

**AN RESOLUTION OF THE BOARD OF COMMISSIONERS
OF COWETA COUNTY, GEORGIA TO ADOPT THE COWETA COUNTY
COMPREHENSIVE PLAN 2021-2041
AND FOR OTHER PURPOSES**

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

WHEREAS, the *Coweta County Comprehensive Plan 2021-2041* 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 Comprehensive Plan 2021-2041* 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 Comprehensive Plan 2021-2041* adequately addresses the Local Planning Requirements;

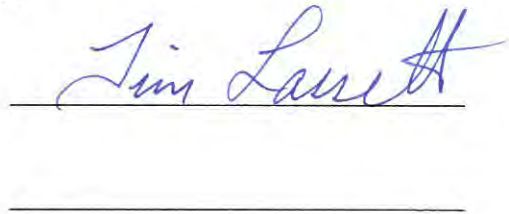
NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of Coweta County, Georgia does hereby adopt the *Coweta County Comprehensive Plan 2021-2041*.

SO RESOLVED this 21st day of September, 2021.



Chairman





Attest:



County Clerk

COWETA COUNTY 2041 COMPREHENSIVE PLAN



THE COUNTY RECOGNIZES THE DISTINCT CHARACTERISTICS OF EACH COMMUNITY THAT FORMS COWETA AND DESIRES TO FACILITATE STRONG AND VIBRANT COMMUNITIES THROUGH A BALANCE OF RURAL PRESERVATION AND GROWTH STRATEGIES.

ACKNOWLEDGMENTS

Coweta County Community Development Department gratefully acknowledges the important contributions and guidance provided by the following members of its Steering Committee:

2041 PLAN STEERING COMMITTEE

Paul Poole, County Commissioner
George Harper, Board of Zoning Appeals Member
Paul Rowley, District 1 Citizen Representative
Craig Jackson, District 2 Citizen Representative
James Ford, District 3 Citizen Representative
Janel Marx, District 4 Representative
Sheldon Martin, District 5 Citizen Representative
Tod Handley, Public Works Director
Jim Gay, Parks & Recreation Director
Jenny Runions, County Planner
Lt. Jason Wood, Sheriff Office Designee
Cathy Farr, Fire Department Designee
Trae Westmoreland, Development Authority Director
Ronnie Cheek, School System Superintendent
Candace Boothby, Newnan-Coweta Chamber President
Kim Dutton, Three Rivers Regional Commission

Without the great support of the Coweta County Board of Commissioners, it would not have been possible to write this comprehensive plan.

COWETA COUNTY BOARD OF COMMISSIONERS

Bob Blackburn, Commissioner District 3, Chair
Tim Lassetter, Commissioner District 2, Vice-Chair
Paul Poole, Commissioner District 1
John Reidelbach, Commissioner District 4
Al Smith, Commissioner District 5

In addition, the Coweta County Community Development Department would like to thank Ellen Corker for her editorial contributions to the 2041 Comprehensive Plan.

CONTENTS

Table of Contents

Scope		4
Executive Summary		5
	<i>Supplemental Plans</i>	8
	<i>Purpose & Background</i>	10
	<i>County Profile</i>	13
Community Involvement		20
Community Vision		32
Strength, Weaknesses, Opportunities & Threats (S.W.O.T)		36
Needs & Opportunities		40
Goals & Policies		48
Land Use Element		62
	<i>Introduction</i>	63
	<i>Character Area Map</i>	65
Character Areas		
	<i>Rural Places</i>	66
	<i>Suburban Residential</i>	73
	<i>Priority Development</i>	82
	<i>Mill Village</i>	90
	<i>Crossroads Community</i>	98
	<i>Complete Community</i>	107
	<i>Complete Community – Rural Village</i>	117
	<i>Employment Center</i>	125
	<i>Employment Center – Industrial</i>	134





CONTENTS

Table of Contents

Transportation Element	147
Growth Strategy	167
<i>Growth Strategy Map</i>	168
<i>2041 Growth Strategy</i>	169
Natural Resource Planning	185
<i>Regional Water Plan</i>	186
<i>Environmental Criteria</i>	191
Broadband Services Element	193
Report of Accomplishments	203
Community Work Program	218

APPENDIX

Appendix A	227
<i>Community Involvement Activities</i>	
Appendix B	690
<i>Coweta County Joint Transportation Update 2014</i>	
Appendix C	821
<i>Coweta County Transportation Corridor Studies 2021</i>	

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 October 1, 2018. 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, and transportation,
- (3) A Report of Accomplishments from the previous Community Work Program and a new Community Work Program that identifies specific actions the community will take over the next five years,
- (4) A Broadband Element which is an action plan for the promotion of the deployment of broadband services by broadband service providers into unserved areas within the County.

EXECUTIVE SUMMARY

The Coweta County 2041 Comprehensive Plan guides rezoning and infrastructure investments by local leaders and staff. The plan also provides a 20-year outlook for the County, creating a vision to facilitate goals and policies which lay the foundation for the community-based work program.

The 2041 Comprehensive Plan also builds on the foundation of the previous Community Plans while incorporating changes to help address the needs and opportunities of the County. The 2041 Plan has evolved from the 2006 Coweta County Comprehensive Plan, which has served as the template for previous updates to the Comprehensive Plan.

However, the 2041 update took a different approach and was more strategic in restructuring and emphasizing the community vision. The comprehensive planning process was guided by the planning requirements of the State and followed the guidance of the Department of Community Affairs. Therefore, it is structured around the strategic community vision and the desire to create a strong and vibrant county. The policies and action items reflect the strategic vision and balance the growing county's needs with the desire to preserve rural character.



This update provided the unique opportunity to coordinate with the 2041 Coweta County Comprehensive Transportation Plan (CTP) update. The coupling of the two plans allows the Comprehensive Plan to take a broader look at the County, creating a long-range vision for how transportation land use, housing, economic development, and community facilities all fit together. By identifying areas likely to grow and where trips will be made, the County can ensure the transportation network adapts and grows with it. As a result, the County can make the requisite strategic infrastructure investments and develop innovative land-use regulations to provide connectivity, better manage demand, support economic development, minimize environmental impacts, maximize safety, and support a high quality of life for residents.



EXECUTIVE SUMMARY

The strengthened land-use analysis with the CTP created a unique focus for the 2041 comprehensive plan. The 2041 update emphasizes the nexus between transportation and land use in facilitating strong and vibrant communities. The plan acknowledges that strategic land use and transportation planning creates opportunities for robust economic development and a diverse housing market through innovative land-use products. As a result of this planning synergy, a Growth Strategy element and three special corridor studies are integrated into the Comprehensive Plan and the Comprehensive Transportation Plan.

The 2041 Comprehensive Plan update also coincided with an in-depth study of the County's land use and growth management. This effort began in 2019 with the development of the Land Development Guidance System (LDGS), which the Board of County Commissioners (BOCC) adopted in March 2020. During late 2020 and 2021, the County continued the land use and growth management study to explore increasing residential density. On July 27, 2021, the Board of County Commissioners passed an ordinance creating a new overlay zoning district that increases residential density from 0.625 dwelling units per acre to 4 dwelling units per acre.

During the public involvement process of the comprehensive plan and LDGS, public interest was raised, and concerns were voiced for the compatibility of new dense growth with surrounding properties and the desire to strengthen infrastructure and public services to accommodate higher residential densities. As a result, the Growth Strategy element of the 2041 comprehensive plan addresses the increase in density and guides the type and intensity of new development in Coweta County.



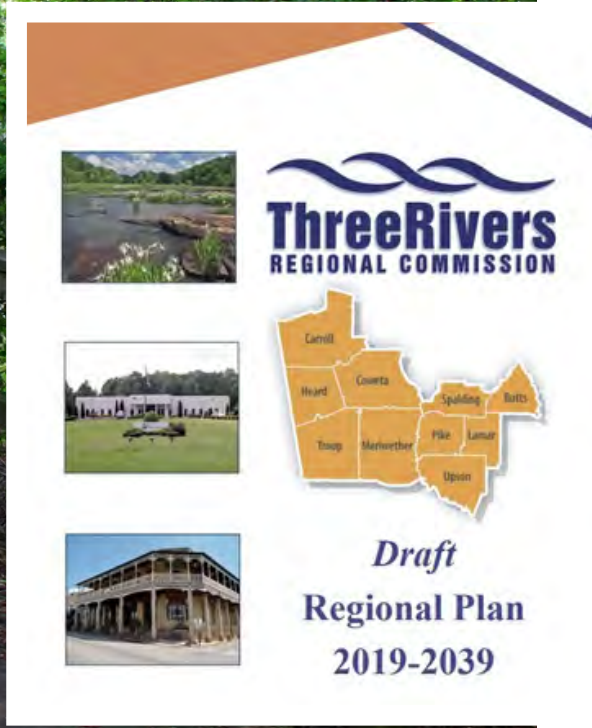
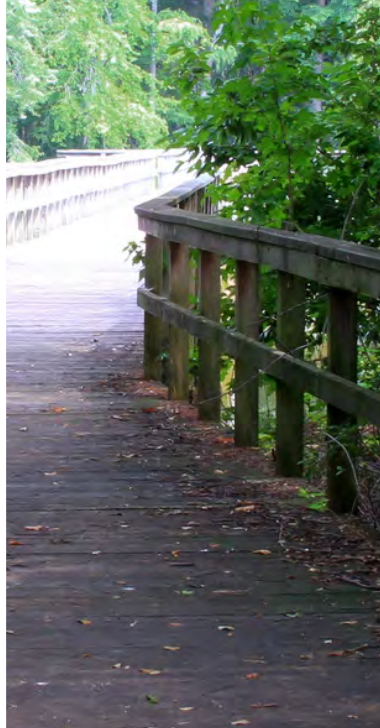
EXECUTIVE SUMMARY

For the 2041 update, the County faced many challenges not seen before, including the impact of COVID-19 on public involvement, development patterns, and commuting trends. In place of traditional planning workshops, the County hosted an aggressive series of virtual public meetings incorporating various mediums of online exercises. Every resident was considered a stakeholder; every participant had an equal voice at the table. A total of fourteen (14) public stakeholder meetings were held, along with four (4) steering committee meetings, three (3) surveys, and one (1) online mapping exercise. The CTP also hosted one (1) survey and two (2) online exercises, which are referenced in the Transportation Element. The county also created a website as the information hub of the project; it provided an email dedicated to the comp plan, furthering the opportunity for the public to interact in the planning process. In addition, the plan update had extensive coverage in the local media. The virtual campaign proved successful and allowed the planning efforts to focus on the public's vision for the future.

The 2041 Coweta County Comprehensive Plan is written to be an inclusive guide for all interested parties in the comprehensive plan. This includes not only local government officials and staff but also the residents, visitors, and businesses. Therefore, each chapter has been drafted to stand alone while also serving as an integral part of the plan. The strategic restructuring is to make the Comprehensive Plan more user-friendly and accessible to the public; and facilitate one of the plan's goals: to conduct continuous public education on the planning process. Thus, the new comprehensive plan represents an ongoing planning and public involvement process that does not end with adopting the plan.

**The 2041
Comprehensive
Plan is written to
be an inclusive
guide for all
citizens**





SUPPLEMENTAL PLANS & STUDIES

& THEIR PART IN COWETA'S COMPREHENSIVE PLAN

The 2041 Coweta County Comprehensive Plan utilized various planning efforts, including existing plans, data, policies, and programs. The update was also simultaneously coordinated with the concurrent planning efforts of the 2041 Coweta County Joint Comprehensive Transportation Plan, which includes all municipalities within the County.

The purpose of the supplemental plan review is to identify overarching goals, issues, outcomes, and opportunities for coordinated implementation with the County's land use and transportation vision.



Below is a summary of the major plans that were reviewed and analyzed during the 2041 update.

COWETA COUNTY PLANS

- Coweta Forward 2036 (current Comprehensive Plan)
- Coweta County Comprehensive Transportation Plan (CTP) Update 2014

REGIONAL PLANS & DOCUMENTS

- Water Resource Management Plan 2017- Metropolitan North Georgia Water Planning District
- Walkable Urban Places - The WalkUp Wake-Up Call 2013
- Atlanta Regional Transportation Plan
- Walk.Bike.Thrive!
- Atlanta Regional Freight Mobility Plan
- Three Rivers Economic Development Strategy
- Three Rivers Regional Commission Regional Plan
- Three Rivers Regional Commission Regional Resource Plan

OTHER COWETA COUNTY INITIATIVES + JURISDICTION PLANS

- Coweta County Land Development Guidance System
- City of Grantville Comprehensive Plan Update 2016
- City of Haralson Comprehensive Plan Update 2016
- City of Moreland Comprehensive Plan Update 2016
- City of Newnan Comprehensive Plan Update 2016
- City of Palmetto Comprehensive Plan Update 2016
- City of Senoia Comprehensive Plan Update 2016
- City of Sharpsburg Comprehensive Plan Update 2016
- City of Turin Comprehensive Plan Update 2016
- LINC Plan 2017
- Newnan Livable Centers Initiative (LCI) Plan 2014

PURPOSE

The Comprehensive Plan is an essential tool in Coweta County's land use planning. The Comprehensive Plan is used to address the constant change, evolution, and conservation of the county. In addition, the Comprehensive Plan looks toward the future and provides a roadmap for the development and preservation of the county's most limited resource, the land itself.



The Comprehensive Plan is a guideline; it is not a codified regulation. It is a policy instrument that creates a broad outline of how the county will achieve its next 20 years. The plan may also justify zoning decisions with its Character Area Map, growth strategy, goals, and policies. However, it serves many other purposes. The comprehensive plan provides the community with continuity across administrations, departments, and agencies for addressing land use issues, preventing short-term changes and sprawl. It projects the outcome and impact of present and future development. This provides predictability and stability for businesses, developers, and others with interest in land use. The comprehensive plan also boosts economic development by providing valuable information on land use, transportation, natural resources, and infrastructure for companies making location decisions.



In addition to fostering growth, the comprehensive plan may also serve as a tool against unfocused growth or excessive sprawl. It encourages re-development in declining areas. Also, utilizing the plan, the county can decide how to use or protect local resources; preserve historic buildings or sites, and strengthen the sense of place by creating or maintaining landscapes in line with traditional community aesthetics and character.

WHAT IS A COMPREHENSIVE PLAN?

- High-level policy to guide growth and development over the next 20 years
- Establishes a collective community vision for growth over the next 20 years The community vision is formulated from public input and land use analysis
- Coordinates local planning efforts among the different departments, agencies, and jurisdictions. Creates common goals and initiatives

A COMPREHENSIVE PLAN IS NOT...

- Zoning
- An ordinance
- A regulation

A COMPREHENSIVE DOES NOT...

- Change existing zoning
- Create new regulations
- Change the development rights allowed by each property's existing zoning



HOW IS A COMPREHENSIVE PLAN USED?

There are three common uses for the comprehensive plan:

CHARACTER AREA MAP IS REFERENCED DURING REZONINGS, ANNEXATIONS, AND CAPITAL INVESTMENT DECISIONS

The Character Area Map defines the desired land use for specific locations in Coweta. It also provides the vision for the county and the individual character areas. Therefore, it is a valuable resource for both local government and citizens. Potential property owners or businesses can quickly reference the County and its community's priorities, vision, goals, and policies for their desired locations.

THE COMPREHENSIVE PLAN HELPS GUIDE DAY-TO-DAY DECISIONS

The policies and goals were identified through an extensive public outreach effort and land use analysis. These policies provide guidelines for planning and development efforts. The Comprehensive Plan can also be a valuable resource for citizens and business owners, as it provides a roadmap for achieving Coweta's vision.

THE COMMUNITY WORK PROGRAM HELPS DIRECT PUBLIC INVESTMENT AND PRIVATE INITIATIVE

Plan implementation is achieved through the Community Work Program (CWP). It outlines specific items and funding sources the community seeks to accomplish during the five years following the plan's adoption.



In the United States, modern-day planning and zoning evolved during the late nineteenth and early twentieth centuries. However, the concept of city planning has existed for centuries. Hippodamus, a Greek architect that lived from c. 498 -c. 408 BC is often attributed to being the “father” of city planning.

Due to the rise of industrial America, many people in rapidly expanding cities were experiencing adverse health impacts and shortened life-spans related to density, lack of sanitary controls, and incompatible land uses, creating unhealthy living environments.

In the late 19th century, American cities started regulating the location and use of buildings to improve safety, health, and general welfare. In the 1920s, the Department of Commerce created model zoning and planning ordinances to facilitate state enabling law

COUNTY PROFILE

DATA, DEMOGRAPHICS AND DEVELOPMENT
TRENDS



CENSUS



POPULATION

The following pages are a brief snapshot of the County's development trends and demographics relevant to the subsequent chapters. Detailed information about the County's demographics and growth patterns are maintained at www.cowetaplans.com.

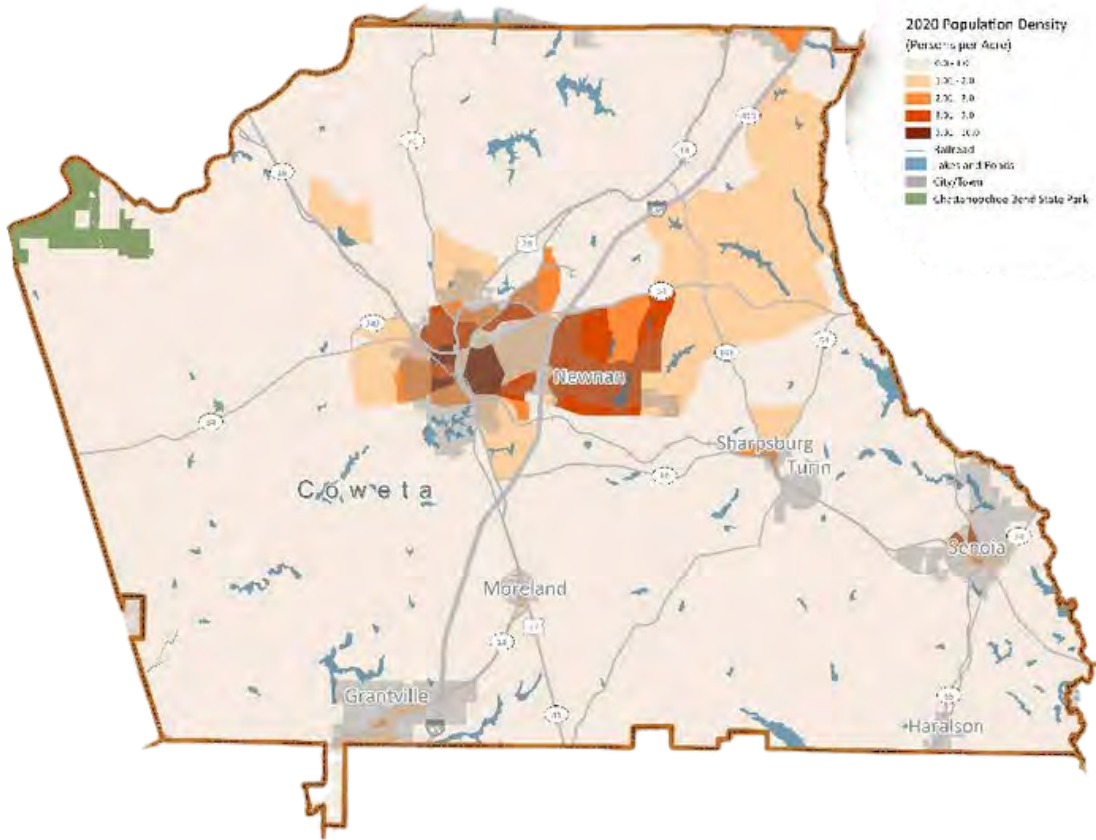
Coweta County is expected to continue growing at a healthy pace over the next two decades. Between 1985 and 2005, Coweta County grew consistently at a significantly faster rate than Georgia. Between 1990 and 2004, for example, Coweta County grew at an average annual rate of 6.7 percent and was among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

The Great Recession of 2006-2009 curbed the growth rate throughout the nation, including Georgia and Coweta County. Future projected growth rates for Coweta do not replicate levels experienced during the 1990s or early 2000s, but the southeastern US continues to attract business, and Georgia and the Atlanta Metro Area are strong competitors.

In 2010, Coweta County was home to 121,528 individuals. In 2019, the county grew to 148,509. However, the American Community Survey projects that the County will see a population of 214,672 in 2050.

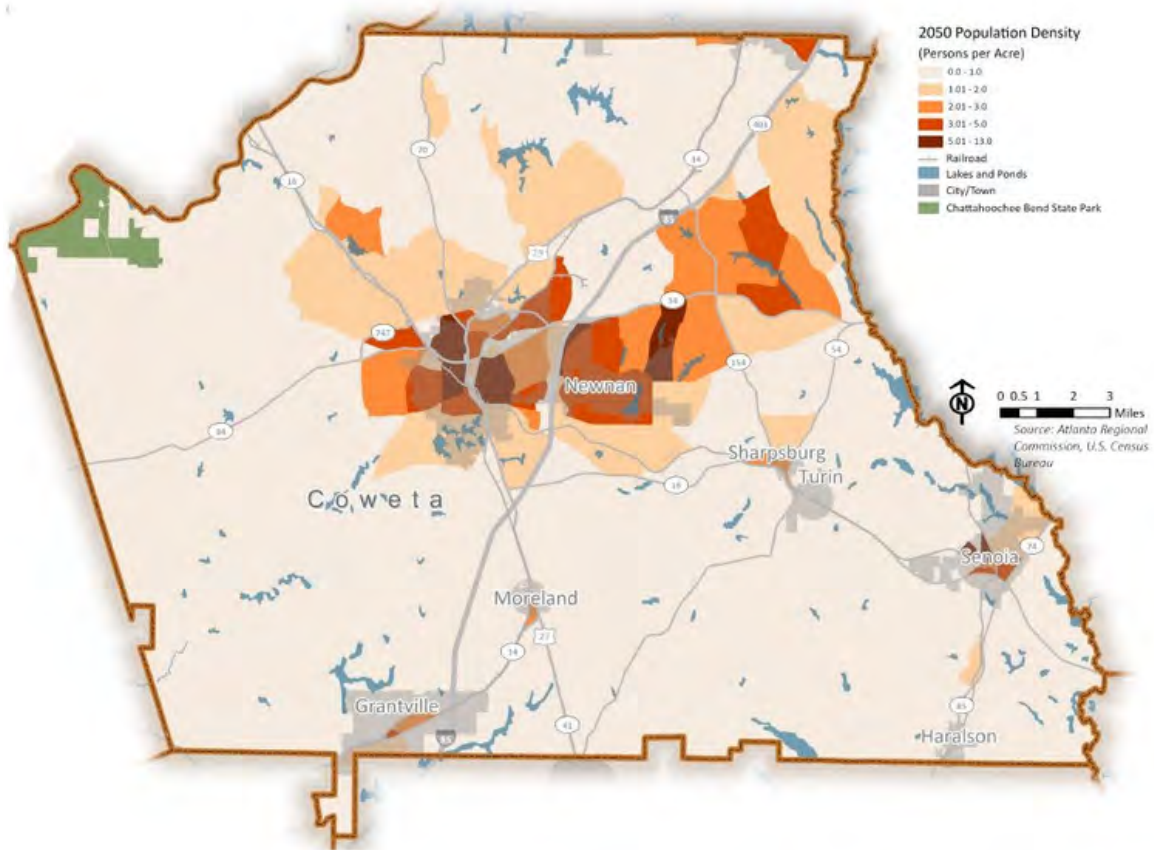


POPULATION



	2010	2019	% Change
Population	121,528	148,509	+22%
Density	273/square mile	333/square mile	+22%
Number of Households	48,475	56,538	+16.63%
Median Household Income	13,282	14,648	+10.28%

POPULATION



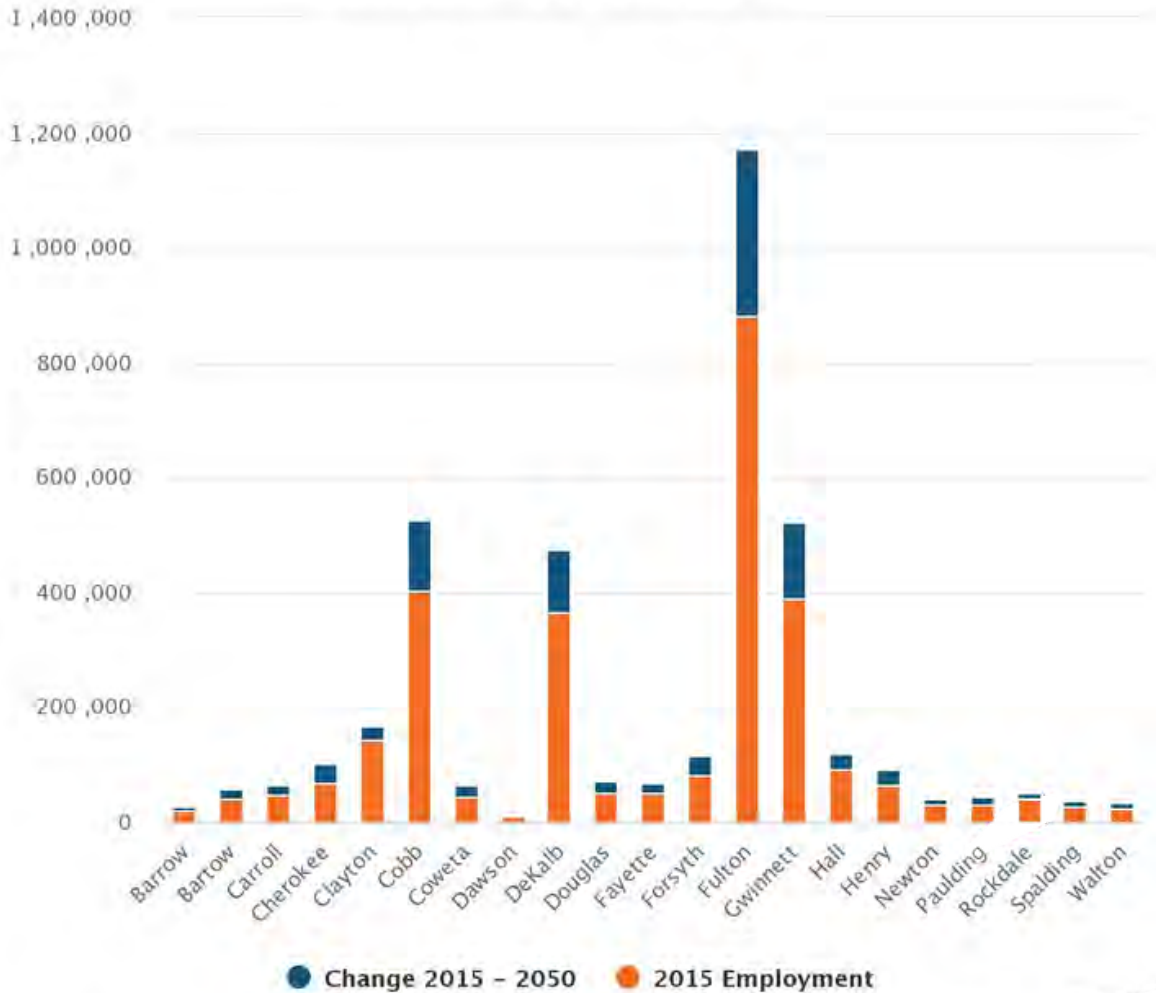
PROJECTED GROWTH

- Coweta will continue to grow!
- 2050 Projected Population: 213,459
 - That's a 43% increase in population!
- Growing denser in already dense areas

EMPLOYMENT TRENDS

2050 Employment Forecast

Metro Atlanta (21-County Region)



Source: Atlanta Regional Commission

The Atlanta Regional Commission examined the employment trends in the region and forecasted 2050. While Coweta shows growth in employment it is not at a comparable rate as the general population increase.

AGRIBUSINESS PROFILE

Farming has been a significant part of Coweta County's history and development. Today, almost one-fifth (1/5) of the county remains as operational farmland. The Department of Agriculture has 53,318 square acres designated as operating farms. However, as population growth increases in the County, the land dedicated to agribusiness is declining and the average size of farms.



Coweta County Georgia

Total and Per Farm Overview, 2017 and change since 2012

	2017	% change since 2012
Number of farms	368	+3
Land in farms (acres)	53,318	-4
Average size of farm (acres)	145	-7
Total	(\$)	
Market value of products sold	11,700,000	+2
Government payments	136,000	-15
Farm-related income	1,155,000	+364
Total farm production expenses	14,065,000	(Z)
Net cash farm income	-1,073,000	+51

Percent of farms that:

Have internet access **81**

Sell directly to consumers **7**

Hire farm labor **20**

Are family farms **98**

Approximately 20% of the county remains as operational farm land.

Share of Sales by Type (%)

Crops **36**
Livestock, poultry, and products **64**



JOB-HOUSING BALANCE

Demographic trends show that Coweta County serves as a bedroom community to the greater Atlanta area. Commuting patterns show that of the 87,707 total commuters in the county, most (55%) live in the county but commute elsewhere for work. Twenty-five percent (25%) of the commuters live elsewhere and commute into Coweta County. Only twenty percent (20%) of the County's commuters live and work in Coweta. This reveals an imbalance in the job-housing balance. An imbalance between housing and jobs for residents can have a powerful impact on the County's economic development, the housing market, and quality of life. Vehicle miles traveled (VMT) increasing significantly faster than the population growth leads to congested roadways. Furthermore, long commuting times force residents to spend more time away from home and lead to less community involvement.

In contrast, the housing imbalance impacts the local economy by reducing the number of employees able to live within a convenient commute.

Shorter commuting distances help reduce the total amount vehicles on the roadways, specifically major highways, interstates, and their associated interchanges. In addition, achieving a good jobs-housing balance reduces infrastructure costs for outlying areas, lessens household expenses, and builds the local economy by retaining business dollars and enhancing home values within the county.



The imbalance in the commuting pattern may change with strategic planning by creating a growth strategy and innovative land-use products to increase housing options and additional employment opportunities.

FINDING THE VOICE

COMMUNITY INVOLVEMENT



The County recognizes the distinct characteristics of each community that forms Coweta and desires to facilitate strong and vibrant communities through a balance of rural preservation and growth strategies.

Public input and community insight were at the heart of the comprehensive planning process. Due to the Comprehensive Transportation Plan being updated simultaneously, several community outreach efforts combined topics for both plans. The dual approach helped to make sure the information presented was not redundant or exhaustive to the public. The combination created a perfect opportunity to reinforce the connection between transportation and land use in Coweta County.

A Project Management Team (PMT) was created to guide both plans and assist the combined efforts. In addition, the group provided administrative guidance, technical expertise, and input for communications strategy. The PMT met every other week from November 2020 to August 2021. The Project Management team is comprised of members of the County Administration, county staff, and members of the VHB group, and ARC representatives:

Michael Fouts, Coweta County Administrator
Kelly Mickle, Assistant County Administrator
Jon Amason, Community Development Director
Todd Handley, Public Works Director
Jenny Runions, County Planner
Kim Dutton, County Planner
Cathy Wickey, Communications Manager
Tom Corker, Risk Management
Regan Hammond, VHB – Project Manager (CTP)
Alison Stewart-Harris, VHB – Community Planning Manager (CTP)
Kristene Hansen-Dedrick, Sycamore Consulting
David Haynes, Atlanta Regional Commission
Reginald James, Atlanta Regional Commission

IDENTIFICATION OF STAKEHOLDERS

Coweta County developed a list of key stakeholders to form a sixteen member steering committee to guide the Comprehensive Plan and CTP update. The committee met virtually due to safety precautions for the COVID-19 pandemic.

2021-2041 PLAN STEERING COMMITTEE	
Paul Poole, County Commissioner *	George Harper, Board of Zoning Appeals Member
Paul Rowley, District 1 Citizen Representative	Craig Jackson, District 2 Citizen Representative
James Ford, District 3 Citizen Representative	Janel Marx, District 4 Representative
Sheldon Martin, District 5 Citizen Representative	Tod Handley, Public Works Director ^
Jim Gay, Parks & Recreation Director ^	Jenny Runions, County Planner ^
Lt. Jason Wood, Sheriff Office Designee ^	Cathy Farr, Fire Department Designee ^
Trae Westmoreland, Development Authority Director †	Ronnie Check, School System Superintendent
Candace Boothby, Newnan-Coweta Chamber President †	Kim Dutton, Three Rivers Regional Commission
*Members of the governing authority †local economic development practitioner ^staff	

Coweta County Comprehensive Plan Steering Committee/Stakeholder Meeting Schedule	
Topic(s)	Date
Roles, Overview of the Process, SWOT, Existing Conditions, Character Areas/Land Use	March 25, 2021
Needs and Opportunities, Goals and Policies	June 24, 2021
Broadband, Transportation, review of SWOT, & Comprehensive Plan Draft	July 29, 2021

IDENTIFICATION OF STAKEHOLDERS

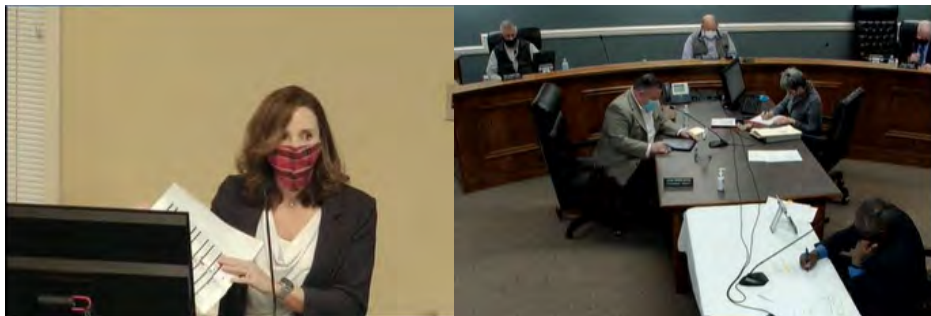
Traditionally, Coweta County has created a public stakeholder list of select local organizations, associations, businesses, and interest groups. However, due to the restrictions of COVID-19, several organizations were not meeting or maintaining regular in-person meetings. Also, we were not able to present in person at community meetings due to safety policies. The impact of this caused the County to re-think our customary public involvement strategies. Therefore, for the 2041 update, we restructured our approach. The goal was to give every resident, business, and interested party an equal say and provide multiple ways to interact in the comprehensive planning process.

Therefore, at the first public hearing for the Comprehensive Plan, the County formally recognized every resident and interested party as a stakeholder in the comprehensive plan.



Public Hearings

The first public hearing kicking off the comprehensive plan process was held on February 9, 2021. A presentation on the plan update was given to make any potential stakeholders and residents aware that the comprehensive plan update and review were now underway to explain the purpose of the update and encourage residents and other stakeholders to actively participate in the plan update. In addition, the plan will be posted on the county website for public access and review.




Public Hearings

The second public hearing for the comprehensive plan process was held on August 10, 2021. The purpose of the hearing was to inform the public that the plan had been drafted and where to review it, obtain copies, and comment. In addition, staff provided a brief presentation on the draft. Staff also informed the public of a questionnaire which provided an additional opportunity to comment. The questionnaire was posted on the first page of the draft and the homepage of the project site. At this hearing, the staff presenting requested that the Board of County Commissioners continue the hearing to August 24, 2021, to provide additional time for public comment. Staff would address all comments as best as possible and return on the 24th with an updated draft.

On August 24, 2021, the public hearing for the comprehensive plan was continued. Staff provided a presentation of the Comprehensive Plan and requested authorization to transmit the completed plan to Three Rivers Regional Planning Council to initiate the state review by the Department of Community Affairs.



STAKEHOLDER INTERVIEWS



In February and March 2021, eleven (11) stakeholder interviews were conducted by Zoom to connect with organizations that have an interest in Coweta County. The objectives of the interviews were to understand the relationship with Coweta better; hear first-hand about any projects, policies, or strategies of the organization that could affect transportation needs of the organization that the CTP could support; and any other relevant information.

Stakeholder interviews were conducted with the following organizations. Some organizations were grouped by interest in a singular interview.

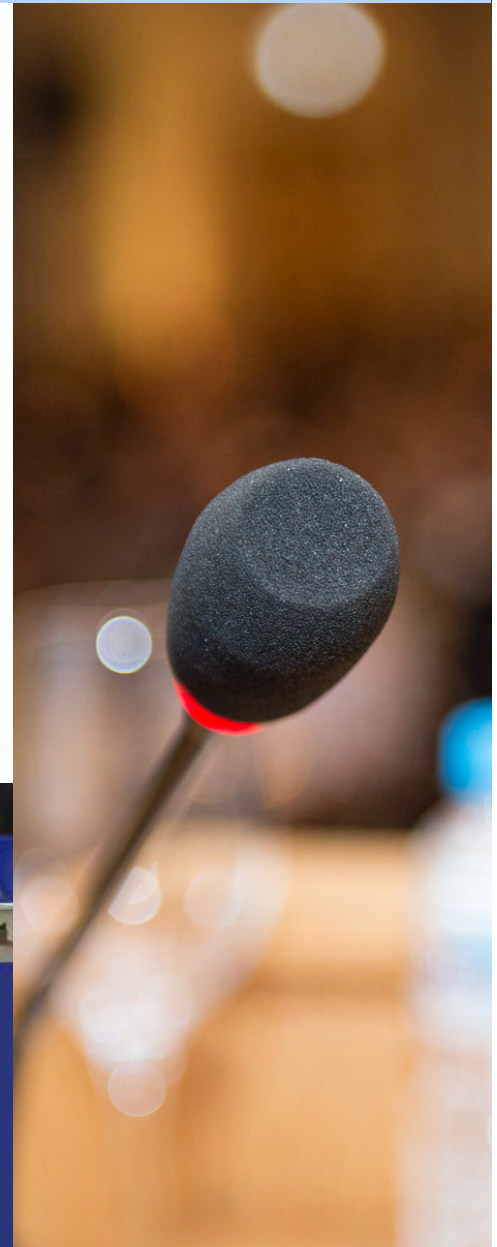
- Georgia Department of Transportation (GDOT)
- Atlanta Regional Commission (ARC)
- Georgia Regional Transportation Authority (GRTA)
- State Road and Tollway Authority (SRTA)
- Atlanta-Region Transit Link Authority (ATL)
- Three Rivers Regional Commission
- Fayette County
- Peachtree City
- Coweta County School District
- Coweta Chamber of Commerce
- Coweta County Development Authority
- City of Newnan
- City of Senoia
- Town of Sharpsburg
- Town of Moreland
- Bike Coweta

The municipalities of Turin, Grantville, Haralson, Hogansville, and Palmetto were offered a questionnaire. A summary of the stakeholder interviews can be found in the plan Appendix.

PUBLIC STAKEHOLDER MEETINGS

On February 11, 2021, the project team hosted a public kick-off meeting for the joint Comprehensive Plan (Comp Plan), and Comprehensive Transportation Plan (CTP) updates effort. Participants were provided the option of attending virtually by Zoom or in-person at the County Commission Chambers. Advertisement for the meeting was broad in scope, with flyers created and distributed by the project team and County to mailing lists, the Comp Plan/CTP Steering Committee, social media channels, and public buildings. A total of 34 members of the public participated in the event, of which two participated in person.

A meeting summary can be found in Appendix A.

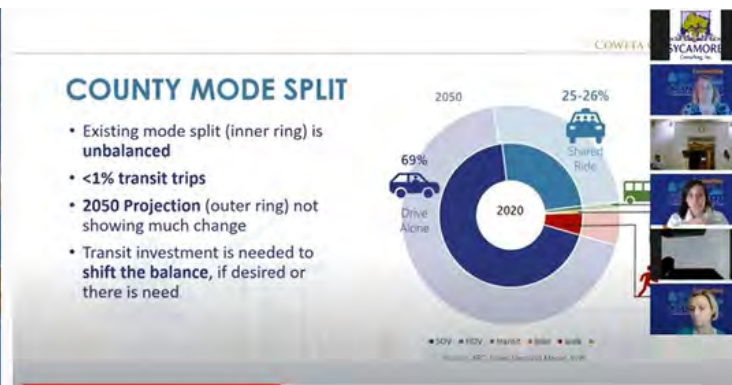
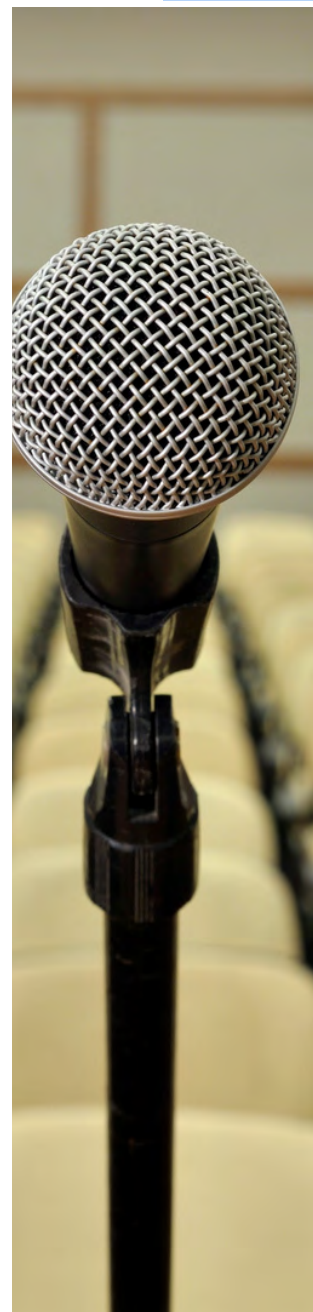


District Transportation Workshops

Following the joint Comprehensive Plan and Comprehensive Transportation Plan public meeting kick-off on February 11, 2021, five transportation-focused workshops were hosted in each of the County's commission districts. The workshops were conducted by Zoom with in-person seating options available. Meeting details are included below:

- District 1 –Tuesday, March 2 at Senoia Community Center
- District 2 –Thursday, February 25 at Welcome Community Center
- District 3 –Wednesday, February 24 at Madras Park (Gym)
- District 4 –Thursday, February 18 at Central Community Center
- District 5 –Monday, February 22 at Clay-Wood Community Center

Advertisement for the workshops was broad in scope, with flyers created and distributed by the project team and County to mailing lists, the Comp Plan/CTP Steering Committee, social media channels, sixty (60) yard signs were posted throughout the cities and towns, and public buildings. Additionally, County's Communication staff coordinated with the media, and workshop meeting details were posted to the County and CTP websites. A total of 70 individuals attended the open house meetings. Documentation pertaining to these meetings can be found in the plan appendix.





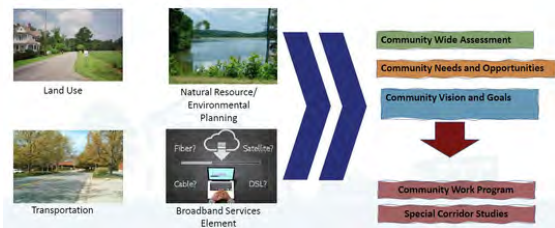
Community Focus Groups

A series of three Community Focus groups were planned for March 11, March 30, and April 15, 2021. The March 11 meeting was a community vision workshop and was held as scheduled. However, an EF-4 tornado struck Coweta County and Newnan on March 26. The damage was severe and destructive, knocking out power and damaging infrastructure. Thus, that meeting was postponed until April 15. The April 15 meeting covered land use and growth management and briefly discussed broadband and environmental planning. Additionally, the attendees were directed to complete an online survey that covered these topics more in-depth. Information pertaining to these meetings is included in the plan appendix.



Comprehensive Plan

The Comprehensive Plan will incorporate the following elements



What does Rural Mean to you?

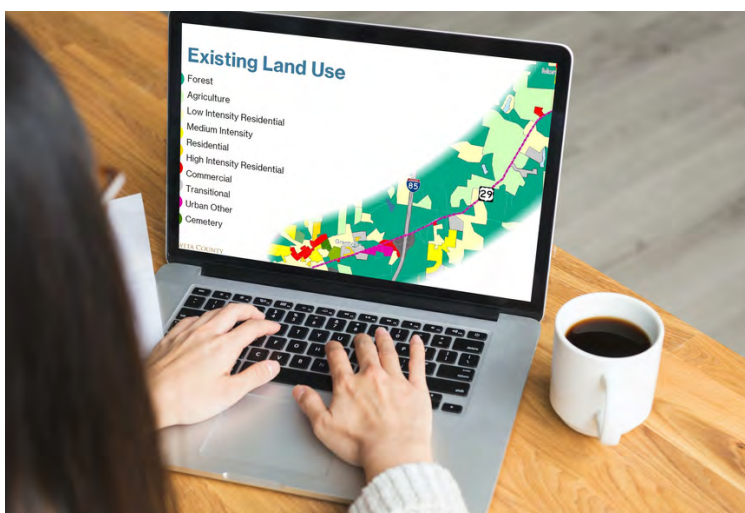


PUBLIC STAKEHOLDER MEETINGS

As part of the Coweta CTP and Comprehensive Plan updates, three corridors were selected for a more focused assessment of how these areas could develop and change in the future in order to articulate an overall vision for their future. These Special Corridor Studies emphasized the synergy of land-use and transportation in county development and preservation.

A total of six public meetings were held for the Special Corridor Studies. The meetings were offered virtually, with an in-person option at the County's Commission Chambers. In addition, the meetings used innovative engagement techniques, which included online polling.

Corridor Workshop Topic	Meeting Details
US 29	May 17, 2021 at 12 p.m. May 17, 2021 at 5:30 p.m.
Newnan Crossing Bypass	May 24, 2021, at 12 p.m. May 24, 2021 at 5:30 p.m.
Madras Connector	June 1, 2021, at 12 p.m. June 1, 2021, at 5:30 p.m.



Comp Plan Surveys and Online Mapping Exercise

Three surveys were distributed to the community to gather public input. The first survey focused on community vision was available from February 11, 2021, to March 11, 2021. Approximately 450 people participated. The second survey focused on land use and growth strategy and ran from May 21, 2021, to June 20, 2021; about 300 persons participated. The final survey was a questionnaire designed to gather input and comments on the final draft, over a hundred responses were captured.

In addition to the surveys, an online mapping exercise was developed to allow an opportunity for broader input about the land use and growth of the county. The user could select a location on the Coweta County map and identify it by using one of 8 defined categories or creating their category. They were also able to provide additional comments about the location. Over 150 people participated in the mapping exercise.

All surveys, exercises, and their results are available in Appendix A.

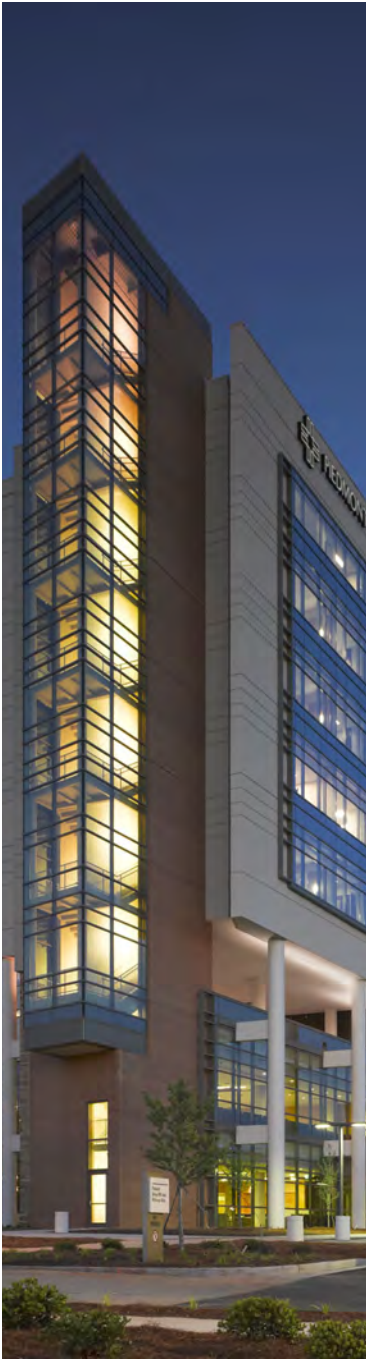


CREATING THE VISION

COMMUNITY VISION



The County recognizes the distinct characteristics of each community that forms Coweta and desires to facilitate strong and vibrant communities through a balance of rural preservation and growth strategies. Coweta County strives to enhance economic development through continuous and deliberate planning of transportation and land use. The resulting communities will provide a unique sense of place and home by preserving and maintaining established neighborhoods and creating land-use opportunities to facilitate new homes and communities as essential sources accessible to all families. Thus, providing all residents the opportunity to thrive in Coweta County.



The Community Vision encapsulates the priorities and hopes for the long-term goals of the County. In addition, it illuminates the path for other elements to achieve goals and policies which will fulfill the vision.

The Community Vision for the 2041 Comprehensive Plan draws upon the vision statement from the 2036 Community Plan. Still, it is updated to reflect growth, changing conditions, and an expanded vision for the future while embracing the desire for preservation. Public participation was critical to the vision update. The 2036 vision statement was refined through an intense public involvement process, including a public meeting and a community vision survey.

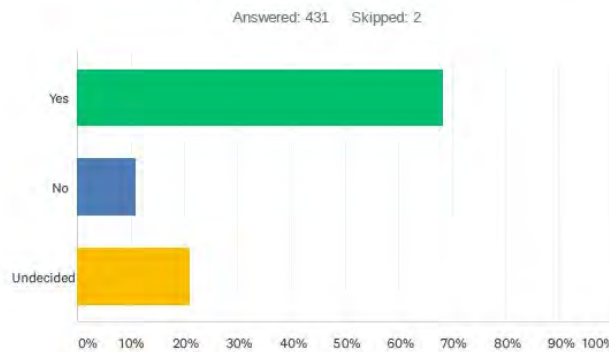
The Community Development team began the public involvement effort by incorporating the 2036 vision statement into the update's core. The 2036 vision includes several goals and ideals related to land use policies, preservation, and quality of life.

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.”

As part of the visioning effort, participants at the Community Vision public meeting were asked if they liked the vision; and what they would change. In addition, the question was reiterated during the Community Vision Survey.

Q4 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.”Do you like the Visioning Statement for the County? (See Meeting Video at www.cowetaplans.com for more details on the Community Vision)



Four hundred thirty-one people responded to the question; the majority, (68.1%) liked the 2036 vision statement. However, when asked if they would make changes, 104 people responded. The responses provided valuable insight into the community vision and priorities of respondents.

Q5 If any, what changes do you suggest to the Visioning Statement?

Answered: 104 Skipped: 136

#	RESPONSES	DATE
1	none	3/6/2021 2:55 PM
2	There is no mention of safety of the citizens of coweta county.	3/5/2021 9:28 PM
3	Keep it simple and express in concrete terms instead of verbal excess of the existing statement. Specifically, what are the goals?	3/5/2021 4:31 PM
4	NA	3/5/2021 3:53 PM
5	Not sure that we want to promote development. It's been detrimental to our traffic issues and resulted in large neighborhood developments.	3/5/2021 3:23 PM
6	Traffic mgmt and NO HIGH DENSITY HOUSING.	3/5/2021 3:05 PM
7	Just follow it	3/5/2021 2:43 PM
8	New Frontier doesn't need to be capitalized. "Cultural character" could mean many, many things. Not sure what it means here.	3/5/2021 1:37 PM
9	Start abiding by it. The current growth is unmitigated and citizens' voices are not being considered. Every citizen I know is opposed to the current unmitigated growth. Everyone except for the Chambers of Commerce and those the growth benefits.	3/5/2021 1:23 PM



The Community Development team further refined the community vision with subsequent questions that examined other aspects such as quality of life, community attachment, perception of community, and identity (to review the survey in its entirety, please refer to Appendix A – Public Involvement).

The results of the meeting and survey are presented below as the 2041 Community Vision for Coweta County:

The County recognizes the distinct characteristics of each community that forms Coweta and desires to facilitate strong and vibrant communities through a balance of rural preservation and growth strategies. Coweta County strives to enhance economic development through continuous and deliberate planning of transportation and land use. The resulting communities will provide a unique sense of place and home by preserving and maintaining established neighborhoods and creating land-use opportunities to facilitate new homes and communities as essential sources accessible to all families. Thus, providing all residents the opportunity to thrive in Coweta County.

The 2041 Community Vision was subsequently utilized to illuminate priorities, issues, and matters that evolved from the public input and ultimately shaped the goals and policies in this plan.

IDENTIFYING THE VISION

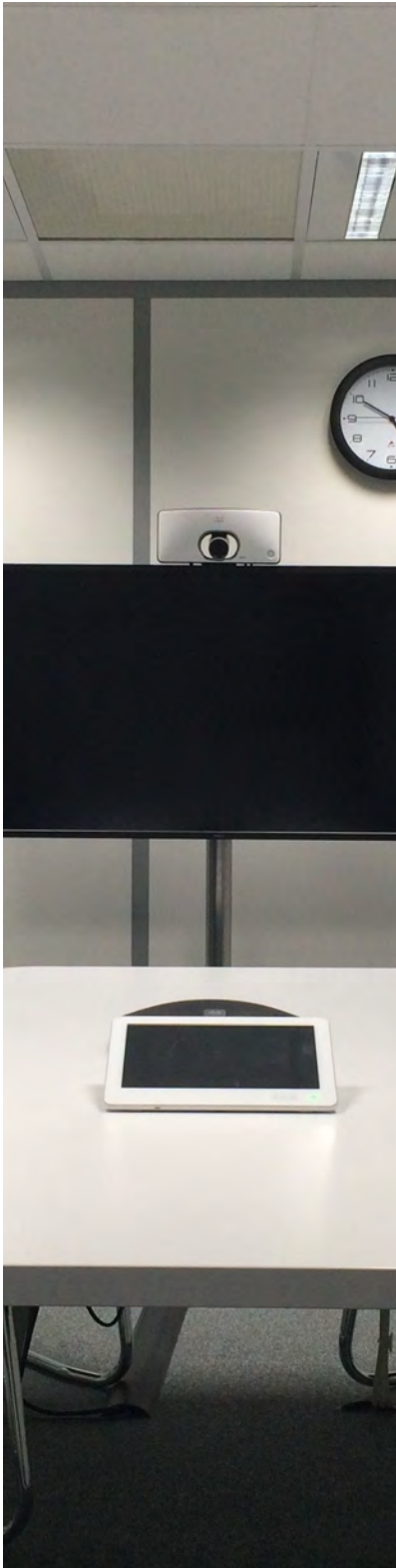
STRENGTHS, WEAKNESSES,
OPPORTUNITIES & THREATS
(SWOT)



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.

Strengths, Weaknesses, Opportunities, Threats (SWOT) are essential to the comprehensive planning process. SWOT assists community leaders in identifying needs and opportunities. In addition, the analysis prompts local citizens and decision-makers to brainstorm ideas about existing conditions and identify methods to improve the community.

During the update, the Steering Committee conducted a SWOT analysis. The results are summarized below. A broad range of items was found; they were studied in greater detail via the Needs and Opportunities from that list



Coweta County SWOT Analysis completed Spring 2021

A SWOT (strengths, weaknesses, opportunities and threats) analysis was conducted by the community stakeholders to identify the strengths, weaknesses, opportunities and threats which exist in Coweta County. The information gathered was utilized in developing the subsequent needs and opportunities list.

Strengths	
<ul style="list-style-type: none"> • Access to Chattahoochee River • Active Chamber of Commerce • Local industries • Interstate access • Diverse population • A variety of restaurants • Local events • Chattahoochee Bend State Park • Great school system • Location to Hartsfield-Jackson Airport • Airport in the County • Desirable filming locations 	<ul style="list-style-type: none"> • Proximity to railroad system • Active and passive greenspace • Excellent government services • Variety of recreational activities and facilities • Historic structures and facilities • University of West Georgia Newnan Campus • West Georgia Technical College • Technology for public involvement
Weaknesses	
<ul style="list-style-type: none"> • The current trend for industrial development sector is skewed toward warehouse/distribution • Citizen participation 	<ul style="list-style-type: none"> • Lack of access to broadband facilities throughout the county • Congestion along high traffic corridors (Highway 34 and Lower Fayetteville Road) during peak hours

Opportunities

- **Further marketing of County's unique lifestyle, character, and quality of life offerings**
 - **Promote ecotourism**
 - **Continue to improve communication between the County and the residents**
 - **Improve intergovernmental coordination**
 - **Strengthen citizen involvement in local matters**
 - **Diversify development types in employment centers away from those with emphasis on warehouse/distribution**
- **Promote agritourism**
 - **Manage a growing population**
 - **Continue to diversify economy Expansion of biking/walking trails**
 - **Promote Heritage tourism**

Threats

- **Uncontrolled growth**
 - **Traffic**
 - **Loss of farmland due to development pressures**
- **Competition from Alabama for industries and commercial properties**

NEEDS & OPPORTUNITIES



The County recognizes the distinct characteristics of each community that forms Coweta and desires to facilitate strong and vibrant communities through a balance of rural preservation and appropriate growth strategies.

NEEDS & OPPORTUNITIES

The initial Needs and Opportunities as shown in this Section were developed and identified in the 2016 Comprehensive Plan Update for Coweta County. For this comprehensive plan update, the needs and opportunities were reviewed, updated, and discussed by the 2041 Steering Committee. This was done utilizing a strengths, weaknesses, opportunities, and threats (SWOT) analysis.

Sense of Place – Needs

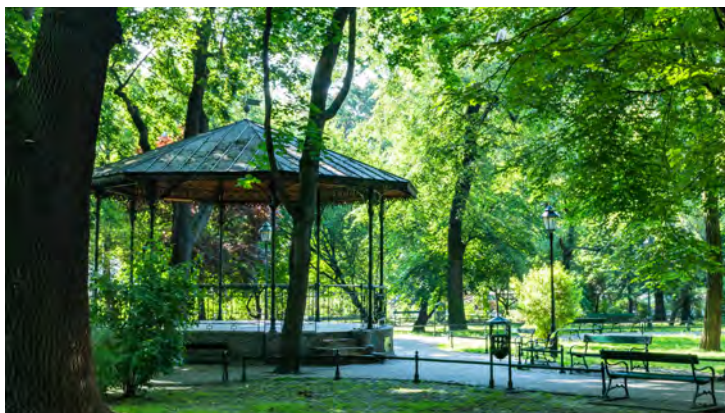
- Loss of small-town and rural character
- Much of the new development fails to draw upon Coweta County's unique architectural or design characteristics
- The franchise-driven character of new commercial development
- Weak preservation measures for important historic resources
- Lack of local ordinances and design standards to help ensure that new development complements the community's rural and historic character
- Lack of ordinances to support traditional neighborhood development.
- Few community gathering places



NEEDS & OPPORTUNITIES

Sense of Place – Opportunities

- Create attractive, mixed-use, pedestrian-friendly neighborhoods and shopping districts when a new village or mill village development and redevelopment opportunities arise
- Locate public facilities within the crossroads communities, mill villages, and new villages such as parks, schools, libraries, police precincts, recreation centers, and senior centers
- Ensure the compatibility of new development
- Reduce the cost burden of new developments on existing residents and businesses
- 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
- 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
- Deter strip commercial development. Where possible, encourage inter parcel access by building a grid-like system of streets or driveways within new commercial projects
- Improve look and image of the community from I-85 and at interstate interchanges. The interstate corridor and its interchanges are important gateways into Coweta County and need to be protected
- Preserve rural character, open space, and scenic viewsheds
- Emphasize infill in the cities and northeastern Coweta County



NEEDS & OPPORTUNITIES

Transportation- Needs

- Increasing traffic congestion along collector and arterial corridors
- Insufficient alternatives to automobile travel
- Overuse of cul-de-sacs and poor street connectivity
- Lack of inter-parcel connections along major commercial corridors
- Poorly timed, or untimed, traffic signals, particularly on state routes
- Poor east-west connectivity west of I-85
- Shared parking is prohibited
- The 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

- Promote travel demand management principles
- Create a transit connection to the airport
- Create pedestrian networks around commercial developments, schools, and neighborhoods



NEEDS & OPPORTUNITIES

Economic Development - Needs

- Lack of jobs/housing balance
- Not enough high paying jobs
- Perception of healthcare. The county needs to strive to continually improve both the quality and the perception of the local healthcare system
- Expanded education and job training

Economic Development - Opportunities

- Become an employment center for south-metro Atlanta
- Promote and market the county to business
- Promote historic-based tourism
- Promote equestrian-based tourism
- Promote sportstourism
- Improve overall quality of life
- Take a more proactive approach to business marketing, recruitment, and retention
- Increase activities promoting Coweta County for targeted employers



NEEDS & OPPORTUNITIES

Housing - Needs

- Limited housing choices
- Lack of executive housing
- Limited workforce housing

Housing - Opportunities

- Provide for an aging population through better healthcare, additional senior services, and housing alternatives
- 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
- Provide enough workforce housing to meet demand
- Foster redevelopment and infill
- Encourage neo-traditional neighborhoods instead of isolated subdivisions
- Encourage conservation subdivisions



NEEDS & OPPORTUNITIES

Natural resources - Needs

- Loss of open space. As the county continues to grow, much of its open spaces and many of its scenic views are being developed
- Loss of trees, tree canopy, and specimen trees from development pressures
- Declining water quality as the land is developed
- Non-attaining air quality

Natural resources - Opportunities

- Protect the Chattahoochee River and its tributaries
- Protect water supply watersheds
- Permanently preserve environmentally sensitive areas and scenic viewsheds
- Preserve green space in the development process
- Expand areas for passive recreation
- Expand the county's new stormwater management program



NEEDS & OPPORTUNITIES

Community Facilities and Services- Needs

- Quality public education and expansion and improvement in the county grade school education system are among the residents' greatest priorities
- Current infrastructure is inadequate to accommodate future residential growth
- Adequate water system treatment capacity, but the limited distribution system
- About 80 percent of the County's water customers use septic tanks
- Supporting Village Centers will require innovative solutions to providing wastewater treatment services. Sewer service will be necessary
- Accommodating the projected growth will be expensive
- Efficient service delivery is complicated by multiple service providers

Community Facilities and Services - Opportunities

- Prepare countywide plans for basic infrastructure and services
- Build the infrastructure necessary to attract industrial and business growth
- Cluster new facilities, like parks, schools, libraries, and fire stations, to reinforce a sense of place for Coweta's communities



ACHIEVING THE VISION

GOALS & POLICIES



The County recognizes the distinct characteristics of each community that forms Coweta and desires to facilitate strong and vibrant communities through a balance of rural preservation and appropriate growth strategies. Coweta County strives to enhance economic development through continuous and deliberate planning of transportation and land use. The resulting communities will provide a unique sense of place and home by preserving and maintaining established neighborhoods and creating land-use opportunities to facilitate new homes and communities as essential sources accessible to all families.

INTRODUCTION

The 2041 Goals and Policies continue the strategic planning effort and adopted policies from the 2036 Community Plan but have been updated to address the identified goals of this comprehensive plan.

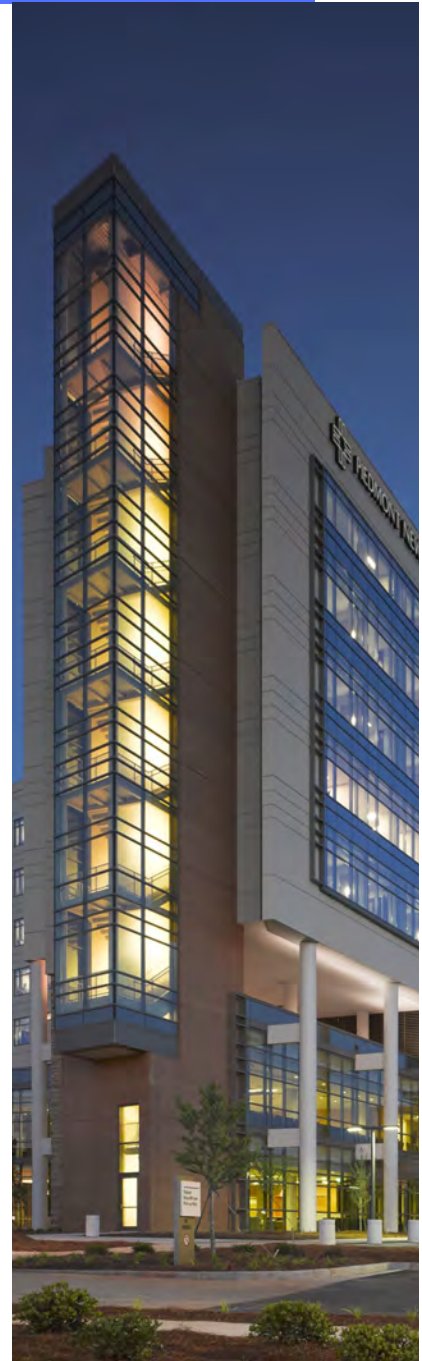
Public outreach efforts allowed stakeholders to review and suggest updates to the existing goals and policies. The results illustrate the community's vision for the future. The public involvement targeted stakeholders through public meetings, surveys, online mapping exercises, and project information and comment requests at the project website. As a result, the following goals and policies were identified as repeated concerns in the public feedback. The results illustrate the community's vision for the future and guide the county's decision-making processes and Community Work Program.

The 2040 Goals and Policies are comprised mainly of goals from the 2036 Community Plan. However, each goal was reviewed for its relevance to today's issues and future vision.

Five significant categories organize the goals:

- Land Use & Economic Development
- Housing
- Transportation
- Natural Resources
- Community Facilities & Services

Under each goal is a relative Department of Community Affairs (DCA) Quality Community Objective, exemplified in the policies listed for each goal.



GOALS AND POLICIES: LAND USE & ECONOMIC DEVELOPMENT

Goal 1:

❖ **Encourage development or expansion of businesses and industries that are suitable for the community**

DCA QCO: Economic Prosperity

DCA QCO: Efficient Land Use

Policies:

- Discourage “leapfrog” development across undeveloped areas
- Give priority to developments that mix uses and redevelop and revitalize existing underutilized commercial and industrial areas
- Encourage the redevelopment of brownfield sites located within our community
- Promote location of industry only in areas consistent with the Comprehensive Plan
- Promote nodal and clustered commercial development and discourage continuous and scattered commercial activity along major thoroughfares
- Encourage use of buffer zones (parks, paths, and mixed-use commercial districts) between incompatible residential and industrial and commercial uses
- Develop a program to identify and inventory historic, architectural, archaeological, and cultural resources in Coweta County
- Preserve, protect, and promote Coweta County's unique cultural and historic character and the resources that contribute to this character
- Encourage the maintenance of all historic structures and, when appropriate, their adaptive reuse
- Establish regulations and incentives to protect the County's historic, architectural, archaeological, and cultural resources in Coweta County from inappropriate development or destruction
- Encourage new development to incorporate building scale and architecture that enhances and draws from Coweta's historical architecture.
- Market and promote the agriculture, historic, recreational, and sports tourism opportunities in the county as well as the events and attractions
- Market and promote the community for expanded office/headquarters job opportunities
- Promote the community as a location for new speculative industrial building development

GOALS AND POLICIES: LAND USE & ECONOMIC DEVELOPMENT

Goal 2:

❖ Encourage efficient and compatible distribution of land uses

DCA QCO: Economic Prosperity

DCA QCO: Efficient Land Use

DCA QCO: Sense of Place

Policies:

- Protect established single-family residential neighborhoods from the encroachment of incompatible land uses
- Promote efficient use of land by encouraging well-designed, pedestrian-oriented developments that include a mix of uses and creative use of land
- Create opportunities to retrofit single-use commercial and retail developments into walkable, mixed-use communities
- Integrate recreation areas and greenspace throughout our community, within neighborhoods, along streets, in parking lots, and within commercial and industrial developments.
- 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"
- Encourage walkability, interaction among businesses, clear visibility of entryways, and centralized open space
- Promote development that is sensitive to the land and considers 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
- Encourage appropriate infill housing development in existing neighborhoods

GOALS AND POLICIES: LAND USE & ECONOMIC DEVELOPMENT

Goal 2:

❖ **Encourage efficient and compatible distribution of land uses**

DCA QCO: Economic Prosperity

DCA QCO: Efficient Land Use

DCA QCO: Sense of Place

Policies:

- Create innovative land-use products to facilitate affordable housing opportunities to ensure that all those who work in the community have a viable choice or option to live in the community
- Maintain and enhance the integrity and nature of existing residential neighborhoods through buffer zones and appropriate setbacks between differing land uses
- Ensure that quality housing is available for residents at all stages of their lives.
- Develop growth strategies that provide resources for supporting revitalization of neighborhoods, or facilitates opportunities for workforce housing, and effectively address the physical environment of the disadvantaged

GOALS AND POLICIES: HOUSING

Goal:

❖ **Promote safe and quality housing for all residents**

DCA QCO: Efficient Land Use

DCA QCO: Sense of Place

Policies:

- Develop land-use regulations that provide for a varied and diverse housing market
- Encourage increased density in the Growth Priority Area to promote affordable housing opportunities for all residents
- Create innovative land-use regulations to facilitate workforce housing opportunities to ensure that all those who work in the community have a viable choice or option to live in the community
- Encourage appropriate infill housing development in existing neighborhoods in the Growth Priority Area and Growth Maintenance Area
- Maintain and enhance the integrity and nature of existing residential neighborhoods through buffer zones and appropriate setbacks between differing land uses
- Ensure that quality housing is available for residents at all stages of their lives.
- Develop growth strategies that provide resources for supporting the revitalization of neighborhoods, or facilitates opportunities for workforce housing, and effectively address the physical environment of the disadvantaged
- Through strategic land-use planning and incentives encourage walkable, safe neighborhoods with green space for parks and recreation

GOALS AND POLICIES: TRANSPORTATION

Goal 1:

❖ Address the transportation needs, challenges and opportunities of all community residents

DCA QCO: Transportation Options

DCA QCO: Regional Cooperation

Policies:

- Promote the development of Complete Communities and Crossroad Communities to increase the efficiency of all transportation networks
- 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
- Provide for continuing analysis of transportation needs, considering population growth and patterns of development
- 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
- Ensure that new developments will be conducive to walking and biking
- Encourage the implementation of the County's Bicycle Master Plan and associated projects and policies
- Seek to provide necessary traffic and pedestrian signals and paths to promote a safer environment for pedestrians
- Collaborate with employers to provide information and incentives for programs to minimize or decrease rush-hour congestion impacts
- Provide for the routing of truck traffic around congested areas
- Manage access on collector and arterial streets
- Promote the provision of adequate parking in commercial development

GOALS AND POLICIES: TRANSPORTATION

Goal 1:

❖ **Address the transportation needs, challenges and opportunities of all community residents**

DCA QCO: Transportation Options

DCA QCO: Regional Cooperation

Policies:

- Encourage the use of rail for industrial needs
- Continue to purchase additional vehicle(s) for County 5311 Public Transit Program (as needed)
- Continue to coordinate with the School System to identify future school locations and plan road networks and connections around them
- Continue coordination with state and regional planning partners on transportation efforts in Coweta County
- Continue to work with federal, state and regional planning partners and local delegation to seek funding for transportation projects in Coweta County
- Continue the operation of the County 5311 Public Transit Program
- 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
- Develop and support local and regional Travel Demand Management programs
- Continue partnership and air quality programs with the Clean Air Campaign
- Continue ongoing culvert repair as needed
- Continue roadway rehabilitation as needed on county roads (milling, patching, and paving)
- Continue to work with federal, regional, state and private partners to design and construct the Amlajack Interchange at I-85 and associated improvements
- Continue partnership with Georgia Commute Options TDM program
- Continue to develop local Transportation Demand Management (TDM) programs, including promotion of Coweta County Transit and Xpress commuter bus options to reduce single-occupant vehicle trips and emissions
- Continue rehabilitation and improvements at the airport as needed

GOALS AND POLICIES: TRANSPORTATION

Goal 2:

❖ **Improve mobility**

DCA QCO: Transportation Options

Policies:

- Maintain existing transportation infrastructure
 - Improve efficiency of existing infrastructure
 - Enhance east-west connectivity
 - Improve interconnectivity and mobility between major travel corridors
 - Address known safety issues
 - Minimize conflicts between freight and non-freight trips
-

Goal 3:

❖ **Develop a multi-modal transportation network**

DCA QCO: Transportation Options

Policies:

- Integrate additional mode choices into roadway projects as practicable
- Extend the network of off-road trails
- Expand bicycle and pedestrian connectivity
- Maintain access to regional transit

GOALS AND POLICIES: TRANSPORTATION

Goal 4:

- ❖ Coordinate land use, development, and transportation

DCA QCO: Transportation Options

Policies:

- Use transportation projects to encourage the type of development desired by the community
 - Leverage the development process to strategically enrich the transportation network
 - Balance land use access and mobility on key transportation corridors
 - Ensure access to job centers and destinations
 - Support industrial growth with safe, efficient access to freight routes
 - Facilitate collaboration between local, regional, and state agencies on transportation planning
-

Goal 5:

- ❖ Enhance community quality through transportation

DCA QCO: Transportation Options

Policies:

- Do no harm to unique natural, historic, and community resources
- Maintain small-town character through appropriately scaled transportation
- Preserve the character of scenic corridors
- Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households

GOALS AND POLICIES: NATURAL RESOURCES

Goal:

❖ **Promote the efficient use of natural resources and identify and protect environmentally**

DCA QCO: Resource Management

Policies:

- 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
- 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.
- 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
- 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
- Preserve and restore trees and tree canopy in developed and developing areas

GOALS AND POLICIES: NATURAL RESOURCES

Goal:

- ❖ **Promote the efficient use of natural resources and identify and protect environmentally**

DCA QCO: Resource Management

Policies:

- Encourage the preservation and planting of trees and other vegetation that enhance community livability and appearance
- Seek to improve the visual quality of the highway system
- Improve regulation of telecommunication towers and billboards to help preserve scenic vistas
- Acquire greenway through grants, donations, exchanges, development agreements
- Continue the development of priority greenways/trails connecting all parks and neighborhoods

GOALS AND POLICIES: COMMUNITY FACILITIES & SERVICES

Goal:

- ❖ **Ensure that all community residents, regardless of age, ability, or income, have access to critical goods and services, safe and clean neighborhoods, and good work opportunities**

DCA QCO: Local Preparedness

Policies:

- 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
- Ensure that new and existing development is supported adequately by necessary infrastructure, particularly roads, schools, public safety protection, and wastewater treatment systems
- Make efficient use of existing infrastructure before making new investments in capital projects that will increase operating and maintenance costs
- Encourage future development to take place through the logical expansion of existing developed areas with a utility extension policy that is sequential and phased
- 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 service
- Link stormwater management goals to better land use and development regulations
- Limit impervious surface coverage
- Participate in the intergovernmental review procedures for annexation or de-annexation 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
- Continue the implementation of local, state, and federal stormwater requirements (National Pollutant Discharge Elimination System, Phase II Program and Metropolitan North Georgia Water Planning District)
- Continue public education and outreach program on stormwater and water quality issues
- Continue to replace ambulance and on-board equipment as needed
- Continue SCBA Upgrades as needed
- Continue bunker gear replacement as needed

GOALS AND POLICIES: COMMUNITY FACILITIES & SERVICES

Goal:

❖ **Ensure that all community residents, regardless of age, ability, or income, have access to critical goods and services, safe and clean neighborhoods, and good work opportunities**

DCA QCO: Local Preparedness

Policies:

- Increase Library Collection Volumes as funds are available
- Continue to monitor water usage, flow and rainfall monitoring, and water leakage
- Prepare annual water quality report
- Continue public education efforts regarding septic tanks
- Continue grease management program
- Continue overflow response program
- Continue water system improvements as needed
- Continue backflow prevention efforts
- Continue to distribute public education materials for encouraging water conservation
- Continue to make watershed assessments

LAND USE

CHARACTER AREAS



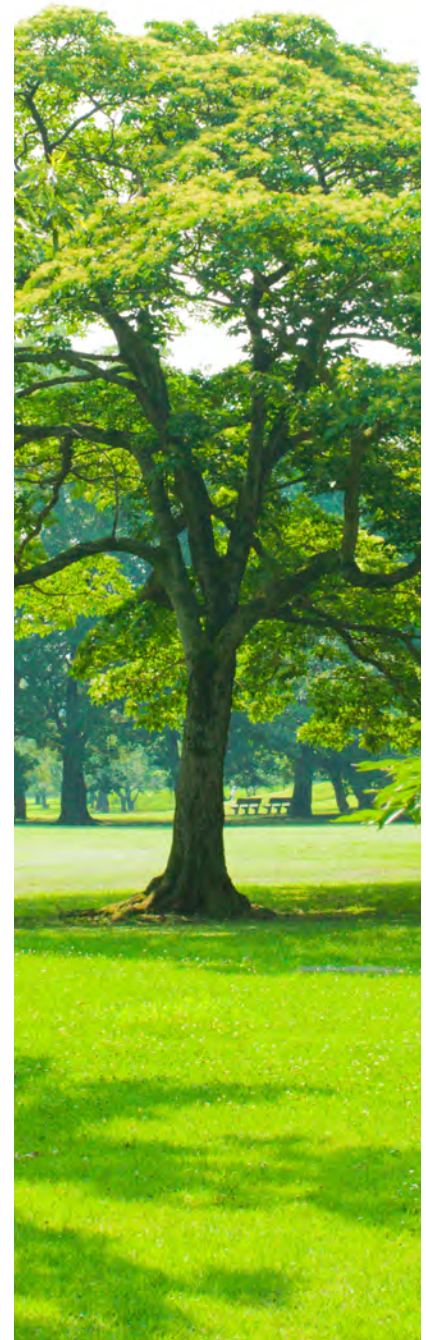
The County recognizes the distinct characteristics of each community that forms Coweta and desires to facilitate strong and vibrant communities through a balance of rural preservation and appropriate growth strategies.

Introduction

Land use is the heart of Coweta County's comprehensive plan. Land use plans and policies help achieve the community vision. However, a thorough review of existing development characteristics must happen before policies are drafted.

The goal of the land use section is to define the most desirable land use patterns in the county. These patterns are known as character areas, and their locations and boundaries are drawn on the Character Area Map. Character Areas possess unique qualities that create their identity. Once they are defined, implementation strategies create recommended actions to preserve, enhance, or facilitate the best and highest use of the area. Typical approaches include recommend the creation or amendment of land-use regulations, conducting area studies or supplemental plans, and design guidelines.

The Character Area Map is the primary product of the land use planning process. The character areas illustrate the county's future concept and guides county officials and staff when making rezoning and annexation decisions.



LAND USE CHARACTER AREAS

Coweta County's Character Area Map divides the unincorporated County into the following 10 character areas:

- Employment Center – Industrial
- Employment Center
- Interstate Gateway
- Complete Community
- Complete Community – Rural Village
- Rural Places
- Suburban Residential
- Priority Development
- Mill Village
- Crossroads Community

The following character area narratives include pictorial descriptions to help the reader visualize the characteristics that make each unique in the county. The character areas are described in more detail by identifying the following:

- Description
- Corresponding Zoning
- Predominant Land Use
- Density & Growth Strategy
- Design
- Transportation
- Implementation Strategies
- Visioning

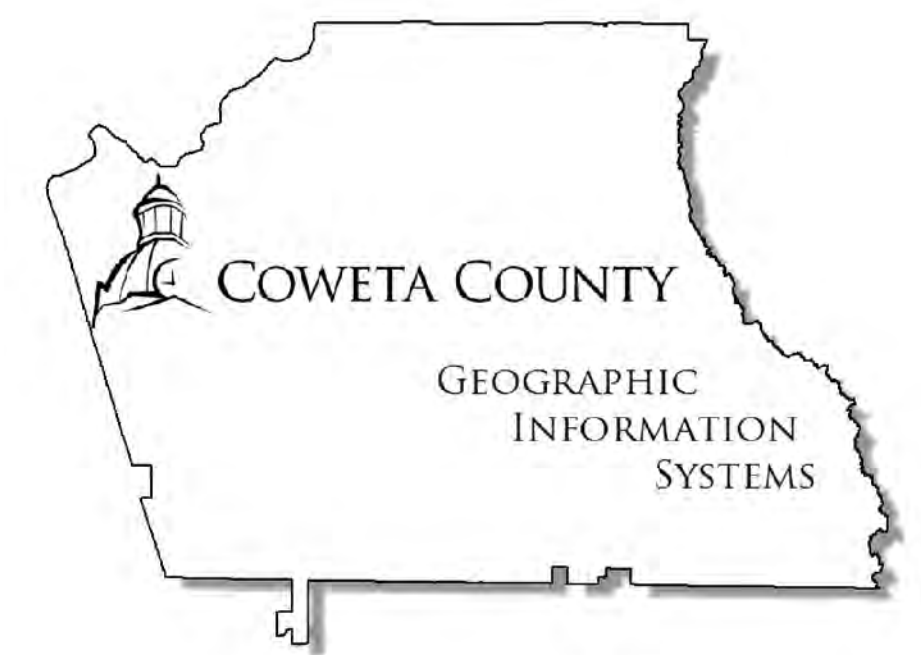
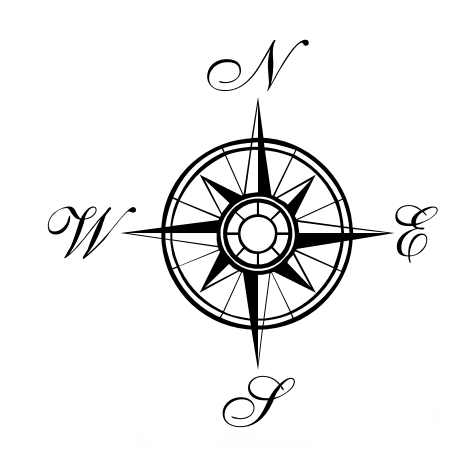
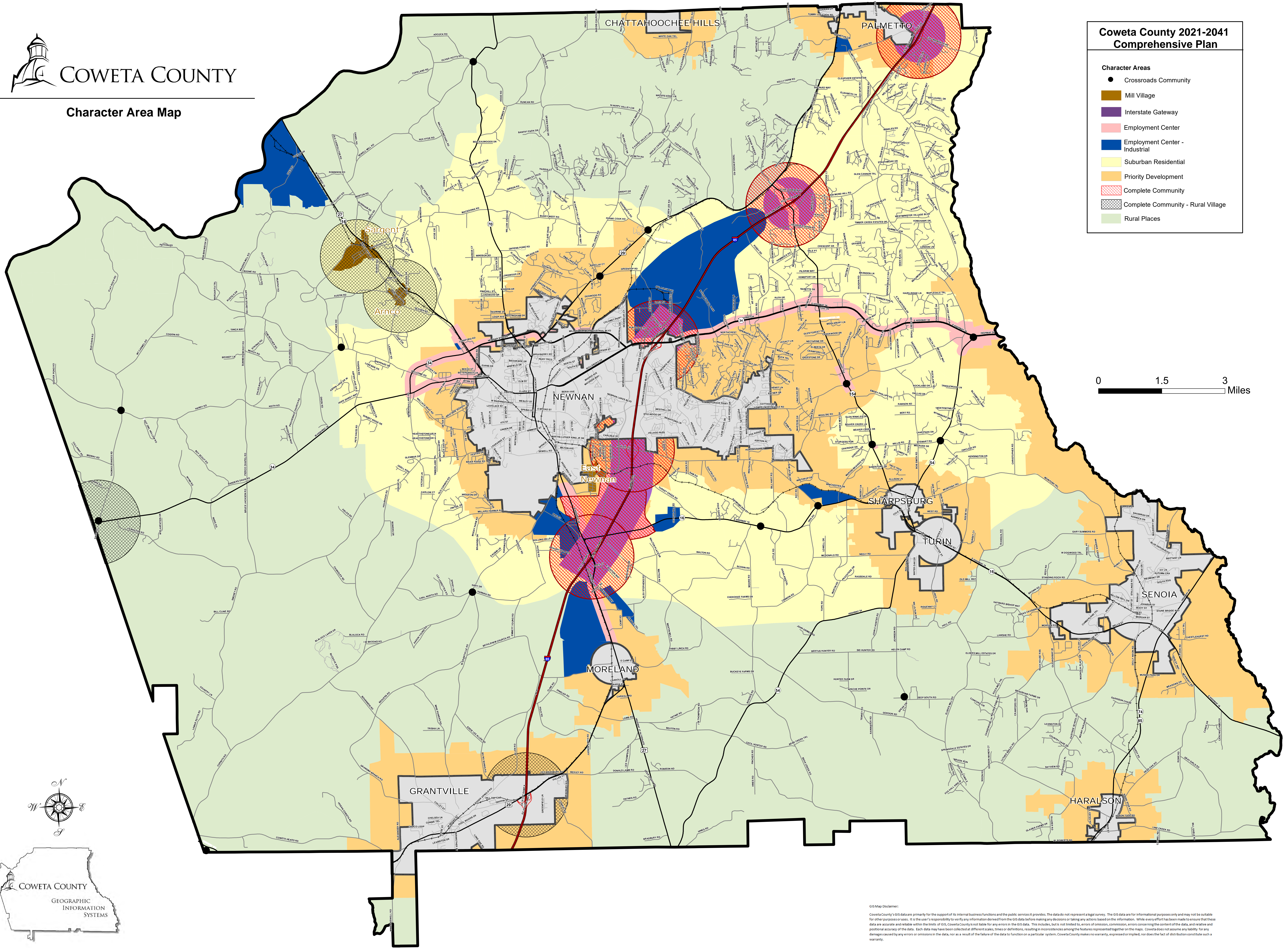
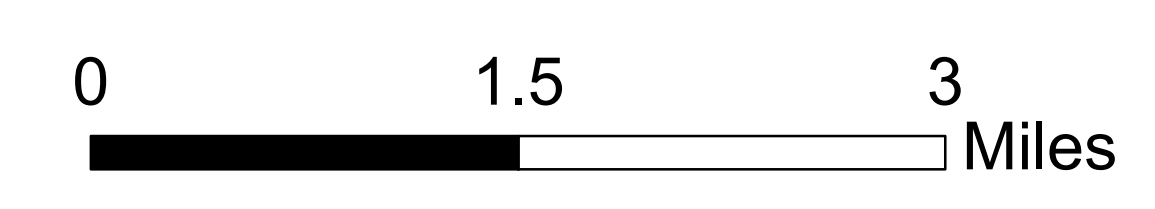


Character Area Map

**Coweta County 2021-2041
Comprehensive Plan**

Character Areas

- Crossroads Community
- Mill Village
- Interstate Gateway
- Employment Center
- Employment Center - Industrial
- Suburban Residential
- Priority Development
- Complete Community
- Complete Community - Rural Village
- Rural Places



GIS Map Disclaimer:
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COWETA COUNTY

Rural Places

CHARACTER AREA



RURAL PLACES

Description

The Rural Places character area designation in Coweta County is outside the urban service area and is associated with low-density residential development and agricultural farm operations of varying sizes. In addition, the landscape of Rural Places includes forestry sites, natural resource conservation, and groundwater recharge areas.

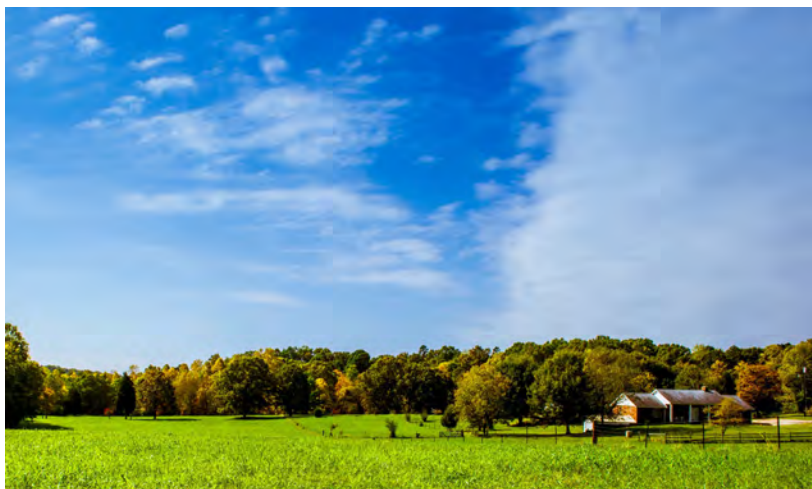
THE RURAL PLACES CHARACTER AREA SEEKS TO PRESERVE THE ECONOMIC FUNCTION OF AGRICULTURE, LIVESTOCK, AND FORESTRY IN COWETA COUNTY



This character area also includes small, neighborhood-serving commercial use and institutional uses.

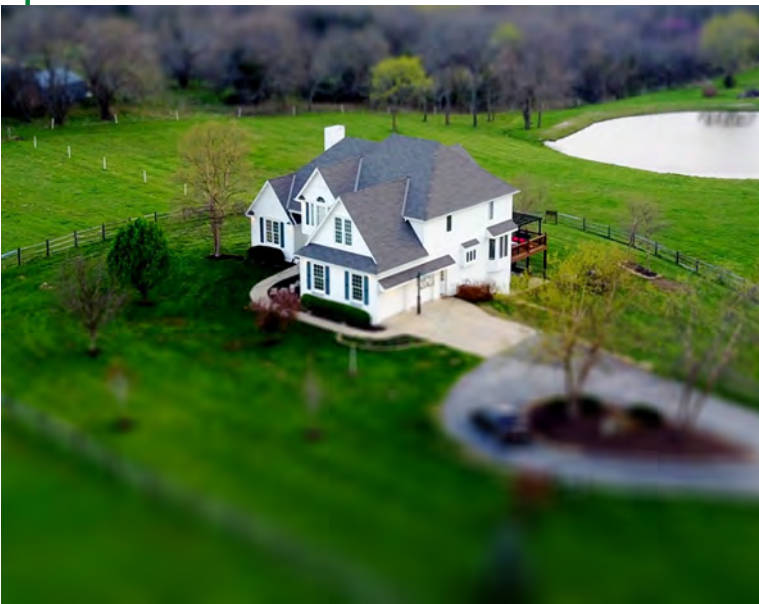
Open space here is often privately held in the form of individual farms and yards. As a result, civic and community recreation areas are limited.

Preservation of sensitive natural resources is essential. Therefore, this character area acknowledges the watersheds, wetlands, floodplains, and environmentally sensitive areas within. The Cedar Creek watershed and zoning district are within the Rural Places Character Area.



CORRESPONDING ZONING

Rural Conservation (RC)
Commercial Limited Services (C-LS)
Commerical-5 (C-5)
Conservation Subdivision (CSD)
Residential Retirement and Community Care (RRCC)
Cedar Creek (CC)



DENSITY & GROWTH STRATEGY

The Land Development Guidance System limits density in most areas to one (1) dwelling unit per five acres.

The growth strategy for this area is to maintain our rural character by limiting new development to uses that are compatible with the rural environment.

PREDOMINANT LAND USE

Agriculture
Forestry
Undeveloped and natural areas
Low-density single-family residential
Civic/Institutional
Rural Village
Recreation

DESIGN

Rural Places residential neighborhoods are characterized by single-family homes on large lots, with a high degree of building separation and deep setbacks. A generous tree canopy is typical of these neighborhoods and should be maintained and encouraged. Clear-cutting and grading should be discouraged for new residential development.

As infill development occurs, care should be taken to reflect the dimensions and rural character of the existing landscape. Design should be human scale. New development should follow guidelines for Traditional Neighborhood Development.



New non-residential development should designate parking and loading at the back of the buildings. This design strategy maintains the rural landscape by not cluttering the viewshed with parking lots and automobiles.

Residential Planned Development Projects (R-PDP) along the major highway corridors should be clustered and screened to preserve rural views from the corridor.



TRANSPORTATION

Roadways in these areas should be widened only when required to meet public safety standards. The integrity of the rural landscape should be preserved on the major transportation corridors. Local roads in residential areas should be designed to facilitate a quiet, peaceful retreat for residents.

Roadway safety improvement. In areas where roads accommodate both agricultural and residential trips, traffic calming methods may be implemented to reduce vehicle speeds and encourage careful driving.

Landscape buffers between the roadways and new development should preserve trees and greenspace. Thus, offering a safer and walkable pathway for those in more dense and heavily trafficked areas such as SR 16/ALT 27, US 29, and SR34.



IMPLEMENTATION STRATEGIES

- Roadway safety improvements should consider roads frequently shared with farm equipment to employ traffic calming where needed.
- On local roads in predominantly residential areas, traffic calming methods should be encouraged. This may include the following calming techniques:
 - Transverse pavement markings
 - Speed back signs
 - MPH pavement legends
 - Red pavement at stop signs
- Conduct Infill Housing and Small Area Study to identify and guide compatibility of new development.
- Survey scenic view-sheds and historical features. Historic preservation may be considered on a voluntary basis for homes and even neighborhoods built over 50 years ago that still maintain a strong historical character and context.
- Limit clearing and grading. Encourage the preservation of tree canopies.
- Allow only appropriate zoning districts.
- Encourage low-impact uses.
- Reduce impervious cover in the Cedar Creek watershed.
- Prepare a light ordinance to reduce evening glare and preserve the dark sky.
- Encourage conventional agriculture use with creative land-use regulations and implementing the right to farm zoning.
- Encourage broadband incentives to extend coverage in rural areas. To provide the needed tech infrastructure for modern farm technology.



VISIONING

These areas of rural land are likely to face increased development pressure for low, and medium-density residential subdivisions. New developments should consist of large residential lots and open space. The maximum density of one (1) unit per five acres should not be varied for significant developments in the Rural Places Character areas.

Innovative land-use regulations may offset the development pressure for increased density in Rural Places. For example, the concept of Complete Communities -Rural Village may create a land-use product to enhance rural areas desired by residents. Portions of the Rural Places fall within the Growth Maintenance strategy area; these locations may better serve innovative land-use products than those in the Rural Places strategy area.

THE COUNTY SHOULD CONTINUE TO PRESERVE FARMING AND RURAL PRESERVATION OPTIONS AS A VIABLE AND IMPORTANT PART OF COWETA COUNTY INDUSTRY BY MAINTAINING LOW-DENSITY RESIDENTIAL DEVELOPMENT AND RIGHT TO FARM PRINCIPLES





COWETA COUNTY

Suburban Residential

CHARACTER AREA



SUBURBAN RESIDENTIAL

Description

These areas of low-density residential are primarily located within the Growth Maintenance area. Suburban Residential character areas have more dense development than the surrounding Rural Places. Residences are typically placed on small lots under 5 acres in the Growth Maintenance strategy area. However, there are remaining pockets of agricultural use and large lot, residential. These low-density areas are primarily seen in the Rural Places tier of the growth strategy.

Suburban Residential character areas are where a transition occurs from previously rural and agricultural uses to suburban residential. Typically, the change has already been set in motion, and the development pressures continue to increase. This is most evident along significant highway corridors such as SR16/ ALT27, US 29, and SR34.



LOW-DENSITY IS RECOMMENDED DUE TO BEING LOCATED OUTSIDE THE URBAN SERVICE AREA

These areas are characterized by traditional subdivision development with single-family homes on lots less than five acres. Most commercial development is automobile-oriented and centered around nodes with neighborhood convenience retail and scattered strip commercial. There is not much pedestrian or cyclist activity due to the long distances between residential and commercial use.

Here, open space is often privately held in individual yards or open space collectively owned by a homeowners association.



CORRESPONDING ZONING

- **Rural Conservation (RC)**
- **Village Centers (VC)**
- **Conservation Subdivision (CSD)**
- **PDP Planned Development Projects (PDP)**
- **Commercial Limited Services (CLS)**
- **Commercial - 3 (C-3)**
- **Residential Retirement and Community Care (RRCC)**



PREDOMINANT LAND USE

**Residential
Mixed-use**

Neighborhood Commercial

(Small-scale neighborhood commercial, 20,000 square feet or less to serve the needs of nearby residences)

**Office/Professional
Civic/Institutional
Open Space & Recreation**

DENSITY & GROWTH STRATEGY

The Land Development Guidance System has a density range from one unit per five acres to 0.625 dwelling units per one acre.

Low-density development is generally encouraged because the character area functions as a transition between Rural Conservation and regions of greater density in Priority Development.

The Suburban residential Character area is primarily located within the Growth Maintenance area on the Growth Strategy Map. However, the character area does overlap with Rural Places and Growth Priority strategy areas.

Low-density residential is typically recommended for this character area due to being primarily located outside the urban service boundary and Growth Priority Area. However, some areas overlap the Priority Growth. In the overlapping locations, consideration may be given to increased density if the site has adequate transportation facilities and existing sewer.

Similarly, low density with large lots is recommended for the areas where Suburban Residential overlaps the Rural Places growth strategy tier.



DESIGN

Suburban Residential neighborhoods are characterized by low-density, single-family homes on large lots, with a high degree of building separation and deep setbacks. Due to differing development years and scattered development, there are no unifying architectural styles. Therefore, as infill development occurs, care should be taken to reflect the dimensions and scale of the existing structures and surrounding landscapes while employing traditional neighborhood development standards where applicable.

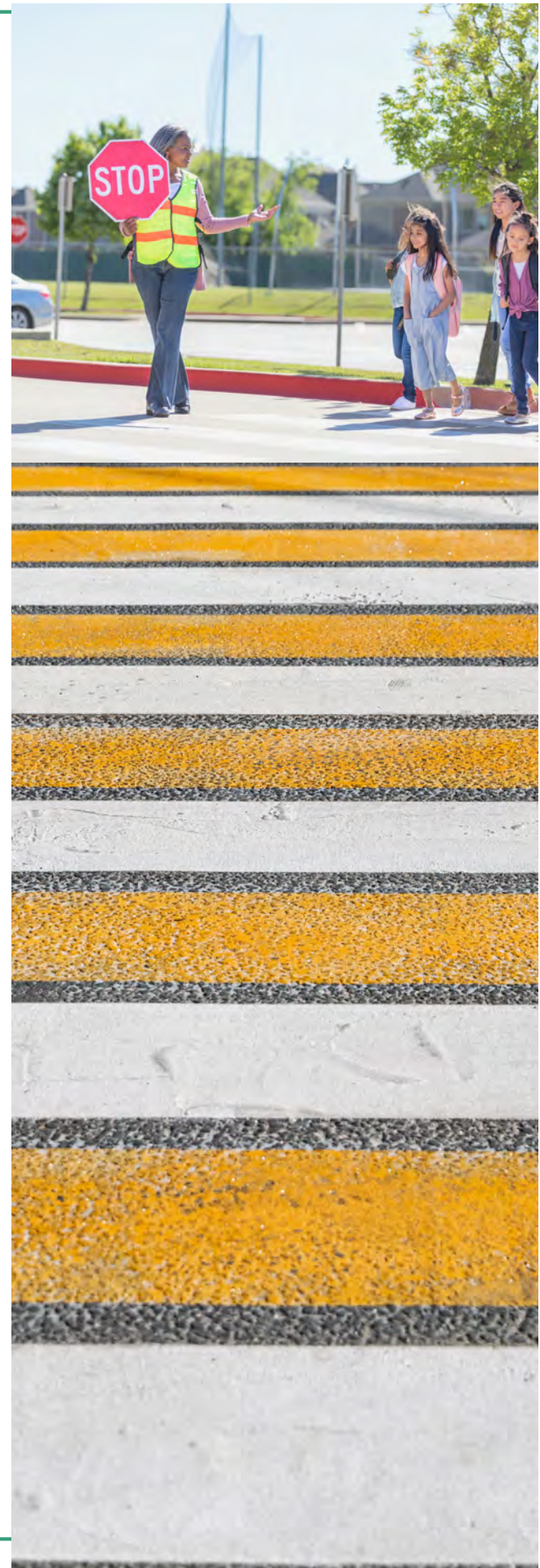


TRANSPORTATION

Transportation networks in Suburban Residential neighborhoods should be designed to provide a non-congested, quiet retreat for residents. In predominantly residential areas on local roads, traffic calming devices such as speed humps, rumble strips, bulb-out curbs, and crosswalks may be implemented to reduce vehicle speeds and encourage careful driving. In addition, road networks should be designed to provide connectivity to the surrounding area.

Roadways in these areas should be widened only when required to meet public safety standards. The integrity of the rural landscape should be preserved on the major transportation corridors.

Non-residential development should locate parking and loading at the back of the buildings to preserve the neighborhood and human scale.



IMPLEMENTATION STRATEGIES

- Roadway safety improvements to mitigate concerns about freight traffic.
- Mitigation against sprawling development patterns should be a priority of land use regulations.
- Development or redevelopment within Growth Maintenance and Rural Places growth strategy areas should discourage high-density residential uses.
- Ensure that water, sewer, and road infrastructure is provided concurrently with infill development. This should include siting and type of schools and public safety.
- New development should blend with existing neighborhoods.
- Provide for commercial businesses at a neighborhood scale, and no big boxes.
- Provide flexibility in land-use regulations to encourage creative design, green space, open space, and green design, including bicycle and pedestrian way continuity.



IMPLEMENTATION STRATEGIES

- New residential development should be designed to minimize the amount of land consumed. In addition, open spaces should be designated from development for use as public parks or as greenbelts. This will help to offset the increase in density and lack of private space.
- Allow only appropriate zoning districts.
- Historic preservation may be considered voluntarily for homes and even neighborhoods built over 50 years ago that still maintain a solid historic character and context.
- Conduct Infill Housing Study and develop guidelines to regulate compatibility of new development in Suburban Residential character area.
- Discourage clear-cutting. Encourage the preservation of tree canopies and tree replanting.
- 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.



VISIONING



The suburban residential character areas should be encouraged to develop at lower densities to preserve the transition between Rural Places and Priority Development character areas. In addition, care should be taken to ensure development will occur concurrently with existing infrastructure. Furthermore, due to the lack of impact fees, the County needs to ensure equitable distribution of infrastructure costs for new development.



There should be an increased emphasis on connectivity and walkability where new development is permitted. The areas should provide for interconnectivity between adjacent subdivisions to minimize additional traffic on existing roads. Increased interconnectivity will lessen traffic on the external transportation system.



Suburban Residential character areas should encourage open space within and outside of subdivisions to provide additional green space and passive and active recreation areas that will serve the residents. Areas for passive recreation will benefit all residents in the County by providing increased wellness destinations to balance the density and smaller private spaces of the Growth Priority areas.



COWETA COUNTY

Priority Development

CHARACTER AREA



PRIORITY DEVELOPMENT

Description

Residential neighborhoods in the Priority Development character area include a mix of detached single-family residential and attached senior housing. This character area also has older established communities, compact neighborhoods, and it borders regional and local commercial centers. The Priority Development character area supports nearby commercial and industrial endeavors with land-use options that facilitate workforce housing due to potential compact neighborhoods.

**THE EXPECTATION
OF URBAN
SERVICES IS
GREATEST WITHIN
THIS CHARACTER
AREA**



Additionally, the infill patterns lend themselves to the nearby commercial, office-institutional, and light industrial development tailored to meet the community's needs by creating live and work destinations. A few compact neighborhoods are located near employment centers creating complete communities. Civic and recreational uses are typically seen within Priority Development areas.

Significant growth pressure is seen in this character area due to the ready availability of water and sewer services. Consequentially, this character area intends to channel growth pressure to suitable areas in terms of compact land-use patterns and infrastructure investment.

CORRESPONDING ZONING

- **Rural Conservation (RC)**
- **Planned Development Project (PDP)**
- **Mixed-Use Employment Supporting District (C-MU)**
- **Commercial Limited Services (CLS)**
- **Office-Institutional (O-I)**
- **Village Centers (VC)**
- **Residential Retirement and Care Community (RRCC)**

PREDOMINANT LAND USE

Residential
Civic/Institutional
Mixed-Use
Neighborhood Commercial
Open space and recreation

DENSITY & GROWTH STRATEGY

The Land Development Guidance System limits density in these areas to 0.625 dwelling units per acre. Through the Planned Development Project (PDP) overlay zoning district, four dwelling units per acre are possible for land adjacent to municipalities.

Increased density may be possible due to location within the Growth Priority Area. Areas of Priority Development within Growth Priority strategy areas may see increased density due to the availability of urban services.



DESIGN

Priority Development residential areas are relatively compact, walkable places. Homes are oriented to the street, sited on smaller lots with shallow setbacks. As infill occurs, density should be encouraged through both horizontal and vertical design.

In some cases, Priority Development Residential neighborhoods may take the form of master-planned communities, such as Planned Development Projects (PDPs). These planned communities are meant to allow for innovative designs that may not fit within the confines of established zoning districts. PDP approvals are tied to project site plans, allowing for both greater flexibility and administrative discretion. PDPs often integrate a mixture of housing types and sizes and limited commercial uses, open space, and recreation facilities.

Open space is a mix of small, private lawns and shared spaces, such as neighborhood parks or trails. Integration with existing historic style and patterns are encouraged.



TRANSPORTATION

As infill development increases, pedestrian amenities such as continuous sidewalks, crosswalks, lighting, and tree canopies should be incorporated into elements of neighborhood streets to encourage non-automotive trips to nearby destinations.

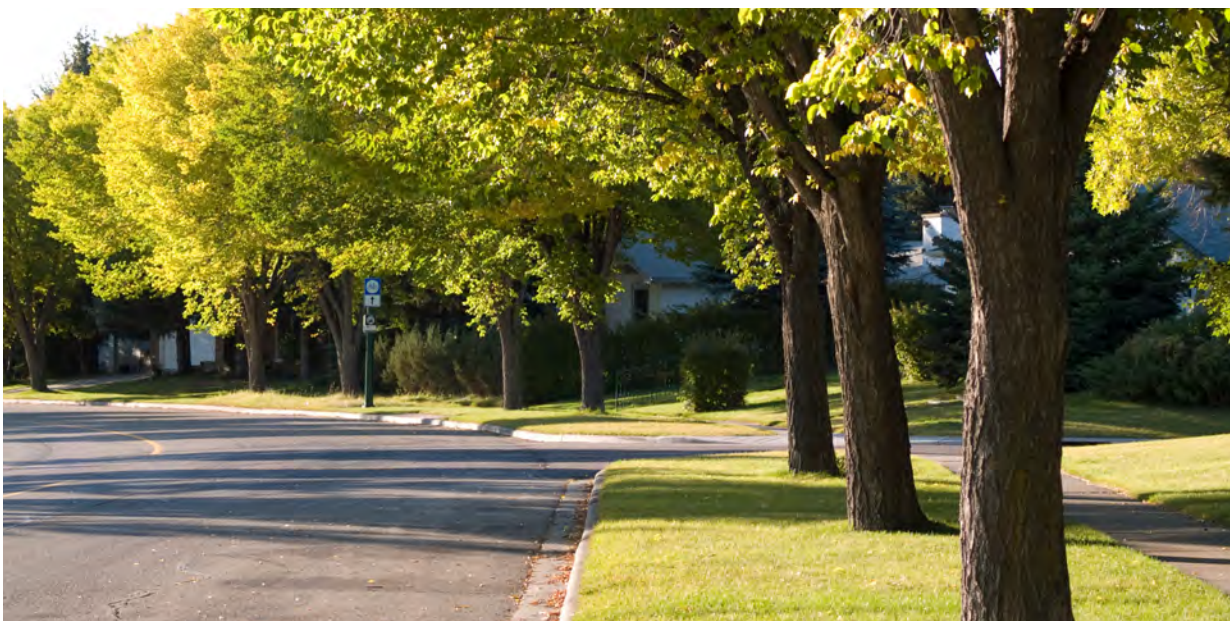


Major arterial and collector roads are where most employment centers and mixed-use developments are currently located. This compilation of non-residential use creates a commercial corridor. Thus, the commercial corridors within the GrowthPriority areas are flanked mainly by residential and mix-use development.

Therefore, new development and significant redevelopment should be designed with multiple entry points to avoid creating stressors on high-trafficked roads.

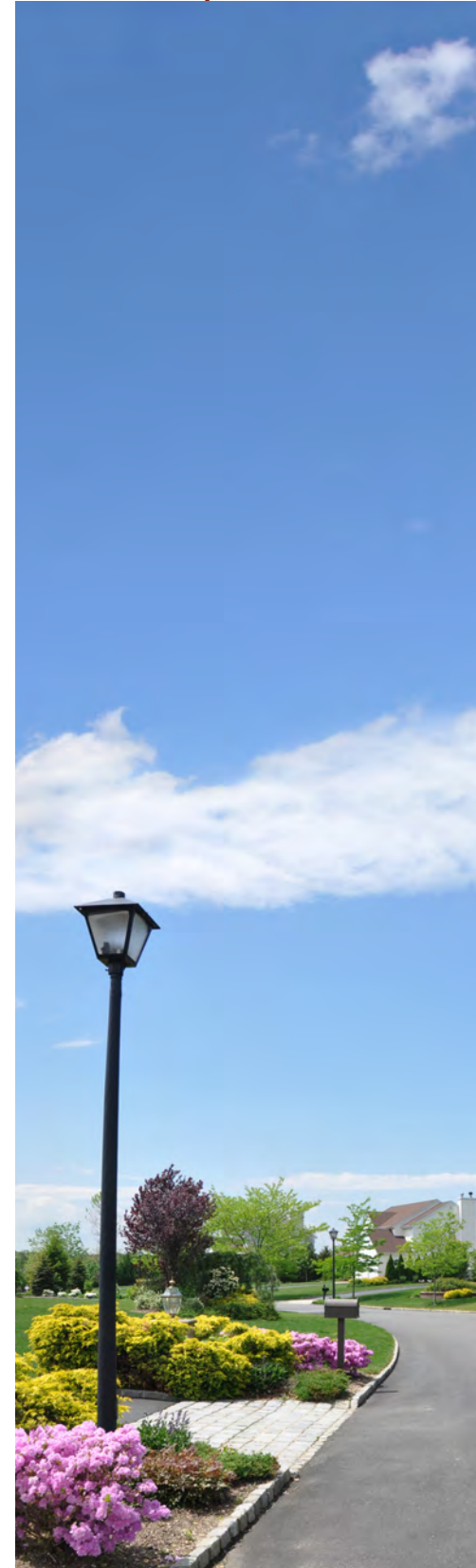
IMPLEMENTATION STRATEGIES

- New businesses and industries should keep with the community's needs regarding jobs, wages, and other economic activities in the region.
- Strategic planning for adjacent land use can create additional employment prospects to create higher-skill job opportunities.
- Explore innovative land-use regulations to provide various housing and business opportunities, including mixed-use.
- Discourage clear-cutting. Instead, preserve tree canopies and encourage tree plantings.
- Strengthen the review process for analyzing the impact of stormwater design on potential lot configurations for dense infill development.
- Roadway safety improvements that promote bicycle and pedestrian routes.



IMPLEMENTATION STRATEGIES

- Ensure that water, sewer, and road infrastructure is provided concurrently with development. This should include siting and size and type public safety and schools.
- Provide flexibility and incentives in land-use regulation to encourage creative design, green space, and open space, including bicycle and pedestrian interconnectivity.
- New developments should set aside open space to include parks or greenbelts.
- Land use should encourage adaptive reuse of historic resources rather than demolition.
- Conduct infill housing and small area study to explore development guidelines for the compatibility of new development.
- Land-use regulations should explore approaches to mitigate scattered and sprawling development patterns.



VISIONING



Priority Development areas are places of vibrant residential activity. The homes within the character area benefit from convenient access to urban areas and town centers. The availability of urban services and adequate infrastructure enable more dense communities and clustered development than other character areas.

However, the increased density, proximity to urban areas, and major highways present challenges as well. Land-use regulations should ensure that new development will occur concurrently with the allocation of needed infrastructure. As infill progresses, land-use products should explore horizontal and vertical density opportunities.

Furthermore, providing a variety of land use products with increased density encourages and facilitates more paths to homeownership and reinforces the economic stability of existing neighborhoods. Thus, the Priority Development character provides workforce housing near significant employers in Coweta County.

Alternative modes of travel can offset traffic congestion by connecting the residential population that flanks the commercial corridors to employment centers. Land-use regulations should encourage neighborhood-level active and passive recreation opportunities. Density bonuses should be explored for enhanced recreational or open space areas within new developments.

New development should include desirable pedestrian and bicycle infrastructure



COWETA COUNTY

Mill Village

CHARACTER AREA

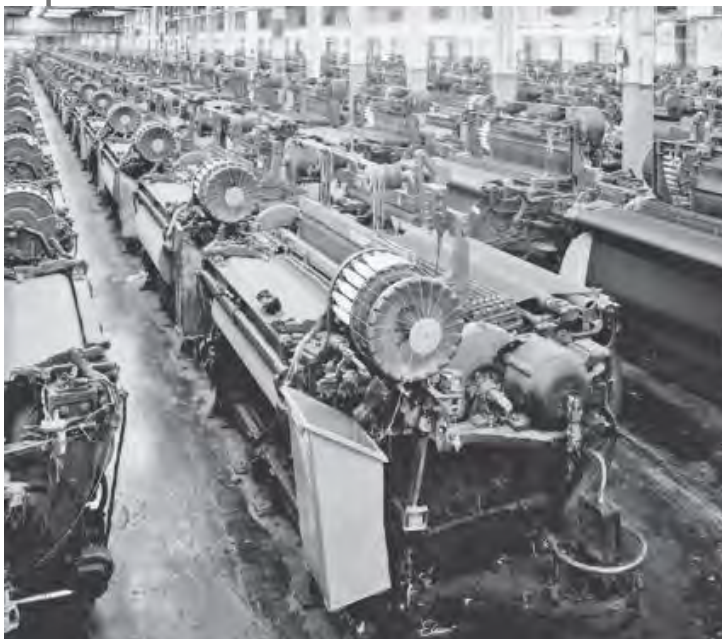


MILL VILLAGE

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 village, the mill which served as the employment center is closed. However, these planned communities retain historic housing, a grid of interconnected streets, and a strong local identity. They represent a unique chapter in the development of Coweta County. The mill villages created a new way of life for Coweta residents by combining their rural agricultural heritage with the modern experience of factory labor.



**REDEVELOPMENT WOULD
RESULT IN A MIXED-USE
FORM DESIGNED TO
ENHANCE THE HISTORIC
FORM OF THE MILL
VILLAGE**

The Mill Village Character Area also includes small, neighborhood-serving commercial use, recreational and institutional uses.

Open space is typically seen as private yards with small civic and institutional green spaces.

CORRESPONDING ZONING

- Rural Conservation (RC)
- Commercial Limited Services (CLS)
- C-3
- C-4
- Planned Development Project (PDP)
- VC Village Center (VC)
- RRCC Residential Retirement and Community Care (RRCC)



PREDOMINANT LAND USE

Residential
Mixed-use
Neighborhood commercial
Office/Professional
Civic/Institutional
Open Space & Recreation



GROWTH STRATEGY

The mill villages had all the elements of modern-day mixed-use communities. This was due to the lack of car dependency during their development. The mill villages evolved to allow the nearby residents to walk to work, store, school, and church. New development and redevelopment in the mill villages should preserve and illustrate the historic neighborhood design.

Commercial and retail areas may be freestanding office buildings, regional shopping centers, or professional campuses. New building frontages and entrances should be oriented toward the road to contribute to the walkability and sense of place in the surrounding area along primary streets.

New non-residential development should designate parking and loading at the back of the buildings. So, as to not clutter the landscape and viewshed with parking lots and automobiles.

Screening and buffers, such as appropriate setbacks, fences, walls, and landscaping, should be provided to minimize disturbances from differing land use.



DESIGN

The mill villages had all the elements of modern-day mixed-use communities. This was due to the lack of car dependency during their development. The mill villages evolved to allow the nearby residents to walk to work, store, childcare, school, and church. New development and redevelopment in the mill villages should preserve and illustrate the historic neighborhood design.

Commercial and retail areas may be freestanding office buildings, retail, restaurants, or professional campuses. New building frontages and entrances should be oriented toward the road to contribute to the walkability and sense of place in the surrounding area along primary streets.

New buildings should be in keeping with the overall historical style and design. In addition, new residences should complement the predominant historic house types: minimal traditional/American small houses, saddlebag, double shotgun, and bungalow house types.

Screening and buffers, such as appropriate setbacks, fences, walls, and landscaping, should be provided to minimize disturbances from differing land use.

**HISTORICALLY,
THE MILL
VILLAGES WERE
DEVELOPED TO
BE COMPACT
COMMUNITIES
CENTERED
AROUND THE
ECONOMIC HUB**



TRANSPORTATION



The existing transportation system is auto-oriented and impacted by freight traffic on a minor arterial (SR16/ALT 27) at Arno and Sargent.

Currently, sidewalks are generally nonexistent and discontinuous due to scattered development. However, several locations along the roadways have distinct foot-worn paths on the shoulder. These well-worn paths are due to pedestrian traffic traveling from residential to commercial destinations. In addition, census tract information for the Arno-Sargent area shows that a noticeable percentage of the population does not own a vehicle.

Thus, as the area redevelops, pedestrian and bicycle infrastructure should be incorporated into the community's transportation network. Alternative travel within the mill village creates opportunities to improve pedestrian and cyclist safety. In addition, the Arno and Sargent mill village area could benefit from a dedicated transit route to major employers in the City of Newnan.

Roadways in these areas should be widened only when required to meet public safety standards. The integrity of the rural landscape should be preserved on the major transportation corridors.

IMPLEMENTATION STRATEGIES

- Orient new buildings toward primary streets
- Screening and buffering between differing land use Aesthetic standards for buildings, signs, and landscaping.
- Performance standards for noise, light, viewshed, impervious surface, and stormwater.
- Create mixed-use incentives to deter sprawling development.
- If appropriate, apply for National Register status for significant historic districts or structures.
- Parking and driveways should be located away from building entrances and not be allowed between a building entrance and the street, to preserve the historic character of the mill village.
- Neighborhood commercial should not exceed 15,000 square feet and not be automobile-oriented.
- Mixed-use commercial, or stores categorized at department stores, should not exceed 7,000 square feet.
- Mixed-use commercial, or stores categorized at department stores, should dedicate 1,000 square feet of store space to fresh fruit and produce.
- Identify any potential contamination areas, 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 architecture, building materials, landscaping, signs, and lighting.
- Encourage new development to provide interconnected streets, sidewalks, crosswalks, and bike paths.
- Require open space set aside for new developments.



VISIONING

The Mill Villages have the opportunity to further sustain the historic resources of Coweta County through viable economic redevelopment, restoration, reuse, adaptation, and appropriate infill. New development will be designed with compatible architecture styles that maintain the rural historic character rather than franchised or corporate architecture. The mill village also features small-scale commercial opportunities for meeting local needs.

Explore development incentives to encourage voluntary development of passive recreation areas near and within the mill villages.

The mill villages frame a sense of place in Coweta County through the preservation of historic communities.





COWETA COUNTY

Crossroads Community

CHARACTER AREA



CROSSROADS COMMUNITY

Description

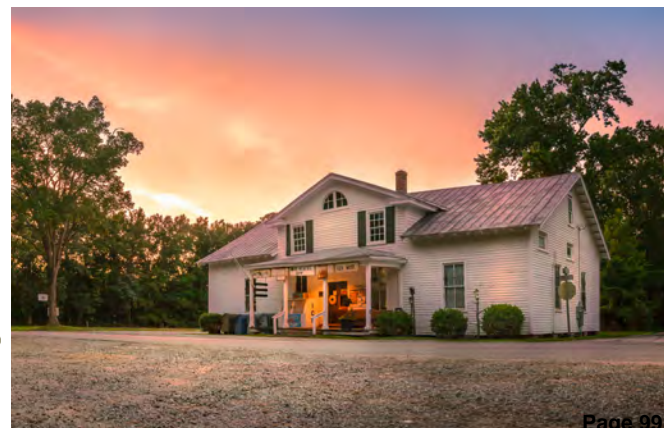
Crossroads Communities are identified as small activity nodes at intersections that typically serve rural and agricultural areas. Historically, they provided a variety of community services to nearby residents before auto-dependency evolved in the County. A Crossroads Community Center includes a nucleus comprised of one or more of the following elements: a church, community center, cemetery or other civic/historic landmarks, recreation center, restaurant, gas station, or small store with convenient services used daily for residents.

Most Crossroads Communities no longer provide community services as commerce has moved closer to Newnan or other established cities and emerging urban areas. However, due to their historical development, they have a traditional sense of place and identity in the County. Powers Crossroads and Stephen's Crossroads are two examples.



CROSSROADS COMMUNITIES SERVED AS COMPACT DEVELOPMENT WITH LIMITED COMMERCIAL SERVICES IN RURAL AREAS BEFORE AUTO-ORIENTED TRAVEL SHIFTED COMMERCE TOWARDS NEWNAN, INTERSTATE I-85 AND OTHER URBAN AREAS

Due to the history of being community centers in rural areas, Crossroads Communities retain the ability to host community, neighborhood-scaled services. If desired by residents, Complete Communities – Rural Villages could be developed within and adjacent to Crossroads Communities. Any development efforts in these rural crossroads should focus on public involvement and unique, local needs for each location.



PREDOMINANT LAND USE

CORRESPONDING ZONING

- Rural Conservation (RC)
- Village Centers (VC)
- PDP Planned Development Projects (PDP)
- Commercial Limited Services (CLS)
- Commercial- 3 (C-3)
- Residential Retirement and Community Care (RRCC)

Mixed-use

Residential

Neighborhood Scale Commercial
(Small-scale neighborhood commercial, 20,000 square feet or less to serve the needs of nearby residences)

Professional Offices
(local services for nearby residents)

Open space and recreation

Civic/Institutional



DENSITY & GROWTH STRATEGY

Depending on the location, the Land Development Guidance System (LDGS) allows a range of densities for Crossroads Communities. Most areas are permitted one dwelling unit per 5 acres. A few locations in a higher point tier may be allowed 0.625 dwelling units per acre.

Complete Community – Rural Village may be located at a Crossroads Community. Thus, this may facilitate a higher density than what is available in the surrounding Rural Conservation and LDGS designations.

The Crossroads Communities are located in all three tiers of the Growth Strategy. As such, the location in the encompassing tier describes the infrastructure availability and projection. This allows each Crossroads Community to prioritize infrastructure investment to its specific needs, characteristics, and resident's desire.



DESIGN

Commercial and retail areas may be freestanding office buildings or small, neighborhood-focused commercial facilities. Strip development should be discouraged. New building frontages and entrances should be oriented toward the road to contribute to the walkability and sense of place in the surrounding area.

Parking and vehicle drives should be located away from building entrances and not between a building entrance and the road. In addition, sufficient screening and buffers, such as appropriate setbacks, fences, walls, and landscaping, should be provided to minimize disturbances from differing land use.



Where an architectural theme is not evident in existing structures, new architectural design should follow early 1900s rural vernacular. Employing the local vernacular or a distinct architectural type and style will preserve the rural aesthetic and local identity.

To prevent sprawling development, Crossroads Communities' design and land-use pattern should consider how it may expand as the population grows in the surrounding areas. The creation of architectural standards should be encouraged for each Crossroad Community and be developed with the public involvement of residents.



TRANSPORTATION

Rural roads and intersecting local histories are the defining elements of the Community Crossroads. Historical development and local events at each intersection provide a unique story and identity for each Crossroad Community.

The existing transportation system is auto-oriented and impacted by high daily traffic counts and freight traffic at some crossroads, such as Powers and Madras Crossroads.

Currently, sidewalks are discontinuous due to the current land use being disjointed and scattered development patterns. However, as the County grows, pedestrian and bicycle infrastructure provisions should be explored to create interconnectivity between residential and commercial destinations.

Roadways in these areas should be widened only when required to meet public safety standards. The integrity of the rural landscape should be preserved.



IMPLEMENTATION STRATEGIES

- Prepare a zoning overlay district allowing mixed uses with design standards for architecture, landscaping, signs, and lighting. Require non-residential uses to be focused on resident and agricultural services.
- New development should blend with existing neighborhoods. Promote adaptive reuse of old buildings.
- Encourage harmonious transitions between different land use. For example, when large parcels on the edge of crossroads are developed, they require appropriate land use transitions to ensure new development will serve as a seamless extension of the existing community.
- The amount of land consumed by new development should be minimized.
- Clearing and grading should be discouraged. Tree canopies and replantings should be encouraged.
- Orient new buildings toward primary streets.
- Conduct a small area study for Community Crossroads to identify distinct characteristics, local history, and community needs. Then, involve residents in developing a future vision for each crossroads.



IMPLEMENTATION STRATEGIES

- No historic structure or building shall be demolished, obscured, or significantly altered without the approval of the Coweta County Board of Commissioners.
- Implementation of Architectural Design Guidelines, which include aesthetic standards for buildings, signs, and landscaping unique to each crossroad.
- Performance standards for noise, light, viewshed, impervious surface, and stormwater.
- Mixed-use commercial, or stores categorized as department stores, should not exceed 7,000 square feet.
- Mixed-use commercial, or stores categorized as department stores, should dedicate 1,000 square feet of store space to fresh fruit and produce.
- If appropriate, prepare a local Historic Preservation Ordinance to protect historic structures.



VISIONING



Crossroad Communities protect rural character by accommodating residential and neighborhood commercial use, which respects the rural character and open spaces through large-lot development, Complete Communities - Rural Villages, or conservation subdivisions. In addition, new development will be designed with compatible architecture styles to maintain the rural historic character rather than franchised or corporate architecture.



Crossroads Communities feature small-scale commercial opportunities for meeting local needs. Development incentives should be explored to encourage the voluntary development of local jobs and recreation near the community crossroads.





COWETA COUNTY

Complete Community

CHARACTER AREA



COMPLETE COMMUNITY

Description

Complete Communities are places where the daily needs of residents are a short, convenient trip from where they live, work and recreate. They feature a mix of land-uses, which may consist of residential, commercial, and civic spaces. The exact uses vary depending on the residents' needs. It is a local activity center with a mixture of uses in a clustered form to use infrastructure efficiently.

Complete Communities include various housing types designed for all ages with varying affordability ranges and offer a range of employment opportunities. Auto-oriented land uses, such as gas stations, car washes, and drive-through windows, should be discouraged within a Complete Community

PROVIDING DESIRABLE RESIDENCES NEAR EMPLOYERS AND COMMERCIAL DESTINATIONS PROVIDES OPPORTUNITIES TO SHORTEN COMMUTE TIMES AND REDUCE VEHICLE TRIPS ON MAJOR CORRIDORS



Complete Communities located within the Growth Priority may have regional characteristics to accommodate higher densities. Thus, fostering a synergy between retail, office, industry, other commercial uses, and medium-density residential.

However, when located at the boundary of a character area or zoning district lower in intensity, adequate buffers and scale are necessary to ensure minimal impact on adjacent properties. This also facilitates a smooth transition between areas.

CORRESPONDING ZONING

- Rural Conservation (RC)
- Residential- Planned Development Project (R-PDP)
- Mixed-Use Employment Supporting District (C-MU)
- Commercial Limited Services (CLS)
- Commercial- 3 (C-3)
- Commercial-4 (C-4)
- Commercial-6 (C-6)
- Office-Institutional (O-I)
- Village Centers (VC)
- Residential Retirement and Care Community (RRCC)

PREDOMINANT LAND USE

Residential
 Mixed-use
 Offices/Professional
 Entertainment venues
 Medical
 Commercial/Retail
 Industry (*when appropriately integrated*)



- | | |
|---|---|
|  Purple - Parks |  Salmon - Retail |
|  Yellow & Orange - Private homes |  Cream - Retail with Residential |
|  Red - Residential Townhomes |  Lt blue - Offices and Offices with Retail |

DENSITY & GROWTH STRATEGY

Land Development Guidance System (LDGS) allows up to 0.625 dwelling units per acre.

The R-PDP zoning overlay district allows up to 4 dwelling units per acre in some locations.

For the past decade, a trend for residences to convert to commercial or institutional use has been seen along major roadways. In addition, the development pressures force businesses to locate or expand along the highway corridors creating scattered strip commercials along the highway corridors. By incorporating a mixture of land use, the Complete Community intends to mitigate sprawl and the traffic congestion that often follows.

A Complete Community within a Growth Priority strategy area may be permitted a higher density than what is available in the surrounding areas due to the availability of infrastructure and public services.

The Growth Strategy highlights these areas for redevelopment and compatible new development to prevent deterioration and excessive sprawl within the Growth Priority and Growth Maintenance areas.



DESIGN

Complete Communities may be areas where a mixture of land-uses exist, but strategic planning or redevelopment may enhance the connection. They may also take the form of master-planned communities, such as Planned Development Projects (PDPs). Regardless of development type, Complete Communities allow for innovative designs that may not fit within the confines of established zoning districts. Project approvals are tied to site plans, allowing for greater flexibility and administrative discretion. PDPs can integrate housing types and sizes with commercial uses, open space, and recreation facilities.

Open space is a mix of small, private lawns and shared spaces, such as neighborhood parks or trails. Integration with existing historic style and patterns are encouraged. Retail and office use should be limited to a maximum of two stories. Auto-oriented land uses, such as gas stations and car washes, should be discouraged within Complete Communities.

Industrial use such as storage warehouses and manufacturing should be excluded from Complete Communities; unless industrial jobs are relative or intended for the residential demographic of the community. Where industrial use is part of the mix, the non-industrial land should be adequately buffered and staged to protect from adverse impacts.

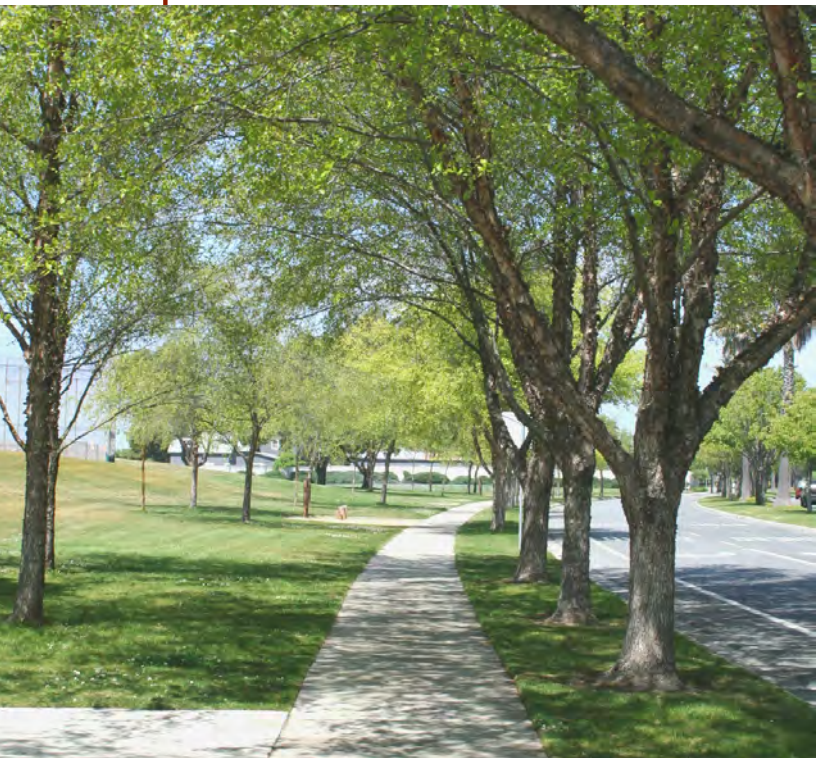
Traditional Neighborhood Development standards should be incorporated into the design guidelines for Complete Communities.



TRANSPORTATION

Streets are the most important and utilized public space. Therefore, automobile-related features are minimized within the Complete Community. Furthermore, the automobile presence is reduced to ensure a pedestrian environment.

Pedestrian and bicycle connections should be provided.

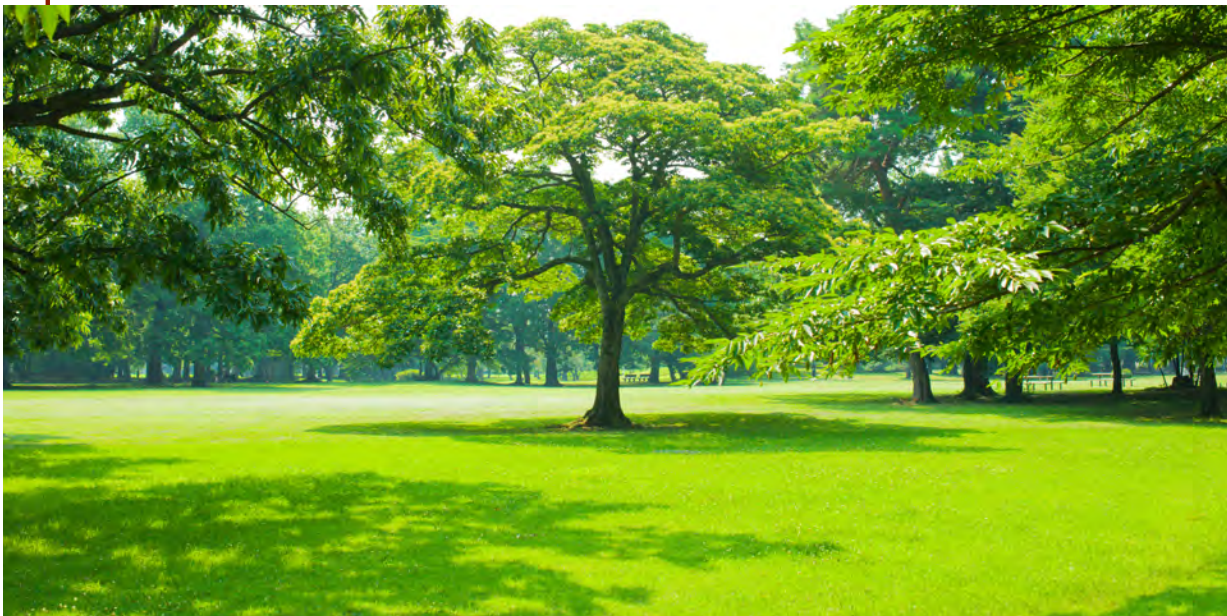


The road network should consist of connected streets with small, walkable blocks. Internal streets should be flanked with sidewalks and desirable lighting, street furniture, and calming traffic elements to create an enjoyable walking experience. Where possible, Linc trail connections should be provided to encourage locals to walk and bike to these areas.

Areas within the Growth Priority area and RRCC communities may explore coordination with Coweta County transit services, and the creation of a potential shuttle system should be considered

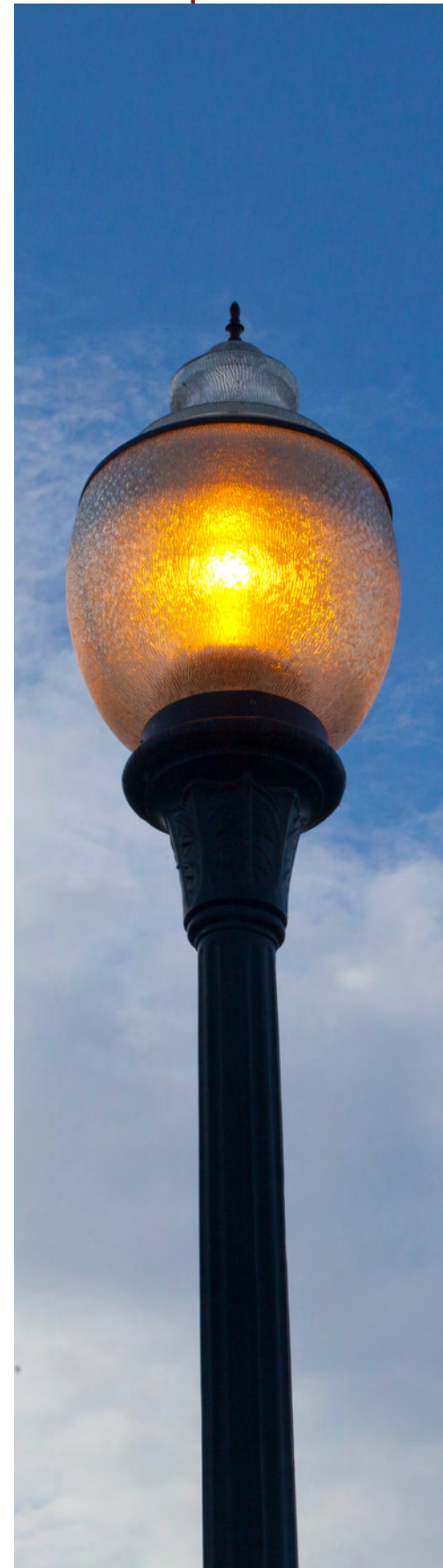
IMPLEMENTATION STRATEGIES

- Explore innovative land-use products to include mixed-use and design guidelines for Complete Communities.
- Encourage pedestrian-oriented design.
- Allow vertical mixed-use.
- Implement Traditional Neighborhood Guidelines within land-use regulations.
- Explore the development of land-use regulations and incentives to promote adaptive reuse of old buildings.
- Infill development should complement existing structures. When Complete Communities border lower density areas, appropriate buffers and landscaping should be required to facilitate a harmonious transition between different land use.
- New development should set aside open space to minimize the amount of land consumed for new development.
- No historic structure or building shall be demolished, obscured, or defaced without the approval of the Coweta County Board of Commissioners.



IMPLEMENTATION STRATEGIES

- Require traffic studies for new development and major redevelopment.
- Enhance driveway controls and access management standards.
- Encourage harmonious land-use transitions to adjacent uses.
- Develop aesthetic standards for commercial areas to include signs and landscaping.
- Identify performance standards for noise, light, viewshed, impervious surface, and stormwater.
- Prioritize water, sewer, and stormwater facilities for Complete Communities within a Growth Priority area.
- Provide innovative land-use regulation to encourage creative design, green space, open space, and walkability.
- Provide flexibility to mix compatible uses to minimize impacts on infrastructure and maximize the use of available space.



VISIONING



The Complete Community provides social, recreational, and commercial services used daily by the surrounding residents. They foster public interaction and give the residents a sense of community and sense of place. The Complete Community provides a strategic 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, and biking.

As infill progresses, land-use products will offer horizontal and vertical density opportunities.

Land-use regulations will ensure new development occurs concurrently with the allocation of needed infrastructure.

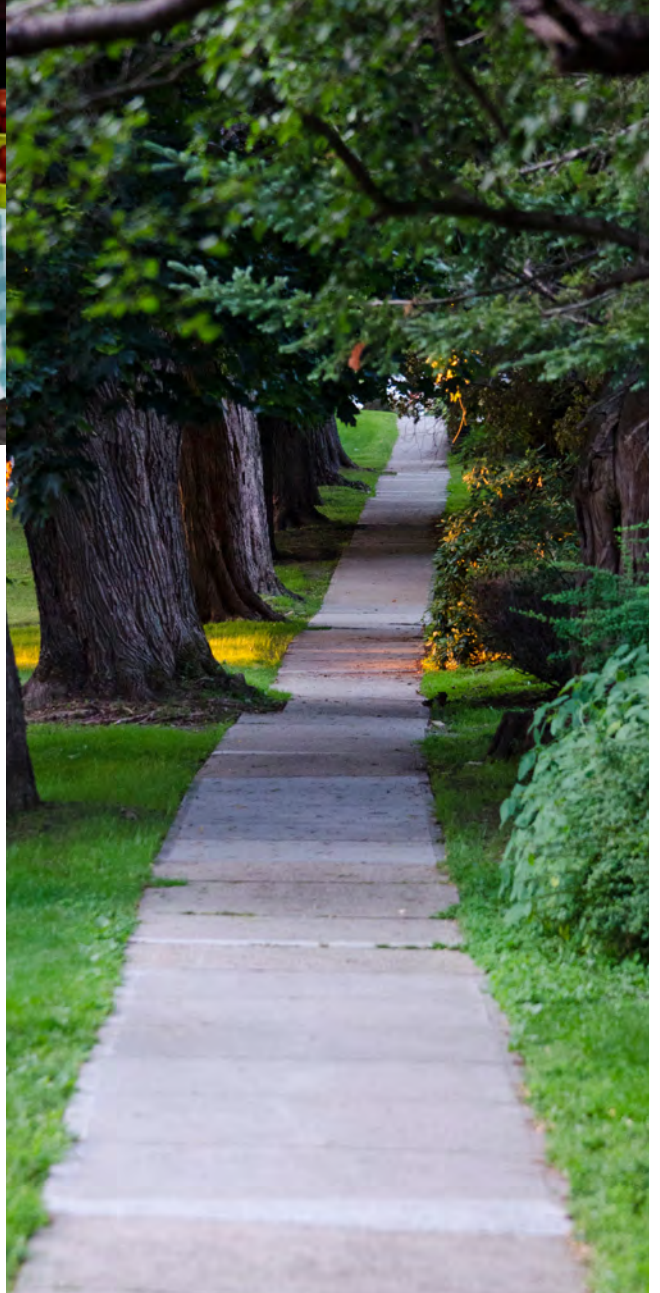


The Complete Community character area provides workforce housing near significant employers, urban areas, and town centers. This is achieved through strategic planning for compact development that effectively uses infrastructure and public services while protecting agricultural and rural areas from sprawling scattered development.

Furthermore, by providing a variety of land use products with increased density, the goal is to encourage various housing opportunities for a diversity of income levels and lifestyle needs. Thus, increasing homeownership and reinforcing the economic stability of Coweta neighborhoods.



Increasing density with mixed-use directs new development towards Growth Priority areas and away from Rural Places



COWETA COUNTY

Complete Community Rural Village

CHARACTER AREA



COMPLETE COMMUNITY: RURAL VILLAGE

Description

Complete communities in a rural setting are where a mixture of land uses historically existed, such as mill villages or community crossroads. A Complete Community – Rural Village may also be facilitated in locations where rural housing needs and development patterns can accommodate and benefit from the mixture of land uses. The typical Rural Village may encompass options for housing, jobs, retail, services, walkability, and amenities while preserving natural features and significant farmland areas.

Historically, compact development was the traditional development before car dependency. In Coweta County, traditional villages evolved in rural areas and emerged as a natural part of the rural landscape.

Unlike clustered residential developments, the Rural Village incorporates essential community services and commercial uses for the daily needs of rural residents. Thus, preserving rural village life as a special place in Coweta County's history. Historic rural villages are good models for the creation of complete communities. They provide convenience by offering the necessities for daily needs and often reduce vehicle travel to urban areas for employment, shopping, and other services.

HISTORICALLY, COMPACT DEVELOPMENT IN RURAL AREAS WAS THE TRADITIONAL DEVELOPMENT TYPE BEFORE CAR DEPENDENCY

Today, Complete Communities can create economic opportunities, diverse housing and strengthen self-sufficiency in rural areas that are currently dependent on urban areas for employment and commercial services. Complete Communities are focal points with small local commercial, civic, and public activities. For example, retail services within Complete Communities are intended to be local serving but may also provide convenience to commuters passing through the rural areas by offering commercial alternatives to urban destinations. In turn, this facilitates the opportunity for small businesses outside the cities.



CORRESPONDING ZONING

- Rural Conservation (RC)
- Village Centers (VC)
- Conservation Subdivision (CSD)
- PDP Planned Development Projects (PDP)
- Commercial Limited Services (CLS)
- Commercial- 3 (C-3)
- Residential Retirement and Community Care (RRCC)

PREDOMINANT LAND USE

Mixed-use
Residential
Neighborhood Scale Commercial
Professional Offices
Civic/Institutional
Open space and recreation



DENSITY & GROWTH STRATEGY

Land Development Guidance System(LDGS) allows one dwelling unit per 5 acres.

Complete Community – Rural Village may have a higher density than what is available in the surrounding Rural Places and LDGS designations. This would be evident in areas with historical development patterns of mill villages, which had small homes on shallow lots.

Currently, zoning requirements for large lots, constraints on septic systems, and parking make it challenging for new development in the mill villages and community crossroads. However, development continues in the countryside, where large parcels with good soils and easy access are typically subdivided into large lots served by septic systems. Similar constraints cause businesses to locate or expand along the highway corridors creating scattered strip commercial areas along the rural highways. The cycle of disinvestment in the mill villages and community crossroads forces existing residents to work, shop, and recreate elsewhere. Meanwhile, the historic mill village, buildings, residences, and commercial structures are abandoned and will eventually disintegrate if not redeveloped.

The Growth Strategy highlights these areas for redevelopment and compatible new development to protect rural and agricultural areas from sprawling and scatted development. Rural Villages also offer alternatives development opportunities for the historic mill villages and crossroads communities. The Rural Villages are a combined effort of historic and rural preservation which can generate economic opportunity for its residents.



DESIGN

The Complete Community– Rural Village preserves the historic scale and layout of the existing community. For example, houses are close together in mill villages and near the street; porches, fences, landscaping, and elevation changes help preserve privacy even in a compact center. Thus, a higher density may be permitted than what is available in the Rural Conservation and LDGS designations.

Non-residential uses within the Rural Village should feature small-scale commercial establishments. Typically, each commercial or office establishment should be less than 12,000 square feet to preserve a rural sense of place. In addition, office and retail should be limited to a maximum of two stories.

Auto-oriented land uses, such as gas stations, car washes, and drive-through windows, should be discouraged within Complete Communities -Rural Villages to preserve rural character.

Pedestrian-scaled signs and lighting facilitate a walkable village.



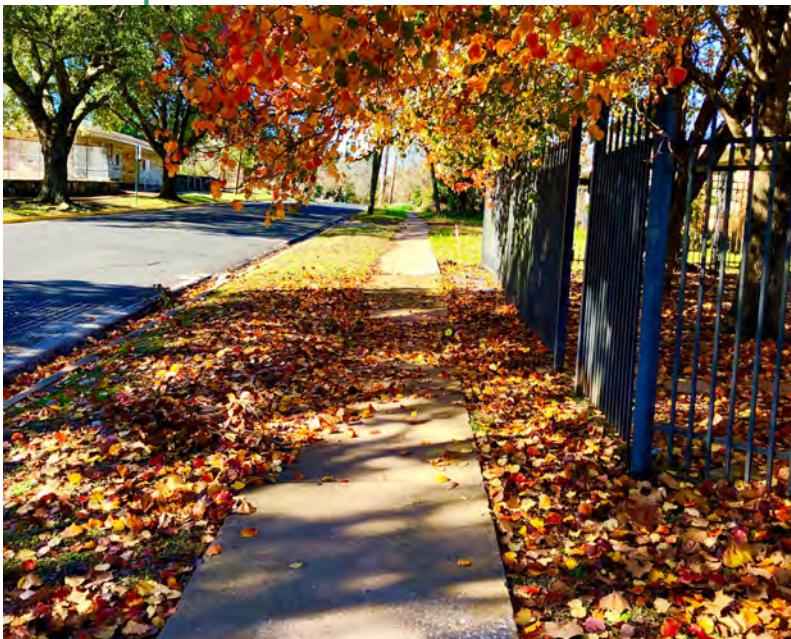
Where a historical theme is not evident in existing structures, new architectural design should follow early 1900s rural vernacular.

Employing the vernacular or a distinct architectural type and style will preserve the rural aesthetic.

TRANSPORTATION

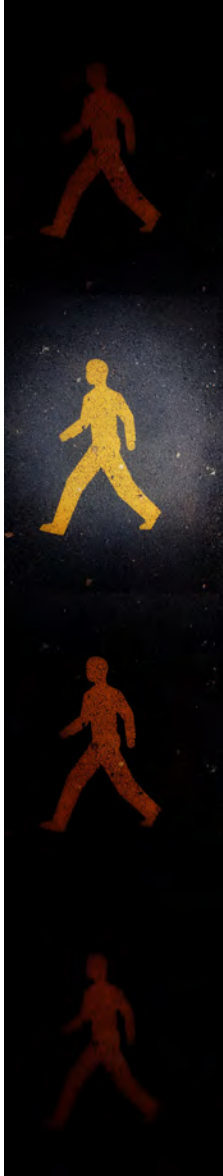
Streets are dominant elements of the rural villages. Historically, most village streets were designed for pedestrians and non-motorized transportation during early development. This is still reflected in some of the narrow roads and geographic constraints in the right-of-way. Therefore, complete Communities – Rural Villages should incorporate alternative modes of travel within a master plan.

Roadways in these areas should be widened only when required to meet public safety standards. The integrity of the rural landscape should be preserved on the major transportation corridors.



Landscape buffers between the roadways and new development should preserve trees, and green space. This will offer a safer and walkable pathway for more heavily traveled areas.

Where feasible, non-residential development should locate parking and loading at the back of the buildings to preserve the neighborhood and human scale.



IMPLEMENTATION STRATEGIES

- Develop innovative land-use regulations allowing mixed uses with design standards for architecture, landscaping, signs, and lighting.
- Encourage businesses to be focused on resident and agricultural services.
- Infill the village core with complementary new structures and land use. New development should blend with existing neighborhoods.
- Promote adaptive reuse of old buildings.
- Pedestrian oriented design.
- Allow vertical mixed-use.
- Land use transitions to ensure new development will seamlessly transition to existing development.
- The amount of land consumed by new development should be minimized.
- Encourage open space dedicated to public use and recreation.
- New development will provide interconnected streets, sidewalks, crosswalks, and bike paths.
- Enhance performance standards for noise, light, viewshed, impervious surface, and stormwater.



IMPLEMENTATION STRATEGIES



- No historic structure or building should be demolished, obscured, or significantly altered without the approval of the Coweta County Board of Commissioners.
- Explore density bonuses for projects that incorporate landmarks or historic structures or provide greenways throughout the site.
- Conduct a small area study to develop architectural design guidelines, including aesthetic standards for buildings, signs, and landscaping.
- Mixed-use commercial, or stores categorized as department stores, should not exceed 15,000 square feet.
- Mixed-use commercial, or stores categorized as department stores, should dedicate 1,000 square feet of store space to fresh fruit and produce.



VISIONING

The concept of the Complete Community within limited rural locations addresses the chasm between the growing county population, the need for employment in rural areas, and the preservation of mill villages and crossroads communities.

The development of Complete Communities within the encompassing Rural Places area would offset some of the development pressure currently consuming large lots, pastoral areas, and timberlands. In addition, the Rural Village would provide a land-use product that would enable various housing products while also creating job opportunities for residents and permitting the location of needed neighborhood services such as medical and recreation.

The Rural Village will provide a range of goods and services to rural residents and commuters. It would also offer local resources for agricultural operations; and provide employment opportunities for rural residents, particularly in resource-related services

The Complete Community-Rural Village is designed to keep with the encompassing rural and historic architectural style and landscaping that encompasses it. New development will maintain the rural historic character rather than franchised or corporate architecture.





COWETA COUNTY

Employment Center

CHARACTER AREA



EMPLOYMENT CENTER

Description

Employment Center character areas are typically an area such as an office park, medical clinic, commercial establishments, services, tech and trade hubs, or regional shopping destinations. Employment Centers provide opportunities to expand the County's economic base and recruit employers who offer professional office, retail management, trade, and tech jobs, which allow employees to advance in their careers while remaining in Coweta County.

The Employment Center designation appears in several places throughout the county but is predominant along Highway 34 and SR16/ATL27 Corridor. When the Employment Center is located on either side of a heavily traveled local artery, they are often characterized with employers in the service or retail trade industries such as large commercial/retail outlets and regional-scale shopping centers. This includes new commercial developments adjacent to existing commercial or business areas.

Along highway corridors, commercial uses constitute a growing percentage of the road frontage. As a result, residential land uses are often under pressure to transition to commercial uses. In addition, the traffic volume along the major highway corridors creates additional factors which accelerates the transition from residential to non-residential use.



CORRESPONDING ZONING

- **Planned Development Project (PDP)**
- **Commercial**
- **Office and Institutional (O-I)**

PREDOMINANT LAND USE

Offices
Research and development
Mixed-Use
Commercial and retail
Civic/Institutional
Education Centers
Regional Medical

GROWTH STRATEGY

Regional employment centers, including large-scale commercial and office complexes, should be directed to the Growth Priority areas. Areas within the Growth Priority Strategy area should prioritize development for mixed-use, complete communities, and infill development to limit commercial sprawl into Suburban Residential and Rural Places character areas.

Areas outside the Growth Priority should prioritize less intense commercial use and create architectural design standards to preserve the existing character of new employment centers.



DESIGN

Commercial and retail areas may be freestanding office buildings, medical clinics, regional shopping centers, professional campuses, or service centers/offices for trades such as welding, electrical, and plumbing that are not compatible in industrial areas.

New building frontages and entrances should be oriented toward the road to contribute to the walkability and sense of place in the surrounding area along primary streets. Loading docks and garage doors should be located behind the buildings, away from the roadway, and obscured from the highway and surrounding properties.

When adjacent to residential or institutional use, sufficient screening and buffers—such as appropriate setbacks, fences, walls, and landscaping—should be provided to minimize disturbances.



TRANSPORTATION

The existing transportation system is auto-oriented and impacted by freight traffic along principal and minor arterial roads. The transition from a residential to a commercial corridor is still evident in several county areas as there are pockets of remaining residential use and rural conservation zoning districts amidst existing commercial use. Transportation improvements should reflect the need for congestions mitigation while providing safe and adequate access for the residences adjacent to the commercial corridor.

Currently, sidewalks are generally discontinuous due to the current distance between most residential areas and employment centers. However, as the County encourages increased density in Growth Priority areas, pedestrian and bicycle infrastructure provisions should be made in Employment Centers within the Growth Priority areas. In addition, if employees can live within close proximity to their place of work, it would create an opportunity for an integrated alternative travel route.



INCREASED INTER-PARCEL CONNECTIVITY FOR NEARBY NON-RESIDENTIAL USES AND ROAD NETWORK CONNECTIVITY WILL IMPROVE THE AREA'S FUNCTIONALITY FOR A BROADER SET OF USES



IMPLEMENTATION STRATEGIES

- Orient new buildings toward primary streets.
- Harmonious land-use transitions to adjacent uses.
- Conduct micro-area planning studies to categorize employment centers with subcategories such as local, regional, and transitional employment centers.
- Explore performance standards for noise, light, viewshed, impervious surface, and stormwater.
- Master Planning for sites exceeding 100,000 square feet. Create development products that encourage alternatives to or reuse of big-box retail development.
- Enhance architectural controls.
- Sign and billboard controls.
- Create a network of interconnected streets and parking lots. Incorporate sidewalks, crosswalks, and bike paths.



IMPLEMENTATION STRATEGIES

Discourage clearing and grading. Explore and enhance tree preservation and replacement standards.

Encourage robust screening and buffer requirements. Enforce buffering between commercial uses and surrounding neighborhoods.

Maintain the residential scale and appearance of the converted structure when residential conversion to commercial uses is adjacent to other residences.



VISIONING



Strategic planning and innovative land-use opportunities help shape employment centers into places offering job opportunities for all stages and phases of a career. This includes entry, mid and executive-level positions within hospitality, retail, trade, professional, medical, tech, and other sought after and needed fields.



The Employment Centers have a strong presence along the major highways. Future development should locate most parking behind the buildings to help improve the aesthetic along heavily traveled areas. Also, new commercial and office sites should be created with a master plan to help limit curb cuts and enhance landscaping along the building fronts. Incentives for preserving tree canopies should be explored.

Signage and architectural guidelines should be developed to enhance and preserve the rural character and mitigate visual sprawl in areas outside the growth priority.





COWETA COUNTY

Employment Center Industrial

CHARACTER AREA



EMPLOYMENT CENTER - INDUSTRIAL

Description

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

The Industrial Employment Center designation is evident in two critical 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.



CORRESPONDING ZONING

- Industrial (M)
- Light Industrial (LM)

PREDOMINANT LAND USE

Heavy and light industries
Warehouse/distribution
Wholesale trade
Telecommunications
Utility/Energy

GROWTH STRATEGY

New and expanding industries should be directed to land already zoned for industrial use. New industrial sites should only be considered once existing industrial areas are at capacity.

Land use regulations should identify pre-requisites for the type of industrial growth Coweta County seeks to obtain.

New or expanding industries should prepare a strategic plan addressing any potential adverse impacts to adjoining properties.



DESIGN

Industrial sites should be inwardly oriented and separated from their surroundings by physical barriers. In addition, screening and buffering should mitigate adverse impacts and be designed to avoid creating a harsh environment.

As surrounding properties continue to evolve with non-industrial use, they will create unique areas in the county's land use. For example, open spaces, such as pocket parks or trails, may be incorporated into these areas to serve as buffers for non-industrial uses. Such planned designs will improve the aesthetic and utility of land bordering industrial use.



TRANSPORTATION



The existing transportation system in Employment Center – Industrial character areas are auto-oriented and impacted by freight traffic and peak-hour congestion. Increased inter-parcel connectivity for nearby non-industrial uses and road network connectivity throughout will improve the area's functionality for a broader set of uses. In addition, transportation improvements should mitigate conflict with truck traffic.

Currently, sidewalks are generally nonexistent and discontinuous due to the current land uses surrounding industrial areas. Therefore, there is no immediate need for a bike-ped connection to industrial sites from the surrounding areas. However, provisions for pedestrian and bicycle infrastructure should be explored as the county encourages increased density and complete communities in the designated Growth Priority areas.

IMPLEMENTATION STRATEGIES

- Develop innovative land-use regulations for high-intensity uses.
- 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.
- Conduct micro-area study to explore the feasibility of mixed-use that incorporates industrial use.
- Explore guidelines to prevent market saturation of industrial sites and jobs, such as warehouse and distribution.
- Conduct infill and small area study to identify appropriate and compatible land use.



VISIONING



Industries encouraged to develop or expand should be suitable for the county regarding job skills and the county's economic needs. Create guidelines to prevent market saturation of warehousing and cross-doc distribution sites in Coweta County. Input from the public expressed concern about warehousing and distribution sites' impact on the local transportation network and economy. Industrial areas should be diverse and offer various jobs for Coweta residents that support a healthy quality of life.



Minimize adverse impacts on nearby neighborhoods and the landscape by providing guidelines for the design of industrial buildings that minimize the viewshed of the site. The visual and environmental impact on the resources of the area is carefully reviewed for each industrial site.



Direct industrial development to sites already zoned or developed with the intent for industrial use. Do not allow industrial use to sprawl through rural and suburban areas. Enhance the connectivity and accessibility of these areas to ensure business success while not creating adverse impacts to the transportation networks

The county should explore land-use regulations that allow for mixed-use sites linking industry, housing, and commercial needs for employees



COWETA COUNTY

Interstate Gateway

CHARACTER AREA

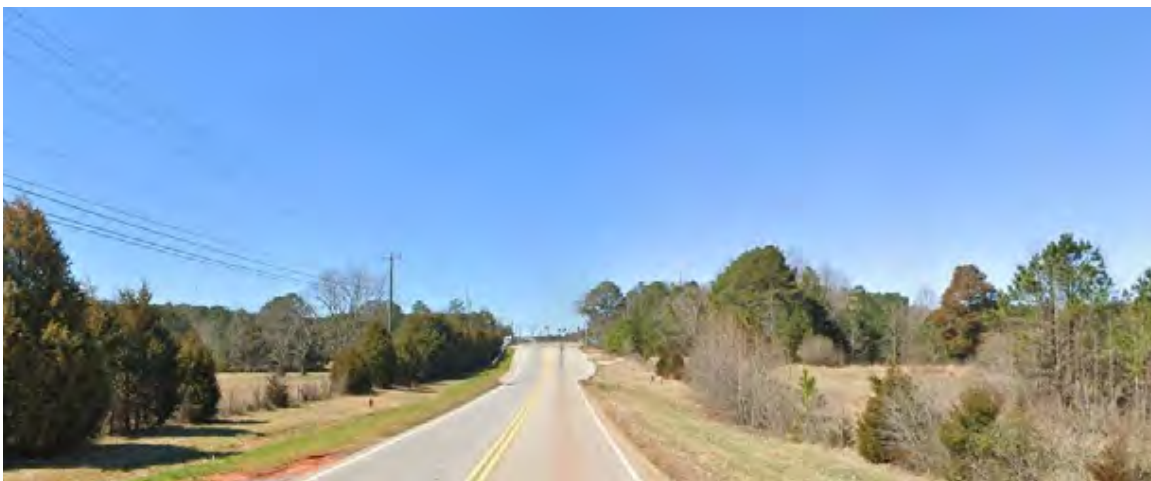


INTERSTATE GATEWAY

Description

Interstate Gateways are broad corridors along I-85 serving the majority of regional traffic approaching the community. These land areas surrounding the I-85 interchanges create a corridor that provides a powerful first impression and access into Coweta County. The Interchange Gateway character Area (IG) intends to encourage innovative land use concepts to develop appealing gateways into Coweta for visitors while serving the residents and the business community.

Redevelopment and new development should facilitate a cohesive design that emphasizes local character and discourages strip commercial development. Complete communities and Residential-Planned Development Projects located within the Interstate Gateway could relieve congestion on other corridors by creating convenient, direct access to I-85 for nearby residents.



CORRESPONDING ZONING

- Planned Development Project (PDP)
- Commercial (C)
- Light Industrial (LM)

PREDOMINANT LAND USE

Mixed-use
Residential
Commercial
Offices

GROWTH STRATEGY

Increased density through residential planned development projects and complete communities should be considered for these areas. The location of the Interstate Gateway to nearby urban areas or town centers provides ideal places for employment and workforce housing. Furthermore, residing within the location also provides the opportunity for shorter vehicle miles traveled to those whose daily commute travels Interstate 85 or works in the nearby urban areas.



DESIGN

Franchise architecture should be discouraged to create a cohesive style reflecting the character of the community. Instead, gateways should emphasize place-making by identifying and creating landmarks unique to the area.

Traditional Neighborhood Design should be encouraged for new Complete Communities and enhanced aesthetics to include pedestrian access to the nearby commercial destination.

Interstate Gateways need distinct architectural and landscaping guidelines. Innovative signage guidelines should maintain an open landscape and skyline. Tree canopies should be encouraged to provide shade over parking lots and pedestrian routes.



TRANSPORTATION



The existing transportation system is auto-oriented and impacted by freight traffic. In addition, principal and minor arterials often bisect interstate gateways, which during peak traffic hours add challenges for drivers.

Interconnectivity should be encouraged to lessen short trips on the main roads, and to accommodate pedestrians and cyclists with a safe route separated from the heavily trafficked roadways.

Transportation improvements should reflect the need for congestion mitigation while providing safe and adequate access for the residences adjacent near the Interstate Gateway.

The transition from residential to the often commercial and industrial use within the interstate gateway is evident in several areas as there are pockets of remaining residential use and rural conservation zoning districts adjacent to the interstate gateway development.



IMPLEMENTATION STRATEGIES

- Strict zoning administration and enforcement.
- Conduct an Infill and small area Study to determine compatible and desired land use for the character area.
- Require a visibility analysis from I-85 for new developments to determine the impact on existing viewshed and landscape.
- Explore incentives to encourage development and redevelopment at the interchanges.
- Establish design guidelines that will foster character and a sense of place at the gateways.
- Discourage strip commercial and franchise architecture and strengthen landscaping requirements.
- Interconnectivity between commercial uses to offset traffic on the main roadways and interchanges.
- Ensure sufficient infrastructure and public service capacity is in place before or concurrent with the development.
- Establish a zoning product that includes complete communities at the Interstate Gateways.
- Discourage clearing and grading. Explore incentives for tree planting and preserving tree canopies.



VISIONING



Throughout the region and nation, interstate gateways and their interchanges have become increasingly homogenous. Land-use regulations should encourage compatible mixed uses to create strong and vibrant communities which form landmarks and a distinct sense of place. The community placemaking will provide a unique and distinct image of Coweta County while also renewing a sense of pride for the businesses and residents in the Interstate Gateway and surrounding areas.

Interstate Gateways should evolve to be strong and vibrant activity centers with a mixture of uses. Design guidelines should encourage neighborhood-scaled architecture, signage, and landscaping, which follow a cohesive aesthetic. In addition, innovative land-use regulations and incentives will allow opportunities for complete communities and residential planned neighborhoods. Allowing compact residential areas will also provide residents the opportunity to shorten their commutes and live near desired commercial services.

TRANSPORTATION

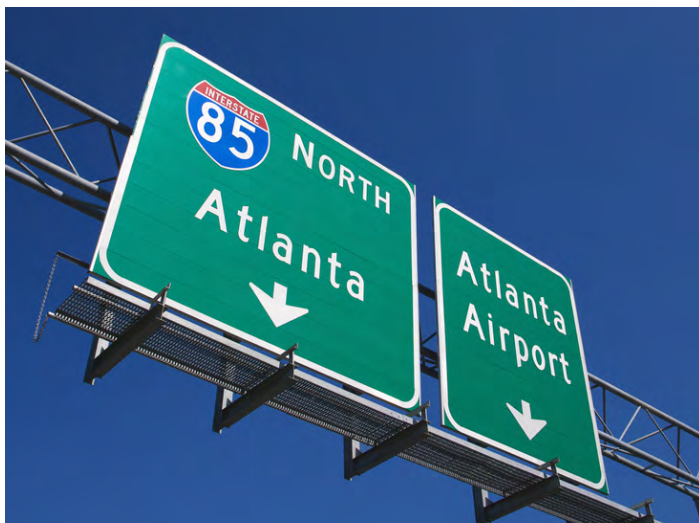


The County recognizes the distinct characteristics of each community that forms Coweta and desires to facilitate strong and vibrant communities through a balance of rural preservation and appropriate growth strategies.

COMPREHENSIVE TRANSPORTATION PLAN

Coweta County's current CTP was adopted in 2016. The 2041 Comprehensive Plan has been developed in tandem with the CTP update. The 2041 Joint Comprehensive Transportation Plan is anticipated to be adopted by the Coweta County Board of Commissioners in October of 2021. Until the 2041 CTP is officially adopted the 2016 Coweta County Transportation Plan will remain as the official plan.

The following **Transportation Element** is written and developed to present the principal findings and results of the concurrent 2041 Coweta County Comprehensive Transportation Plan. This section defines the existing transportation system, roadways, freight, transit, bicycle, and pedestrian systems within the County. It will also highlight mobility concerns such as crashes, connectivity, and other topics addressed by the CTP.



TRANSPORTATION

INTRODUCTION

Transportation is a powerful force in the shaping of communities—it is tightly intertwined with land use, and can have major impacts on where we live, how we get to work, and our overall quality of life. In recognition of the importance of transportation, Coweta County developed both its Comprehensive Plan and Comprehensive Transportation Plan (CTP) concurrently, so that the two would be tightly coordinated.

This Transportation Element is a direct outgrowth of the CTP. It summarizes the existing conditions and needs analyzed in the CTP process, shares the same goals and objectives, and highlights transportation strategies for the county that are sensitive to Coweta County’s special character.



**Coweta County
has many
transportation
scenarios, ranging
from country
roads that lead
you home to the
Interstate
Highway System
traversing the
nation**

EXISTING TRANSPORTATION SYSTEM

The existing transportation system in Coweta County reflects the history of its development. For many decades, the County's transportation network was very rural in nature, with many two-lane roads and small, tight-knit street networks in its cities and towns. In the past twenty years, however, the County has become increasingly connected to the Atlanta region and experienced tremendous growth. This is seen in the widening of roadways and major infrastructure projects such as the addition of new interchanges with I-85.

Today Coweta County's transportation system is a hybrid between its rural roots and an expanding network needed to accommodate the rising mobility needs of residents, workers, and visitors.



ROAD NETWORK

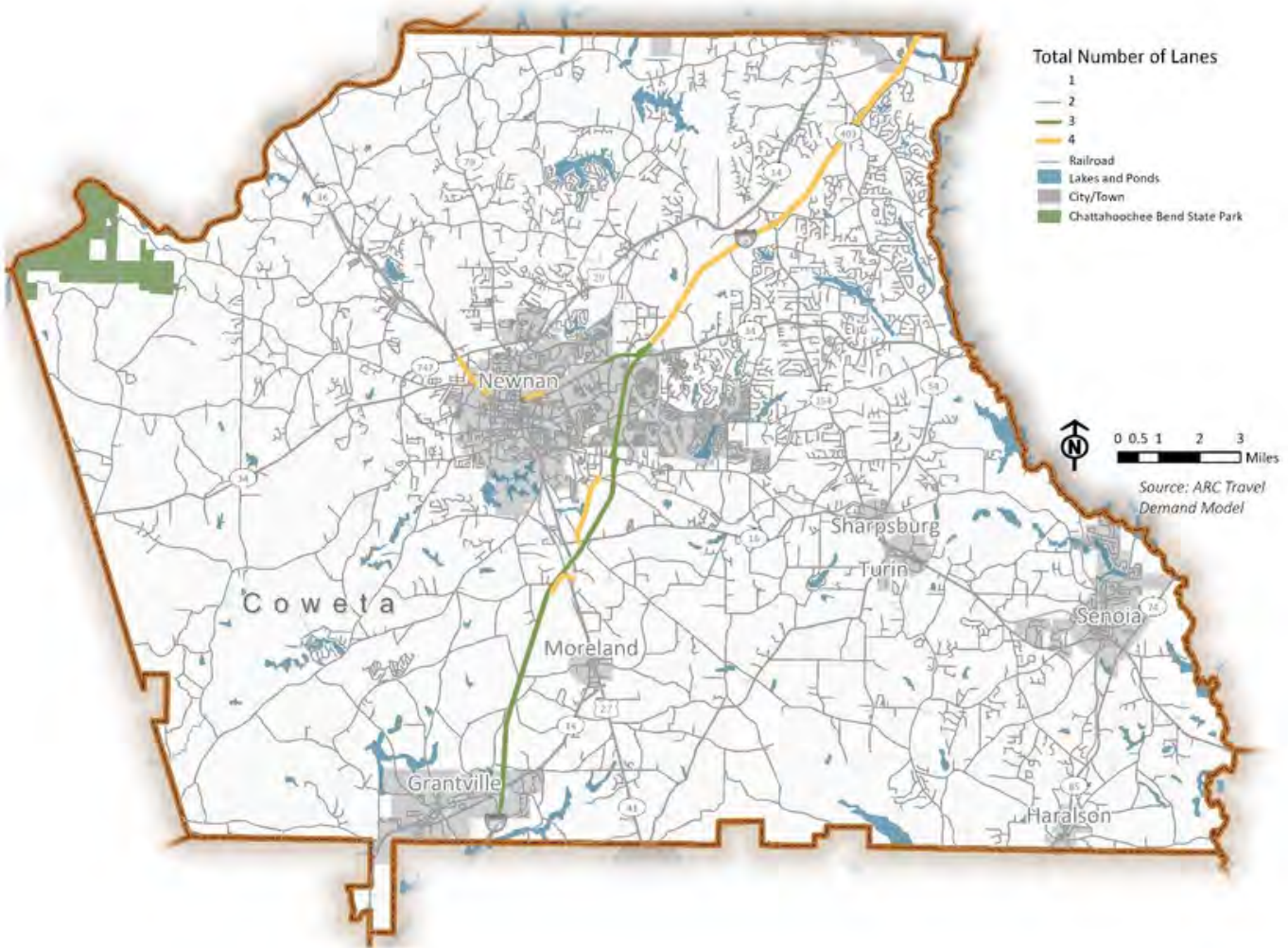
The roadway network in Coweta County reflects its predominantly rural/small-town nature. The main corridor is I-85, which travels north-south. Only one major arterial, SR 34, makes the full east-west crossing of Coweta County. About 94% of the County's roads are two lanes wide, yet only 75% are classified as local or minor collectors—this indicates that almost 20% of the County's roads are two lanes pressed into carrying a comparatively large burden of trips.

ROADWAY CONDITIONS

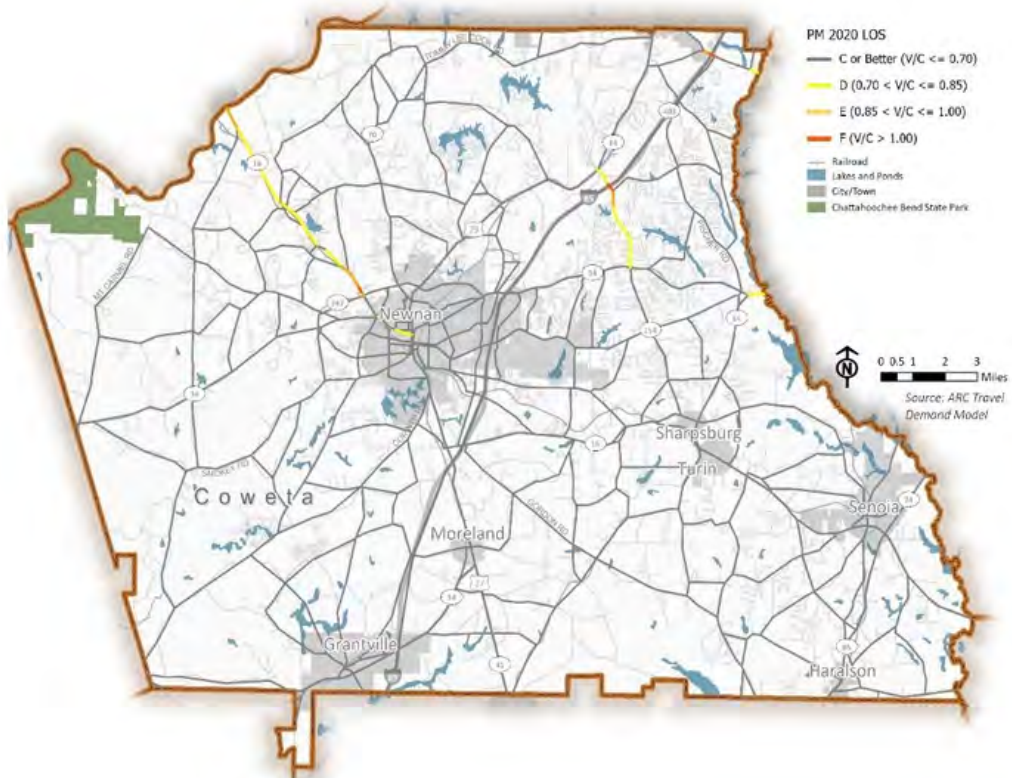
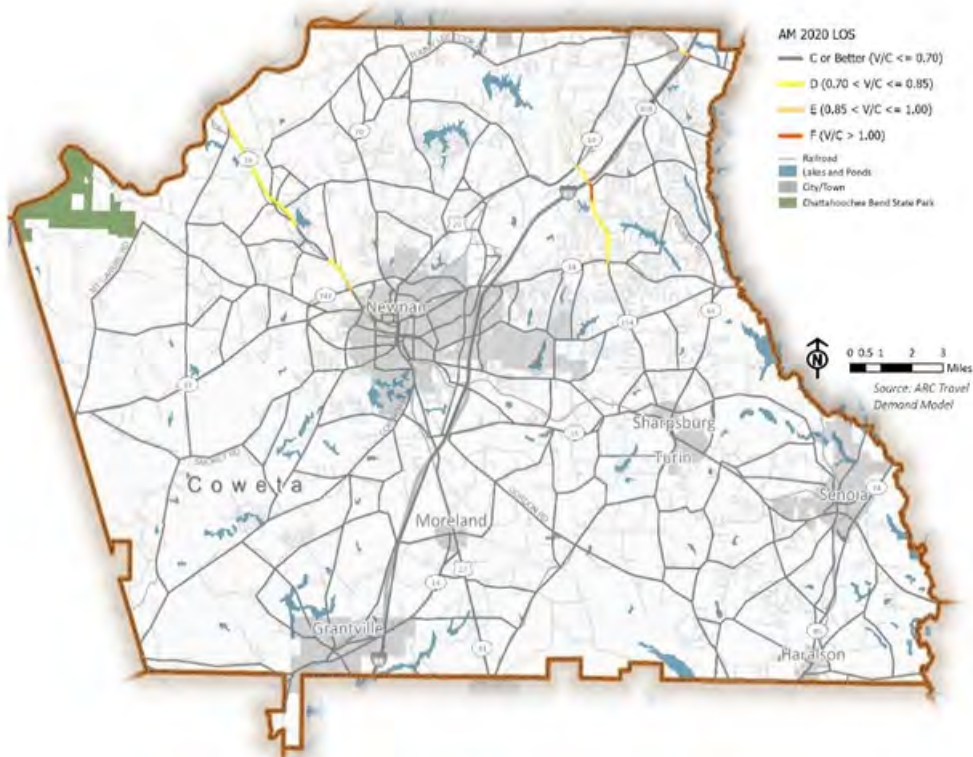
Despite the pressure on many two-lane roads, congestion levels are comparatively low throughout most of Coweta County. The heaviest volumes of trips are on I-85 and the arterial roadways that provide Interstate access; arterials with high volumes include SR 34 (including the SR 34 Bypass), SR 16, SR 154, and SR 14/US 29. These volumes are likely to remain high by 2050, with the exception of some segments of SR 154 and SR 34, which are expected to see relief from the construction of the new Amlajack Interchange and Madras Connector roadway projects.

A more nuanced way of looking at congestion is through Level of Service (LOS), which measures the volume of trips on a roadway versus its capacity. Generally, an LOS of E or F is considered unacceptable and represents extreme delay. In the 2020 models, there are isolated instances of LOS E and F at SR 154 south of the I-85 interchange and SR 16.

NUMBER OF LANES

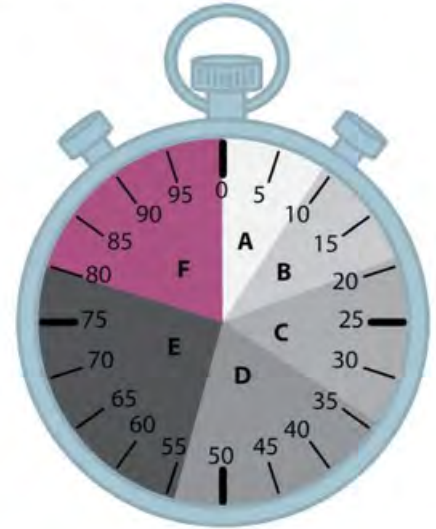


LEVEL OF SERVICE



LEVEL OF SERVICE

Level of service (LOS) is a mechanism to show how well a transportation facility is operating from the traveler's perspective. Six levels use an alphabet grade from A to F. LOS A represents the best working conditions, and LOS F is seen as the worst. The level of service is based on various traveler-based factors and include but are not limited to time and volume (congestion), safety (crashes), and distance traveled. Transportation LOS may be measured at intersections, road segments, and corridors.

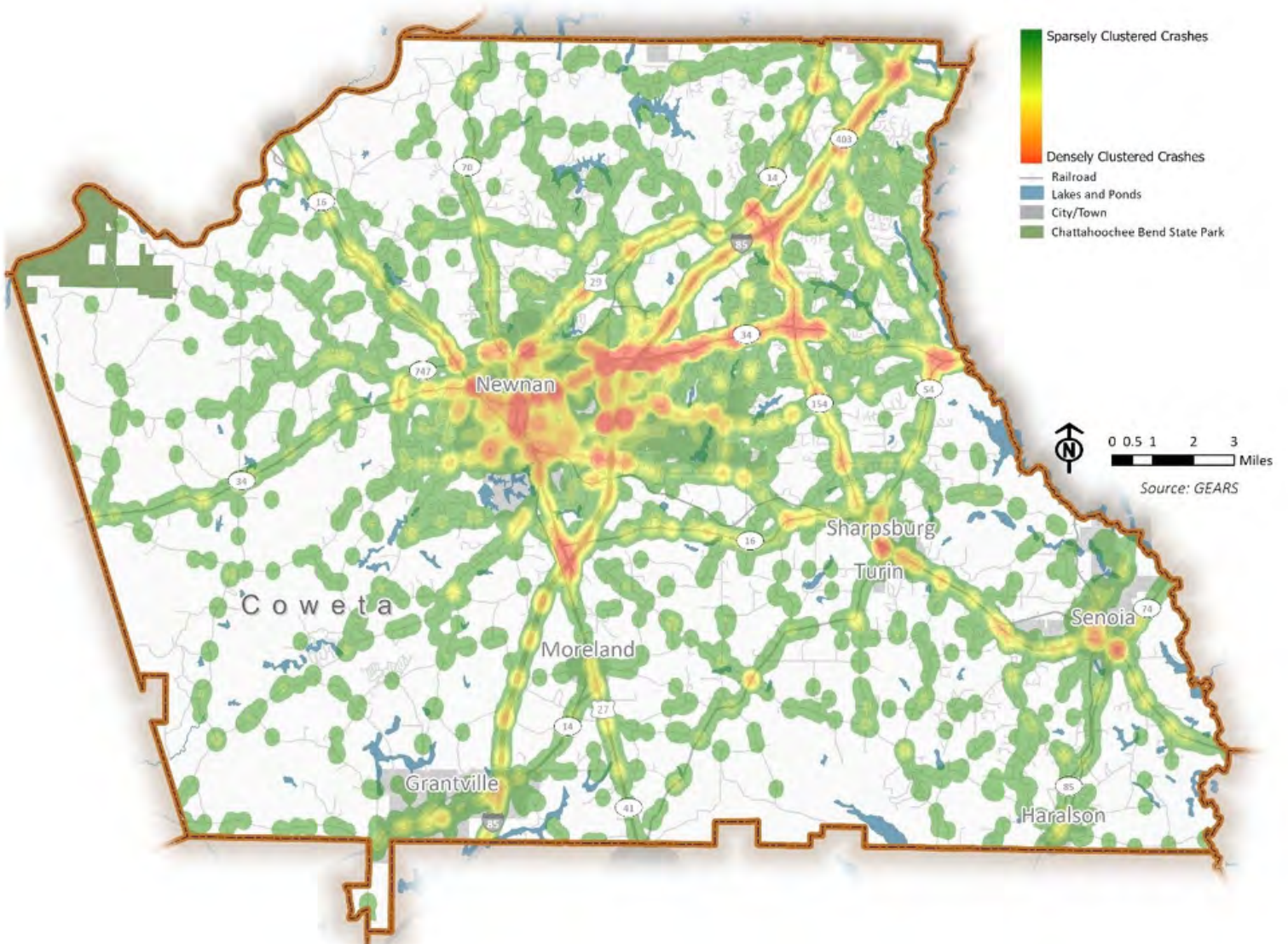


Congestion is also essential to consider at intersections. Intersections with particularly long delays are Jefferson St/SR 34 at Clark St (also high crash location), Old Corinth Road at Earl North Road, Pylant Street and Seavy Street, SR 154/Sharpsburg McCollum Rd at US 29/SR 14/Jefferson Davis Memorial Hwy, SR 34 Bypass at Millard Farmer Industrial Blvd (also high crash location), and Thompson St at E. Broad St. Two of these intersections—SR 34 at Millard Farmer and Jefferson Street at Clark Street—are also intersections with the most significant safety problems.



LEVEL OF SERVICE

Safety is one of the biggest drivers for spurring transportation improvements. In the period between 2015 and 2019, 22,133 crashes were reported in Coweta County. About 27% of crashes resulted in at least one injury, while about 0.5% of crashes resulted in a fatality over the past five years. The highest concentration of crashes in Coweta County occurs in the vicinity of SR 34, US 29, and US 27, particularly in the City of Newnan. In addition, there are other areas of high concentration at the I-85 ramps that connect to US 27 and on SR 54, leading to Peachtree City and in Senoia.



BICYCLE & PEDESTRIAN

Bicycle facilities in Coweta County have predominantly designated routes without dedicated facilities. Three state routes service Coweta County totaling an 80.11-mile network: State Bicycle Routes 5 (Chattahoochee Trace), 15 (Central), and 45 (Little White House). The County is also serviced by Heritage Highway, a 24.4-mile bike route traversing US 29, US 27, and US 70. As an outcome of the Coweta Bicycle Plan of 2000, the County has seven designated bicycle routes across County. Each route is color-coded to establish a distinction, creating a 133.85-mile network. To provide recreational activity in the County, each route intersects with at least one of the three state-sponsored routes that cross the County. The routing system includes signage and parking facilities but no separated bicycle infrastructure.

In-street bike infrastructure, such as dedicated bike lanes, is found in only three areas of the County. First, there are painted bike lanes with signage on either side of the SR 34, Newnan Bypass/Millard Farmer Industrial Blvd from Bullsboro Dr to Hospital Rd, and on either side of Poplar Road between Newnan Crossing Bypass (west of I-85) to Newnan Crossing Boulevard. Additionally, there are wide shoulders on both sides of Newnan Crossing Bypass between Poplar Rd and SR 16.

Two significant planning efforts guide future bikeway development: the Coweta County Greenway Master Plan (2007) and the Newnan/Coweta Trail Plan and Implementation Strategy, which proposes 25.5 miles of multi-use trail opportunities within the City of Newnan and Coweta County. Phase 1 of the first trail from the LINC Plan was recently completed, with Phase 2 currently under construction.

