be annexed in the next 5 years.	CCPD	County Administrator, CCBOC, Cities	Short range
Enter inter-local agreements with municipalities to coordinate land use, design, development, and service delivery in areas that are likely to be annexed in the next 5 years.	CCPD	County Administrator, CCBOC, Cities, County Attorney	Short range
Identify other means of improving coordination of planning functions, such as sharing information and sharing the cost of generating planning data bases and technical resources of mutual interest.	CCPD	County Administrator, CCBOC, Cities	Short range

How do we minimize delays in the rezoning and development process?

Description/Action	Responsible Party	Partners	Timeframe
Identify other communities who have succeeded in improving their code enforcement processes and meet with them.	CCPD	Consultant	Short range
Use audit to justify new positions and seek approval for adding planning and development staff in most crucial areas first.	CCPD	Consultant County Administrator	Short range
Seek authority to make organizational changes recommended in audit to achieve more effective level of service.	CCPD	County Administrator County Attorney CCBOC	Short range
Conduct training sessions and cross-training that improves staff capabilities and performance.	CCPD	Consultant County Administrator	Short range
Publish public announcements of improved processes on website and other media.	CCPD	County Administrator CCIT Local Media	Short range
Identify new technology such as permit-tracking software.	CCPD	County Administrator Consultant	Short range
Purchase better computers and other equipment that improves staff efficiency.	CCPD	County Administrator CCIT CCFD	Short range
Implement training for staff and information for the public regarding the new, more streamlined, functions and procedures.	CCPD	County Administrator Public Affairs Media	Short range
Evaluate success and plan additional phases of productivity enhancements.	CCPD	County Administrator CCBOC	Long range

How do we improve the performance of our code enforcement?

Description/Action	Responsible Party	Partners	Timeframe
Review case files and interview code enforcement personnel, Commissioners, citizens, and stakeholders in the community regarding their assessment of code enforcement.	CCPD	CCBOC, County Administrator, County Attorney	Ongoing
Contract with an outside agency to audit the Planning and Development Department's current ordinances, staffing, code enforcement, inspections and application processing to identify ways to make the process more efficient and effective.	CCPD	CCFD, County Administrator, CCBOC	Short range

Description/Action	Responsible Party	Partners	Timeframe
Identify and prioritize changes in ordinances, organization, and procedures.	CCPD	County Attorney County Administrator Consultant	Short range
Identify similar communities who have succeeded in improving their code enforcement processes and meet with them.	CCPD	Consultant County Administrator	Short range
Identify ways to involve the public in a constructive way for better code compliance.	CCPD	CCIT County Administrator Local Media	Short range
Make changes to codes, organization, and procedures through internal county channels	CCPD	County Attorney, Consultant, County Administrator, CCBOC	Short range
Evaluate success and plan additional phases of enhancements.	CCPD	County Administrator, CCBOC	Long range

How do we improve the consistency between rezoning decisions and the Comprehensive Plan?

Description/Action	Responsible Party	Partners	Timeframe
Review previous cases to establish the frequency, pattern, and sources of the consistency problems.	CCPD	County Attorney	Ongoing
Discuss findings among the staff and Board of Commissioners.	CCPD	CCBOC	Short range
Amend the Zoning Ordinance, if needed, to strengthen the requirements and procedures for ensuring consistency.	CCPD	County Administrator County Attorney CCBOC	Short range
Increase the awareness of the Commissioners and the public regarding the role and value of the Comprehensive Plan and explain the new procedures.	CCPD	County Administrator, CCBOC Local Media	Short range
Monitor and evaluate the results.	CCPD	County Administrator CCBOC	Short range
Make more changes if warranted.	CCPD	County Administrator CCBOC	Long range

How do we amend the Zoning Ordinance to encourage mixed-use development and neo-traditional development in appropriate locations?