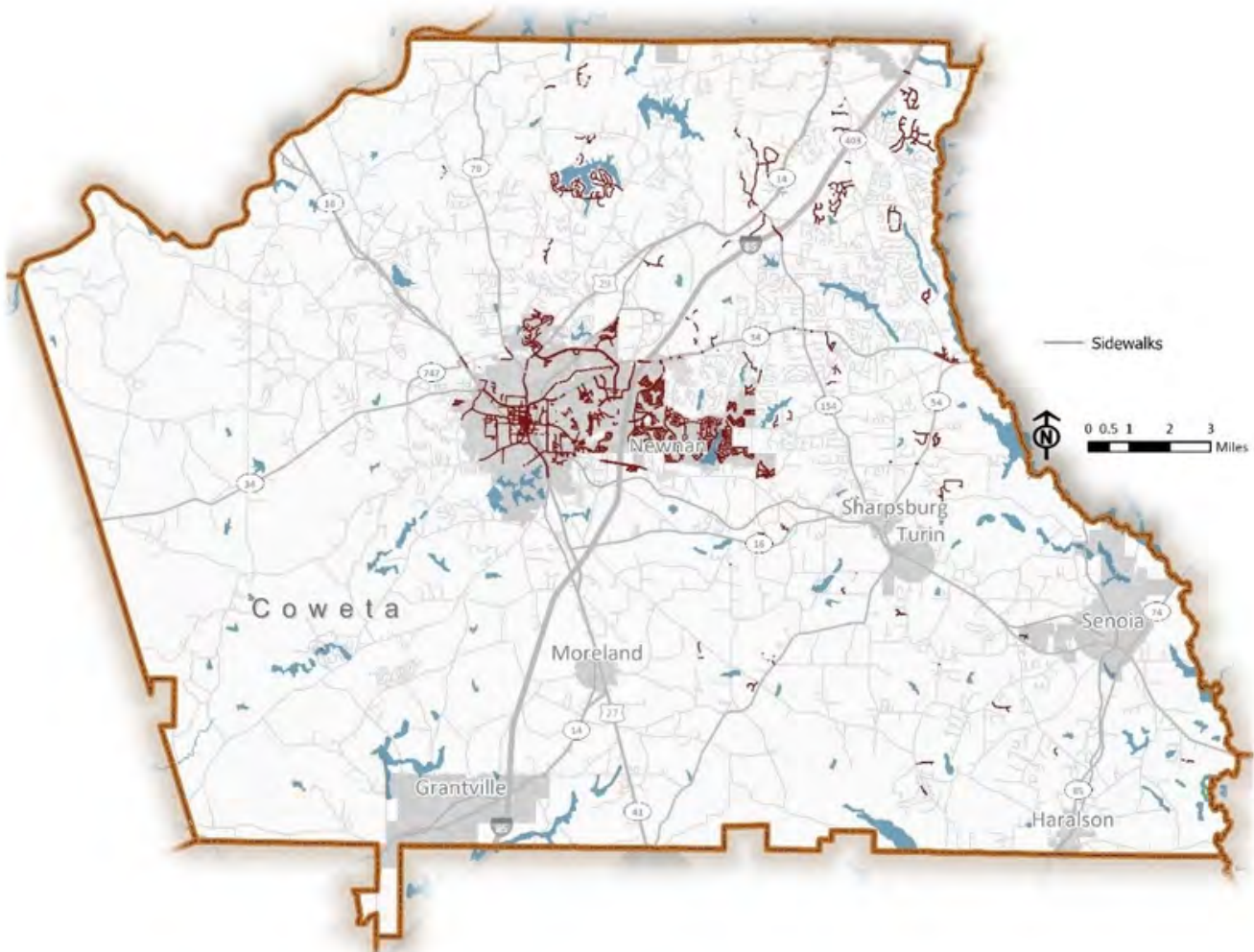


Pedestrian Facilities

Due to the rural nature and development patterns near urban areas, pedestrian facilities are not predominant in many areas of unincorporated Coweta County. This is primarily due to greater distances between housing and the county's distinct separation of land use. As a result, few neighborhoods outside the Priority Development areas are located within walking distance to commercial destinations or schools. New neighborhoods are typically built with internal pedestrian facilities, but they do not link to external destinations.

Existing Sidewalks

A sidewalk inventory assessment conducted for the CTP revealed a recently established network in the northeastern portion of the County, contained mostly within recent subdivisions and in and around downtown areas of cities and towns throughout the County, especially the City of Newnan and parts of the City of Senoia.



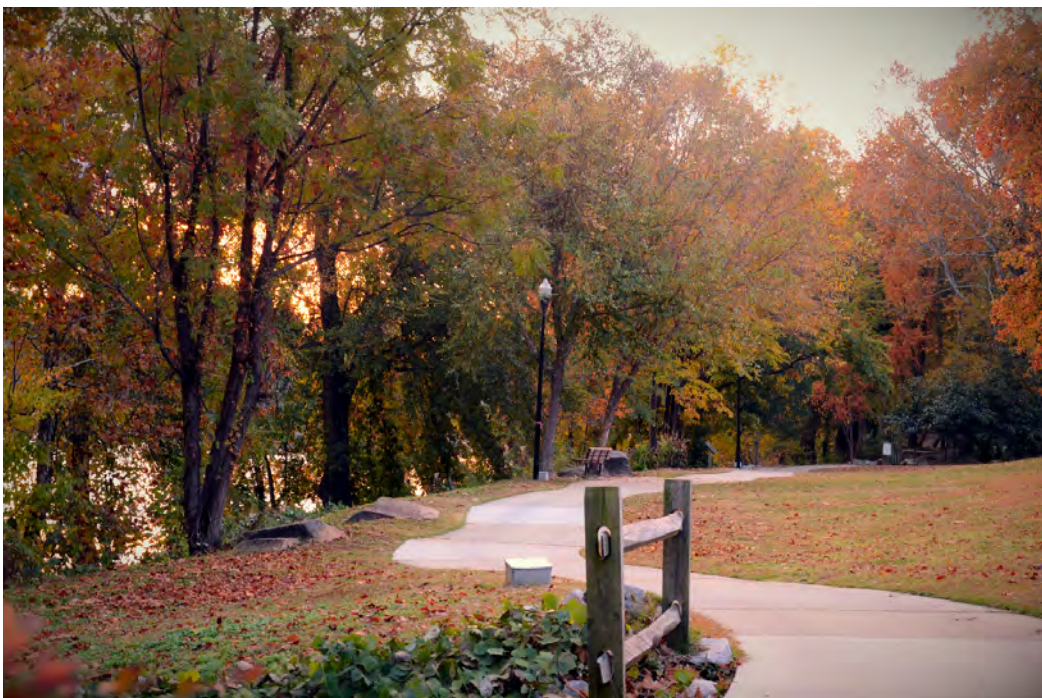
Bicycle and Pedestrian Safety

There were 101 reported crashes involving bicycles and pedestrians between 2015 and 2019 in Coweta County; 80 of those crashes resulted in non-fatal injuries, and eight resulted in fatalities.

There are several hot spot locations for bicycle and pedestrian crashes in Coweta County; one of note is in the vicinity of Jackson Street in Newnan, and another is around I-85, particularly at US 29 and SR 34. There is also a high concentration of bicycle and pedestrian crashes along Wells Street in Senoia.

An analysis for the comprehensive plan and its character areas identified transportation needs for each character area. For example, there is noticeable foot traffic along State Route 16 in the Arnco-Sargent mill village area. Also, at community crossroads with commercial services, the foot traffic increases along rural local roads.

The desire for sidewalks in various locations was identified through public input. This includes a strong interest in pedestrian access to commercial and institutional destinations in the vicinity of Sullivan Road and Highway 34 and along State Route 16 in the vicinity of East Coweta High School and Sharpsburg. Additionally, there was a strong voice for increased passive and active recreation areas to provide safe places for walking in rural locations.



PARKING

The Coweta County Code of Ordinances addresses parking in Article 24, Development Regulations. The County's development regulations provide and promote off-street parking, loading, queuing, and on-site circulation facilities in proportion to the demand created by each use. The county works with new and existing development to ensure the provision of functionally adequate, aesthetically pleasing, and safe off-street parking, loading, queuing, and circulation areas.

Currently, within the unincorporated county, there is adequate availability of public and private parking spaces. However, as the county grows, a parking survey may be needed for the Priority Development areas and redevelopment projects. This would assess the need for a parking management plan for the Priority Development areas.



There are currently three forms of transit service available in Coweta County at the local and regional level: a County-operated Dial-A-Ride service, regionally operated Xpress bus service, and regionally operated local vanpool options.

With the assistance of the Three Rivers Regional Commission, Coweta County operates a County-wide Dial-A-Ride service for Coweta County residents known as Coweta County Transit. Regionally, the Atlanta-Region Transit Link Authority (ATL) Xpress bus service, the Georgia State Road and Tollway Authority (SRTA) vanpool options, and University of West Georgia (UWG) Newnan Campus shuttle all operate in or near downtown Newnan in the center of Coweta County.

Coweta County Transit service is currently funded primarily through FTA 5311 Rural Funds, local funding, farebox revenue, and Department of Human Services (DHS) funding. The County is also eligible for 5307 urban funds but is currently banking those allocated funds or transferring them to the ATL to help support the Xpress bus service. However, as the urbanized area in Coweta County continues to grow, as a result of the 2020 Census, Coweta County's 5311 total funding will decrease. Therefore, the County has the opportunity to begin exploring the usage of 5307 funding, but expanding Coweta County Transit Service is not a Major Short-Term Need. It is not listed in the Community Work Program.



As stated above, Coweta County does not provide a fixed-route transit system, and there are currently no plans to establish a fixed-route. Instead, the county operates Demand Response transit services.

WHAT IS A FIXED-ROUTE TRANSIT SYSTEM?

When most people think of transit, they visualize fixed-route systems such as MARTA in the Atlanta area. Fixed-route transportation systems have a predetermined route that operates according to a predetermined schedule. These systems require bus stops and dedicated geographic locations for transit. These systems are typically available to anyone who pays a fare to ride. **Coweta does not operate fixed-transit.**

WHAT IS THE DEMAND RESPONSE (DIAL-A-RIDE) TRANSIT SERVICE, AND HOW IS IT USED IN COWETA COUNTY?

The Coweta County Transit System uses a demand response service model. Passengers must call in to schedule a trip. Thus, creating an appointment for pickup and drop-off times. Van routes and capacity are checked versus the time for the desired trip, and new passengers are added if there is capacity to accommodate the trip. Typical destinations are doctor offices, shopping centers, work, and senior centers. All passengers ordering trips must be 16 years of age or older and anyone less than 16 years of age must be accompanied by an adult. Non-subscription passengers are required to call 24 hours in advance to schedule a trip.

WHAT IS A PURCHASE OF SERVICE (POS) SUBSCRIPTION SERVICE FOR COWETA TRANSIT?

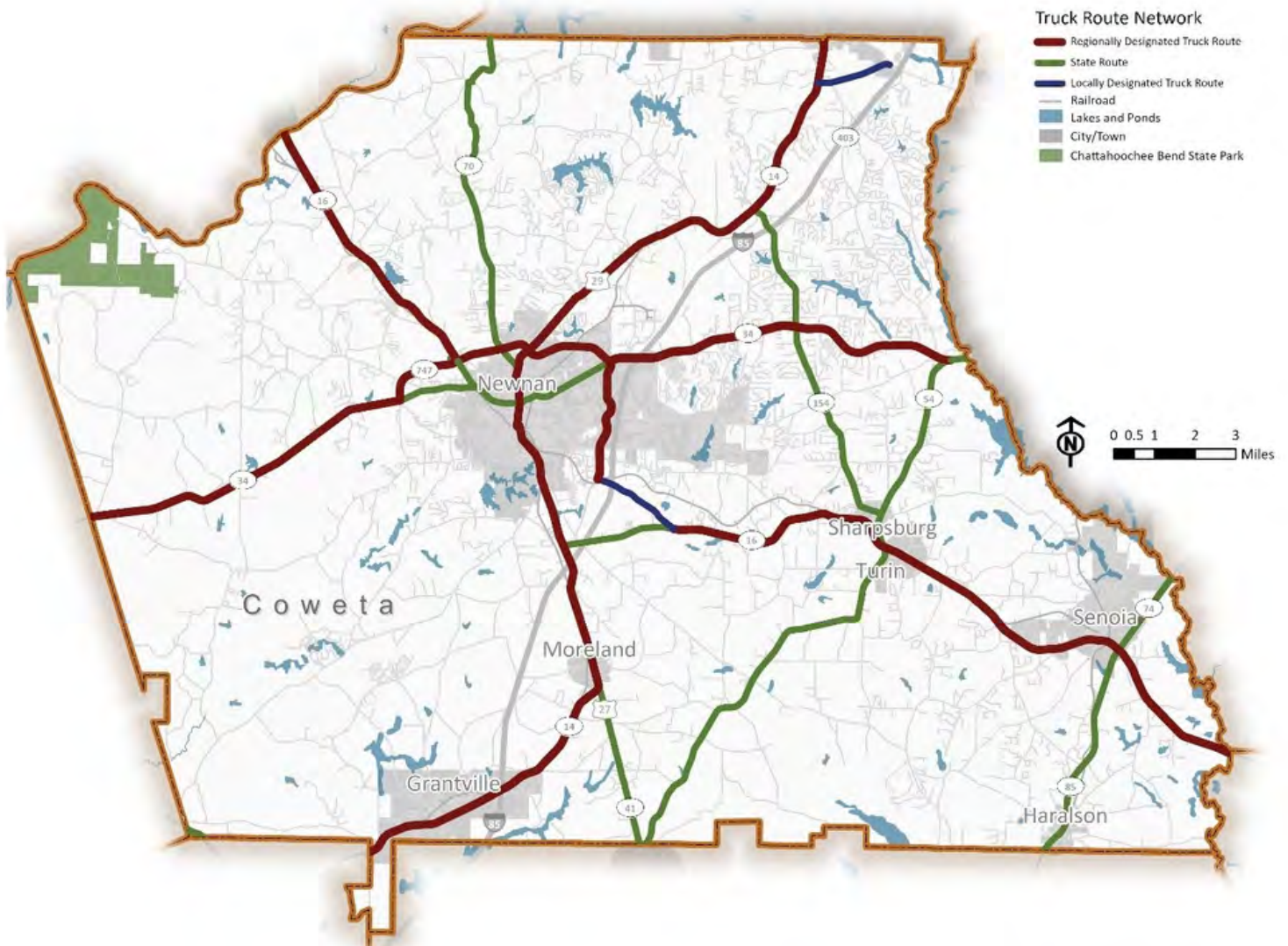
Any government agency or local business group can buy trips on the rural public transportation system, and this is commonly referred to as a “purchase of service” (POS) type trip. POS trips bring in additional revenues and help reduce the local government’s cost to provide public transportation. Funds are provided to local human service agencies such as senior centers, labor departments, and agencies that deal with the disabled. The funding is provided through a coordinated transportation program administered by the Department of Human Services, and human service trips are then purchased on the public transportation system.

FREIGHT

The movement of goods (freight) is an essential part of the Coweta County economy. Manufacturers, retailers, and customers rely on trucks, trains, and airplanes to get goods from producers to consumers.

Trucks are important users of the Coweta County roadway system. The County has designated two local roads as official truck routes: Weldon Road, which runs from Collinsworth Rd (near its interchange with I-85) to US 29, and Turkey Creek Road between SR 16 and the Newnan Crossing Bypass. There are no truck prohibitions currently in place in the County. Regionally, ARC has also identified a longer distance truck route in the Atlanta Strategic Truck Route Master Plan (ASTRoMaP). The ASTRoMaP identifies two east-west and one north-south regional truck route in Coweta County.

Besides locally and regionally designated truck routes, state routes are often considered truck routes because truck traffic cannot be prohibited on state routes by local legislation. Therefore, state roads, together with Weldon Road and Turkey Creek Road and the ASTRoMaP designated roadways, create the truck route network in Coweta County. Two of the most critical roadways in terms of truck volumes are SR 34 and SR 16.



Another vital piece of the freight transportation system is the railroad network. There are several active rail lines in Coweta County, including both eastern Class I railroad companies, CSX Transportation (CSX) and Norfolk Southern Corporation (NS). In addition, CSX and Norfolk Southern offer a limited amount of transportation services in the County through direct sidings to a few businesses. Because Coweta County has a low influence over operations of these private companies, the primary consideration for railroads is how they interact with the roadway system at road crossings. There is a total of 99 rail crossings in Coweta County. All but 18 of the rail crossings occur at grade, meaning that rail and automobile traffic interact. This interaction has the potential for safety concerns as well as traffic delays. However, the vast majority of the at-grade crossings occur on minor local roads, which carry low traffic volumes.

Truck congestion and crashes are important considerations in transportation planning. The worst truck-related congestion currently occurs on SR 154 at the interchange with I-85. The model shows that SR 154 functions at LOS F on the segment crossing I-85, but this should be improved with the construction of the Madras Connector and the Amlajack Interchange. The only other congestion on the network occurs along US 27 at SR 34 north of Newnan. Spatial analysis reveals three significant concentrations of truck crashes: along SR 34 between I-85 southbound ramps and Herring Rd, along US 27 between SR 16 and Bridgeport Blvd including the I-85 ramps, and in Downtown Newnan along the Jackson and Jefferson Streets one-way pair.



AVIATION

The Newnan-Coweta County Airport (CCO) is located 30 minutes southwest of Atlanta, Georgia, in Coweta County. The airport is a public-use airport established in 1965. It provides a convenient and efficient location for business and leisure travel in the southwest quadrant of metropolitan Atlanta and west-central Georgia. In addition, the Airport offers full-service Fixed Base Operations (FBO) and airport management.

In terms of passenger traffic, CCO does not play a large part in the County's transportation network, mainly because of Coweta County's relative proximity to Hartsfield-Jackson Atlanta International Airport (HJIA).

The Newnan-Coweta County Airport is owned and operated by the Newnan Coweta County Airport Authority. The Authority consists of five(5) members appointed by the Board of Commissioners from each of their respective districts for terms of four years. The Airport is sponsored by Coweta County, Georgia through an Intergovernmental Agreement (IGA) for operations.



TRANSPORTATION

NEEDS AND OPPORTUNITIES

The Comprehensive Transportation Plan process identified multiple overarching transportation needs and opportunities in Coweta County:

Priority Needs

- Address over-reliance on key corridors, such as SR 16, 34, and 154
- Enhance east-west connectivity
- Mitigate safety issues
- Repair degraded bridges
- Improve and expand bicycle and pedestrian networks

Priority Opportunities

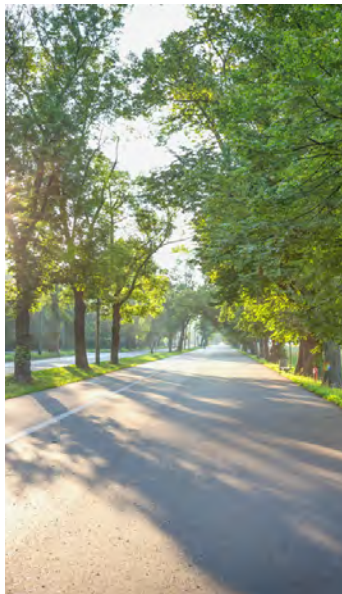
- Connect land use and transportation
- Anticipate and mitigate impacts of increased truck traffic
- Consider long-range regional transit connectivity



TRANSPORTATION VISION

The Comprehensive Transportation Plan includes policy recommendations and implementable projects to achieve the county's vision. In addition, the CTP specifically identifies programs, goals, policies, strategies, projects, schedules, responsibilities, needs, costs, and funding sources to ensure needs will be met for plan's horizon of 20 years.

These goals, policies and projects from the CTP also act as supplemental information and have been incorporated into the appropriate sections for the Comprehensive Plan and Community Work Program.



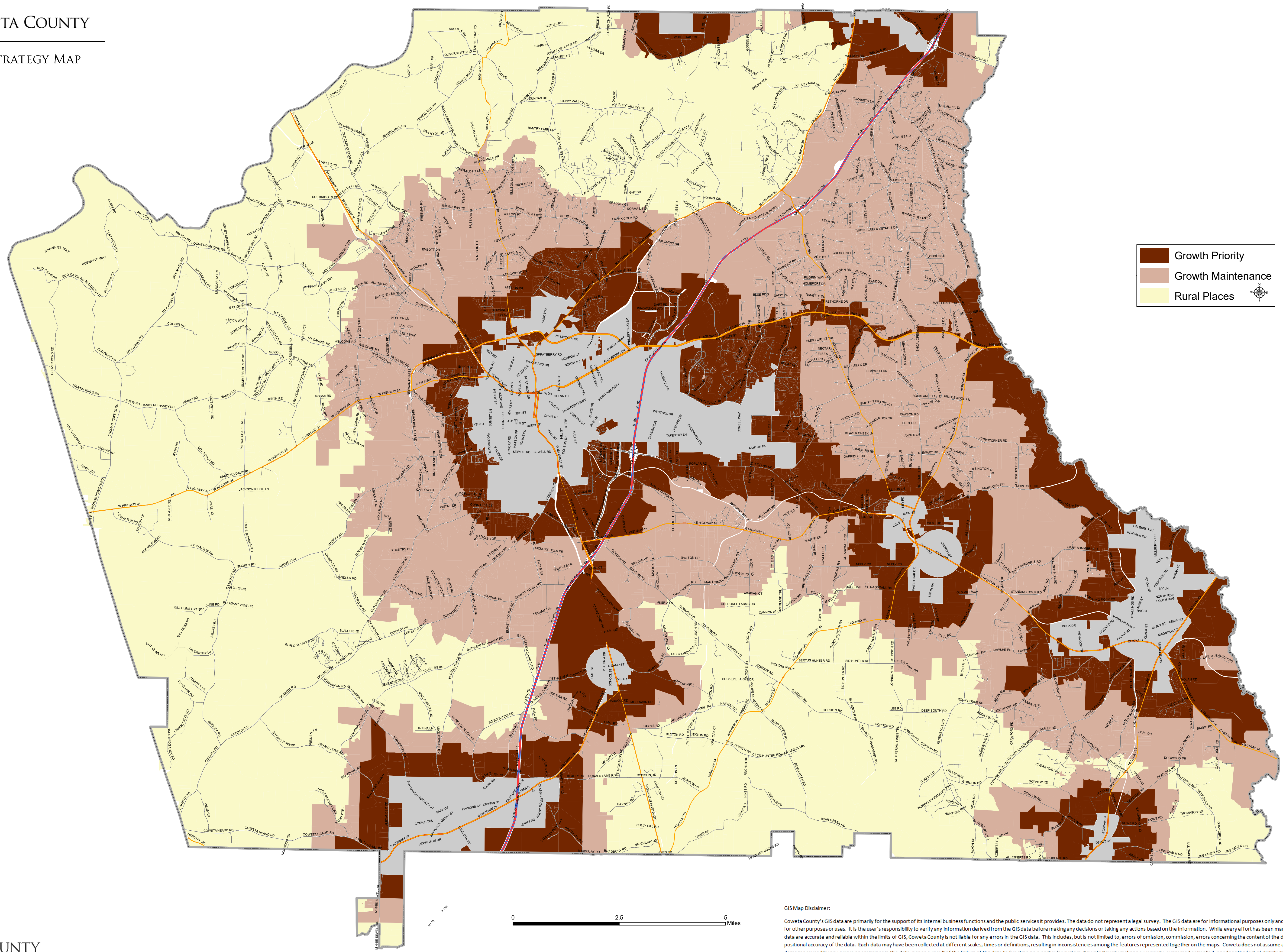


COWETA COUNTY

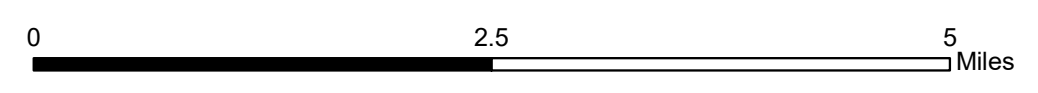
GROWTH STRATEGY



GROWTH STRATEGY MAP



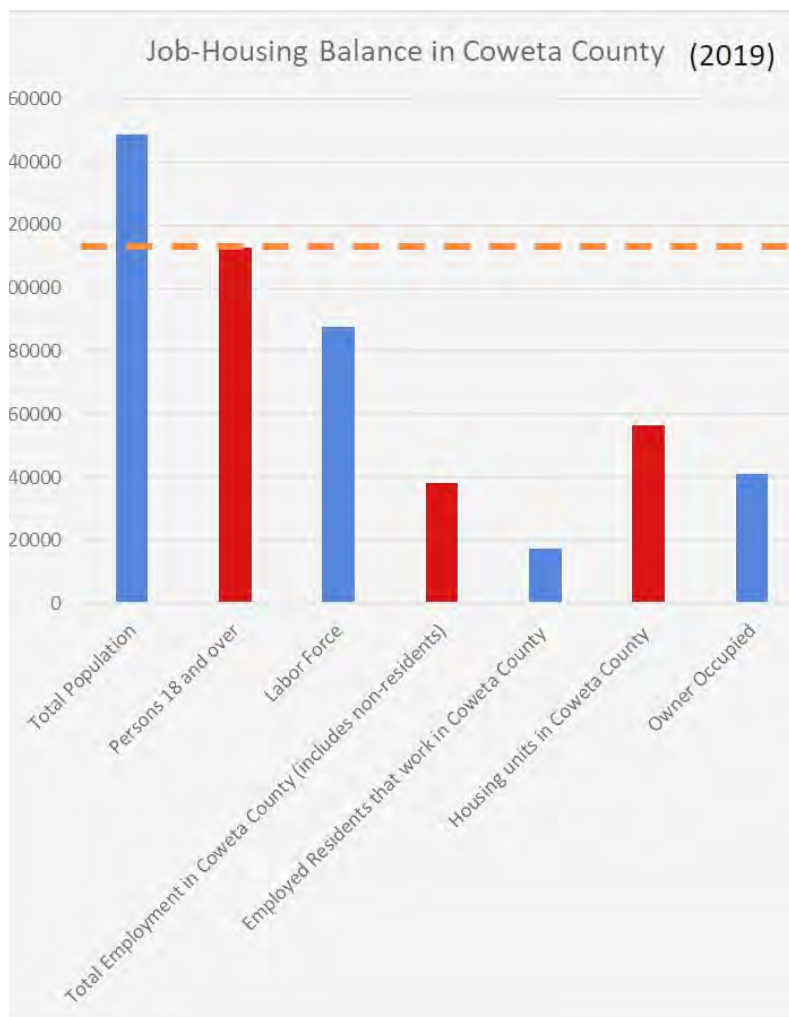
	Growth Priority
	Growth Maintenance
	Rural Places

GIS Map Disclaimer:
 Coweta County's GIS data are primarily for the support of its internal business functions and the public services it provides. The data do not represent a legal survey. The GIS data are for informational purposes only and may not be suitable for other purposes or uses. It is the user's responsibility to verify any information derived from the GIS data before making any decisions or taking any actions based on the information. While every effort has been made to ensure that these data are accurate and reliable within the limits of GIS, Coweta County is not liable for any errors in the GIS data. This includes, but is not limited to, errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data. Each data may have been collected at different scales, times or definitions, resulting in inconsistencies among the features represented together on the maps. Coweta does not assume any liability for any damages caused by any errors or omissions in the data, nor as a result of the failure of the data to function on a particular system. Coweta County makes no warranty, expressed or implied, nor does the fact of distribution constitute such a warranty.

BACKGROUND

The Comprehensive Plan is an essential tool in Coweta County's land-use planning. The Comprehensive Plan is used to address the constant change, evolution, and conservation of the county. In addition, the Comprehensive Plan looks toward the future and provides a roadmap for the development and preservation of the county's most limited resource, the land itself. A link between job-housing balance, commuting traffic flows, and the land-use mix was identified during the review of existing conditions for land use and transportation. The number of residents commuting outside the county is much greater than residents employed within the county. In addition, the commuting trips have the most significant distance on recurring intervals among all trips originating in the county. They account for the bulk of vehicle miles traveled (VMT) in the county. Coweta County's data on population, labor force, and housing reveals a Job-Housing imbalance.



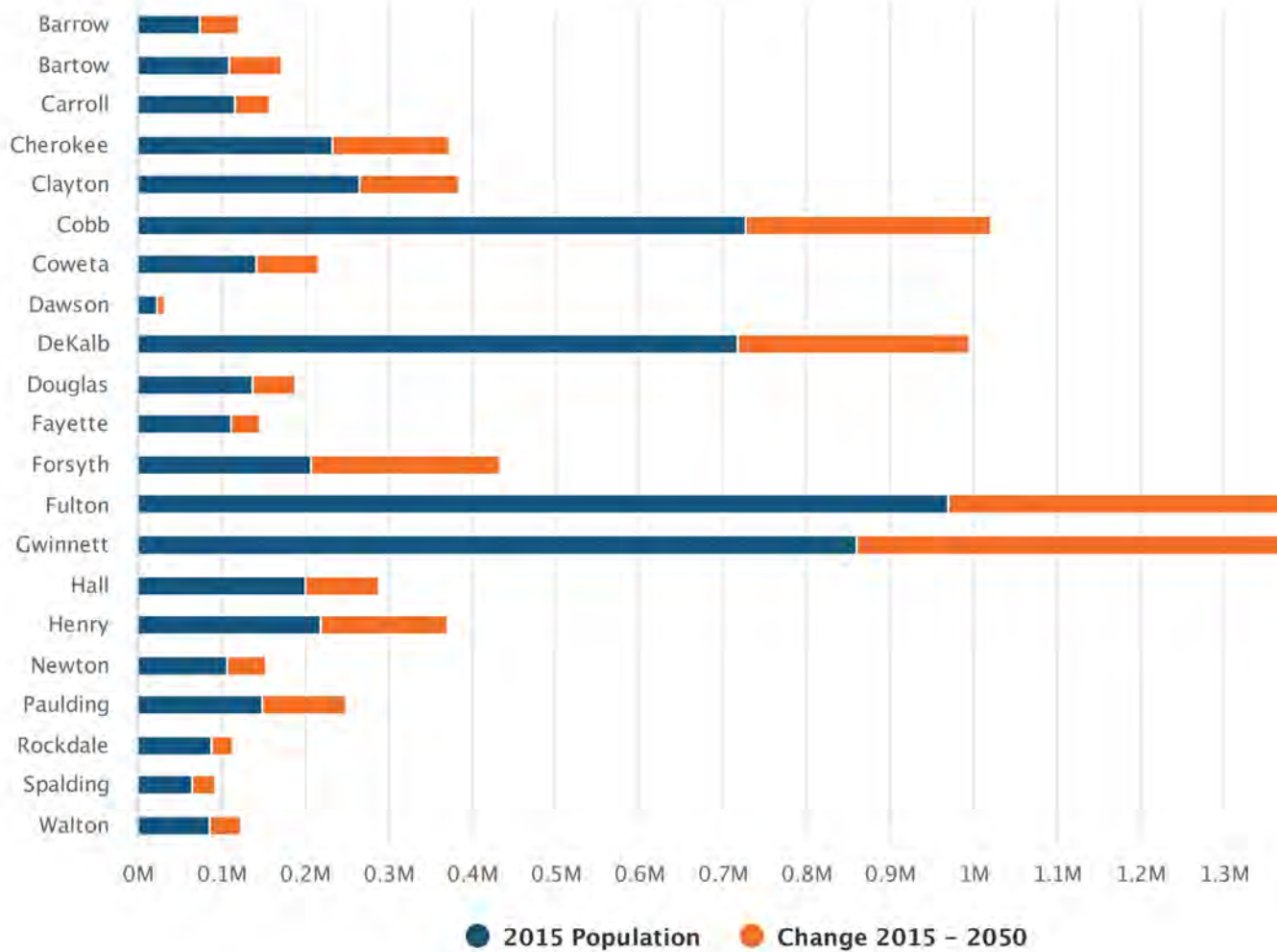
The county's labor force is higher than the available housing stock. Also, the total population over 18 is significantly greater than available housing units in Coweta County. As a result, commuting patterns show Coweta County has developed into a bedroom community for the greater Atlanta area. Innovative land-use policies and products may help to correct the balance.

BACKGROUND

Coweta County's population has steadily increased since the 1990s. Due to the intense growth of the metro-Atlanta area, Coweta's population is anticipated to continue at an aggressive rate. The rise in population mirrors the influx of population in greater Atlanta, specifically in Fulton County and South Fulton. The intense growth in the neighboring counties pushes the growth towards Coweta County.

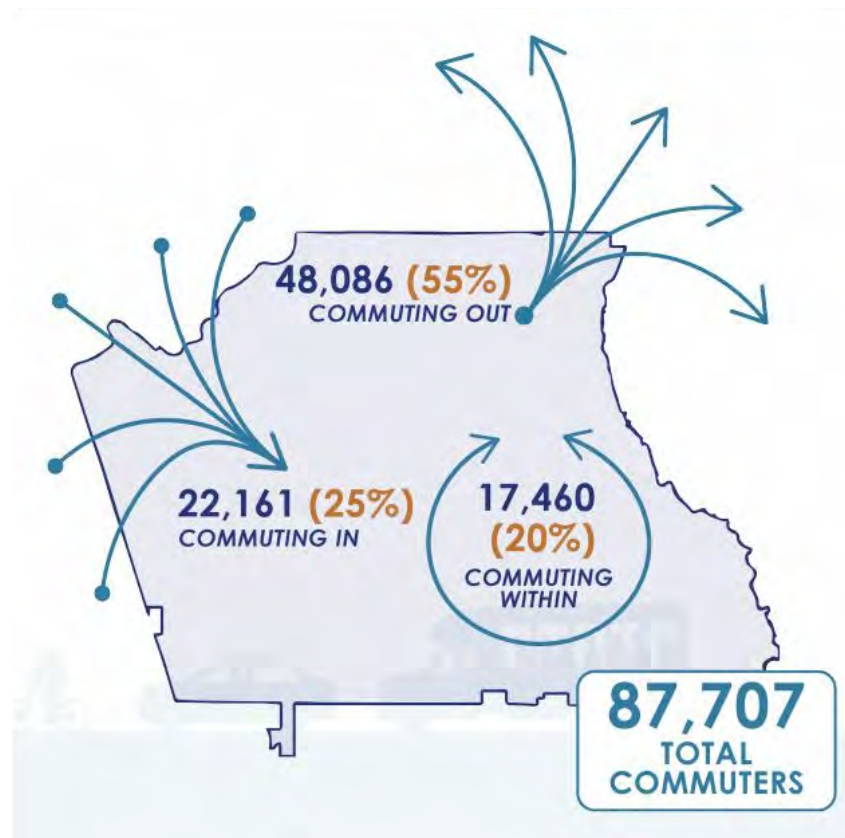
2050 Population Forecast

Source: Atlanta Regional Commission



BACKGROUND

Demographic trends show that Coweta County serves as a bedroom community to the greater Atlanta. Commuting patterns show that of the 87,707 total commuters in the county, most (55%) live in the county but commute elsewhere for work. Twenty-five percent (25%) of the commuters live elsewhere and commute into Coweta County. Only twenty percent (20%) of the County's commuters live and work in Coweta. This reveals an imbalance in the job-housing balance. An imbalance between housing and jobs for residents can have a powerful impact on the County's economic development, the housing market, and quality of life.

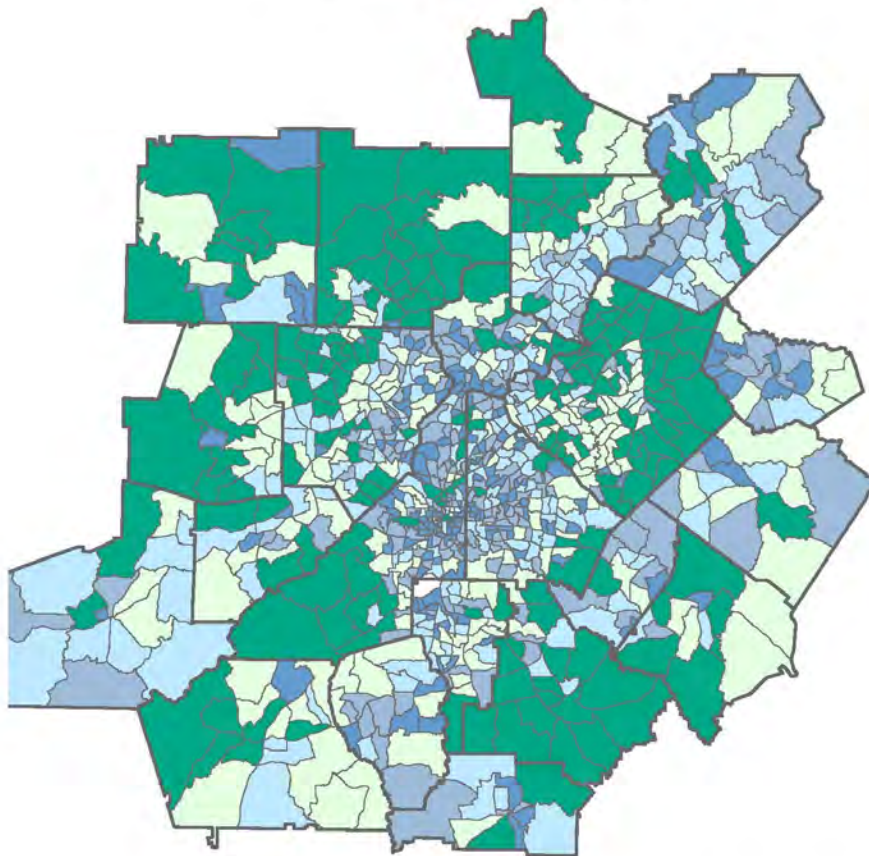


Shorter commuting distances help reduce infrastructure costs for outlying areas, reduce household expenses, and build the local economy by retaining business dollars and enhancing home values within the county.

BACKGROUND

The direction of population growth is driven by a combination of factors: accessibility, local community facilities and amenities, and market forces. For Coweta, the proximity to Atlanta coupled with interstate access, availability of land, and absence of impact fees can accelerate the population and development boom in Coweta.

ARC Population Forecasts (Series 16): Total Population, 2050



Total Population forecast by Census Tract in 2050

870 - 5,472
5,473 - 7,341
7,342 - 9,067
9,068 - 11,771
11,772 - 43,643

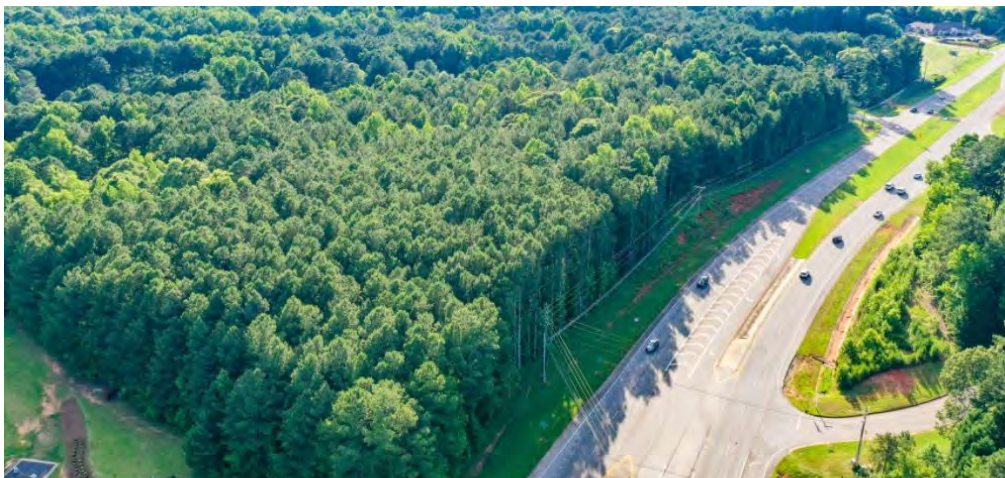


Atlanta Regional Commission

BACKGROUND

The numbers show that growth in Coweta County is inevitable. The County's current regulations and available land could absorb the population increase. However, the rapid growth could create considerable adverse impacts by overburdening transportation infrastructure while consuming undeveloped rural and agricultural land. The factors point to the need for a growth strategy that accommodates the growing population while limiting the adverse impacts of development outpacing infrastructure. Increasing population without a logical growth scenario and careful planning could negatively impact traffic and the rural character.

During the public input process, we heard many concerns about current traffic conditions and the need for rural preservation. The creation of the Growth Strategy element addresses the concerns for rural preservation, traffic concerns, available water/sewer, and the need for new housing. Thus, the focus of the Growth Strategy is not to prevent but to encourage growth, density, and higher intensity land use to areas that can best accommodate it with existing infrastructure; or to areas that are best suited for expansion of services. Additionally, the Growth Strategy provides information to guide decisions about infrastructure availability and investment. Growth Strategy looks at infrastructure, service capacity, and development patterns.



GOALS

The Comprehensive Plan's Growth Strategy seeks to identify and recommend land-use endeavors and infrastructure development to help successfully plan communities that provide a better job-housing balance. The Growth Strategy has three goals :

- Decrease the number of vehicle trips
- Prevent sprawl and preserve the rural character
- Reduce travel times and distance



The land development pattern in Coweta County supports dependency on automobiles and creates commuting routes on minor arterial and major collector roads. Since most of the labor force leaves the county for work, we experience congestion during peak travel times along all major highways, including SR 34, US 29, Lower Fayetteville Road, and US 27, and on additional minor collectors that intersect with these main routes. This is evident in the congestion hot spots noted in the Comprehensive Transportation Plan.

Reducing commuting distance would provide congestion relief to the County's transportation network. One way to shorten commutes is to facilitate diverse land uses that promote increased job and housing density through innovative land-use regulations.



PURPOSE

The overall purpose of the Coweta County Comprehensive Plan is to serve as a general guide for future land use and the development of infrastructure and public services. Essential to that are policies that function as the cornerstone for future land-use decisions that affect other endeavors such as economic development, density, zoning, and natural resource management. Therefore, the 2041 Growth Strategy is created to provide a supplemental framework to guide development policies and foster the connection between land use and infrastructure.

The 2041 Growth Strategy (GS) Element provides an opportunity to connect the high-level vision for land use to supportive infrastructure strategies. The 2041 GS builds upon the county's previous work, including the Land Development Guidance System (LDGS), 2016 Community Plan, zoning, infrastructure development, and transportation plans. The 2041 GS guidance is similar in nature to the Growth Management section in the 2016 Community Plan. The 2016 Growth Management contains recommendations for future land use and directs dense growth towards infill neighborhoods near Newnan. However, the 2041 Comprehensive Plan establishes the Growth Strategy as an essential element with the Growth Strategy Map and identified tiers of growth in the county.



2041 GROWTH STRATEGY AND TIERS

The land is a finite resource and the county's most valuable resource. While it is possible to rehabilitate the land to correct mistakes in land use, it can take considerable time and financing. You cannot create more land while initiating an attempt to correct past errors. Furthermore, it is difficult and typically insurmountable to revert to a natural state once the land is developed. Thus, significant changes in land use, intensity, and density should be weighed considerably before enactment. The 2041 Growth Strategy can be utilized as a supplemental reference in county planning and zoning efforts. It is designed to guide growth while exercising excellent stewardship of our most valuable resource, our land.

Today, new development is often constrained by available existing services. Currently, only limited areas in the county can meet the demand for dense development. The factors immediately relevant to future growth are sewer, transportation system, and school capacity. Other essential factors include water, recreation, libraries, public safety, and similar features.

Population and development densities should vary throughout the county per the availability of services and infrastructure. Dense development should be directed to locations where essential services and infrastructure exist and may be provided more efficiently.



2041 GROWTH STRATEGY AND TIERS

When the considerations as mentioned above are viewed together, three geographically distinct levels of growth emerge in Coweta County:

- The Growth Priority Area**
- The Growth Maintenance Area**
- The Rural Places Area**

GROWTH BASED APPROACH

Tiered Response

	Rural Places	Growth Maintenance	Growth Priority
Current for/land use	Rural/agricultural	Suburban	Urban or emerging urban areas/ activity centers proximity to town centers.
Growth Approach	Allow only rural/agricultural friendly uses	Discourage additional expansion	Encourage infill, redevelopment, density
Infrastructure Approach	Maintain/address issues	Maintain/improve efficiency in existing; expansion is last resort	Invest, expand, strengthen, diversify



2041 GROWTH STRATEGY AND TIERS

The Growth Priority Area encompasses the existing urban service area in the county. The Growth Priority boundary also includes county land contiguous to adjacent municipalities. Developments with increased density should be directed to the Growth Priority Area due to the availability of public services such as water, sewer, drainage, broadband internet, and transportation.

The urban service area is defined as areas where public services and facilities, including, but not limited to, central water and sewer capacity and adequate roads, are already in place.

The following are the characteristics and patterns of development in the Growth Priority Area:

- In Coweta County, most urban services and urban development are located in or contiguous to the Growth Priority Area. Thus, such development should continue to be concentrated within its boundaries over the next two decades.
- Land use planning for areas contiguous with urban municipalities should be comparable and compatible in its approach and intensity.
- Sewer and water infrastructure investments should be focused on the Growth Priority Area. Priority should be given to economic development sites, complete communities, commercial districts, dense residential areas, R-PDP zoning districts, and major employers. In addition, existing locations susceptible to septic failure within the Growth Priority Area should also be prioritized for sewer expansion.



GROWTH PRIORITY

- Investments in sewer and water infrastructure outside of the Growth Priority Area should be made cautiously, and in coordination with prioritized needs.
- New development should incorporate pedestrian and bicycle access into its transportation system to provide alternative travel methods as density increases in the Growth Priority Area.
- Various ranges of residential densities should exist. Therefore, land use regulations and policies should direct higher density development to this area. This approach is consistent with the availability of urban services.
- In addition, existing communities should be protected from adverse impacts of new development with greater density or intensity of land use. Appropriate buffers and land use transition should be employed where necessary.
- The Growth Priority Area can accommodate dense residential and commercial development with various intensities where infrastructure is in place.
- Industrial development should occur in existing industrial, zoned districts where the necessary infrastructure is already in place.
- The scope and boundary of the Growth Priority Areas should be periodically reviewed in light of any changes in sewer and water, transportation level of service, or other factors.



GROWTH MAINTENANCE

The middle tier, Growth Maintenance, is generally recognized as the land between Growth Priority Areas and Rural Places. This area is mainly suburban with low-density residential, small-scale commercial (primarily strip commercial), and remaining agricultural use areas. It is outside the urban service area and does not have the necessary infrastructure to support dense development.

The following are the characteristics and patterns of development in the Growth Maintenance Area:

- The primary factor preventing dense development in the Growth Maintenance is the absence of sewer and water service.
- Regardless of water and sewer availability, the Growth Maintenance Area will continue to face significant development pressure during the horizon of this Comprehensive Plan. Therefore, development must not outpace existing infrastructure in this area.
- Infill should be encouraged. New development should be directed to gaps rather than expanding outward to lessen the need for new services and infrastructure.
- Land-use regulations should not permit densities that can create transportation capacity issues based on the current level of services (LOS) and annual average daily traffic (AADT).
- Land-use policies and regulations should encourage low-density residential development that is consistent with the existing setting. Properties adjacent to the Rural Places Area should match the adjacent density to create an invariable transition and mitigate adverse impacts from incompatible land use or density.
- Increased density may be permitted within Complete Communities character areas and properties zoned for mixed-use. This strategy promotes efficient use of land and infrastructure investment.

GROWTH MAINTENANCE



- Complete Communities within the Growth Maintenance Area should be located in sites with proximity to Interstate Interchanges or along roadways with the capacity for additional vehicle trips. Complete Communities may also be in locations as identified by the Character Area Map. The Complete Communities should be in keeping with the existing community and minimize congestion and sprawl.
- Commercial development should be designed with a neighborhood scale. Big box development should be discouraged.
- The Growth Maintenance Area serves as a transitional area between the Growth Priority Area and Rural Places Area. There is one exception in the vicinity of the Cedar Creek Watershed and zoning district in northern Coweta County. The Cedar Creek zoning district is included in the Rural Places area due to environmental constraints and development restrictions of the watershed. Thus, in the area south of Chattahoochee Hills, the Priority Development Area is marginally bound by Rural Places Area. At this location, consideration should be given for additional screening, and protection of resources to mitigate any impacts arising from differing growth tiers.
- The Growth Maintenance Area has the potential to absorb much of the development pressure placed on the Rural Places. Land Use regulations should acknowledge this and allow more dense developments in Complete Communities, but density should still be less than the Growth Priority area. This approach enables the Growth Maintenance Area to serve as a transition between the urban and rural landscape.
- The boundary and scope of the Growth Maintenance Areas should be periodically reviewed given any changes in sewer and water capacity or other factors

RURAL PLACES

The Rural Places are primarily defined by the Comprehensive Plan's Rural Places Character area, land use analysis, average lot size, annual average daily traffic counts, and zoning districts.

The following are the characteristics and patterns of development in the Growth Maintenance Area:

- The Rural Places Area is rural in character. Although there are existing areas of increased density and commercial development, most of these locations are in historic mill villages, community crossroads, and major highway corridors.
- The main factor preventing dense development is the lack of available water and sewer. Most areas are so far from water and sewer that the option to extend service is rendered unfeasible. Therefore, land-use regulations should acknowledge the disparity by not permitting densities that would necessitate sewer services.
- Investment into the expansion of water and sewer is not advised for the Rural Places Area.
- Land-use regulations should not permit densities that have the potential to create transportation capacity issues based on the current level of services and annual average daily traffic (AADT).
- Significant effort should be taken to preserve the rural character and preserve agricultural resources.
- Farmland protection should be explored through right to farm policies.
- Commercial development should be for local services.



RURAL PLACES

- Over the past decade and since the last Comprehensive Plan update, growth has steadily increased in the Rural Place area. The Rural Places will continue to face increased development pressure through the timeline of the Comprehensive Plan. It is imperative that development does not outpace infrastructure in these rural places.
- Small commercial development should be directed to areas defined for such use.
- Explore innovative land-use products to be in keeping with the surrounding community and minimize sprawl.
- Complete Communities may be permitted in areas defined by the comprehensive plan or have significant public support.



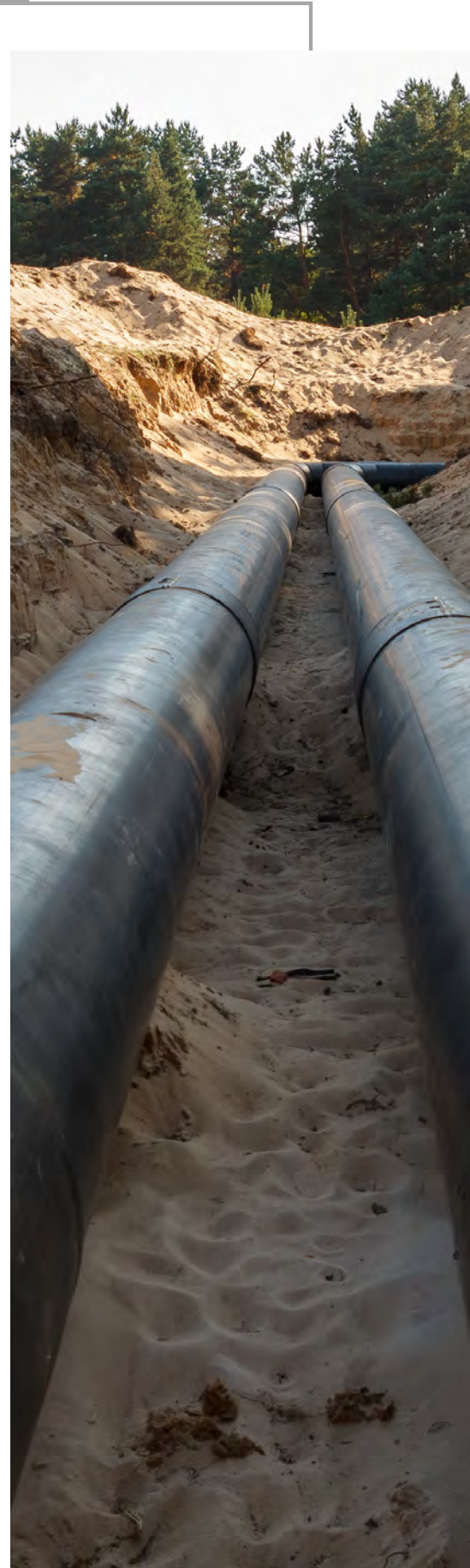
Vision

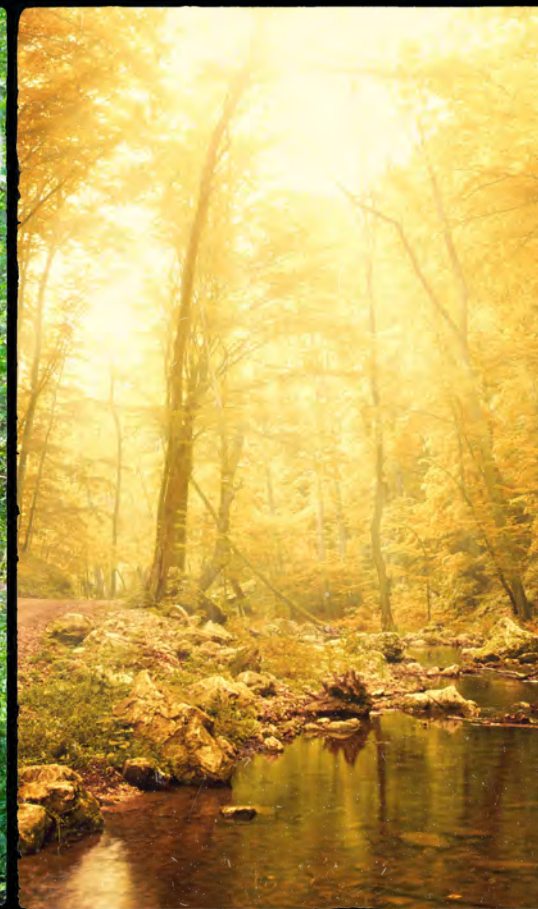
As Coweta County continues to grow and develop, the need for identifying new and innovative planning and zoning regulations that allow for increased flexibility and a broader range of allowable uses will become more pronounced in the Growth Priority Area. Therefore, the Growth Strategy aims to encourage innovative land-use policies and products to increase available housing near the urban areas, town centers, and interstate interchanges. For example, providing compact neighborhoods and mixed-use options near the cities and towns will offer housing opportunities that shorten commute times. Also, the additional housing capacity near the cities and towns may attract employers to these areas due to the increased labor pool and available urban services. Furthermore, creating zoning for increased density and mixed-use can increase housing stock in the county without consuming rural land and help correct the county's job-housing imbalance.

Encouraging mixed-use developments near interstate interchanges will provide almost direct access to I-85. Thus, reducing the vehicle trips on local roads and collectors for those commuting to Fulton County. Similarly, providing land-use products that facilitate Complete Community – Rural Villages will shorten vehicle miles traveled during the day for personal goods and services while also providing economic generators in rural areas.

As growth continues and the county allows more dense development, the need to identify, improve and increase recreational spaces will be necessitated. Through the development process, the county should implement measures to create publicly accessible recreational and open spaces.

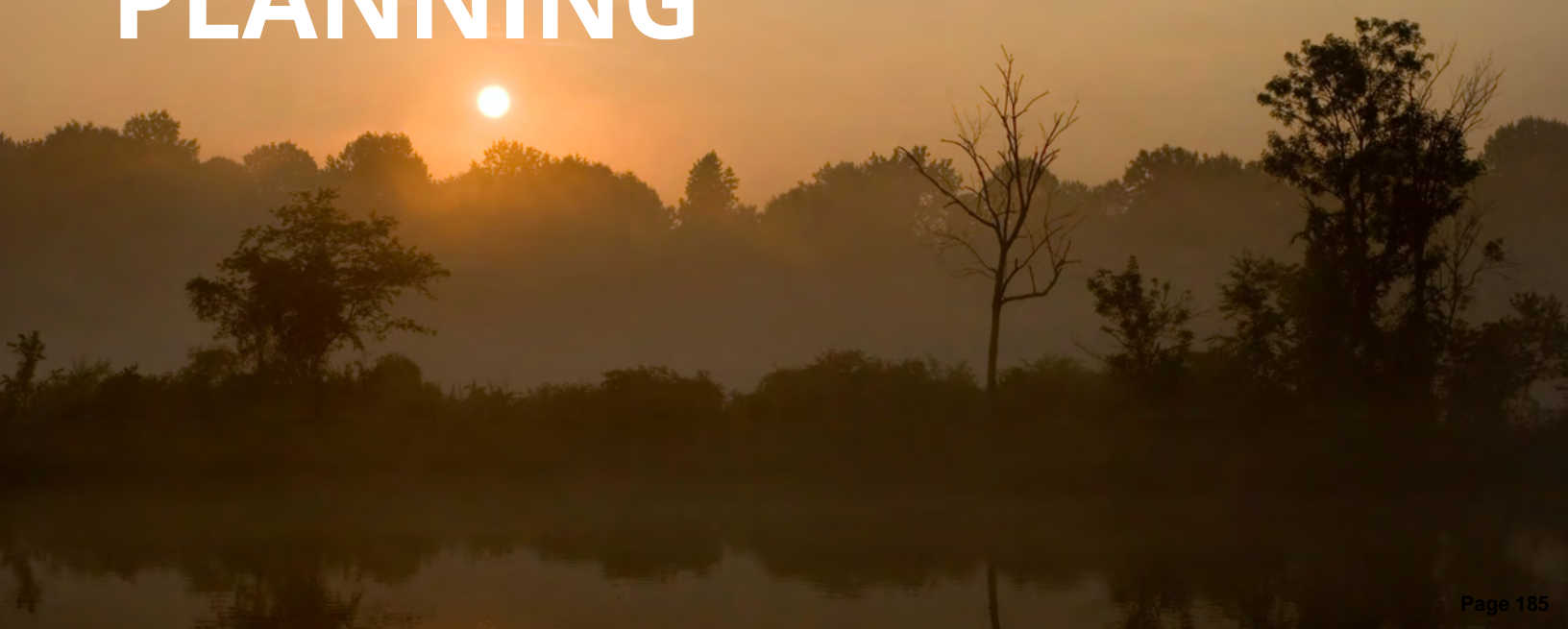
Also, increased coordination between local governments is necessary to ensure that County and municipal land-use plans consider the regulations of contiguous jurisdictions. This effort would assist in minimizing conflict created by the impact of new dense development and ensure appropriate transitions in land use across differing jurisdictions. In particular, the implications of potential municipal annexations should be accounted for and considered within Growth Strategies to mitigate adverse impacts caused by overburdened infrastructure.





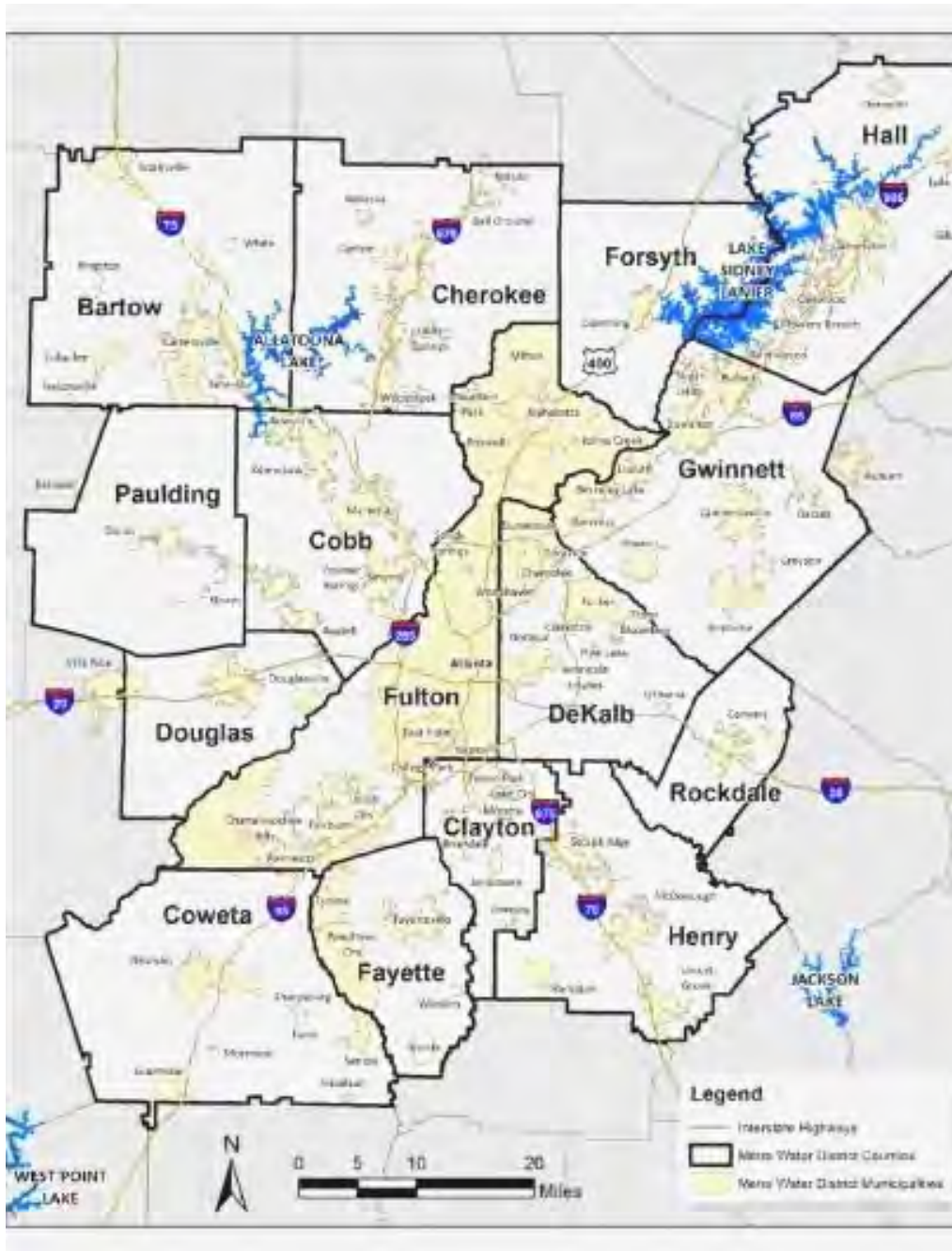
COWETA COUNTY

NATURAL RESOURCE PLANNING



REGIONAL WATER PLAN

Coweta County belongs to the Metropolitan North Georgia Regional Water Region. Basins of the Chattahoochee River and Flint River flow through Coweta County.



REGIONAL WATER PLAN



The Metropolitan North Georgia Regional Water Plan was updated in June 2017. Metropolitan North Georgia region is one of 10 water planning regions across the state. The plan can be found on the Georgia Water Planning website: <https://waterplanning.georgia.gov/>.

PLANNING GOALS

The Metropolitan North Georgia Regional Water Plan identified the following planning goals:

Planning Goals:

- Protect water quality and Public Water Supplies
- Support Conservation and/or Demand Management
- Support economic growth and Development
- Equitably Distribute Benefits and Costs
- Promote public education and Awareness
- Facilitate Implementation
- Improve Resiliency



PLANNING PRINCIPLES

The Metropolitan North Georgia Regional Water Plan identified the following planning principles:



Planning Principles:

- Maximize the use of existing sources and facilities: Water supply sources and water and wastewater treatment facilities are major investments for local jurisdictions. Using existing sources and facilities is cost-effective and generally has the least adverse environmental impact.
- Increase water conservation and efficiency: The need for additional future water supply and treatment capacity can be reduced by increasing efficiency and reducing waste and loss. Demand management and supply efficiency are often more cost-effective than developing new water supplies
- Best Practices for non-potable reuse: The District discourages non-potable reuse when its application increases net water use. However, the District recognizes a number of best practices for non-potable reuse that can help extend the life of water supplies.
- Consider return flows: Local wastewater providers should consider the need for returns of highly treated wastewater to local water bodies within the basin of origin as well as opportunities to enhance available water supplies through indirect potable reuse and the generation of “made inflows” to federal reservoirs (see box at right). GAEPD’s planning guidance for this Plan further states that returning highly treated wastewater to Lake Lanier and Allatoona Lake (and their watersheds) and to the Upper Flint River Basin shall be encouraged, where feasible, to support long-term sustainable water use from these basins.
- Make appropriate use of reclaimed water: The use of highly treated wastewater for indirect potable reuse and non-potable reuse plays an important role in sustaining the District’s potable water supplies. Maximizing return flows to local water supply sources is encouraged when feasible. This Plan has a strong focus on indirect potable reuse returns to the river basins and lakes that provide the District’s water supplies. The District’s policy on the use of reclaimed water is explained in more detail in the box on the right.
- Continue to protect water quality: Water quality protection is essential to ensuring the quality and availability of existing and future drinking water supplies, in-stream aquatic health, recreational opportunities and availability of wastewater assimilative capacity.

PLANNING PRINCIPLES

The Metropolitan North Georgia Regional Water Plan identified the following planning principles:

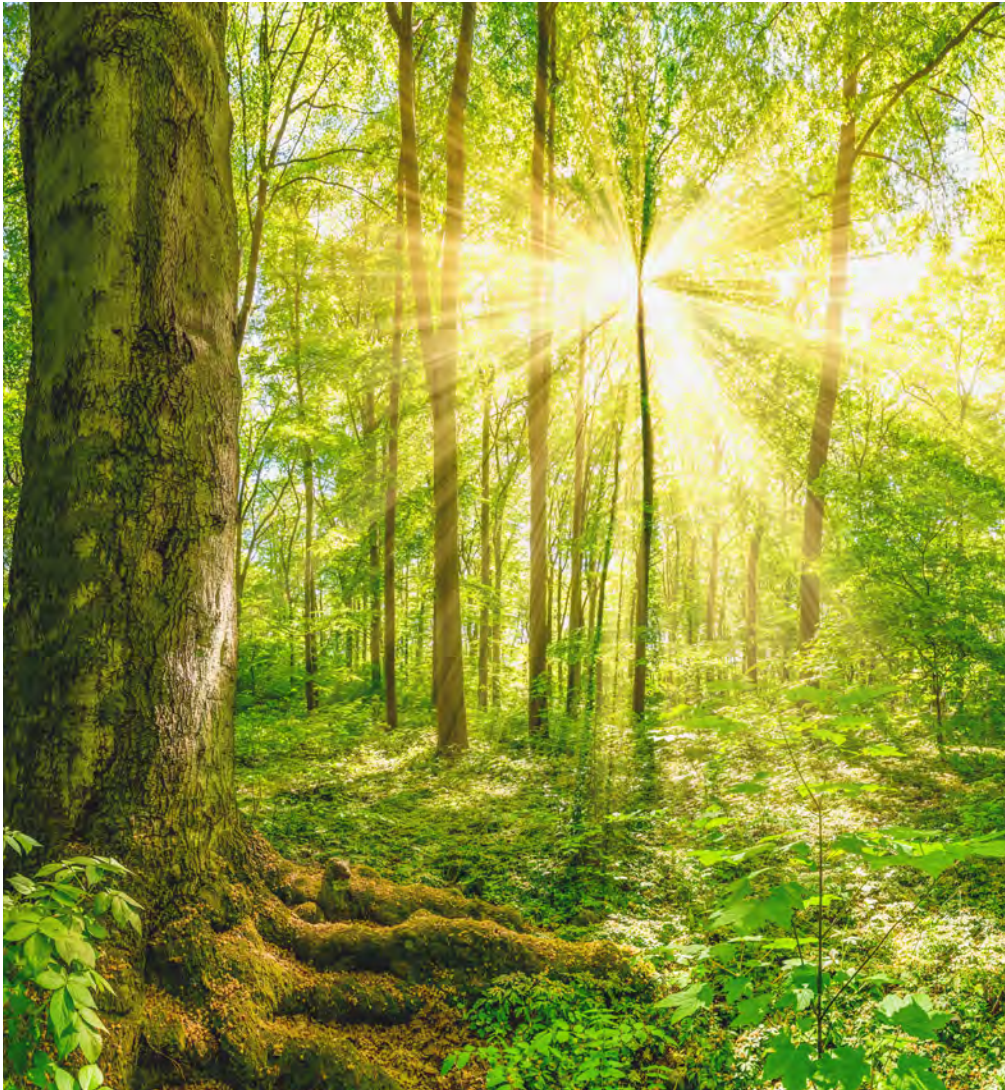


Planning Principles:

- Support adoption of advanced treatment technologies: New technologies will advance our abilities to augment water supplies, ensure safe drinking water and reduce pollutant loadings to our waterbodies.
- Promote maintenance of decentralized wastewater systems: Recognizing the need to promote return flows and reuse, land application systems (LASs) can offer a viable wastewater treatment method in certain local jurisdictions in the District. Septic systems are also viable wastewater treatment methods across the District. In both instances, however, long- term maintenance of these facilities must be adequate to ensure protection of water quality.
- Reduce wastewater treatment facility influent variability: Dramatic changes in wastewater influent can cause difficulties for treatment facilities, especially smaller facilities. Practices that reduce variability, such as pre-treatment, septage disposal planning and fats, rags, oils and grease control programs help to protect wastewater treatment facility operations and water quality.
- Enhance reliability of wastewater pumping stations: Consistent and uninterrupted performance of wastewater pumping stations is critical to protecting water quality. Appropriate measures should be taken to ensure reliability and redundancy, in order to avoid and minimize overflows and discharges of untreated and partially treated wastewater.
- Promote green infrastructure approaches: Green infrastructure approaches use networks of vegetated, open lands and engineered structures to promote infiltration of rainfall and runoff. The benefits of a green infrastructure approach can include water quality, air quality, flood risk reduction, property value improvement, economic growth, public health, recreation, community revitalization, quality of life, urban heat island reduction and urban agriculture opportunities.
- Ensure consistency with existing regulatory programs: To facilitate implementation, the Action Items should be designed to promote consistency of this Plan with the requirements of existing regulatory programs.

ENVIRONMENTAL CRITERIA

Chapter 391-3-16, Rules for Environmental Planning Criteria



Chapter 391-3-16, Rules for Environmental Planning Criteria

The Environmental Planning Criteria that are part of the Minimum Planning Standards deal specifically with the protection of water supply watersheds, groundwater recharge areas, wetlands, river corridors, and mountains, the latter not quite applicable in this region. These criteria were developed by the Department of Natural Resources (DNR) as mandated in Part V of the Georgia Planning Act and in the Mountains and River Corridor Protection Act. The criteria require that local governments identify existing and future water supply watersheds and adopt a water supply watershed protection plan for their jurisdiction. Some uses may be grandfathered, such as land uses existing prior to the adoption of a watershed plan, mining activities permitted by DNR, certain utility placements, special forestry, or agricultural services. The Environmental guidelines also spell out criteria for the delineation of small and large water supply watersheds, for the protection of groundwater recharge areas, for the protection of wetlands, and for the protection of river corridors, which shall be incorporated into this comprehensive plan and addressed specifically and in more detail through local ordinances and land development code regulations. Coweta County has adopted the requirements for the protection of water supply watersheds, groundwater recharge areas, wetlands, and river corridor protection. These Rules for Environmental Planning were considered when developing the comprehensive plan update.

FULFILLING THE VISION

BROADBAND SERVICES ELEMENT



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.



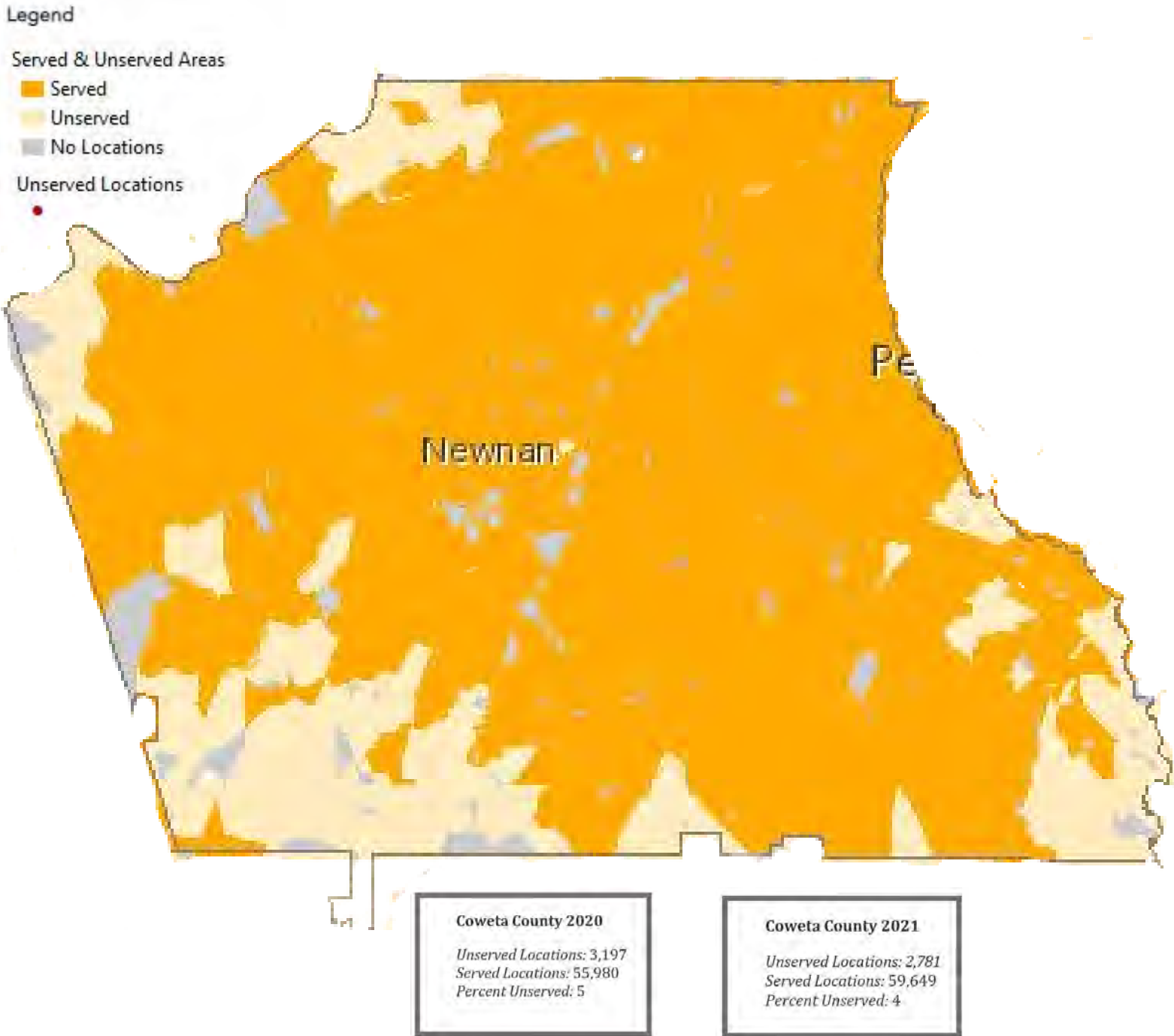
Introduction

The State of Georgia has made the expansion and deployment of broadband a high priority. Broadband is considered a critical service that affects all aspects of life, both at home and in the broader economy. To stress this importance, the Georgia Department of Community Affairs now requires every community to address broadband in the comprehensive plan. A community's action plan for the promotion of the deployment of broadband services by service providers into unserved areas within a government jurisdiction may include:

- Steps to promote reasonable and cost-effective access into the community
- Assessments, studies, ordinances, and goals
- DCA Broadband Ready Community and/or Site certification

As part of the Georgia Broadband Deployment Initiative, the Department of Community Affairs maintains the *Georgia Broadband Availability Map*. The last update took place in June of 2021.

2021 Georgia Broadband Availability Map Coweta County



Source: Department of Community Affairs, <https://broadband.georgia.gov/2021-georgia-broadband-availability-map>

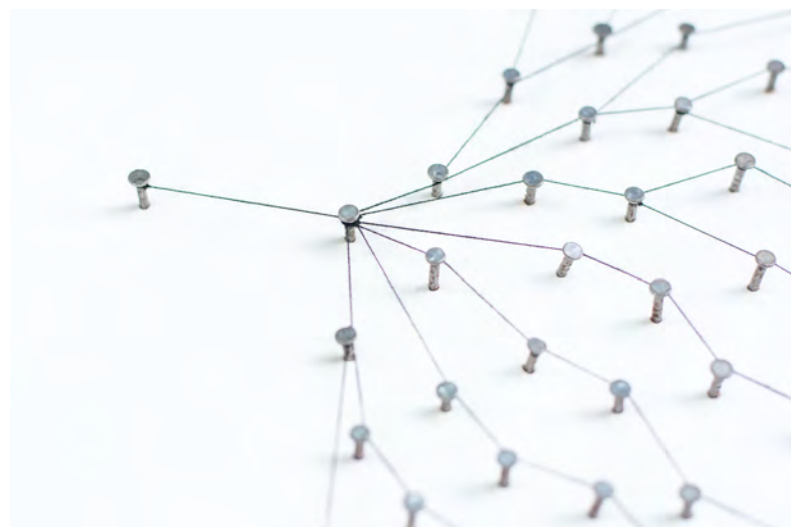


Trends and Issues

Concerning broadband access and home networking, the COVID-19 pandemic has had a significant impact. Before the pandemic, fixed broadband network traffic was growing annually at a predictable pace. But with the transition to teleworking and virtual education combined with a significant increase in video traffic related to teleworking, online school, streaming, and online gaming, overall traffic and bandwidth surged by anywhere from 50-150% in just a matter of weeks. More importantly, the surge wasn't just limited to peak busy-hour traffic. It extended throughout the entire day, putting a strain even on oversubscribed networks.

Coweta County continues to grow briskly, and with the trends in home networking increasing, broadband availability becomes an ever more pressing issue. According to DCA data released in 2020, Coweta County has 3,197 unserved locations out of 55,980. In 2021, the data released shows a slight reduction, with 2,781 underserved out of 59,649 served. Those numbers show a slight decrease from 5.7% to 4.6% in underserved locations. Also, the number of sites served increased by approximately 6.6% from 2019 to 2020.

It is essential to strive to make sure the entire County is served with Broadband and maintain or exceed the current level of service for the remainder of the County's population. Network availability appears most limited in the rural fringes of the county. Increasing the availability of broadband technology in these areas could allow agricultural businesses to explore or increase technology-based products in their operations.

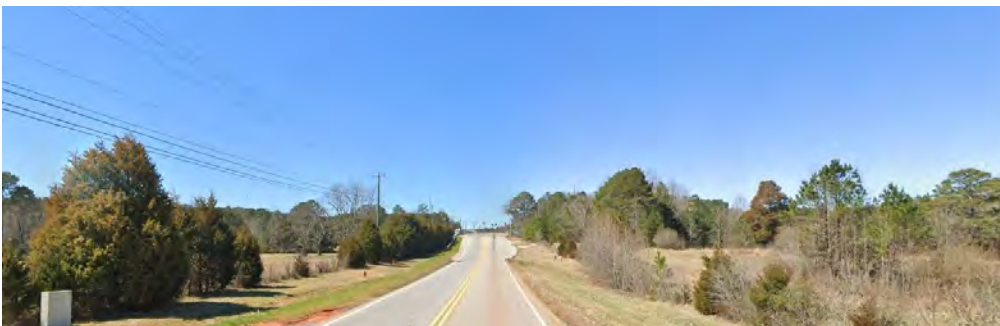


Trends and Issues

The “Georgia Broadband Opportunity Act,” authorizing the Georgia Public Service Commission (PSC) to set EMC pole attachment rental rates for cable attachments, was signed into law by Governor Brian Kemp in August 2020. The new legislation requires the PSC to establish fees, terms, conditions, and specifications in any pole attachment agreement entered into by a cable company and an EMC on and after July 1, 2021. The law requires the rate to be just, reasonable, nondiscriminatory, and commercially reasonable.

The Georgia Electric Membership Cooperatives (EMC) have created initiatives to spur the expansion of broadband networks in rural Georgia. The EMCs state deterrents to rural broadband are low population densities in rural areas, the low “take rate” resulting from consumers’ inability to afford cable’s high monthly fees, increased capital investment for infrastructure, and the need to maintain profits to satisfy stockholders from cable/technology companies and EMC. The Georgia EMC further states that EMCs have created affiliates and are providing broadband service to members. Most of the 41 electric co-ops in Georgia are exploring or have formed partnerships with broadband providers or have conducted studies to determine the feasibility and demand for connectivity in their service territory. But they recognize the need for collaboration in many areas of the state.

EMCs recognize that partnering with broadband companies is one of the fastest ways to tackle this issue. In 2021, new partnerships were announced by Carroll EMC, Colquitt EMC, and Amicalola EMC that will expand access for thousands of Georgia households.



Goals and Strategies

GOAL #1: Essential telecommunication services for all residents, businesses, and local government agencies (especially Public Safety and Emergency Services) are reliable and redundant/diverse.

Strategies:

- Engage telecom providers in direct dialog to address telecom reliability and diversity/redundancy issues.
- Engage with the Georgia Public Services Commission (GPSC) in proceedings on relevant telecommunication issues and initiatives.
- Request Incumbent Providers to share critical information with high-level county public safety officials on points of vulnerability in county networks, such as communities where facilities are non-redundant/diverse.
- Document any major telecommunication outages, and use such documentation to engage providers, GPSC, and policymakers at the local, state, and national levels for corrective action.
- Work with willing providers, the GPSC, and other entities to develop methods to document and correct ongoing individual landline outages which lead to loss of 911 services for residents.



Goals and Strategies

GOAL #2: All residents should have affordable high-speed broadband access in their homes. "Affordable high-speed broadband" is defined as meeting the current speed standards as set by the Federal Communications Commission and that usage is not restricted by data caps; and at a cost of no more than 2% of average household monthly income.

Strategies:

- Work with all willing providers to identify barriers and solutions to deployment.
- Work with all willing providers to expand broadband and mobile networks.
- Support and work with all willing communities to organize and develop last-mile connectivity plans. The last mile refers to the portion of the telecommunications network chain that physically reaches the end-user's premises. Leverage any opportunities to provide home access for K-12 students (as promoted by the Coweta County Board of Education to unlock 24/7 educational opportunities), and for college students to enable online educational opportunities.
- Assess ground truth broadband availability for the number of unserved and underserved households in the county.
- Share federal and state grant information for deployment opportunities with providers and organizations. Encourage and support appropriate pilot projects and applications.
- Advocate locally, regionally, and nationally for appropriate policies and programs for expanded last-mile broadband deployment.
- Increase the number of public-access computers and Wi-Fi hotspots in county libraries and other public spaces throughout the county.
- Reduce economic barriers for access through support for low-income access programs.
- Increase broadband adoption through the promotion of digital literacy programs in schools, libraries, and non-profits.



Goals and Strategies

GOAL #3: Competitively priced high-speed broadband infrastructure throughout the county is developed to attract, retain, and develop Internet-reliant businesses.

Strategies:

- Cities and county research and consider alternative models for broadband investment and infrastructure development, such as public-private partnership models.
- Collaborate with the other Three Rivers Regional Commission counties, any other neighboring counties, and our elected representatives to find resources to launch the implementation of joint Broadband Infrastructure projects.
- Break down broadband funding silos by cooperative relationships and enhanced communications between schools, colleges, libraries, and health care facilities), communities, local governments, public safety, and providers. Support appropriate state and federal legislation for funding of broadband programs and projects. Oppose detrimental state “pre-emption” legislation that takes away local control.
- Encourage high-speed work centers until this necessary infrastructure is fully developed for economic development.



Goals and Strategies

GOAL #4: Local government takes leadership in broadband issues--- adopts policies to facilitate broadband deployment and finds ways to leverage existing assets.

Strategies:

- Local government identifies and considers adopting policies that facilitate broadband deployments, such as appropriate streamlined project permitting, a county “dig-once” policy, or master lease agreements that allow the installation of broadband infrastructure on utility poles and light standards.
- Local government uses its leadership position to elevate the broadband conversation at the local level, state level, and national level.
- Local government advocates for open-access broadband infrastructure whenever feasible.
- Local government improves how goods and services are delivered by aspiring to offer all government services as web-based.
- Local government encourages other groups (Non-Profits, Chambers of Commerce, Farm Bureau, etc.) to elevate the broadband conversation and highlight broadband obstacles and successes in their outreach.
- Local government encourages all departments to include broadband access as a priority. Departments identify ways in which they can facilitate the deployment of broadband, reduce barriers, or possibly even make funding available for broadband.
- An inventory of existing county assets that could be leveraged for broadband deployment inventory (such as buildings and Rights of Way) is maintained within respective departments, and cross-communication is facilitated between broadband stakeholders. Local government website includes broadband resources and information, and/or links to other websites

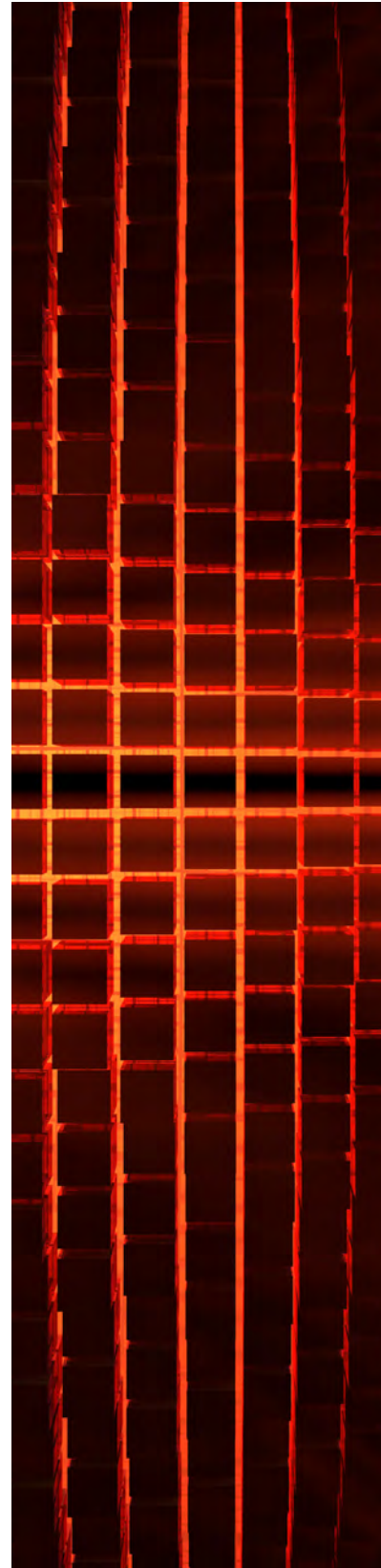


Goals and Strategies

GOAL #5: Local government develops a comprehensive Broadband Plan.

Strategies:

- A Broadband Plan will be developed from the most current Broadband Goals and Strategies identified in the comprehensive plan.
- The plan should address how to best get all residents and all businesses online so that the network can be used to drive economic growth and social progress.
- The plan should be adaptable and reviewed regularly to consider changing needs, broadband metrics, and consumer usages.
- The plan should be a model plan for other local governments to adopt.
- The plan should accurately define areas that are not served by broadband or have limited options. Citizens often note areas without service, that are shown as served by local providers.

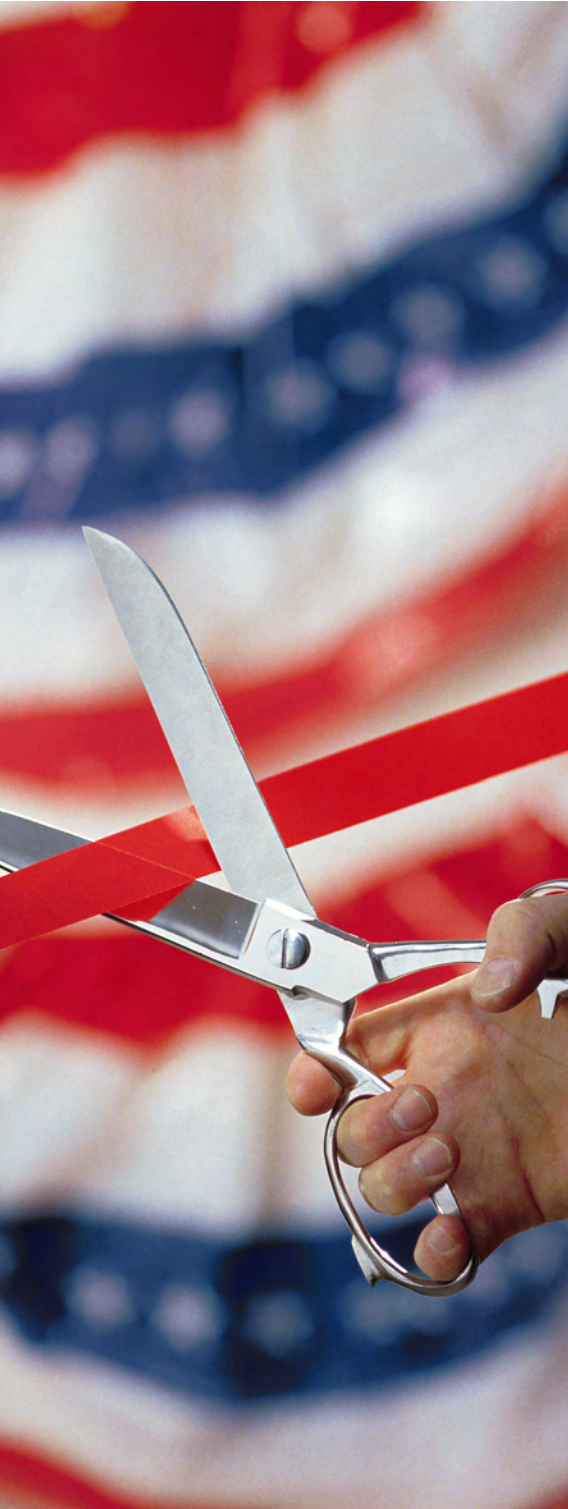


FULFILLING THE VISION

REPORT OF ACCOMPLISHMENTS



Coweta County strives to enhance economic development through continuous and deliberate planning of transportation and landuse.



The Record of Accomplishments (ROA) documents Coweta County's progress for action items listed in the 2016 Community Work Program.

The ROA details the action items accomplished to date and updates the project's status or completion. In the Report of Accomplishments for the 2017-2021 CWP, any activity deemed an ongoing (underway) item, or a policy statement was explained as such in the table.

Several general policy statements were identified in the 2017-2021 CWP. Therefore, each item noted as a policy was reported as underway and moved to the Community Goals element as part of the appropriate Community Policies.



**Coweta County Community Work Program
2017-2021
Report of Plan Accomplishments**

	Project or Activity	Status	Explanation
Land Use			
1	Develop a Big-Box ordinance with exit strategy	Cancelled	No longer a short term priority; Planning staff changes
2	Prepare a light ordinance to reduce evening glare	Cancelled	No longer a short term priority; Planning staff changes
3	Livable Centers Initiative application to study the East Newnan/Interchange/Airport area	Cancelled	No longer a short term priority; planning staff changes
4	Target Industry Cluster Analysis, Community Asset/ Readiness Analysis for Bio-Medical Industry	Cancelled	No longer a short term priority; Planning staff changes
5	Medical Corridor Plan (if indicators are positive)	Cancelled	No longer a short term priority; Planning staff changes
Transportation			
6	US 29 at SR 16 and Pine Road	Completed	
7	State Route 16 at SR 54	Underway	Moved to new CWP. Projected completion date of 2022
8	Lower Fayetteville Road (CR 546) at Lora Smith (CR 63)	Completed	
9	State Route 34 E at Lora Smith (CR 63)	Completed	
10	Corinth Road at Belk Road and Smokey Road	Completed	

11	Herring Road at US 29 Realignment with bridge over CSX RR	Underway	Moved to new CWP. Projected completion date of 2022
Bridge Improvements			
12	Moore Road at Little White Oak Creek	Completed	
13	JD Walton Road at Caney Creek	Completed	
14	Minnie Sewell Road at Yellow Jacket Creek	Underway	Moved to new CWP. Projected completion date of 2021
15	Holbrook Road at Sandy Creek	Underway	Moved to new CWP. Projected completion date of 2022
16	Mt. Carmel Road at Thomas Creek	Postponed	Moved to new CWP. Priorities shifted to other projects
17	Bohannon Road at Messiers Creek	Postponed	Moved to new CWP. Priorities shifted to other projects
Culvert Replacement and Repair			
18	Dingler Road at Messiers Creek	Completed	
19	JD Walton Road at Long Branch	Postponed	Moved to new CWP. Priorities shifted to other projects
20	Bexley Road at Yellow Jacket Creek	Completed	

21	McDonald Road at Pine Creek Tributary	Completed	
22	Duncan Road at Cedar Creek	Postponed	Moved to new CWP. Priorities shifted to other projects
23	Summers McKoy Road at Thomas Creek Tributary	Completed	
24	Potts Road at Sandy Creek	Completed	
25	Ongoing Culvert Repair	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
Paving of Dirt Roads			
26	South Section of Nixon Road	Underway	Moved to new CWP. Projected completion date of 2022
Roadway Projects			
27	Begin construction of the I-85 at Poplar Road Interchange and associated improvements	Completed	
28	Howard Road Upgrades	Completed	
29	Newnan Bypass Extension: Turkey Creek to SR 16	Completed	
30	SR 16: I-85 to US 29/US Alt 27	Completed	

31	Phase II Madras Connector: Happy Valley Circle to US 29/Engineering	Postponed	Moved to new CWP. Priorities shifted to other projects
32	Coweta County Industrial Park Connector Road: Amlajack to Coweta Industrial Park	Underway	Moved to new CWP. Projected completion date of 2026+
33	Work with federal, regional, and state partners to seek funding to widen SR 154 from US 29 to SR 34	Completed	
34	Roadway rehabilitation- FDR, mill, patch, and pave various county roads (18 miles per year)	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
35	Work with federal, regional, state and private partners to design and construct the Amlajack Interchange at I-85 and associated improvements	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
Planning, Intermodal, & Coordination			
36	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	Completed	
37	Purchase additional vehicle(s) for County 5311 Public Transit Program (as needed)	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
38	Pilot Project to implement the Chattahoochee Hill Country Regional Greenway Trail	Completed	
39	Coordinate with the School System to identify future school locations and plan road networks and connections around them	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
40	Continue coordination with state and regional planning partners on transportation efforts in Coweta County	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing

			is ongoing
41	Continue to work with federal, state and regional planning partners and local delegation to seek funding for transportation projects in Coweta County	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
42	Continue the operation of the County 5311 Public Transit Program	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
43	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	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
Airport			
44	PAPI-4, Runway HIRL, Land Acquisition Reimbursement	Underway	Moved to new CWP. Projected completion date of 2026
45	East Aviation Way Extension- Design and Construction	Underway	Moved to new CWP. Projected completion date of 2026
46	Land Acquisition for RPZ and MALSR (50 Acres)	Underway	Moved to new CWP. Projected completion date of 2026
47	Taxiway to West corp Hangars	Postponed	Moved to new CWP. Priorities shifted to other projects
48	T-Hangar Site Prep and Paving- Design	Postponed	Moved to new CWP. Awaiting funding
49	T-Hangar Site Prep and Paving- Construction	Postponed	Moved to new CWP. Awaiting funding

50	East Parallel Taxiway- Construction/Combined Phases	Postponed	Moved to new CWP. Awaiting funding
51	Terminal Area Site Preparation	Postponed	Moved to new CWP. Awaiting funding
52	Terminal Building	Postponed	Moved to new CWP. Awaiting funding
53	Runway and Taxiway Lighting Rehab Design	Completed	
54	T-Hangar Area Pavement Rehabilitation- Design and Construction	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
55	Runway and West Taxiway Lighting Rehab	Completed	
56	Connector Taxiway and Runup Pads- Design	Underway	Moved to new CWP. Projected completion date of 2023
57	Connector Taxiway and Runup Pads- Construction	Underway	Moved to new CWP. Projected completion date of 2023
58	Runway Pavement Overlay- Design and Construction	Postponed	Moved to new CWP. Awaiting funding
59	South Ramp Pavement Rehab- Design	Completed	
60	Security Fence- Design and Construction	Postponed	Moved to new CWP. Awaiting funding

Air Quality			
61	Develop and support local and regional Travel Demand Management programs	Ongoing	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
62	Continue partnership and air quality programs with the Clean Air Campaign	Ongoing	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
Economic Development			
63	Work to expand UWG program offerings at the Newnan campus	Completed	
64	Work to expand West Georgia Technical College Programs at the Coweta County campus	Completed	
65	Market and promote the agriculture, historic, recreational, and sports tourism opportunities in the county as well as the events and attractions	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
66	Identify, market, and promote the Camera Ready Program with the Georgia Film Industry	Completed	
67	Resource Team Visit/Assessment of Tourism Opportunity and Recommendations	Completed	
68	Implementation of Tourism Opportunity Recommendations	Completed	

69	Market and promote the community for expanded office/headquarters job opportunities	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
70	Promote the community as a location for new speculative industrial building development	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
Rural Resources			
71	Initiate a buy local program with schools and restaurants	Postponed	Moved to new CWP. Due to pandemic, was pushed back to start in 2022
72	Maintain farm mentoring program	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
73	Provide consultations for small farm business management	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
74	Provide educational seminars for homeowners	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
75	Coordinate and manage local farmer's market	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
Natural Resources			
76	Acquire greenway through grants, donations, exchanges, development agreements	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
Stormwater Management and Water Quality			

77	Implementation of Local, State, and Federal stormwater requirements (National Pollutant Discharge Elimination System, Phase II Program and Metropolitan North Georgia Water Planning District)	Ongoing	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
78	Public Education and Outreach Program on Stormwater and water quality issues	Ongoing	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
79	Stream Modeling	Completed	
Community Facilities			
80	Manage impact fees for parks, jails, public safety, and transportation	Cancelled	Coweta County no longer has Impact Fees
81	Sheriff's Precinct- West Side	Completed	
82	Patrol Division/holding cells	Postponed	Moved to new CWP. Awaiting funding
Parks and Recreation			
83	Central Soccer Field Phase IV: Lighting fields 4 & 5	Completed	
84	Development of priority greenways/trails connecting all parks and neighborhoods	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
85	Leroy Johnson Senoia Multi-use Complex Phase I	Completed	

86	Leroy Johnson Senoia Multi-use Complex Phase II	Postponed	Moved to new CWP; Phase II is needed, however at present it is not on the immediate horizon. Anticipated to be in the next SPLOST cycle
87	Old State Patrol Building Site/Temple Ave	Postponed	Moved to new CWP; This project is currently the Recreation SPLOST capital list. It will be completed in the near future
Fire Department			
88	Replace Station #5	Postponed	Postponed pending full needs assessment and funding options, moved to new CWP
89	Plan new Training Center	Underway	Moved to new CWP. Planning is underway with a site location selected. Projected completion date of 2026
90	Continue Truck Replacement	Underway	Moved to new CWP. Projected completion date of 2022
91	Replace extraction equipment to meet requirements of new vehicles	Completed	
92	Complete installation of Exhaust Removal Systems	Cancelled	Deemed unnecessary due to space and fleet needs are currently met
93	Ambulance and On Board Equipment replacement	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
94	700 mhz Radio System Improvements	Completed	

95	SCBA Upgrades	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
96	Bunker gear	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
Library			
97	Increase Library Collection Volumes as funds are available	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
Water and Sewer			
98	Monitor Water Usage	Underway	Moved to new Comprehensive Plan in policies and combined with 102 and 112 as a rephrased policy statement; no completion date as it is ongoing
99	Prepare annual water quality report	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement, no completion date as it is ongoing
100	Public Education for septic tanks	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
101	Grease Mgt Program (8-1, 8-2, 8-7)	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
102	Flow and Rainfall Monitoring (8-4, 16-5)	Underway	Moved to new Comprehensive Plan in policies and combined with 98 and 112 as a rephrased policy statement, no completion date as it is ongoing

103	Hydraulic Modeling (8-4, 16-5)	Completed	
104	Overflow Response Program (8-7)	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
105	Sewer improvements at Arnco Mill Village	Completed	
106	Sewer improvements at Sargent Mill Village	Completed	
107	Long-Range Water and Sewer Master Plan	Underway	Moved to new CWP; projected completed date 2024
108	Water System Improvements	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
109	Backflow prevention	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
110	Public education materials for water conservation	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
111	Toilet retrofit	Underway	Moved to new CWP; projected completion date 2024
112	Water leakage	Underway	Moved to new Comprehensive Plan in policies and combined with 98 and 102 as a rephrased policy statement; no completion date as it is ongoing

113	Watershed assessments	Underway	Moved to new Comprehensive Plan in policies as a rephrased policy statement; no completion date as it is ongoing
114	Disaster Recovery Plan Update	Completed	
115	Fixed-base Meter Program	Completed	
116	Griffin Line Expansion	Underway	Moved to new CWP; projected completion date 2022
Planning Process			
117	Travel to 3 other communities to exchange best practices	Completed	
118	Annual CIE/STWP update	Completed	
119	Community Plan Update due 10.31.21	Completed	

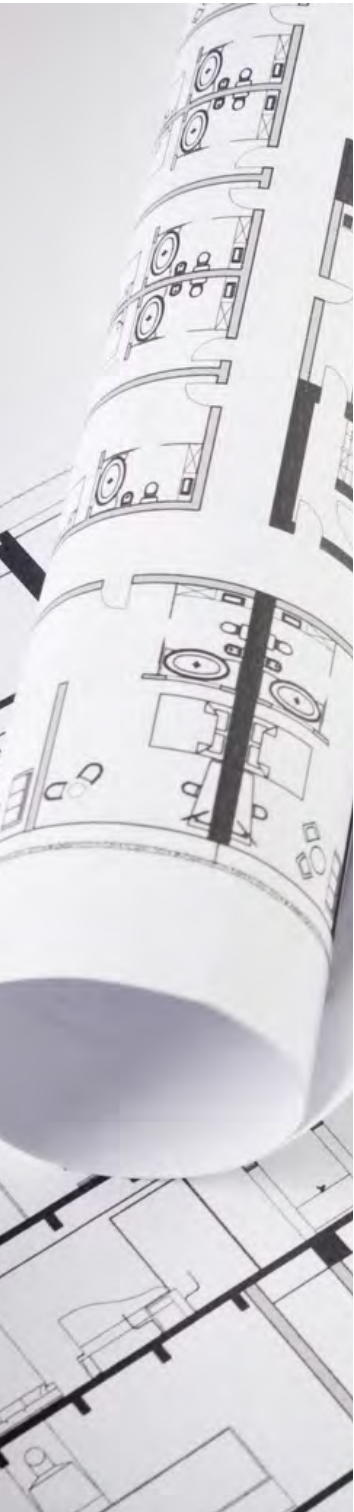
FULFILLING THE VISION

COMMUNITY WORK PROGRAM



Coweta County strives to enhance economic development through continuous and deliberate planning of transportation and land use. The resulting communities will provide a unique sense of place and home by preserving and maintaining established neighborhoods and creating land-use opportunities to facilitate new homes and communities as essential sources accessible to all families.

COMMUNITY WORK PROGRAM



The Community Work Program (CWP) is created to assist Coweta County in reaching its vision. The CWP identifies actions to address the Needs and Opportunities identified during the comprehensive planning process while also moving the county towards fulfilling its Community Goals. The CWP is where the plan's implementation begins; it defines specific actions that the County plans to undertake. The CWP also identifies funding sources, estimated project costs, and the parties responsible for implementation.

The 2021-2026 Community Work Program defines activities, initiatives, programs, ordinance development, or administrative systems related to parks and recreation, fire department, water and sewer, transportation, airport, rural resources (UGA extension services), and Community Development. The CWP chart defines the responsible party for the identified activity, the projected years for completion, estimated cost, and potential funding sources.

The following acronyms are used to identify the responsible parties listed in the CWP:

CCWSA	Coweta County Water and Sewer Authority
GDOT	Georgia Department of Transportation
Developer	Private party responsible for the project
ARC	Atlanta Regional Commission
ATL	Atlanta Regional Transit Link Authority

**Coweta County
Community Work Program
2021-2026**

Coweta County Community Work Program 2021-2026					
Activity	Years	Responsible Party	Cost	Funding Sources	
PARKS AND RECREATION					
1	Leroy Johnson Senoia Multi-use Complex Phase II	2025-2026	County	\$1,750,000	SPLOST, grants
2	Repurpose old State Patrol building site/Temple Ave	2022-2024	County	\$30,000	SPLOST, grants
3	Develop a Recreation Master Plan	2022-2024	County	Staff time	Local funds
4	Expansion of Brown's Mill Park	2024-2026	County	TBD	Grants, local funds
FIRE DEPARTMENT					
1	Plan new Training Center	2026	County	\$1,000,000	SPLOST, grants
2	Truck Replacement	2022	County	\$2,000,000	25% Impact Fees/75% SPLOST
3	Replace Station #5	2025-2026	County	\$1,800,000	Fire bond/SPLOST
4	Training tower	2026	County	\$6,000,000	Grants, local funds
5	Build three new fire stations	2026	County	\$2,250,000 each	Grants, local funds
WATER AND SEWER					
1	Long-Range Water and Sewer Master Plan	2021-2024	CCWSA	\$50,000	CCWSA

2	Toilet retrofit	2021-2024	CCWSA	\$4,000	CCWSA
3	Griffin Line Expansion	2021-2022	CCWSA	\$1,000,000	CCWSA
TRANSPORTATION					
1	State Route 16 at SR 54 intersection improvement	2022	GDOT	\$5,408,766	Federal, state, local funds
2	Herring Road at US 29 Realignment with bridge over CSX RR	2022	County, GDOT	\$9,836,885	Federal, state, local funds
3	Minnie Sewell Road at Yellow Jacket Creek bridge improvement	2021	County	\$750,000	SPLOST
4	Holbrook Road at Sandy Creek bridge improvement	2022	County	\$1,555,000	SPLOST
5	Mt. Carmel Road at Thomas Creek bridge improvement	2023	County	\$835,000	SPLOST
6	Bohannon Road at Messiers Creek culvert replacement and repair	2023	County	\$1,125,000	SPLOST
7	JD Walton Road at Long Branch culvert replacement and repair	2023	County	\$150,000	SPLOST
8	Duncan Road at Cedar Creek culvert replacement and repair	2023	County	\$75,000	SPLOST
9	South Section of Nixon Road dirt road paving	2021-2022	County	\$1,100,000	SPLOST
10	Madras Connector, Phase I roadway project	2021-2023	County	\$12,889,844	Federal, state, local funds
11	Phase II Madras Connector: Happy Valley Circle to US 29/Engineering roadway project	2026	County	\$4,900,000	Local funds, SPLOST
12	Coweta County Industrial Park Connector Road:Amlajack to Coweta Industrial Park roadway project	2026	Developer	\$11,237,000	Private funds
13	Turkey Creek Road at Southeast Bypass Traffic Signal	2021	County	\$450,000	Local funds
14	SR 16 at Old Hwy 85 intersection improvement	2021	County, developer	\$6,700,000	Local and private funds

15	Shaw Road at Pete Road and New School Entrance intersection improvement	2021	County	\$790,000	Local funds
16	Poplar Road at Parks Road intersection improvement	2021-2022	County	\$1,300,000	Local funds
17	Haynie Road at Bexton Road intersection improvement	2021	County	\$7,500	Local funds
18	Boone Road at Thomas Creek bridge improvement	2023-2024	County	\$400,000	Local funds
19	Chandler Road at Sandy Creek Tributary bridge improvement	2023-2024	County	\$400,000	Local funds
20	McIntosh Road at Keg Creek bridge replacement	2021-2025	GDOT, County	\$2,480,000	Federal, state, local funds
21	Old Corinth Road at Sandy Creek bridge replacement	2021-2025	GDOT, County	\$2,180,000	Federal, state, local funds
22	SR 54 at Bear Creek bridge improvement	2022-2023	GDOT	\$8,626,067	Federal and state funds
23	SR 54 at Shoal Creek bridge improvement	2022	GDOT	\$6,733,125	Federal and state funds
24	Gordon Road at Abandoned Norfolk Southern R/R	2021	County	\$250,000	Local funds
25	Sullivan Road Lane Widening & Drainage Improvements	2021-2023	County	\$6,000,000	Local funds
26	International Park Connector	2021-2023	County	\$2,600,000	Local funds
27	SR 154 (Sharpsburg McCollum Road) Widening	2025	GDOT	\$1,400,000	Federal and state funds
28	Southwest Bypass (Phase 1) Scoping Study	2021-2023	County, ARC	\$400,000	Federal and local funds
29	Evaluate and designate Raymond Hill Road and Collinsworth Road as Local Truck Routes	2022-2023	County	TBD	Local funds
30	Develop a Coweta County Transit Master Plan	2022-2024	County, ARC, ATL Authority	\$400,000-\$625,000	Federal and local funds

31	Coordinate with regional planning partners on a rural to urban (5311 to 5307) funding strategy and begin reporting urban area trips to NTD	2022-2023	County ATL Authority Three Rivers Regional Commission GDOT	TBD	Local and state funds
AIRPORT					
1	PAPI-4, Runway HIRL, Land Acquisition Reimbursement	2026	Airport Authority	\$750,000	Federal, state, local funds
2	East Aviation Way Extension - Design and Construction	2026	Airport Authority	\$180,000	Federal, state, local funds
3	Land Acquisition for RPZ and MALSR (50 acres)	2023	Airport Authority	\$1,500,000	Federal, state, local funds
4	Taxiway to West corp Hangars	2026	Airport Authority	\$200,000	State and local funds
5	T-Hangar Site Prep and Paving - Design	2025	Airport Authority	\$24,000	Federal, state, local funds
6	T-Hangar Site Prep and Paving - Construction	2026	Airport Authority	\$200,000	Federal, state, local funds
7	East Parallel Taxiway- Construction/Combined Phases	2026	Airport Authority	\$4,600,000	Federal, state, local funds
8	Terminal Area Site Preparation	2025	Airport Authority	\$1,400,000	Federal, state, local funds
9	Terminal Building	2026	Airport Authority	\$3,000,000	Local funds
10	T-Hangar Area Pavement Rehabilitation - Design and Construction	2025-2026	Airport Authority	\$475,000	Federal, state, local funds
11	Connector Taxiway and Runup Pads - Design	2025	Airport Authority	\$75,000	Federal, state, local funds

12	Connector Taxiway and Runup Pads -Construction	2026	Airport Authority	\$1,350,000	Federal, state, local funds
13	Runway Pavement Overlay - Design andConstruction	2026	Airport Authority	\$2,000,000	Federal, state, local funds
14	Security Fence - Design and Construction	2023	Airport Authority	\$166,667	Federal, state, local funds
15	Build two 14,000 sq foot hangars with office space	2023	Airport Authority	\$6,000,000	Revenue bonds
RURAL RESOURCES					
1	Initiate a buy local program with schools andrestaurants	2023	Extension Service	TBD	Local funds
COMMUNITY FACILITIES					
1	Patrol Division/holding cells	2023	County	\$750,000	SPLOST/local funds
2	Jail extension	2024	County	\$20,000,000	Facility authority bonds
COMMUNITY DEVELOPMENT					
1	Finalize and implement LDGS Phase II	2021-2022	County	Staff time	Local funds
2	Conduct micro-area study for Commercial Character Areas	2023-2024	County	TBD	Local funds
3	Conduct infill and small area study for County	2021-2023	County	TBD	Local funds
4	Create public education curriculum on the local planning process	2021-2023	County	Staff time	Local funds
5	Conduct bike-pedestrian analysis to identify where bike-ped facilities are most needed	2022-2023	County	TBD	Local Funds
6	Maintain and update planning website, www.cowetaplans.com , to serve as a public planning information resource	2021-2026	County	TBD	Local Funds

7	Conduct historic resources survey for each character area to identify architectural type and style, and inventory significant historical resources	2023-206	County	Staff time	Local Funds
8	Conduct micro-area survey for Crossroads Community areas to identify specific needs and opportunities	2022-2025	County	Staff time	Local Funds
9	Develop interactive online GIS story map for Character Areas and Growth Strategy	2022-2023	County	Staff time	Local Funds
10	Explore Broadband Ready Community Designation	2022-2023	County	Staff	Local Funds

APPENDICES



Appendix A- Community Involvement Activities

Appendix B- Coweta County Joint Transportation Update 2014

Appendix C- Coweta County Transportation Corridor Studies-2021

APPENDIX A

COMMUNITY INVOLVEMENT ACTIVITIES

Table of Contents

Public Hearings.....	4
List of Steering Committee Members.....	7
Stakeholder Interviews.....	9
Steering Committee Meetings.....	34
Public Stakeholder Meetings.....	88
Community Focus Groups.....	195
Media Coverage.....	228
Social Media Promotion.....	256
Public Surveys.....	282
Communication Strategy.....	462

PUBLIC HEARINGS

LOCAL

Students, teachers struggling with prolonged pandemic

BY REBECCA LEFTWICH
becky@newnan.com

As the second semester gets fully underway, COVID-19 continues to dominate Coweta County School System operations as the anniversary of last spring's school closures looms on the horizon.

Vaccine rollouts offer some hope that the global pandemic will be brought under control soon, but medical professionals are increasingly expressing concerns about the long-term effects on students and teachers.

The school system has followed CDC and Georgia Department of Public Health guidelines, focusing on hotspots and using health protocols, deep cleaning, widespread quarantines and temporary school-wide shifts to fully virtual instruction to slow or stop the transmission of the disease within schools.

But those mitigative measures, aimed at keeping students and staff healthy, also can take their toll on emotional and mental health.

"We've definitely seen an increase in anxiety and depression in kids," said Ruth Scott, the school system's coordinator of mental health support.

Scott said the pandemic has been hard for everyone, but teachers have had a particularly

difficult time.

"It's overwhelming for teachers to try and do virtual instruction as well as face to face," she said. "And they're dealing with the same stress and anxiety about the virus as everyone else."

Staff members continue to worry about their students who might not have the best home situations, Scott said, despite collaborations with school nutrition services and organizations like Backpack Buddies School that ensure kids are fed, at least. And counselors are having to adapt as well, figuring out how to do one-on-one meetings virtually and check in on students who might be more at-risk and vulnerable than others.

"They've been doing an incredible job," Scott said. "Everybody's working really hard."

Coweta students had an academic advantage over some of their peers because they were already using Chromebooks issued by the school system and were familiar with the Google platforms utilized for online learning. And in January of last year, before the pandemic took hold in the U.S., the school system implemented a social-emotional learning curriculum.

"It gives kids and staff an additional prop or support," Scott said. "It teaches coping skills,



how to get along with others, how to express their feelings ... It's all so important, especially during times of stress, trauma, anxiety and depression."

Although the shutdown was traumatic enough in itself, Scott said it's important not to overlook other sources of stress and unease that continue to affect students and teachers.

"The protests, murders and (calls for) social justice has also affected our kids," she said. "I think that what happened this summer is that a part of our community and history became impossible to ignore. I'm super encouraged by all the conversations that are happening around that



about equality and diversity, but we have had to be intentional about not ignoring that piece of it."

For more information on the school system's mental health resources, contact Scott at ruth.

scott@cowetaschools.net or visit www.cowetaschools.net .

Despite COVID challenges, Backpack Buddies continues serving community

BY CLAY NEELY
clay@newnan.com

A local nonprofit organization aimed at feeding Coweta children is hoping 2021 will bring more opportunities to achieve its goal.

During a recent program of the White Oak Golden Kiwanis Club, Backpack Buddies Program Coordinator Lori Burnett spoke about the challenges faced last year and what the group aims to accomplish in 2021.

Backpack Buddies is a local nonprofit that helps fill the gap for students who receive breakfast and lunch at school but need help with meals on weekends and holidays.

The organization works with school counselors to identify students who could benefit from the program, their parents sign them up and they are sent home with a bag of shelf-stable, easy-to-eat food on the weekends.

When schools closed for COVID-19 in March, the organization was feeding 1,200 students in the Coweta County School System, although over 10,000 potentially qualify for the program, Burnett said.

closed local schools, the school system jumped in to provide breakfast and lunch for school-aged children, and the Backpack Buddies program assisted by providing bags of food for the weekend.

"These kids are dependent on free breakfast and lunch at school," Burnett said. "The bag we provide for the weekend is all they have to sustain them."

Backpack Buddies resumed providing bags of weekend food on Fridays when school started back virtually Aug. 13.

Burnett said when the COVID-19 pandemic first began, they had a hard time going to local stores and buying food because stores were limiting quantities of items, such as canned goods.

With their relationship with Atlanta Food Bank, Backpack Buddies is able to purchase food for pennies on the dollar compared to wholesale stores.

"We can purchase 10,000 pounds of food for \$900 while \$5,000 at wholesale gets us only 4,500 pounds," she said. "We have a great team and system in place, but we're dependent on donations, both food and monetary."

Parents can sign up for their students to receive Backpack Buddies bags for the school year when they fill out a free and reduced lunch form from the school system. The form to sign up for Backpack Buddies can be found here .

Backpack Buddies needs volunteers to pick up and distribute weekend bags on Fridays. The volunteer sign-up form can be found here .

These are the current food items Backpack Buddies needs: individual fruit cups; ramen noodles; canned soup; ravioli, both pop-top and cans or any pasta meal in a can; grits or oatmeal packets; small boxes of cereal, individual servings; mac-cheese boxes; individually wrapped snacks such as peanut butter crackers, cheez-its, pudding cups, cookies; and cases of water.

Backpack Buddies receives donations Wednesdays from 9 a.m. to noon and Fridays from 9 a.m. to 1 p.m. The office is located at 96 Werz Industrial Blvd.; those dropping off donations can pull up to the back of the building at the roll-up door.

Backpack Buddies can work with those who



Backpack Buddies Program Coordinator Lori Burnett speaks about the challenges faced last year and what the group aims to accomplish in 2021.

can't make the donation times to set up another time. Text 678-770-8618

to coordinate a time. Backpack Buddies posts updates on its website,

backpackbuddiesga.org .

Coweta County Public Hearing Notice for Comprehensive Plan Update

Coweta County is initiating an update of its Comprehensive Plan. The purpose of the public hearing is to inform citizens on the process and opportunities for public participation in the plan update, the planning process, and announce the schedule for public meetings. Direction will be provided for obtaining information about the comprehensive planning process. All citizens of Coweta County are stakeholders in the Comprehensive Plan and are encouraged to attend meetings. The Comprehensive Plan update will be prepared according to the Georgia Planning Act and the rules for local comprehensive planning adopted by the Georgia Department of Community Affairs. The public hearing will be held Tuesday, February 9, 2021, at 6:00 p.m. in the Commission Chambers located at the Administrative Annex, 37 Perry Street, Newnan, Georgia, 30263.

For questions or more information regarding the Comprehensive Plan update, please visit www.cowetaplans.com; or contact Jenny Runions at the Community Development Department, 770-254-2635.

As set forth in the Americans with Disabilities Act (ADA) of 1992, the Coweta County government does not discriminate on the basis of disability and will assist citizens with special needs given proper notice (seven working days).

For more information, please call ADA Coordinator Tom Corker at 770-254-2608.

For this story and more, visit times-herald.com

Public Hearing Notice

Coweta County Comprehensive Plan 2021-2041 A public hearing for the draft Coweta County Comprehensive Plan will take place on Tuesday, August 10, 2021 at 6:00 p.m. at the Coweta County Administrative Annex, 37 Perry Street, Newnan, GA 30263. The current plan will expire on October 31, 2021. In accordance with the Georgia Minimum Standards and Procedures for Local Comprehensive Planning (Chapter 110-12-1), each community must conduct a public hearing once an update of the plan is drafted and made available for public review, but before transmittal to the Regional Commission and Georgia Department of Community Affairs for review. The purpose of this hearing is to brief the community on the contents of the plan, provide an opportunity for residents to make final suggestions, additions, or revisions, and notify the community of when the plan is submitted to the Regional Commission and Georgia Department of Community Affairs for review. As set forth in the Americans with Disabilities Act of 1990, the Coweta County Government does not discriminate on the basis of disability and will assist citizens with special needs given proper notice (48 hours). For assistance with special needs, please call (770) 254-2608. For questions regarding the public hearing, please contact the Community Development Department (770) 254-2635.
No.76021-7-21

LIST OF STEERING COMMITTEE MEMBERS

Public Involvement

2021-2041 PLAN STEERING COMMITTEE

Paul Poole, County Commissioner *	George Harper, Board of Zoning Appeals Member
Paul Rowley, District 1 Citizen Representative	Craig Jackson, District 2 Citizen Representative
James Ford, District 3 Citizen Representative	Janel Marx, District 4 Representative
Sheldon Martin, District 5 Citizen Representative	Tod Handley, Public Works Director ^
Jim Gay, Parks & Recreation Director ^	Jenny Runions, County Planner ^
Lt. Jason Wood, Sheriff Office Designee ^	Cathy Farr, Fire Department Designee ^
Trae Westmoreland, Development Authority Director +	Ronnie Cheek, School System Superintendent
Candace Boothby, Newnan-Coweta Chamber President +	Kim Dutton, Three Rivers Regional Commission

*member of the governing authority +local economic development practitioner ^staff

Coweta County Comprehensive Plan Steering Committee/Stakeholder Meeting Schedule

Topic(s)	Date
Roles, Overview of the Process, SWOT, Existing Conditions, Character Areas/Land Use	December 10, 2020
Needs and Opportunities, Goals and Policies	March 25, 2021
Broadband, Transportation	June 24, 2021
Review of Comprehensive Plan Draft	July 29, 2021

STAKEHOLDER INTERVIEWS

In February and March, 2021, eleven (11) stakeholder interviews were conducted by Zoom to connect with organizations that have a transportation interest in Coweta County. The objectives of the interviews were to better understand the relationship with Coweta; hear first-hand about any projects, policies, or strategies of the organization that could affect transportation; needs of the organization that the CTP could support; and any other relevant information.

Stakeholder interviews were conducted with the following organizations. Some organizations were grouped together by interest in a singular interview.

- Georgia Department of Transportation (GDOT)
- Atlanta Regional Commission (ARC)
- Georgia Regional Transportation Authority (GRTA)
- State Road and Tollway Authority (SRTA)
- Atlanta-Region Transit Link Authority (ATL)
- Three Rivers Regional Commission
- Fayette County
- Peachtree City
- Coweta County School District
- Coweta Chamber of Commerce
- Coweta County Development Authority
- City of Newnan
- City of Senoia
- Town of Sharpsburg
- Town of Moreland
- Bike Coweta

**The towns of Turin, Grantville, Haralson, Hogansville, and Palmetto were offered a questionnaire.*

Each interview revealed information specific to the organization and is noted in individual meeting summaries. Several themes emerged from the interviews as common threads and include:

- There is a need for increased east-west connectivity.
- Cycling is an important feature of Coweta County; the existing network of bicycle routes needs updating to include increased connectivity and safety.
- Development pressure is high in Coweta due to highly rated quality-of-life features, availability of industrial properties, and access to I-85. Coordination between land use and transportation is important.
- Coweta County is a valued partner on the state, regional and local level.
- Current infrastructure needs improvements in specific locations to accommodate existing growth increase and projected future increases.
- Transit is an element of the transportation network that will need attention as the County moves toward more urbanization and its impact on funding existing local transit.

Stakeholder: Coweta County School System

Date: February 12, 2021

Location: Zoom

Attendees:

Fate Simmons, Coweta Schools

Luke Spicher, Coweta Schools

Jon Amason, Coweta County

Jenny Runions, Coweta County

Regan Hammond, VHB

Alison Stewart-Harris, VHB

Kristine Hansen-Dederick, SCI

Meeting Agenda

- Introductions
- Project Overview
- Organization's relationship with Coweta's transportation system
- Projects, plans or initiatives of organization that could impact transportation in Coweta
- Improvements that could positively impact organization's ability to meet own goals
- Organization's desired/priority outcomes for Coweta County CTP
- General discussion & questions

Discussion Notes

- We are the trouble with traffic, we are the cause of most of the congestion. Buses are required to obey the speed limit.
- Percentage of walkers and bikers is very low.
- Provide bus transportation to anyone who requests it.
- Have initiatives encouraging safe biking and walking, not off the ground due to COVID. Helpful if the CTP could offer additional support with that. Georgia Commutes, good models. Needs to happen at the school level - PTA involvement
- Parents don't want kids to walk to school – prefer the bus for safety
- Gaps exist in sidewalk network
- Growth scares us – density of apartments and large subdivisions
- Potential schools for sidewalks/crossings – Akinson, Elm Street, Ruth Hill, West Hill Summer Grove, Welch
- Key Safety issues:
 - Violators speed by the bus when it is stopped
 - Pickup at each driveway – no bus stops on rural roads

- Bus stops – walkability to it – children can't cross the road
 - safety of walk path is the #1 priority
- Operation challenges
 - Cul-de-sacs
 - East Coweta MS – parallel RR
 - Tiny roundabout at 16/54 poorly designed – too small; trucks take up the entire space
 - Love the roundabout idea – allows us to pick up more kids on the door side
 - Hwy 29 north/Walt Sanders Rd – fatalities
 - 16-29-27 corridor short storage
 - N, Hunter St/Hwy 16 nightmare
 - Double parking in subdivisions
 - 154 volume, most problems
- Future project– new middle school Andrew Bailey/Fischer Road
- Will send you the maps of bus routes
- GDOT's weight limit restrictions on bridges caused us a lot of work on our end, needed to rework routes and update formula on calculating the number of kids on the bus. More of a problem in rural areas, Turin, McIntosh Trail, Sharpsburg kids can't walk instead of the bus. It affected us majorly.
- Follow-up – will send maps of bus routes

Stakeholder: ARC and GRTA/SRTA/ATL

Date: February 18, 2021

Location: Zoom

Gail Franklin, SRTA/GRTA

Andrew Spiliotis, SRTA/GRTA

Frank Adarkwa, ATL

Jon Ravenelle, ATL

Aileen M. Daney, ATL

Richard Hathcock, ATL

Byron Rushing, ARC

Reggie James, ARC

David Haynes, ARC

Tejas Kotak, ARC

Jon Amason, Coweta

Michael Fouts, Coweta

Jenny Runions, Coweta

Allison Stewart-Harris, VHB

Regan Hammond, VHB

Allison Bell, VHB

Kristine Hansen-Dederick, SCI

Meeting Agenda

- Introductions
- Project Overview
- Organization's relationship with Coweta's transportation system
- Projects, plans or initiatives of organization that could impact transportation in Coweta
- Improvements that could positively impact organization's ability to meet own goals
- Organization's desired/priority outcomes for Coweta County CTP
- General discussion & questions

Discussion Notes

- GRTA:
 - Few DRI's in Coweta – might be helpful to look at the decisions, translate into projects/recommendations for the CTP
 - DRIs giving more consideration to heavy vehicles
- ARC:
 - Cycling
 - Bike Coweta is good resource
 - County is pioneer, network is 20 years old, not dedicated facility
 - Great opportunity to attract cyclists for transportation and recreation
 - Resiliency and system vulnerability with severe weather, specific things outside of the typical maintenance and bridge conditions
 - New tool "city simulator", has a lot of data, using current state of affairs and can project out in future, develop flooding profile of County, helpful in identifying areas of development
 - Can run the tool for you, or give to you to run

- Interested in seeing what changes in travel patterns will stick due to COVID-19
 - Consider technology changing timeline of disruptors (ex. automated cars), due to COVID, hit a pause button, now many years into the future
 - Connected vehicles – still a lot of momentum
 - Electric vehicles – consider phase out of gas vehicles, and replacement of gas stations with electric infrastructure, a lot of electric car announcements from manufacturers
 - Interested in potential for County using CMID funds for projects
 - Like to see all levels of gov't (cities/towns/county) on the same page with priorities and projects and align these with funding
- ATL:
 - Interested in unmet transit demand, both intra and inter county
 - Likely to lose 5311 status with new Census, possible transition to 5307
 - Long term trajectory – ATL can play a role, can be a direct recipient.
- SRTA
 - No plan for managed lanes on I-85
 - ARC encouraging GDOT and SRTA to consider regional equity
 - No plans for service changes in Express Bus
 - Continue to operate despite COVID – running about 10% of normal ridership from Newnan

Stakeholder: Three Rivers Regional Commission

Date: February 18, 2021

Location: Zoom

Attendees:

Kirk Fjelstul, Executive Director

Tommy Kennedy, Transit Program Director

Pavielle Ludlow, Transit Program Manager

Jon Amason, Coweta

Jenny Runions, Coweta

Allison Stewart-Harris, VHB

Regan Hammond, VHB

Allison Bell, VHB

Kristine Hansen-Dederick, SCI

Proposed Meeting Agenda

- Introductions
- Project Overview
- Organization's relationship with Coweta's transportation system
- Projects, plans or initiatives of organization that could impact transportation in Coweta
- Improvements that could positively impact organization's ability to meet own goals
- Organization's desired/priority outcomes for Coweta County CTP
- General discussion & questions

Discussion Notes

- Strongest connection to County is through public transit, planning done by other agency since we are not MPO
- 3 Rivers operates the largest demand response transit system in the state
- Contractor, non-fixed route, on-demand, funded by 5311 program
- With new census, Coweta will trend towards urban, affect financials quite a bit
- Using consultant, WRA/Jim Ritchey, running budget and financial projections; contact him to see what data is available so don't duplicate efforts
- Potential to use 5307 urban revenue to offset budget
- Possible County conversation with Newnan, ask for contribution towards program, Coweta right now footing the bill.
- Yamaha looking into shuttle for employees pilot program
 - 2 locations to pick up, quasi fixed route
 - Yamaha to offset the cost

- I-75 corridor coalition – impact traffic into Coweta
- Broadband taskforce – Comp plan side
- Jeannie Brantley, Planning Director, coordinate data from support roles in Comp Planning
- Most important CTP outcome for us – Coweta has a really good financial picture for transit as it adjusts to urbanization
- Follow-up: Jim Ritchey's budget/projection data, Comp Plan data

Stakeholder: GDOT Planning & District 3

Date: February 22, 2021

Location: Zoom

Attendees:

Tyler Peak, GDOT

Ted Hicks, GDOT

Harland Smith, GDOT

Michael Fouts, Coweta County

Jon Amason, Coweta County

Tod Handley, Coweta County

Bob Palmer, Coweta County

Jenny Runions, Coweta County

Meeting Agenda

- Introductions
- Project Overview
- Organization's relationship with Coweta's transportation system
- Projects, plans or initiatives of organization that could impact transportation in Coweta
 - I-85 and interchanges, state routes, local roads
 - Maintenance and bridges
 - Operational improvements and safety
 - Widening or new location roadways
 - Studies or planning efforts
- Improvements that could positively impact organization's ability to meet own goals
- Organization's desired/priority outcomes for Coweta County CTP
- General discussion & questions

Discussion Notes

- Coweta is great partner, good working relationship
- Will send info on projects – GDOT Planning
- Quick Response projects – will get you a list of those certain to advance
- Projects/Studies
 - Mostly DRI reviews southern part of the county
 - Hwy 54 and Gordon Road – crash history- SE portion of County under study by Office of Traffic Ops
 - Hwy 16 and 54 intersection roundabout– long overdue
 - SR 154 and I-85 – interchange project: repurposing asphalt

- 154/29/US14/RR – location is very congested, area needs attention
- Entire 154 corridor need attention, need extra lanes for miles
 - Truck component
 - Development across massive retail compiled with residential, mostly commuter traffic
- Downtown Newnan, Clark/Jefferson/Jackson a lot of congestion
 - Need for operational improvement, historic considerations
- Rumble strip projects – pushing out, sensitive to community concerns, aware of public image, need to do it for safety
- Madras Connector – area of high growth
- S of Newnan, intersect w/SR14, Poplar Rd, a lot of focus, capacity needs, airport, growth area
- Key recently implemented projects – good to highlight impact since last CTP
 - Poplar Rd interchange
 - Bullsboro reconfigured
 - Newnan Crossing bypass – westside to 16
- Follow up: Planning Dep't projects, Quick Response projects

Stakeholder: Fayette County and Peachtree City

Date: February 24, 2021

Location: Coweta County Commission Chambers, 37 Perry Street, Newnan, GA 30263

Attendees:

Fayette County:

- Steve Rapson, County Administrator
- Phil Mallon, Public Works Director
- Lee Hearn, Commissioner District 2
- Edge Gibbons, Commissioner District 3

Peachtree City:

- Jonathan Rorie, City Manager
- Phil Prebor, Council Member Post 1
- Mike King, Council Member Post 2

Coweta County:

- Michael Fouts, County Administrator
- Jon Amason, Community Development Director
- Tod Handley, Public Works Director
- Paul Poole, Commissioner District 1
- John Reidelbach, Commissioner District 4

Regan Hammond, VHB

Allison Stewart-Harris, VHB

Kristine Hansen-Dederick, SCI

Meeting Agenda

- Introductions
- Coweta County CTP Project Overview
- Projects, plans or initiatives of Fayette County and Peachtree City that could impact transportation in Coweta County
- Strategies that could positively impact Fayette County and Peachtree City's ability to meet own transportation goals
- Next Steps
- General discussion & questions

Discussion Notes

- Need for more east-west connections
- Find a way to move forward; TDK off the table – very unpopular with the electeds (Peachtree City)

- Look at other options such as improvements of and access to Rockaway Road SR 85 and Castlewood Road, bypass around Senoia, SR 16 widening
- Need a comprehensive study for solutions
- Problems of congestion caused by success; people want to live in Coweta and Fayette, there is good quality of life
- Both counties willing to contribute to an exploratory study; willing to work together to craft solution that is mutually beneficial; ARC could help
- Need for coordination of land use and impacts to transportation
- There is a lot of development pressure, and landowners are selling off large tracks of land
- Comprehensive Plan important to manage growth. It's a tool that can be used to manage development pressures.
- VHB is available for follow-up, can put something together in CTP to support the pursuit of solutions
- Good starting conversation

Stakeholder: Newnan-Coweta Chamber & Coweta County Development Authority

Date: February 24, 2021

Location: Zoom

Attendees:

Candace Boothby, Newnan-Coweta Chamber

Trae Westmoreland, Coweta County Development Authority

Jenny Runions, Coweta County

Jon Amason, Coweta County

Alison Stewart-Harris, VHB

Kristine Hansen-Dederick, SCI

Meeting Agenda

- Introductions
- Project Overview
- Organization's relationship with Coweta's transportation system
- Projects, plans or initiatives of organization that could impact transportation in Coweta
- Improvements that could positively impact organization's ability to meet own goals
- Organization's desired/priority outcomes for Coweta County CTP
- General discussion & questions

Discussion Notes

- Coweta Industrial Park
 - Future Almajack Blvd/I-85 interchange, IJR submitted
 - Working on Madras Connector portion
 - Hwy 154 widen to Sharpsburg - #1 priority to alleviate traffic
 - Will become more and more of an issue as growth happens
 - Raymond Hill Road busy place
- Chamber: big issue we have is landowners not selling to highest use, sell low hanging fruit
- Lower Fayetteville Rd, Poplar Road, downtown Newnan, Bullsboro corridor, Newnan Crossing – congestion areas
- Need more relationships in District 4
- Goodyear and Bridgeport development – major square footage
- Development Authority recruiting industry for 3 projects:
 - Collinsworth/I-85 exit
 - Sharpsburg McCollum Road
 - Bridgeport

- Transportation of workers for industry can be an issue – looking for creative solutions, UBER vouchers, etc.
- Transit outreach – education will be important

Stakeholder: Bike Coweta

Date: February 25, 2021

Location: Zoom

Attendees:

Chris Doane, Bike Coweta

Vern Wilburn, Bike Coweta

Gena Weathersby, Bike Coweta

Regan Hammond, VHB

Zahra Jeena, Croy Engineering

Kristine Hansen-Dederick, SCI

Proposed Meeting Agenda

- Introductions
- Project Overview
- Organization's relationship with Coweta's transportation system
- Projects, plans or initiatives of organization that could impact transportation in Coweta
- Improvements that could positively impact organization's ability to meet own goals
- Organization's desired/priority outcomes for Coweta County CTP
- General discussion & questions

Discussion Notes

- V. Wilburn - looked at existing bike routes
 - Goals: improve connectivity and safety
 - Looked at speed, condition of route and Strava heat map
 - Vetted w/Friends of LINC, Bike Coweta and cyclists
 - Will coordinate results with the CTP effort
- Not fans of GDOT's rumble strips – influencing cyclists and traffic, going to County routes to avoid them
 - Working with GDOT on Roscoe Rd/SR 70 to not put in or position differently
- Existing routes – series of loops – have to get to the loop and then cycle it, looking to go to a system where points are connected, take cars off road possibly
- L. Fayetteville Rd – very dangerous
- Lanes on Poplar Rd, past hospital, beautiful lane, but does not connect anywhere
- Cycling is a big benefit of Coweta
- Connect with LINC – hope to extend beyond Newnan into the County
- Vern – doing speed study with City of Newnan, will also look at bike crossings and parking
- Driver education is a good part of safe cycling, signs only do so much

- Need to educate GDOT, make roads more equitable for everyone; infrastructure should be supportive of larger vision
- Funding is a concern
- Need to lock down greenspace as part of Comp Plan, development happens faster than the greenspace to complement it
- Priorities – make system safe, add connectivity
- Follow up: recommendations of bike network study

Stakeholder: City of Sharpsburg

Date: March 8, 2021

Location: Zoom

Attendees:

Blue Cole, Mayor

Deannia Roberson, Town Clerk

Julie Stroud, Deputy Town Clerk

Regan Hammond, VHB

Kristine Hansen-Dederick, SCI

Meeting Agenda:

- Introductions
- Coweta County CTP Project Overview
- Projects, plans or initiatives in City of Sharpsburg that could impact transportation in Coweta County
- Available City of Sharpsburg data – plans, infrastructure & facilities, GIS shapefiles, other?
- Strategies that could positively impact the City of Sharpsburg's ability to meet own land use and transportation goals
- Next Steps
- General discussion & questions

Discussion Notes:

- No development projects, there is interest but no infrastructure to support – cost prohibitive.
- If we ask developers to do sewer than can't do transportation; we have to decide sewer or roads
- Small town needs: striping and paving
- Protecting character of Sharpsburg, we like to keep traffic moving, recognize that we need buffer between roadway and residential, we cannot clear every tree.
- Character area map – will send you future land use map
- Good communication with County
- Like to work with County on a yearly or biannual review of road conditions, to get a jump on maintenance, increase longevity of infrastructure, limit surprises and give us time to plan projects
- Would like to sign an IGA with County in inspections, maintenance is important
- Areas with needs, developers on tap to help out
 - Hwy 16 SW part of City – commercial area, need for accel and decel lanes and center turn lanes

- Hwy 54 NE part of City - huge residential development outside the city, need for accel and decel lanes and center turn lanes
- Terrentine Road, skews into 154 at sharp angle, high priority, does not qualify for GDOT Quick Response program because of right-of-way
- Need to repave McIntosh Trail
- Looking at trail connecting Angel Trace to downtown along RR track w/easement
- Love to attract cyclists and vanpools
- **Follow-up: Future land use map**

Stakeholder: City of Newnan

Date: March 18, 2021

Location: Zoom

Attendees:

Cleatus Phillips, City Manager

Tracy Dunnavant, Planning and Zoning Director

Michael Klahr, Public Works Director/City Engineer

Michael Fouts, Coweta County

Jon Amason, Coweta County

Jenny Runions, Coweta County

Regan Hammond, VHB

Alison Stewart-Harris, VHB

Kristine Hansen-Dederick, SCI

Meeting Agenda

- Introductions
- Coweta County CTP Project Overview
- Projects, plans or initiatives City of Newnan that could impact transportation in Coweta County
- Available City of Newnan data – plans, infrastructure & facilities, GIS shapefiles, other?
- Strategies that could positively impact the City of Newnan’s ability to meet own land use and transportation goals
- Next Steps
- General discussion & questions

Discussion Notes:

- Outside Newnan, land use is up to the County
- City can’t continue to grow at pace it has been – land availability is scarce, it will not become the high density monster citizens think it will
- City has excess water/sewer capacity
- Growth will continue around the cities
- Problem areas: L Fayetteville Rd, 34 (working with GDOT on ops improvements)
- Follow up with Randy Hill, GIS person to get LINC shapefiles
 - Working to complete connection into Newnan, then will slow down, there is a desire for more, but the concern is funding

- Worked with Patti Sistrunk, Safe Routes to School; can get you the report w/short term priorities
- Bike Coweta – funding study with GDOT to look at pedestrian speeding safety concerns in downtown
- M. Presley at GDOT, looking for short term initiatives, easy fixes, Bullsboro,
- Vern Wilburn looking at operational analysis solutions for quick fix intersection; City initiative, partnering with GDOT, reach out to City for results, reviewing internally and will share when its ready
- City engineer with follow up w/small city initiatives.
 - Newnan Crossing Blvd
- Land use developments:
 - 2 worth noting; will remain consistent with what is on the ground – not going to be midtown Atlanta
 - 1) downtown City of Newnan, Caldwell Tanks property, largest, most important project ever undertaken, 7 acres, could impact transportation
 - 2) Poplar Rd/I-85 not approved, still in review, more highly dense project, densest ever in Coweta
 - Will trigger a DRI
- CTP General strategies to help support Newnan?
 - Operational improvements
- Maintenance? Signals?
 - We take care of City roads ourselves, score of 70
 - We maintain signals – presently upgrading hardware and software
 - Would like to talk to the County and see potential for on-call signal maintenance contract
- Hearing from citizens in Newnan?
 - Congestion in certain areas
 - Those who live here more concerned than those who visit
 - Blvd East
 - L. Fayetteville Road
 - S-curve intersection into downtown
 - 34 – White Oak Plaza
 - Love LINC
 - Transit
 - Concern over access for low-income
 - Want trolley back

- County will reach out to discuss possible changes to 5311 program, 3 Rivers to join as well. Discuss access to low-income areas, and industry's challenge with workforce transportation; potential to fold into 3 Rivers model or keep Coweta's own flavor
- City Comp Plan update:
 - Process of public outreach
 - Pop up events, survey, one month behind the county, getting the steering committee up and running Oct 31 deadline
 - Transportation is part of it, will work with what Coweta is doing
 - City Council – adopting higher density moratorium, concerned about high density projects
 - Jenny – will reach out on the Comp Plan
- Follow up: small city initiatives, Safe Routes to School, downtown traffic studies, LINC shapefiles, Comp Plan

Stakeholder: City of Senoia

Date: March 19, 2021

Location: Zoom

Attendees:

William "Dub" Pearman, Mayor

Harold Simmons, City Manager

Jenny Runions, Coweta County

Jon Amason, Coweta County

Regan Hammond, VHB

Alison Stewart-Harris, VHB

Kristine Hansen-Dederick, SCI

Meeting Agenda:

- Introductions
- Coweta County CTP Project Overview
- Projects, plans or initiatives in City of Senoia that could impact transportation in Coweta County
- Available City of Senoia data – plans, infrastructure & facilities, GIS shapefiles, other?
- Strategies that could positively impact the City of Senoia's ability to meet own land use and transportation goals
- Next Steps
- General discussion & questions

Discussion Notes:

- Growth Priority area is accurate, maybe even underestimating.
- Would like to see the bypass put back on the books, Hwy 16 past Flint River to old 85 around middle school – growth around city causes bottleneck within the city limits, traffic is going beyond us to Peachtree City, Griffin and Newnan
- In process of updating infrastructure, looking at stormwater maintenance upgrades
- Comp Plan in process, ARC is helping out.
- In-house maintenance and signals
- Connectivity is a big thing, like to have more sidewalks but costly with ROW and tree removal, plus it's not right timing with stormwater improvements
- Auto traffic being addressed, developers are sharing widening costs
- Would like to get commercial truck traffic off of Main Street
- Possibly work with Peachtree City to put up signs for truck route on Hwy 74, and have only local deliveries on Main Street; put onto GA 85, 74, and 16

- Looking for tools and techniques to help us out with truck traffic, complicated with state routes
- Working on a truck ordinance, enforcement is a problem with limited teeth
- Seeing a lot of development pressure
- Project on Broad Street, 16 to Main street – design project, will finalize and send it over, extend downtown off Main Street, design project – blank canvas – looking at stormwater, parking, sidewalks, landscaping
- Grant writer is looking for money for us, will send that info over to you
- Removing stormwater downtown, running into issues with RR
- Follow-up: Broad Street; grant writing; Jenny with Comp Plan

Stakeholder: Town of Moreland, Turin, Sharpsburg

Date: March 22, 2021

Location: Zoom

Attendees:

Dick Ford, Mayor of Moreland

Alan Starr, Mayor of Turin (technical difficulty)

Blue Cole, Mayor of Sharpsburg (joined late)

Michael Fouts, Coweta County

Jenny Runions, Coweta County

Jon Amason, Coweta County

Regan Hammond, VHB

Alison Bell, VHB

Alison Stewart-Harris, VHB

Kristine Hansen-Dederick, SCI

Proposed Meeting Agenda

- Introductions
- Coweta County CTP Project Overview
- Projects, plans or initiatives in town/city that could impact transportation in Coweta County
- Available town/city data – plans, infrastructure & facilities, GIS shapefiles, other?
- Strategies that could positively impact the town/city's ability to meet own land use and transportation goals
- Next Steps
- General discussion & questions


Discussion Notes

- Mayor Ford (Moreland)
- Trying to maintain small community flavor, rather than city flavor, but also embrace growth
- Interested in county's Transportation Committee when back up and running
- Would like an update on Moreland roundabout rebuild, M. Fouts to provide
- 3 Rivers Regional Commission helping out with Comp Plan, writing it
- Projects?
 - Repairing sidewalks – Harris Street, trucks run over them
 - Paving streets – Victoria Drive and Camp Road
 - County helps out when they can

- Issues?
 - Truck traffic on Harris Street
 - Trucks entering Amazon facility – better than before thanks to Sherriff and signage by County
 - Gordon Road area, very popular due to proximity to I-85, area of growth
- Safety issues?
 - Camp Street crossing over Hwy 29
 - Previous traffic light study, not warranted, would be interested in taking another look
- How can CTP support?
 - Provide info from CTP on transportation for Comp Plan
- Follow-up: Update on roundabout, connect with Mayor Starr

STEERING COMMITTEE MEETINGS

Coweta County CTP/Comp Plan Updates
Steering Committee #1
 December 10, 2020 @ 1 p.m.
 Via Zoom



Attendees:
 Paul Rowley, Coweta County Commission District 1
 Craig Jackson, Coweta County Commission District 2
 James Ford, Coweta County Commission District 3
 Janel Marx, Coweta County Commission District 4
 Jim Gay, Coweta County Parks and Recreation
 Tod Handley, Coweta County Public Works
 Candace Boothby, Newnan-Coweta Chamber
 Kim Dutton, Three Rivers Regional Commission
 Jason Wood, Coweta County Sheriff's Office
 Cathy Farr, Coweta County Fire Services
 Ronnie Cheek, Coweta County School System
 Jenny Runions, Coweta County Community Development (PMT)
 Michael Fouts, Coweta County Administrator (PMT)
 Kelly Mickle, Coweta County Assistant Administrator (PMT)
 Ion Amason, Coweta County Development Services (PMT)
 Reggie James, Atlanta Regional Commission (PMT)
 David Haynes, Atlanta Regional Commission (PMT)
 Regan Hammond, VHB (PMT)
 Allison Stewart-Harris, VHB (PMT)
 Allison Bell, VHB (PMT)
 Kristine Hansen-Dederick, Sycamore Consulting (PMT)
 Eric Lusher, Pond (PMT)

Summary of Meeting:
 Attendees were greeted upon sign-in and asked to type in their name, affiliation, and their thoughts on the biggest change in Coweta County in the last five years. Growth and the increase in population were noted as the biggest changes. Michael Fouts, Coweta County Administrator kicked off the meeting by welcoming the attendees and thanking them for their participation on the Steering Committee. Jenny Runions, Coweta County Project Manager, thanked the group as well, and began introductions of the project management team. Committee members were then asked to introduce themselves.


Regan Hammond, VHB, began the presentation (attached) with an overview of the project including details on the purpose of a comprehensive plan and comprehensive transportation plan, reasoning for a joint update, the role of the steering committee, and work plan and schedule. Ms. Runions then described in more detail the current Coweta County Comp Plan and the principles of land use planning.

Allison Stewart-Harris, VHB, then gave an overview on a proposed growth-based approach to the joint updates. The approach entails classifying areas of the county as growth priority, growth maintenance or

1 | Page

1

Coweta County CTP/Comp Plan Updates
Steering Committee #2
 March 25, 2021 @ 2 p.m.
 Via Zoom



Attendees:
 Jim Gay, Coweta County Parks and Recreation
 Tod Handley, Coweta County Public Works
 Janel Marx, Coweta County Commission District 4 Citizen Representative
 Kim Dutton, Three Rivers Regional Commission
 Cathy Farr, Coweta County Fire Services
 Ronnie Cheek, Coweta County School System
 George Harper, Coweta County Board of Zoning Appeals
 Trae Westmoreland, Coweta County Development Authority
 Cathy Wickley, Coweta County Communications (PMT)
 Jenny Runions, Coweta County Community Development (PMT)
 Michael Fouts, Coweta County Administrator (PMT)
 Ion Amason, Coweta County Development Services (PMT)
 Reggie James, Atlanta Regional Commission (PMT)
 David Haynes, Atlanta Regional Commission (PMT)
 Regan Hammond, VHB (PMT)
 Allison Stewart-Harris, VHB (PMT)
 Allison Bell, VHB (PMT)
 Kristine Hansen-Dederick, Sycamore Consulting (PMT)
 Dan Dobry, Croy Engineering (PMT)
 Zahra Jeena, Croy Engineering (PMT)

Summary of Meeting:
 Attendees were greeted upon entering the Zoom platform and asked to type in their name and affiliation in the "Chat" feature. Regan Hammond, VHB, and Jenny Runions, Coweta County Project Manager officially started the meeting, welcoming the attendees and thanking them for their participation.

Ms. Hammond then began the presentation (attached) with updates on the CTP's progress and the revised growth strategy framework. Michael Fouts, Coweta County Administrator, suggested designating the area around the city of Grantville a growth priority area given its access to I-85 and availability of sewer and water. Ms. Hammond agreed that the southern part of the County is experiencing growth pressure due to the interstate access.

The presentation continued with Kristine Hansen-Dederick, Sycamore Consulting, giving an overview of the CTP's engagement efforts to date. Ms. Runions then provided an update on the Comprehensive Plan's progress and results of recent engagement efforts. Cathy Farr, Coweta County Fire Services, inquired about the public survey and asked at what point would the public be educated on the value and potential tradeoffs of their preferences. Ms. Runions replied that at this point, the Comp Plan is

1 | Page

3

rural conservation. The classification would occur with guidance from the County's Land Development Guidance System (LDGS). The committee was then polled on their opinion of the approach, with approximately 79% of respondents in favor, and 21% unsure. Allison Bell took over the presentation and provided an overview of the County's existing conditions, including population, mode split, commuting patterns, and transit services. The necessary further analysis was then outlined for both the plans.

Goals and policies were next in the presentation. Ms. Stewart-Harris returned for an overview of the current transportation goals found in the County's and cities' Comp Plans and the County's CTP. She led the group in several polls regarding the addition or deletion of goals and policies into the County's updated plans. Regarding the addition of general transportation goals, roughly 85% of respondents felt maintenance should be added; 67% felt technology should be added; and 33% were in favor of adding alternative modes/options goals. When asked whether the County should include more roadway specific goals/policies, 100% of respondents replied in favor. Regarding parking, approximately 55% were in favor of adding goals with 27% answering no and 18% not sure. Additional clarification was added by a respondent who responded "no" stating that parking is more of a municipal issue than an unincorporated county issue. When asked about transit related goals, nearly 55% of respondents were not in favor of adding, with 27% in favor, and 18% unsure. Those in favor stated that it was better to be forward thinking and proactively plan for transit, and that the proximity to Atlanta was a good reason to look at transit in Coweta. The final poll asked respondents about their thoughts on the removal of several statements that did not fit the description or serve the purpose of being goals; 67% were in favor and 34% were not in favor or unsure (split).

Engagement was next in the presentation with Kristine Hansen-Dederick, Sycamore Consulting, providing an overview of the public participation plan. The plan consists of a mix of strategies including interviews, focus groups, online tools, committees, County-wide public meetings and workshops in each commission district. Websites for both the CTP and Comp Plan will be hosted. It was noted that outreach will be conducted virtually, and in person as public health conditions around COVID-19 allow. The committee was then asked their thoughts on outreach, including any groups or stakeholders that should be included, successful techniques, or barriers to participation. Questions from the committee were raised regarding how to deal with naysayers and negativity and methods of information dissemination to the public.


Ms. Hammond closed the meeting with an overview of next steps, including future technical tasks and early 2021 public participation events. Ms. Runions thanked the attendees for their time and participation and adjourned the meeting.

2 | Page

2

collecting big ideas and later in the process, the feasibility of these ideas would be examined. Allison Bell, VHB, concluded the presentation with detailed results of the CTP's engagement efforts.


Allison Stewart-Harris, VHB, then led the group in a facilitated exercise on the CTP's draft goals and objectives. As Ms. Stewart-Harris presented the objectives under each of the four CTP goals, the committee was asked to indicate their preference on priority level. It was explained to the group that the objectives would feed into a framework that would be used to evaluate CTP projects and help demonstrate to the citizens how decisions were made. The following images depict the results of the exercise with the feedback from the committee noted in red.



GOAL 1: IMPROVE SAFETY + MOBILITY

For each objective, what's the priority level? In broad strokes, what are the needs associated with each?

Objective	Priority	Needs
Maintain existing transportation infrastructure	High	None
Improve efficiency of existing infrastructure	High	None
Balance road and connectivity	Med	Also give a medium one
Improve interconnectivity and mobility between major transit corridors	Med	None
Address Bikeway Safety Issues	Med	None
Maximize connectivity between freight and non-freight uses	Med	None



GOAL 2: DEVELOP A MULTI-MODAL NETWORK

For each objective, what's the priority level? In broad strokes, what are the needs associated with each?

Objective	Priority	Needs
Incorporate additional mode choices into roadway projects as practicable	Med	None
Expand the network of off-road trails	Med	None
Expand bicycle and pedestrian networks	Med	None
Maximize access to regional transit	Med	Low

2 | Page

4

GOAL 3: COORDINATE LAND USE, DEVELOPMENT AND TRANSPORTATION

For each objective, what's the priority level? In broad strokes, what are the needs associated with each?

Goal Objective	Priority	Required Issues?
Use transportation projects to encourage the type of development desired by the community	High Med	
Leverage the development planned to strategically enrich the transportation network	High	
Maximize land use and mobility on key transportation corridors	Med	
Ensure access to job centers and destinations	High	
Support regional growth with safe, efficient access to freight routes	High	
Facilitate collaboration between local, regional, and state agencies on transportation planning	High	

GOAL 4: ENHANCE COMMUNITY QUALITY THROUGH TRANSPORTATION

For each objective, what's the priority level? In broad strokes, what are the needs associated with each?


Goal Objective	Priority	Required Issues?
Do no harm to unique natural, historic, and geologically resources	High Med	
Maintain small town character through management of local transportation	High	
Preserve the character of scenic corridors	High	
Provide mobility options for older adults, persons with special needs, persons with disabilities and any other transportation	High	

Ms. Hammond closed the meeting with an overview of next steps for the CTP and Comp Plan, noting that the next Steering Committee meeting is anticipated in late spring. Ms. Runions thanked the attendees for their time and participation and adjourned the meeting.

Following the meeting, to provide an additional opportunity for the Steering Committee members to offer feedback, an online survey was created for their input on the Comp Plan vision and the priority levels of the CTP objectives. The survey link and meeting presentation were emailed to the committee. This summary will be updated with the results of the survey.

1 | Page

5




WELCOME!

While we wait for everyone to join, please type the following in the chat box:

1. Your Name
2. The organization you represent (if any)
3. The biggest change you've seen in Coweta county in the past 5 years

7

Coweta County CTP/Comp Plan Updates
Steering Committee #3
June 24, 2021 @ 2 p.m.
Via Zoom



Attendees:
Jim Gay, Coweta County Parks and Recreation
Tod Handley, Coweta County Public Works
Janet Marx, Coweta County Commission District 4 Citizen Representative
Shelton Martin, Coweta County Commission District 5
James Ford, Coweta County Commission District 3
Ronnie Cheek, Coweta County School System
George Hargis, Coweta County Board of Zoning Appeals
Jason Wood, Coweta County Sheriff's Office
Jenny Runions, Coweta County Community Development (PMT)
Jon Amazon, Coweta County Development Services (PMT)
Kim Dutton, Coweta County Community Development
Reggie James, Atlanta Regional Commission (PMT)
David Haynes, Atlanta Regional Commission (PMT)
Regan Hammond, VHB (PMT)
Allison Stewart-Harris, VHB (PMT)
Allison Bell, VHB (PMT)
Kristine Hansen-Decker, Sycamore Consulting (PMT)
Dan Dobry, Croy Engineering (PMT)


Summary of Meeting:
Attendees were greeted upon entering the Zoom platform and asked to type in their name and affiliation in the "chat" feature. Regan Hammond, VHB, and Jenny Runions, Coweta County Project Manager officially started the meeting, welcoming the attendees and thanking them for their participation. Attendees were then asked to introduce themselves.

Ms. Hammond then began the presentation [attached] with updates on the CTP's progress, schedule and the revised growth strategy framework. The presentation continued with Ms. Runions providing an update on the Comprehensive Plan's progress and results of the SWOT (strengths, weaknesses, opportunities, and threats) analysis. The VHB team then presented the CTP's Needs Assessment Key Findings, overview of the Evaluation Framework and results from the Corridor Studies workshops. Details on upcoming engagement and next steps concluded the presentation.

With no comments or questions offered from the attendees, Ms. Hammond closed the meeting, noting that the next Steering Committee meeting is scheduled for July 29, 2021. Ms. Runions thanked the attendees for their time and participation and adjourned the meeting.

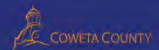
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6



COWETA COUNTY COMPREHENSIVE PLAN + COMPREHENSIVE TRANSPORTATION PLAN

STEERING COMMITTEE WORKSHOP #1
THURSDAY, DECEMBER 10 | 1PM



8

COWETA COUNTY

INTRODUCTIONS

The slide features the Coweta County logo at the top center, with the vhb logo below it. At the bottom, there are logos for CROY, SYCAMORE, and POND. The background shows a faint image of a building.

9

COWETA COUNTY

AGENDA

- Introductions
- Technology Overview
- Project Overview
- Your Role
- Existing Conditions
- Goals Discussion
- Next Steps

11

COWETA COUNTY

TECHNOLOGY OVERVIEW

- Please mute yourself when not speaking
- Please unmute to ask questions or type them in the chat box

The slide shows a screenshot of a Zoom meeting interface. A yellow box labeled 'Change view here' points to the 'Change View' button in the top right corner. Another yellow box labeled 'Mute/Unmute' points to the mute icon in the bottom left corner. A third yellow box labeled 'Type questions here' points to the chat box in the bottom right corner. The name 'Amberly Ives' is visible at the bottom of the meeting window.

10

COWETA COUNTY

Coweta Comprehensive Plan + CTP:

Project Overview

The slide has a dark blue background with a faint image of a building and vehicles. The text 'Project Overview' is centered in a light blue font.

12

COWETA COUNTY

WHAT IS A COMP PLAN?

- High-level plan to guide growth and development over the next 20 years
- Required to maintain Qualified Local Government (QLG) status
- Updated every 5 years

WHAT IS A CTP?

- Identifies community vision and local priorities for transportation
- Coordinates local transportation expectations with regional expectations
- Short-range action plan & long-range aspirations – projects, policies & programs
- Supports Comprehensive Plan

13

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
What's your role?

15

COWETA COUNTY

WHY A JOINT COMP PLAN/CTP?

```

    graph TD
      A[State + Regional Planning Requirements/Input] --> B[Coordination of Land Use and Transportation]
      B --> C[Prepare for potential future funding opportunities]
      C --> D[Economic Development]
      D --> E[Joint Engagement]
      E --> F[Implementation]
      F --> A
  
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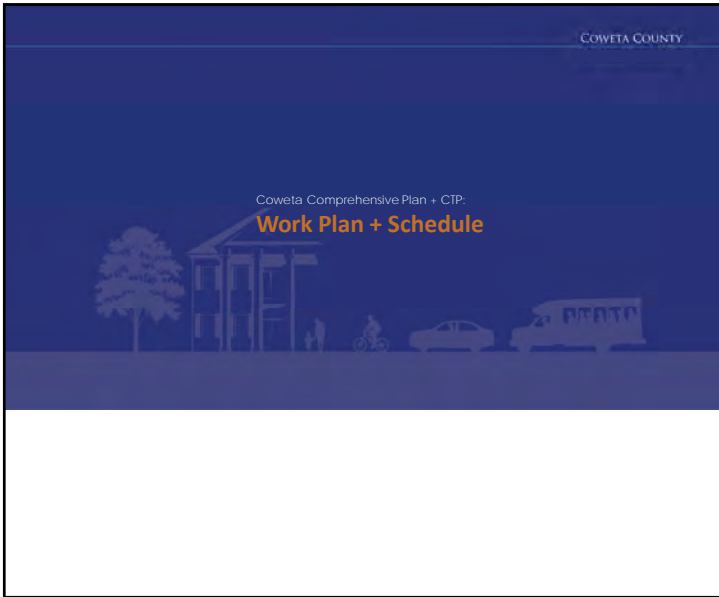
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COWETA COUNTY

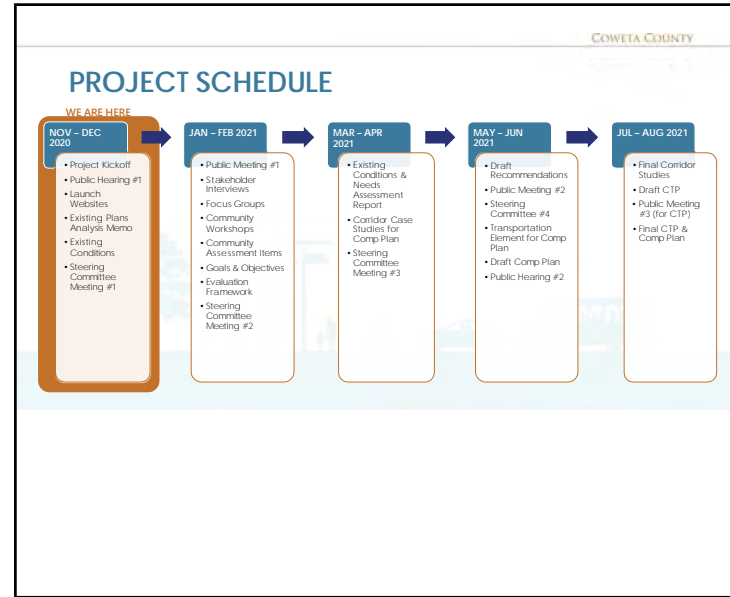
STEERING COMMITTEE ROLE

- **Represents** public and private sector, local agencies, Coweta County Government, and Coweta county BOC appointees
- Strategic and technical **input** to shape key components of the plans
- **Identify and review** issues and opportunities and develop implementation objectives
- **Meet** a total of 4 times

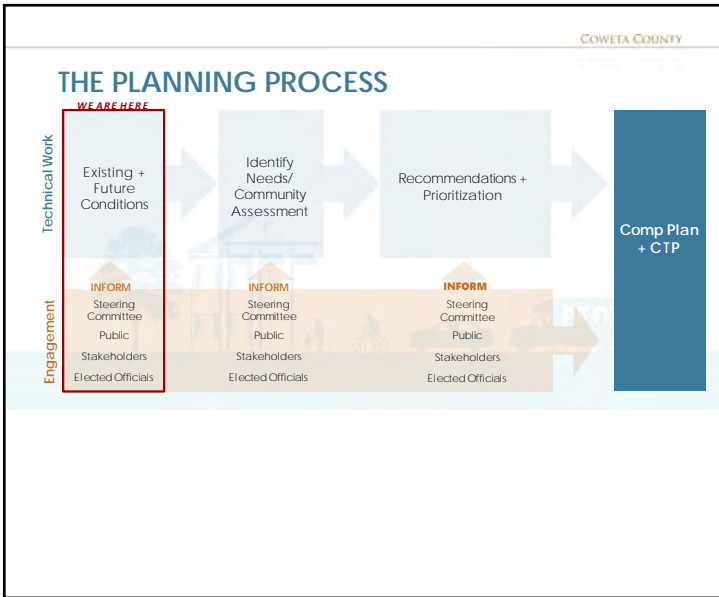
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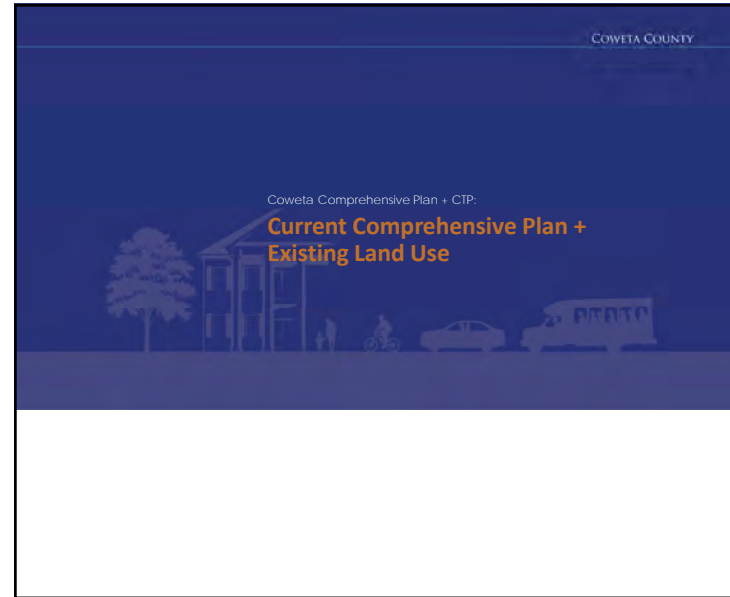
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19



18



20

COWETA COUNTY
COMPREHENSIVE PLAN

CURRENT COMP PLAN

- Current Comp Plan has **7 Policy Categories:**
 1. Sense of Place
 2. Transportation
 3. Economic Development
 4. Housing
 5. Natural Resources
 6. Community Facilities
 7. Planning Development Process
- Current Comprehensive Plan has **175 policy recommendations in total.**

Going Forward:

- Steering Committee Members will be provided with a list of Policy Categories and Recommendations.
- Members will have the opportunity to provide input to prioritize, and to add or remove.

21

COWETA COUNTY
COMPREHENSIVE PLAN

LAND USE PLANNING

- **Character Areas**
 - One of the County's most important tools in realizing the community's vision is the Future Development Map (FDM) which is arranged and defined by Character Areas.
 - Character areas define the overall land use and design characteristics.
 - Includes lifestyle and "feel", intensity of use, and design elements which collectively define the overall character.
 - Describes infrastructure necessary for that type of development and serve as a guide for future development approvals.
 - Referenced during rezoning and variance requests. They also guide development and growth management discussions.

23

COWETA COUNTY
COMPREHENSIVE PLAN

LAND USE PLANNING

- Influences the type and character of development in the county.
- Provides guidance on maintaining and developing needed infrastructure.
- Defines the type, quality, and amount of new development and required public facilities which can affect the sense of place, quality of life, and provide a strong local economy.
- One of the first steps in the Comp Plan Analysis is a study of current character areas with a review of trends in development changes, transitioning character areas and corridors.

22

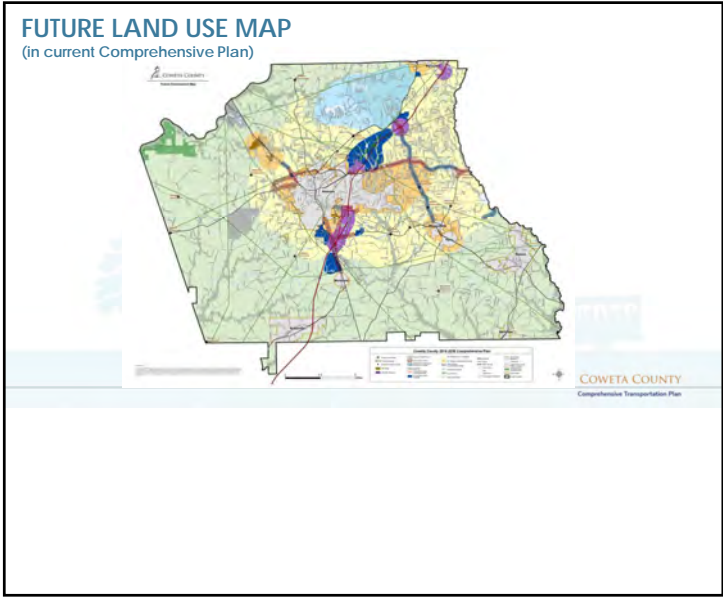
COWETA COUNTY
COMPREHENSIVE PLAN

LAND USE PLANNING

Current Character Areas

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

24



25

A Shared Vision County-Wide

- Every Comprehensive Plan from Coweta County jurisdictions emphasized the following:
 - Need to **coordinate land use, transportation, and infrastructure**
 - Desire to **preserve small-town/rural character**
 - Desire for **infill, redevelopment, high-value development**

27

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
A Growth-Based Approach

26

GROWTH-BASED FRAMEWORK


- Many of the current comprehensive plans **lack a clear alignment** between this land use vision and their future land use maps and projects
- This joint CTP/Comprehensive Plan process is an **opportunity to connect** the high-level vision for land use to **supportive infrastructure** strategies and projects
- Groundwork is already in place with the Land Development Guidance System (LDGS)

28

COWETA COUNTY
Comprehensive Planning

WHAT'S THE LDGS?

- Ordinance approved by BOC in March 2020
- Intent is to better regulate the location of new subdivisions, and protect rural character
- Parcels assigned a point value of 1 to 15 based on proximity to major roads, retail, employment centers, etc.
- Parcels with scores of 1-5 allow more limited types of housing development (light green); 6 points and above (dark green) allow more
- Unincorporated Coweta only




29

COWETA COUNTY
Comprehensive Planning

ALTERNATIVE APPROACH

Based on Growth Strategy

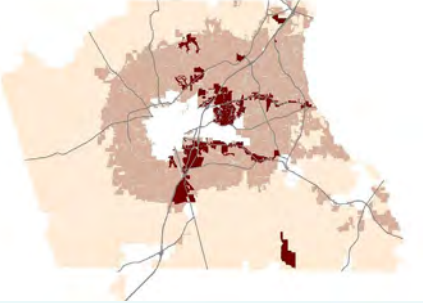
	GROWTH PRIORITY	GROWTH MAINTENANCE	RURAL CHARACTER
Current form/land use	Town/City centers, activity centers	Suburban	Rural/agricultural
Growth approach	Encourage infill, redevelopment, density	Discourage additional expansion	Allow only rural/ag-friendly land uses
Infrastructure approach	Invest, expand, strengthen, diversify	Maintain/improve efficiency in existing; expansion is last resort	Maintain/address issues
How is it determined?	<ul style="list-style-type: none"> • LDGS Score of 11 or higher with sewer • DRI since 2013 	<ul style="list-style-type: none"> • LDGS Score of 6 – 10 • LDGS Score of 11 or higher without sewer 	LDGS Score of 5 or lower



31

COWETA COUNTY
Comprehensive Planning

ALTERNATIVE APPROACH

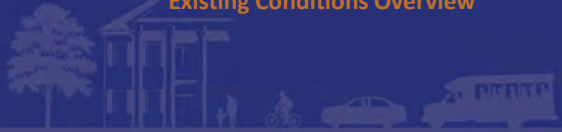


- Growth Priority
- Growth Maintenance
- Rural Conservation

30

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
Existing Conditions Overview

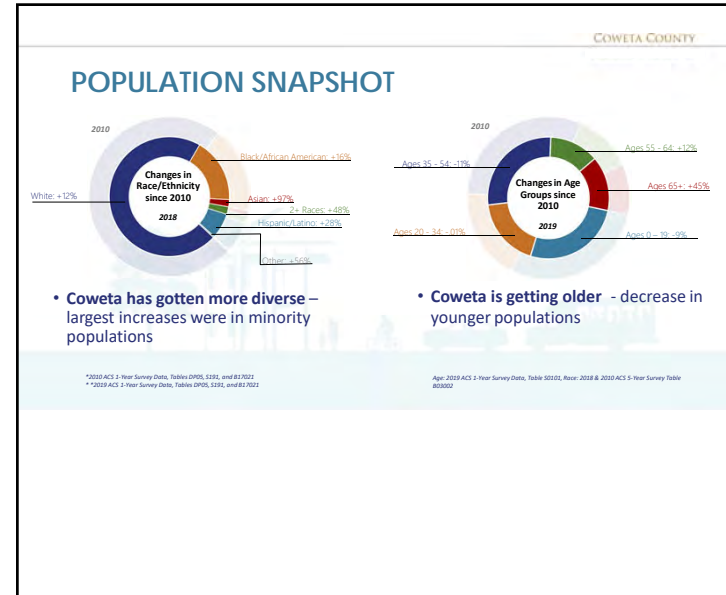


32

Existing Plans Analysis

Plan Type	Plan
Coweta County Plans	Coweta Forward 2036 (current Comprehensive Plan)
	Coweta County CIP Update 2014
	LINC Plans: Newman LCI Plan
Coweta County Jurisdiction Plans	City of Grantville Comprehensive Plan Update 2016
	City of Haratson Comprehensive Plan Update 2016
	City of Moreland Comprehensive Plan Update 2016
	City of Senola Comprehensive Plan Update 2016
	City of Sharpsburg Comprehensive Plan Update 2016
	City of Tulin Comprehensive Plan Update 2016
Regional Plans	Atlanta Regional Transportation Plan Walk, Bike, Thrive!
	Atlanta Regional Freight Mobility Plan
	Three Rivers Economic Development Strategy
	Three Rivers Regional Plan

33



35

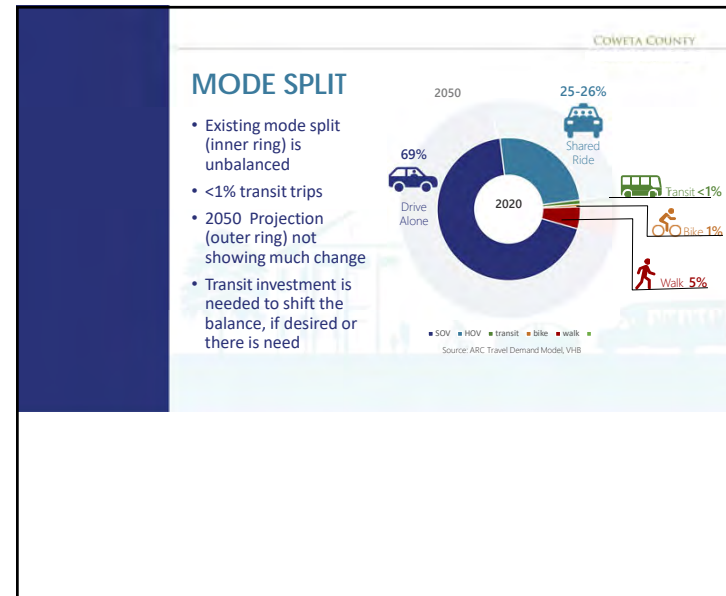
POPULATION SNAPSHOT

- Major Takeaway: Coweta is growing!
- Since 2010:
 - 22% population growth since 2010
 - Increase in number of households
 - Increase in population below poverty
- 2050 Projected: 213,459
 - That's a 43% increase in population!

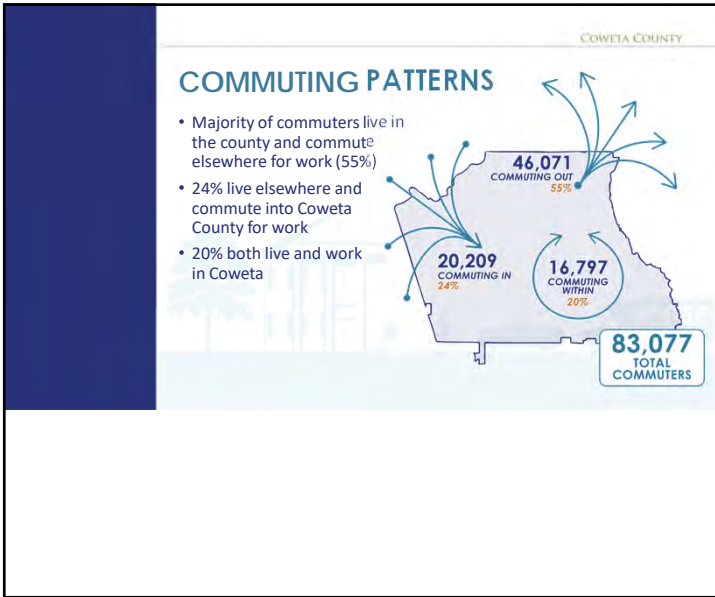
	2010*	2019 (Today)**	% Change
Population	121,528	148,509	+22%
Density	273/m ²	333/m ²	+22%
# Households	48,475	56,538	+16.63%
Median Household Income	\$55,343	\$78,423	+41.70%
Below Poverty	13,282	14,648	+10.28%

*2010 ACS 1-Year Survey Data, Tables DP05, S101, and B17021
**2019 ACS 1-Year Survey Data, Tables DP05, S101, and B17021

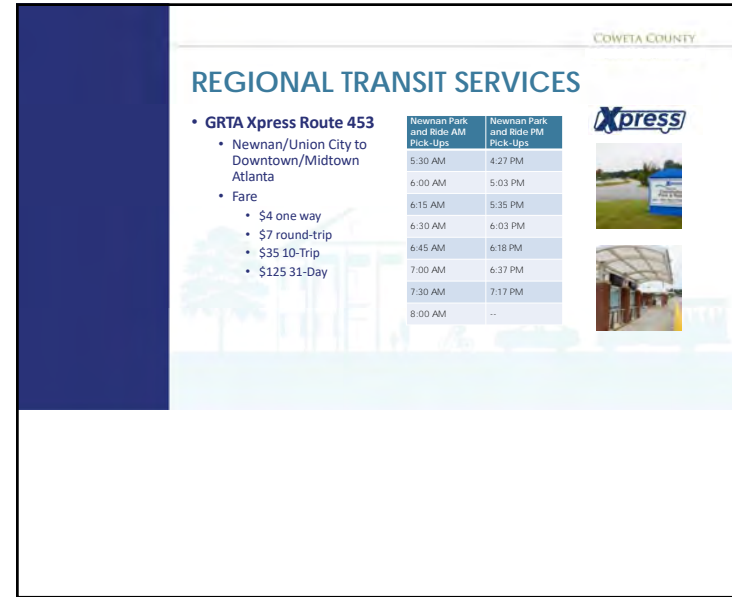
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36



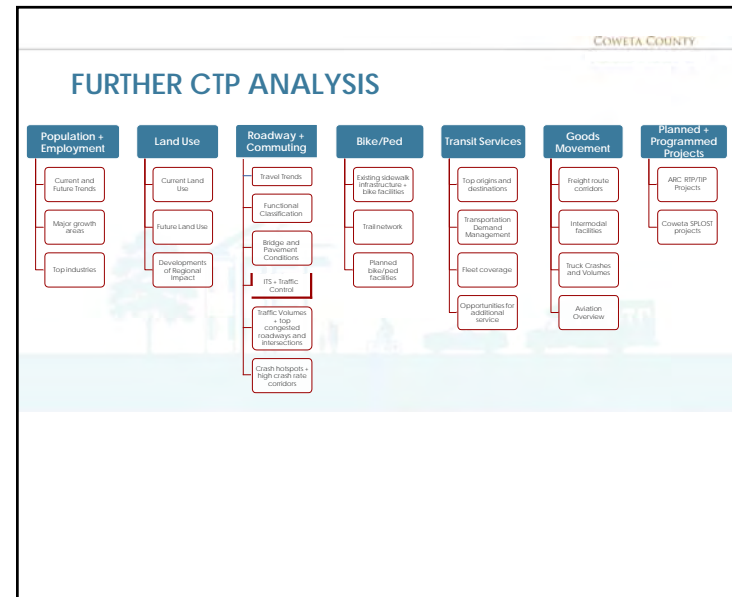
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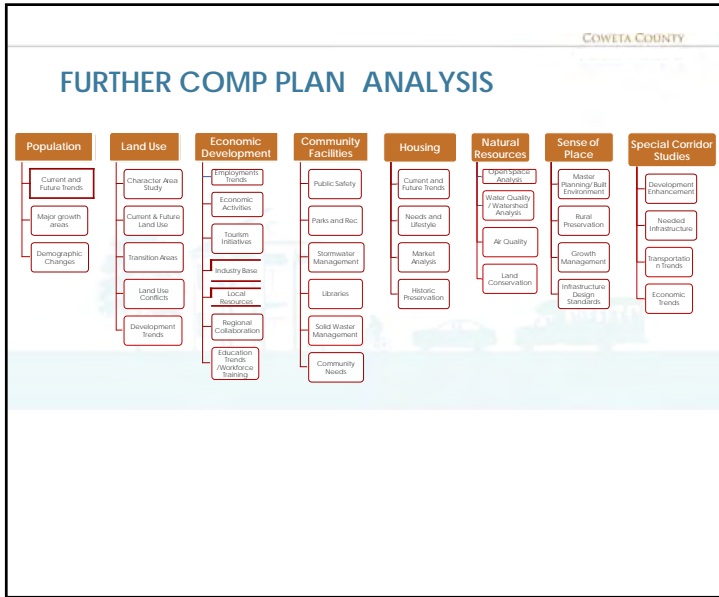
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38



40



41

COWETA COUNTY

GOALS + POLICIES

- **Goal:** Gives broad direction on an overarching topic
- **Policy:** Gives more detailed direction on the topic, rolls up under goal

Best Practices:

- Provides **general direction** for decision making – does not address specific projects
- **Succinct**, clear and focused on a single idea/topic
- **Community facing** – not about internal City operations
- Streamlined, cohesive, **comprehensive guidance**

43

COWETA COUNTY

Coweta Comprehensive Plan + CTP:

Current Goals + Policies

42

COWETA COUNTY

CURRENT CTP + COMP PLAN

- Current CTP has **40** goals and policies
- Current Comprehensive Plan has **38** transportation-related goals and policies
- But they aren't the same!
- All cities and towns have transportation-related goals/policies in their Comprehensive Plans

OUR DISCUSSION TODAY:

- Verify the transportation topics that are already covered and discuss potential gaps
- No wordsmithing (yet!)

44

COWETA COUNTY

TYPICAL CTP GOAL TOPICS



General Transportation



Bicycle + Pedestrian



Roadways



Freight



Parking



Coordination + Planning



Transit



Support for Other Community Goals + Resources

45

COWETA COUNTY

ROADWAYS

TOPIC	CTP?	In County Comp Plan?	City/Town Comp Plans?	KEY TERMS
Roadway Improvement	✓	✓	G, N	Complete Streets, freight movement, intersections, add bicycle facilities during projects
Roadway Maintenance		✓	H	Timely
Roadway Grid		✓	G, H, Se, Sh, T	Connectivity, small blocks, neighborhood
Bridges				
Traffic/Congestion		✓	N	Route trucks around
Traffic Signals/Operations		✓		Flow, operations
Traffic Calming		✓	G, H, M, Se, Sh	Neighborhoods
Demand Management		✓	G, Se, Sh, T	Car-pool, rideshare
Access Management	✓	✓		Limit, control, corridors, mitigate, curb cuts, congestion, collectors, arterials

G= Grantville H=Haralson M = Moreland N=Newnan P= Palmetto Se=Senoia Sh=Sharpsburg T=Turin

47

COWETA COUNTY

GENERAL TRANSPORTATION

TOPIC	CTP?	In County Comp Plan?	City/Town Comp Plans?	KEY TERMS
Accessibility		✓	G, M	Mobility, populations, community
Connectivity	✓	✓	H, M, N, Se, Sh, T	Network; improve east-west, adjacent developments
Corridors	✓		M	
Multi-Modal/Complete Streets	✓	✓	G, M, Se, Sh, T	Integration, system, efficient, minimize congestion, land use
Alternative Modes/Options			G, H, N, Se, Sh, T	
Land Use Coordination	✓	✓	G, H, N, Se	Integration, planning, urban residential densities, growth, development (pays for own roads)
Maintenance			H, N	
Safety	✓	✓	H, M	Intersections
Technology			N	

G= Grantville H=Haralson M = Moreland N=Newnan P= Palmetto Se=Senoia Sh=Sharpsburg T=Turin

46

COWETA COUNTY

PARKING

TOPIC	CTP?	In County Comp Plan?	City/Town Comp Plans?	KEY TERMS
Parking – Want/Need More			N	
Parking – Reduction				
On-Street Parking		✓	Sh	Encourage, reduce off-street
Parking Garages/Decks			N	
Other		✓		Adequate parking for commercial

G= Grantville H=Haralson M = Moreland N=Newnan P= Palmetto Se=Senoia Sh=Sharpsburg T=Turin

48

COWETA COUNTY

TRANSIT

TOPIC	CTP?	In County Comp Plan?	City/Town Comp Plans?	KEY TERMS
Transit (general)	✓		G, Se, Sh	
Commuter/Passenger Rail			N	
Light Rail				
Bus Rapid Transit (BRT)				
Bus		✓	N	Expand commuter bus
Park-and-Ride				
Paratransit/On-Demand		✓		Expand, promote
Shuttles/Circulators			N	
Transit Amenities				
Transit Agency (GRTA, MARTA, etc)			N	

G= Grantville H=Haralson M = Moreland N=Newnan P= Palmetto Se=Senoia Sh=Sharpsburg T=Turin

49

COWETA COUNTY

FREIGHT

TOPIC	CTP?	In County Comp Plan?	City/Town Comp Plans?	KEY TERMS
Freight (General)	✓			Movement of goods, industrial parks
Truck	✓			Interstate, safety, intersections, delivery
Rail		✓		Encourage for industrial
Railroad Crossings				
Intermodal freight				
Land use conflicts	✓	✓		Minimize, environmentally sensitive, route truck traffic away from neighborhoods

G= Grantville H=Haralson M = Moreland N=Newnan P= Palmetto Se=Senoia Sh=Sharpsburg T=Turin

51

COWETA COUNTY

BICYCLE/PEDESTRIAN

TOPIC	CTP?	In County Comp Plan?	City/Town Comp Plans?	KEY TERMS
Walkability	✓	✓	G, H, M, N, Se, Sh, T	Complete Streets, neighborhoods, connectivity, adjacent development, promote
Sidewalk Improvements	✓		H, M, N, Se, Sh, T	Fill in gaps, require in new development
Pedestrian Amenities		✓		Safe environment
Bikability	✓	✓	G, H, M, N, Se, Sh, T	Complete Streets, promote, new development, roadway improvements
Bicycle Improvements		✓	H, M, Se, Sh, T	Implement Bicycle Plan
Bicycle Amenities	✓	✓		Racks, safe environment
Multi-Use Trails/Greenways		✓	G, N, Se	Promote
Safe Routes to School				

G= Grantville H=Haralson M = Moreland N=Newnan P= Palmetto Se=Senoia Sh=Sharpsburg T=Turin

50

COWETA COUNTY

COORDINATION + PLANNING

TOPIC	CTP?	In County Comp Plan?	City/Town Comp Plans?	KEY TERMS
Internal Coordination				
Coordination between jurisdictions	✓		G, Sh	
Coordination/Partnership with other agencies	✓		G, Sh	
Transportation planning (general)		✓		Growth
Airport area planning				

G= Grantville H=Haralson M = Moreland N=Newnan P= Palmetto Se=Senoia Sh=Sharpsburg T=Turin

52

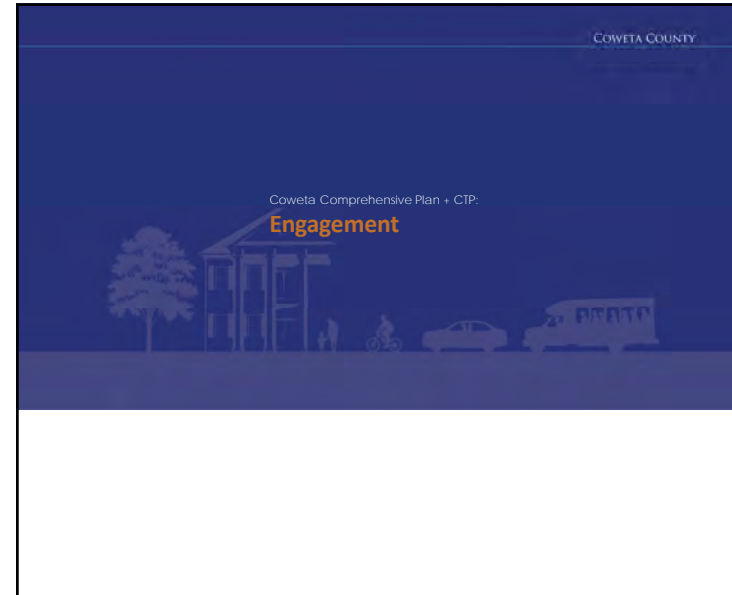
COWETA COUNTY

SUPPORT FOR OTHER COMMUNITY GOALS + RESOURCES

TOPIC	CTP?	In County Comp Plan?	City/Town Comp Plans?	KEY TERMS
Economic Development	✓		G, Se, Sh	Jobs, business, industry, leverage, growth
Natural Resources	✓	✓	G, Se, Sh, T	Water quality, topography, roadway design
Social/Cultural Resources	✓	✓	H, M, Se, Sh, T	Visual character, standardized signage
Housing			G, Sh	
Equity	✓			Seniors, disabled
Sustainability	✓			Development

G= Grantville H=Haralson M = Moreland N=Newnan P= Palmetto Se=Senola Sh=Sharpsburg T=Turin

53



55

COWETA COUNTY

CURRENT CTP: GOAL/POLICY REMOVAL

These are goals for the plan itself, not the transportation system:

- Prioritize and improve transportation corridors
- Identify realistic funding opportunities
- Include a sound financial plan and approach to phasing of projects
- Integrate the CTP into the regional and state transportation planning efforts
- Accurately classify roads and address potential infrastructure and land use changes associated with new interchanges on I-85 and other major improvements

These are more like implementation directives:

- Develop and implement design policies governing access management.
- Fund and complete corridor specific access management plans.
- Provide for bicycle racks at commercial and industrial developments
- Require access management plans be developed as part of each arterial or major collector roadway widening or upgrade project concept development process.
- Consider incorporating Access Management Overlay Districts (AMODs) along key corridors experiencing significant growth or increased density.

54



56

COWETA COUNTY

HOW WE'LL ENGAGE

CTP WEBSITE: <http://cowetactp.com/>

Coming Soon!
COMP PLAN WEBSITE: www.cowetaplans.com

57

COWETA COUNTY

DISCUSSION

Let's hear from you!

With whom do you need to connect?

What works well in Coweta County?

What barriers exist?

59

COWETA COUNTY

COMING UP

- **Public Meeting #1** – late Jan/early Feb 2021
- **Guided Online Exercise** – in coordination with Public Meeting #1
- **Stakeholder Interviews** (up to 10) – beginning late January
- **Focus Groups** (up to 5) – beginning late January
- **Steering Committee Meeting #2** – late February

58

COWETA COUNTY

Coweta Comprehensive Plan + CTP:

Next Steps


60

COWETA COUNTY

WHAT'S NEXT?

- Submit **Existing Plans Analysis Memo**
- Complete **Existing Conditions analysis**
- Begin development of **Evaluation Framework & Assessment of Current + Future Needs**
- Finalize selection of corridors for **Special Corridor Studies** & begin analysis
- Begin preparing for **public engagement in January & February**

61



WELCOME!

While we wait for everyone to join, please type the following in the chat box:

1. Your Name
2. The organization you represent (if any)


63

COWETA COUNTY

Coweta Comprehensive Plan + CIP:
THANK YOU!


Jenny Runions, AICP **Regan Hammond, AICP**
jrunions@coweta.ga.us rhammond@coweta.ga.us

62



COWETA · COUNTY
COMPREHENSIVE PLAN +
COMPREHENSIVE TRANSPORTATION PLAN

STEERING COMMITTEE WORKSHOP #2
THURSDAY MARCH 25 | 2PM



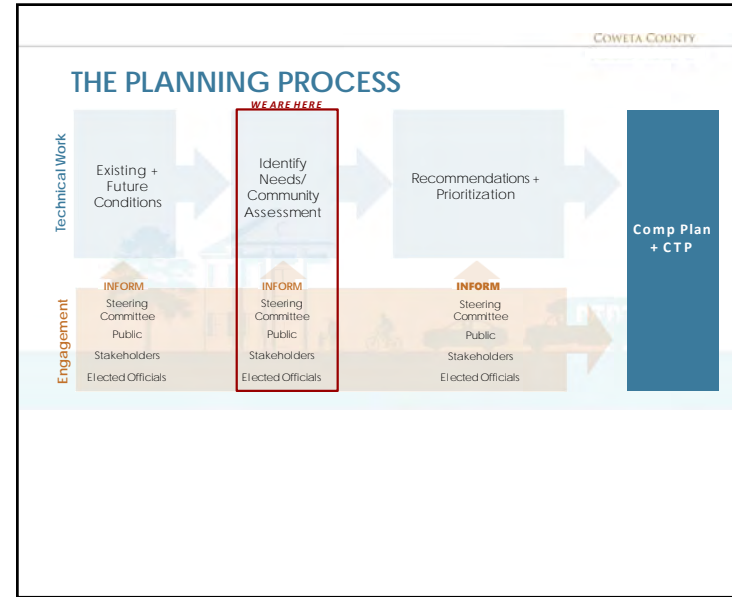
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COWETA COUNTY

AGENDA

- Introductions
- Comp Plan & CTP Status Update
- Updates:
 - Revised Growth Framework Strategy
 - Engagement Findings
- CTP Goals and Needs Discussion
- Next Steps

65

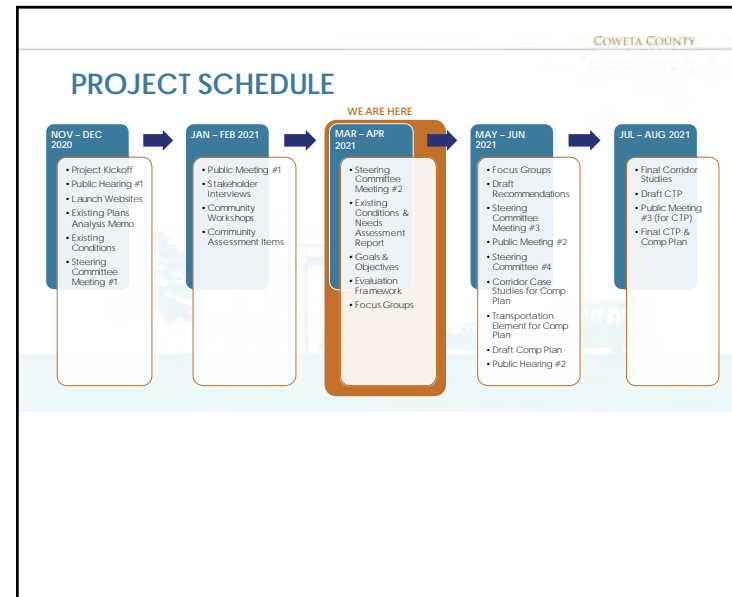


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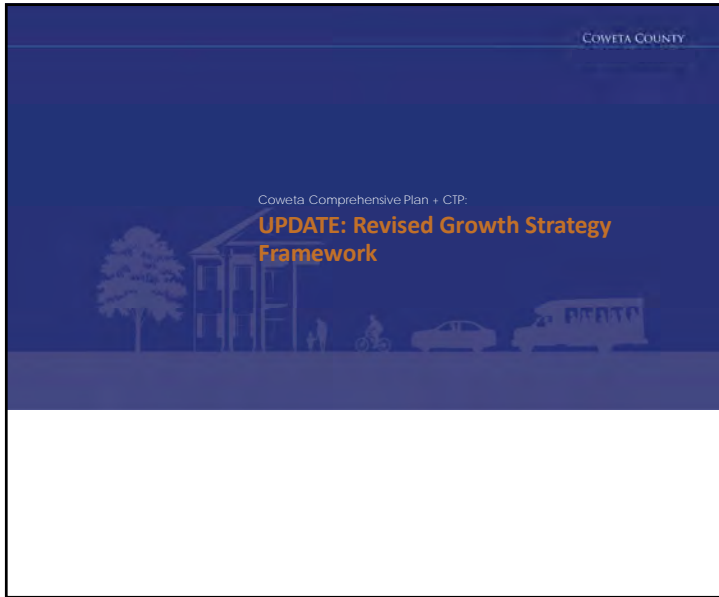
COWETA COUNTY

Coweta Comprehensive Plan + CTP:
Status Update

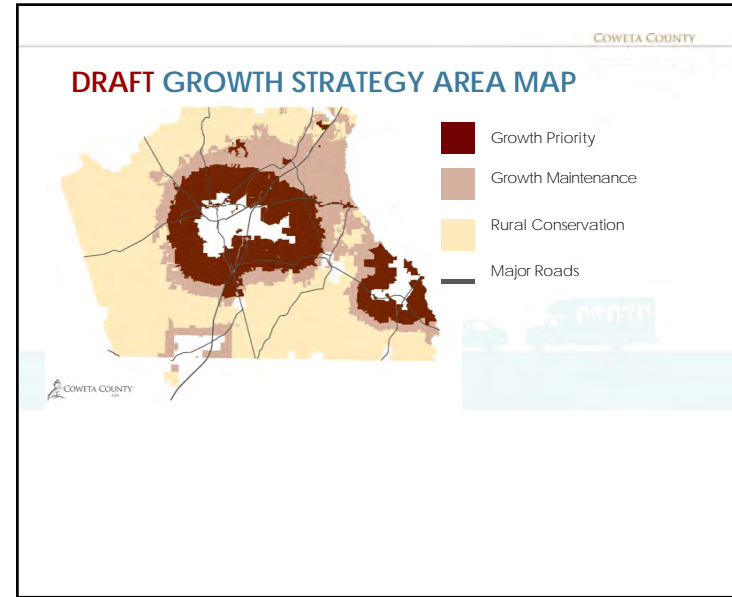
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68



69



71

A Shared Vision County-Wide

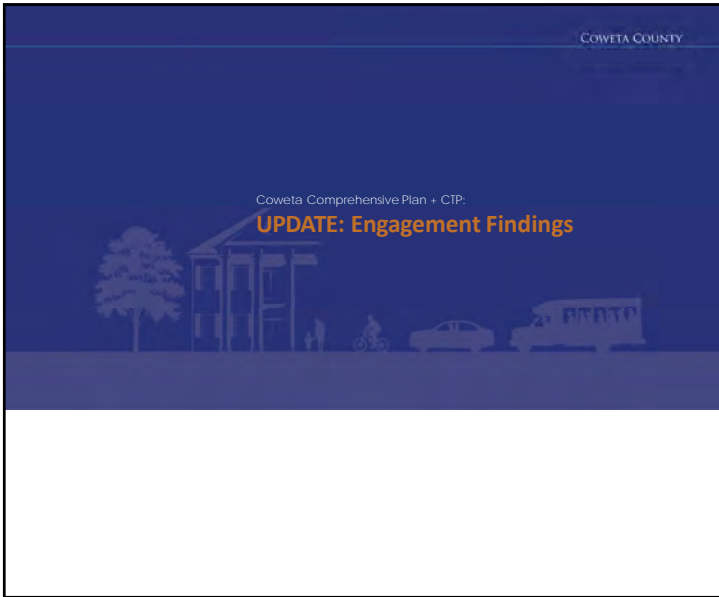
- Every recent Comprehensive Plan from Coweta County jurisdictions emphasized the following:
 - Need to **coordinate land use, transportation, and infrastructure**
 - Desire to **preserve small-town/rural character**
 - Desire for **infill, redevelopment, high-value development**

70

GROWTH-BASED APPROACH

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
Current form/land use	Rural/agricultural	Suburban	Town/City centers, activity centers
Growth approach	Allow only rural/ag-friendly land uses	Discourage additional expansion	Encourage infill, redevelopment, density
Infrastructure approach	Maintain/address issues	Maintain/improve efficiency in existing; expansion is last resort	Invest, expand, strengthen, diversify
How is it determined?	LDGS Score of 5 or lower	<ul style="list-style-type: none"> • LDGS Score of 6 – 10 • LDGS Score of 11 or higher without sewer 	<ul style="list-style-type: none"> • LDGS Score of 11 or higher with sewer • DRI since 2013

72



73



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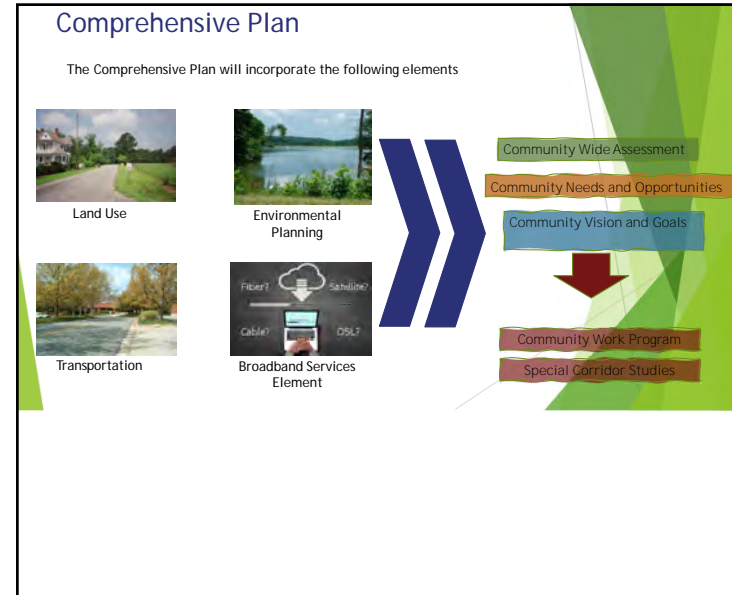


74



76

77



79

78

Updates to Comp Plan

DRAFT 2040 Coweta County Comprehensive Plan Outline

Introduction

- Chapter 1: Communitywide Assessment
- Chapter 2: Public Involvement Program
- Chapter 3: Land Use Element
- Chapter 4: Transportation Element
- Chapter 7: Broadband Services Element
- Chapter 8: Environmental Planning/Natural Resources
- Chapter 9: Community Work Program

- Appendices to the Comprehensive Plan
 - Appendix A: Community Assessment and Technical Addendum
 - Appendix B: Plan Implementation Strategy
 - Appendix A: Public Information Plan, Social Research and Technical Addendum

The Comprehensive Plan will be organized by subject area.

- Each Subject area will contain the required elements/information
- The Future Development Map will utilize the Growth Strategy Overlay
- SWOT - Strengths, Weaknesses, Opportunities and Threats will be introduced in the Community Wide Assessment
- Strong Community Vision and Public Input reflected throughout the Plan. Retain the community's voice.

80



Vision Tools in the Comprehensive Plan

- ▶ Goals. Example: Preserve valued elements of community character and create a better sense of place.
- ▶ Policies: Example: SP1 - Promote efficient use of land by encouraging well-designed, pedestrian-oriented developments that include a mix of uses and creative use of land.
- ▶ Recommendations. Example: Create attractive, mixed-use, pedestrian-friendly neighborhoods and shopping districts when new village or mill village development and redevelopment opportunities arise.
- ▶ Community work programs - identify projects to achieve goals and recommendations in keeping with policy.
- ▶ Future Land Use Map
- ▶ Character Areas

81



Land Use Element

- A. Element overview
- B. Issues and background analysis
- C. Growth management: trends and forecast
- D. Future development map
- E. Character areas
- F. Goals
- G. Issues
- H. Needs & opportunities
- I. Strategies & strengths
- J. Policies
- K. Recommendations
- L. Implementation

83



Introduction

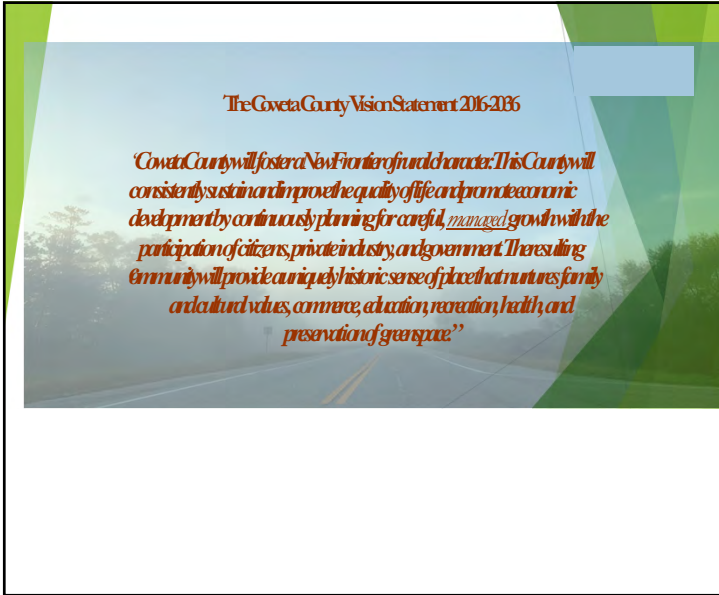
Chapter 1: Communitywide Assessment

- A. Review of the county as a whole
- B. **SWOT – Strengths, Weaknesses, Opportunities and Threats**
- C. Population trends and socioeconomic conditions
- D. Changes by land area
- E. Goals
- F. Issues
- G. Needs & opportunities
- H. Strategies & strengths
- I. Policies
- I. Implementation

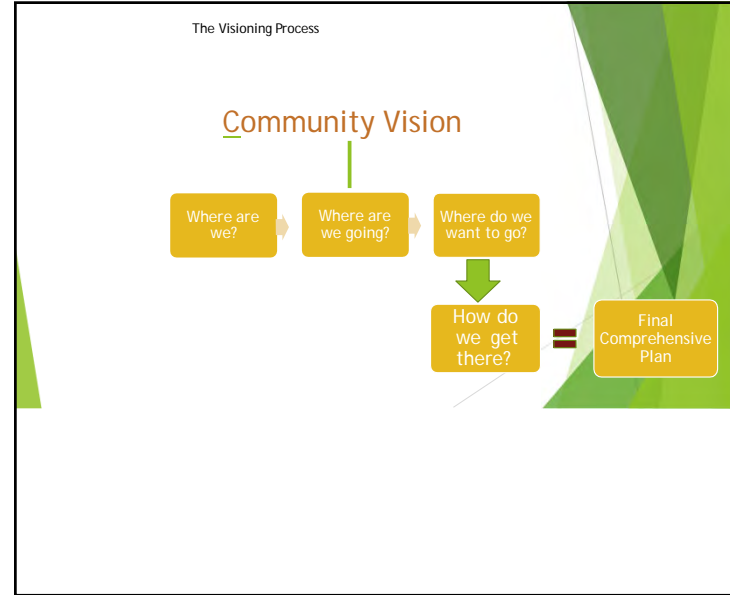
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Community Visioning Workshop (March 11)
&
Survey

84



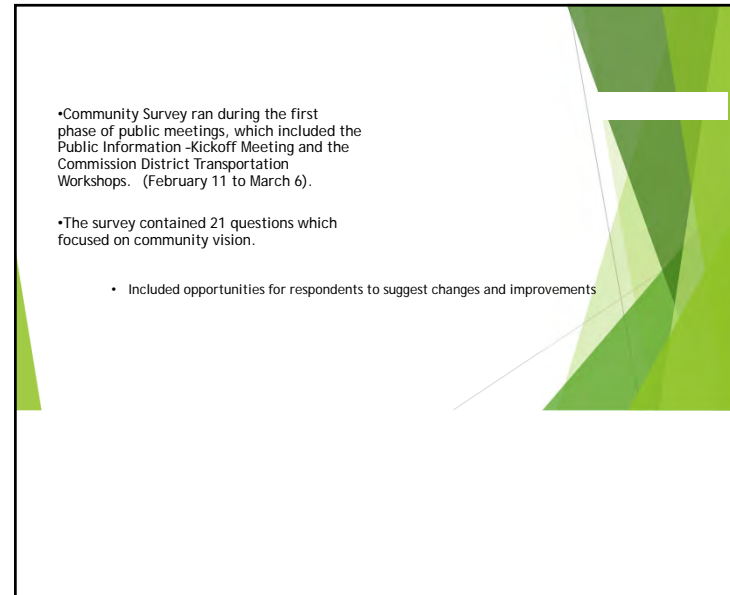
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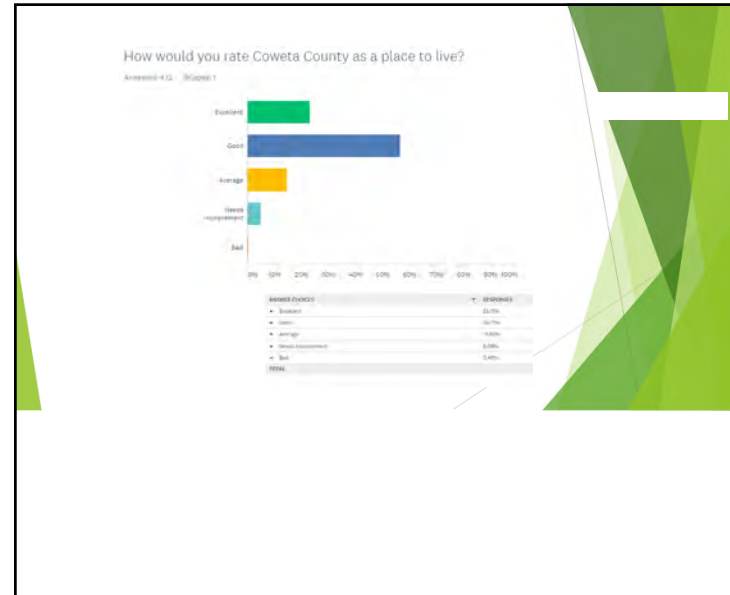
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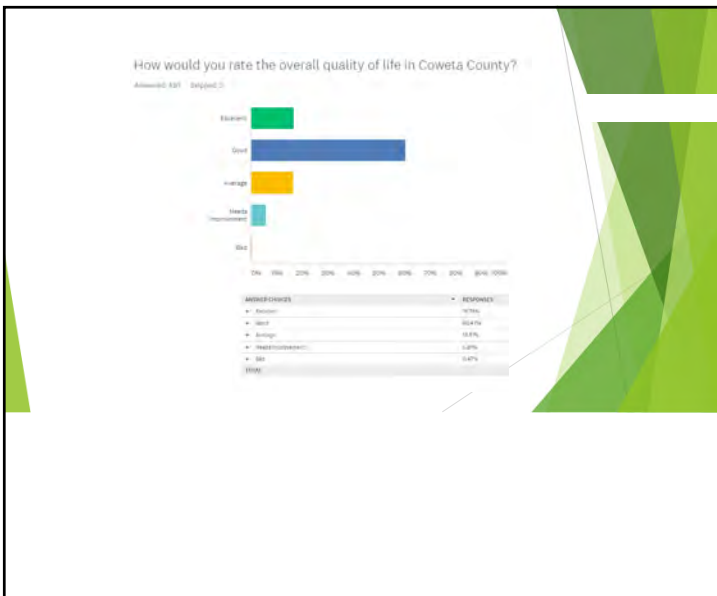
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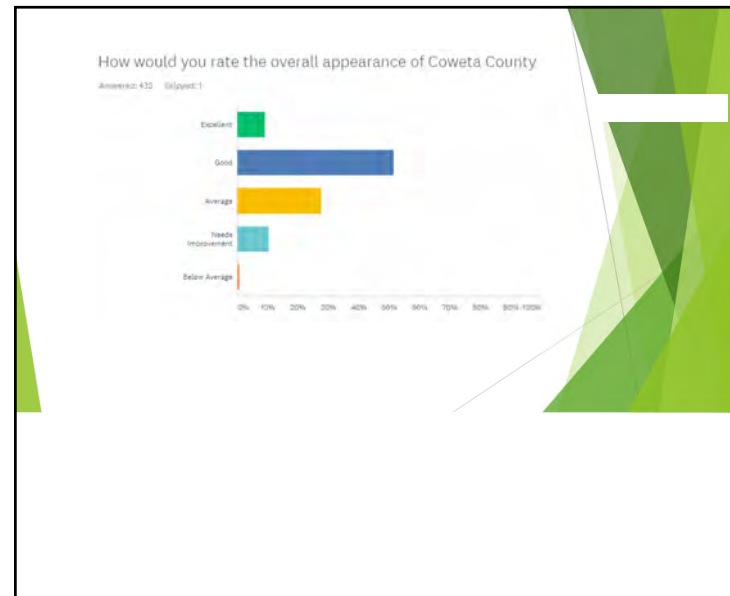
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91



90



92

When asked what would help the appearance of Coweta County, the following items were repeatedly identified:

- Preserve rural spaces and character
- More public recreation areas. Increase utility of current parks.
- Additional library locations.
- Traffic reduction
- Redevelopment
- Preserve trees and natural landscape during development
- Limit commercial building in rural areas
- Limit/halt multi-family development/apartments
- Limit/reduce density especially in rural areas.
- Less residential development
- Less warehouses
- Strategize commercial development - less strip malls, franchising -
- Increased landscaping requirements. Incentives for local/small business.
- Improve signage - landscaping
- Reduce litter
- Road improvements

93

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 green space."

95

What is your perspective on the population growth in Coweta County over the past decade?

Answered: 432 | 100% | 1

Perspective	Percentage
Much too fast	~45%
Somewhat too fast	~35%
Right amount	~15%
Somewhat too slow	~2%
Much too slow	~1%

94

Participants were asked if they liked the County's Current Vision Statement

Answered: 337 | 100% | 1

Response	Percentage
Yes	~80%
No	~10%
Unsure	~10%

96

If any, what changes do you suggest to the Visioning Statement?

Out of 432 respondents to this question,

- 191 provided answers.
- 242 respondents skipped this question.
- 57 Respondents did not feel that any changes were needed.

Approximately 130 Respondents suggested changes. Below are recurrent themes in the responses:

- The term "New Frontier" was disliked by several respondents
- Statement does not reflect actual development in County
- Stronger emphasis on rural character preservation
- More input from county residents and less from developers.
- Statement needs to be more inclusive of all households/demographics

97

Example Vision Statement

"Coweta County will foster a New Frontier of its rural character while balancing the need for appropriate growth due to the increasing population. This County will consistently sustain and improve the quality of life and promote economic development by continuous through deliberate planning for careful appropriate, 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, while facilitating improved commerce, education, recreation, health, and preservation of greenspace."

99

Draft Vision Statements

- ▶ The following examples of changes to the vision statement were drafted from changes submitted in the survey.
- ▶ Starting March 30th, we will be posting draft Vision Statements at the project website and will be asking for your input.

98

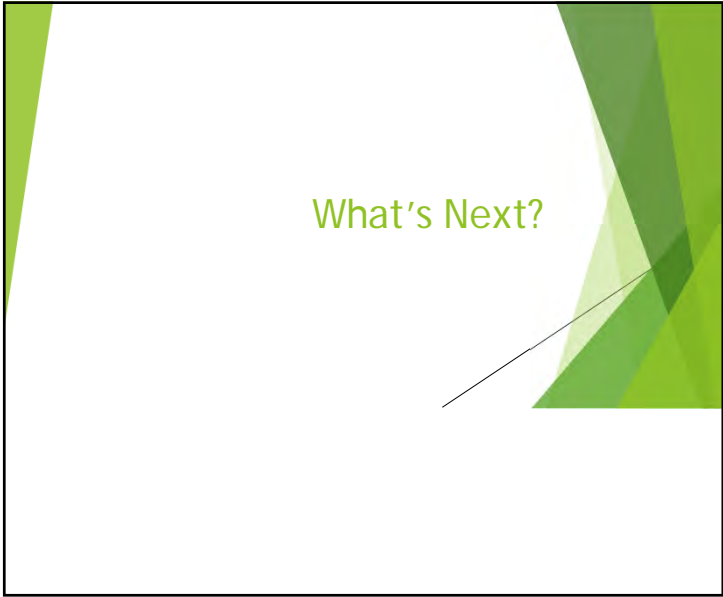
Example Vision Statement

As the county's population continues to increase, we will strive to find the balance between rural preservation and appropriate growth strategies. *The implementation of the Growth Strategy map will allow us to identify the preservation or growth strategies for each community.*

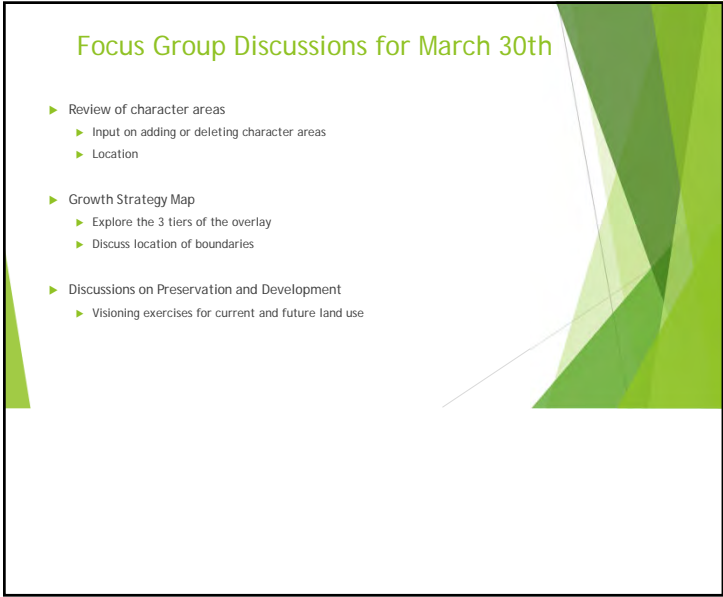
We will consistently sustain and improve the quality of life and promote economic development by continuous deliberate planning of transportation and land use. The resulting community will provide a uniquely historic sense of place, preserve and maintain established neighborhoods and communities as essential sources accessible to all families.

Enhancing the utility of parks, trails, and open space will be important elements for recreation and community identity. We will work to increase the awareness and participation of our residents concerning the comprehensive planning process which shapes the lives and landscape of our future.

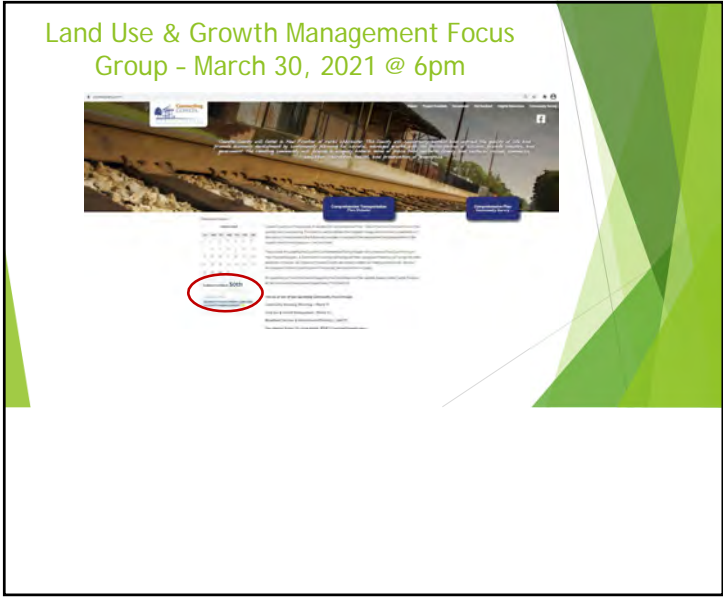
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101



103



102



104

Vision Tools in the Comp Plan

- Goals
- Policies
- Recommendations
- Community work programs
- Future Land Use Map

COWETA COUNTY
 Planning & Development

Coweta County 2018-2030 Comprehensive Plan

105

Visioning Exercises

What do you want this to look like in 20 years?

What do you want to preserve?
 What do you want to change?
 What do you want to connect?
 What do you want to create?

107

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

Potential Character Areas identified during public input

- Mixed Use Development
- Transportation Corridors with specific Growth Strategies
- Historic Corridors /Heritage Corridors

Visit www.cowetaplans.com/documents for the currently adopted Future Land Use Map and Character Areas

106

2 Public Meetings –Focus Groups:

- Land Use & Growth Management (March 30)
- Broadband & Natural Resources Planning (April 15)

Public Engagement Activities

- Survey on Land Use & Growth Management (Mid-April)
- Mapping Exercise for Growth Strategies & Character Areas

Draft Documents:

- SWOT
- Goals, Issues & Needs
- Community Vision
- Character Areas

108

COWETA COUNTY

WHAT MAKES COWETA UNIQUE?

"Coweta is a fantastic county. It is well taken care of, has good public services and leadership, and is safe. There is a lot of care for the community."

Historic Preservation Minded

Location, location, location!

Rural Character, City [of Newnan] has a soul.

"Sense of community. A great place to raise a family."

109

COWETA COUNTY

PUBLIC MEETING #1 TAKEAWAYS

- February 11th, 6pm – 7:30pm
- 32 Virtual Attendees
- 2 in-person attendees (County Commission Chambers)
- 3 breakout groups

Rural Conservation Area

- Continue to maintain existing roadway and bridge infrastructure
- Widen roads only when necessary
- Multi-use paths/trails and wider shoulders for cyclists

Growth Maintenance Area

- Focus on intersection improvements at key congested intersections
- Continue to encourage off-road bike infrastructure for this area
- Sidewalks encouraged in and around neighborhoods, schools, etc.

Growth Priority Area

- Focus on intersection improvements at key congested intersections
- Maintain existing and invest in growing sidewalk network
- Public transit is not a major need right now

111

COWETA COUNTY

OVERALL CATEGORIES OF TRANSPORTATION FEEDBACK

<ul style="list-style-type: none"> Maintenance of existing infrastructure, widen roads when necessary Intersection Improvements Safety Upgrades 	<ul style="list-style-type: none"> Bike/ped improvements Freight/truck traffic General congestion issues/ more route options needed Continue existing public transit service
---	--

110

COWETA COUNTY

5 COMMUNITY TRANSPORTATION WORKSHOPS

- Transportation focused
- All meetings 6:00pm – 8:00pm
- Held virtually with an in-person option
- 70 total participants

112

DISTRICT-SPECIFIC INPUT

District 1 *CM Paul Pool*

- Basic roadway maintenance is needed such as road striping
- A focus on speed reduction on highways through town centers and additional route options into Peachtree City are needed

District 4 *CM John Reidelbach*

- Concern about increase in truck traffic and land use issues with increase in development, especially industrial growth
- Consider adding wider roadway shoulders for bike usage
- Congestion accessing I-85 is an issue

District 2 *CM Tim Lassetter*

- Lane marking survey could help with basic roadway maintenance needs
- Concerns about congestion issues to follow development pressures in the northwestern part of the district and southern part of the County.
- Truck traffic and sight lines on Highway 16 are an issue

District 5 *CM Al Smith*

- Concern about growth/density impact on transportation infrastructure
- General concern about congestion especially on Hwy 34 and Lower Fayetteville Rd

District 3 *CM Bob Blackburn*

- Concern about increase in truck traffic with increase in industrial growth
- Basic safety upgrades are needed such as lighting and wayfinding
- Focus on operational and safety improvements to infrastructure already in place such as intersections and bike network

113

CTP SURVEY

- 158 Participants
- Open February 11th - March 19th
- 20 questions covering the transportation strategies for the three growth strategy areas

115

CTP STAKEHOLDER INTERVIEWS

OVERALL TAKEAWAYS

- Concern over increasing densification and how developments will impact infrastructure, schools, and truck traffic
- Cycling is important in Coweta – LINC is well-loved
- Inter-county connectivity issues with Fayette County
- Transit funding is a concern moving towards urbanization
- Roadway capacity updates needed especially on SR 154

Community Organizations		Regional Entities		Cities + Towns	
<input checked="" type="checkbox"/> Coweta County School System	<input checked="" type="checkbox"/> Atlanta Regional Commission	<input checked="" type="checkbox"/> Town of Sharpsburg	<input checked="" type="checkbox"/> Town of Turin	<input checked="" type="checkbox"/> Town of Moreland	<input checked="" type="checkbox"/> Town of Haralson
<input checked="" type="checkbox"/> Newnan-Coweta Chamber of Commerce	<input checked="" type="checkbox"/> Three Rivers Regional Commission	<input checked="" type="checkbox"/> City of Grantville	<input checked="" type="checkbox"/> City of Palmetto	<input checked="" type="checkbox"/> City of Senoia	<input checked="" type="checkbox"/> City of Newnan
<input checked="" type="checkbox"/> Coweta County Development Authority	<input checked="" type="checkbox"/> State Agencies	<input checked="" type="checkbox"/> Fayette County/ Peachtree City	<input checked="" type="checkbox"/> GRTA/SRTA/ATL	<input checked="" type="checkbox"/> GDOT	
<input checked="" type="checkbox"/> Bike Coweta					

114





REFRESHER: CATEGORIES OF TRANSPORTATION FEEDBACK

- Maintenance of existing infrastructure, widen roads when necessary
- Intersection Improvements
- Safety Upgrades
- Bike/ped improvements
- Freight/truck traffic
- General congestion issues/ more route options needed
- Continue existing public transit service

116

COWETA COUNTY



OVERALL CTP SURVEY FEEDBACK

-  • Desire to focus resources on existing roadway infrastructure and intersections
-  • Traffic congestion is increasingly a problem – here’s how we fix it:
 - Invest in a more multi-modal system of sidewalks, bicycle facilities, and transit
 - Stop growth
- Most commonly mentioned corridors with travel issues:
 - Highway 154
 - Highway 16
-  • Mixed feelings on transit:
 - Desire for more transit/mode options
 - Strong opinions against bringing more transit to the county
-  • Concern about development not being coordinated with transportation infrastructure – in particular distribution centers and new subdivisions

117

COWETA COUNTY









GROWTH MAINTENANCE AREA PRIORITIES

 <ol style="list-style-type: none"> 1. Improve/maintain pavement 2. Widen roads to accommodate more cars 	 <ol style="list-style-type: none"> 1. Sidewalks should connect to trails and between existing sidewalk networks 2. Connect to schools and parks 3. Connect to shopping areas/other destinations
 <ol style="list-style-type: none"> 1. Intersection Improvements 	 <ol style="list-style-type: none"> 1. Truck traffic is an issue in this area – focus truck traffic onto designated truck routes 2. Concern about growing number of distribution centers and truck traffic
 <ol style="list-style-type: none"> 1. Address high crash areas 	 <ol style="list-style-type: none"> 1. Look for ways to use existing roadway capacity better 2. Add more lanes to existing and add new roadways 3. Provide more mode options
 <ol style="list-style-type: none"> 1. Multi-use paths make the most sense for this area 2. Increase overall amount of bike facilities/trails 	 <ol style="list-style-type: none"> 1. Not a huge priority for this area 2. Open to increase in access to regional transit

119

COWETA COUNTY

RURAL CONSERVATION AREA PRIORITIES

 <ol style="list-style-type: none"> 1. Improve/maintain pavement 2. Improve/maintain existing bridges 3. Widen existing roads when necessary to address safety issues 4. General support for appropriately sized roundabouts 	 <ol style="list-style-type: none"> 1. Sidewalks should be in/around schools 2. Within existing residential neighborhoods 3. In/around crossroad villages 4. Sidewalks don't make sense in rural Coweta
	
 <ol style="list-style-type: none"> 1. Roadway safety improvements 	
 <ol style="list-style-type: none"> 1. Support for multi-use paths 2. Add wide shoulders to rural roadways 3. Bike lanes 	

118

COWETA COUNTY

GROWTH PRIORITY AREA PRIORITIES

 <ol style="list-style-type: none"> 1. Improve/maintain pavement 2. Widen roads to accommodate more cars 	 <ol style="list-style-type: none"> 1. Connect sidewalks to trails/between existing sidewalk networks 2. Connect to schools, parks and other shopping areas/destinations 3. Add/improve sidewalks in downtown areas
 <ol style="list-style-type: none"> 1. Intersection Improvements 2. Improve signal timing 	 <ol style="list-style-type: none"> 1. Truck traffic and railway crossings are an issue in this area
 <ol style="list-style-type: none"> 1. Address high crash areas 	 <ol style="list-style-type: none"> 1. Look for ways to use existing roadway capacity better 2. Add more lanes to existing and add new roadways 3. Provide more mode options
 <ol style="list-style-type: none"> 1. Multi-use paths make the most sense for this area 	 <ol style="list-style-type: none"> 1. Not transit needs 2. Yes – we need local public transit 3. Better access to regional transit

120

COWETA COUNTY

CTP MAPPING EXERCISE

- Open February 11th – March 19th
- 600+ total visits
- 40 total users
- 96 comments
- 81 dropped pins

121

COWETA COUNTY

OVERALL ENGAGEMENT THEMES

- **Maintain what we have**
 - Improve/maintain existing roads and bridges through basic updates such as striping
 - Invest in additional safety measures along existing corridors such as lighting
- **Improve what's needed**
 - Right-sized transportation solutions
 - Look for ways to use existing roadway capacity to address congestion and safety issues
- **Invest in the future – but preserve county character**
 - Plan for investment along key corridors earmarked for development, but protect the areas that are not expected to receive development
 - Multi-modal investments in the future will be needed to accommodate growth

123

COWETA COUNTY

CTP MAPPING EXERCISE COMMENTS

- Widen Poplar Road
- Widen Lower Fayetteville Road
- Widen Raymond Hill Road
- Chik-fil-A access on SR 34 at Newnan Crossing Bypass
- Access/exit issues at Wal-Mart on SR 34 at Newnan Crossing Blvd
- Signage improvements and increased connection of existing bike infrastructure
- Extend LINC trails to the Fair grounds and Brown's Mill Park
- Additional park and ride in the north end of the county
- Maintain greenspace along Poplar Road and as development increases

Category	Percentage
Safety	29.0%
Intersection	32.1%
Other	6.2%
Roadway	7.4%
Transit	2.5%
Bike, Ped & Trails	22.2%

122

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
CTP Goals + Needs Discussion

124

COWETA COUNTY

GOAL 1: IMPROVE SAFETY + MOBILITY

For each objective, what's the priority level? In broad strokes, what are the needs associated with each?

Draft Objective	Priority	High-level Needs?
Maintain existing transportation infrastructure	High Med Low	
Improve efficiency of existing infrastructure	High Med Low	
Enhance east-west connectivity	High Med Low	Also got a medium vote
Improve interconnectivity and mobility between major travel corridors	High Med Low	
Address known safety issues	High Med Low	
Minimize conflicts between freight and non-freight trips	High Med Low	

125

COWETA COUNTY

GOAL 3: COORDINATE LAND USE, DEVELOPMENT AND TRANSPORTATION

For each objective, what's the priority level? In broad strokes, what are the needs associated with each?

Draft Objective	Priority	High-level Needs?
Use transportation projects to encourage the type of development desired by the community	High Med Low	
Leverage the development process to strategically enrich the transportation network	High Med Low	
Balance land use access and mobility on key transportation corridors	High Med Low	
Ensure access to job centers and destinations	High Med Low	
Support industrial growth with safe, efficient access to freight routes	High Med Low	
Facilitate collaboration between local, regional, and state agencies on transportation planning	High Med Low	

127

COWETA COUNTY

GOAL 2: DEVELOP A MULTI-MODAL NETWORK

For each objective, what's the priority level? In broad strokes, what are the needs associated with each?

Draft Objective	Priority	High-level Needs?
Integrate additional mode choices into roadway projects as practicable	High Med Low	
Extend the network of off-road trails	High Med Low	
Expand bicycle and pedestrian connectivity	High Med Low	
Maintain access to regional transit	High Med Low	

126

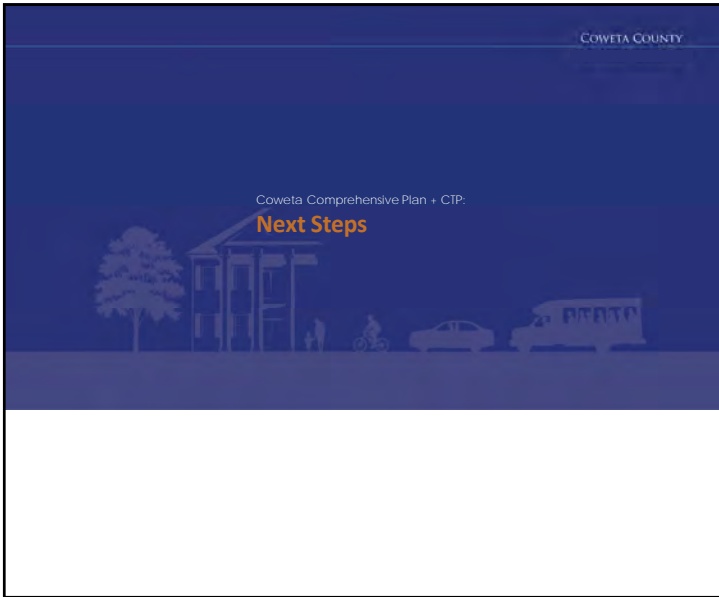
COWETA COUNTY

GOAL 4: ENHANCE COMMUNITY QUALITY THROUGH TRANSPORTATION

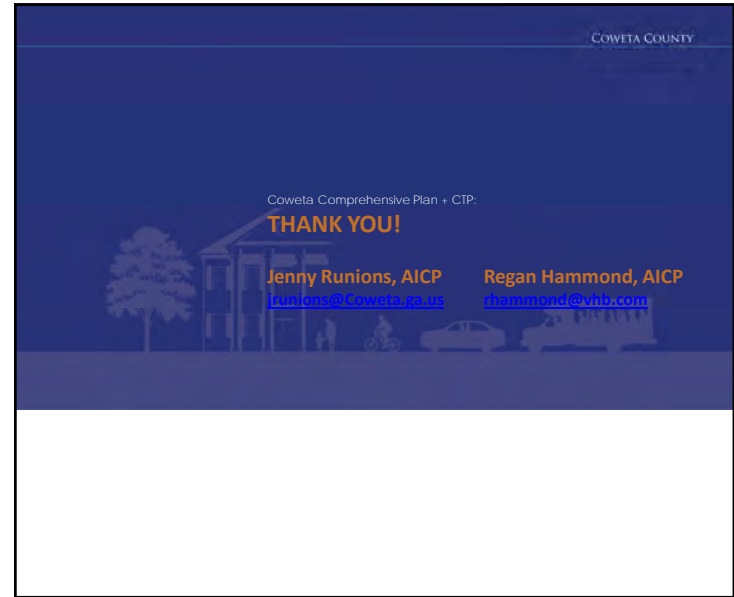
For each objective, what's the priority level? In broad strokes, what are the needs associated with each?

Draft Objective	Priority	High-level Needs?
Do no harm to unique natural, historic, and community resources	High Med Low	
Maintain small-town character through appropriately scaled transportation	High Med Low	
Preserve the character of scenic corridors	High Med Low	
Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households	High Med Low	

128



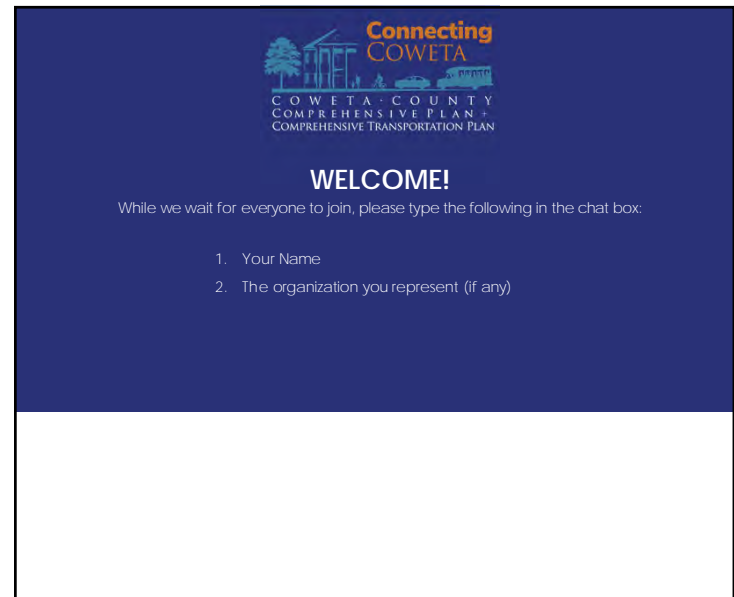
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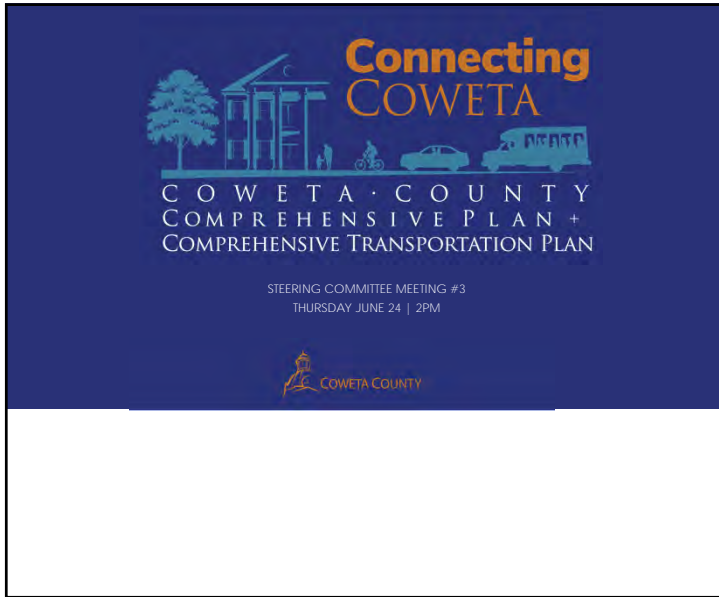
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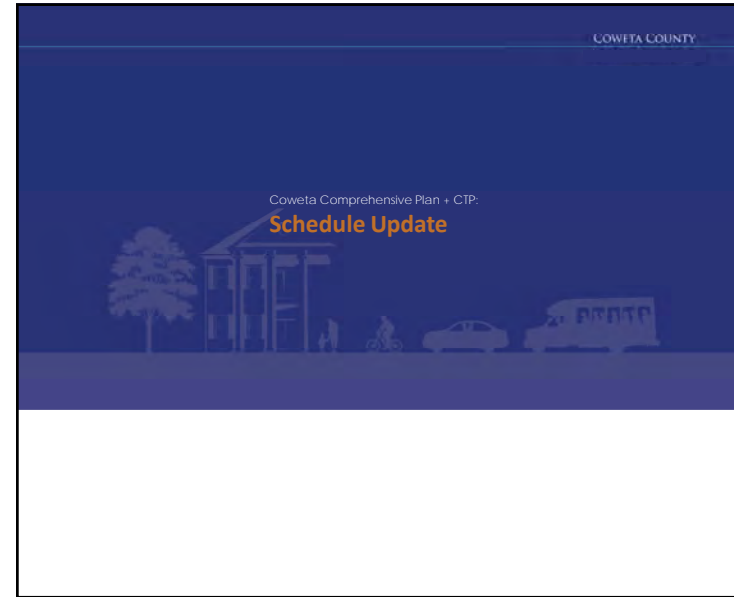
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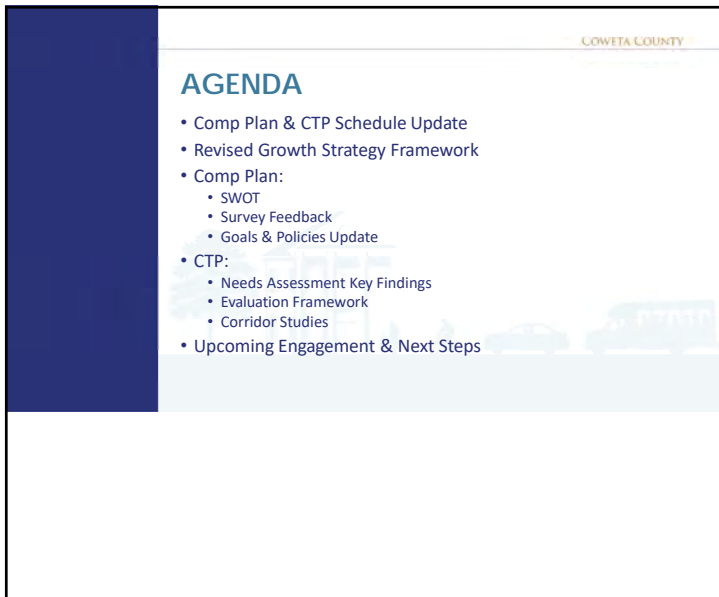
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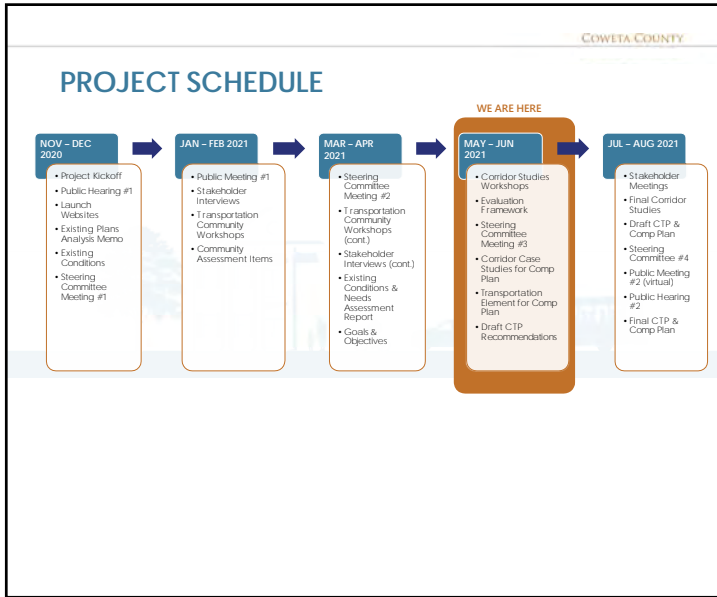
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134



136



137

A Shared Vision County-Wide

COWETA COUNTY

- Every recent Comprehensive Plan from Coweta County jurisdictions emphasized the following:
 - Need to coordinate land use, transportation, and infrastructure**
 - Desire to preserve small-town/rural character**
 - Desire for infill, redevelopment, high-value development**

139

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
Revised Growth Strategy Framework

138

GROWTH-BASED APPROACH

COWETA COUNTY

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
Current form/land use	Rural/agricultural	Suburban	Town/City centers, activity centers
Growth approach	Allow only rural/ag-friendly land uses	Discourage additional expansion	Encourage infill, redevelopment, density
Infrastructure approach	Maintain/address issues	Maintain/improve efficiency in existing; expansion is last resort	Invest, expand, strengthen, diversify
How is it determined?	LDGS Score of 5 or lower	<ul style="list-style-type: none"> LDGS Score of 6 – 10 LDGS Score of 11 or higher without sewer 	<ul style="list-style-type: none"> LDGS Score of 11 or higher with sewer DRI since 2013

140



141

SWOT Strength, Weaknesses, Opportunities & Threats

A SWOT (strengths, weaknesses, opportunities and threats) analysis was conducted to identify the strengths, weaknesses, opportunities and threats which exist in Coweta County. The information gathered will be utilized in developing the needs and opportunities list.

143

COWETA COUNTY

Coweta Comprehensive Plan + CIP:
Comprehensive Plan

142

SWOT

COWETA COUNTY

STRENGTHS

- Access to Chattahoochee River
- Active Chamber of Commerce
- Interstate access
- Diverse population
- A variety of businesses
- Local events
- Chattahoochee River State Park
- School system
- Location to Hartsfield-Jackson Airport
- Airport in town
- Desirable fishing locations

OPPORTUNITIES

- Proximity to road system
- Active and diverse greenspace
- Government services
- Variety of recreation facilities
- Historic sites
- University of West Georgia
- West Georgia Technical College
- Technology and innovation

144

SWOT COWETA COUNTY

Weaknesses

- The current pace for industrial development is slower than other counties in the region
- Citizen participation
- Lack of access to broadband facilities throughout the county

145

SWOT COWETA COUNTY

Threats

- Competition from other counties for commercial properties
- Land use restrictions and potential right-of-way issues
- Rapid inflation increases costs to meet pressure

• Population Growth

• Traffic

147

SWOT COWETA COUNTY

Opportunities

- Further marketing of County's unique lifestyle, quality of life offerings
- Promote agritourism
- Improve communication between the County and the residents
- Improve inter-governmental coordination
- Strengthen citizen involvement in local matters
- Diversify development to attract those with entrepreneurial spirit away from those with entrepreneurial spirit away from those with entrepreneurial spirit away from
- Promote agritourism
- Manage a growing population
- Continue to diversify
- Expansion of biking/walking trail
- Promote Heritage tourism

146

COWETA COUNTY

Coweta Comprehensive Plan + CTP:

CTP Needs Assessment Key Findings

148



149

OVERALL NEEDS ASSESMENT TAKEAWAYS

- Development of Growth Strategy Framework needed to help focus transportation investment to align with where new growth is desired
- Expected population growth in existing Growth Priority areas and into the Growth Maintenance areas
- Desire to maintain rural character of unincorporated Coweta County
- Addressing basic roadway infrastructure and safety needs are a higher priority than new infrastructure/widening (especially in Rural Conservation Area)
- Employment/development shift toward industrial countywide
- Pedestrian infrastructure connectivity issues between existing, new, and planned residential developments
- Desire to maintain existing transit service and focus on regional transit connections

151

RECAP: OVERALL ENGAGEMENT THEMES

- Maintain what we have**
 - Improve/maintain existing roads and bridges
 - Invest in additional safety measures along existing corridors
- Improve what's needed**
 - Right-sized transportation solutions
 - Look for ways to use optimize existing roadways to address congestion and safety issues
- Invest in the future – but preserve county character**
 - Plan for investment along key corridors where development is planned, and protect the areas that are not expected to receive new development
 - Multi-modal investments needed to accommodate future growth

150

ROADWAY INFRASTRUCTURE + SAFETY NEEDS

Addressing basic roadway infrastructure and safety needs are a higher priority than new infrastructure/widening (especially in Rural Conservation Area)

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
ITS/Operations	Focus on school zone, at-grade railway crossing, and intersection operational and safety improvements	Focus on operational improvements like signal retiming and synchronization	Focus on intersection improvements including strategic signal retiming and synchronization (explore options for additional ITS and CAV infrastructure)
Safety	Maintain existing roadway conditions by investing in basic safety upgrades like bridge repair/replacement and pavement condition improvements	Strategically address high crash and high congestion intersections and roadway segments	Strategically address high crash and high congestion intersections/corridors
Capacity	Avoid road widening when possible	Minimal road widening except to address known safety issues or expand bike/ped network	Avoid road widening when possible

152

COWETA COUNTY

GOODS MOVEMENT NEEDS

• Employment/development shift toward industrial countywide – need to designate local truck routes

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
Capacity	US 29 between SR 34 (Newnan Bypass) and Carroll County line	Truck roadway and CSX Rail upgrades needed at Weldon Road, additional capacity on SR 154	Grade separation needed at Franklin Road (SR 34 Business)
Safety	--	SR 34 and US 27/SR 14	US 27 (Jackson St/Jefferson St)
Public Input	SR 16	Raymond Hill Road and Collinsworth Road	--

153

COWETA COUNTY

TRANSIT SERVICE NEEDS

• Desire to maintain existing transit service and focus on regional transit connections

RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
<ul style="list-style-type: none"> Continue Coweta County Transit services as a mobility option for Coweta County residents Education/promotion of countywide transit services Conduct transit master plan to determine long-term needs County and cities may consider collaborating with the ATL, GDOT, and Georgia Commute Options regional TDM program to promote/expand existing regional transit options Coordinate with ATL on reporting Urban Trips to NTD to start the transition to Urban formula funding 		<ul style="list-style-type: none"> Improved access to existing Park and Ride lot through investment in bicycle and pedestrian network Explore opportunities for a potential second Park and Ride location (potentially in Growth Maintenance Area)

155

COWETA COUNTY

BICYCLE + PEDESTRIAN INFRASTRUCTURE NEEDS

• Pedestrian infrastructure connectivity issues between existing, new, and planned residential developments

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
Safety	<ul style="list-style-type: none"> Wider shoulder for cyclists when possible Invest in ADA compliant pedestrian infrastructure 	<ul style="list-style-type: none"> Bike safety improvements including striping, wayfinding, and signage Invest in ADA compliant pedestrian infrastructure 	<ul style="list-style-type: none"> Bike safety improvements including striping, wayfinding, and signage Invest in ADA compliant pedestrian infrastructure
Connectivity	<ul style="list-style-type: none"> Identify land and ROW for potential acquisition for natural surface trails alongside rural roads 	<ul style="list-style-type: none"> Identify and infill gaps in the sidewalk network especially around schools and residential areas 	<ul style="list-style-type: none"> Opportunities for active transportation connections Identify and infill gaps in the sidewalk network Revisit existing sidewalk policy
	<ul style="list-style-type: none"> Identify opportunities for connection/extension of County Greenway Master Plan and Newnan Linc network 		

154

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
CTP Evaluation Framework

156

COWETA COUNTY

EVALUATION FRAMEWORK OVERVIEW

Tier 1: Growth Strategy Alignment

Evaluation of projects alignment with the Growth Strategy Framework

Tier 2: Technical Evaluation

How well does the project perform against performance measures for each of the CTP's goals and objectives?

Tier 3: Deliverability Assessment



High-level examination of implementation feasibility for each project based on public/political support, cost effectiveness, constructability, funding, etc.


157

COWETA COUNTY

Corridor Studies: Purpose

- **High-level, 20-year vision**
 - Not in-depth studies
 - Not attached to funding at this time
 - Not changes to zoning or regulations at this early stage
- How does the community want the corridor to **change**? What should be **preserved**?
- **Test ground for Comprehensive Plan and CTP policies**
 - Do our draft policies and strategies work when applied on the ground?

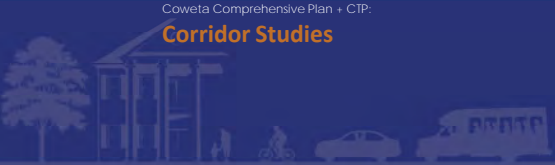


159

COWETA COUNTY

Coweta Comprehensive Plan + CTP:

Corridor Studies




158

COWETA COUNTY

Corridor Studies

- **US 29**
 - Protecting rural character
- **Newnan Crossing**
 - Area of intense development interest
- **Madras Connector**
 - Planned new roadway and interchange connection with potential to significantly change land use




160

COWETA COUNTY

Corridor Studies: Preliminary Plans

- **US 29**
 - Improvements at Lone Oak Road, I-85 Interchange, Moreland, rural corridor
- **Newnan Crossing**
 - Divided into three segments, with a major "node" to anchor each
- **Madras Connector**
 - 3 Distinct Focus Areas at US 29 (residential), I-85 (industrial), and SR 34 (commercial); focus on preserving green space




More details at: cowetactp.com/resources.html


161

COWETA COUNTY

Corridor Visions → CTP




- Proposed **transportation improvements** to be listed in "Universe of Projects" and evaluated for moving forward




163

COWETA COUNTY

Corridor Visions → Comprehensive Plan



- Proposed **land use changes** incorporated into future land use map and character areas
 - NOT changes in zoning or regulations at this time
- **Short-term projects** (next 5 years) considered for Community Work Program



162

COWETA COUNTY

Coweta Comprehensive Plan + CTP:

Upcoming Engagement & Next Steps



164

COWETA COUNTY

UPCOMING ENGAGEMENT





- **CTP Stakeholder Meetings – July**
 - To review and discuss draft recommendations
 - Focus on cities/towns, GDOT, and Fayette County/Peachtree City
- **Virtual Public Open House – August**
 - Present draft Comprehensive Plan and CTP
 - To include recorded presentation, display boards/information, draft documents, and feedback form
 - Will be available for ~30 days
 - In-person “kiosk” will be available at County Administration Building
- **Comprehensive Plan Public Hearing – August 10th**

165

COWETA COUNTY

Coweta Comprehensive Plan + CTP:

THANK YOU!

Jenny Runions, AICP

jrunions@coweta.ga.us

Regan Hammond, AICP

rhammond@coweta.ga.us

167

COWETA COUNTY

WHAT'S NEXT?

CTP


- Evaluate Projects & Develop Draft Constrained/Unconstrained Project Lists
- Develop Draft CTP Recommendations & Comp Plan Transportation Element
- Final Stakeholder & Public Engagement
- Final CTP Report Documentation

COMP PLAN

- Update Character Area Map
- Draft Goals & Policies
- Evaluate Community Work Program
- Final Draft Comprehensive Plan

Virtual Public Open House & Public Hearing #2 August 2021

166



**Connecting
COWETA**
COWETA · COUNTY
COMPREHENSIVE PLAN +
COMPREHENSIVE TRANSPORTATION PLAN

WELCOME!

While we wait for everyone to join, please type the following in the chat box:

1. Your Name
2. The organization you represent (if any)

1

COWETA COUNTY

AGENDA

- Comp Plan & CTP Schedules Update
- CTP:
 - Corridor Studies Update
 - Project Evaluation & Prioritization Update
 - Revenue Projections
- Comp Plan:
 - Character Areas
 - Growth Strategy
 - Goals & Policies
- Upcoming Engagement & Next Steps

3



**Connecting
COWETA**
COWETA · COUNTY
COMPREHENSIVE PLAN +
COMPREHENSIVE TRANSPORTATION PLAN

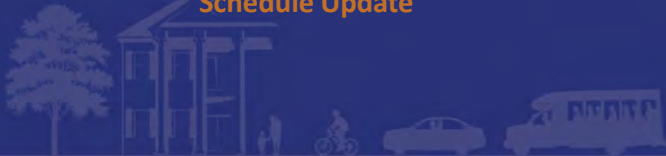
STEERING COMMITTEE MEETING #4
THURSDAY JULY 29 | 2PM



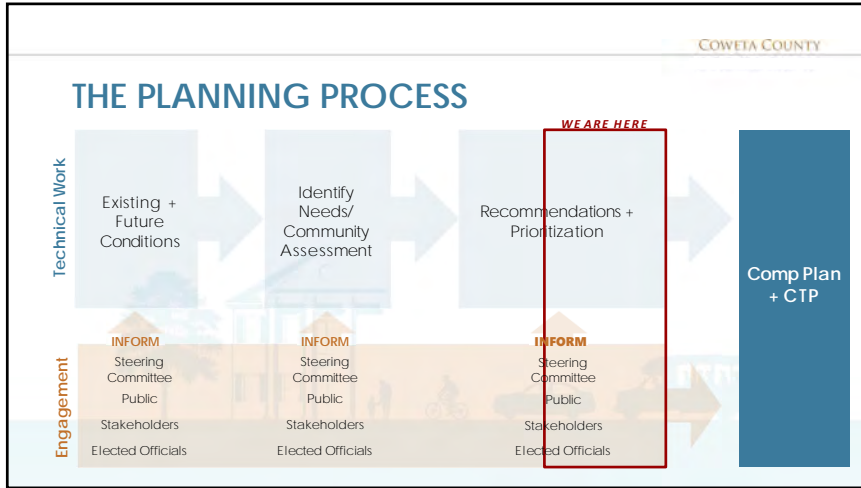
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COWETA COUNTY

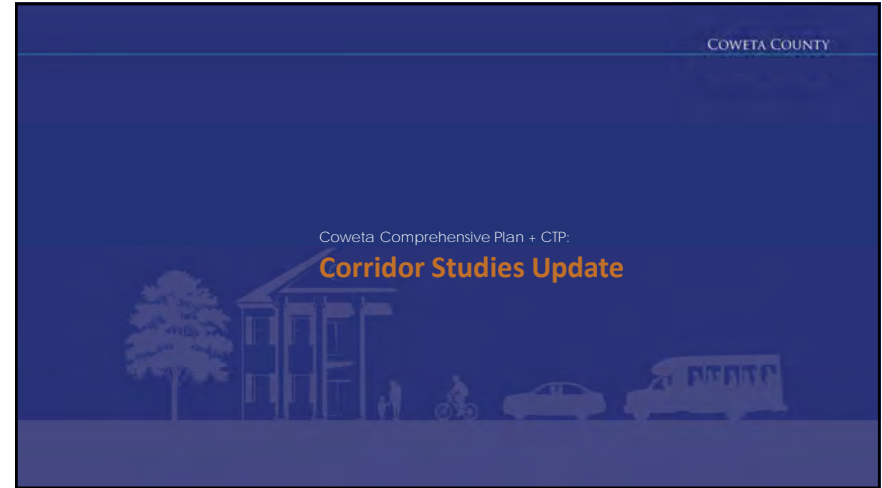
Coweta Comprehensive Plan + CTP:
Schedule Update



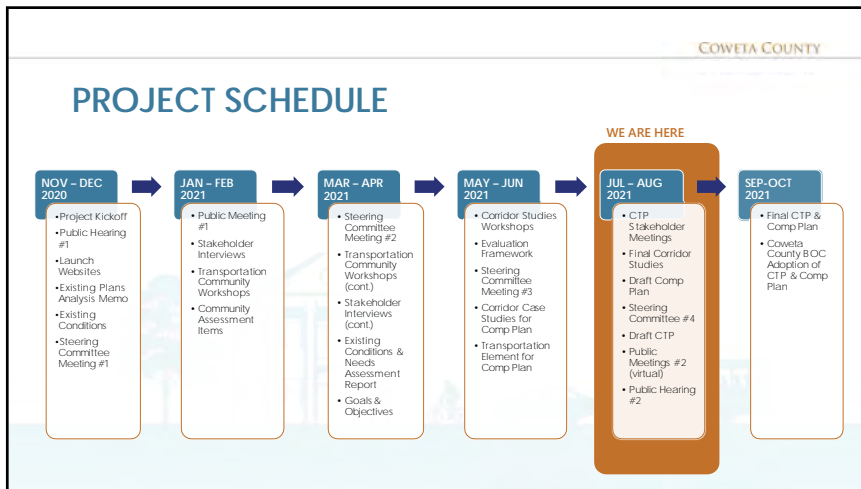
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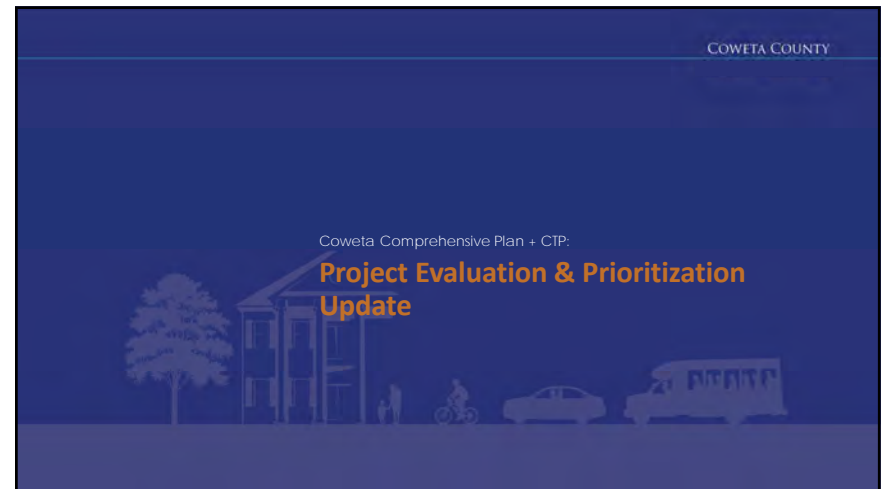
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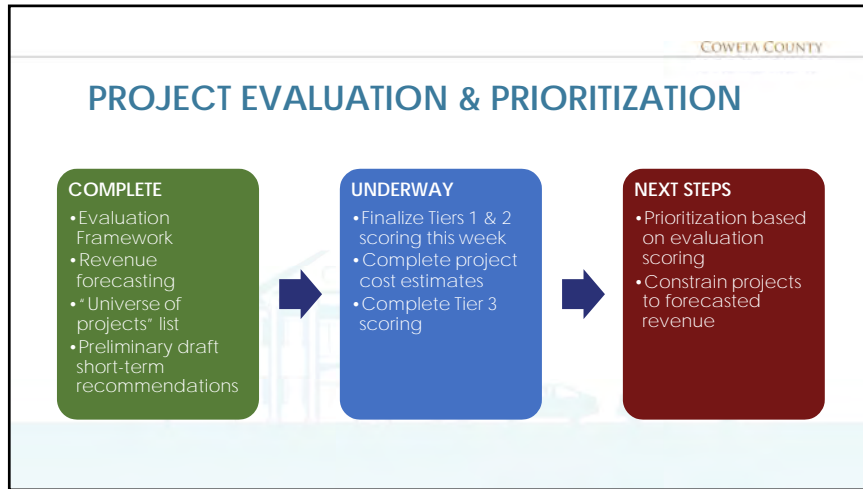
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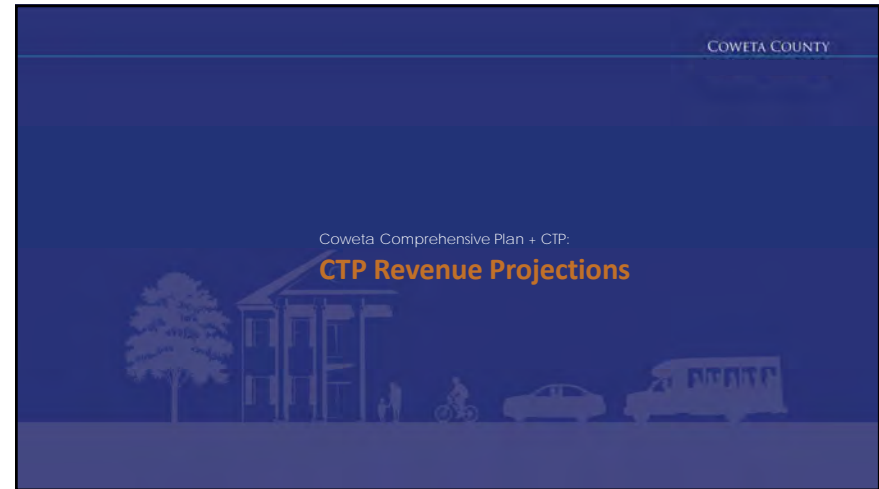
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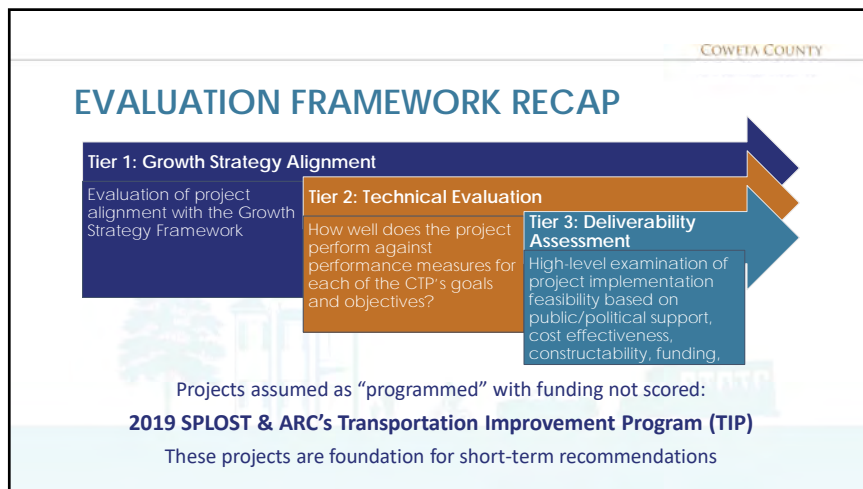
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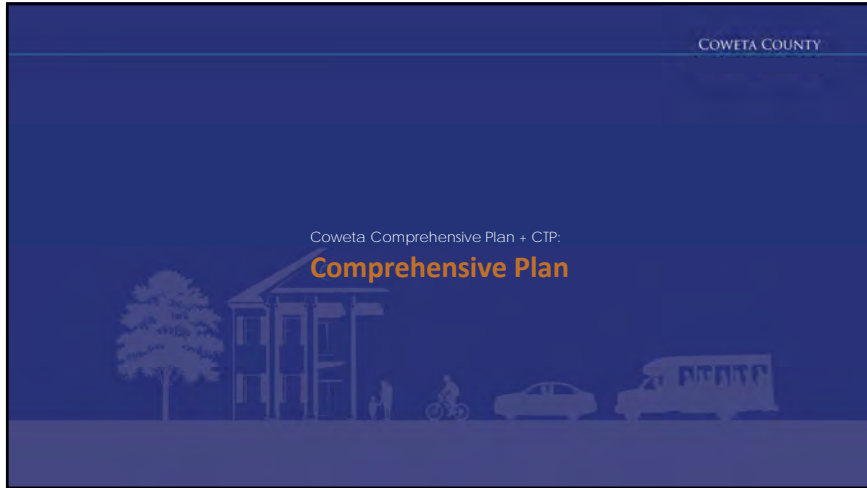
COWETA COUNTY

REVENUE PROJECTIONS

- Necessary step to determine reasonable funding level available for future transportation projects
- CTP's are fiscally constrained
- Developed assuming constant current year dollars and have been adjusted for inflation:
 - Current TIP allocations (Federal & State)
 - 2019 SPLOST funding (Local)
 - GDOT's Local Maintenance & Improvement Grant (LMIG) allocations (State)

Short-Term	Mid-Term	Long-Term
FY 2022-2026: \$129.7M	FY 2027-2040: \$362.9M	FY 2041-2050: \$259.2M
<ul style="list-style-type: none"> • Local: \$82.2M • State: \$32.6M • Federal: \$14.9M 	<ul style="list-style-type: none"> • Local: \$230.2M • State: \$91M • Federal: \$41.7M 	<ul style="list-style-type: none"> • Local: \$164.4M • State: \$65M • Federal: \$29.8M

12



13

UPCOMING ENGAGEMENT

- **CTP Stakeholder Meetings**
 - Update on plan development & discuss recommendations focus areas
 - Cities/towns, GDOT, and Fayette County/Peachtree City
- **Virtual Public Open Houses**
 - Present draft Comprehensive Plan and CTP
 - Recorded presentations, display boards/information, draft documents, draft recommendation maps & lists
 - Feedback opportunities/forms
 - Exploring in-person “kiosk” setup at County Administration Building
- **Public Hearings & BOC Presentations**

Early August

- ▶ Begin releasing draft Comp Plan chapters for public review

August 10

- ▶ Comp Plan Public Hearing

Mid August

- ▶ Launch CTP Virtual Public Open House

Mid/Late August

- ▶ Full draft Comp Plan document available for public review

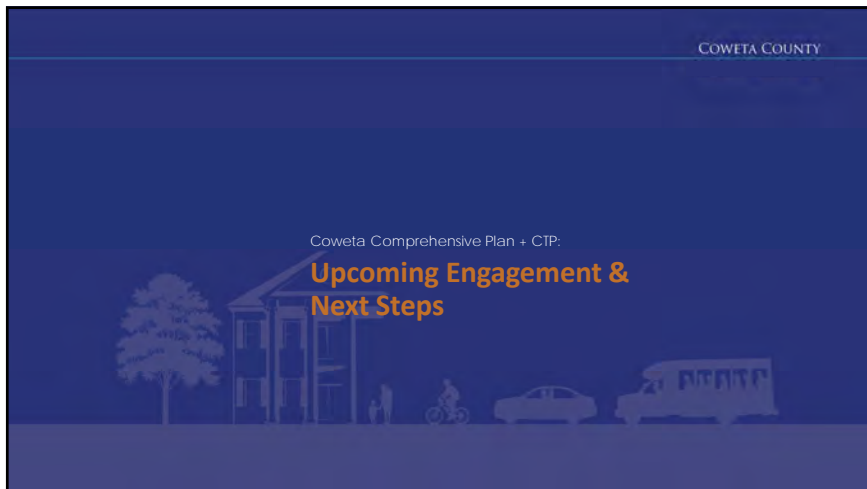
September

- ▶ Additional information available about how the Comp Plan will be used
- ▶ BOC CTP presentation

Early October

- ▶ BOC adoption of Comp Plan & CTP

15



14

WHAT'S NEXT?

CTP

- Draft Constrained/Unconstrained Project Lists & Strategies
- Final Stakeholder & Public Engagement
- Final CTP Report Documentation

COMP PLAN

- Update Character Area Map
- Draft Goals & Policies
- Evaluate Community Work Program
- Final Draft Comprehensive Plan

**Comp Plan Public Hearing #2
Virtual Public Open Houses**

16


COWETA COUNTY

Coweta Comprehensive Plan + CTP:

THANK YOU!

Jenny Runions, AICP
jrunions@Coweta.ga.us

Regan Hammond, AICP
rhammond@vhb.com



Coweta County CTP/Comp Plan Updates
Steering Committee #1
December 10, 2020 @ 1 p.m.
Via Zoom



Attendees:

Paul Rowley, Coweta County Commission District 1
Craig Jackson, Coweta County Commission District 2
James Ford, Coweta County Commission District 3
Janel Marx, Coweta County Commission District 4
Jim Gay, Coweta County Parks and Recreation
Tod Handley, Coweta County Public Works
Candace Boothby, Newnan-Coweta Chamber
Kim Dutton, Three Rivers Regional Commission
Jason Wood, Coweta County Sheriff's Office
Cathy Farr, Coweta County Fire Services
Ronnie Cheek, Coweta County School System
Jenny Runions, Coweta County Community Development (PMT)
Michael Fouts, Coweta County Administrator (PMT)
Kelly Mickle, Coweta County Assistant Administrator (PMT)
Jon Amason, Coweta County Development Services (PMT)
Reggie James, Atlanta Regional Commission (PMT)
David Haynes, Atlanta Regional Commission (PMT)
Regan Hammond, VHB (PMT)
Allison Stewart-Harris, VHB (PMT)
Allison Bell, VHB (PMT)
Kristine Hansen-Dederick, Sycamore Consulting (PMT)
Eric Lusher, Pond (PMT)

Summary of Meeting:

Attendees were greeted upon sign-in and asked to type in their name, affiliation, and their thoughts on the biggest change in Coweta County in the last five years. Growth and the increase in population were noted as the biggest changes. Michael Fouts, Coweta County Administrator kicked-off the meeting by welcoming the attendees and thanking them for their participation on the Steering Committee. Jenny Runions, Coweta County Project Manager, thanked the group as well, and began introductions of the project management team. Committee members were then asked to introduce themselves.

Regan Hammond, VHB, began the presentation (attached) with an overview of the project including details on the purpose of a comprehensive plan and comprehensive transportation plan, reasoning for a joint update, the role of the steering committee, and work plan and schedule. Ms. Runions then described in more detail the current Coweta County Comp Plan and the principles of land use planning.

Allison Stewart-Harris, VHB, then gave an overview on a proposed growth-based approach to the joint updates. The approach entails classifying areas of the county as growth priority, growth maintenance or

rural conservation. The classification would occur with guidance from the County's Land Development Guidance System (LDGS). The committee was then polled on their opinion of the approach, with approximately 79% of respondents in favor, and 21% unsure. Alison Bell took over the presentation and provided an overview of the County's existing conditions, including population, mode split, commuting patterns, and transit services. The necessary further analysis was then outlined for both the plans.

Goals and policies were next in the presentation. Ms. Stewart-Harris returned for an overview of the current transportation goals found in the County's and cities' Comp Plans and the County's CTP. She led the group in several polls regarding the addition or deletion of goals and policies into the County's updated plans. Regarding the addition of general transportation goals, roughly 89% of respondents felt maintenance should be added; 67% felt technology should be added; and 33% were in favor of adding alternative modes/options goals. When asked whether the County should include more roadway specific goals/policies, 100% of respondents replied in favor. Regarding parking, approximately 55% were in favor of adding goals with 27% answering no and 18% not sure. Additional clarification was added by a respondent who responded "no" stating that parking is more of a municipal issue than an unincorporated county issue. When asked about transit related goals, nearly 55% of respondents were not in favor of adding, with 27% in favor, and 18% unsure. Those in favor stated that it was better to be forward thinking and proactively plan for transit, and that the proximity to Atlanta was a good reason to look at transit in Coweta. The final poll asked respondents about their thoughts on the removal of several statements that did not fit the description or serve the purpose of being goals; 67% were in favor and 34% were not in favor or unsure (split).

Engagement was next in the presentation with Kristine Hansen-Dederick, Sycamore Consulting, providing an overview of the public participation plan. The plan consists of a mix of strategies including interviews, focus groups, online tools, committees, County-wide public meetings and workshops in each commission district. Websites for both the CTP and Comp Plan will be hosted. It was noted that outreach will be conducted virtually, and in person as public health conditions around COVID-19 allow. The committee was then asked their thoughts on outreach, including any groups or stakeholders that should be included, successful techniques, or barriers to participation. Questions from the committee were raised regarding how to deal with naysayers and negativity and methods of information dissemination to the public.

Ms. Hammond closed the meeting with an overview of next steps, including future technical tasks and early 2021 public participation events. Ms. Runions thanked the attendees for their time and participation and adjourned the meeting.

Coweta County CTP/Comp Plan Updates
Steering Committee #2
March 25, 2021 @ 2 p.m.
Via Zoom



Attendees:

Jim Gay, Coweta County Parks and Recreation
Tod Handley, Coweta County Public Works
Janel Marx, Coweta County Commission District 4 Citizen Representative
Kim Dutton, Three Rivers Regional Commission
Cathy Farr, Coweta County Fire Services
Ronnie Cheek, Coweta County School System
George Harper, Coweta County Board of Zoning Appeals
Trae Westmoreland, Coweta County Development Authority
Cathy Wickey, Coweta County Communications (PMT)
Jenny Runions, Coweta County Community Development (PMT)
Michael Fouts, Coweta County Administrator (PMT)
Jon Amason, Coweta County Development Services (PMT)
Reggie James, Atlanta Regional Commission (PMT)
David Haynes, Atlanta Regional Commission (PMT)
Regan Hammond, VHB (PMT)
Allison Stewart-Harris, VHB (PMT)
Allison Bell, VHB (PMT)
Kristine Hansen-Dederick, Sycamore Consulting (PMT)
Dan Dobry, Croy Engineering (PMT)
Zahra Jeena, Croy Engineering (PMT)

Summary of Meeting:

Attendees were greeted upon entering the Zoom platform and asked to type in their name and affiliation in the “chat” feature. Regan Hammond, VHB, and Jenny Runions, Coweta County Project Manager officially started the meeting, welcoming the attendees and thanking them for their participation.

Ms. Hammond then began the presentation (attached) with updates on the CTP’s progress and the revised growth strategy framework. Michael Fouts, Coweta County Administrator, suggested designating the area around the city of Grantville a growth priority area given its access to I-85 and availability of sewer and water. Ms. Hammond agreed that the southern part of the County is experiencing growth pressure due to the interstate access.

The presentation continued with Kristine Hansen-Dederick, Sycamore Consulting, giving an overview of the CTP’s engagement efforts to date. Ms. Runions then provided an update on the Comprehensive Plan’s progress and results of recent engagement efforts. Cathy Farr, Coweta County Fire Services, inquired about the public survey and asked at what point would the public be educated on the value and potential tradeoffs of their preferences. Ms. Runions replied that at this point, the Comp Plan is

collecting big ideas and later in the process, the feasibility of these ideas would be examined. Alison Bell, VHB, concluded the presentation with detailed results of the CTP’s engagement efforts.

Alison Stewart-Harris, VHB, then led the group in a facilitated exercise on the CTP’s draft goals and objectives. As Ms. Stewart-Harris presented the objectives under each of the four CTP goals, the committee was asked to indicate their preference on priority level. It was explained to the group that the objectives would feed into a framework that would be used to evaluate CTP projects and help demonstrate to the citizens how decisions were made. The following images depict the results of the exercise with the feedback from the committee noted in red.

GOAL 1: IMPROVE SAFETY + MOBILITY

For each objective, what’s the priority level? In broad strokes, what are the needs associated with each?

Draft Objective	Priority	High-level Needs?
Maintain existing transportation infrastructure	High Med Low	
Improve efficiency of existing infrastructure	High Med Low	
Enhance east-west connectivity	High Med Low	Also got a medium vote
Improve interconnectivity and mobility between major travel corridors	High Med Low	
Address known safety issues	High Med Low	
Minimize conflicts between freight and non-freight trips	High Med Low	

GOAL 2: DEVELOP A MULTI-MODAL NETWORK

For each objective, what’s the priority level? In broad strokes, what are the needs associated with each?

Draft Objective	Priority	High-level Needs?
Integrate additional mode choices into roadway projects as practicable	High Med Low	
Extend the network of off-road trails	High Med Low	
Expand bicycle and pedestrian connectivity	High Med Low	
Maintain access to regional transit	High Med Low	

GOAL 3: COORDINATE LAND USE, DEVELOPMENT AND TRANSPORTATION

For each objective, what's the priority level? In broad strokes, what are the needs associated with each?

Draft Objective	Priority	High-level Needs?
Use transportation projects to encourage the type of development desired by the community	High Med Low	
Leverage the development process to strategically enrich the transportation network	High Med Low	
Balance land use access and mobility on key transportation corridors	High Med Low	
Ensure access to job centers and destinations	High Med Low	
Support industrial growth with safe, efficient access to freight routes	High Med Low	
Facilitate collaboration between local, regional, and state agencies on transportation planning	High Med Low	

GOAL 4: ENHANCE COMMUNITY QUALITY THROUGH TRANSPORTATION

For each objective, what's the priority level? In broad strokes, what are the needs associated with each?

Draft Objective	Priority	High-level Needs?
Do no harm to unique natural, historic, and community resources	High Med Low	
Maintain small-town character through appropriately scaled transportation	High Med Low	
Preserve the character of scenic corridors	High Med Low	
Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households	High Med Low	

Ms. Hammond closed the meeting with an overview of next steps for the CTP and Comp Plan, noting that the next Steering Committee meeting is anticipated in late spring. Ms. Runions thanked the attendees for their time and participation and adjourned the meeting.

Following the meeting, to provide an additional opportunity for the Steering Committee members to offer feedback, an online survey was created for their input on the Comp Plan vision and the priority levels of the CTP objectives. The survey link and meeting presentation were emailed to the committee. This summary will be updated with the results of the survey.

Coweta County CTP/Comp Plan Updates
Steering Committee #3
June 24, 2021 @ 2 p.m.
Via Zoom



Attendees:

Jim Gay, Coweta County Parks and Recreation
Tod Handley, Coweta County Public Works
Janel Marx, Coweta County Commission District 4 Citizen Representative
Shelton Martin, Coweta County Commission District 5
James Ford, Coweta County Commission District 3
Ronnie Cheek, Coweta County School System
George Harper, Coweta County Board of Zoning Appeals
Jason Wood, Coweta County Sheriff's Office
Jenny Runions, Coweta County Community Development (PMT)
Jon Amason, Coweta County Development Services (PMT)
Kim Dutton, Coweta County Community Development
Reggie James, Atlanta Regional Commission (PMT)
David Haynes, Atlanta Regional Commission (PMT)
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Summary of Meeting:

Attendees were greeted upon entering the Zoom platform and asked to type in their name and affiliation in the "chat" feature. Regan Hammond, VHB, and Jenny Runions, Coweta County Project Manager officially started the meeting, welcoming the attendees and thanking them for their participation. Attendees were then asked to introduce themselves.

Ms. Hammond then began the presentation (attached) with updates on the CTP's progress, schedule and the revised growth strategy framework. The presentation continued with Ms. Runions providing an update on the Comprehensive Plan's progress and results of the SWOT (strengths, weaknesses, opportunities, and threats) analysis. The VHB team then presented the CTP's Needs Assessment Key Findings, overview of the Evaluation Framework and results from the Corridor Studies workshops. Details on upcoming engagement and next steps concluded the presentation.

With no comments or questions offered from the attendees, Ms. Hammond closed the meeting, noting that the next Steering Committee meeting is scheduled for July 29, 2021. Ms. Runions thanked the attendees for their time and participation and adjourned the meeting.

PUBLIC STAKEHOLDER MEETINGS

Connecting COWETA

COWETA · COUNTY
COMPREHENSIVE PLAN +
COMPREHENSIVE TRANSPORTATION PLAN

PUBLIC MEETING #1
FEBRUARY 11, 2021

COWETA COUNTY

1

COWETA COUNTY

TECHNOLOGY OVERVIEW

- Please mute yourself when not speaking
- Please unmute to ask questions or type them in the chat box

Change view here

Mute/Unmute

Type questions here

3

COWETA COUNTY

AGENDA

- **6:00 -6:45 (45 mins)**
 - Technology Overview
 - Project Overview
 - Current Comprehensive Plan + Existing Land Use
 - Growth-Based Approach
 - Existing Transportation Conditions
 - Engagement Opportunities
- **6:45 – 7:15 (30 mins)**
 - Breakout Groups
- **7:15 – 7:30 (15 mins)**
 - Q&A

**Meeting is being recorded for purposes of later viewing.*

2

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
Project Overview

4

COWETA COUNTY

WHAT IS A COMP PLAN?

- Comprehensive Plan (Comp Plan)
- High-level plan to guide growth and development over the next 20 years
- Required to maintain Qualified Local Government (QLG) status
- Updated every 5 years

WHAT IS A CTP?

- Comprehensive Transportation Plan (CTP)
- Identifies community vision and local priorities for transportation
- Coordinates local transportation expectations with regional expectations
- Short-range action plan & long-range aspirations – projects, policies & programs
- Supports Comprehensive Plan

5

COWETA COUNTY

WHY A JOINT COMP PLAN/CTP?

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COWETA COUNTY

STUDY AREA

- **Comp Plan**
 - Unincorporated Coweta County
- **CTP**
 - Unincorporated Coweta County + the cities & towns

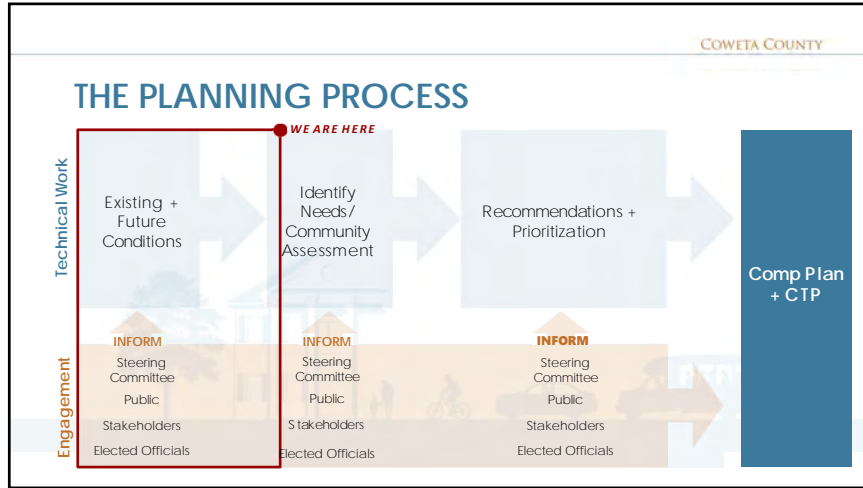
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COWETA COUNTY

YOUR ROLE

- **Represent yourself and your community**
- **Identify** common issues and specific areas of concern
- **Provide input** on the vision, goals
- **Provide feedback** on draft recommendations

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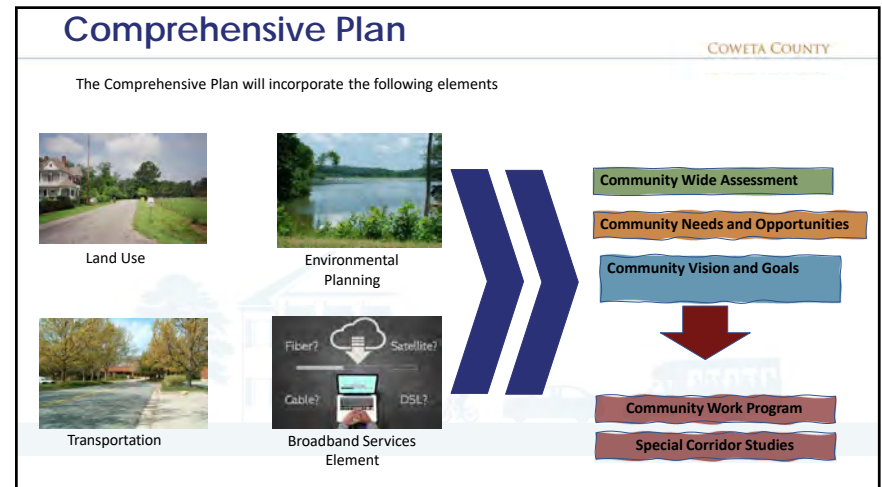
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COMMUNITY TRANSPORTATION WORKSHOPS

- We're hosting online workshops for each County Commission District!
- Transportation focused
- All meetings from 6:00pm – 8:00pm
- To register: Contact Kristine at 404-377-9147 or info@sycamoreconsulting.net
- More info: <http://cowetactp.com>

District 1: March 2 nd	District 2: February 25 th
District 3: February 24 th	District 4: February 18 th
District 5: February 22 nd	

10



12

Comprehensive Plan

COWETA COUNTY

Upcoming Meetings

Element Focus Group: Community Visioning Workshop	March 11, 2021 6 – 8 p.m.
Element Focus Group: Land Use & Growth Management	March 30, 2021 6 – 8 p.m.
Element Focus Group: Broadband Services & Environmental Planning	April 15, 2021 6 – 8 p.m.
Community Work Program & Review of Goals, Needs and Opportunities	TBA

13

COWETA COUNTY

The current vision statement draws on the Comprehensive Plan that was originally developed in 2005.

Throughout the years, the citizens of Coweta have reinforced the desire for rural preservation and quality growth with social amenities.

Throughout the years, the citizens of Coweta have reinforced the desire for rural preservation and quality growth with social amenities.

15

COWETA COUNTY

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.”

14

COWETA COUNTY
Comprehensive Transportation Plan

A vision is the encompassing image comprised of both words and illustrations. The vision exemplifies what the community wants to be and how it wants to look at some point in the future. **It is the starting point for creating a plan and actions to implement the plan.**








Creating a useful comprehensive plan begins with identifying the commonly held vision for the future of the community

16

COWETA COUNTY

LAND USE PLANNING

- Influences the type and character of development in the county.
- Provides guidance on maintaining and developing needed infrastructure.
- Defines the type, quality, and amount of new development and required public facilities which can affect the sense of place, quality of life, and provide a strong local economy.
- One of the first steps in the Comp Plan Analysis is a study of current character areas with a review of trends in development changes, transitioning character areas and corridors.

17

COWETA COUNTY

LAND USE PLANNING

Current Character Areas

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

19

COWETA COUNTY

LAND USE PLANNING

Character Areas

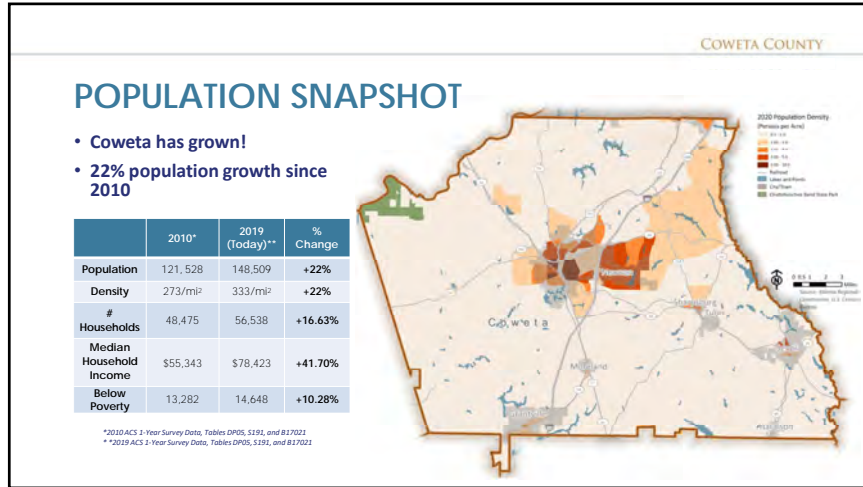
- One of the County's most important tools in realizing the community's vision is the Future Development Map (FDM) which is arranged and defined by Character Areas.
- Character areas define the overall land use and design characteristics.
 - Includes lifestyle and "feel", intensity of use, and design elements which collectively define the overall character.
 - Describes infrastructure necessary for that type of development and serve as a guide for future development approvals.
- Referenced during rezoning and variance requests. They also guide development and growth management discussions.

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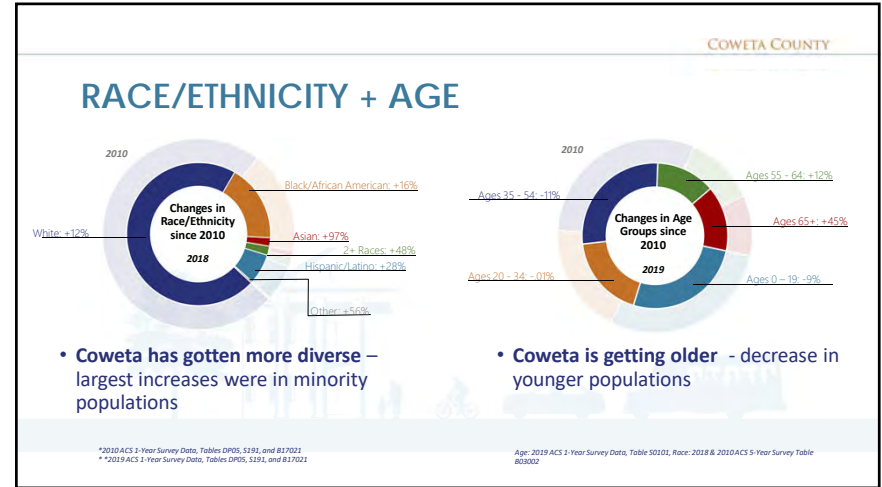
COWETA COUNTY

Coweta Comprehensive Plan + CTP:
A Growth-Based Approach

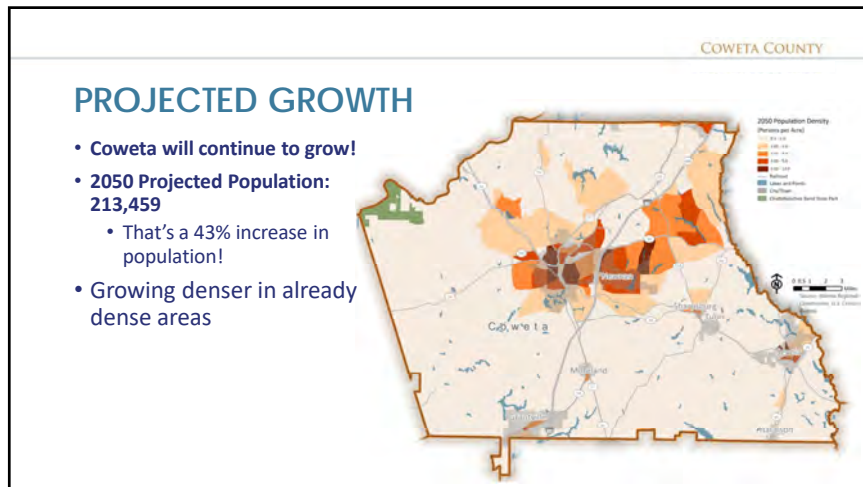
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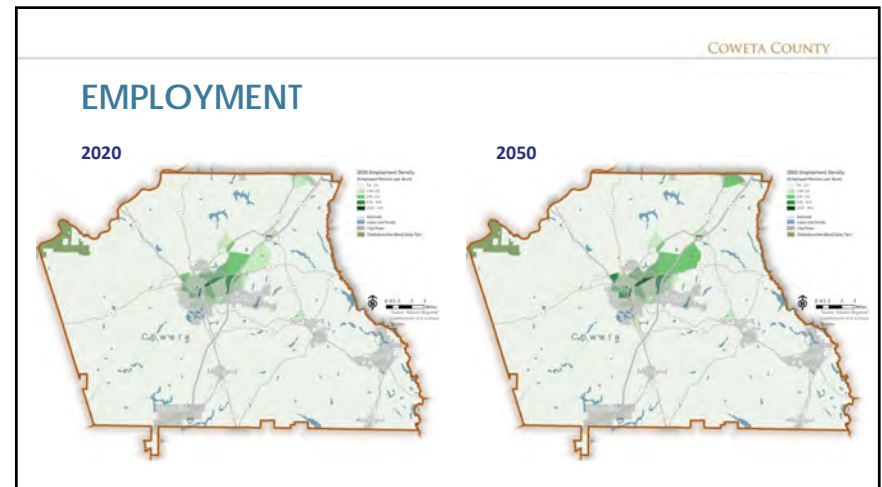
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COWETA COUNTY

A Shared Vision County-Wide

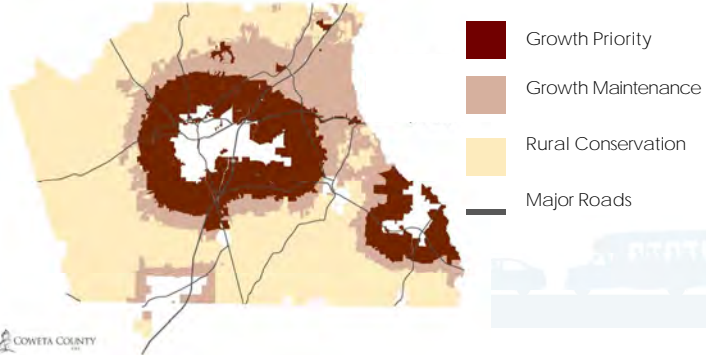
- Every recent Comprehensive Plan from Coweta County jurisdictions emphasized the following:
 - Need to **coordinate land use, transportation, and infrastructure**
 - Desire to **preserve small-town/rural character**
 - Desire for **infill, redevelopment, high-value development**




25

COWETA COUNTY

DRAFT GROWTH STRATEGY AREA MAP



- Growth Priority
- Growth Maintenance
- Rural Conservation
- Major Roads

27

COWETA COUNTY

GROWTH-BASED FRAMEWORK

- Many of the current comprehensive plans **lack a clear alignment** between this land use vision and their future land use maps and projects
- This joint CTP/Comprehensive Plan process is an **opportunity to connect** the high-level **vision** for land use **to supportive infrastructure** strategies and projects
- Groundwork is already in place with the Land Development Guidance System (LDGS)

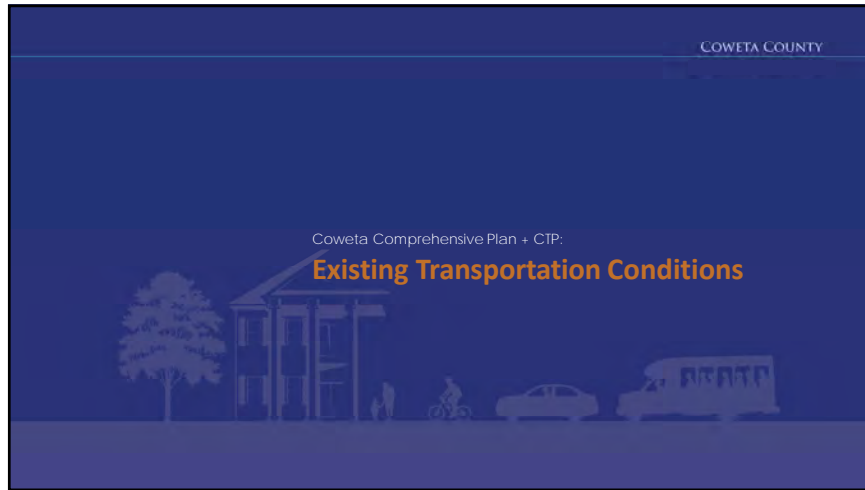
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COWETA COUNTY

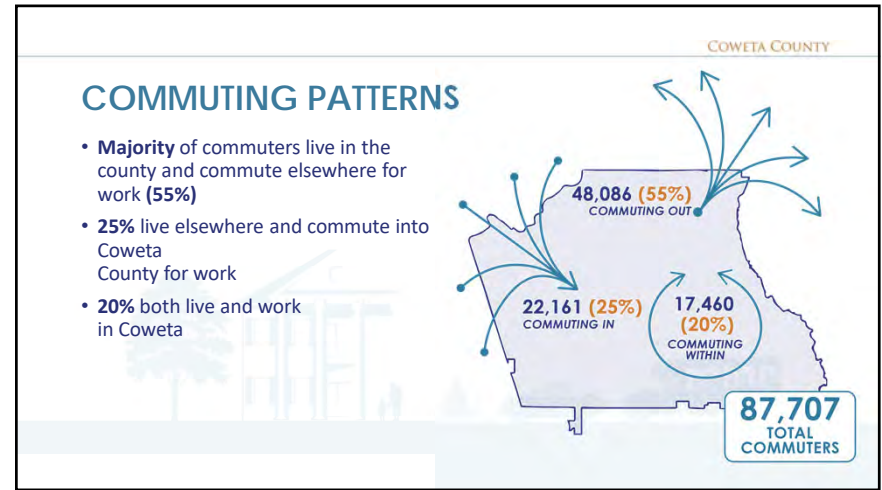
GROWTH-BASED APPROACH

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
Current form/land use	Rural/agricultural	Suburban	Town/City centers, activity centers
Growth approach	Allow only rural/ag-friendly land uses	Discourage additional expansion	Encourage infill, redevelopment, density
Infrastructure approach	Maintain/address issues	Maintain/improve efficiency in existing; expansion is last resort	Invest, expand, strengthen, diversify
How is it determined?	LDGS Score of 5 or lower	<ul style="list-style-type: none"> • LDGS Score of 6 – 10 • LDGS Score of 11 or higher without sewer 	<ul style="list-style-type: none"> • LDGS Score of 11 or higher with sewer • DRI since 2013

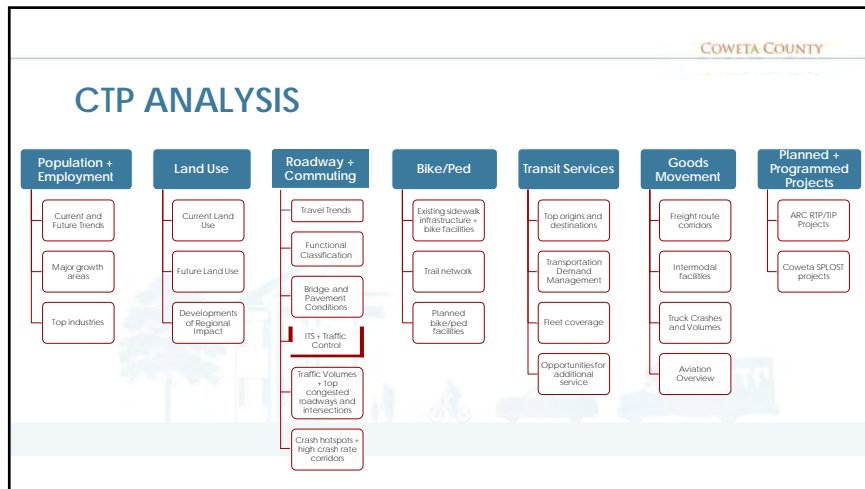
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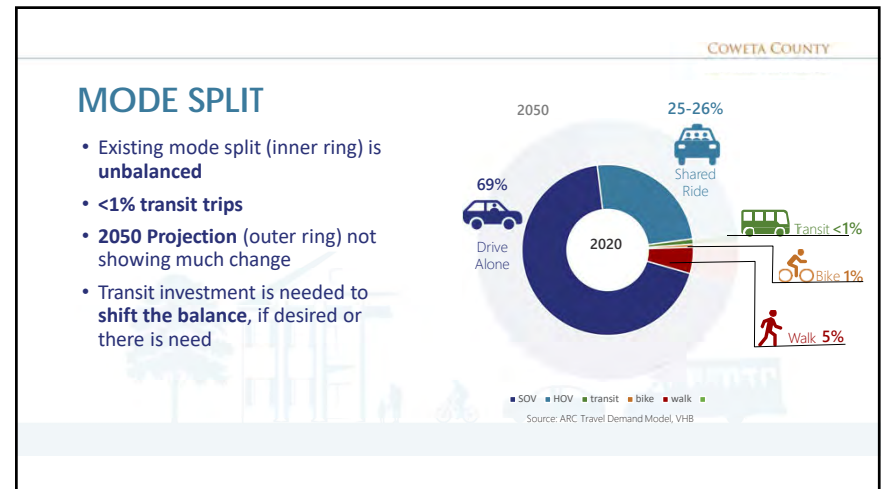
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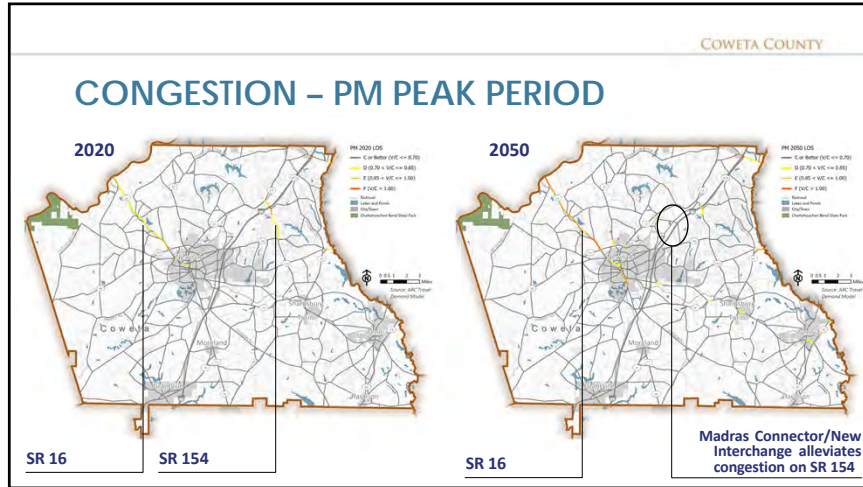
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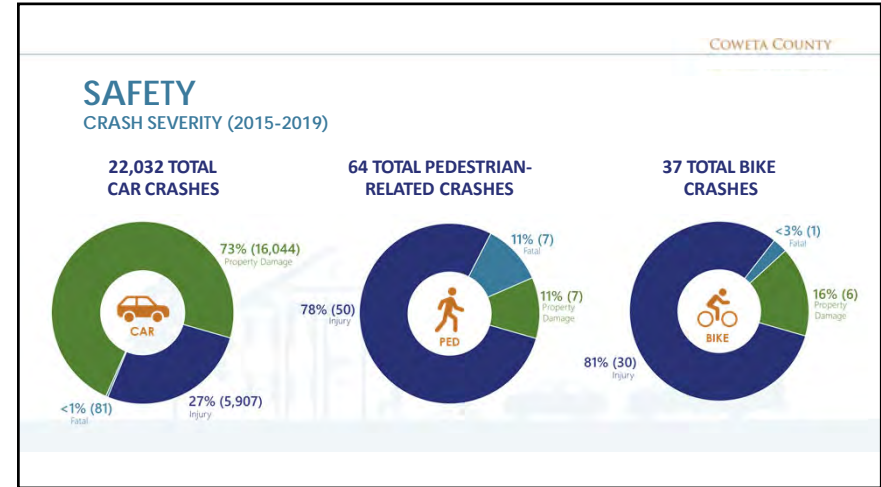
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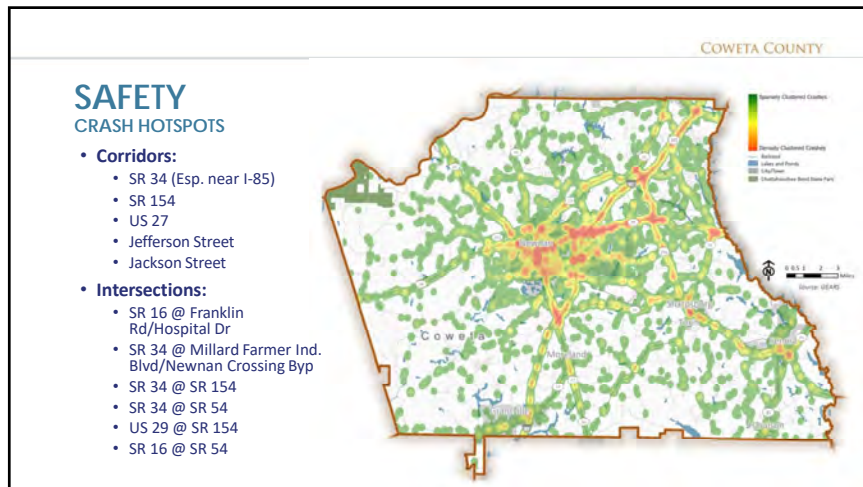
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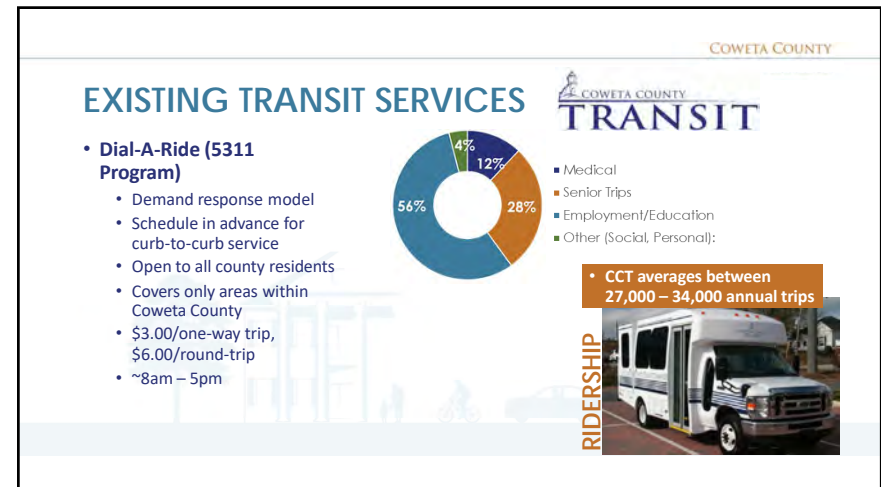
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35



34



36

COWETA COUNTY

REGIONAL TRANSIT SERVICES

- GRTA Xpress Route 453**
 - Newnan/Union City to Downtown/Midtown Atlanta
 - Fare
 - \$4 one way
 - \$7 round-trip
 - \$35 10-Trip
 - \$125 31-Day

Newnan Park and Ride AM Pick-Ups	Newnan Park and Ride PM Pick-Ups
5:30 AM	4:27 PM
6:00 AM	5:03 PM
6:15 AM	5:35 PM
6:30 AM	6:03 PM
6:45 AM	6:18 PM
7:00 AM	6:37 PM
7:30 AM	7:17 PM
8:00 AM	--



RIDERSHIP

- Over 72,000 riders in 2019
- Over 23,000 total riders in 2020

37

COWETA COUNTY

Coweta Comprehensive Plan + CTP: Engagement Opportunities




39

COWETA COUNTY

BICYCLE + PEDESTRIAN INFRASTRUCTURE

- Currently only bike routes in the County, **no in-street or dedicated bike infrastructure**
- Several proposed trails/greenways (Newnan LINC)
- Unincorporated County pedestrian infrastructure is sparse, primarily in city centers
- Current sidewalk policy **does not allow sidewalks in the ROW**



38

COWETA COUNTY

PUBLIC PARTICIPATION PLAN

Broad + inclusive, layered approach




40


COWETA COUNTY

VISIT OUR WEBSITES!

CTP WEBSITE:
<http://cowetactp.com/>



COMP PLAN WEBSITE:
www.cowetaplans.com



41

COWETA COUNTY

COMMUNITY TRANSPORTATION WORKSHOPS

- We're hosting online workshops for each County Commission District!
- All meetings from 6:00pm – 8:00pm
- To register: Contact Kristine at 404-377-9147 or info@sycamoreconsulting.net
- More info: <http://cowetactp.com>

District 1:
March 2nd

District 2:
February 25th

District 3:
February 24th


District 4:
February 18th

District 5:
February 22nd


43

COWETA COUNTY


ONLINE SURVEYS + MAPPING EXERCISE



Comp Plan Survey
www.cowetaplans.com



CTP Survey + Mapping Exercise
Survey: <http://cowetactp.com/>




Mapping Exercise: <http://cowetactp.com/>

42

COWETA COUNTY

Coweta Comprehensive Plan + CTP:

Breakout Groups



44

COWETA COUNTY

THE NEXT 30 MINUTES:

TRANSPORTATION: 15 minutes

- Informal discussion around the three growth strategy areas: Growth Priority, Growth Maintenance, and Rural Conservation
- What should transportation in these areas look and feel like in the next 30 years?

LAND USE AND VISION: 15 minutes

- Discussion of current vision statement, amount of growth, and unique qualities of the county

45

COWETA COUNTY

GROWTH-BASED APPROACH

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
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47

COWETA COUNTY

DRAFT GROWTH STRATEGY AREA MAP

- Growth Priority
- Growth Maintenance
- Rural Conservation
- Major Roads

46

COWETA COUNTY

DRAFT RURAL CONSERVATION AREA

What do we want the future of Coweta's agricultural/rural lands to look like?

- Rural Conservation
- Other Growth Areas
- Major Roads

48

COWETA COUNTY

RURAL CONSERVATION AREA

What do we want the future of Coweta's agricultural/rural lands to look like?

49

COWETA COUNTY

DRAFT GROWTH MAINTENANCE AREA

What do we want the future of Coweta's more suburban areas to be?

- Growth Maintenance Area
- Other Growth Areas
- Major Roads

51

COWETA COUNTY

RURAL CONSERVATION AREA: Transportation

What do you think is the **priority for roadways** in this area?

- Examples: maintaining pavement, replacing bridges, addressing safety issues

How do you feel about **widening roads** to add more lanes?

Should there be facilities for **bikes**? What about **sidewalks**?

50

COWETA COUNTY

GROWTH MAINTENANCE AREA

What do we want the future of Coweta's more suburban areas to be?

52

COWETA COUNTY

GROWTH MAINTENANCE AREA: Transportation




- We know **congestion** is an issue. To address this, should we:
 - Add more lanes to existing roads
 - Add new roads to the network for more route options
 - Add more biking, walking, transit facilities?
- What types of **bike facilities** make sense here, if any?
- Where should we prioritize **sidewalks**? Along major roads? In neighborhoods?
- Is **truck traffic** a problem?
- What do you think are the transportation **priorities** in this area?
 - Examples: better signal timing, more sidewalks, widening roads

53

COWETA COUNTY

GROWTH PRIORITY AREA

What do we want the future of Coweta's town centers and activity areas to be?




55

COWETA COUNTY

DRAFT GROWTH PRIORITY AREA

What do we want the future of Coweta's town centers and activity areas to be?



- Growth Maintenance Area
- Other Growth Areas
- Major Roads

54

COWETA COUNTY

GROWTH PRIORITY AREA: Transportation



- We know **congestion** is a concern. To address this, should we:
 - Add more lanes to existing roads
 - Add new roads to the network for more route options
 - Add more biking, walking, transit facilities?
- What types of **bike facilities** make sense here?
- Where should we prioritize **sidewalks**?
- Is there a need for **transit**, like buses?
- Is **truck traffic** a problem? What about **railroad crossings**?
- What do you think are the transportation **priorities** in this area?
 - Examples: more sidewalks, more route options, less truck traffic

56

COWETA COUNTY

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.’

57

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
Questions?

59

COWETA COUNTY

LAND USE AND COMMUNITY VISION

- Do you like the Visioning Statement for the County?
- If any, what changes would you suggest to the Visioning Statement?
- What is your perspective on the population growth in Coweta County over the past decade? (i.e., right amount, too slow, too fast)
- Coweta is unique because?.....
- What do you perceive as strengths, weakness, opportunities and threats for the county?

58

COWETA COUNTY


Coweta Comprehensive Plan + CTP:
THANK YOU!

Jenny Runions, AICP
jrunions@coweta.ga.us

Regan Hammond, AICP
rhammond@vhh.com

60

County Commission Districts Transportation Workshops Series Summary



Meeting Details
Following the joint Comprehensive Plan and Comprehensive Transportation Plan public meeting kick-off on February 11, 2021, five transportation-focused workshops were hosted in each of the County's commission districts. The workshops were conducted by Zoom with in-person seating options available. Meeting details are included below:

- District 1 – Tuesday, March 2 at Senola Community Center
- District 2 – Thursday, February 25 at Welcome Community Center
- District 3 – Wednesday, February 24 at Madras Park (Gym)
- District 4 – Thursday, February 18 at Central Community Center
- District 5 – Monday, February 22 at Clay-Wood Community Center

Advertisement for the workshops was broad in scope with flyers created and distributed by the project team and County to mailing lists, the Comp Plan/CTP Steering Committee, social media channels, cities and towns, and public buildings. Additionally, County Communications' staff coordinated with the media and workshop meeting details were posted to the County and CTP websites. A total of 70 individuals attended the open house meetings.

Public Input Highlights

District 1: Road striping is important; speed reduction needed on highways through towns; a second route into Peachtree City needed; traffic congestion on Hwy 16/Hwy 54 roundabout

District 2: Sight line on Hwy 16 an issue; development pressure on available land in northwestern part of district and southern part of the County could bring traffic problems; lane marking survey could be beneficial; consider truck traffic on Hwy 16.

District 3: Concern about more industrial growth and increase in truck traffic; need lighting and other safety factors addressed; need to examine existing bike routes because of density and growth; updated wayfinding and safety improvements needed; look for opportunities to improve operations like traffic signals; important to invest in our future.

District 4: Industrial growth and high number of large trucks at Raymond Hill Road and Collinsworth Road are an issue; warehouse development in Palmetto conflicts with some Coveta residents; consider adding pavement widening for bike usage; high density development is a concern; morning traffic challenges getting to I-85.

District 5: Concern about density and impact on transportation infrastructure; Hwy 34 and Lower Fayetteville Road have traffic congestion; driver education and patience are important; public input is necessary to complement the data.

1

Q What is the status of the proposed roundabout at Hwy 16, Glover Road and Witcher Road?
A That project (roundabout) was included in the TSPLOST that was not approved by county voters in 2019. Right now, it is an unfunded project, but we are looking at it in the planning process.

C I travel frequently on SR 16, the line of sight on the road is bad, especially with truck traffic and school buses, it can be a problem. Maybe widening or other improvements should be considered.

C I think the Growth Maintenance boundaries make sense, speaking for the northwestern part of district. Last several years, a lot of large timberland areas have gone up for sale. In the Sargent area, for example, which is an old mill town, there's 500 acres for sale that's "high-density infill zoning" and that is going to pose tons of traffic problems, putting tons of cars near the Macedonia intersection. A lot of properties are going up for sale, and the development is going to change the traffic patterns.

C In the south part of the County, there is a similar issue, Corinth Road. About ten 50-acre parcels are for sale and there is a concern that that will add a lot of extra traffic to the area! Could be difficult!

C You might want to do a survey about lane markings, general road markings/places where roads need a striping refresh; that could be a targeted incremental improvement that is a lot cheaper than widenings, etc.

Q Early on in this meeting, did you talk about trucking traffic on Hwy 16 and county trucking routes?
A We know SR 16 has heavy truck traffic and are taking that into consideration, as well as the traffic on other state routes and the county designated routes. We know there will be more truck traffic in the future, all over the state, particularly due to the dredging of Port of Savannah.

District 3 Workshop
Q Are commuter numbers pre-COVID?
A Yes. We are aware that numbers might not go back to the pre-COVID levels and will consider that.

C The University of North Georgia at Newnan operates a circulator shuttle along SR 16, four roundtrip routes a day.
Q Shenandoah Industrial Park and Amlajack Blvd, is more growth coming along there? Will Coveta let more industrial development happen?
A Truck traffic is expected to increase all over GA, on SR 16 and other state routes, so expect to see more truck traffic. Madras Pkwy will alleviate traffic at Amlajack Blvd and the work at Hwy 34 and US 29 will take pressure off the industrial Park.

3

Workshop Format
The meeting format was a presentation, with opportunities for discussion included at specific points, followed by a general question and answer session. Following a welcome by each district's commissioner, participants were presented with an overview of the planning process for the CTP, district-level existing conditions background information, and future growth strategies by Regan Hammond, Allison Bell, and Allison Stewart-Harris, members of the Consultant Team. Following the workshops, the presentations and digital recordings were posted on the CTP's website <http://covetactp.com/resources.html>.

Individual Meeting Summaries
The following summarizes the discussion heard at each workshop, including questions, answers, and comments. (Q=question, A=answer, C=comment)

District 1 Workshop
Q Where do the small towns fit into the plans?
A We are scheduling meetings with the cities and towns to have conversations about projects and needs. Additionally, we have reviewed all their available previous plans. Small towns are very important to our planning efforts.

C Road striping is important; invisibility of the road lines and limited striping on the less traveled roads can be dangerous.

C The roundabout at Hwy 16 and Hwy 54 is causing traffic to back up; GDOT is looking into modifying this roundabout to be more functional.

C The posted (and actual) highway speeds through some of the towns are often too fast. A truck running up SR 16 at 75 mph is dangerous in the incorporated or unincorporated areas. Also, skewed intersections are a problem. I realize this is an issue that involves GDOT.

C We need a second route into Peachtree City from the Coveta area.

C Make sure the towns and county continue to work together. We can and should invest in our transportation infrastructure.

C Need speed reduction on Hwy 54 thru the business section as well

District 2 Workshop
C I agree with what was presented. I travel Hwy 16 a lot, at peak hour times, and it does back up. Macedonia Road and SR 16 – major intersection, it has become extremely tough to get out of that intersection onto the highway (SR 16). There have been accidents and at least two deaths in recent years. They have reduced the speed limit, but no-one follows it. There is a hill, and people zoom down past the shopping center.

2

Q Aside from the Madras Connector, what are we going to do for other roads? We do not have a whole lot of connectivity. I would like to see some improvements on Roscoe Road. The roundabout needs more lighting, the bypass, and US 29. There is not very much light, and it is hard to see in the dark. Will the plan address lighting and other safety factors?
A We can look at crash data and tell when incidents took place and the weather conditions, etc. If there are some hotspots, we can dive into the details deeper with analysis, to see if there are a high percentage of incidents that occurred in the dark.

C Birmer Road has an issue with a sharp angle, in the northern end of the County.

C If there are issues on state roads, that would be a good conversation to have with GDOT. As part of the plan, we are looking at all roads and we can coordinate with GDOT if needed.

C The bike route network is great, but it was built over 23 years ago. We need to look at reworking some of these routes due to density and growth and increased competition between bikes and vehicles. Safety is a concern. Some of the signage is deteriorating and most motorists do not even know they are on a bike route.

Q Will traffic signals be a part of the plan?
A Yes, we will be looking for opportunities to improve operations such as traffic signals.

Q Thoughts on how funding transportation projects should be handled, given the T-SPLOST was voted down?
A The CTP will identify funding sources, as well as identify and prioritize projects and policies. Currently, part of your SPSLOST goes toward transportation. If in the future, your leadership decides to pursue a referendum for a special transportation tax, a list of projects would be ready to go, as a product of this plan.

C Investment in the transportation network is an investment in the future and our economy, and our quality of life.

District 4 Workshop
C Industrial growth is bringing a higher number of large tractor trailers at Raymond Hill Road, and will increase at Collinsworth Road as those warehouses fill up.
Q Have you reevaluated the percentage of commuters leaving the county since COVID has caused so many of us to work from home?
A At this time, we haven't a lot of the data from the time we started this effort is still being processed. As we look forward, we will consider how COVID is changing work patterns. It is a very important consideration.

4

Q. Can you explain a little more about the County not allowing sidewalks in the right-of-way (ROW)? Wouldn't the County be building them?

A. The restriction on sidewalks within the ROW is part of the development regulation and stems from several reasons. First is the maintenance responsibility for the sidewalks. We have limited personnel and material budgets and sidewalks require considerable maintenance to address tripping hazards and other issues that develop over time. The second reason is that ADA compliance is often difficult along existing roadways.

Q. What are the biggest transportation challenges you have in District 4?

A. In the morning, the challenge for me is getting to I-85 from Palmetto-Tyrone Road.

Q. Where is the 20% growth going to go? I don't see where that would go, unless there are big apartment complexes being built.

A. The Atlanta Regional Commission (ARC) and the County create growth estimates that consider a number of inputs. The County puts together the future land use map, in conjunction with public input that identifies where growth should be directed.

C. I've been here 30 years, I'm not in favor of increased density or population growth. I like how the County set up 1.6 acre lot size, which would eliminate some of that. Talk about high density areas kind of concerns me.

C. About transportation, for side roads, adding 2 feet on the side of the roads would allow these bikes somewhere to go. Andrew Bailey Road has nowhere for bikes to go. It would be nice to have an area where bikes can go and not be dodging traffic and vice versa - similar to Lower Fayetteville Road.

A. In response to the gentleman that asked about adding pavement widening for bike usage along existing roads, we are often limited by the existing narrow width or lack of roadway shoulders along with the proximity of existing roadside ditches. The necessary grading that would be required to widen the shoulders and move the ditches and other roadside drainage structures would be an expensive undertaking.

Q. I live in Peachtree City. I am curious about the 48,000 commuting out of Coweta; how many are using Hwy 54? We have a mile-long backup on the intersection leading into Coweta County in the evening. What might be increasing in this area between now and 2050?

A. We'll do some number crunching and follow up with you.

C. Over the last two years I have noticed significant increase in traffic in the mornings coming from the east (Peachtree City) towards I-85 on Collinsworth Road.

C. The areas that were annexed by Palmetto and resulted in the current warehouses being built was upsetting to many Coweta County residents. I believe many of the surrounding neighborhoods would prefer to keep these areas rural or with limited growth. This will take coordination with Palmetto.

5

A. The most obvious places are right there on Hwy 34, Summit YMCA up to CVS, Yamaha and White Oak, up to about QuikTrip. It's bad in the evening and lunch time.

A. Lower Fayetteville Rd, up by Kroger, very bad in evening. On Shenandoah backside, you can get stuck, and you have to sit there, there's nowhere to go.

A. From the Summit up until Walmart and beyond, there's cars backed up with nowhere to go.

C. I also commute. We will never have enough roads, but we need to have better attitudes behind the wheel. I advise people to treat roads like shopping carts in a supermarket. Be polite.

C. Again, concern about more growth because there's too much congestion.

C. It seems like the County wants to put more people in places that are already packed, and leave the rural, open places, open. I would like to see a move away from keeping rural areas rural at all costs. Denser areas just cause more problems.

C. We are so congested now because of poor planning. We really need to look around in the less developed areas to focus on promoting growth there.

Q. How can we contact you directly to talk about strategy?

A. You can contact myself (zharmond@cb.com) or Jenny Runions (jrunions@coweta.ga.us). Here are also the project websites- www.covetaact.com and www.covetaclans.com.

C. Planning is important. The data is the hardware, resident input is the software. We have it very good here in Coweta. Keep in mind, though, that we also need to do better, be courteous and tolerate one another.

7

C. I think people were not concerned with more houses, but with industry/extra warehouses/more truck traffic. Felt like the neighborhoods in the area were not really on board. Maybe we can communicate with Palmetto and get on the same page.

Q. Can you explain the scope of the Hwy 154/I-85 GDOT improvements?

A. This project is making operational and safety improvements with re-striping; there is no physical widening of the road or bridge.

Q. How many older bridges are in Coweta County that have failed federal inspection that need to be repaired?

A. Overall, bridges are in pretty good shape; not a large number have failed. We'll add the number to the meeting summary. UPDATE: Of the 166 bridges in the county, only 7 of them have a sufficiency rating of "poor" and are being considered for repair or replacement.

C. Please make sure your share this effort with your friends and neighbors, we need everyone to give input.

Q. Future funding opportunities, where will the funding come from to pay for these improvements?

A. Transportation is funded through a number of sources, including local, state and federal. We'll identify funding sources as part of the plan. This effort is important, so a prioritized list of projects is ready to go as funding becomes available.

C. I know the County pushed through the transportation SPLOST that was defeated; I'm concerned that this effort is just another push to get another T-SPLOST enacted.

A. We will be re-evaluating the T-SPLOST and using the data from the effort to see if the projects are still relevant. We will be looking at all funding sources available.

District 5 Workshop

Q. Can you share, give any insight, as to how you determine the population growth, in particular the density in relation to the rest of the County?

A. We get the current population from Census data. We develop the projected population in conjunction with the Atlanta Regional Commission (ARC) who does the forecasting for the Atlanta metropolitan area with input from the County. In part, the projected numbers are based on trends and expected future development.

C. In relation to how I feel about growth in District 5, I feel it's slightly below the neutral, toward the negative. I'm concerned about too much density. I'd like to see development of transportation infrastructure that would facilitate growth in the outskirts, parts that aren't as populated and dense already. I'm concerned about falling property values and neighborhoods becoming worse with increased density.

Q. What are the biggest transportation challenges you have in District 5? Where?

6

Connecting COWETA

COWETA COUNTY COMPREHENSIVE PLAN + COMPREHENSIVE TRANSPORTATION PLAN

TRANSPORTATION COMMUNITY WORKSHOP - DISTRICT 1
MARCH 2, 2021

8

COWETA COUNTY

AGENDA

- Technology Overview
- Project Overview
- Planning Foundations 🗣️
- Existing Transportation Conditions 🗣️
- Looking Ahead: Growth-Based Framework 🗣️
- Next Steps
- Q&A 🗣️

CONNECT WITH US!

Put your email address in the chat box to be added to our contact list for future project updates!

*Meeting is being recorded for purposes of later viewing.

9

COWETA COUNTY

Coweta Comprehensive Plan + CTP:

Project Overview

11

COWETA COUNTY

TECHNOLOGY OVERVIEW

- Please mute yourself when not speaking
- Please unmute to ask questions or type them in the chat box

10

COWETA COUNTY

WHAT IS A COMP PLAN?

- Comprehensive Plan (Comp Plan)
- High-level plan to guide growth and development over the next 20 years
- Required to maintain Qualified Local Government (QLG) status
- Updated every 5 years

WHAT IS A CTP?

- Comprehensive Transportation Plan (CTP)
- Identifies community vision and local priorities for transportation
- Coordinates local transportation expectations with regional expectations
- Short-range action plan & long-range aspirations – projects, policies & programs
- Supports Comprehensive Plan

12

STUDY AREA

- **Comp Plan**
 - Unincorporated Coweta County
- **CTP**
 - Unincorporated Coweta County + the cities & towns

13

PUBLIC PARTICIPATION PLAN

Broad + inclusive, layered approach

- Social Media + Websites
- Stakeholder Interviews
- Committees
- Focus Groups
- Public Meetings & Community Workshops

15

WHY A JOINT COMP PLAN/CTP?

14

YOUR ROLE

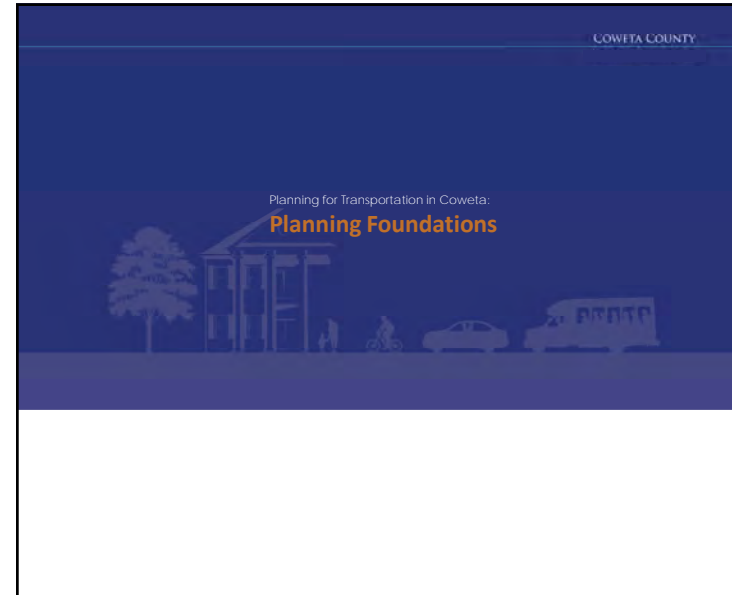
- **Represent yourself and your community**
- **Identify common issues and specific areas of concern**
- **Provide input on the vision, goals**
- **Provide feedback on draft recommendations**

Public Input

16



17



19

COMMUNITY TRANSPORTATION WORKSHOPS

- We're hosting online workshops for each County Commission District!
- Transportation focused
- All meetings from 6:00pm – 8:00pm
- More info: <http://cowetactp.com>

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February 22nd

18

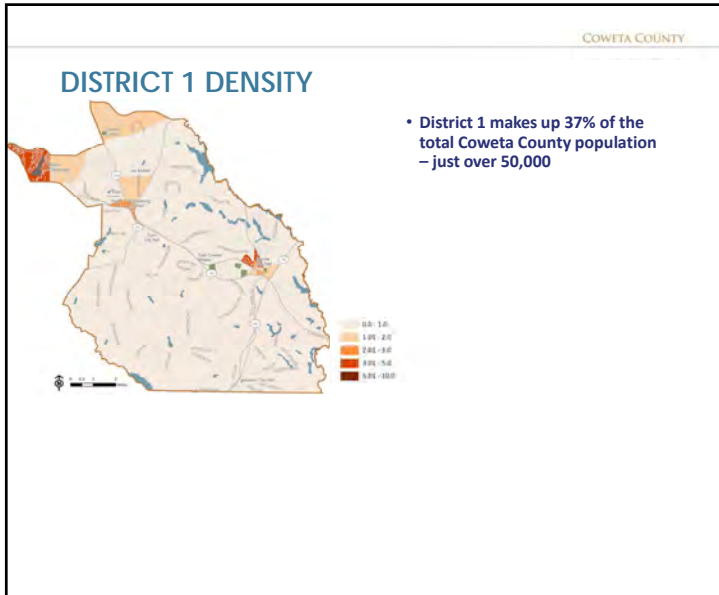
COUNTY POPULATION SNAPSHOT

- Coweta has grown!
- 22% population growth since 2010

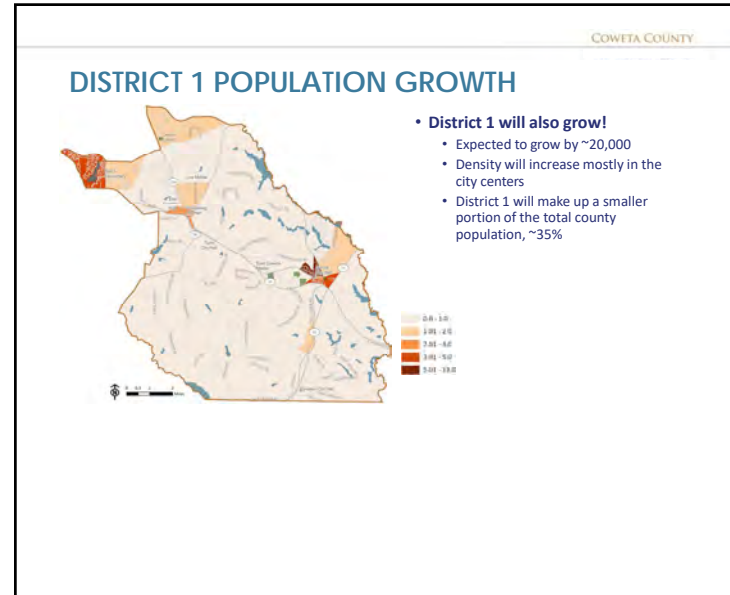
	2010*	2019 (Today)**	% Change
Population	121,528	148,509	+22%
Density	273/mi ²	333/mi ²	+22%
# Households	48,475	56,538	+16.63%
Median Household Income	\$55,343	\$78,423	+41.70%
Below Poverty	13,282	14,648	+10.28%

*2010 ACS 3-Year Survey Data, Tables DP05, S001, and B27021
**2019 ACS 3-Year Survey Data, Tables DP05, S001, and B27021

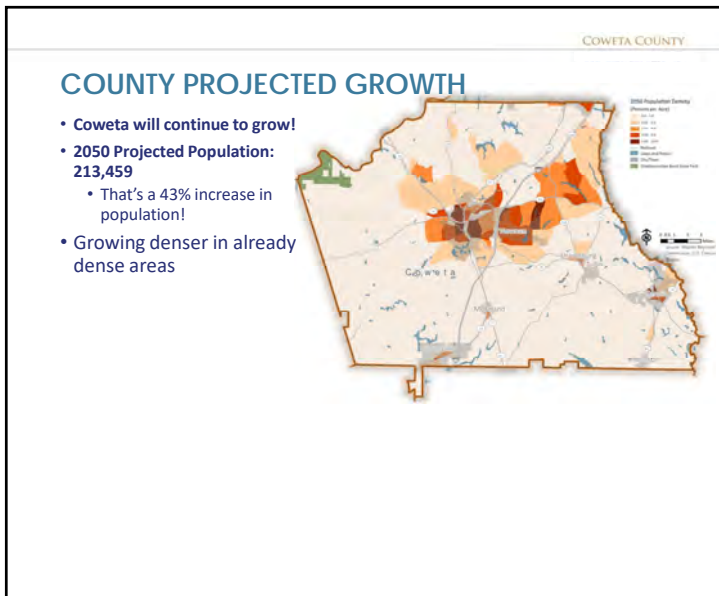
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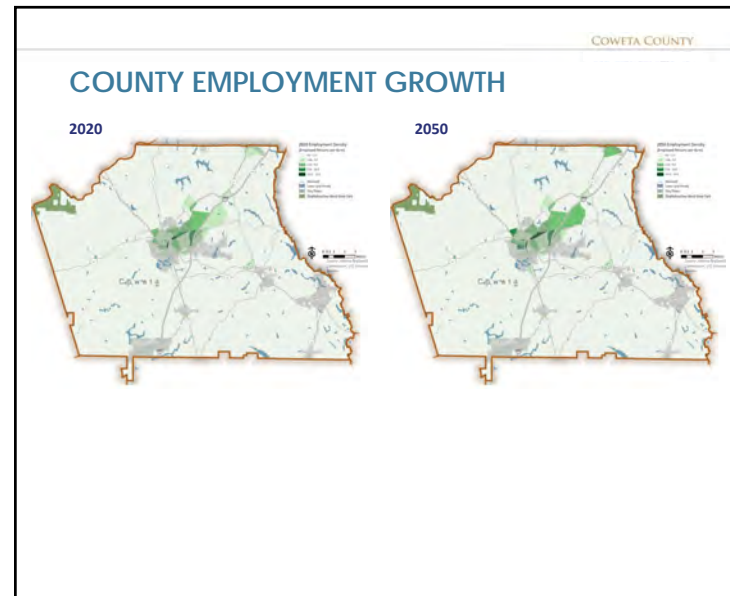
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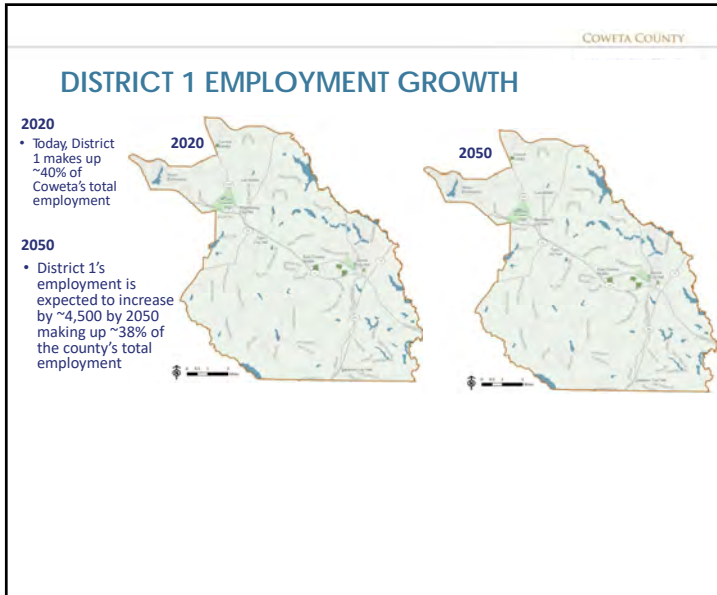
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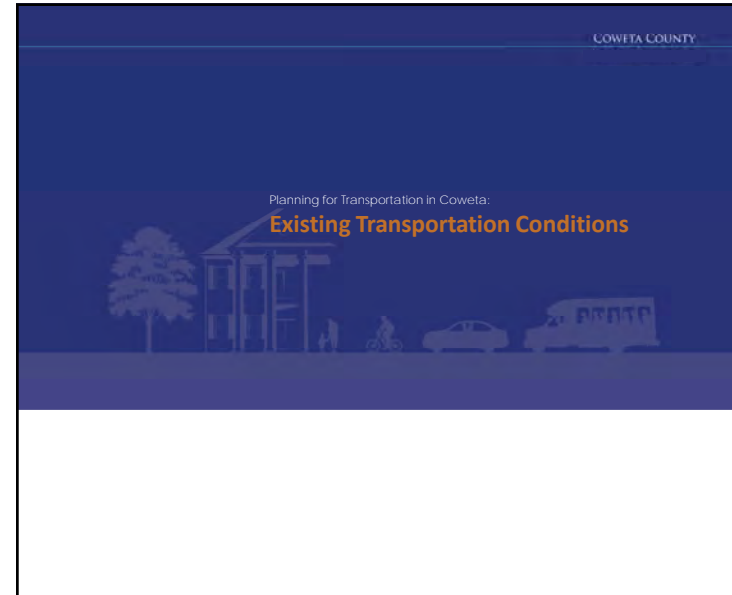
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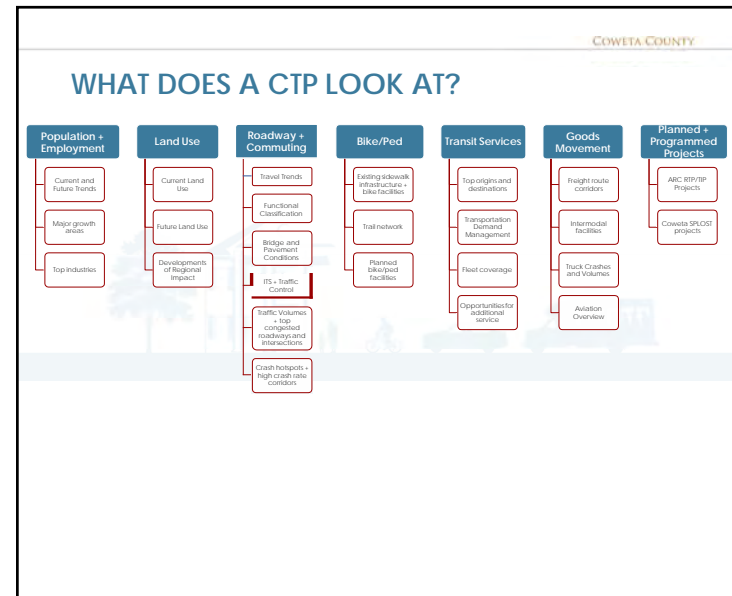
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DISCUSSION: DISTRICT 1 GROWTH

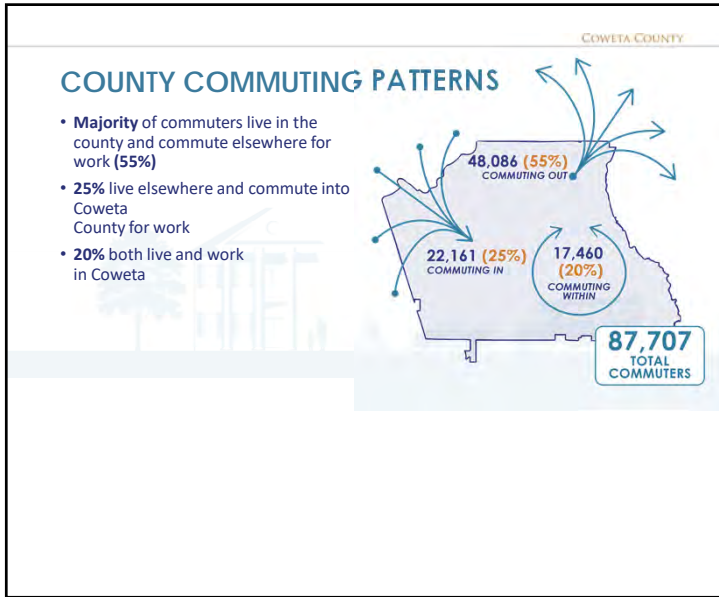
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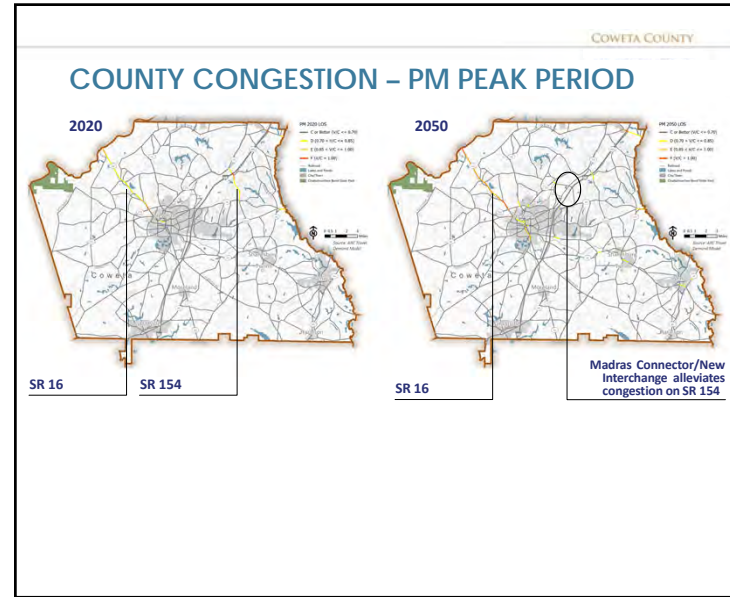
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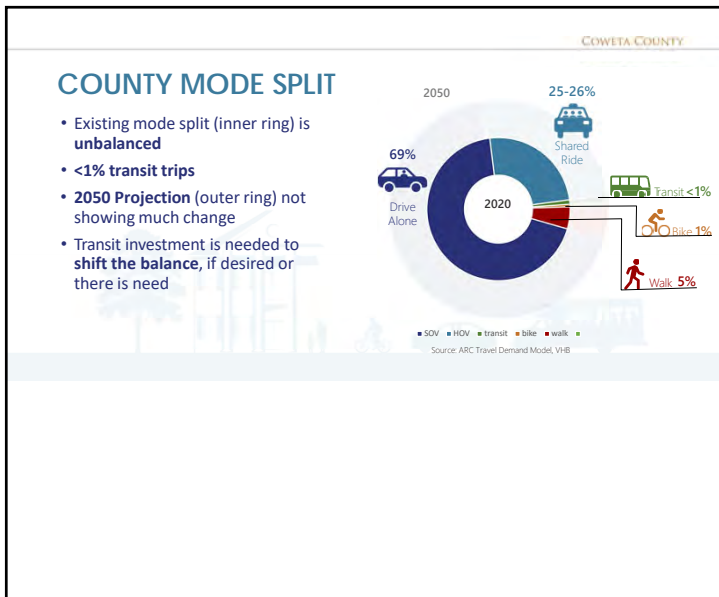
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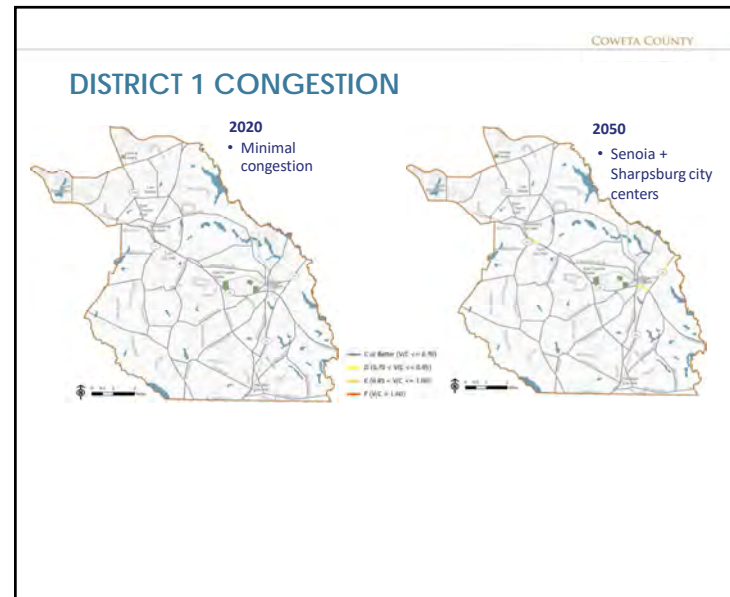
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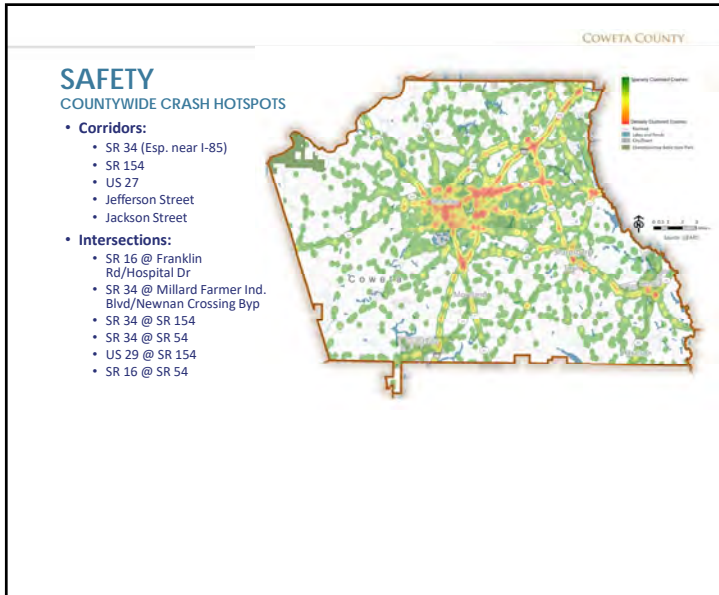
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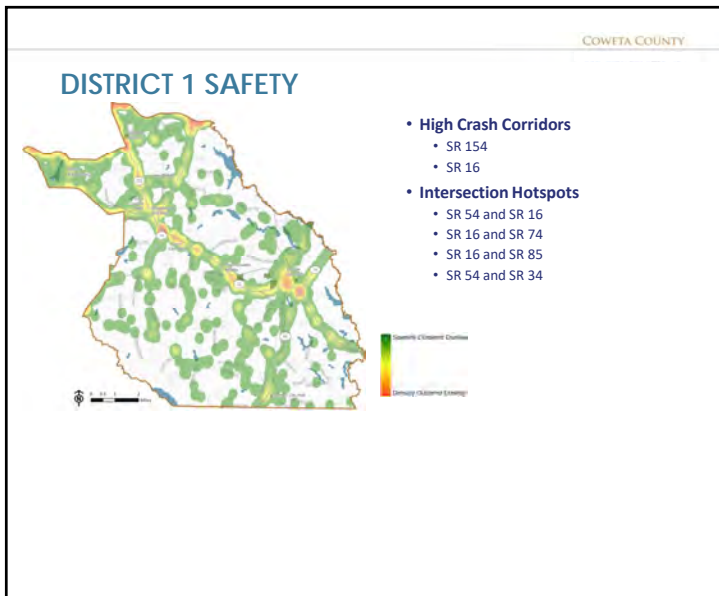
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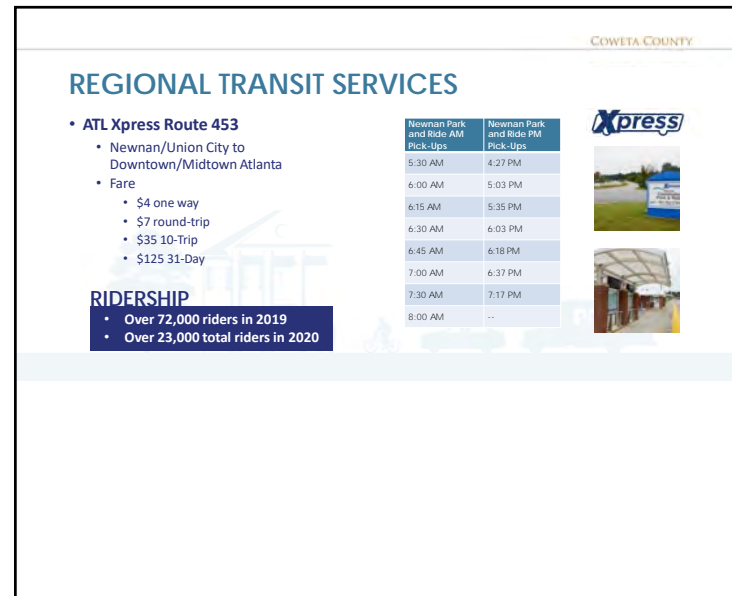
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36

COWETA COUNTY

COUNTY BICYCLE + PEDESTRIAN INFRASTRUCTURE


- Currently minimal on-street bike facilities, mostly bike routes in more rural areas
- **Several proposed trails/greenways (Newnan LINC)**
- Unincorporated County **pedestrian infrastructure is sparse**, primarily in city centers
- Current sidewalk policy **does not allow sidewalks in the ROW**




37

COWETA COUNTY

DISCUSSION: DISTRICT 1 TRANSPORTATION

 What are the biggest transportation challenges you have in District 1?


Where?



39

COWETA COUNTY

DISTRICT 1 BICYCLE + PEDESTRIAN INFRASTRUCTURE



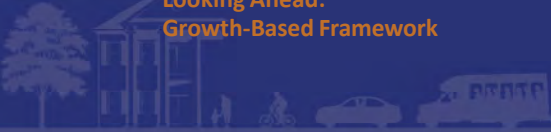
- **Existing Bike Routes**
 - Little White House
 - Coweta Yellow
 - Coweta Teal
- **Planned/Proposed**
 - Newnan LINC Trails connection
 - Coweta County Greenway Trails

■ Coweta Yellow
■ Coweta Teal
■ Coweta Blue
■ Coweta Purple
■ Coweta Orange
■ Coweta Green
■ Coweta Red
■ Coweta Black
■ Little White House
■ Heritage Pilgrimage
■ Middleborough State Road
■ Unincorporated Areas

38

COWETA COUNTY

Planning for Transportation in Coweta:
**Looking Ahead:
 Growth-Based Framework**



40

COWETA COUNTY

A SHARED VISION COUNTY-WIDE

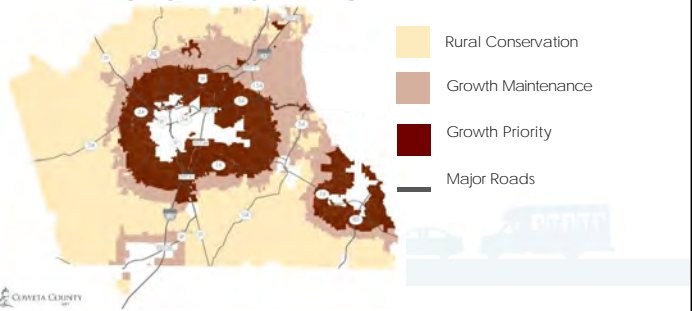
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 - Need to **coordinate land use, transportation, and infrastructure**
 - Desire to **preserve small-town/rural character**
 - Desire for **infill, redevelopment, high-value development**



41

COWETA COUNTY

DRAFT GROWTH STRATEGY AREA MAP



- Rural Conservation
- Growth Maintenance
- Growth Priority
- Major Roads

43

COWETA COUNTY

GROWTH-BASED FRAMEWORK

- Many of the current comprehensive plans **lack a clear alignment** between this land use vision and their future land use maps and projects
- This joint CTP/Comprehensive Plan process is an **opportunity to connect** the high-level vision for land use **to supportive infrastructure** strategies and projects
- Groundwork is already in place with the Land Development Guidance System (LDGS)

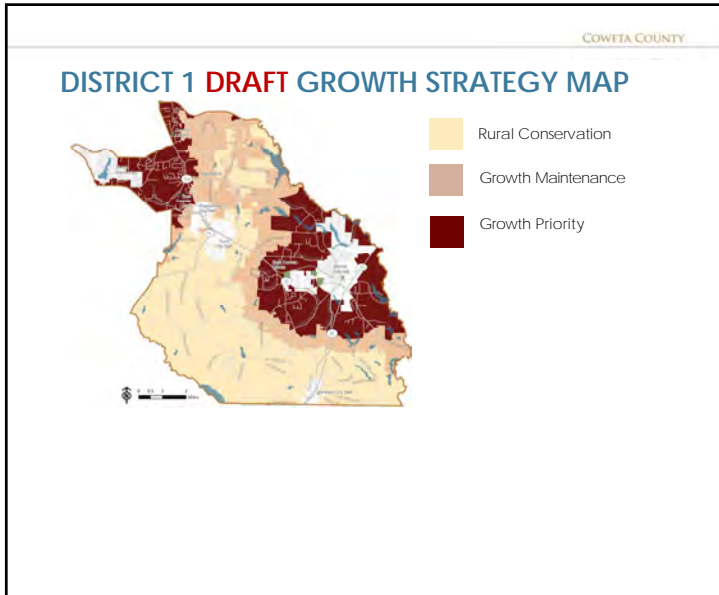
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COWETA COUNTY

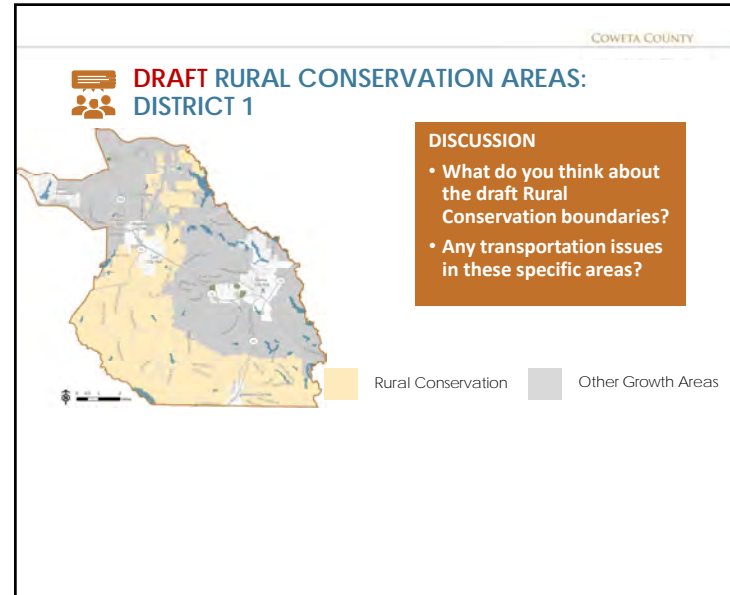
GROWTH-BASED APPROACH

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
Current form/land use	Rural/agricultural	Suburban	Town/City centers, activity centers
Growth approach	Allow only rural/ag-friendly land uses	Discourage additional expansion	Encourage infill, redevelopment, density
Infrastructure approach	Maintain/address issues	Maintain/improve efficiency in existing; expansion is last resort	Invest, expand, strengthen, diversify
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44



45



47

RURAL CONSERVATION AREA

COWETA COUNTY

What do we want the future of District 1's agricultural/rural lands to look like?

46

DRAFT TRANSPORTATION STRATEGY FOR RURAL CONSERVATION AREAS:

COWETA COUNTY

Do these strategies make sense for Rural Conservation Areas in District 1?

- Roadway Priorities:**
 - Improving/maintaining pavement and bridges
 - Addressing safety issues
 - Avoid widening/adding lanes when possible to maintain local character
- Bikes**
 - Wide shoulders on popular routes and multi-use paths
- Sidewalks**
 - Not a priority except in residential subdivisions and near schools

48

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 Atlanta, Georgia 30309
 404.521.5000

GROWTH MAINTENANCE AREA

What do we want the future of District 1's more suburban areas to be?

49

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1000 Peachtree Street, Suite 200
 Atlanta, Georgia 30309
 404.521.5000

DRAFT TRANSPORTATION STRATEGY FOR GROWTH MAINTENANCE AREAS:

Do these strategies make sense for Growth Maintenance Areas in District 1?

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- **Sidewalks**
 - Fill in gaps in network
 - Focus on connecting trails and residential neighborhoods
- **Bikes**
 - Focus on off-street, multi-use trails; connect to rural conservation routes with wide shoulders
- **Transit**
 - Easy access to regional transit service
 - Maintain existing system

51

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 404.521.5000

DRAFT GROWTH MAINTENANCE AREAS: DISTRICT 1

Growth Maintenance Area
 Other Growth Areas

DISCUSSION

- What do you think about the draft Growth Maintenance boundaries for District 1?
- Any transportation issues in these specific areas?

50

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 404.521.5000

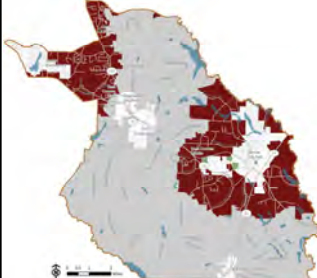
GROWTH PRIORITY AREA

What do we want the future of District 1's town centers and activity areas to be?

52

COWETA COUNTY

DRAFT GROWTH PRIORITY AREAS: DISTRICT 1



DISCUSSION


- What do you think about the draft Growth Priority boundaries for District 1?
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Growth Priority Area
 Other Growth Areas

53

COWETA COUNTY

Planning for Transportation in Coweta: Next Steps



55

COWETA COUNTY

DRAFT TRANSPORTATION STRATEGY FOR GROWTH PRIORITY AREAS:




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 - Easy access to regional transit service
 - Maintain existing service; avoid fixed route bus system




54

COWETA COUNTY

THE PLANNING PROCESS: NEXT PHASE


Technical Work	Existing + Future Conditions	Identify Needs/Community Assessment	Recommendations + Prioritization	
Engagement	INFORM Steering Committee Public Stakeholders Elected Officials	INFORM Steering Committee Public Stakeholders Elected Officials	INFORM Steering Committee Public Stakeholders Elected Officials	Comp Plan + CTP

56


COWETA COUNTY

VISIT OUR WEBSITES!

CTP WEBSITE:
<http://cowetactp.com/>



COMP PLAN WEBSITE:
www.cowetaplans.com



57

COWETA COUNTY

COMMUNITY TRANSPORTATION WORKSHOPS

- We're hosting online workshops for each County Commission District!
- Transportation focused
- All meetings from 6:00pm – 8:00pm
- More info: <http://cowetactp.com>

✓
District 1:
 March 2nd

✓
District 2:
 February 25th

✓
District 3:
 February 24th


✓
District 4:
 February 18th

✓
District 5:
 February 22nd


59

COWETA COUNTY


ONLINE SURVEYS + MAPPING EXERCISE



Comp Plan Survey
www.cowetaplans.com



CTP Survey + Mapping Exercise
Survey: <http://cowetactp.com/>



Mapping Exercise: <http://cowetactp.com/>

58

COWETA COUNTY

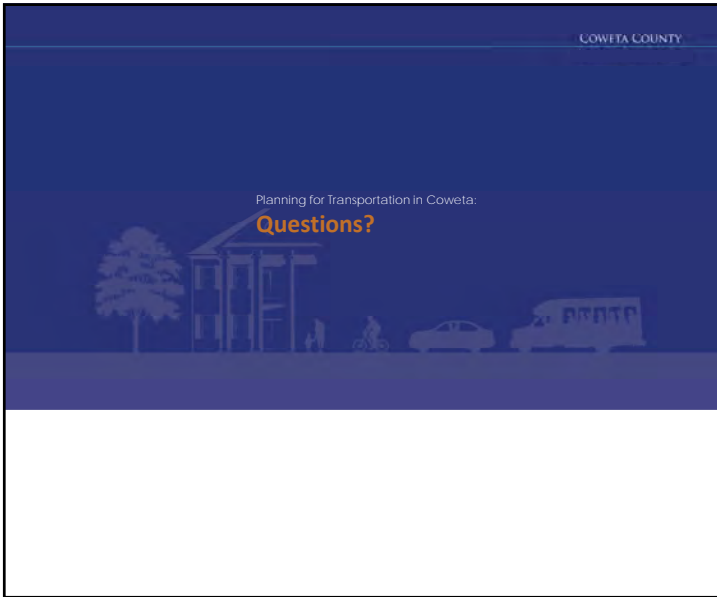
Comprehensive Plan

Upcoming Meetings

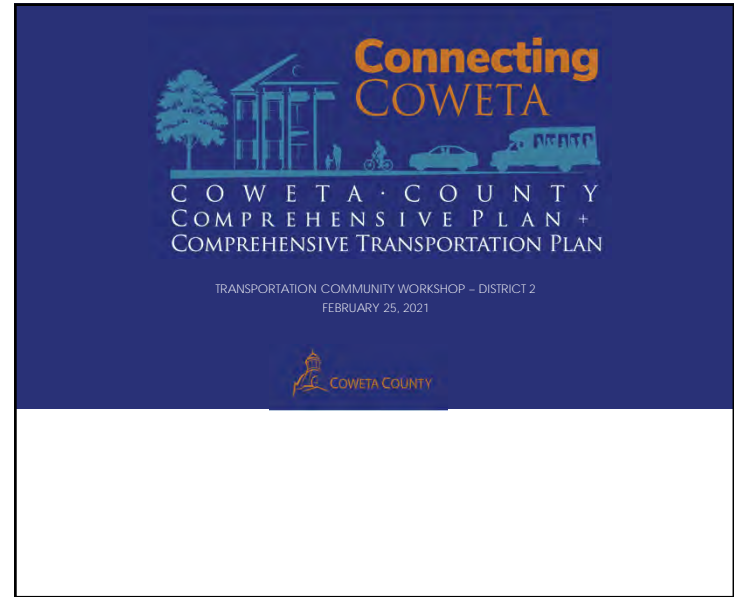
Element Focus Group: Community Visioning Workshop	March 11, 2021 6 – 8 p.m.
Element Focus Group: Land Use & Growth Management	March 30, 2021 6 – 8 p.m.
Element Focus Group: Broadband Services & Environmental Planning	April 15, 2021 6 – 8 p.m.
Community Work Program & Review of Goals, Needs and Opportunities	TBA

More info: www.cowetaplans.com

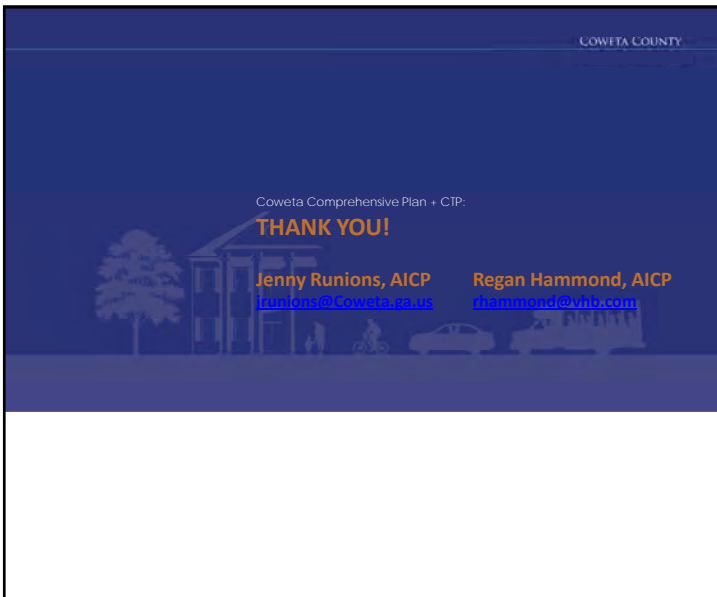
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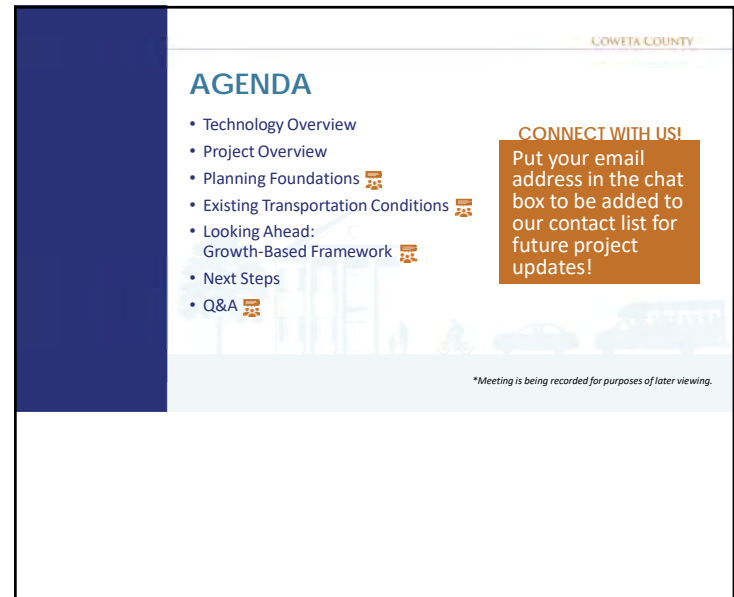
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62



64

COWETA COUNTY

TECHNOLOGY OVERVIEW

- Please mute yourself when not speaking
- Please unmute to ask questions or type them in the chat box

Amberly Ives

65

COWETA COUNTY

WHAT IS A COMP PLAN?

- Comprehensive Plan (Comp Plan)
- High-level plan to guide growth and development over the next 20 years
- Required to maintain Qualified Local Government (QLG) status
- Updated every 5 years

WHAT IS A CTP?

- Comprehensive Transportation Plan (CTP)
- Identifies community vision and local priorities for transportation
- Coordinates local transportation expectations with regional expectations
- Short-range action plan & long-range aspirations – projects, policies & programs
- Supports Comprehensive Plan

67

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
Project Overview

66

COWETA COUNTY

STUDY AREA

- **Comp Plan**
 - Unincorporated Coweta County
- **CTP**
 - Unincorporated Coweta County + the cities & towns

68



69



71



70



72

COWETA COUNTY

COMMUNITY TRANSPORTATION WORKSHOPS

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 March 2nd

District 2:
 February 25th

District 3:
 February 24th

District 4:
 February 18th

District 5:
 February 22nd

73

COWETA COUNTY

COUNTY POPULATION SNAPSHOT

- Coweta has grown!
- 22% population growth since 2010

	2010*	2019 (Today)**	% Change
Population	121,528	148,509	+22%
Density	273/mi ²	333/mi ²	+22%
# Households	48,475	56,538	+16.63%
Median Household Income	\$55,343	\$78,423	+41.70%
Below Poverty	13,282	14,648	+10.28%

*2010 ACS 3-Year Survey Data, Tables DP05, S191, and B17001
 **2019 ACS 3-Year Survey Data, Tables DP05, S191, and B17001

75

COWETA COUNTY

Planning for Transportation in Coweta:
Planning Foundations

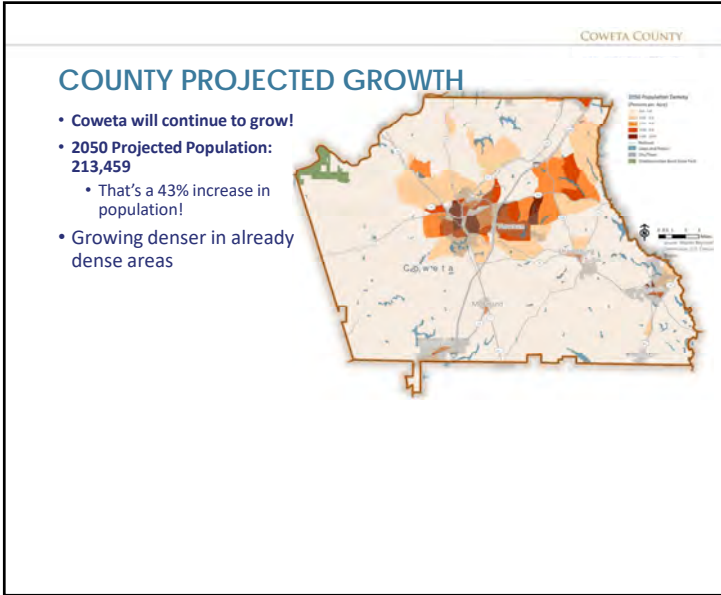
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COWETA COUNTY

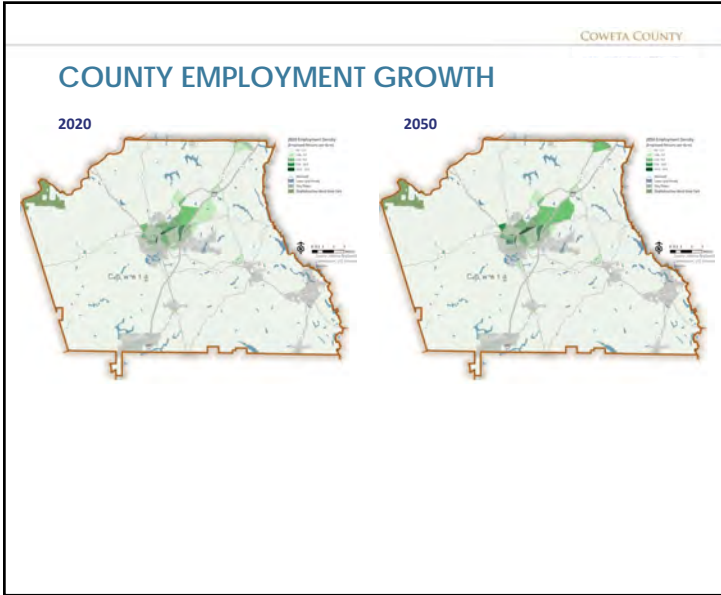
DISTRICT 2 DENSITY

- Today, District 2 makes up ~25% of the total Coweta County population – just over 35,000 people.

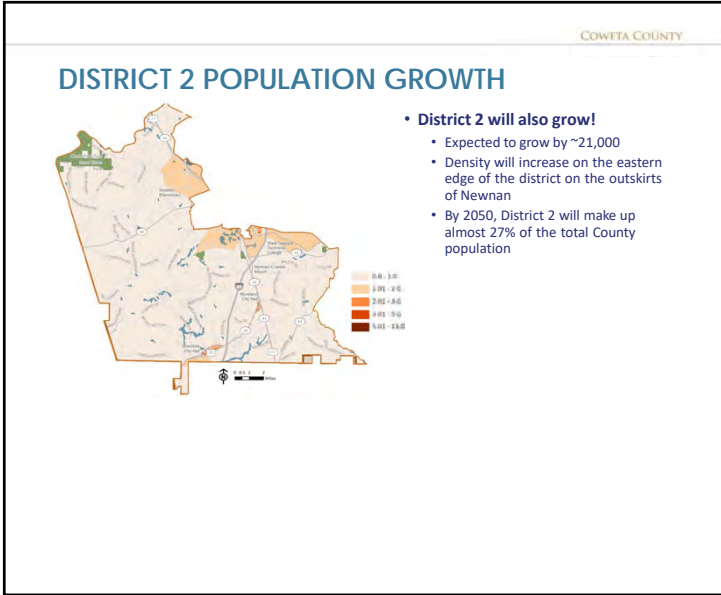
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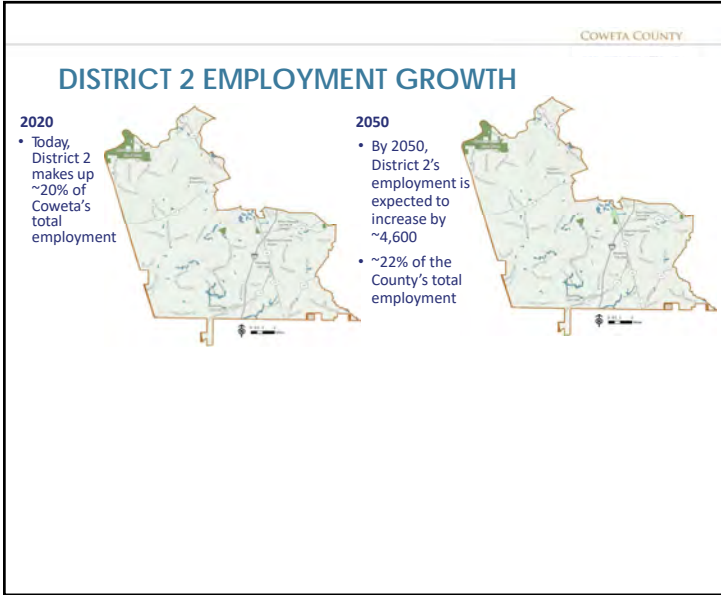
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80

COWETA COUNTY

DISCUSSION: DISTRICT 2 GROWTH

Where are you seeing the most growth and change in District 2?

Do you see the changes as positive, negative, or neutral to the community?

81

COWETA COUNTY

WHAT DOES A CTP LOOK AT?

Population + Employment	Land Use	Roadway + Commuting	Bike/Ped	Transit Services	Goods Movement	Planned + Programmed Projects
<ul style="list-style-type: none"> Current and Future Trends Major growth areas Top industries 	<ul style="list-style-type: none"> Current Land Use Future Land Use Developments of Regional Impact 	<ul style="list-style-type: none"> Travel Trends Functional Classification Bridge and Pavement Conditions ITS + Traffic Control Traffic Volumes + top congested roadways and intersections Crash hotspots + high crash rate corridors 	<ul style="list-style-type: none"> Existing sidewalk infrastructure + bike facilities Trail network Planned bikeshed facilities 	<ul style="list-style-type: none"> Top origins and destinations Transportation Demand Management Fleet coverage Opportunities for additional service 	<ul style="list-style-type: none"> Freight route corridors Intermodal facilities Truck Crashes and Volume Aviation Overview 	<ul style="list-style-type: none"> AEC Strategic Projects Coweta SPLOST projects

83

COWETA COUNTY

Planning for Transportation in Coweta:
Existing Transportation Conditions

82

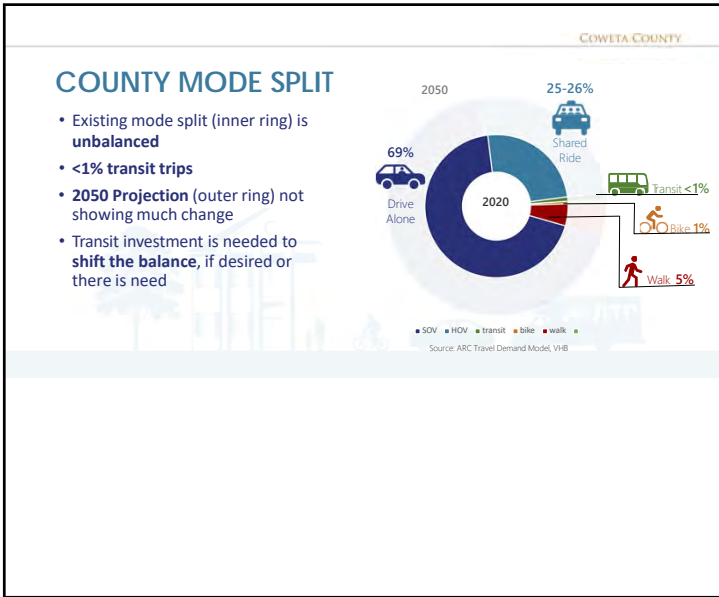
COWETA COUNTY

COUNTY COMMUTING PATTERNS

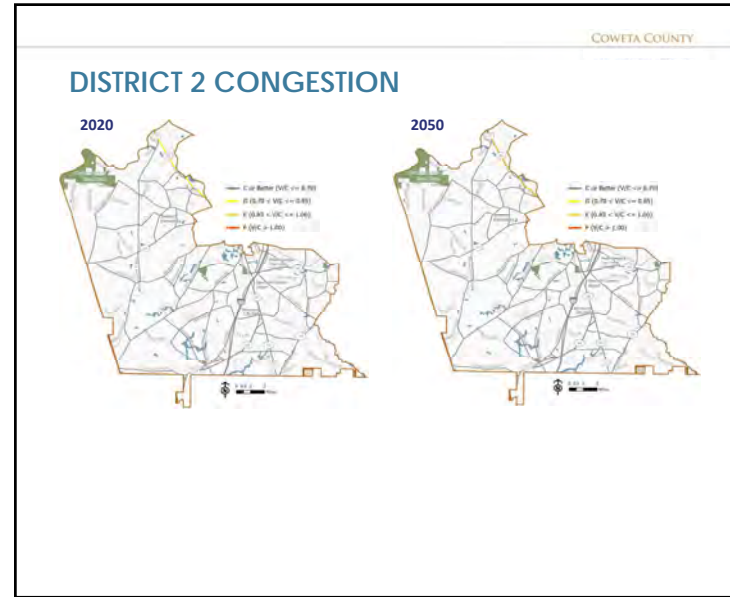
- Majority of commuters live in the county and commute elsewhere for work (55%)
- 25% live elsewhere and commute into Coweta County for work
- 20% both live and work in Coweta

Category	Count	Percentage
Commuting Out	48,086	55%
Commuting In	22,161	25%
Commuting Within	17,460	20%
Total Commuters	87,707	

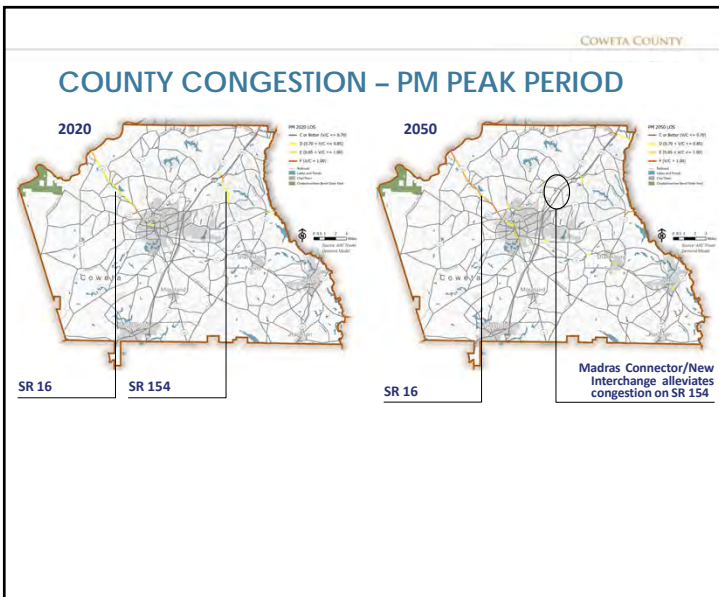
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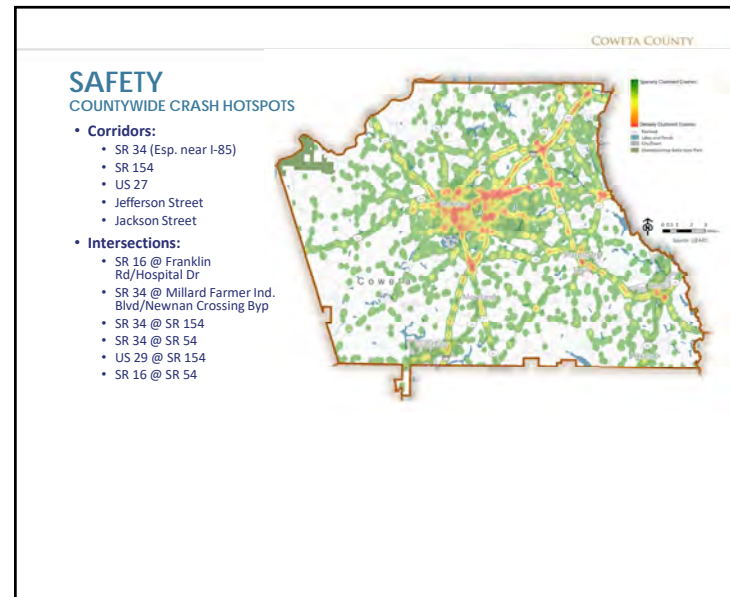
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87




86



88

COWETA COUNTY

DISTRICT 2 SAFETY



- **High Crash Corridors**
 - SR 16
 - I-85
 - SR 34
 - US 29
- **Intersection Hotspots**
 - SR-16/US-27 and I-85 (Exit 41)
 - SR 14 and SR 41

Secondary (Minimum Severity)
Primary (Maximum Severity)


89

COWETA COUNTY

REGIONAL TRANSIT SERVICES

- **ATL Xpress Route 453**
 - Newnan/Union City to Downtown/Midtown Atlanta
 - Fare
 - \$4 one way
 - \$7 round-trip
 - \$35 10-Trip
 - \$125 31-Day

Newnan Park and Ride AM Pick-Ups	Newnan Park and Ride PM Pick-Ups
5:30 AM	4:27 PM
6:00 AM	5:03 PM
6:15 AM	5:35 PM
6:30 AM	6:03 PM
6:45 AM	6:18 PM
7:00 AM	6:37 PM
7:30 AM	7:17 PM
8:00 AM	...


RIDERSHIP

- Over 72,000 riders in 2019
- Over 23,000 total riders in 2020

91

COWETA COUNTY

EXISTING TRANSIT SERVICES



- Medical
- Senior Trips
- Employment/Education
- Other (Social, Personal):

• **Dial-A-Ride (5311 Program)**

- Demand response model
- Schedule in advance for curb-to-curb service
- Open to all county residents
- Covers only areas within Coweta County
- \$3.00/one-way trip, \$6.00/round-trip
- ~8am – 5pm

• **CCT averages between 27,000 – 34,000 annual trips**



RIDERSHIP




90

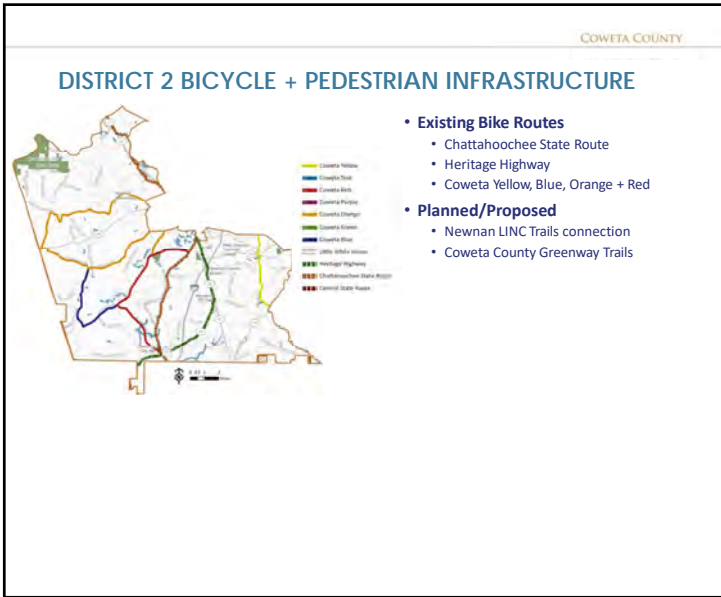
COWETA COUNTY

COUNTY BICYCLE + PEDESTRIAN INFRASTRUCTURE

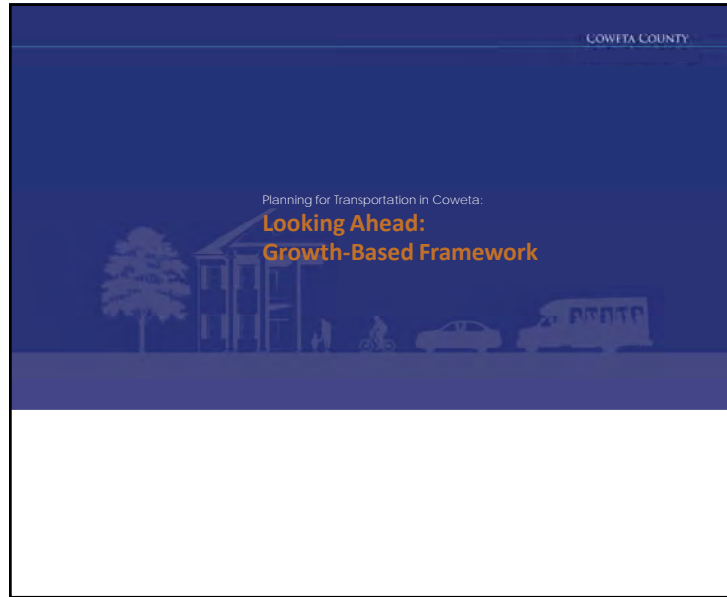
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92



93



95

**DISCUSSION:
 DISTRICT TRANSPORTATION**

What are the biggest transportation challenges you have in District 2?

Where?

94

A SHARED VISION COUNTY-WIDE

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COWETA COUNTY

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97

COWETA COUNTY

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99

COWETA COUNTY

DRAFT GROWTH STRATEGY AREA MAP

- Rural Conservation
- Growth Maintenance
- Growth Priority
- Major Roads

98

COWETA COUNTY

DISTRICT 2 DRAFT GROWTH STRATEGY MAP

- Rural Conservation
- Growth Maintenance
- Growth Priority

100

COWETA COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

RURAL CONSERVATION AREA

What do we want the future of District 2's agricultural/rural lands to look like?

101

COWETA COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

DRAFT TRANSPORTATION STRATEGY FOR RURAL CONSERVATION AREAS:

Do these strategies make sense for Rural Conservation Areas in District 2?

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103

COWETA COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

DRAFT RURAL CONSERVATION AREAS: DISTRICT 2

Rural Conservation
 Other Growth Areas

DISCUSSION

- What do you think about the draft Rural Conservation boundaries?
- Any transportation issues in these specific areas?

102

COWETA COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT


GROWTH MAINTENANCE AREA

What do we want the future of District 2's more suburban areas to be?

104

COWETA COUNTY

DRAFT GROWTH MAINTENANCE AREAS: DISTRICT 2



DISCUSSION

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Growth Maintenance Area
 Other Growth Areas

105

COWETA COUNTY

GROWTH PRIORITY AREA

What do we want the future of District 2's town centers and activity areas to be?



107

COWETA COUNTY

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106

COWETA COUNTY

DRAFT GROWTH PRIORITY AREAS: DISTRICT 2



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Growth Priority Area
 Other Growth Areas

108

COWETA COUNTY

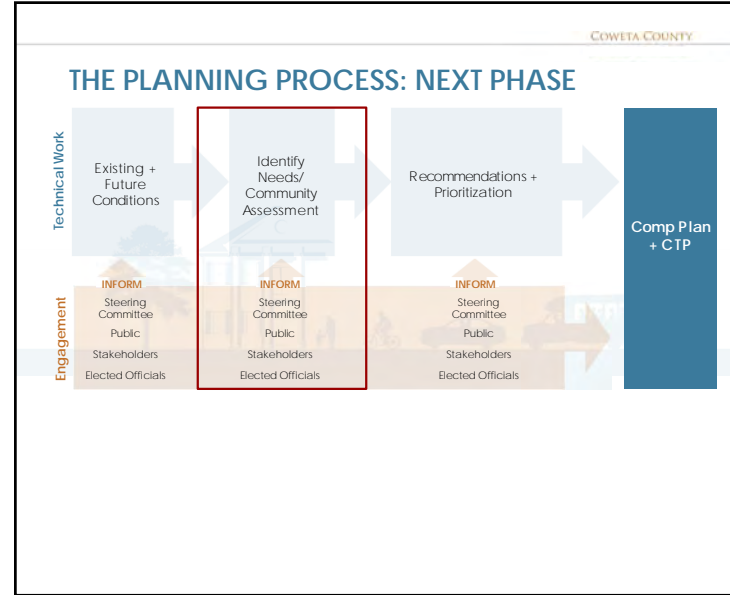
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109

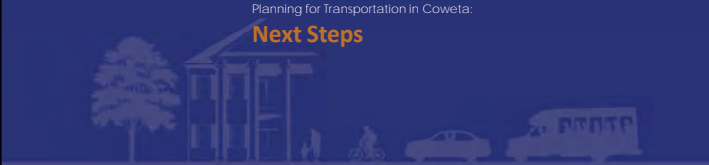


111

COWETA COUNTY

Planning for Transportation in Coweta:

Next Steps




110


COWETA COUNTY

VISIT OUR WEBSITES!

CTP WEBSITE:
<http://cowetactp.com/>



COMP PLAN WEBSITE:
www.cowetaplans.com



112

COWETA COUNTY

ONLINE SURVEYS + MAPPING EXERCISE

Comp Plan Survey
www.cowetaplans.com

CTP Survey + Mapping Exercise
 Survey: <http://cowetactp.com/>

Mapping Exercise: <http://cowetactp.com/>

113

COWETA COUNTY

Comprehensive Plan

Upcoming Meetings

Element Focus Group: Community Visioning Workshop	March 11, 2021 6 – 8 p.m.
Element Focus Group: Land Use & Growth Management	March 30, 2021 6 – 8 p.m.
Element Focus Group: Broadband Services & Environmental Planning	April 15, 2021 6 – 8 p.m.
Community Work Program & Review of Goals, Needs and Opportunities	TBA

More info: www.cowetaplans.com

115

COWETA COUNTY

COMMUNITY TRANSPORTATION WORKSHOPS

- We're hosting online workshops for each County Commission District!
- Transportation focused
- All meetings from 6:00pm – 8:00pm
- More info: <http://cowetactp.com>

District 1:
 March 2nd

District 2:
 February 25th

District 3:
 February 24th

District 4:
 February 18th

District 5:
 February 22nd

114

COWETA COUNTY

Planning for Transportation in Coweta:

Questions?

116

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
THANK YOU!

Jenny Runions, AICP
jrunions@coweta.ga.us

Regan Hammond, AICP
rhammond@coweta.com

117

COWETA COUNTY

AGENDA

- Technology Overview
- Project Overview
- Planning Foundations
- Existing Transportation Conditions
- Looking Ahead: Growth-Based Framework
- Next Steps
- Q&A

CONNECT WITH US!
Put your email address in the chat box to be added to our contact list for future project updates!

**Meeting is being recorded for purposes of later viewing.*

119

Connecting COWETA

COWETA COUNTY
COMPREHENSIVE PLAN +
COMPREHENSIVE TRANSPORTATION PLAN

TRANSPORTATION COMMUNITY WORKSHOP – DISTRICT 3
FEBRUARY 24, 2021

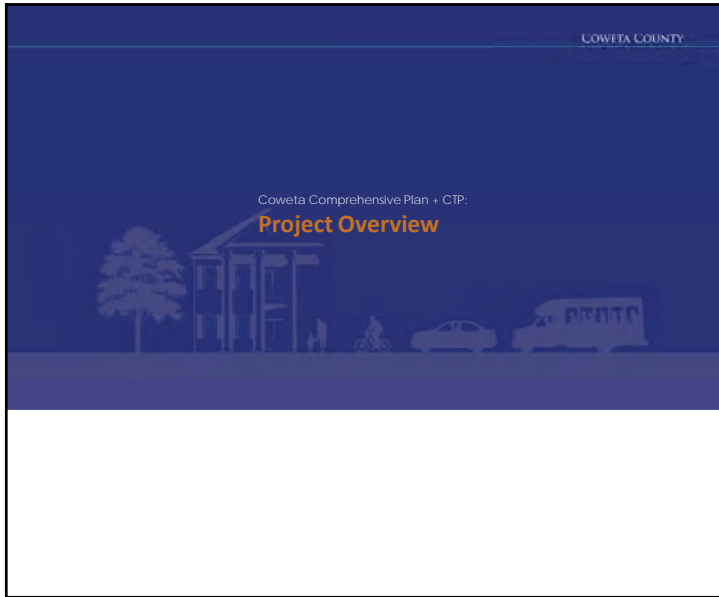
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COWETA COUNTY

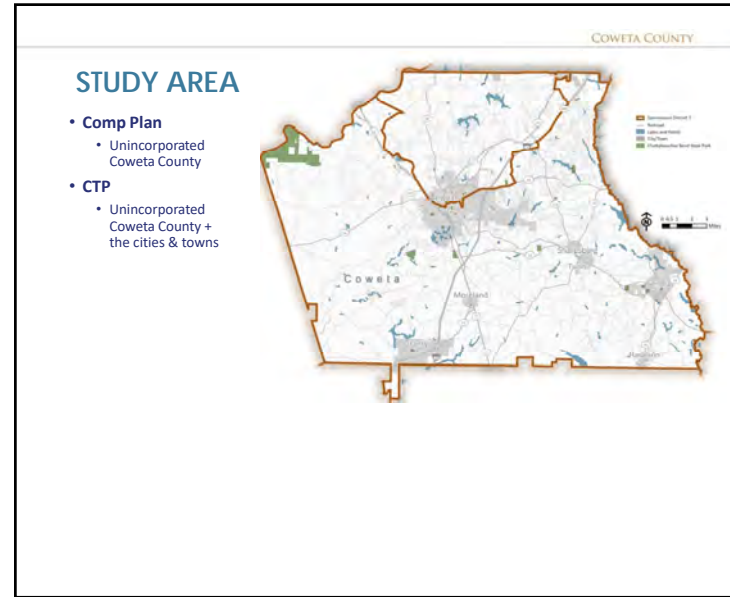
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120



121



123



122



124



125



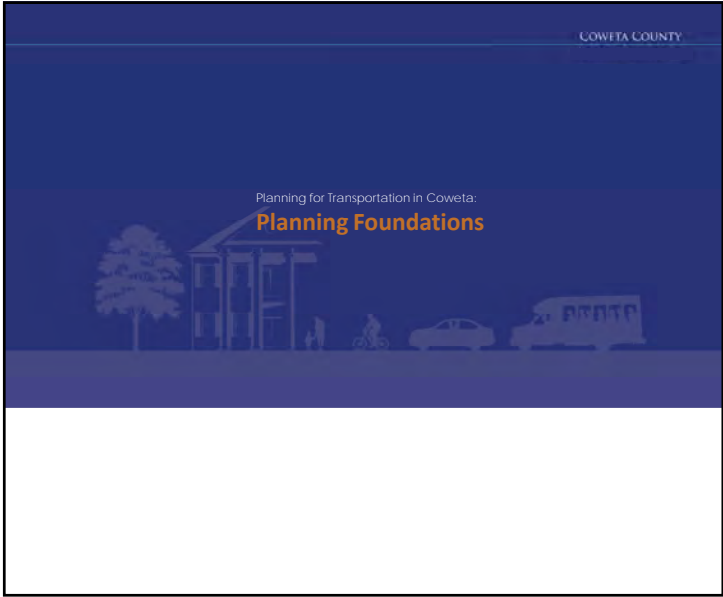
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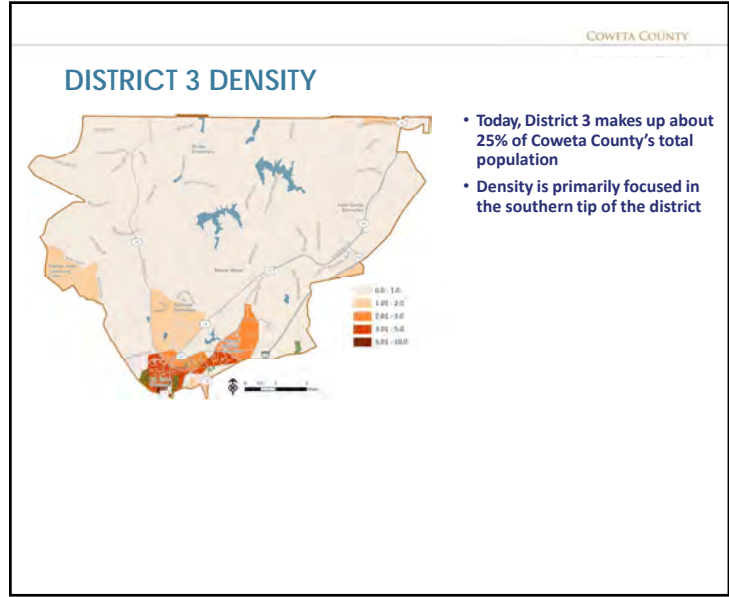
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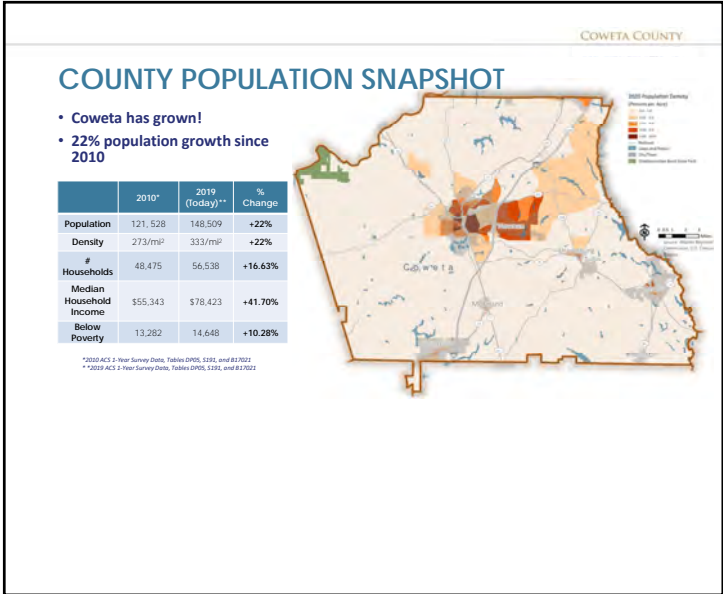
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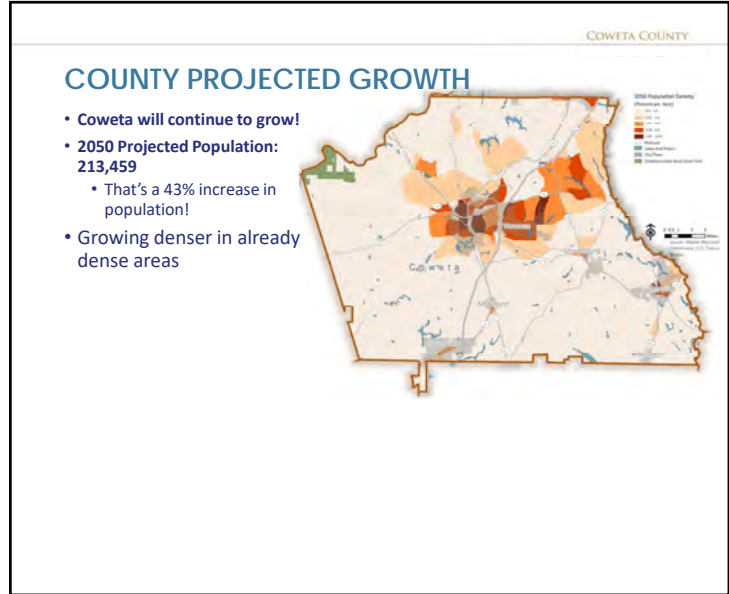
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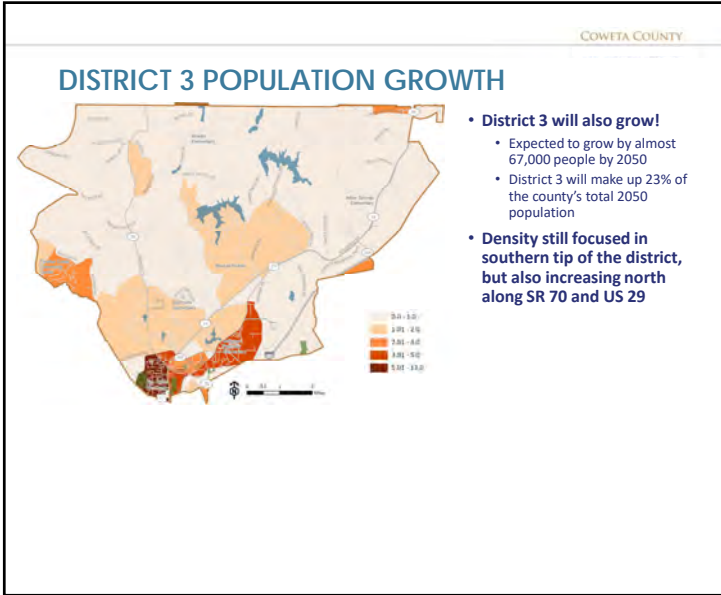
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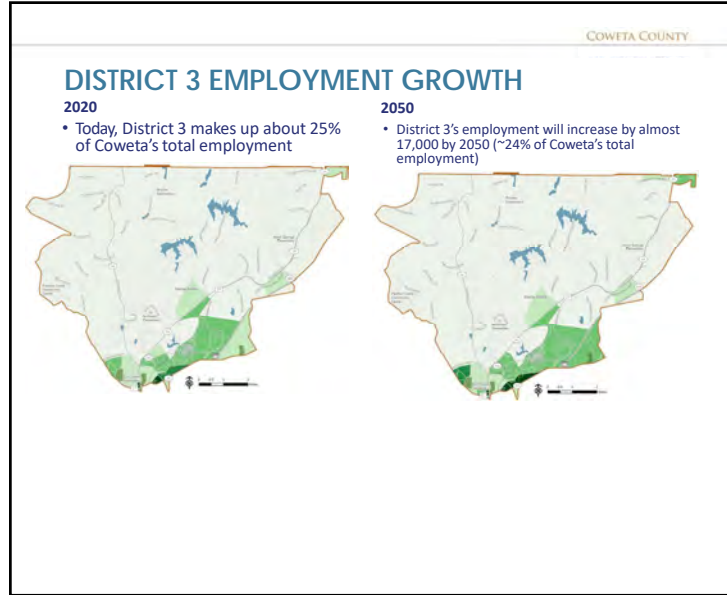
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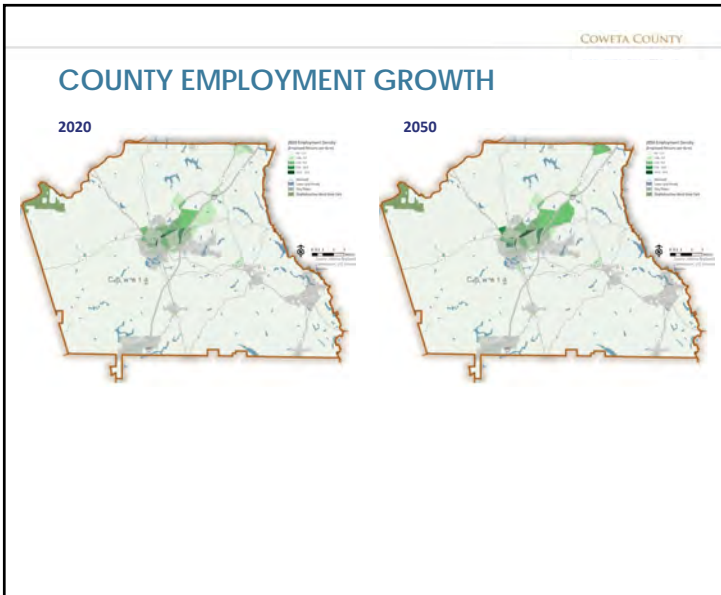
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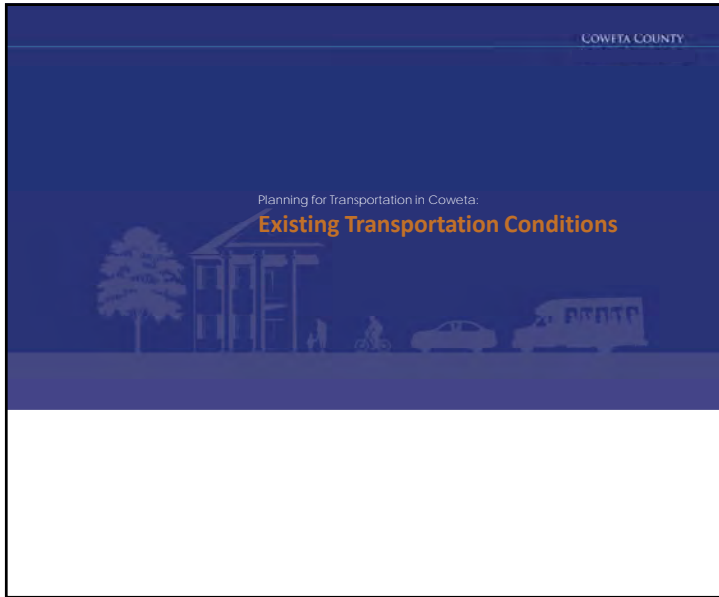
COWETA COUNTY

DISCUSSION: DISTRICT 3 GROWTH

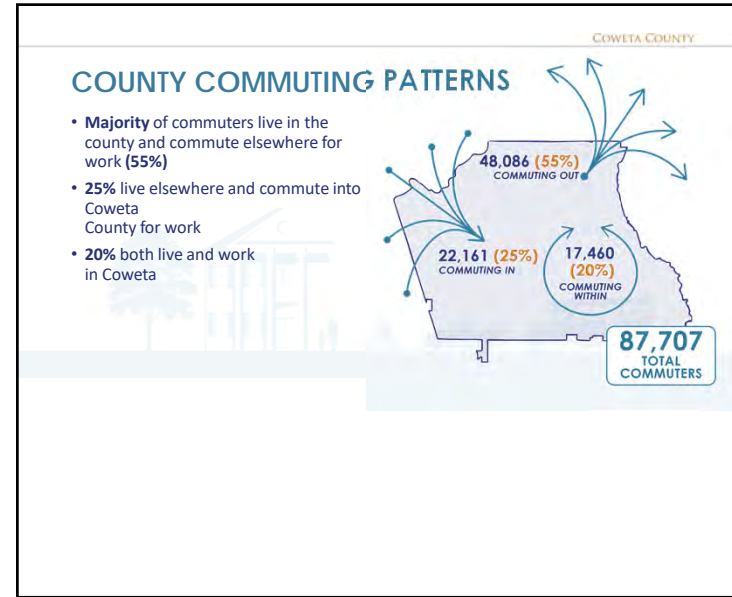
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Do you see the changes as positive, negative, or neutral to the community?

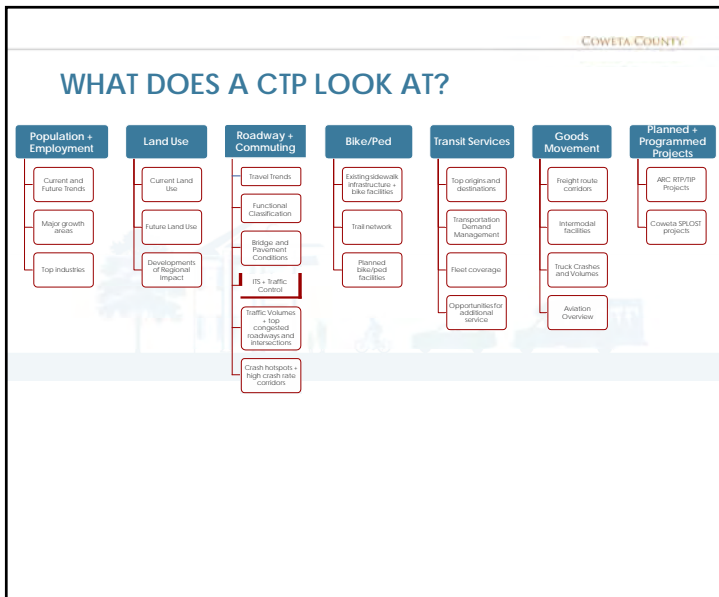
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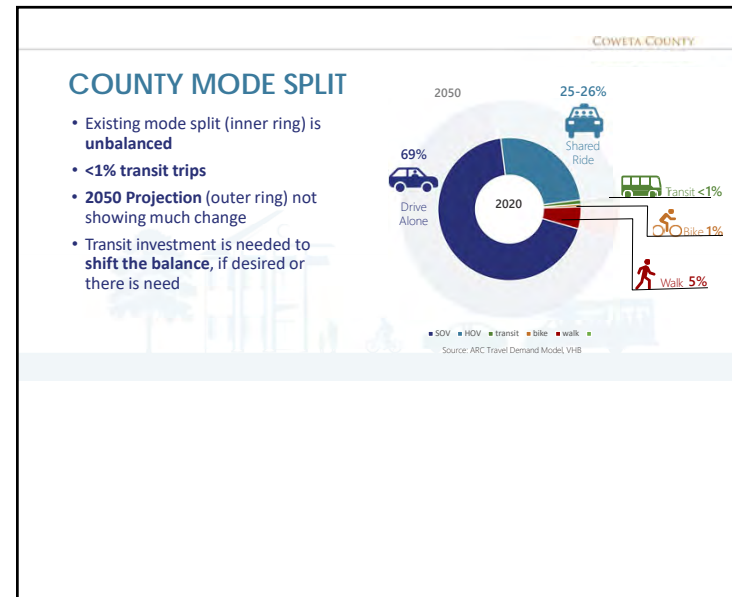
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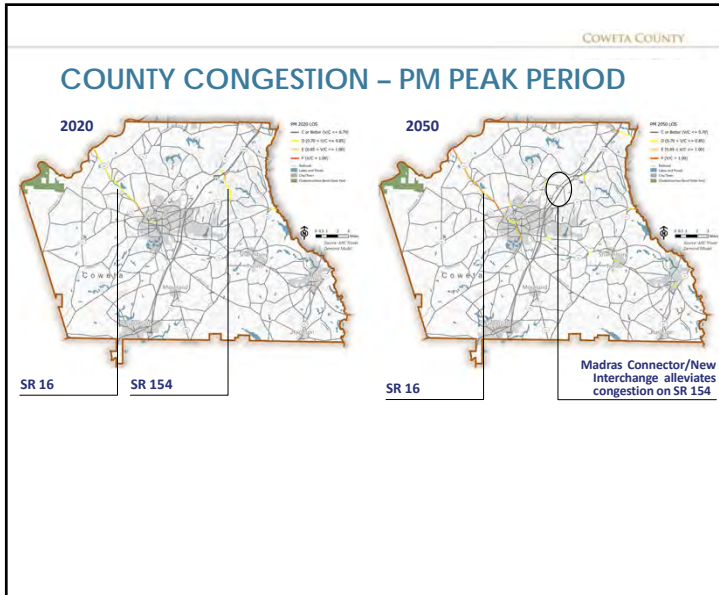
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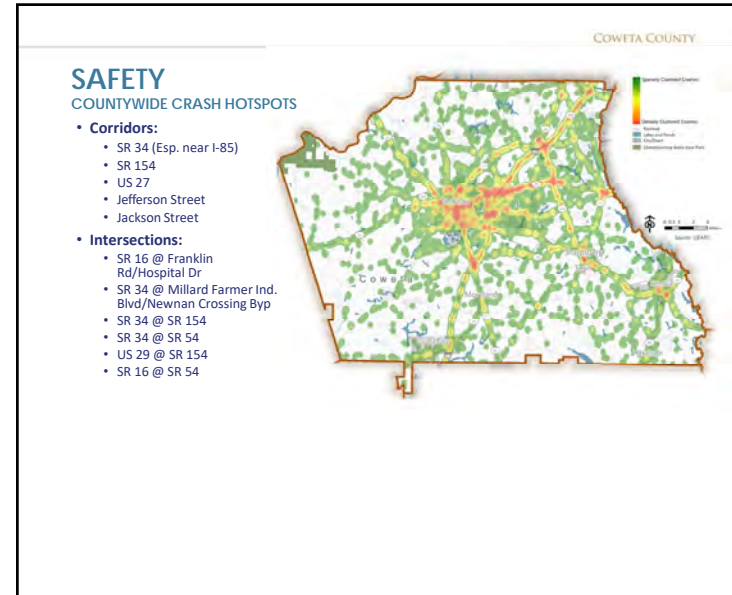
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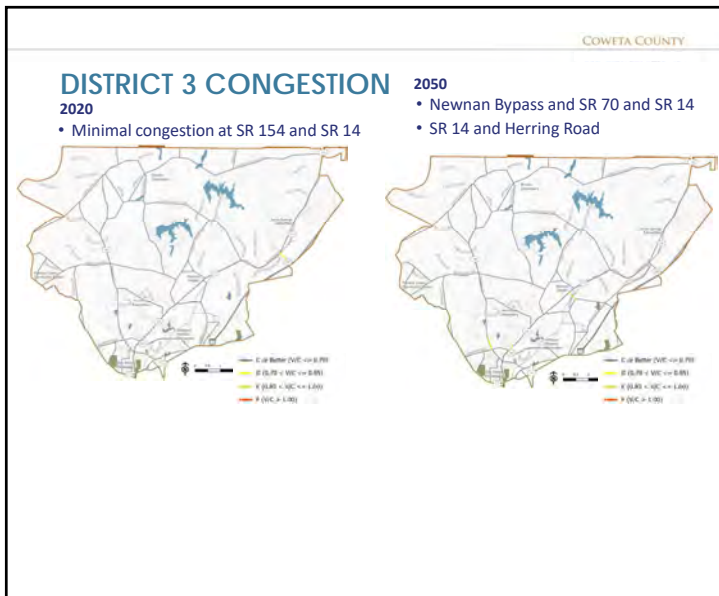
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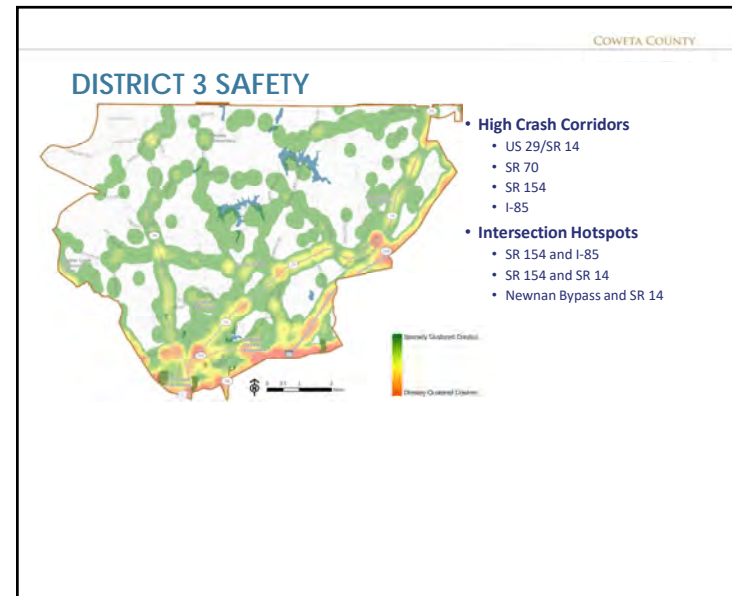
141



143



142



144

COWETA COUNTY

EXISTING TRANSIT SERVICES

Dial-A-Ride (5311 Program)

- Demand response model
- Schedule in advance for curb-to-curb service
- Open to all county residents
- Covers only areas within Coweta County
- \$3.00/one-way trip, \$6.00/round-trip
- ~8am – 5pm

Medical

Senior Trips

Employment/Education

Other (Social, Personal)

CCT averages between 27,000 – 34,000 annual trips

RIDERSHIP

145

COWETA COUNTY

COUNTY BICYCLE + PEDESTRIAN INFRASTRUCTURE

- Currently minimal on-street bike facilities, mostly bike routes in more rural areas
- Several proposed trails/greenways** (Newnan LINC)
- Unincorporated County **pedestrian infrastructure is sparse**, primarily in city centers
- Current sidewalk policy **does not allow sidewalks in the ROW**

147

COWETA COUNTY

REGIONAL TRANSIT SERVICES

ATL Xpress Route 453

- Newnan/Union City to Downtown/Midtown Atlanta
- Fare
 - \$4 one way
 - \$7 round-trip
 - \$35 10-Trip
 - \$125 31-Day

Newnan Park and Ride AM Pick-Ups	Newnan Park and Ride PM Pick-Ups
5:30 AM	4:27 PM
6:00 AM	5:03 PM
6:15 AM	5:35 PM
6:30 AM	6:03 PM
6:45 AM	6:18 PM
7:00 AM	6:37 PM
7:30 AM	7:17 PM
8:00 AM	--

RIDERSHIP

- Over 72,000 riders in 2019
- Over 23,000 total riders in 2020

146

COWETA COUNTY

DISTRICT 3 BICYCLE + PEDESTRIAN INFRASTRUCTURE

- Existing Bike Routes**
 - Heritage Highway
 - Coweta Purple
- Planned/Proposed**
 - Newnan LINC Trails connection
 - Coweta County Greenway Trails


148

COWETA COUNTY

**DISCUSSION:
DISTRICT TRANSPORTATION**

What are the biggest transportation challenges you have in District 3?

Where?



149

COWETA COUNTY

A SHARED VISION COUNTY-WIDE

- Every recent Comprehensive Plan from Coweta County jurisdictions emphasized the following:
 - Need to **coordinate land use, transportation, and infrastructure**
 - Desire to **preserve small-town/rural character**
 - Desire for **infill, redevelopment, high-value development**

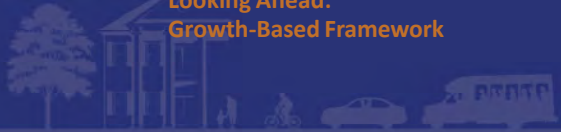


151

COWETA COUNTY

Planning for Transportation in Coweta:

**Looking Ahead:
Growth-Based Framework**



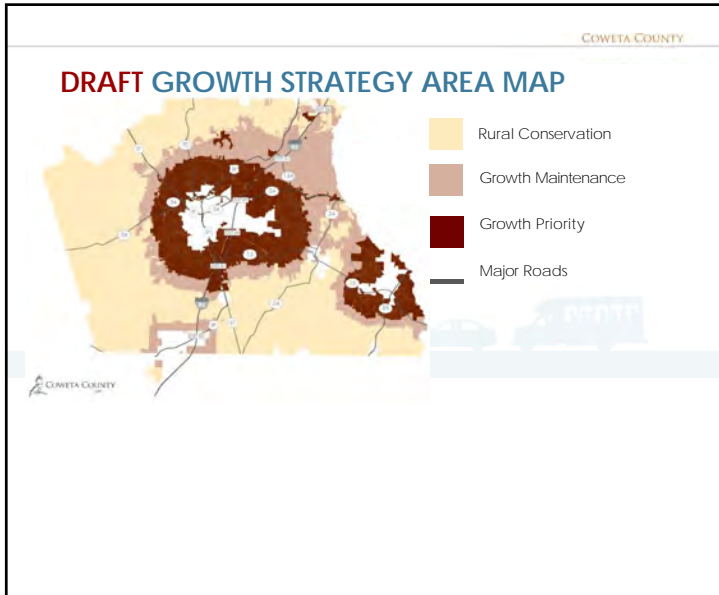
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COWETA COUNTY

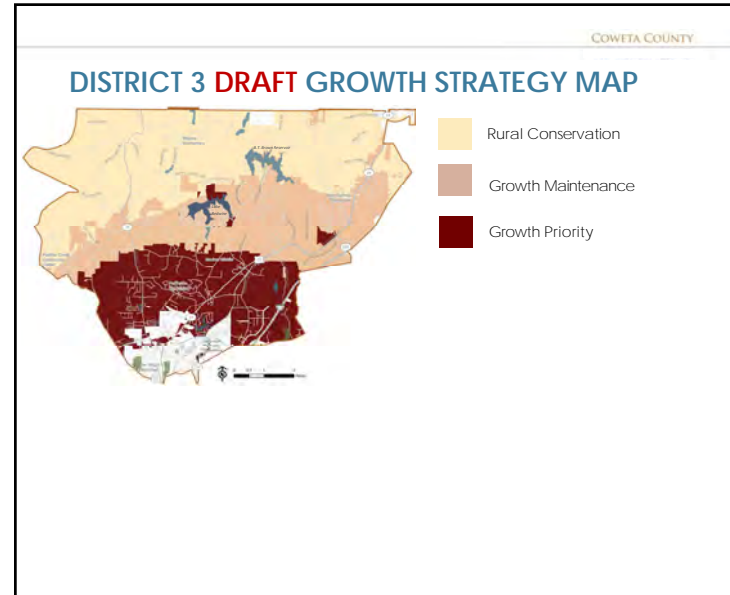
GROWTH-BASED FRAMEWORK

- Many of the current comprehensive plans **lack a clear alignment** between this land use vision and their future land use maps and projects
- This joint CTP/Comprehensive Plan process is an **opportunity to connect** the high-level vision for land use **to supportive infrastructure** strategies and projects
- Groundwork is already in place with the Land Development Guidance System (LDGS)

152



153



155

GROWTH-BASED APPROACH

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
Current form/land use	Rural/agricultural	Suburban	Town/City centers, activity centers
Growth approach	Allow only rural/ag-friendly land uses	Discourage additional expansion	Encourage infill, redevelopment, density
Infrastructure approach	Maintain/address issues	Maintain/improve efficiency in existing; expansion is last resort	Invest, expand, strengthen, diversify
How is it determined?	LDGS Score of 5 or lower	<ul style="list-style-type: none"> LDGS Score of 6 – 10 LDGS Score of 11 or higher without sewer 	<ul style="list-style-type: none"> LDGS Score of 11 or higher with sewer Recent DRI Or many adjacencies to other high growth parcels

154


RURAL CONSERVATION AREA

What do we want the future of District 3's agricultural/rural lands to look like?

156

COWETA COUNTY

DRAFT RURAL CONSERVATION AREAS: DISTRICT 3



DISCUSSION

- What do you think about the draft Rural Conservation boundaries?
- Any transportation issues in these specific areas?

Rural Conservation
 Other Growth Areas

157

COWETA COUNTY

GROWTH MAINTENANCE AREA

What do we want the future of District 3's more suburban areas to be?



159

COWETA COUNTY

DRAFT TRANSPORTATION STRATEGY FOR RURAL CONSERVATION AREAS:




Do these strategies make sense for Rural Conservation Areas in District 3?

- Roadway Priorities:**
 - Improving/maintaining pavement and bridges
 - Addressing safety issues
 - Avoid widening/adding lanes when possible to maintain local character
- Bikes**
 - Wide shoulders on popular routes and multi-use paths
- Sidewalks**
 - Not a priority except in residential subdivisions and near schools

158

COWETA COUNTY

DRAFT GROWTH MAINTENANCE AREAS: DISTRICT 3



DISCUSSION

- What do you think about the draft Growth Maintenance boundaries for District 3?
- Any transportation issues in these specific areas?

Growth Maintenance Area
 Other Growth Areas

160

COWETA COUNTY

DRAFT TRANSPORTATION STRATEGY FOR GROWTH MAINTENANCE AREAS:

Do these strategies make sense for Growth Maintenance Areas in District 3?





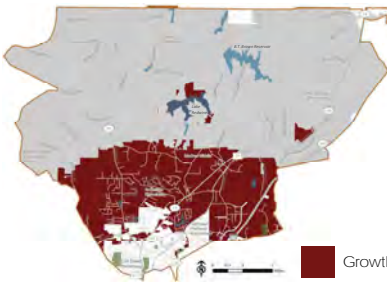


- **Roadway Priorities:**
 - Improve/maintain pavement, avoid widening/adding lanes
 - Intersection/signal timing improvements
 - Address high-crash areas
 - Roundabouts when possible
 - Plan ahead for increased freight traffic
- **Sidewalks**
 - Fill in gaps in network
 - Focus on connecting trails and residential neighborhoods
- **Bikes**
 - Focus on off-street, multi-use trails; connect to rural conservation routes with wide shoulders
- **Transit**
 - Easy access to regional transit service
 - Maintain existing system

161

COWETA COUNTY

DRAFT GROWTH PRIORITY AREAS: DISTRICT 3



DISCUSSION

- What do you think about the draft Growth Priority boundaries for District 3?
- Any transportation issues in these specific areas?


■ Growth Priority Area ■ Other Growth Areas

163

COWETA COUNTY

GROWTH PRIORITY AREA

What do we want the future of District 3's town centers and activity areas to be?








162

COWETA COUNTY

DRAFT TRANSPORTATION STRATEGY FOR GROWTH PRIORITY AREAS:

Do these strategies make sense for Growth Priority Areas in District 3?

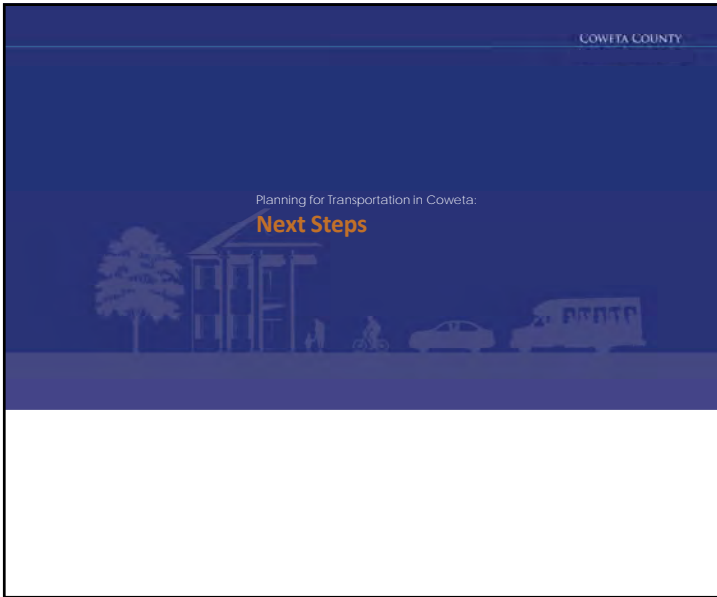




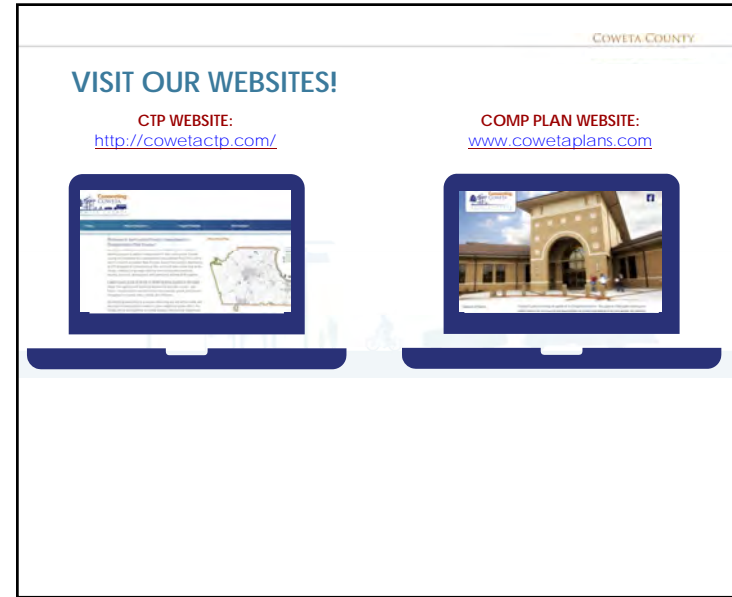


- **Roadway Priorities:**
 - Intersection/signal timing improvements
 - Address high-crash areas
 - Improve/maintain pavement
 - Plan ahead for increased truck traffic
 - Strategically add lanes/widen roads
- **Sidewalks**
 - Fill in gaps in network
 - Focus on connecting trails and shopping/other destinations
- **Bikes**
 - Off-street, multi-use trails, connect to wide shoulders in other growth areas
- **Transit**
 - Easy access to regional transit service
 - Maintain existing service; avoid fixed route bus system

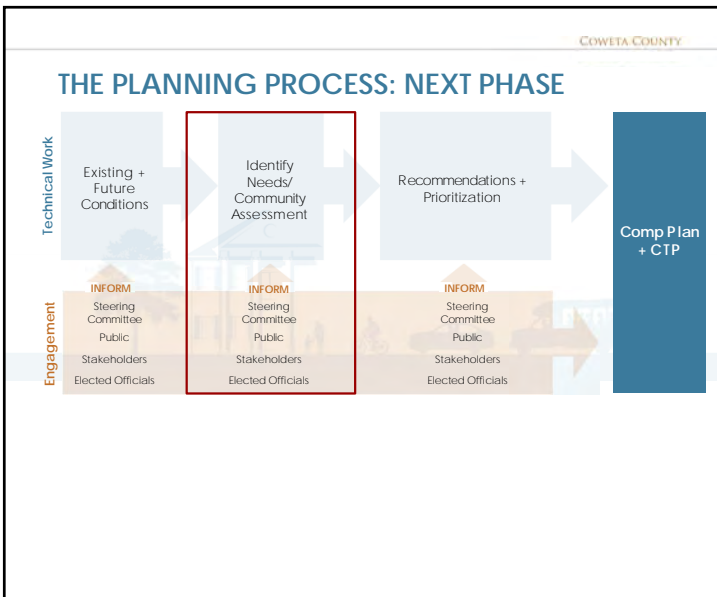
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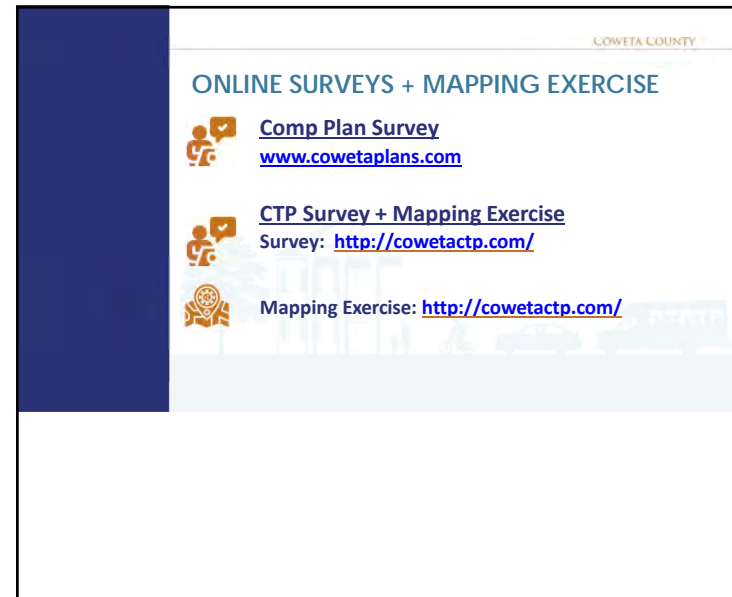
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167



166



168

COWETA COUNTY

COMMUNITY TRANSPORTATION WORKSHOPS

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- Transportation focused
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District 1:
March 2nd

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169

COWETA COUNTY

Planning for Transportation in Coweta:
Questions?

171

COWETA COUNTY

Comprehensive Plan

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170

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
THANK YOU!

Jenny Runions, AICP
jrunions@coweta.ga.gov

Regan Hammond, AICP
rhammond@coweta.ga.gov

172

Connecting COWETA

COWETA COUNTY
COMPREHENSIVE PLAN +
COMPREHENSIVE TRANSPORTATION PLAN

TRANSPORTATION COMMUNITY WORKSHOP - DISTRICT 4
FEBRUARY 18, 2021

COWETA COUNTY

173

COWETA COUNTY

TECHNOLOGY OVERVIEW

- Please mute yourself when not speaking
- Please unmute to ask questions or type them in the chat box

Change view here

Mute/Unmute

Type questions here

175

COWETA COUNTY

AGENDA

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- Project Overview
- Planning Foundations
- Existing Transportation Conditions
- Looking Ahead: Growth-Based Framework
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174

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Coweta Comprehensive Plan + CTP:

Project Overview

176

COWETA COUNTY

WHAT IS A COMP PLAN?

- Comprehensive Plan (Comp Plan)
- High-level plan to guide growth and development over the next 20 years
- Required to maintain Qualified Local Government (QLG) status
- Updated every 5 years

WHAT IS A CTP?

- Comprehensive Transportation Plan (CTP)
- Identifies community vision and local priorities for transportation
- Coordinates local transportation expectations with regional expectations
- Short-range action plan & long-range aspirations – projects, policies & programs
- Supports Comprehensive Plan

177

COWETA COUNTY

WHY A JOINT COMP PLAN/CTP?