Description/Action	Responsible Party	Partners	Timeframe
Identify communities that have zoning ordinances that allow mixed-use development and neo-traditional development and meet with them.	CCPD	County Administrator	Ongoing
Review Coweta County's Future Development Map and current development patterns to identify opportunities to employ mixed-use development	CCPD		Ongoing

Description/Action	Responsible Party	Partners	Timeframe
and neo-traditional development.			
Discuss findings among the staff and Board of Commissioners.	CCPD	County Administrator, County Attorney, CCBOC	Short range
Include this task in the scope of work of an RFP for planning consultants.	CCPD	County Administrator CCFD	Short range
Involve the public and development community in a discussion of the pros and cons of these techniques.	CCPD	Consultant County Administrator County Attorney CCIT Local Media	Short range
Brief the Board of Commissioners on feasible alternatives and gain their input.	CCPD	Consultant County Administrator County Attorney CCBOC	Short range
Amend the Zoning Ordinance to include the standards and procedures for mixed-use development and neo-traditional development	CCPD	Consultant County Administrator County Attorney CCBOC	Short range
Increase the awareness of the Commissioners and the public regarding the amendments to the Zoning Ordinance and explain the new procedures.	CCPD	Consultant County Administrator County Attorney CCBOC	Short range
Monitor and evaluate the results of changes to the Zoning Ordinance.	CCPD	County Attorney County Administrator	Short range
Make more changes to the Zoning Ordinance if warranted.	CCPD	Consultant County Administrator County Attorney CCBOC	Long range

VIII. Planning Activity	2017	2018	2019	2020	2021	Cost Estimate	Responsible Party	Funding Source
Land Use								
Develop Big-Box Ordinance with exit strategy	X	X				N/A	CCPZD	County
Prepare a light ordinance to reduce evening glare and preserve the dark sky.			X			N/A	CCPZD	County
Livable Centers Initiative application to study the East Newnan/Interchange/Airport area.		X				\$100,000	County ARC	Federal/ Grants/ Local
Target Industry Cluster Analysis, and Community Asset/Readiness Analysis for Bio-Medical Industry		X				\$50K-\$75K	County	County/City/ Private
Medical Corridor Plan (if indicators are positive)			X			\$300,000	County	County/City/ Private
Transportation								
Intersection Improvements								
US 29 at SR 16 and Pine Road	X					\$3,605,180	GDOT, GRTA, County	Federal/State/ SPLOST
State Route 16 at SR 54			X			\$5,408,766	GDOT	Federal/ State/Local
Lower Fayetteville Road (CR 546) at Lora Smith(CR 63)	X					\$1,345,000	County	SPLOST
State Route 34 E at Lora Smith (CR 63)	X					\$340,000	County	SPLOST
Corinth Road at Belk Road and Smokey Road	X	X				\$1,700,000	County	SPLOST
Herring Road at US 29 Realignment with bridge over CSX RR (Phase I Madras Connector)	X	X	X			\$9,836,885	County, GDOT	Federal/State /Local
Bridge Improvements								
Moore Road at Little White Oak Creek	X					\$750,000	County	Local
JD Walton Road at Caney Creek	X	X				\$750,000	County	Local
Minnie Sewell Road at Yellow Jacket Creek	X					\$750,000	County	SPLOST
Holbrook Road at Sandy Creek	X	X				\$1,555,000	County	SPLOST