```

    graph TD
      A[State + Regional Planning Requirements/Input] --> B[Coordination of Land Use and Transportation]
      B --> C[Prepare for potential future funding opportunities]
      C --> D[Economic Development]
      D --> E[Joint Engagement]
      E --> F[Implementation]
      F --> A
    
```

179

COWETA COUNTY

STUDY AREA

- **Comp Plan**
 - Unincorporated Coweta County
- **CTP**
 - Unincorporated Coweta County + the cities & towns

178

COWETA COUNTY

PUBLIC PARTICIPATION PLAN

```

    graph TD
      Center((Broad + inclusive, layered approach))
      Center --- S1[Social Media + Websites]
      Center --- S2[Stakeholder Interviews]
      Center --- S3[Committees]
      Center --- S4[Focus Groups]
      Center --- S5[Public Meetings & Community Workshops]
    
```

180

COWETA COUNTY

YOUR ROLE

- Represent yourself and your community
- Identify common issues and specific areas of concern
- Provide input on the vision, goals
- Provide feedback on draft recommendations

The diagram features a central orange box labeled 'Public Input'. It is connected to four icons: a group of people at the top, a document at the left, a calendar at the bottom, and a network of nodes at the right.

181

COWETA COUNTY

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183

COWETA COUNTY

THE PLANNING PROCESS

Technical Work

Existing + Future Conditions

➔

Identify Needs / Community Assessment

➔

Recommendations + Prioritization

➔

Comp Plan + CTP

Engagement

INFORM
Steering Committee
Public
Stakeholders
Elected Officials

➔

INFORM
Steering Committee
Public
Stakeholders
Elected Officials

➔

INFORM
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● WE ARE HERE

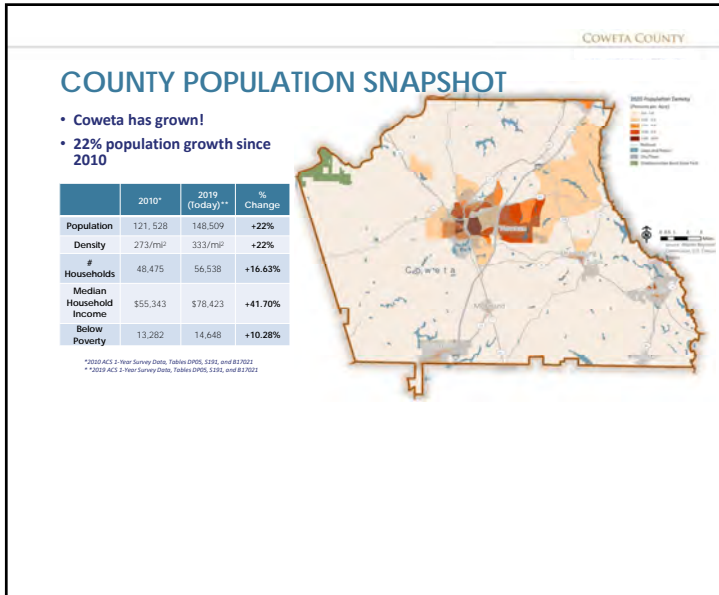
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COWETA COUNTY

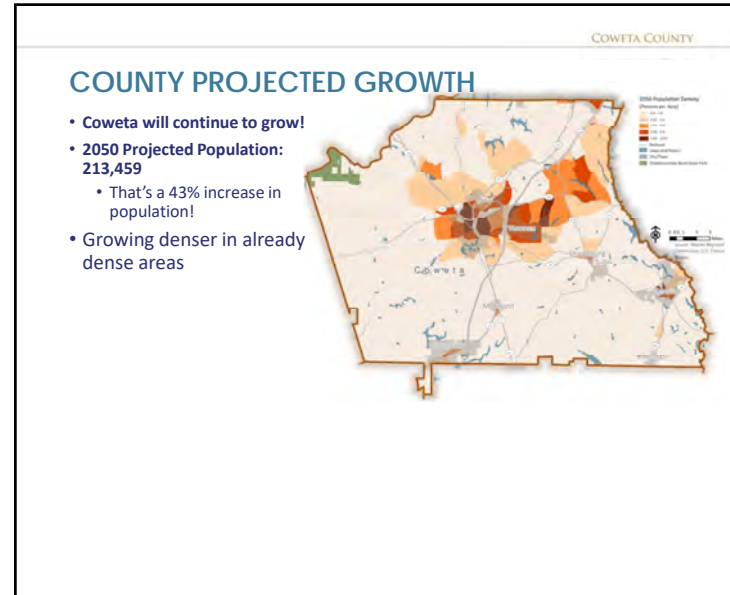
Planning for Transportation in Coweta:

Planning Foundations

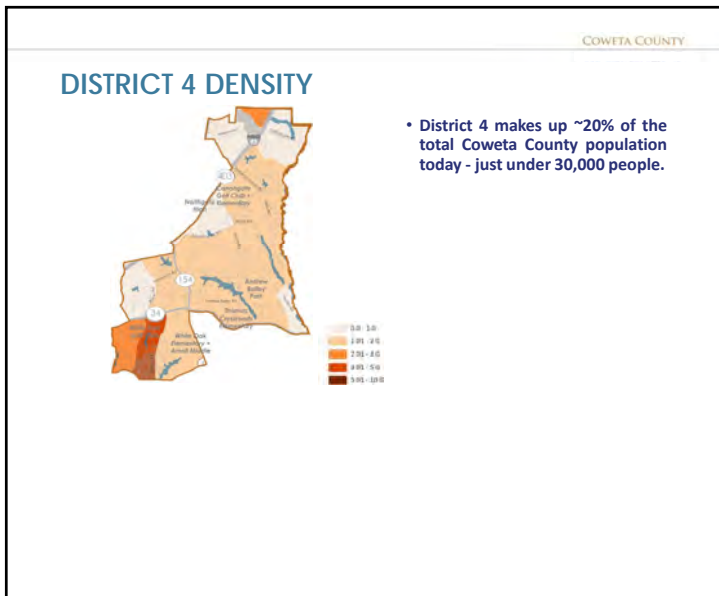
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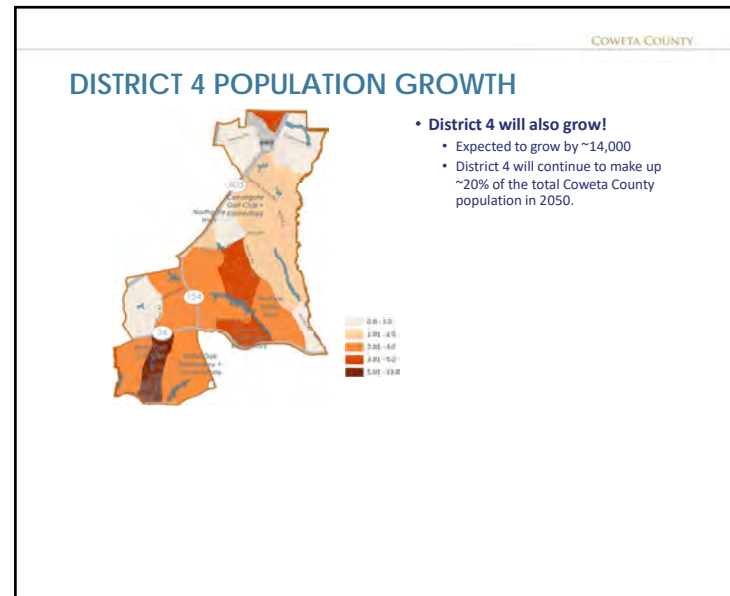
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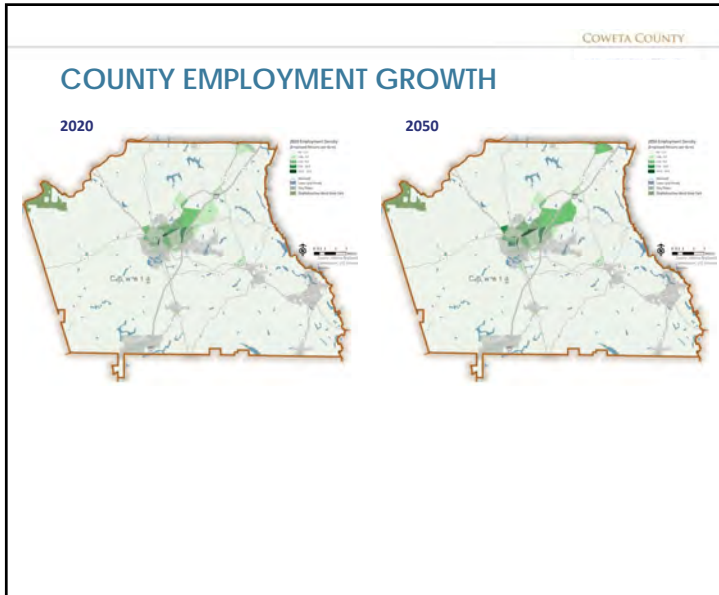
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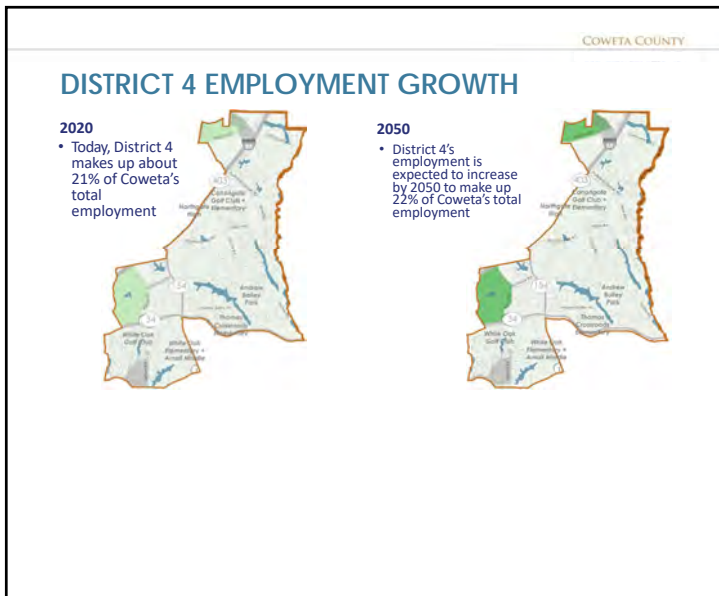
COWETA COUNTY

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Do you see the changes as positive, negative, or neutral to the community?

191



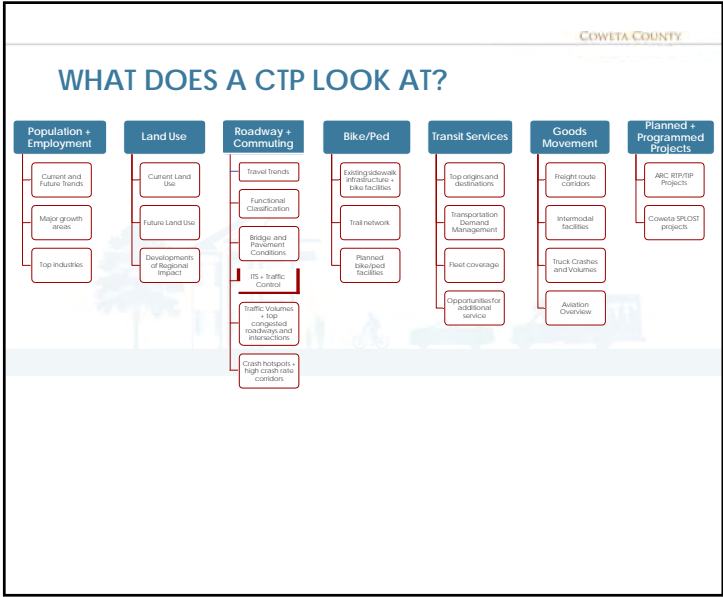
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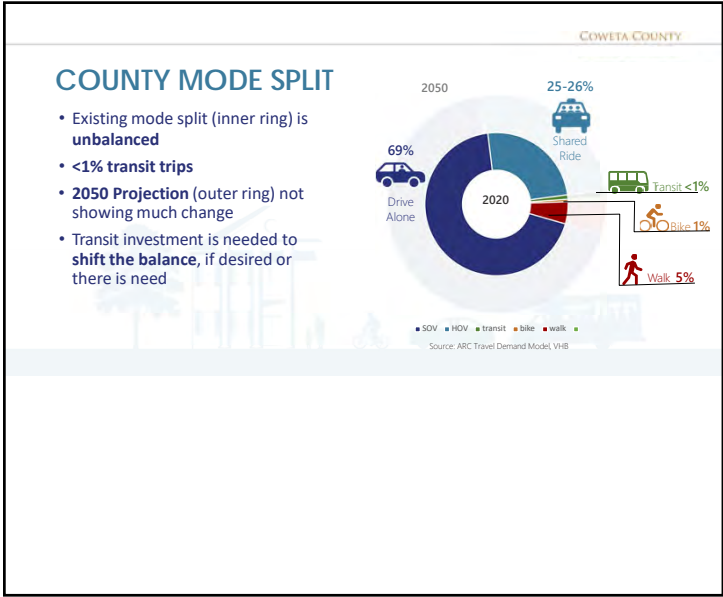
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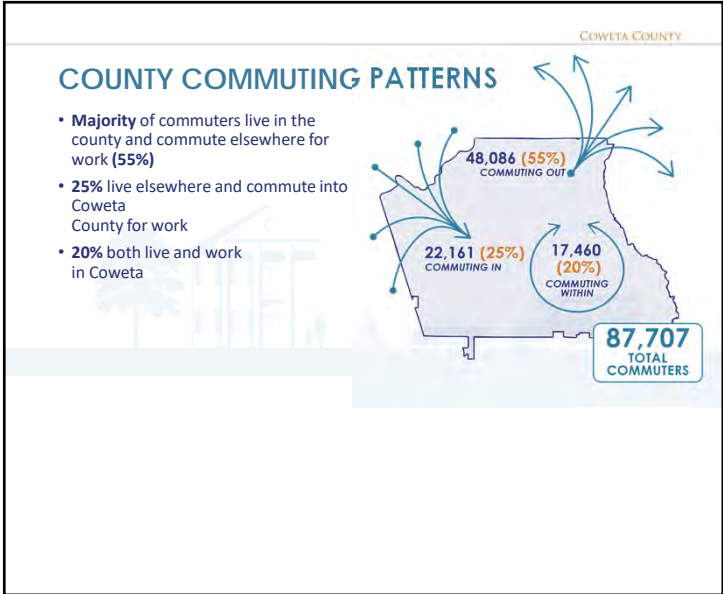
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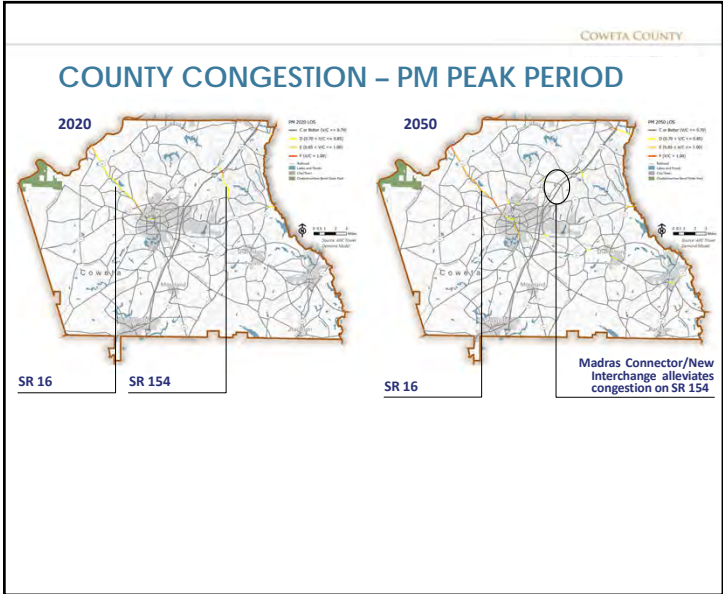
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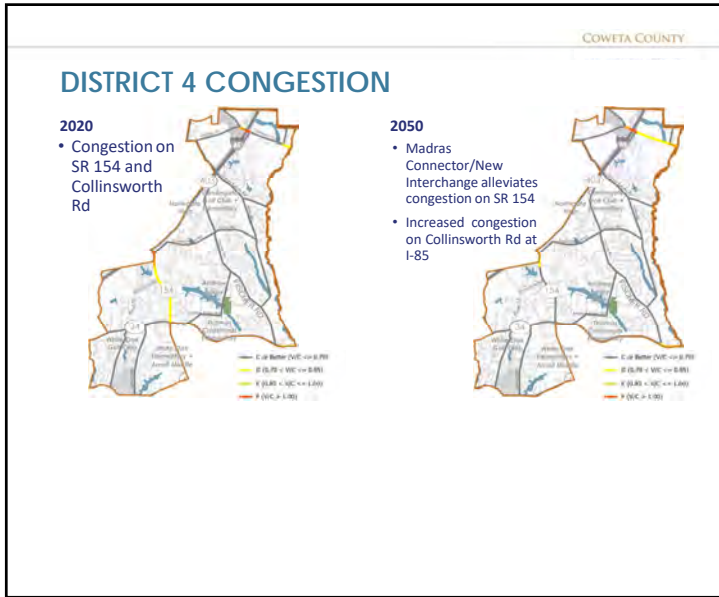
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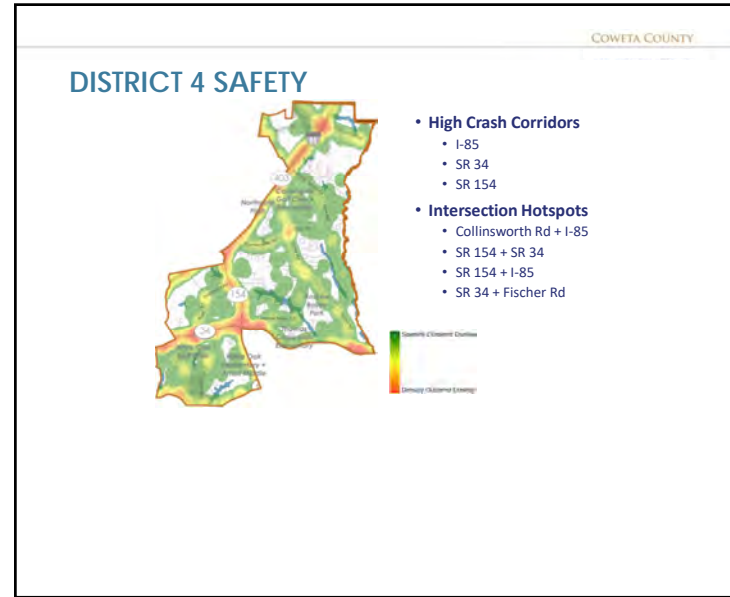
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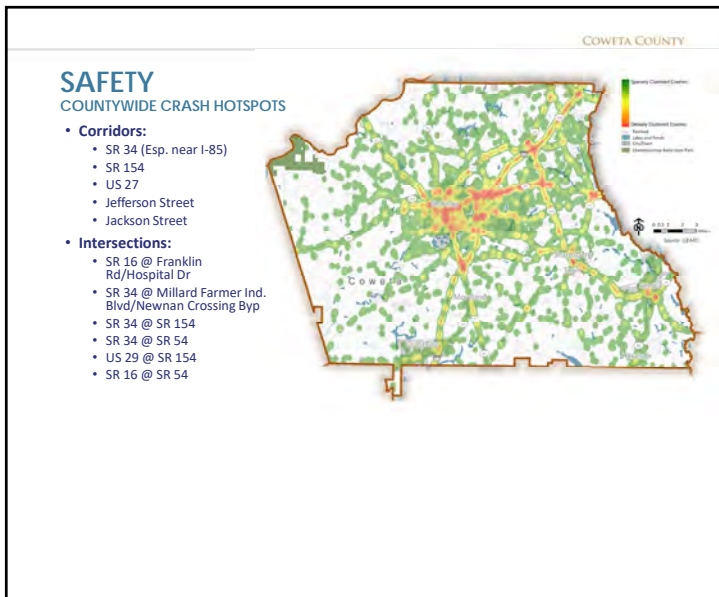
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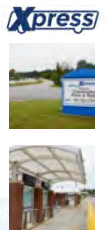
200

COWETA COUNTY

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RIDERSHIP

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201

COWETA COUNTY

DISTRICT 4 BICYCLE + PEDESTRIAN INFRASTRUCTURE




- Existing Bike Routes**
 - Little White House
 - Central State Route
 - Coweta Yellow + Green
- Planned/Proposed**
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203

COWETA COUNTY

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202

COWETA COUNTY

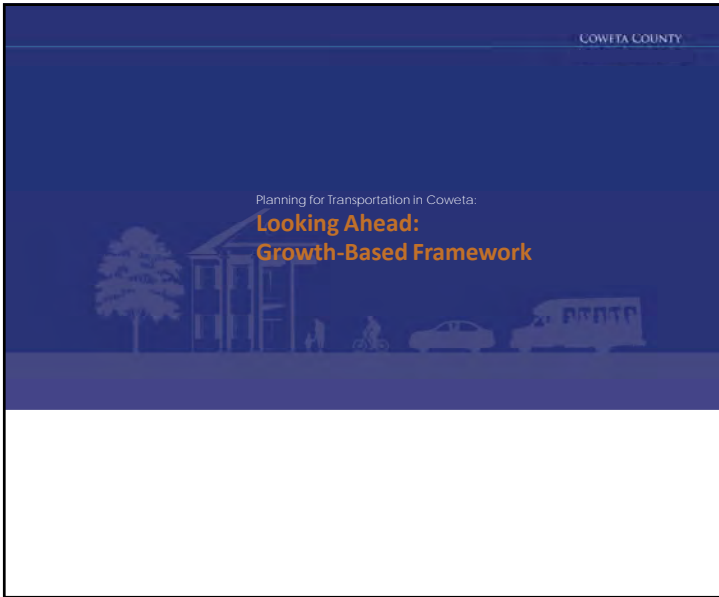
DISCUSSION: DISTRICT 4 TRANSPORTATION

What are the biggest transportation challenges you have in District 4?

Where?



204



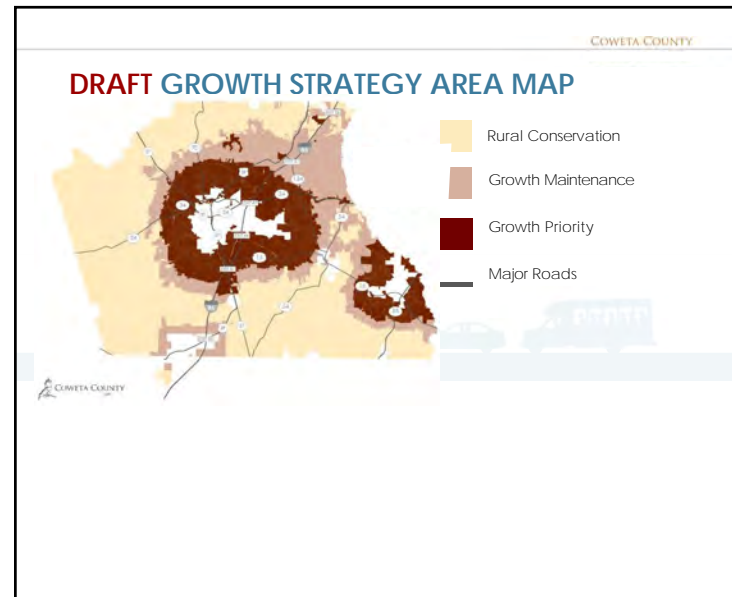
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207



206



208

COWETA COUNTY

GROWTH-BASED APPROACH

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
Current form/land use	Rural/agricultural	Suburban	Town/City centers, activity centers
Growth approach	Allow only rural/ag-friendly land uses	Discourage additional expansion	Encourage infill, redevelopment, density
Infrastructure approach	Maintain/address issues	Maintain/improve efficiency in existing; expansion is last resort	Invest, expand, strengthen, diversify
How is it determined?	LDGS Score of 5 or lower	<ul style="list-style-type: none"> LDGS Score of 6 – 10 LDGS Score of 11 or higher without sewer 	<ul style="list-style-type: none"> LDGS Score of 11 or higher with sewer Recent DRI Or many adjacencies to other high growth parcels

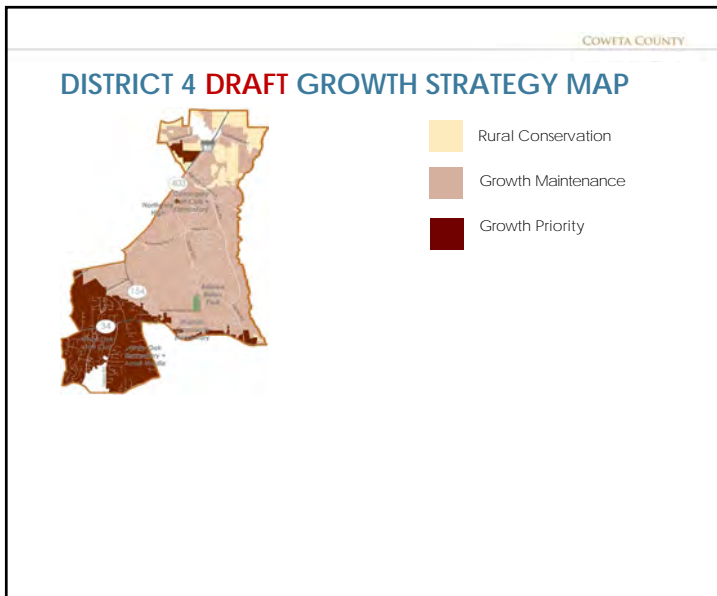
209

COWETA COUNTY

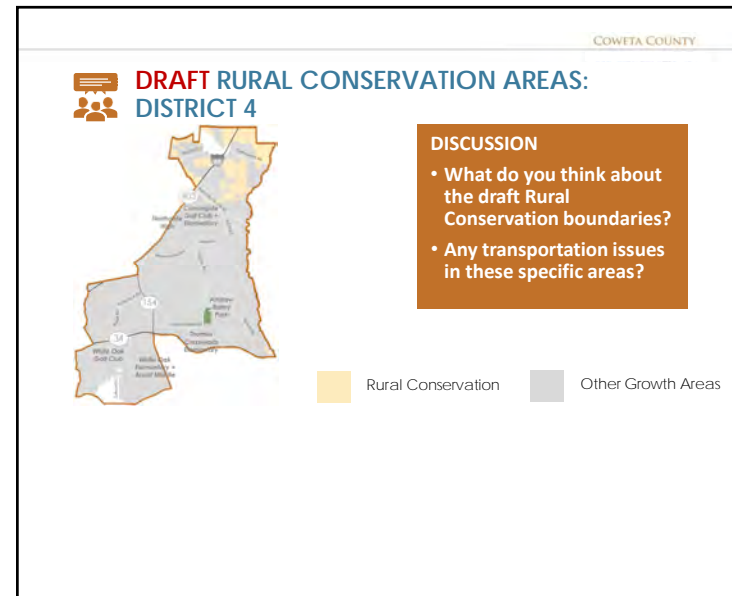
RURAL CONSERVATION AREA

What do we want the future of District 4's agricultural/rural lands to look like?

211



210



212

COWETA COUNTY

DRAFT TRANSPORTATION STRATEGY FOR RURAL CONSERVATION AREAS:

Do these strategies make sense for Rural Conservation Areas in District 4?




- **Roadway Priorities:**
 - Improving/maintaining pavement and bridges
 - Addressing safety issues
 - Avoid widening/adding lanes when possible to maintain local character
- **Bikes**
 - Wide shoulders on popular routes and multi-use paths
- **Sidewalks**
 - Not a priority except in residential subdivisions and near schools

213

COWETA COUNTY

DRAFT GROWTH MAINTENANCE AREAS: DISTRICT 4



DISCUSSION

- What do you think about the draft Growth Maintenance boundaries for District 4?
- Any transportation issues in these specific areas?

Growth Maintenance Area
 Other Growth Areas

215

COWETA COUNTY

GROWTH MAINTENANCE AREA

What do we want the future of District 4's more suburban areas to be?



214

COWETA COUNTY

DRAFT TRANSPORTATION STRATEGY FOR GROWTH MAINTENANCE AREAS:

Do these strategies make sense for Growth Maintenance Areas in District 4?



- **Roadway Priorities:**
 - Improve/maintain pavement, avoid widening/adding lanes
 - Intersection/signal timing improvements
 - Address high-crash areas
 - Roundabouts when possible
 - Plan ahead for increased freight traffic
- **Sidewalks**
 - Fill in gaps in network
 - Focus on connecting trails and residential neighborhoods
- **Bikes**
 - Focus on off-street, multi-use trails; connect to rural conservation routes with wide shoulders
- **Transit**
 - Easy access to regional transit service
 - Maintain existing system

216

COWETA COUNTY

GROWTH PRIORITY AREA

What do we want the future of District 4's town centers and activity areas to be?

217

COWETA COUNTY

DRAFT TRANSPORTATION STRATEGY FOR GROWTH PRIORITY AREAS:

Do these strategies make sense for Growth Priority Areas in District 4?

- **Roadway Priorities:**
 - Intersection/signal timing improvements
 - Address high-crash areas
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 - Plan ahead for increased truck traffic
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219

COWETA COUNTY

DRAFT GROWTH PRIORITY AREAS: DISTRICT 4

Growth Priority Area
 Other Growth Areas

DISCUSSION

- What do you think about the draft Growth Priority boundaries for District 4?
- Any transportation issues in these specific areas?

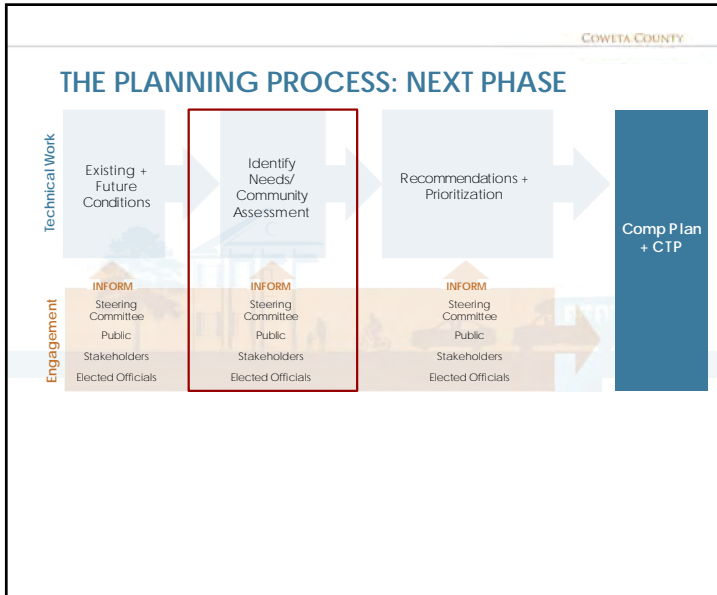
218

COWETA COUNTY

Planning for Transportation in Coweta:

Next Steps

220



221

ONLINE SURVEYS + MAPPING EXERCISE

- Comp Plan Survey**
www.cowetaplans.com
- CTP Survey + Mapping Exercise**
Survey: <http://cowetactp.com/>
- Mapping Exercise:** <http://cowetactp.com/>

223

VISIT OUR WEBSITES!

- CTP WEBSITE:**
<http://cowetactp.com/>
- COMP PLAN WEBSITE:**
www.cowetaplans.com

222

COMMUNITY TRANSPORTATION WORKSHOPS

- We're hosting online workshops for each County Commission District!
- Transportation focused
- All meetings from 6:00pm – 8:00pm
- More info: <http://cowetactp.com>

District 1: March 2 nd	District 2: February 25 th
District 3: February 24 th	District 4: February 18 th
District 5: February 22 nd	

224

Comprehensive Plan COWETA COUNTY

Upcoming Meetings

Element Focus Group: Community Visioning Workshop	March 11, 2021 6 – 8 p.m.
Element Focus Group: Land Use & Growth Management	March 30, 2021 6 – 8 p.m.
Element Focus Group: Broadband Services & Environmental Planning	April 15, 2021 6 – 8 p.m.
Community Work Program & Review of Goals, Needs and Opportunities	TBA

More info: www.cowetaplans.com

225

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
THANK YOU!

Jenny Runions, AICP
jrunions@coweta.ga.us

Regan Hammond, AICP
rhammond@coweta.ga.us

227

COWETA COUNTY

Planning for Transportation in Coweta:
Questions?

226

COWETA COUNTY

Connecting COWETA

COWETA · COUNTY
COMPREHENSIVE PLAN +
COMPREHENSIVE TRANSPORTATION PLAN

TRANSPORTATION COMMUNITY WORKSHOP – DISTRICT 5
FEBRUARY 22, 2021

228

COWETA COUNTY

AGENDA

- Technology Overview
- Project Overview
- Planning Foundations 🗣️
- Existing Transportation Conditions 🗣️
- Looking Ahead: Growth-Based Framework 🗣️
- Next Steps
- Q&A 🗣️

CONNECT WITH US!
Put your email address in the chat box to be added to our contact list for future project updates!

*Meeting is being recorded for purposes of later viewing.

229

COWETA COUNTY

Coweta Comprehensive Plan + CTP:
Project Overview

231

COWETA COUNTY

TECHNOLOGY OVERVIEW

- Please mute yourself when not speaking
- Please unmute to ask questions or type them in the chat box

230

COWETA COUNTY

WHAT IS A COMP PLAN?

- Comprehensive Plan (Comp Plan)
- High-level plan to guide growth and development over the next 20 years
- Required to maintain Qualified Local Government (QLG) status
- Updated every 5 years

WHAT IS A CTP?

- Comprehensive Transportation Plan (CTP)
- Identifies community vision and local priorities for transportation
- Coordinates local transportation expectations with regional expectations
- Short-range action plan & long-range aspirations – projects, policies & programs
- Supports Comprehensive Plan

232

STUDY AREA

- **Comp Plan**
 - Unincorporated Coweta County
- **CTP**
 - Unincorporated Coweta County + the cities & towns

233

PUBLIC PARTICIPATION PLAN

Broad + inclusive, layered approach

- Social Media + Websites
- Stakeholder Interviews
- Committees
- Focus Groups
- Public Meetings & Community Workshops

235

WHY A JOINT COMP PLAN/CTP?

234

YOUR ROLE

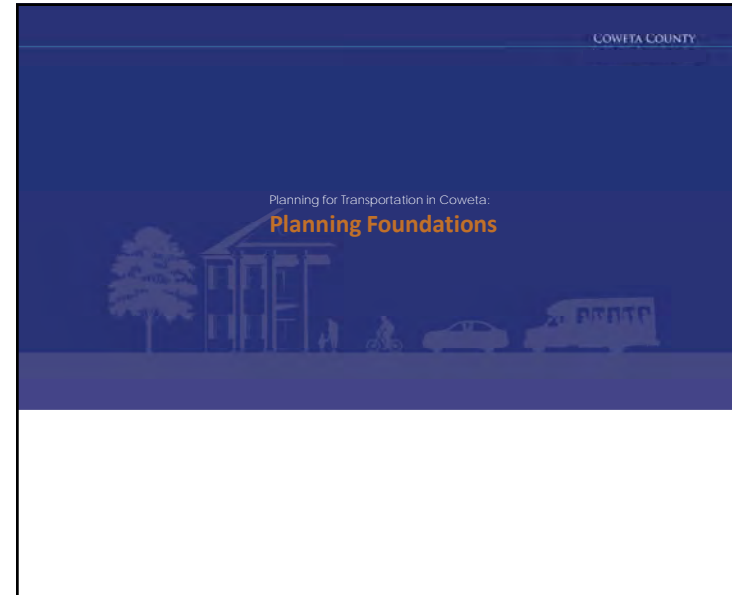
- Represent yourself and your community
- Identify common issues and specific areas of concern
- Provide input on the vision, goals
- Provide feedback on draft recommendations

Public Input

236



237



239

COMMUNITY TRANSPORTATION WORKSHOPS

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March 2nd

District 2:
February 25th

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238

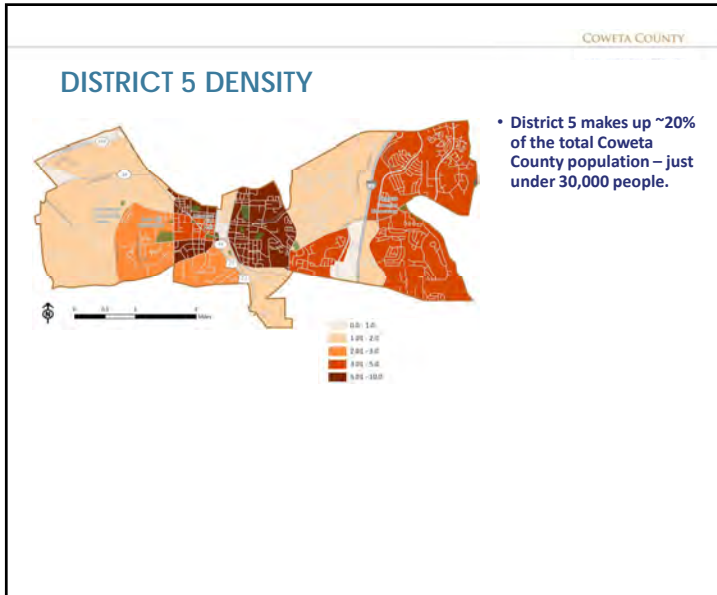
COUNTY POPULATION SNAPSHOT

- Coweta has grown!
- 22% population growth since 2010

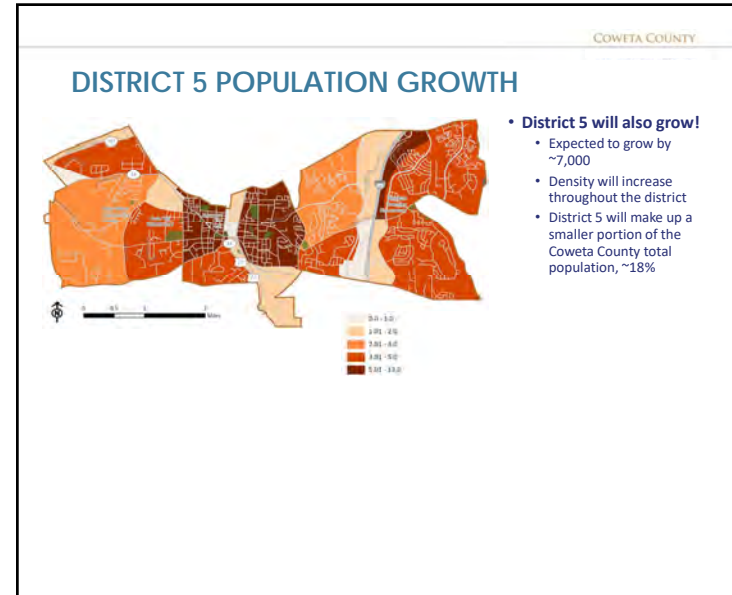
	2010*	2019 (Today)**	% Change
Population	121,528	148,509	+22%
Density	273/mi ²	333/mi ²	+22%
# Households	48,475	56,538	+16.63%
Median Household Income	\$55,343	\$78,423	+41.70%
Below Poverty	13,282	14,648	+10.28%

*2010 ACS 1-Year Survey Data, Tables DP05, DP01, and B27021
**2019 ACS 1-Year Survey Data, Tables DP05, DP01, and B27021

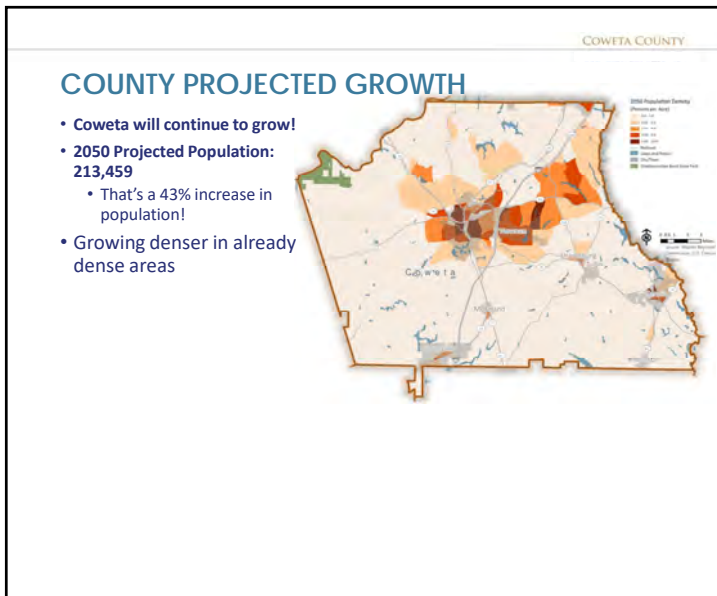
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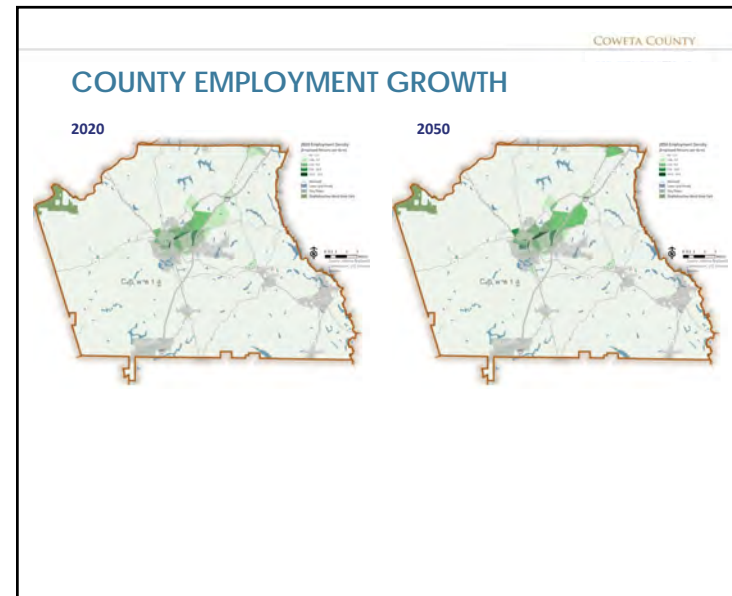
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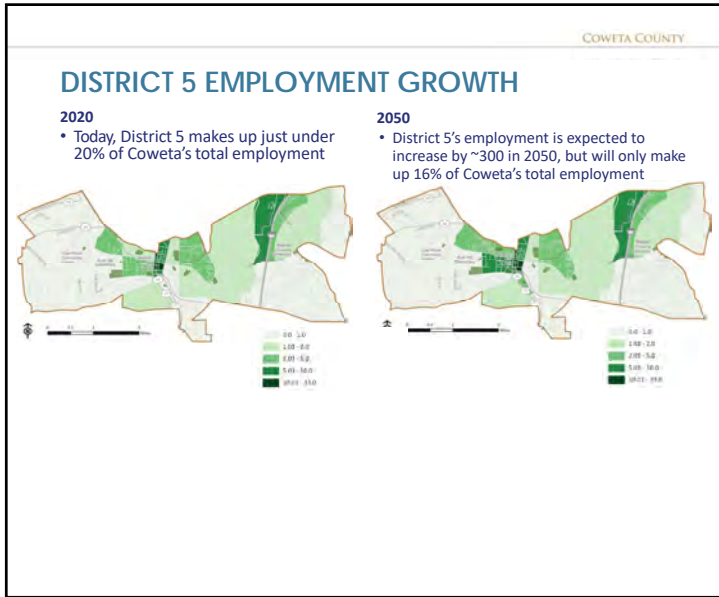
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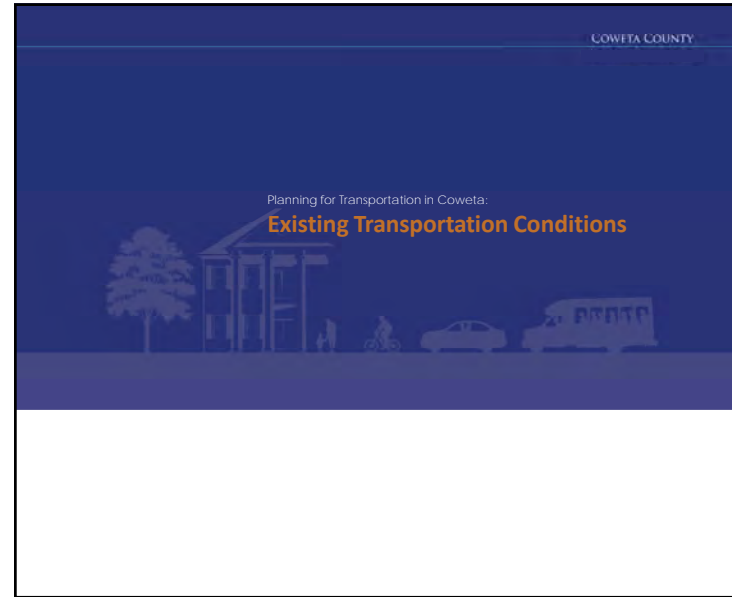
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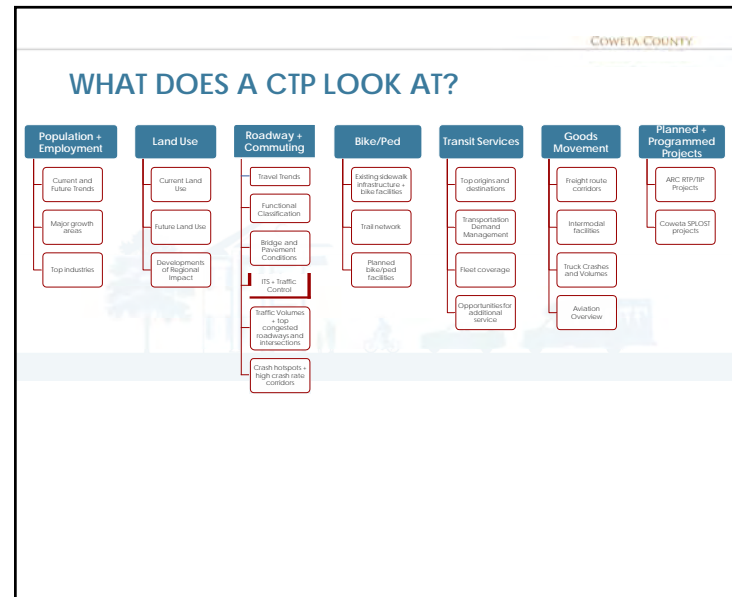
COWETA COUNTY

DISCUSSION: DISTRICT 5 GROWTH

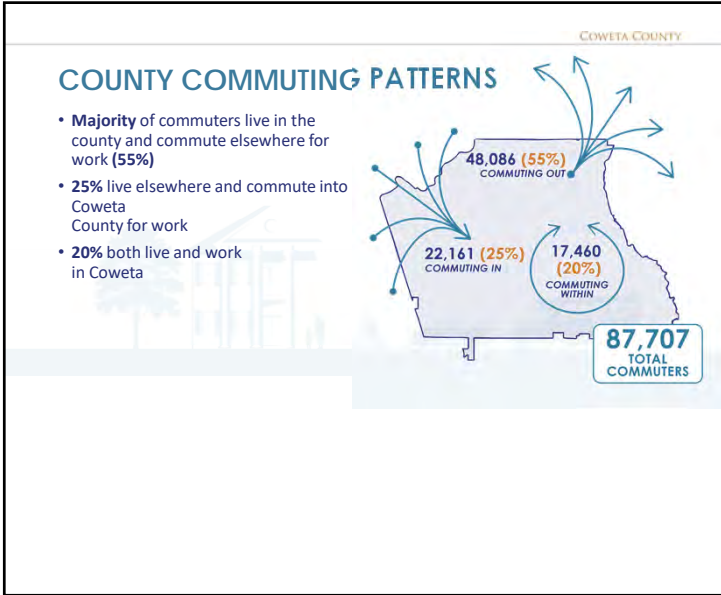
Where are you seeing the most growth and change in District 5?

Do you see the changes as positive, negative, or neutral to the community?

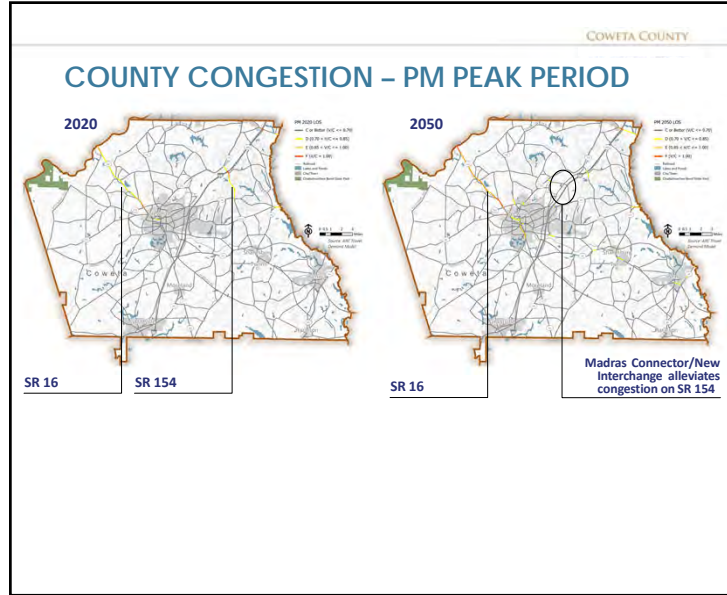
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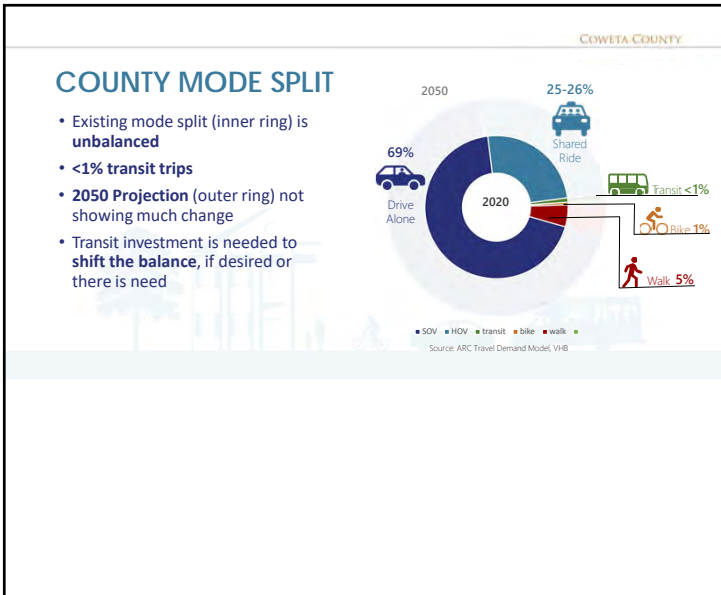
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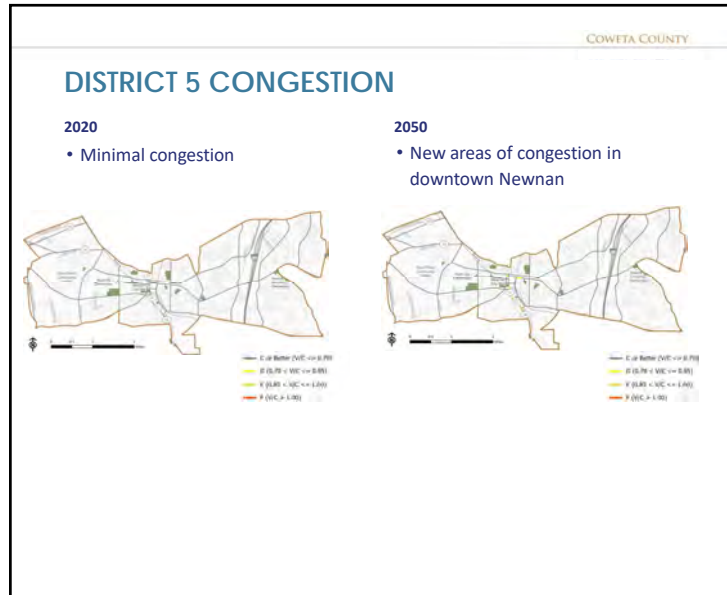
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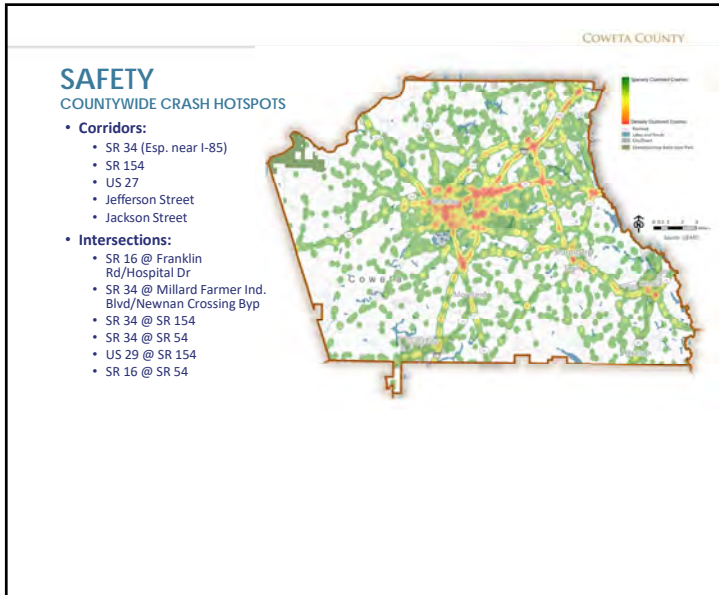
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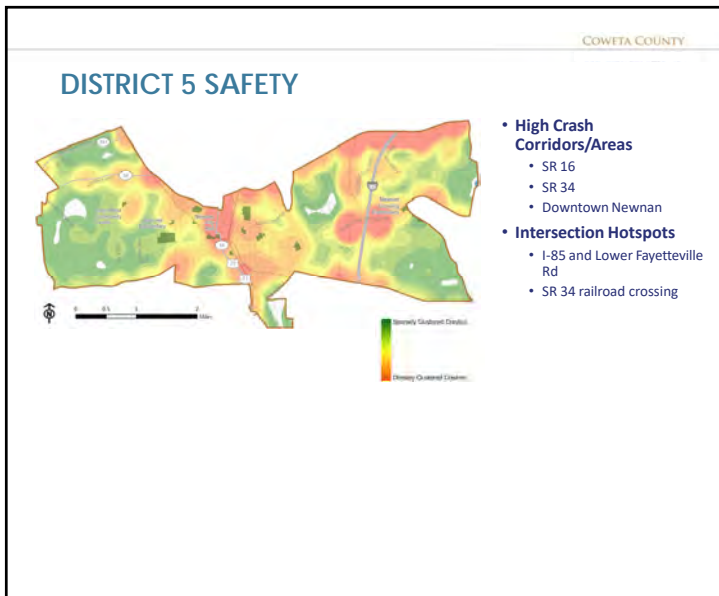
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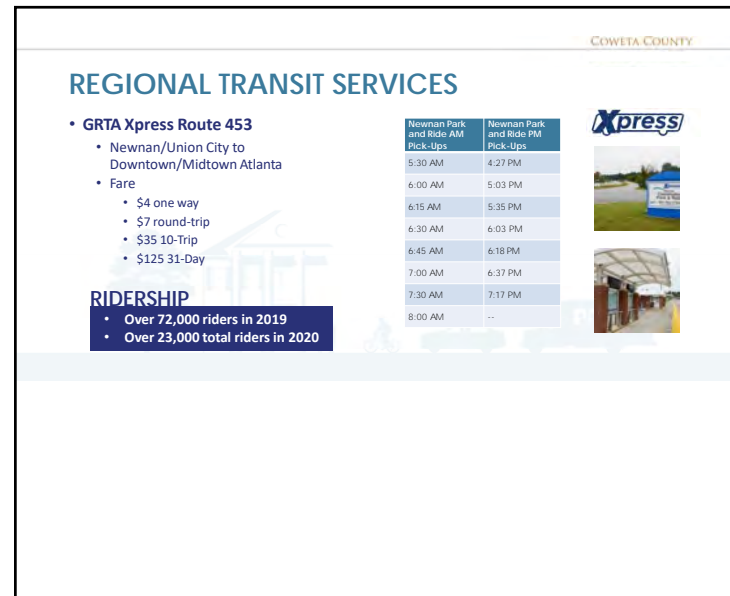
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255



254




256

COWETA COUNTY

COUNTY BICYCLE + PEDESTRIAN INFRASTRUCTURE

- Currently minimal on-street bike facilities, mostly bike routes in more rural areas
- **Several proposed trails/greenways (Newnan LINC)**
- Unincorporated County **pedestrian infrastructure is sparse**, primarily in city centers
- Current sidewalk policy **does not allow sidewalks in the ROW**




257

COWETA COUNTY

DISCUSSION: DISTRICT 5 TRANSPORTATION

What are the biggest transportation challenges you have in District 5?


Where?



259

COWETA COUNTY

DISTRICT 5 BICYCLE + PEDESTRIAN INFRASTRUCTURE



- **Existing Bike Routes**
 - Central State Route
 - Heritage Highway
 - Coweta Orange
- **Planned/Proposed**
 - Newnan LINC Trails connection
 - Coweta County Greenway Trails


Coweta Yellow	Coweta White House
Coweta Red	Heritage Highway
Coweta Blue	Coweta/DeKalb Greenway
Coweta Orange	Coweta/DeKalb Greenway
Coweta Green	Coweta/DeKalb Greenway
Coweta Purple	Coweta/DeKalb Greenway
Coweta Black	Coweta/DeKalb Greenway

258

COWETA COUNTY

Planning for Transportation in Coweta:

Looking Ahead: Growth-Based Framework



260

COWETA COUNTY

A SHARED VISION COUNTY-WIDE

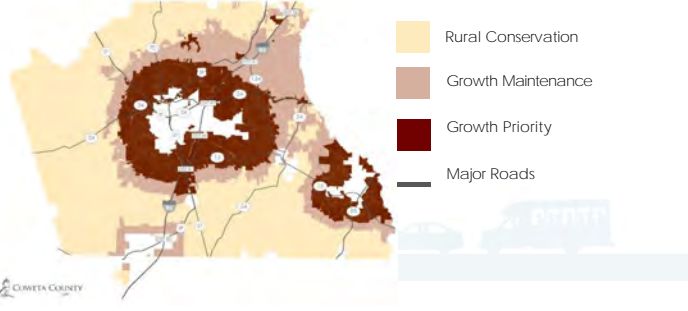
- Every recent Comprehensive Plan from Coweta County jurisdictions emphasized the following:
 - Need to **coordinate land use, transportation, and infrastructure**
 - Desire to **preserve small-town/rural character**
 - Desire for **infill, redevelopment, high-value development**



261

COWETA COUNTY

DRAFT GROWTH STRATEGY AREA MAP



- Rural Conservation
- Growth Maintenance
- Growth Priority
- Major Roads

263

COWETA COUNTY

GROWTH-BASED FRAMEWORK

- Many of the current comprehensive plans **lack a clear alignment** between this land use vision and their future land use maps and projects
- This joint CTP/Comprehensive Plan process is an **opportunity to connect** the high-level vision for land use **to supportive infrastructure** strategies and projects
- Groundwork is already in place with the Land Development Guidance System (LDGS)

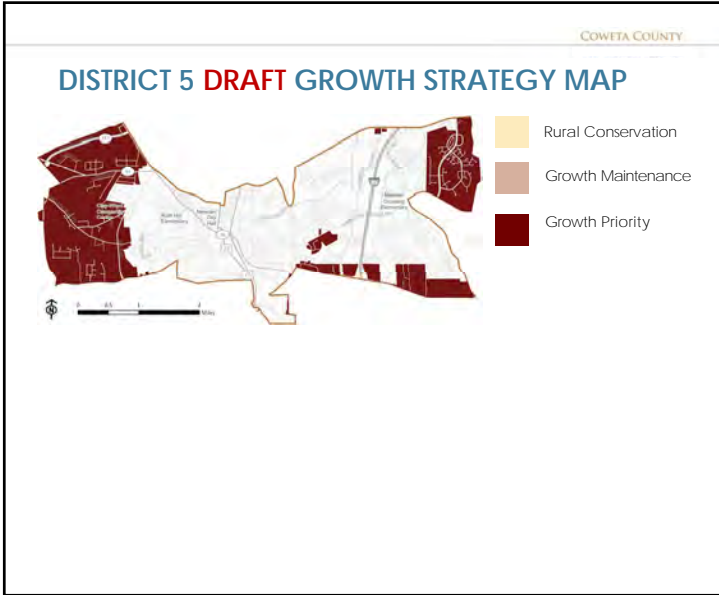
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COWETA COUNTY

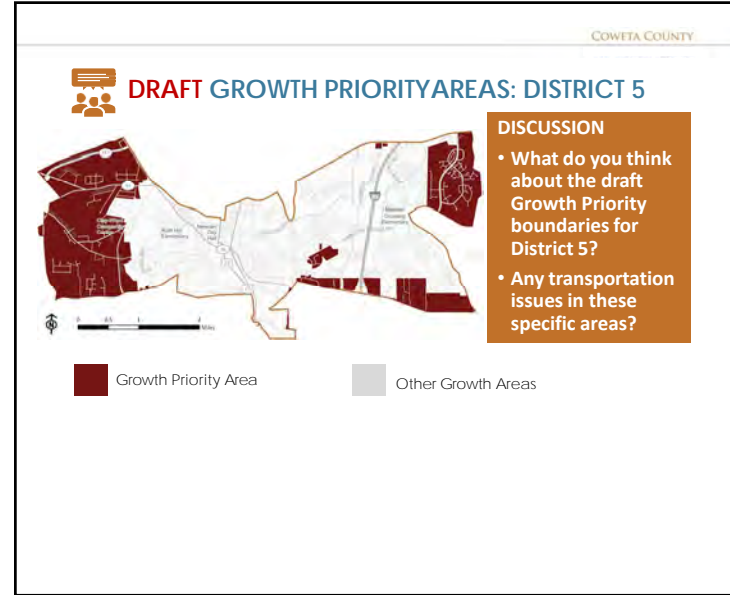
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264



265



267

GROWTH PRIORITY AREA

What do we want the future of District 5's town centers and activity areas to be?

266

DRAFT TRANSPORTATION STRATEGY FOR GROWTH PRIORITY AREAS:

Do these strategies make sense for Growth Priority Areas in District 5?

- **Roadway Priorities:**
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268

COWETA COUNTY
PLANNING AND COMMUNITY DEVELOPMENT

GROWTH MAINTENANCE AREA

What do we want the future of District 5's more suburban areas to be?

269

COWETA COUNTY
PLANNING AND COMMUNITY DEVELOPMENT

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271

COWETA COUNTY
PLANNING AND COMMUNITY DEVELOPMENT

DRAFT GROWTH MAINTENANCE AREAS

Rural Conservation
 Growth Maintenance
 Growth Priority

DISCUSSION

- What do you think about the draft Growth Maintenance boundaries?
- Any transportation issues in these specific areas?

270

COWETA COUNTY
PLANNING AND COMMUNITY DEVELOPMENT

RURAL CONSERVATION AREA

What do we want the future of District 5's agricultural/rural lands to look like?

272

COWETA COUNTY

DRAFT GROWTH MAINTENANCE AREAS

DISCUSSION

- What do you think about the draft Growth Rural Conservation boundaries?
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COWETA COUNTY Rural Conservation Growth Maintenance Growth Priority

273

COWETA COUNTY

Planning for Transportation in Coweta:

Next Steps

275

COWETA COUNTY

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 - Wide shoulders on popular routes and multi-use paths
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 - Not a priority except in residential subdivisions and near schools

274

COWETA COUNTY

THE PLANNING PROCESS: NEXT PHASE


Technical Work	Existing + Future Conditions	Identify Needs/Community Assessment	Recommendations + Prioritization	Comp Plan + CTP
Engagement	INFORM Steering Committee Public Stakeholders Elected Officials	INFORM Steering Committee Public Stakeholders Elected Officials	INFORM Steering Committee Public Stakeholders Elected Officials	

276


COWETA COUNTY

VISIT OUR WEBSITES!

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COMP PLAN WEBSITE:
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277

COWETA COUNTY

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279

COWETA COUNTY


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278

COWETA COUNTY

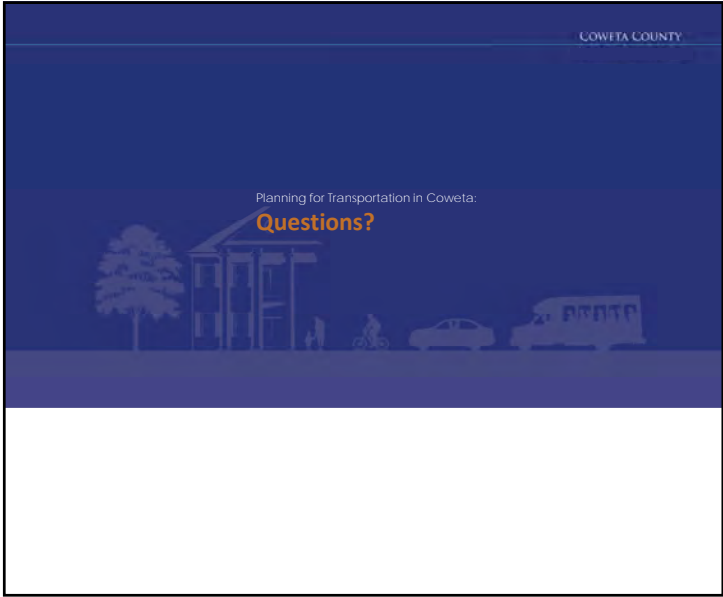
Comprehensive Plan

Upcoming Meetings

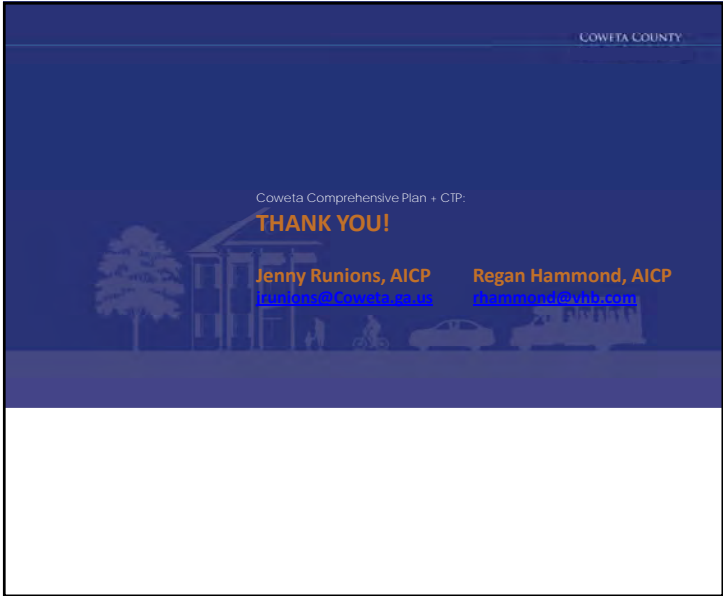
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Community Work Program & Review of Goals, Needs and Opportunities	TBA

More info: www.cowetaplans.com

280



281



282

**Coweta County Comp Plan and CTP Updates
Public Meeting #1 Summary
February 11, 2021 @ 6 p.m. – 7:30 p.m.
Via Zoom + Coweta County Commission Chambers**



Meeting Summary

On February 11, 2021 the project team hosted a public kickoff meeting for the joint Comprehensive Plan (Comp Plan) and Comprehensive Transportation Plan (CTP) updates effort. Participants were provided the option of attending virtually by Zoom or in-person at the County Commission Chambers. Advertisement for the meeting was broad in scope with flyers created and distributed by the project team and County to mailing lists, the Comp Plan/CTP Steering Committee, social media channels, and public buildings. A total of 34 members of the public participated in the event, of which two participated in-person.

The meeting format was a presentation, followed by discussion in small groups, and then a question and answer session. Following a welcome from Jenny Runions, Coweta County Project Manager, participants were presented an overview of the planning processes for both the Comp Plans and the CTP by Regan Hammond, Consultant Team Project Manager (presentation attached). Participants were then assigned to breakout groups to discuss in more detail their thoughts on transportation and land use in Coweta County, using the growth-based framework and Comp Plan vision as a guide to the discussion. The following summarizes the input received from prompting questions in the discussion groups and the following question and answer session.

1. Rural Conservation Area

- a) What do you think are the priorities for roadways in this area?
 - Maintaining good striping, edge striping, center striping on those roads is important.
 - Maintaining the road surface – striping fades quite a bit.
 - Roads are maintained pretty well.
 - We should take a look at bridges to make sure that they're up to specs – some older bridges might need to be evaluated – will they be able to hold up to larger agricultural vehicles?
 - Two lane roads without shoulders are dangerous to drivers and bikers.
 - Dangerous for pedestrians as well. I like to pick up trash along the roads, but I have to jump into the ditch when a car is approaching.
 - Strategic improvements to add shoulders would be welcomed.
 - Agree to continue to maintain bridges.
 - Beautification efforts – dealing with litter and debris on the roadways.

- b) How do you feel about widening roads to add more lanes?

- As a resident – I'm not for widening the roads, because it would bring more people in; skeptical re: cutting into people's property – not helpful for the landowners, seems unnecessary.
- Maybe just operational/strategic improvements would suffice to address problems, rather than widening the lanes.
 - No, that would take away from the rural aspect.
- In some instances, it is appropriate, such as SR 16 and SR 154.
- Agreed, but based on traffic, not just for the sake of widening.

c) Should there be facilities for bikes? What about trails?

- I'd support wider shoulders for bikes.
- 2 ft of extra pavement would be helpful for bikers, with signage and space delineated
- Apple Valley Circle gets quite a bit of bike traffic, there are no bike lanes, and often not any shoulders – would support bike lanes/shoulders there.
- The County's designated bike routes seem oddly chosen/doesn't make sense. The County should look at how it designates bike routes.
- Roscoe Road, Gordon Road, NE part of County are where people see bikers the most.
- I get nervous driving behind bikes when there are cars in both directions.
- Education on how to ride with cyclists is important.
- If there continues to be an increase of cyclists, then we should consider how best to accommodate, including widening the roads.
- Trails are absolutely of interest.
- Trails could be a way to take some traffic off the road if they were to connect with destinations. Nashville has a great trail system.
- Trails are worth looking into as part of a smart growth strategy, allowing developers to put in trails along with greenspace to balance density.
- I don't think bike infrastructure should be built for transportation; it should be for recreation. So, on-road not needed, we should go for more trails.
- Trails need to be safe, I would rather ride on the road so I am closer to people. Trails seems too isolated. There should be some roads that can accommodate bikes.

d) What about sidewalks?

- The question: where are you going to walk to?? Are they necessary?
- In the NE corner of the County, sidewalks connecting to the school or the neighborhoods would really help, because there's nowhere safe to walk/we have to walk in the road! Sidewalks could increase the sense of community, especially where there are a lot of families.
- General consensus: maybe like a case by case basis, depending on where schools/families/business centers.

- The County does a pretty good job with sidewalk requirements, but some developments have blanket requirements that all new development have sidewalks, which doesn't make sense because there's nowhere to walk to.
- Sidewalks encourage more people, more trash.

2. Growth Maintenance Area

a) We know congestion is an issue. To address this, should we add more lanes to existing roads?

- More turn lanes in general – specifically Baker road at 34 – no right turn lane.
- Collinsworth Road/Cannongate Road intersection needs turn lane.
- Generally not any support for wider roads – except maybe 154?
- We don't need new roads, but some limited widening and intersection improvements are worth looking into.
- SR 154 at US 29 is an area that could benefit from some improvements.
- SR 154 has a lot of traffic, trucks, trains, etc.
- Only way to widen roads is to take right of way from a landowner. Keep that in mind. People don't want their property taken.
- Look at signal timing.
- Roundabouts are great if they can accommodate the traffic. The one at US 29 and Hal Jones Road is too small. Tractor trailers drive over it to get through. When designed properly, they are fantastic.
- Don't like R-cuts. The one at Linda Trace in front of the Publix is awful.

b) More biking, walking transit facilities? What makes the most sense?

- The County currently has a good off-road network, b/t Chattahoochee Bend State Park and city trail – I feel pretty well set on off-road bike infrastructure.
- General agreement – bike facilities are adequate for the area.

c) Where should we prioritize sidewalks? Along major roads? Neighborhoods?

- Connecting neighborhoods, either internally or externally.
- Subdivisions that are close enough to shopping areas or entertainment/restaurants/commercial areas.
- General agreement for focusing on sidewalks in a 10-minute walking radius around destinations.
- Don't see a need in the unincorporated portions of the County. There are issues in the cities, where sidewalks don't connect.

e) What do you think the top priority should be in terms of transportation?

- Turn lanes might benefit the greatest amount of people.

- Future transportation issues – it seems like they aren't addressed when new development goes in – this should be addressed on the front end, at the development stage.

3. Growth Priority Area

- a) Addressing congestion: should we add more lanes, add new roads, add more biking/walking/transit options?
- Intersection improvements – turn lanes.
 - Better parking downtown, better walking facilities would be helpful.
 - Congestion is a problem in certain places at times.
 - We need more sidewalks, walking is just as popular as biking.
 - It's about education, growth IS coming, we need to be prepared for it whether people like it or not. We need sidewalks.
 - Hwy 54 and Fischer Road, there are lots of wrecks, bearing the brunt of development around there.
 - Coweta's Public Works has put together a good report recently.
- d) What about transit? Do you see a need for transit in denser urbanized areas?
- What we have is enough. Don't think extra is necessary. It's on demand because there's not enough demand for regular service.
 - A fixed route bus system is not needed. It would be bad for the county.
 - Part of the reason we moved here is to get away from that.
 - The short buses the county has now seem sufficient.
 - The park and ride location at SR 34 is a good location. Don't want to see satellite park and rides popping up throughout the county.

4. Land Use and Comp Plan Vision Statement

- a) Do you like the Visioning Statement for the County?
- Agree with economic development, but Newnan is trying to encroach on the County. Putting in sewer and building too many houses too close together. Don't want to see economic development ruin the character of the County.
 - I like it, but it's too long,
 - I want preservation, but not at the expense of other areas, I don't want to push all the density into one area and have that be "hyperdense".
 - Rural areas need more commerce, so we don't have to go into downtown for everything. Small pockets of retail would be great, like a village concept.
 - Love the idea of a village, we must have balance with density/greenspace, we can manage growth.
- b) Coweta County is unique because?
- Rural

- Historic preservation minded
 - Character
 - Not looking for growth outside of the historic downtown areas.
 - City has a soul.
 - Location, location, location.
- c) What do you perceive as strengths, weakness, opportunities and threats for the county?
- Litter on the side of the road takes away from the beauty of the County.
 - Sense of community. A great place to raise a family. Don't want to see it go downhill. Don't want to see SR 34 become the next Riverdale Road.
 - Want the County to stay the way it is. Focused on quality.
 - There is always something going on in Newnan, we have community pride.
 - QUALITY development is desired.
 - Fix up old buildings.
 - Consider the landowners – the proposed greenway over private land is not wanted. NO!
 - Coweta is a fantastic county. It is well taken care of, has good public services and leadership, and is safe. There is a lot of care for the community.
 - We need more affordable homes in nice, planned neighborhoods, there are just not enough jobs to support \$350,000 houses.
 - I would like to see no restrictions on agriculture practice or production in rural areas.
 - Love the country, rural look with lots of trees, nature, but also don't want to make dense areas superdense; we need the middle area to absorb some density.
- d) What's the perspective of the population growth? Right amount, too slow, too fast?
- Growth is as expected, not too fast or slow... west side of county has seen very fast recent growth, in past one or two years – concern with people purchasing and flipping houses – large plots of land are being sold as timberland – maybe accelerating too fast right now in some cases?
 - Comparing to Henry County – Henry exploded in late 90s and 00s – didn't do a good job with transportation system in keeping up with growth – by comparison, Coweta has done a good job managing and planning for growth.

Summary of Questions and Answer Session

Q. Who makes up the Steering Committee and the stakeholders for the updates?

A. The Coweta County Board of Commissioners approved the membership of the Steering Committee last year and includes citizens, County staff, agency staff, economic development groups and others. We consider all the citizens as stakeholders and invite public participation on all levels. We are also conducting stakeholder interviews with organizations like the Chamber of

Commerce, Coweta County School System, Georgia DOT, and others. Please let us know if there is a specific interest we need to connect with as part of the effort.

Comment: I think it would be good to include an agricultural interest. Maybe UGA Extension Services to represent the rural areas.

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District 3: Concern about more industrial growth and increase in truck traffic; need lighting and other safety factors addressed; need to examine existing bike routes because of density and growth, updated wayfinding and safety improvements needed; look for opportunities to improve operations like traffic signals; important to invest in our future.

District 4: Industrial growth and high number of large trucks at Raymond Hill Road and Collinsworth Road are an issue; warehouse development in Palmetto conflicts with some Coweta residents.; consider adding pavement widening for bike usage; high density development is a concern; morning traffic challenges getting to I-85.

District 5: Concern about density and impact on transportation infrastructure; Hwy 34 and Lower Fayetteville Road have traffic congestion; driver education and patience are important; public input is necessary to complement the data.

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C. The roundabout at Hwy 16 and Hwy 54 is causing traffic to back up; GDOT is looking into modifying this roundabout to be more functional.

C. The posted (and actual) highway speeds through some of the towns are often too fast. A truck running up SR 16 at 75 mph is dangerous in the incorporated or unincorporated areas. Also, skewed intersections are a problem. I realize this is an issue that involves GDOT.

C. We need a second route into Peachtree City from the Coweta area.

C. Make sure the towns and county continue to work together. We can and should invest in our transportation infrastructure.

C. Need speed reduction on Hwy 54 thru the business section as well

District 2 Workshop

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C. I think the Growth Maintenance boundaries make sense, speaking for the northwestern part of district. Last several years, a lot of large timberland areas have gone up for sale. In the Sargent area, for example, which is an old mill town, there's 500 acres for sale that's "high-density infill zoning" and that is going to pose tons of traffic problems, putting tons of cars near the Macedonia intersection. A lot of properties are going up for sale, and the development is going to change the traffic patterns.

C. In the south part of the County, there is a similar issue, Corinth Road. About ten 50-acre parcels are for sale and there is a concern that that will add a lot of extra traffic to the area! Could be difficult!

C. You might want to do a survey about lane markings, general road markings/places where roads need a 'striping refresh'; that could be a targeted incremental improvement that is a lot cheaper than widenings, etc.

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Q. Are commuter numbers pre-COVID?

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C. The University of North Georgia at Newnan operates a circulator shuttle along SR 16, four roundtrip routes a day.

Q. Shenandoah Industrial Park and Amlajack Blvd, is more growth coming along there? Will Coweta let more industrial development happen?

A. Truck traffic is expected to increase all over GA, on SR 16 and other state routes, so expect to see more truck traffic. Madras Pkwy will alleviate traffic at Amlajack Blvd and the work at Hwy 34 and US 29 will take pressure off the industrial Park.

Q. Aside from the Madras Connector, what are we going to do for other roads? We do not have a whole lot of connectivity. I would like to see some improvements on Roscoe Road. The roundabout needs more lighting, the bypass, and US 29. There is not very much light, and it is hard to see in the dark. Will the plan address lighting and other safety factors?

A. We can look at crash data and tell when incidents took place and the weather conditions, etc. If there are some hotspots, we can dive into the details deeper with analysis, to see if there are a high percentage of incidents that occurred in the dark.

C. Brimer Road has an issue with a sharp angle, in the northern end of the County.

C. If there are issues on state roads, that would be a good conversation to have with GDOT. As part of the plan, we are looking at all roads and we can coordinate with GDOT if needed.

C. The bike route network is great, but it was built over 23 years ago. We need to look at reworking some of these routes due to density and growth and increased competition between bikes and vehicles. Safety is a concern. Some of the signage is deteriorating and most motorists do not even know they are on a bike route.

Q. Will traffic signals be a part of the plan?

A. Yes, we will be looking for opportunities to improve operations such as traffic signals.

Q. Thoughts on how funding transportation projects should be handled, given the T-SPLOST was voted down?

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C. Investment in the transportation network is an investment in the future and our economy, and our quality of life.

District 4 Workshop

C. Industrial growth is bringing a higher number of large tractor trailers at Raymond Hill Road, and will increase at Collinsworth Road as those warehouses fill up.

Q. Have you reevaluated the percentage of commuters leaving the county since COVID has caused so many of us to work from home?

A. At this time, we haven't, a lot of the data from the time we started this effort is still being processed. As we look forward, we will consider how COVID is changing work patterns. It is a very important consideration.

Q. Can you explain a little more about the County not allowing sidewalks in the right-of-way (ROW)? Wouldn't the County be building them?

A. The restriction on sidewalks within the ROW is part of the development regulation and stems from several reasons. First is the maintenance responsibility for the sidewalks. We have limited personnel and material budgets and sidewalks require considerable maintenance to address tripping hazards and other issues that develop over time. The second reason is that ADA compliance is often difficult along existing roadways.

Q. What are the biggest transportation challenges you have in District 4?

A. In the morning, the challenge for me is getting to I-85 from Palmetto-Tyrone Road.

Q. Where is the 20% growth going to go? I don't see where that would go, unless there are big apartment complexes being built.

A. The Atlanta Regional Commission (ARC) and the County create growth estimates that consider a number of inputs. The County puts together the future land use map, in conjunction with public input that identifies where growth should be directed.

C. I've been here 30 years, I'm not in favor of increased density or population growth; I like how the County set up 1.6 acre lot size, which would eliminate some of that. Talk about high density areas kind of concerns me.

C. About transportation, for side roads, adding 2 feet on the side of the roads would allow these bikes somewhere to go. Andrew Bailey Road has nowhere for bikes to go. It would be nice to have an area where bikes can go and not be dodging traffic and vice versa – similar to Lower Fayetteville Road.

A. In response to the gentleman that asked about adding pavement widening for bike usage along existing roads, we are often limited by the existing narrow width or lack of roadway shoulders along with the proximity of existing roadside ditches. The necessary grading that would be required to widen the shoulders and move the ditches and other roadside drainage structures would be an expensive undertaking.

Q. I live in Peachtree City. I am curious about the 48,000 commuting out of Coweta; how many are using Hwy 54? We have a mile-long backup on the intersection leading into Coweta County in the evening. What might be increasing in this area between now and 2050?

A. We'll do some number crunching and follow up with you.

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District 5 Workshop

Q. Can you share, give any insight, as to how you determine the population growth, in particular the density in relation to the rest of the County?

A. We get the current population from Census data. We develop the projected population in conjunction with the Atlanta Regional Commission (ARC) who does the forecasting for the Atlanta metropolitan area with input from the County. In part, the projected numbers are based on trends and expected future development.

C. In relation to how I feel about growth in District 5, I feel it's slightly below the neutral, toward the negative. I'm concerned about too much density, I'd like to see development of transportation infrastructure that would facilitate growth in the outskirts, parts that aren't as populated and dense already. I'm concerned about falling property values and neighborhoods becoming worse with increased density.

Q. What are the biggest transportation challenges you have in District 5? Where?

A. The most obvious places are right there on Hwy 34, Summit YMCA up to CVS, Yamaha and White Oak, up to about QuikTrip. It's bad in the evening and lunch time.

A. Lower Fayetteville Rd, up by Kroger, very bad in evening. On Shenandoah backside, you can get stuck, and you have to sit there, there's nowhere to go.

A. From the Summit up until Walmart and beyond, there's cars backed up with nowhere to go.

C. I also commute. We will never have enough roads, but we need to have better attitudes behind the wheel. I advise people to treat roads like shopping carts in a supermarket. Be polite.

C. Again, concern about more growth because there's too much congestion.

C. It seems like the County wants to put more people in places that are already packed, and leave the rural, open places, open. I would like to see a move away from keeping rural areas rural at all costs. Denser areas just cause more problems.

C. We are so congested now because of poor planning. We really need to look around in the less developed areas to focus on promoting growth there.

Q. How can we contact you directly to talk about strategy?

A. You can contact myself (rhammond@vhb.com) or Jenny Runions (jrunions@coweta.ga.us). Here are also the project websites: www.cowetactp.com and www.cowetaplans.com.

C. Planning is important. The data is the hardware, resident input is the software. We have it very good here in Coweta. Keep in mind, though, that we also need to do better, be courteous and tolerate one another.

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Q. Can you share, give any insight, as to how you determine the population growth, in particular the density in relation to the rest of the County?

A. We get the current population from Census data. We develop the projected population in conjunction with the Atlanta Regional Commission (ARC) who does the forecasting for the Atlanta metropolitan area with input from the County. In part, the projected numbers are based on trends and expected future development.

C. In relation to how I feel about growth in District 5, I feel it's slightly below the neutral, toward the negative. I'm concerned about too much density, I'd like to see development of transportation infrastructure that would facilitate growth in the outskirts, parts that aren't as populated and dense already. I'm concerned about falling property values and neighborhoods becoming worse with increased density.

Q. What are the biggest transportation challenges you have in District 5? Where?

A. The most obvious places are right there on Hwy 34, Summit YMCA up to CVS, Yamaha and White Oak, up to about QuikTrip. It's bad in the evening and lunch time.

A. Lower Fayetteville Rd, up by Kroger, very bad in evening. On Shenandoah backside, you can get stuck, and you have to sit there, there's nowhere to go.

A. From the Summit up until Walmart and beyond, there's cars backed up with nowhere to go.

C. I also commute. We will never have enough roads, but we need to have better attitudes behind the wheel. I advise people to treat roads like shopping carts in a supermarket. Be polite.

C. Again, concern about more growth because there's too much congestion.

C. It seems like the County wants to put more people in places that are already packed, and leave the rural, open places, open. I would like to see a move away from keeping rural areas rural at all costs. Denser areas just cause more problems.

C. We are so congested now because of poor planning. We really need to look around in the less developed areas to focus on promoting growth there.

Q. How can we contact you directly to talk about strategy?

A. You can contact myself (rhammond@vhb.com) or Jenny Runions (jrunions@coweta.ga.us). Here are also the project websites: www.cowetactp.com and www.cowetaplans.com.

C. Planning is important. The data is the hardware, resident input is the software. We have it very good here in Coweta. Keep in mind, though, that we also need to do better, be courteous and tolerate one another.

COMMUNITY FOCUS GROUPS



COMMUNITY FOCUS GROUPS

PLANNING FOR YOUR FUTURE

Upcoming meetings:

- Community Visioning Workshop - Mar. 11
- Land Use & Growth Management - Mar. 30
- Broadband Services & Environmental Planning - Apr. 15

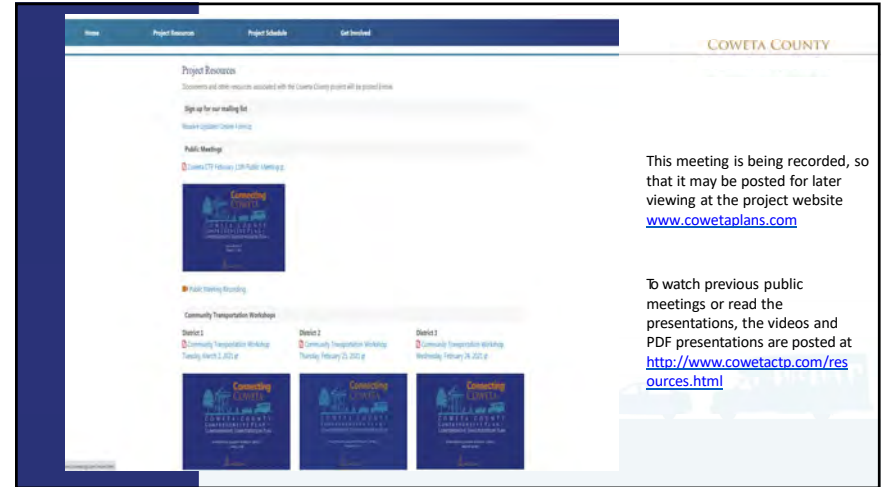
Virtual option also available

RSVP to jrunions@coweta.ga.us

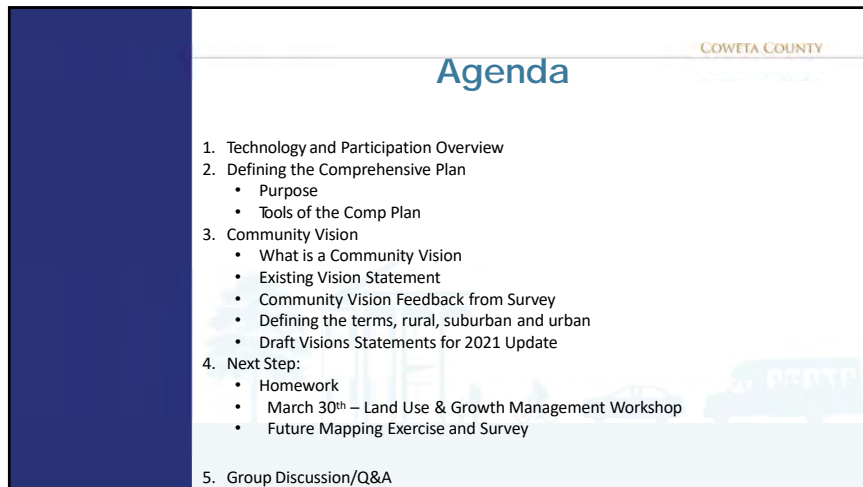
Visit www.cowetaplans.com to learn more



1



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2



4



5

Technology Overview **Please, mute your device unless you are speaking.**

Choose your video and audio options

If you are disconnected, simply reload the page and join again.

7

Technology Overview

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6

Technology Overview **Please, mute your device unless you are speaking.**

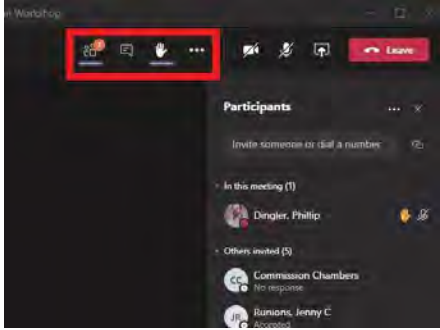
To ask a question during the presentation, please "raise your hand" by selecting the hand icon. Remember to unmute yourself when speaking.

If you would like to ask a question or provide a comment via the chat option – select the Chat Bubble icon.


8

Technology Overview

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9



11


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It is typically located in the top right or bottom right corner of the screen.



10

What is a Comprehensive Plan?

COWETA COUNTY



- Policy document to guide future decisions related to physical development of the county
- Establishes a collective **community vision** for growth over the next 20 years. The community vision is formulated from public input and land use analysis.
- Coordinates local planning efforts among the different departments, agencies and jurisdictions. Creates common goals and initiatives
- Fulfills State of Georgia requirement

12

COWETA COUNTY


What is a Comprehensive Plan?

A comprehensive plan is not:

- Zoning
- An ordinance
- A regulation

A comprehensive plan does not:

- Change existing zoning
- Create new regulations
- Change the development rights allowed by each property's existing zoning

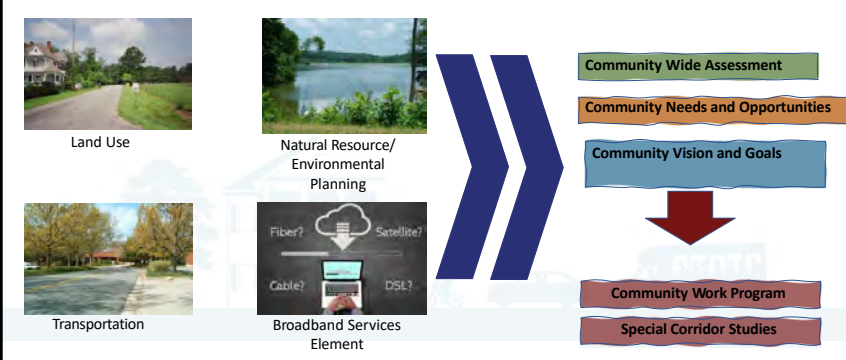


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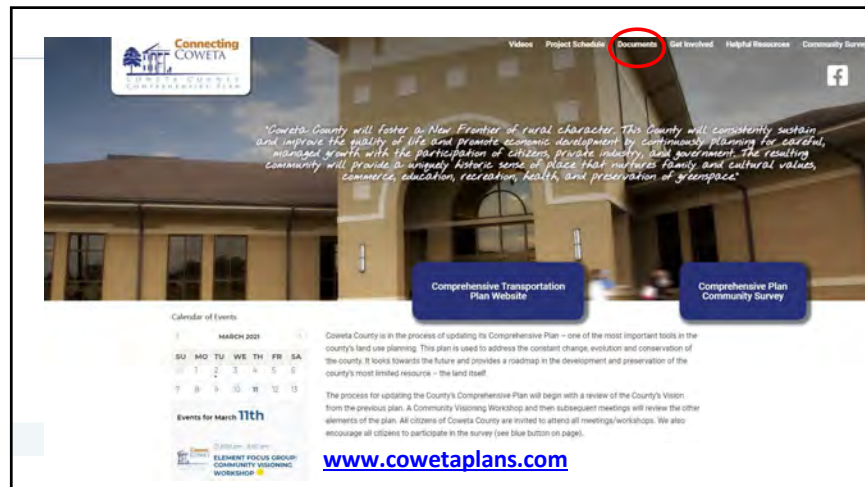
COWETA COUNTY

Comprehensive Plan

The Comprehensive Plan will incorporate the following elements



15



Connecting COWETA COUNTY COMMUNITY PLAN

Videos Project Schedule **Documents** Get Involved Helpful Resources Community Survey

"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, state 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."

Comprehensive Transportation Plan Website

Comprehensive Plan Community Survey

Calendar of Events

MARCH 2021

SU MO TU WE TH FR SA

1 2 3 4 5 6

7 8 9 10 11 12 13

Events for March 11th

2:00pm - 4:00pm

ELEMENT FOCUS GROUP COMMUNITY WORKSHOP WORKSHOP

Coweta County is in the process of updating its Comprehensive Plan - one of the most important tools in the county's land use planning. This plan is used to address the constant change, evolution and conservation of the county. It looks towards the future and provides a roadmap in the development and preservation of the county's most limited resource - the land itself!

The process for updating the County's Comprehensive Plan will begin with a review of the County's Vision from the previous plan. A Community Visioning Workshop and then subsequent meetings will review the other elements of the plan. All citizens of Coweta County are invited to attend all meetings/workshops. We also encourage all citizens to participate in the survey (see blue button on page).

www.cowetaplans.com

14

Vision Tools in the Comprehensive Plan


- Goals. Example: Preserve valued elements of community character and create a better sense of place.
- Policies. Example: SP1 - Promote efficient use of land by encouraging well-designed, pedestrian-oriented developments that include a mix of uses and creative use of land.
- Recommendations. Example: Create attractive, mixed-use, pedestrian-friendly neighborhoods and shopping districts when new village or mill village development and redevelopment opportunities arise.
- Community work programs - identify projects to achieve goals and recommendations in keeping with policy.
- Future Land Use Map
- Character Areas

16

COWETA COUNTY

Vision Tools in the Comp Plan

- Goals
- Policies
- Recommendations
- Community work programs
- Future Land Use Map
- Character Areas



Land Use Element

- Element overview
- Issues and background analysis
- Growth management: trends and forecast
- Future development map
- Character areas
- Goals
- Issues
- Needs & opportunities
- Strategies & strengths
- Policies
- Recommendations
- Implementation

17

COWETA COUNTY

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

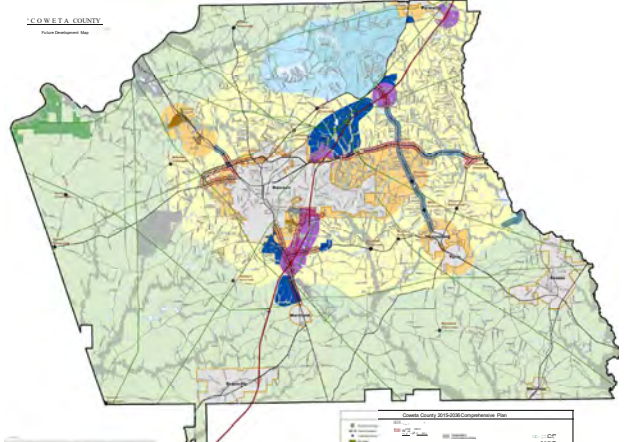
1. Employment Center – Industrial
2. Employment Center – Commercial/Office
3. New Village (McIntosh)
4. Mill Village
5. Crossroads Community
6. Infill Neighborhood (low or medium Density)
7. Lakeside Residential
8. Rural Conservation
9. Greenway/Conservation
10. Scenic Corridor
11. Neighborhood Institutional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

19

COWETA COUNTY

Vision Tools in the Comp Plan

- Goals
- Policies
- Recommendations
- Community work programs
- Future Land Use Map
- Character Areas



Legend: Growth Management System

Scale: 0 to 5 Miles

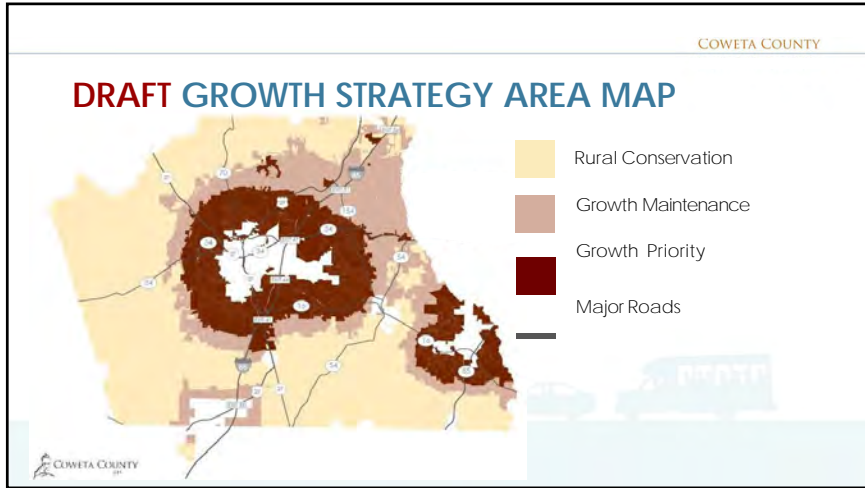
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COWETA COUNTY

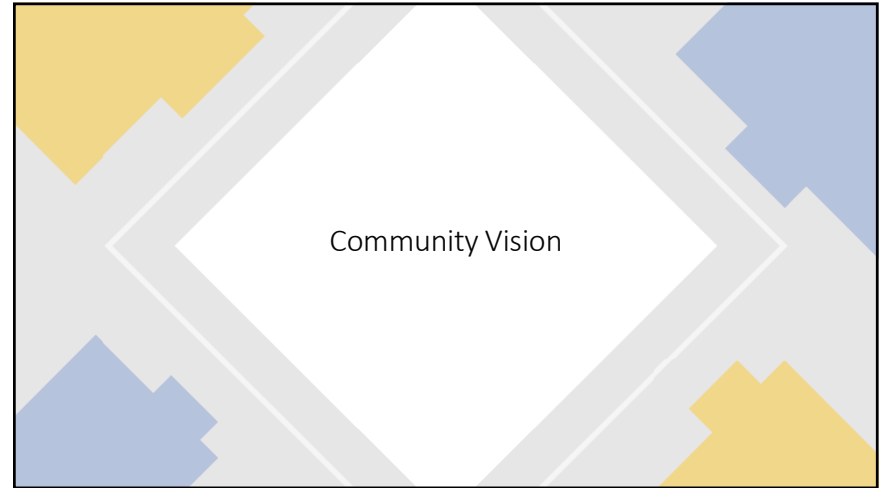
GROWTH-BASED FRAMEWORK

- Many of the current comprehensive plans **lack a clear alignment** between this land use vision and their future land use maps and projects
- This joint CTP/Comprehensive Plan process is an **opportunity to connect** the high-level vision for land use to **supportive infrastructure** strategies and projects
- Groundwork is already in place with the Land Development Guidance System (LDGS)

20



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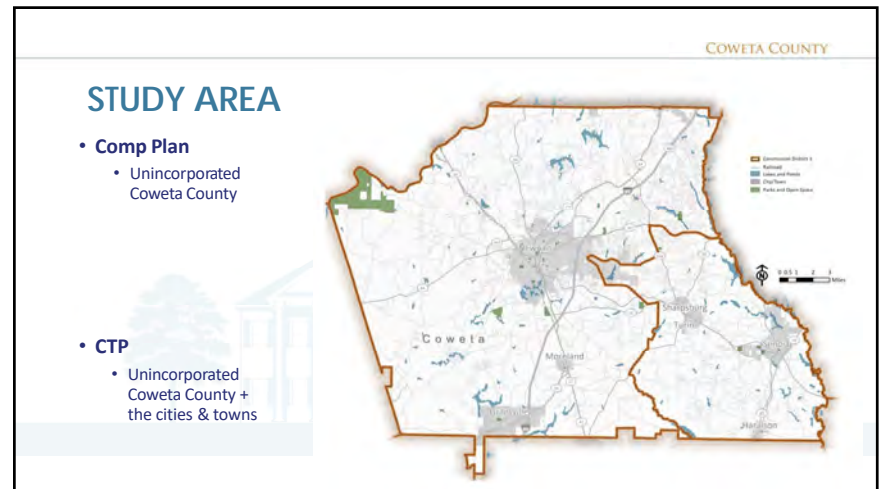
COWETA COUNTY

GROWTH-BASED APPROACH

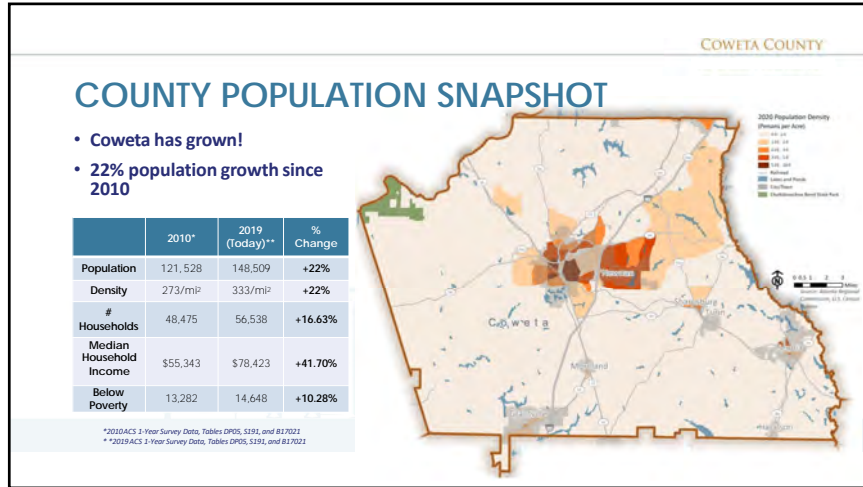
	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
Current form/land use	Rural/agricultural	Suburban	Town/City centers, activity centers
Growth approach	Allow only rural/ag-friendly land uses	Discourage additional expansion	Encourage infill, redevelopment, density
Infrastructure approach	Maintain/address issues	Maintain/Improve efficiency in existing; expansion is last resort	Invest, expand, strengthen, diversify
How is it determined?	LDGS Score of 5 or lower	<ul style="list-style-type: none"> LDGS Score of 6 – 10 LDGS Score of 11 or higher without sewer 	<ul style="list-style-type: none"> LDGS Score of 11 or higher with sewer Recent DRI Or many adjacencies to other high growth parcels

COWETA COUNTY

22



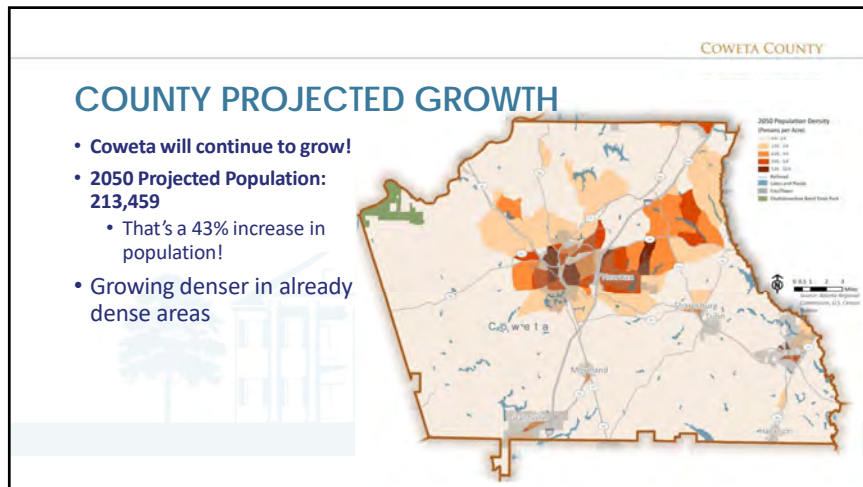
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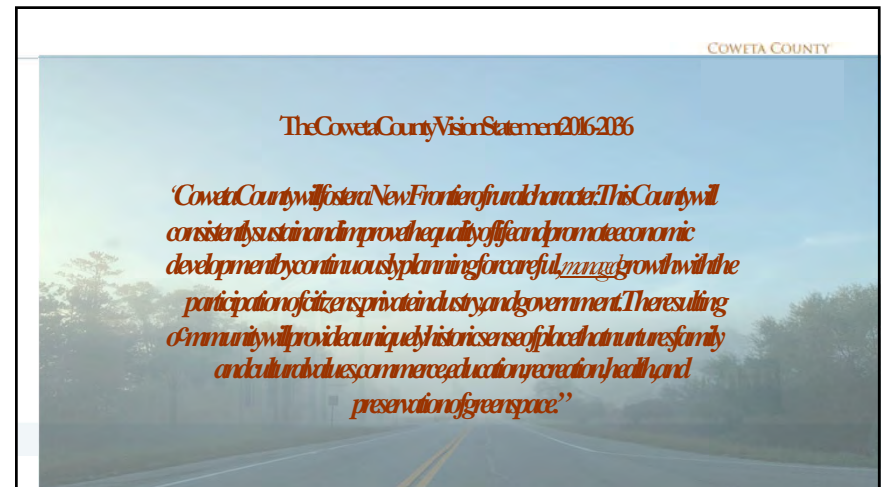
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27



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28

COWETA COUNTY
Comprehensive Transportation Plan

What is a community Vision? & How do you create a community vision?

29

COWETA COUNTY
Comprehensive Transportation Plan

The Visioning Process

Community Vision

```

    graph TD
      A[Where are we?] --> B[Where are we going?]
      B --> C[Where do we want to go?]
      C --> D[How do we get there?]
      D == E[Final Comprehensive Plan]
  
```

31

COWETA COUNTY
Comprehensive Transportation Plan

A vision is the encompassing image comprised of both words and illustrations. The vision exemplifies what the community wants to be and how it wants to look at some point in the future. **It is the starting point for creating a plan and a tool to implement the plan.**

Creating a useful comprehensive plan begins with identifying the common, new vision for the future of the community

30

COWETA COUNTY
Comprehensive Transportation Plan

In 2016, the following elements were identified as elements that stakeholders wanted to see utilized in future growth scenarios.

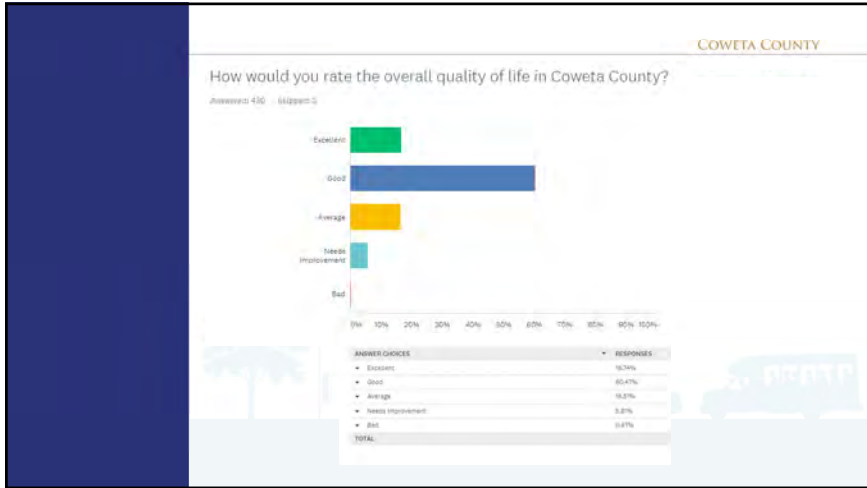
Do you agree with the list?
What items do you feel should be removed or added?

<ul style="list-style-type: none"> • Conservation Subdivisions. • Limiting retail development to strip malls. • Containment of growth to Eastern Coweta. • Estate Lot development. • Preservation of rural areas. • Concentrating housing, industry, and business. • Clustering housing and require open space. • Many small town centers. • Network of collector streets. • Density bonuses. • Transfer of Development Rights. • Compact development. 	<ul style="list-style-type: none"> • Preservation of greenspace. • Performance standards. • Sewer plan/sewered nodes. • Pedestrian orientation. • Buffer between town centers and rural areas. • Large lots. • Incentives to sustain large lots. • Encourage industry in the I-85 corridor. • Support for tax base and education. • Incentives for good companies. • Road improvements. • More commercial.
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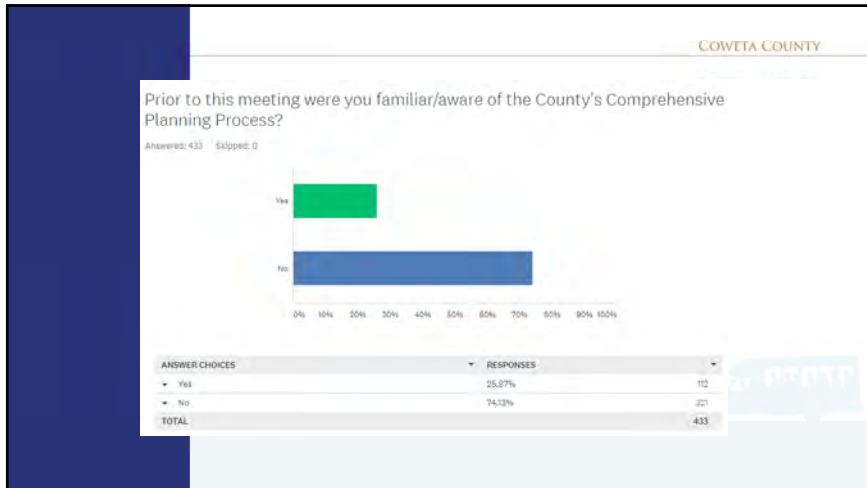
32

- Community Survey ran during the first phase of public meetings, which included the Public Information –Kickoff Meeting and the Commission District Transportation Workshops. (February 11 to March 6).
- The survey contained 21 questions which focused on community vision.
 - Included opportunities for respondents to suggest changes and improvements

33



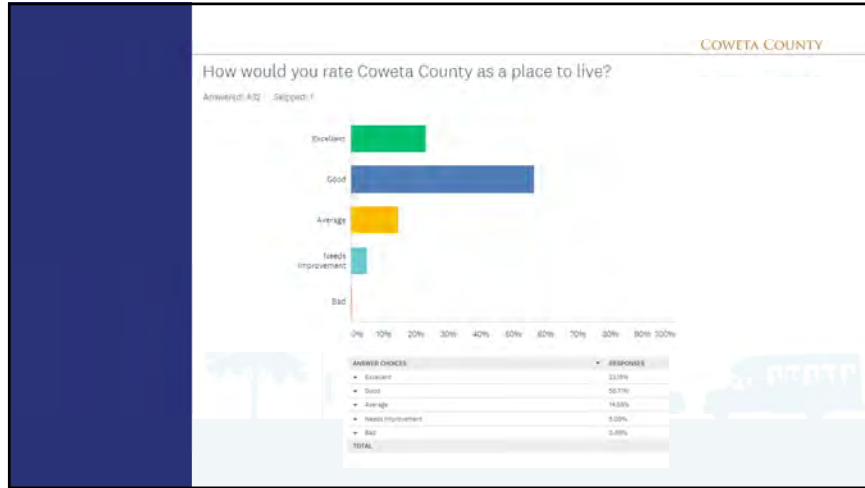
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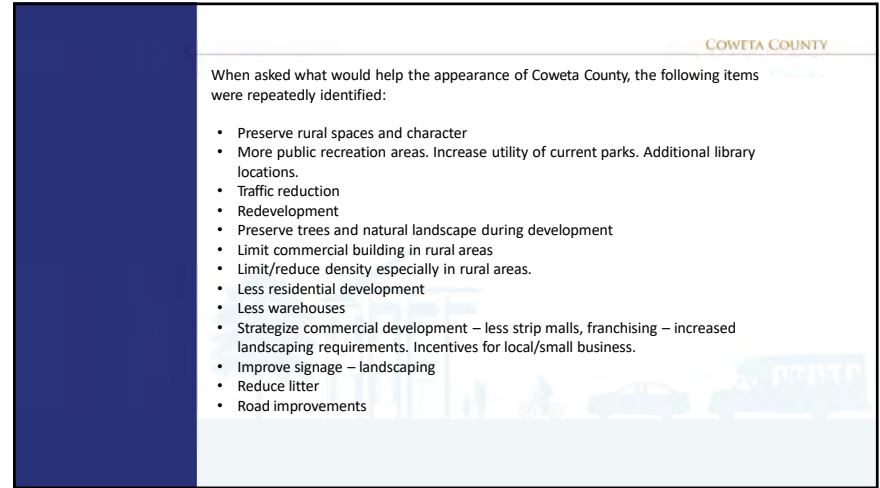
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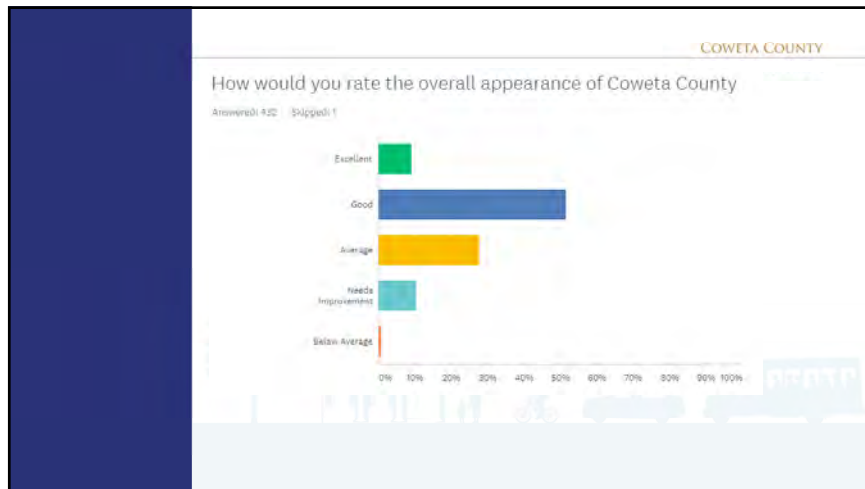
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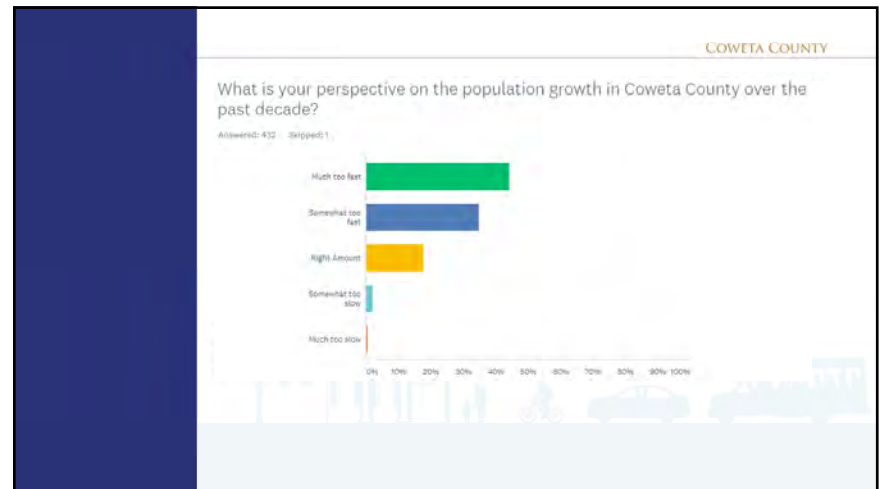
37



39



38



40

COWETA COUNTY

What does Rural Mean to you?

The slide features four photographs representing rural environments. The top-left image shows a green field with a black wooden fence in the foreground. The top-right image shows a paved road winding through a large, open green field under a cloudy sky. The bottom-left image shows a road intersection with a gas station and a convenience store in the background. The bottom-right image shows a dirt road leading through a wooded area with bare trees.

41

COWETA COUNTY

What does Urban Mean to you?

The slide features two photographs representing urban environments. The left image shows a paved walking path with a wooden fence on the left and a modern building in the background. The right image shows a parking lot with a large building and a sign for 'Piedmont' in the background.

43

COWETA COUNTY

What does Suburban Mean to you?

The slide features five photographs representing suburban environments. The top-left image shows a stone sign that says 'CHAPMAN FARM'. The top-middle image shows a large, empty dirt lot. The top-right image shows a building with a red roof. The bottom-left image shows a residential street with houses and trees. The bottom-right image shows an aerial view of a pool area with a circular pool and surrounding landscaping.

42

COWETA COUNTY

Draft Vision Statements
&
Homework

The slide features a central illustration of a person with long hair sitting at a desk, working on a computer. The desk has a lamp and a window with a view of a blue sky and trees. The background is a light blue gradient with faint silhouettes of buildings and trees.

44

COWETA COUNTY

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, prudent growth with the participation of citizens, private industry and government. The resulting community will provide a uniquely historic sense of place, a rich culture, family and cultural values, commerce, education, recreation, health and preservation of greenspace.’

45

COWETA COUNTY

If any, what changes do you suggest to the Visioning Statement?

Out of 432 respondents,

- 191 provided answers.
- 242 respondents skipped this question.
- 57 Respondents did not feel that any changes were needed.

Approximately 130 Respondents suggested changes. Below are recurrent themes in the responses:

- The term “New Frontier” was disliked by several respondents
- Statement does not reflect actual development in County
- Stronger emphasis on rural character preservation
- More input from county residents and less from developers.
- Statement needs to be more inclusive of all households/demographics

47

COWETA COUNTY

Participants were asked if they liked the County's Current Vision Statement

ANSWER CHOICES	RESPONSES
• Yes	84.2%
• No	15.80%
• Unsure/No	20.80%

46

COWETA COUNTY

Draft Vision Statements

- The following examples of changes to the vision statement were drafted from changes submitted in the survey.
- Starting March 30th, we will be posting draft Vision Statements the project website and will be asking for your input.

48

Example Vision Statement

COWETA COUNTY

“Coweta County will foster a New Frontier of its rural character while balancing the need for appropriate growth due to the increasing population. This County will consistently sustain and improve the quality of life and promote economic development by continuous through deliberate planning for careful appropriate, 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, while facilitating improved commerce, education, recreation, health, and preservation of greenspace.”

49

Next Steps

COWETA COUNTY

Questions for the next meeting on Growth Management and Land Use - March 30th

What do you want to preserve?

What do you want to change?

What do you want to connect?

What do you want to create?

51

Example Vision Statement

COWETA COUNTY

As the county’s population continues to increase, we will strive to find the balance between rural preservation and appropriate growth strategies. *The implementation of the Growth Strategy map will allow us to identify the appropriate preservation or growth strategies for each community.*

We will consistently sustain and improve the quality of life and promote economic development by continuous deliberate planning of transportation and land use. **The resulting community will provide a uniquely historic sense of place**, preserve and maintain established neighborhoods and communities as essential sources accessible to all families.

Enhancing the utility of parks, trails, and open space will be important elements for recreation and community identity. We will work to increase the awareness and participation of our residents concerning the comprehensive planning process which shapes the lives and landscape of our future.

50

COWETA COUNTY

Discussion & Q&A

52

Comprehensive Plan		COWETA COUNTY
Upcoming Meetings		
<hr/>		
Element Focus Group: <i>Land Use & Growth Management</i>		March 30, 2021 6 – 8 p.m.
<hr/>		
Element Focus Group: <i>Broadband Services & Environmental Planning</i>		April 15, 2021 6 – 8 p.m.
<hr/>		

Agenda


1. Technology and Participation Overview
2. Goal of Tonight's Meeting
3. Defining the Comprehensive Plan
 - Purpose
 - Elements of the Comp Plan
4. Common Planning Terms
5. Future Development Map and Character Areas
6. LDGS – Land Development Guidance System
7. Growth Strategy
8. Question of Density
9. Next Steps
10. Group Discussion/Q&A

Land Use & Growth Management Workshop



Connecting COWETA

Coweta County Comprehensive Plan



1



Technology Overview

3



Connecting COWETA

Coweta County Comprehensive Plan

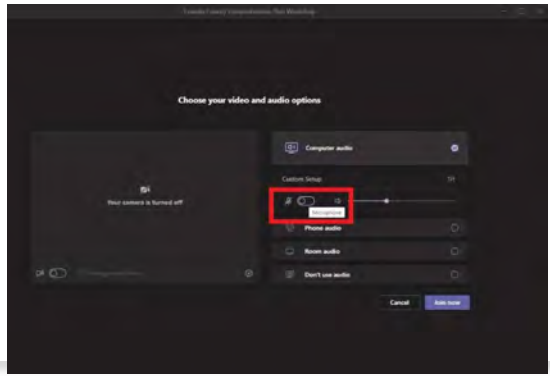
Land Use & Growth Management Workshop

March 30, 2021




2

Technology Overview



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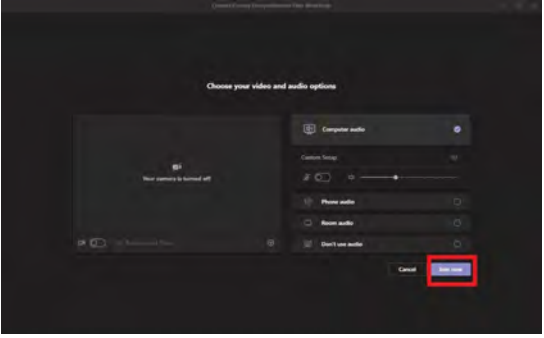
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4

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Computer audio

Custom Setup


Phone audio

Phone audio

Don't use audio

Cancel **Mute**

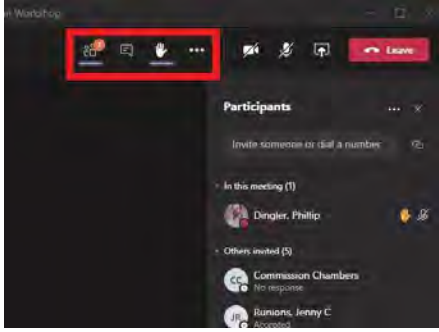
If you are disconnected, simply reload the page and join again.



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Technology Overview

Please, mute your device unless you are speaking.



Participants

Invite someone or dial a number

In this meeting (1)


Dingler, Philip

Others invited (5)

Commission Chambers
No response

Bjornson, Jenny C
Accepted

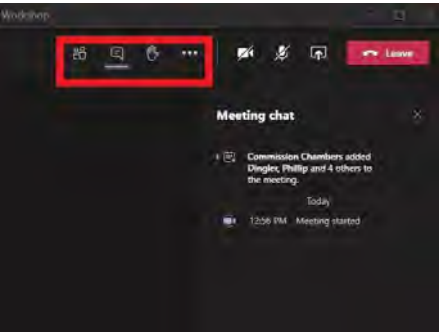
To view participants, select the persons icon.



7

Technology Overview

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Meeting chat


Commission Chambers added Dingler, Philip and 4 others to the meeting.

Today

12:56 PM Meeting started

To ask a question during the presentation, please "raise your hand" by selecting the hand icon. Remember to unmute yourself when speaking.

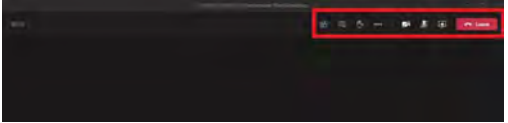
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6


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8

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Coweta County Comprehensive Plan



9

COWETA COUNTY

Tonight's meeting has three basic goals

1. Provide overview of the comprehensive planning process, land use and growth strategy
2. We want to hear what your perspective and desires for County's growth and development so that we can truly understand what is important to you
3. Encourage your participation in the next Comp Plan survey and online activities.

"Communities have the capability of providing something for everybody, only because, and only when, they are created by everybody." – Jane Jacobs

11

COWETA COUNTY

Coweta County Community Development

County Planner: Jenny Runions, AICP

Website: www.cowetaplans.com

Email: cowetaplans@coweta.ga.us

Phone: (770) 254-2635

10



www.cowetaplans.com

12

This meeting is being recorded, so that it may be posted for later viewing at the project website www.cowetaplans.com

To watch previous public meetings or read the presentations, the videos and PDF presentations are posted at <http://www.cowetactp.com/resources.html>

13

What is a Comprehensive Plan?

- Policy document to guide future decisions related to physical development of the county
- Establishes a collective **community vision** for growth over the next 20 years. The community vision is formulated from public input and land use analysis.
- Coordinates local planning efforts among the different departments, agencies and jurisdictions. Creates common goals and initiatives
- Fulfills State of Georgia requirement

15

Comprehensive Plan

14

What is a Comprehensive Plan?

A comprehensive plan is not:

- Zoning
- An ordinance
- A regulation

A comprehensive plan does not:

- Change existing zoning
- Create new regulations
- Change the development rights allowed by each property's existing zoning


Coweta County Community Plan 2016-2036

16


Comprehensive Plan

COWETA COUNTY


The Comprehensive Plan will incorporate the following elements




Land Use




Natural Resource/
Environmental
Planning



Transportation




Broadband Services
Element



Community Wide Assessment

Community Needs and Opportunities

Community Vision and Goals



Community Work Program

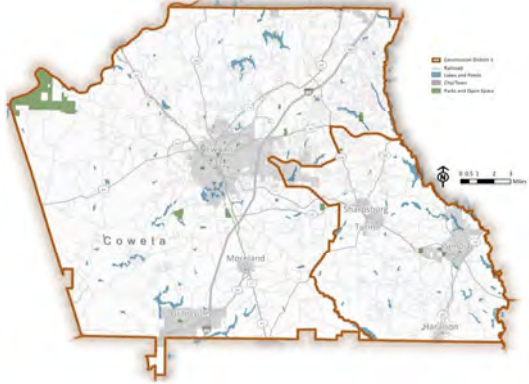
Special Corridor Studies

17

STUDY AREA

COWETA COUNTY



- **Comp Plan**
 - Unincorporated Coweta County
- **CTP**
 - Unincorporated Coweta County + the cities & towns



19

Land Use Element

COWETA COUNTY

Land Use Element

- Element overview
- Issues and background analysis
- Growth management: trends and forecast
- Future development map
- Character areas
- Goals
- Issues
- Needs & opportunities
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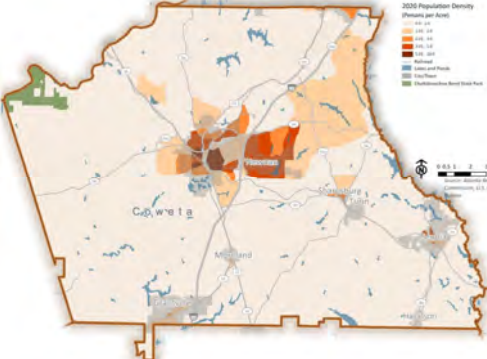
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COUNTY POPULATION SNAPSHOT

COWETA COUNTY

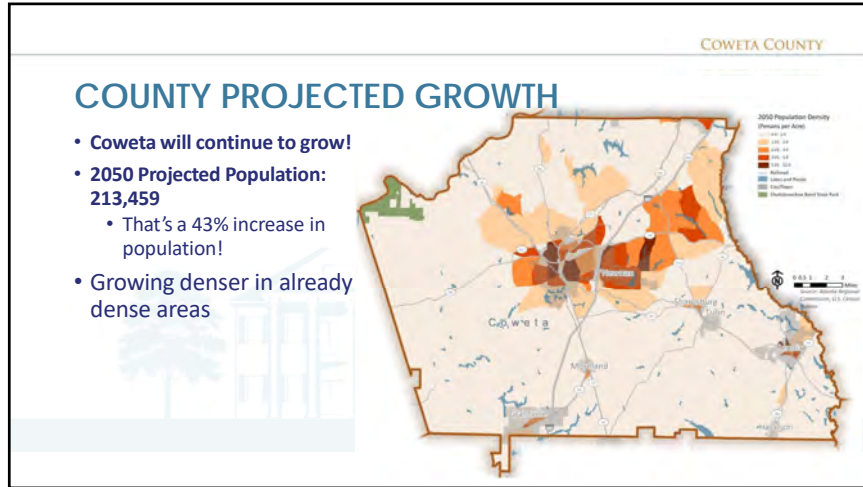
- Coweta has grown!
- 22% population growth since 2010

	2010*	2019 (Today)**	% Change
Population	121,528	148,509	+22%
Density	273/mi ²	333/mi ²	+22%
# Households	48,475	56,538	+16.63%
Median Household Income	\$55,343	\$78,423	+41.70%
Below Poverty	13,282	14,648	+10.28%



*2010 ACS 1-Year Survey Data, Tables DP05, S201, and B17021
**2019 ACS 1-Year Survey Data, Tables DP05, S201, and B17021

20



21

Land use. Refers to the relationship between people and the land – more specifically, how the physical world is adapted, modified, or put to use for human purposes. This includes even the “non-use” of lands reserved as wilderness or protected from human impacts

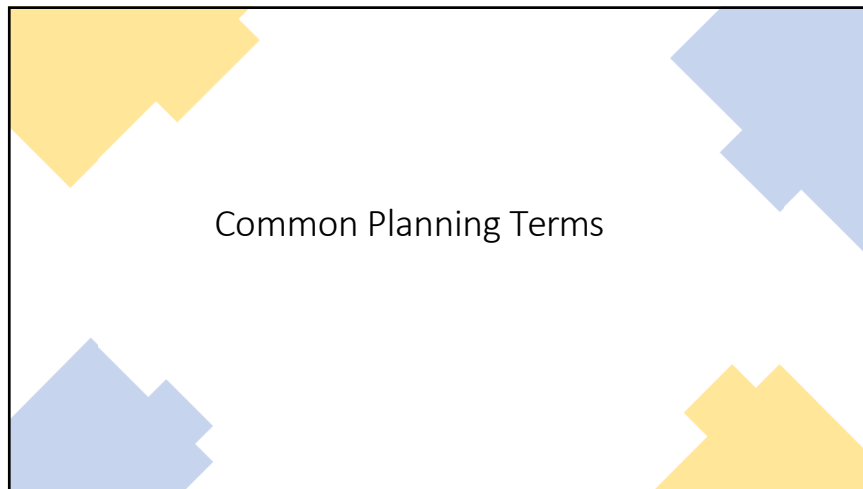
Growth Management. The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through public infrastructure ordinances (“concurrency”), urban limit lines, standards for levels of service, phasing, building caps and other programs.

Density, Residential. The number of permanent residential dwelling units per acre of land. Densities specified in the general plan may be expressed in units per gross acre or per net developable acre.

Gateway. A point along a roadway where a motorist gains a sense of entering a city or county

Clustered Development. Development in which a number of dwelling units are placed closer together than usual, or are attached, with the purpose of retaining an open space area.

23



22

Sprawl. the rapid expansion of the geographic extent of cities, towns, communities often characterized by low-density residential housing, single-use zoning, and increased reliance on the private automobile for transportation. Development not synchronized to existing or planned infrastructure.

Appropriate/Compatible. The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in a zoning district is intended to achieve compatibility. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and environmental effects like noise, vibration, glare, air pollution, or radiation.

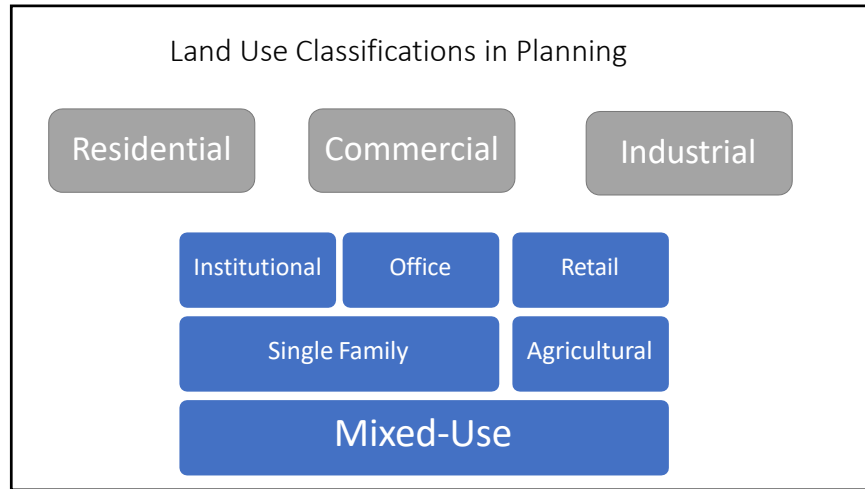
Impact. The effect of any direct human actions or the indirect repercussions of human actions on existing physical, social, or economic conditions.

Adverse impact. A negative consequence for the physical, social, or economic environment resulting from an action or project.

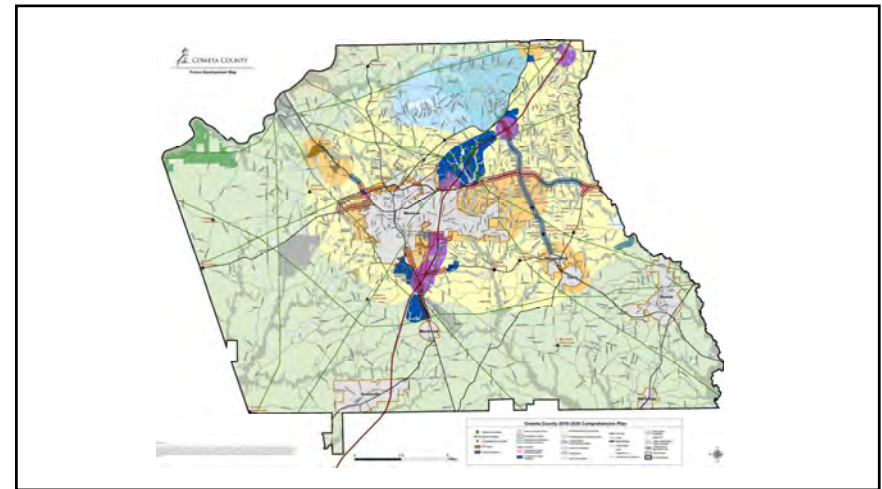
Mixed-Use. Properties on which various uses like office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

A list of commonly used planning terms are available at www.cowetaplans.com/documents

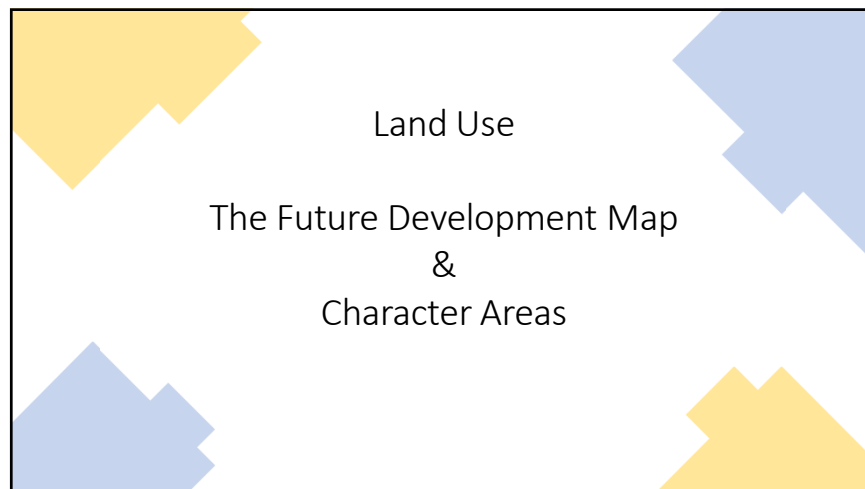
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26

- The Future Development Map and its character areas were developed as part of the Comprehensive Plan to:
- Guide future rezoning, 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.

28

What is a Character Area?

Character areas are defined as specific geographic areas that meet the following criteria:

- Have unique or special characteristics. It is unique and can be distinguished from other areas due to its unique characteristics
- Have potential to evolve into a unique area when provided specific and intentional guidance; or
- Require special attention due to unique development issues.
- It is a specific geographic area.

29

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 (low or medium Density)
7. Lakeside Residential
8. Rural Conservation
9. Greenway/Conservation
10. Scenic Corridor
11. Neighborhood Institutional Corridor
12. Commercial Corridor
13. Interstate Gateway

31

How were the County's Character Areas Developed?

IN 2005 the County and consultant JJ&G developed the Future Development Map and Character Areas. The following characteristics were analyzed to identify distinct areas in the county:

- Site 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; and
- Interactions among uses within the area;
- Natural features throughout the community;
- Existing development, showing the types and location of land uses, transportation systems, and similar information.
- Areas with special needs, such as historic areas, archaeological areas, cultural features

30

In 2016, the following elements were identified as elements that stakeholders wanted to see utilized in future growth scenarios.

Do you agree with the list?

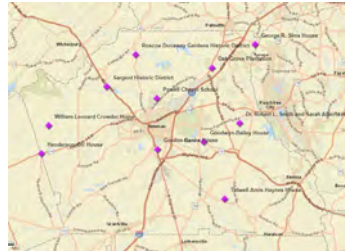
What items do you feel should be removed or added?

- | | |
|--|--|
| <ul style="list-style-type: none"> • Conservation Subdivisions. • Limiting retail development to strip malls. • Containment of growth to Eastern Coweta. • Estate Lot development. • Preservation of rural areas. • Concentrating housing, industry, and business. • Clustering housing and require open space. • Many small town centers. • Network of collector streets. • Density bonuses. • Transfer of Development Rights. • Compact development. | <ul style="list-style-type: none"> • Preservation of greenspace. • Performance standards. • Sewer plan/sewered nodes. • Pedestrian orientation. • Buffer between town centers and rural areas. • Large lots. • Incentives to sustain large lots. • Encourage industry in the I-85 corridor. • Support for tax base and education. • Incentives for good companies. • Road improvements. • More commercial. |
|--|--|

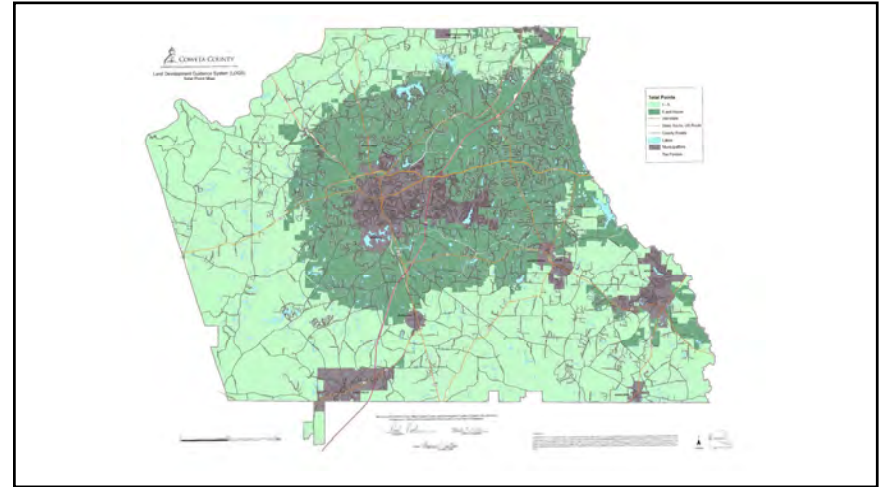
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Heritage Community

- During the recent survey, we received feedback concerning strong interest in areas historic preservation.
- In the upcoming online activities we will be asking if you are aware of locations where the collective community has high level of historic integrity through architecture.



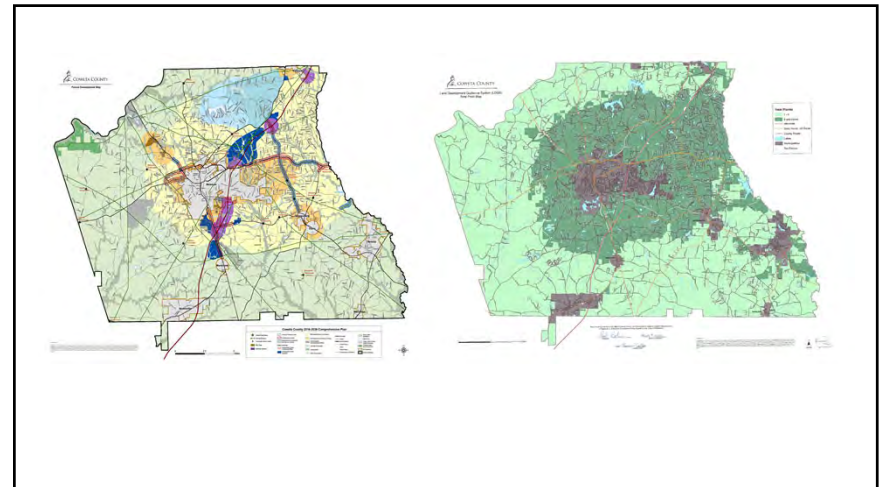
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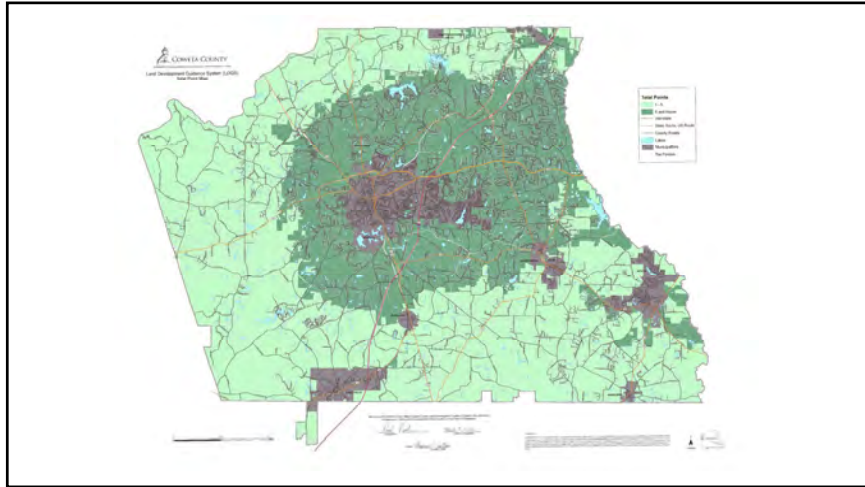
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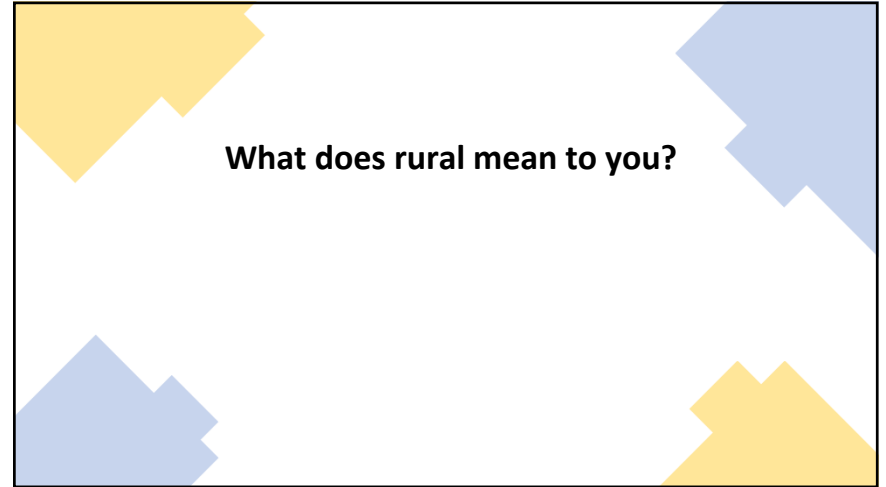
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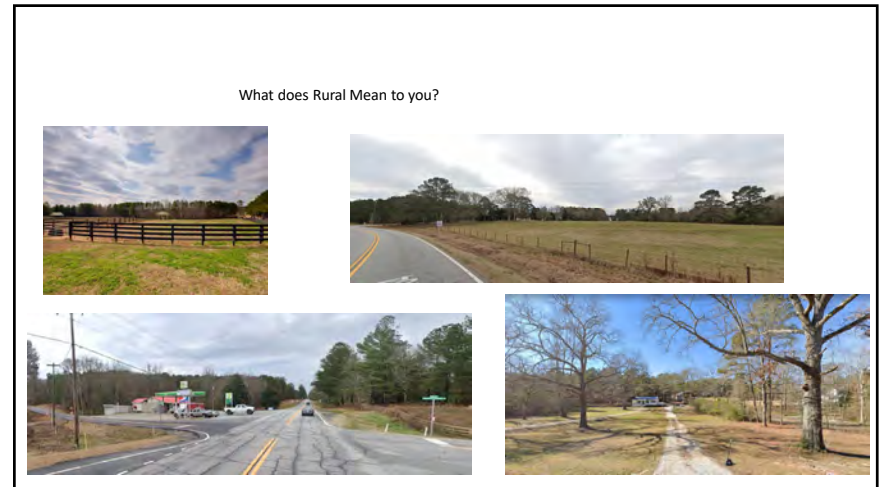


39

LDGS Methodology

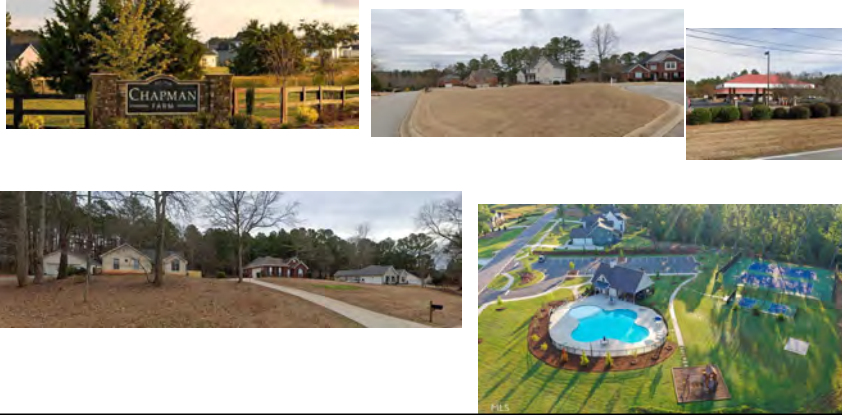
- Proximity to infrastructure and services (i.e., Service Delivery)**
- Proximity to major road network**
- Proximity to subdivisions with lots less than 1-acre**
- Proximity to retail centers**
- Proximity to major employment centers (other than retail)**

38



40

What does Suburban Mean to you?



41

Growth Strategy



43

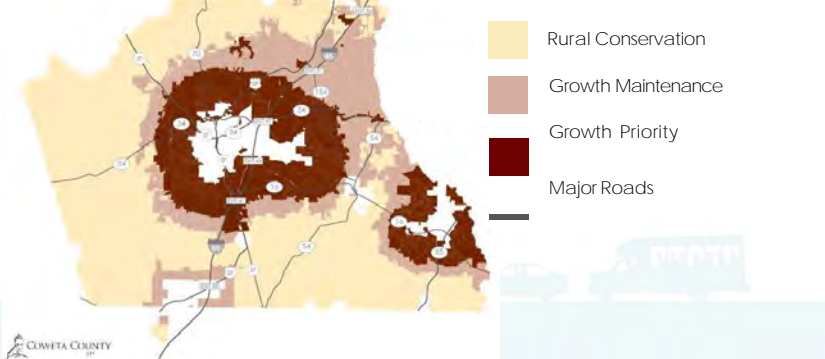
What does Urban Mean to you?



42

COWETA COUNTY

DRAFT GROWTH STRATEGY AREA MAP



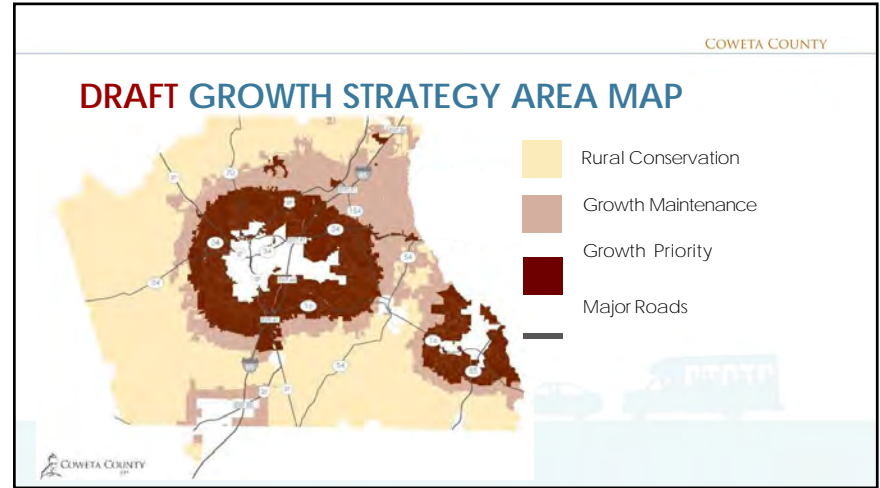
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COWETA COUNTY

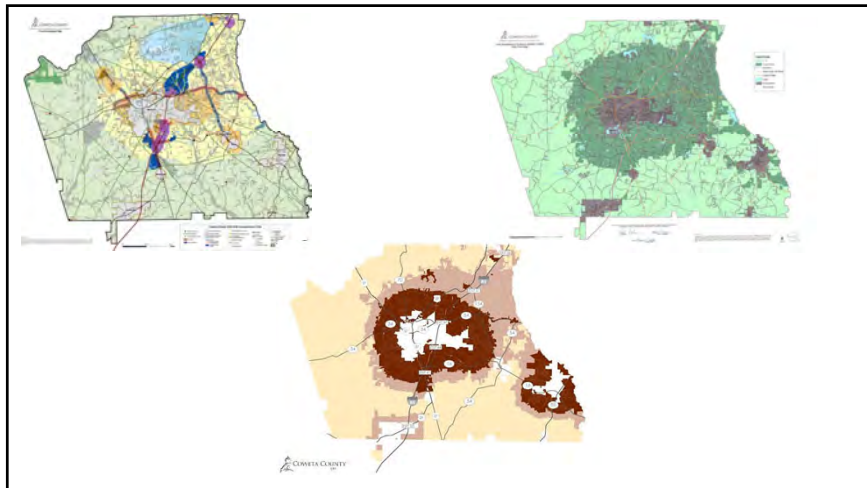
GROWTH-BASED APPROACH

	RURAL CHARACTER	GROWTH MAINTENANCE	GROWTH PRIORITY
Current form/land use	Rural/agricultural	Suburban	Town/City centers, activity centers
Growth approach	Allow only rural/ag-friendly land uses	Discourage additional expansion	Encourage infill, redevelopment, density
Infrastructure approach	Maintain/address issues	Maintain/improve efficiency in existing; expansion is last resort	Invest, expand, strengthen, diversify
How is it determined?	LDGS Score of 5 or lower	<ul style="list-style-type: none"> LDGS Score of 6 – 10 LDGS Score of 11 or higher without sewer 	<ul style="list-style-type: none"> LDGS Score of 11 or higher with sewer Recent DRI Or many adjacencies to other high growth parcels

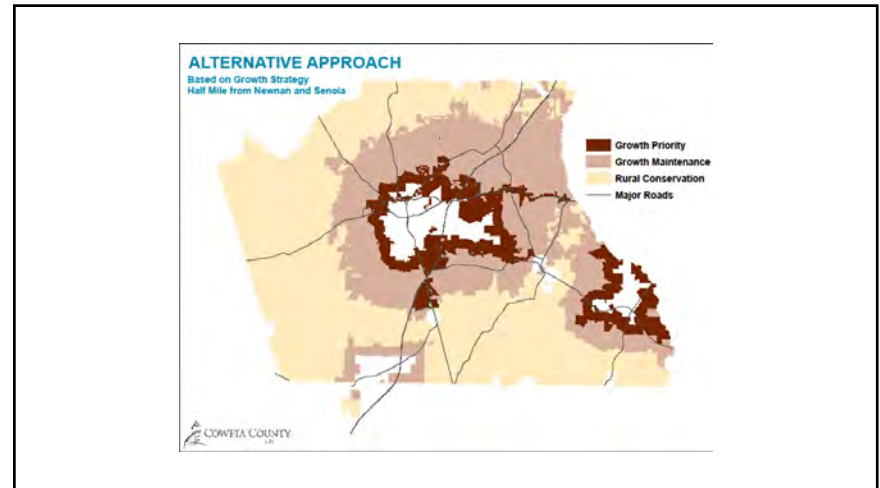
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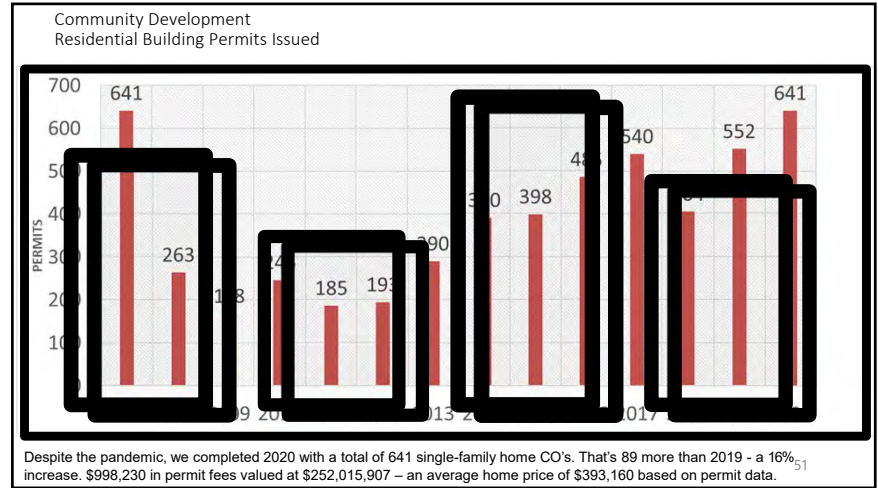
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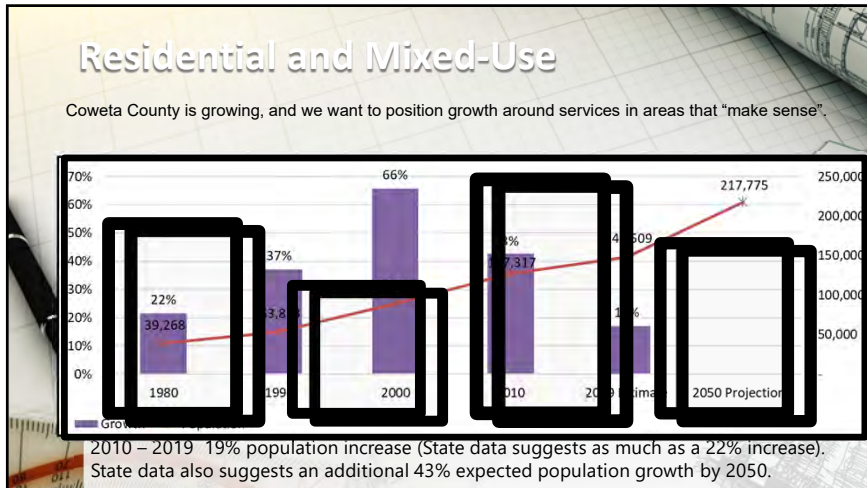
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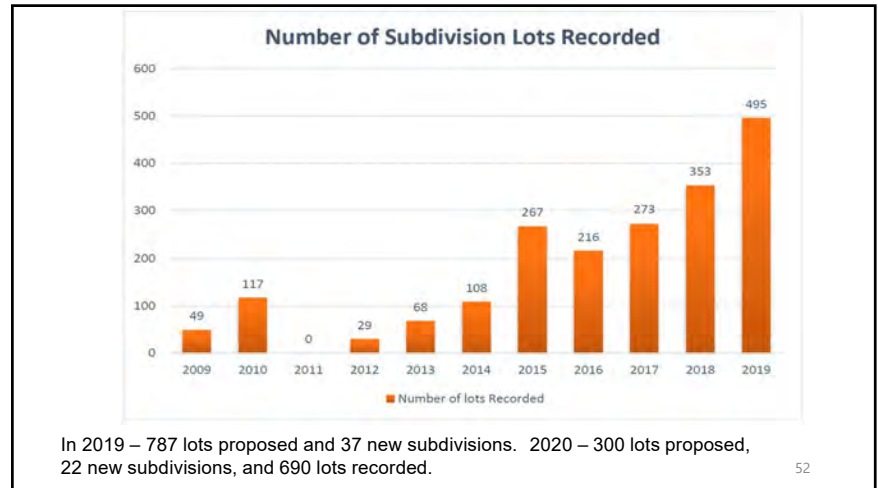
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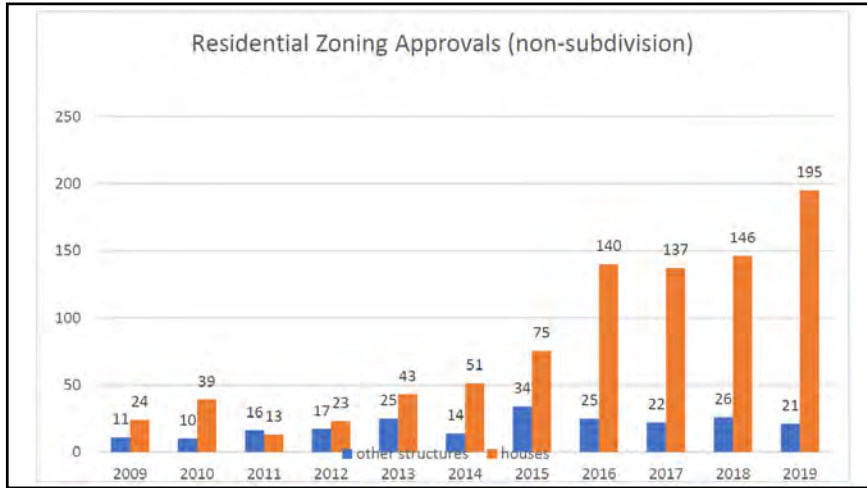
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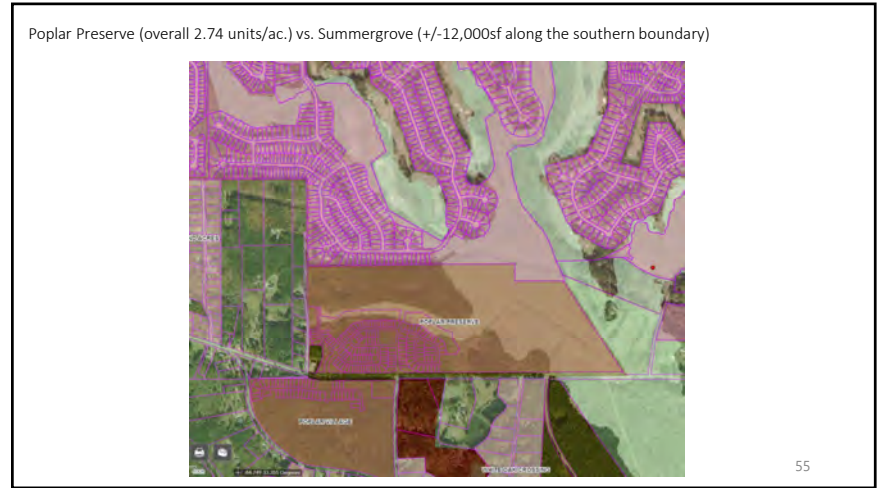
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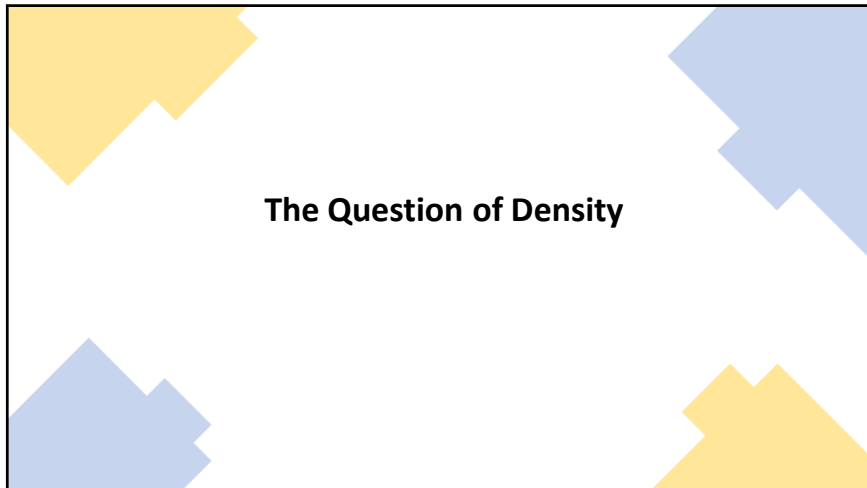
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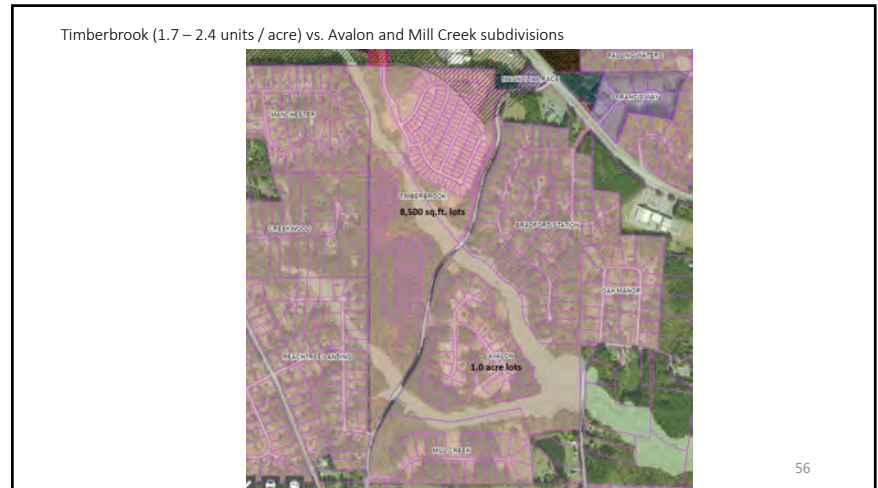
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54



56

Twelve Parks vs. Sharpsburg Estates



57

57

Enhanced Density & Planned Develop Projects (PDP)

March 3, 2020 – Land Development Guidance System was adopted. Two tiers were established with direction to create a third tier with higher density

December 15, 2020 - BOCC Public Meeting High-Density Development was a topic,

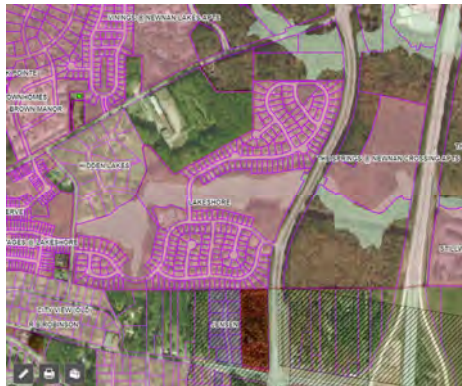
February 26, 2021 – Board of Commissioners Public Workshop

- Enhanced Density and Planned Development Project Parameters were identified.
 - 3.5 unit per acre
 - 10,000 sf lots
 - Bonus points for being in proximity or contiguous to a municipality

For the Comprehensive Plan this could create a New Character Area which includes higher density& mixed use
 Infill Neighborhood (high Density)
 Infill Neighborhood (mixed use)

59

Lakeshore (City of Newnan RS-15) 15,000sf lot at 2.5 units/acre



58

58

Planned Development Project (PDP) Residential and Mixed-Use



- PDP projects allow more creative and flexible site planning than would otherwise be possible through strict application of zoning district requirements.
- The PDP process allows the applicant to demonstrate if the project is the best use of the land. This allows the developer to “think outside the box and employ best use practices in all areas of the county.”

60

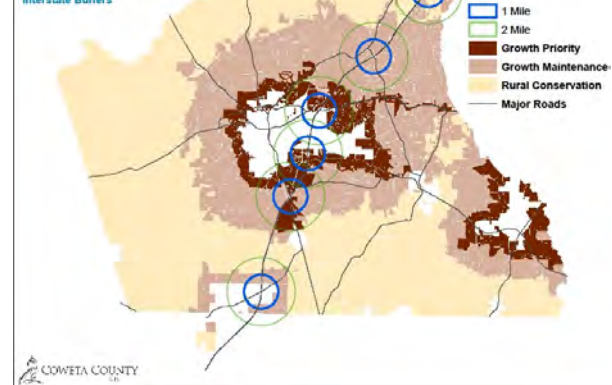
PDP TYPES

- Residential PDP (R-PDP)
- Mixed-Use PDP (MU-PDP)

61

ALTERNATIVE APPROACH

Based on Growth Strategy
Half Mile from Newnan and Senoia
Interstate Buffers



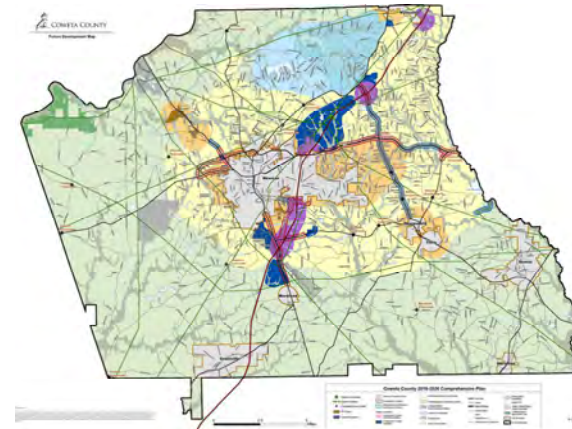
63

High Density PDPs

- High Density R-PDP & MU-PDP locations
 - Within the Growth Priority section of the Comp Plan strategy
 - Located **1** mile from an interstate interchange (partials)
 - Located **¼** mile from a major employer (as defined)
 - Location has public water and sewer availability
 - Is located along an arterial corridor or developer required to make improvements as identified by the County and require the applicant to conduct a transportation study and analysis of needed improvements to support PDP.

** Text in read are placeholders. Exact thresholds will be determined through the planning process*

62



64



65

COWETA COUNTY

Coweta County Community Development

County Planner: Jenny Runions, AICP

Website: www.cowetaplans.com

Email: cowetaplans@coweta.ga.us

Phone: (770) 254-2635

67

Land Use Survey & Draft Growth Strategy Map

Online Mapping Exercise

66



68

MEDIA COVERAGE



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Coweta comp plan meetings Feb. 9, 11

By **SARAH FAY CAMPBELL** | Jan. 22, 2021 - 6:03 PM

A public information meeting on Coweta County’s comprehensive land use plan update and comprehensive transportation plan will be held Feb. 11.

The public meeting, which will be primarily held over Zoom, can’t be held until a public hearing on the plan is held before the Coweta County Board of Commissioners. The public hearing will be held during the Feb. 9 commission meeting.



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The first public meeting had been tentatively set for Jan. 26, but it has been pushed back.

Additional public meetings and public input opportunities will be announced during the public hearing, and an online survey will be available for Cowetans after the public hearing.

The public meeting will be held virtually because of limited space and restraints due to COVID-19. There will be a limited number of seats available for those who want to attend in person, but those who can attend virtually are encouraged to do so. It's recommended that those who wish to attend in person register in advance.

Those attending either virtually or in person will be encouraged to participate in the meeting, said County Planner Jenny Runions. "We will have questionnaires and focused discussions," Runions said.

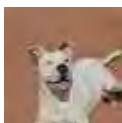
For more information about the comprehensive plan, and a link to join the virtual meeting Feb. 11, visit cowetaplans.com.



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Comprehensive transportation plan workshops scheduled

By **SARAH FAY CAMPBELL** | Feb. 02, 2021 - 7:11 PM

PUBLIC MEETING



Thursday, February 11, 2021
6:00 p.m. - 7:30 p.m.



COWETA COUNTY

As Coweta County's comprehensive plan and comprehensive transportation plan update project ramps up, community workshops on transportation are scheduled for each of the county's five districts.

Before the community workshops, there will be a public hearing held before the Coweta County Board of Commissioners to kick off the public process. That hearing on the comprehensive plan update will be held during the Feb. 9 commission meeting. A public hearing on the comprehensive transportation plan was held in November.



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On Thursday, Feb. 11, there will be a public meeting on the plan updates. The meeting will be primarily held over Zoom. Those who wish to attend in person are encouraged to register in advance, because space will be limited in the county commission chambers.

The meeting experience will be the same whether people attend online or in person, according to Coweta County Planner Jenny Runions. All presentation materials will be on screen within the Zoom meeting platform. There won't be any on-site posters or other materials, she said.

The comprehensive plan guides land use and development for the next 30 years, including planning for land use, economic development, housing and community goals, and needs and opportunities. The transportation plan will look at needed projects over the next 30 years.

Hopes are that there will be extensive public participation in crafting the vision for the plan. A steering committee has been appointed and all Cowetans interested in the process are considered stakeholders. As the process continues, focus groups are expected to be formed on the various elements of the plan.

The community transportation workshops begin Feb. 18, when the District 4 workshop will be held at the Central Community Center. District 5's event will be Feb. 22 at the Clay-Wood Community Center. Workshop meetings will be Feb. 24 at the Madras Park gym for District 3, Feb. 25 at the Welcome Community Center for District 2, and March 2 at the East Coweta Senior Center for District 1. All workshops will be from 6-8 p.m. There will be the opportunity to attend the meeting virtually and, much like next week's public meeting, the meeting experience is designed to be the same whether someone attends virtually or in person. Cowetans are encouraged to attend virtually. Zoom links for the workshop meetings will be announced closer to the dates of each meeting.

Workshops on additional elements of the plan are expected to be held in March and April.

Cowetans interested in the process are encouraged to register for the public meeting and to start getting email updates related to the process. Those wishing to attend in person, or those wishing to RSVP for the virtual meeting and stay in the loop can call 404-377-9147 or email info@sycamoreconsulting.net (<mailto:info@sycamoreconsulting.net>).

Registration is not required, but is encouraged.

There are separate websites for the two plans. The comprehensive plan website is cowetaplans.com.

The transportation plan website is cowetactp.com.

For information on the meetings, including the address to join the Zoom meeting, visit bit.ly/CompCTP.



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Comp & transportation plan survey available, more meetings announced

By **SARAH FAY CAMPBELL** | Feb. 12, 2021 - 5:17 PM

YOUR ROLE

- **Represent yourself and your community**
- **Identify** common issues and specific areas of concern
- **Provide input** on the vision, goals
- **Provide feedback** on draft recommendations



Coweta County hopes to get significant public input for the updates to the comprehensive plan and comprehensive transportation plan.



(<https://d2s94cyhu2tzlj.cloudfront.net/assets/photos/2021/comp-transportation-plan-survey->

[available-more-meetings-announced/_articlePhotoFull/58211/20210213-comp-plan-your-role.jpg?mtime=20210212165835](https://d2s94cyhu2tzlj.cloudfront.net/assets/photos/2021/comp-transportation-plan-survey-available-more-meetings-announced/_articlePhotoFull/58211/20210213-comp-plan-your-role.jpg?mtime=20210212165835))



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[available-more-meetings-announced/_articlePhotoFull/58212/20210213-comp-plan-process.jpg?mtime=20210212165905](https://d2s94cyhu2tzlj.cloudfront.net/assets/photos/2021/comp-transportation-plan-survey-available-more-meetings-announced/_articlePhotoFull/58212/20210213-comp-plan-process.jpg?mtime=20210212165905))

The first public input meeting on Coweta County’s comprehensive plan update was held Thursday, and district transportation workshops start next week.

There will also be focus group meetings on five aspects of the comprehensive plan. And there is an online survey that all Cowetans are asked to fill out. The survey is at www.cowetaplans.com (<http://www.cowetaplans.com/>).



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The county's comprehensive plan and comprehensive transportation plan updates are being done simultaneously. The two plans are intended to guide growth as well as transportation projects through 2050.

By doing both the comprehensive plan and transportation plan updates together, "we are really hoping for a better coordination of land use and transportation," said Coweta Planner Jenny Runions. It can help the county better prepare for funding opportunities, make sure that opportunities in the transportation plan are identified in the comprehensive plan, and vice versa.

Public input is a vital part of the planning process.

"Your role is one of the most important roles. We definitely need the public input," Runions said at Thursday's meeting. "We need you to identify common issues and special areas of concern."

Public input will also be needed on the draft plans, when they are presented later this year.

A focus group meeting on “land use and growth management” will be held March 11. That workshop will look at the community vision and will include a “SWOT” analysis of the county’s strengths, weaknesses, opportunities and threats.

“It’s a very high-level, big picture vision for the community,” Runions said.

The “historic preservation and sense of place” meeting will be March 18. A focus group on “economic development and housing” will be March 30; a meeting on “natural resources” will be April 29, and a focus group on “broadband services and transportation” will be May 11.

The broadband services meeting is required by the state. “We’re going to be analyzing the gaps in the network we have in Coweta and looking at alternatives or other ways we might be able to fill in the gaps,” Runions said.

Later in the process, on June 8, there are plans for a virtual meeting on the community work program and a review of goals, needs and opportunities.

All meetings will be held through a virtual meeting platform, but will also have in-person options. Seating is limited for the in-person options because of social distancing, but most meeting locations should be able to hold 15 to 20 people. The meetings will be recorded so that people who were unable to attend can watch them.

While Thursday’s meeting was held through the Zoom platform, future meetings may be held on other platforms.

The community workshops for the transportation plan begin Feb. 18, when the District 4 workshop will be held at the Central Community Center. District 5’s event will be Feb. 22 at the Clay-Wood Community Center. Meetings will be Feb. 24 at the Madras Park gym for District 3, Feb. 25 at the Welcome Community Center for District 2, and March 2 at the East Coweta Senior Center for District 1. All workshops will be from 6-8 p.m.

For Thursday’s meeting, a handful of people attended the meeting in person, while there were 34 participants attending through Zoom, though many of those attendees were county officials or consultants working on the program. There were also representatives from the Georgia Department of Transportation and the Atlanta Regional Commission.

Information about the plan process and the public input opportunities will be on the various websites for the plans – www.Cowetaplans.com (<http://www.cowetaplans.com/>) and [cowetactp.com](http://www.cowetactp.com), through social media and the Newnan Times-Herald, as well as fliers and signs around the community.

There are a few steps to the planning process, and right now county officials and consultants are in the “existing and future conditions” phase.

“We’re taking a base-line look at what land use and what transportation look like in the county today,” said Regan Hammond, transportation consultant with consulting firm VHB, which is working on the transportation plan.

The planning process is being done with a “growth-based framework” to manage the land use vision with land use and transportation, and it is based on the county’s land development guidance system, which created three growth areas based on a point system. The lowest point value areas will have agricultural uses and low density development. The middle areas will have a continuation of the current development pattern, while higher density development on sewer is being proposed for the highest point value areas.

For the planning process, those three areas are referred to as “rural character,” “growth maintenance” and “growth priority.”

During Thursday’s meeting, those in attendance split into breakout groups to talk about various needs in all three areas. Those participating, both in person and online, got to give input on transportation needs, whether or not there is a need for bike and pedestrian facilities, and also talked about the county’s current growth.

For more information on the plan or to participate, visit www.cowetaplans.com (<http://www.cowetaplans.com/>) or cowetactp.com .



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Combined comp plan focus group is Thursday

By **SARAH FAY CAMPBELL** | Apr. 09, 2021 - 6:07 PM



THE NEWNAN TIMES-HERALD

The last focus group meeting in the first phase of Coweta County's comprehensive plan update will be held Thursday, both virtually and in person.

The "Land Use and Growth Management" focus group meeting, initially set for March 30, was postponed following the March 26 tornado.



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It is being combined with the Broadband Services and Environmental Planning focus group, which was already scheduled for April 15.

The meeting will be held through the Microsoft Teams virtual meeting platform and Cowetans can also attend in person, at the Coweta County Commission Chambers, upstairs at 37 Perry St., Newnan.

To attend virtually, go to <https://bit.ly/3rxzgbC> (<https://bit.ly/3rxzgbC>).

As with previous comprehensive plan meetings, the visitor experience will be the same whether in person or virtual, according to Coweta Planner Jenny Runions.

For the land use and growth management topic, there will be some visioning exercises on current and future land use, and those will include the topic of density.

The county will also release a second survey and a mapping exercise to get more public input during the plan process.

The new survey will incorporate input from the previous public meetings, and the survey and mapping exercise are expected to focus on growth strategy and the county's "character areas."

"The survey and mapping exercise will be a great opportunity for the public to provide their input on density, land use, development and preservation," Runions said. "The survey and focus groups are the best ways for Cowetans to make their voices heard when it comes to guiding Coweta's future growth."

Once the survey closes, county staff and consultants will begin to work on the drafts of the plan updates.

For more information, visit www.cowetaplans.com (<http://www.cowetaplans.com/>) or contact Runions at 770-254-2635.

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Transportation corridor workshops coming up

By **SARAH FAY CAMPBELL** | May. 11, 2021 - 4:47 PM

VIRTUAL Corridor Workshops



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COWETA COUNTY

Three "virtual corridor workshops" will be held over the next few weeks as part of the update to Coweta's Comprehensive Transportation Plan.

The workshops will be on the proposed Madras Connector (June 1), the Newnan Crossing Bypass (May 24) and U.S. 29 from Moreland to Grantville (May 17).



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The workshops will be held in two parts. At noon, there will be a workshop where Cowetans can provide their ideas for transportation and land use in the corridor.

Then at 5:30 p.m., Cowetans can learn about the draft concept for the particular corridor. Cowetans can attend either or both of the workshops for each corridor.

Though the workshops will be primarily held virtually, there will also be limited in-person seating for the meetings at the Coweta Commission Chambers, upstairs at 37 Perry St., Newnan. Those planning to attend in-person are asked to RSVP to info@sycamoreconsulting.net (<mailto:info@sycamoreconsulting.net>).

For more information and to view the corridor plans after the workshops, visit www.cowetactp.com (<http://www.cowetactp.com/>) or contact Coweta Planner Jenny Runions at 770-254-2635.



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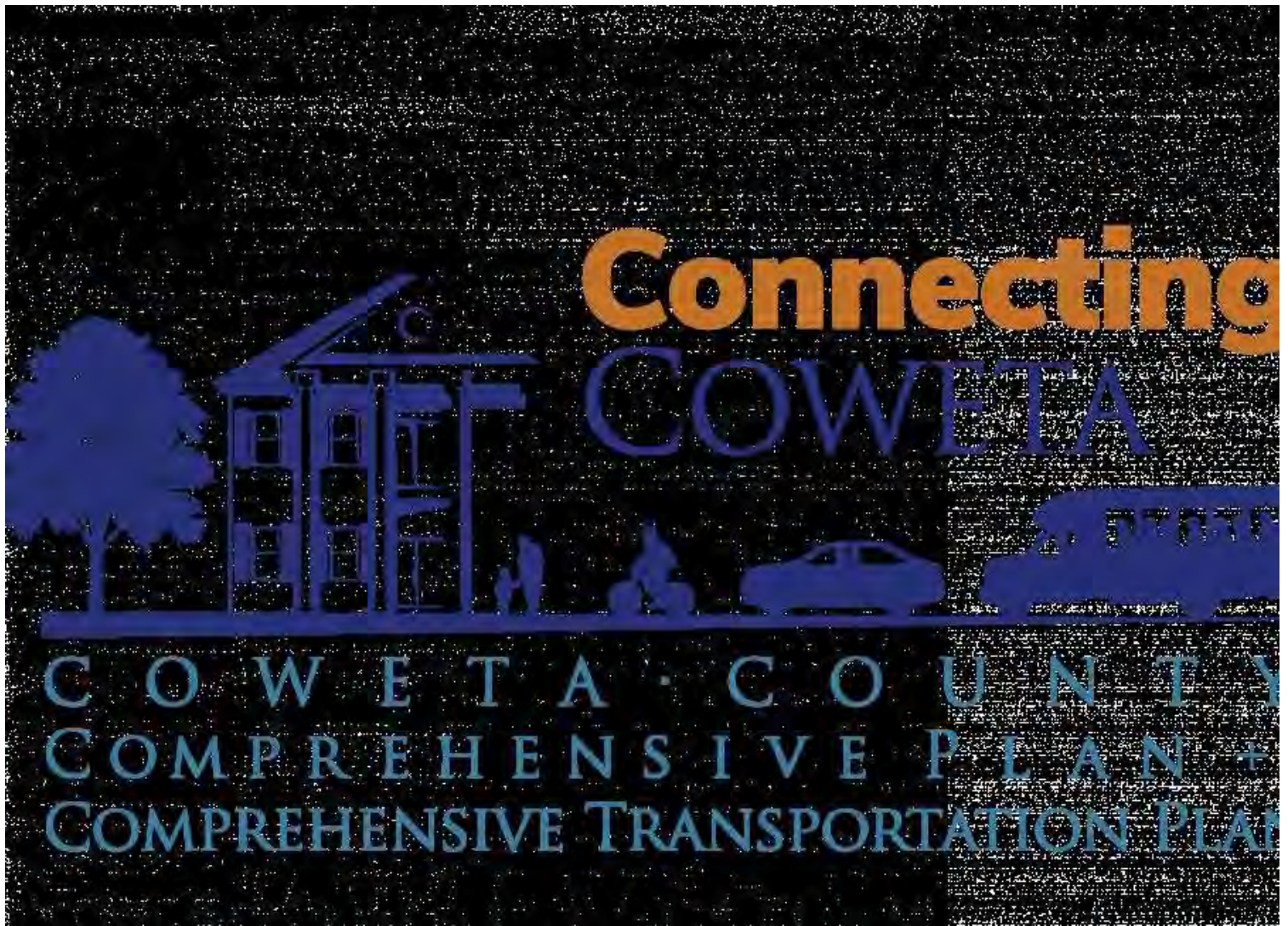


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Corridor workshops, comp plan surveys coming up

By **SARAH FAY CAMPBELL** | May. 21, 2021 - 6:43 PM



THE NEWNAN TIMES-HERALD

Two more corridor workshops will be held as part of Coweta's Comprehensive Transportation Plan, and new surveys have been released as part of the county's Comprehensive Plan update.

The next workshop will be Monday and will focus on the Newnan Crossing Bypass, from McIntosh Parkway to Highway 16 East. The final workshop, on the Madras Connector, will be June 1.



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The workshops are in two parts – with sessions held at noon and at 5:30 p.m.

At the noon workshops, Cowetans can view an online presentation and provide their ideas for a combined transportation and land use vision through a survey of online questions. Then at 5:30, the draft concept for that corridor, based on the noon meeting's input, will be presented, and attendees can comment further on the proposal.

Cowetans are invited to attend either or both; there will be opportunities at both meetings to provide input.

The meetings will be held primarily online through Zoom, and participants can take part in an interactive survey. Limited in-person seating will be available at the Coweta County Commission Chambers.

After the workshops are complete, conceptual plans for each corridor will be posted on the plan website, www.cowetactp.com (<http://www.cowetactp.com/>)

The ideas for land use and transportation improvements that result from the workshops will be used to inform the recommendations of the CTP and the Comprehensive Plan. Drafts of both plans will be available for public review later this summer.

The purpose of the land use survey is to see Coweta through individual residents' eyes and understand their vision. Residents can provide input on current and future development in the county and let county officials know what areas they enjoy or would like to improve or preserve.

The surveys are a follow up to the earlier meetings and surveys on the comprehensive plan. Presentations from the earlier meetings can be viewed at www.Cowetaplans.com/getinvovled. (<http://www.cowetaplans.com/getinvovled>.)

The surveys will close June 11, and that will end the public engagement phase of the comprehensive planning process. A final draft document is expected in late summer.



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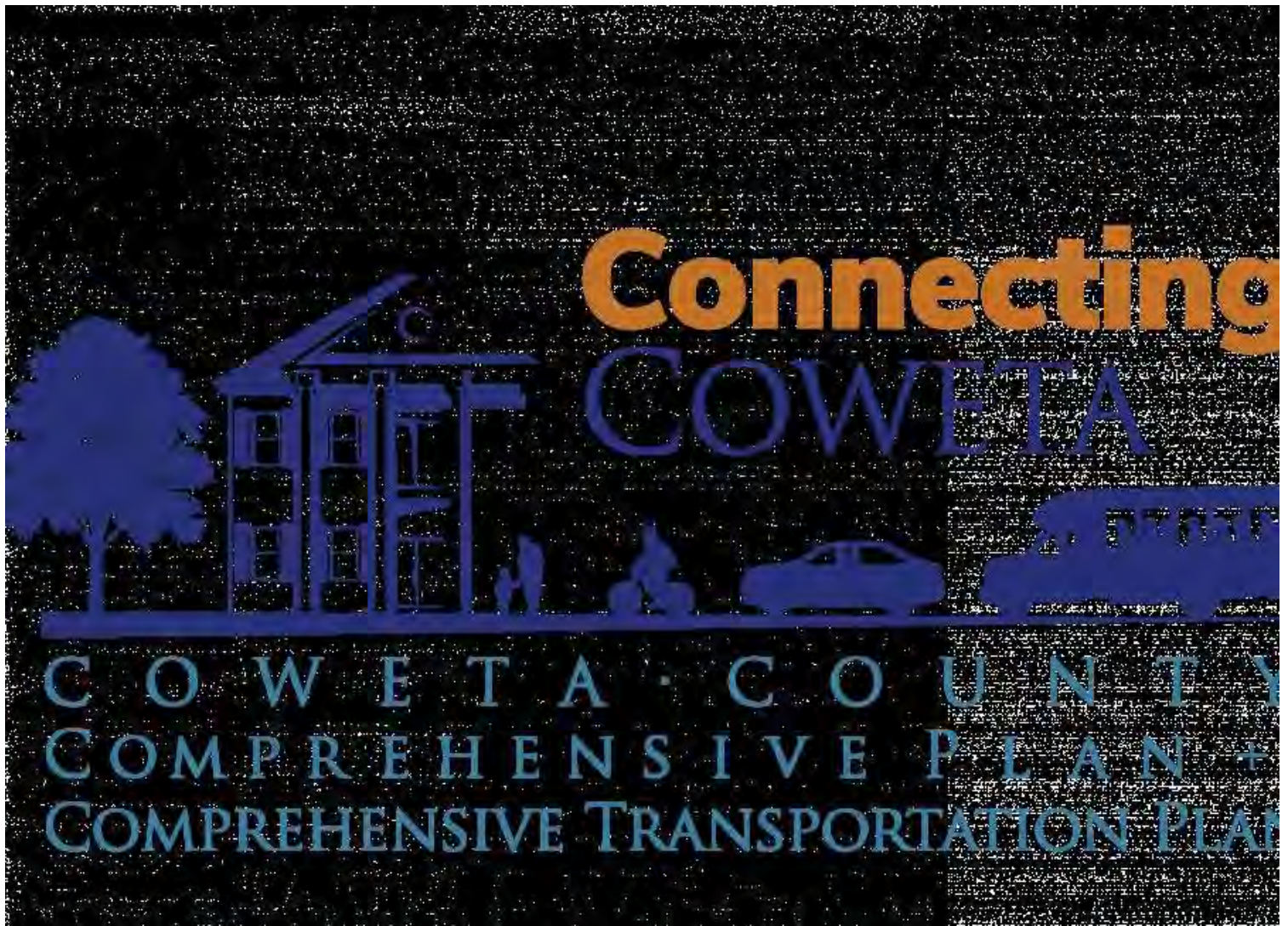


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Land use survey deadline is June 11

By **SARAH FAY CAMPBELL** | Jun. 04, 2021 - 8:26 PM



THE NEWNAN TIMES-HERALD

Time is running out to have your say on the future of Coweta County's land use, growth and transportation infrastructure.

The final public input piece of the county's Comprehensive Plan and Comprehensive Transportation Plan update is a pair of online surveys.



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The surveys will close Friday, June 11, ending the public input process.

To take the surveys, visit www.cowetaplans.com (<http://www.cowetaplans.com/>), scroll down to the graphic and click on the blue survey bubbles. Once you complete the land use survey, be sure to click the “exit” button at the top right of the page.

The plans are high-level visions that help guide growth and development over the next 20 years.

The land use and growth management survey allows participants to talk about what they would like to preserve in Coweta, see more of and see less of. Participants also get to share what they feel is important in new residential developments and mixed use developments, and what things they think shouldn't be included or are less important.

The mapping survey is more open ended, and participants can submit as many or as few map surveys as they like.

For the mapping survey, participants pick any point in unincorporated Coweta County they choose and can say that they like it, don't like it, want to preserve it, want to see more like it or less like it, etc., and then enter comments about the location.

Once the surveys close, information from the surveys as well as information from visioning workshops, corridor workshops and earlier surveys will be used to help craft the county's Comprehensive Plan and Comprehensive Transportation Plan.



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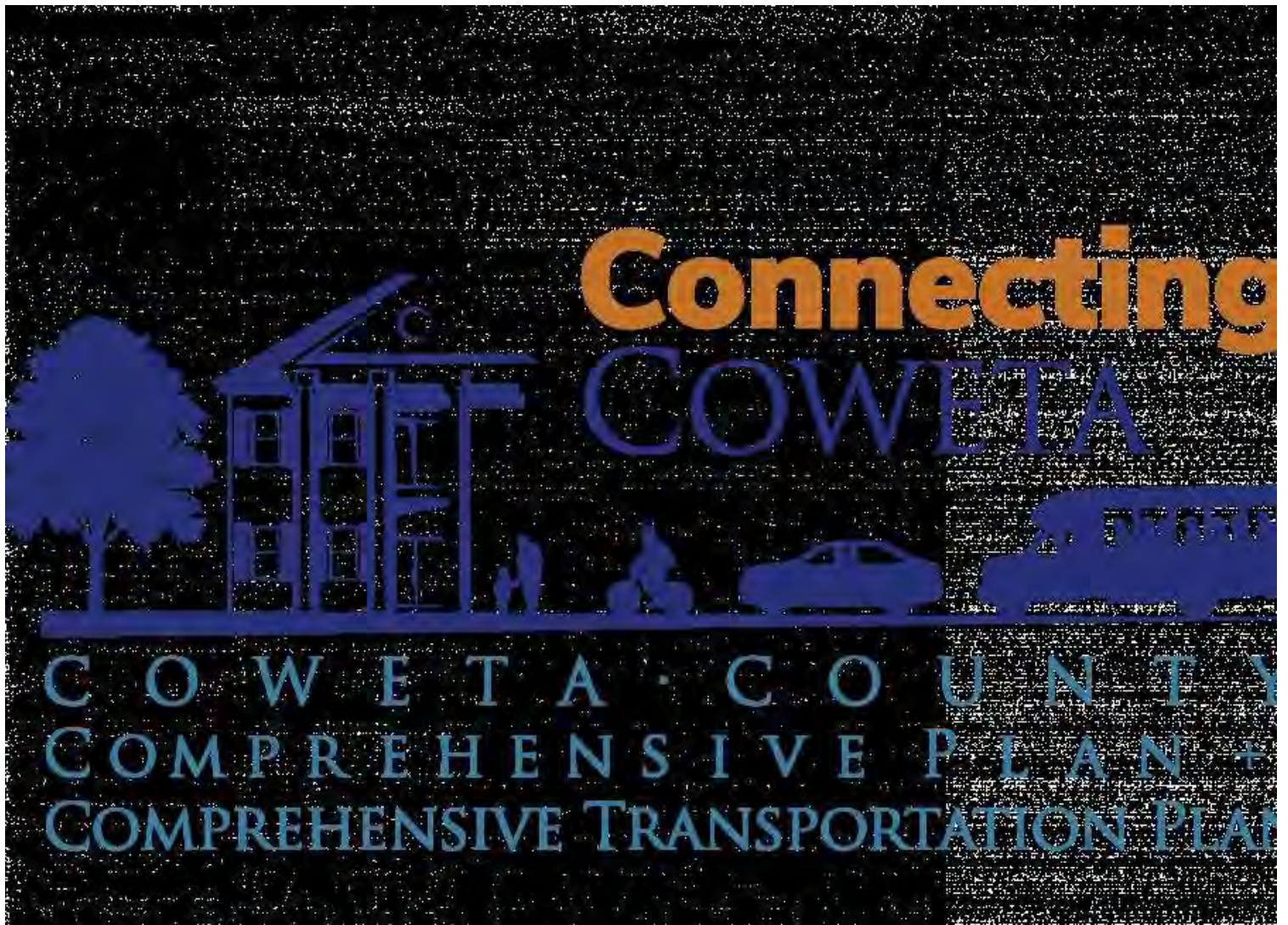


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Land use & mapping survey deadlines extended to June 20

By **SARAH FAY CAMPBELL** | Jun. 15, 2021 - 6:31 PM



THE NEWNAN TIMES-HERALD

The deadline for the final public input option for the Coweta County Comprehensive Plan and Comprehensive Transportation Plan update has been extended.

An online land use survey and mapping survey are the final official public input pieces in the months-long update to the two plans. The survey and mapping exercise were to end June 14.



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However, because of increased interest and requests, the deadline has been extended until June 20, said Catherine Wickey, Coweta communications manager.

You can take the surveys at www.cowetaplans.com (<http://www.cowetaplans.com/>).

The plans are high-level visions that help guide growth and development over the next 20 years.

The land use and growth management survey allows participants to talk about what they would like to preserve in Coweta, see more of and see less of.

Participants also get to share what they feel is important in new residential developments and mixed use developments, and what things they think shouldn't be included or are less important.

Once you have completed the survey and hit "done" be sure to hit the "exit" button at the top right hand corner.

The mapping survey is more open ended, and participants can submit as many, or as few, map surveys as they like.

For the mapping survey, participants pick any point in unincorporated Coweta County they choose and can say that they like it, don't like it, want to preserve it, want to see more like it or less like it, etc., and then enter comments.

Once the surveys close, information from the surveys as well as information from visioning workshops, corridor workshops, and earlier surveys will be used to help craft the county's Comprehensive Plan and Comprehensive Transportation Plan.

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Coweta County Government

February 15 · 🌐

Comprehensive Plan Survey Alert 📌

Did you know that the Comprehensive Plan is one of the most important tools in the county's land use planning? It is used to address the constant change, evolution, and conservation of the county. It looks toward the future and provides a roadmap for the development and preservation of the county's most limited resource - the land itself.

We encourage all citizens to participate in the survey. You can view it online at www.cowetaplans.com.



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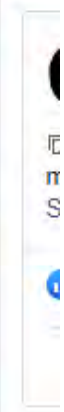
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Coweta County CTP/Comp Plan Updates



Valerie Ward <valerie@newnancowetachamber.org>

To Wickey, Catherine

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Dear Chamber Members,

As a reminder, the [Comprehensive Transportation Plan's Commission District Workshop series](#) begins tonight with District 4. Please pass this along and share with others. The overall schedule is as follows:

- District 1 – Tuesday, March 2
- District 2 – Thursday, February 25
- District 3 – Wednesday, February 24
- District 4 – Thursday, February 18
- District 5 – Monday, February 22

Below please find the link to the Zoom virtual platform, it is the same for all the meetings. Start time is at 6:00 p.m.

Zoom Details for Meeting:

<https://us02web.zoom.us/j/5338329447?pwd=YitFSDf3TnppQmg2aUJBd09oa3VjUT09>

Meeting ID: 533 832 9447

Passcode: Coweta

Phone Details for Meeting:

Join by phone: 646 558 8656

Meeting ID: 533 832 9447

Passcode: 440196

For more information and to take the surveys, visit www.cowetaplans.com and www.cowetactp.com.

Warm Regards,

Valerie

Will You Participate? Coweta County CTP/Comp Plan Workshops Continue



Valerie Ward <valerie@newnancowetachamber.org>
To Wickey, Catherine

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Tue 2/23/2021 3:36 PM

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Dear Chamber Members,

Good afternoon! A reminder, that the [Comprehensive Transportation Plan's Commission District Workshop series](#) continues this week and next. Please pass this along and share with others. The remaining meetings include:

- District 3 – Wednesday, February 24
- District 2 – Thursday, February 25
- District 1 – Tuesday, March 2

Great input have been received at the previous meetings. If you are able, please join a meeting this week and/or next and share in the discussion!

Below please find the link to the Zoom virtual platform, it is the same for all the meetings. Start time is at 6pm and lasts for one hour.

Zoom Details for Meeting:

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Join by phone: 646 558 8656

Meeting ID: 533 832 9447

Passcode: 440196

For more information and to take the surveys, visit www.cowetaplans.com and www.cowetactp.com.

Warm Regards,

Valerie



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Renea Lynn shared a link.

Admin · 26m · 🌐



Ladies, jump in and take the survey! Our voices matter!

Coweta County is updating its Comprehensive Plan and Comprehensive Transportation Plan. These plans set the long-term visions for growth, development, and transportation across Coweta County and will also include shorter-term actions and strategies to help implement those visions. We are updating these plans jointly to better coordinate land use and transportation, support economic development, and more effectively engage with residents and stakeholders in the planning processes.

All citizens are invited to participate in both of the surveys.

- Comp Plan survey here: www.cowetaplans.com.
- Comp Transportation survey and mapping exercise here: www.cowetactp.com.



COWEACTP.COM

Coweta County Comprehensive Transportation Plan

General Information about the Coweta County Comprehensive Transportation Plan update.



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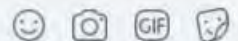
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Coweta County Government

at 15:22:32 on 1/26/2021 UTC

Coweta County is updating its Comprehensive Plan and Comprehensive Transportation Plan and we need YOUR input.

Join us for our first public information meeting on Thursday, February 11 at 6:00 p.m. Check out event details, including how to RSVP, here: <https://bit.ly/2YmwxEV>.



Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210126Coweta-County-GovernmentTimeline-posts64005_4134677789883915



Coweta County Government

at 15:22:32 on 1/26/2021 UTC · 🌐

Coweta County is updating its Comprehensive Plan and Comprehensive Transportation Plan and we need YOUR input.

Join us for our first public information meeting on Thursday, February 11 at 6:00 p.m. Check out event details, including how to RSVP, here: <https://bit.ly/2YmwxEV>.



Account: Coweta County Government

Content type: Facebook Page - Photos

Album: Timeline Photos

Record ID: 20210210Coweta-County-GovernmentPhotos64005_4175308415820852



Coweta County Government

at 18:51:24 on 2/10/2021 UTC

Coweta, we want your input!

Join us tomorrow (Thursday, Feb. 11, 2021) at 6 p.m. as we kick off our Comprehensive Plan & Comprehensive Transportation Plan during a virtual public meeting. To RSVP, check out event details here:

<https://bit.ly/3g9FKNk>.

Wondering why a comprehensive plan is so important?

According to County Planner Jenny Runions, "The Comprehensive Plan looks towards the future and provides a roadmap for the development and preservation of the county's most limited resource, the land itself."



Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210210Coweta-County-GovernmentTimeline-posts64005_4175315735820120



Coweta County Government

at 18:51:24 on 2/10/2021 UTC · 🌐

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According to County Planner Jenny Runions, "The Comprehensive Plan looks towards the future and provides a roadmap for the development and preservation of the county's most limited resource, the land itself."



Account: Coweta County Government

Content type: Facebook Page - Photos

Version: Previous (V1)

Tags: edited Album: Timeline Photos

Record ID: 20210211Coweta-County-GovernmentPhotos64005_4177968912221469



Coweta County Government

at 16:26:05 on 2/11/2021 UTC

Meeting Reminder

Join us TODAY (Feb. 11, 2021) at 6 p.m. for a virtual public information meeting as we kickoff our Comprehensive Plan & Comprehensive Transportation Plan. To RSVP, visit here: <https://bit.ly/3pciFsb>.



Account: Coweta County Government **Content type:** Facebook Page - Timeline posts **Version:** Previous (V1)
Tags: edited
Record ID: 20210211Coweta-County-GovernmentTimeline-posts64005_4177989362219424



Coweta County Government

at 16:26:05 on 2/11/2021 UTC · 🌐

Meeting Reminder

Join us TODAY (Feb. 11, 2021) at 6 p.m. for a virtual public information meeting as we kickoff our Comprehensive Plan & Comprehensive Transportation Plan. To RSVP, visit here: <https://bit.ly/3pciFsb>.



Account: Coweta County Government **Content type:** Facebook Page - Photos
Album: Timeline Photos
Record ID: 20210212Coweta-County-GovernmentPhotos64005_4180320251986335



Coweta County Government

at 13:47:15 on 2/12/2021 UTC

Survey Alert 📢

We need your input on transportation in Coweta County!

Participate in an online survey and mapping exercise at <http://cowetactp.com>. Each takes about 15 minutes and will provide us with valuable feedback as we develop the Coweta County Comprehensive Transportation Plan.

Stay tuned for additional surveys to come.



Account: Coweta County Government **Content type:** Facebook Page - Timeline posts
Record ID: 20210212Coweta-County-GovernmentTimeline-posts64005_4180337708651256



Coweta County Government

at 13:47:15 on 2/12/2021 UTC · 🌐

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Participate in an online survey and mapping exercise at <http://cowetactp.com>. Each takes about 15 minutes and will provide us with valuable feedback as we develop the Coweta County Comprehensive Transportation Plan.

Stay tuned for additional surveys to come.



Account: Coweta County Government

Content type: Facebook Page - Photos

Album: Timeline Photos

Record ID: 20210215Coweta-County-GovernmentPhotos64005_4188349647850062



Coweta County Government

at 15:29:07 on 2/15/2021 UTC

Comprehensive Plan Survey Alert

Did you know that the Comprehensive Plan is one of the most important tools in the county's land use planning? It is used to address the constant change, evolution, and conservation of the county. It looks toward the future and provides a roadmap for the development and preservation of the county's most limited resource - the land itself.

We encourage all citizens to participate in the survey. You can view it online at www.cowetaplans.com.



Avery Cunningham The survey is a repetitive piece of junk.

at 0:05:29 on 2/16/2021 UTC



Fran Tabor Collins Avery Cunningham I'll be sure to pass your opinion on to all of the professionals working on this. I hope that you log on to the meetings to gain a broader knowledge of what exactly is occurring, and how you can participate.

at 11:16:27 on 2/16/2021 UTC



Avery Cunningham LOL trust me, I participate and have knowledge of what is occurring.

at 19:24:26 on 2/16/2021 UTC


Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210215Coweta-County-GovernmentTimeline-posts64005_4188389414512752



Coweta County Government

at 15:29:07 on 2/15/2021 UTC · 

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at 19:24:26 on 2/16/2021 UTC

Account: Coweta County Government

Content type: Facebook Page - Photos

Album: Timeline Photos

Record ID: 20210224Coweta-County-GovernmentPhotos64005_4212577398760620



Coweta County Government

at 13:34:39 on 2/24/2021 UTC

Calling all District 3 citizens!

Join us TONIGHT at Madras Park Gym or virtually via Zoom for a community workshop on Transportation in Coweta County. Your input is crucial as we update our Comprehensive Transportation Plan. Learn more and sign up here: <https://bit.ly/3aQsGXU>.

Wondering which district you belong to? Find out here: <https://bit.ly/37J5GYQ>.



Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210224Coweta-County-GovernmentTimeline-posts64005_4212586612093032



Coweta County Government

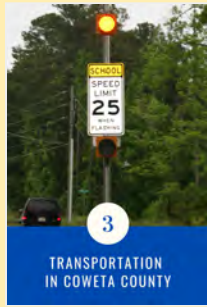
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Account: Coweta County Government

Content type: Facebook Page - Photos

Album: Timeline Photos

Record ID: 20210226Coweta-County-GovernmentPhotos64005_4222556554429371



Coweta County Government

at 13:30:52 on 2/26/2021 UTC

We need your input! Participate in a brief survey and help Coweta County update its Comprehensive Plan here: <https://www.surveymonkey.com/r/X6NNSH6>.

Why is a Comprehensive Plan so important? According to County Planner Jenny Runions, "The Comprehensive Plan looks towards the future and provides a roadmap for the development and preservation of the county's most limited resource – the land itself."



Arelia Herb Bartlett Who paid for the pedestrian bridge across Interstate 85. If Coweta citizens paid for it, it should be opened to the citizens. I've asked several times and no one will provide a answer!!!

at 13:38:26 on 2/26/2021 UTC



Lori Elliott Arelia it's open! I've used it quite a bit.

at 15:38:57 on 2/26/2021 UTC

Version: Current

Tags: edited



Page Saylor Beckwith Arelia Herb Bartlett It is part of the Linc. Here is the website. <https://friendsoflinc.org/> I am sure they can answer your questions.



at 18:00:51 on 2/26/2021 UTC

Tony Hanson I think it is totally for the citizens who choose to walk the Linc!



at 18:28:08 on 2/26/2021 UTC



Kevin Barbee Arelia Herb Bartlett I've walked it many times
at 18:34:10 on 2/26/2021 UTC

Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210226Coweta-County-GovernmentTimeline-posts64005_4222557454429281



Coweta County Government

at 13:30:52 on 2/26/2021 UTC · 🌐

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Kevin Barbee Arelia Herb Bartlett I've walked it many times
at 18:34:10 on 2/26/2021 UTC

Account: Coweta County Government

Content type: Facebook Page - Photos

Version: Previous (V1)

Tags: edited **Album:** Timeline Photos



Coweta County Government

at 21:12:58 on 3/02/2021 UTC

It's not too late!

Help Coweta County update its Comprehensive Plan by participating in a brief survey here: <https://www.surveymonkey.com/r/X6NNSH6>. This survey closes on Friday, March 5.



Account: Coweta County Government **Content type:** Facebook Page - Timeline posts **Version:** Previous (V1)

Tags: edited

Record ID: 20210302Coweta-County-GovernmentTimeline-posts64005_4235671603117866



Coweta County Government

at 21:12:58 on 3/02/2021 UTC · 🌐

It's not too late!

Help Coweta County update its Comprehensive Plan by participating in a brief survey here: <https://www.surveymonkey.com/r/X6NNSH6>. This survey closes on Friday, March 5.



Account: Coweta County Government **Content type:** Facebook Page - Photos **Version:** Previous (V1)

Tags: edited **Album:** Timeline Photos

Record ID: 20210305Coweta-County-GovernmentPhotos64005_4242636269088066

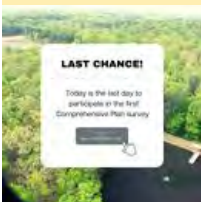


Coweta County Government

at 13:26:01 on 3/05/2021 UTC

TODAY is the last day to share your feedback in the first Comprehensive Plan survey. Help us update one of our most important tools in the county's land use planning.

Participate in the brief survey here: <https://www.surveymonkey.com/r/X6NNSH6>.



Account: Coweta County Government **Content type:** Facebook Page - Timeline posts **Version:** Previous (V1)

Tags: edited

Record ID: 20210305Coweta-County-GovernmentTimeline-posts64005_4242643455754014

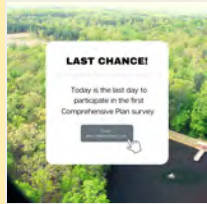


Coweta County Government

at 13:26:01 on 3/05/2021 UTC · 6

TODAY is the last day to share your feedback in the first Comprehensive Plan survey. Help us update one of our most important tools in the county's land use planning.

Participate in the brief survey here: <https://www.surveymonkey.com/r/X6NNSH6>.



Account: Coweta County Government

Content type: Facebook Page - Photos

Version: Previous (V1)

Tags: edited Album: Timeline Photos

Record ID: 20210308Coweta-County-GovernmentPhotos64005_4250935734924786



Coweta County Government

at 17:38:34 on 3/08/2021 UTC

Join us at one of our upcoming Community Focus Groups to share feedback on our Comprehensive Plan.

- *Community Visioning Workshop - March 11*
- *Land Use & Growth Management - March 30*
- *Broadband Services & Environmental Planning - April 15*

All sessions begin at 6 p.m. and take place in the Commission Chambers (37 Perry Street in Newnan). Virtual opt-in available as well. RSVP to junions@coweta.ga.us.



Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Version: Previous (V1)

Tags: edited

Record ID: 20210308Coweta-County-GovernmentTimeline-posts64005_4250942011590825



Coweta County Government

at 17:38:34 on 3/08/2021 UTC · 6

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- *Community Visioning Workshop - March 11*
- *Land Use & Growth Management - March 30*
- *Broadband Services & Environmental Planning - April 15*

All sessions begin at 6 p.m. and take place in the Commission Chambers (37 Perry Street in Newnan). Virtual opt-in available as well. RSVP to junions@coweta.ga.us.

Account: Coweta County Government

Content type: Facebook Page - Photos

Album: Timeline Photos

Record ID: 20210311Coweta-County-GovernmentPhotos64005_4258739227477770



Coweta County Government

at 15:19:57 on 3/11/2021 UTC

Join us TODAY at 6 p.m. either virtually or in-person at the Commission Chambers located at 37 Perry Street in Newnan for our first community focus group to discuss the Comprehensive Plan.

Learn more, including virtual event details, at www.cowetaplans.com.



Version: Current

Tags: edited



Mike Ivie Will the virtual meeting be here at: www.facebook.com/cowetacountygovernment ?
at 16:38:16 on 3/11/2021 UTC



Coweta County Government It will not be live on Facebook. You can join via Teams, more information on how to join here:
<https://www.coweta.ga.us/Home/Components/Calendar/Event/34377/2633?backlist=%2fhome>.

at 20:30:33 on 3/11/2021 UTC

Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210311Coweta-County-GovernmentTimeline-posts64005_4258742934144066



Coweta County Government

at 15:19:57 on 3/11/2021 UTC · 🌐

Join us TODAY at 6 p.m. either virtually or in-person at the Commission Chambers located at 37 Perry Street in Newnan for our first community focus group to discuss the Comprehensive Plan.

Learn more, including virtual event details, at www.cowetaplans.com.



Version: Current

Tags: edited



Mike Ivie Will the virtual meeting be here at: www.facebook.com/cowetacountygovernment ?
at 16:38:16 on 3/11/2021 UTC



Coweta County Government It will not be live on Facebook. You can join via Teams, more information on how to join here:

<https://www.coweta.ga.us/Home/Components/Calendar/Event/34377/2633?backlist=%2fhome>.

at 20:30:33 on 3/11/2021 UTC

Account: Coweta County Government

Content type: Facebook Page - Photos

Album: Timeline Photos

Record ID: 20210323Coweta-County-GovernmentPhotos64005_4291971880821171



Coweta County Government

at 13:43:08 on 3/23/2021 UTC

We're one week out from our next community focus group!

Join us on Tuesday, March 30 virtually or in-person at 37 Perry Street in Newnan. Help us gather feedback as we update our Comprehensive Plan. Learn more and RSVP at www.cowetaplans.com.



Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210323Coweta-County-GovernmentTimeline-posts64005_4291980360820323



Coweta County Government

at 13:43:08 on 3/23/2021 UTC · 🌐

We're one week out from our next community focus group!

Join us on Tuesday, March 30 virtually or in-person at 37 Perry Street in Newnan. Help us gather feedback as we update our Comprehensive Plan. Learn more and RSVP at www.cowetaplans.com.



Account: Coweta County Government

Content type: Facebook Page - Photos

Album: Timeline Photos

Record ID: 20210330Coweta-County-GovernmentPhotos64005_4311678718850487



Coweta County Government

at 14:37:49 on 3/30/2021 UTC

Due to the storm, the Comprehensive Plan Focus Group Meeting (Land Use and Growth Management) currently planned for TODAY at 6 p.m. is being postponed until Thursday, April 15 at 6 p.m. The meeting topics will be combined.



Account: Coweta County Government

Content type: Facebook Page - Timeline posts

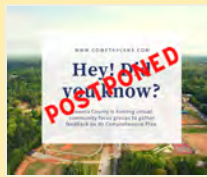
Record ID: 20210330Coweta-County-GovernmentTimeline-posts64005_4311685125516513



Coweta County Government

at 14:37:49 on 3/30/2021 UTC · 🌐

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Account: Coweta County Government

Content type: Facebook Page - Photos

Album: Timeline Photos

Record ID: 20210413Coweta-County-GovernmentPhotos64005_4359417914076567



Coweta County Government

at 12:30:53 on 4/13/2021 UTC

Join us for our LAST Comprehensive Plan Community Workshop this Thursday, April 15 at 6 p.m. Share feedback on Land Use & Growth Management, Broadband Services & Environmental Planning. Join virtually or in-person at the Commission Chambers (37 Perry Street, Newnan).

Learn more at www.cowetaplans.com.



Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210413Coweta-County-GovernmentTimeline-posts64005_4359419040743121



Coweta County Government

at 12:30:53 on 4/13/2021 UTC · 🌐

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Learn more at www.cowetaplans.com.



Account: Coweta County Government **Content type:** Facebook Page - Photos
Tags: deleted **Album:** Timeline Photos
Record ID: 20210526Coweta-County-GovernmentPhotos64005_4492168120801545



Coweta County Government

at 19:00:00 on 5/26/2021 UTC

Share your feedback!

Coweta County has developed two new surveys on land use and growth strategy as a follow-up to the recent Comprehensive Plan public meetings. For more information on this last phase of public engagement, visit here: <https://bit.ly/3foRf0p>.

To participate in the land use survey, visit here: <https://www.surveymonkey.com/r/cowetaplans>.

To participate in the mapping survey, visit here:
<https://survey123.arcgis.com/share/bc4efaf33e4f492e806864df7055eaf0>.

Surveys close June 11



Account: Coweta County Government **Content type:** Facebook Page - Timeline posts
Tags: deleted
Record ID: 20210526Coweta-County-GovernmentTimeline-posts64005_4492174647467559



Coweta County Government

at 19:00:00 on 5/26/2021 UTC · 🌐

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Surveys close June 11



Account: Coweta County Government **Content type:** Facebook Page - Photos
Album: Timeline Photos
Record ID: 20210526Coweta-County-GovernmentPhotos64005_4492188884132802



Coweta County Government

at 19:05:20 on 5/26/2021 UTC

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Surveys close June 11



Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210526Coweta-County-GovernmentTimeline-posts64005_4492189017466122



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at 19:05:20 on 5/26/2021 UTC · 🌐

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<https://survey123.arcgis.com/share/bc4efaf33e4f492e806864df7055eaf0>.

Surveys close June 11



Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210607Coweta-County-GovernmentTimeline-posts64005_4528097953875228



Coweta County Government

at 17:35:42 on 6/07/2021 UTC · 🌐

Survey Reminder

This Friday, June 11 is the last day to participate in our Comprehensive Plan Land Use and Mapping Surveys.

Share your feedback at www.cowetaplans.com and click on "Community Survey."



Version: Current
Tags: edited



Steve Houlder The Survey Monkey was very laborious and required multiple selections to get the tool to accept my answers. I hope this tothe many interruptions and unclear process to complete the survey.

at 20:40:35 on 6/08/2021 UTC



Coweta County Government Thank you for your participation in our Comprehensive Planning Process. We apologize for any technical difficulties. It has been noted during times of peak use, a few technical glitches have occurred. We are working with the survey host to remedy any issues. We greatly appreciate your time and patience with the survey.

This survey is more detailed and lengthier than the previous ones. This is attributed mainly to the intense focus on specific components in Land Use and Growth strategy. The survey is designed to capture your perspective of land use and development in the county. Due to the high volume of responses, the survey is designed without many open-ended questions. So, the results can be quantified within the project timeline. However, any comments, questions or concerns about the comp plan may be directed to cowetaplans@coweta.ga.us.

at 21:10:11 on 6/09/2021 UTC



Steve Houlder Thanks!

at 2:48:06 on 6/10/2021 UTC

Account: Coweta County Government

Content type: Facebook Page - Photos

Album: Timeline Photos

Record ID: 20210607Coweta-County-GovernmentPhotos64005_4528096623875361



Coweta County Government

at 17:35:42 on 6/07/2021 UTC

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Tags: edited



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at 21:10:11 on 6/09/2021 UTC



Steve Houlder Thanks!

at 2:48:06 on 6/10/2021 UTC

Account: Coweta County Government

Content type: Facebook Page - Timeline posts

Record ID: 20210611Coweta-County-GovernmentTimeline-posts64005_4539335299418160



Coweta County Government

at 16:59:10 on 6/11/2021 UTC · 🌐

Today (Friday, June 11) is the last day to participate in our Land Use Survey & Mapping Survey. Visit www.cowetaplans.com to share your feedback.



Survey Reminder

This Friday, June 11 is the last day to participate in our Comprehensive Plan Land Use and Mapping Surveys.

Share your feedback at www.cowetaplans.com and click on "Community Survey."

Account: Coweta County Government

Content type: Facebook Page - Photos

Album: Timeline Photos

Record ID: 20210614Coweta-County-GovernmentPhotos64005_4547963831888640



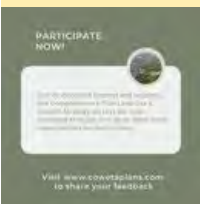
Coweta County Government

at 19:41:28 on 6/14/2021 UTC

Important Announcement

Due to increased interest and requests, the Comprehensive Plan Land Use & Growth Strategy surveys are extended through June 20 to allow more opportunities for public input.

Visit www.cowetaplans.com to participate in the surveys.



Account: Coweta County Government

Content type: Facebook Page - Timeline posts

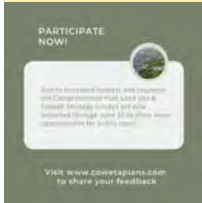
Record ID: 20210614Coweta-County-GovernmentTimeline-posts64005_4547966128555077



Important Announcement

Due to increased interest and requests, the Comprehensive Plan Land Use & Growth Strategy surveys are extended through June 20 to allow more opportunities for public input.

Visit www.cowetaplans.com to participate in the surveys.





Heirloom Market Co. & Bakeshop 1h



VIRTUAL We love our
PLANNING county! Show your
SURVEYS support by

participating in
surveys like
these!



WE WANT YOUR INPUT!

Complete our online surveys and map exercise for the
Comprehensive Plan & Comprehensive Transportation Plan!

**Comprehensive Plan
Survey**

**Transportation Plan
Survey & Map**

www.cowetaplans.com

www.cowetactp.com



COWETA COUNTY

Questions? Call Kristine at 404-377-9147 or email
info@sycamoreconsulting.net.

Export of Records

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Instagram Report for Comprehensive Plan

Generated by Cathy Wickey at 11:49:49 on 8/02/2021 UTC

Included in this export:

Account(s): [Instagram Business] cowetacountyga

Content Type(s): All

Term(s): matching "*comprehensive plan*" OR matching "*comp plan*"

Records matching the above criteria are highlighted.

Account: cowetacountyga

Content type: Instagram Business - Media

Record ID: 20210330Coweta-County-GeorgiaMedia81996_2540872353651434817_46573438615



cowetacountyga Due to the storm, the Comprehensive Plan Focus Group Meeting (land use and growth management) currently planned for TODAY is being postponed until Thursday, April 15 at 6 p.m. The meeting topics will be combined. #cowetacounty #communityplanning
at 14:46:49 on 3/30/2021 UTC

Account: cowetacountyga

Content type: Instagram Business - Media

Record ID: 20210607Coweta-County-GeorgiaMedia81996_2590968288863457824_46573438615

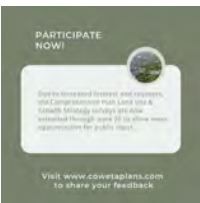


cowetacountyga *Survey Reminder* Friday, June 11 is the last day to participate in our Comprehensive Plan Land Use and Mapping Surveys. Share your feedback at www.cowetaplans.com and click on "Community Survey." #cowetacounty #communityplanning
at 17:38:30 on 6/07/2021 UTC

Account: cowetacountyga

Content type: Instagram Business - Media

Record ID: 20210614Coweta-County-GeorgiaMedia81996_2596105444309209039_46573438615



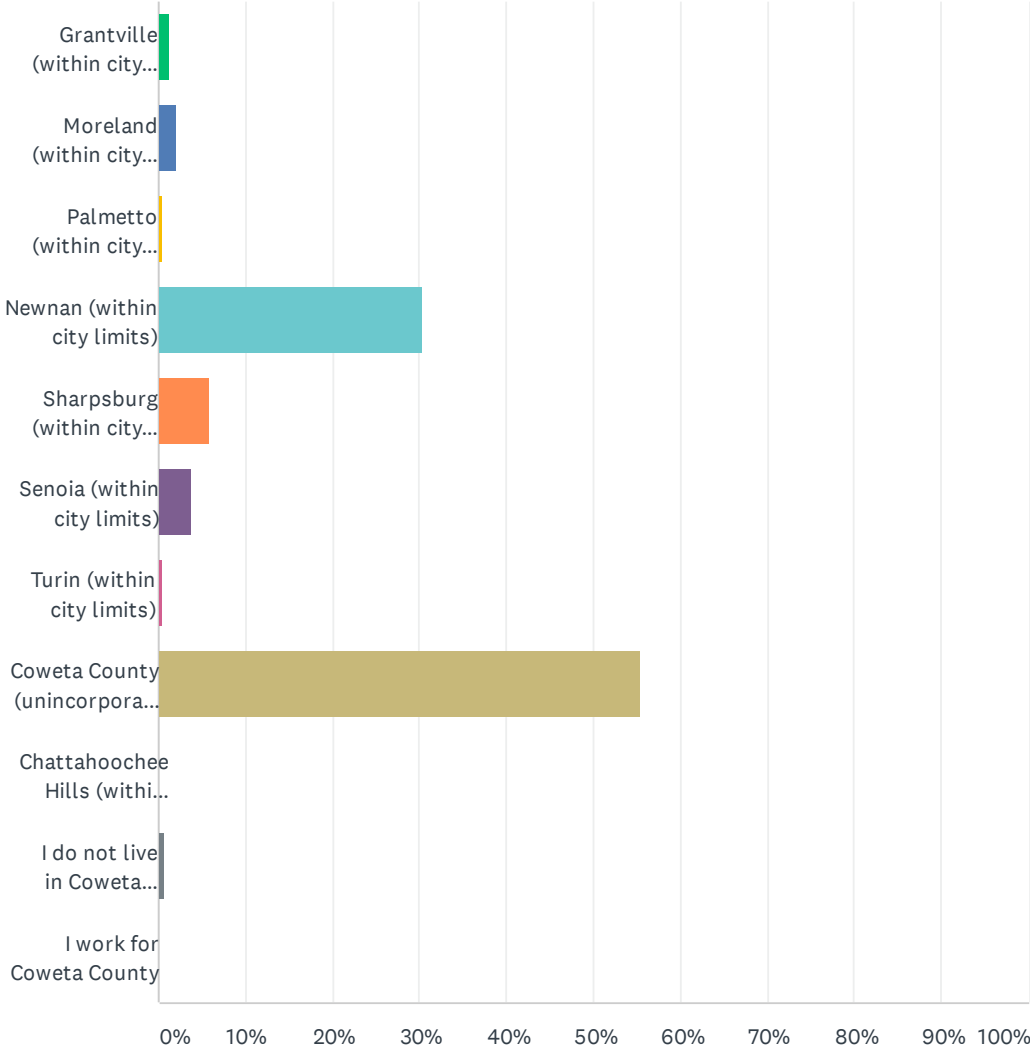
cowetacountyga Time is still left! Due to increased interest and requests, our Comprehensive Plan Land Use & Growth Strategy surveys are extended through June 20 to allow more opportunities for public input. Visit www.cowetaplans.com to participate in the surveys. #cowetacounty #landuseplanning #communityplanning
at 19:45:07 on 6/14/2021 UTC

sharonhoward_lordofouremotions Not sure why we have to keep repeating ourselves. No development has been expressed over and over but I took your survey.
at 23:07:30 on 6/14/2021 UTC

PUBLIC SURVEYS

Q1 Do you live in one of the following?

Answered: 433 Skipped: 0

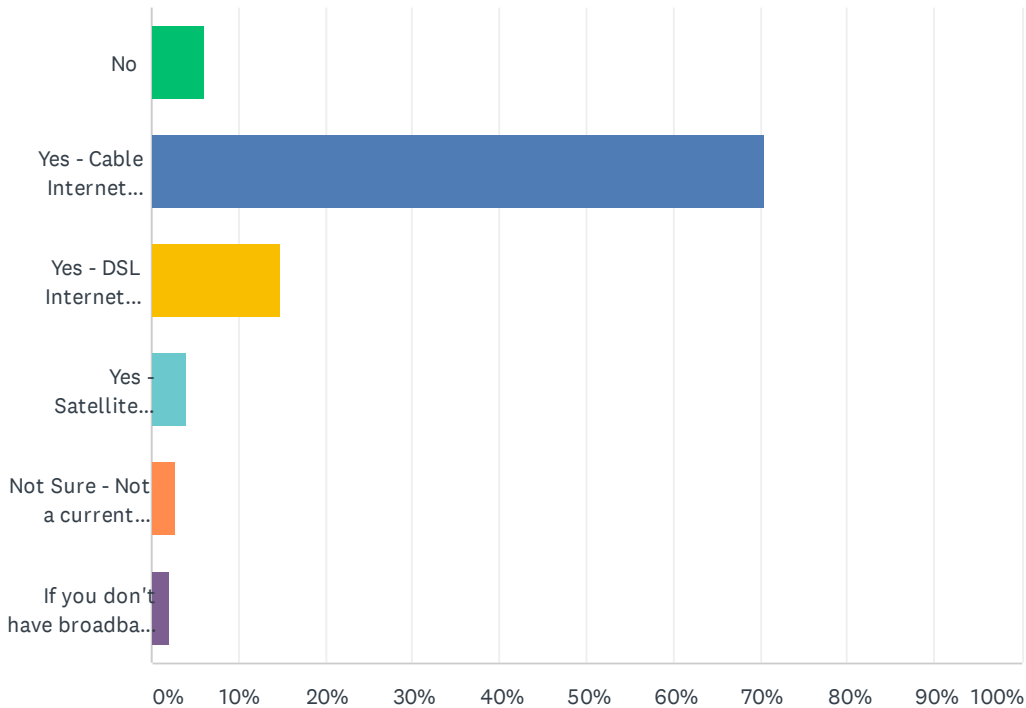


Coweta County Comprehensive Plan

ANSWER CHOICES	RESPONSES	
Grantville (within city limits)	1.15%	5
Moreland (within city limits)	2.08%	9
Palmetto (within city limits)	0.46%	2
Newnan (within city limits)	30.25%	131
Sharpsburg (within city limits)	5.77%	25
Senoia (within city limits)	3.70%	16
Turin (within city limits)	0.46%	2
Coweta County (unincorporated)	55.43%	240
Chattahoochee Hills (within city limits)	0.00%	0
I do not live in Coweta County	0.69%	3
I work for Coweta County	0.00%	0
TOTAL		433

Q2 Is broadband internet available at your home?

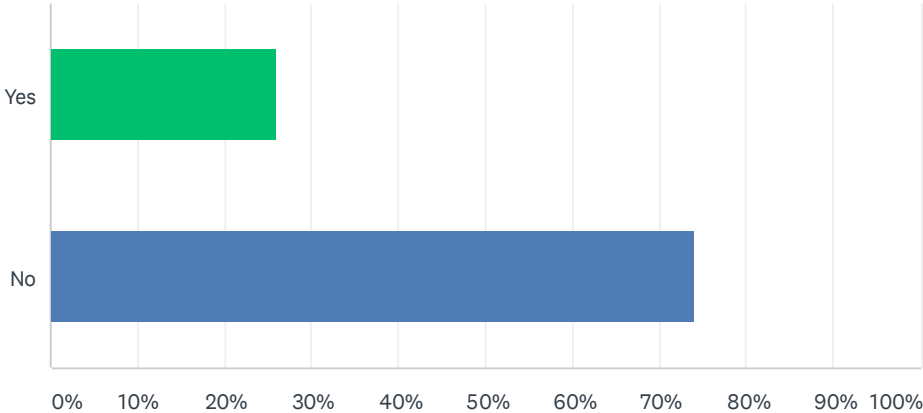
Answered: 433 Skipped: 0



ANSWER CHOICES	RESPONSES	
No	6.00%	26
Yes - Cable Internet Provider	70.44%	305
Yes - DSL Internet Provider	14.78%	64
Yes - Satellite Internet Provider	3.93%	17
Not Sure - Not a current subscriber	2.77%	12
If you don't have broadband internet please share your street name and city below (OPTIONAL). This is for mapping purposes to define the gaps in broadband internet availability.	2.08%	9
TOTAL		433

Q3 Prior to this meeting were you familiar/aware of the County's Comprehensive Planning Process?

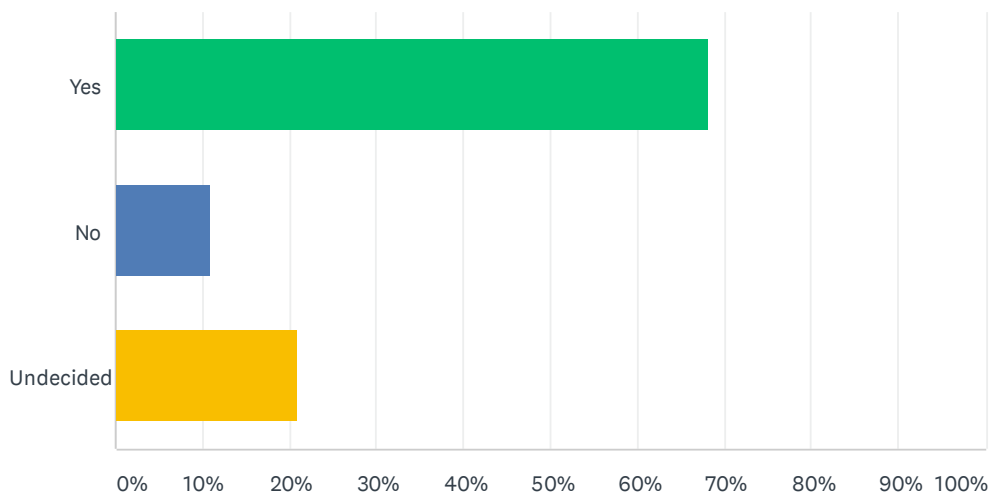
Answered: 433 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	25.87%	112
No	74.13%	321
TOTAL		433

Q4 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.”Do you like the Visioning Statement for the County? (See Meeting Video at www.cowetaplans.com for more details on the Community Vision)

Answered: 431 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	68.21%	294
No	10.90%	47
Undecided	20.88%	90
TOTAL		431

Q5 If any, what changes do you suggest to the Visioning Statement?

Answered: 104 Skipped: 136

#	RESPONSES	DATE
1	none	3/6/2021 2:55 PM
2	There is no mention of safety of the citizens of coweta county.	3/5/2021 9:28 PM
3	Keep it simple and express in concrete terms instead of verbal excess of the existing statement. Specifically, what are the goals?	3/5/2021 4:31 PM
4	NA	3/5/2021 3:53 PM
5	Not sure that we want to promote development. It's been detrimental to our traffic issues and resulted in large neighborhood developments.	3/5/2021 3:23 PM
6	Traffic mgmt and NO HIGH DENSITY HOUSING.	3/5/2021 3:05 PM
7	Just follow it	3/5/2021 2:43 PM
8	New Frontier doesn't need to be capitalized. "Cultural character" could mean many, many things. Not sure what it means here.	3/5/2021 1:37 PM
9	Start abiding by it. The current growth is unmitigated and citizens' voices are not being considered. Every citizen I know is opposed to the current unmitigated growth. Everyone except for the Chambers of Commerce and those the growth benefits.	3/5/2021 1:23 PM
10	None but that visioning statement as any could interpreted in may ways by people in power that may not be interpreted the same way by citizens. I grew up in Gwinnett county. I'm not opposed to growth but do we become like Gwinnett and try to fill every corner of real estate with a structure? It's concerning already with the number of multi family units. With good knowledge of like in Gwinnett and friends still there, well, you don't want type of growth.	3/5/2021 12:42 PM
11	Promote local businesses instead of inviting chains and big box stores	3/5/2021 12:41 PM
12	Help ensure that the statement is being lived up to, including by the County Commissioners.	3/5/2021 12:21 PM
13	None	3/5/2021 12:18 PM
14	The phrase "managed growth" is a bit heavy handed. It doesn't seem like there will be a lot of individual freedom in the process, and most of the "managed growth" will be a continued philosophy of housing mandates that are cumbersome to new single family construction, but workable for large developments.	3/5/2021 11:23 AM
15	What about our existing quality rural farming and open space lifestyles. A large subdivision next to a farm is not why we decided to move in a rural area 20 years ago. The term "rural" meaning keeps changing.	3/5/2021 11:13 AM
16	MORE RURAL CHARACTER, FEWER RESIDENTS & HOUSING. EVERY PIECE OF LAND DOES NOT NEED TO BE BUILT ON IN COWETA COUNTY.	3/5/2021 11:08 AM
17	Add a phrase about Historic Preservation and Inclusion.	3/5/2021 11:05 AM
18	None	3/5/2021 11:00 AM
19	No need to change, just need to follow and fulfill what the statement says.	3/5/2021 10:59 AM
20	None	3/5/2021 10:39 AM
21	I don't feel growth is being managed or is carefully planned. I think for something to be in a statement, it should be true. As a Newnan native, I am disappointed at the growth and lack of planning.	3/5/2021 10:36 AM
22	None	3/5/2021 10:26 AM

Coweta County Comprehensive Plan

23	NA	3/5/2021 10:02 AM
24	None other than I feel vision statements sometimes are just platitudes to sugar coat things that don't sound as good said out loud like disguising the need for more tax money to do all this stuff.	3/5/2021 10:01 AM
25	"Nurtures family and cultural values" has strong white, heteronormative, and Christian undertones, especially in today's world. While those aren't bad values to hold on their own, Coweta should be working to ensure our county is welcoming and inclusive of all cultures, backgrounds, and beliefs. I suggest rewording to something that actively embraces others instead of implying that there's only one acceptable way to live.	3/5/2021 8:47 AM
26	Explain what a "new frontier of rural character" entails/means.	3/5/2021 1:04 AM
27	None	3/5/2021 12:26 AM
28	N/a	3/5/2021 12:06 AM
29	None	3/4/2021 10:31 PM
30	None	3/4/2021 1:15 PM
31	None	3/4/2021 12:30 PM
32	None	3/4/2021 10:51 AM
33	The specific mention of "development" is vague as to what the future of this county will look like.	3/4/2021 9:39 AM
34	Not sure what "new frontier of rural character" means. If it means suburban pig with lipstick try again. Growing too much too fast. How do warehouses provide a historic sense of space and preserve greenspace?	3/3/2021 10:43 PM
35	None	3/3/2021 5:20 PM
36	Follow what it says	3/3/2021 11:46 AM
37	Protecting existing rural areas rather than developing as much as possible with a rural feel. Basically stop developing every cow pasture and wood lot.	3/3/2021 10:09 AM
38	None	3/3/2021 9:39 AM
39	iu	3/3/2021 9:34 AM
40	Sustainable resources	3/3/2021 9:15 AM
41	It needs to be kept more rural.	3/3/2021 8:18 AM
42	None	3/2/2021 10:16 PM
43	As a citizen and of color, I'd like some language around inclusivity (the word diversity is a trigger for some). Historically rural southern cities have been segregated and often racist. I'm cautiously optimistic that Coweta is turning the corner and becoming a modern rural community that welcomes all not just in theory but in action.	3/2/2021 8:47 PM
44	None	3/2/2021 8:28 PM
45	N/A	3/2/2021 8:17 PM
46	Utilize the abandoned/run down buildings instead of approval for new construction	3/2/2021 7:36 PM
47	More focus on rural integrity of the county	3/2/2021 7:15 PM
48	Smaller lot sizes	3/2/2021 6:13 PM
49	It does not reflect the actual level of development going on in this county. How can you possibly say that you are promoting the preservation of rural character?!	3/2/2021 6:13 PM
50	Tell people to stop moving to Coweta county.	3/2/2021 5:56 PM
51	Stop catering to the wealthy	3/2/2021 5:40 PM
52	no changes	3/2/2021 5:17 PM

Coweta County Comprehensive Plan

53	nothing	3/2/2021 5:15 PM
54	Emphasize green space	3/2/2021 5:07 PM
55	None	3/2/2021 5:02 PM
56	None	3/2/2021 4:41 PM
57	Take out the word Government. We do not need any more government than what we have in our county.	3/2/2021 4:37 PM
58	NA	3/1/2021 3:57 PM
59	Rural character is mentioned in the first sentence. The last sentence needs to mention it as well. Coweta is growing further and further away from its rural character. We need it back!	2/27/2021 7:04 AM
60	Still maintain out rual areas and NOT overdevelop the county	2/26/2021 11:44 PM
61	None	2/26/2021 10:05 PM
62	None	2/26/2021 9:05 PM
63	It's too long.	2/26/2021 8:17 PM
64	Take the word government out	2/26/2021 6:55 PM
65	amend... "that nurtures diverse living models, multi-generational and inclusive cultural and civic values supported by; strong education, commerce, public health and safety, sustainable clean energy, safe and efficient transit, recreation and preservation of greenspace."	2/26/2021 1:26 PM
66	The second sentence is too long and wordy.	2/26/2021 12:50 PM
67	Actually preserve the rural character that you are presenting in this statement	2/26/2021 12:41 PM
68	Enough growth	2/26/2021 11:59 AM
69	Include diversity...	2/26/2021 11:21 AM
70	Actually following it and not allowing unfettered development.	2/26/2021 10:41 AM
71	Make it abundantly clear that you care more about the input of your citizens than the private industry and politicians who currently do not seem to care at all about rural character. To be clear: please give us citizens more weight than the other two combined. Building a 200+ home subdivision down Gordon Road might sound "rural" and look like it on paper, but it is not. Large subdivisions are ruining rural character. Also, perhaps stop the city of Newnan from annexing so much. That also kills rural character.	2/26/2021 9:56 AM
72	We don't want more growth	2/26/2021 9:52 AM
73	We want Coweta County to remain rural!!	2/26/2021 9:31 AM
74	None	2/26/2021 9:11 AM
75	N/A	2/26/2021 8:58 AM
76	The rural atmosphere is gone in north Coweta so stop trying to sale it as rural.	2/22/2021 8:28 PM
77	No changes	2/22/2021 12:40 PM
78	It is too lofty	2/19/2021 8:58 AM
79	None	2/18/2021 10:10 PM
80	N/A	2/18/2021 3:24 PM
81	No more warehouse! Low income, no growth jobs accompanied by the destruction of our road systems and our family environment. Responsible corporations which bring in higher paying jobs for college grads with some non-skilled jobs.	2/18/2021 12:57 PM
82	NA	2/17/2021 1:45 PM
83	How about maintaining rural integrity	2/16/2021 5:12 PM
84	Houses built on larger lots. Unincorporated lots need to be 2 acres or more. And no more	2/16/2021 2:01 PM

Coweta County Comprehensive Plan

	subdivisions. Make blocks	
85	None.	2/16/2021 11:40 AM
86	none	2/16/2021 8:35 AM
87	"New Frontier of (classic and) rural character	2/15/2021 10:49 PM
88	More reference to and focus on preserving rural characteristics, green space and agricultural spaces	2/15/2021 5:46 PM
89	Talk to sustaining the character of both the City of Newnan and the beautiful neighborhoods within Coweta county - both rural areas and defined "subdivisions". Industrial complexes, particularly warehouses cannot/will not take over our community!!!	2/15/2021 2:54 PM
90	none	2/15/2021 2:46 PM
91	Actually make decision that reflect this statement. Currently, we do not.	2/15/2021 10:48 AM
92	N/A	2/15/2021 8:27 AM
93	It would be nice not to pull the wool over our eyes.	2/15/2021 7:45 AM
94	None	2/15/2021 5:52 AM
95	It's a nice thought but it's a load of bs	2/14/2021 7:10 PM
96	How can you possibly engender economic development AND maintain the rural atmosphere at the same time? They are by definition mutually exclusive!	2/14/2021 4:29 PM
97	I don't like that it's almost word for word UN Agenda 2030 jargon; which uses local governments to steal land and wealth from small communities under the guise of "assisting in development." Furthermore, what new frontier needs to be broached? Why are UN policies dictating the planning of land to which it has no claim and what fools are ushering in the Wormtongue-ish advisement?	2/14/2021 2:06 PM
98	It sounds too old fashioned and conservative politically	2/14/2021 12:40 PM
99	what does New Frontier mean? In history, the frontier has always been associated with unbridled growth to the detriment of the natural environment. Newnan has already lost hundreds of forested areas . "If you build it they will come".	2/14/2021 10:49 AM
100	drop the preservation of green space since this is not an issue under the power of the county to enforce.	2/13/2021 3:16 PM
101	None	2/12/2021 8:59 PM
102	Protect for rural character	2/12/2021 8:47 PM
103	Making everything based on what the citizens of Coweta County want with a little oversight from the government. Private industry should have no say in what is decided as the owner and some employees may not actually live in Coweta County.	2/11/2021 9:25 PM
104	None	2/11/2021 6:27 PM

Q6 What places in the County do you avoid taking visitors? Examples of such areas could include streets with heavy traffic, busy commercial or recreational destinations, areas where you do not prefer the landscape.

Answered: 312 Skipped: 121

#	RESPONSES	DATE
1	none	3/6/2021 2:55 PM
2	Bullsboro avenue at peak commuting times	3/6/2021 12:04 PM
3	CeC area	3/6/2021 9:25 AM
4	29 highway heading north	3/6/2021 8:42 AM
5	The west side of the county	3/6/2021 12:01 AM
6	Parking issues and traffic patters in downtown Newnan make it a difficult place to visit.	3/5/2021 11:59 PM
7	Bullsbuoro	3/5/2021 11:02 PM
8	Places I *do* take them: Chattahoochee Bend, Brown's Mill, downtown Newnan to eat or Big Joe's. Everywhere else is not worth facing the traffic for cookie cutter chain retail or lackluster food. To face the traffic there needs to be better places to go OR less traffic to make a trip to plain jane r'rants and stores more appealing	3/5/2021 10:24 PM
9	144 Poplar Rd	3/5/2021 9:48 PM
10	None really	3/5/2021 9:32 PM
11	Most Newnan I avoid	3/5/2021 9:28 PM
12	East gate, west gate, east newnan, etc	3/5/2021 8:41 PM
13	Areas that are run down and look bad. Also heavy traffic areas.	3/5/2021 7:47 PM
14	Bullsboro	3/5/2021 7:36 PM
15	Bullsboro and 85 area. Heavy traffic minimal landscape. Concrete jungle	3/5/2021 7:03 PM
16	Unsure	3/5/2021 6:57 PM
17	Bullsboro	3/5/2021 6:51 PM
18	None	3/5/2021 6:41 PM
19	Downtown newnan Highway 34 Newnan crossing bypass	3/5/2021 6:07 PM
20	Hwy 34 and now lower Fayetteville rd is getting very ridiculous.	3/5/2021 6:00 PM
21	Bullsboro	3/5/2021 5:37 PM
22	34w from Yamaha to Ashley park any day between 3-6. Same for Lower Fayetteville from Summergrove to Ashley Park.	3/5/2021 4:31 PM
23	NA	3/5/2021 3:53 PM
24	Arnco Village Sargent Village East Newnan Village	3/5/2021 3:29 PM
25	Temple Ave., Hwy 34 between Herring Road and Yamaha. Traffic is horrendous.	3/5/2021 3:23 PM
26	There are some streets near downtown Newnan that are awful. Trash everywhere, couches on porches, dogs living outside year round, falling down houses. It's The Hood. I don't take anyone on Bullsboro. I cringe driving on LFR (on the backside of SummerGrove) where the trashy trailers are and the tarp covered chicken cages! Anywhere near the Walmart is a no go. Too many abandoned homes!	3/5/2021 3:05 PM

Coweta County Comprehensive Plan

27	Bullsboro Dr from Big Lots Goodwill on is ridiculous and Clark avenue is an embarrassment because of the dips, holes.	3/5/2021 2:43 PM
28	Senoia Turin Sharpburg areas	3/5/2021 2:42 PM
29	Southeast side of Newnan between Lower Fayetteville and Turkey Creek RD. And also in the vicinity of Ruth Hill School.	3/5/2021 2:26 PM
30	I avoid the area of Bullsboro drive near Walmart. The traffic congestion is a deterrent	3/5/2021 1:55 PM
31	Our city parks like Whitlock. Coweta county is far behind other counties around Atlanta in providing a year round artificial turf fields for our children to play on. Fayette and Cobb are two of the closest that have these and they hold weekend tournaments that bring in revenue to local their local businesses. Currently every time it rains that fields flood and are closed for days and many events are canceled. Artificial turf allows residence and local sports clubs to use the fields rain or shine.	3/5/2021 1:49 PM
32	We try to avoid Lower Fayetteville Road during rush hour, as well as east of interstate 85 along Bullsboro.	3/5/2021 1:37 PM
33	Bullsborro and the I-85 corridor. I could take visitors to Douglasville to see the same things.	3/5/2021 1:23 PM
34	I hate driving on the Bullsboro, both city and county jurisdictions. The traffic is horrendous most of the day. The round a bout at 16/154 is too small, all causes backups, and there are frequent accidents. However, most of Coweta is very nice.	3/5/2021 1:12 PM
35	Pretty much everywhere within Newnan City limits. Traffic is way too congested and they just keep building unwanted businesses and apartments.	3/5/2021 1:10 PM
36	Whitlock field is mosquito infested!	3/5/2021 1:07 PM
37	I don't avoid places, but I sure do limit the time of day! Traffic makes it ridiculous.	3/5/2021 1:03 PM
38	Need more sidewalks. We live in small neighborhood and it is not safe to walk or bike on roads without getting run over. There needs to be more space of everyday back roads, such as minix, fisher, lower fyateville.	3/5/2021 12:53 PM
39	Easy we all know the rundown streets and parts of newnan and that's not a racial statement these are areas many drive by every day some areas just need to be demolished! Easier said then done I know.	3/5/2021 12:42 PM
40	MLK Jr Drive	3/5/2021 12:41 PM
41	ALL THE ROUNDABOUTS!!! Worst plan ever... even if you think it saves \$\$!	3/5/2021 12:40 PM
42	Area by the CEC looks run down, Ashley park area is over crowded. Too many apartment complexes coming in	3/5/2021 12:25 PM
43	NA	3/5/2021 12:21 PM
44	none	3/5/2021 12:20 PM
45	Penson st	3/5/2021 12:18 PM
46	Farmer street.	3/5/2021 12:10 PM
47	The area near the CEC	3/5/2021 12:09 PM
48	Anywhere around the main Newnan I85 exit where there are tons of car dealerships, gas stations, restaurant chains, and overall "interstate town" vibe; also avoid adjacent streets beyond historic downtown.	3/5/2021 12:08 PM
49	The Walmart intersection and the corner of Old Corinth Road and Millard Farmer Road	3/5/2021 12:03 PM
50	None	3/5/2021 11:44 AM
51	None	3/5/2021 11:43 AM
52	MLK dr	3/5/2021 11:43 AM
53	Bullsboro	3/5/2021 11:40 AM

Coweta County Comprehensive Plan

54	Bulls Oreo and high crime areas	3/5/2021 11:39 AM
55	Walmart	3/5/2021 11:34 AM
56	Downtown	3/5/2021 11:30 AM
57	High crime areas like west & south newnan	3/5/2021 11:29 AM
58	Bullsboro around the interstate area. Heavy traffic	3/5/2021 11:26 AM
59	The east side	3/5/2021 11:25 AM
60	I prefer taking visitor to the more unique places, and I tend to avoid the bullsboro retail corridor.	3/5/2021 11:23 AM
61	Pass	3/5/2021 11:13 AM
62	ASHLEY PARK, BULLSBORO DRIVE, SENOIA (NO PARKING).	3/5/2021 11:08 AM
63	Heavy traffic areas	3/5/2021 11:05 AM
64	Bullsboro	3/5/2021 11:04 AM
65	The shopping centers heading into downtown they look so run down and all empty.	3/5/2021 11:02 AM
66	All the areas on 2 lane highways where 1 million sq foot warehouses have gone up, poplar rd. Where 700 home are going in on a 2 lane rd. And any area where y'all have failed to adequately plan for growth with no plan for how to handle the traffic.	3/5/2021 11:01 AM
67	None	3/5/2021 11:00 AM
68	The Westside	3/5/2021 10:59 AM
69	Hwy 34 area between Home Depot/ Walmart and the by pass. WAY too conjested!	3/5/2021 10:59 AM
70	No visitors to me, I visit	3/5/2021 10:47 AM
71	Mlk	3/5/2021 10:43 AM
72	Pinson St, Octavious Circle, Black Jack	3/5/2021 10:41 AM
73	Temple avenue	3/5/2021 10:39 AM
74	Bullsboro, Lower Fayetteville, Poplar Road because of traffic Inner city areas around government projects - MLK Jr. Dr, Boone Dr, W Washington, Lovelace, etc. Granville as a whole- everything is run down and dirty looking	3/5/2021 10:36 AM
75	Rockaway Rd to Hwy 74, Hwy 34 and I-85 connection at exit 47 all of the way to Bullsboro Dr.	3/5/2021 10:36 AM
76	Anywhere near the roundabout in Turin/Sharpsburg. That is the worst intersection in Coweta County.	3/5/2021 10:35 AM
77	Streetsbwith heavy traffic, such as Bullsboro. I avoid areas with high density housing and areas where graffiti is starting to become more prevalent.	3/5/2021 10:34 AM
78	I try to discourage travel from Walmart to Ashley Park on Highway 34 due to congestion. Would like to see more attention to MLK Drive area to make it more appealing to use when traveling.	3/5/2021 10:34 AM
79	West side of Newnan	3/5/2021 10:33 AM
80	Poplar road has gotten rough, almost a no go for us. Bullsboro on weekends and afternoons is also super busy.	3/5/2021 10:30 AM
81	Area on HWY 34 where Walmart, Hime Depot shopping areas... Temple Park in the evening, does not feel safe... Need more parks and better upkeep of parks we have...	3/5/2021 10:26 AM
82	Bulls pro Dr, any "chain" restaurant	3/5/2021 10:20 AM
83	Bullsboro Dr between HWY 34 Bypass and Shenandoah Blvd... the amount of traffic in that stretch of road is unbelievable..	3/5/2021 10:20 AM
84	Most of the county is pretty nice. There is no particular part I avoid for reasons other than location convenience.	3/5/2021 10:17 AM

Coweta County Comprehensive Plan

85	I dread Hwy 34 because of heavy traffic and ugly businesses that are crammed into little strip malls.	3/5/2021 10:16 AM
86	We go all over!	3/5/2021 10:16 AM
87	None	3/5/2021 10:12 AM
88	Near interstate on Highway 34. Lower Fayetteville Road. Traffic is horrible.	3/5/2021 10:09 AM
89	Carl Miller Park, due to safety concerns, my car got broken into there.	3/5/2021 10:09 AM
90	The are between QT on Hwy 34 through the area of Wal-Mart and slightly beyond. The traffic is always bad and there are very few things worth going to along the way. The area itself seems tired and the amount of traffic isn't delivering what is actually around there.	3/5/2021 10:07 AM
91	Highway 16 is getting too busy to feel comfortable with	3/5/2021 10:04 AM
92	MLK	3/5/2021 10:02 AM
93	Any busy road such as Bullsboro Hwy 154 near Thomas Crossroads etc ...	3/5/2021 10:01 AM
94	Any where that you can see or drive by a warehouse/distribution center, so 154 and 85.	3/5/2021 10:01 AM
95	the outskirts of downtown newnan, walmart lowe's area seems unsafe at night	3/5/2021 10:00 AM
96	certain parts of downtown Newnan	3/5/2021 9:58 AM
97	Any areas with a higher crime rate, high rate of apartments (especially older units).	3/5/2021 9:56 AM
98	I avoid the Exit 41 area as much as possible.	3/5/2021 9:55 AM
99	In the marginalized communities. There are no sidewalk yet, there's new developments happening around these neglected neighborhoods.	3/5/2021 9:52 AM
100	Bullsboro/Ashley Park area - TOO congested	3/5/2021 9:52 AM
101	west newnan. looks like meth houses	3/5/2021 9:37 AM
102	None	3/5/2021 9:16 AM
103	The broken down motel on Hwy 29- the White Oak Motel, I think it's called? That's got to come down. Besides the eyesore of it, people are squatting in it still and it's a public health nightmare.	3/5/2021 8:47 AM
104	Bullsboro area during high traffic time. The roundabout at 16 and 54 around 8 am and 4-6 p.m.	3/5/2021 6:58 AM
105	Bullsboro, especially, is too much traffic/dangerous most times now to go shopping.	3/5/2021 1:04 AM
106	Arnco-can't something be done to promote this area and encourage improvement?	3/5/2021 12:26 AM
107	N/a	3/5/2021 12:06 AM
108	Walmart area.	3/4/2021 11:33 PM
109	Bullsboro Drive	3/4/2021 10:43 PM
110	Bullsboro	3/4/2021 10:31 PM
111	LINC, state park	3/4/2021 10:30 PM
112	Bullsboro Drive around Exit 47	3/4/2021 10:28 PM
113	Bullsboro (especially from the Summit to the bypass), lower Fayetteville road, and Sharpsburg McCollum during afternoon traffic - horrible	3/4/2021 10:19 PM
114	Bullsboro and Lower Fayetteville 5pm traffic	3/4/2021 8:17 PM
115	Anywhere but the east side of the county and bullsboro dr.	3/4/2021 1:15 PM
116	Grantville	3/4/2021 12:30 PM
117	None	3/4/2021 12:14 PM
118	East gate apartments!	3/4/2021 10:51 AM

Coweta County Comprehensive Plan

119	West side of downtown. Traffic across I-85 at Bullsboro unless mandatory.	3/4/2021 9:39 AM
120	Bullsboro drive east of I-85. Summer Grove, GA154 south of I-85 to lower Fayetteville rd (Thos Xrds)	3/3/2021 10:43 PM
121	Anywhere east of 85	3/3/2021 8:07 PM
122	None	3/3/2021 5:20 PM
123	Hwy 29 between Newnan and Moreland	3/3/2021 5:16 PM
124	non in particular but the Turin traffic circle is ridiculous	3/3/2021 3:39 PM
125	West of downtown. Rough area. Needs to be revitalized	3/3/2021 1:44 PM
126	We typically avoid 34 whenever possible.	3/3/2021 12:45 PM
127	27 from the Munciple buildings and out Temple Avenue	3/3/2021 12:31 PM
128	Bullsboro RD	3/3/2021 12:16 PM
129	Poplar Rd near the hospital, Much of Lower Fayetteville Rd, Newnan Crossing Blvd	3/3/2021 11:46 AM
130	Bullsboro Drive	3/3/2021 10:24 AM
131	Some of the industrial areas and old housing areas that are falling apart.	3/3/2021 10:09 AM
132	None	3/3/2021 9:39 AM
133	Bullsboro during rush hour, Saturdays.	3/3/2021 9:34 AM
134	The area around Newnan Utilities is run down and unsightly. Going into Peachtree City is so backed up during rush hour is a nightmare.	3/3/2021 9:25 AM
135	Bullsboro—traffic is awful Newnan Walmart after dark—not safe Kroger close to downtown Newnan, run down and dirty Businesses on the square in Newnan are nice and good variety but farther off the square gets iffy Avoid lower Fayette—too congested	3/3/2021 9:15 AM
136	Anywhere on the Walmart side of the I85 bridge	3/3/2021 6:04 AM
137	Bullsboro	3/3/2021 5:12 AM
138	Lower Fayette roundabout	3/3/2021 3:09 AM
139	Avoid Bullsboro. Walmart area and Thomas Crossroads.	3/3/2021 1:22 AM
140	Bullsboro	3/2/2021 11:26 PM
141	Bullsboro near the interstate.	3/2/2021 10:16 PM
142	Around CEC	3/2/2021 10:15 PM
143	Through the main streets of newnan	3/2/2021 9:46 PM
144	Bullshoro,	3/2/2021 9:42 PM
145	Temple Ave, belt rd, MLK. Exit 41	3/2/2021 8:55 PM
146	I limit my outings to my subdivision, central library and park and Ashley Park.	3/2/2021 8:47 PM
147	Grantville	3/2/2021 8:44 PM
148	Ga 34	3/2/2021 8:28 PM
149	Out Bullsboro. Too much traffic. Too crowded.	3/2/2021 8:26 PM
150	30 Line Creek Lane	3/2/2021 8:21 PM
151	Arnco	3/2/2021 8:17 PM
152	Bullsboro Drive	3/2/2021 8:17 PM
153	Bullsboro. CEC area	3/2/2021 8:08 PM
154	Ashley Park / anywhere on Bullsboro Drive - too much traffic	3/2/2021 8:05 PM

Coweta County Comprehensive Plan

155	West side of the county, Sargent area	3/2/2021 7:59 PM
156	There are a couple of busy/dangerous areas to drive. 34 from the Bypass to after Shenandoah is awful to drive...	3/2/2021 7:53 PM
157	Bullsboro between the bypass and Yamaha, way too busy	3/2/2021 7:51 PM
158	Bullsboro drive..as a whole the area looks run down and cared for	3/2/2021 7:36 PM
159	Bullsboro at the interstate any day between 4-7 pm	3/2/2021 7:15 PM
160	Intersection of 54/74 in Peachtree city and exit ramp of 85 into Newnan.I avoid these.	3/2/2021 7:05 PM
161	Poplar Rd, Lower Fayetteville Rd	3/2/2021 7:02 PM
162	Temple avenue Jefferson st area	3/2/2021 6:19 PM
163	Grantville	3/2/2021 6:13 PM
164	As a native Coweta, I am sad to say that I can't wait to move to the mountains because there is no where in this county that is pleasant to drive in without having to first encounter horrifically heavy traffic (I.e., most of State Hwy. 34, Lower Fayetteville Road, Hwy 154 and 29 and the Newnan Bypass.	3/2/2021 6:13 PM
165	Bullboro	3/2/2021 6:10 PM
166	Areas near the CEC.	3/2/2021 6:02 PM
167	Anywhere there is drug activity	3/2/2021 5:56 PM
168	East Newnan and bullsboro at rush hour	3/2/2021 5:53 PM
169	Bullsboro Drive	3/2/2021 5:40 PM
170	Lower Fayetteville Road. Matin Luther King rd. Hwy 34 definitely.	3/2/2021 5:38 PM
171	Newnan and the small roundabouts	3/2/2021 5:33 PM
172	Bullsboro	3/2/2021 5:30 PM
173	none	3/2/2021 5:17 PM
174	10 WILKES CT	3/2/2021 5:15 PM
175	Stretch of bullsboro road 34 from Ashley park to downtown Newnan- sketchy businesses. The industrial area on Bullsboro	3/2/2021 5:07 PM
176	Avoid Peachtree City like the plague	3/2/2021 5:07 PM
177	Hi traffic congestion such as 34 around walmart	3/2/2021 5:02 PM
178	None	3/2/2021 4:41 PM
179	Parts of Newnan that are not well kept	3/2/2021 4:37 PM
180	Arnco, and the trailer parks. Also hwy 34 and lower Fayetteville road!!!	3/2/2021 4:36 PM
181	Downtown Newnan as parking is a nightmare. Avoid Bullsboro in the Greison Trail area due to crime.	3/2/2021 4:34 PM
182	Hwy 34 W/Franklin Highway... Poplar Road	3/2/2021 4:33 PM
183	Walmart	3/2/2021 4:25 PM
184	Ashley Park area	3/1/2021 7:12 PM
185	I am proud of my community and understand there are some areas less aesthetic than others, but i typically do not intentionally avoid any areas.	3/1/2021 3:57 PM
186	Anywhere near Walmart	2/28/2021 10:58 PM
187	I am comfortable going just about everywhere in the county. I do avoid the Fairmount area due to the amount of crime in that area.	2/28/2021 5:32 PM
188	Anywhere near the Walmart intersection (whoever designed that wasn't in a right headspace)	2/27/2021 11:52 AM

Coweta County Comprehensive Plan

189	Bullsboro, Newnan	2/27/2021 11:44 AM
190	Bullsboro area	2/27/2021 7:04 AM
191	None	2/27/2021 6:34 AM
192	Mostly everywhere else that is too busy with traffic or has rundown houses. Downtown Newnan	2/27/2021 12:24 AM
193	Walmart area. Lower Fayetteville Rd. 34 bypass heading to the dump. No one cleans up the trash and the county doesn't monitor all the illegal dumping people do.	2/26/2021 11:44 PM
194	The busiest areas are off limits when people are visiting.	2/26/2021 11:03 PM
195	Coweta county is not what it used to be sadly. Far to many people building and living here. I've lived and grown up here my entire life and things have changed for the worse. It's sad to see areas that use to be rural and quiet are now daily being destroyed for more houses and congesting our already over crowded town.	2/26/2021 10:05 PM
196	Highway 34 at times of high traffic, older strip malls on that highway as well	2/26/2021 9:46 PM
197	bullsboro lower fayetteville road	2/26/2021 9:13 PM
198	None	2/26/2021 9:05 PM
199	State highways they are dangerous and look like trash dumps.	2/26/2021 8:59 PM
200	Trailer park area on Fischer road near Northgate high school. Trailer park area on Lower Fayetteville road on the same side of street as Summergrove. Several areas on the outskirts of downtown Newnan feel very unsafe.	2/26/2021 8:52 PM
201	Newnan in general is too crowded to enjoy now.	2/26/2021 8:17 PM
202	Honestly, I loved most of coweta, but all the unnecessary construction is completely ruining the county. Literally everywhere. Near Costco, there was tons of land to build business, yet now you allow land to be destroyed next to lower Fayetteville for new business without remotely coming close to filling up the Costco lot first? What a joke. And where is the tax revenue going from all this new business and construction? Definitely not the schools...	2/26/2021 7:51 PM
203	I don't take people anywhere here because to me there is nothing here to visit.	2/26/2021 7:07 PM
204	Anywhere on 34 between the bypass and Thomas Crossroads	2/26/2021 6:59 PM
205	Anything that's not downtown newnan or senoia	2/26/2021 6:55 PM
206	Avoid highway 34 due to traffix	2/26/2021 6:54 PM
207	Bullsboro	2/26/2021 6:30 PM
208	Anywhere on Bullsboro due to traffic	2/26/2021 5:54 PM
209	Bullsboro rd	2/26/2021 5:20 PM
210	West side	2/26/2021 4:33 PM
211	Anywhere near exit 41, our "rural" exit that is filling with trucks and warehouses	2/26/2021 4:31 PM
212	heavy traffic	2/26/2021 4:17 PM
213	Temple ave, franklin road millard farmer at 34.	2/26/2021 4:16 PM
214	Stay off of 34 if i can	2/26/2021 2:26 PM
215	None	2/26/2021 1:55 PM
216	I don't avoid anyplace.	2/26/2021 1:26 PM
217	Older section of Bullsboro Drive from Publix to Kroger. The majority of buildings/shopping centers on that stretch of the road are an eyesore. I try to use only use Lower Fayetteville Rd and McIntosh Parkway.	2/26/2021 1:18 PM
218	Getting off at the exit at Moreland is horrible. Always trashy - horrible truck traffic	2/26/2021 12:59 PM
219	Bullsboro	2/26/2021 12:54 PM

Coweta County Comprehensive Plan

220	Over by the CEC.	2/26/2021 12:45 PM
221	Don't like to take visitors down Bullsboro. It looks like any other small cheap town	2/26/2021 12:01 PM
222	Round about traffic is not controlled	2/26/2021 11:59 AM
223	Anywhere by Franklin Road. Past Newnan bypass on 34 gets sketchy. 29 going towards downtown some old buildings looks run down.	2/26/2021 11:54 AM
224	None	2/26/2021 11:46 AM
225	Pinson st, MLK, gressen trail. I also avoid 34 by the interstate due to traffic	2/26/2021 11:35 AM
226	Try 29 south of downtown Newnan on the way to the fairgrounds	2/26/2021 11:27 AM
227	Downtown Newnan. There is no sense of community. And main street Sharpsburg. It's just an abandoned area.	2/26/2021 11:22 AM
228	Heavy traffic areas	2/26/2021 11:21 AM
229	Too much traffic in Newnan	2/26/2021 10:44 AM
230	Bullsboro, Grantville, Thomas Crossroads	2/26/2021 10:41 AM
231	MLK Greison Trail toward Alt 27	2/26/2021 10:38 AM
232	Bullsboro Drive at anytime of the day, CEC/Pinson St area.	2/26/2021 10:17 AM
233	Anywhere on bullsboro drive traffic is nightmare	2/26/2021 10:12 AM
234	Little 5 points	2/26/2021 10:07 AM
235	Poplar Rd and highway 16	2/26/2021 10:04 AM
236	To the north and east ends of the county. It is too crowded and is becoming the next Riverdale. Also, we are reluctantly avoiding downtown Newnan because of the apartments. It looks trashy, and in 15 years it will definitely be trashy. We also avoid Senoia, which no longer feels like small-town rural. It feels instead like high-price retail town.	2/26/2021 9:56 AM
237	Highway 16 is extremely dangerous. The speed limit should be 45 in residential areas. People driving 55 - 65 then stop quickly to turn into a driveway. Causing accident and people to drive off the road. Children have bus stops in passing zones. If more than one family is sharing a driveway then I believe they should have a designated turn lane. Will help keep the flow of traffic and increase accidents. Please slow the speed limit to 45 where there residential property. Many home being building on highway 16.	2/26/2021 9:52 AM
238	Around the CEC	2/26/2021 9:35 AM
239	Anywhere on Bullsboro from Ashley Park to Walmart shopping center- too much traffic Areas around CEC	2/26/2021 9:14 AM
240	Newnan. It's too congested, and the roads heading into and out of Newnan are continually having more houses added to them, making the congestion even worse.	2/26/2021 9:11 AM
241	The area of Highway 34 around Walmart. Traffic is awful.	2/26/2021 9:08 AM
242	Lower Fayetteville traffic is horrible	2/26/2021 8:58 AM
243	Ashley Park	2/26/2021 8:57 AM
244	Bullsboro due to traffic	2/26/2021 8:56 AM
245	34. But lower Fayetteville rd and poplar rd have become just as bad.	2/26/2021 8:53 AM
246	White trailers on lower Fayetteville, below the Round-a-bout	2/23/2021 4:12 PM
247	Hwy 34, Thomas Crossroads area. No pedestrian-accessible areas. Need sidewalks, bike paths, etc.	2/23/2021 12:18 AM
248	Poplar road, lower Fayetteville, the bypass, bullsboro	2/22/2021 8:28 PM
249	None	2/22/2021 12:40 PM
250	Hwy 34 between the bypass and Shenandoah	2/19/2021 8:58 AM

Coweta County Comprehensive Plan

251	None	2/18/2021 10:10 PM
252	Bullsboro, Ashley Park	2/18/2021 9:54 PM
253	Bullsboro and newnan cross blvd	2/18/2021 9:20 PM
254	Bullsboro, CEC area, Grantville	2/18/2021 3:24 PM
255	Any where with Warehouses !	2/18/2021 12:57 PM
256	The commercial area around the intersection of Temple Avenue and Hospital Road has too much crime, and looks dilapidated. Richard Allen Drive is also a dangerous area I avoid taking anybody.	2/18/2021 12:27 PM
257	Ashley park area. Hwy 34 during morning, lunch and rush hour. Hwy 16 round about.	2/18/2021 10:21 AM
258	Bullsboro	2/17/2021 1:45 PM
259	Main st into Arnco. Always full of trash.	2/16/2021 9:41 PM
260	Near the interstate exit 47. It is always busy.	2/16/2021 7:50 PM
261	Areas of blight. Grantville, Arnco, Sargent, West side of East Newnan.	2/16/2021 5:33 PM
262	Bullsboro Drive	2/16/2021 5:12 PM
263	Anywhere near the terribly dangerous area off exit 41 and Amazon.	2/16/2021 4:17 PM
264	Newnan. Too much traffic	2/16/2021 2:01 PM
265	Try to stay away from big box stores that are typically in other locations around the country.	2/16/2021 11:40 AM
266	Areas with heavy traffic, bullsboro, downtown, hwy 29 with the circles that no one knows how to use	2/16/2021 8:42 AM
267	Bullsboro between Ashley Park and downtown.	2/16/2021 8:35 AM
268	I avoid the Newnan Crossings area where I always get confused about not being able to turn left. Maybe better signage will help.	2/15/2021 10:49 PM
269	From one side of ext 47 to the other	2/15/2021 10:07 PM
270	18 Rose Mount Way	2/15/2021 7:44 PM
271	Hwy 34 commercial corridor isn't the most pleasing to the eye	2/15/2021 5:46 PM
272	Nowhere	2/15/2021 3:31 PM
273	RIGHT outside my subdivision - Arbor Springs. My husband and I just built a new home here. We are hard pressed to get into and out of our subdivision even now. All we see is expanding industrial and warehouse structures!! No wonder Peachtree City residents look down upon Newnan!!	2/15/2021 2:54 PM
274	We avoid Bullsboro/I85 area if possible.	2/15/2021 2:46 PM
275	Bullsboro Rd.	2/15/2021 1:55 PM
276	Highway 16/27Alt west of downtown	2/15/2021 12:44 PM
277	Currently there are no such places....however, the traffic along Bullsboro Hwy 34, Lower Fayetteville Rd., Newnan Crossing, etc. can be very busy with speeding vehicles.	2/15/2021 11:47 AM
278	Any section of 34 between Newnan Bypass and Shenandoah	2/15/2021 11:40 AM
279	Bullsboro Drive, Lower Fayetteville Road, Hwy 154 from 29 to Thomas Crossroads	2/15/2021 11:35 AM
280	I avoid areas I consider to be high crime areas.	2/15/2021 11:01 AM
281	Ashley Park on weekends, especially on a Friday or Saturday night. I always avoid Lower Fayetteville Rd.	2/15/2021 10:48 AM
282	Bullsboro as much as possible to avoid traffic, the older section on the other side of downtown Newnan because of the crime	2/15/2021 10:41 AM

Coweta County Comprehensive Plan

283	exit 41 needs some work I am very disappointed with the road work along Poplar rd where those new rentals and homes are being built. That builder was allowed to take up all the road and it is going to be a total bottle neck area when those homes start selling and more businesses open up on Poplar.....poor planning	2/15/2021 9:47 AM
284	None yet	2/15/2021 8:27 AM
285	Just about everywhere. There is so much traffic in the county its ridiculous. Popular Road, two roundabouts, new subdivisions. Who's stupid idea was that?	2/15/2021 7:45 AM
286	Busy intersection at Walmart/home depot. Due to people not obeying the traffic signals.	2/15/2021 7:30 AM
287	Fischer Road mobile home community. It's a total disgrace. Where and Why does Code Enforcement ignore the unsanitary habitat for rodents, snakes, etc. ???	2/15/2021 6:42 AM
288	None	2/15/2021 5:52 AM
289	N/A	2/14/2021 7:48 PM
290	Downtown Newnan. Or anywhere off bullsboro. The traffic from before Walmart to past the bypass is insane.	2/14/2021 7:10 PM
291	Area on either side of Hwy 34 at the Wal*Mart-Lowes shopping center. Traffic is horrendous, as is the traffic just the other side of I-85. Too much development consolidated into this area.	2/14/2021 4:29 PM
292	I am ashamed of the new "green spaces" and the gratuitous waste of our tax money that they represent. I was going to enhance my garden, but my property taxes WERE RAISED to pay for frivolous UN informed green spaces that are routinely littered on and will never solve actual poverty and which proceed to mow down the trees in the name of "green equity."	2/14/2021 2:06 PM
293	Corridor connecting downtown to the Moreland interstate exit	2/14/2021 12:40 PM
294	Bullsboro and Temple	2/14/2021 7:36 AM
295	Hwy 34	2/14/2021 1:38 AM
296	Housing projects	2/13/2021 4:41 PM
297	Newnan crossing bipass. Fairmont Dr. area	2/13/2021 3:16 PM
298	Bullsboro from Shenandoah to Bypass, oy, takes forever to drive that short distance.	2/13/2021 2:23 PM
299	Walmart parking lot, and the exit to Newnan Crossing Blvd. by the Chase Bank Branch. It should be right turn only.	2/13/2021 11:40 AM
300	I try to avoid Hwy 34 near Newnan Crossing Bypass because of traffic congestion.	2/13/2021 11:13 AM
301	Temple avenue	2/13/2021 10:53 AM
302	We avoid the Ashley Park and 34 intersection. It's too busy and very commercial.	2/13/2021 9:26 AM
303	Bullsboro during daylight	2/13/2021 8:58 AM
304	Grantville area	2/13/2021 8:34 AM
305	Trailer park on lower fayetteville road. Arnco Sargent	2/13/2021 7:47 AM
306	Bullsboro area around interstate 85.	2/13/2021 6:56 AM
307	Anywhere near CEC	2/12/2021 10:07 PM
308	Lower Fayetteville, highway 34	2/12/2021 8:59 PM
309	Do not go to Ashley park, especially on weekends. Only go to downtown Newnan. Avoid Lower Fayetteville RD	2/12/2021 8:47 PM
310	None	2/12/2021 10:48 AM
311	More rural areas	2/12/2021 8:54 AM
312	Haven't been here long enough, but I read the newspaper and take note.	2/11/2021 6:27 PM

Q7 What places do you take visitors to show your favorite destinations in Coweta County?

Answered: 354 Skipped: 79

#	RESPONSES	DATE
1	Downtown	3/6/2021 2:55 PM
2	Downtown Senoia; the downtown Newnan square	3/6/2021 12:04 PM
3	Downtown Newnan and Senoia. Linc path.	3/6/2021 9:44 AM
4	Downtown, Ashley Park and Linc	3/6/2021 9:25 AM
5	Senoia, Newnan	3/6/2021 8:42 AM
6	Roscoe, Westside, downtown	3/6/2021 8:02 AM
7	Downtown Newnan, Ashley Park, The LINC	3/6/2021 12:28 AM
8	Downtown Newnan, Ashley Park area.	3/6/2021 12:01 AM
9	I love the town square, but again the parking and traffic make it difficult to visit	3/5/2021 11:59 PM
10	Downtown & adjacent, Castle Park, 1st Ave Park, Temple Rec Dept, Greenville, Dog Park, Chattahoochee Bend, Brown's Mill	3/5/2021 11:02 PM
11	Chattahoochee Bend, Brown's Mill, Greenville St park, The Bays, Meet n Greet, 714, Big Joe's, Dunc's, Fabianos, RPM	3/5/2021 10:24 PM
12	Line Creek Park, downtown Newnan, LINC trail	3/5/2021 9:32 PM
13	There are a hand full of dining options	3/5/2021 9:28 PM
14	Ashley park, summergrove, retail centers of bulls pro, downtown newnan	3/5/2021 8:41 PM
15	Browns Mill park	3/5/2021 8:22 PM
16	Downtown Newnan and senoia.	3/5/2021 7:47 PM
17	Downtown Newnan, Ashley Park, Linc trail,	3/5/2021 7:36 PM
18	Downtown/historic Newnan, happy valley, lower Fayetteville, senoia	3/5/2021 7:03 PM
19	Downtown	3/5/2021 6:57 PM
20	Out to the country where there's not thousands of subdivisions and apartment building everywhere.	3/5/2021 6:51 PM
21	Main Street Senoia, downtown Newnan, Chatahoochie Hills state park	3/5/2021 6:46 PM
22	Downtown	3/5/2021 6:41 PM
23	Out in the country where it still feels like that small town. Coweta is seeming much like Cobb or Gwinnett these days.	3/5/2021 6:00 PM
24	Downtown Newnan	3/5/2021 5:37 PM
25	Downtown, temple park, castle park, central library, and local resturants.	3/5/2021 4:03 PM
26	All places in town	3/5/2021 3:53 PM
27	Court Square Hwy. 34 corridor	3/5/2021 3:29 PM
28	Shopping districts, downtown, Ashley Park	3/5/2021 3:23 PM
29	Downtown newnan and historical homes	3/5/2021 3:08 PM

Coweta County Comprehensive Plan

30	Courthouse, Carnegie library, Historical Homes.	3/5/2021 3:05 PM
31	Chattahoochee Bend	3/5/2021 2:43 PM
32	Senoia	3/5/2021 2:42 PM
33	The square, Brown's Mill Park, Ashley Park, LINC	3/5/2021 2:26 PM
34	Senoia	3/5/2021 2:19 PM
35	I take visitors to the dining establishments on the square in downtown	3/5/2021 1:55 PM
36	Historic downtown is easy to get to and you don't have to battle the traffic around Ashley Park.	3/5/2021 1:49 PM
37	Downtown Newnan	3/5/2021 1:37 PM
38	Downtown Newnan and Senoia. The PTC area.	3/5/2021 1:23 PM
39	Senoia: it is a very quaint and beautiful town. The square in Newnan is pretty as well.	3/5/2021 1:12 PM
40	I have none	3/5/2021 1:10 PM
41	Parks and downtown areas	3/5/2021 1:07 PM
42	Chattahoochee Bend, the courthouse, Senoia. The shopping area is not really unique to our area. Guests seem to get confused now with lower Fayetteville and 34 looking like copies of each other too.	3/5/2021 1:03 PM
43	Downtown	3/5/2021 12:56 PM
44	downtown Newnan and Senoia	3/5/2021 12:53 PM
45	We have one of the nicest downtown's in the whole state so yes downtown for sure. In the past Ashley Park but it's not what it used to be but still a place to see. The state park is ok and Dunaway Gardens is nice. We appreciate the beautiful countryside that a handful of roads offer also.	3/5/2021 12:42 PM
46	Downtown newnan. Browns mill battlefield, chattahoochee bend state park.	3/5/2021 12:41 PM
47	The square The Linc by Summergrove	3/5/2021 12:40 PM
48	Senoia, Anrco, Chattahoochee bend, down Town newnan	3/5/2021 12:25 PM
49	Senoia	3/5/2021 12:21 PM
50	Ashley Park	3/5/2021 12:20 PM
51	Kids castle	3/5/2021 12:18 PM
52	Downtown square area and unincorporated rural areas	3/5/2021 12:17 PM
53	Downtown Newnan is my absolute favorite. Second would be Ashley park.	3/5/2021 12:10 PM
54	Downtown Newnan, some of the restaurants	3/5/2021 12:09 PM
55	Historic downtown area; Ashley Park; rural Coweta off Roscoe Rd area; Senoia; SummerGrove; ArborSprings; Lake Redwine; Blalock Lakes	3/5/2021 12:08 PM
56	Downtown Newnan	3/5/2021 12:03 PM
57	Downtown Newnan and Senoia	3/5/2021 11:44 AM
58	Down town Newnan, Goldens for lunch, if parking is available.	3/5/2021 11:43 AM
59	The squares where all the stores and restaurants are. The bowling alley. Ashley Park. The gun range	3/5/2021 11:43 AM
60	No where!! To much traffic	3/5/2021 11:40 AM
61	Downtown and Senoia	3/5/2021 11:39 AM
62	LaGrange and Greenville streets and Court Square.	3/5/2021 11:38 AM