VIII. Planning Activity		2017	2018	2019	2020	2021	Cost Estimate	Responsible Party	Funding Source
Mt. Carmel Road at Thomas Creek		X	X				\$835,000	County	SPLOST
Bohannon Road at Messiers Creek		X	X				\$1,125,000	County	SPLOST
Culvert Replacement and Repair									
Dingler Road at Messiers Creek			X						
JD Walton Road at Long Branch			X				\$510,000	County	SPLOST
Bexley Road at Yellow Jacket Creek			X				\$100,000	County	SPLOST
McDonald Road at Pine Creek Tributary		X	X				\$515,000	County	SPLOST
Duncan Road at Cedar Creek			X				\$383,000	County	SPLOST
Summers McKoy Road at Thomas Creek Tributary			X				\$75,000	County	SPLOST
Potts Road at Sandy Creek			X				\$420,000	County	SPLOST
Ongoing Culvert Repair			X				\$520,000	County	SPLOST
Paving of Dirt Roads									
South Section of Nixon Road		X					\$200,000	County	SPLOST
Roadway Projects									
Begin construction of the I-85 at Poplar Road interchange and associated improvements							\$680,000	County	SPLOST
Howard Road Upgrades		X	X	X			\$27,864,071	GDOT	Federal/State
Newnan Bypass Extension: Turkey Creek to SR 16		X					\$600,000	County	SPLOST
SR 16: I-85 to US 29/US Alt 27		X					\$12,756,125	County, GDOT, ARC	Federal/Local
Phase II Madras Connector: Happy Valley Circle to US 29/Engineering		X					\$1,651,560	County, GDOT, ARC	Federal/State/Local
Coweta County Industrial Park Connector Road: Amlajack to Coweta Industrial Park		X	X	X			\$4,900,000	County	Local/SPLOST
				X	X		\$11,237,000	Developer	Local/Private

VIII. Planning Activity	2017	2018	2019	2020	2021	Cost Estimate	Responsible Party	Funding Source
Work with federal, regional, and state partners to seek funding to widen State Route 154 from US 29 to SR 34	X	X	X	X	X	N/A	County	N/A
Roadway rehabilitation—FDR, mill, patch, and pave various county roads (18 miles per year)	X	X	X	X	X	\$5,000,000	County	Local/State
Work with federal, regional, state, and private partners to design and construct the Amljack Interchange at I-85 and associated improvements	X	X	X	X	X	N/A	County	N/A
Planning, Intermodal, & Coordination								
Prepare a Conceptual Corridor Master Plan. Develop a process to work with developers to set aside, donate, or sell right-of way on planned transportation routes	X	X	X	X		\$150,000	County	Local/ Grants
Purchase additional vehicle(s) for County 5311 Public Transit Program (as needed)	X	X	X			\$45,000 -47,500 per vehicle	County, GDOT, FTA	Federal/State/Local
Pilot Project to implement the Chattahoochee Hill Country Regional Greenway Trail	X	X	X	X		\$562,500	County, CHCA/GDOT	Federal Earmark/Local
Coordinate with the School System to identify future school locations and plan road networks and connections around them.	X		X		X	N/A	Coweta County Board of Education/County	N/A
Continue coordination with state and regional planning partners on transportation planning efforts in Coweta County	X	X	X	X		N/A	County & Municipalities	N/A
Continue to work with federal, state and regional planning partners and local delegation to seek funding for transportation projects in Coweta County	X	X	X	X	X	N/A	County/ Municipalities/	N/A
Continue the operation of the County 5311 Public Transit Program	X	X	X	X	X	\$250,000-\$300,000/yr	County, GDOT, FTA, DHS	Federal/ Local/Fares

VIII. Planning Activity	2017	2018	2019	2020	2021	Cost Estimate	Responsible Party	Funding Source
Where feasible, add bicycle lanes, bicycle-friendly shoulders, or parallel multi-use paths to roadways consistent with the Coweta County Bicycle Plan and the Coweta County Greenway Master Plan and during widening and new construction projects	X	X	X	X	X	Cost Varies	County, GDOT, ARC, Path Foundation	Federal/ State/ Local/ Grants/ Private
Airport								
PAPI-4, Runway HIRL, Land Acquisition Reimbursement	X	X				\$750,000	Coweta County Airport Authority	Federal/State/ Local
East Aviation Way Extension - Design and Construction		X		X		\$180,000	Coweta County Airport Authority	State/Local
Land Acquisition for RPZ and MALSR (50 acres)		X		X		\$1,500,000	Coweta County Airport Authority	Federal/State/ Local
Taxiway to West corp Hangars		X				\$200,000	Coweta County Airport Authority	State/Local
T-Hangar Site Prep and Paving - Design		X				\$24,000	Coweta County Airport Authority	Federal/State/ Local
T-Hangar Site Prep and Paving - Construction			X			\$200,000	Coweta County Airport Authority	Federal/State/ Local
East Parallel Taxiway - Construction/Combined Phases		X				\$4,600,000	Coweta County Airport Authority	Federal/State/ Local
Terminal Area Site Preparation				X		\$1,400,000	Coweta County Airport Authority	Federal/State/ Local
Terminal Building				X		\$3,000,000	Coweta County Airport Authority	Local
Runway and Taxiway Lighting Rehab Design	X					\$75,000	Coweta County Airport Authority	Federal/State/Local
T-Hangar Area Pavement Rehabilitation - Design and Construction	X					\$475,000	Coweta County Airport Authority	Federal/State/Local
Runway and West Taxiway Lighting Rehab - Construction	X					\$600,000	Coweta County Airport Authority	Federal/State/Local
Connector Taxiway and Runup Pads - Design	X					\$75,000	Coweta County Airport Authority	Federal/State/Local