63	Browns Mill Battlefield	3/5/2021 11:34 AM

Coweta County Comprehensive Plan

64	Link trails	3/5/2021 11:30 AM
65	Downtown, lakes, parks, dog park, Ashley park	3/5/2021 11:29 AM
66	Downtown Newnan	3/5/2021 11:26 AM
67	Downtown newnan	3/5/2021 11:25 AM
68	Generally speaking, we take visitors downtown to the square, or out to Senoia.	3/5/2021 11:23 AM
69	Senoia and downtown Newnan	3/5/2021 11:22 AM
70	Downtown	3/5/2021 11:13 AM
71	DOWNTOWN NEWNAN, BROWNS MILL BATTLEFIELD, PLACES WITH HISTORICAL SIGNIFICANCE THAT SHOWCASE OUR HISTORY AND SMALL TOWN CHARM.	3/5/2021 11:08 AM
72	Brown's Mill Battlefield, downtown Newnan, Historic beautiful houses, beautiful rural areas	3/5/2021 11:05 AM
73	Downtown and driving out Smokey road	3/5/2021 11:04 AM
74	Downtown Senoia and Newnan	3/5/2021 11:02 AM
75	Downtown Newnan	3/5/2021 11:00 AM
76	Mainly Bullsboro and arrears on the Eastside	3/5/2021 10:59 AM
77	Senoia. Our visitors are from out of state and most of them have watched The Walking Dead.	3/5/2021 10:59 AM
78	I show them the highway	3/5/2021 10:47 AM
79	Splash pad and belt line	3/5/2021 10:43 AM
80	Downtown Newnan, Ashley Park, Target shopping	3/5/2021 10:41 AM
81	Downtown, Ashley Park	3/5/2021 10:41 AM
82	Downtown	3/5/2021 10:39 AM
83	Rural areas with pretty settings Downtown Newnan Chattahoochee Bend Park Ashley Park	3/5/2021 10:36 AM
84	Senoia, Cochran Mill,	3/5/2021 10:36 AM
85	Senoia,Downtown Newnan	3/5/2021 10:35 AM
86	Historic areas and areas with a lot of greenspace	3/5/2021 10:34 AM
87	Downtown Newnan and Senoia. Brown's Mill. Chatthoochee Bend. Scenic drives through county.	3/5/2021 10:34 AM
88	Downtown newnan	3/5/2021 10:33 AM
89	downtown Newnan, Browns Mill, sporting events at SSA and NYAA	3/5/2021 10:30 AM
90	Downtown Newnan, Senoia, Serenbe, Chattahooche Hills	3/5/2021 10:26 AM
91	Downtown Newnan and Senoia	3/5/2021 10:20 AM
92	Family owned restaurants. Ashley Park.	3/5/2021 10:20 AM
93	Downtown Newnan is our go to spot.	3/5/2021 10:17 AM
94	The downtown Newnan Square is my favorite, followed by Senoia.	3/5/2021 10:16 AM
95	Old homes around the square	3/5/2021 10:16 AM
96	Downtown newnan to see the historic houses.	3/5/2021 10:15 AM
97	Senoia, Ashley Park, the LINC	3/5/2021 10:12 AM
98	Downtown Newnan	3/5/2021 10:09 AM
99	Ashley Park	3/5/2021 10:09 AM
100	downtown Senoia	3/5/2021 10:04 AM

Coweta County Comprehensive Plan

101	Square, Senoia.	3/5/2021 10:02 AM
102	When family comes we usually go to Ashley Park. I do like the new outdoor space at Madras	3/5/2021 10:01 AM
103	Ashley Park	3/5/2021 10:01 AM
104	Downtown Newnan.	3/5/2021 10:01 AM
105	Square and Hwy 70, country roads	3/5/2021 10:00 AM
106	the square of newnan, downtown senoia	3/5/2021 10:00 AM
107	Downtown Newnan	3/5/2021 9:59 AM
108	Kids Castles Park - Newnan Utilities Downtown Newnan shops & restaurants	3/5/2021 9:58 AM
109	Downtown Newnan - areas around the square	3/5/2021 9:56 AM
110	Downtown Newnan and Senoia	3/5/2021 9:55 AM
111	Downtown Newnan	3/5/2021 9:52 AM
112	downtown	3/5/2021 9:37 AM
113	Downtown Senoia	3/5/2021 9:16 AM
114	Chattahoochee Bend State Park is a major one. I also love the look of downtown and the historic houses. Ashley Park has convenient shopping and dining and entertainment, so you don't feel like you have to drive all over the county to do things.	3/5/2021 8:47 AM
115	the town of Senoia Brown's Mill Battlefield Ashley Park Cancer Treatment Center/Newnan Piedmont Hospital downtown Newnan	3/5/2021 6:58 AM
116	Ashley Park, The Square, Carl Miller Park	3/5/2021 5:14 AM
117	Senoia is nice but rapidly changing, maybe not for the better.	3/5/2021 1:04 AM
118	Downtown newnan	3/5/2021 12:26 AM
119	Senoia	3/5/2021 12:06 AM
120	Downtown Newnan for shopping, eating and walking around.	3/4/2021 11:33 PM
121	State park , downtown ,	3/4/2021 11:26 PM
122	Senoia	3/4/2021 10:43 PM
123	Downtown Newnan, Browns Mill Battlefield, Senoia, Link Trail	3/4/2021 10:31 PM
124	Senoia	3/4/2021 10:28 PM
125	Downtown Newnan, Blalock, Senoia, parks in downtown Newnan, Brown's Mill Battlefield	3/4/2021 10:19 PM
126	Downtown, some rural personally favorite areas, which are not crowded. The LINC trail is fantastic, as well S Bend Park.	3/4/2021 8:17 PM
127	The pretty landscape along the north west side of the county.	3/4/2021 1:15 PM
128	Historic Courthouse	3/4/2021 12:30 PM
129	Downtown Newnan	3/4/2021 12:14 PM
130	Ashley Park, tours of Newnan's historic town/homes such as downtown Greenville Street, College Street, LaGrange Street, and Pinson Street.	3/4/2021 10:51 AM
131	Chattahoochee park, restaurants downtown	3/4/2021 9:39 AM
132	Downtown	3/4/2021 8:59 AM
133	Downtown Newnan, west/south coweta	3/3/2021 10:43 PM
134	Downtown	3/3/2021 8:07 PM
135	The square, Smokey Rd area	3/3/2021 5:20 PM

Coweta County Comprehensive Plan

136	The Newnan square and my home in the town of Moreland	3/3/2021 5:16 PM
137	Downtown Senoia, maybe downtown Newnan if we have time	3/3/2021 3:39 PM
138	Downtown. Summergrove. Ashley Park. Senoia downtown	3/3/2021 1:44 PM
139	Downtown to the shops and restaurants. Love the small town feel. We also visit local breweries and outdoor options. We love to take a walk on the Lync.	3/3/2021 12:45 PM
140	downtown newnan	3/3/2021 12:31 PM
141	The Square in downtown Newnan with all the lovely shops. Several of the lakes.	3/3/2021 12:16 PM
142	The few actually rural ones	3/3/2021 11:46 AM
143	Walking downtown	3/3/2021 10:44 AM
144	The square and the Linc	3/3/2021 10:24 AM
145	Old square in town	3/3/2021 10:09 AM
146	The Square in Newnan	3/3/2021 9:39 AM
147	Downtown via Hwy 29. country roads, State Park	3/3/2021 9:34 AM
148	Senoia, Downtown Newnan	3/3/2021 9:25 AM
149	The square in Newnan—meet and greet, Pizza, Mad Mexican, Red Neck.... Hiking in Chattahoochee Hills Country Gardens and 180 farm and Rockin B antiques	3/3/2021 9:15 AM
150	Historic area	3/3/2021 8:18 AM
151	Intersection of Fischer and 34	3/3/2021 7:19 AM
152	Intersection of Fischer and 34	3/3/2021 7:19 AM
153	Downtown square	3/3/2021 6:04 AM
154	Downtown newnan or downtown senoia; to the family farm	3/3/2021 5:12 AM
155	Ashley park, downtown Senoia	3/3/2021 3:09 AM
156	Ashley Park and downtown Newnan. Any area that has character, charm. We are slowly losing the character that I fell in love with here. That was why I moved here 14 years ago.	3/3/2021 1:22 AM
157	Downtown	3/2/2021 11:26 PM
158	Downtown square, Carl Miller Park for kids to play, Chattahoochee Bend for hiking.	3/2/2021 10:16 PM
159	Downtown Newnan, through the historic neighborhoods.	3/2/2021 10:15 PM
160	Downtown Senoia	3/2/2021 9:46 PM
161	Court square,downtown homes and churches and rural areas of horse farms etc	3/2/2021 9:42 PM
162	Town square, veterans park, senoia	3/2/2021 8:55 PM
163	Sadly I don't. I've seen one too many confederate flags to feel welcome and safe.	3/2/2021 8:47 PM
164	Roscoe. Welcome.	3/2/2021 8:44 PM
165	Chatt bend state park, just our rural area	3/2/2021 8:28 PM
166	Lagrange St, Temple Av, Greenville St to see beautiful historic homes. Take children to Newnan Utilities Carl Miller Park. Chattahoochee Bend State Park.	3/2/2021 8:26 PM
167	The square	3/2/2021 8:17 PM
168	Downtown Newnan and Senoia, other rural attractions	3/2/2021 8:17 PM
169	Downtown Newnan, Senoia	3/2/2021 8:08 PM
170	Downtown Newnan	3/2/2021 8:05 PM
171	Downtown court square	3/2/2021 7:59 PM

Coweta County Comprehensive Plan

172	Browns Mill, Abide Brewing, Chattahoochee Bend	3/2/2021 7:53 PM
173	Downtown Newnan, parks	3/2/2021 7:51 PM
174	Downtown aka the square	3/2/2021 7:36 PM
175	Downtown newnan	3/2/2021 7:15 PM
176	Downtown Newnan, all state parks. I was going to put Serenby, but I think there fighting to become Coweta county.	3/2/2021 7:05 PM
177	The Square	3/2/2021 7:02 PM
178	Downtown Newnan and Senoia, Ashley Park, Carl Miller Park	3/2/2021 6:19 PM
179	Haralson	3/2/2021 6:13 PM
180	Chattahoochee Bend State Park and downtown Senoia	3/2/2021 6:13 PM
181	Nowhere	3/2/2021 6:10 PM
182	Down Town Newnan, Ashley Park, the Link, Carl Miller Park, I take them shopping. If ther is an event at the Performing Arts Center, I take them there, driving to see green scenery.	3/2/2021 6:02 PM
183	Undeveloped land.	3/2/2021 5:56 PM
184	Playgrounds, walking trail, bike trail park, chatahooche Bend State Park	3/2/2021 5:55 PM
185	Downtown	3/2/2021 5:53 PM
186	Downtown Senoia, Downtown Newnan, Chattahoochee Bend State Park, Brown's Mill.	3/2/2021 5:49 PM
187	Driving tours of downtown and old homes	3/2/2021 5:40 PM
188	Kids castle park. Newnan utility park. Peachtree city with all the carts. LOVE THE NEW LINC.	3/2/2021 5:38 PM
189	Rural areas such as outskirts of Turin, Senoia	3/2/2021 5:33 PM
190	The link	3/2/2021 5:30 PM
191	downtown Newnan	3/2/2021 5:17 PM
192	Downtown always	3/2/2021 5:15 PM
193	Downtown NewnAn, downtown Senoia	3/2/2021 5:07 PM
194	The square in Newnan	3/2/2021 5:07 PM
195	Downtown Newnan	3/2/2021 5:02 PM
196	The Linc, Senior, downtown Newnan	3/2/2021 4:41 PM
197	Senoia and parts of Newnan	3/2/2021 4:37 PM
198	Downtown newnan, all the of the public parks, and the linc.	3/2/2021 4:36 PM
199	Downtown Newnan	3/2/2021 4:33 PM
200	Downtown newnan	3/2/2021 4:29 PM
201	Carnegie library, Taco Oasis, Ashley Park	3/2/2021 4:25 PM
202	The downtown Senoia area, Ashley Park	3/1/2021 9:40 PM
203	Newnan square and downtown Senoia.	3/1/2021 7:47 PM
204	Downtown Newnan, CORRAL on Oliver Potts Rd, Moreland, drive out Smokey Road	3/1/2021 7:12 PM
205	Downtown	3/1/2021 5:47 PM
206	We have some beautiful park areas, Downtown Newnan. Browns Mill Park	3/1/2021 3:57 PM
207	Browns Mill	3/1/2021 8:34 AM
208	Senoia and downtown Newnan	2/28/2021 10:58 PM

Coweta County Comprehensive Plan

209	Downtown Newnan, the Water Works park, homes in Woodbine, Parks Avenue, LaGrange Street, Greenville Street	2/28/2021 5:32 PM
210	Parks for hiking, Ashley park and downtown for dinner	2/27/2021 6:36 PM
211	The square	2/27/2021 11:52 AM
212	Ashley Park	2/27/2021 11:44 AM
213	Newnan Utilities Park, downtown Newnan, downtown Senoia	2/27/2021 10:42 AM
214	Downtown	2/27/2021 7:04 AM
215	Downtown Newnan	2/27/2021 6:34 AM
216	Ashley Park, Downtown Senoia	2/27/2021 12:24 AM
217	Tour of Homes. Downtown Newnan, Senoia downtown	2/26/2021 11:44 PM
218	Downtown mostly.	2/26/2021 11:03 PM
219	Only go to the grocery store and very select few restaurants the rest of the time we go to Carrollton	2/26/2021 10:05 PM
220	Downtown, the parks in the city, the linc, Ashley Park	2/26/2021 9:46 PM
221	Downtown Newnan and to see the historic homes	2/26/2021 9:05 PM
222	Parks, trails, Ashley park.	2/26/2021 8:52 PM
223	The smaller towns of Moreland, Senoia, and Turin are much easier to enjoy.	2/26/2021 8:17 PM
224	No where. Coweta is quickly turning into a wasteland with all this construction. At times, I'll take visitors to farms or downtown/Ashley park. But downtown/Ashley park is congested as heck and crime is too high	2/26/2021 7:51 PM
225	See above answer	2/26/2021 7:07 PM
226	Downtown newnan and senoia	2/26/2021 6:55 PM
227	Downtown Newnan,	2/26/2021 6:30 PM
228	Downtown Newnan	2/26/2021 5:54 PM
229	Downtown	2/26/2021 5:50 PM
230	Downtown newnan	2/26/2021 5:20 PM
231	CBSP	2/26/2021 4:59 PM
232	Oldtown newnan Square, parks in old Town newnan, trails near summergrove	2/26/2021 4:51 PM
233	There is none we go outside of community	2/26/2021 4:33 PM
234	Historic homes on 29 leading into town	2/26/2021 4:31 PM
235	downtown square, historic homes	2/26/2021 4:17 PM
236	Old downtown square	2/26/2021 4:16 PM
237	The Downtown, senoia,	2/26/2021 2:26 PM
238	Downtown Newnan and Senior, Chattahooche Bend	2/26/2021 1:55 PM
239	Back roads and main streets (both Newnan and Senoia), and we could use more parks!	2/26/2021 1:26 PM
240	Downtown Newnan and Senoia.	2/26/2021 1:18 PM
241	Brown Mill Park, The Linc, Downtown Newnan, Senoia, Chattahoochee Bend State Park	2/26/2021 12:59 PM
242	Downtown, Ashley park. The linc, browns mill.	2/26/2021 12:57 PM
243	Downtown Newnan	2/26/2021 12:54 PM
244	Downtown and State Parks	2/26/2021 12:50 PM

Coweta County Comprehensive Plan

245	Historic homes downtown.	2/26/2021 12:45 PM
246	Downtown Newnan Senoia Browns Mill Cemeteries Summergrove lake Driving through the country	2/26/2021 12:01 PM
247	I dont	2/26/2021 11:59 AM
248	Downtown and Ashley Park.	2/26/2021 11:54 AM
249	None	2/26/2021 11:46 AM
250	Downtown Newnan	2/26/2021 11:37 AM
251	Main st Newnan, senoia, and peachtree city.	2/26/2021 11:35 AM
252	Downtown Newnan square	2/26/2021 11:27 AM
253	Downtown Senoia. It trues reminds me of the American city I grew up in. It has a thriving main street.	2/26/2021 11:22 AM
254	Parks	2/26/2021 11:21 AM
255	No where. I used to love showing all the beautiful trees and wild life. Now it's all bring torn down to build.	2/26/2021 10:44 AM
256	Court Square	2/26/2021 10:41 AM
257	Linc Downtown Sq. Ashley Park	2/26/2021 10:38 AM
258	Downtown Newnan. Arbor Springs neighborhood.	2/26/2021 10:36 AM
259	Old downtown Newnan.	2/26/2021 10:26 AM
260	Ashley Park, Senoia, Welcome Rd area	2/26/2021 10:17 AM
261	Downtown newnan	2/26/2021 10:12 AM
262	Downtown Newnan. Browns Mill,	2/26/2021 10:07 AM
263	Downtown Newnan	2/26/2021 10:04 AM
264	Western Coweta, southern Coweta. There is a peace in being places where we might not hear traffic for 5-10 minutes, where we can sense the calmness of nature and the rest of a truly rural area.	2/26/2021 9:56 AM
265	Senoia	2/26/2021 9:52 AM
266	Downtown Newnan	2/26/2021 9:35 AM
267	Downtown Newnan, Browns Mill Battlefield, Southcrest Church	2/26/2021 9:31 AM
268	Shopping at Ashley Park on the Dillard's side The linc path	2/26/2021 9:14 AM
269	The race track in Senoia	2/26/2021 9:11 AM
270	Downtown Newnan. Little town of Sharpsburg. Rural Coweta is where most of the beauty is in this county. It's untouched.	2/26/2021 9:08 AM
271	Downtown Square	2/26/2021 8:58 AM
272	Downtown Newnan, Chattahoochee Bend State Park, rural area of Lower Fayetteville Road	2/26/2021 8:57 AM
273	Ashley park	2/26/2021 8:56 AM
274	Linc. Downtown.	2/26/2021 8:53 AM
275	Actually downtown historic square.	2/25/2021 8:20 PM
276	Court Square	2/25/2021 10:53 AM
277	Ashley Park	2/23/2021 4:12 PM
278	Downtown. Visit shops, restaurants. Can now be accessed via Linc from mall area.	2/23/2021 12:18 AM
279	Downtown	2/22/2021 8:55 PM

Coweta County Comprehensive Plan

280	West Coweta, Roscoe area, grantville area	2/22/2021 8:28 PM
281	Ashley Park and Downtown Newnan square	2/22/2021 12:40 PM
282	Ashley Park, Downtown Newnan, Thomas Crossroads	2/22/2021 10:58 AM
283	downtown on the square	2/22/2021 1:28 AM
284	Senoia, Downtown Newnan, Ashley Park, formerly Smokey Rd	2/19/2021 8:58 AM
285	Downtown Senoia	2/18/2021 10:10 PM
286	North Coweta and SAMSS area	2/18/2021 9:54 PM
287	Downtowns, senois, newnan	2/18/2021 9:20 PM
288	Downtown Newnan Square	2/18/2021 4:45 PM
289	N/A	2/18/2021 3:24 PM
290	Senoia	2/18/2021 12:57 PM
291	Historic Square, and College Temple and Greenville Lagrange Historic districts.	2/18/2021 12:27 PM
292	the square, rural farms in Senoia(those that are left, too many new Jeff Lindsey subdivisions!) parks.	2/18/2021 10:21 AM
293	The Square	2/17/2021 1:45 PM
294	Senoia and the square in Newnan.	2/16/2021 9:41 PM
295	Downtown Newnan because it isn't industrialized like the rest of the County.	2/16/2021 7:50 PM
296	Rural areas of the county, East, West and South Coweta. Blalock Farms. Downtown Newnan and Senoia.	2/16/2021 5:33 PM
297	Rural landscapes	2/16/2021 5:12 PM
298	Downtown	2/16/2021 4:17 PM
299	Senoia	2/16/2021 2:01 PM
300	Newnan Square The Linc Maybe Ashley Park	2/16/2021 11:40 AM
301	Newnan Courthouse Square	2/16/2021 8:35 AM
302	I enjoy the parks. My children also really enjoy the parks.	2/15/2021 10:49 PM
303	Downtown, Ashley park	2/15/2021 10:07 PM
304	Ashley Park and Downtown Newnan	2/15/2021 8:37 PM
305	Down Town Newnan, pretty countryside	2/15/2021 7:44 PM
306	Downtown Newnan, Ashley Park	2/15/2021 5:46 PM
307	Senoia	2/15/2021 3:31 PM
308	The City of Newnan and the historic homes.	2/15/2021 2:54 PM
309	We drive through the Newnan historic districts and try to patronize downtown and/or Ashley Park	2/15/2021 2:46 PM
310	The City of Newnan , downtown	2/15/2021 1:55 PM
311	Downtown area	2/15/2021 12:47 PM
312	Downtown Historic Districts, Courthouse Square, LaGrange Street, Greenville Street, Ashley Park	2/15/2021 12:44 PM
313	Downtown Newnan, rural drives with horse facilities/farms, Moreland and Senoia	2/15/2021 11:47 AM
314	Newnan Square, Senoia Mainstreet, Ashley Park	2/15/2021 11:40 AM
315	downtown Newnan, Senoia - River area	2/15/2021 11:35 AM

Coweta County Comprehensive Plan

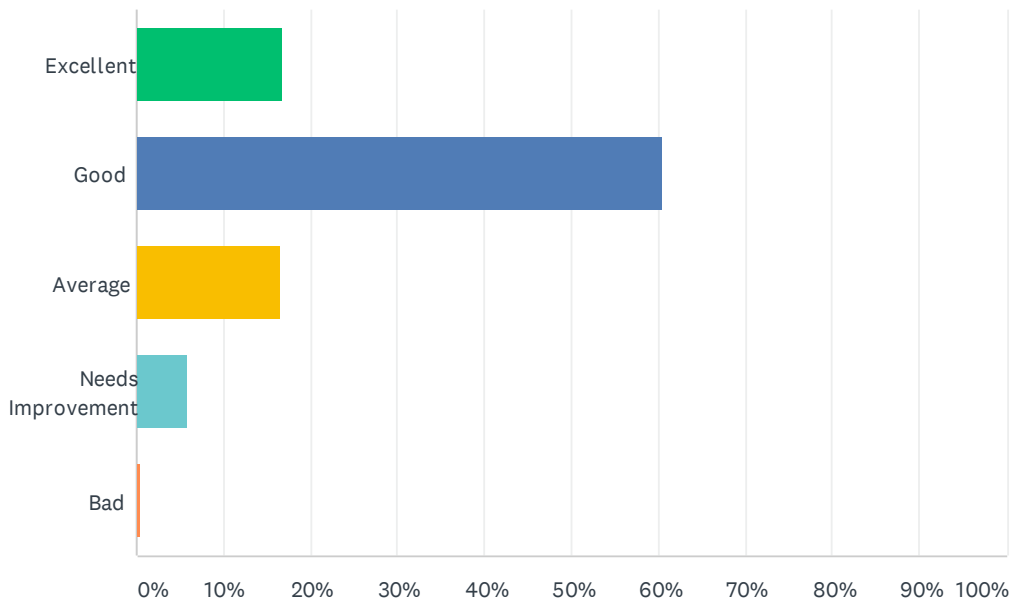
316	Downtown Newnan	2/15/2021 11:01 AM
317	We love going to downtown Newnan. Great restaurants, not too crowded. Plenty of parking.	2/15/2021 10:48 AM
318	Ashley Park, ballfields, downtown Newnan during the day, Trinity Christian School	2/15/2021 10:41 AM
319	Moreland for the country side	2/15/2021 9:47 AM
320	Downtown Newnan	2/15/2021 8:27 AM
321	Nowhere.	2/15/2021 7:45 AM
322	Around the square	2/15/2021 7:30 AM
323	Downtown Newnan, Brown's Mill Park, local rural areas of horses and cattle, shopping and restaurant areas.	2/15/2021 6:42 AM
324	Downtown Newnan. Downtown Senoia. Chattahoochee Bend SP. Rural road drives/scenery.	2/15/2021 5:52 AM
325	New to county	2/14/2021 7:48 PM
326	Chattahoochee bend state park. Or the madras park with the walking lap. The linc trail is nice too	2/14/2021 7:10 PM
327	Ashley Park by-way of Lower Fayetteville Road to avoid congestion on Hwy 34.	2/14/2021 4:29 PM
328	Private property.	2/14/2021 2:06 PM
329	I don't have favorite destinations	2/14/2021 12:40 PM
330	I've taken a visitor to downtown Newnan to explore the area and enjoy local cuisine.	2/14/2021 12:27 PM
331	Downtown historic homes area and Senoia	2/14/2021 10:49 AM
332	Downtown newnan, trees and topography in western coweta county, nature along River, parks and gardens, farms north central county.	2/14/2021 7:50 AM
333	Downtown	2/14/2021 7:36 AM
334	Downtown Newnan	2/14/2021 1:38 AM
335	Neighborhoods, shopping, restaurants	2/13/2021 4:41 PM
336	my farm and the old court house.	2/13/2021 3:16 PM
337	Ashley Park and Downtown Newnan, specifically the square.	2/13/2021 2:23 PM
338	Downtown Newnan, Ashley Park, Senoia	2/13/2021 12:59 PM
339	Downtown Newnan and Senoia. Also Chattahoochee Bend State Park.	2/13/2021 11:40 AM
340	Courthouse Square in Newnan	2/13/2021 11:13 AM
341	Square and Ashley park	2/13/2021 9:53 AM
342	Downtown Ashley park	2/13/2021 9:44 AM
343	We love going Downtown and to the local parks, especially Browns Mill Battlefield , Newnan Utilities Park, and the new dog park. Chattahoochee Bend is also great but a bit of a drive. The Linc is amazing too. Anywhere I can bring my kids and my dog is preferred.	2/13/2021 9:26 AM
344	Downtown, Brown's Mill, Chattahoochee Bend	2/13/2021 8:58 AM
345	Senoia, downtown Newnan, Carl Miller Park, Ashley Park	2/13/2021 8:34 AM
346	Browns Mill Battlefield Lunch trail Ashley Park Serenbe Cochran Mill Park	2/13/2021 7:47 AM
347	Senoia	2/13/2021 6:56 AM
348	Downtown	2/12/2021 10:07 PM
349	Downtown Newnan	2/12/2021 8:59 PM
350	Downtown Newnan	2/12/2021 8:47 PM

Coweta County Comprehensive Plan

351	Downtown Newnan and Senoia	2/12/2021 10:48 AM
352	Downtown Newnan, Downtown Senoia, Walking Trails	2/12/2021 8:54 AM
353	Downtown Senoia and Newnan.	2/11/2021 9:25 PM
354	Haven't been here long enough (1 month, new resident)	2/11/2021 6:27 PM

Q8 How would you rate the overall quality of life in Coweta County?

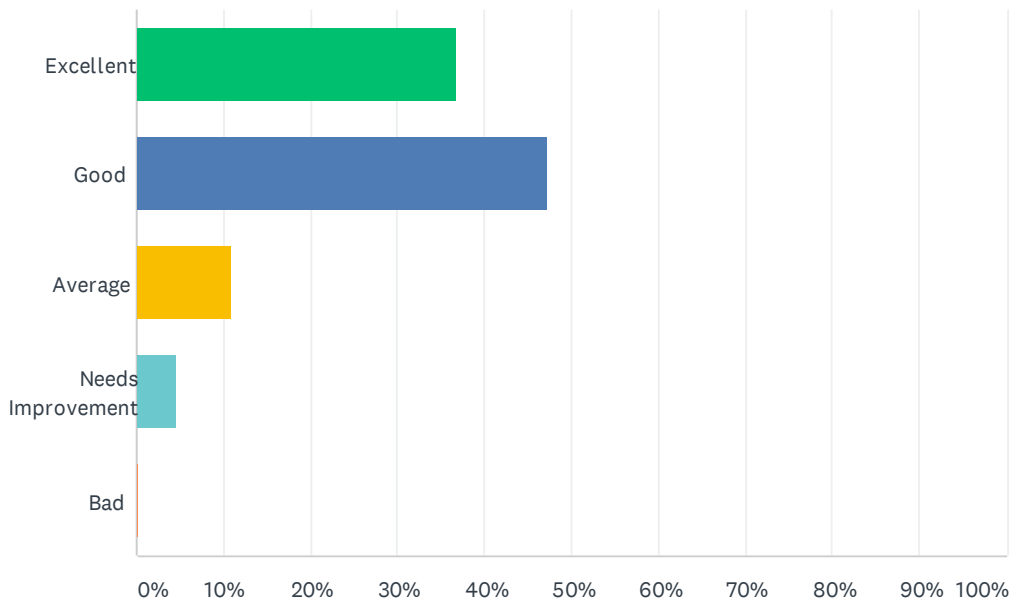
Answered: 430 Skipped: 3



ANSWER CHOICES	RESPONSES	
Excellent	16.74%	72
Good	60.47%	260
Average	16.51%	71
Needs Improvement	5.81%	25
Bad	0.47%	2
TOTAL		430

Q9 How would you rate your neighborhood as a place to live?

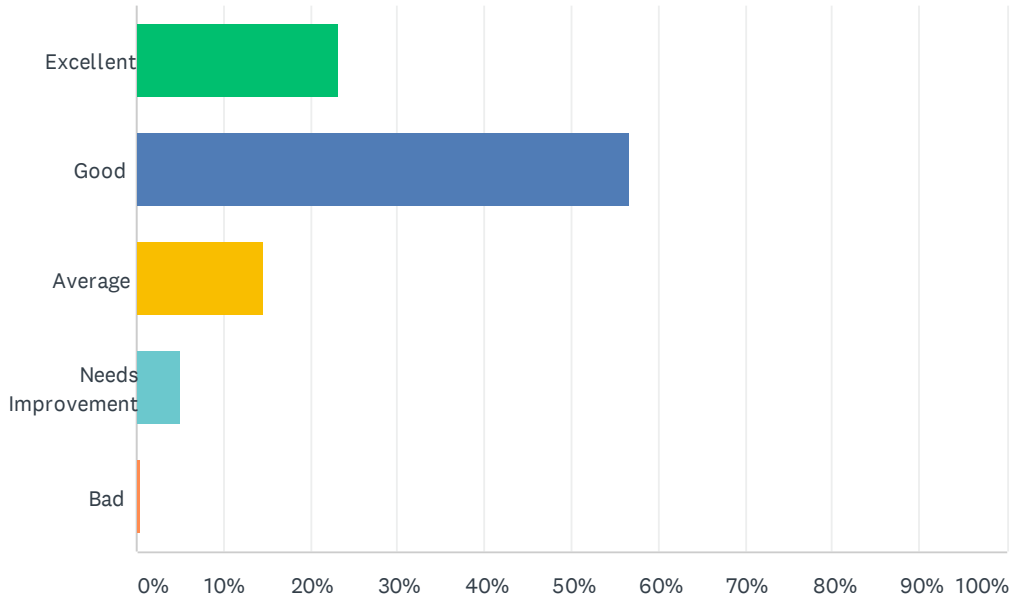
Answered: 420 Skipped: 13



ANSWER CHOICES	RESPONSES	
Excellent	36.90%	155
Good	47.38%	199
Average	10.95%	46
Needs Improvement	4.52%	19
Bad	0.24%	1
TOTAL		420

Q10 How would you rate Coweta County as a place to live?

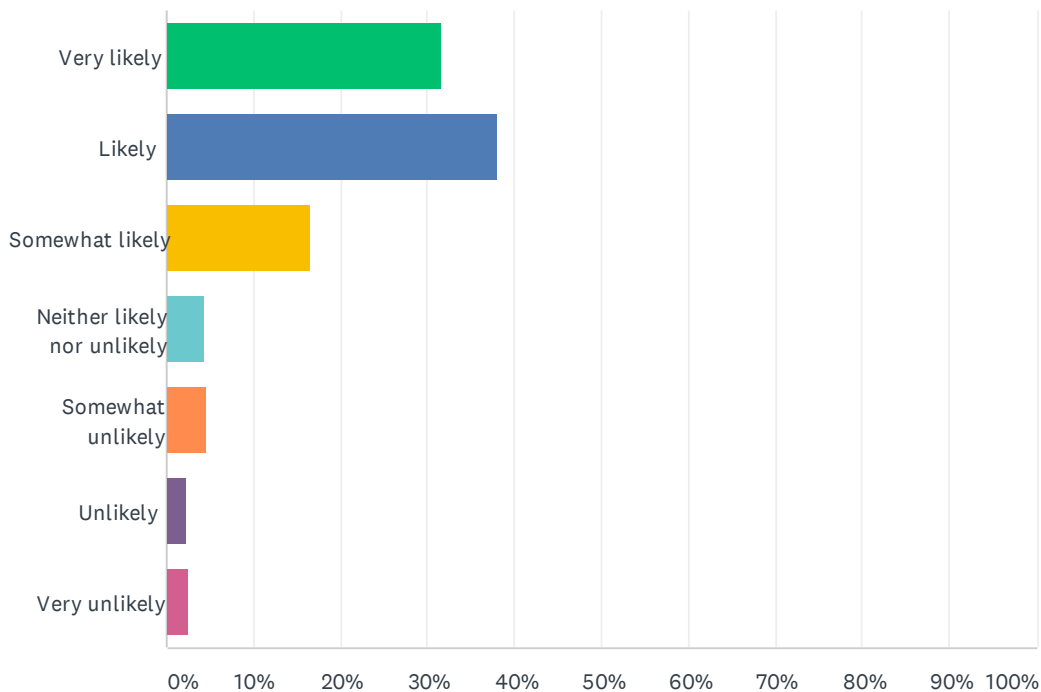
Answered: 432 Skipped: 1



ANSWER CHOICES	RESPONSES	
Excellent	23.15%	100
Good	56.71%	245
Average	14.58%	63
Needs Improvement	5.09%	22
Bad	0.46%	2
TOTAL		432

Q11 How likely would you recommend Coweta County as a place to live to someone who asks?

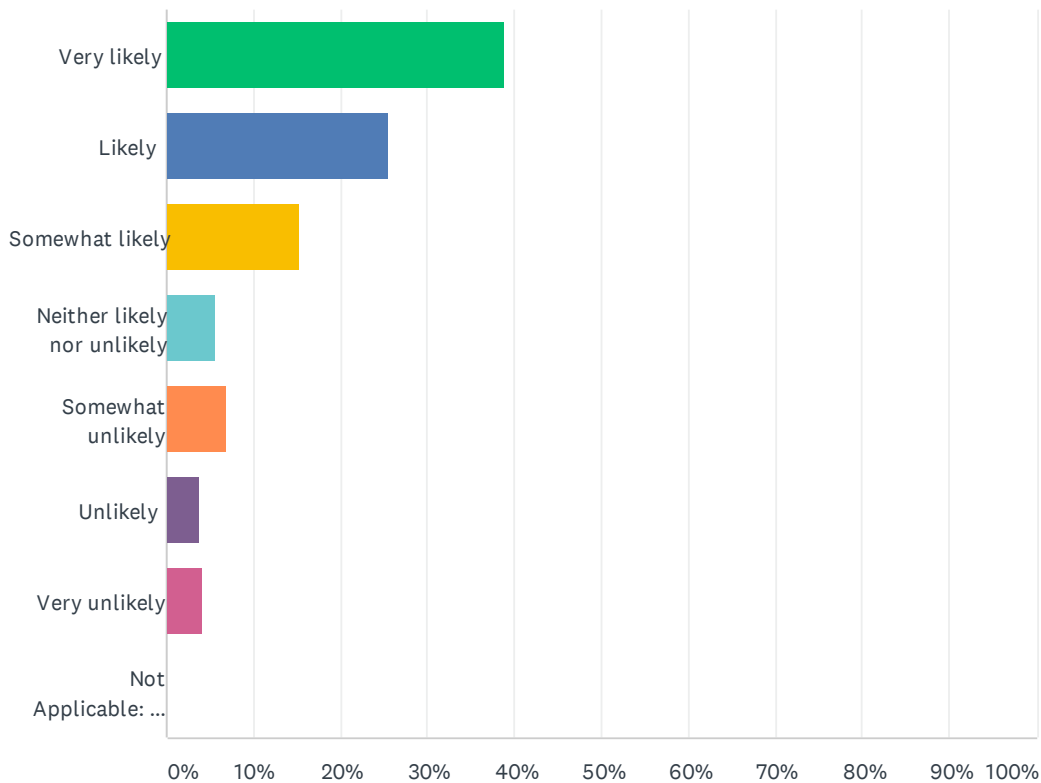
Answered: 431 Skipped: 2



ANSWER CHOICES	RESPONSES	
Very likely	31.55%	136
Likely	38.05%	164
Somewhat likely	16.47%	71
Neither likely nor unlikely	4.41%	19
Somewhat unlikely	4.64%	20
Unlikely	2.32%	10
Very unlikely	2.55%	11
TOTAL		431

Q12 How likely is it you will remain in Coweta County in the next 10 years?

Answered: 432 Skipped: 1



ANSWER CHOICES	RESPONSES	
Very likely	38.89%	168
Likely	25.46%	110
Somewhat likely	15.28%	66
Neither likely nor unlikely	5.56%	24
Somewhat unlikely	6.94%	30
Unlikely	3.70%	16
Very unlikely	4.17%	18
Not Applicable: do not live in Coweta County	0.00%	0
TOTAL		432

Q13 What are the reasons for your staying or leaving Coweta County in the next 10 years

Answered: 395 Skipped: 38

#	RESPONSES	DATE
1	Accessibility to shopping, the interstate, family	3/6/2021 2:55 PM
2	Good schools and family in the area!	3/6/2021 12:04 PM
3	Kids in school	3/6/2021 9:44 AM
4	Family and work	3/6/2021 9:25 AM
5	Awaiting retirement	3/6/2021 8:42 AM
6	We have roots here-family, friends, a church home.	3/6/2021 8:02 AM
7	My job and family are here.	3/6/2021 12:28 AM
8	Staying because it has everything we need and love....hospitals, restaurants, shopping, parks, etc	3/6/2021 12:01 AM
9	My family and career are here	3/5/2021 11:59 PM
10	Family nearby	3/5/2021 11:47 PM
11	I really love that we can walk to our daughter's school and downtown. I was in CA for a long time and I do miss having more family outdoor activities. Excited when the Lincs will be completed and other park with skateboarding.	3/5/2021 11:02 PM
12	Congestion, increasing taxes, and increasing crime would make me leave; while it's like it is currently is why I am still here	3/5/2021 10:24 PM
13	I stay because traffic is light to my work and I can get a nice house and large yard for relatively cheap. I would leave if my work as an IT professional becomes more remote. Coweta is like time traveling back to Gwinnett in the 90s.	3/5/2021 9:32 PM
14	Safety and schools.	3/5/2021 9:28 PM
15	School system is ranked low in the state and even worse nationally	3/5/2021 8:41 PM
16	Moving closer to family	3/5/2021 8:25 PM
17	Close to job (Atlanta), far enough away from the city. I will move if Newnan continues adding apartments and fast food, essentially becoming the next Forest Park type of Atlanta suburb.	3/5/2021 7:36 PM
18	Stay for job and pleasure in the town. Leave due to crime, unsustainable cost of living, cleanliness, over population/urban spread	3/5/2021 7:03 PM
19	Family & jobs here.	3/5/2021 6:57 PM
20	Too much growth! Too much traffic. I like the small town feel but it is slowly going away.	3/5/2021 6:51 PM
21	Close to work. Friends and family nearby.	3/5/2021 6:46 PM
22	Low taxes & Job	3/5/2021 6:41 PM
23	All I see is so called growth. Trees are being cut down - clear cut for housing and commerce. Few sidewalks. Few parks. Little appreciation for nature and it's value	3/5/2021 6:26 PM
24	Too much congestion Roads weren't planned for the growth Too many apartments Raise in crime Schools overcrowded	3/5/2021 6:07 PM
25	I would stay because my family is here. I would leave more likely cause it's way over crowded and the crim rate is growing	3/5/2021 6:00 PM

Coweta County Comprehensive Plan

26	Job and family	3/5/2021 5:37 PM
27	Quality of life is declining rapidly. The County seems hot for high density development and shiny projects they can brag about, with little care about the needs and wants of the people who have been here for years. The school system is run like a club.	3/5/2021 4:31 PM
28	It has that old small town vibe. Hoping we develop on already developed land and stop building in our woods. Soon we will be no different than lagrange.	3/5/2021 4:03 PM
29	Population and homes being built in the area I live in where farms are being tuned into subdivisions	3/5/2021 3:53 PM
30	Good community and low crime.	3/5/2021 3:29 PM
31	Too much growth, too much traffic, too much land development	3/5/2021 3:23 PM
32	Jobs	3/5/2021 3:08 PM
33	Traffic! TRAFFIC! High density living.	3/5/2021 3:05 PM
34	Overcrowding	3/5/2021 2:55 PM
35	Getting too busy, traffic is hellish	3/5/2021 2:43 PM
36	Staying because I have lived here over 40 years	3/5/2021 2:42 PM
37	I've been here for 28 years and I like what the county is doing for the citizens to improve their quality of life, IE the LINC, developing Brown's Mill trails, developing Chattahoochee Bend State Park trails, making the downtown area a destination place.	3/5/2021 2:26 PM
38	It is becoming too crowded	3/5/2021 2:06 PM
39	It's my hometown. I lived in other metro counties but moved back here to raise my children	3/5/2021 1:55 PM
40	We would consider moving to Fayette County to take advantage of the better sports facilities for our children to compete on.	3/5/2021 1:49 PM
41	Church, family, job	3/5/2021 1:37 PM
42	It is "less bad" than the other options I have that are a commutable distance to my job.	3/5/2021 1:23 PM
43	Coweta is growing to meet the needs of its residents.	3/5/2021 1:12 PM
44	Coweta is becoming too crowded. Too many apartments, dealerships and duplicate businesses. Crime is growing and make the county undesirable to live.	3/5/2021 1:10 PM
45	Children in school and community participation	3/5/2021 1:07 PM
46	I grew up here and have a great job here	3/5/2021 1:06 PM
47	I will continue to own property here, we do love it. We have a few rentals too. However, this place is becoming urban. My home insurance and auto insurance have both gone up because USAA now rates us with higher crime than just a year ago. I will continue to own rentals here. I am unsure if we will continue to have our own residence here, or rent it and move a few exits down the interstate.	3/5/2021 1:03 PM
48	Too much growth resulting in too much traffic and crime.	3/5/2021 12:56 PM
49	close to our Jobs	3/5/2021 12:53 PM
50	I have lived in a metro Atlanta county my entire life. When my second kid is grown I want to move to the mountains of north Georgia and experience a different lifestyle as my wife and I love the mountains.	3/5/2021 12:42 PM
51	Rural areas available within reasonable distance to necessities.	3/5/2021 12:41 PM
52	Population density. Getting crowded.	3/5/2021 12:41 PM
53	Building development BEFORE appropriate road development!!! Not enough local restaurants!!! Too many hotels!!	3/5/2021 12:40 PM
54	Staying because this where we have built our home, family and business. Will leave if it becomes more like Fayetteville, Riverdal or Palmetto	3/5/2021 12:25 PM

Coweta County Comprehensive Plan

55	It's home. Not happy, though, with all of the growth and increased housing density in some areas.	3/5/2021 12:21 PM
56	buying another property and currently own property here	3/5/2021 12:20 PM
57	Family, home, schools, location	3/5/2021 12:18 PM
58	Leaving. Too crowded. Property tax increase. Difficult to build or add on or operate a business- too many restrictions/ordinances/zoning issues	3/5/2021 12:17 PM
59	It's a family friendly town. We grew up here, and know it's a wonderful place to raise a family.	3/5/2021 12:10 PM
60	It's home	3/5/2021 12:09 PM
61	Family nearby; Good house and amount of property; Close enough to Atlanta and the airport	3/5/2021 12:08 PM
62	Too old to move!	3/5/2021 12:03 PM
63	Proximity to work and quieter lifestyle	3/5/2021 11:44 AM
64	We would only leave due to over development (high density)	3/5/2021 11:43 AM
65	Schools, hospital	3/5/2021 11:43 AM
66	Too many homes and apartments being built and not enough restaurants	3/5/2021 11:43 AM
67	Family would keep but all the expensive homes and traffic drive us poor people out we can't afford it here	3/5/2021 11:40 AM
68	I'm too old to move. Lol!	3/5/2021 11:39 AM
69	I like the small town atmosphere and the sense of community. I like the way we take care of those who need help. I like that we have cultural opportunities here without having to travel to Atlanta.	3/5/2021 11:38 AM
70	Family, conservative. County is well run. Good law enforcement.	3/5/2021 11:34 AM
71	work	3/5/2021 11:30 AM
72	Building more lower income housing would cause me to leave. Strengthening our resolve against over development would cause me to stay.	3/5/2021 11:29 AM
73	Born and raised here. Not leaving.	3/5/2021 11:26 AM
74	It's peaceful	3/5/2021 11:25 AM
75	Our decision of staying or leaving would be centered on family, work, and infrastructure.	3/5/2021 11:23 AM
76	Am happy here!	3/5/2021 11:22 AM
77	Subdivisions and traffic	3/5/2021 11:13 AM
78	TOO MUCH DEVELOPMENT HERE. SOON COWETA CO WILL BE JUST ANOTHER GWINETT CO. COWETA COUNTY SHOULD HAVE PUT THE BRAKES ON DEVELOPMENT YEARS AGO.	3/5/2021 11:08 AM
79	My birthplace, my family history is here	3/5/2021 11:05 AM
80	Been here for 30 years and love it with the exception of all the homes being built on Smokey road. All the farm land is being developed 😊	3/5/2021 11:04 AM
81	Retire	3/5/2021 11:02 AM
82	House almost paid off	3/5/2021 11:02 AM
83	Job transfer or excessive buildout	3/5/2021 11:01 AM
84	Children in school	3/5/2021 11:00 AM
85	The cost of housing in Coweta compared to household income. I would love to move to Newnan but the housing cost is more than I can afford. None of the new houses and neighborhoods in decent areas are affordable for middle income households making \$50,000. Maybe it's to keep out certain groups. Every neighborhood/house starts mid \$200K.	3/5/2021 10:59 AM

Coweta County Comprehensive Plan

86	We have no family connections here, but at the moment, it is too expensive move back home.	3/5/2021 10:59 AM
87	Tooooooo crowded	3/5/2021 10:47 AM
88	Lower property taxes than Peachtree city	3/5/2021 10:43 AM
89	Kids in school	3/5/2021 10:41 AM
90	I love the city of Newnan	3/5/2021 10:41 AM
91	This is my home and my family is all here. And I work here. Plus everything I need is easily accessible.	3/5/2021 10:39 AM
92	Our jobs are here	3/5/2021 10:39 AM
93	Growth! I am tired of constant building. At some point, it has got to end.	3/5/2021 10:36 AM
94	Kids school, church, family and friends live here	3/5/2021 10:36 AM
95	I like it here and I own a home here.	3/5/2021 10:35 AM
96	If we leave, it will be because of too much high density housing or a continued increase in crime.	3/5/2021 10:34 AM
97	I enjoy living here with the conveniences as well as the rural roads to ride the motorcyle. Depends on the continued development of the area for staying.	3/5/2021 10:34 AM
98	For my child to finish school	3/5/2021 10:33 AM
99	The community	3/5/2021 10:33 AM
100	Can't afford to replace the existing house I have	3/5/2021 10:32 AM
101	We spend equal times with our life in Coweta and Fayette. However, prefer the location of Coweta and slower pace so not excited about development in certain areas when the mission statement says otherwise.	3/5/2021 10:30 AM
102	Depends on future over-development and also how well maintained the area remains... Need better schools for our district... live in a high property tax subdivision, yet our children are assign to section 8 schooling, we pay too much in tax for this.	3/5/2021 10:26 AM
103	It's home	3/5/2021 10:20 AM
104	This is my home. I raised my kids here. And I will raise my grandkids here.	3/5/2021 10:20 AM
105	Jobs are here and kiddos are in schools here.	3/5/2021 10:17 AM
106	I like my house, I am age 71 and I am settled here. I have support from friends and neighbors here. With the pandemic I have learned and appreciate the value of shopping for groceries online with curbside pickup. I would like Coweta to consider some cart paths as in Peachtree City to allow seniors to "age in place" and still get around safely.	3/5/2021 10:16 AM
107	Poor development decisions- becoming to 'industrial' - Lack of healthy buffers between the streets and stores/neighborhoods	3/5/2021 10:16 AM
108	School	3/5/2021 10:15 AM
109	I love where I live and work!	3/5/2021 10:12 AM
110	Born and raised here.	3/5/2021 10:09 AM
111	Schools	3/5/2021 10:09 AM
112	Overdevelopment	3/5/2021 10:08 AM
113	country feel	3/5/2021 10:04 AM
114	community moral	3/5/2021 10:02 AM
115	We are here because of jobs. Once my husband can retire we will be moving back to TX	3/5/2021 10:01 AM
116	I'm currently in the best school district for Coweta and it is cost prohibitive for our family to move to a city like Peachtree City for better ones.	3/5/2021 10:01 AM

Coweta County Comprehensive Plan

117	Schools and convenience to work	3/5/2021 10:01 AM
118	Neighborhood I live in. I moved here 25 years ago because it wasn't like all the other city's	3/5/2021 10:00 AM
119	Growth of apartments and smaller homes is increasing too fast that I worry it's getting over crowded with the wrong type of people, not families and professionals as we had hoped. ECHS is way too big, unsafe and out of touch with their students for my children.	3/5/2021 10:00 AM
120	Work and benign closer to the ocean	3/5/2021 9:59 AM
121	It's home	3/5/2021 9:58 AM
122	Kids	3/5/2021 9:56 AM
123	I work here and my wife is a business owner.	3/5/2021 9:55 AM
124	Systemic/Strutural Racism is overt and toxic. Local government is not working for the people; instead they are self-serving.	3/5/2021 9:52 AM
125	We love the schools, the community, and the country!	3/5/2021 9:52 AM
126	my stable job. yall need to loosen up the open container and liquor laws. People been walking around downtown with open beers for a year and its been fine. allow liquor stores in the county.	3/5/2021 9:37 AM
127	Been here 40 years	3/5/2021 9:16 AM
128	My job is in Atlanta, so the daily commute may affect my staying. But at this time, I have no plans to leave. The quietness of my property is still a big draw vs the city.	3/5/2021 8:47 AM
129	We're an older couple with both adult children in Columbus, GA. Will probably downsize within next few years and move south.	3/5/2021 6:58 AM
130	I love this community.	3/5/2021 5:14 AM
131	Home	3/5/2021 1:04 AM
132	Family	3/5/2021 12:06 AM
133	Retirement	3/4/2021 11:33 PM
134	Lived here all my life	3/4/2021 11:26 PM
135	Leaving- traffic congestion Staying- family	3/4/2021 11:25 PM
136	Bought a house here	3/4/2021 11:22 PM
137	Family	3/4/2021 10:43 PM
138	I have my forever home.	3/4/2021 10:31 PM
139	Still small town feel but lots of things to do	3/4/2021 10:28 PM
140	My family (both sides) has been here for generations	3/4/2021 10:19 PM
141	We love LRP. We r very very concerned with the massive over development.	3/4/2021 8:37 PM
142	Only to move to N Ga mountains or further depends on how things get. Stop the high density developments pls.	3/4/2021 8:17 PM
143	Downsizing our house	3/4/2021 6:58 PM
144	I would stay as long as the county will quit development and ruining the rural setting of this county. As growing up in the county I have seen a lot of change some good, but I believe with the way this county is growing it is going to push people like myself out as well the like the county to remain rural.	3/4/2021 1:15 PM
145	I like the rural character in my community	3/4/2021 12:30 PM
146	Job transfer Resistance to growth by residents Opposition to addition of apartments, etc Opposition by residents to add more retail, shopping opportunities. Too many additions of the same things - at washes, Waffle House, same fast food restaurants. Would be nice to have better dining options.	3/4/2021 12:14 PM
147	I love my neighborhood, the friendly people, the shopping, the tranquility of less	3/4/2021 10:51 AM

Coweta County Comprehensive Plan

overcrowdness, the law enforcement and the parks. Speaking of parks there should be parks around the northside of the country not just in the city limits.

148	Job change and/or desire to be more rural - and there is no affordable land in this county anymore.....	3/4/2021 9:39 AM
149	From here	3/4/2021 8:59 AM
150	Children in school and call Newnan their hometown	3/3/2021 10:43 PM
151	To much growth	3/3/2021 8:07 PM
152	Convenient to highways, airport yet still mostly suburban/rural	3/3/2021 5:20 PM
153	Its like Deja vu... I was raised in Clayton county and watched what happened with too much growth. From Clayton to Gwinnett to Rockdale county all with the same end result.	3/3/2021 5:16 PM
154	I'm not planning on leaving	3/3/2021 3:39 PM
155	Safe, affordable, lots to do	3/3/2021 1:44 PM
156	Quite satisfied with my home location	3/3/2021 1:42 PM
157	The only reason we would leave would be to return to where our families reside in Florida.	3/3/2021 12:45 PM
158	Traffic is getting worse and worse, too many apartments popping up everywhere, type of construction being allowed does not seem thought out. losing greenspace to another gas station or a carwash doesn't make sense	3/3/2021 12:31 PM
159	Heavy traffic, rising taxes, crowded restaurants, increasing crime	3/3/2021 12:16 PM
160	Our once rural, pleasant county is being developed at a maddening pace like it is trying to become the next Clayton County	3/3/2021 11:46 AM
161	Retired here	3/3/2021 10:44 AM
162	We need a bigger home (new marriage, blending families) and want to have a pool. Not affordable or allowed for current subdivisions	3/3/2021 10:24 AM
163	Over development and significant population increases	3/3/2021 10:09 AM
164	Don't plan to move	3/3/2021 9:39 AM
165	Retirement, downsize	3/3/2021 9:34 AM
166	The county does not have enough recreation areas, it is not walkable and does not have good shopping options, and too many chain restaurants. We lack Whole Foods and Trader Joe's.	3/3/2021 9:25 AM
167	Would leave due to increased congestion, building too many houses and unnecessary businesses, lack of new restaurants and shops, traffic congestion and poor road planning—too many homes in areas without the roads to handle it. Roundabouts too small in ridiculous areas and not where they could be helpful. Hwy 29 is dangerous. You can't have traffic driving 70mph (I know the limit is 55) with all the homes and roads and turn offs on 29.	3/3/2021 9:15 AM
168	With all of the development happening, it will likely turn into another Clayton County or Gwinnett County. Many of the people I work with, that have lived in Coweta County for years, are talking about moving out of the county due to all of the growth that is occurring.	3/3/2021 8:18 AM
169	growth is to big and to fast.	3/3/2021 7:21 AM
170	Staying - close to doctors Leaving- to populated, not enough outside parks	3/3/2021 7:19 AM
171	Staying - close to doctors Leaving- to populated, not enough outside parks	3/3/2021 7:19 AM
172	I love the community in Coweta and all of the convenient shopping/dining	3/3/2021 6:04 AM
173	Family, close proximity to interstate	3/3/2021 5:12 AM
174	Just bought a home	3/3/2021 3:09 AM
175	It's getting too commercial. It's slowly becoming Atlanta. When I moved here Newnan was very quaint with lots of character. Not so much anymore.	3/3/2021 1:22 AM

Coweta County Comprehensive Plan

176	Have family here	3/2/2021 11:26 PM
177	I was raised here	3/2/2021 11:05 PM
178	Staying to stay close to family.	3/2/2021 10:16 PM
179	Big city amenities with the community feel	3/2/2021 10:15 PM
180	We like our home and the space we have around our house. Seems like a safe place to live	3/2/2021 9:46 PM
181	May have to leave if the growth and high density is not curtailed. Also all of the warehouses and trucks and poor road planning is making traffic a nightmare	3/2/2021 9:42 PM
182	Housing Cost and population density	3/2/2021 8:55 PM
183	Cultural and ethnic segregation. Lack of independently owned shops, restaurants and activities. It's not walking friendly, no golf cart trails and somewhat outdated when you look at communities like Trillith in Fayetteville.	3/2/2021 8:47 PM
184	Family. Schools	3/2/2021 8:44 PM
185	Job, close proximity to the interstate. Great public safety and places to be outdoors.	3/2/2021 8:28 PM
186	Too crowded. Too much traffic.	3/2/2021 8:26 PM
187	Our family is here and we live the area (not the traffic!)	3/2/2021 8:17 PM
188	Considering retirement in the North Georgia Mountains where there is less congestion and traffic	3/2/2021 8:17 PM
189	My family has been here since the 1800s	3/2/2021 8:08 PM
190	Probably will stay here - family is here	3/2/2021 8:05 PM
191	Crime, drugs, sex trafficking, too many hotels	3/2/2021 7:59 PM
192	Small town feel, growth happening, good schools, nice people, feels safe overall	3/2/2021 7:59 PM
193	Retirement	3/2/2021 7:53 PM
194	Family	3/2/2021 7:51 PM
195	Not wanting to move my son of of his school	3/2/2021 7:36 PM
196	Staying because I grew up here and it's home	3/2/2021 7:15 PM
197	Just moved here. Putting down some roots.	3/2/2021 7:05 PM
198	I love that parts of Coweta are still rural. I don't particularly care for the new developments going on.	3/2/2021 7:02 PM
199	I am not originally from Newnan - been here 45 years - and I love this place !!! I will be STAYING !!	3/2/2021 7:01 PM
200	Location and achools	3/2/2021 6:59 PM
201	Job	3/2/2021 6:51 PM
202	Growing too much in a bad way	3/2/2021 6:42 PM
203	Property taxes too much	3/2/2021 6:41 PM
204	Job opportunities	3/2/2021 6:19 PM
205	Lived here all my life	3/2/2021 6:19 PM
206	Work	3/2/2021 6:13 PM
207	Horrible traffic, housing prices, too many oil change and car wash and other unnecessary businesses (repeats of same fast food shops) which are "littering" our thoroughfares.	3/2/2021 6:13 PM
208	Job	3/2/2021 6:10 PM
209	Own my home	3/2/2021 6:03 PM

Coweta County Comprehensive Plan

210	I intend to keep my job in Newnan.	3/2/2021 6:02 PM
211	To damn many people.	3/2/2021 5:56 PM
212	Job opportunities. School choice options. Activities for children.	3/2/2021 5:55 PM
213	Overgrowth, traffic	3/2/2021 5:52 PM
214	We like our peaceful, quiet wooded location, and the lower cost of living here (compared to where we used to live).	3/2/2021 5:49 PM
215	Family	3/2/2021 5:40 PM
216	Growth is getting bad. Traffic is horrendous any where in Newnan. I hope you put a turning lane on turkey creek and Newnan crossing with the traffic light your putting up.	3/2/2021 5:38 PM
217	Work	3/2/2021 5:33 PM
218	Career	3/2/2021 5:30 PM
219	I don't know of a better place to have my family	3/2/2021 5:17 PM
220	Great county to live in	3/2/2021 5:15 PM
221	Staying = jobs ... leaving = not a lot of activities for young children, toddlers	3/2/2021 5:07 PM
222	Love the people, green space and the feeling of being at home	3/2/2021 5:07 PM
223	Work and owning a home here	3/2/2021 5:02 PM
224	We've outgrown our roadways. Not enough capacity for the number of people. We have way too few police on patrol. I'm tired of all the massive apartments complexes being built.	3/2/2021 4:57 PM
225	Retirement	3/2/2021 4:41 PM
226	Overgrowth	3/2/2021 4:37 PM
227	My children are in school	3/2/2021 4:36 PM
228	Services offered to seniors	3/2/2021 4:34 PM
229	Stay the longer it remains rural... leave immediately if it starts to become like Gwinnett or Cobb County... overpopulation will ruin this county!!	3/2/2021 4:33 PM
230	Work and kids in school	3/2/2021 4:29 PM
231	Easy access to other cities	3/2/2021 4:25 PM
232	Staying unless it develops too much or mass transit changes the environment	3/2/2021 4:23 PM
233	We may leave the area when we retire. Our neighborhood was quiet and now we have nonstop bridge construction and a Publix shopping center behind our house.	3/1/2021 9:40 PM
234	This is our home	3/1/2021 7:47 PM
235	Ties to the community - my volunteer work keeps me here	3/1/2021 7:12 PM
236	Job	3/1/2021 5:47 PM
237	We are settled and it is affordable for retired people.	3/1/2021 4:41 PM
238	My home, and after working outside of the county for many years, i have grown to appreciate it much more.	3/1/2021 3:57 PM
239	Own our house and it is paid for.	3/1/2021 10:25 AM
240	Job and Family	3/1/2021 8:34 AM
241	Traffic, crime, no green space	2/28/2021 10:58 PM
242	We are retired and will begin traveling, using Newnan as our home base. We are conveniently located to downtown and shopping. Love being able to walk everywhere.	2/28/2021 5:32 PM
243	We own and home and both have careers here	2/27/2021 6:36 PM

Coweta County Comprehensive Plan

244	My work, the film industry	2/27/2021 11:52 AM
245	Too many Trump supporters	2/27/2021 11:44 AM
246	Moving closer to family	2/27/2021 10:42 AM
247	It's growing too much! I've been here since I was born in the early 90s.	2/27/2021 7:04 AM
248	Potential for job transfer	2/27/2021 6:34 AM
249	Possible better locations to live in	2/27/2021 12:24 AM
250	If we continue to build without the infostructure being developed, if we can't get cell service to all parts of the county (I have 1 bar typing this), of we can't get the whole county set up for dsl internet it will be time to go.	2/26/2021 11:44 PM
251	Staying. Close family.	2/26/2021 11:03 PM
252	Leaving to crowded and taxes are to high.	2/26/2021 10:05 PM
253	I love this county and the fact that it is still relatively small and yet offers everything I need to live happily. I am happy to raise my children and have my business here.	2/26/2021 9:46 PM
254	This has become my home after moving her 23 years ago. I would say the people keep me here, convenience, weather.	2/26/2021 9:05 PM
255	Taxes high, real estate too high, roads too crowded, Democrats moving in due to movie studios state roads look like Clayton county crime will be here soon after these neighborhoods are built. Roads getting too crowded.	2/26/2021 8:59 PM
256	Job and affordability	2/26/2021 8:59 PM
257	Staying because we love Trinity Christian school and the proximity to Peachtree City trails. Also, on the one occasion we needed the police, they arrived quickly. We really would like more trails, greenspace, public pools, alternative roads to avoid 54/34 traffic, and more (high End) housing developments. Cart paths would be the ultimate wish!	2/26/2021 8:52 PM
258	We have been here our whole lives.	2/26/2021 8:17 PM
259	I'll likely leave as Peachtree city is more welcoming. The schools are significantly better and the paths allow for safe outdoor recreation	2/26/2021 7:51 PM
260	Because I have a special needs child and this is the only school system that can serve her fairly	2/26/2021 7:07 PM
261	Growing traffic concerns with no plan for correction, and crime rate increasing	2/26/2021 6:59 PM
262	Work	2/26/2021 6:55 PM
263	Jobs, schools	2/26/2021 6:30 PM
264	Rising property taxes, traffic , industry bringing crime	2/26/2021 5:54 PM
265	Medical reasons.	2/26/2021 5:50 PM
266	More crime recent years	2/26/2021 5:20 PM
267	Have lived here all my life Very sad at developers	2/26/2021 4:59 PM
268	Old town mainstreet. small businesses. Family activities. Safe. Friendly people.	2/26/2021 4:51 PM
269	Staying for parents Leaving because of lack of activities such as night life	2/26/2021 4:33 PM
270	We won't be able to afford to leave to get away from all the building. If it weren't for all the industrial growth, and we could stay actually rural we love our home.	2/26/2021 4:31 PM
271	convenient to shopping, interstate, quality of life	2/26/2021 4:17 PM
272	The city of Newnan development is out of control and since with our way of life. To many apartments/ rentals and zero lot homes. Not enough roadways to handle it's traffic now.	2/26/2021 4:16 PM
273	Building a house	2/26/2021 2:26 PM
274	I'm not going anywhere because this is home!	2/26/2021 1:55 PM

Coweta County Comprehensive Plan

275	Will probably "age-out and down-size" possibly closer to children.	2/26/2021 1:26 PM
276	Staying- safe community, the downtown area, proximity to shopping and medical. Leaving-the area of town I live in is becoming to overdeveloped with what I feel to be a lack of consideration for retaining greenspace.	2/26/2021 1:18 PM
277	We have children to raise and we love the school system.	2/26/2021 12:59 PM
278	Leaving if it gets too busy and crowded. As of now, it's pushing it.	2/26/2021 12:57 PM
279	Quality of life	2/26/2021 12:54 PM
280	Close to the airport, but far enough from the city to feel separate.	2/26/2021 12:50 PM
281	Too much building of residential homes on Poplar Rd. Our quality of life has already decreased because of the traffic and now you're adding 600+ homes.	2/26/2021 12:41 PM
282	We will stay as long as it remains a small town. Starting to consider other places as too many apartments are being built and too much commercial buildings coming up. Newnan is the city of homes so we came for that and for the small town feel. And now it's iffy if that is going to remain. Don't be greedy like other towns. Take care of your people and manage what you have well and residents will stay	2/26/2021 12:01 PM
283	Already home	2/26/2021 11:59 AM
284	If I left it would be due to road congestion and crime. However I believe Lin Woods does an excellent job!	2/26/2021 11:54 AM
285	Its home	2/26/2021 11:46 AM
286	Family	2/26/2021 11:37 AM
287	Housing pricese but access to ATL airport	2/26/2021 11:35 AM
288	Job move	2/26/2021 11:27 AM
289	We are retired and Peachtree City raised the property taxes too much. We did not like the build for build sake.	2/26/2021 11:22 AM
290	Growing diversity of people.	2/26/2021 11:21 AM
291	Like most people we live here for the more rural feel with an easy drive to stores. It's getting too crowded and way too expensive.	2/26/2021 10:44 AM
292	Established business, our age, weather	2/26/2021 10:41 AM
293	Retirement	2/26/2021 10:38 AM
294	Reason to leave would be change of job or to move to better schools (PTC). Would love more golf cart accessible areas. Like sidewalks to all schools	2/26/2021 10:36 AM
295	Love our home and close to spouses job and airport.	2/26/2021 10:26 AM
296	Wonderful community and beautiful area	2/26/2021 10:17 AM
297	Children finishing school	2/26/2021 10:12 AM
298	N/A	2/26/2021 10:07 AM
299	Children	2/26/2021 10:04 AM
300	If we leave, it is because the county has sold out to the god of "revenue from new business." We do not need the warehouses, the erasure of former pastures that the owners could no longer afford taxes for, the subdivisions in rural areas. To be honest, growth is not always necessary for prosperity. Coweta could sustain our way of life without a single new business or subdivision. And still make plenty of money to keep things going well.	2/26/2021 9:56 AM
301	My husbands job	2/26/2021 9:52 AM
302	Traffic, Congestion and crime	2/26/2021 9:46 AM
303	May move to a lake	2/26/2021 9:35 AM

Coweta County Comprehensive Plan

304	Retirement	2/26/2021 9:31 AM
305	Stay for husband's job Leave if crime increases	2/26/2021 9:14 AM
306	Rapid growth with no planning is ruining the county. The roads are insufficient to handle the traffic and there is no decent internet available. According to Coweta-Fayette EMC there are no plans to participate in the Rural Broadband Initiative either.	2/26/2021 9:11 AM
307	The reason we would leave is due to construction on every corner. Traffic increasing with no plans to help. Schools will eventually have to much to handle. We will be looking for a quieter area again.	2/26/2021 9:08 AM
308	Employment	2/26/2021 8:58 AM
309	We will leave if there is a continuing trend of building high density housing	2/26/2021 8:57 AM
310	Growing to fast and property taxes	2/26/2021 8:56 AM
311	Too much commercial growth without consideration of duplication; healthier grocery & restaurant options; school overcrowding	2/26/2021 8:55 AM
312	I'm from coweta county born and raised.	2/26/2021 8:53 AM
313	This is my home and where I raised my children. If I leave, it will be becuae the growth just got to be too much. Murders and shootings are now consistently a regular headline in the local paper. This was not the case just a few years ago.	2/25/2021 8:20 PM
314	I work in Coweta and live in Troup.	2/25/2021 10:59 AM
315	It's home	2/25/2021 10:53 AM
316	Staying, it a wonderful place	2/23/2021 4:12 PM
317	I lived in Clayton and Henry county both grew too fast and became over crowded and lost touch with residents. If Coweta does the same I'll leave.	2/22/2021 8:55 PM
318	Too many subdivisions and taxes are ridiculous	2/22/2021 8:28 PM
319	Staying/children in Private School in Coweta County	2/22/2021 12:40 PM
320	I would stay because I enjoy the rural lifestyle and quiet in the undeveloped areas of Coweta. As development intrudes, I could choose to leave the county.	2/22/2021 1:28 AM
321	Staying: School System Leaving: traffic congestion, increased taxes	2/21/2021 11:55 AM
322	The County is mostly rural and the growth stays towards the City. I like the large lot requirements in the County.	2/18/2021 10:10 PM
323	House is almost paid for!! Now stop raising our taxes!!!!!! This year was a RIPOFF charging 5000.00 to everyone	2/18/2021 9:54 PM
324	Work	2/18/2021 9:20 PM
325	My children will still be living at home for most of that time.	2/18/2021 4:45 PM
326	Reasonable ranch style housing	2/18/2021 4:16 PM
327	Family is the reason I stay. Property taxes may very well be the reason we leave.	2/18/2021 3:24 PM
328	Lack of high paying jobs with career growth. Limited access to good, non-chain restaurants. Lack of entertainment options like concerts. No grocery shopping and restaurants near major residential area because a WAREHOUSE was brought in a sneaky manner. Residents protested against a warehouse to the county and it was denied. Then, unknown yo residents, the developer went around the county and was annexed into Palmetto so he could build the trashy warehouse in a residential part of the county where, previously, a grocery store was supposed to go.	2/18/2021 12:57 PM
329	I appreciate that Coweta is an inexpensive place to find historic housing and raise children in a safe environment. I do plan to leave when my children are older, due to the lack of cultural activities and provincial attitudes of many residents.	2/18/2021 12:27 PM
330	The addition of apartments is a terrible idea. So many people I talk to have moved here from	2/18/2021 10:21 AM

Coweta County Comprehensive Plan

other counties to escape this, and now it's coming here.

331	Work. Coweta is also racist and stuck in 1960.	2/17/2021 1:45 PM
332	I like the small town feel. Yet I feel like crime is on the rise. Lots of trash and litter all over Coweta County. The Sheriff's department used to patrol out here , I like that. A noise ordinance outside city limits is needed, especially in small neighborhood like Arnco .	2/16/2021 9:41 PM
333	I live near my family.	2/16/2021 7:50 PM
334	Retirement. Going to the coast!	2/16/2021 5:33 PM
335	6 generations here and would hate to leave but if rural areas keep getting gobbled up would consider leaving	2/16/2021 5:12 PM
336	Poor choices on industrial building in more.	2/16/2021 4:17 PM
337	Too much growth and way too many houses in Senoia. Traffic.	2/16/2021 2:01 PM
338	I enjoy living here; spending time with my friends and enjoying all that Coweta County has to offer. We have no plans to sell our home.	2/16/2021 11:40 AM
339	Too much traffic, the crime rate, the cost of living	2/16/2021 8:42 AM
340	I own a home here, have a job here, all the amenities I want are here AND it's an easy trip to Hartsfield with direct flights to almost anywhere in the world.	2/16/2021 8:35 AM
341	I enjoy the county very much. I feel safe raising my children here.	2/15/2021 10:49 PM
342	Schools, sports, atmosphere	2/15/2021 10:07 PM
343	Too rural. Want more walkability for shopping and between neighborhoods.	2/15/2021 8:37 PM
344	I am comfortable and do not want to pack and move again.	2/15/2021 7:44 PM
345	Rural, great schools, affordable, historic character	2/15/2021 5:46 PM
346	We may move to get a larger piece of property.	2/15/2021 3:31 PM
347	Uncontrolled growth and expansion of cities.	2/15/2021 2:56 PM
348	Just built our "final" home ... spent a LARGE amount of money on it... thus will not move, though had we realized what the future holds for the roads/land surrounding our subdivision, we would have built in Peachtree City!!	2/15/2021 2:54 PM
349	If the grown children move away, I will follow them	2/15/2021 2:46 PM
350	Great quality of life	2/15/2021 1:55 PM
351	Long term job will keep me here. If I move after retirement it would be to live closer to children and grand children	2/15/2021 12:47 PM
352	We moved to Coweta 15 years ago from East Cobb to start a new job. We plans to definitely live here at least 4 more years, until retirement, and if our health holds up, maybe longer.	2/15/2021 12:44 PM
353	I have just retired after living here since 1993. My two sons and their families also live in Coweta County. I picked Coweta County when we moved to Georgia and have never regretted it. I like the government, the small town feel, the country side and of course the people. This is my last stop	2/15/2021 11:47 AM
354	Great place to raise a family	2/15/2021 11:40 AM
355	Life long resident	2/15/2021 11:35 AM
356	I enjoy living here and my family is here. This is still an area where children want to put down roots.	2/15/2021 11:01 AM
357	our work	2/15/2021 10:48 AM
358	Want kids to continue to go to Trinity Christian School. Uptick in crime is a concern	2/15/2021 10:41 AM
359	I have been here for 40 years, not leaving now	2/15/2021 9:47 AM
360	Depends on traffic, growth.	2/15/2021 8:27 AM

Coweta County Comprehensive Plan

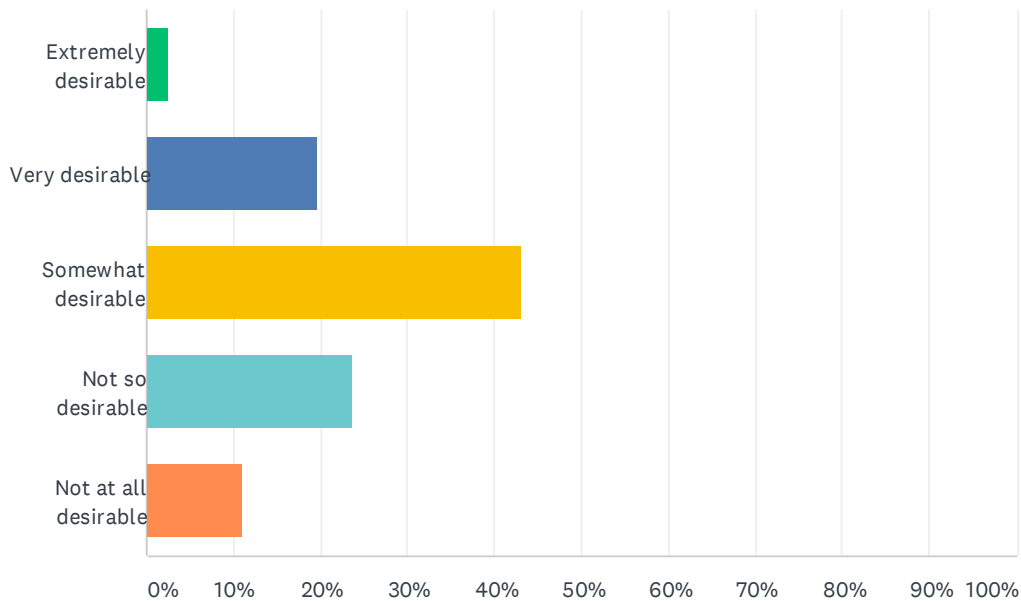
361	Our family has lived in the county for more than 100 years.	2/15/2021 7:45 AM
362	Deep rooted in community. Church, healthcare, neighborhood.	2/15/2021 6:42 AM
363	County character and family.	2/15/2021 5:52 AM
364	Just moved here	2/14/2021 7:48 PM
365	The taxes especially property taxes are way to high. There are not enough parks. To much traffic. It's not a rural quiet place anymore.	2/14/2021 7:10 PM
366	Retired; own home; feel trapped in an area that is far too congested.	2/14/2021 4:29 PM
367	I own property and have all of my family and friends here. Please stop destroying our home and replacing it with failed "planned cities" principles.	2/14/2021 2:06 PM
368	Lack of public parks, lack of transportation for seniors, and extreme vehicle noise.	2/14/2021 12:40 PM
369	The cost of housing is the biggest factor! It's becoming more and more difficult for a single adult to find *decent* affordable housing in metro Atlanta. At this point, I'm planning to stay where I am in Coweta because I just can't afford to move.	2/14/2021 12:27 PM
370	Death	2/14/2021 10:49 AM
371	The beautiful land we own with it's unique sandy soil and topography and closeness to the state park.	2/14/2021 7:50 AM
372	Jobs	2/14/2021 7:36 AM
373	Quality of life	2/14/2021 1:38 AM
374	It is NOT Atlanta! Hopefully growth can be slowed, especially apartments.	2/13/2021 4:41 PM
375	I'm 78 yrs old and have lived here since 1967 and do not plan to move, just perservere. Love my farm and old house.	2/13/2021 3:16 PM
376	There is a lot to offer as far as things to do and shopping...I consider leaving due to schools being very overcrowded and traffic and congestion. It takes forever to even leave my neighborhood sometimes.	2/13/2021 2:23 PM
377	Work, family	2/13/2021 12:59 PM
378	Changes in my life might necessitate a change.	2/13/2021 11:40 AM
379	Clean, safe, good hospital and medical facilities. I would love to see cart paths introduced as in Peachtree City. This would allow seniors to age in place and get to stores without driving cars.	2/13/2021 11:13 AM
380	Traffic and crime	2/13/2021 10:53 AM
381	This is my home	2/13/2021 9:53 AM
382	Raising child Job location	2/13/2021 9:44 AM
383	I am hopeful about the development of the Linc trail and the possibility to commuting solely by bike! I also love the investment of local bike trails, hiking, etc. Parks and trails are our primary ways of enjoying quality family time!	2/13/2021 9:26 AM
384	I'll retire in 10 years and may move back north	2/13/2021 8:58 AM
385	We own our home. Friends and family nearby	2/13/2021 8:34 AM
386	My wife and I grew up her and left because there wasn't anything to do in the early 2000s Now we are so impressed by the amenities coming into the county and the cleanliness compared to other places we have lived (Athens, GA and Boulder, CO) The linc trail and parks like Browns Mill provide a place for us to get outdoors and travel by bike instead of being in the car all of the time. Like it used to be. I hope to see more bike infrastructure in future planning!	2/13/2021 7:47 AM
387	Reasons for consideration for leaving: constant building, traffic	2/13/2021 7:27 AM
388	retirement. plus it's getting to busy and too much traffic in Coweta county now.	2/13/2021 6:56 AM
389	Overdevelopment	2/12/2021 10:07 PM

Coweta County Comprehensive Plan

390	Employed here	2/12/2021 8:59 PM
391	Job	2/12/2021 8:47 PM
392	It's home...	2/12/2021 10:48 AM
393	Good quality of life, good family community, close to highway for airport, downtown ATL and surrounding businesses	2/12/2021 8:54 AM
394	If it becomes too densely occupied and industrialized close to residences, we will move. Not to mention the ridiculous latest property tax assessments placing too high of a value on homes and the schools deciding they needed more money. Also, senior citizens should not be on an age scale with regards to property tax exemption. Other GA counties give 100% exemption to ALL seniors.	2/11/2021 9:25 PM
395	Wife is retired. I plan to resume work in the film / TV business.	2/11/2021 6:27 PM

Q14 How would you rate the overall development in Coweta County?

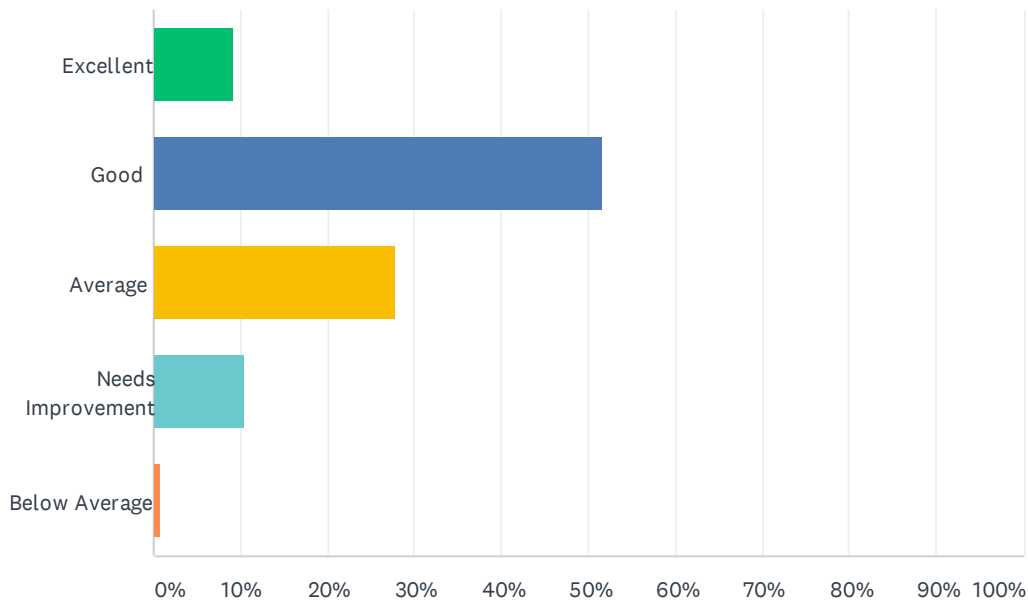
Answered: 432 Skipped: 1



ANSWER CHOICES	RESPONSES	
Extremely desirable	2.55%	11
Very desirable	19.68%	85
Somewhat desirable	43.06%	186
Not so desirable	23.61%	102
Not at all desirable	11.11%	48
TOTAL		432

Q15 How would you rate the overall appearance of Coweta County

Answered: 432 Skipped: 1



ANSWER CHOICES	RESPONSES	
Excellent	9.26%	40
Good	51.62%	223
Average	27.78%	120
Needs Improvement	10.42%	45
Below Average	0.93%	4
TOTAL		432

Q16 What do you feel would help the appearance of Coweta County?

Answered: 359 Skipped: 74

#	RESPONSES	DATE
1	no suggestions at this time	3/6/2021 2:55 PM
2	Minimize traffic bottlenecks	3/6/2021 12:04 PM
3	More green space, paths, parks. Better integration of buildings with the landscape. Fewer strip malls.	3/6/2021 9:44 AM
4	Redevelopment of old roads buildings	3/6/2021 9:25 AM
5	Improve intersections of hwy 154 and I 85	3/6/2021 8:42 AM
6	A significant part of the appeal of Coweta County is it's rural character and still vibrant historical feel. Growth, in population and economic terms, can be good, but not at the expense of what makes Coweta attractive. Focus more on single-family homes, not on high-density developments like apartments, townhomes, or houses with postage-stamp yards.	3/6/2021 8:02 AM
7	More landscaping around roads/public spaces, updated street signs, road improvements, more sidewalks, more cleanup of roadside litter	3/6/2021 12:28 AM
8	More green space	3/6/2021 12:01 AM
9	Not sure	3/5/2021 11:59 PM
10	I love the signs around downtown - and would love to somehow see that integrated into Bullsboro. Bullsboro just feels very Riverdale-y and there's a disconnect with feeling like a quaint town. If we had sidewalks or a bike path along Bullsboro, that would be amazing!	3/5/2021 11:02 PM
11	Just cleaning/painting/maintaining older buildings and lots	3/5/2021 10:24 PM
12	Closer to downtown, there should be higher density but nice housing to help attract young single people, like townhomes and nice apartments. From there, the focus should be on promoting unique/distinctive neighborhoods. Don't just let it become cookie cutter DR Horton neighborhoods	3/5/2021 9:32 PM
13	Better landscaping and cleaner overall We need to look more put together	3/5/2021 9:28 PM
14	Fewer billboards	3/5/2021 8:25 PM
15	Repurpose old buildings and shopping centers	3/5/2021 8:22 PM
16	Cleaning up certain areas that have become run down. This includes commercial and residential. Especially in areas right in the immediate areas of high visibility areas and highly visited areas.	3/5/2021 7:47 PM
17	Better building codes (make shops look nicer), fewer vape shops and cash advance places, more houses (not apartments), better traffic patterns	3/5/2021 7:36 PM
18	Please keep greenspace and tree line, landscaping. I fell in love with the landscape and trees. Came from Pooler georgia was development meant leveled lands, no mature trees, and acres and acres of concrete	3/5/2021 7:03 PM
19	Not having new strip malls & apartment complexes popping up everywhere which increases traffic in already overpopulated areas.	3/5/2021 6:57 PM
20	Stop building!	3/5/2021 6:51 PM
21	More greenspace, like Piedmont Park	3/5/2021 6:46 PM
22	Road repairs	3/5/2021 6:41 PM
23	More trees. More parks. Fewer power lines. Fewer cell towers.	3/5/2021 6:26 PM

Coweta County Comprehensive Plan

24	Less apartments and hassle free travel	3/5/2021 6:07 PM
25	No comment	3/5/2021 6:00 PM
26	Grass being cut regularly in medians and along roads.	3/5/2021 5:37 PM
27	This question is impossible to answer.	3/5/2021 4:31 PM
28	Stop building in the woods	3/5/2021 4:03 PM
29	Less apartment buildings	3/5/2021 3:53 PM
30	Better roads and infrastructure.	3/5/2021 3:29 PM
31	Reduce traffic	3/5/2021 3:23 PM
32	More parks, less vacant buildings and shopping centers	3/5/2021 3:08 PM
33	Less trash. More green areas. Less FAST FOOD CHAINS.	3/5/2021 3:05 PM
34	Less building and roadwork	3/5/2021 2:55 PM
35	Not so many empty buildings.	3/5/2021 2:43 PM
36	Slow thoughtful planning - not crowding areas with "wall to wall" house developments	3/5/2021 2:42 PM
37	More multi-use trails for people to get from one location to another without having to drive in traffic.	3/5/2021 2:26 PM
38	Stop building on bullsboro-too much traffic. Limit amount of apartments	3/5/2021 2:19 PM
39	Upgrade out parks to multi-use areas with artificial turf fields for year round use.	3/5/2021 1:49 PM
40	Larger residential lot requirements, fewer apartments, larger commercial setback requirements, higher impact fees, fewer signs, less congestion, fewer warehouses and resulting truck traffic, etc.	3/5/2021 1:23 PM
41	More beautification projects and easier routes to get around town	3/5/2021 1:12 PM
42	less hotels, apartment complexes and dealerships	3/5/2021 1:10 PM
43	Landscape	3/5/2021 1:07 PM
44	More greenspace. Not so many strip malls being built while so many are empty. The empty ones are looking pretty seedy, and it gives the impression there is a 'bad area' of Newnan.	3/5/2021 1:03 PM
45	Less traffic. More free space.	3/5/2021 12:56 PM
46	green space and more finished sidewalks on either side of the streets with properly timed crosswalks for people to get across the divided streets.	3/5/2021 12:53 PM
47	Cleaning up some of the many old eyesores and not filling the landscape with more apartments and cookie cutter subdivisions.	3/5/2021 12:42 PM
48	Keeping in mind the rural areas and small town feel when planning for expansions, as well as more dedication to public wilderness areas and state park preservation.	3/5/2021 12:41 PM
49	More building with the land as opposed to clear cutting and huge swaths of concrete and asphalt	3/5/2021 12:41 PM
50	Clean up trailer park on Lower Fayetteville Rd	3/5/2021 12:40 PM
51	Limit commercial building ASAP. Slow residential building and make new home construction on bigger lots	3/5/2021 12:25 PM
52	Less build-up and reduced density.	3/5/2021 12:21 PM
53	flowers in the medians on bullsboro	3/5/2021 12:20 PM
54	Less apartments. Less fast food places.	3/5/2021 12:18 PM
55	LESS APARTMENT COMPLEXES AND MORE SINGLE FAMILY HOMES!!!	3/5/2021 12:10 PM
56	Stop building apartments	3/5/2021 12:09 PM

Coweta County Comprehensive Plan

57	More trees or intentional landscaping off the main roadways; updated building designs with interesting materials and good places to gather - everybody wants to eat outside on a patio and nobody wants to look at a parking lot while doing it; less strip mall type buildings that haven't been painted or updated in 25 years; no blighted property; more communal green spaces	3/5/2021 12:08 PM
58	Better compliance of the building department with getting dis repaired property condemned,	3/5/2021 12:03 PM
59	Less apartments	3/5/2021 11:44 AM
60	Keep some green space. Utilize vacant buildings before encouraging new commercial building.	3/5/2021 11:43 AM
61	Nothing, I think it is beautiful.	3/5/2021 11:43 AM
62	Less apartments, less section 8 housing, less people!!	3/5/2021 11:43 AM
63	Stop building	3/5/2021 11:40 AM
64	Less subdivisions and apartments. Also less strip malls	3/5/2021 11:39 AM
65	We have such beautiful historic buildings. New development shoul adhere to blend with this beauty.	3/5/2021 11:38 AM
66	more sidewalks, less traffic	3/5/2021 11:30 AM
67	Less development.	3/5/2021 11:29 AM
68	Cleaning up some of the run down places and building around the county	3/5/2021 11:26 AM
69	The appearance is fine.	3/5/2021 11:23 AM
70	Fewer multi family 'homes"	3/5/2021 11:22 AM
71	To not become like the Northside of Atlanta however I think it has already started	3/5/2021 11:13 AM
72	LESS DEVELOPMENT. NOT EVERY SCRAP OF LAND NEEDS A BUILDING, SHOP OR HOUSE ON IT.	3/5/2021 11:08 AM
73	less traffic	3/5/2021 11:05 AM
74	Stop building so many homes/neighborhoods.	3/5/2021 11:04 AM
75	Utilize or rebuild empty buildings rather than clearing more trees and building new shopping centers. We buildrent rises a year later and businesses move out and building sent vacant. Few months later build new buildings and same cycle.	3/5/2021 11:02 AM
76	Knocking down old shopping centers and planting trees or putting in a park in their place.	3/5/2021 11:01 AM
77	Road fix and a truck bypass keep the 18wheers out of town	3/5/2021 11:00 AM
78	Good	3/5/2021 10:59 AM
79	Stop permitting useless warehouses , low class fast food chains, dollar store chains and car washes from being built. Promote or reach out to higher end retail stores and restaurant chains. Clean up the shopping centers on Hwy 34. They look old, dirty, and depressing. A nice, family friendly, well maintained and centrally located park in a safe area, with walking trails like the cart paths in PTC .	3/5/2021 10:59 AM
80	Stop expanding	3/5/2021 10:47 AM
81	More parks and community centers/libraries	3/5/2021 10:43 AM
82	Trees and landscaping, less apartments, less fast food chains everywhere	3/5/2021 10:41 AM
83	Nothing	3/5/2021 10:41 AM
84	Find a way to repurpose some of the older shopping areas.	3/5/2021 10:39 AM
85	Keeping properties up to code.	3/5/2021 10:39 AM
86	Less growth and constant building	3/5/2021 10:36 AM
87	Slow down residential development	3/5/2021 10:36 AM
88	A cp	3/5/2021 10:34 AM

Coweta County Comprehensive Plan

89	Too many small lot subdivisions going in everywhere it seems. Would prefer to see areas with larger lots so it doesn't look like retirement villages in FL	3/5/2021 10:34 AM
90	More trendy businesses and greenspaces	3/5/2021 10:33 AM
91	More uniformity of business signage off the interstate exits. It's starting to seem a bit tacky with the billboards and large signs on restaurants, car dealerships, etc.	3/5/2021 10:30 AM
92	Better parks/rec (see Gwinnett County as a comparison)... Do not over develop with apartments in rural areas... Do not add commercial zoning to rural neighborhoods... Do not allow McMansions in downtown Newnan, instead require restoration if possible... Keep the history, including markers, statues, historic buildings and homes... Do not allow pan-handling on the streets or public areas... Reduce traffic and maintain streets...	3/5/2021 10:26 AM
93	Less development or at least less density	3/5/2021 10:20 AM
94	Relocating all of the pan-handlers near Walmart. Provide jobs for them...instead of allowing them to just beg for money from everyone that passes by. The county/businesses should pay a small fee for them to clean the parking lot...do lawn care for the area they choose to loiter	3/5/2021 10:20 AM
95	Keeping landscaping up (which we do a pretty good job of).	3/5/2021 10:17 AM
96	Slow/halt the construction of tacky fast-food restaurants. How many more burger and wing joints do we need? Stop cramming new developments into Coweta, especially Newnan. They are creating traffic problems, especially on Hwy 34. Create more parks.	3/5/2021 10:16 AM
97	Continue with the zoning ordinances that maintained buffers between the main streets and neighborhoods	3/5/2021 10:16 AM
98	Better shrubbery and landscape planning	3/5/2021 10:15 AM
99	We could use some road improvements.	3/5/2021 10:12 AM
100	Cleaner roads	3/5/2021 10:09 AM
101	stop building everywhere!	3/5/2021 10:04 AM
102	cleaning road ways and a cleaning or removing abandon homes	3/5/2021 10:02 AM
103	More outdoor spaces and hiking trails for people to get out like in PTC	3/5/2021 10:01 AM
104	Less fast food and strip malls. Less high density residential areas and apartments. Would be nice to make some soccer fields like at Central or Whitlock into turf fields like all other counties toward Atlanta have.	3/5/2021 10:01 AM
105	Stop development including subdivisions and warehouses!	3/5/2021 10:01 AM
106	Less Traffic. Limited to No apartments	3/5/2021 10:00 AM
107	investments in small local businesses rather than more warehouse jobs, investments in residential development around downtown and not apartments but more historic homes and restorations.	3/5/2021 10:00 AM
108	A little more clean up along roadways. Need to clean up appearance at I-85 and Hwy. 154	3/5/2021 9:58 AM
109	Additional recreational activities - especially opportunities for elite athletes to compete/host tournaments in the county. We spend a lot of time and money in neighboring counties as well as traveling to north Georgia. There is a tremendous amount of softball and baseball talent here - but it is frequently showcased elsewhere.	3/5/2021 9:56 AM
110	Less dense building. Requiring building owners to maintain property and having eyesore buildings either torn down or rehabbed.	3/5/2021 9:55 AM
111	Coweta is about to become over populated; we need to stop building so many huge houses on tiny lots; and we don't need any more apartments or townhomes...ever!	3/5/2021 9:52 AM
112	renovate older houses.	3/5/2021 9:37 AM
113	No comment	3/5/2021 9:16 AM
114	I'd like to see fewer 300k+ developments and more 100k-150k housing options. They can still be nice places, but we are pricing so many people out of the county. I'd also like to see more	3/5/2021 8:47 AM

Coweta County Comprehensive Plan

library branches. We only have 4 + the Carnigie library, and that means some people have to drive a good distance to reach their "local" branch. If we had more, or even a better mobile outreach program, we could get more books into more hands easier.

115	Never thought about it. Keep as many trees as possible. More utility lines buried.	3/5/2021 6:58 AM
116	Less clearcutting for crowded homes and shopping areas.	3/5/2021 1:04 AM
117	Clean up some of the drugs house around here	3/5/2021 12:06 AM
118	We need more unique restaurants not just chains and fast food. We don't need a QT at old Sprayberry location that will be terrible for traffic at an intersection that is already at capacity most people f the time.	3/4/2021 11:33 PM
119	Clean up the trash on road sides	3/4/2021 11:26 PM
120	Attention to neglected areas that have become run down.	3/4/2021 11:25 PM
121	More parks and less apartment buildings	3/4/2021 10:43 PM
122	Focus on some of the small towns that lack any development. We live near Grantville. So much potential, but no interest.	3/4/2021 10:31 PM
123	Less vacant buildings	3/4/2021 10:30 PM
124	Stop building apartments	3/4/2021 10:28 PM
125	Less apartments, less development and keeping more rural	3/4/2021 10:19 PM
126	Control the development. We are throwing up awful cheap neighborhoods with zero character and woefully inadequate infrastructure.	3/4/2021 8:37 PM
127	Stop the high density development, stop the apartment complexes. Look at what apartment complexes do after 10, 20 or more years	3/4/2021 8:17 PM
128	Keep the rural setting of this county. With development come rift raft and more crime	3/4/2021 1:15 PM
129	Improving the Moreland interstate exit (41)	3/4/2021 12:30 PM
130	Cleaning up abandoned homes, keeping roads and streets free of garbage.	3/4/2021 12:14 PM
131	Construction of parks around the northside of the county. Around the Country Club Road, Lakehills and Newnan Country Club areas.	3/4/2021 10:51 AM
132	Stop building. There are numerous unoccupied structures already, yet development of new places continues rather than renovating or demolishing/reconstructing existing areas. These make the county look unplanned, unfinished, and dilapidated in several places. Also, warehouse distribution centers - eyesores when there are unused places North of the county. Develop industry and recreation please.	3/4/2021 9:39 AM
133	Fewer subdivisions, apartments, warehouses, and strip malls. Too many zoning variances granted to developers.	3/3/2021 10:43 PM
134	Preserving rural areas	3/3/2021 8:07 PM
135	Lower comnetcial signage at roads	3/3/2021 5:20 PM
136	Maintain the plants once they are in place. One thing to plant... totally different if it isn't maintained	3/3/2021 5:16 PM
137	slow down the build out getting out of control, property values will rise if we don't continue to add more so quickly	3/3/2021 3:39 PM
138	Traffic needs help. Utilize vacant spaces and buildings bettet	3/3/2021 1:44 PM
139	More sidewalks to enable residents to walk/bike to destinations, like parks, shopping and dining. Need to create direct and safe travel options into the city. Address the DRY COUNTY issue.	3/3/2021 12:45 PM
140	more side walks! make sure they connect and not leave big areas of no paths. more homes and less apartments. Make coweta walkable	3/3/2021 12:31 PM
141	Fewer apartments, no clear cutting of trees during development, more green areas, no metal	3/3/2021 12:16 PM

Coweta County Comprehensive Plan

	buildings, fewer houses per acre	
142	Trees. Houses with land	3/3/2021 11:46 AM
143	Less apartments more green spaces and quaint shopping. More walking shopping	3/3/2021 10:44 AM
144	slow the number of apartments and new construction taking place.	3/3/2021 10:09 AM
145	More aesthetically pleasing architecture and landscaping	3/3/2021 9:39 AM
146	PICK UP TRASH on roads. Use county inmates 5 days a week, 8 hours a day. NO MORE BILLBOARDS	3/3/2021 9:34 AM
147	More planned greenways and pathways.	3/3/2021 9:25 AM
148	Have more green space and parks. And places to walk and hike. Build communities where people can walk to the store or work or a restaurant....The walking path in Newnan near Summergrove is a great start	3/3/2021 9:15 AM
149	slow down the growth	3/3/2021 7:21 AM
150	Trees, set backs, parks,	3/3/2021 7:19 AM
151	Trees, set backs, parks,	3/3/2021 7:19 AM
152	A happy on any apartment or townhome construction	3/3/2021 6:04 AM
153	More mindful development not scalping the land every time they put in a new subdivision	3/3/2021 5:12 AM
154	Less roundabouts near the hospital and less houses.	3/3/2021 3:09 AM
155	Stop putting up apt complexes, gas stations, and fast food places. It seems as though the county is willing to build on every square inch. It's become way too commercial.	3/3/2021 1:22 AM
156	We have to many restaurants, we need more areas with grass and trees	3/2/2021 11:26 PM
157	More services from the county	3/2/2021 11:05 PM
158	Cleaning up litter and maintaining green space. The tight neighborhoods with close houses and very few trees are an eye sore. Less clear cutting of trees during development would help to achieve the part of the vision statement regarding green space.	3/2/2021 10:16 PM
159	Traveling in from Exit 41 needs some work to promote Newnan.	3/2/2021 10:15 PM
160	Stop building so many houses so close together in Newnan. Leave Senioa a rural area	3/2/2021 9:46 PM
161	Stop clear cutting trees and building high density housing! Vote out all the realtors that are ruining our county by selling out	3/2/2021 9:42 PM
162	Modernize certain strip malls and commercial developments.	3/2/2021 8:47 PM
163	More green space. Less density	3/2/2021 8:44 PM
164	Stop building so many warehouse buildings and go after higher paying jobs. You can't afford to live here in 19.50 a hour.	3/2/2021 8:28 PM
165	Pick up all the trash along roadways.	3/2/2021 8:26 PM
166	Less apartments and new commercial buildings	3/2/2021 8:17 PM
167	Retain the rural nature	3/2/2021 8:17 PM
168	Re-pave 34	3/2/2021 8:10 PM
169	Slow the subdivisions and apartments	3/2/2021 8:08 PM
170	N/A	3/2/2021 8:05 PM
171	Remove the vacant, uninhabitable buildings. Clean up highway 29 south, more green space in the shopping areas	3/2/2021 7:59 PM
172	Landscaping exits with trees/ foliage Better traffic flow in busy areas	3/2/2021 7:59 PM
173	More Bike paths, walking paths and green space. more Outdoor venues	3/2/2021 7:53 PM

Coweta County Comprehensive Plan

174	Less growth. Less apartment building. Less large neighborhoods. Go back to the small town feel	3/2/2021 7:51 PM
175	From Ashley Park area of Bullsboro to the square is not eye appealing	3/2/2021 7:36 PM
176	Landscaping in major travel areas. Maybe making more city center atmospheres like Serenby and Alphareta and Newnan.	3/2/2021 7:05 PM
177	Repurposing run down structures.	3/2/2021 7:02 PM
178	DO NOT OVER BUILD - WE NEED LAND NOT DEVELOPED	3/2/2021 7:01 PM
179	On the Northside of the county the roads could be improved	3/2/2021 6:59 PM
180	More sidewalks	3/2/2021 6:51 PM
181	No more apartments or townhouses	3/2/2021 6:42 PM
182	More muti use trails	3/2/2021 6:41 PM
183	Better roads	3/2/2021 6:19 PM
184	Right of way maintenance	3/2/2021 6:13 PM
185	Less development as noted above	3/2/2021 6:13 PM
186	Clean up	3/2/2021 6:10 PM
187	Better roads, right now with the fading stripping in the pavement driving conditions are unsafe. More sidewalks in particular for neighborhoods near to schools.	3/2/2021 6:02 PM
188	Reduce the headcount.	3/2/2021 5:56 PM
189	Nice public use areas- parks and playgrounds.	3/2/2021 5:55 PM
190	Less apartments and huge subdivisions. More zoning restrictions for building and developing	3/2/2021 5:53 PM
191	Off ramp by hospital looks horrible	3/2/2021 5:52 PM
192	Better code enforcement and litter removal.	3/2/2021 5:49 PM
193	Slow growth	3/2/2021 5:40 PM
194	Address people who don't follow the ordinance. People living in campers trailers on residence property????	3/2/2021 5:38 PM
195	Quit allowing subdivisions such as one going in on Poplar Rd now.	3/2/2021 5:33 PM
196	None	3/2/2021 5:30 PM
197	not sure	3/2/2021 5:17 PM
198	Cutting the median grass on the 34 bypass more than twice a year and edging.	3/2/2021 5:15 PM
199	So much litter! Every roadside is full of trash- it looks like a trash truck exploded over Newnan. Better landscaping on business corners - especially along 34	3/2/2021 5:07 PM
200	More green space	3/2/2021 5:07 PM
201	A beautiful model	3/2/2021 5:02 PM
202	Well first you could have street signs on stop light polls that you could read. Take for example the signs at summer grove pkwy and lower Fayetteville. Next our the roads. We never maintain the painted lines. Everything has to wait until the pavement goes bad to get repainted. It looks awful. Stop approving apartments!	3/2/2021 4:57 PM
203	More green space, fewer car washes and self storage units, less litter	3/2/2021 4:41 PM
204	Better parks with wooded walking trails. Investors buying rundown property and improving the property.	3/2/2021 4:37 PM
205	Quit building apartments, actually clean up some of the rougher areas!!	3/2/2021 4:36 PM
206	Fewer apartments	3/2/2021 4:34 PM

Coweta County Comprehensive Plan

207	Less development and apartments!!!	3/2/2021 4:33 PM
208	Less car dealerships	3/2/2021 4:29 PM
209	Representation of diversity	3/2/2021 4:25 PM
210	Lighting in frequently traveled areas outside the city limits	3/2/2021 4:23 PM
211	More zoning control and less apartments/high-density housing.	3/1/2021 7:47 PM
212	Housing should be less crowded; houses are being built within inches of the next house. Trees are being cut down...Thank goodness we do have green spaces...	3/1/2021 7:12 PM
213	Overall, compared to other counties who have experienced similar growth, Coweta's leadership has done a tremendous job of managing the growth.	3/1/2021 3:57 PM
214	Stop building apartments	2/28/2021 10:58 PM
215	Temple Avenue needs a make-over. Greenville Street from Sellers-Smith to Moreland Exit needs a make-over. Sidewalks everywhere.	2/28/2021 5:32 PM
216	Better traffic control on roads like bullsboro	2/27/2021 6:36 PM
217	Stop taking down trees to start.	2/27/2021 11:52 AM
218	More trash pick up and ordinances against confederate flags	2/27/2021 11:44 AM
219	Continue preserving the the historic aspects of our county	2/27/2021 7:04 AM
220	Additional regulation of storefront signage on local businesses. Some of the older storefronts do not look good. Stop zoning for multi family properties	2/27/2021 6:34 AM
221	More greenspace	2/27/2021 12:24 AM
222	Our code enforcement is reactive, not proactive. They don't actively patrol the county. Some folks around here are hoarders. County does NOTHING. Constant dumping, trash,etc. Medians go for months without being cared for. QUIT OVERBUILDING. We don't have to fill up every square inch of the county with a business or homes on 1/4 acre lots. HIGH DENSITY IS NOT THE WAY TO GO! If you move here, and know it is somewhat rural and start winning about it, then move. We live here because we enjoyed less traffic and more trees. If I want to live in a city, then I will move to Atlanta.	2/26/2021 11:44 PM
223	SLOW DOWN ON APARTMENT BUILDING!!!	2/26/2021 11:03 PM
224	Quit building subdivisions and more houses.	2/26/2021 10:05 PM
225	Continuing to allow for green space and not filling it all up with developments.	2/26/2021 9:46 PM
226	less housing	2/26/2021 9:13 PM
227	More community events. More trails.	2/26/2021 9:05 PM
228	Get the state to clean their roads. They look like something out of south Fulton.	2/26/2021 8:59 PM
229	Protection of rural areas. More orderly growth. Less strip malls and vacant big boxes	2/26/2021 8:59 PM
230	Uniform, better appearance business signs (lower to the ground and brick). Traffic moving instead of stopped all the time (In front of Hobby lobby going east all the way to PTC.) Public parks with pools and places for families to enjoy time outside together.	2/26/2021 8:52 PM
231	Less empty buildings everywhere.	2/26/2021 8:17 PM
232	Stop destroying the natural land especially when cleared lots already exist	2/26/2021 7:51 PM
233	More restaurants and development to the west and south sides of the county	2/26/2021 7:07 PM
234	Fix the roads and keep the grass cut outside the city limits more than once a year.	2/26/2021 6:59 PM
235	Traffic improvements	2/26/2021 6:55 PM
236	Mowing the right-always, more lighting, continued trash pickup	2/26/2021 6:30 PM
237	Less warehouses	2/26/2021 5:54 PM

Coweta County Comprehensive Plan

238	Too many apartment buildings. We need more seafood restaurants. Real restaurants; no fast foods. How about a J Alexander's? And Red Lobster needs competition. We need upscale restaurants. Every corner is a hamburger fast food.	2/26/2021 5:50 PM
239	Stop apartments	2/26/2021 4:59 PM
240	Be careful of over development. Put regulations on lot sizes as more away from newnan center. Create more dense affordable housing near downtown.	2/26/2021 4:51 PM
241	Developers on west side of community	2/26/2021 4:33 PM
242	Stop building and let nature prevail and keep it rural instead of trying to keep up with Atlanta	2/26/2021 4:31 PM
243	Trash on roadways picked up. Intersections groomed and kept clean	2/26/2021 4:16 PM
244	More frequent and better road maintenance	2/26/2021 3:19 PM
245	Slow down growth. Its going to be another Claton County I have live all my life I love Newnan but I hate the traffic and the houses popping up everywhere.	2/26/2021 2:40 PM
246	Pick up trash and litter	2/26/2021 2:26 PM
247	Split a "business loop" and "trucking perimeter" off I-85 to help reduce heavy truck traffic. Road maintenance!!! (Have you seen the pothole-soon sinkhole at Thomas Crossroads behind gas station at Kroger lot?!!) Road-kill removal, possibly by subjects of community service sentences. Signage ordinance compliance. A property tax incentive to maintain residential rental units for instance, when Denver notes (or noted) "unsightly deferred maintenance" in dwelling &/or landscape, they send a crew... and bill the owner... also assess 10% taxation bump for "un-managed absentee owner", as they know lack of oversight causes "problems" city departments must deal with... this encourages; strong lease agreement clauses, professional and accountable property management, property value and discourages "slum-lording" by individuals and corporations. Notice of these terms goes out in every residential tax bill.	2/26/2021 1:26 PM
248	Preservation of greenspace and parks outside of the downtown corridor and Linc path.	2/26/2021 1:18 PM
249	Not sure that you can fix it and still have the growth that we do...but honestly all of the industrial growth has made it messy.	2/26/2021 12:59 PM
250	Less traffic	2/26/2021 12:54 PM
251	Reduce littering. Improve parks.	2/26/2021 12:50 PM
252	Less apartments!!!	2/26/2021 12:45 PM
253	Better roads, they are very narrow and also quit building apartments	2/26/2021 12:41 PM
254	Bullsboro looks meh. We need more trees and vegetation. Not sure how to make that change but it looks on the "cheap" side.	2/26/2021 12:01 PM
255	Less concrete and more natural vegetation	2/26/2021 11:59 AM
256	Better landscaping, better signage, posted speed limit signs. Less 18 wheelers going down Hwy 154 south. Pick up litter on main roads. Get rid of Starship, that's an embarrassment! Better turn lanes. So much traffic and no center lanes when you need to turn left anywhere. Also make more lanes to turn right.... flow of traffic people!!!!	2/26/2021 11:54 AM
257	More greenspace	2/26/2021 11:46 AM
258	I love the rural areas. I always enjoyed driving my kids to school and passing cow pastures, it's sweet seeing the baby cows playing in the pasture as well as seeing daffodils in the fields. I love that Coweta County has a healthy mixture of rural and urban within a mile of each other. I dislike that commercialism is beginning to take the lead in how Coweta County will be shaped in the future.	2/26/2021 11:37 AM
259	Less traffic less development. More parks and greenspace	2/26/2021 11:35 AM
260	Roadway landscape maintenance, tear down of dilapidated buildings/housing	2/26/2021 11:27 AM
261	County roads and State routes are strewn with garbage. There are no local programs to involve residents in keeping the roads, parks and multiuse trails clean.	2/26/2021 11:22 AM

Coweta County Comprehensive Plan

262	Better roads, traffic management	2/26/2021 11:21 AM
263	Stop building. Especially all the expensive neighborhoods and buildings. If you HAD to build more why cant it be houses in the 200,000s? No more apartments. Fix up the houses and buildings already here. Stop building	2/26/2021 10:44 AM
264	Nuke Grantville	2/26/2021 10:41 AM
265	More green space designated. Trails for walking and biking. Outside cafes encouraged.	2/26/2021 10:38 AM
266	More sidewalks. More landscaping on main streets on neighborhoods that are public property vs private HOA owned.	2/26/2021 10:36 AM
267	Do something with all the empty buildings. It seems they are staying empty and businesses are just building new.	2/26/2021 10:26 AM
268	Less fast food places, paving roads (especially Temple Ave)	2/26/2021 10:17 AM
269	Something other than fast food joints, gas stations, and sidewalks along streets.	2/26/2021 10:12 AM
270	More roundabouts, bike trails, landscaping	2/26/2021 10:07 AM
271	Decorative/manicured landscape at all Coweta county interstate off and on ramps	2/26/2021 10:04 AM
272	Stop building so much, please! Especially the warehouses, apartments, and dense subdivisions. And reclaim abandoned areas.	2/26/2021 9:56 AM
273	Clean and mow the road sides	2/26/2021 9:52 AM
274	Keep the rural fell, and control development with low to medium density development	2/26/2021 9:35 AM
275	Trash removal from the roadsides and consistent mowing, clearing intersections of garbage and accident debris! No more areas like Newnan Crossing to the south (it has totally ruined both Publix and Kroger with too many people)	2/26/2021 9:31 AM
276	Stop putting in huge apartment complexes. Fix the traffic on Bullsboro and Lower Fayetteville and stop cutting down all the trees. I never used to hear the Interstate noise, but the land was cleared along the Bypass and now I can hear it inside my house.	2/26/2021 9:14 AM
277	Less traffic	2/26/2021 9:11 AM
278	Less gas stations on every corner. More parks on the north end of the county. No other large retailers allowed to build and bring more chaos to our small roads. Example- Costco and SAMS is awful.	2/26/2021 9:08 AM
279	High expectations with building appearance	2/26/2021 8:58 AM
280	Can't think of anything	2/26/2021 8:57 AM
281	Clean up bullsboro	2/26/2021 8:56 AM
282	Attracting higher end restaurant & grocery chains; better neighborhood planning instead of ever inch being a house or apartment complex. Schools placed in pod locations similar to peachtree city to eliminate overcrowding.	2/26/2021 8:55 AM
283	Stop building! Especially apartments and new subdivisions. Enough. We have barely any green space left. I for one don't want to live in Atlanta and that's what you are turning our county into.	2/26/2021 8:53 AM
284	Developments with less density, wider lots and houses set farther back from road. I'm starting to see vacant land developed in remote parts of the county with very narrow lots - usually also with much smaller acreage than existing homes in the area. This is not consistent with current and historical homes in the county. What do you see driving around? Large lots (greater then the minimum), lots of trees, often obscuring the homes from the roads, and many homes set far from the road.	2/25/2021 8:20 PM
285	I am very proud of Coweta. We lived here until the children graduated and then moved back to the country.	2/25/2021 10:59 AM
286	Continue Growth in Diversity.	2/23/2021 4:12 PM
287	Better landscaping, business and signage appearance along 34, Bullsboro corridor.	2/23/2021 12:18 AM

Coweta County Comprehensive Plan

288	Slow down no more apartments and larger lots for homes.	2/22/2021 8:55 PM
289	Better roads	2/22/2021 8:28 PM
290	Not sure	2/22/2021 12:40 PM
291	Keep trash picked up from the right of ways	2/22/2021 1:28 AM
292	improved landscaping and maintenance gateways and main corridors	2/19/2021 8:58 AM
293	Keep the growth in the cities	2/18/2021 10:10 PM
294	Trash all over right of ways needs to be cleaned up. Stop building so many houses	2/18/2021 9:54 PM
295	Greenery	2/18/2021 9:20 PM
296	Certain areas are too commercialized and starting the look undesirable	2/18/2021 4:45 PM
297	Trash pick up on the road sides is a HUGE issue throughout the entire county.	2/18/2021 3:24 PM
298	Too many trashy warehouses along the interstate.	2/18/2021 12:57 PM
299	Improvements in major shopping areas. Ashley Park is nice, but other strip malls need an update, like the Farmers Furniture strip, or the Goodwill strip. The old Blockbuster has remained vacant for many years, along with a few other properties on Bullsboro and downtown. Possibly tax rebates for redevelopment?	2/18/2021 12:27 PM
300	More actual green space! Quit letting these builders take over all the land and say they are doing green space, when in reality, they are just leaving an area that doesn't "perk" and it's not usable or pretty in any way. The trash along roads is becoming an issue. Also, landscaping goes a long way in how a new development or commercial property looks. Not just token leylands and holly bushes.	2/18/2021 10:21 AM
301	More inclusion.	2/17/2021 1:45 PM
302	Clean up trash , abandoned buildings and houses.	2/16/2021 9:41 PM
303	More green space	2/16/2021 7:50 PM
304	Enhance the exit ramps off I-85.	2/16/2021 5:33 PM
305	Stop industrial building	2/16/2021 4:17 PM
306	Clean up Newnan and parts of Sharpsburgp	2/16/2021 2:01 PM
307	Less big box stores.	2/16/2021 11:40 AM
308	More greenspaces	2/16/2021 8:42 AM
309	Remove the pavement from abandoned sites that are growing weeds AND do something about the residential sites that pile up broken vehicles and appliances in the yard, which are visible from the street.	2/16/2021 8:35 AM
310	Preserving the green space we have left. A community garden sounds incredible in some vacant spots in Senoia	2/15/2021 10:49 PM
311	Stop with all the neighborhoods of houses on top of each other, small lots	2/15/2021 10:07 PM
312	Less trees and woodsy	2/15/2021 8:37 PM
313	in summer keep roads sides mowed more than 1 time. we as citizens pick up trash on roads. The 18 wheel trucks are getting to be a problem	2/15/2021 7:44 PM
314	Less subdivisions	2/15/2021 5:46 PM
315	Having a clear sense of function. Residential in residential in a residential area, commercial in commercial areas and industrial in an industrial area. There's a lot of proposed cross over in Senoia that doesn't seem to make a lot of sense.	2/15/2021 3:31 PM
316	stop the warehouses!!! Put vegetation barriers around ALL industrial complexes - to include warehouses. Require any new complexes to comply. City - tax existing complexes to cover cost to beautify surrounding areas. Require far greater distances between residential and industrial (light and heavy) and warehouse complexes.	2/15/2021 2:54 PM

Coweta County Comprehensive Plan

317	Less development of warehousing space	2/15/2021 2:46 PM
318	Creation of an urban town center	2/15/2021 1:55 PM
319	Traffic congestion and speeding is a concern. Further growth needs to be well thought out and planned. We do not need to turn into a Lawrenceville, Alpharetta, Marietta, etc. jungle environment.	2/15/2021 11:47 AM
320	Sidewalks, bike lanes, less apartment complexes, more townhomes or regular homes	2/15/2021 11:40 AM
321	less apartments and less high density development	2/15/2021 11:35 AM
322	I like trees along side the roads whether in town or in the county.	2/15/2021 11:01 AM
323	More walking trails, less apartments, better housing	2/15/2021 10:48 AM
324	Clean up the undesirable areas and crime	2/15/2021 10:41 AM
325	The appearance of the county would improve if we had a service that picked up limbs and other household items that were being thrown away once a week like the city has in place.....	2/15/2021 9:47 AM
326	Less warehouses	2/15/2021 8:27 AM
327	Is this. Real question.....	2/15/2021 7:45 AM
328	No more apartments	2/15/2021 7:30 AM
329	As mentioned earlier several communities need Code Enforce. Concentrate on not mixing rural community with high traffic business. Eighteen wheelers, school buses, and bicycles DO NOT MIX well!	2/15/2021 6:42 AM
330	N/A	2/15/2021 5:52 AM
331	Keep roadside trash picked up	2/14/2021 7:48 PM
332	There are way to many strip malls and fast food joints. Every tree along 34 has been chopped down to pour cement	2/14/2021 7:10 PM
333	Less traffic congestion; fewer round-about, better road surfaces; more trees (green space along roads.	2/14/2021 4:29 PM
334	Stop tearing down the forests and building roads. We don't need more infrastructure! It's raping the habitat and stealing from the citizens.	2/14/2021 2:06 PM
335	More public green spaces with trails, especially golf cart trails.	2/14/2021 12:40 PM
336	It depends on what part of Coweta you mean. The areas around I85 are nicely developed, but the further you go towards Downtown Newnan and more south, things seem a little less cared for.	2/14/2021 12:27 PM
337	Following the comprehensive plans that have been painstakingly developed and not followed	2/14/2021 10:49 AM
338	More trees around warehouses and parking lots. Durable and varied trees in the landscape of subdivisions. Stop spraying herbicides on road right of ways.	2/14/2021 7:50 AM
339	Better maintenance of roads and median areas	2/14/2021 7:36 AM
340	Fewer apartments and distribution warehouses. Larger lot sizes. Improved roads.	2/13/2021 4:41 PM
341	less crowded housing. more open land and green space. No more reach out and touch your neighbor housing which brings residents who are only staying here.	2/13/2021 3:16 PM
342	More landscaping love, less traffic	2/13/2021 2:23 PM
343	I would love more parks and beautifying the medians along 34	2/13/2021 12:59 PM
344	The area around Exit 47 is overbuilt. Car dealerships to the west, shopping malls to the east are all crammed in creating a traffic mess. Add to that all the large trucks that have to use exit 47, and pass through those areas to get to their destination, and you have a traffic nightmare at times.	2/13/2021 11:40 AM
345	Stop allowing so many tacky franchise/fast food restaurants. Encourage more unique, dine-in restaurants. Improve traffic congestion; consider widening Lower Widen Lower Fayetteville Rd.	2/13/2021 11:13 AM

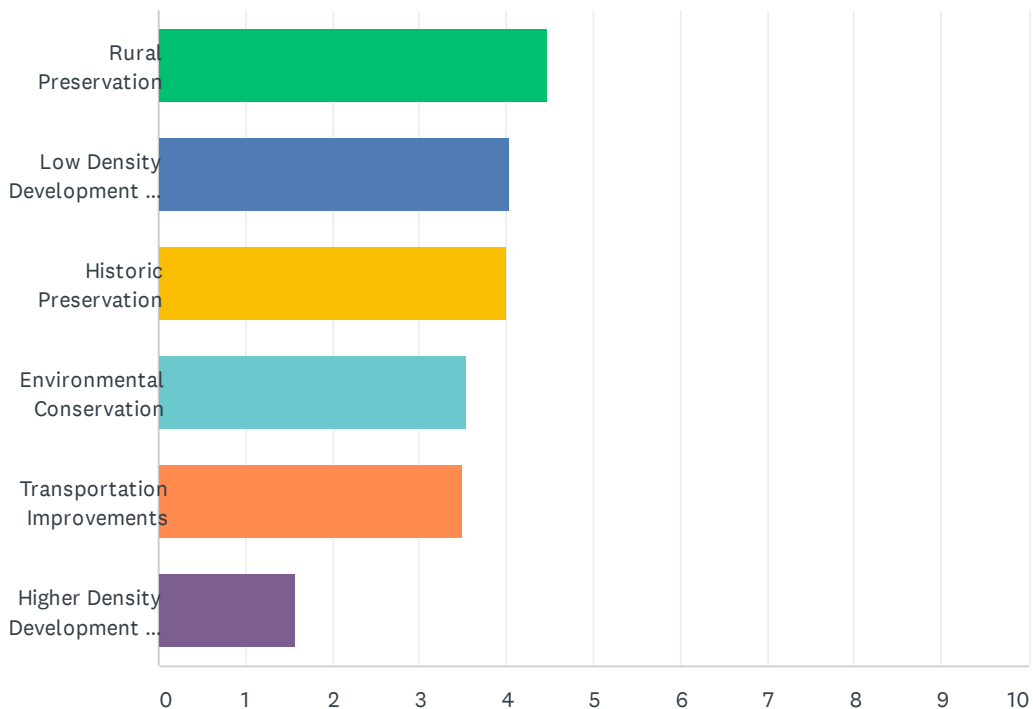
Coweta County Comprehensive Plan

Consider overpass for through traffic at busiest intersections like Hwy 34 and Newnan Crossing Bypass. Pass some restrictions on signs - the quality and quantity and how close to the road. Limit number of political signs along public roads during elections.

346	More Greenspan. Effectively convert or do away with abandoned shopping centers	2/13/2021 10:53 AM
347	More outdoor activities.	2/13/2021 9:53 AM
348	We need more clean up alongside roads and more education about polluting our roads and rivers.	2/13/2021 9:26 AM
349	Way better code enforcement. There are some trashy places and yards.	2/13/2021 8:58 AM
350	Clean up Grantville exit. Fewer apartments and close subdivisions. Estate type lots are good. No doublewides	2/13/2021 8:34 AM
351	More trash crews for public right of ways. There is always trash on the side of lower Fayetteville and 34.	2/13/2021 7:47 AM
352	leave more natural areas when commercial buildings go in. Quit the city of Newnan annexing areas for density housing!!	2/13/2021 6:56 AM
353	Less cars in yards	2/12/2021 10:07 PM
354	Better planned out infrastructure, fewer high density subdivisions, keep as much rural character as possible, more outdoor amenities/recreation	2/12/2021 8:59 PM
355	No more apartments!!! More walking trails Keep rural areas rural	2/12/2021 8:47 PM
356	Maintaining rural character residentially and be flexible with quality re-development of existing commercial and industrial properties to deter sprawl.	2/12/2021 10:48 AM
357	There's a lot of farmland that isn't kept up. There's a lot of beautiful private properties with lakes, but not that everyone can enjoy.	2/12/2021 8:54 AM
358	Having all industrial sites away from neighborhoods and set back from roads so they are not visible. Also, not so many neighborhoods built by the same builder. Too much of the same models everywhere you look.	2/11/2021 9:25 PM
359	Green space.	2/11/2021 6:27 PM

Q17 Please rank the items below in importance. 1 being the highest, and 6 being the lowest.

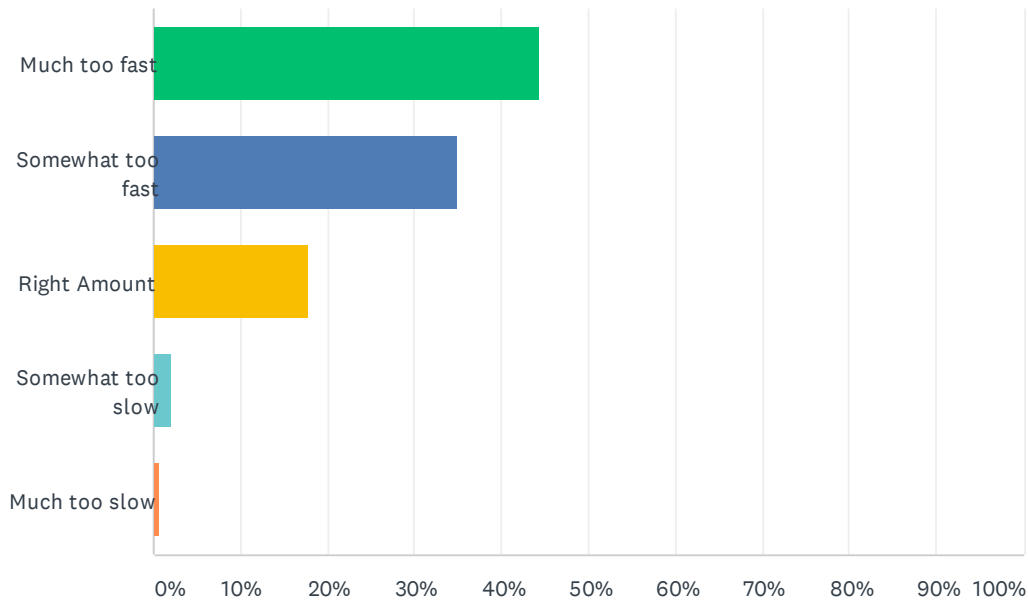
Answered: 429 Skipped: 4



	1	2	3	4	5	6	TOTAL	SCORE
Rural Preservation	36.71% 145	21.77% 86	13.92% 55	11.90% 47	10.89% 43	4.81% 19	395	4.47
Low Density Development - (example: fewer houses allowed per acre)	20.00% 80	24.25% 97	20.00% 80	16.25% 65	14.50% 58	5.00% 20	400	4.04
Historic Preservation	12.37% 49	24.75% 98	26.52% 105	23.74% 94	11.36% 45	1.26% 5	396	3.99
Environmental Conservation	11.35% 47	13.29% 55	23.91% 99	25.60% 106	20.77% 86	5.07% 21	414	3.54
Transportation Improvements	20.33% 86	11.58% 49	13.00% 55	16.31% 69	29.55% 125	9.22% 39	423	3.49
Higher Density Development - (example: more houses allowed per acre)	3.19% 13	3.69% 15	2.70% 11	4.42% 18	9.34% 38	76.66% 312	407	1.57

Q18 What is your perspective on the population growth in Coweta County over the past decade?

Answered: 432 Skipped: 1



ANSWER CHOICES	RESPONSES	
Much too fast	44.44%	192
Somewhat too fast	34.95%	151
Right Amount	17.82%	77
Somewhat too slow	2.08%	9
Much too slow	0.69%	3
TOTAL		432

Q19 If you could change one thing within the county what would it be?

Answered: 380 Skipped: 53

#	RESPONSES	DATE
1	county recreation facilities geared toward 55+	3/6/2021 2:55 PM
2	It would be nice to have an indoor athletic facility that could host volleyball tournaments and other indoor events like concerts, high school graduations, etc.	3/6/2021 9:44 AM
3	??	3/6/2021 9:25 AM
4	Remove entire board of assessors along with all appraisers, and install people with ethics and brains	3/6/2021 8:42 AM
5	Slow down the growth and building.	3/6/2021 8:02 AM
6	Tie of two things: Needs alot of Road/Traffic improvements & needs more nightlife	3/6/2021 12:28 AM
7	City is annexing too much into the County. Keep county rural and keep the city out	3/6/2021 12:01 AM
8	Keep the population down	3/5/2021 11:59 PM
9	Better education for county law enforcement officers.	3/5/2021 11:47 PM
10	Public transportation especially for Bullsboro so people can get to work and the grocery stores. It's terrible seeing people having to walk alongside Bullsboro with kids and groceries and no mode of public transportation option but we do have a silly trolley that's empty a lot times. Even if the trolley could be an option for people to take on Bullsboro and folks could ride that, that would be better than what we have now.	3/5/2021 11:02 PM
11	spread out the people! No more high density living spaces and filter the traffic	3/5/2021 10:24 PM
12	I don't want to change anything , but I want to know who paid for the pedestrian bridge across I-85? Coweta citizens? the apartment complex? Somebody answer this question, please.	3/5/2021 9:48 PM
13	Slow the growth of cookie cutter single family neighborhoods	3/5/2021 9:32 PM
14	Better schools	3/5/2021 9:28 PM
15	School system needs to improve	3/5/2021 8:41 PM
16	Walking paths that connect with the LINC. .	3/5/2021 8:29 PM
17	More green space and trails	3/5/2021 8:25 PM
18	Mass high density growth. No more apartments.	3/5/2021 7:47 PM
19	Development- it's ugly, looks cheap and thrown together	3/5/2021 7:36 PM
20	Less deforestation	3/5/2021 7:03 PM
21	Unsure	3/5/2021 6:57 PM
22	Stop building subdivisions on rural land.	3/5/2021 6:51 PM
23	Smaller class sizes. Additional high school.	3/5/2021 6:46 PM
24	Restricting 5G towers	3/5/2021 6:41 PM
25	Stop cutting down trees	3/5/2021 6:26 PM
26	Less apartments	3/5/2021 6:07 PM
27	Better transportation/traffic routes to create better flow	3/5/2021 6:00 PM
28	Population, there is to many people.	3/5/2021 5:37 PM

Coweta County Comprehensive Plan

29	I would have county government show respect for the people and businesses that are here, versus paying all attention to bringing in new people and businesses	3/5/2021 4:31 PM
30	More community places rec centers parks farmers market	3/5/2021 4:03 PM
31	Amount of homes/apartments being built	3/5/2021 3:53 PM
32	Traffic is much too heavy for existing roadways, very few sidewalks or places to enjoy peace and quiet.	3/5/2021 3:29 PM
33	Reduced development, especially large neighborhoods.	3/5/2021 3:23 PM
34	Better traffic system	3/5/2021 3:08 PM
35	Less development	3/5/2021 3:05 PM
36	Stop developing EVERYTHING	3/5/2021 2:55 PM
37	Roads, transportation issues	3/5/2021 2:43 PM
38	No alcoholic beverage sales of any kind.	3/5/2021 2:42 PM
39	Improve the traffic, it is very congested, mainly in the area on Highway 34 from the By-Pass to Fayette County.	3/5/2021 2:26 PM
40	A high school near Senoia. ECHS is too full	3/5/2021 2:19 PM
41	Stop building neighborhoods with houses so close together	3/5/2021 2:06 PM
42	Less apartments.	3/5/2021 1:55 PM
43	Upgrading our parks to multi-use areas with low maintenance year round artificial turf fields, running trails, and dog parks.	3/5/2021 1:49 PM
44	Allow for more flexible and creative usage of commercial/retail space, particularly in downtown area (without compromising historical integrity).	3/5/2021 1:37 PM
45	No more apartments and high density housing.	3/5/2021 1:23 PM
46	The traffic on Bullsboro Dr and Lower Fayetteville Rd	3/5/2021 1:12 PM
47	Stop building apartments and tear down some of the ones we have.	3/5/2021 1:10 PM
48	Less neighborhood development	3/5/2021 1:07 PM
49	good grief slow down and keep some kind of small town feel.	3/5/2021 1:03 PM
50	Less apartments, less high density neighborhoods,	3/5/2021 12:56 PM
51	Not everyone lives in summer grove. If you want people to stay and shop and use in coweta, then make amenities on the east side otherwise we will continue to go to PTC. I have to leave my house and drive to Drake Field and use their paths to bike because it is not safe on Minix and Fisher without getting run over.	3/5/2021 12:53 PM
52	Well there may be more important things but I would work on improving the recreation department in a HUGE way. I think it's under better leadership now hit still lacking. We have lagged behind other counties in this area for many years now. It ranges from facilities, how its operated down to the decisions made on how to run programs like basketball which we are in now and couldn't disagree more on how jay walton runs it.	3/5/2021 12:42 PM
53	Less high density housing around high traffic areas.	3/5/2021 12:41 PM
54	Roundabouts!!!	3/5/2021 12:40 PM
55	Slow the growth asap	3/5/2021 12:25 PM
56	voter suppression and equal jury selection from coweta citizens	3/5/2021 12:20 PM
57	Lower taxes	3/5/2021 12:18 PM
58	Zoning	3/5/2021 12:17 PM
59	LESS APARTMENTS!	3/5/2021 12:10 PM

Coweta County Comprehensive Plan

60	Traffic	3/5/2021 12:09 PM
61	More destinations for social gathering and entertainment	3/5/2021 12:08 PM
62	Turnover in County Commission	3/5/2021 12:03 PM
63	Lower taxes	3/5/2021 11:44 AM
64	Stop allowing the city of NEWNAN from annexing county land and creating ultra high density developments in areas designated for low/medium density. Protect the property values of those who choose to live in the county.	3/5/2021 11:43 AM
65	More roundabouts. They seem to improve the flow of traffic.	3/5/2021 11:43 AM
66	Too much growth too fast	3/5/2021 11:43 AM
67	Less people, remember the old days!	3/5/2021 11:40 AM
68	That the county was able to stop cities from annexing.	3/5/2021 11:39 AM
69	Cleaner roadsides	3/5/2021 11:38 AM
70	Make country trash bags easier to buy maybe sell them at compactor sites also.	3/5/2021 11:34 AM
71	More parks with trails	3/5/2021 11:30 AM
72	Lock down development opportunities. No more commercial or low income (high density) residential developments.	3/5/2021 11:29 AM
73	Traffic	3/5/2021 11:26 AM
74	Single Family Home construction would be less regulated. The removal, or lessening, of acreage and square footage mandates would allow for more individual families to build within their budget. This would lead to more custom home construction, and less density based development.	3/5/2021 11:23 AM
75	Multi family "homes"	3/5/2021 11:22 AM
76	Keep the rural areas with bigger lot sizes. Allow for small farms fir livestock and or gardening and green space	3/5/2021 11:13 AM
77	IMPACT FEES. THE CITIZENS SHOULD NOT BE PICKING UP THE TAB FOR PROBLEMS CAUSED BY OVERDEVELOPMENT.	3/5/2021 11:08 AM
78	Should be restrictions on unsafe bikers on country roads, especially Smokey Road.	3/5/2021 11:05 AM
79	Stop building houses	3/5/2021 11:04 AM
80	Slow apartment buildouts	3/5/2021 11:02 AM
81	Less apartments and abandoned office buildings	3/5/2021 11:02 AM
82	Stop with mixed use land developments, apartments, and high density development.	3/5/2021 11:01 AM
83	More local restaurants less fast food chains	3/5/2021 11:00 AM
84	Traffic and cost of housing	3/5/2021 10:59 AM
85	A commuter rail/train into Atlanta.	3/5/2021 10:59 AM
86	Less population	3/5/2021 10:47 AM
87	Less traffic on 34	3/5/2021 10:43 AM
88	Less apartments and high density housing, and less fast food chains. Keep it classy not trashy	3/5/2021 10:41 AM
89	N/A	3/5/2021 10:41 AM
90	Not develop as much multi family housing.	3/5/2021 10:39 AM
91	Better parks and recreation	3/5/2021 10:39 AM
92	Less growth and building	3/5/2021 10:36 AM

Coweta County Comprehensive Plan

93	Lower property taxes. You have more homes being built to pay taxes so why are they are going up?	3/5/2021 10:36 AM
94	Fewer high density housing	3/5/2021 10:34 AM
95	Too many small lot subdivisions going in everywhere it seems. Would prefer to see areas with larger lots so it doesn't look like retirement villages in FL	3/5/2021 10:34 AM
96	N/a	3/5/2021 10:33 AM
97	Less strip shopping centers, car washes, oil change places. We are going to soon be an Old National highway with need to not allow turns over the muddle lane	3/5/2021 10:32 AM
98	Lower Fayetteville and Poplar road widening	3/5/2021 10:30 AM
99	Change property tax (people with no children should not have to pay as much in school tax)... PARKS need to be cleaned up and maintained...	3/5/2021 10:26 AM
100	Not sure	3/5/2021 10:20 AM
101	The taxes being way too in the city of Newnan for small businesses. Why would a small business that only generates roughly \$100K per year pay the same HIGH tax rate as the multimillion dollar companies??	3/5/2021 10:20 AM
102	No more chain dollar stores.	3/5/2021 10:17 AM
103	Limit number of franchise fast-food restaurants; encourage more independent, unique, sit-down restaurants.	3/5/2021 10:16 AM
104	None	3/5/2021 10:16 AM
105	More hiking/outdoor activities	3/5/2021 10:15 AM
106	Traffic/Roads, although the situation is improving.	3/5/2021 10:12 AM
107	Stop all the development.	3/5/2021 10:09 AM
108	More investment in schools and parks	3/5/2021 10:09 AM
109	Rebuild old not build new	3/5/2021 10:08 AM
110	More consideration in what is allowed to be developed or added. I don't mind the growth and the building of areas of commerce but it's always followed by large fast food chains or large chains that we have plenty of already. Something else unique that would increase growth of young people (lot of senior living development but not really much for young people). Something like free high speed internet or a tax credit for people who work in tech. Maybe not that specifically but something like that to attract younger people but also people who are gainfully employed and have disposable income.	3/5/2021 10:07 AM
111	all the new developments going in and business buildings that are still empty	3/5/2021 10:04 AM
112	property taxes are very expensive. Hard to thrive as a homeowner.	3/5/2021 10:02 AM
113	The number of distribution centers at the 154 exit. In the winter the lights from the distribution center shine right into my living room windows through the trees ND now more are being built. The traffic already backs up at the light at 29 and 154 and there are constantly accidents there now	3/5/2021 10:01 AM
114	Quit building high density housing.	3/5/2021 10:01 AM
115	Stop development. We will likely turn into Clayton County within the next 5 years.	3/5/2021 10:01 AM
116	That there not be change! I moved here for a reason! It's NOT like the other cities. Please do not turn this town into Henry County!!!	3/5/2021 10:00 AM
117	stop allowing apartments everywhere	3/5/2021 10:00 AM
118	Indoor swimming facilities	3/5/2021 9:59 AM
119	Traffic	3/5/2021 9:58 AM
120	See above - more availability to host competitive competitions in the county.	3/5/2021 9:56 AM

Coweta County Comprehensive Plan

121	Only allowing low density housing.	3/5/2021 9:55 AM
122	allow liquor stores. relax restrictive alcohol laws. more freedom.	3/5/2021 9:37 AM
123	Replace the round about at highway 16 and highway 54 with a larger one	3/5/2021 9:16 AM
124	Stop putting money over character. Places like Amazon shouldn't be able to potentially override building codes just because they have deep pockets. High-cost & high-density housing is pricing people out of the county while only making landlords and property management chains richer.	3/5/2021 8:47 AM
125	Another high school to relieve overcrowding at East Coweta High.	3/5/2021 6:58 AM
126	Bullsboro Traffic	3/5/2021 5:14 AM
127	New High School.	3/5/2021 1:04 AM
128	Keep the grass cut on the side of the roadside	3/5/2021 12:06 AM
129	More parks	3/4/2021 11:33 PM
130	So many new subdivisions	3/4/2021 11:26 PM
131	Better planning and responsible consideration of growth and development on traffic flow, our schools, and tax base. We have allowed far too many rental properties (apartments) imo. Development of single family homes and businesses should be a priority.	3/4/2021 11:25 PM
132	Add another high school	3/4/2021 10:43 PM
133	Internet service	3/4/2021 10:31 PM
134	Slow growth	3/4/2021 10:28 PM
135	Less people and development	3/4/2021 10:19 PM
136	Stop the horrid overdevelopment and cheapening of our beautiful county	3/4/2021 8:37 PM
137	More roadway options between Newnan and PTC.	3/4/2021 8:17 PM
138	Stop the growth of this county. We do not need anything else especially no more apartments and gas stations	3/4/2021 1:15 PM
139	Wider rural roads	3/4/2021 12:30 PM
140	Have more options for shopping	3/4/2021 12:14 PM
141	Give less housing and more parks.	3/4/2021 10:51 AM
142	Halt congestion and development and proceed slowly, with caution and vision. This county will look like any other North-Atlanta area and be much more unpleasant.	3/4/2021 9:39 AM
143	More public fishing areas	3/4/2021 7:37 AM
144	Moratorium on warehouse construction	3/3/2021 10:43 PM
145	Reducing traffic on 29	3/3/2021 8:07 PM
146	Traffic on Bullsboro near I85	3/3/2021 5:20 PM
147	Traffic	3/3/2021 5:16 PM
148	the Turin traffic circle, it's ridiculous	3/3/2021 3:39 PM
149	Less apartments. For God sake. City of homes	3/3/2021 1:44 PM
150	A good example is the current development on Poplar Road. High density with traffic support. Can this happen again or will the powers that be take a hard look at zoning issues? Think about some sort of moratorium.	3/3/2021 1:42 PM
151	Transportation...add some sidewalks extend the Lync. Businesses will grow around it.	3/3/2021 12:45 PM
152	Traffic patterns	3/3/2021 12:31 PM
153	More parking downtown.	3/3/2021 12:16 PM

Coweta County Comprehensive Plan

154	Stop the massive building.	3/3/2021 11:46 AM
155	Less apartments and fast food	3/3/2021 10:44 AM
156	Less development	3/3/2021 10:09 AM
157	Better zoning removal of blighted areas	3/3/2021 9:39 AM
158	NO MORE WEARHOUSES in rural areas of county. No more city annexations. Especially from out of county CITY OF PALMETTO	3/3/2021 9:34 AM
159	Less chain/fast-food restaurants and more higher-end or boutique options.	3/3/2021 9:25 AM
160	The traffic congestion. Too many things too close together and not enough roads	3/3/2021 9:15 AM
161	Less housing development. Keep the county more rural	3/3/2021 8:18 AM
162	slow growth	3/3/2021 7:21 AM
163	Not sure	3/3/2021 7:19 AM
164	Not sure	3/3/2021 7:19 AM
165	More trails/green space throughout and more parking on the square	3/3/2021 6:04 AM
166	The number of apartments on every corner and the lack of affordable homes; not everyone needs a 5 bed 4 bath home and that seems to be all that is being built other than apartments. What happened to a 3/2 starter home?	3/3/2021 5:12 AM
167	More open land vs. developers	3/3/2021 3:09 AM
168	Bring back what Newnan is known for.	3/3/2021 1:22 AM
169	Go back to the way it was 20yrs ago, we have to many restaurants and not many businesses for people to work other than the food industry, Cost of living is high, houses and Apts are expensive but pay rate is low. Businesses going up on every corner, we hardly have any area of greenery for wild life or enjoyment	3/2/2021 11:26 PM
170	Better roads and cleaner ditches	3/2/2021 11:05 PM
171	Not sure	3/2/2021 9:46 PM
172	Moratorium on high density development,	3/2/2021 9:42 PM
173	Conserve the unpopulated areas	3/2/2021 8:55 PM
174	Can't think of one particular thing as I'm not actively involved in any civic and social organizations.	3/2/2021 8:47 PM
175	Less development	3/2/2021 8:44 PM
176	You need to get more middle class housing	3/2/2021 8:28 PM
177	Something to help with heavy traffic.	3/2/2021 8:26 PM
178	More rural less congestion	3/2/2021 8:21 PM
179	Traffic on lower Fayetteville	3/2/2021 8:17 PM
180	Less development	3/2/2021 8:17 PM
181	Pave roads 34	3/2/2021 8:10 PM
182	Slow the growth	3/2/2021 8:08 PM
183	Bring liquor stores to the county - so citizens stop giving money to neighboring cities	3/2/2021 8:05 PM
184	No more hotels or apartments	3/2/2021 7:59 PM
185	Better internet!!! Nulink is NOT fast enough for today's digital family and homes.	3/2/2021 7:59 PM
186	More recreational development, Rec centers/community meetings	3/2/2021 7:53 PM
187	Less growth	3/2/2021 7:51 PM

Coweta County Comprehensive Plan

188	The gore/ turn lane from 154 to 34 at Kroger shopping center. Turn lane needs to be extended. It's not accommodating the growth/traffic in the area ESPECIALLY in the weekday mornings sitting thru 2 red light cycles	3/2/2021 7:36 PM
189	Quite allowing developers to destroy the rural landscape	3/2/2021 7:15 PM
190	Beautification - pride in ownership	3/2/2021 7:05 PM
191	Over development	3/2/2021 7:02 PM
192	WOW - CAN'T THINK OF ANYTHING	3/2/2021 7:01 PM
193	Less red lights	3/2/2021 6:59 PM
194	Build better roads! More lanes!	3/2/2021 6:51 PM
195	Traffic in Newnan	3/2/2021 6:19 PM
196	Directors that work for the county should live in the county	3/2/2021 6:13 PM
197	Stopping the onslaught of unnecessary development	3/2/2021 6:13 PM
198	Widen 154	3/2/2021 6:10 PM
199	I	3/2/2021 6:03 PM
200	I would change those newer dense housing developments to less dense housing. I would improve road signage to make the safe.	3/2/2021 6:02 PM
201	Lower headcount.	3/2/2021 5:56 PM
202	Grocery stores and playgrounds on the south end of the county.	3/2/2021 5:55 PM
203	More running trails	3/2/2021 5:53 PM
204	Overgrowth, apartments	3/2/2021 5:52 PM
205	More natural green spaces (not ball fields) but places to walk, hike, picnic.	3/2/2021 5:49 PM
206	Consider current citizens before attracting more	3/2/2021 5:40 PM
207	Traffic	3/2/2021 5:38 PM
208	Stop developing so much!!	3/2/2021 5:35 PM
209	Commissioner's that actually listens to the voters	3/2/2021 5:33 PM
210	Traffic and less fast food more restaurants or at least not all the same fast food chains. Who needs 5+ burger kings in one county	3/2/2021 5:30 PM
211	improve traffic flow	3/2/2021 5:17 PM
212	Get the prisoners back to cleaning up the highways again.	3/2/2021 5:15 PM
213	More events, better landscape- including litter control , less junky homes on main roads. More like Alpharetta- less junk. Better restaurants- less fast food.	3/2/2021 5:07 PM
214	Dealing with traffic	3/2/2021 5:07 PM
215	The intersection in downtown 16 27 29 34	3/2/2021 5:02 PM
216	Stop all the apartment approvals.	3/2/2021 4:57 PM
217	Fewer strip malls	3/2/2021 4:41 PM
218	Run down areas, over development, and better parks	3/2/2021 4:37 PM
219	Quit building apartments and houses!!	3/2/2021 4:36 PM
220	Better medical care, shopping. Transportation options for all seniors.	3/2/2021 4:34 PM
221	Less apartments and mass development!! Less houses!!	3/2/2021 4:33 PM
222	Limit the amount of homes that are apartments built near Ashley park. It's going to make traffic crazier and what used to be a 10 min drive for people living right outside the city will	3/2/2021 4:25 PM

Coweta County Comprehensive Plan

	become way longer like in McDonough, GA.	
223	More lighting for safety	3/2/2021 4:23 PM
224	Less traffic.	3/1/2021 9:40 PM
225	More controlled growth	3/1/2021 7:47 PM
226	Have more public transportation so people who want to work can get to work.	3/1/2021 7:12 PM
227	Restict new apartments and build a new high school	3/1/2021 5:47 PM
228	public transportation	3/1/2021 4:41 PM
229	our communities support of t-splst.	3/1/2021 3:57 PM
230	Crime	2/28/2021 10:58 PM
231	Provide public transportation.	2/28/2021 5:32 PM
232	Usage of current vacant spaces versus more new construction	2/27/2021 6:36 PM
233	Keep it less crowded. It's already overwhelming	2/27/2021 11:52 AM
234	Less apartments, more restaurants	2/27/2021 11:44 AM
235	Rate of growth	2/27/2021 7:04 AM
236	Fewer apartments	2/27/2021 6:34 AM
237	Better Roads	2/26/2021 11:44 PM
238	Less apartment homes	2/26/2021 11:03 PM
239	Less houses less population	2/26/2021 10:05 PM
240	More equal opportunities for all. People complain about high density housing, for example, but without it, many people are or would be homeless--and the greenspace and rural character that many value would be engulfed in low-density housing instead. We need to focus on making Coweta a great place to live for everyone--not just those who have the means to be influential. This includes protecting the environment for everyone's health and safety as well.	2/26/2021 9:58 PM
241	Discontinue increased housing	2/26/2021 9:46 PM
242	less development	2/26/2021 9:13 PM
243	Provide better public transportation , especially for the young and elderly. For those the can't drive.	2/26/2021 9:05 PM
244	Slow growth until infrastructure can be upgraded	2/26/2021 8:59 PM
245	The traffic and congestion as you exit 47 onto Bullsboro	2/26/2021 8:59 PM
246	Add cart paths.	2/26/2021 8:52 PM
247	Stop destroying the beautiful land. Improve on what's already developed	2/26/2021 7:51 PM
248	Stop putting the same throngs here over and over again. This place needs to be a variety since it's considered the metropolitan area of Atlanta	2/26/2021 7:07 PM
249	Built a better infrastructure before allowing more housing and businesses to build	2/26/2021 6:59 PM
250	Traffic	2/26/2021 6:55 PM
251	Traffic problems -	2/26/2021 6:30 PM
252	Too much growth	2/26/2021 5:54 PM
253	Property taxes are too high.	2/26/2021 5:50 PM
254	Stop developing	2/26/2021 4:59 PM
255	Help with economically challenged neighborhoods to address community needs and improve overall health and aesthetics. Maybe work through faith-based organizations located in those areas.	2/26/2021 4:51 PM

Coweta County Comprehensive Plan

256	Term limits on commissioners	2/26/2021 4:33 PM
257	Stop the development	2/26/2021 4:31 PM
258	better traffic management	2/26/2021 4:17 PM
259	Roadways	2/26/2021 4:16 PM
260	Attract better industries	2/26/2021 3:19 PM
261	Stop apartments	2/26/2021 2:40 PM
262	Cost of housing	2/26/2021 2:26 PM
263	Traffic	2/26/2021 1:55 PM
264	Better utilization of public buildings, specifically (when not Covid restricted) open the public schools for "adult night school & cultural programs" with diverse content delivered by qualified volunteers under corporate sponsorship... ESL, basic household budgeting, senior citizen basketball, first time homebuyer education, responsible use of credit, book clubs, car maintenance, knitting, "how to let your teen live so you'll have grandchildren", understanding auto insurance... whatever...	2/26/2021 1:26 PM
265	Preservation of greenspace and parks outside of the downtown corridor and Linc path.	2/26/2021 1:18 PM
266	That all residents would take a more active approach to being involved in the county plans and programming. It is always the same people, doing the same thing and getting the same results. We need a 6th commissioner to represent the south side of the county.	2/26/2021 12:59 PM
267	The traffic flow. Streets don't match the population growth.	2/26/2021 12:57 PM
268	Traffic	2/26/2021 12:54 PM
269	Add more sidewalks	2/26/2021 12:50 PM
270	Less low income housing.	2/26/2021 12:45 PM
271	Decrease apartments	2/26/2021 12:41 PM
272	Slow the growth and stop the commercial and apartment development	2/26/2021 12:01 PM
273	Construction and traffic stop it.	2/26/2021 11:59 AM
274	Do not build so many apartments! You will regret this down the road! Especially those mega ones like at the intersection on Newnan crossing and lower Fayetteville rd. You are inviting crime when they go down hill. Yes we need some and make them affordable but don't allow too many..... my hometown in Texas did the over development 20 years ago and I will never go back there! Crime!	2/26/2021 11:54 AM
275	Less traffic	2/26/2021 11:46 AM
276	Apartment Buildings and commercial development.	2/26/2021 11:37 AM
277	Too many people and too much traffic. Too many chain restaurants. We need more small business less Burger King.	2/26/2021 11:35 AM
278	Additional investment in the school system	2/26/2021 11:27 AM
279	Foster the community spirit. Get neighborhoods involved in ways to improve county. Have neighborhood awareness events on how we can foster community spirit	2/26/2021 11:22 AM
280	Adult sports like kickball, softball, flag football	2/26/2021 11:21 AM
281	Stop building and ruining the reason most of us are here	2/26/2021 10:44 AM
282	Conservative mindset, unbridled development	2/26/2021 10:41 AM
283	Throttle housing growth and fewer apartments. Road infrastructure should support current housing needs.	2/26/2021 10:38 AM
284	More walkable or golf cart accessible (beyond downtown)	2/26/2021 10:36 AM
285	The political hatefulness. People can't just agree to disagree. It's all or nothing. Maybe add a	2/26/2021 10:26 AM

Coweta County Comprehensive Plan

	liquor store. That might help.	
286	Building so many apartments/condo communities	2/26/2021 10:17 AM
287	Side walks along roads not just developments.	2/26/2021 10:12 AM
288	Less traffic	2/26/2021 10:07 AM
289	Aesthetics	2/26/2021 10:04 AM
290	Return to rural	2/26/2021 9:56 AM
291	Stop building homes and apartments and start building schools to handle all these kids.	2/26/2021 9:52 AM
292	Stop development of apartments.	2/26/2021 9:35 AM
293	Stop the cramming of homes and condos on small parcels of land!	2/26/2021 9:31 AM
294	Fix traffic issues before allowing more development	2/26/2021 9:14 AM
295	Way too crowded with no supporting development, i.e. roads to handle the traffic.	2/26/2021 9:11 AM
296	Improve what we have and not add more until we can deal with what we have. You can imply that sentence to many things.	2/26/2021 9:08 AM
297	If you're going to keep building a ton more houses you've got to improve the roads/ widen them	2/26/2021 8:58 AM
298	Stop high density housing development	2/26/2021 8:57 AM
299	Traffic	2/26/2021 8:56 AM
300	Building on every square inch regardless of roads, school, infrastructure affect	2/26/2021 8:55 AM
301	The building	2/26/2021 8:53 AM
302	Less development of new housing, especially high density or whole new subdivisions. That leads to other issues such as increased traffic and less trees/rural spaces.	2/25/2021 8:20 PM
303	Open a Whole Foods grocery and provide COLAs to county employees	2/25/2021 10:59 AM
304	Too much growth towards PTC area.	2/25/2021 10:53 AM
305	Equal economic opportunities	2/23/2021 4:12 PM
306	More pedestrian access to shopping, restaurants, entertainment. Zero options, have to drive everywhere. Dangerous to walk.	2/23/2021 12:18 AM
307	No apartment and no more high density	2/22/2021 8:55 PM
308	Get rid of the good ole boy system of zoning	2/22/2021 8:28 PM
309	Less multi-unit resident homes, apartments and townhouses	2/22/2021 12:40 PM
310	More business and food/retail development immediately off interstate 85 at Weldon Road and Hwy 154/ Most residents currently choose between Newnan and Peachtree City to do their shopping and dining.	2/22/2021 10:58 AM
311	Better protections for rural areas from over-development. Provide water service for additional county areas, especially those that ARE getting developed.	2/22/2021 1:28 AM
312	reprioritize spending to focus more on transportation and less on public safety (without raising taxes)	2/19/2021 8:58 AM
313	Stop school tax for families without kids in school system. I paid my share, its time for apartment dwellers to pay their fair share!! STOP RAISING TAXES	2/18/2021 9:54 PM
314	Na	2/18/2021 9:20 PM
315	The amount of housing and warehouses being built	2/18/2021 4:45 PM
316	Transportation issues	2/18/2021 4:16 PM
317	Traffic on Bullsboro, too many businesses opening in the area and Bullsboro is to the point that it can't handle the traffic.	2/18/2021 3:24 PM

Coweta County Comprehensive Plan

318	More high paying jobs with career growth for college grads. Our kids get a college education and then have to leave Coweta to go to Atlanta, Cobb County and north Fulton for jobs. Just stop, stop,stop with the trashy, high negative impact, low value warehouse.	2/18/2021 12:57 PM
319	I would allow for lower square footage homes to be built. The current requirements seem to be designed to force McMansions to be built, instead of the more modest homes many of our residents could actually afford.	2/18/2021 12:27 PM
320	not allow the development of subdivisions that are high density.	2/18/2021 10:21 AM
321	That racist white conservatives are the ones who are in power and serve on boards. There is not adequate representation of all members of the community.	2/17/2021 1:45 PM
322	Having a noise ordinance	2/16/2021 9:41 PM
323	Stop building large industrial buildings like Amazon.	2/16/2021 7:50 PM
324	Higher density zoning in areas where it makes sense. Close to cities and the interstate.	2/16/2021 5:33 PM
325	Less government restrictions	2/16/2021 5:12 PM
326	County would try to remain small	2/16/2021 4:17 PM
327	Too many houses on small lots and subdivisions	2/16/2021 2:01 PM
328	Try and fill any empty retail locations before building new.	2/16/2021 11:40 AM
329	Less houses per acres and smaller houses.	2/16/2021 8:42 AM
330	Add more access points to interstate 85	2/16/2021 8:35 AM
331	Less congestion.	2/15/2021 10:49 PM
332	High density building	2/15/2021 10:07 PM
333	More roads that connect neighborhoods. Not having to always take Hwy 34/54 or Hwy 74.	2/15/2021 8:37 PM
334	there would be slower building of Apartments. for each apartment there will be 2-3 cars!! So many is leading to problems in safety	2/15/2021 7:44 PM
335	Slower growth, maintain current rural characteristic	2/15/2021 5:46 PM
336	Create a better planning system for growth.	2/15/2021 3:31 PM
337	Commisioners who actually listen and care about the people not just the businesses	2/15/2021 2:56 PM
338	Stop taking down all of the beautiful natural vegetation. STOP construction of anymore warehouses!!	2/15/2021 2:54 PM
339	Fewer people	2/15/2021 2:46 PM
340	A master developmetn plan	2/15/2021 1:55 PM
341	Figure out a way to slow or spread out future growth.	2/15/2021 11:47 AM
342	Widen high trafficked roads - Poplar/Lower Fayetteville	2/15/2021 11:40 AM
343	need more connectivity between 29 and 34 too limited getting across Coweta	2/15/2021 11:35 AM
344	More affordable housing for young people just starting out. The housing and rental market force making finding a place to live here impossible.	2/15/2021 11:01 AM
345	Better housing, keep more areas rural	2/15/2021 10:48 AM
346	Crime	2/15/2021 10:41 AM
347	The county could use an open air sport and entertainment venue!	2/15/2021 9:47 AM
348	Roundabouts	2/15/2021 8:27 AM
349	The board of directors	2/15/2021 7:45 AM
350	Fewer apartments and less dense housing.	2/15/2021 7:30 AM
351	Encroachment of high traffic businesses on established residential areas increases dangerous	2/15/2021 6:42 AM

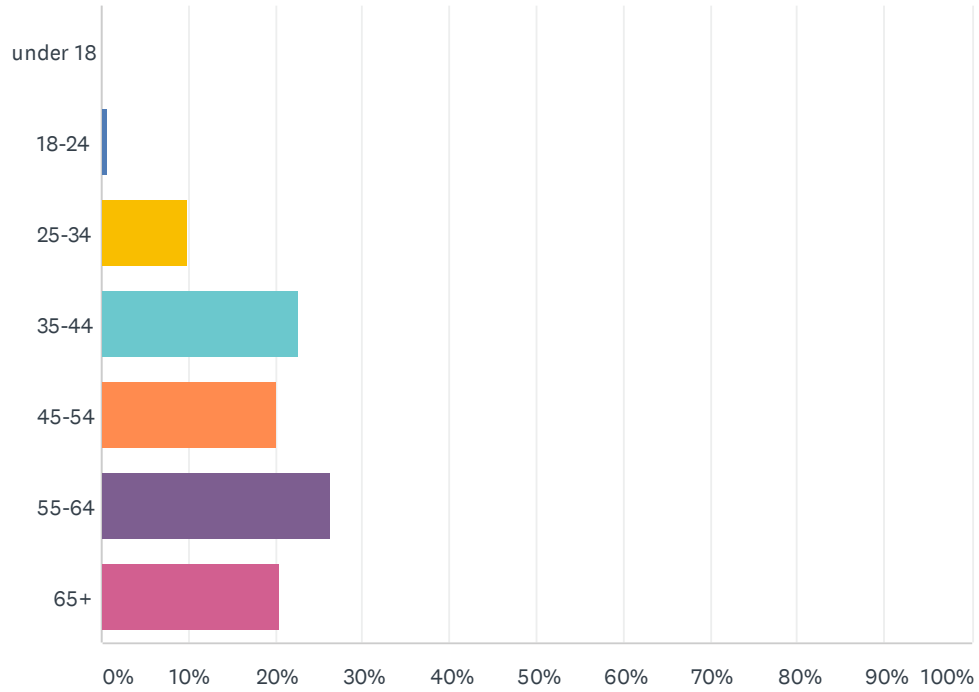
Coweta County Comprehensive Plan

amounts of increased traffic volume and dangerous types of transportation through those areas which set up potentially disastrous consequences. STOP THE ENCROACHMENT!!

352	Bike lanes	2/15/2021 5:52 AM
353	N/A	2/14/2021 7:48 PM
354	Less commercial growth	2/14/2021 7:10 PM
355	Reduce population density.	2/14/2021 4:29 PM
356	It's association with the Three Rivers regional planning association and, ultimately, with the UN. Our tax money; whether local or federal, have no business passing through this unconstitutional organization. They are part of a shameful ploy to steal and cheat from all people, but especially rural people. They are behind a move to make America like the Technocracy of China, and the citizens have a surveymonkey through which to cast their opinion instead of a vote. We've Never had a say in this unholy union.	2/14/2021 2:06 PM
357	Golf cart and bike trails/public transportation	2/14/2021 12:40 PM
358	Adding more affordable housing that is high quality.	2/14/2021 12:27 PM
359	When exceptions to existing land development guidelines are not granted by the BOC. A more rigorous process is needed to grant exceptions.	2/14/2021 10:49 AM
360	Concentrate growth along i85 corridor by weighting development fees higher in rural areas	2/14/2021 7:50 AM
361	Infill housing vs apartments	2/14/2021 7:36 AM
362	More development of small single family homes.	2/14/2021 1:38 AM
363	Stop apartments and high density housing.	2/13/2021 4:41 PM
364	Stop the development of high density housing and annexing properties to the cities.	2/13/2021 3:16 PM
365	Less traffic, widen roads, add lanes, figure something out. Roundabouts are not the answer.	2/13/2021 2:23 PM
366	Less apartments	2/13/2021 12:59 PM
367	A new I85 exit between exits 47 and 51. Relieve the traffic at exit 47, in particular trucks.	2/13/2021 11:40 AM
368	Do not allow more housing without improving traffic; our county is getting too crowded and traffic is a major problem. When I moved to Georgia I chose Coweta to avoid the traffic congestion of areas to the north of Atlanta.	2/13/2021 11:13 AM
369	More Greenspan, biking friendly	2/13/2021 10:53 AM
370	More path/trailway connectivity. As our area continues to grow, traffic will increase. Residents will look for more ways to get to grocery stores, restaurants, school, and work. Development like the Linc will reduce traffic, improve quality of life, and enhance healthy lifestyle habits.	2/13/2021 9:26 AM
371	Bullsboro Dr during daylight	2/13/2021 8:58 AM
372	Crime and traffic	2/13/2021 8:34 AM
373	Bringing in more ordinance to regulate the trash and junk pile up on some of the older developments (such as the trailer park on lower fayetteville road and areas closer to downtown)	2/13/2021 7:47 AM
374	less density housing	2/13/2021 6:56 AM
375	Less apartments	2/12/2021 10:07 PM
376	Better transportation infrastructure, planning	2/12/2021 8:59 PM
377	Fewer apartments, slower growth	2/12/2021 8:47 PM
378	Alcohol	2/12/2021 8:54 AM
379	Less growth.	2/11/2021 9:25 PM
380	We moved here from Horry County SC (Myrtle Beach area). Unchecked development is NOT desirable. I've seen the consequences firsthand.	2/11/2021 6:27 PM

Q1 What is your age

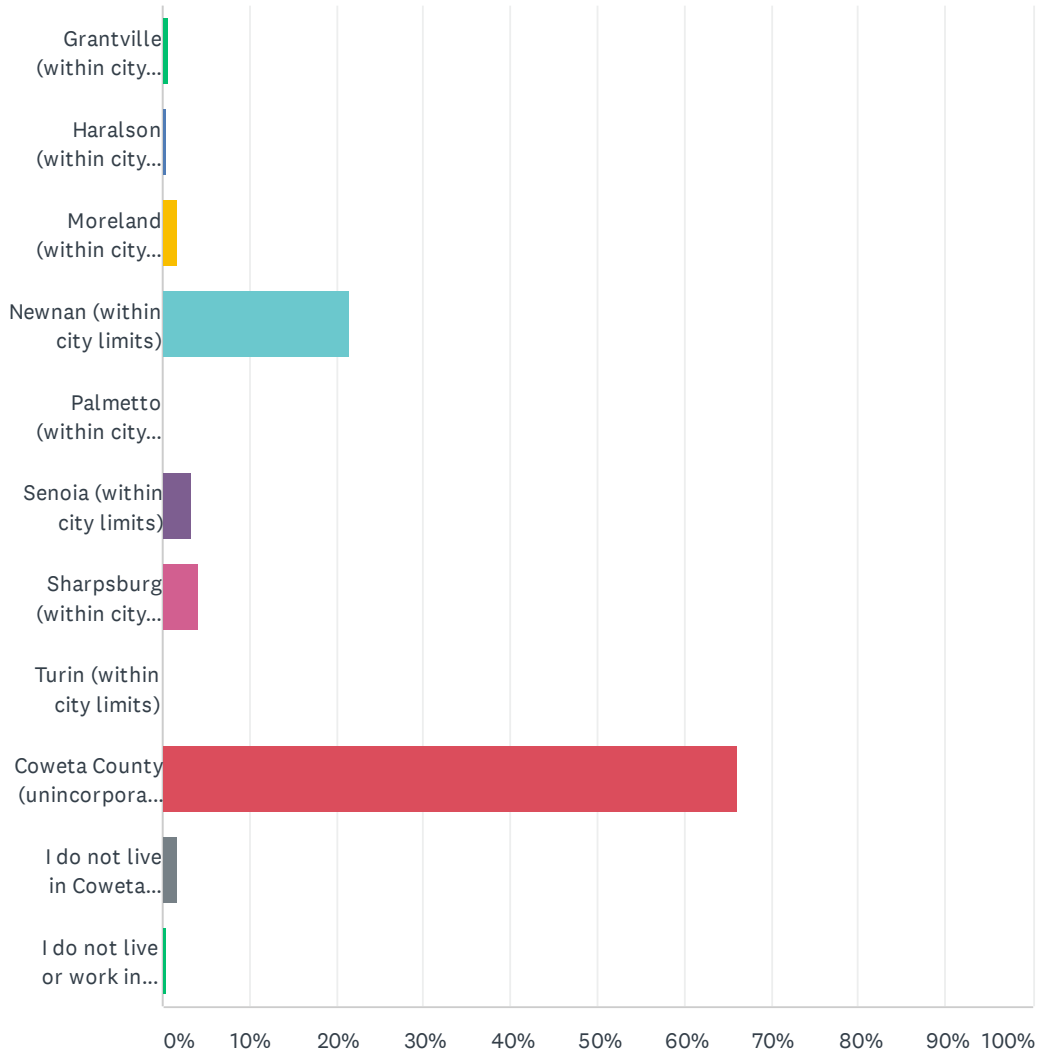
Answered: 293 Skipped: 0



ANSWER CHOICES	RESPONSES	
under 18	0.00%	0
18-24	0.68%	2
25-34	9.90%	29
35-44	22.53%	66
45-54	20.14%	59
55-64	26.28%	77
65+	20.48%	60
TOTAL		293

Q2 Do you live in one of the following?

Answered: 293 Skipped: 0

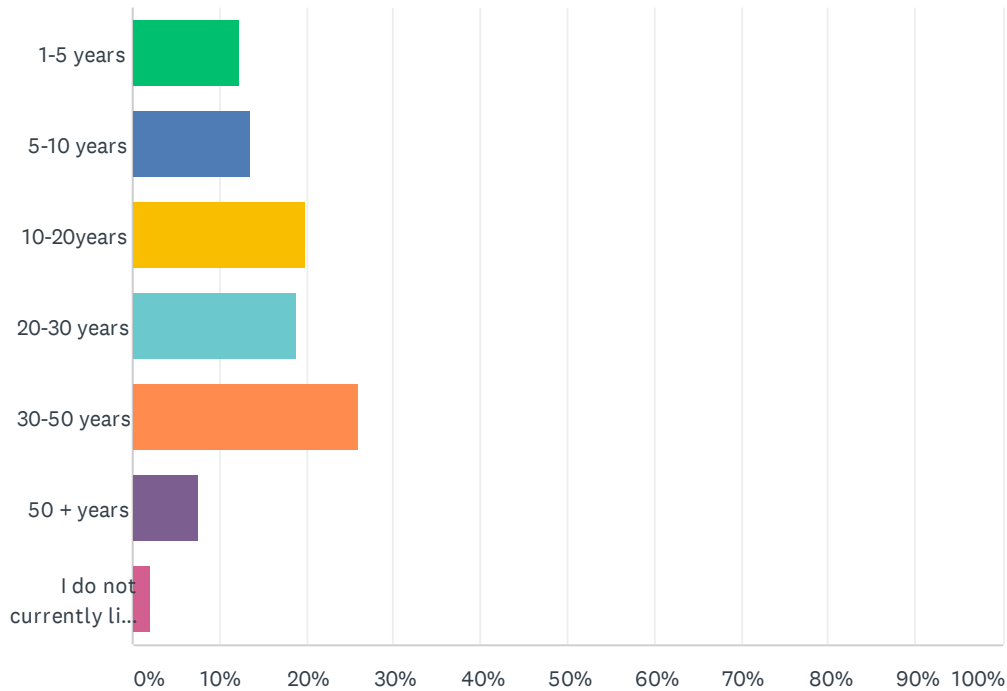


Coweta Comprehensive Plan: Land Use & Growth Strategy

ANSWER CHOICES	RESPONSES	
Grantville (within city limits)	0.68%	2
Haralson (within city limits)	0.34%	1
Moreland (within city limits)	1.71%	5
Newnan (within city limits)	21.50%	63
Palmetto (within city limits)	0.00%	0
Senoia (within city limits)	3.41%	10
Sharpsburg (within city limits)	4.10%	12
Turin (within city limits)	0.00%	0
Coweta County (unincorporated)	66.21%	194
I do not live in Coweta County, but my place of employment is located in Coweta County.	1.71%	5
I do not live or work in Coweta County	0.34%	1
TOTAL		293

Q3 If you live in Coweta County, how long have you lived here?

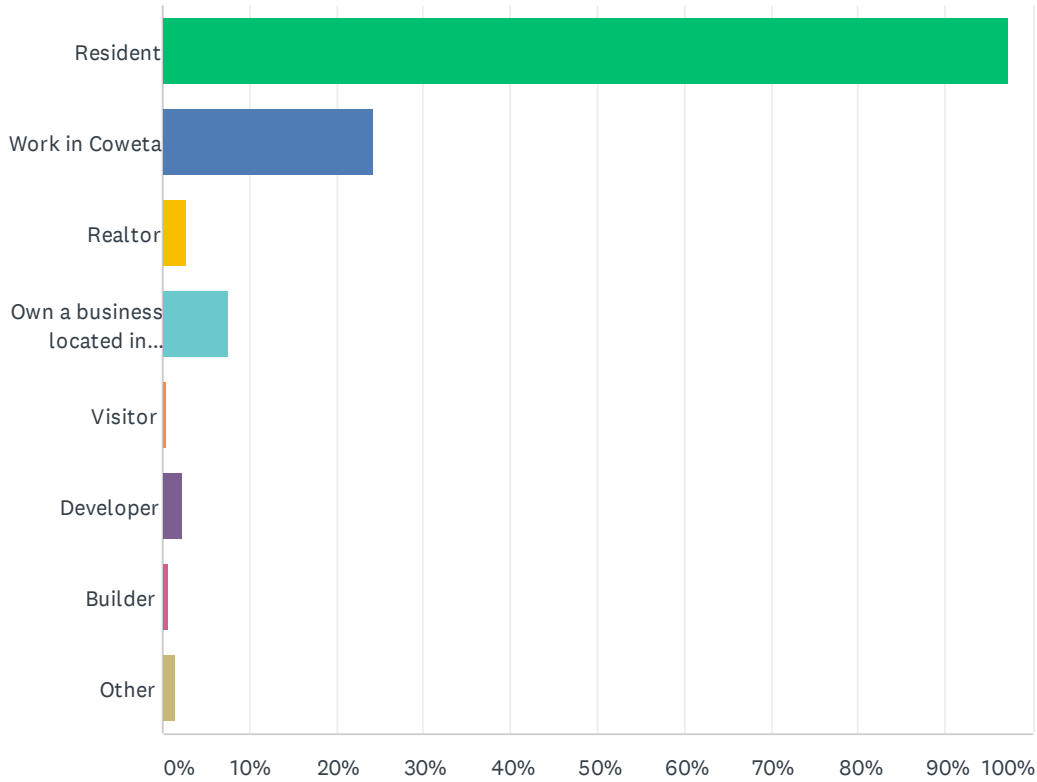
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ANSWER CHOICES	RESPONSES	
1-5 years	12.29%	36
5-10 years	13.65%	40
10-20years	19.80%	58
20-30 years	18.77%	55
30-50 years	25.94%	76
50 + years	7.51%	22
I do not currently live in Coweta County	2.05%	6
TOTAL		293

Q4 Please select which stakeholder group you most closely identify (Please select all that apply).

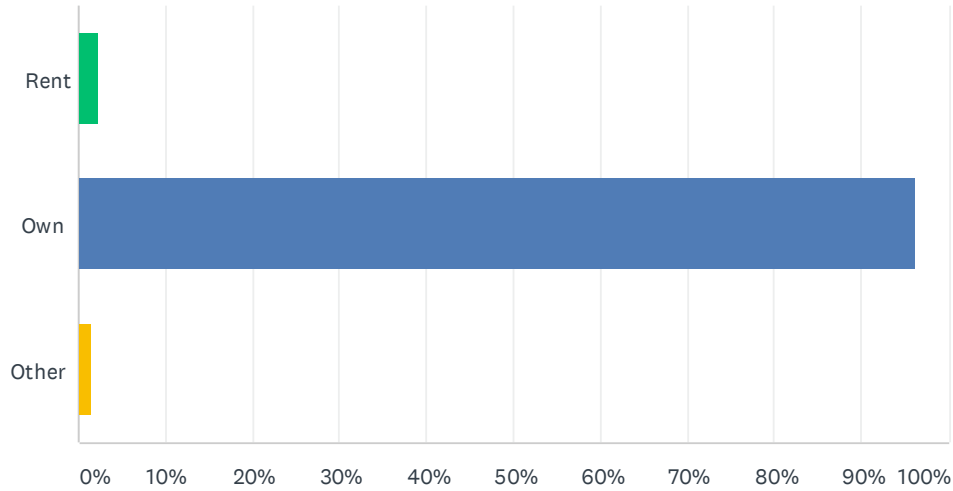
Answered: 293 Skipped: 0



ANSWER CHOICES	RESPONSES	
Resident	97.27%	285
Work in Coweta	24.23%	71
Realtor	2.73%	8
Own a business located in Coweta County	7.51%	22
Visitor	0.34%	1
Developer	2.39%	7
Builder	0.68%	2
Other	1.37%	4
Total Respondents: 293		

Q5 Do you rent or own your home?

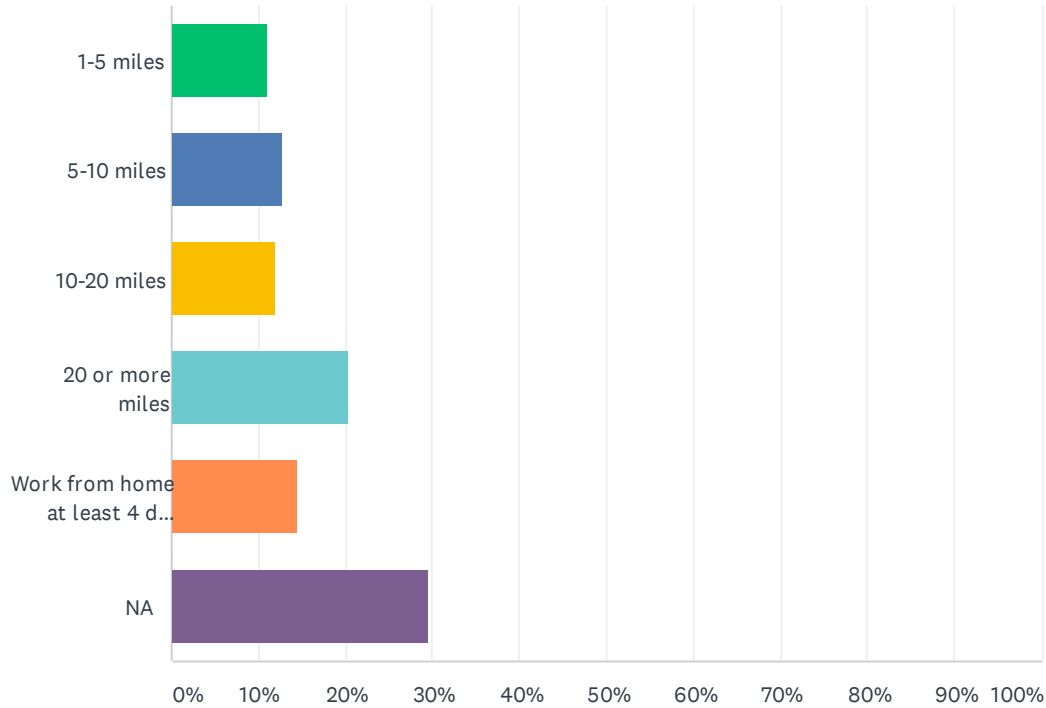
Answered: 292 Skipped: 1



ANSWER CHOICES	RESPONSES
Rent	2.40% 7
Own	96.23% 281
Other	1.37% 4
TOTAL	292

Q6 If employed how far do you commute?

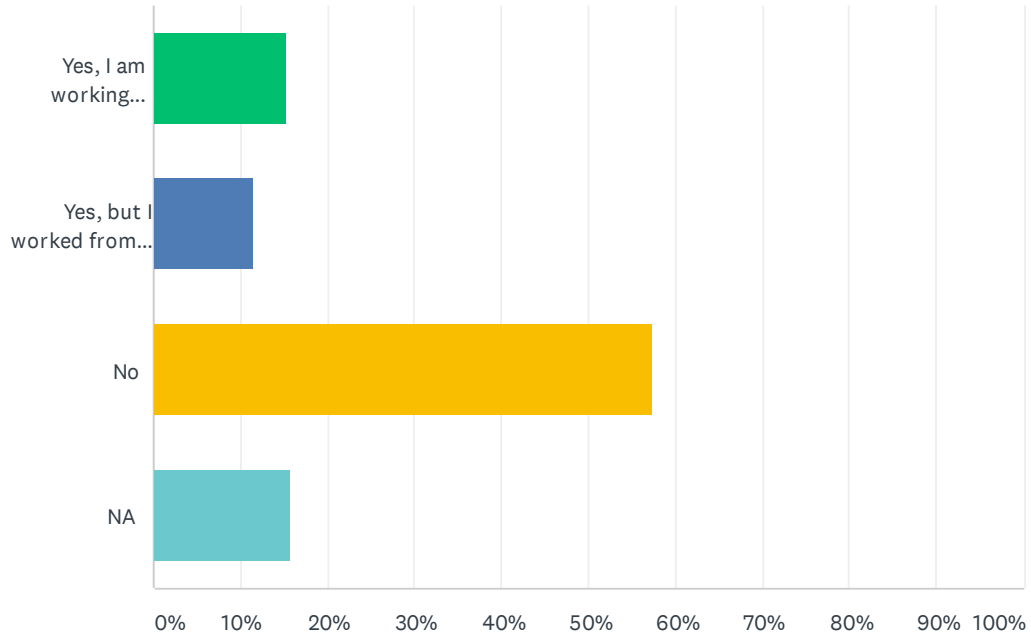
Answered: 291 Skipped: 2



ANSWER CHOICES	RESPONSES	
1-5 miles	11.00%	32
5-10 miles	12.71%	37
10-20 miles	12.03%	35
20 or more miles	20.27%	59
Work from home at least 4 days a week	14.43%	42
NA	29.55%	86
TOTAL		291

Q7 Do you currently work from home?

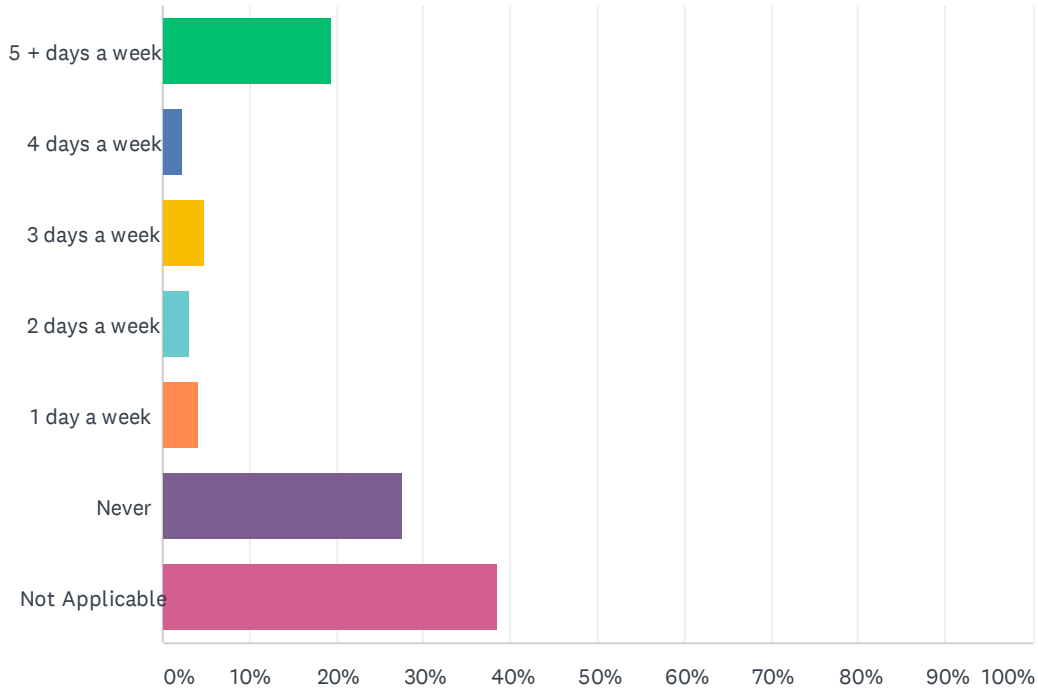
Answered: 293 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, I am working remotely at home or have previously worked from home in the last 12 months as a result of the COVID-19 crisis	15.36%	45
Yes, but I worked from home before the COVID-19 crisis	11.60%	34
No	57.34%	168
NA	15.70%	46
TOTAL		293

Q8 On average how many days a week do you work from home?

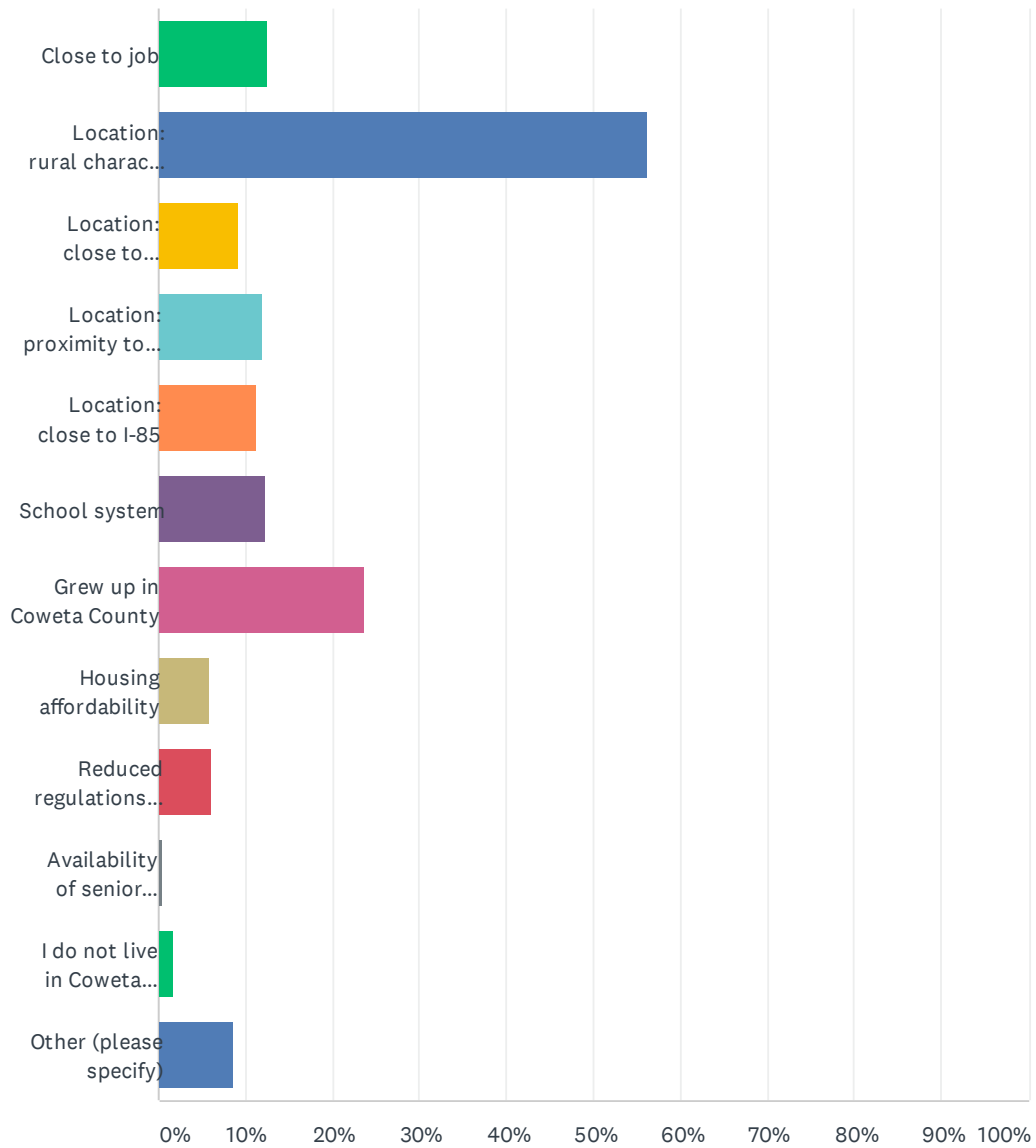
Answered: 293 Skipped: 0



ANSWER CHOICES	RESPONSES	
5 + days a week	19.45%	57
4 days a week	2.39%	7
3 days a week	4.78%	14
2 days a week	3.07%	9
1 day a week	4.10%	12
Never	27.65%	81
Not Applicable	38.57%	113
TOTAL		293

Q9 What is the major reason that you live in Coweta County? (Select up to 2)

Answered: 293 Skipped: 0

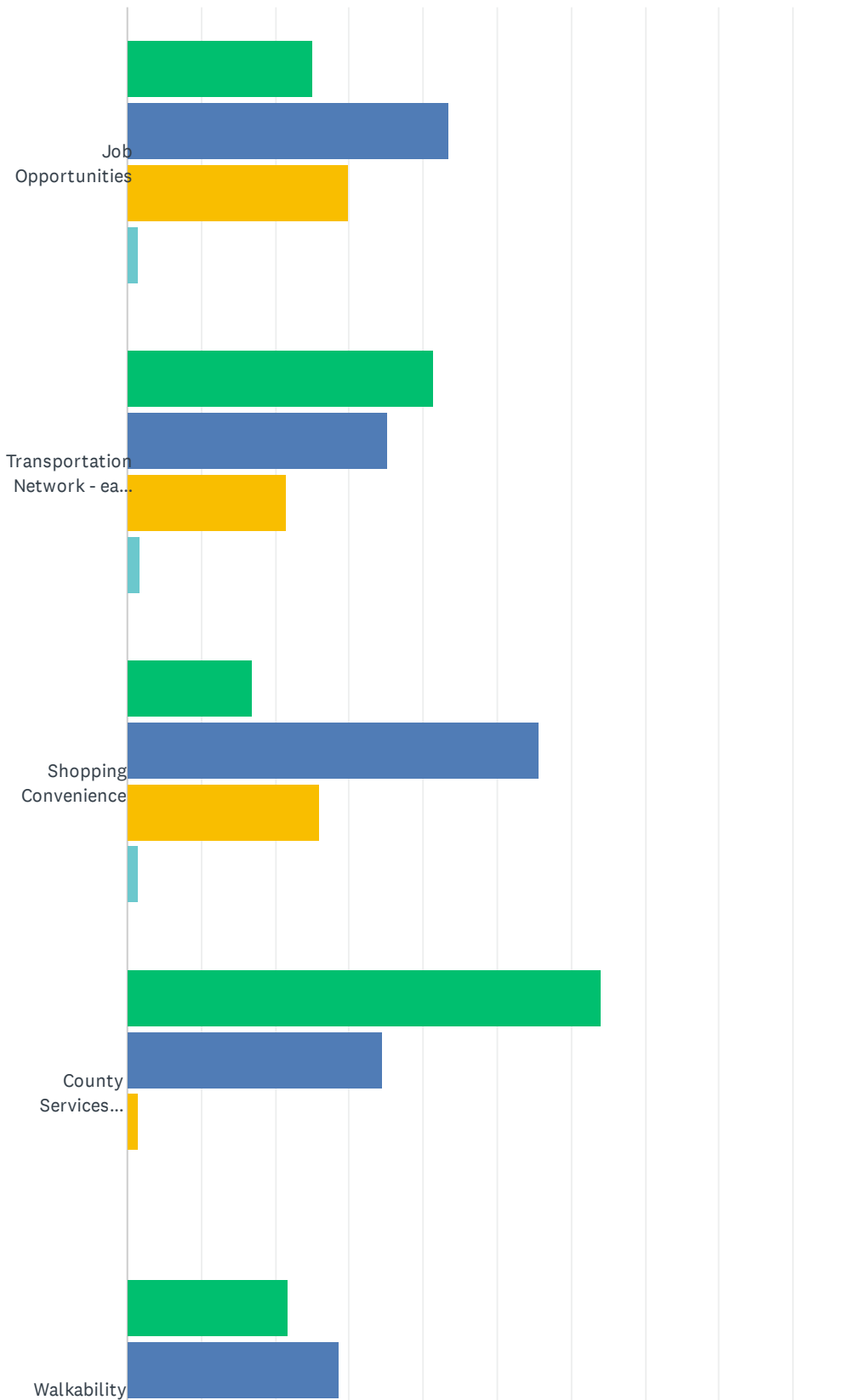


Coweta Comprehensive Plan: Land Use & Growth Strategy

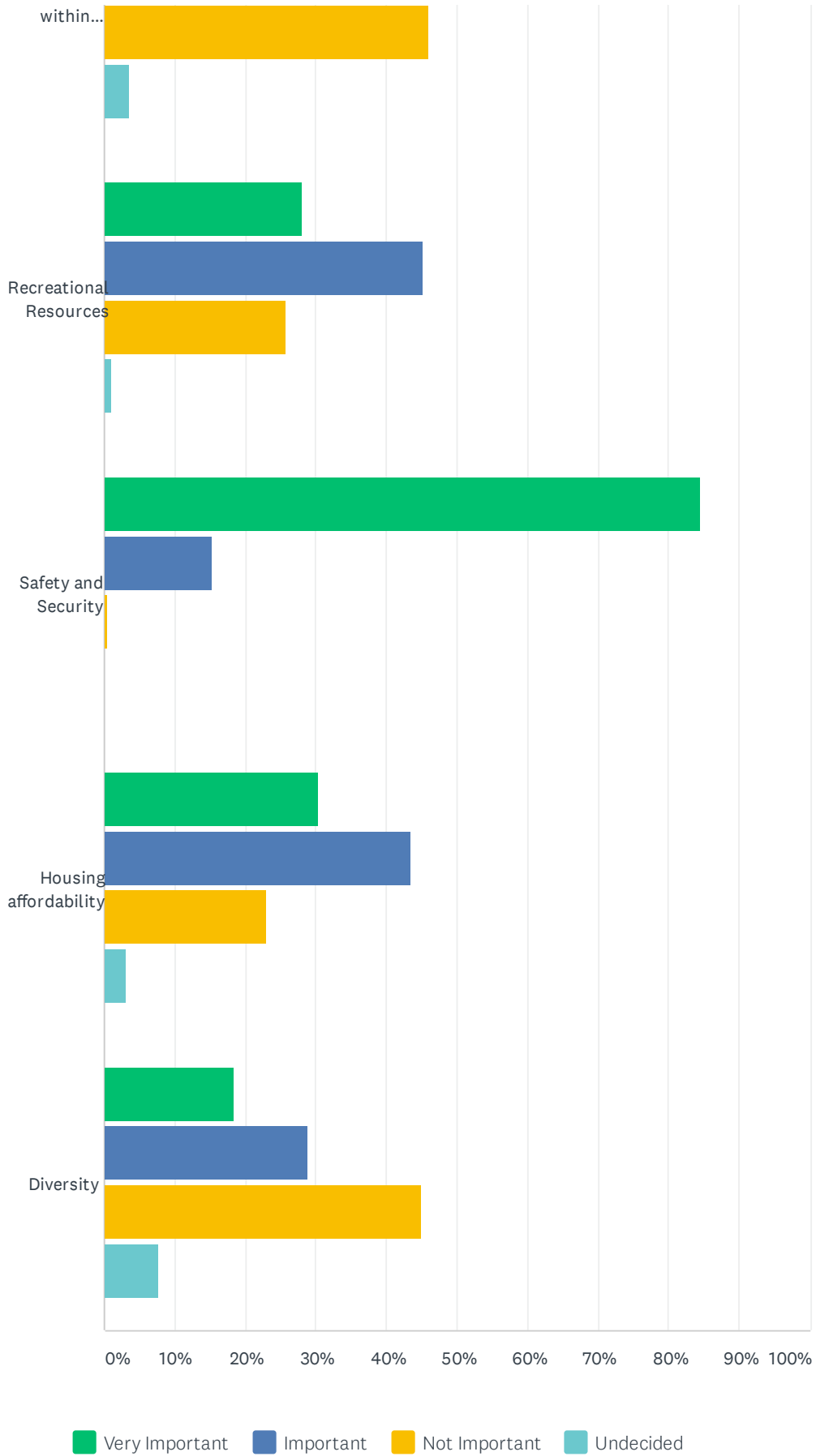
ANSWER CHOICES	RESPONSES	
Close to job	12.63%	37
Location: rural character and nearby small towns	56.31%	165
Location: close to shopping destinations and Newnan	9.22%	27
Location: proximity to Atlanta	11.95%	35
Location: close to I-85	11.26%	33
School system	12.29%	36
Grew up in Coweta County	23.55%	69
Housing affordability	5.80%	17
Reduced regulations versus regulations within city limits	6.14%	18
Availability of senior housing	0.34%	1
I do not live in Coweta County	1.71%	5
Other (please specify)	8.53%	25
Total Respondents: 293		

Q10 How important are the following items to your quality of life in Coweta County?

Answered: 291 Skipped: 2



Coweta Comprehensive Plan: Land Use & Growth Strategy

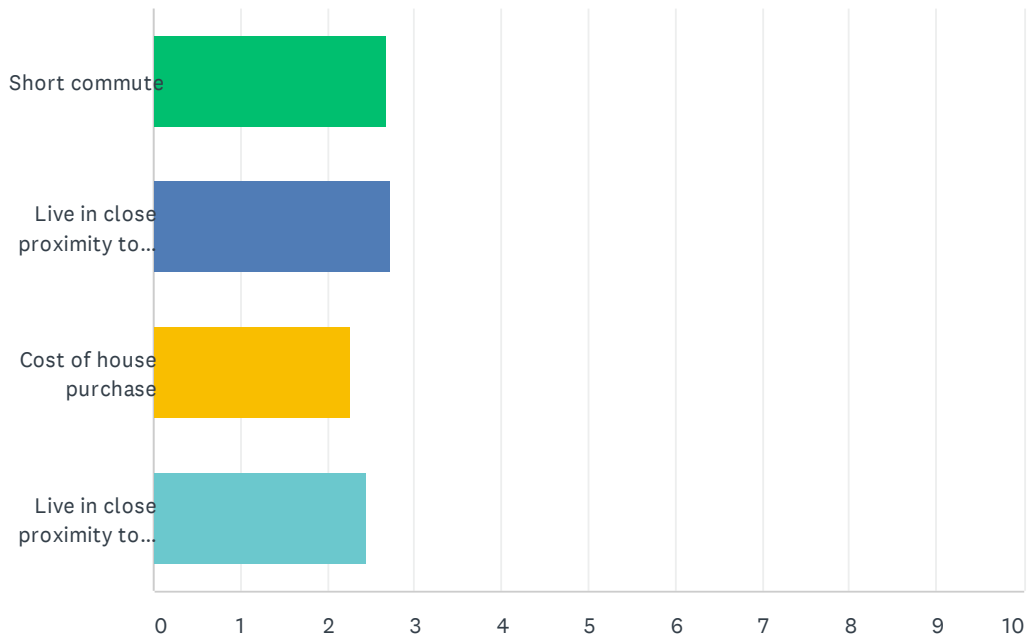


Coweta Comprehensive Plan: Land Use & Growth Strategy

	VERY IMPORTANT	IMPORTANT	NOT IMPORTANT	UNDECIDED	TOTAL
Job Opportunities	25.09% 67	43.45% 116	29.96% 80	1.50% 4	267
Transportation Network - ease of access to destinations	41.46% 119	35.19% 101	21.60% 62	1.74% 5	287
Shopping Convenience	17.01% 49	55.56% 160	26.04% 75	1.39% 4	288
County Services (Sheriff, Fire, EMS)	64.01% 185	34.60% 100	1.38% 4	0.00% 0	289
Walkability within neighborhoods and retail destinations	21.80% 63	28.72% 83	46.02% 133	3.46% 10	289
Recreational Resources	28.13% 81	45.14% 130	25.69% 74	1.04% 3	288
Safety and Security	84.43% 244	15.22% 44	0.35% 1	0.00% 0	289
Housing affordability	30.31% 87	43.55% 125	23.00% 66	3.14% 9	287
Diversity	18.47% 53	28.92% 83	44.95% 129	7.67% 22	287

Q11 Please rank the following in importance to you. With 1 being the least important 4 being the most important

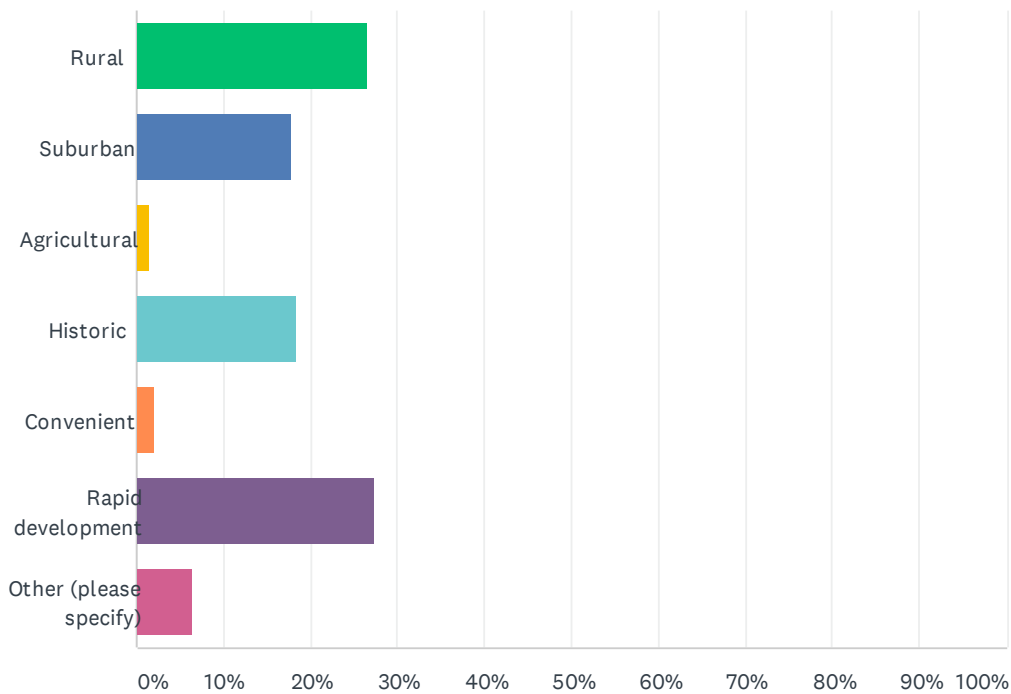
Answered: 286 Skipped: 7



	1	2	3	4	TOTAL	SCORE
Short commute	31.47% 79	25.90% 65	20.32% 51	22.31% 56	251	2.67
Live in close proximity to schools	31.64% 81	27.34% 70	21.09% 54	19.92% 51	256	2.71
Cost of house purchase	23.16% 63	15.81% 43	23.90% 65	37.13% 101	272	2.25
Live in close proximity to grocery stores	17.56% 49	30.11% 84	32.26% 90	20.07% 56	279	2.45

Q12 What word best describes how you think of the character of Coweta County? (select one)

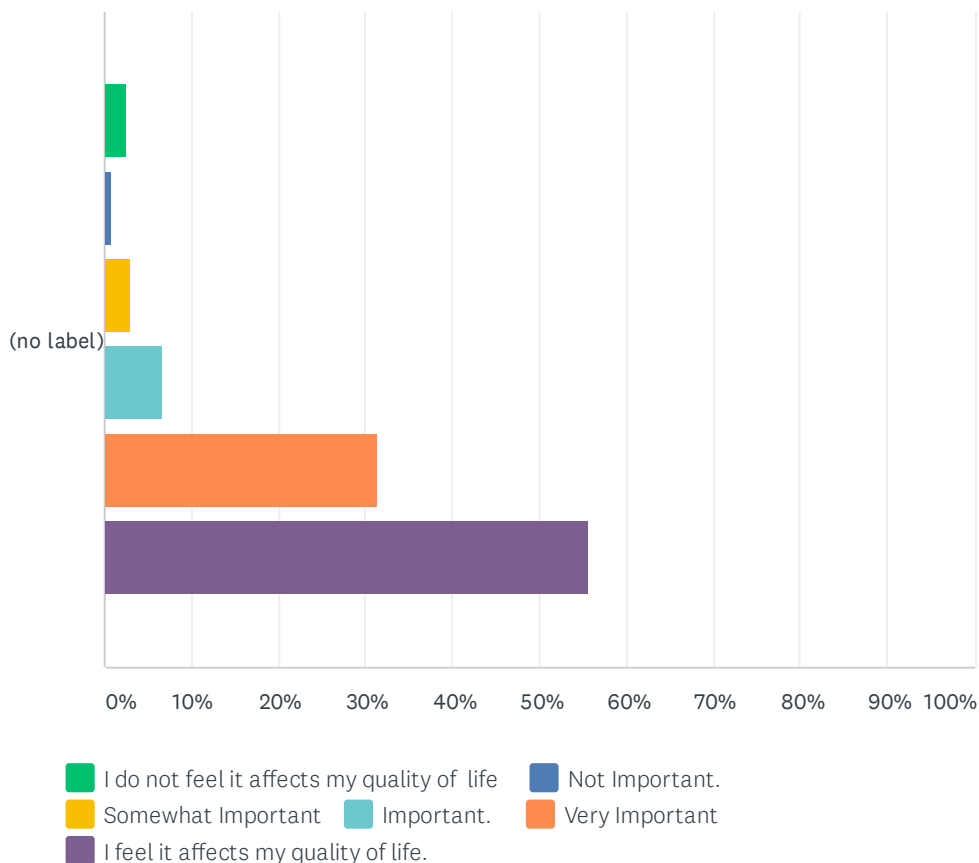
Answered: 293 Skipped: 0



ANSWER CHOICES	RESPONSES
Rural	26.62% 78
Suburban	17.75% 52
Agricultural	1.37% 4
Historic	18.43% 54
Convenient	2.05% 6
Rapid development	27.30% 80
Other (please specify)	6.48% 19
TOTAL	293

Q13 How important is land use and growth management to you and your quality of life? Land use. Refers to the relationship between people and the land – more specifically, how the physical world is adapted, modified, or put to use for human purposes. This includes even the “non-use” of lands reserved as conservation areas and protected from human impacts. Growth Management. The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through public infrastructure ordinances (“concurrency”), urban limit lines, standards for levels of service, phasing, building caps, and other programs. Quality of Life. Your general well-being. The degree to which a person is healthy, comfortable, and able to enjoy the activities of daily living. Quality of life includes all aspects of community life that have a direct influence on the physical and mental health of its members.

Answered: 271 Skipped: 22

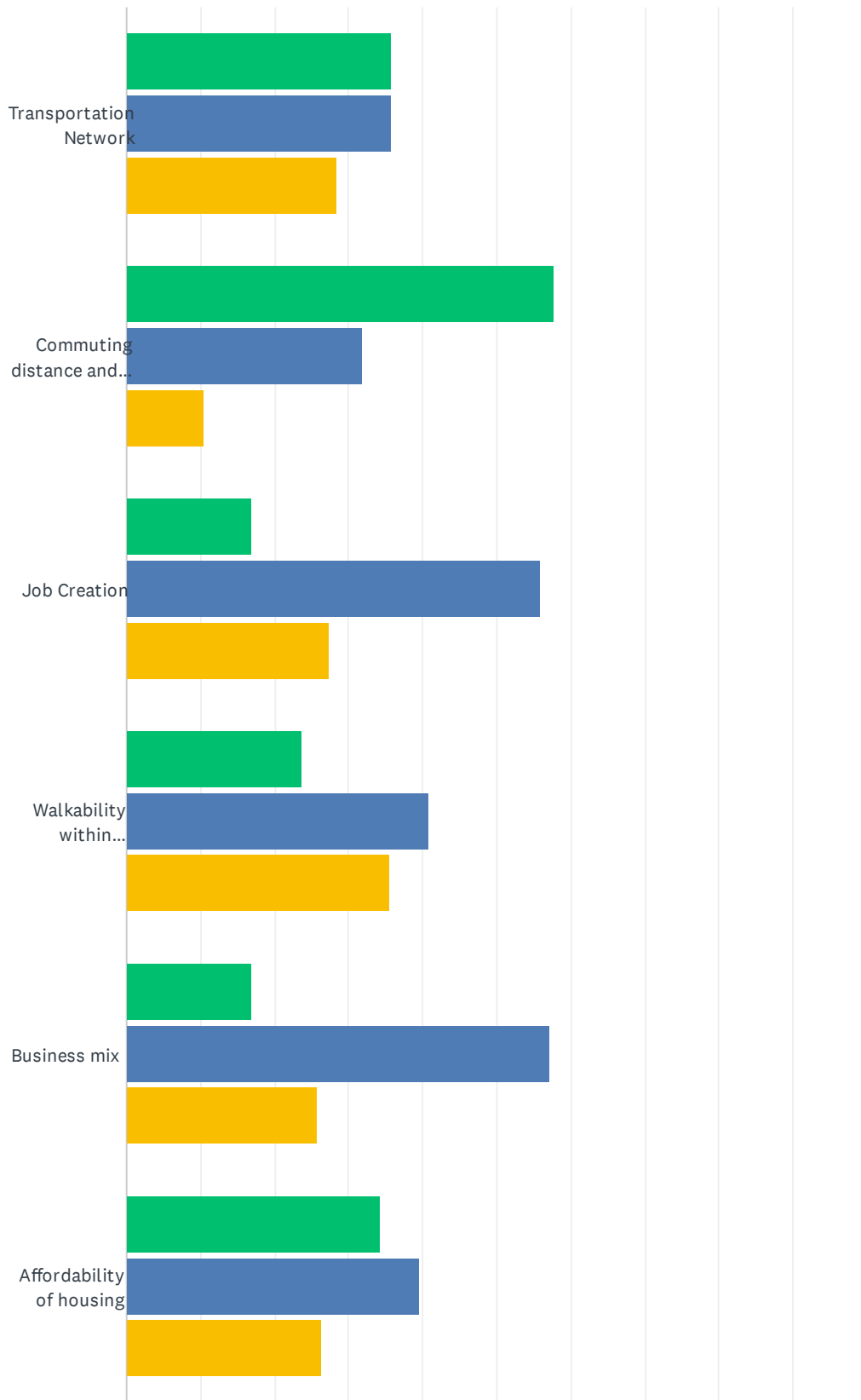


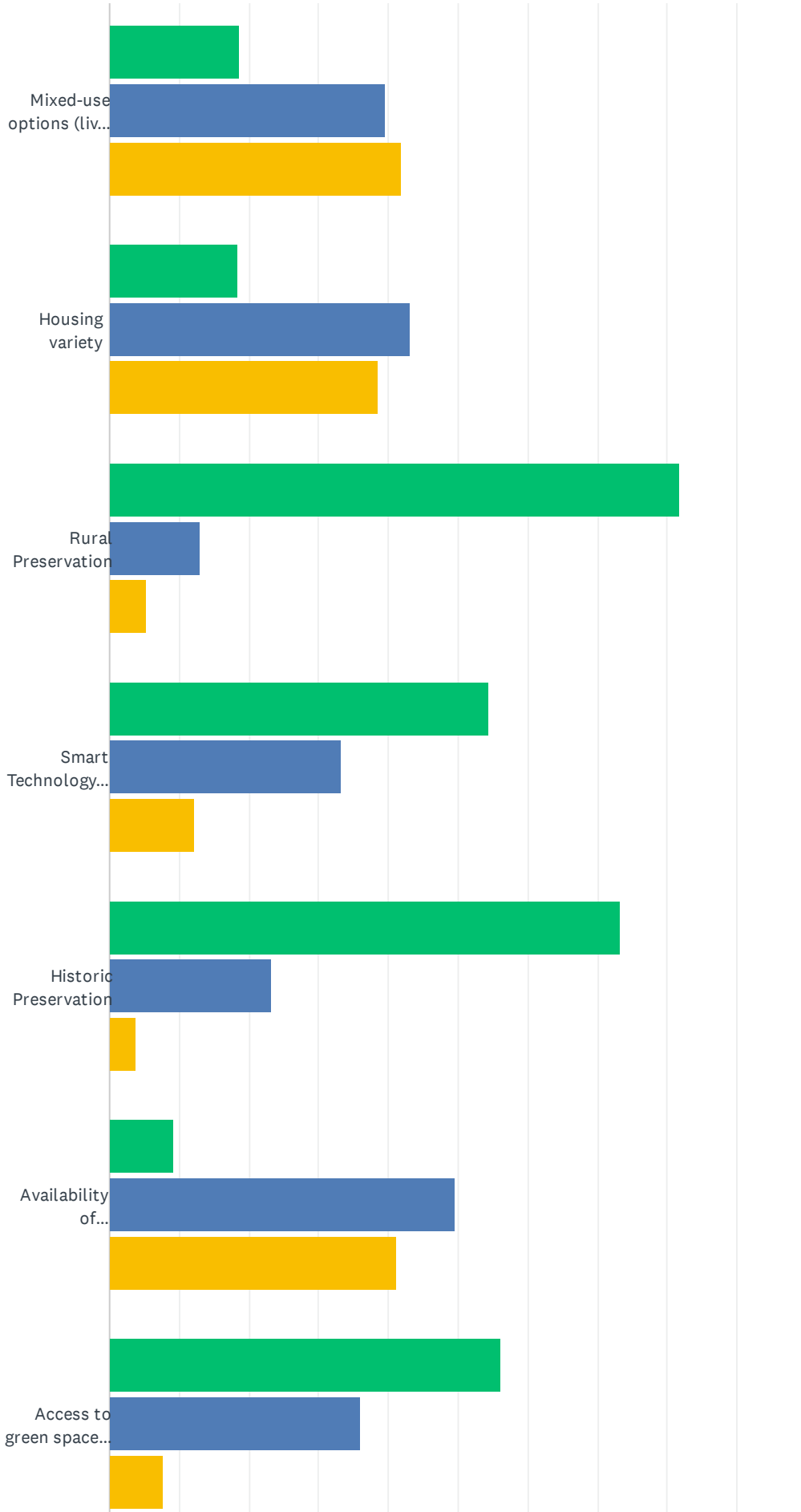
Coweta Comprehensive Plan: Land Use & Growth Strategy

	I DO NOT FEEL IT AFFECTS MY QUALITY OF LIFE	NOT IMPORTANT.	SOMEWHAT IMPORTANT	IMPORTANT.	VERY IMPORTANT	I FEEL IT AFFECTS MY QUALITY OF LIFE.	TOTAL	WEIGHTED AVERAGE
(no label)	2.58% 7	0.74% 2	2.95% 8	6.64% 18	31.37% 85	55.72% 151	271	4.34

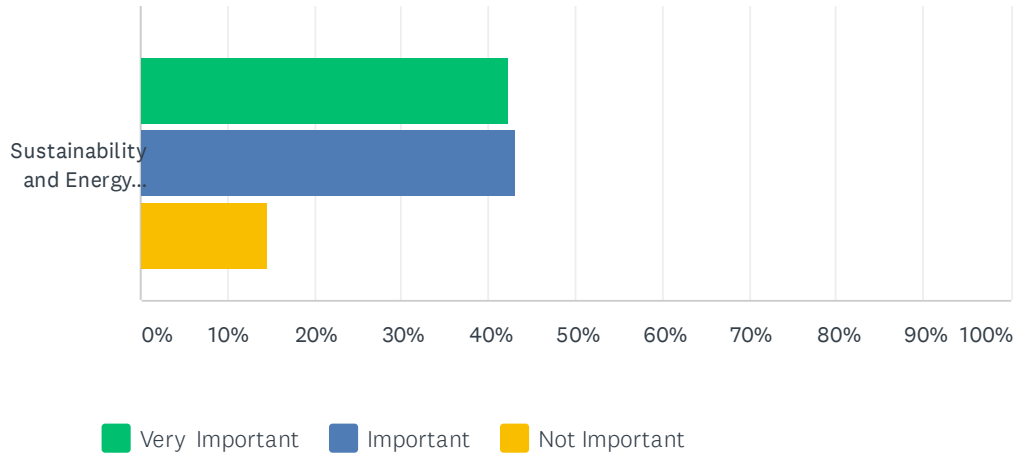
Q14 How important are the following items in terms of future development?

Answered: 271 Skipped: 22





Coweta Comprehensive Plan: Land Use & Growth Strategy

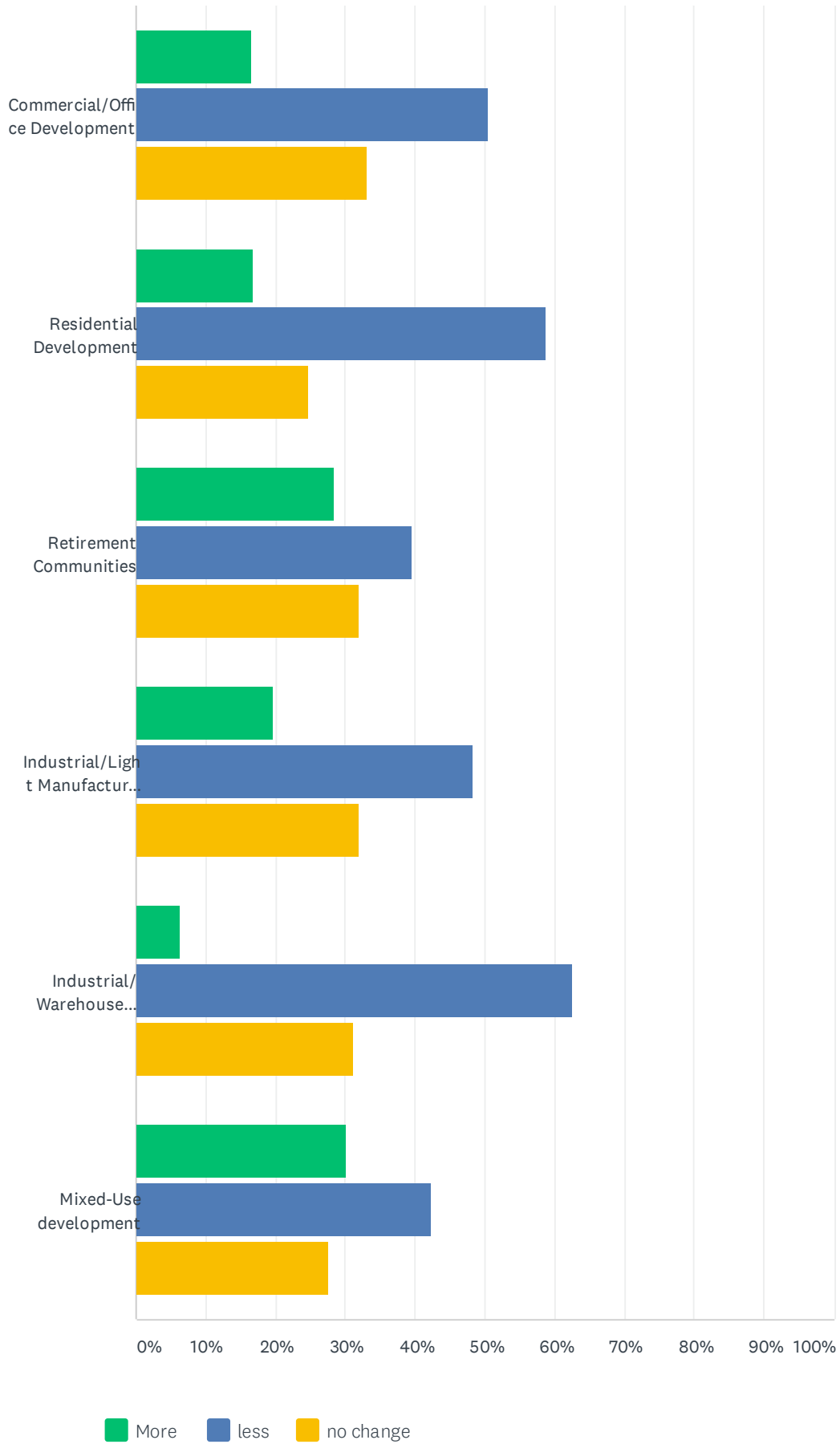


	VERY IMPORTANT	IMPORTANT	NOT IMPORTANT	TOTAL
Transportation Network	35.82% 96	35.82% 96	28.36% 76	268
Commuting distance and traffic conditions	57.68% 154	31.84% 85	10.49% 28	267
Job Creation	16.85% 45	55.81% 149	27.34% 73	267
Walkability within neighborhood	23.60% 63	40.82% 109	35.58% 95	267
Business mix	17.05% 45	57.20% 151	25.76% 68	264
Affordability of housing	34.21% 91	39.47% 105	26.32% 70	266
Mixed-use options (live, work, play destinations)	18.52% 50	39.63% 107	41.85% 113	270
Housing variety	18.49% 49	43.02% 114	38.49% 102	265
Rural Preservation	81.78% 220	13.01% 35	5.20% 14	269
Smart Technology (availability of WIFI)	54.44% 147	33.33% 90	12.22% 33	270
Historic Preservation	73.13% 196	23.13% 62	3.73% 10	268
Availability of Entertainment venues	9.26% 25	49.63% 134	41.11% 111	270
Access to green space within developments	56.13% 151	36.06% 97	7.81% 21	269
Sustainability and Energy Efficiency	42.32% 113	43.07% 115	14.61% 39	267

Q15 What type of development do you feel Coweta County needs more or less of?

Answered: 270 Skipped: 23

Coweta Comprehensive Plan: Land Use & Growth Strategy

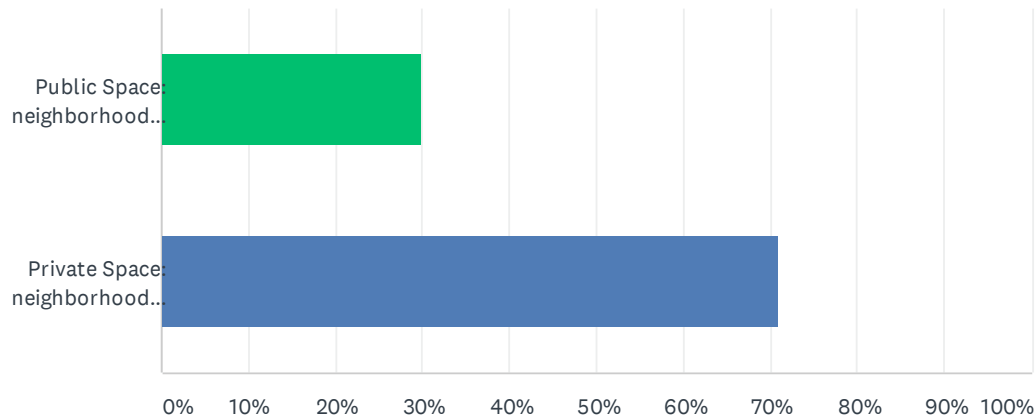


Coweta Comprehensive Plan: Land Use & Growth Strategy

	MORE	LESS	NO CHANGE	TOTAL
Commercial/Office Development	16.54% 44	50.38% 134	33.08% 88	266
Residential Development	16.67% 44	58.71% 155	24.62% 65	264
Retirement Communities	28.36% 76	39.55% 106	32.09% 86	268
Industrial/Light Manufacturing Developemnt	19.70% 53	48.33% 130	31.97% 86	269
Industrial/ Warehouse Distribution	6.30% 17	62.59% 169	31.11% 84	270
Mixed-Use development	30.19% 80	42.26% 112	27.55% 73	265

Q16 What type of outdoor space should be the focus of new neighborhoods?

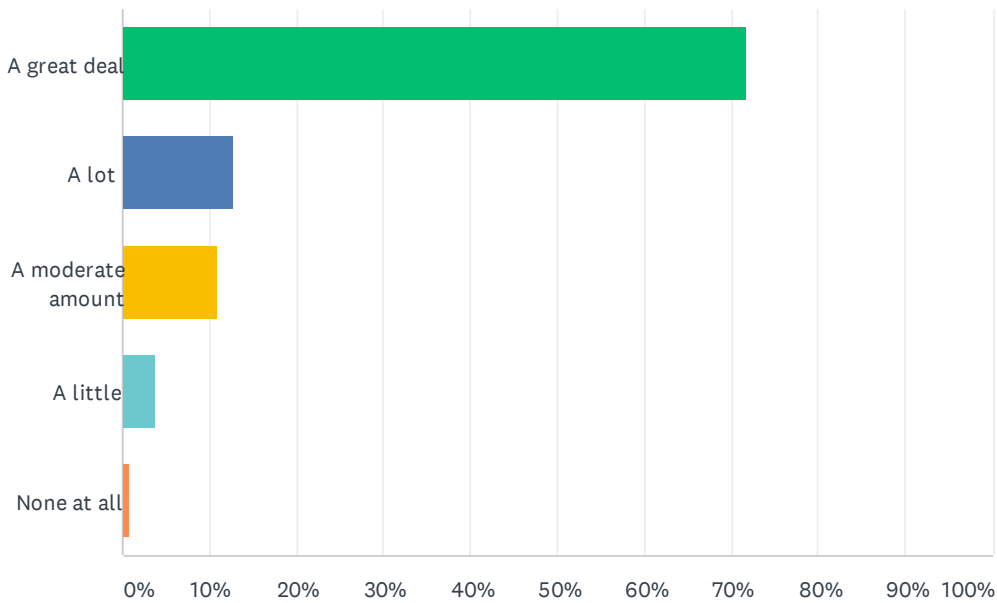
Answered: 268 Skipped: 25



ANSWER CHOICES	RESPONSES	
Public Space: neighborhoods with smaller yards that share open space. Open space may consist of trails, natural areas, green fields, playgrounds, and lakes.	29.85%	80
Private Space: neighborhoods with large yards and minimal or no shared open space among residents.	70.90%	190
Total Respondents: 268		

Q17 How important is Coweta's natural environment to you? Natural Environment is defined as all living and non-living things occurring naturally on Earth. Key elements of the natural environment include landscape, water resources, geology, and vegetation/fauna. In contrast to the natural environment is the built environment. Built Environment is the human-made environment that provides the setting for human activity, including homes, buildings, zoning, streets, sidewalks, transportation options, and more.

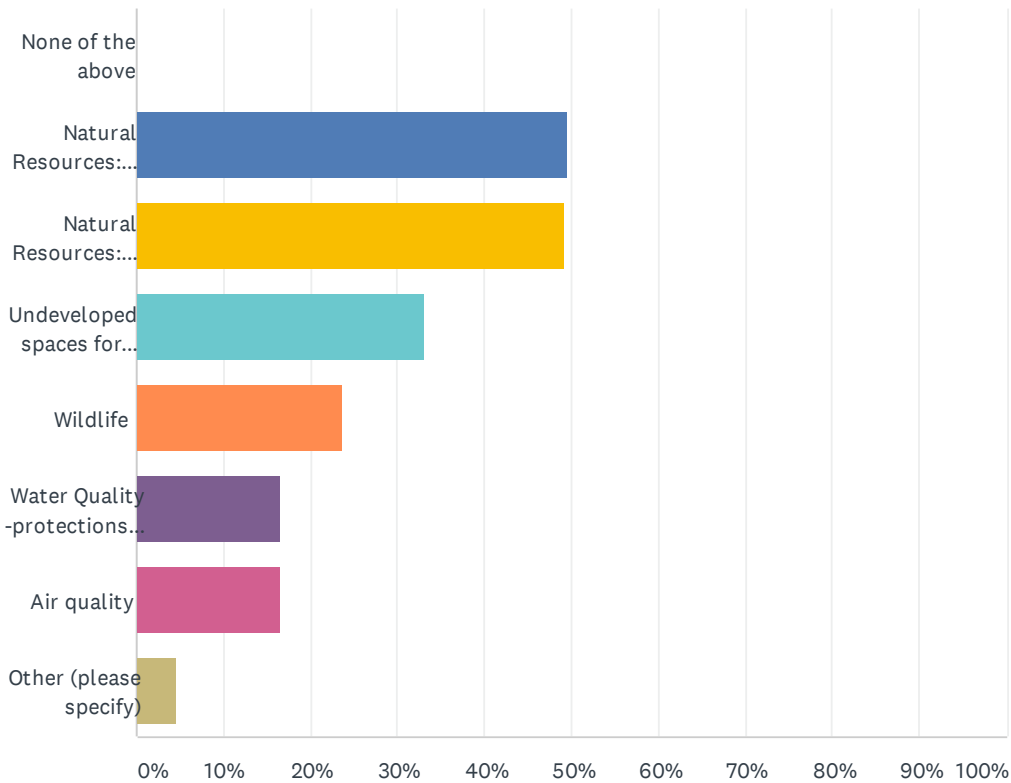
Answered: 266 Skipped: 27



ANSWER CHOICES	RESPONSES	
A great deal	71.80%	191
A lot	12.78%	34
A moderate amount	10.90%	29
A little	3.76%	10
None at all	0.75%	2
TOTAL		266

Q18 What aspects of the natural environment are most important to you? (Select up to 2)

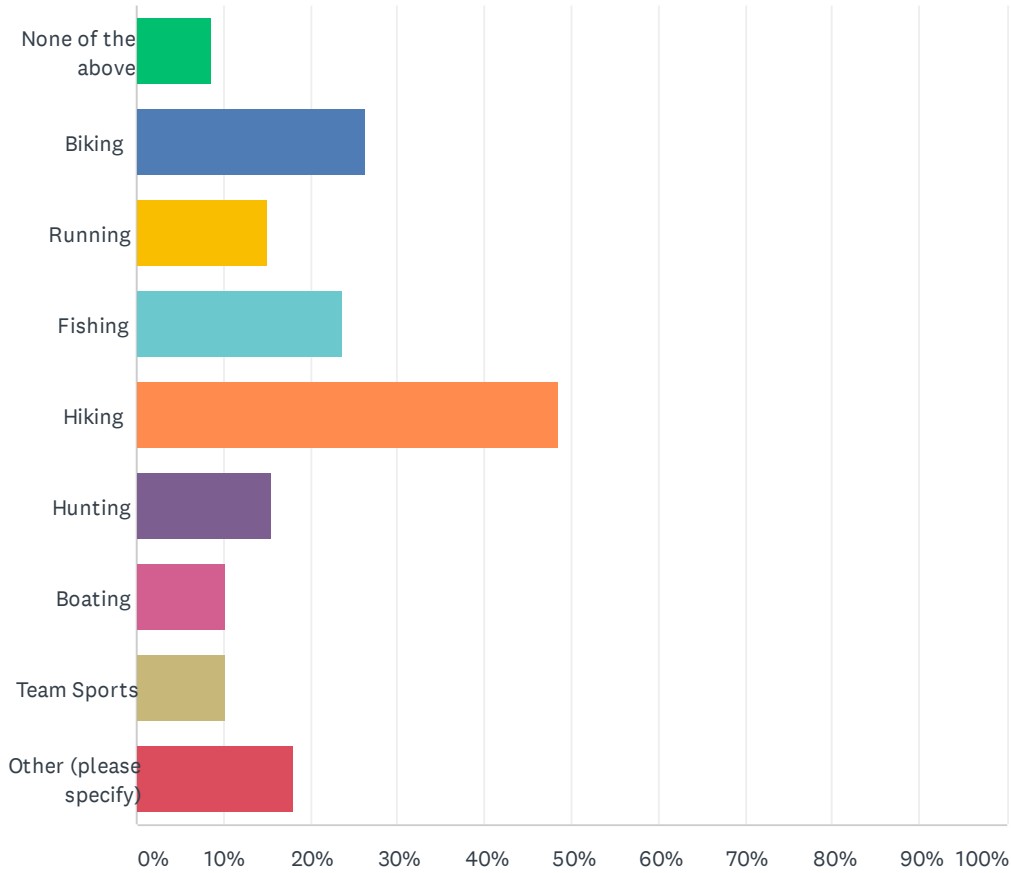
Answered: 266 Skipped: 27



ANSWER CHOICES	RESPONSES	
None of the above	0.00%	0
Natural Resources: water, streams, wetlands	49.62%	132
Natural Resources: forests, green fields	49.25%	131
Undeveloped spaces for outdoor recreation, scenic views	33.08%	88
Wildlife	23.68%	63
Water Quality -protections of watershed	16.54%	44
Air quality	16.54%	44
Other (please specify)	4.51%	12
Total Respondents: 266		

Q19 What outdoor recreational activities are most important to you? (Select up to 2)

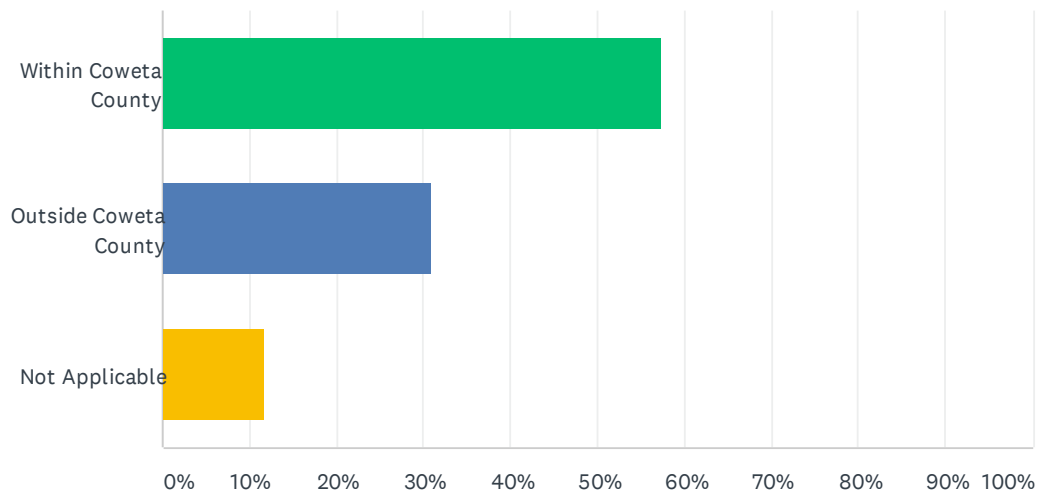
Answered: 266 Skipped: 27



ANSWER CHOICES	RESPONSES	
None of the above	8.65%	23
Biking	26.32%	70
Running	15.04%	40
Fishing	23.68%	63
Hiking	48.50%	129
Hunting	15.41%	41
Boating	10.15%	27
Team Sports	10.15%	27
Other (please specify)	18.05%	48
Total Respondents: 266		

Q20 For the recreational activities selected above do you typically participate within Coweta County or outside the county?

Answered: 265 Skipped: 28



ANSWER CHOICES	RESPONSES	
Within Coweta County	57.36%	152
Outside Coweta County	30.94%	82
Not Applicable	11.70%	31
TOTAL		265

Q21 What is your favorite or most visited recreation destination in the County?

Answered: 241 Skipped: 52

Q21 What is your favorite or most visited recreation destination in the County?

Answered: 241 Skipped: 52

#	RESPONSES	DATE
1	Hunter Rec. Complex	6/20/2021 9:47 PM
2	link	6/20/2021 7:11 AM
3	Tennis courts	6/19/2021 6:04 PM
4	We have very little to choose from	6/19/2021 1:53 PM
5	Coweta Fairgrounds	6/19/2021 12:03 PM
6	My backyard	6/19/2021 11:49 AM
7	N/A	6/19/2021 5:06 AM
8	Chattahoochee Bend	6/18/2021 9:09 PM
9	parks for walking	6/18/2021 4:59 PM
10	Browns mill, Chattahoochee Bend	6/18/2021 3:19 PM
11	Downtown Newnan	6/18/2021 12:21 PM
12	foxhunting on privately owned land.	6/18/2021 11:57 AM
13	Whitlock Fields	6/18/2021 11:36 AM
14	N/A	6/18/2021 10:43 AM
15	Private property I own.	6/18/2021 10:30 AM
16	Baseball fields	6/18/2021 10:01 AM
17	Hunting on my property	6/18/2021 9:55 AM
18	Carl Miller park	6/18/2021 9:06 AM
19	Whitlock Field - needs trail system	6/18/2021 7:54 AM
20	Carl Miller Park	6/18/2021 7:51 AM
21	Browns Mill Battlefield	6/18/2021 6:40 AM
22	Cochran's Mill	6/17/2021 10:57 PM
23	LINC	6/17/2021 10:40 PM
24	Chattahoochee Bend State Park	6/17/2021 10:27 PM
25	Brown Reservoir	6/17/2021 9:57 PM
26	None	6/17/2021 8:52 PM
27	Chattahoochee river	6/17/2021 5:50 PM
28	Brown's Mill Battlefield	6/17/2021 3:14 PM
29	Chattahoochee River	6/17/2021 2:23 PM
30	Dog park, city parks	6/17/2021 12:01 PM
31	None in particular	6/17/2021 12:00 PM

Coweta Comprehensive Plan: Land Use & Growth Strategy

32	.	6/17/2021 11:28 AM
33	Line creek	6/17/2021 10:41 AM
34	Chattahoochee Bend State Park	6/17/2021 10:15 AM
35	Ball fields	6/17/2021 9:56 AM
36	Anywhere not developed. Leave the land we have left alone.	6/17/2021 9:35 AM
37	Biking rural roads	6/17/2021 9:29 AM
38	Private lake on undeveloped land	6/17/2021 9:12 AM
39	chattahoochee bend Browns Mill Linc	6/17/2021 8:21 AM
40	Own property	6/17/2021 7:54 AM
41	REC CENTER	6/17/2021 7:38 AM
42	Linc	6/17/2021 5:36 AM
43	Most visited is Whitlock Park, needs improvements	6/16/2021 9:42 PM
44	The new walking trail	6/16/2021 6:02 PM
45	Private land	6/16/2021 4:11 PM
46	West Point Lake	6/16/2021 2:45 PM
47	MY OWN HOME ON A PRIVATE LOT WITH AS LITTLE DEVELOPMENT AROUND AS POSSIBLE.	6/16/2021 2:37 PM
48	Personal property	6/16/2021 12:06 PM
49	Riverside Park	6/16/2021 11:33 AM
50	LINC	6/16/2021 11:09 AM
51	downtown ampitheater	6/16/2021 9:25 AM
52	Merrimack Lakes, Line Creek	6/16/2021 8:51 AM
53	Baseball fields	6/16/2021 1:39 AM
54	N/A	6/15/2021 8:32 PM
55	Chattahoochee Park	6/15/2021 5:29 PM
56	Chattahoochee Bend	6/15/2021 1:41 PM
57	Just moved here, but need to try the new walking paths	6/15/2021 8:39 AM
58	McGuffey Nature Center	6/15/2021 8:39 AM
59	Chattahoochee Bend State Park	6/15/2021 8:20 AM
60	The linc	6/15/2021 3:14 AM
61	None	6/15/2021 1:03 AM
62	None	6/14/2021 11:23 PM
63	There is nowhere to go	6/14/2021 9:46 PM
64	Chattahoochee Bend State Park	6/14/2021 7:14 PM
65	Don't have one. Don't really know of any	6/14/2021 7:08 PM
66	Restaurants	6/14/2021 7:05 PM
67	Greenville Park	6/14/2021 6:52 PM
68	MY OWN LAND/LAKE - leave us alone!	6/14/2021 6:37 PM
69	Linc	6/14/2021 6:22 PM

Coweta Comprehensive Plan: Land Use & Growth Strategy

70	Chattahoochee Bend State Park	6/14/2021 5:44 PM
71	N/A	6/14/2021 5:29 PM
72	Trails	6/14/2021 5:08 PM
73	Brown's Mill	6/14/2021 4:33 PM
74	My friends lake.	6/14/2021 4:20 PM
75	Linc	6/14/2021 3:57 PM
76	None	6/14/2021 3:54 PM
77	Chattahoochee Bend State Park	6/13/2021 10:24 PM
78	Chatt Bend Park	6/13/2021 2:57 PM
79	Line Creek, but it's not in Coweta	6/12/2021 3:18 PM
80	Linc	6/12/2021 2:52 PM
81	Greenville Street Park	6/12/2021 8:05 AM
82	Linc Trail	6/11/2021 8:24 PM
83	NA	6/11/2021 4:50 PM
84	None	6/11/2021 4:49 PM
85	LINC	6/11/2021 3:56 PM
86	Linc	6/11/2021 2:37 PM
87	County rec facilities	6/11/2021 1:59 PM
88	None	6/11/2021 1:51 PM
89	My back yard	6/11/2021 1:47 PM
90	Fairgrounds	6/11/2021 1:30 PM
91	none	6/11/2021 1:26 PM
92	Brown's Mill, Chat State Park	6/11/2021 11:31 AM
93	The Linc	6/11/2021 11:04 AM
94	Chattahoochee Bend state park	6/11/2021 8:45 AM
95	Linc	6/11/2021 8:20 AM
96	Carl miller park	6/11/2021 12:01 AM
97	The Square	6/10/2021 10:59 PM
98	.	6/10/2021 2:33 PM
99	Browns Mills	6/10/2021 2:30 PM
100	Ashley Park is nice, as well as the Newnan Utilities Park. There really isn't much as far as "Parks" go in the Thomas Crossroads area, which would be nice.	6/10/2021 12:02 PM
101	Linc trails	6/10/2021 10:21 AM
102	Leroy Johnson Park	6/10/2021 9:35 AM
103	Peachtree City, other state parks	6/10/2021 8:19 AM
104	The linq	6/10/2021 7:28 AM
105	The castle park	6/10/2021 6:45 AM
106	The link	6/9/2021 8:49 PM
107	Linc	6/9/2021 7:44 PM

Coweta Comprehensive Plan: Land Use & Growth Strategy

108	Parks	6/9/2021 7:02 PM
109	Don't have any.....wish the ballfield on Andrew Bailey had walking trails and was always open.	6/9/2021 6:46 PM
110	Linc	6/9/2021 6:37 PM
111	Some parks and trails.	6/9/2021 6:26 PM
112	Browns Mill	6/9/2021 5:45 PM
113	Linc trail	6/9/2021 5:41 PM
114	Linc, Hunter Complex, Hospital Road sports complex	6/9/2021 4:52 PM
115	Senoia	6/9/2021 4:45 PM
116	NA	6/9/2021 12:28 PM
117	The link	6/9/2021 10:20 AM
118	Family home	6/9/2021 9:27 AM
119	Seavy Street Park	6/9/2021 9:27 AM
120	Any of the parks	6/9/2021 9:03 AM
121	Linc and soccer fields	6/9/2021 8:13 AM
122	NA	6/9/2021 7:50 AM
123	Chattahoochee bend sp	6/9/2021 6:40 AM
124	no preference	6/8/2021 10:49 PM
125	Parks for kids	6/8/2021 10:14 PM
126	Water park with grandchildren	6/8/2021 9:43 PM
127	Hunter Complex	6/8/2021 9:38 PM
128	None	6/8/2021 9:07 PM
129	LINC Trail	6/8/2021 7:41 PM
130	Rec center off Hospital Road	6/8/2021 7:26 PM
131	Linc trail	6/8/2021 7:06 PM
132	Summergrove golf course	6/8/2021 6:20 PM
133	My own property	6/8/2021 5:36 PM
134	chattahoochee bend	6/8/2021 5:19 PM
135	Neighborhood sidewalks	6/8/2021 5:13 PM
136	Soccer Fields	6/8/2021 5:13 PM
137	The lake. For biking, Peachtree City	6/8/2021 4:58 PM
138	soccer fields..... especially on highway 154 State Park on river	6/8/2021 4:48 PM
139	Piedmont fitness club	6/8/2021 4:46 PM
140	Parks	6/8/2021 4:39 PM
141	Chattahoochee Bend	6/8/2021 4:25 PM
142	Senoia	6/8/2021 3:46 PM
143	Parks and fields at central librabr	6/8/2021 3:41 PM
144	Chattahoochee Bend	6/8/2021 3:26 PM
145	a private family farm/forest	6/8/2021 3:08 PM

Coweta Comprehensive Plan: Land Use & Growth Strategy

146	Brown's Mill	6/8/2021 2:16 PM
147	linc	6/8/2021 12:36 PM
148	Lake at Lake Redwine	6/8/2021 12:22 PM
149	N/A	6/8/2021 11:32 AM
150	downtown Senoia	6/8/2021 11:28 AM
151	The link	6/8/2021 11:12 AM
152	Chattahoochee Bend State Park	6/8/2021 10:49 AM
153	Walking city streets and the Linc	6/8/2021 10:43 AM
154	none	6/8/2021 10:20 AM
155	Brown's Mill	6/8/2021 10:00 AM
156	Cochran Mills	6/8/2021 9:54 AM
157	LINC trail	6/8/2021 9:39 AM
158	The property I live on	6/8/2021 9:35 AM
159	Hunter Park	6/8/2021 9:10 AM
160	Soccer fields	6/8/2021 9:08 AM
161	My own property. Fortunately, my family and I own enough and have kept it open and pristine to be able to enjoy activities on our land. But we are feeling the pressure to sell out to the developers, unfortunately.	6/8/2021 9:05 AM
162	Our family owned farm	6/8/2021 9:03 AM
163	Chattahoochee Bend State Park	6/8/2021 8:36 AM
164	None	6/8/2021 8:32 AM
165	Downtown	6/8/2021 8:07 AM
166	Chattahoochee Bend State Park	6/8/2021 8:02 AM
167	not applicable	6/8/2021 8:01 AM
168	Downtown - Court Square	6/8/2021 7:45 AM
169	Carl Miller park and central soccer playground	6/8/2021 7:39 AM
170	Greenville park	6/8/2021 7:15 AM
171	mountain bike trails, linc trail, back roads for cycling	6/8/2021 7:12 AM
172	NA	6/8/2021 7:05 AM
173	The Link	6/8/2021 7:02 AM
174	Historic downtown	6/8/2021 6:57 AM
175	The park in Moreland and Newnan Utility Park	6/8/2021 6:51 AM
176	Line creek preserve	6/7/2021 11:47 PM
177	Softball/Baseball Fields including Hunter, Whitlock, Coweta Rec Field (temple) and Lynch Park field. I surely hope that someone in Coweta Co would take rec fields and facilities seriously. This goes for both local ball as well as capitalizing on travel ball hosting opportunities. "Simple" areas like this demonstrate the counties inability or unwillingness to effectively manage this type of facility, service and destination. Opportunities missed here in major ways to bring \$ to Coweta Co as well as demonstrate the ability to partner and foster co-development with private not-for-profit and for-profit orgs. Having demonstrated track record that is less then stellar there is now a desire to take what you have proven to be a weak point and "fail at scale" through mixed use development? My suggestion is you stick to simple regulation enforcement and zoning and get out of managing this type of space or really put a	6/7/2021 11:16 PM

Coweta Comprehensive Plan: Land Use & Growth Strategy

strategic and tactical plan around this (public and/or public+private rec facility and service development) because right not it is far from a promising outlook should you take it to any scale.

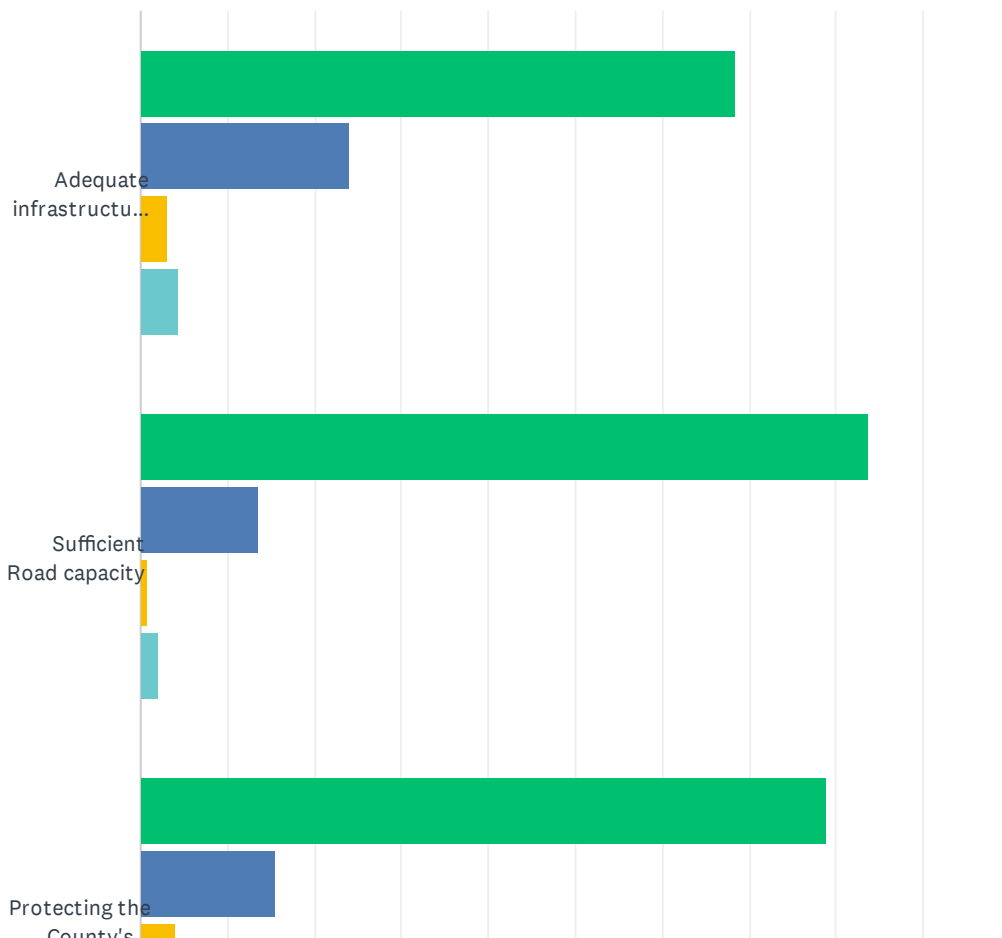
178	Senoia	6/7/2021 8:43 PM
179	NA	6/7/2021 7:59 PM
180	N/a	6/7/2021 7:57 PM
181	Summer grove lake	6/7/2021 7:39 PM
182	Driving in undeveloped roscoe	6/7/2021 6:56 PM
183	my home	6/7/2021 6:10 PM
184	Linc	6/7/2021 5:58 PM
185	None	6/7/2021 5:05 PM
186	Brown's Mill Battlefield	6/7/2021 4:00 PM
187	Don't know yet	6/7/2021 3:34 PM
188	First Avenue Park	6/7/2021 2:54 PM
189	LINC TRAIL	6/7/2021 2:47 PM
190	Madras Park	6/7/2021 2:42 PM
191	Browns Mill Battleground Park	6/7/2021 2:28 PM
192	parks	6/7/2021 2:15 PM
193	Downtown Newnan or the Linc	6/7/2021 1:25 PM
194	BT Brown	6/7/2021 12:33 PM
195	There are no public ones I can enjoy in Coweta, just private farms. Outside the county there is McIntosh Preserve, for example.	6/7/2021 9:48 AM
196	Line Creek park	6/6/2021 2:04 PM
197	Tennis Courts	6/6/2021 1:53 PM
198	LINC	6/6/2021 11:20 AM
199	Recreational and sports areas	6/6/2021 11:19 AM
200	My own private property that I made the capital expenditure to purchase, that I maintain and pay taxes on. My private property is not public domain.	6/6/2021 8:56 AM
201	Parks and the LINC	6/5/2021 8:18 AM
202	chattahoochee bend state park	6/5/2021 7:36 AM
203	There are none available here	6/5/2021 3:39 AM
204	Chatt Bend State Park, Hunter Recreation Complex	6/4/2021 8:46 PM
205	Chattahoochee Bend	6/3/2021 5:56 PM
206	Brown's Mill	6/3/2021 5:04 PM
207	Chattahoochee Bend State Park	6/3/2021 12:54 PM
208	Temple Avenue Complex	6/2/2021 9:01 AM
209	Private farm	6/1/2021 10:34 PM
210	One Life fitness	6/1/2021 1:37 PM
211	Chattahoochee Bend State Park	6/1/2021 10:20 AM
212	Na	5/30/2021 2:54 PM

Coweta Comprehensive Plan: Land Use & Growth Strategy

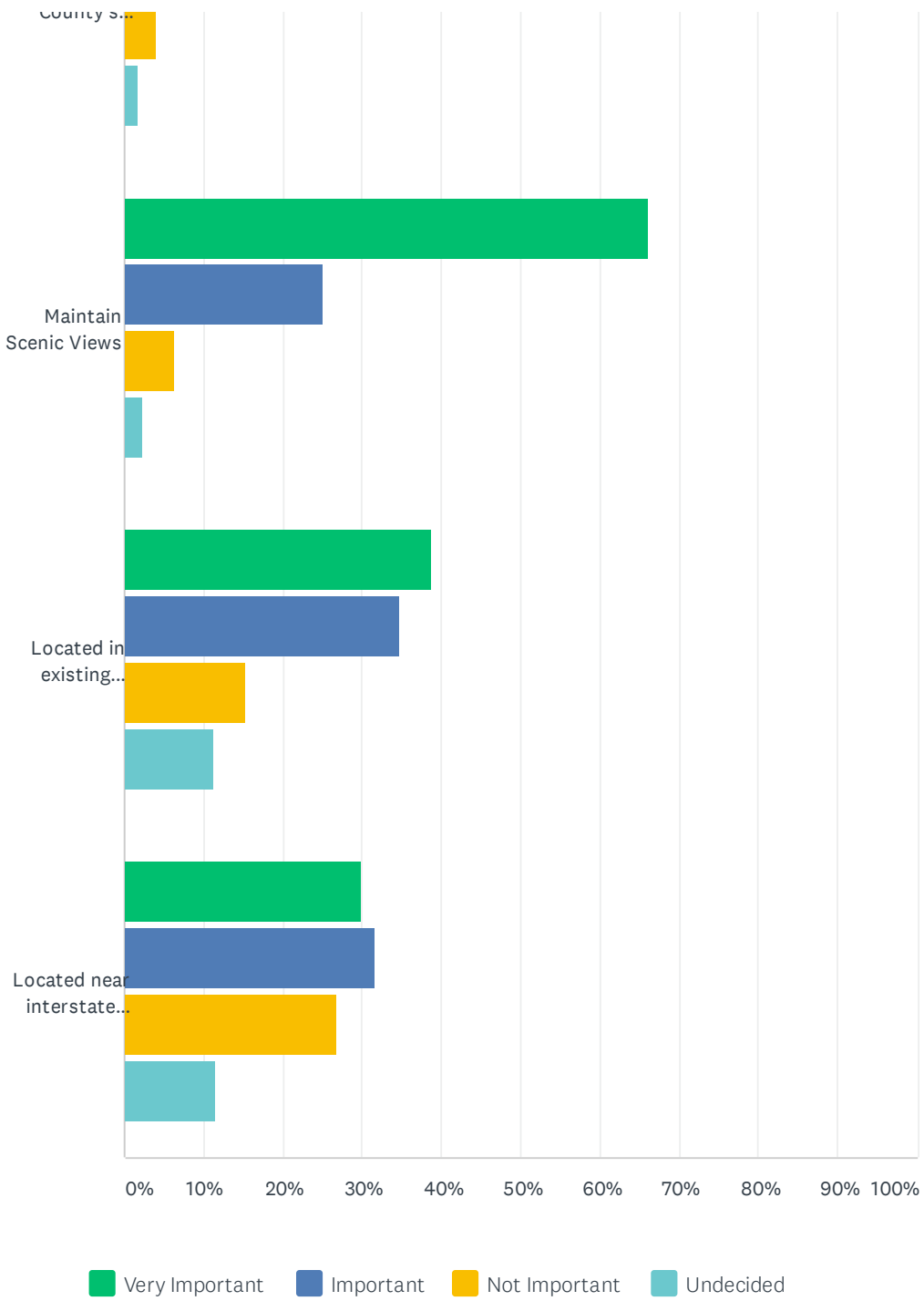
213	forests	5/30/2021 12:49 PM
214	My Home and land - keep Western Coweta Rural!	5/30/2021 9:09 AM
215	BT Brown	5/29/2021 7:26 AM
216	golf courses	5/28/2021 10:49 AM
217	My homestead	5/28/2021 8:08 AM
218	Chattahoochee Bend	5/27/2021 4:48 PM
219	Blalock	5/27/2021 3:28 PM
220	Chattahoochee Bend	5/27/2021 3:21 PM
221	my farm	5/27/2021 2:40 PM
222	N/A	5/27/2021 12:23 PM
223	None	5/27/2021 7:48 AM
224	Na	5/26/2021 8:27 PM
225	Linc	5/26/2021 5:20 PM
226	Downtown Senoia	5/26/2021 5:04 PM
227	Senoia public library park	5/26/2021 4:14 PM
228	Hunter Complex	5/26/2021 3:44 PM
229	local parks for walking	5/26/2021 3:21 PM
230	The Trail	5/26/2021 12:29 PM
231	Private Properties	5/25/2021 2:14 PM
232	the Linc	5/25/2021 1:37 PM
233	Carl Miller Park	5/25/2021 10:06 AM
234	Downtown	5/24/2021 8:56 PM
235	Hunter Park or the Lynx	5/24/2021 3:04 PM
236	Chattahoochee Bend State Park	5/24/2021 8:18 AM
237	Linc	5/23/2021 12:13 PM
238	none. coweta county is beginning to look like Riverdale already. Need to slow down	5/23/2021 1:01 AM
239	New Senoia Ballfields are very nice	5/22/2021 2:55 PM
240	Brown's Mill, LINC	5/21/2021 7:11 PM
241	Soccer and baseball fields (grandkids) City/County/State parks	5/21/2021 10:14 AM

Q22 As previously stated, rural landscapes and the natural environment are the main components in defining Coweta County's character, making it one of the most inviting counties in the metro-Atlanta region. Coweta County government has a proud tradition of protecting its unique sense of place and rural landscapes. However, rural character and open space decrease as the population continues to increase in Coweta County. For this reason, the comprehensive plan is exploring the concept of enhanced density through planned development projects located in areas defined as a growth priority. This concept is focused on achieving a balance between preservation and growth. A primary goal is to provide enhanced density housing while protecting Coweta's rural character by using land appropriately and concentrating development where it can best be served. The comp plan seeks to guide this balance by focusing on preserving dedicated open space within enhanced density developments. Do you feel it is important to condition the locations of enhanced density developments to the following elements?

Answered: 252 Skipped: 41



Coweta Comprehensive Plan: Land Use & Growth Strategy

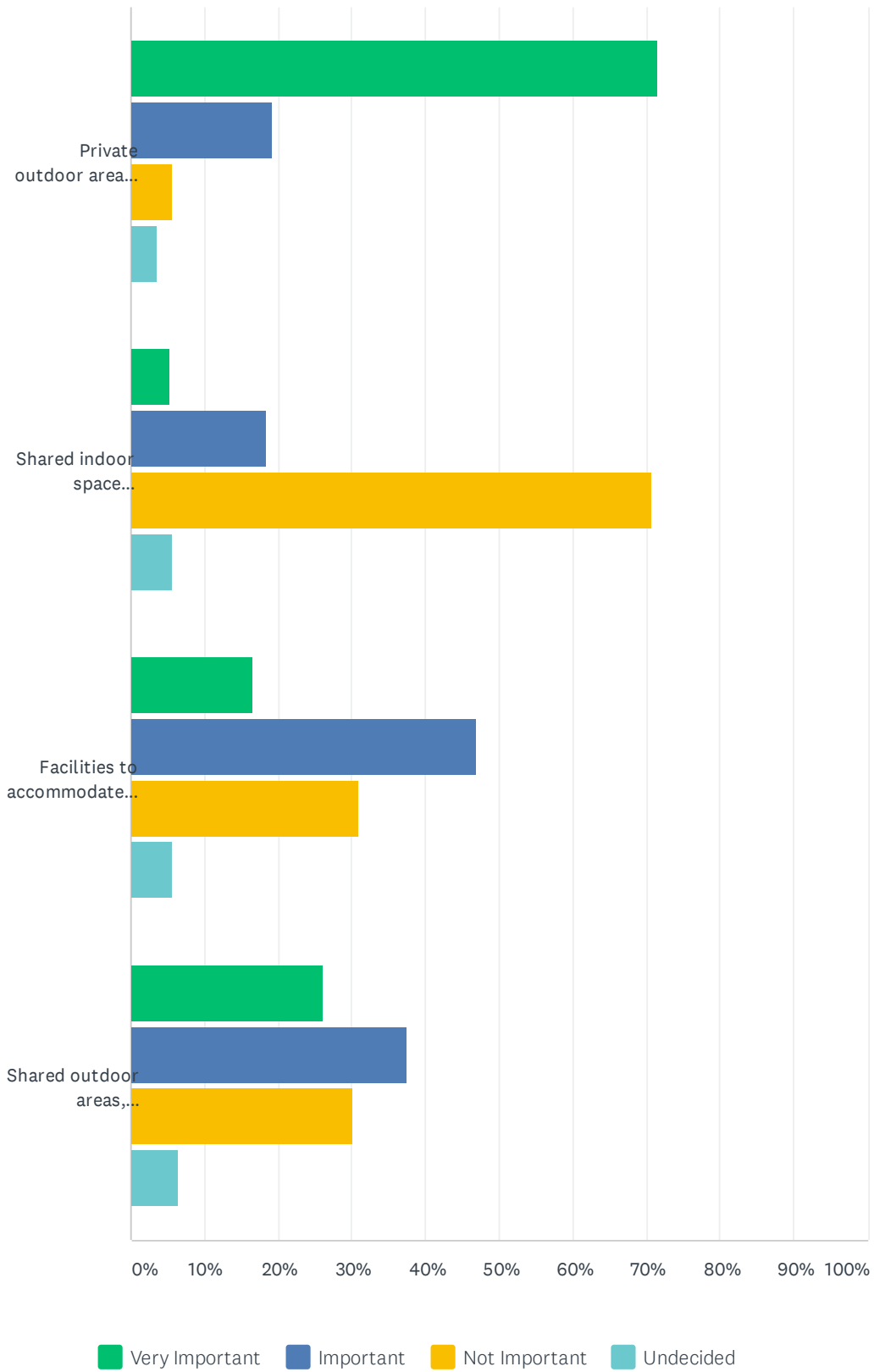


Coweta Comprehensive Plan: Land Use & Growth Strategy

	VERY IMPORTANT	IMPORTANT	NOT IMPORTANT	UNDECIDED	TOTAL
Adequate infrastructure (water and sewer)	68.40% 171	24.00% 60	3.20% 8	4.40% 11	250
Sufficient Road capacity	83.67% 210	13.55% 34	0.80% 2	1.99% 5	251
Protecting the County's natural environment/Open Space	78.97% 199	15.48% 39	3.97% 10	1.59% 4	252
Maintain Scenic Views	66.14% 166	25.10% 63	6.37% 16	2.39% 6	251
Located in existing developed areas near urban peripheries	38.71% 96	34.68% 86	15.32% 38	11.29% 28	248
Located near interstate interchange (interstate exits)	30.00% 75	31.60% 79	26.80% 67	11.60% 29	250

Q23 Which residential amenities are most important to you within a planned neighborhood?

Answered: 251 Skipped: 42

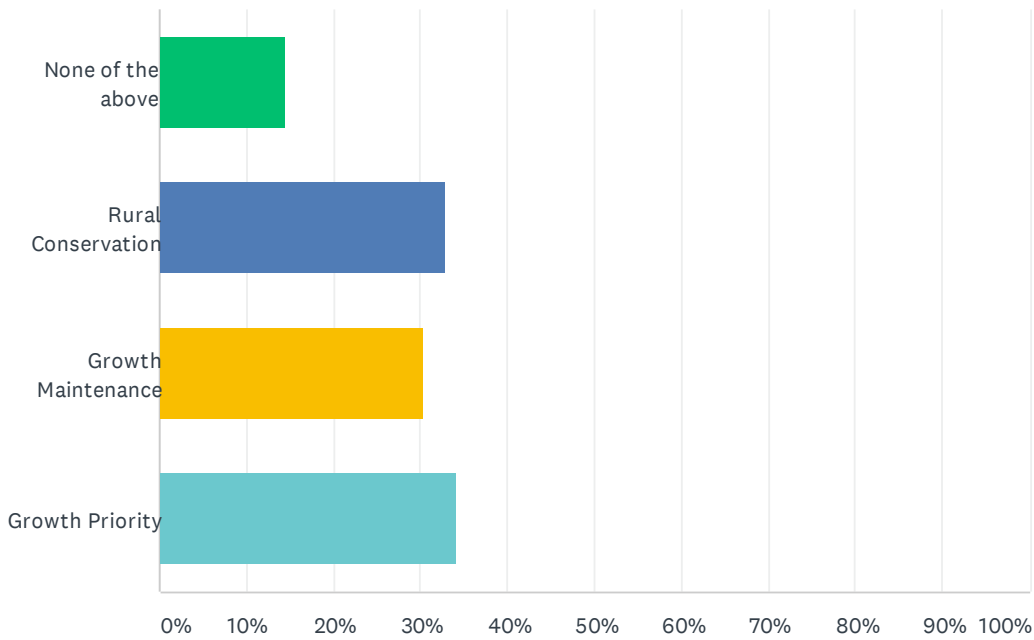


Coweta Comprehensive Plan: Land Use & Growth Strategy

	VERY IMPORTANT	IMPORTANT	NOT IMPORTANT	UNDECIDED	TOTAL
Private outdoor areas (backyards)	71.60% 179	19.20% 48	5.60% 14	3.60% 9	250
Shared indoor space (community clubhouse)	5.22% 13	18.47% 46	70.68% 176	5.62% 14	249
Facilities to accommodate children (playgrounds)	16.53% 41	46.77% 116	31.05% 77	5.65% 14	248
Shared outdoor areas, greenspaces for all residents	26.10% 65	37.35% 93	30.12% 75	6.43% 16	249

Q24 Where should we grow? The county is in the process of developing a growth strategy map that guides future growth to areas where it can best be served by existing infrastructure and public services. Please, refer to the Growth Strategy map above Please identify areas that you would like to see growth directed.

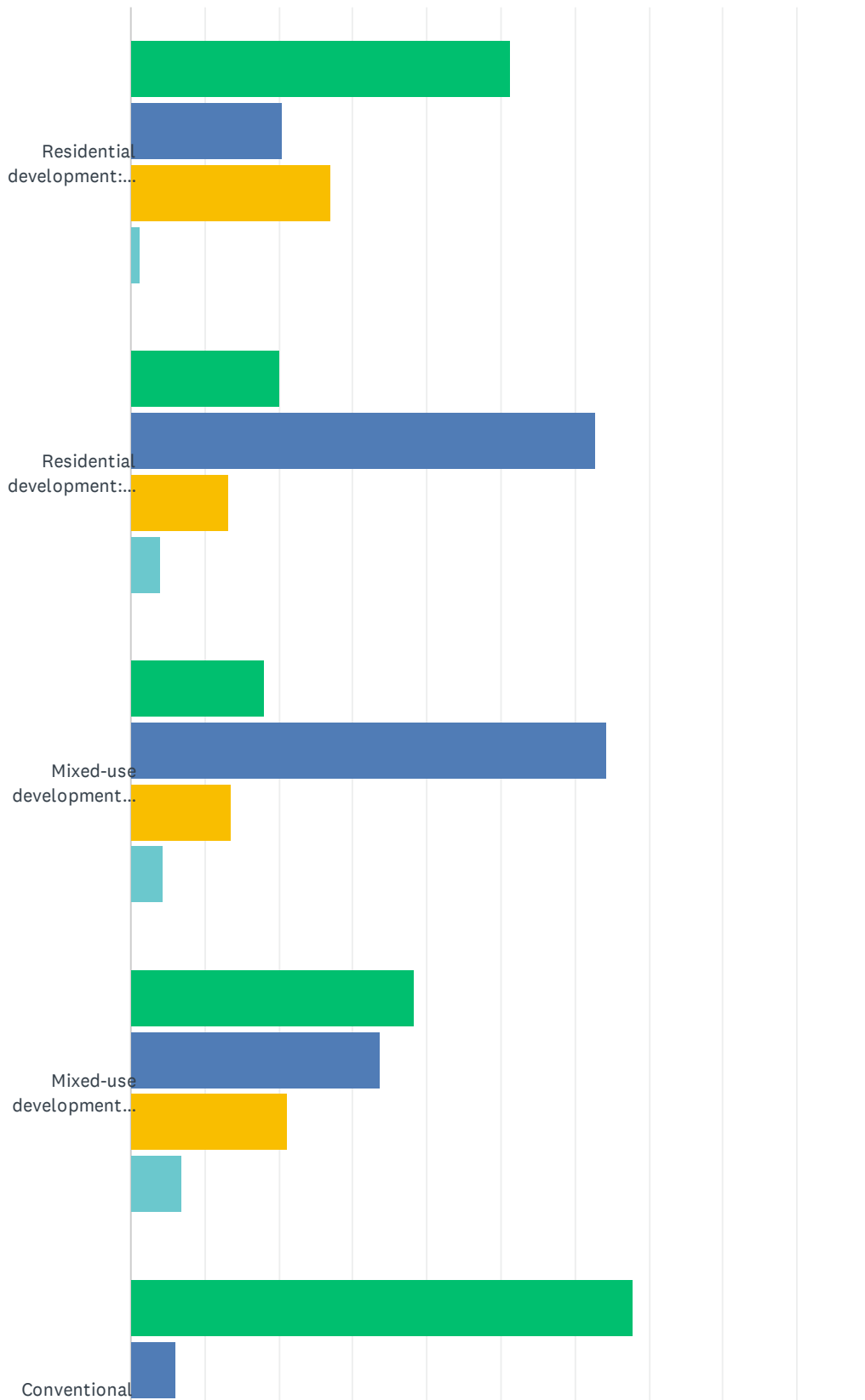
Answered: 250 Skipped: 43



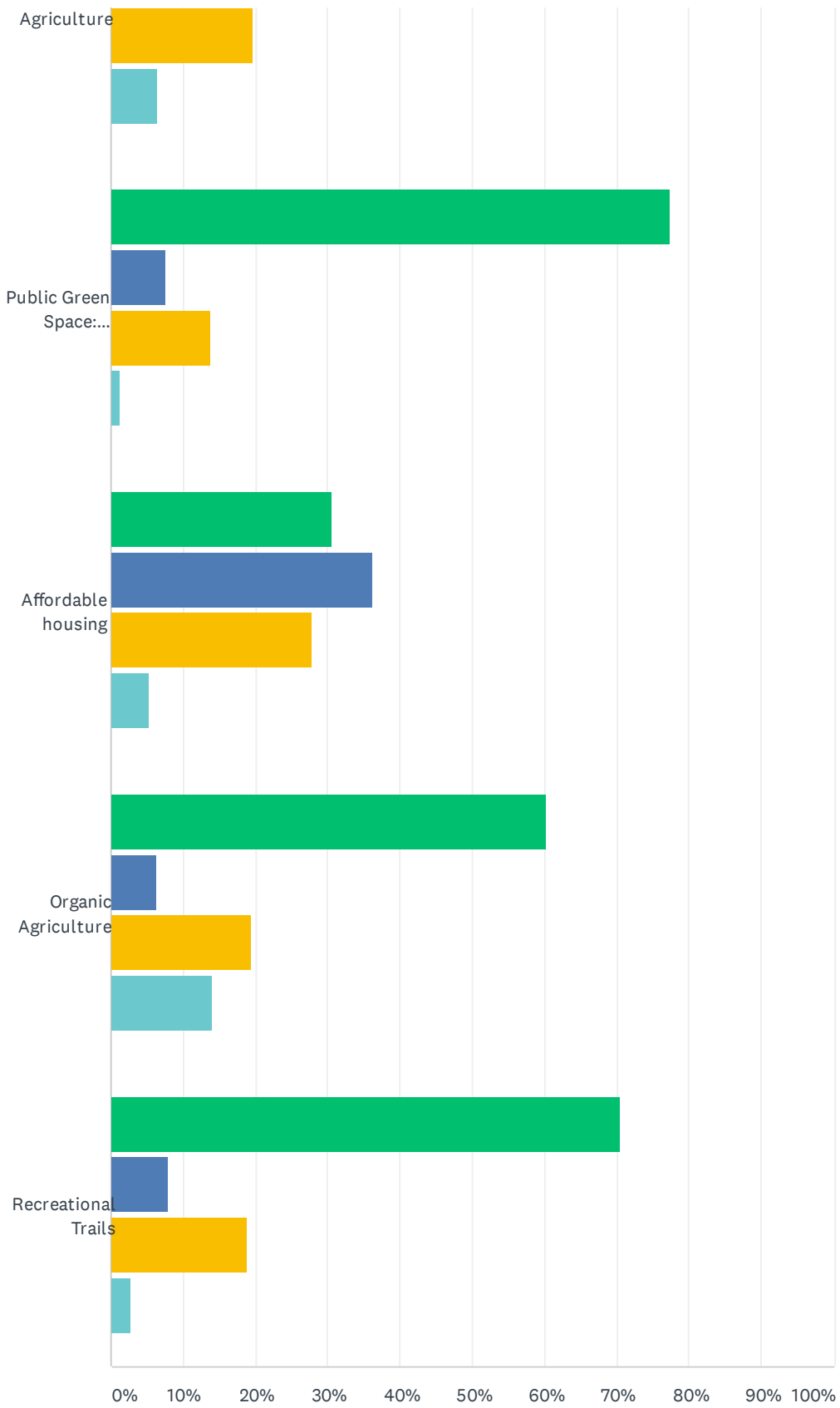
ANSWER CHOICES	RESPONSES	
None of the above	14.40%	36
Rural Conservation	32.80%	82
Growth Maintenance	30.40%	76
Growth Priority	34.00%	85
Total Respondents: 250		

Q25 Would you encourage or discourage the following land uses in Coweta County?

Answered: 252 Skipped: 41



Coweta Comprehensive Plan: Land Use & Growth Strategy



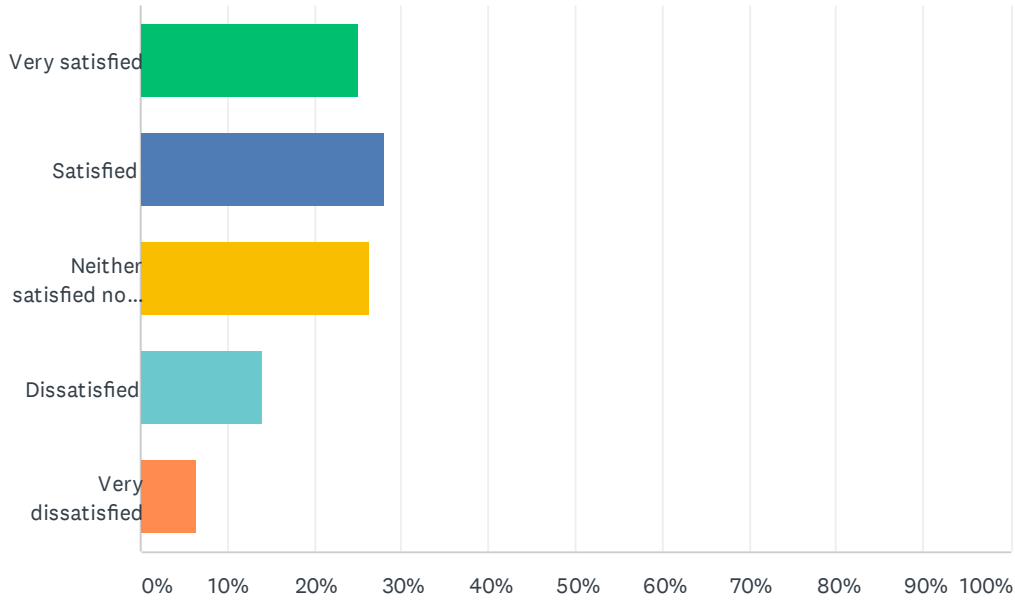
■ Encourage
 ■ Discourage
 ■ No Change
 ■ No Opinion

Coweta Comprehensive Plan: Land Use & Growth Strategy

	ENCOURAGE	DISCOURAGE	NO CHANGE	NO OPINION	TOTAL
Residential development: single-family homes	51.21% 127	20.56% 51	27.02% 67	1.21% 3	248
Residential development: Enhanced density, compact neighborhoods in Growth Priority Areas	20.00% 50	62.80% 157	13.20% 33	4.00% 10	250
Mixed-use development with residential multi-family units	17.93% 45	64.14% 161	13.55% 34	4.38% 11	251
Mixed-use development with only single-family houses	38.21% 94	33.74% 83	21.14% 52	6.91% 17	246
Conventional Agriculture	67.87% 169	6.02% 15	19.68% 49	6.43% 16	249
Public Green Space: conservation areas, parks, playgrounds	77.38% 195	7.54% 19	13.89% 35	1.19% 3	252
Affordable housing	30.65% 76	36.29% 90	27.82% 69	5.24% 13	248
Organic Agriculture	60.16% 151	6.37% 16	19.52% 49	13.94% 35	251
Recreational Trails	70.52% 177	7.97% 20	18.73% 47	2.79% 7	251

Q26 How satisfied are you with the current housing choices currently available to you in Coweta County?

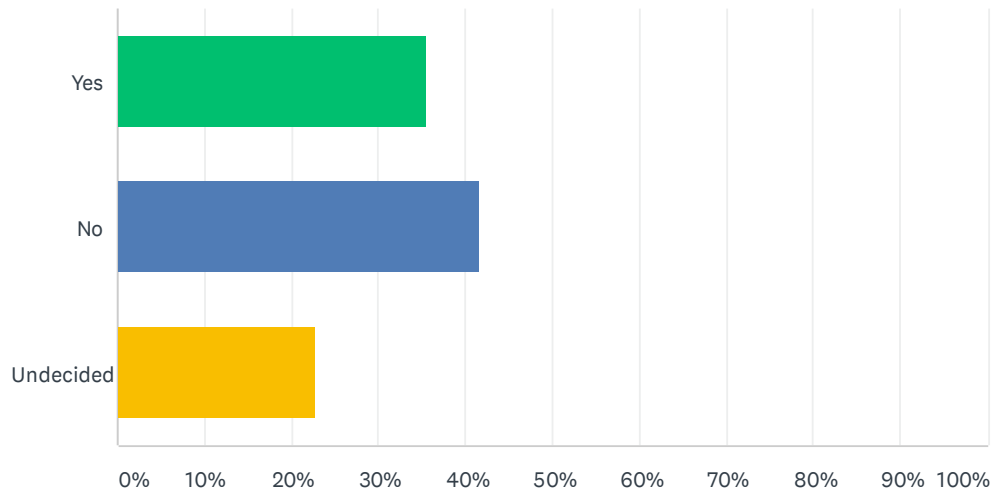
Answered: 250 Skipped: 43



ANSWER CHOICES	RESPONSES	
Very satisfied	25.20%	63
Satisfied	28.00%	70
Neither satisfied nor dissatisfied	26.40%	66
Dissatisfied	14.00%	35
Very dissatisfied	6.40%	16
TOTAL		250

Q27 Would you be open to mixed-use development as a way to address housing demands within the county?

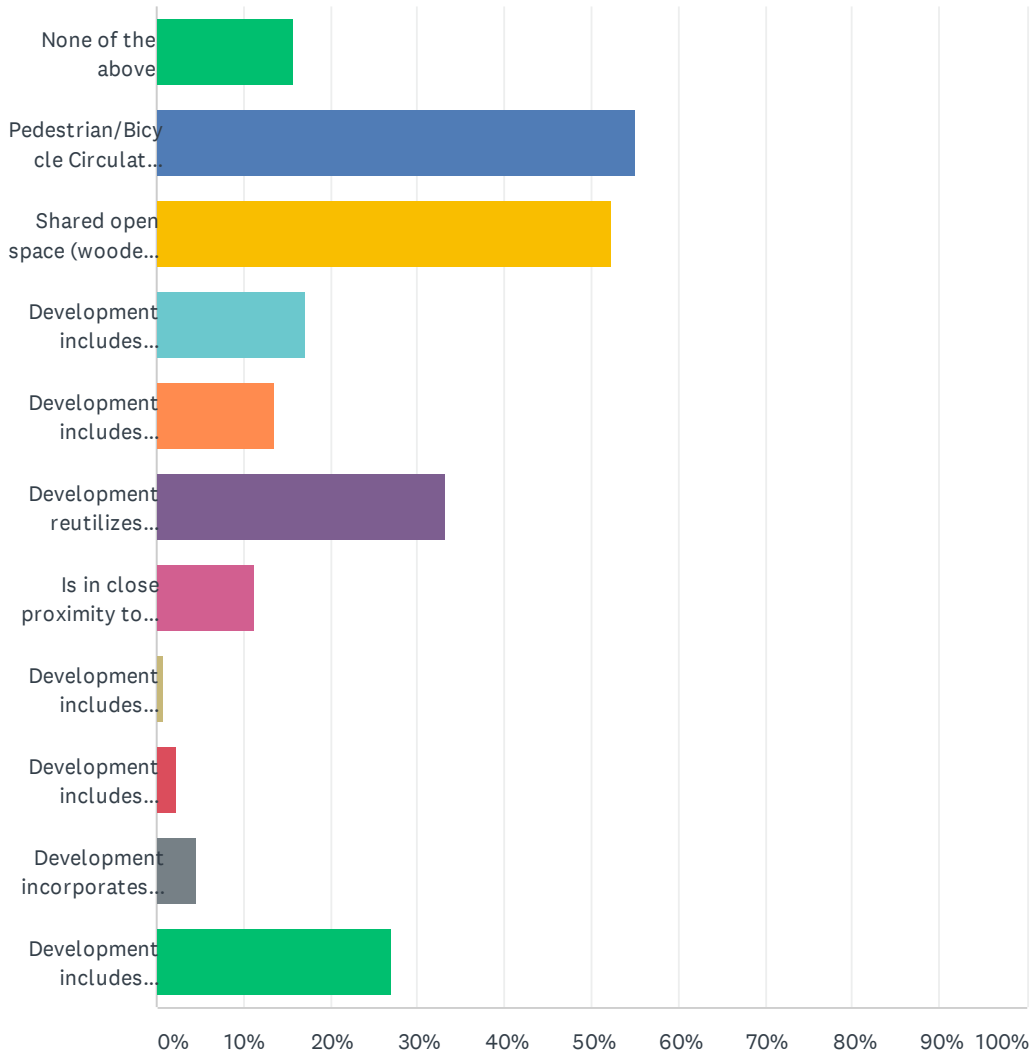
Answered: 219 Skipped: 74



ANSWER CHOICES	RESPONSES
Yes	35.62% 78
No	41.55% 91
Undecided	22.83% 50
TOTAL	219

Q28 Mixed-use developments are designed to enhance economic vitality and minimize adverse impacts to neighboring properties. Identify up to 3 community benefits you would most like to see incorporated into mixed-use developments.

Answered: 222 Skipped: 71

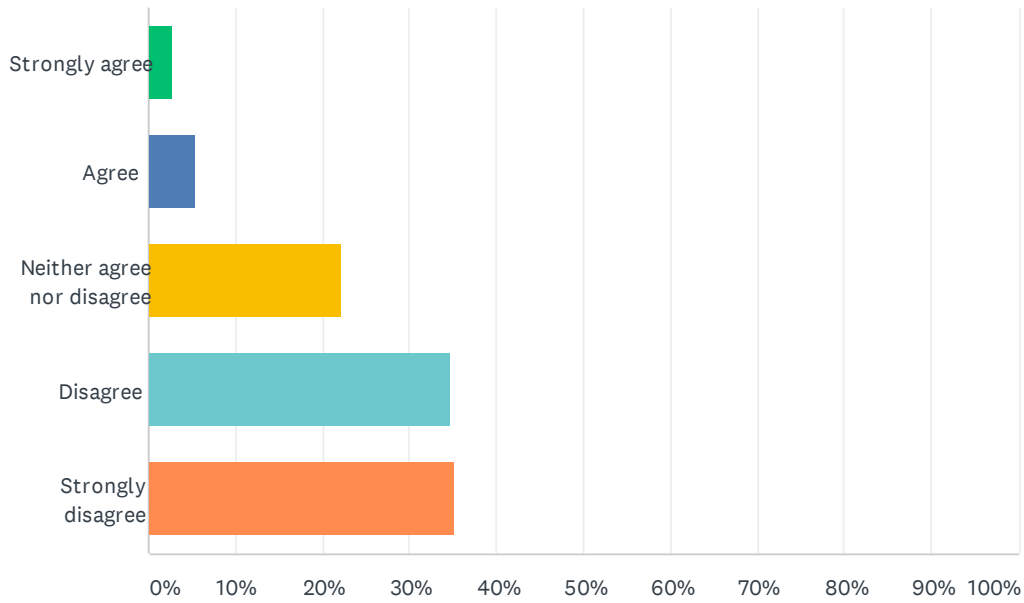


Coweta Comprehensive Plan: Land Use & Growth Strategy

ANSWER CHOICES	RESPONSES	
None of the above	15.77%	35
Pedestrian/Bicycle Circulation within the development (sidewalks, recreational trails, crosswalks, benches along walkways).	54.95%	122
Shared open space (wooded areas, trails, playgrounds, natural undeveloped land for recreation)	52.25%	116
Development includes professional jobs	17.12%	38
Development includes entertainment venues or public event space	13.51%	30
Development reutilizes existing building(s) within the new development plans	33.33%	74
Is in close proximity to public facilities such as libraries or schools	11.26%	25
Development includes meeting space or conference space	0.90%	2
Development includes dedicated business incubation space	2.25%	5
Development incorporates public art	4.50%	10
Development includes dine-in restaurants	27.03%	60
Total Respondents: 222		

Q29 Mixed-use developments should include big-box retailers?

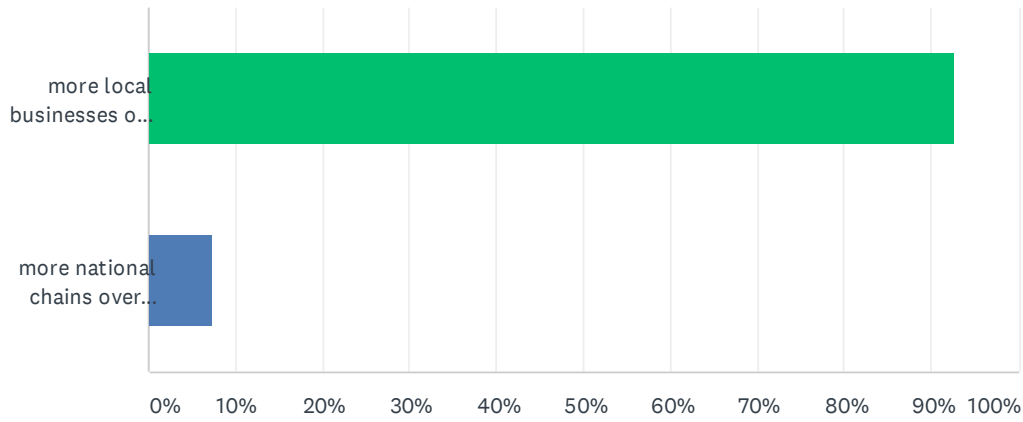
Answered: 222 Skipped: 71



ANSWER CHOICES	RESPONSES	
Strongly agree	2.70%	6
Agree	5.41%	12
Neither agree nor disagree	22.07%	49
Disagree	34.68%	77
Strongly disagree	35.14%	78
TOTAL		222

Q30 Mixed-use developments should include:

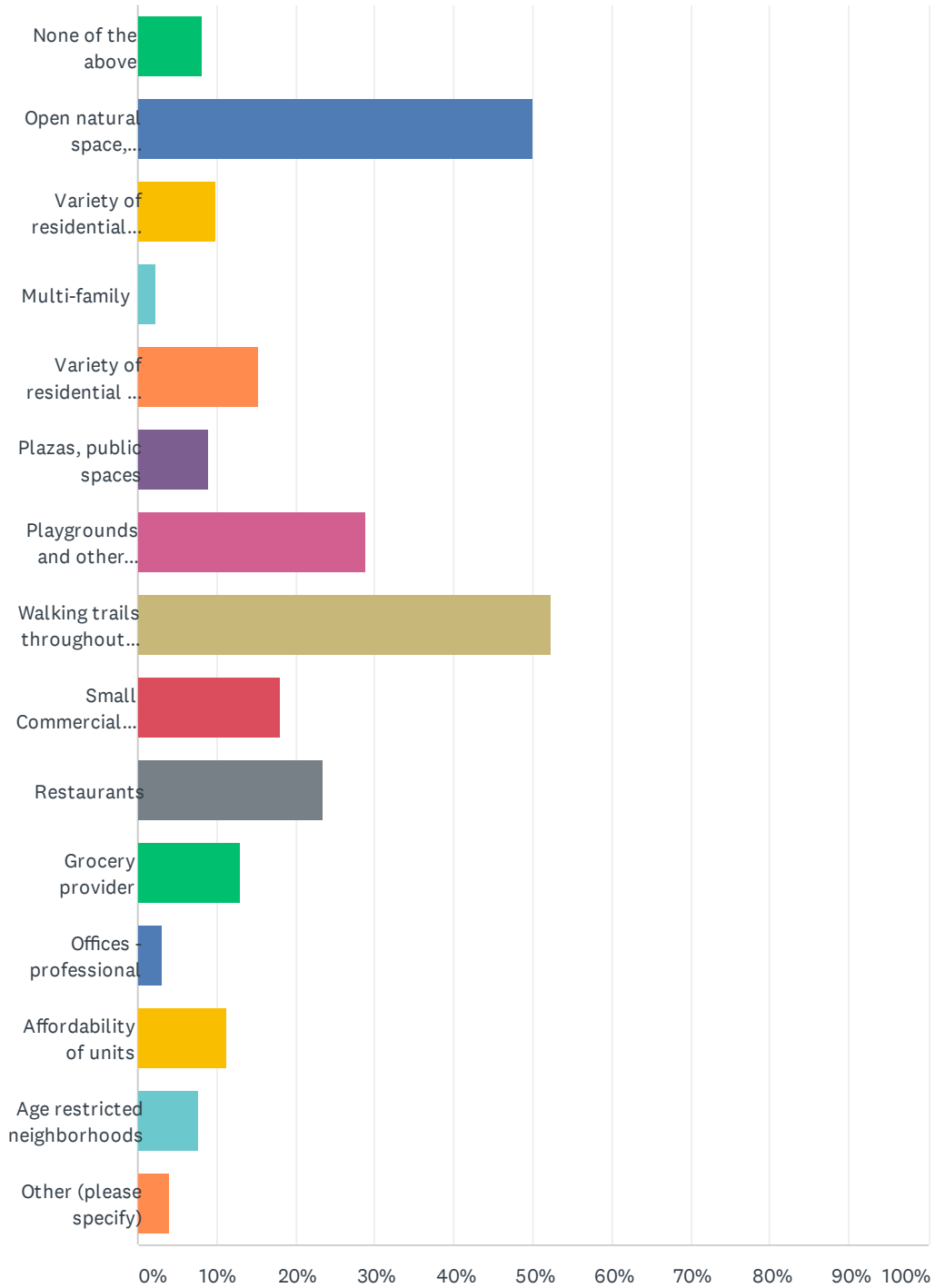
Answered: 217 Skipped: 76



ANSWER CHOICES	RESPONSES	
more local businesses over national chains	92.63%	201
more national chains over local businesses	7.37%	16
TOTAL		217

Q31 What are the most important attributes the county could encourage in mixed use developments? (Select up to 3)

Answered: 222 Skipped: 71

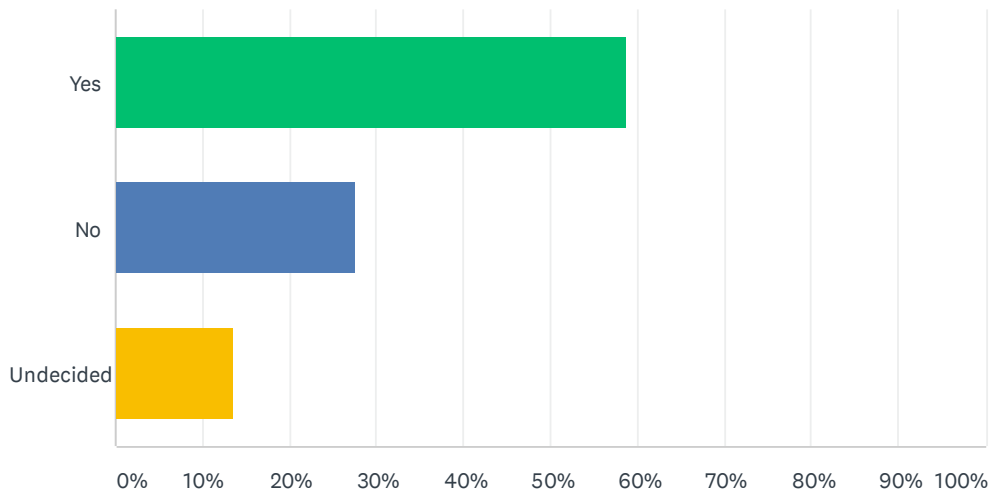


Coweta Comprehensive Plan: Land Use & Growth Strategy

ANSWER CHOICES	RESPONSES	
None of the above	8.11%	18
Open natural space, primarily undeveloped land dedicated to recreation use	50.00%	111
Variety of residential unit sizes (bedrooms)	9.91%	22
Multi-family	2.25%	5
Variety of residential lot size	15.32%	34
Plazas, public spaces	9.01%	20
Playgrounds and other community amenities such as swimming areas, outdoor pavilions, areas dedicated to sports (tennis, basketball, etc.)	28.83%	64
Walking trails throughout which connect the residential areas to non-residential areas within the development	52.25%	116
Small Commercial Retail space	18.02%	40
Restaurants	23.42%	52
Grocery provider	13.06%	29
Offices - professional	3.15%	7
Affordability of units	11.26%	25
Age restricted neighborhoods	7.66%	17
Other (please specify)	4.05%	9
Total Respondents: 222		

Q32 Some mixed-use developments have 2 story buildings with a retail, restaurant, or other active use on the ground floor, and residential or office use on the upper floor. This design replicates the historic commercial corridors during the early 1900s. Do you feel such buildings are appropriate for mixed-use developments in Coweta County?

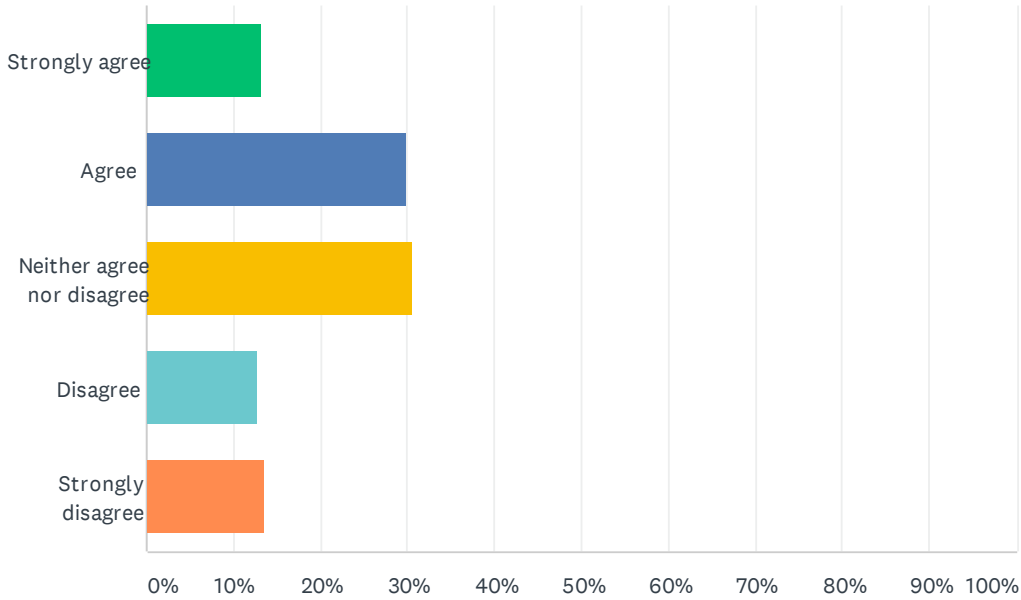
Answered: 221 Skipped: 72



ANSWER CHOICES	RESPONSES	
Yes	58.82%	130
No	27.60%	61
Undecided	13.57%	30
TOTAL		221

Q33 How do you feel about the concept of mixed-use developments in Coweta County in areas that are within 1-2 miles of Interstate Interchanges (exits) ?

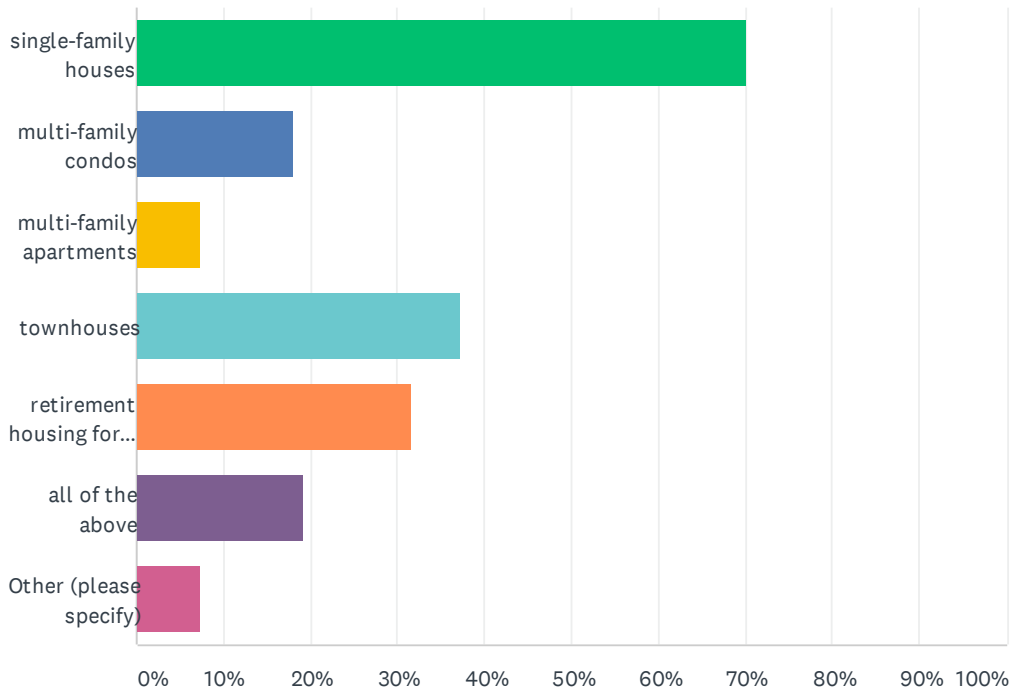
Answered: 220 Skipped: 73



ANSWER CHOICES	RESPONSES	
Strongly agree	13.18%	29
Agree	30.00%	66
Neither agree nor disagree	30.45%	67
Disagree	12.73%	28
Strongly disagree	13.64%	30
TOTAL		220

Q34 Mixed-use developments should include? Check all that apply

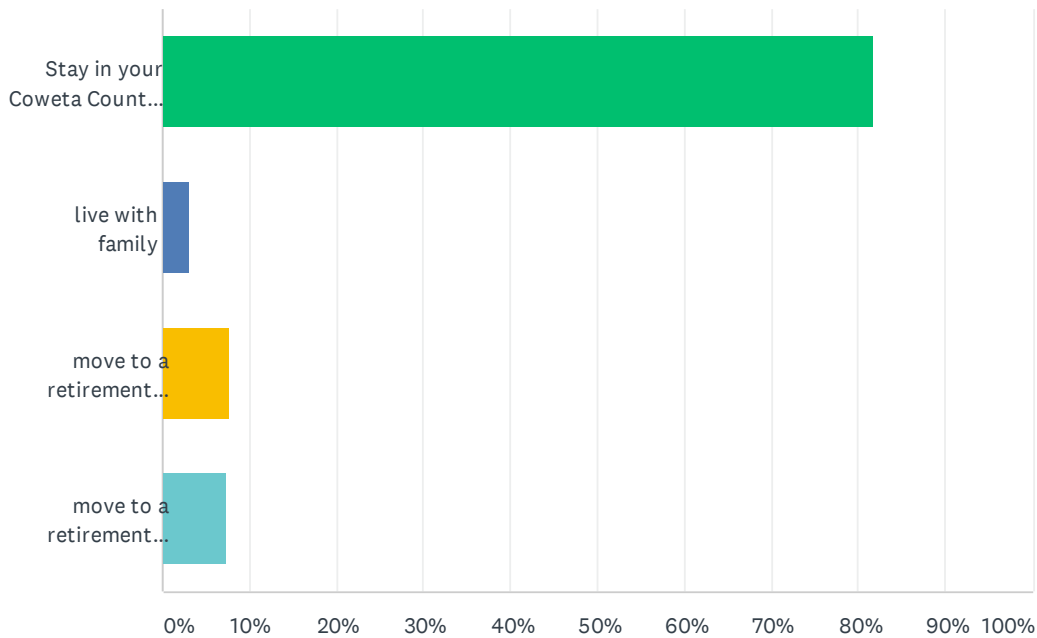
Answered: 218 Skipped: 75



ANSWER CHOICES	RESPONSES	
single-family houses	70.18%	153
multi-family condos	17.89%	39
multi-family apartments	7.34%	16
townhouses	37.16%	81
retirement housing for active adults	31.65%	69
all of the above	19.27%	42
Other (please specify)	7.34%	16
Total Respondents: 218		

Q35 Aging in place. The vast majority of older adults want to age in place, so they can continue to live in their own homes or communities. As the older population grows, the degree to which it can participate in community life and reach needed services will be determined, in part, by how communities are designed. Interest in retirement communities have grown in the past decade because planned retirement developments have the ability to provide more transportation choices, deliver health services in the home, and offer affordable, accessible housing to prevent social isolation. As you age would you rather?

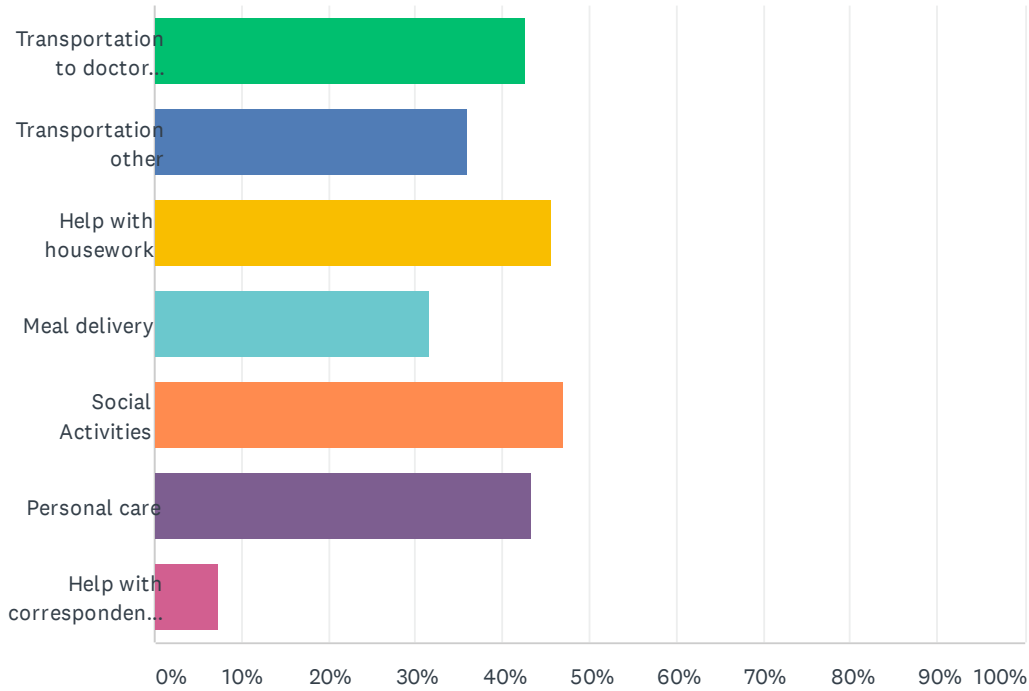
Answered: 220 Skipped: 73



ANSWER CHOICES	RESPONSES	
Stay in your Coweta County home as long as possible.	81.82%	180
live with family	3.18%	7
move to a retirement community in Coweta County	7.73%	17
move to a retirement community	7.27%	16
TOTAL		220

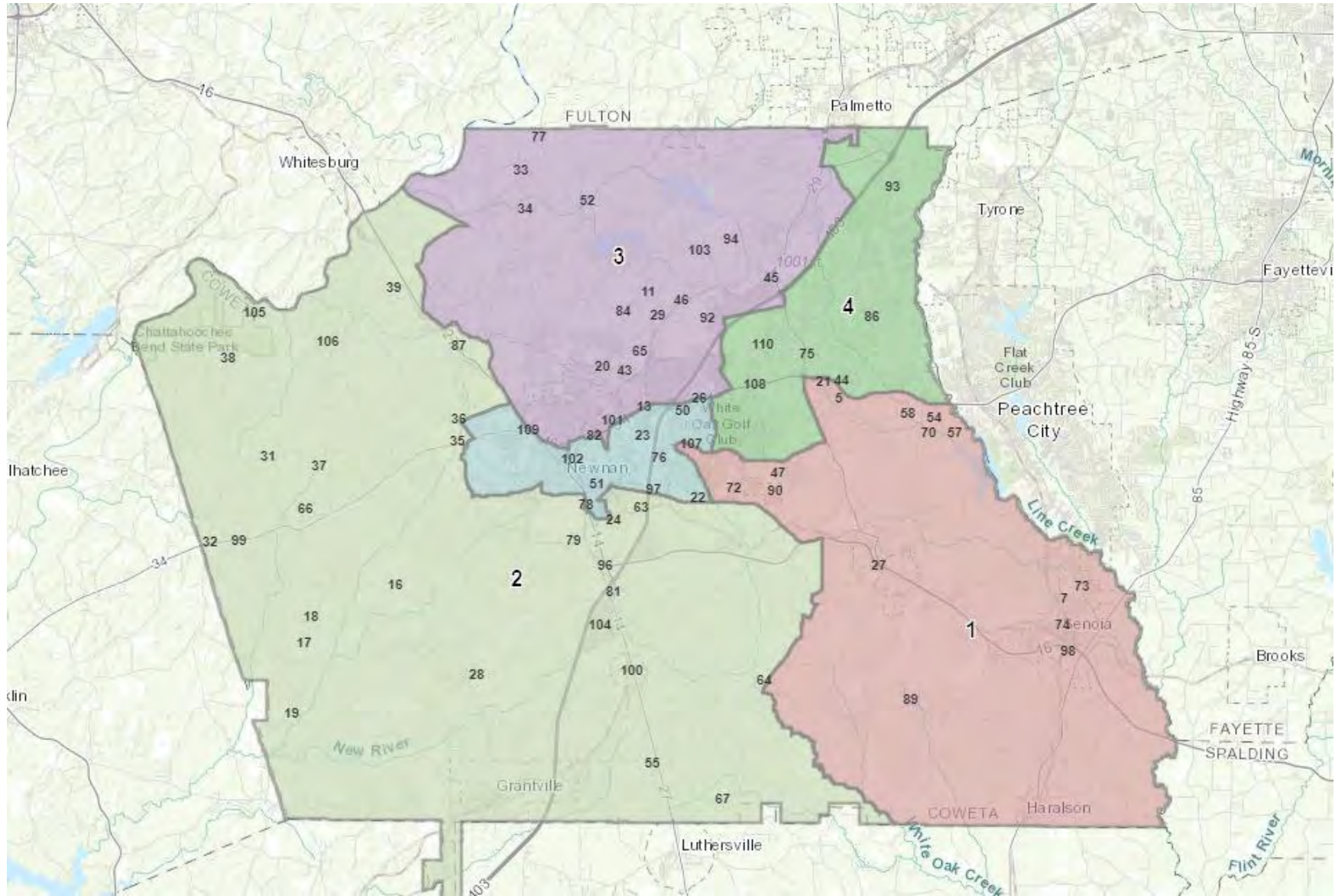
Q36 What type of services do you feel would help you stay in your home? Check all that apply.

Answered: 206 Skipped: 87



ANSWER CHOICES	RESPONSES	
Transportation to doctor appointments	42.72%	88
Transportation other	35.92%	74
Help with housework	45.63%	94
Meal delivery	31.55%	65
Social Activities	47.09%	97
Personal care	43.20%	89
Help with correspondence/mail and assistance with bill pay schedule	7.28%	15
Total Respondents: 206		

Coweta County Online Mapping Land Use Survey



Comment #	Headline	District 1	District 2	District 3	District 4	District 5
7	Love It	No comment				
73	Love It	Hutchinson and Freeman Lakes need to be cleaned and dredged before they become prairie				
74	Don't Like It	Main street needs to be walkable from Couch street to Johnson street. There is no pathway to walk from the multiuse trail to downtown. Although the speed limit is 25 miles an hour, many cars do not comply. Walking to downtown is hazardous since the only pathway is the street. Trying to walk along the side of the road is not viable since there are no shoulders				
71	Complete Communities	<p>Thank you for conducting this survey to better understand what Coweta County means to the people living here. I applaud your efforts to direct growth in meaningful ways that will enhance the quality of life here and preserve what drew us here in the first place.</p> <p>I would prefer quality over quantity when it comes to growth. Smaller houses that are well constructed with</p>				

		<p>good materials and classic styling will gain value over time. Some of the large subdivisions being built in the County are poorly constructed, mass produced homes with no character. The houses may be affordable, but they will not hold their values nor are they pleasing to look at. Some sort of design minimums regarding style and construction materials could be put in place to guide builders to build homes that will last and become the future historic neighborhoods.</p> <p>I'd like to see commercial landscaping with trees and shrubs that are beneficial to birds and pollinators, require less mulch, and use less water.</p>				
98	Don't Like It	No comment				
89	Frozen In Time	No comment				
27	Don't Like It	Very congested				
47	Frozen In Time	I do not want to be in the city limits of Newnan				
49	Don't Like It	Subdivision allows residents to cut most of the trees and foliage infringing on private property and increasing noise complaints				

90	Frozen In Time	No comment				
72	Love It	We loved the area when we bought the home in January 2019; however, developments along Poplar Road and even within Olmstead Park are changing our opinions. We want to see a rural character remain in our area, and that's not happening with the current housing development along Poplar by the I-85 exit. This development is an eyesore, and it's not why we moved here.				
41	Don't Like It	You guys are all criminals, being paid off. There is a apartment complex everywhere now. I'll just move to another county take my big salary with it I hope you get a bunch of section 8s in 10 years idiots				
21	Don't Like It	This development is ludicrous. What about this is supposed to be for retirees? Just allows ridiculous density.				
5	Don't Like It	In the last 25 years, Coweta county has begun to look like Riverdale. that is trashy and congested. strip malls springing up all along 34. many stoplights that back up traffic				

58	Transformations	This area has large 5+ acre tracts suitable for horse farms, etc. Unfortunately, nearby development is encroaching and soon these areas will be pressured to sell out to the developers				
54	Frozen In Time	Great example of privately owned family farm land that acts as a green space area in an area that is showing bottleneck development. We need to preserve rural integrity.				
56	Frozen In Time	good example of long term owned family farm threatened by encroaching development				
57	Frozen In Time	This land is threatened by encroaching development. Traffic has gotten horrible near here and keeps getting worse. When land is needed to widen highways , fix bridges, or needed for other “ improvements”, its the land that has been saved by landowners that is threatened by eminent domain. There are stewards who have taken care of conservation and wildlife in this county. And the integrity of the county is thanks to them. But big money and developers seem				

		to get their way every time. Please don't put more unnecessary grocery stores etc in already high density areas. They need to go where more greatly needed not 4 mins from another. Ridiculous.				
70	Love It	No comment				
105	Frozen In Time		Residents living on Payton Road continue to request local traffic only on dead-end Payton Road. We do NOT desire public access to the state park through our quiet, rural neighborhood and are grateful to our county commissioner for his support.			
38	Love It		Limit development outside state park to preserve character. Also should preserve the granite outcrops which			

			are unique to GA and this region.			
106	That's A Great Idea		Currently, a proposed 'scenic corridor' and bike route is mapped from Wager's Mill Road, to right on Boone Road, then left on Payton Road and finally right on Mt. Carmel. For decades, the county road crews put up road signage directing traffic from Hwy 16 to the Powers Crossroads fair but they went from Wager's Mill Rd, straight onto Arthur Storey Rd, then right on Mt. Carmel. This is a MUCH better route to direct additional traffic or build a multi-use trail. The			

			road is wider and has better-suited flat land along the road side. Boone Road is too narrow and has a dangerous blind curve and we should not direct additional traffic, especially bikes, along this route. Stick to what worked for many years and is just as 'scenic'. Thank you.			
39	Love It		No comment			
59	Frozen In Time		No comment			
87	Love It		No comment			
36	Frozen In Time		Keep wetland for nature. Water preservation and public fishing			
35	Frozen In Time		Keep improve as public fishing wetland nature area			
37	Frozen In Time		Wetland areas should be preserved with buffer for wildlife			

30	Frozen In Time		No comment			
31	Frozen In Time		No comment			
66	Love It		No comment			
99	Love It		No comment			
32	Love It		No comment			
17	Frozen In Time		Keep the rural and agricultural areas in the west side of the county. Smokey Road has turned into subdivisions and is slowly losing its rural character! Once the land is gone...it's gone!			
18	Frozen In Time		Keep the rural feel in West Coweta!			
16	Frozen In Time		I appreciate the opportunity to address the plan with this tool. Great idea! I am concerned that we are developing residential housing in our rural area that current infrastructure doesn't support.			

			<p>With some limited new construction already under way in our area, car and truck traffic is becoming burdensome. Let's maintain large lot sizes (5+ acres minimum, 10+ acres preferred) and work to preserve our rural character, minimize road traffic and protect our quiet neighborhoods in this rural area.</p>			
28	Frozen In Time		<p>I realize that owners will sell land and developers will purchase. Please continue the 5 acre per house rule. I would like to see better home builders, I have walked homes being</p>			

			<p>constructed and they are inferior. Better builders= higher prices but committed homeowners. Not all residents of these lots care about how things look from the road. I own a small farm valued at \$700,000 at least.... and would like to see this area stay that way. A developer has purchased 700+ acres behind me and is currently clearing...that would be a great start. Thank you! I love living in Coweta rural and why I purchased here, pay taxes and have been involved in every County offered citizens course.</p>			
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79	Don't Like It		Hard to get out at certain times of day or when you are in train traffic.			
24	Complete Communities		Lots of opportunity in east Newnan			
96	Change of Scenery		It would be great to have nicer hotels, restaurants, and a grocery store off Exit 41, especially considering the future industrial growth planned for this area.			
95	Don't Like It		I would like to see additional beautification measures near the Exit 41 interchange. Currently, there is a lot of litter at this exit. With the Airport nearby providing an entrance to the county, this area should be beautified to			

			make a good impression on visitors to Coweta County. I would also like to see roadway capacity improvements to Highway 29 as the area and traffic continues to grow with new industrial developments.			
80	Don't Like It		Needs a proper turn lane onto the interstate ramp			
81	Don't Like It		No comment			
104	Don't Like It		This new zoning area is going to cause wrecks due to the additional traffic it will generate.			
100	Frozen In Time		No comment			
64	Frozen In Time		No comment			
55	Frozen In Time		Don't allow more distribution warehouses in or near Moreland. Since you allowed Amazon			

			<p>to open, traffic is terrible, semi's block roads, criminal activity has increased. You are ruining everything that's attractive about Moreland and the surrounding area around Exit 41. No more apartment homes and definitely no mass transit needed.</p>			
67	Frozen In Time		<p>Please do not build up the areas outside Moreland anymore! We moved here because we do not want the crowding.</p>			
28	Frozen In Time		<p>Please keep the homes on 5+ acres of land. This is a beautiful area. Many bikers use our street</p>			

			because of the scenery			
19	Frozen In Time		No comment			
12	Frozen In Time		No comment			
15	Transformations		Area has changed from rural to residential development along this stretch of Smokey Road from Bruce Jackson Road almost to Bill Cline Road. Increased traffic, interior roads and development. Loss of scenic views. County requirements for larger lot sizes and reduced density has protected some greenspace.			
77	Frozen In Time			No comment		
33	Love It			No comment		
34	Love It			No comment		
52	Frozen In Time			Strong need and hope to preserve rural		

				characteristic of this area as described by many residents in the area		
45	Don't Like It			No comment		
94	Frozen In Time			No comment		
103	Frozen In Time			This area and any area within Madras Middle school and Brooks Elementary school should not see any more residential development until they build more schools.		
92	Frozen In Time			Stop building warehouses near private residences.		
46	Frozen In Time			No comment		
11	Frozen In Time			This is our home. We have five acres, which includes a pond, creek, pasture, and woods. We have horses, pigs, chickens, and dogs, along with many wild		

				species of birds, small animals, and deer. We welcome and feed them all. Commercial and industrial development is encroaching, and there seems to be little we can do. As for residential development in this area, what is the impetus for changing zoning density in this area?		
84	Love It			No comment		
29	Frozen In Time			I have many concerns about the safety of this site as a direct connector to the interstate. If I understand correctly, the proposed interchange will connect directly to this intersection, which is		

				<p>adjacent to Heritage School, Wesley Woods, Madras Middle School, and Coweta Fire Station 6. This seems inconsistent with the area's current use. Additionally, the Future Development Map 2016-2036 has this interchange located north on 29 near Walt Sanders road. What precipitated this change? Please reconsider the placement of this thoroughfare, with particular thought to the safety of the students at Heritage and Madras, as well as the welfare of</p>		
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				the residents of Wesley Woods. Thank you for your consideration.		
10	Make Space For New Neighbors			No comment		
65	Frozen In Time			No comment		
53	Make Space For New Neighbors			No comment		
43	Frozen In Time			No comment		
20	Love It			A great example of a county neighborhood		
101	Change of Scenery			No comment		
13	Don't Like It			Very busy intersection. I think the county(city?) is doing the best it can to manage the traffic but have to stay on top of it.		
26	Don't Like It			very congested traffic		
62	Frozen In Time			No comment		
93	That's A Great Idea				Professional jobs needed nearby so we don't have to commute into Atlanta. There are few job	

					<p>opportunities on the southside for college educated employees. We need software developer and other IT positions, finance/accounting, office positions. We do NOT need more warehouses which provide low paying jobs and destroy the roads. Our son graduated college and got a starting salary in the mid-80,000s but had to move to Atlanta.</p> <p>The north part of the county is like a food and shopping desert. We need grocery stores, dine-in restaurants, doctor and dental offices. Why do we have to go into Fayette County to spend our discretionary income? How much</p>	
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					<p>is Coweta missing in sales taxes?</p> <p>We were supposed to get a grocery store years ago across from Frank's restaurant. A developer was trying to put in a warehouse which the residents were against. Then the developer snuck it in by becoming part of Palmetto. Warehouses do NOT belong in residential areas like the north end of the county.</p>	
86	Don't Like It				<p>The awkward highly-trafficked intersection guaranteed to cause multiple crashes per month.</p>	
85	Frozen In Time				<p>This area needs to be left alone. Do not develop this area. There is no infrastructure to add 800 homes in this area. This area</p>	

					being wooded keeps our part of town beautiful	
110	Don't Like It				No comment	
75	Don't Like It				Traffic needs to be addressed in this area! There is zero police presence, and traffic is horrible at peak times. Also, speeders are constantly driving high speeds in neighborhoods.	
6	Frozen In Time				No comment	
108	Don't Like It				Another example of needless traffic backup by the lack of a dedicated right turn lane. Dedicated right turn lanes - and ones of decent length, at certain intersections would be a cheap way to make dramatic improvements in congestion and flow. How the heck this was ever built is a mystery to me.	
44	Love It				No comment	

48	Don't Like It					No comment
50	Don't Like It					Traffic is bad here. Cars block the intersection leaving Walmart. It's dangerous.
23	Don't Like It					Very difficult to cross street as pedestrian
107	Don't Like It					This intersection is ludicrous. Two through lanes and no dedicated right turn lane. There should never be an intersection without a dedicated right turn lane. In this case, there is NO REASON WHATSOEVER to have two through lanes. Yet people wanting to turn right - the vast majority of traffic flows here, have to wait behind one person who

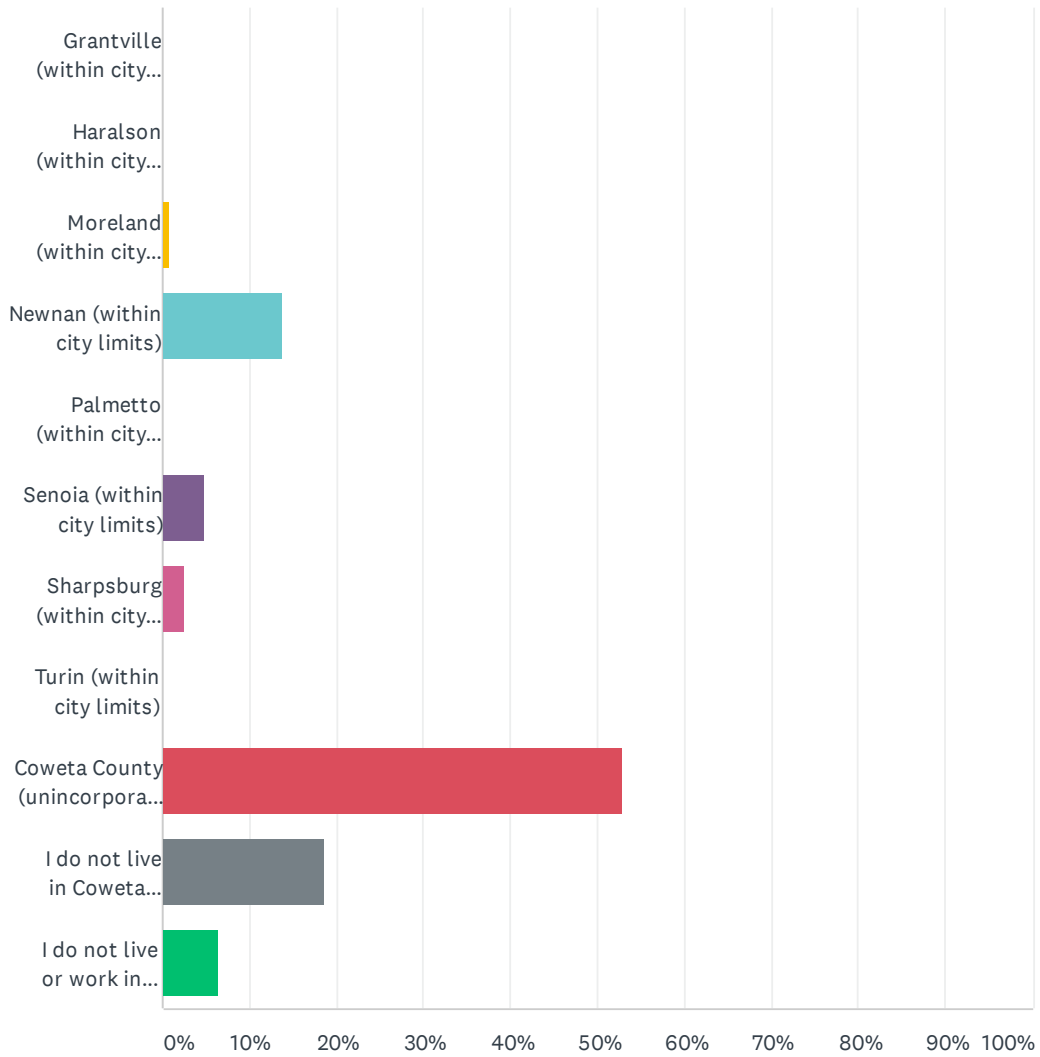
						<p>chooses to sit in that right through lane. Cut it down to one through lane, and anybody who needs to get over to take a right onto market square way will have easy, open access to do so and plenty of room. I know because I've done it just to make sure.</p>
25	Don't Like It					<p>very congested with traffic</p>
14	Don't Like It					<p>No comment</p>
76	Don't Like It					<p>This area has become over populated with improper infrastructure to handle the flow of traffic.</p>
22	Don't Like It					<p>No one would want to live on these tiny lots. Please don't force people to</p>

						give up yards to be able to afford a house. Houses are too big, lots are too small.
83	Don't Like It					Needs turn lanes into Chick-fil-A and also into the gas station on the opposite side.
97	Complete Communities					No comment
51	Don't Like It					No comment
78	Don't Like It					No comment
61	Change of Scenery					No comment
88	Frozen In Time					
102	That's A Great Idea					I would love to see Caldwell Tanks turn into an African American history museum.
4	Historic Communities					I love the Newnan court square!!
60	Frozen In Time					No comment
109	Don't Like It					This intersection has been ignored for so long. It's not as bad as some, but it has been

						<p>an issue for a long time. Because it includes three jurisdictions - county, city and NSF railway, nobody has ever bothered to try to do something about it.</p>
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Q1 Do you live in one of the following?

Answered: 123 Skipped: 0

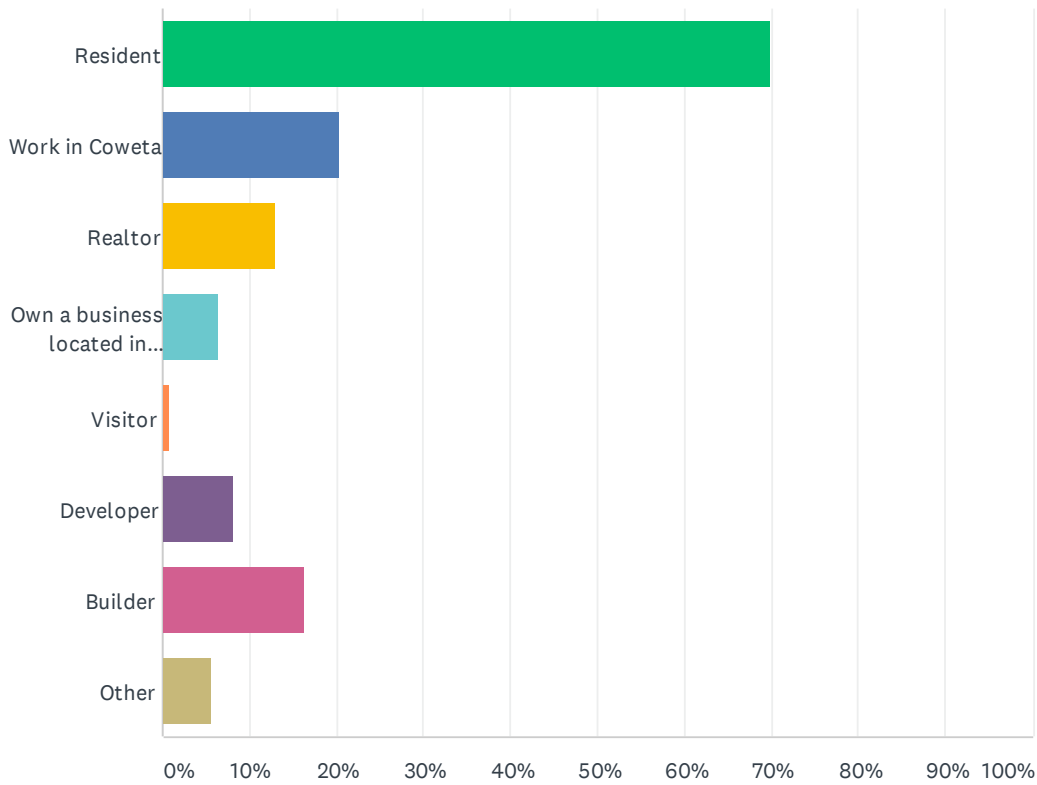


2041 Coweta County Comprehensive Plan : Public Comment Questionnaire

ANSWER CHOICES	RESPONSES	
Grantville (within city limits)	0.00%	0
Haralson (within city limits)	0.00%	0
Moreland (within city limits)	0.81%	1
Newnan (within city limits)	13.82%	17
Palmetto (within city limits)	0.00%	0
Senoia (within city limits)	4.88%	6
Sharpsburg (within city limits)	2.44%	3
Turin (within city limits)	0.00%	0
Coweta County (unincorporated)	52.85%	65
I do not live in Coweta County, but my place of employment is located in Coweta County.	18.70%	23
I do not live or work in Coweta County	6.50%	8
TOTAL		123

Q2 Please select which stakeholder group you most closely identify (Please select all that apply).

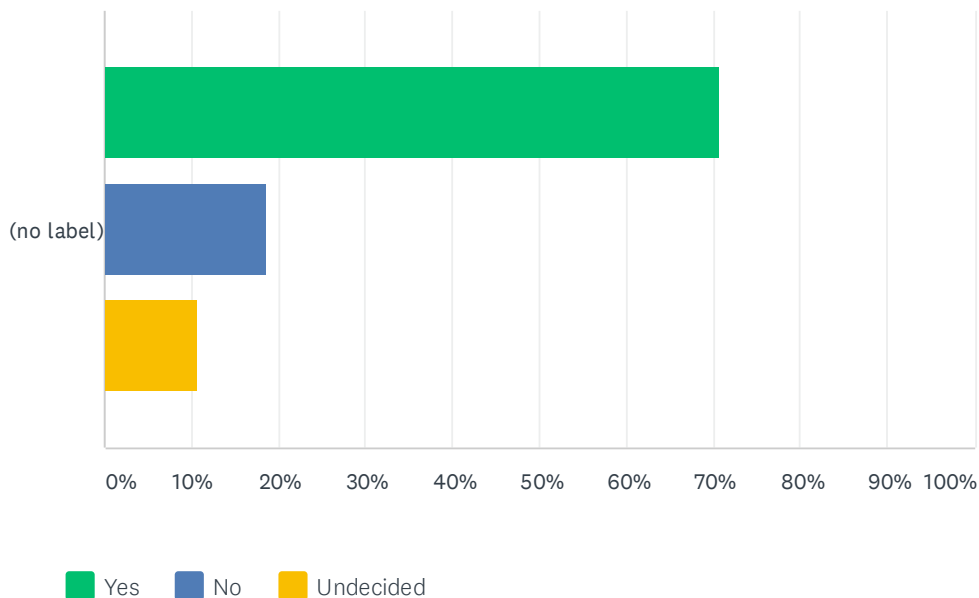
Answered: 123 Skipped: 0



ANSWER CHOICES	RESPONSES	
Resident	69.92%	86
Work in Coweta	20.33%	25
Realtor	13.01%	16
Own a business located in Coweta County	6.50%	8
Visitor	0.81%	1
Developer	8.13%	10
Builder	16.26%	20
Other	5.69%	7
Total Respondents: 123		

Q3 The Vision Statement for the 2041 Comprehensive Plan was updated to reflect input from the public. Do you agree with the following Vision Statement for Coweta County? Please, use the comment box below for additional comments for the Community Vision. The County recognizes the distinct characteristics of each community that forms Coweta and desires to facilitate strong and vibrant communities through a balance of rural preservation and appropriate growth strategies. Coweta County strives to enhance economic development through continuous and deliberate planning of transportation and land use. The resulting communities will provide a unique sense of place and home by preserving and maintaining established neighborhoods and creating land-use opportunities to facilitate new homes and communities as essential sources accessible to all families. Thus, providing all residents the opportunity to thrive in Coweta County.

Answered: 123 Skipped: 0



	YES	NO	UNDECIDED	TOTAL	WEIGHTED AVERAGE
(no label)	70.73% 87	18.70% 23	10.57% 13	123	1.29

#	OTHER (PLEASE SPECIFY)	DATE
1	Great statements but very vague. Need details.	8/20/2021 3:11 PM
2	We like the dual vision of preservation and new growth. New home's are needed but we also enjoy our country home.	8/20/2021 3:01 PM
3	In comparison to the old vision statement, this statement seems to take away much of what makes Coweta County what it is. Its rural character. Unfortunately, this statement seems to	8/20/2021 8:12 AM

2041 Coweta County Comprehensive Plan : Public Comment Questionnaire

put too much emphasis on growth and new homes which if not closely monitored, will cause Coweta to become an urban traffic jam that many other metro Atlanta counties have become. This statement puts rural character and preservation on the back burner to "creating land-use for new homes" and "growth strategies."

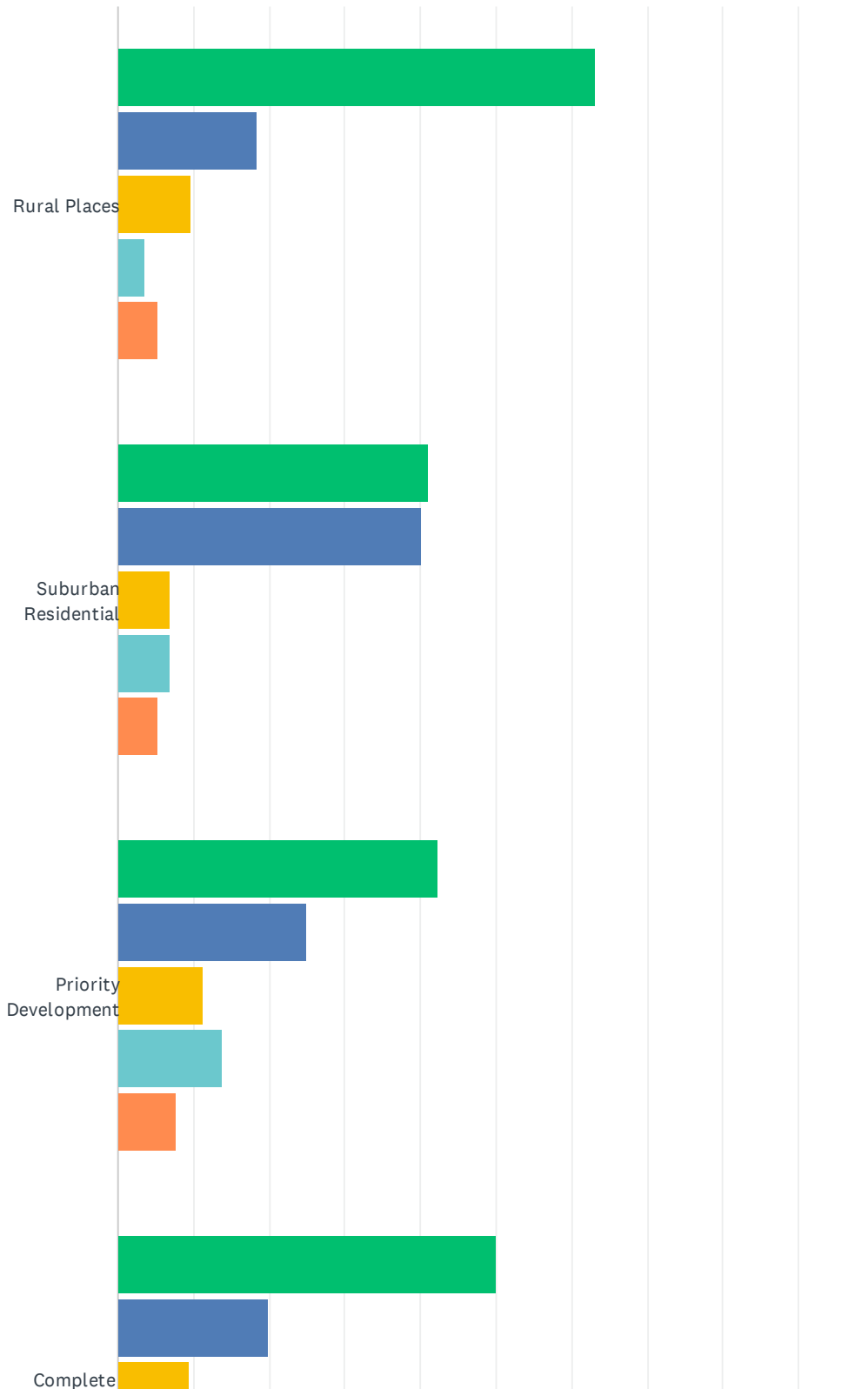
4	Define "appropriate growth strategy"	8/18/2021 4:52 PM
5	How are you going to achieve this vision. The densities allowed in the land annexed into the city of Newnan is totally unacceptable	8/17/2021 7:41 AM
6	Our roads and schools can't handle the growth.	8/16/2021 6:02 PM
7	There should be a specific focus on developing the towns that already exist and are crumbling due to age and neglect. Proper infrastructure investment can revitalize the towns to make them desirable and thereby curtail the loss of farmland, open undeveloped space clean air and water. We need to rebuild what we have rather than just build somewhere else.	8/16/2021 11:56 AM
8	Plans are fine, but problems need to be recognized and addressed head on. How are schools and traffic being address? Until these two issues are resolved there should be a pause in issuance of building permits, especially high density.	8/16/2021 11:38 AM
9	My concern is high density housing plus any federally funded low income housing. The impact on crime & medical facilities could be devastating.	8/15/2021 5:36 PM
10	As a vision statement, it comes across as more of a growth statement. In other words, I read this to say the county is growing and this is how it is going to be handled, regardless.	8/15/2021 3:27 PM
11	Sounds good on paper...	8/15/2021 12:01 PM
12	Great if actions follow the words. So far not.	8/15/2021 11:36 AM
13	I like that it speaks to growth and protecting rural land, and recognizes all communities. It is lengthy. It should end after 1st sentence.	8/15/2021 11:22 AM
14	Why build these huge distribution warehouses with no thought of the impact to traffic and the environment?	8/15/2021 7:52 AM
15	I do not care for the ruralness. I would like smaller lots and more walkable neighborhoods. We need lights in the roads. Bright headlights blind the oncoming cars.	8/14/2021 11:10 PM
16	The statements are pretty vague. Some concrete idea of residential housing density would be reasonable. EX. new residential areas will be 90% single family, detached dwellings on at least .8 acre of land. Commercial developments will be spread out in clusters like Peachtree City rather than continual sprawl along major roadways. Unoccupied commercial space will be used before new commercial development is permitted.	8/14/2021 10:08 PM
17	I disagree with any additional high density residential developments. The rural character of the entire county should be maintained, not just those limited areas of the county labeled as "rural".	8/14/2021 8:42 PM
18	You are just building a developer dream brochure. A mixed use development with retail, commercial and residential and tiny sliver of a park. I bet they did the plan for free. You idiots are on board and I bet are too stupid to even get a real payoff for being complicit. No bag of money but sold your soul to developers for some braves tickets or a hot dog meal. Who on earth would want to live 30 miles away from Atlanta and have that style here. First there are no real jobs. Warehouse work, restaurant or tjmaxx type jobs. You think that will support a 400k house with mixed use. One of the geniuses that comes up with give away land for amazon paying \$15 an hour is on the steering the committee, Westmoreland so he is part of the problem. Do whatever you want I work at the airport make a big income and will just rent my house out to any loser that comes along. Then move another county south or west.....	8/14/2021 3:57 PM
19	The growth in this county is out of control. Building and subdivision eating up the uniqueness of Coweta County. If I wanted that much growth I would be on the North end of town. No adjustments towards infrastructure and making the builders responsible for increased burden on our roads, water, utilities and MOST importantly on First Responders. Y'all do as you please and really don't give a rip. Some of you have been in your positions way too long and have become senile in seeing the damage you are causing this county. Shame on YOU!	8/14/2021 12:29 PM
20	No more apartments	8/14/2021 12:28 PM

2041 Coweta County Comprehensive Plan : Public Comment Questionnaire

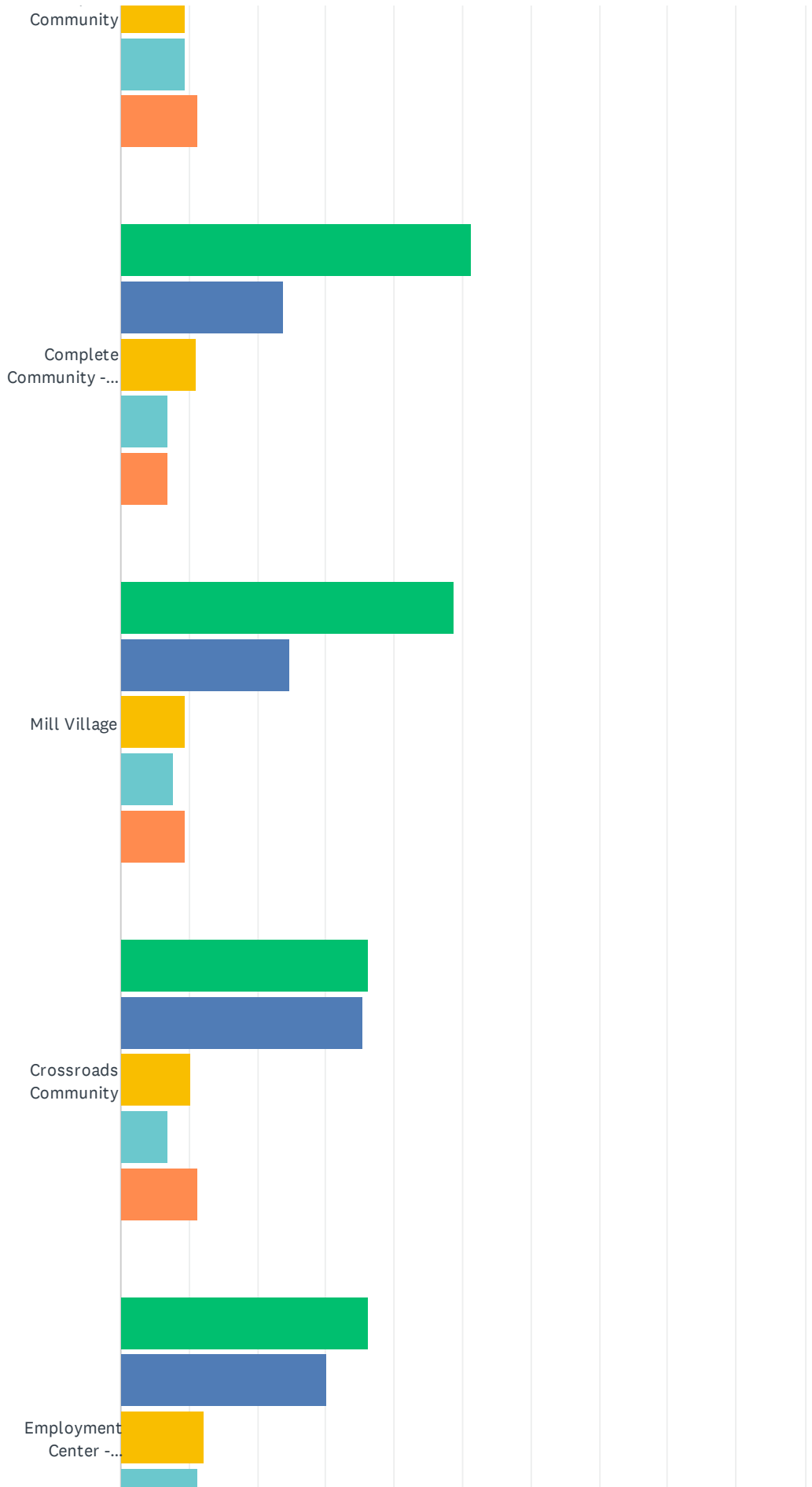
21	I would agree if I felt certain that officials Weill stick to the plan. Usually they dont	8/14/2021 6:57 AM
22	The quality of lime here will deteriorate if low income housing continues to be allowed to develop here. We are going down the same road Henry County did years ago and that county has been ruined.	8/13/2021 10:01 PM
23	Young families need places to live. My college educated kids cannot afford to live in the county they grew up. That's sad.	8/13/2021 5:34 PM
24	We don't need more public transportation that just increases crime and causes problems. We need to stop allowing apartments they are ruining this county. Stop the uncensored growth.	8/13/2021 2:00 PM
25	Coweta growth is too much. Everyone I speak to feels the same way. We moved here 20 years ago, but the last 5 years are insane! Our roads are not meant for that much traffic. This has got to stop. Subdivisions on poplar rd are built of the lowest quality, going up almost overnight. Also the quality of people coming in is disturbing, evident in the crime rates.	8/13/2021 10:44 AM
26	More dense housing is not needed. This will make Coweta look like Atlanta and have too many people here. That is not needed.	8/13/2021 9:46 AM
27	The problem is this statement is fluff. I have seen nothing but growth that brings economic gain since we have moved here (i.e. building homes, business, etc...) with no support for infrastructure/roadways. Rural preservation can't happen when there are people looking to annex portions adjacent to Newnan as non-rural and over fill those areas with homes that bypass the current policy for lot size. Once you start down this slippery path you will continue to annex until you reach the extents of the county and you have destroyed the rural preservation of Coweta.	8/13/2021 9:28 AM

Q4 Do you agree with the Character Areas proposed for land use designation? Please use the comment box for additional comments regarding the character areas.

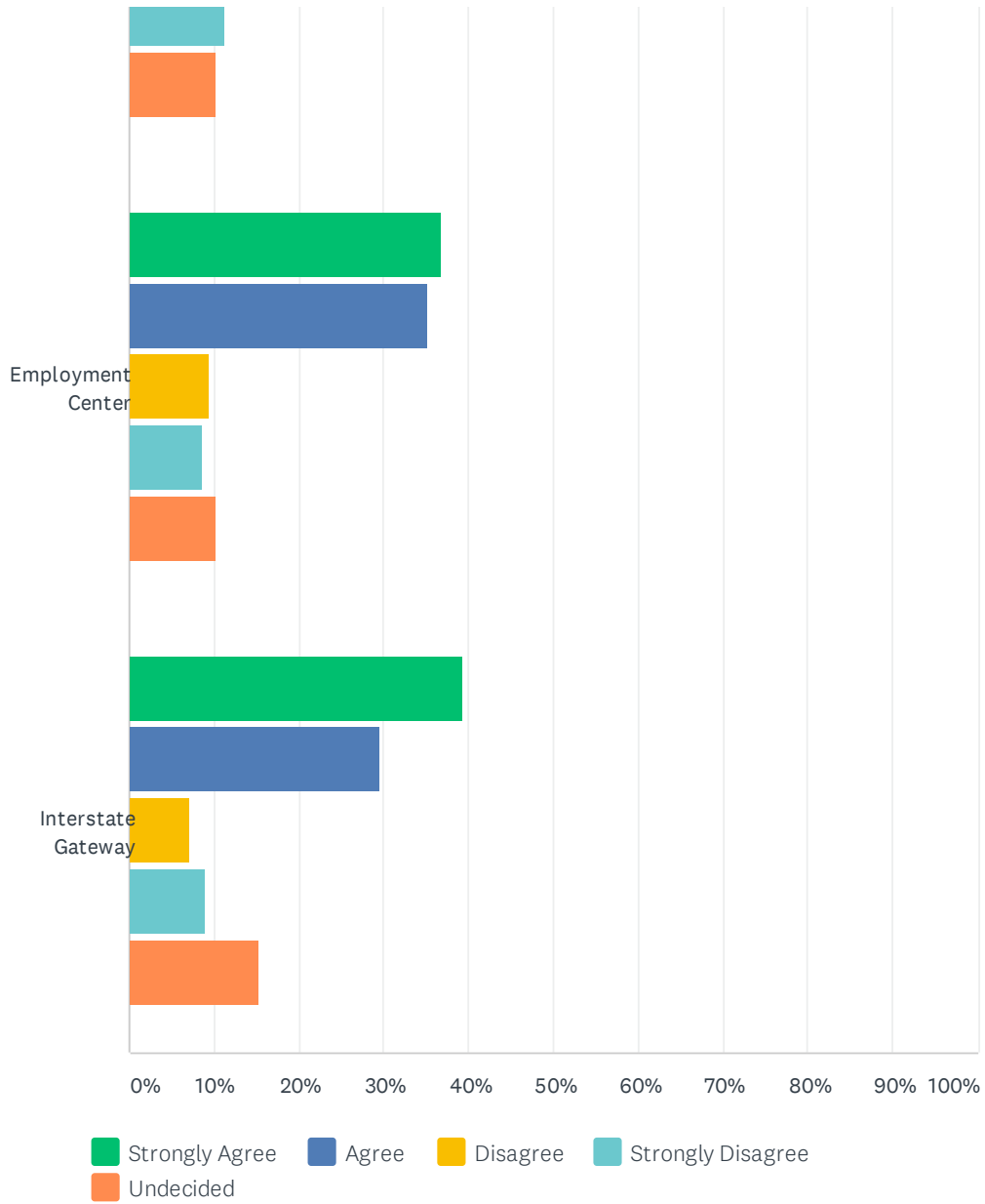
Answered: 118 Skipped: 5



2041 Coweta County Comprehensive Plan : Public Comment Questionnaire



2041 Coweta County Comprehensive Plan : Public Comment Questionnaire



2041 Coweta County Comprehensive Plan : Public Comment Questionnaire

	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNDECIDED	TOTAL
Rural Places	63.16% 72	18.42% 21	9.65% 11	3.51% 4	5.26% 6	114
Suburban Residential	41.03% 48	40.17% 47	6.84% 8	6.84% 8	5.13% 6	117
Priority Development	42.24% 49	25.00% 29	11.21% 13	13.79% 16	7.76% 9	116
Complete Community	50.00% 58	19.83% 23	9.48% 11	9.48% 11	11.21% 13	116
Complete Community - Rural Village	51.28% 60	23.93% 28	11.11% 13	6.84% 8	6.84% 8	117
Mill Village	48.72% 57	24.79% 29	9.40% 11	7.69% 9	9.40% 11	117
Crossroads Community	36.21% 42	35.34% 41	10.34% 12	6.90% 8	11.21% 13	116
Employment Center - Industrial	36.21% 42	30.17% 35	12.07% 14	11.21% 13	10.34% 12	116
Employment Center	36.75% 43	35.04% 41	9.40% 11	8.55% 10	10.26% 12	117
Interstate Gateway	39.29% 44	29.46% 33	7.14% 8	8.93% 10	15.18% 17	112

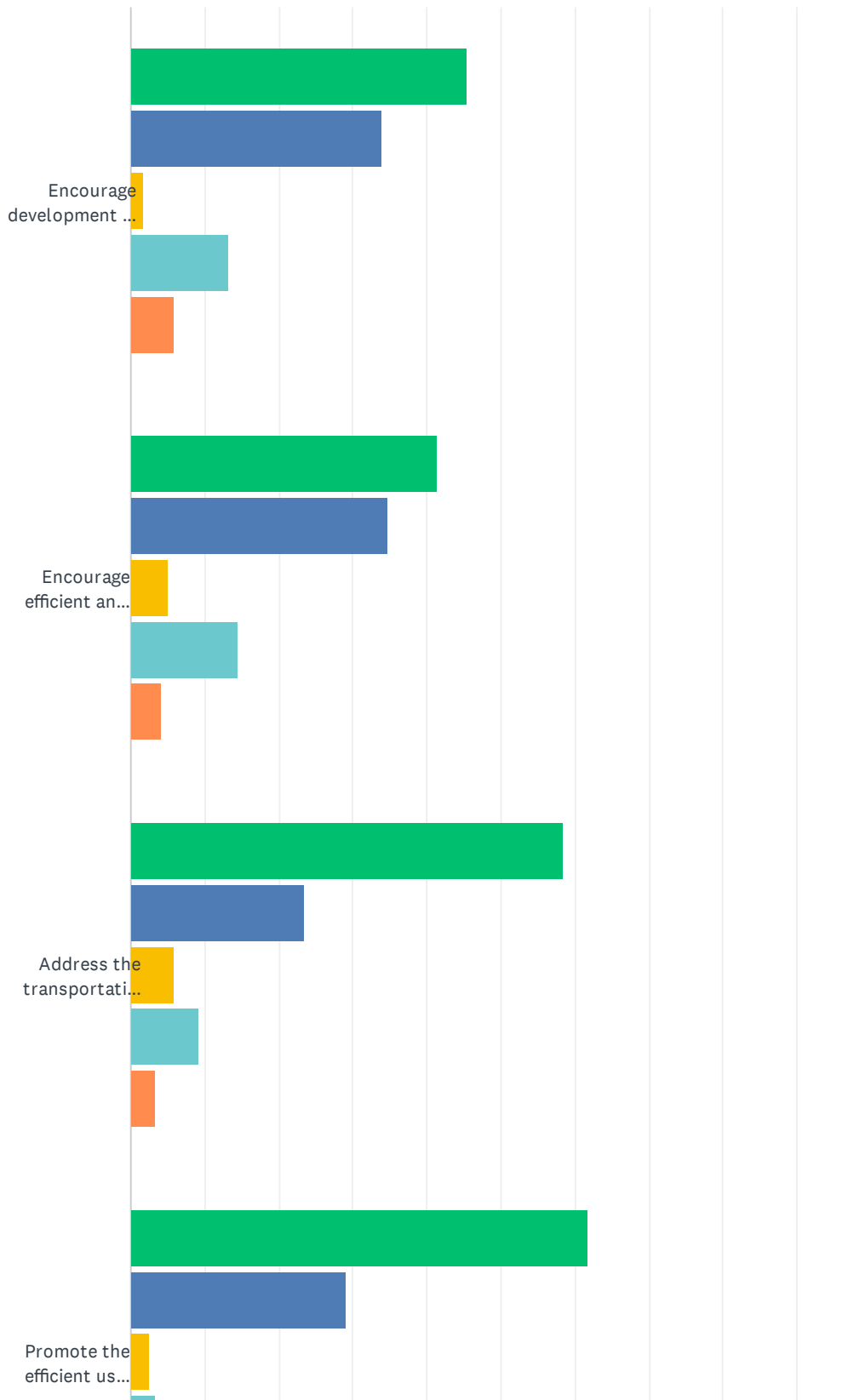
#	OTHER (PLEASE SPECIFY)	DATE
1	More affordable homes are needed. It's very sad that so many are outspoken against homes for young families. What area will provide this need?	8/20/2021 3:11 PM
2	Will growth strategy allow some New growth of suburban area?	8/20/2021 3:01 PM
3	Stop destroying this county with growth before you get Columbus.	8/19/2021 12:15 AM
4	I disagree with any and all high density housing in unincorporated Coweta County.	8/18/2021 4:52 PM
5	Definitions are needed. Minimum lot sizes must be provided as well as overall density.	8/17/2021 7:41 AM
6	The things written sound great on paper, but what is the actual plan to put them into action?	8/16/2021 11:38 AM
7	Proposed industrial development definitely will impact congestion. Roadways & interstate access must go hand in hand with any further developments. Coweta does not need to become another industrial park for the greater ATL area.	8/15/2021 5:36 PM
8	For each of these "Character Areas", the slides describe how they are now and what the ideal situation is for development. Most allow for high density development, which allows 4 houses per acre. It doesn't matter what the communities are called, in the end they are high density. The plan does address transportation, but I didn't read much in the way of solutions. Also the school system needs to be addressed as an owner in this plan since this will affect them. I understand the need for a comprehensive plan, and growth is inevitable. Properly managing growth is imperative, but it can be slowed down and managed. What I don't see in this plan is any slowing down of growth, instead I see it accelerating it. I hate to be cynical, but going through all 191 slides, I get the distinct feeling this was written by and for developers. I do not believe most Coweta citizens want high density communities in the county.	8/15/2021 3:27 PM
9	I could not find these proposals.	8/14/2021 11:10 PM
10	All areas outside of the city limits should be encouraged to be rural. Employment growth in the industrial areas is ok.	8/14/2021 8:42 PM
11	No more than .25 an acre with sewer, no more than 1.6 acre without. No matter how much your developers your in bed with beg.	8/14/2021 3:57 PM

2041 Coweta County Comprehensive Plan : Public Comment Questionnaire

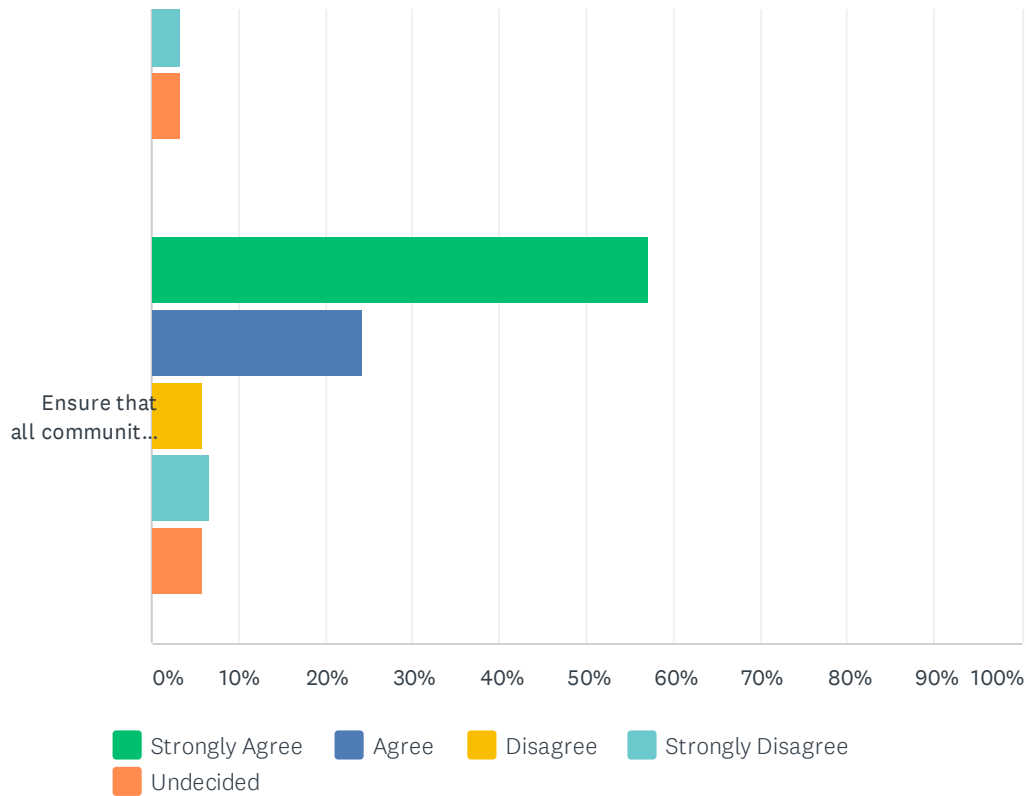
12	Very much want sensible development, we need affordable housing but we need also need something like the proposed over 55 development of Del Webb, I am of that age group. We have the means for that type of housing and to pay the taxes on that valuation. Many starting out need something much less that is affordable!!!	8/14/2021 2:14 PM
13	This county totally ignores the rural and agriculture aspect of the community. All this county does is build, build, build...DESTROYING FARMS!	8/14/2021 1:08 PM
14	Make use of empty storefronts before building more buildings would be a start. It would certainly help anchor businesses and small businesses. Oh, I forgot, y'all go after the big money and big revenue with little to NO investment to the county. You blame DOT for the poor roads and don't bother to increase people to work in an already taxed community with First Responders.	8/14/2021 12:29 PM
15	Affordable housing is need. Not everyone can afford 300k starter homes. Newnan acts like an exclusive club. They want us to work in their stores and restaurants but they don't want us to live here.	8/14/2021 11:14 AM
16	We can't continue it to bring down the median income here with more apartments and cheap homes. We will never attract nice businesses or restaurants to open here other than more fast food, car washes and car parts stores if things don't get changed now! The same fast food and junk is going up everywhere- just like Henry county and Clayton county did years ago. Nobody wants all this here so why are you allowing it?!	8/13/2021 10:01 PM
17	I disagree with any further development until two basic things are improved. There needs to be at least one additional high school and traffic needs to be addressed by clocking lights at a minimum. Until those are accomplished, we do not need more residents. Coweta County is losing all of its small town rural charm. It's starting to look like all of the overgrown, overpriced areas of metro Atlanta. Is it really progress and is it really necessary? We're losing everything that we moved down here for.	8/13/2021 1:16 PM
18	The areas near my home which are identified as Rural Places are already becoming suburban residential - not rural. In the past few years, high-density subdivisions have been built on every piece of land that is sold. As of this week, there are new subdivisions breaking ground that do not meet the one dwelling per 5 acres.	8/13/2021 9:31 AM
19	For complete community the focus appears to be circular around each interstate exit, which is good for commuters and such, but terrible for those trying to reach the other side of the interstate. Coweta is unfortunately divided in half by I-85 and the number of areas to get from one side to the other is a huge bottleneck. There are only 10 bridges to cross I-85, and the ones focused around exits are huge bottlenecks for the community. This must be addressed before any sort of complete community can even be considered. And the thought that one should occur at 154 around Arbor Springs is just crazy. The traffic through there is terrible and it will only get worse. The following comment under complete community, "New development should set aside open space to minimize the amount of land consumed for new development" needs to be changed from a should to a shall. We own this community and we should be dictating how development is done, not begging and asking for someone to hopefully follow our recommendations. It should be mandated or else it should not be done.	8/13/2021 9:28 AM
20	Lots of information in the plan. It may have been in there an i missed it - but would love to see county step away from 1700 sq ft house size requirements. That is too big. Wonderful homes can be built that are smaller and still have high value. Many people want to downsize into a smaller footprint of a home, but the options for building smaller are limited it appears. While the county may not be ready to embrace "tiny homes" - allowing for smaller square footage would allow some to spend on higher quality materials and fixtures and lower long term home expenses.	8/13/2021 7:01 AM

Q5 Do you agree with the Goals for Coweta County? Please use the comment box for additional comments regarding the goals.

Answered: 121 Skipped: 2



2041 Coweta County Comprehensive Plan : Public Comment Questionnaire



	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	UNDECIDED	TOTAL
Encourage development or expansion of businesses and industries that are suitable for the community	45.45% 55	33.88% 41	1.65% 2	13.22% 16	5.79% 7	121
Encourage efficient and compatible distribution of land uses	41.53% 49	34.75% 41	5.08% 6	14.41% 17	4.24% 5	118
Address the transportation needs, challenges and opportunities of all community residents	58.33% 70	23.33% 28	5.83% 7	9.17% 11	3.33% 4	120
Promote the efficient use of natural resources and identify and protect environmentally	61.67% 74	29.17% 35	2.50% 3	3.33% 4	3.33% 4	120
Ensure that all community residents, regardless of age, ability, or income, have access to critical goods and services, safe and clean neighborhoods, and good work opportunities	57.14% 68	24.37% 29	5.88% 7	6.72% 8	5.88% 7	119

#	OTHER (PLEASE SPECIFY)	DATE
1	We need affordable homes not cheap housing. If you provide good jobs and good homes, people will stay and bring value to county. Interstate does not need more scattered development. The exits are shameful, need design control.	8/20/2021 3:11 PM
2	Very general topics. I think more than five is necessary.	8/20/2021 3:01 PM
3	"Promote the efficient use of natural resources and identify and protect environmentally" The end of this sentence is missing. Environmentally what?	8/18/2021 9:36 AM
4	Consider merits of establishing strategically located Coweta County Sheriff Department 'substations' within the county to reduce emergency response times while simultaneously providing increased law enforcement visibility with associated crime deterrent results.	8/17/2021 1:41 PM
5	Please do not develop federally funded low income housing.	8/15/2021 5:36 PM
6	It is hard to disagree with any of these, but they are vague and can have multiple meanings.	8/15/2021 3:27 PM

2041 Coweta County Comprehensive Plan : Public Comment Questionnaire

For instance, "Distribution of land uses" ? I would like to see you have specifics instead of generalities.

7	Why is it so important (besides the tax base) to make Coweta into another Cobb County? I'm already seeing Coweta and Newnan mentioned too many times in the Atlanta news web sites and not for good reasons. Hwy 34 is rapidly becoming unnavigable with all the growth. The fire department has manpower issues; and why hasn't the police department been expanded to handle the inevitable crime increase concomitant with growth. And what of the folks looking for a nice quiet place to live? There's nothing wrong with a bedroom community!	8/15/2021 12:01 PM
8	I strongly see the need for street lights and more connecting roads. Especially between Coweta and Fayette county.	8/14/2021 11:10 PM
9	We should focus on making the existing community a better place to live without trying to increase the population density!!!	8/14/2021 8:42 PM
10	You want me to take a bike to the airport. I hope this goes through zillow takes all the realtor jobs and you take my orders at amazon.	8/14/2021 3:57 PM
11	Great goals but they are just words and not action.	8/14/2021 11:14 AM
12	The county is not achieving these things written based on what is being approved.	8/13/2021 10:01 PM
13	Should add saving rural and historical places	8/13/2021 5:43 PM
14	Why only 5 goals?	8/13/2021 5:34 PM
15	I don't want to live in a city. That was the whole point of moving here. From the suggested plans, all I see is more city living. I vote a big fat NO!	8/13/2021 1:16 PM
16	We don't need more people here. To add public transportation implies busses or trains. They will cause more problems than they solve.	8/13/2021 9:46 AM
17	The rural communities often feel the most neglected, even though most of these pay a bulk of the taxes. The roadways and ease of access getting into newnan is challenging, very little in the way of services and recreation for these areas (Linc should be branching out across the county not just a single vein down the middle).	8/13/2021 9:28 AM
18	The county needs to look at the roads and how crowded they are before anything else is built. 154 is shameful, 34 is a joke, lower Fayetteville is terrible, y'all want all these god damn people but have not done fuck all about the roads	8/13/2021 7:36 AM
19	I wish the board was more supportive of the LINC and support expansion of it within the county - it has proved to be a vital asset in our community that people use to get and stay healthy.	8/13/2021 7:01 AM

Q6 Please include any additional feedback regarding the 2041 Coweta County Comprehensive Plan in the comment box below.

Answered: 37 Skipped: 86

#	RESPONSES	DATE
1	Keep the rural areas rural. No less than 5 acre lots for new homes and no more subdivisions in these areas. Stop dropping subdivisions on Gordon road. Do not turn Coweta into a Cobb or Gwinnett. No more apartments or townhomes. Fix that roundabout in Turin.	8/20/2021 4:07 PM
2	Quit hiding projects from the public!! The tax payers should not be in the dark. Why are we only hearing about this at the end?!	8/20/2021 3:11 PM
3	Thank you for giving regular people a way to comment without being belittled or intimidated.	8/20/2021 3:01 PM
4	Coweta County mustn't forget that its appeal to so many is that Coweta is unlike many other governmental jurisdictions in metro Atlanta. Much less traffic (congestion), relative ease to downtown Atlanta, less political red tape, clean air, and more. In a long term plan such as this, we must hold back the aforementioned as long as possible so that we may continue to be a desired community, especially for current residents and their future generations.	8/20/2021 8:12 AM
5	Stop destroying this rural farmland!!!! Your going to turn this place into Columbus.	8/19/2021 12:15 AM
6	Make lots in the county no less than a half acre.	8/18/2021 4:52 PM
7	Slow the growth. Infrastructure is not ready for it.	8/18/2021 2:27 PM
8	I live off Sullivan Rd. One of the stated goals is to provide opportunities for people to walk to commercial areas. Why aren't we getting sidewalks when our road is widened? Many residents live within walking distance of the shops on Sullivan Rd & Hwy 34, but it's too dangerous to walk there. A wider road will mean faster cars. We want sidewalks. You want us to use sidewalks. The plan prioritizes sidewalks. Let's see the plan in action!	8/18/2021 6:24 AM
9	Northeastern Coweta County now hosts three (3) Coweta County School District school campuses elementary, middle school and high school; all within a one (1) mile circumference. Should Coweta County Sheriffs Department investigate merits of a 'substation' on county property located beside the existing County Fire Station on Fisher Road? A substation near three (3) closely clustered school campuses will support to address parent's student security concerns for secure and safe educational environment.	8/17/2021 1:41 PM
10	Impact fees must be high enough to truly reflect improvements necessary to offset the strain put on our systems by developers with really no stake at all in the community.	8/17/2021 7:41 AM
11	PLEASE STOP BUILDING HOUSES AND APARTMENTS	8/16/2021 8:35 PM
12	We do not need any more houses or apartments. We should be preserving the farm lands instead of building on them. I live in a rural area for a reason. I don't want to have to move to get away from living in a city.	8/16/2021 6:02 PM
13	Invest in Luthersville, Moreland, Grantville and other similars. There is valuable history, architecture and the opportunity to re-establish some small town values.	8/16/2021 11:56 AM
14	Please take immediate action to address growth, traffic and schools so we do not end up like some of the other counties in the metro that did not plan properly for the growth they absorbed.	8/16/2021 11:38 AM
15	The overall plan seems sufficient as long as the integrity of Coweta is maintained. Not all housing & businesses would honor that integrity. There is a potential for a housing development to become corporately owned and what was intended for good becomes detrimental. There are vague statements on housing & transportation that leave me undecided.	8/15/2021 5:36 PM
16	Something not addressed is the "Quality Growth Corridor". Code of ordinances, article 26, sec. 261. This is an ordinance put in place by previous forward looking commissioners. I feel this should be added and/or mentioned to the comprehensive plan.	8/15/2021 3:27 PM

2041 Coweta County Comprehensive Plan : Public Comment Questionnaire

17	More affordable homes, living in Coweta and Newnan should not be limited to people with high incomes. We work in Newnan and cannot afford to live here.	8/15/2021 11:33 AM
18	Thank you, please continue surveys. Being able to comment on projects is nice. We are not able to attend meetings, the site was a great idea for those that work or have responsibilities that don't give us luxury of attending meetings.	8/15/2021 11:22 AM
19	Limit the # of huge warehouses/ distribution centers?	8/15/2021 7:52 AM
20	A lot of information in this plan, some of it useful. It seems overly long with a lot of boilerplate and buzzword content. No page numbers! There are at least 2 misspellings: "Armco" in the mill village section and "Comlpete" in heading of Complete Community. We must get better at transportation planning, especially along the major intersections. I-85 Bullsboro interchange is a nightmare with at least 8 stoplights in both directions in a one mile stretch, largely because of the failure to construct a true cloverleaf or even better a double diamond. Similarly for SR14/US 29 and SR 154 crossing the railroad. Why does Palmetto have a bridge for the railroad and road under but we do not? Amlajack interchange should be very high priority along with improvements at Bullsboro.	8/15/2021 7:08 AM
21	Do not allow Marta or similar into Coweta.	8/15/2021 5:36 AM
22	Please don't increase the population density (by trying to "infill" or through other misguided proposals). We are a county with a rural character. We don't need many more cars on our already congested roads. Coweta County is already the right size.	8/14/2021 8:42 PM
23	I don't think anything anyone says matters. You are all bought and paid for.	8/14/2021 3:57 PM
24	Stop allowing builders to put houses on lots less than 10 acres. Stop building apartments and don't go back to mobile homes.	8/14/2021 1:08 PM
25	Thank you for including us and allowing us to comment. Wish county or Newnan had a group for regular citizens to attend and comment on projects. It is a joke been limited to meetings where decision already been made.	8/14/2021 11:14 AM
26	Thank you	8/13/2021 5:57 PM
27	Historic preservation is needed before everything is gone.	8/13/2021 5:43 PM
28	It keeps would be great if the plan was actually followed. County need to limit new development to priority areas shown and don't let it continue to grow into rural areas. Higher standards for builders are needed. Several new houses in neighborhood are already deteriorating or have water issues.	8/13/2021 5:34 PM
29	Diversity of businesses. I can name 4 different Mexican restaurants within a mile of each other, and just as many car washes and auto parts stores. I would much rather support small businesses and restaurants from Coweta County locals than more chains.	8/13/2021 4:20 PM
30	NO MORE DEVELOPMENT	8/13/2021 3:48 PM
31	NA	8/13/2021 2:00 PM
32	To make the country more dense with multi-family housing (apartments) should not be considered. I believe more focus should be spent on enforcement of the current codes we have in place and various areas of the county should be cleaned up. We have a Zoning enforcement group but they only come out of the office if a complaint is filed. If no complaints do they just sit around and drink coffee. They should just drive around and start enforcement as their job implies. Fix what can be fixed before make large scale changes. Otherwise, you will just be adding more problems.	8/13/2021 9:46 AM
33	I am afraid that, even if this plan is followed, the gate is being closed after the horse is already out in rural areas.	8/13/2021 9:31 AM
34	We are big enough and traffic is horrible	8/13/2021 8:04 AM
35	See above	8/13/2021 7:36 AM
36	thank you for all your work on this.	8/13/2021 7:01 AM
37	There should be a tax Incentive For the redevelopment of distressed properties	8/13/2021 6:45 AM

The following comments were received during the public comment period initiated at the public hearing on August 10, 2021. When the public hearing closed on August 24, 2021, the public comment period for the Draft 2041 Coweta County Comprehensive Plan ended.

At the public hearing on August 10, 2021, no members of the public spoke on the matter. The public hearing was continued until August 24, 2021, to provide additional time for public comment.

At the public hearing continuation on August 24, 2021, one member of the public spoke in opposition to the plan:

Public Hearing Continuation- August 24, 2021

Mr. Clint Roughton, 8 Pecan Trace, Newnan, GA

Mr. Roughton spoke in opposition to the Comprehensive Plan. He stated that he reviewed all 208 pages, and it doesn't give firm guidance as far as green space and is not well written. He stated that it is supposed to be a guide to the county's employees to be able to delegate policy, but it doesn't seem to be clear and firm in that. He also stated that it doesn't address homelessness, homeownership, and lack of education. He pointed out poverty and housing data in the plan to make his point. He stressed that keeping jobs in Coweta County instead of Atlanta is an issue. In addition, he pointed out that he feels the plan doesn't address the threat of lack of green space, lack of homeownership, and the lack of education in the farming community. He said that more specific greenspace requirements are needed.

Trees

Fri 8/13/2021 4:06 PM

To: Coweta Plans <cowetaplans@coweta.ga.us>;

Hello.

My wife and I moved to Coweta County just over 3 years ago. We came here from XXXX and were excited to be in a place with actual nature, not some place that had to import literally everything in from somewhere else.

We live in Sharpsburg, close to the intersection of Poplar Rd. and Parks Rd. In our time here we have seen a lot of growth and we know the area is going to continue to boom. It is a great place to live and raise a family. But the natural allure that brought us here is changing. We have loved driving through tunnels of trees. We got lost a lot at first, as we were used to gridded areas and flat spaces where you could see for miles. We have loved the beauty of the trees throughout each season. There are always new blossoms, animals, scents, etc. These beautiful trees that we see continue to be cut down at an alarming rate. Poplar Rd. used to be a scenic drive for us as we headed toward the freeway, but now there are multiple developments at various stages of construction and thousands have trees have been cleared to make this happen. Not just here, but on Newnan Crossing Bypass and soon on Parks Rd. there are more trees that are going to be destroyed.

I understand that we all need places to live. Our own development has been built over the last 5 years. it seems, however, that there is not very much care given to leaving trees on the roadways. One thing we like about where we live is they left trees all along the outside of the development. This has helped retain some natural beauty while giving us all a chance to have a safe, comfortable place to live. The newer development projects we see remove all things up to the road. There is not natural charm left. While I appreciate developers planting new trees that may be 6-10 feet tall, they do not compare to the 20-40 foot trees that were hacked down to plant the new ones.

What is the overall plan to ensure that with the growth in the county there are also efforts to maintain the rural charm of the county. I have seen estimates that the county population in the next 20 years is estimated to be up to 240,0000. I don't want to stop transplants from coming; I am one of them, but how do we do it responsibly? It seems like every new housing development is approved and from an outsider's view, it doesn't seem like there is much regard given to how these projects proceed.

Thank you for your time and if there is someone else I can express these concerns to, please let me know.

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Review of Draft Comp Plan

Tue 8/17/2021 8:43 AM

To: Coweta Plans <cowetaplans@coweta.ga.us>

I hope I am submitting my comments through the proper channel. The website directs comments through the survey??? I have taken the survey so I am submitting the following separately:

- the citizen focus group format did not encourage feedback; I ended and the format was heavy on organizers' explanations with little time to encourage citizen feedback; I also took the survey. The plan does not adequately reference the results(only once in the vision). If the citizen input is not referenced in the plan, it should be included in supplemental documentation
- the job-housing imbalance coverage sounds like a goal for social re-engineering. It intensifies density and creates "company town" reliance. How does changing bedroom community character help improve the transportation issues within the county? Citizens working in the county won't be walking to work within the county.
- some of the zoning listed in the character areas need closer review by the staff and commissioners. They seem to stretch the current limits of zoning
- the Character Area Map and Growth Strategy Map need a closer review; I do not follow the definitions of growth priority existing in suburban residential and I think 2 maps have different street details which makes it harder to compare.
- the plan does not recognize/address the loss of tree canopy, increased impervious surfacing and other environmental issues associated with new higher density. It only includes "continuing" past mitigation efforts.

Thanks for the opportunity to provide input

Sent from [Mail](#) for Windows

WARNING: This email originated outside of the Coweta County Email System. DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

COMMUNICATION STRATEGY



Comprehensive Plan & Comprehensive Transportation Plan Communication Strategy

Objective(s): Seek community input on the next phase of the Coweta County Comprehensive Plan.

- Raise awareness and encourage attendance at the Public Meeting #1, along with subsequent meetings.
- Garner participation in the multifaceted 2021 Comp Plan and CTP surveys.
- Direct citizens to website for ongoing updates/survey access.

Talking Points:

- Coweta County is in the process of working on the next phase of our Comprehensive (Comp) Plan and Comprehensive Transportation Plan (CTP) and is seeking input from citizens. For the first time, the Comp Plan is being conducted in conjunction with the CTP to create land use and transportation solutions that support each other and encourage participation from residents and stakeholders.
- These plans serve as a guideline for how we strategize moving forward. We encourage citizens to share what they like/don't like today because that can impact the future.
- Coweta County is dedicated to improving quality of life for our citizens while planning appropriate growth and preserving rural character. We want to make Coweta County a place that maintains a historic sense, preserves greenspaces, nurtures family and cultural values, and cultivates commerce and education. We ultimately want to make Coweta County a best place to live and best place to work.

Spokesperson(s): Jenny Runions (County Planner), Jon Amason (Director, Community Development) and Michael Fouts (County Administrator)

Timeline:

- Public Meeting #1 – January 26, 2021 at 6 p.m. (in-house with limited seating or via Zoom), TBD for future dates in May and July
- Website Live – Week of Jan. 11
- Survey Launches – Jan. 26, 2021 (ongoing until May 2021)
 - A new survey with a different focus area will launch every two weeks following.
 - Focus areas will include: Population – Land Use – Economic Development – Community Facilities – Housing – Natural Resources – Sense of Place – Special Corridor Studies.
 - *Note* The CTP survey and interactive mapping will only be available for 30-45 days.

INTERNAL

- Promote Comp Plan and CTP surveys and provide ongoing updates via internal platforms (public email, meetings, newsletters, Workplace, etc.) – [Ongoing Jan. – May](#)
 - Include details in February staff newsletter – [Week of Feb. 1](#)
- Share ongoing updates with Employee Advisory Committee and ask them to be survey advocates in the community – [Ongoing Jan. – May](#)
 - Budget pending, create buttons for employees to wear “Ask Me About the Comp Plan”

- Post survey signage throughout the County Building, Libraries and Recreation Centers – [Prior to Jan. 26 kickoff meeting \(meeting focus\) and following meeting \(survey focus\)](#)

EXTERNAL

Pre-Kickoff Meeting

- Pitch NTH (Clay Neely) exclusive interview opportunity with Jenny Runions and Jon Amason to discuss the Comp Plan and CTP Plan, surveys and kickoff meeting – [Week of Jan. 11](#)
- Work with Newnan-Coweta Chamber to discuss Comp Plan/CTP Plan and ask them to share kickoff meeting details with members – [Week of Jan. 11](#)
- Share meeting notice with media – [Week of Jan. 18](#)
- Post meeting notice on Facebook and website – [Week of Jan. 18](#)
- Spotlight Community Development employee and discuss Comp Plan/CTP Plan/surveys/kickoff meeting via Facebook – [Jan. 25-26](#)

Post Kickoff Meeting

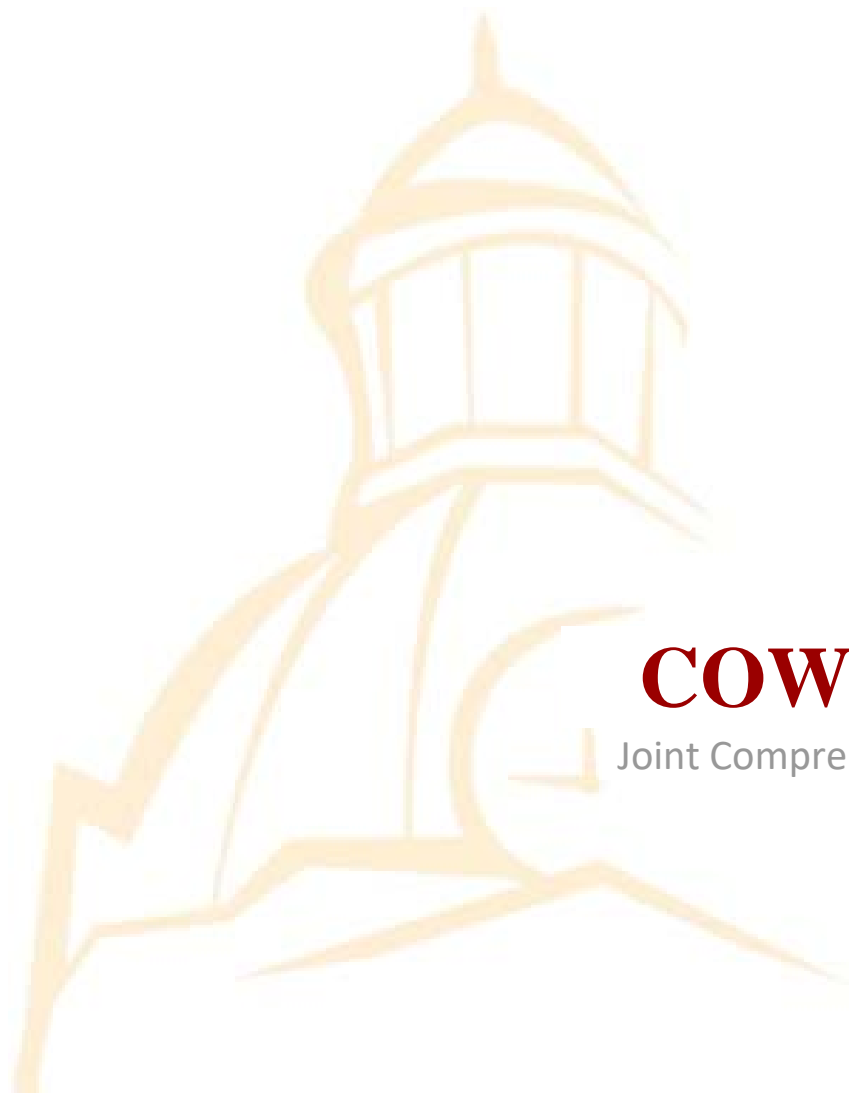
- Re-share meeting videos on Facebook, YouTube and County website – [Late Jan./Early Feb.](#)
- Promote surveys and encourage participation to past Citizens Academy participants – [Late Jan./Early Feb.](#)
- Create and share survey collateral via multiple platforms (Facebook, website, county buildings, etc.) – [Ongoing Jan. – May](#)
- Share ongoing updates via Facebook and website (including videos from County staff) – [Ongoing Jan. – May](#)
- Conduct ongoing local media outreach to promote surveys and provide updates – [Ongoing Jan. – May](#)
- Partner with outside organizations to encourage survey participation – [Ongoing Jan. – May](#)
 - Administration to send emails to CEOs/executives from Coweta organizations to encourage staff participation in surveys.
 - CHR to work with Newnan-Coweta Chamber to encourage survey participation.
 - CHR to work with Chatty Women and other social media platforms to participate in survey.
 - Regularly follow-up with outside organizations throughout Jan. – May
- Partner with steering committee to help spread the word about engagement opportunities throughout the planning process – [Ongoing Jan. – May](#)

Logistics Details

- VHB will create promotional collateral, including an editable flyer template for the County to use for Comp Plan advertisements. County to approve all materials and handle distribution.
 - QR code will be added to flyers so citizens can quickly access the new county URL (in development) that will link to CTP and Comp Plan websites.
- County will handle all media outreach, internal comm and posting on Facebook page.

APPENDIX B

Coweta County Joint Comprehensive Transportation Plan Update- 2014



COWETA COUNTY

Joint Comprehensive Transportation Plan Update

Plan Summary

March 4, 2014



Table of Contents

Introduction	1
PLANNING PROCESS AND PURPOSE	1
STUDY AREA	1
<i>Study Area Map</i>	2
Vision & Goals	3
OVERALL CTP VISION.....	3
CTP UPDATE GOALS	4
Community Outreach & Input	5
ADVISORY COMMITTEES.....	5
LOCAL JURISDICTIONS	5
GENERAL PUBLIC.....	6
Land Use & Growth.....	7
<i>Future Development Map</i>	8
Existing Conditions & Identified Needs.....	9
ROADWAYS & BRIDGES.....	9
FREIGHT.....	9
PUBLIC TRANSPORTATION	9
BICYCLE NETWORK & PEDESTRIAN FACILITIES.....	10
LAND USE & TRANSPORTATION	10
Recommendations	11
PROJECT IDENTIFICATION	11
COMPARATIVE EVALUATION OF PROJECTS	12
ROADWAYS & BRIDGES.....	13
<i>Roadway & Bridge Project List</i>	13
<i>Interchange, New Location, Operational Upgrade & Widening/Capacity Projects (Coweta County)</i>	18
<i>Interchange, New Location, Operational Upgrade & Widening/Capacity Projects (City of Newnan)</i>	19
<i>Bridge, Railroad Crossing & Intersection Modification Projects (Coweta County)</i>	20

Table of Contents

(continued)

Recommendations *(continued)*

FREIGHT, RAIL & AVIATION	17
PUBLIC TRANSPORTATION	21
<i>Potential Transit Routes</i>	22
BICYCLE NETWORK & PEDESTRIAN FACILITIES.....	23
<i>Bicycle & Pedestrian Project List</i>	23
<i>Bicycle & Pedestrian Facility Projects (Coweta County)</i>	24
<i>Bicycle & Pedestrian Facility Projects (City of Newnan)</i>	25
<i>Bicycle & Pedestrian Facility Projects (Moreland, Senoia & Sharpsburg)</i>	26
COSTS & PHASING	27
FUNDING.....	28

Municipality Snapshots..... 29

CITY OF GRANTVILLE	29
CITY OF HARALSON	29
TOWN OF MORELAND	29
CITY OF NEWNAN	29
CITY OF SENOIA.....	30
TOWN OF SHARPSBURG.....	30
TOWN OF TURIN.....	30

CTP Documentation..... 30



The ultimate goal of the CTP Update is to develop a plan for a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within and outside of Coweta County.

Introduction

PLANNING PROCESS AND PURPOSE

In 2005, the Atlanta Regional Commission (ARC) initiated a program to encourage counties and their municipalities to develop joint long-range transportation plans. Coweta County and the municipalities of Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg and Turin completed a *Joint Comprehensive Transportation Plan (CTP)* in 2006. The jurisdictions came together again to complete the Joint CTP Update, which was initiated in October 2012 and completed in December 2013.

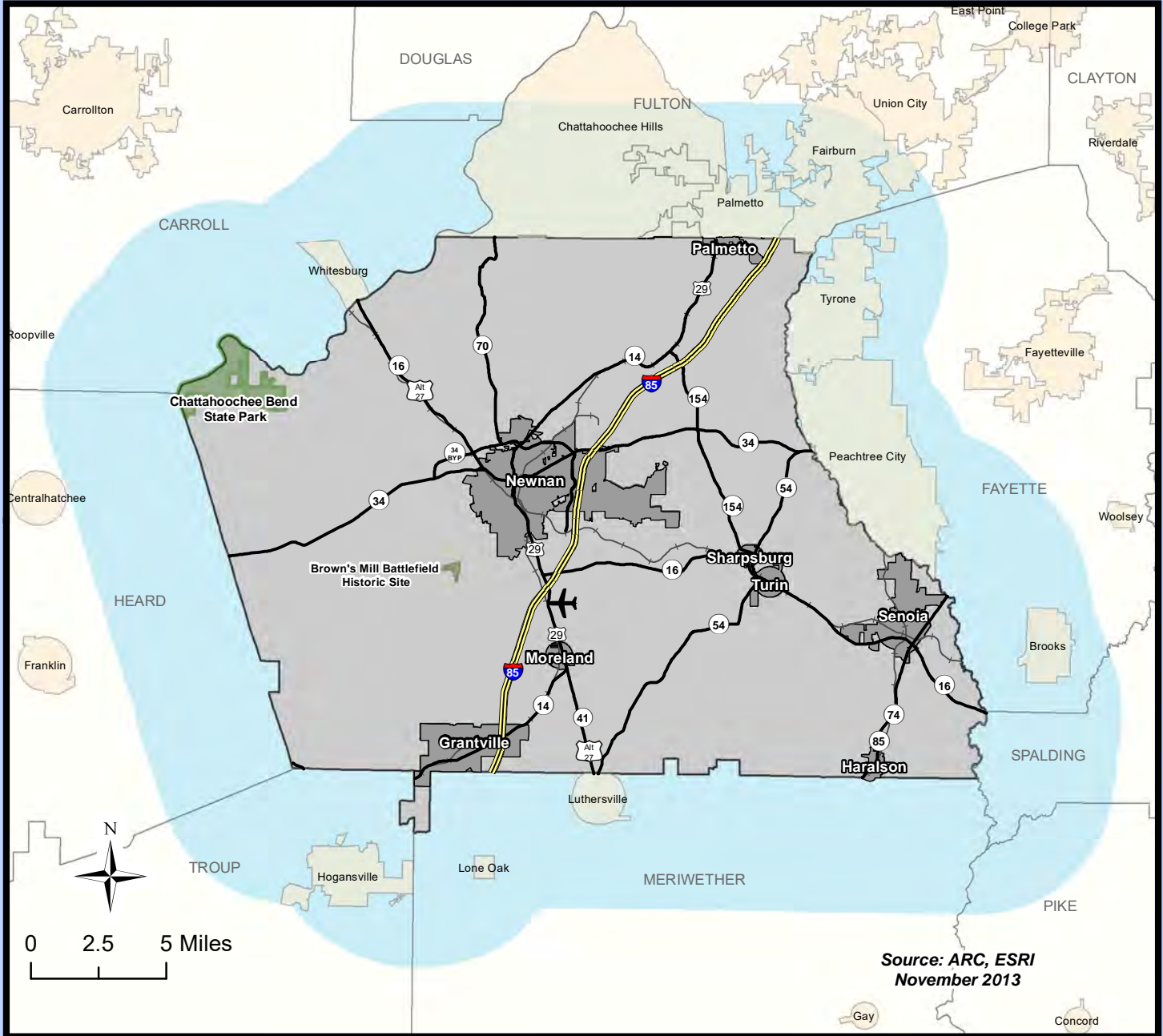
Building on the 2006 CTP, the Update assesses changes in demographics and transportation conditions over the intervening seven years in order to identify transportation needs and prioritize a suite of multimodal projects and strategies to meet those needs through year 2040. During the update process, Coweta County coordinated with other planning partners, including adjacent counties, the Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority, (GRTA), Three Rivers Regional Commission (TRRC), and ARC.

A CTP serves several important purposes. First, it provides a means of tying growth to infrastructure, pacing transportation improvements to when the growth actually occurs. It is a guide for ensuring the transportation system that needs to be in place to support existing and future growth is known and used when preparing project programs and funding. It also relates proposed improvements to “real world” funding availability. The CTP furthers the relationship between planning and programming at the local, regional and state level. The CTP Update process included a review of transportation and related plans and programs completed and/or adopted by the County and its jurisdictions over recent years. This provides for continuity in planning efforts, community goals, and desired results.

STUDY AREA









The CTP study area, shown on the next page, includes all of Coweta County and its seven municipalities. The City of Palmetto, located in both Fulton and Coweta counties, conducts its planning primarily with Fulton County and as such was included in the recent *South Fulton CTP*. A “buffer” area stretching several miles into adjacent counties ensured consideration of transportation conditions in areas that directly impact one another.

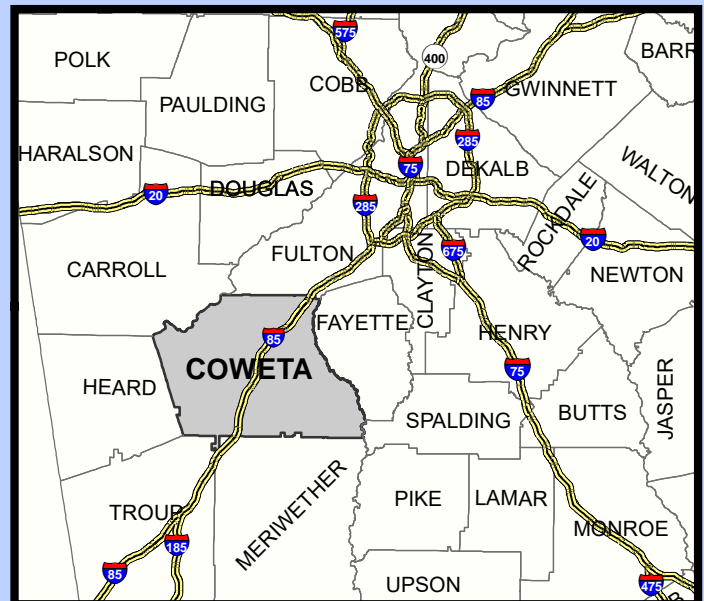
Coweta County Joint CTP Study Area



Source: ARC, ESRI
November 2013

Legend

-  Study Area
-  Bordering Cities
-  Coweta Cities
-  Coweta County
-  Expressways
-  Brown's Mill Battlefield Historic Site
-  Chattahoochee Bend State Park
-  Newnan- Coweta County Airport



Vision & Goals

OVERALL CTP VISION

The vision can best be defined as how the community sees itself in the future and the role of the transportation system in achieving its ideal. At the start of the transportation planning process, it is necessary to develop an overarching “community vision” that guides goals and objectives, and eventually, transportation project needs. Together, the vision and goals create a means of identifying and monitoring county transportation system performance and needs.

The CTP update effort began by relooking the vision and goals established during the 2006 CTP. Through coordination with staff representing Coweta County and its jurisdictions, as well as input from stakeholders, the 2006 CTP’s vision and goals were revised slightly so as to be more reflective of current conditions. The overall vision of the Coweta County Joint CTP Update is highlighted at right.



Coweta County will strive to develop a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within, into, and out of Coweta County.

It will support economic development through enhanced access to job centers and other destinations, and will improve the operational efficiency of the existing transportation system through investments that are coordinated with local land use plans and policies.

The transportation system will provide multiple modes including public transit, multi-use trails, sidewalks, and bicycle lanes as viable alternatives to the automobile, and will focus on commute alternatives such as additional public transit, carpools, and vanpools for the citizens of the County and its municipalities.



CTP UPDATE GOALS

The goals, objectives and strategies are:

1. Promote coordination of land use and transportation

- Integrate transportation and land use planning
- Limit/control access and development that will negatively impact transportation corridors

2. Support economic and community development

- Develop a transportation system that supports the highest quality sustainable growth and new development opportunities