VIII. Planning Activity	2017	2018	2019	2020	2021	Cost Estimate	Responsible Party	Funding Source
Connector Taxiway and Runup Pads - Construction		X				\$1,350,000	Coweta County Airport Authority	Federal/State/Local
Runway Pavement Overlay - Design and Construction			X			\$2,000,000	Coweta County Airport Authority	Federal/State/Local
South Ramp Pavement Rehab - Design				X		\$75,000	Coweta County Airport Authority	Federal/State/Local
Security Fence - Design and Construction				X		\$166,667	Coweta County Airport Authority	Federal/State/Local
Air Quality								
Develop and support local and regional Travel Demand Management programs	X	X	X	X	X	\$30,000	County, ARC, GRTA, Clean Air Campaign, NCCC, CCEC	Federal/ State/ Local/ Grants/ Private Business
Continue partnership and air quality programs with the Clean Air Campaign	X	X	X	X	X	N/A	County, Cities, Clean Air Campaign	N/A
Economic Development								
Work to expand UWG program offerings at the Newman campus	X	X	X	X		N/A	County, UWG	N/A
Work to expand West Georgia Technical College program offerings at the Coweta County campus	X	X	X	X		N/A	County, WGA Tech	N/A
Market and promote the agriculture, historic, recreational, and sports tourism opportunities in the county as well as the events and attractions.	X	X	X	X		N/A	Event Services/CVB	2% of the 5% Hotel/Motel Tax
Identify, market, and promote the Camera Ready Program with the Georgia Film Industry.	X	X	X	X		N/A	CVB	2% of the 5% Hotel/Motel Tax
Resource Team Visit/Assessment of Tourism Opportunity and Recommendations	X					GA EcDev/Tourism Resource Visit	Event Services/CVB	N/A
Implementation of Tourism Opportunity Recommendations	X	X	X	X	X	TBD	Event Services/CVB	Hotel Motel Tax Share
Market and promote the community for expanded office/headquarters job opportunities	X	X	X	X	X	N/A	Development Authority	N/A

VIII. Planning Activity	2017	2018	2019	2020	2021	Cost Estimate	Responsible Party	Funding Source
Promote the community as a location for new speculative industrial building development	X	X	X	X	X	N/A	Development Authority	N/A
Rural Resources								
Initiate a buy local program with schools and restaurants			X	X		N/A	County Extension Service	Local
Maintain farm mentoring program	X	X	X	X	X	N/A	Extension Service	Local
Provide consultations for small farm business management	X	X	X	X	X	N/A	Extension Service	Local
Provide educational seminars for homeowner well maintenance	X	X	X	X	X	N/A	Extension Service	Local
Coordinate and manage local farmer's market	X	X	X	X	X	\$3,500	Extension Service	Local
Natural Resources								
General Natural Resources								
Acquire greenway through grants, donations, exchanges, development agreements	X	X	X	X		N/A	County	State/ Local
Stormwater Management and Water Quality								
Implementation of Local, State, and Federal stormwater requirements (National Pollutant Discharge Elimination System, Phase II Program and Metropolitan North Georgia Water Planning District)	X	X	X	X	X	\$15,000 to \$20,000/yr	CCTE, CCPW	Local
Public Education and Outreach Program on Stormwater and water quality issues	X	X	X	X	X	\$20,000/yr	Coweta County, County Extension, Coweta County Stormwater, Coweta Water Education Team	County
Stream Modeling					X	\$1,500,000	CCTE	Local
Community Facilities								
Manage impact fees for parks, jails, public safety, and transportation	X	X	X	X	X	\$15,000/yr	County	County reinstated, Impact Fees

VIII. Planning Activity	2017	2018	2019	2020	2021	Cost Estimate	Responsible Party	Funding Source
Sheriff's Precinct - West Side			X	X		\$350,000	County	SPLOST
Patrol Division/holding cells		X	X	X		\$750,000	County	SPLOST/County
Parks and Recreation								
Central Soccer Field Phase IV: Lighting fields 4 & 5	X					\$350,000	County	SPLOST
Development of priority greenways/trails connecting all parks and neighborhoods	X	X	X	X		Cost Varies	County	Local/State/Federal Grants/Private
Leroy Johnson Senoia Multi-use Complex - Phase I	X					\$2,250,000	County	SPLOST
Leroy Johnson Senoia Multi-use Complex - Phase II: Fields				X	X	\$1,750,000	County	SPLOST
Old State Patrol Building Site/Temple Ave	X					\$30,000	County	SPLOST
Fire Department								
Replace Station # 5			X	X		\$1.8 million	Fire Dept.	SPLOST
Plan new Training Center			X	X		NA	Fire Dept.	SPLOST
Continue Truck Replacement	X	X	X	X	X	\$2 million	Fire Dept.	Impact Fees SPLOST
Replace extraction equipment to meet requirements of new vehicles	X	X	X	X	X	\$200,000	Fire Dept.	SPLOST
Complete installation of Exhaust Removal Systems	X					\$190,000	Fire Dept.	SPLOST
Ambulance and On Board Equipment replacement	X	X	X	X	X	\$15,000 to \$250,000 annually	Fire Dept.	SPLOST
700 mhz Radio System Improvements	X					\$2,250,000	County	Fire Bond
SCBA Upgrades	X	X	X	X	X	\$360,000	Fire Dept.	SPLOST
Bunker Gear	X	X	X	X	X	\$325,000	Fire Dept.	SPLOST

VIII. Planning Activity	2017	2018	2019	2020	2021	Cost Estimate	Responsible Party	Funding Source
Library								
Increase Library Collection Volumes as funds are available	X	X	X	X	X	\$203,000	County	Local
Phase II carpeting @ Powell Library	X	X				\$119,500	County	Local/State
Water and Sewer								
Monitor Water Usage	X	X	X	X	X	\$5,000	CCWSA	CCWSA
Prepare annual water quality report	X	X	X	X	X	N/A	CCWSA	CCWSA
Public Education for septic tanks	X	X	X	X	X	\$2,000	CCWSA/Env. Health	State funds
Grease Mgt Program (8-1,8-2, 8-7)	X	X	X	X	X	\$34,700	CCWSA	CCWSA
Flow and Rainfall Monitoring (8-4, 16-5)	X	X	X	X	X	\$14,000	CCWSA	CCWSA
Hydraulic Modeling (8-4, 16-5)	X	X	X	X	X	\$17,500	CCWSA	CCWSA
Overflow Response Program (8-7)	X	X	X	X	X	\$37,500	CCWSA	CCWSA
Sewer improvements at Arco Mill Village	X					\$305,000	CCWSA	CDBG/ CCWSA
Sewer improvements at Sargent Mill Village	X					\$305,000	CCWSA	CDBG/ CCWSA
Long-Range Water and Sewer Master Plan	X	X	X	X	X	\$50,000	CCWSA	CCWSA
Water System Improvements	X	X	X	X	X	\$748,600	CCWSA	CCWSA
Backflow prevention	X	X	X	X	X	\$50,000	CCWSA	CCWSA
Public education materials for water conservation	X	X	X	X	X	\$1,000	CCWSA	CCWSA

VIII. Planning Activity	2017	2018	2019	2020	2021	Cost Estimate	Responsible Party	Funding Source
Toilet retrofit	X	X	X	X	X	\$4,000	CCWSA	CCWSA
Water leakage	X	X	X	X	X	\$170,000	CCWSA	CCWSA
Watershed assessments	X	X	X	X		\$10,000	CCWSA	CCWSA
Disaster Recovery Plan Update	X	X	X	X	X	\$25,000	CCWSA	CCWSA
Fixed-base Meter Program	X	X	X	X	X	\$1,200,000	CCWSA	CCWSA
Griffin Line Expansion	X	X	X	X	X	\$1,000,000	CCWSA	CCWSA
Planning Process								
Travel to 3 other communities to exchange best practices.	X	X	X	X	X	\$500	CCPD	County
Annual CIE/STWP update	X	X	X	X	X	N/A	CCPD	County
Community Plan Update due 10.31.21					X	N/A	CCPD	County

Report of Accomplishments 2016

VIII. Planning Activity	2016	2017	2018	2019	2020	Completed	Postponed	Dropped
Land Use								
Pilot Project to implement Chattahoochee Hill Country Greenway Trail	X	X						Underway/ Moved to T&E
Develop Big-Box Ordinance with exit strategy		X	X					
Prepare a light ordinance to reduce evening glare and preserve the dark sky.		X						
Livable Centers Initiative application to study the East Newnan/Interchange/Airport area.		X					2018/after Interchange completed	
Urban Redevelopment Plan	X							x/funding not available
Opportunity Zone Application	X							X/revisit at a later date
Medical Corridor Study	X	X					2018/2019	
Transportation								
Intersection Improvements								
US 29 at SR 16 and Pine Road	X	X				Construction Underway		
State Route 16 at SR 54	X	X	X				Delayed/ environmental issues	
Lower Fayetteville Road (CR 546) at Lora Smith(CR 63)	X					Construction Underway		
State Route 34 E at Lora Smith (CR 63)	X					Construction Underway		
Poplar Road at Turkey Creek Rd, East Newnan Road, and Martin Luther King, Jr. Dr.	X	X				Completed		
Corinth Road at Belk Road and Smokey Road	X	X				Engineering Underway		
Herring Road at US 29 Realignment with bridge over CSX RR		X	X	X	X	Engineering Underway		
Bridge Improvements								
Moore Road at Little White Oak Creek		X						
JD Walton Road at Caney Creek		X	X					

VIII. Planning Activity	2016	2017	2018	2019	2020	Completed	Postponed	Dropped
Minnie Sewell Road at Yellow Jacket Creek		X						
Holbrook Road at Sandy Creek		X	X					
Mt. Carmel Road at Thomas Creek	X	X						
Bohannon Road at Messiers Creek		X	X				2017-2018	
Culvert Replacement and Repair								
Dingler Road at Messiers Creek			X					
JD Walton Road at Long Branch	X							
Bexley Road at Yellow Jacket Creek		X	X				2018	
McDonald Road at Pine Creek Tributary			X					
Duncan Road at Cedar Creek			X					
Summers McKoy Road at Thomas Creek Tributary			X					
Potts Road at Sandy Creek			X					
Ongoing Culvert Repair	X	X	X	X	X			
Paving of Dirt Roads								
South Section of Nixon Road	X					Survey Underway		
Couch Road	X					Construction Complete/2016		
Roadway Projects								
Begin construction of the I-85 at Poplar Road interchange and associated improvements		X	X	X		Construction Contract Awarded		
Howard Road Upgrades		X			X	Construction Underway		
Newnan Bypass Extension: Turkey Creek to SR 16	X	X				Construction Underway		
SR 16: I-85 to US 29/US Alt 27	X	X				Construction Underway		
Coweta County Industrial Park Connector Road: Amlajack to Coweta Industrial Park	X	X	X					

VIII. Planning Activity	2016	2017	2018	2019	2020	Completed	Postponed	Dropped
Work with federal, regional, and state partners to seek funding to widen State Route 154 from US 29 to SR 34	X	X	X	X	X	Ongoing		
Roadway rehabilitation—FDR, mill, patch, and pave various county roads (18 miles per year)	X	X	X	X	X		2017	
Work with federal, regional, state, and private partners to design and construct the Amljack Interchange at I-85 and associated improvements	X	X	X	X	X	Ongoing		
Planning, Intermodal, & Coordination								
Prepare a Conceptual Corridor Master Plan. Develop a process to work with developers to set aside, donate, or sell right-of-way on planned transportation routes	X	X	X	X	X	Ongoing		
Purchase additional vehicle(s) for County 5311 Public Transit Program (as needed)		X	X	X				
Pilot Project to implement the Chattahoochee Hill Country Regional Greenway Trail	X	X	X	X	X	Underway/Concept & Environmental		
Coordinate with the School System to identify future school locations and plan road networks and connections around them.		X		X				
Continue coordination with state and regional planning partners on transportation planning efforts in Coweta County	X	X	X	X	X	Ongoing		
Continue to work with federal, state and regional planning partners and local delegation to seek funding for transportation projects in Coweta County	X	X	X	X	X	Ongoing		
Continue the operation of the County 5311 Public Transit Program	x	x	x	x	x	Ongoing		
Where feasible, add bicycle lanes, bicycle-friendly shoulders, or parallel multi-use paths to roadways consistent with the Coweta County Bicycle Plan and the Coweta County Greenway Master Plan and during widening and new construction projects	X	X	X	X	X	Ongoing		
Airport								
PAPI-4, Runway HIRL, Land Acquisition Reimbursement	X		X				X/2017	
East Aviation Way Extension - Design and Construction			X		X			
Land Acquisition for RPZ and MALSR (50 acres)					X			
Taxiway to West corp Hangars			X					

VIII. Planning Activity	2016	2017	2018	2019	2020	Completed	Postponed	Dropped
T-Hangar Site Prep and Paving - Design			X					
T-Hangar Site Prep and Paving - Construction				X				
East Parallel Taxiway - Construction/Combined Phases	X					X/2017		
Terminal Area Site Preparation					X			
Terminal Building					X			
Runway and Taxiway Lighting Rehab Design		X						
T-Hangar Area Pavement Rehabilitation - Design and Construction		X						
Runway and West Taxiway Lighting Rehab - Construction		X						
Connector Taxiway and Runup Pads - Design		X						
Connector Taxiway and Runup Pads - Construction			X					
Runway Pavement Overlay - Design and Construction				X				
South Ramp Pavement Rehab - Design					X			
Security Fence - Design and Construction					X			
Air Quality								
Develop and support local and regional Travel Demand Management programs	X	X	X	X	X	Ongoing		
Continue partnership and air quality programs with the Clean Air Campaign	X	X	X	X	X	Ongoing		
Economic Development								
Work to expand UWG program offerings at the Newnan campus	X	X	X	X	X	Ongoing		
Work to expand West Georgia Technical College program offerings at the Coweta County campus	X	X	X	X	X	Ongoing		
Market and promote the agriculture, historic, recreational, and sports tourism opportunities in the county as well as the events and attractions.	X	X	X	X	X	Ongoing		
Identify, market, and promote the Camera Ready Program with the Georgia Film Industry.	X	X	X	X	X	Ongoing		

VIII. Planning Activity	2016	2017	2018	2019	2020	Completed	Postponed	Dropped
Market and promote the community for expanded office/headquarters job opportunities	X	X	X	X	X	Ongoing		
Promote the community as a location for new speculative industrial building development	X	X	X	X	X	Ongoing		
Rural Resources								
Initiate a buy local program with schools and restaurants				X				
Maintain farm mentoring program	X	X	X	X	X	Completed		
Provide consultations for small farm business management	X	X	X	X	X	Completed		
Provide educational seminars for homeowner well maintenance	X	X	X	X	X	Underway		
Coordinate and manage local farmer's market	X	X	X	X	X	Completed		
Natural Resources								
General Natural Resources								
Acquire greenway through grants, donations, exchanges, development agreements	X	X	X	X	X	Ongoing		
Stormwater Management and Water Quality								
Implementation of Local, State, and Federal stormwater requirements (National Pollutant Discharge Elimination System, Phase II Program and Metropolitan North Georgia Water Planning District)	X	X	X	X	X	Underway		
Public Education and Outreach Program on Stormwater and water quality issues	X	X	X	X	X	Underway		
Stream Modeling					X			
Community Facilities								
Renovation of administration building	X					Completed		
Community Center @ Government Complex on Literary Lane	X					Completed		
Manage impact fees for parks, jails, public safety, and transportation	X					Reduced to \$0 12/31/13		
Sheriff's Precinct - West Side								
Patrol Division(renovation & expansion)/holding cells		X		X			2020	
Parks and Recreation								
Central Soccer Field Phase IV: Lighting fields 4 & 5	X					Underway		
								2019/2020

VIII. Planning Activity	2016	2017	2018	2019	2020	Completed	Postponed	Dropped
Development of priority greenways/trails connecting all parks and neighborhoods								
Leroy Johnson Senoia Multi-use Complex - Phase I	X	X	X	X	X	Underway		
Old State Patrol Building Site/Temple Ave	X	X				Underway/2018		
Fire Department								
Replace Station # 5	X	X						
Plan new Training Center				X			2019/2020	
Continue Truck Replacement	X	X		X	X		2019/2020	
Replace extraction equipment to meet requirements of new vehicles	X	X	X	X	X	Ongoing		
Complete installation of Exhaust Removal Systems	X							
Ambulance and On Board Equipment replacement	X	X	X	X	X	Underway/2017		
700 mhz Radio System Improvements	X					Ongoing		
Library								
Increase Library Collection Volumes as funds are available	X	X	X	X	X	Underway		
Powell Carpeting, Parking lot upgrade	X					Completed		
Water and Sewer								
Monitor Water Usage	X	X	X	X	X	X		
Prepare annual water quality report	X	X	X	X	X	X		
Public Education for septic tanks	X	X	X	X	X	X		
Grease Mgt Program (8-1,8-2, 8-7)	X	X	X	X	X	X		
Flow and Rainfall Monitoring (8-4, 16-5)	X	X	X	X	X	X		
Hydraulic Modeling (8-4, 16-5)	X	X	X	X	X	X		
Overflow Response Program (8-7)	X	X	X	X	X	X		
Sewer improvements at Arco Mill Village	X							
Sewer improvements at Sargent Mill Village			X	X	X	Underway/2017		

VIII. Planning Activity	2016	2017	2018	2019	2020	Completed	Postponed	Dropped
Long-Range Water and Sewer Master Plan	X	X	X	X	X	X		
Water System Improvements	X					X		
Backflow prevention						X		
Public education materials for water conservation	X	X	X	X	X	X		
Toilet retrofit	X	X	X	X	X	X		
Water leakage	X	X	X	X	X	X		
Continue to expand water service to the remaining portions of the county	X	X	X	X	X	X		
Watershed assessments	X	X	X	X	X	X		Dropped/See Water System Impr.
Disaster Recovery Plan Update	X	X	X	X	X	X		
Fixed-base Meter Program	X	X				X		
Engineering Griffin Line Expansion	X					X		
Tie-In From Tommy Lee Cook/Hwy 29 North		X				X		
Planning Process						X/Tommy Lee Cook Pump Station		
Ten-year Plan Update for October 31, 2016 Recertification	X					Completed 10/31/16		
Travel to 3 other communities to exchange best practices.		X	X	X	X	Yes/Development Practices		
Annual CIE/STWP update	X	X	X	X	X	Completed 10/31/2016		