- Adopt appropriate policies, standards, and guidelines related to transportation system safety, access, efficiency, and sustainability
- Leverage transportation improvements to opportunities to attract businesses to the community

3. Improve accessibility, connectivity, and safety, for the movement of people and goods

- Assure the preservation, maintenance, and operations of existing multimodal transportation system
- Ensure adequate mobility and access to job centers and new development
- Promote improved freight movement to industrial parks and the interstate
- Prioritize and improve transportation corridors
- Improve east/west connectivity
- Create a distributed network that improves interconnectivity of major travel corridors
- Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
- Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households



Goals are the long-term general outcomes of the CTP, consistent with the established vision.

They are supported by *objectives* (specific and measurable statements relating to the attainment of goals) and *implementation strategies* (actions undertaken to achieve the goals and objectives).

4. Develop a multimodal transportation system that maximizes community and regional support

- Identify realistic funding opportunities
- Include a sound financial plan and approach to phasing of projects
- Preserve and enhance the multimodal transportation system that includes public transportation
- Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households
- Integrate the CTP into the regional and state transportation planning efforts
- Improve interagency collaboration and communication between Coweta County and jurisdictions within and adjacent to the County
- Collaborate with federal, state, regional, local, and non-governmental partners
- Accurately classify roads and address potential infrastructure and land use changes associated with new interchanges on I-85 and other major improvements

5. Preserve and enhance the natural and social environment

- Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
- Identify and preserve local, rural, scenic routes and state corridors

Community Outreach & Input

ADVISORY COMMITTEES

The Coweta County Joint CTP Update incorporated guidance from three committees: the Stakeholder Advisory Committee (SAC), Technical Advisory Committee (TAC), and Transit Technical Advisory Committee (TTAC). Each committee met three times, at key milestones, over the course of the study. The committees served as a check and balance on plan development in terms of political consensus and meeting the diverse needs of a broad-based constituency.

The SAC represented the larger community, helping to build partnerships and share information with major stakeholders. The SAC provided a continuing forum for direct input into the planning process, focusing on education, exchange, understanding, questioning and clarification.

The TAC included representatives from key transportation planning agencies, including Coweta County, its municipalities, regional planning partners (GDOT, ARC, GRTA and TRRC), and neighboring jurisdictions. It was formed to provide input and guidance on technical aspects.

The TTAC was assembled specifically to support the supplemental *Transit Needs and Feasibility Study*. Conducted simultaneous with the CTP Update, the study's focus was to identify and quantify transit needs and define investment strategies. Committee members represented public transit and human services transportation related agencies in Coweta, including the current operator of Coweta's demand response service, GRTA, ARC, TRRC, Southern Crescent Area Agency on Aging, and the Department of Human Services.

LOCAL JURISDICTIONS

Coordination with local jurisdictions occurred throughout the CTP Update process. Local staffs and officials were an important source of information on current and future land use and transportation system conditions, deficiencies and needs. Local jurisdiction representatives participated in TAC/SAC meetings, one-on-one meetings, small group meetings for local jurisdictions only, and the public open house meetings. Their staffs played a key role in clarifying transportation conditions, needs and improvement opportunities, as well as in responding to comments and questions from the general public. They also provided insight into ongoing and recent studies, including the *Newnan Livable Centers Initiative (LCI) Study* within downtown and nearby neighborhoods and the Town of Moreland's *Blueprints* plan with the Georgia Conservancy.

The Coweta Joint CTP Update incorporated guidance from three committees (the SAC, TAC, and TTAC), local jurisdiction representatives, and the general public.



GENERAL PUBLIC

Public participation is the foundation for any planning effort, and efforts must be made to encourage active and widespread participation. This is especially true with transportation planning, which must take into account different types of users, travel modes, geographic areas, and development patterns.

Public information meetings were conducted at two critical points in the CTP Update process. The County also maintained a web page devoted to the CTP Update on its website, where study materials were posted for review and an email address provided for comments.

An initial round of public meetings was conducted between July 25 and August 1, 2013. Hosted by the County Commissioner for each district, the five meetings were held over three evenings at the East Coweta Senior Center, Central Library, Madras Middle School, Newnan Centre, and Grantville Library. The public was informed of the study process and key findings to date, and asked to comment on the potential projects developed to respond to identified needs. A variety of handouts and maps, a formal presentation with Q&A period, and a comment form were provided. A total of 63 general citizens attended, with 12 comment forms received.

Immediately following the meetings, a “Virtual Public Information Meeting (PIM)” was posted to the County’s website. An eight-minute video summarized the key points presented during the actual meetings, including the maps and project lists. People were encouraged to submit comments through an online survey tool during the two-week comment period immediately following the public meetings. A total of 46 people submitted comments online.

A final public open house was held on November 7, 2013, at the Coweta County Fairgrounds Conference Center to present draft project recommendations. A brief presentation summarized the study process and recommendations, while project recommendations were identified by project type and geography on handouts and maps. The comment form included a place for attendees to list their top three priorities. A total of 23 individuals attended the meeting, including members of the public, city and county staff, and elected officials.

A summary of all comments received through the public meeting Q&A and comment forms and Virtual PIM online survey are included as appendices to the CTP’s technical reports.



Land Use & Growth

A primary goal of the CTP process is to coordinate and integrate land use and transportation.

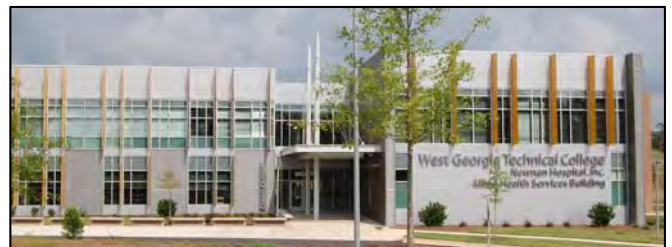
Transportation needs must be considered within the larger context of community dynamics with regards to population and employment trends, land use and development characteristics, and associated factors. Essentially, the needs of the people who comprise the community translate into travel patterns, travel demand, and transportation facility needs. Furthermore, the broader plan for future development described in the local Comprehensive Plans provides a strong basis for projecting future needs.

One of the greatest determinants of transportation need is total population and population density. Transportation needs in sparsely populated rural areas are generally less than those of highly populated areas due to less demand. Coweta County has historically had a rural, agriculturally based economy and community structure, but this has changed dramatically in recent decades. ARC forecasts for 2040 show Coweta at nearly 250,000 in population, which equates to a 95 percent increase above the 2010 population of 127,317. According to projections, population and employment densities will likely continue to grow in the central and northeastern portion of Coweta while the southern and western portion remains less populous.



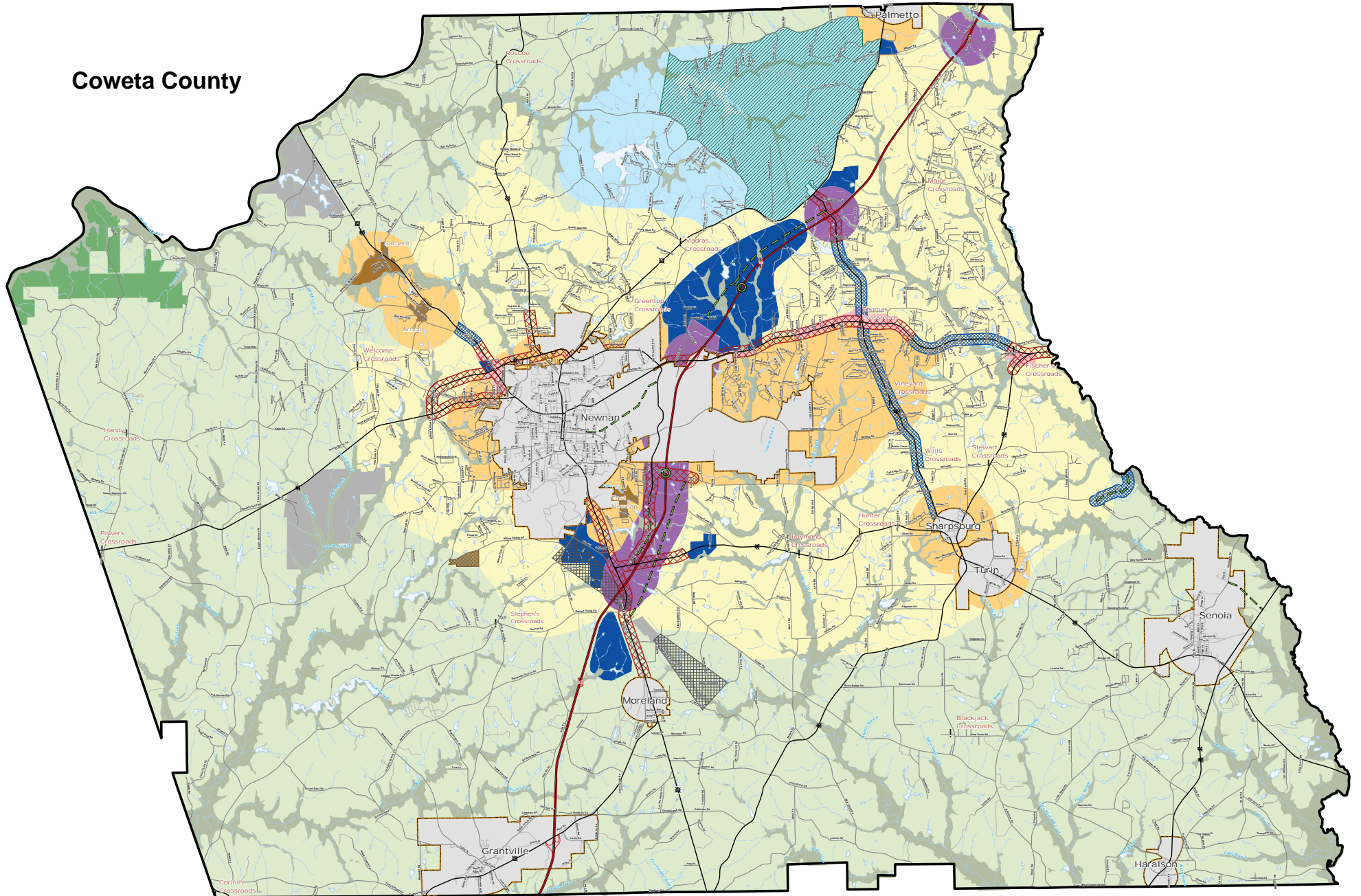
Coweta's population is concentrated in an area from Newnan northward and eastward to the county lines. In 2010, Coweta's population density was 511 people per square mile in this area, while the rural areas to the west and south had a density of 90 people per square mile.




Coweta County has also experienced growth in employment. However, employment growth since 2000 has been significantly reduced in comparison to 1990-2000 growth and has not kept pace with the rate of population growth. Discussions with local staff indicate the expectation for more aggressive employment growth in coming years, reflecting the community's ongoing efforts to promote additional economic development, particularly in the medical and education sectors.



Although Coweta's established land use patterns generally favor a vehicle-oriented transportation system, the Coweta County Future Development Map recommends that new development concentrate in compact, mixed use and crossroads service centers. These centers, which include the cities and towns, are intended to accommodate a mix of residential, commercial and institutional uses that reduce the need for automobiles and encourage walking and biking. Internal job growth can also positively impact transportation needs since shorter trips have a greater likelihood to be made by alternate modes.

Coweta County



<p>Coweta County 2006-2026 Comprehensive Plan</p>  <p>JORDAN JONES & GOULDING</p>		<p>Future Land Use</p> <ul style="list-style-type: none"> Employment Center - Commercial/Office Employment Center - Industrial 		<p>Future Land Use</p> <ul style="list-style-type: none"> Runway Protection Zone Commercial Corridor Neighborhood Institutional and Service Corridor 		<p>Future Land Use</p> <ul style="list-style-type: none"> Infill Neighborhood Low Density Infill Neighborhood Medium Density Transportation/Communication/Utilities Lakeside Residential Conservation Rural Conservation 		<p>Future Land Use</p> <ul style="list-style-type: none"> Planned Interchange Planned Roadway Crossroads Service Center Mill Village Interstate Gateway 		<p>Future Land Use</p> <ul style="list-style-type: none"> Interstate Ramp State Highway County Road Road River/Stream 		<p>Future Land Use</p> <ul style="list-style-type: none"> Brown's Mill Battlefield Lake/Pond Cedar Creek Zoning District Boundary Chattahoochee Bend State Park City Boundary County Boundary 		<p>Amended April 17, 2007</p> 
<p>8</p> 														

Existing Conditions & Identified Needs

ROADWAYS & BRIDGES

A number of improvements to the roadway network have occurred since the previous CTP, including new/upgraded traffic signals, intersection geometric improvements, and additional capacity through new roadways and widening. While there are some areas where traffic volumes exceed capacity, overall the roadway network continues to operate at acceptable levels of service under existing and projected 2040 conditions. Locations where notable volumes or deficient levels of service exist are within the City of Newnan limits and on major state routes throughout the county, including SR 154, SR 34, and SR 16.

Intersections and roadway segments experiencing operational or safety deficiencies remain a top priority. In coordination with Georgia DOT, bridges are also closely monitored to identify and prioritize any requiring rehabilitation or replacement.

FREIGHT

Freight is a critical element of the transportation system that increasingly imposes significant mobility, safety, economic, and quality of life impacts on the county. Primary truck corridors in Coweta include I-85, US 27 Alt/ SR16, US 29, SR 16, SR 34, and SR 74/85. Several freight issues to be addressed include: funding for maintenance, rehabilitation, and replacement of transportation facilities that carry a majority of the freight in the county; conflict of truck traffic with local commercial and residential traffic; degradation of roads and bridges due to truck traffic; and continued coordination/outreach on ways to improve the existing freight system and allow for positive freight growth in the future.

PUBLIC TRANSPORTATION

Transportation mobility has improved in and around Coweta County since inception of two transit services available to all within the county. GRTA operates the Xpress commuter bus service weekdays between Newnan and Midtown/ Downtown Atlanta. Countywide demand response service is offered by Coweta Transit Dial-A-Ride. The utilization of current transit hints at opportunities to expand the fleet and services.



Coweta County continues to experience growth in employment, medical facilities, shopping centers, educational institutions, public and private services, and recreational amenities. Connecting citizens geographically with economic opportunity centers will be challenging under current conditions, particularly for those seeking alternatives to private vehicles and/or those without access to personal transportation.

The primary transit enhancement needs include:

- Increasing the Coweta Transit Dial-A-Ride fleet to accommodate growing travel demands
- Expanding and connecting local transit service to local and regional activity centers
- Connecting the GRTA Park & Ride Lot via expanded local circulator services

BICYCLE NETWORK & PEDESTRIAN FACILITIES

Bicycle facilities in Coweta have essentially not changed since the previous CTP, although significant work has occurred in planning for expanded bicycling infrastructure. Together, the *Coweta County Bicycle Plan* and *Coweta County Greenway Master Plan* serve as the foundation for future bicycle improvements. Securing capital funds for implementation remains the challenge.

Newer and recently upgraded sidewalks are in good condition, although some older sidewalks have deteriorated. Except in subdivisions and commercial developments, sidewalks are minimal, particularly outside the cities. As a result, the biggest need regarding pedestrian facilities is the need to add them. Additionally, most existing sidewalks in the cities do not meet Americans with Disabilities Act (ADA) requirements. If Coweta County wants to encourage walking, emphasis is needed for more aggressive development regulations and a larger local match to capture additional external funds for construction.

Overall, stakeholders identified safety as the first priority when discussing the needs of bicycle and pedestrian facilities in Coweta County. It was also recognized that the needs of bicyclists are different from those of pedestrians. Finally, the jurisdictions expressed the need for additional sidewalks to connect the gaps in the existing network and link to activity centers, particularly within the downtowns.



LAND USE & TRANSPORTATION

In recent years, Coweta County, Newnan and Senoia have adopted ordinances and development guidelines that promote important aspects of land use and transportation coordination. During this time, development activity has been significantly less than in prior years. As development begins to ramp up again, it will be important to implement adopted regulations, track their effectiveness, and refine regulations based on practical outcomes.

Coweta's Comprehensive Land Use Plan encourages growth to develop in a compact fashion and in population centers to maximize efficient expansion of infrastructure.

To realize the *Coweta County Comprehensive Plan's* goal of concentrating new development in mixed use centers and infill neighborhoods, mobility enhancements will be important. Priority should be given to roadway enhancements complementary to the Future Development Map, particularly within and connecting mixed use and infill areas. Expanded transit service where feasible, as well as bicycle and pedestrian facilities connecting between and within activity centers, will be needed. Coordination of land use, transportation and future expansion of sewer infrastructure, in concert with a sewer service area strategy, can further encourage the desired development outcome.

Recommendations

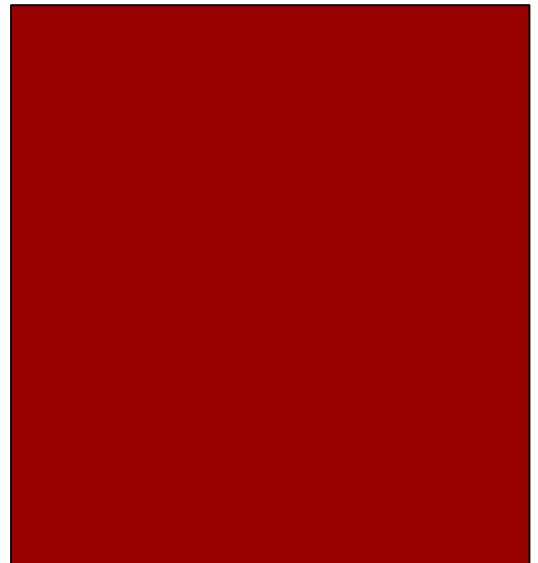
PROJECT IDENTIFICATION

A comprehensive list of potential projects to address the identified needs was developed and then refined to form a list of recommended projects. The project lists included in the currently adopted 2006 Coweta County Joint CTP, Coweta County SPLOST, and ARC short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Plan (RTP) were the primary sources for existing project recommendations. Due to the long horizon period of many planning studies (often as much as 30 years), only a small fraction of recommended projects are typically completed within the relatively short update interval (every 5-8 years) of a CTP. As such, many recommended but as yet incomplete projects remain viable improvements and are carried forward into subsequent plans. Recommendations included within other planning efforts at the regional, local, and subarea levels are also important resources for project identification.

Stakeholder coordination and public involvement are important resources for project identification.

Combined with background socioeconomic and land use data, the travel demand model utilizes data on current and projected future traffic volumes and roadway characteristics and capacities to forecast current and future conditions across Coweta's entire roadway network. Through this process, locations with deficient operations can be readily identified for further analysis. Crash statistics also indicate locations for which increased safety may be achieved through targeted improvements. However, quantitative data alone cannot provide a sufficiently complete picture of existing and future conditions and needs, so qualitative assessments are also used.

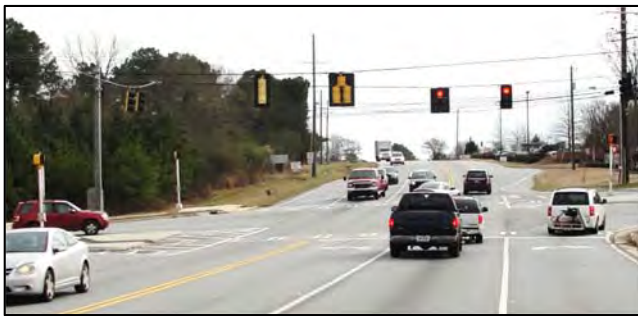
Importantly, the stakeholders' and public's daily experiences using the transportation network can confirm what the data indicates. They ensure that problem areas do not get overlooked and that the community's vision and goals remain at the forefront during the prioritization process.



COMPARATIVE EVALUATION OF PROJECTS

Five key “factors” were used to comparatively evaluate individual roadway and bridge projects. Each factor consists of several “considerations,” which helped to highlight relative differences between similar projects.

The evaluation factors tie back to the overall CTP vision and goals, thereby ensuring a continued connection between goals and recommendations.



The factors and their considerations are:

1. Mobility

- Delay/constriction
- Congestion
- Access management

2. Safety

- Crashes
- Bridge condition
- Bicycle/pedestrian interactions

3. Connectivity

- Cross-county/inter-county connectivity
- Subarea connectivity (activity centers)
- “Fill the gaps”
- Transit access

4. Economic Development

- Freight routes
- Improved access to commercial/industrial/job sites

5. Community & Environment

- Consistent with land use
- In another approved plan
- Access to alternate modes and community facilities



Individual projects were scored for each factor on a low-to-high scale of 1 to 5. As a way for some factors to provide relatively more impact on the total score than others, the factors were weighted from 3 (maximum) to 1 (minimum), as follows: 3=mobility and safety; 2=connectivity and economic development; 1=community and environment. When complete, a project’s total score ranged from 11 to 55, with higher scores indicating relatively greater need for the project.

This scored approach to project evaluation was a primary input to the prioritization process for roadway and bridge recommendations. However, additional knowledge gained from local staff and professional experience, stakeholder coordination and public outreach also played an important role in project prioritization.

This type of scored evaluation was not conducted for freight, bicycle/pedestrian, or transit recommendations. There are a number of reasons for this, several of which are: (1) prioritization and implementation may primarily be done locally by the county and the towns/cities; (2) funding limitations and schedule requirements necessitate extreme flexibility in project selection and initiation, and (3) other regional considerations and partners are involved.

ROADWAYS & BRIDGES

The list of proposed roadway recommendations includes projects to improve the safety and operational efficiency of the roadway network while decreasing congestion. Projects are categorized as follows:



- Capacity Additions = 18
 - New Interchange (I) = 2
 - New Location Roadway (N)= 11
 - Road Widening/Capacity (C) = 5
- Operations Improvements = 65
 - Operational Upgrade* (OP) = 25
 - Intersection Modification (M) = 40
- Corridor Improvements** (COR) = 7
- Bridge Upgrades (B) = 30
- Railroad Crossings (R) = 7

* Examples include safety/shoulder/intersection radii improvements and addition of sidewalks/bike lanes

**Further detailed analysis required; could include a combination of widening, operational upgrades, intersection modifications and new location roadways

ROADWAY & BRIDGE PROJECT LIST

Map ID	Roadway/Location	Jurisdiction	Phase
NEW INTERCHANGES			
I1	Poplar Rd at I-85 (Mile Marker 44) and widening from Newnan Crossing Bypass to Newnan Crossing Blvd	Coweta Co	Short
I2	Amlajack Interchange at I-85 (Mile Marker 49)	Coweta Co	Short
NEW LOCATION ROADWAY			
N1	Coweta Industrial Pkwy Extension from Coweta Industrial Pkwy terminus to Amlajack Blvd Extension (2 lanes)	Coweta Co	Short
N2	Madras Connector from Amlajack Blvd Extension to US 29 and Happy Valley Cir (2 lanes)	Coweta Co	Mid
N3	Amlajack Blvd Extension from Amlajack Blvd termini to Coweta Industrial Pkwy (2 lanes)	Coweta Co	Short
N4	Hollz Pkwy Extension from Hollz Pkwy termini to Amlajack Blvd Extension (4 lanes)	Coweta Co	Short
N5	McIntosh Pkwy Extension from McIntosh Pkwy termini near Newnan Crossing Bypass to McIntosh Pkwy termini near Farmer St (4 lanes)	Newnan	Short
N6	Andrew St Extension from Augusta Dr to East Washington St (2 lanes)	Newnan	Short
N7	Campus Dr Extension from Campus Dr termini/Turkey Creek Rd to SR 16 (2 lanes)	Coweta Co	Long
N8	Newnan Bypass Extension from Turkey Creek Rd to SR 16 (4 lanes)	Coweta Co	Short
N9	US 29 Connector from US 29 north of Moreland to Bethlehem Church Rd (2 lanes)	Coweta Co	Mid
N10	Vernon Hunter Pkwy from McIntosh Trail to TDK Blvd Extension	Coweta Co	Mid
N11	New roadway north of Senoia from end of Ivy Ln to SR 74/85 (2 lanes)	Senoia	Long

Map ID	Roadway/Location	Jurisdiction	Phase
ROADWAY WIDENING/CAPACITY			
C1	SR 154 from SR 34 to US 29 (to 4 lanes)	Coweta Co	Mid
C2	SR 154 from Lower Fayetteville Rd to SR 34 (to 4 lanes)	Coweta Co	Mid
C3	Lower Fayetteville Rd (Phase 1) from Newnan Lakes Blvd to Shenandoah Blvd (to 4 lanes)	Newnan	Mid
C4	Newnan Crossing Blvd East from Stillwood Dr to Poplar Rd (to 4 lanes)	Newnan	Mid
C5	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
C6	SR 16 from US 29 to I-85 (to 4 lanes)	Coweta Co	Short
OPERATIONAL UPGRADE			
OP1	Thomas Powers Rd/Hewlette South Rd from SR 34 to Bud Davis Rd	Coweta Co	Long
OP2	Bud Davis Rd from Mt. Carmel Rd/ Hewlette South Rd to Chattahoochee Bend State Park entrance	Coweta Co	Long
OP3	Mt. Carmel Rd from Bud Davis Rd to Payton Rd	Coweta Co	Long
OP4	Payton Rd from Mt. Carmel Rd to Boone Rd	Coweta Co	Long
OP5	Boone Rd from Payton Rd to Wagers Mill Rd	Coweta Co	Long
OP6	Wagers Mill Rd from Boone Rd to SR 16/Alt 27	Coweta Co	Long
OP7	Macedonia Rd/Buddy West Rd from SR 16 to Happy Valley Cir, including intersection modification at SR 70	Coweta Co	Mid
OP8	Happy Valley Cir from Buddy West Rd to Hal Jones Rd	Coweta Co	Mid
OP9	Cannongate Rd from Palmetto-Tyrone Rd to Collinsworth Rd (CR548), with intersection realignment at Collinsworth Rd	Coweta Co	Mid
OP10	Fischer Rd (CR 40) from SR 54 to Palmetto-Tyrone Rd	Coweta Co	Short
OP11	SR 34 from Jefferson St/Ashley Park to SR 154	Newnan/ Coweta Co	Long
OP12	SR 54 from SR 154 to SR 34	Sharpsburg/ Coweta Co	Long
OP13	Poplar Rd from Newnan Crossing Blvd to SR 16	Coweta Co	Mid
OP14	Sullivan Rd from Lower Fayetteville Rd to SR 34 East	Newnan/ Coweta Co	Long
OP15	Marion Beavers Rd from SR 16 to SR 154	Coweta Co	Long
OP16	SR 154 from Old Hwy 16 to Lower Fayetteville Rd	Sharpsburg/ Coweta Co	Long
OP17	SR 154 from Old Hwy 16 to SR 54	Sharpsburg	Long
OP18	Willis Rd/Stewart Rd from SR 154 to SR 54	Coweta Co	Long
OP19	Reese Rd from McIntosh Trl to SR 54	Coweta Co	Long
OP20	McIntosh Trl from SR 54 to Stallings Rd	Sharpsburg/ Coweta Co	Mid
OP21	Stallings Rd from Couch St to McIntosh Trl	Senoia/ Coweta Co	Long
OP22	US 29/27Alt from I-85 to Airport Rd	Coweta Co	Mid
OP23	US 29 from SR 41 to Church St	Moreland	Long
OP24	Railroad St from Main St to Harris St, including College St to Us 29 and Harris St to cemetery	Moreland	Mid
OP25	US 29 from LaGrange St to Griffin St/Clarence McCambry Rd, including CSX RR overpass bridge	Grantville	Long

Map ID	Roadway/Location	Jurisdiction	Phase
INTERSECTION MODIFICATIONS			
M1	US 29 at Tommy Lee Cook Rd	Palmetto	Long
M2	Collinsworth Rd at Weldon Rd	Palmetto	Short
M3	Fischer Rd (CR 40) at Andrew Bailey Rd	Coweta Co	Short
M4	Herring Rd at US 29 and CSX Railroad	Coweta Co	Short
M5	SR 16 at Witcher Rd and Glover Rd	Coweta Co	Short
M6	SR 34 West at SR 34 Bypass and Ishman Ballard Rd (roundabout)	Coweta Co	Long
M7	SR 34/Franklin Rd at Belt Rd and Norfolk Southern Railroad	Newnan	Long
M8	SR 34/Franklin Hwy at Pete Davis Rd and Thigpen Rd	Coweta Co	Long
M9	SR 34/Franklin Hwy at Welcome Rd	Coweta Co	Long
M10	Old Corinth Rd and Belk Rd at Smokey Rd	Coweta Co	Short
M11	Greenville St/US 29 at Sewell Rd	Newnan	Long
M12	Five Points Intersection Reconfiguration—East Newnan Rd at Poplar Rd, Turkey Creek Rd, and Martin Luther King, Jr. Dr (roundabout)	Newnan/ Coweta Co	Short
M13	SR 16 at Pine Rd	Coweta Co	Short
M14	SR 34/Bullsboro Dr at Amlajack Blvd and Parkway North	Coweta Co	Short
M15	I-85 Southbound Off Ramp at SR 34/Bullsboro Dr	Newnan	Short
M16	SR 34 at Baker Rd and Sullivan Rd	Coweta Co	Long
M17	Lora Smith Rd at SR 34	Coweta Co	Short
M18	Lora Smith Rd at Lower Fayetteville Rd	Coweta Co	Short
M19	Lower Fayetteville Rd at Fischer Rd/SR 34 East	Coweta Co	Mid
M20	Lower Fayetteville Rd at Parks Rd	Coweta Co	Short
M21	US 29 at Corinth Rd	Newnan	Long
M22	Poplar Rd at Parks Rd	Coweta Co	Short
M23	SR 16 at Turkey Creek Rd	Coweta Co	Long
M24	SR 154 at Old Hwy 16 (roundabout)	Sharpsburg	Long
M25	SR 154 at Terrentine St	Sharpsburg	Long
M26	SR 16 at SR 54 (roundabout)	Turin	Short
M27	SR 54 at Johnson Rd	Coweta Co	Long
M28	SR 16 at Elders Mill Rd	Coweta Co	Long
M29	SR 16 at Pylant St	Senoia	Short
M30	Rockaway Rd at Heritage Point Pkwy	Senoia	Short
M31	SR 74/85 at Seavy St	Senoia	Long
M32	Eastside School Rd at Old Hwy 85	Coweta Co	Short
M33	Gordon Rd at Elders Mill Rd	Coweta Co	Short
M34	SR 74/85 at Gordon Rd	Haralson	Long
M35	Line Creek Rd at Shaddix Rd	Haralson	Short
M36	Line Creek Rd at Main St	Haralson	Short
M37	SR 14 at SR 41 (roundabout)	Coweta Co	Long
M38	Corinth Rd at West Grantville Rd, Earl North Rd, and Hannah Rd	Coweta Co	Short
M39	US 29 at Lowery Rd	Grantville	Long
M40	Griffin St at Charlie Patterson Rd (roundabout)	Grantville	Short

Map ID	Roadway/Location	Jurisdiction	Phase
CORRIDOR IMPROVEMENTS			
COR1	SR 16 from location in Carroll County to SR 34 Bypass	Coweta Co	N/A
COR2	SR 34 Bypass from SR 34 (Franklin Highway) to US 27 Alt/SR 16 (Carrollton Hwy)	Coweta Co	N/A
COR3	Ishman Ballard Rd from Smokey Rd to SR 34	Coweta Co	N/A
COR4	Southwest Newnan Bypass from US 29 to Smokey Rd at Ishman Ballard Rd	Coweta Co	N/A
COR5	SR 16 from I-85 to Poplar Rd	Coweta Co	N/A
COR6	SR 16 from Poplar Rd to Carl Williams Rd	Sharpsburg/ Turin/ Senoia/ Coweta Co	N/A
COR7	SR 16 from Carl Williams Rd to location in Spalding Co	Coweta Co	N/A
BRIDGE UPGRADES			
B1	Payton Rd , 9.2 miles NW of Newnan	Coweta Co	N/A
B2	Boone Rd , 8.9 miles NW of Newnan	Coweta Co	N/A
B3	Mt. Carmel Rd at Thomas Creek	Coweta Co	Short
B4	Summers McKoy Rd at Thomas Creek	Coweta Co	Short
B5	Main St , 2.5 miles NW of Newnan over railroad	Coweta Co	N/A
B6	Henry Bryant Rd at Wahoo Creek	Coweta Co	N/A
B7	Duncan Rd at Cedar Creek Tributary	Coweta Co	Short
B8	Happy Valley Cir , 6.0 miles N of Newnan	Coweta Co	N/A
B9	J.D. Walton Rd at Caney Creek	Coweta Co	Short
B10	Corinth Rd at New River	Coweta Co	N/A
B11	Chandler Rd , 4.0 miles SW of Newnan	Coweta Co	N/A
B12	Holbrook Rd at Sandy Creek	Coweta Co	Short
B13	Potts Rd at Sandy Creek	Coweta Co	Short
B14	Bobo Banks Rd at Messiers Creek	Coweta Co	N/A
B15	Bohannon Rd at Messiers Creek	Coweta Co	Short
B16	Minnie Sewell Rd at Yellow Jacket Creek	Coweta Co	Short
B17	Bexley Rd at Yellow Jacket Creek	Coweta Co	Short
B18	Bradbury Rd at Yellow Jack Creek	Coweta Co	N/A
B19	Lowery Rd Extension , 2.5 miles E of Grantville	Coweta Co	N/A
B20	Allen Rd , 0.5 miles N of Grantville	Coweta Co	N/A
B21	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
B22	Hines Rd , 4.0 miles S of Moreland	Coweta Co	N/A
B23	Gordon Rd at White Oak Creek	Coweta Co	N/A
B24	Gordon Rd at Abandoned Railroad	Coweta Co	N/A
B25	Moore Rd at Little White Oak Creek	Coweta Co	Short
B26	McDonald Rd at Pine Creek (box culvert replacement)	Coweta Co	Short
B27	Lower Fayetteville Rd at Shoal Creek Tributary (culvert replacement)	Coweta Co	N/A
B28	SR 54 at Shoal Creek	Coweta Co	N/A
B29	McIntosh Trl at Keg Creek	Coweta Co	N/A
B30	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
B31	SR 74/85 at Central of Georgia rail line between SR 16 and Seavy St	Senoia	Short
B32	Gray Girls Rd , 4.0 miles SE of Senoia	Coweta Co	N/A

Map ID	Roadway/Location	Jurisdiction	Phase
RAILROAD CROSSING			
R1	Walt Sanders Rd (Railroad crossing 050420R) (add warning device)	Coweta Co	N/A
R2	Walt Sanders Rd (Railroad crossing 050419W) (add warning device)	Coweta Co	N/A
R3	Johnson Cir (Railroad crossing 050408J) (add warning device)	Coweta Co	N/A
R4	Main St (Railroad crossing 050458M) (upgrade crossing)	Grantville	N/A
R5	Seavy St at CSX (upgrade crossing)	Senoia	N/A
R6	Johnson St at CSX (upgrade crossing)	Senoia	N/A
R7	Seavy St at Norfolk Southern (upgrade crossing)	Senoia	N/A
OTHER			
N/A	Signage inventory and wayfinding study	Coweta Co and Cities	N/A
N/A	Parking study	Moreland	N/A
N/A	Off-system safety improvements at 10 locations in Coweta and Heard Co.	GDOT	N/A

Phasing: short-term=2014-2020; mid-term = 2021-2030; long-term = 2031-2040

Note: N/A is shown in the Phase column for bridge and rail crossing projects because those projects are prioritized and selected for funding based on safety and rail crossing programs administered by GDOT.

FREIGHT, RAIL & AVIATION

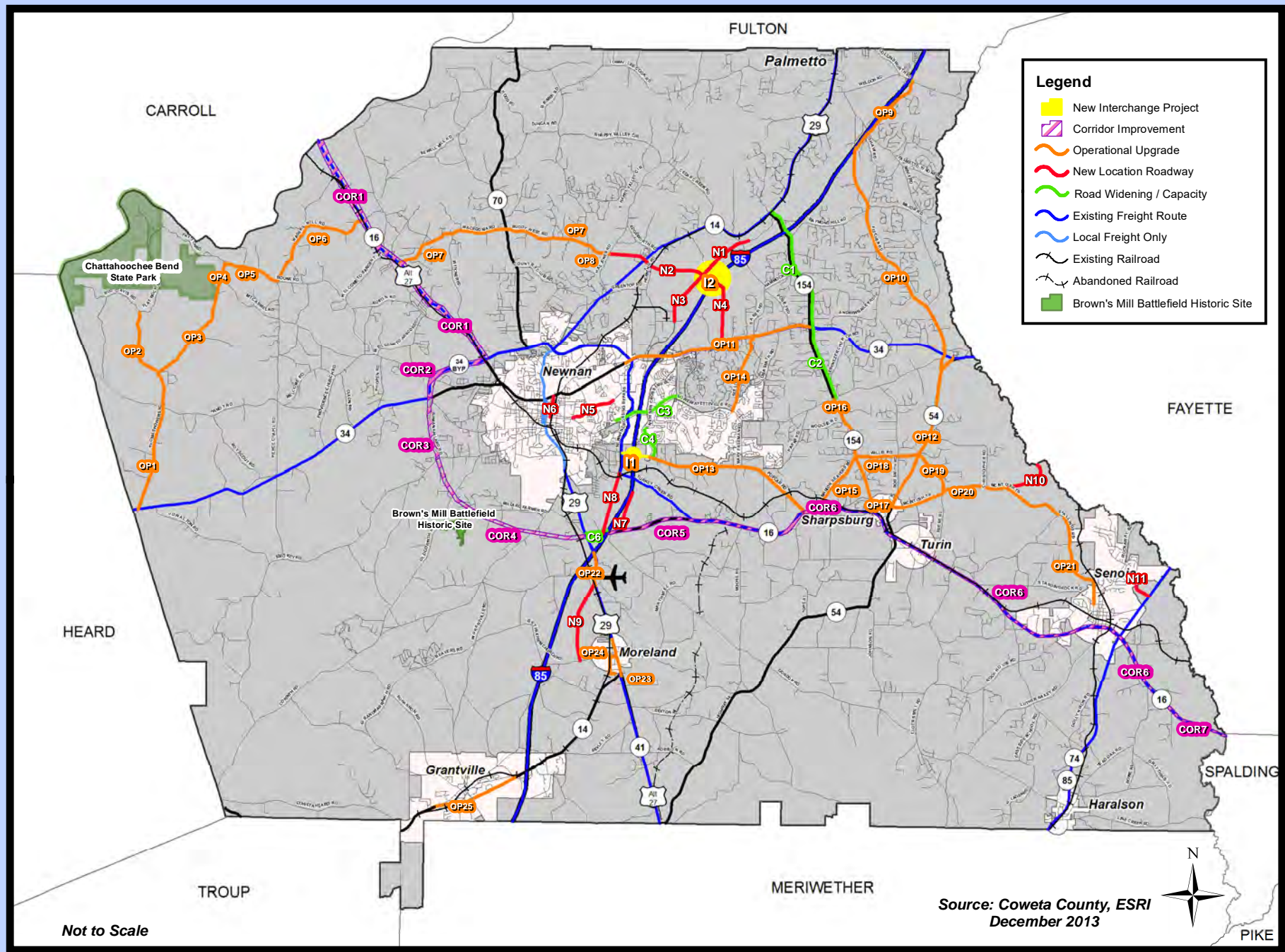
Freight movement in Coweta predominantly involves trucking and railroads. The CTP's freight recommendations are designed to respond to several specific needs:

- 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

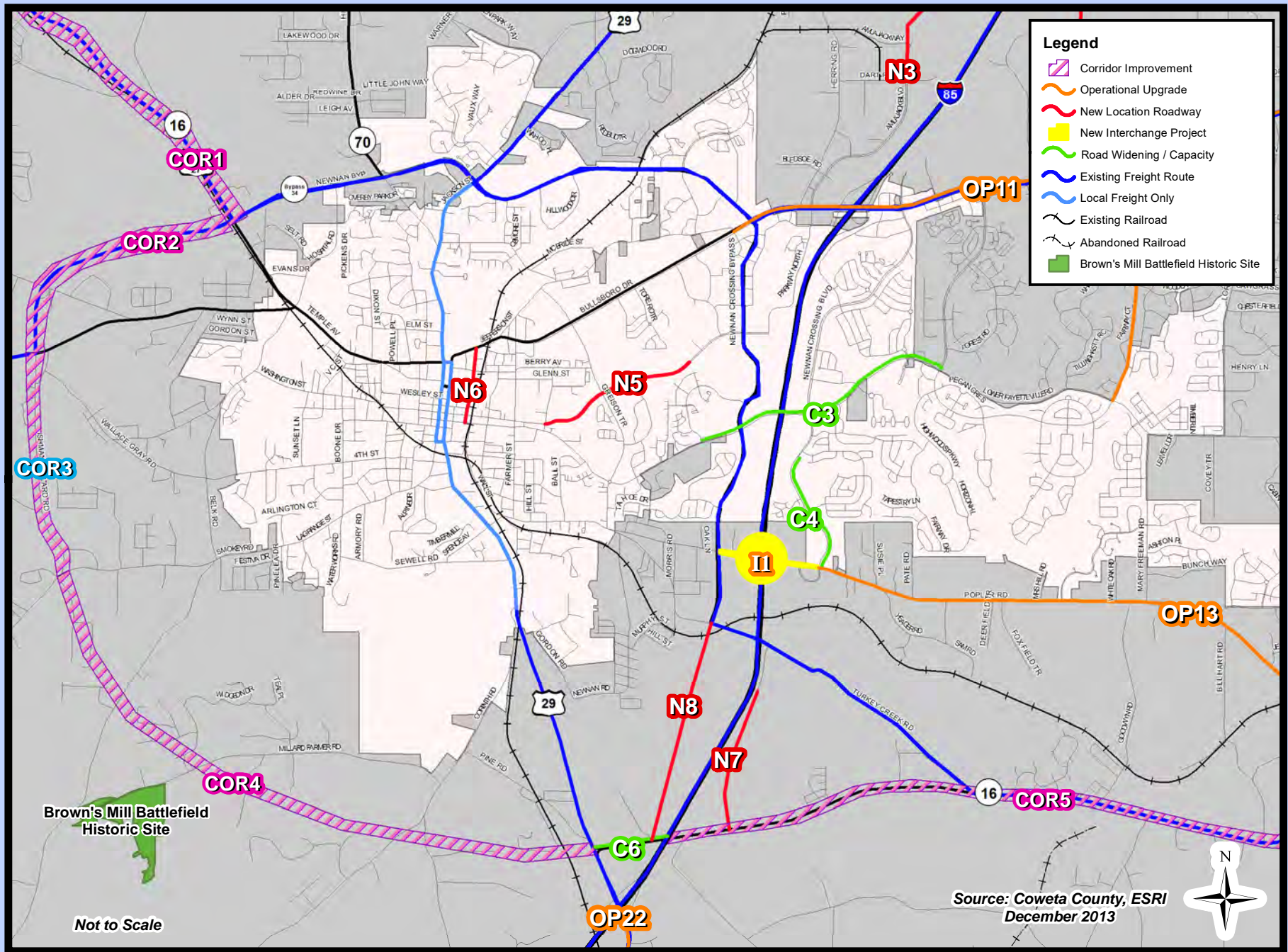


The CTP freight recommendations are:

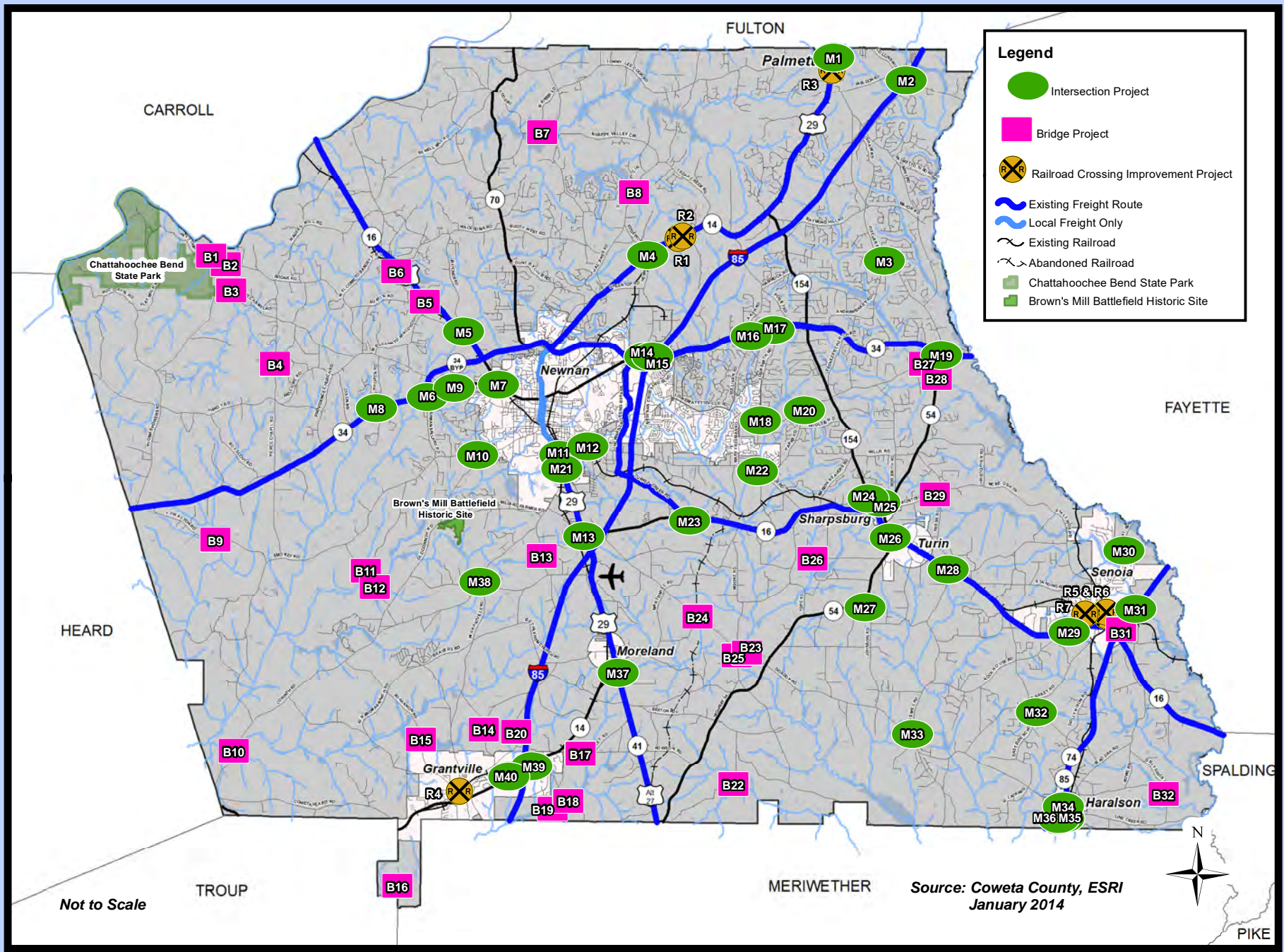
- Develop a Local Freight Route Network to include designated State/Regional Freight Routes and other critical freight corridors
- Designate Local Freight Routes as appropriate
 - Hwy 154 from I-85 westward to US 29
 - Collinsworth Road/Weldon Road from I-85 westward to US 29
 - When Amlajack Boulevard Interchange is constructed, add Amlajack Boulevard, Coweta Industrial Parkway, and Holz 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
- Periodically evaluate Regional Truck Route Network in Coweta with ARC and GDOT
- 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)



**Coweta County Joint Comprehensive Transportation Plan Update
Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (Coweta County)**



**Coweta County Joint Comprehensive Transportation Plan Update
Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (City of Newnan)**



Coweta County Joint Comprehensive Transportation Plan Update
Bridge, Railroad Crossing, and Intersection Modification Projects (Coweta County)

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 Newnan-Coweta 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, the 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.

TRANSIT STRATEGIES

The focus of 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

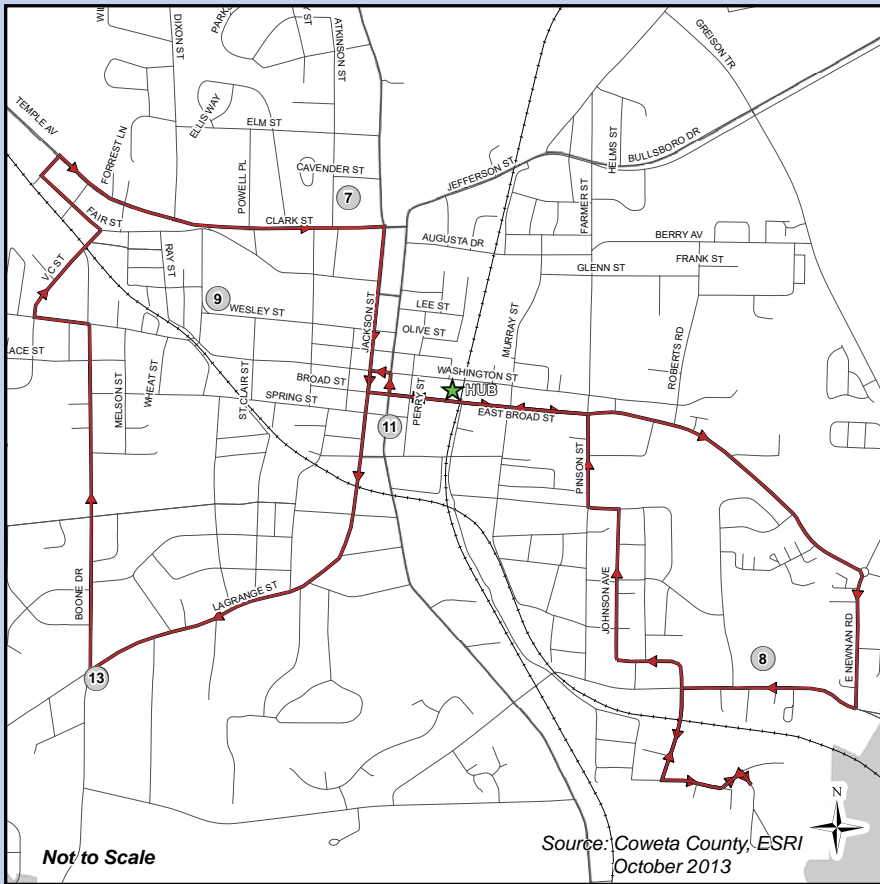
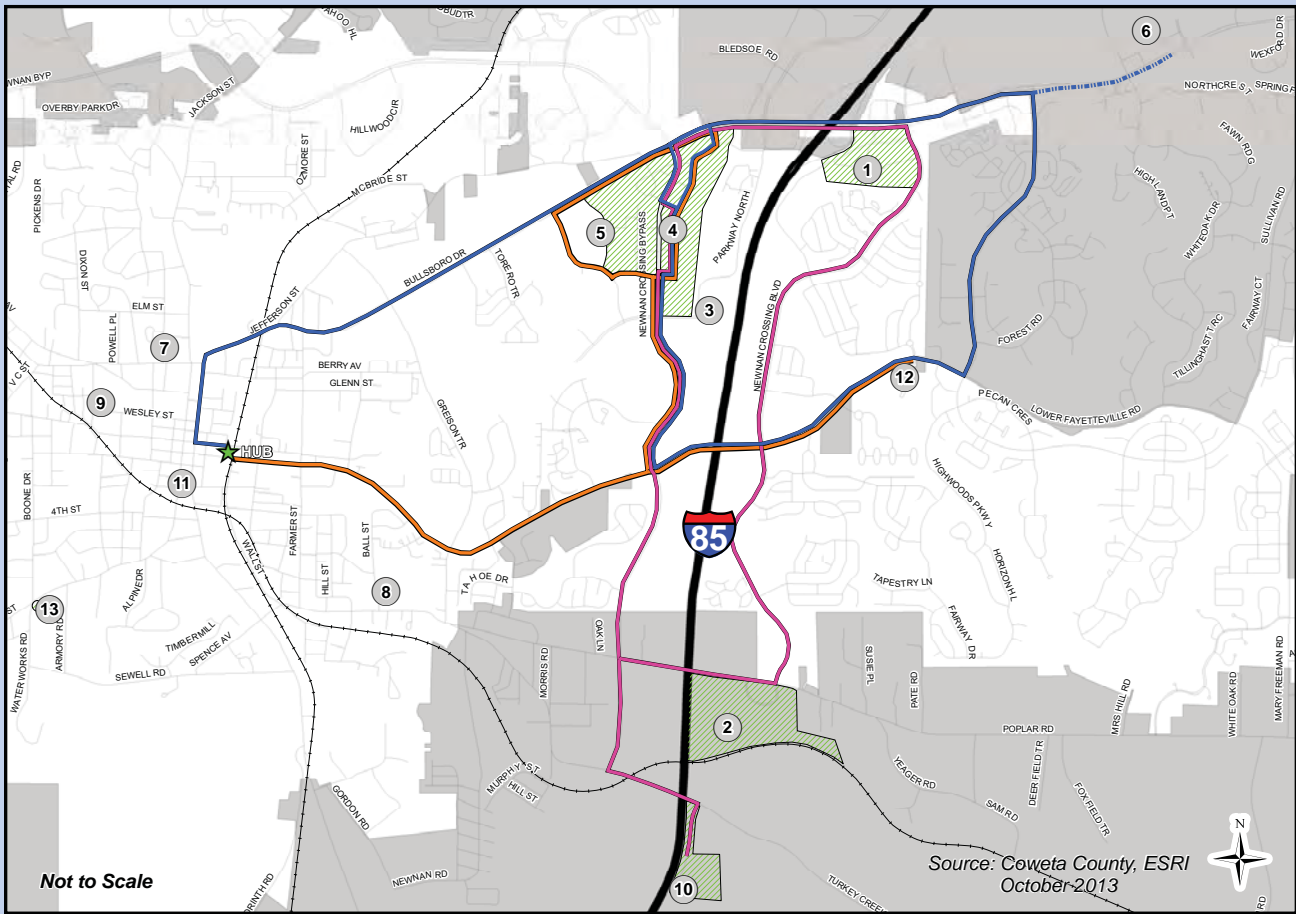


Service Coordination and Optimization

- Mobility Manager
- Private sector partnerships
- Marketing and service referral program

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 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.



- ### Points of Interest
1. Walmart Shopping Center
 2. Piedmont Newnan Hospital
 3. Cancer Treatment Centers of America
 4. Newnan Crossing Shopping Center
 5. Ashley Park Shopping Center
 6. GRTA Park and Ride Lot
 7. Future Location of UWG - Newnan Campus
 8. Central Education Center
(Current location of W. Georgia Technical College)
 9. Newnan/Coweta Boys and Girls Club of America
 10. New Campus of West Georgia Technical College
 11. Newnan Post Office
 12. The Newnan Centre
 13. Newnan High School

- ### Legend
- Points of Interest
 - HUB
 - Bullsboro Express
 - GRTA Xpress Connection
 - Bullsboro/Poplar Circulator
 - Newnan Centre/Ashley Park Trolley
 - Intown Neighborhood Loop
 - Existing Railroad
 - Abandoned Railroad

Coweta County Joint Comprehensive Transportation Plan Update Potential Transit Routes

BICYCLE NETWORK & PEDESTRIAN 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. The focus of the CTP Update’s 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



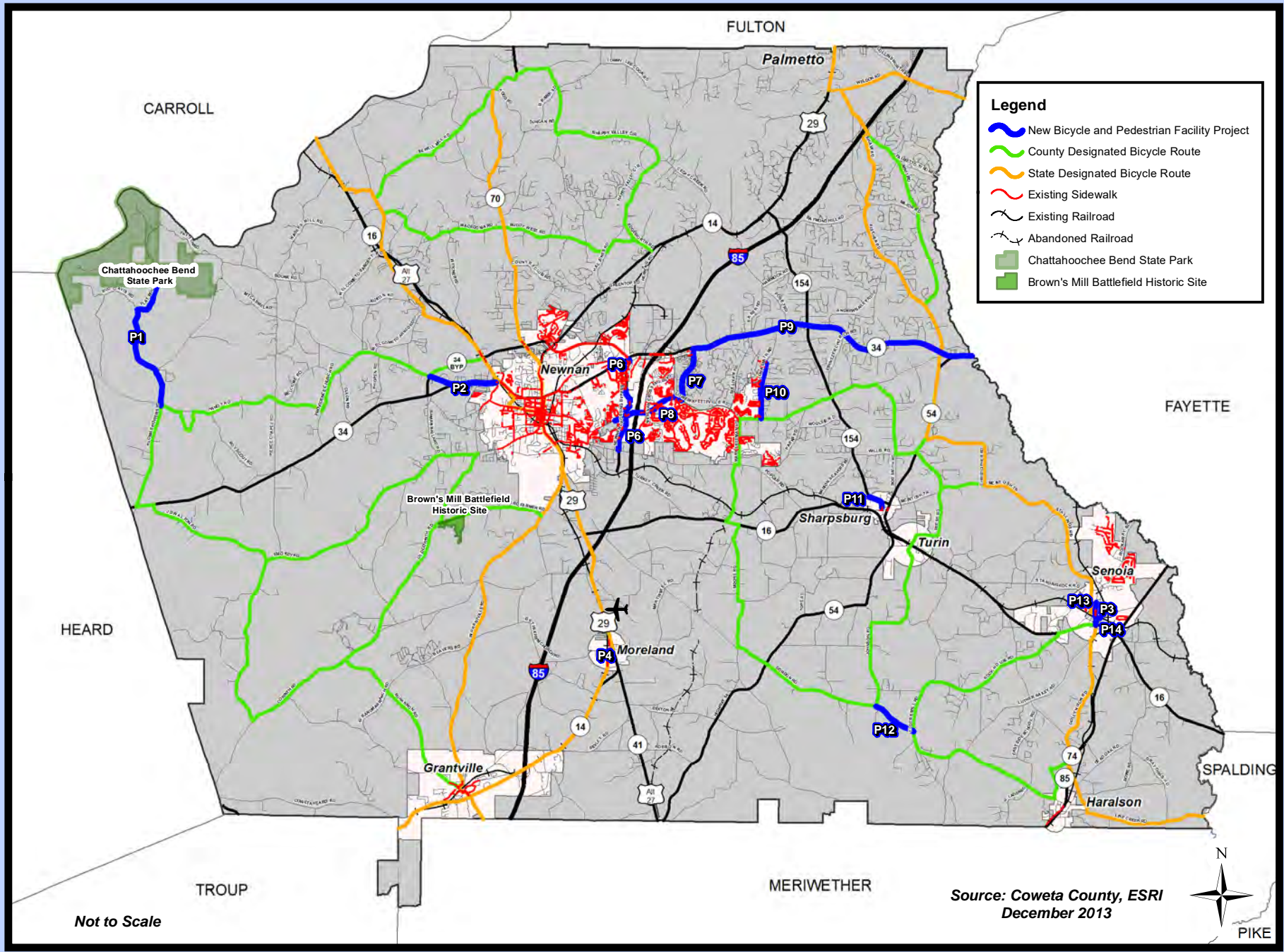
Together with these general strategies, the CTP Update recommends 14 specific bicycle and pedestrian projects to improve connections on existing and proposed facilities.

An important consideration for all bicycle and pedestrian facilities remains the safety of the network for all users, whether bicyclist, pedestrian or motorist.

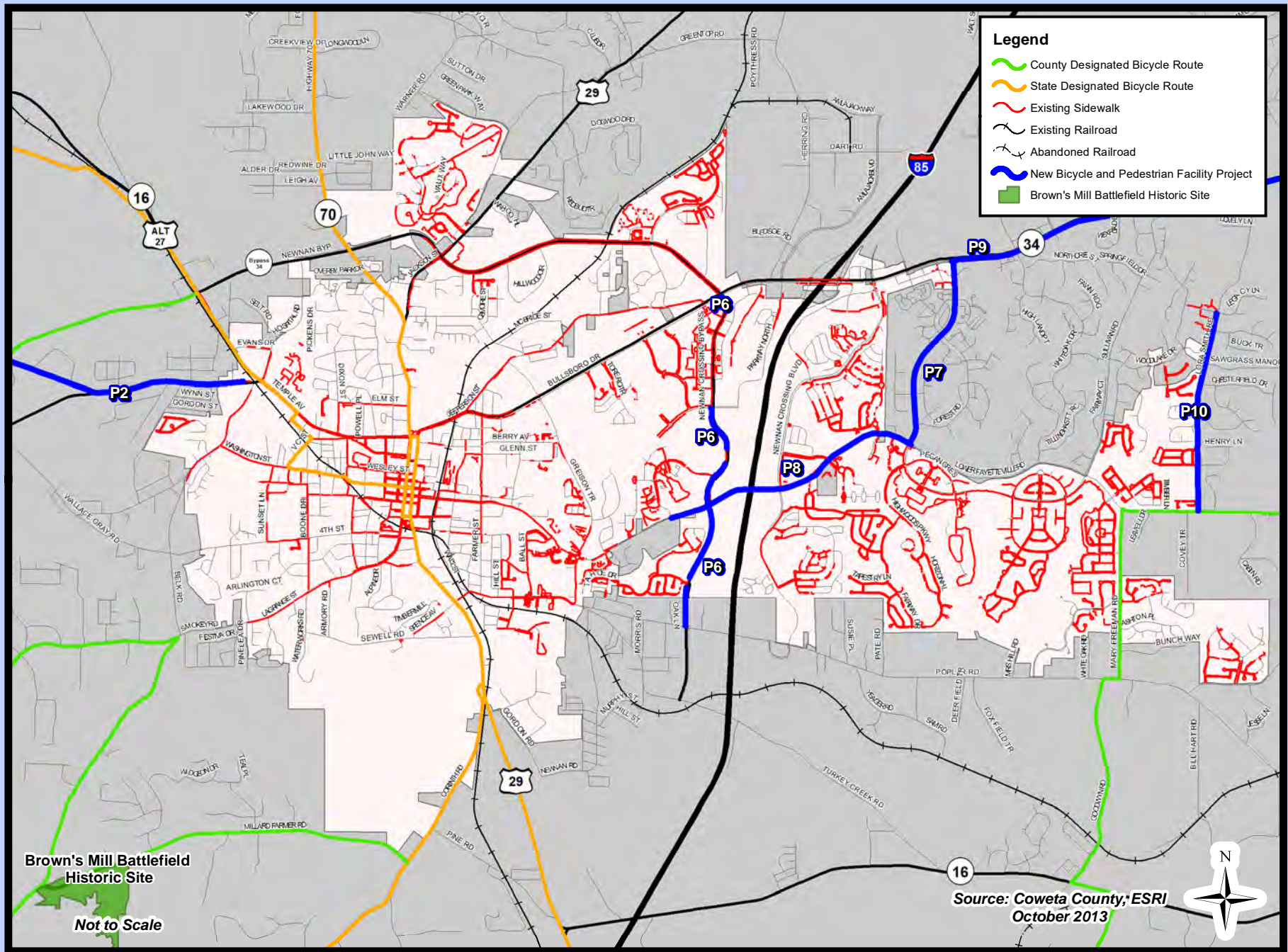
BICYCLE & PEDESTRIAN PROJECT LIST

P1	Bike route connection to Chattahoochee Bend State Park
P2	Extend existing bike route along Franklin Road to Newnan city limits
P3	Rehabilitate non-vehicular use bridge over railroad on Bridge Street at Senoia city limits (bicycle/pedestrian/golf cart use only)
P4	Sidewalks in Moreland between existing sidewalks on Railroad and Church Streets
P5	Chattahoochee Hill Country Regional Greenway Trail System Pilot Project <i>(exact project location yet to be finalized)</i>
P6	Sidewalks along SR 34 Bypass and Newnan Crossing Bypass to connect key destinations
P7	Sidewalks along Shenandoah Boulevard
P8	Sidewalks or bike paths along Lower Fayetteville Road
P9	Multi-use path along SR 34 from Newnan to Peachtree City
P10	Sidewalks along Lora Smith Road to connect two schools to subdivisions along roadway
P11	Sidewalk connection between existing sidewalks in downtown Sharpsburg and East Coweta High School
P12	Bike route on Gordon Road between Johnson Road and Elders Mill Road to connect two existing bike routes
P13	Sidewalk connection on Main Street in Senoia from Couch Street to Johnson Street to connect two existing sidewalks
P14	Sidewalks from Main Street in downtown Senoia to SR 16 (Broad Street)

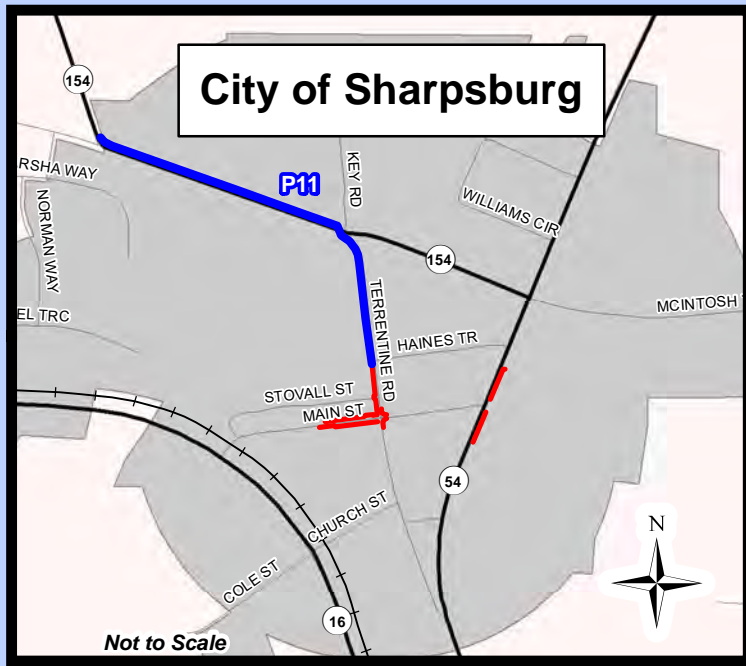
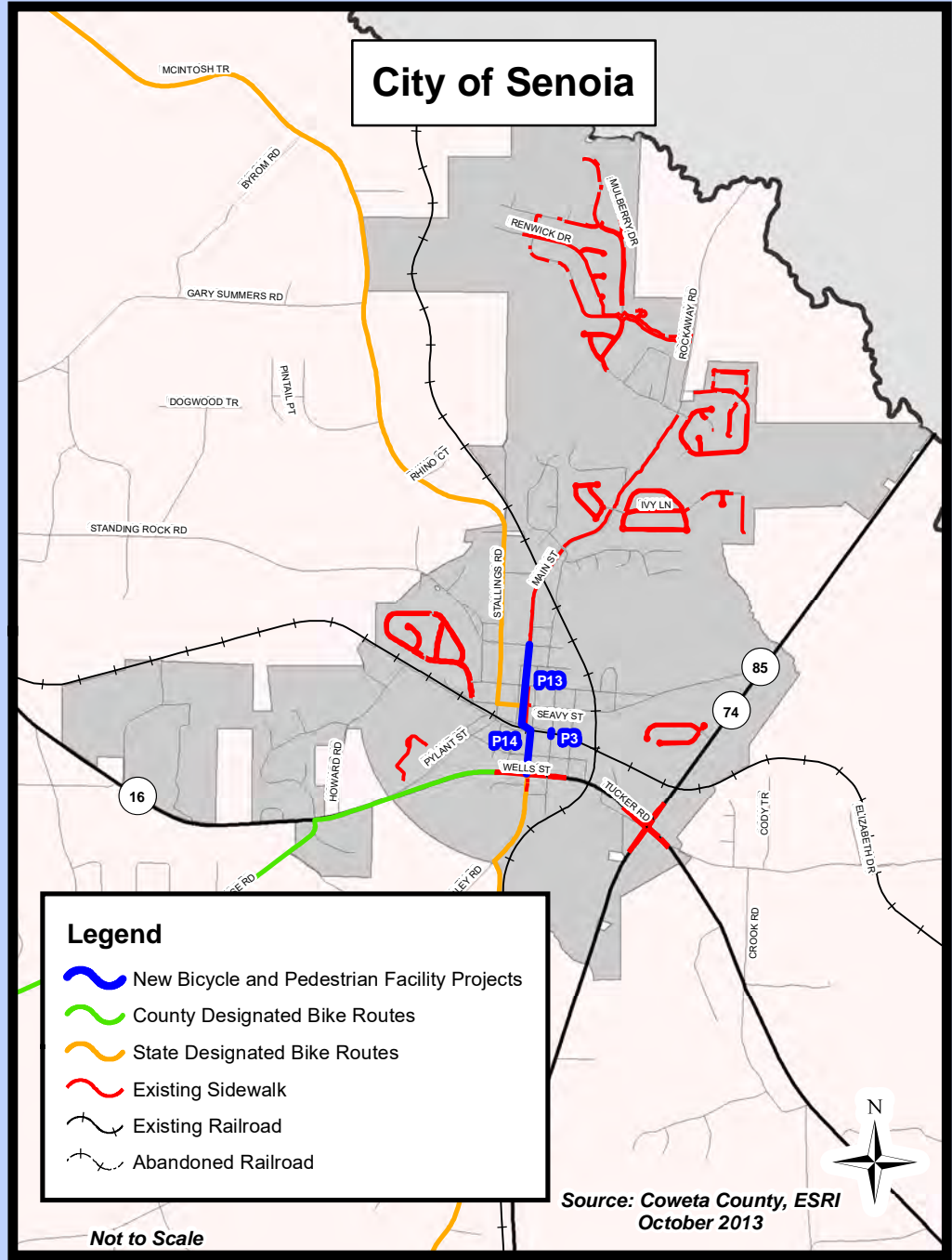
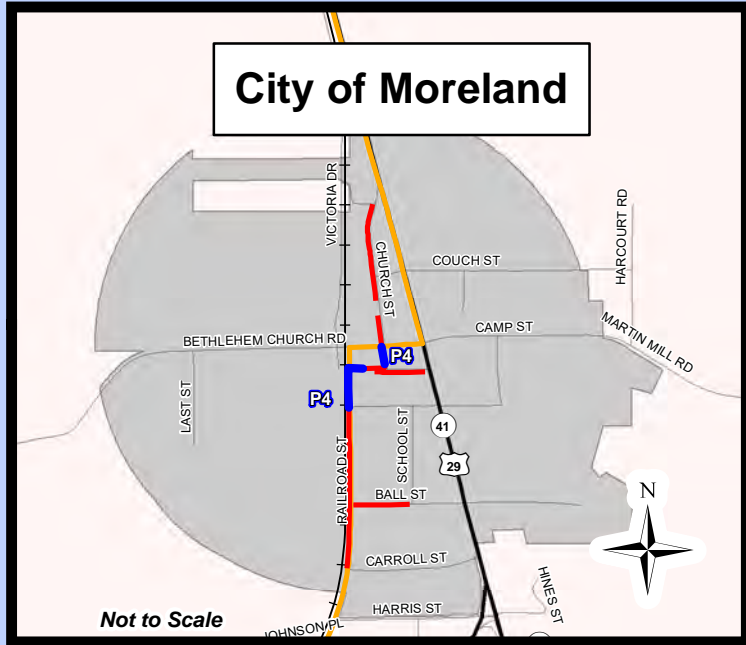
It should also be noted that, although bicycle and pedestrian facility project recommendations from approved local jurisdiction plans are not listed individually in the CTP project recommendations, the CTP supports local jurisdictions’ continued development of such plans and implementation of the projects recommended therein as funding becomes available.



Coweta County Joint Comprehensive Transportation Plan Update Bicycle and Pedestrian Facility Projects (Coweta County)



Coweta County Joint Comprehensive Transportation Plan Update Bicycle and Pedestrian Facility Projects (City of Newnan)



Coweta County Joint Comprehensive Transportation Plan Update Bicycle and Pedestrian Facility Projects (Moreland, Senoia and Sharpsburg)

COSTS & PHASING

Costs for all the roadway and bridge project recommendations total an estimated \$673.4 million, broken down by project type as follows:

- New Interchanges = \$70.8 million
- New Location Roadways = \$156.1 million
- Road Widening/Capacity = \$98.3 million
- Operational Upgrades = \$105.0 million
- Intersection Modifications = \$55.9 million
- Corridor Improvements = \$159.5 million
- Bridge Upgrades = \$26.4 million
- Railroad Crossings = \$1.4 million

Prioritization of projects took into consideration several primary factors, including: nature, degree and estimated timing of need, continuity with adjacent improvements, and anticipated funding levels and sources. Projects were prioritized into three implementation time periods:

- Short-term = 2014-2020
- Mid-term = 2021-2030
- Long-term = 2031-2040

Roadway and bridge projects programmed in the ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST compose the majority of short-term projects. They include 9 ARC TIP projects (\$104.3 million) and 13 remaining Coweta County SPLOST projects (\$7.3 million), with another 5 projects planned in the SPLOST should sufficient funding become available (\$12.7 million).

An additional 17 projects were prioritized into the “gap” years (2018-2020) remaining in the short-term period, assuming inclusion in the next ARC TIP or Coweta County SPLOST (if voter approved). These include several key mobility and economic development projects, such as those connected to the new Amlajack interchange, as well as a number of intersection improvements on locally maintained roads throughout Coweta. These 17 projects total an estimated \$90.8 million.

The 15 projects prioritized into the mid-term period consist mostly of new/widened roadways and corridor operational improvements on both the Federal/State and locally maintained roadway network. They have a total estimated cost of \$183.7 million.

The long-term projects predominantly include corridor operational improvements across the network, as well as intersection modifications on the Federal/State system. These 36 projects have a total estimated cost of \$94.9 million.

Several types of roadway improvements were not included within this prioritization due to the nature of the project and how they are traditionally funded. This includes the “corridor improvements,” bridges (non-programmed only), and railroad crossing upgrades.

As mentioned previously, the 7 projects identified as corridor improvements will require further detailed analysis by the Georgia DOT and/or the ARC to determine the exact nature of the improvement, which could include a combination of widening, operational upgrades, intersection modifications and new location roadways. These projects are all located along SR 16 as it crosses Coweta from Carroll to Spalding counties and including the proposed Southwest Bypass to the west and south of Newnan.

With the exception of any bridge and railroad crossings currently programmed in the ARC TIP or Coweta County SPLOST, it was assumed that all future improvements would be funded under State or regional programs dedicated to bridge upgrades and railroad crossing safety. Georgia DOT maintains a strict monitoring system of all bridges and railroad crossings statewide, and programs improvements as necessary based on need and available funding.

FUNDING

Project funding is categorized into federal, state, and local sources. Locally, SPLOSTs and impact fees are common ways to fund transportation improvements beyond what is available through general funds. Local sources may also include quasi-governmental agencies (school boards/development authorities) and the private sector (business/community improvement organizations and developers/property owners). Federal, state and regionally maintained programs fund specific types of improvements, ranging from bridges and transit to those focused on air quality and safety.

The only CTP projects with committed funding are those in the short-term ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST. Funding availability through 2040 remains uncertain at all levels. Because of this uncertainty, assumptions were made based on current funding levels to derive the fiscally constrained plan of projects.

Total estimated funding by prioritization period is:

- Short-term (2013-2020) = \$160.7 million
 - ARC 2012-2017 TIP = \$104.3 million
 - Coweta 2013-2018 SPLOST = \$7.3 million
 - “Gap” ARC (2018-2020) = \$26.8 million
 - “Gap” SPLOST (2019-2020) = \$22.3 million
- Mid-term (2021-2030) = \$131.6 million
 - ARC RTP = \$34.4 million
 - Coweta SPLOST = \$97.2 million
- Long-term (2031-2040) = \$123.6 million
 - ARC RTP = \$34.4 million
 - Coweta SPLOST = \$89.2 million

These amounts assume current sources and levels continue mostly unchanged through 2040. As such, SPLOST funding of \$11.15 million per year was assumed for all but four years through 2040. Although Coweta voters have been supportive of the SPLOST in recent years, those four years allow for occasional breaks between SPLOST periods.

Similarly, the ARC funding amount in the short-term “gap” years equals the 2012-2017 TIP value for federal and state sources only, annualized, for three years. In the mid-term period, ARC funding equals the amount already allocated to the one project currently in the RTP. The long-term period funding assumes the same value as currently allocated in the RTP in those years.

Several additional notes should be made regarding funding assumptions. First, future estimated SPLOST amounts do not account for funding set-asides that some ongoing roadway rehabilitation, striping and maintenance programs currently receive. Additionally, several other types of CTP project recommendations, such as bicycle/pedestrian and transit, are not included in this costing, phasing or funding analysis. Finally, federal/state funding typically requires a local match of no less than 20 percent, which Coweta has funded in recent years with SPLOST revenues.

Achieving funding at estimated levels will require significant efforts on the part of Coweta County staff and officials. Local funding, primarily through the SPLOST, necessitates a continued commitment to ensuring that public funds are spent as efficiently and effectively as possible, and that the citizens are aware and supportive of those efforts and projects. Additionally, lean economic times mean that state and regional funding is limited and highly competitive. Coweta County officials and staff must continue to be proactive in efforts to inform regional and state planning partners of the County’s transportation needs and priorities, as well as in stridently promoting the County’s interests in the competition for any available funding.

Municipality Snapshots



CITY OF GRANTVILLE

Located on Coweta's southern border adjacent to Troup and Meriwether counties, the City of Grantville has a population of over 3,000 and area of 5.2 square miles. Grantville area projects are:

- Operational improvements on US 29 between LaGrange Street and Griffin Street
- Intersection modifications on US 29 at Lowery Road and Griffin Street at Charlie Patterson Road
- 7 bridge upgrades over the Messiers and Yellow Jacket creeks
- Railroad crossing upgrade on Main Street
- Sidewalks connecting key destinations

CITY OF HARALSON

The small community of Haralson, on the southeast border with Meriwether and Spalding counties, has a population of 166 and area of 0.7 square miles. CTP projects in/near Haralson are:

- Intersection modifications to SR 74/85 at Gordon Road and Line Creek Road at Shaddix Road and Main Street
- Additional sidewalk to connect downtown destinations and residential areas



TOWN OF MORELAND

South of Newnan in central Coweta County, the Town of Moreland has a population of almost 400 and area of 0.9 square miles. CTP projects located in and around Moreland include:

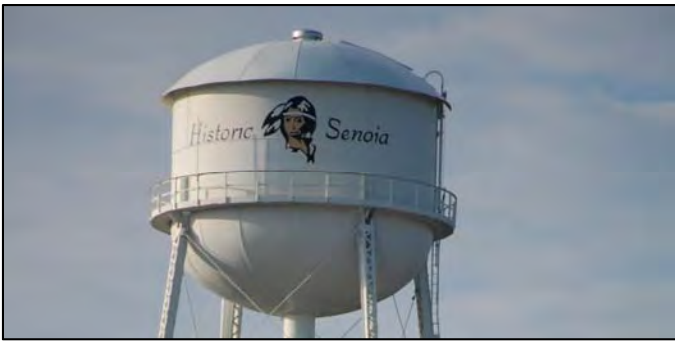
- Operational improvements on US 29 between SR 41 and Church Street, and on Railroad Street from Main Street to Harris Street
- Intersection modification at SR 14 and SR 41
- New two-lane roadway connecting from US 29 north of Moreland near the airport to Bethlehem Church Road to the west of town
- Sidewalk to connect the gaps in existing facilities along Railroad and Church streets and link other downtown destinations



CITY OF NEWNAN

The City of Newnan is Coweta's county seat and largest city in both population and size, with more than 33,000 residents and a land area of over 18 square miles. Not surprisingly, a number of CTP projects are located in Newnan and adjacent unincorporated areas of the county. Several key CTP projects around Newnan include:

- New I-85 interchanges at Poplar Road and Amlajack Boulevard
- Additional capacity on Lower Fayetteville Road and Newnan Crossing Boulevard East
- New roadway extensions to McIntosh Parkway and Andrews Street
- Various intersection modifications, including realignment of the Five Points intersection
- Sidewalks and multi-use paths connecting key destinations



CITY OF SENOIA

Located in southeastern Coweta adjacent to Fayette County, Senoia has a population of 3,300 and area of 4.7 square miles. The CTP includes a wide variety of projects in and around Senoia:

- New two-lane roadway connecting the end of Ivy Lane to SR 74/85
- Operational improvements along Stallings Road from Couch Street to McIntosh Trail
- Intersection modifications on SR 16 at Pylant Street, Rockaway Road at Heritage Point Parkway, and SR 74/85 at Seavy Street
- Upgrade the bridge over the rail line on SR 74/85 between SR 16 and Seavy Street
- Rehabilitate the bridge over the railroad on Bridge Street for non-vehicular use
- Railroad crossing improvements along Seavy Street and Johnson Street
- Sidewalks along Main Street and in downtown to SR 16 and other key destinations

TOWN OF SHARPSBURG

The Town of Sharpsburg is located in eastern-central Coweta County, along SR 16 between Newnan and Senoia. It has a population of approximately 341 residents and a land area of 0.6 square miles. A number of improvements are recommended in the vicinity of Sharpsburg:

- Intersection modifications on SR 154 at Old Hwy 16 and at Terrentine Street
- Operational improvements along SR 54, SR 154, and McIntosh Trail to the north and east
- Sidewalks to connect downtown with East Coweta High School and other residential destinations

TOWN OF TURIN

Immediately southeast of Sharpsburg along SR 16, the Town of Turin has 274 residents within its 1.3 square miles. The CTP recommends around Turin:

- Intersection improvements on SR 16 at SR 54
- Further detailed analysis along the SR 16 corridor to determine the best combination of specific improvements
- Sidewalk connections to destinations in downtown and residential areas



CTP Documentation

The Coweta County Joint CTP Update was a 15-month study, over the course of which a number of interim and final deliverables were produced. These supplemental study products, listed below, provide more detailed descriptions of study activities, technical analyses and findings. Copies can be requested from the Coweta County Transportation & Engineering Department.

- Project Management Plan
- Public Involvement Plan
- Inventory of Existing Conditions
- Needs Assessment Report
- Recommendations Report
- Final Joint Comprehensive Transportation Plan Technical Report
- Transit Needs and Feasibility Study



Coweta County Joint Comprehensive Transportation Plan Update

Final Technical Report



COWETA COUNTY

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March 4, 2014



TABLE OF CONTENTS

1.0	INTRODUCTION AND PURPOSE	1-1
2.0	PLAN DEVELOPMENT	2-1
2.1	Vision and Goals	2-1
2.1.1	Overall CTP Vision	2-1
2.1.2	Goals	2-1
2.2	Community Outreach and Input	2-2
2.2.1	Advisory Committees	2-3
2.2.2	Local Jurisdictions	2-4
2.2.3	General Public	2-4
2.3	Land Use and Growth	2-6
2.4	Existing Conditions and Identified Needs	2-17
2.4.1	Roadways and Bridges	2-17
2.4.2	Freight	2-17
2.4.3	Public Transportation	2-18
2.4.4	Bicycle Network and Pedestrian Facilities	2-18
2.4.5	Land Use and Transportation	2-18
2.5	Project Identification	2-19
2.6	Comparative Evaluation of Projects	2-20
2.7	Travel Demand Modeling	2-21
3.0	FINAL CTP RECOMMENDATIONS	3-1
3.1	Roadways and Bridges	3-1
3.1.1	Roadway Maintenance	3-11
3.1.2	Signal Installation and Timing	3-11
3.1.3	Intelligent Transportation Systems (ITS)	3-12
3.1.4	Intersection Improvements	3-12
3.1.5	ADA Compliance	3-12
3.2	Freight, Rail and Aviation	3-13
3.3	Public Transportation	3-15
3.4	Bicycle Network and Pedestrian Facilities	3-17
3.5	Land Use and Development Policy and Strategies	3-22
3.6	Access Management Plan Policy and Strategies	3-23
3.7	Transportation Demand Management Strategies	3-27
4.0	COSTS, PHASING AND FUNDING	4-1
4.1	Cost Estimation Methodology	4-1
4.2	Costs and Phasing	4-2
4.3	Funding	4-12
5.0	MONITORING PROGRAM IMPLEMENTATION	5-1
APPENDICES		
A	Final Joint SAC/TAC Meeting Notes	
B	Final TTAC Meeting Notes	
C	Public Open House Comments	



LIST OF FIGURES

Figure 1-1: CTP Study Area	1-2
Figure 2-1: Coweta County Future Development Map	2-8
Figure 2-2: City of Grantville Future Development Map	2-9
Figure 2-3: City of Haralson Future Development Map	2-10
Figure 2-4: Town of Moreland Future Development Map	2-11
Figure 2-5: City of Newnan Future Land Use Map	2-12
Figure 2-6: City of Palmetto Future Development Map	2-13
Figure 2-7: City of Senoia Future Development Map	2-14
Figure 2-8: Town of Sharpsburg Future Development Map	2-15
Figure 2-9: Town of Turin Future Development Map	2-16
Figure 3-1: Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (Coweta County)	3-7
Figure 3-2: Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (City of Newnan)	3-8
Figure 3-3: Bridge, Railroad, and Intersection Modification Projects (Coweta County)	3-9
Figure 3-4: Transit Routes	3-16
Figure 3-5: Bicycle and Pedestrian Facility Projects (Coweta County)	3-19
Figure 3-6: Bicycle and Pedestrian Facility Projects (City of Newnan)	3-20
Figure 3-7: Bicycle and Pedestrian Facility Projects (Cities of Moreland, Senoia, and Sharpsburg)	3-21
Figure 3-8: Coweta County Existing Roadway Functional Classification	3-26

LIST OF TABLES

Table 3-1: Roadway and Bridge Project List	3-1
Table 3-2: Newnan-Coweta County Airport Capital Improvements Plan	3-14
Table 3-3: Bicycle and Pedestrian Project List	3-18
Table 3-4: Access Management Applications by Roadway Functional Classification	3-25
Table 4-1: Phased List of Recommended Roadway and Bridge Projects	4-4
Table 4-2: Total Estimated Funding by Prioritization Period and Source	4-13

SUPPLEMENTAL INTERIM DOCUMENTS

- Inventory of Existing Conditions
- Needs Assessment Report
- Recommendations Report
- Methodology for Project Evaluation



1.0 INTRODUCTION AND PURPOSE

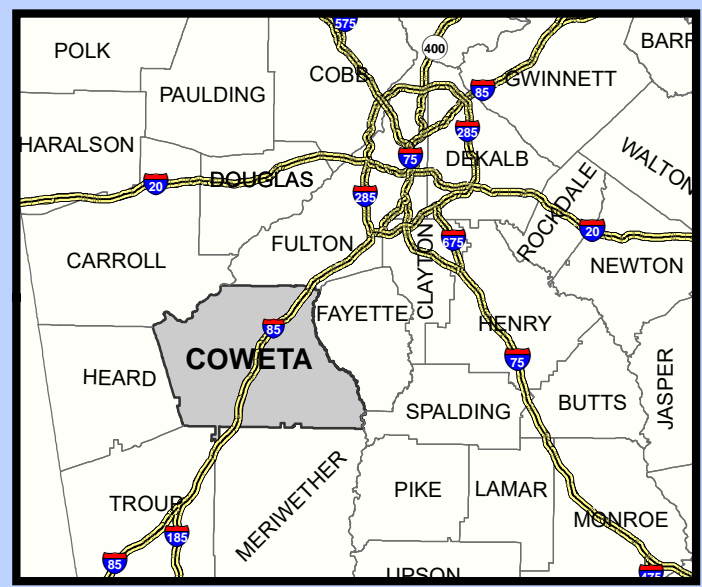
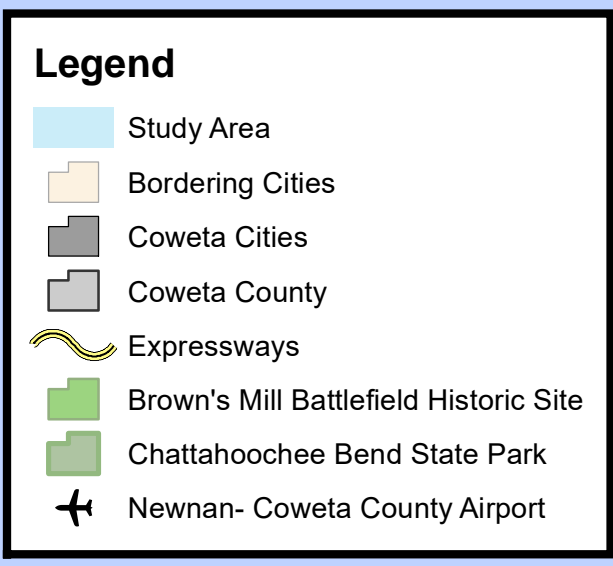
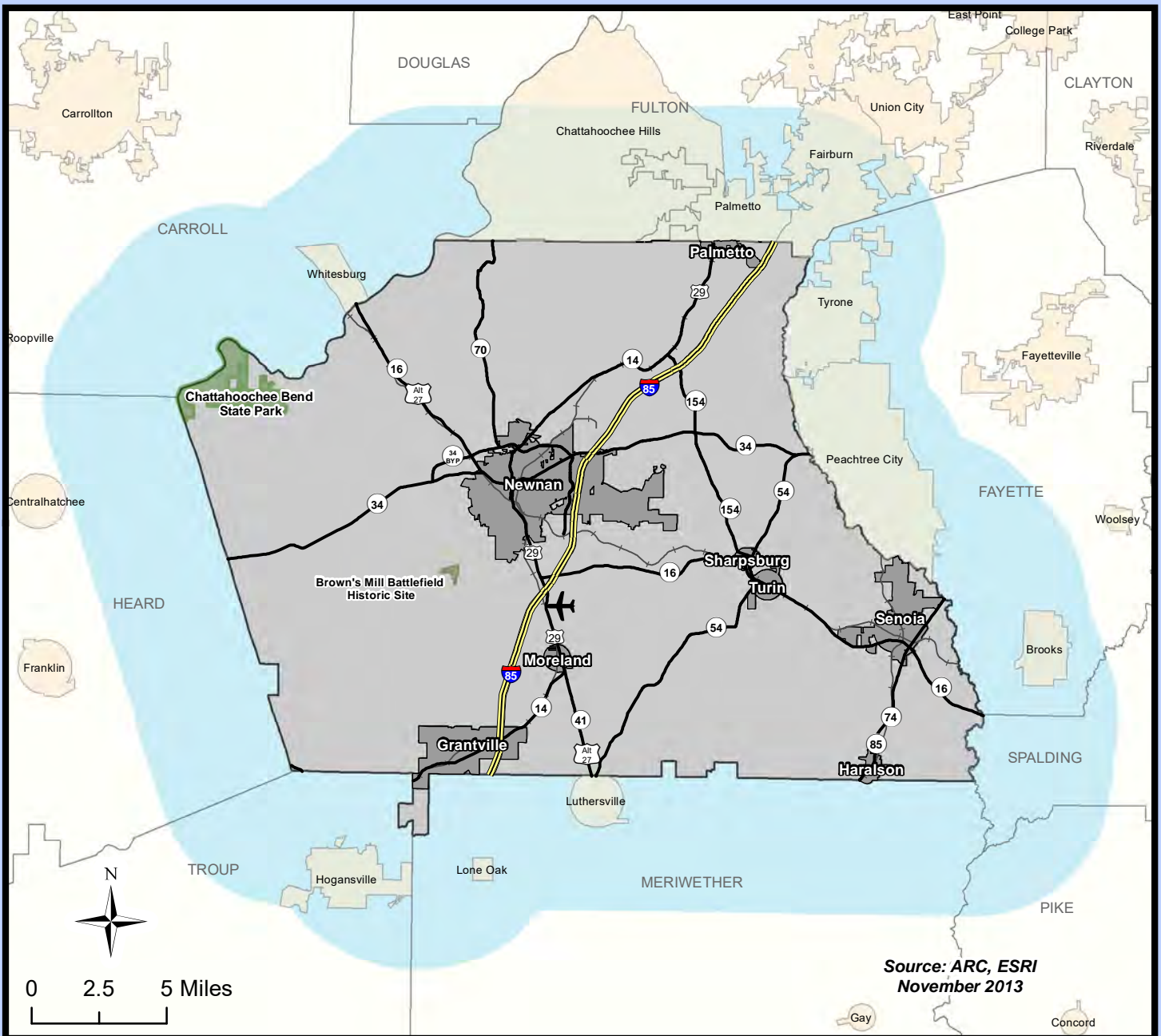
In 2005, the Atlanta Regional Commission (ARC) initiated a program to encourage counties and their municipalities to develop joint long-range transportation plans. A comprehensive transportation plan (CTP) serves several important purposes. First, it provides a means of tying growth to infrastructure, pacing transportation improvements to when the growth actually occurs. It is a guide for ensuring the transportation system that needs to be in place to support existing and future growth is known and used when preparing project programs and funding. It also relates proposed improvements to “real world” funding availability. The CTP furthers the relationship between planning and programming at the local, regional and state level.

Coweta County and the municipalities of Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg and Turin completed a *Joint Comprehensive Transportation Plan (CTP)* in 2006. Beginning in October 2012, the jurisdictions came together again to complete this *Joint CTP Update*. The City of Palmetto, located in both Fulton and Coweta counties, has historically conducted the majority of its planning with Fulton County and as such was included in detail in the recent *South Fulton CTP*. Efforts were made to ensure coordination with all of Coweta’s planning partners, including the adjacent jurisdictions, Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), Three Rivers Regional Commission (TRRC) and ARC. Figure 1-1 illustrates the CTP study area. A “buffer” area stretching several miles into adjacent counties ensured consideration of transportation conditions in areas that directly impact one another.

Building upon the 2006 CTP, the CTP Update effort assessed changes in demographics and transportation conditions over the intervening seven years to identify transportation needs and prioritize a suite of multimodal projects and strategies to meet those needs through year 2040. The CTP Update process included a review of transportation and related plans and programs completed and/or adopted by the County and its jurisdictions over recent years. This provides for continuity in planning efforts, community goals, and desired results. The ultimate goal of the CTP Update is to develop a plan for a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within and outside of Coweta County.

Together with its companion *Plan Summary*, this *Final Technical Report* is the last and primary deliverable produced for the Coweta County Joint CTP Update. It documents the project recommendations, prioritization, costs and funding in the final adopted Plan. A number of interim deliverables, listed below, were prepared over the 15-month study. These supplemental study products provide more detailed descriptions of study activities, technical analyses and findings. Copies can be requested from the Coweta County Transportation & Engineering Department.

- Project Management Plan
- Public Involvement Plan
- Inventory of Existing Conditions
- Needs Assessment Report
- Recommendations Report
- Methodology for Project Evaluation
- Coweta County Transit Needs and Feasibility Study



Coweta County Joint Comprehensive Transportation Plan Update
Figure 1-1: CTP Study Area



2.0 PLAN DEVELOPMENT

2.1 VISION AND GOALS

The CTP update effort began by relooking at the vision and goals established during the 2006 CTP. Through coordination with staff representing Coweta County and its jurisdictions, as well as input from stakeholders, the 2006 CTP's vision and goals were revised slightly so as to be more reflective of current conditions.

2.1.1 Overall CTP Vision

The vision can best be defined as how the community sees itself in the future and the role of the transportation system in achieving its ideal. At the start of the transportation planning process, it is necessary to develop an overreaching "community vision" that guides goals and objectives, and eventually, transportation project needs. Together, the vision and goals create a means of identifying and monitoring county transportation system performance and needs. The overall vision of the Coweta County Joint CTP Update is:

Coweta County will strive to develop a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within, into, and out of Coweta County. It will support economic development through enhanced access to job centers and other destinations, and will improve the operational efficiency of the existing transportation system through investments that are coordinated with local land use plans and policies. The transportation system will provide multiple modes including public transit, multi-use trails, sidewalks, and bicycle lanes as viable alternatives to the automobile, and will focus on commute alternatives such as additional public transit, carpools, and vanpools for the citizens of the County and its municipalities.

2.1.2 Goals

Goals are the long-term general outcomes of the CTP, consistent with the established vision. They are supported by objectives (specific and measurable statements relating to the attainment of goals) and implementation strategies (actions undertaken to achieve the goals and objectives). The goals, objectives and strategies of the CTP Update are:

1. Promote coordination of land use and transportation
 - Integrate transportation and land use planning
 - Limit/control access and development that will negatively impact transportation corridors
2. Support economic and community development
 - Develop a transportation system that supports the highest quality sustainable growth and new development opportunities
 - Adopt appropriate policies, standards, and guidelines related to transportation system safety, access, efficiency, and sustainability
 - Leverage transportation improvements to opportunities to attract businesses to the community



3. Improve accessibility, connectivity, and safety, for the movement of people and goods
 - Assure the preservation, maintenance, and operations of existing multimodal transportation system
 - Ensure adequate mobility and access to job centers and new development
 - Promote improved freight movement to industrial parks and the interstate
 - Prioritize and improve transportation corridors
 - Improve east/west connectivity
 - Create a distributed network that improves interconnectivity of major travel corridors
 - Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
 - Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households
4. Develop a multimodal transportation system that maximizes community and regional support
 - Identify realistic funding opportunities
 - Include a sound financial plan and approach to phasing of projects
 - Preserve and enhance the multimodal transportation system that includes public transportation
 - Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households
 - Integrate the CTP into the regional and state transportation planning efforts
 - Improve interagency collaboration and communication between Coweta County and jurisdictions within and adjacent to the County
 - Collaborate with federal, state, regional, local, and non-governmental partners
 - Accurately classify roads and address potential infrastructure and land use changes associated with new interchanges on I-85 and other major improvements
5. Preserve and enhance the natural and social environment
 - Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
 - Identify and preserve local, rural, scenic routes and state corridors

2.2 COMMUNITY OUTREACH AND INPUT

The CTP Update aimed for widespread engagement from all communities and populations in Coweta County. The approach to outreach and input can be categorized into three primary groups: advisory committees, local jurisdictions, and the general public. Opportunities for involvement centered on key milestones in the study. Efforts were made to facilitate the flow of study information to and feedback from participants through a variety of different techniques. The primary methods used to disseminate information were the County's website and formal/informal meetings.



2.2.1 Advisory Committees

The Coweta County Joint CTP Update incorporated guidance from three committees: the Stakeholder Advisory Committee (SAC), Technical Advisory Committee (TAC), and Transit Technical Advisory Committee (TTAC). The SAC represented the larger community, providing a continuing forum to share information with major stakeholders and receive direct input into the planning process. Input and guidance on technical aspects of plan development was provided by the TAC, whose members represented key transportation planning agencies including Coweta County, its municipalities, regional planning partners (GDOT, ARC, GRTA and TRRC), and neighboring jurisdictions. Assembled specifically to support the supplemental Transit Needs and Feasibility Study, the TTAC membership included representatives of public transit and human services transportation related agencies in Coweta, including the current operator of Coweta's demand response service, GRTA, ARC, TRRC, Southern Crescent Area Agency on Aging (SCAAA), and the Department of Human Services (DHS). Together, the committees served as a check and balance on plan development in terms of political consensus and meeting the diverse needs of a broad-based constituency.

Each committee met three times, at key milestones, over the course of the study. The dates, information presented, and input received at the third (and final) meetings are summarized further below, with detailed meeting notes included in Appendix A. Information from the first and second meetings can be found in both summary and detail form in the interim *Recommendations Report*.

Joint SAC/TAC Meeting

The third and final meeting of the SAC and TAC was held jointly on December 12, 2013. One purpose of this meeting was to inform committee members of the results of the final public open house held in early November, at which the proposed project recommendations were presented for public review and comment. During the month between the open house and final committee meeting, the proposed project recommendations were refined based on comments received at the open house. The refined list of project recommendations was provided to committee members for review and comment. Finally, initial information regarding estimated project costs and funding sources was also presented.

A total of 18 members of the SAC and/or TAC attended the final meeting. Handout materials summarized the following:

- Comments from the public open house
- Evaluation factors and methodology
- Lists of recommended projects
- Key multimodal strategies
- Transit study status and recommendations
- Project phasing and estimated costs and funding

General comments indicated support for the proposed recommendations and phasing. Municipality representatives were pleased that projects important to their citizens were



included in the plan. There was also agreement that continued coordination and support will be important moving forward.

TTAC Meeting

The third and final TTAC meeting was held on October 7, 2013, with 8 committee members in attendance. The meeting commenced with a review of the existing services and needs assessment. A draft version of the report documenting those findings was emailed to committee members in advance of the meeting so that they could begin to review its contents. Some statistics from several peer systems were shared with attendees, including those in Hall, Henry and Cherokee counties as well as the Anniston-Calhoun County area of Alabama. These systems were chosen due to the similarity in operations size, service area and service types/characteristics to that being considered for Coweta County Transit.

Subsequent discussions involved potential opportunities for public transportation service expansion/addition in Coweta County. The preliminary routes for potential service expansion that were presented at the previous meeting were revised over the intervening period, so the nature of the changes and reasons for them were discussed. A comparative evaluation of potential new route services was conducted to include service hours and miles, required equipment and facilities, and associated capital and operating costs. Although based on preliminary cost information, the summary provided an indication of funding that would be required to operate a range of services and routes. In addition, a preliminary draft Action Plan of recommendations and phasing was reviewed. In closing, it was noted that more detailed work would be done regarding the comparative analysis and Action Plan, and that refined information would be included in the final *Transit Needs and Feasibility Study* report.

2.2.2 Local Jurisdictions

Coordination with local jurisdictions occurred continually throughout the process. Local staff and officials were an important source of information on current and future land use, transportation system conditions and needs, and planned/programmed improvement projects. Local jurisdiction representatives played a key role in the TAC/SAC meetings and as an additional resource during discussions with citizens at the public meetings. In addition, several meetings were held with local jurisdiction representatives as the proposed project recommendations were refined and moved forward through the comparative evaluation, costing and phasing exercises. These meetings provided an opportunity for the study team to confer with local staff representatives about the most up-to-date expectations regarding project priorities, project design and termini, and cost estimates. In addition, local staffs were able to get more specific details about the comparative evaluation and scoring of recommended projects and how that translated into the prioritization process.

2.2.3 General Public

Public participation is the foundation for any planning effort, and efforts must be made to encourage active and widespread participation. This is especially true with transportation planning, which must take into account different types of users, travel modes, geographic areas, and development patterns. Public information meetings were conducted at two critical points in the CTP Update process. The County also maintained a web page devoted



to the CTP Update on its website, where study materials were posted for review and an email address provided for comments.

The initial round of public meetings was conducted between July 25 and August 1, 2013. Hosted by the County Commissioner for each district, the five meetings were held over three evenings at the East Coweta Senior Center, Central Library, Madras Middle School, Newnan Centre, and Grantville Library. The public was informed of the study process and key findings to date, and asked to comment on the potential projects developed to respond to identified needs. A variety of handouts and maps, a formal presentation with Q&A period, and a comment form were provided. A total of 63 general citizens attended, with 12 comment forms received.

Immediately following the meetings, a "Virtual Public Information Meeting (PIM)" was posted to the County's website. An eight-minute video summarized the key points presented during the actual meetings, including the maps and project lists. People were encouraged to submit comments through an online survey tool during the two-week comment period immediately following the public meetings. A total of 46 people submitted comments online. Comments received through the initial round of public meetings and the Virtual PIM online survey can be found in both summary and detail form in the interim *Recommendations Report*.

A final public open house was held on November 7, 2013, at the Coweta County Fairgrounds Conference Center to present draft project recommendations. A total of 23 individuals attended the meeting, including members of the public, city and county staff, and elected officials. A brief presentation summarized the study process and recommendations, while project recommendations were identified by project type (roadway/bridge, freight, bicycle/pedestrian, and transit) and geography on handouts and maps. County, city and consultant staff were available at three project map stations to discuss project recommendations in more detail with attendees.

The comment form asked meeting participants to list their top 3 priority projects for Coweta County and to provide any additional comments. The following summarizes the input received from the public on the comment forms:

- Top 3 Projects
 - SR 154 from I-85 to SR 34
 - SR 16 Bypass south of Newnan
 - Pedestrian/bike path from Thomas Crossroads to Fischer Crossing
 - Projects in or around Moreland
 - Adding safe areas roadside to allow running and biking (Happy Valley & US29)
 - Multi-use path along SR 34 from Newnan to Peachtree City
 - Macedonia Road/Buddy West Road/Happy Valley Circle from SR 16 to Hal Jones Road
 - Pine Road intersection
 - Vernon Hunter Parkway



- Other Comments
 - Buddy West Road needs widening and straightening
 - SR 16 needs to be four lanes from Carrollton to Griffin
 - Safe shoulder areas are needed along US 29, Happy Valley Circle and others for biking or running to enable people to safely ride a bike into downtown and leave the car parked
 - Commuter students from Sharpsburg to Carrollton need a better cut-through to the University of West Georgia from Peachtree City, Newnan, etc.
 - More bike paths/sidewalks are needed to enhance Coweta County, reduce traffic and improve the friendliness of the community

Additional comments provided verbally to study team members by attendees during the informal open house included:

- Increased interest in transit has been noticed by City of Newnan and Coweta County staff
- Expanded transit opportunities are needed for the transit dependent, especially for those living outside of Newnan to get to appointments and take care of business in Newnan
- Bicycle riders on SR 70 need a shoulder to move over so that cars can pass them
- SR 16 from I-85 to Griffin needs to be four lanes to accommodate trucks headed to I-75
- The new Amlajack interchange has much support because it will relieve some of the truck traffic using the SR 34 interchange
- There are places on US 29 north of Newnan where right turn lanes would help flow by getting turning traffic out of the through lane
- The multi-use path project along SR 34 from Newnan to Peachtree City is needed right now

2.3 LAND USE AND GROWTH

A primary goal of the CTP process is to coordinate and integrate land use and transportation. Transportation needs must be considered within the larger context of community dynamics with regards to population and employment trends, land use and development characteristics, and associated factors. Essentially, the needs of the people who comprise the community translate into travel patterns, travel demand, and transportation facility needs. Furthermore, the broader plan for future development described in the local Comprehensive Plans provides a strong basis for projecting future needs.

One of the greatest determinants of transportation need is total population and population density. Transportation needs in sparsely populated rural areas are generally less than those of highly populated areas due to less demand. Coweta County has historically had a rural, agriculturally based economy and community structure, but this has changed dramatically in recent decades. ARC forecasts for 2040 show Coweta at nearly 250,000 in population, which equates to a 95 percent increase above the 2010 population of 127,317.



Coweta's population is concentrated in an area from Newnan northward and eastward to the County line. According to projections, population and employment densities will likely continue to grow in the central and northeastern portion of Coweta while the southern and western portion remains less populous. The majority of Coweta County is anticipated to remain less developed to preserve its desired rural character.

Coweta County has also experienced growth in employment. However, employment growth since 2000 has been significantly reduced in comparison to 1990-2000 growth and has not kept pace with the rate of population growth. Discussions with County staff indicate the expectation for more aggressive employment growth in coming years, reflecting the community's ongoing efforts to promote additional economic development, particularly in the medical and education sectors.

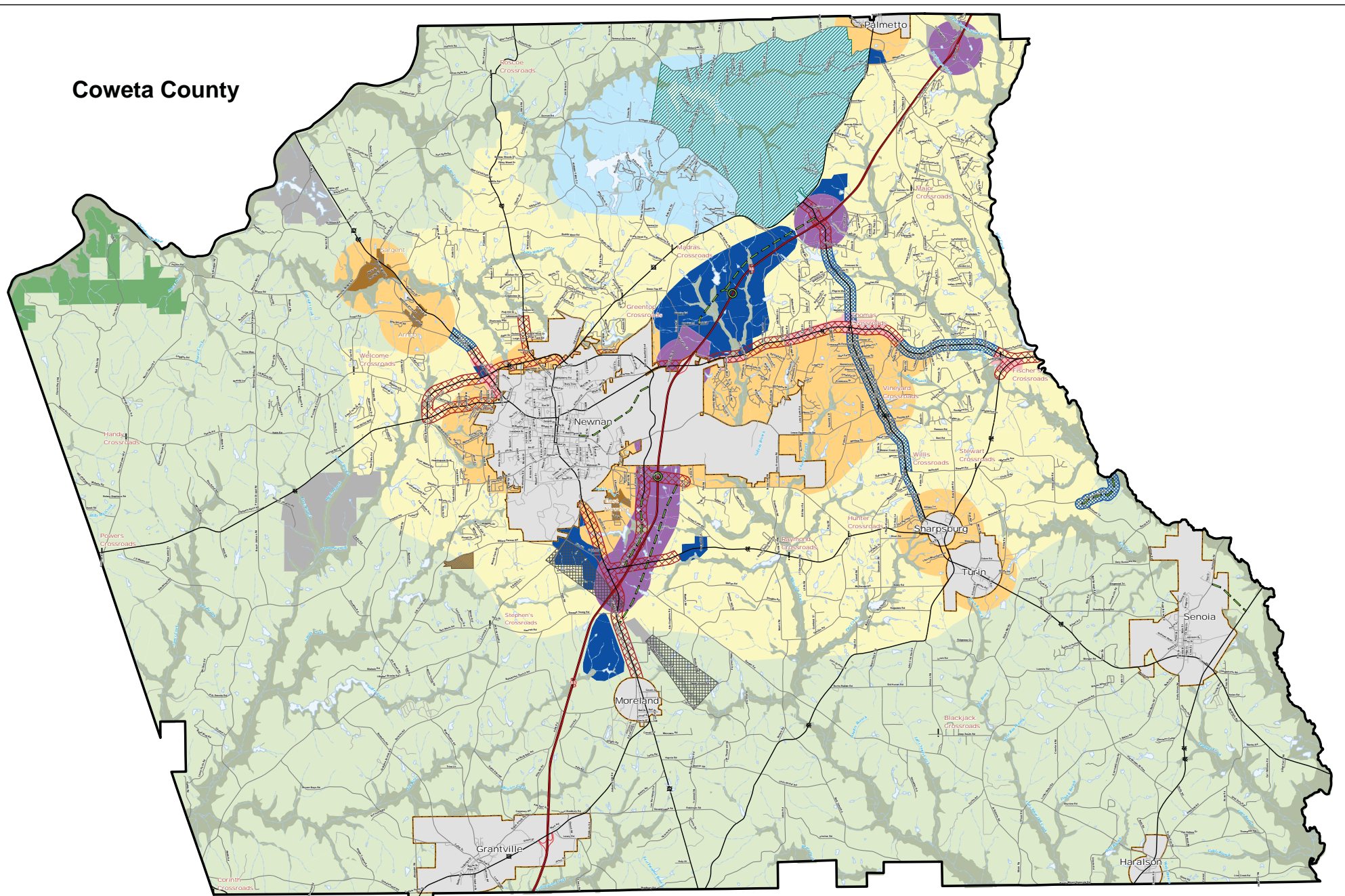
Although Coweta's established land use patterns generally favor a vehicle-oriented transportation system, the Coweta County Future Development Map recommends that new development concentrate in compact, mixed use and crossroads service centers. These centers, which include the cities and towns, are intended to accommodate a mix of residential, commercial and institutional uses that reduce the need for automobiles and encourage walking and biking. Internal job growth can also positively impact transportation needs since shorter trips have a greater likelihood to be made by alternate modes.

In large measure, the location, density, type and mixture of land use dictates the travel demand reflected on the transportation network. Likewise, roadway capacity expansion projects can have the effect of impacting land use and development. Preservation of a rural and small town way of life is important to many Coweta residents. One of the primary purposes of the Coweta County CTP is to set in place the creation of more comprehensive, realistic and innovative plans for solving transportation issues through both transportation and land use strategies. Continued and increased coordination of land use decisions (planning, zoning, and site development/approvals) with transportation decisions will be critical to helping Coweta maintain/attain the quality of life that the County desires.

Figure 2-1 presents the Coweta County Future Development Map. Figures 2-2 through 2-9 present, in alphabetical order, the Future Development Map for each of the eight municipalities, as excerpted from their current *Community Agenda* document. The interim *Inventory of Existing Conditions* and *Needs Assessment Report* documents provide more details regarding existing and forecasted land use and development, population and employment growth, and associated travel characteristics within Coweta County.

Figure 2-1: Coweta County Future Development Map

Coweta County

































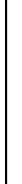
<p>Coweta County 2006-2026 Comprehensive Plan</p>  <p>JORDAN JONES & GOULDING</p> <p>8</p> 	<ul style="list-style-type: none">  Planned Interchange  Planned Roadway  Crossroads Service Center  Mill Village  Interstate Gateway 	<p>Future Land Use</p> <ul style="list-style-type: none">  Employment Center - Commercial/Office  Employment Center - Industrial  Runway Protection Zone  Commercial Corridor  Neighborhood Institutional and Service Corridor 	<p>Future Land Use</p> <ul style="list-style-type: none">  Infill Neighborhood Low Density  Infill Neighborhood Medium Density  Transportation/Communication/Utilities  Lakeside Residential  Conservation  Rural Conservation 	<p>Future Land Use</p> <ul style="list-style-type: none">  Interstate  Ramp  State Highway  County Road  Road  River/Stream 	<p>Amended April 17, 2007</p> <ul style="list-style-type: none">  Brown's Mill Battlefield  Lake/Pond  Cedar Creek Zoning District Boundary  Chattahoochee Bend State Park  City Boundary  County Boundary 	
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Figure 2-2: City of Grantville Future Development Map

City of Grantville Future Land-Use/Character
2005-2026

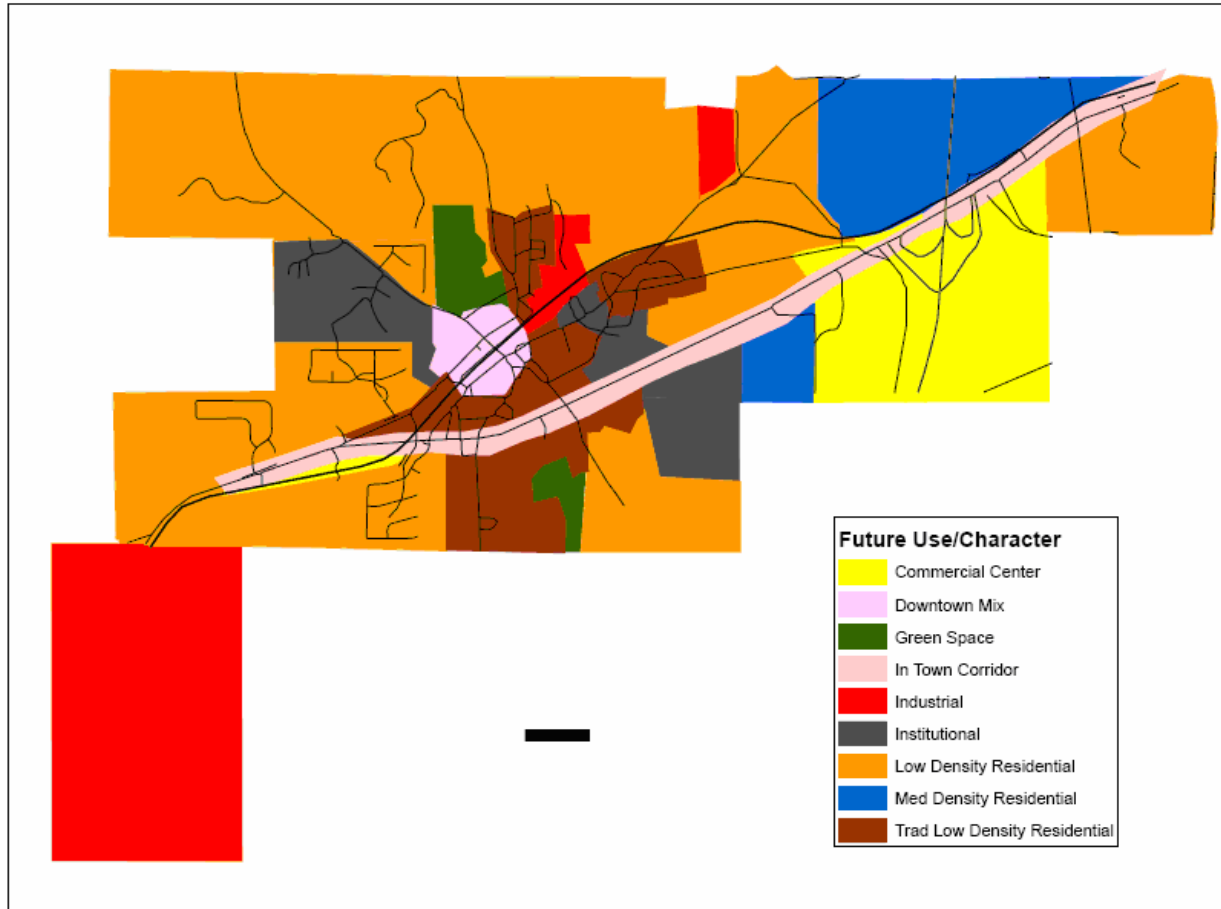




Figure 2-3: City of Haralson Future Development Map

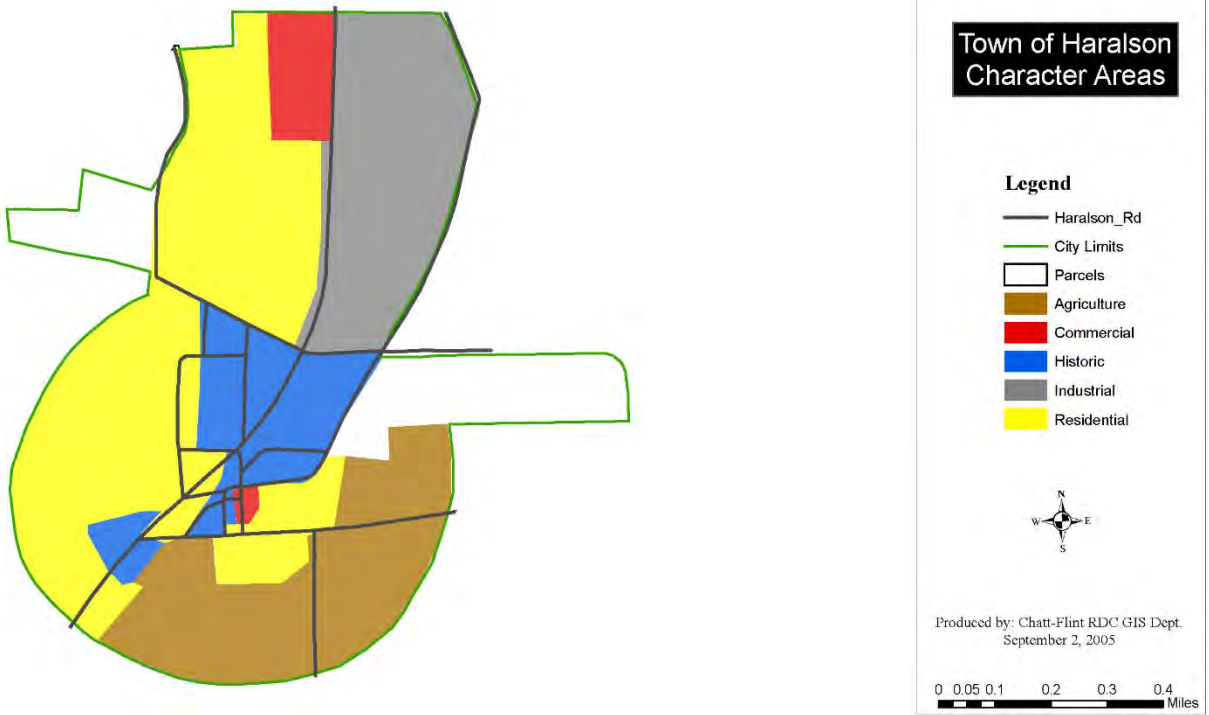




Figure 2-4: Town of Moreland Future Development Map

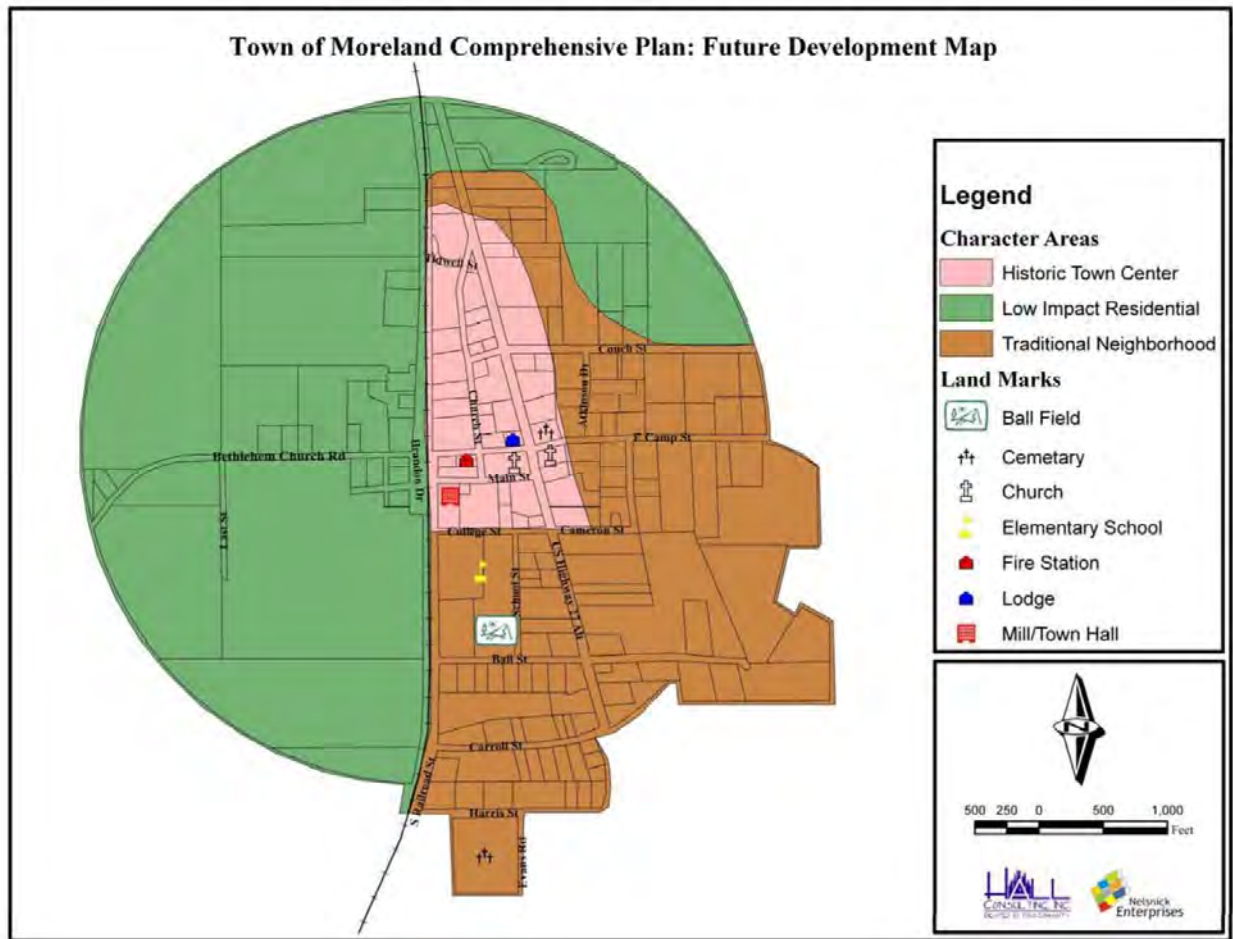
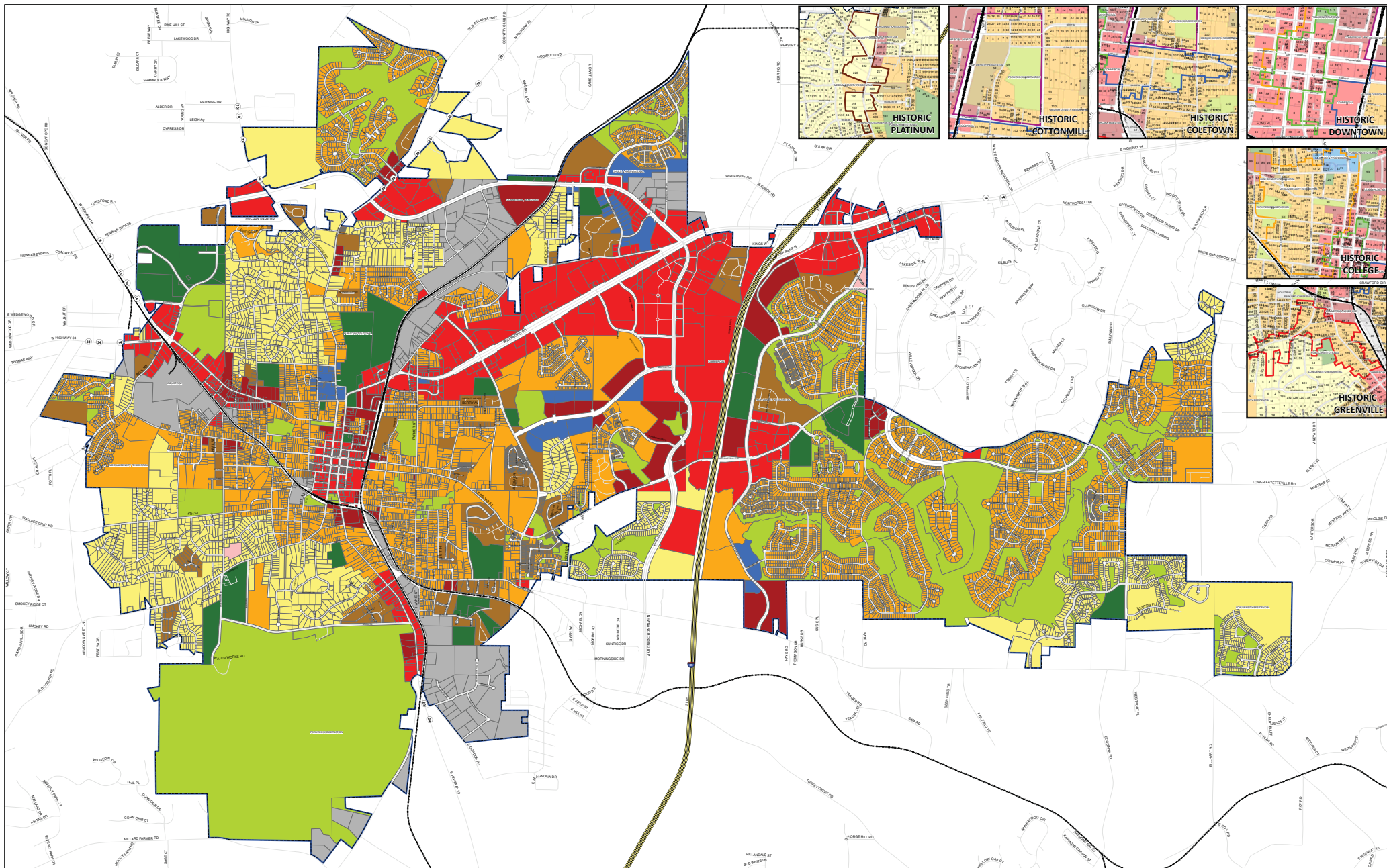


Figure 2-5: City of Newnan Future Land Use Map



CITY OF NEWNAN | FUTURE LAND USE MAP



CITY OF NEWNAN
PLANNING DEPT. (AJB)
25 LAGRANGE STREET
NEWNAN, GEORGIA 30263
www.ci.newnan.ga.us

NORTH
1:12,000
1 in = 1,000 ft

November 12, 2012

The Official Future Land Use Map of the City of Newnan is filed in the Office of the Newnan City Clerk. Any other distributed form of this map shall not be considered as the Official Future Land Use Map of the City of Newnan.

LAND USES

- Commercial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Parks, Recreation, and Conservation
- Public and Institutional
- Office and Professional
- Transportation, Communication, and Utilities
- Industrial

HISTORIC

- Historic Downtown
- Historic Coletown
- Historic College
- Historic Cottonmill
- Historic Greenville
- Historic Platinum

LEGEND

- City Limits
- Railroad
- Roads
- Parcels

Figure 2-6: City of Palmetto Future Development Map

Figure 2A : Future Development Map (Future Land Use + Character Areas)

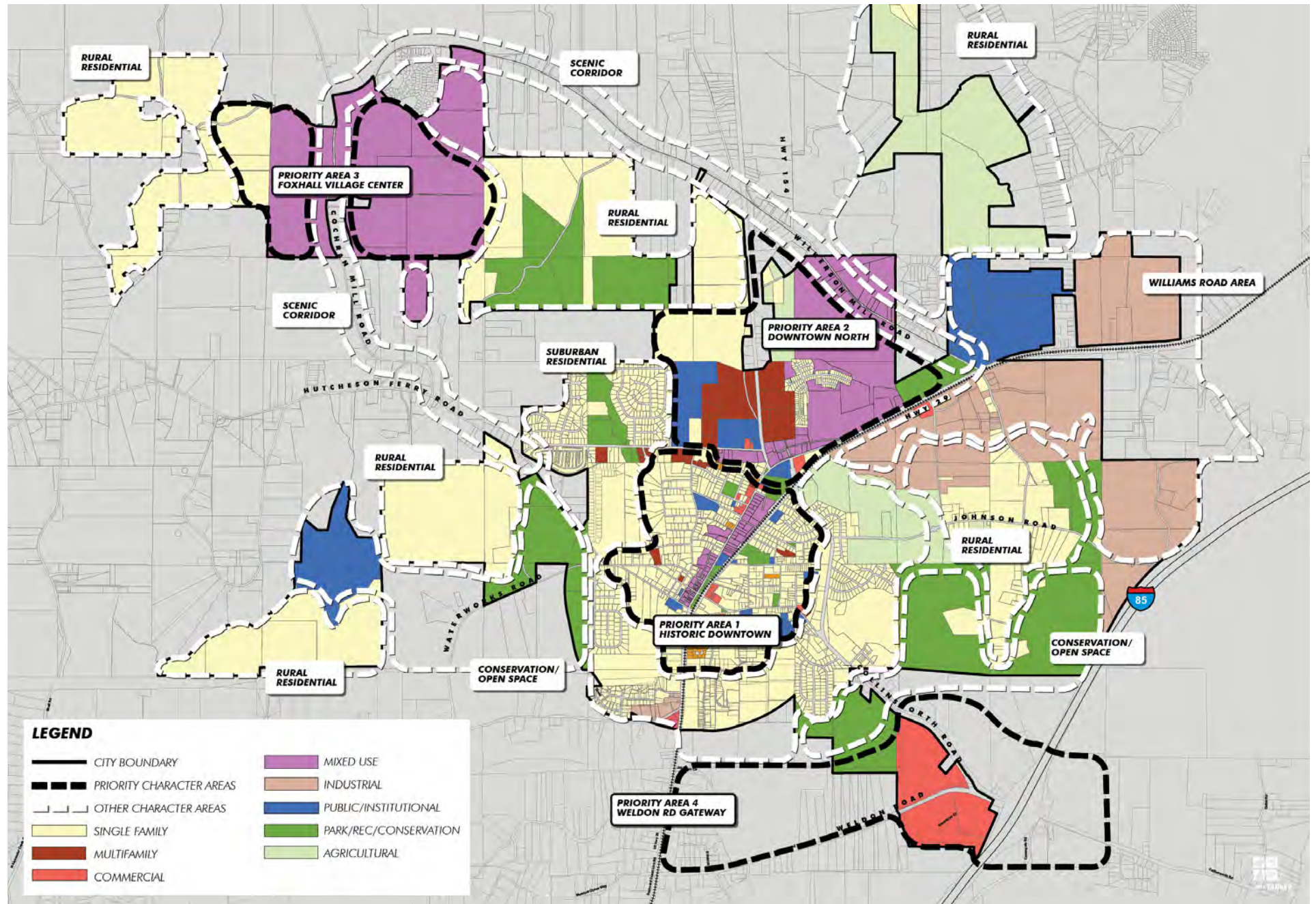
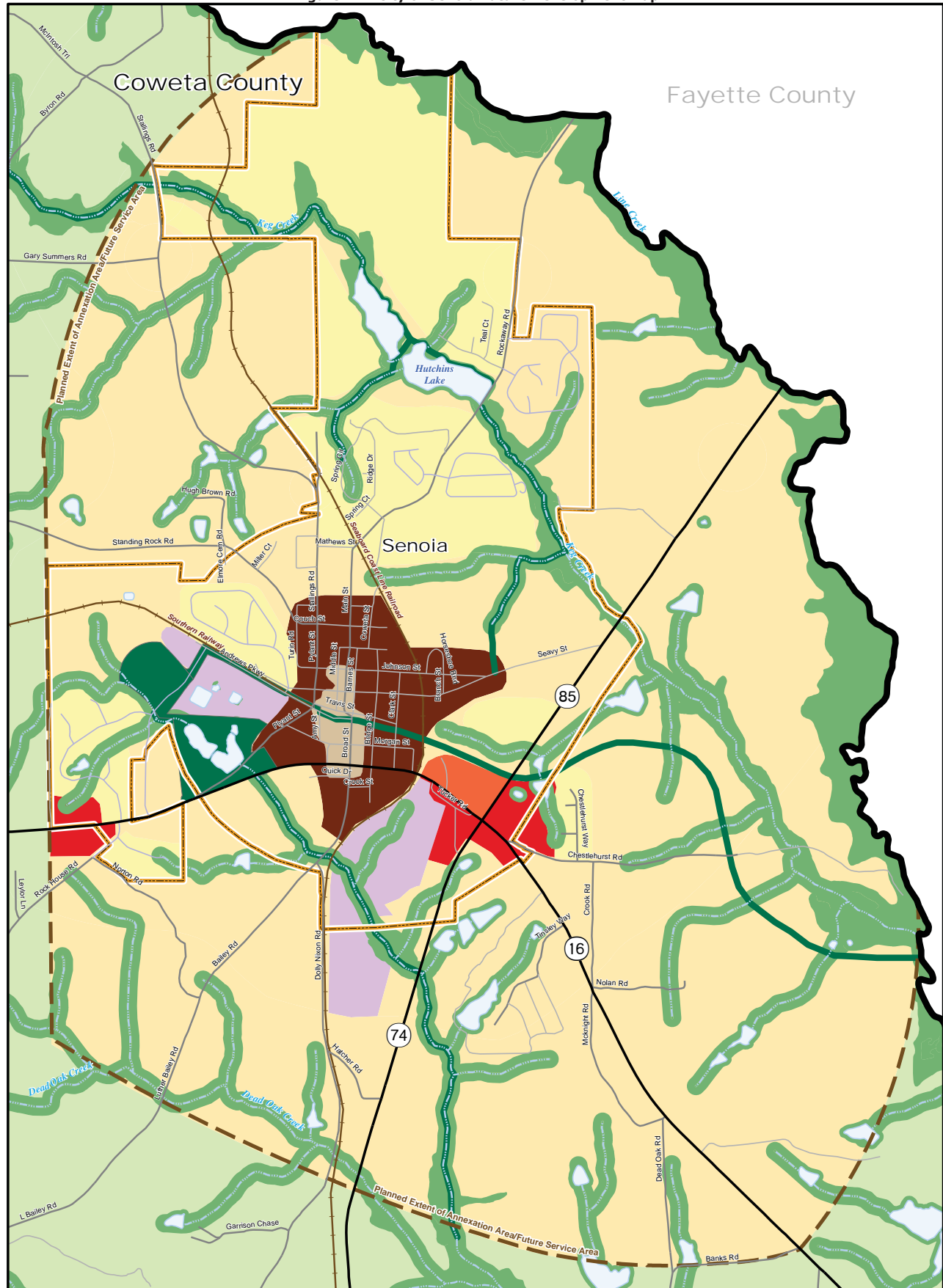


Figure 2-7: City of Senoia Future Development Map



**City of Senoia 2006-2026
Comprehensive Plan**

Future Development Map



0 500 1,000 2,000 Feet

- | | | |
|------------------------------------|--------------------------------------|-----------------|
| Historic Downtown Senoia | Historic Residential | State Highway |
| Highway Commercial | Traditional Neighborhood Development | County Road |
| Commuter Rail-Oriented Development | Suburban Residential | Road |
| Neighborhood Village | Conservation | Railroad |
| Industrial | Park/Greenway | River/Stream |
| | Rural/Open | Lake/Pond |
| | | City Boundary |
| | | County Boundary |



Figure 5



Figure 2-8: Town of Sharpsburg Future Development Map

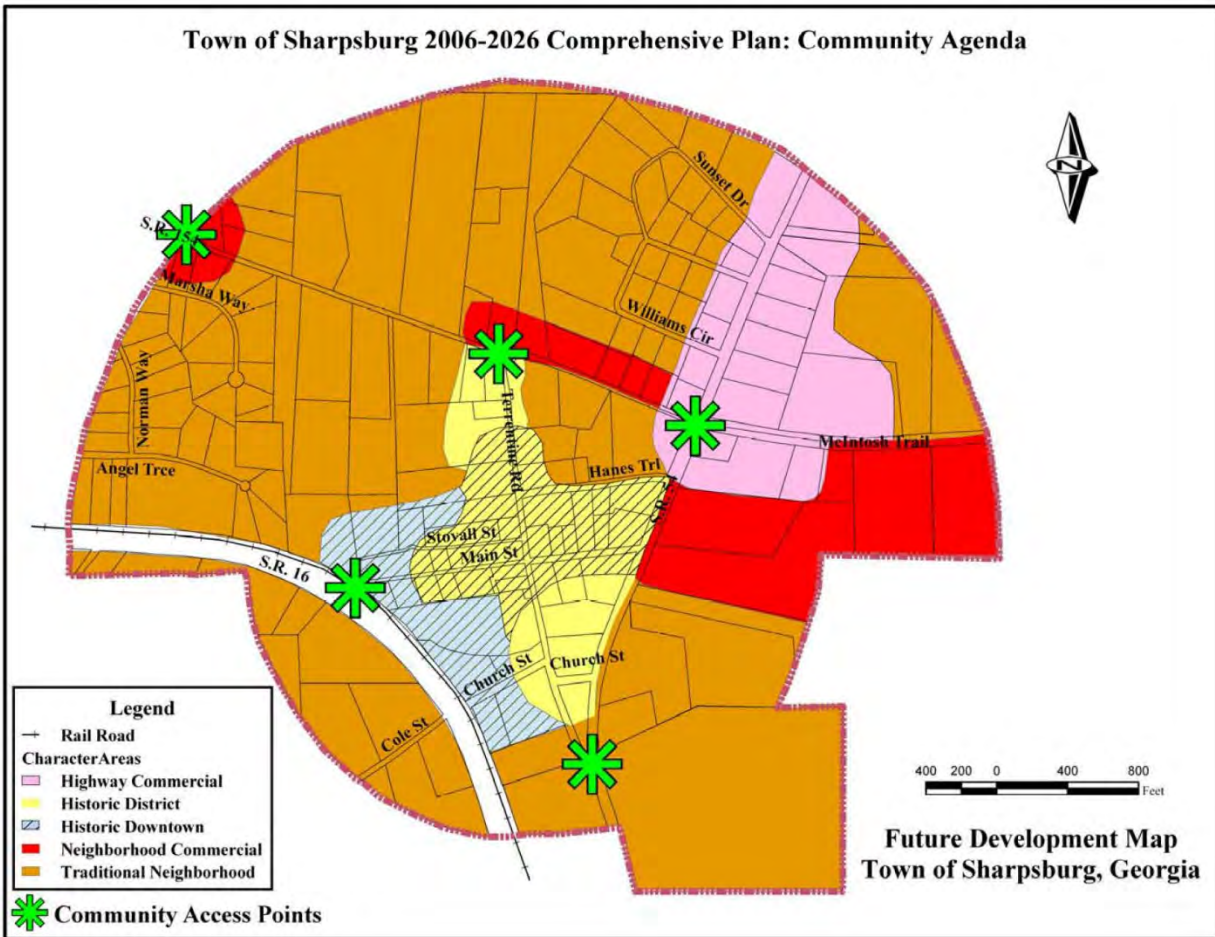
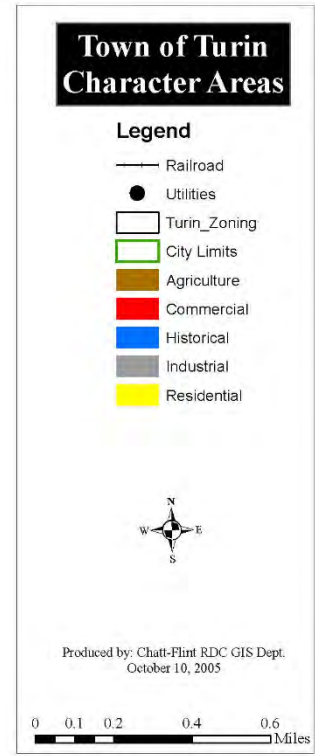
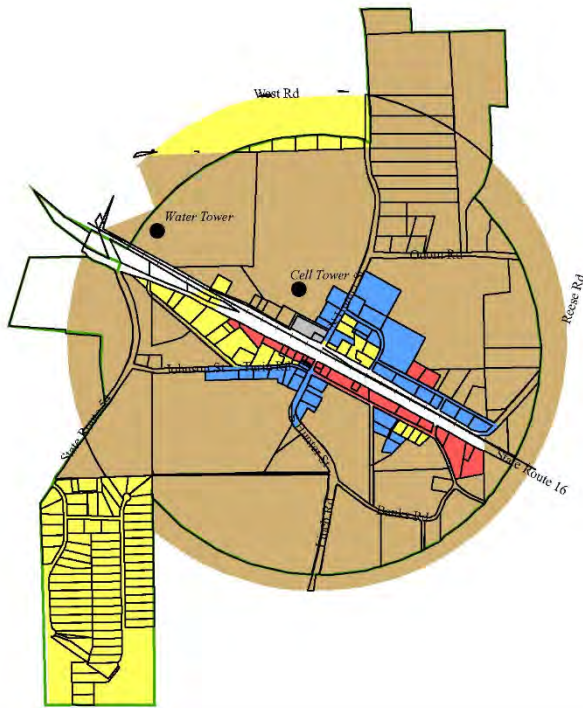




Figure 2-9: Town of Turin Future Development Map





2.4 EXISTING CONDITIONS AND IDENTIFIED NEEDS

CTP Update activities began by conducting a detailed inventory of existing conditions for Coweta County's multimodal transportation network, utilizing the currently adopted 2006 CTP as the foundation. Details from the review of existing conditions for all modes and elements were documented in the interim *Inventory of Existing Conditions* report. This information subsequently served as the basis for projecting future needs and assessing deficiencies in the existing and future system. In addition to detailing the future conditions, needs, issues and opportunities for all modes and elements, the interim *Needs Assessment Report* describes the methodology and sources used to identify deficiencies and assess needs for the Joint CTP Update. In summary, the steps include the review and consideration of:

- Findings and recommendations resulting from other relevant plans at the regional, local and subarea level
- Quantitative analyses, including the travel demand model and crash statistics
- Qualitative assessments, including field observations and engineering judgment
- Current and future land use and development
- Stakeholder coordination and public involvement

The following pages summarize the key findings from the interim reports on existing conditions and identified needs by mode/element.

2.4.1 Roadways and Bridges

A number of improvements to the roadway network have occurred since the previous CTP, including new/upgraded traffic signals, intersection geometric improvements, and additional capacity through new roadways and widening. While there are some areas where traffic volumes exceed capacity, overall the roadway network continues to operate at acceptable levels of service under existing and projected 2040 conditions. Locations where notable volumes or deficient levels of service exist are within the City of Newnan limits and on major state routes throughout the county, including SR 154, SR 34, and SR 16.

Intersections and roadway segments experiencing operational or safety deficiencies remain a top priority. In coordination with Georgia DOT, bridges are also closely monitored to identify and prioritize any requiring rehabilitation or replacement.

2.4.2 Freight

Freight is a critical element of the transportation system that increasingly imposes significant mobility, safety, economic, and quality of life impacts on the county. Primary truck corridors in Coweta include I-85, US 27 Alt/ SR16, US 29, SR 16, SR 34, and SR 74/85. Several freight issues to be addressed include: funding for maintenance, rehabilitation, and replacement of transportation facilities that carry a majority of the freight in the county; conflict of truck traffic with local commercial and residential traffic; degradation of roads and bridges due to truck traffic; and continued coordination/outreach on ways to improve the existing freight system and allow for positive freight growth in the future.



2.4.3 Public Transportation

Transportation mobility has improved in and around Coweta County since inception of two transit services available to all within the county. GRTA operates the Xpress commuter bus service weekdays between Newnan and Midtown/ Downtown Atlanta. Countywide demand response service is offered by Coweta Transit Dial-A-Ride. The utilization of current transit hints at opportunities to expand the fleet and services.

Coweta County continues to experience growth in employment, medical facilities, shopping centers, educational institutions, public and private services, and recreational amenities. Connecting citizens geographically with economic opportunity centers will be challenging under current conditions, particularly for those seeking alternatives to private vehicles and/or those without access to personal transportation.

The primary transit enhancement needs include:

- Increasing the Coweta County Transit Dial-A-Ride fleet to accommodate growing travel demands
- Expanding and connecting local transit service to local and regional activity centers
- Connecting the GRTA park and ride lot via expanded local circulator services

2.4.4 Bicycle Network and Pedestrian Facilities

Bicycle facilities in Coweta have essentially not changed since the previous CTP, although significant work has occurred in planning for expanded bicycling infrastructure. Together, the Coweta County Bicycle Plan and Coweta County Greenway Master Plan serve as the foundation for future bicycle improvements. Securing capital funds for implementation remains the challenge.

Newer and recently upgraded sidewalks are in good condition, although some older sidewalks have deteriorated. Except in subdivisions and commercial developments, sidewalks are minimal, particularly outside the cities. As a result, the biggest need regarding pedestrian facilities is the need to add them. Additionally, most existing sidewalks in the cities do not meet Americans with Disabilities Act (ADA) requirements. If Coweta County wants to encourage walking, emphasis is needed for more aggressive development regulations and a larger local match to capture additional external funds for construction.

Overall, stakeholders identified safety as the first priority when discussing the needs of bicycle and pedestrian facilities in Coweta County. It was also recognized that the needs of bicyclists are different from those of pedestrians. Finally, the jurisdictions expressed the need for additional sidewalks to connect the gaps in the existing network and link to activity centers, particularly within the downtowns.

2.4.5 Land Use and Transportation

In recent years, Coweta County, Newnan and Senoia have adopted ordinances and development guidelines that promote important aspects of land use and transportation coordination. During this time, development activity has been significantly less than in prior



years. As development begins to ramp up again, it will be important to implement adopted regulations, track their effectiveness, and refine regulations based on practical outcomes.

To realize the *Coweta County Comprehensive Plan's* goal of concentrating new development in mixed use centers and infill neighborhoods, mobility enhancements will be important. Priority should be given to roadway enhancements complementary to the Future Development Map, particularly within and connecting these mixed use and infill areas. There will be a need to expand transit service where feasible, as well as for bicycle and pedestrian facilities within and connecting between activity centers. Coordination of land use, transportation and future expansion of sewer infrastructure, in concert with a sewer service area strategy, can further encourage the desired development outcome.

2.5 PROJECT IDENTIFICATION

A wide variety of information on the deficiencies and needs of each transportation mode/element was utilized to develop potential project solutions. Primary sources for existing project recommendations were the project lists included in the currently adopted 2006 Coweta County Joint CTP, Coweta County SPLOST, and ARC short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Plan (RTP). Due to the long horizon period of many planning studies (often as much as 30 years), only a small fraction of recommended projects are typically completed within the relatively short update interval (every 5-8 years) of a CTP. As such, many recommended but as yet incomplete projects remain viable improvements and are carried forward into subsequent plans. Recommendations included within other planning efforts at the regional, local, and subarea levels are also important resources for project identification.

Combined with background socioeconomic and land use data, the travel demand model utilizes data on current and projected future traffic volumes and roadway characteristics and capacities to forecast current and future conditions across Coweta's entire roadway network. Through this process, locations with deficient operations can be readily identified for further analysis. The travel demand model results served as the foundation for roadway improvements, with consideration given to individual congested segments as well as how the entire system operates. Crash statistics also indicate locations for which increased safety may be achieved through targeted improvements. However, quantitative data alone cannot provide a sufficiently complete picture of existing and future conditions and needs, so qualitative assessments are also used.

Potential bicycle and pedestrian improvements were developed by reviewing connectivity issues and existing proposals for future facilities. Current and anticipated locations for growth in residential and commercial activity nodes were also analyzed to indicate where future transit services might provide mobility alternatives.

Importantly, the stakeholders' and public's daily experiences using the transportation network can confirm what the data indicates. They ensure that problem areas do not get overlooked and that the community's vision and goals remain at the forefront during the prioritization process.

A full description of the methodology and sources utilized in the identification of potential projects for the Joint CTP Update is included in the interim *Recommendations Report*.



2.6 COMPARATIVE EVALUATION OF PROJECTS

Five key “factors” were used to comparatively evaluate individual roadway and bridge projects being considered for recommendation. The evaluation factors tie back to the overall CTP vision and goals established at the study’s outset, thereby ensuring a continued connection between goals and recommendations. Each factor consists of several “considerations,” which helped to highlight relative differences between similar projects. The factors and their considerations are:

1. Mobility
 - Delay/constriction
 - Congestion
 - Access management
2. Safety
 - Crashes
 - Bridge condition
 - Bicycle/pedestrian interactions
3. Connectivity
 - Cross-county/inter-county connectivity
 - Subarea connectivity (activity centers)
 - “Fill the gaps”
 - Transit access
4. Economic Development
 - Freight routes
 - Improved access to commercial/industrial/ job sites
5. Community & Environment
 - Consistent with land use
 - In another approved plan
 - Access to alternate modes and community facilities

Individual projects were scored for each factor on a low-to-high scale of 1 to 5. As a way for some factors to provide relatively more impact on the total score than others, the factors were weighted from 3 (maximum) to 1 (minimum), as follows: 3=mobility and safety; 2=connectivity and economic development; 1=community and environment. When complete, a project’s total score ranged from 11 to 55, with higher scores indicating relatively greater need for the project.

This scored approach to project evaluation was a primary input to the prioritization process for roadway and bridge recommendations. However, additional knowledge gained from local staff and professional experience, stakeholder coordination and public outreach also played an important role in project prioritization.

This type of scored evaluation was not conducted for freight, bicycle/pedestrian, or transit recommendations. There are a number of reasons for this, several of which are that:

- Prioritization and implementation may primarily be done locally by the towns/cities



- Funding limitations and schedule requirements necessitate extreme flexibility in project selection and initiation
- Other regional considerations and partners are involved

A thorough explanation of the scoring exercise, including the detailed project spreadsheet showing the individual factor scores and combined total score calculated for each roadway and bridge project, is included in a technical memorandum entitled *Methodology for Project Evaluation*. Electronic copies of the detailed scoring spreadsheet (in Excel or pdf format) can be requested from the Coweta County Transportation & Engineering Department.

2.7 TRAVEL DEMAND MODELING

The travel demand model is an important tool for analyzing transportation system improvements. Its primary role is to forecast future vehicle trips and then distribute them across the transportation network based on socioeconomic data related to population and employment. The level and distribution of county and regional growth impact the volume, location and duration of travel demand.

The ARC PLAN 2040 travel demand forecasting model was used to assess future travel patterns and resulting transportation needs for Coweta County through the year 2040. The interim *Needs Assessment Report* detailed the travel demand modeling process conducted as a part of the CTP Update. It included background on the model files, adjustments made to the 2010 base year model for subarea validation, and results from 2010 and 2040 model runs. Desire line maps and plots of volumes, capacity minus volume, and volume over capacity for 2010 and 2040 model outputs were provided in the interim report's appendix.

After draft project recommendations were identified, a final model run was conducted for the 2040 Needs Network. All "model appropriate" roadway projects proposed as part of the recommended 2040 Coweta CTP Needs Plan were coded into the ARC PLAN 2040 travel demand forecasting model. Although a useful tool, it must be noted that the travel demand model is not appropriate for analyzing every type of potential transportation improvement. For example, projects to add roadway capacity—either through new roadways, additional lanes on existing roadways, or operational improvements along a corridor segment—are easily coded into and analyzed with the model. In contrast, improvements to isolated intersections and bridges cannot be adequately captured by the model.

Standard ARC facility types were used in upgrading existing roadways and coding new ones, in addition to the proposed number of lanes. New corridors were added to the model network, and some existing roadways were recoded to be consistent with actual alignments. One example is Newnan Crossing Bypass, which was coded into the ARC model network as if it were a straight roadway. Existing roadway curvature was coded into this and a few other corridors for better representation in the model. Transit projects were not coded into the model as these were primarily projects without much potential for regional impact.

After completing all network edits, the ARC Plan 2040 model was rerun. A series of model output statistics were summarized and compared against previous model runs without these additional projects. Volume and capacity plots were also produced to confirm that key level of service (LOS deficiencies) had been addressed by the 2040 CTP.



Comparisons of volumes to capacities indicated some concerns when compared against manual calculations consistent with typical highway capacity values. The daily volume/capacity (v/c) ratio in the ARC model is based on multiplying the time-of-day (hourly) capacity by 24. This approach results in an extraordinarily low v/c ratio with the use of very high daily capacities. Most models use what is called a CONFAC value of 10 to factor hourly capacities to daily capacities, or vice versa. Therefore, for the Coweta model, a new capacity attribute called "CAP10"—which is equal to time-of-day capacity multiplied by 10—was calculated. Because the ARC time-of-day model assumes 4 hours during the PM peak, multiplying ARC hourly capacities times 4 results in lower v/c ratios than the more stringent CAP10 approach used in this case.



3.0 FINAL CTP RECOMMENDATIONS

A safe and efficient transportation system is key to a vital community that supports established neighborhoods and provides an attractive location for businesses. The Coweta County Joint CTP Update recommendations define a plan of projects, programs and policies to address transportation needs through year 2040 within the context of, and in support of, the overall Coweta County CTP vision. The Joint CTP Update recommendations will be implemented together with those from other recent and ongoing local studies, such as Coweta County's *Comprehensive Plan* and *Greenway Master Plan*, the City of Newnan's *Downtown Livable Centers Initiative (LCI) Study* and *Downtown Parking Study*, the Town of Moreland's *Blueprints* plan with the Georgia Conservancy, the City of Senoia's *Recreation Master Plan*. As such, ongoing coordination between the County and city/town staffs will continue to occur to ensure seamless, efficient and complementary project implementation.

3.1 ROADWAYS AND BRIDGES

The list of roadway recommendations, identified in Table 3-1 and Figures 3-1, 3-2, and 3-3, includes projects to improve the safety and operational efficiency of the roadway network while decreasing congestion. Projects are categorized as follows:

- Capacity Additions = 18
 - New Interchange (I) = 2
 - New Location Roadway (N) = 11
 - Road Widening/Capacity (C) = 5
- Operations Improvements = 65
 - Operational Upgrade (e.g., safety improvements, shoulder improvements, intersection radii improvements, addition of sidewalks or bike lanes) (OP) = 25
 - Intersection Modification (M) = 40
- Corridor Improvements (further detailed analysis required; could include a combination of widening, operational upgrades, intersection modifications and new location roadways) (COR) = 7
- Bridge Upgrades (B) = 30
- Railroad Crossings (R) = 7

Table 3-1: Roadway and Bridge Project List

Map ID#	Roadway / Location	Region of County	Jurisdiction
NEW INTERCHANGE			
11	Poplar Rd at I-85 (Mile Marker 44) and widening from Newnan Crossing Bypass to Newnan Crossing Blvd	Central	Coweta County
12	Amlajack Interchange at I-85 (Mile Marker 49)	NE	Coweta County



Map ID#	Roadway / Location	Region of County	Jurisdiction
NEW LOCATION ROADWAY			
N1	Coweta Industrial Pkwy Extension from Coweta Industrial Pkwy terminus to Amlajack Blvd Extension (2 lanes)	NE	Coweta County
N2	Madras Connector from Amlajack Blvd Extension to US 29 and Happy Valley Cir (2 lanes)	NE	Coweta County
N3	Amlajack Blvd Extension from Amlajack Blvd terminus to Coweta Industrial Pkwy (2 lanes)	NE	Coweta County
N4	Hollz Pkwy Extension from Hollz Pkwy terminus to Amlajack Blvd Extension (4 lanes)	NE	Coweta County
N5	McIntosh Pkwy Extension from McIntosh Pkwy terminus near Newnan Crossing Bypass to McIntosh Pkwy terminus near Farmer St (4 lanes)	Central	Newnan
N6	Andrew St Extension from Augusta Dr to East Washington St (2 lanes)	Central	Newnan
N7	Campus Dr Extension from Campus Dr terminus/Turkey Creek Rd to SR 16 (2 lanes)	Central	Coweta County
N8	Newnan Bypass Extension from Turkey Creek Rd to SR 16 (4 lanes)	Central	Coweta County
N9	US 29 Connector from US 29 north of Moreland to Bethlehem Church Rd (2 lanes)	South	Coweta County
N10	Vernon Hunter Pkwy from McIntosh Trail to TDK Blvd Extension	East	Coweta County
N11	New roadway north of Senoia from end of Ivy Ln to SR 74/85 (2 lanes)	East	Senoia
ROADWAY WIDENING/CAPACITY			
C1	SR 154 from SR 34 to US 29 (to 4 lanes)	NE	Coweta County
C2	SR 154 from Lower Fayetteville Rd to SR 34 (to 4 lanes)	East	Coweta County
C3	Lower Fayetteville Rd (Phase 1) from Newnan Lakes Blvd to Shenandoah Blvd (to 4 lanes)	Central	Newnan
C4	Newnan Crossing Blvd East from Stillwood Dr to Poplar Rd (to 4 lanes)	Central	Newnan
C5	<i>PROJECT REMOVED...NUMBER NO LONGER IN USE</i>	---	---
C6	SR 16 from US 29 to I-85 (to 4 lanes)	Central	Coweta County
OPERATIONAL UPGRADE			
OP1	Thomas Powers Rd/Hewlette South Rd from SR 34 to Bud Davis Rd	West	Coweta County
OP2	Bud Davis Rd from Mt. Carmel Rd/ Hewlette South Rd to Chattahoochee Bend State Park entrance	West	Coweta County



Final Technical Report

Coweta County Joint Comprehensive Transportation Plan Update

Map ID#	Roadway / Location	Region of County	Jurisdiction
OP3	Mt. Carmel Rd from Bud Davis Rd to Payton Rd	West	Coweta County
OP4	Payton Rd from Mt. Carmel Rd to Boone Rd	West	Coweta County
OP5	Boone Rd from Payton Rd to Wagers Mill Rd	West	Coweta County
OP6	Wagers Mill Rd from Boone Rd to SR 16/Alt 27	West	Coweta County
OP7	Macedonia Rd/Buddy West Rd from SR 16 to Happy Valley Cir, including intersection modification at SR 70	NE	Coweta County
OP8	Happy Valley Cir from Buddy West Rd to Hal Jones Rd	NE	Coweta County
OP9	Cannongate Rd from Palmetto-Tyrone Rd to Collinsworth Rd (CR548), with intersection realignment at Collinsworth Rd	NE	Coweta County
OP10	Fischer Rd (CR 40) from SR 54 to Palmetto-Tyrone Rd	NE	Coweta County
OP11	SR 34 from Jefferson St/Ashley Park to SR 154	East	Newnan/ Coweta County
OP12	SR 54 from SR 154 to SR 34	East	Sharpsburg/ Coweta County
OP13	Poplar Rd from Newnan Crossing Blvd to SR 16	East	Coweta County
OP14	Sullivan Rd from Lower Fayetteville Rd to SR 34 East	East	Newnan/ Coweta County
OP15	Marion Beavers Rd from SR 16 to SR 154	East	Coweta County
OP16	SR 154 from Old Hwy 16 to Lower Fayetteville Rd	East	Sharpsburg/ Coweta County
OP17	SR 154 from Old Hwy 16 to SR 54	East	Sharpsburg
OP18	Willis Rd/Stewart Rd from SR 154 to SR 54	East	Coweta County
OP19	Reese Rd from McIntosh Trl to SR 54	East	Coweta County
OP20	McIntosh Trl from SR 54 to Stallings Rd	East	Sharpsburg/ Coweta County
OP21	Stallings Rd from Couch St to McIntosh Trl	East	Senoia/Coweta County
OP22	US 29/27Alt from I-85 to Airport Rd	South	Coweta County
OP23	US 29 from SR 41 to Church St	South	Moreland
OP24	Railroad St from Main St to Harris St, including College St to Us 29 and Harris St to cemetery	South	Moreland
OP25	US 29 from LaGrange St to Griffin St/Clarence McCambry Rd, including CSX RR overpass bridge	South	Grantville
INTERSECTION MODIFICATION			
M1	US 29 at Tommy Lee Cook Rd	NE	Palmetto
M2	Collinsworth Rd at Weldon Rd	NE	Palmetto
M3	Fischer Rd (CR 40) at Andrew Bailey Rd	NE	Coweta County
M4	Herring Rd at US 29 and CSX Railroad	NE	Coweta County



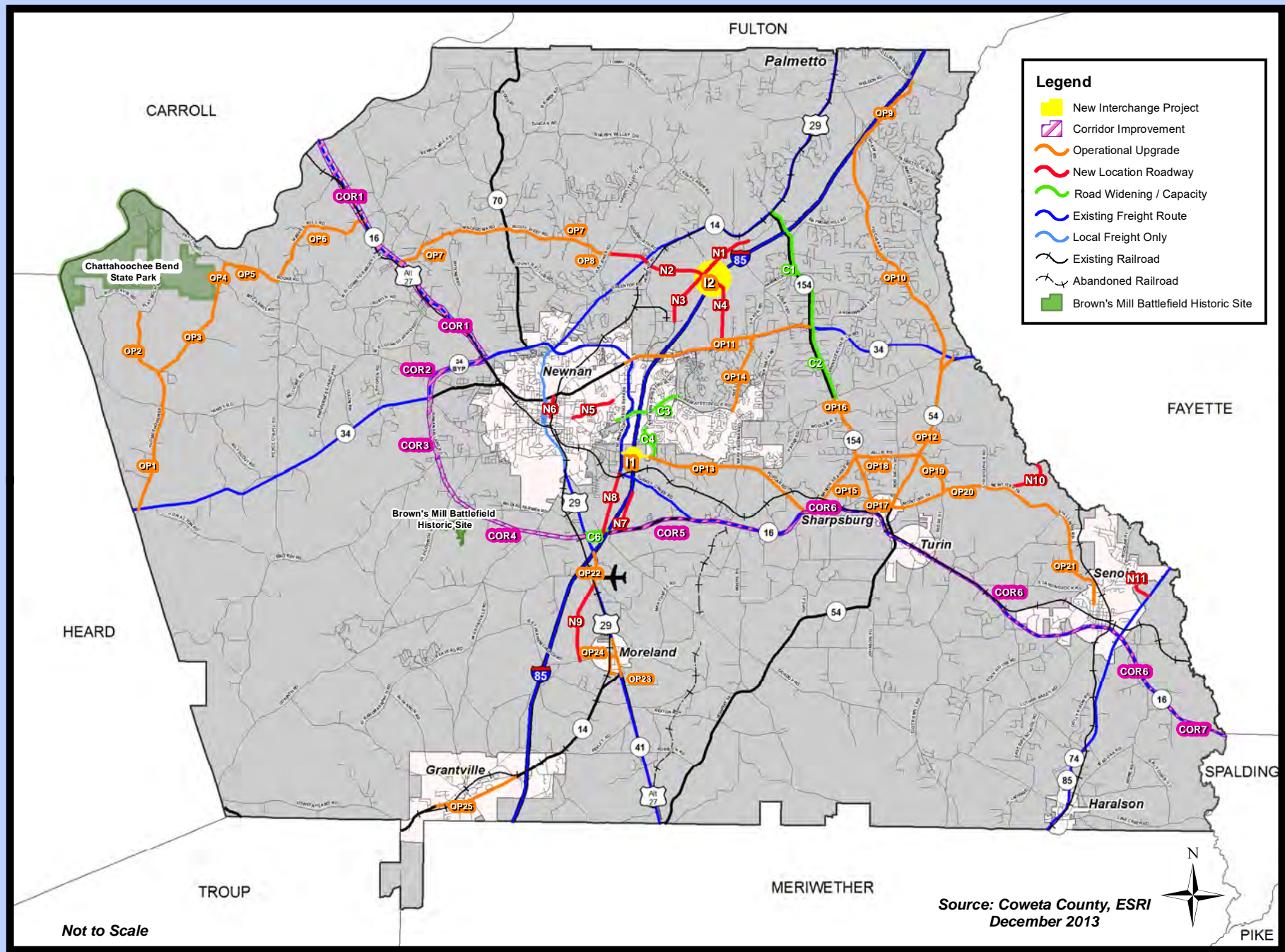
Map ID#	Roadway / Location	Region of County	Jurisdiction
M5	SR 16 at Witcher Rd and Glover Rd	West	Coweta County
M6	SR 34 West at SR 34 Bypass and Ishman Ballard Rd (roundabout)	West	Coweta County
M7	SR 34/Franklin Rd at Belt Rd and Norfolk Southern Railroad	Central	Newnan
M8	SR 34/Franklin Hwy at Pete Davis Rd and Thigpen Rd	West	Coweta County
M9	SR 34/Franklin Hwy at Welcome Rd	West	Coweta County
M10	Old Corinth Rd and Belk Rd at Smokey Rd	Central	Coweta County
M11	Greenville St/US 29 at Sewell Rd	Central	Newnan
M12	Five Points Intersection Reconfiguration—East Newnan Rd at Poplar Rd, Turkey Creek Rd, and Martin Luther King, Jr. Dr (roundabout)	Central	Newnan/ Coweta County
M13	SR 16 at Pine Rd	Central	Coweta County
M14	SR 34/Bullsboro Dr at Amlajack Blvd and Parkway North	Central	Coweta County
M15	I-85 Southbound Off Ramp at SR 34/Bullsboro Dr	Central	Newnan
M16	SR 34 at Baker Rd and Sullivan Rd	East	Coweta County
M17	Lora Smith Rd at SR 34	East	Coweta County
M18	Lora Smith Rd at Lower Fayetteville Rd	East	Coweta County
M19	Lower Fayetteville Rd at Fischer Rd/SR 34 East	East	Coweta County
M20	Lower Fayetteville Rd at Parks Rd	East	Coweta County
M21	US 29 at Corinth Rd	Central	Newnan
M22	Poplar Rd at Parks Rd	East	Coweta County
M23	SR 16 at Turkey Creek Rd	Central	Coweta County
M24	SR 154 at Old Hwy 16 (roundabout)	East	Sharpsburg
M25	SR 154 at Terrentine St	East	Sharpsburg
M26	SR 16 at SR 54 (roundabout)	East	Turin
M27	SR 54 at Johnson Rd	East	Coweta County
M28	SR 16 at Elders Mill Rd	East	Coweta County
M29	SR 16 at Pylant St	East	Senoia
M30	Rockaway Rd at Heritage Point Pkwy	East	Senoia
M31	SR 74/85 at Seavy St	East	Senoia
M32	Eastside School Rd at Old Hwy 85	East	Coweta County
M33	Gordon Rd at Elders Mill Rd	East	Coweta County
M34	SR 74/85 at Gordon Rd	East	Haralson



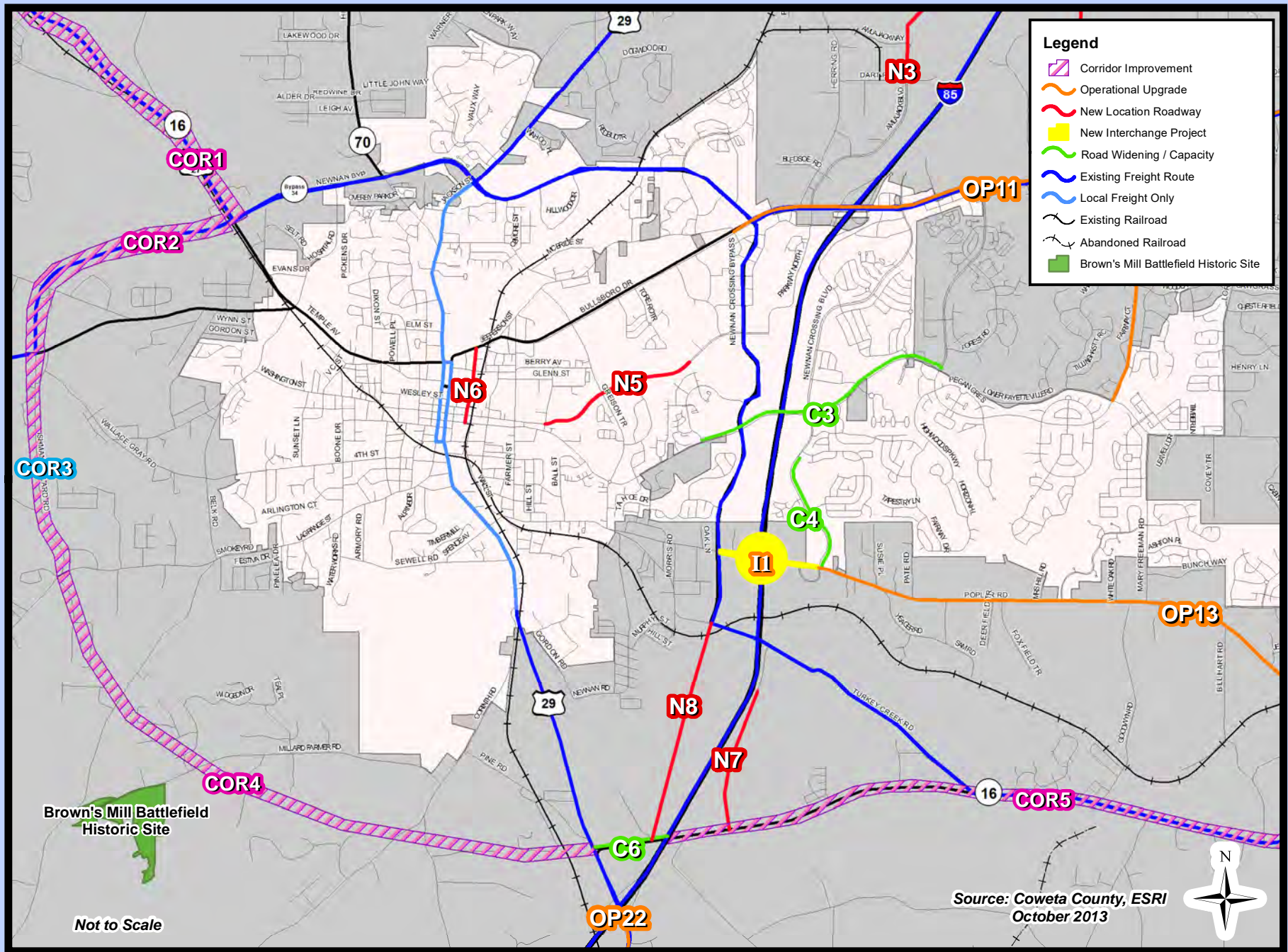
Map ID#	Roadway / Location	Region of County	Jurisdiction
M35	Line Creek Rd at Shaddix Rd	East	Haralson
M36	Line Creek Rd at Main St	East	Haralson
M37	SR 14 at SR 41 (roundabout)	South	Coweta County
M38	Corinth Rd at West Grantville Rd, Earl North Rd, and Hannah Rd	West	Coweta County
M39	US 29 at Lowery Rd	South	Grantville
M40	Griffin St at Charlie Patterson Rd (roundabout)	South	Grantville
CORRIDOR IMPROVEMENT			
COR1	SR 16 from location in Carroll County to SR 34 Bypass	West	Coweta County
COR2	SR 34 Bypass from SR 34 (Franklin Highway) to US 27 Alt/SR 16 (Carrollton Hwy)	West	Coweta County
COR3	Ishman Ballard Rd from Smokey Rd to SR 34	West	Coweta County
COR4	Southwest Newnan Bypass from US 29 to Smokey Rd at Ishman Ballard Rd	West	Coweta County
COR5	SR 16 from I-85 to Poplar Rd	Central	Coweta County
COR6	SR 16 from Poplar Rd to Carl Williams Rd	East	Sharpsburg/ Turin/Senoia/ Coweta County
COR7	SR 16 from Carl Williams Rd to location in Spalding Co	East	Coweta County
BRIDGE UPGRADES			
B1	Payton Rd , 9.2 miles NW of Newnan	West	Coweta County
B2	Boone Rd , 8.9 miles NW of Newnan	West	Coweta County
B3	Mt. Carmel Rd at Thomas Creek	West	Coweta County
B4	Summers McKoy Rd at Thomas Creek	West	Coweta County
B5	Main St , 2.5 miles NW of Newnan over railroad	West	Coweta County
B6	Henry Bryant Rd at Wahoo Creek	West	Coweta County
B7	Duncan Rd at Cedar Creek Tributary	NE	Coweta County
B8	Happy Valley Cir , 6.0 miles N of Newnan	NE	Coweta County
B9	J.D. Walton Rd at Caney Creek	West	Coweta County
B10	Corinth Rd at New River	West	Coweta County
B11	Chandler Rd , 4.0 miles SW of Newnan	West	Coweta County
B12	Holbrook Rd at Sandy Creek	West	Coweta County
B13	Potts Rd at Sandy Creek	West	Coweta County
B14	Bobo Banks Rd at Messiers Creek	South	Coweta County



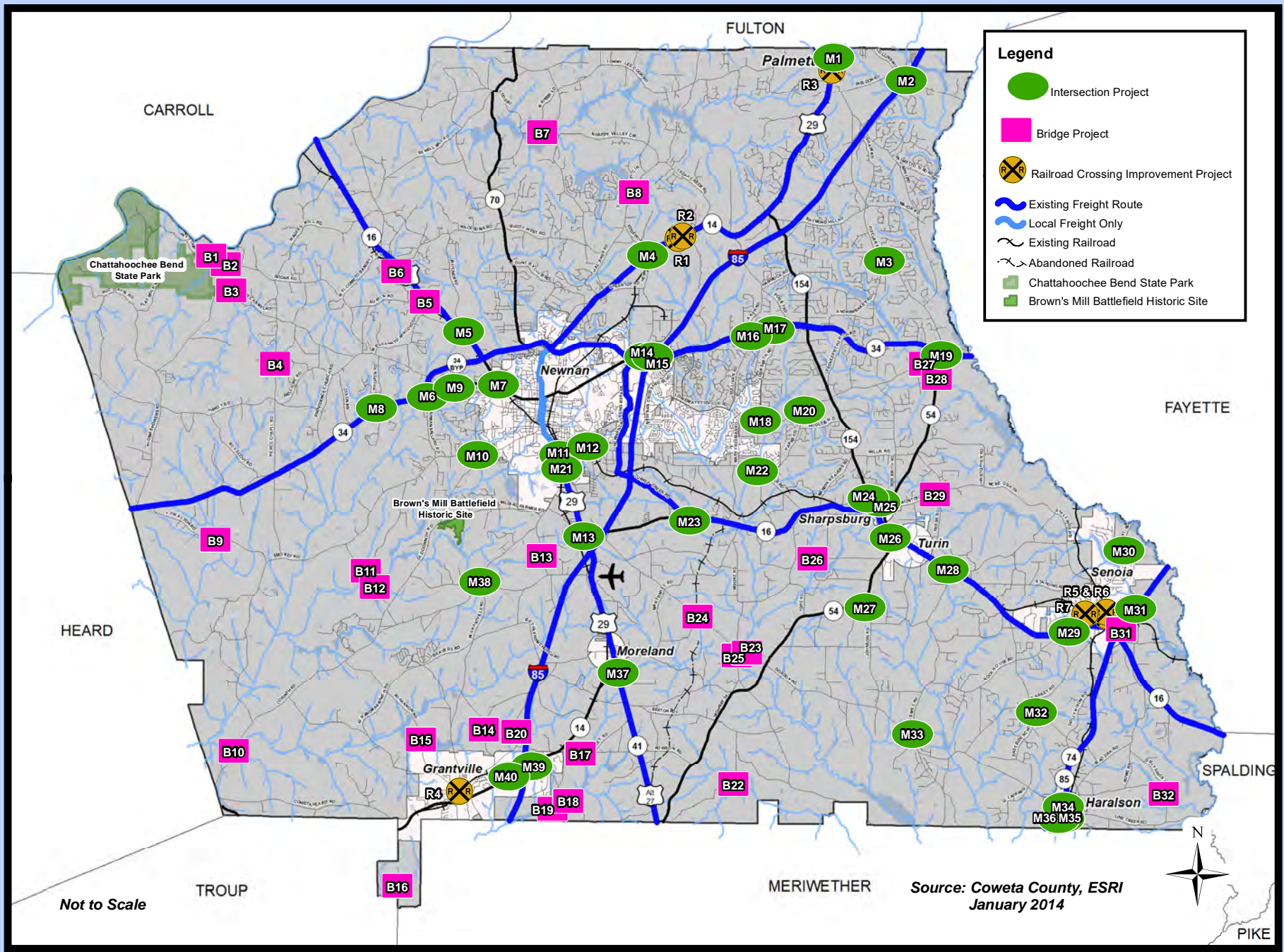
Map ID#	Roadway / Location	Region of County	Jurisdiction
B15	Bohannon Rd at Messiers Creek	South	Coweta County
B16	Minnie Sewell Rd at Yellow Jacket Creek	South	Coweta County
B17	Bexley Rd at Yellow Jacket Creek	South	Coweta County
B18	Bradbury Rd at Yellow Jack Creek	South	Coweta County
B19	Lowery Rd Extension , 2.5 miles E of Grantville	South	Coweta County
B20	Allen Rd , 0.5 miles N of Grantville	South	Coweta County
B21	<i>PROJECT REMOVED...NUMBER NO LONGER IN USE</i>	---	---
B22	Hines Rd , 4.0 miles S of Moreland	South	Coweta County
B23	Gordon Rd at White Oak Creek	South	Coweta County
B24	Gordon Rd at Abandoned Railroad	South	Coweta County
B25	Moore Rd at Little White Oak Creek	South	Coweta County
B26	McDonald Rd at Pine Creek (box culvert replacement)	East	Coweta County
B27	Lower Fayetteville Rd at Shoal Creek Tributary (culvert replacement)	East	Coweta County
B28	SR 54 at Shoal Creek	East	Coweta County
B29	McIntosh Trl at Keg Creek	East	Coweta County
B30	<i>PROJECT REMOVED...NUMBER NO LONGER IN USE</i>	---	---
B31	SR 74/85 at Central of Georgia rail line between SR 16 and Seavy St	East	Senoia
B32	Gray Girls Rd , 4.0 miles SE of Senoia	East	Coweta County
RAILROAD CROSSING IMPROVEMENT			
R1	Walt Sanders Rd (Railroad crossing 050420R) (add warning device)	NE	Coweta County
R2	Walt Sanders Rd (Railroad crossing 050419W) (add warning device)	NE	Coweta County
R3	Johnson Cir (Railroad crossing 050408J) (add warning device)	NE	Coweta County
R4	Main St (Railroad crossing 050458M) (upgrade crossing)	South	Grantville
R5	Seavy St at CSX (upgrade crossing)	East	Senoia
R6	Johnson St at CSX (upgrade crossing)	East	Senoia
R7	Seavy St at Norfolk Southern (upgrade crossing)	East	Senoia



Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-1: Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (Coweta County)



Coweta County Joint Comprehensive Transportation Plan Update
 Figure 3-2: Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (City of Newnan)



Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-3: Bridge, Railroad Crossing, and Intersection Modification Projects (Coweta County)



As previously indicated in the parenthetical note, the seven projects identified as “Corridor Improvements” will require further detailed analysis by the Georgia DOT and/or the ARC to determine the exact nature of the improvement, which could include a combination of widening, operational upgrades, intersection modifications and new location roadways. These projects include the entire length of SR 16 as it crosses Coweta from Carroll to Spalding counties, as well as the proposed Southwest Bypass to the west and south of Newnan. While important for trips originating and terminating in Coweta County, a significant portion of trips have one or both ends outside Coweta County, in Carroll County and beyond to the west and/or Spalding County and beyond to the east. Discussions with continue between local officials and their GDOT/ARC partners concerning potential improvement solutions for the various segments of SR 16 within Coweta County. In preparing the Joint CTP Update, input from the public during various outreach efforts indicated a wide diversity of opinion with regard to widening, new location, or operational improvements only for SR 16 and the potential benefits/impacts associated with each improvement type for various segments.

An additional three recommendations were not included in the previous roadway and bridge project list because they are not necessarily limited to one single location, but instead are intended to assess a particular element of the transportation system, either countywide or within a particular subarea. Like the corridor improvements, these recommendations will involve further, more detailed analysis. Already in the planning stages, these projects are included in the recommendations to ensure they are as comprehensive as possible:

- Signage inventory and wayfinding study (Coweta County and towns/cities)
- Parking study (Town of Moreland)
- Off-system safety improvements at 10 locations in Coweta and Heard counties (GDOT sponsored project)

In addition to specific one-time project recommendations, improvements to the transportation system can be successfully effected over time through the establishment and implementation of ongoing programs. While some programs are continual, hands-on efforts undertaken by local staff, others require initial efforts to establish standards, procedures and guidelines, which are then implemented appropriately as associated needs and issues arise. Transportation programs recommended for continual implementation by the County and municipalities include:

- Roadway Maintenance
- Signal installation and timing
- Intelligent Transportation Systems (ITS)
- Intersection improvements
- ADA Compliance
- Access management
- Travel demand management (TDM)

The following paragraphs summarize the first five of these program recommendations. Access management and travel demand management are more fully addressed in sections 3.6 and 3.7 of this document, respectively.



3.1.1 Roadway Maintenance

Preservation of the existing roadways in the community is critical to the transportation system. Coweta County and the municipalities already undertake ongoing roadway maintenance, which will continue into the future. Currently, a portion of the transportation proceeds from Coweta's SPLOST goes toward the required local match for the GDOT-sponsored Local Maintenance & Improvement Grant (LMIG) Program. Funded by State Motor Fuel Tax collections, the LMIG program is formula-based. Qualifying jurisdictions directly receiving their grants at the beginning of each fiscal year and have control of expenditures. An expansive list of eligible expenses count toward project costs and local match. The FY 2014 LMIG allocation for Coweta County and its municipalities totals \$1,415,092.35, with a required local match of 30 percent. A majority of other roadway maintenance activities are performed by the County and the cities/towns using allocations from their general fund.

The jurisdictional breakdown of Coweta County's FY 2014 LMIG Formula is as follows:

Unincorporated Coweta	\$1,066,697.00
Grantville	\$31,501.00
Haralson (Coweta portion only)	\$3,179.24
Moreland	\$5,333.59
Newnan	\$259,978.89
Palmetto (Coweta portion only)	\$2,748.95
Senoia	\$37,071.18
Sharpsburg	\$2,896.92
Turin	\$5,685.58
TOTAL	\$1,415,092.35

3.1.2 Signal Installation and Timing

Traffic signal coordination and timing plays a significant role in congestion mitigation. Well timed and coordinated signals distribute traffic through key intersections at optimal intervals to reduce congestion and gridlock. Due to rapidly changing travel patterns, particularly in growth areas, it is important that traffic signal timings be actively monitored and updated regularly to reflect traffic conditions. Additionally, optimized timings can result in the effective increase of capacity along a corridor, thereby providing a low cost, short term alternative to costly, long term roadway widening projects.

It is recommended that the County initiate a program to retime each signal system and conduct major maintenance on each independent signal location once every five years. The program would be funded through a dedicated annual set-aside to cover a specific number of systems/signal locations. In addition, GDOT manages several programs targeted to improve mobility along primary arterial corridors through more efficient traffic operations and signalization. Coweta County should continue to investigate these regional and statewide opportunities to fund signal system improvements along its key travel corridors (e.g., SR 34, SR 154, US 29, Poplar Road, and Lower Fayetteville Road).



3.1.3 Intelligent Transportation Systems (ITS)

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.

The City of Newnan has included an ITS “start-up” project in its current SPLOST list. The intention is to begin building an ITS monitoring system, including traffic control center, that would enable implementation of real-time traffic signal coordination on its primary corridors during periods of high demand, such as rush hour and special events. The data collected by the system would also be available to assist in conducting a variety of traffic studies. At this time, the City does not anticipate incorporation of other technologies, such as changeable message signs or red light cameras, in its system. The funding currently allocated through the SPLOST (approximately \$800,000) is being set aside as “seed money” for the project until exact estimates on construction and operations costs have been identified. The degree to which implementation can initially be completed depends on the costs of the various system elements. The City anticipates coordinating with GDOT and Coweta County with regard to including signals owned/operated by those entities along the particular corridors.

The 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.

3.1.4 Intersection Improvements

In addition to the specific intersection improvement projects proposed within the recommendations, changing traffic and development conditions often result in intersection operations and/or minor geometric improvement needs at additional locations. These could include the need for additional turning lanes and/or left turn signals. The County and the municipalities should consider an annual set aside of a certain amount of funds to address minor intersection needs on county maintained roads as they arise.

3.1.5 ADA Compliance

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, federal, state and local government services, public accommodations, commercial facilities, and transportation. In July 2010, the US Attorney General signed final regulations revising the Department of Justice's ADA regulations, including its ADA Standards for Accessible Design. The revised regulations amended the Title II regulation (State and local governments) and the Title III regulation (public accommodations). Title II relates to nondiscrimination on the basis of disability in State and local government services. The final rule adopts enforceable accessibility standards under the ADA that are consistent with the minimum guidelines and requirements issued by the Architectural and Transportation Barriers Compliance Board (Access Board), and updates or amends certain provisions of the Title II regulation so that they comport with the Department's legal and practical experiences in enforcing the ADA since 1991. Concurrently with the publication of the final rule for Title II, the Department



published a final rule amending its ADA Title III regulation, which covers nondiscrimination on the basis of disability by public accommodations and in commercial facilities.¹

GDOT's ADA Policy Statement says that the primary purpose of GDOT's ADA Program is to ensure that pedestrians with disabilities have opportunities to use the transportation system in an accessible and safe manner. As part of its responsibilities under Title II, the ADA ensures that recipients of federal aid and state/local entities that are responsible for roadways and pedestrian facilities are accessible and do not discriminate on the basis of disability in any program, activity, service or benefit they provide to the general public; and that people with disabilities have equitable opportunities to use the public rights-of-way system.² GDOT requests copies of the required ADA Transition Plan and GDOT ADA Self-Survey Form from each applicable jurisdiction.

The role of Coweta County and its municipalities in ADA compliance for transportation is to ensure that their facilities, especially those related to pedestrians, are maintained in appropriate condition to accommodate persons with disabilities. In doing so, the County and the municipalities must be compliant with the standards of the ADA and rely upon its ADA Transition Plan and ADA accessibility guidelines for specific projects. It is the locals' responsibility to ensure that all new facilities are built to accommodate all persons regardless of disability.

3.2 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

¹ www.ada.gov

² <http://mydocs.dot.ga.gov/info/gdotpubs/Publications/2841-1.pdf>



- 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. The most recent CIP (December 2013) is included as Table 3-2.

Table 3-2: Newnan-Coweta County Airport Capital Improvements Plan

Newnan-Coweta County Airport Capital Improvements Plan December 2013					
FISCAL YEAR	PROJECT DESCRIPTION	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL COST
2015	Runway 14-32 HIRL, West Taxiway Lighting Rehab,				
	Rotating Beacon, Runway 14 PAPI-4	\$ 675,000	\$ 37,500	\$ 37,500	\$ 750,000
	East Aviation Way Extension	\$ -	\$ 135,000	\$ 45,000	\$ 180,000
	TOTAL 2015	\$ 675,000	\$ 172,500	\$ 82,500	\$ 930,000
2016	Runway 14-32 Pavement Rehabilitation	\$ 1,800,000	\$ 100,000	\$ 100,000	\$ 2,000,000
	RW 14-32 Connector Taxiways and Runup Pads	\$ 1,350,000	\$ 75,000	\$ 75,000	\$ 1,500,000
	Taxiway to West Corp Hangars	\$ -	\$ 75,000	\$ 25,000	\$ 100,000
	TOTAL 2016	\$ 3,150,000	\$ 250,000	\$ 200,000	\$ 3,600,000
2017	East Parallel Taxiway, Phase 2	\$ 1,440,000	\$ 80,000	\$ 80,000	\$ 1,600,000
	TOTAL 2017	\$ 1,440,000	\$ 80,000	\$ 80,000	\$ 1,600,000
2018	Land Acquisition for RPZ and MALSR (50 ac)	\$ 450,000	\$ 2,000	\$ 48,000	\$ 500,000
	T-Hangar Site Prep and Paving	\$ 180,000	\$ 10,000	\$ 10,000	\$ 200,000
	TOTAL 2018	\$ 630,000	\$ 12,000	\$ 58,000	\$ 700,000
2019	Runway 14-32 Extension Site Prep	\$ 1,350,000	\$ 75,000	\$ 75,000	\$ 1,500,000
	Terminal Building	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
	Terminal Area Site Preparation	\$ 1,260,000	\$ 70,000	\$ 70,000	\$ 1,400,000
	TOTAL 2019	\$ 2,610,000	\$ 145,000	\$ 3,145,000	\$ 5,900,000
TOTAL FIVE YEAR IMPROVEMENTS		\$ 8,505,000	\$ 659,500	\$ 3,565,500	\$ 12,730,000

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, the 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.



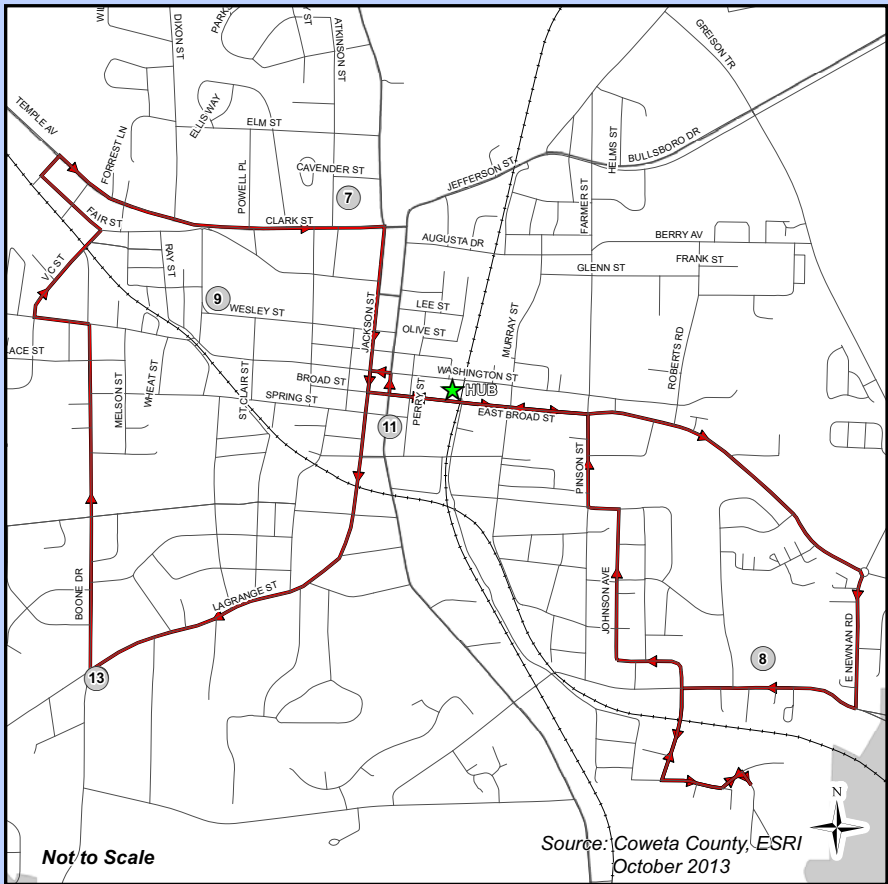
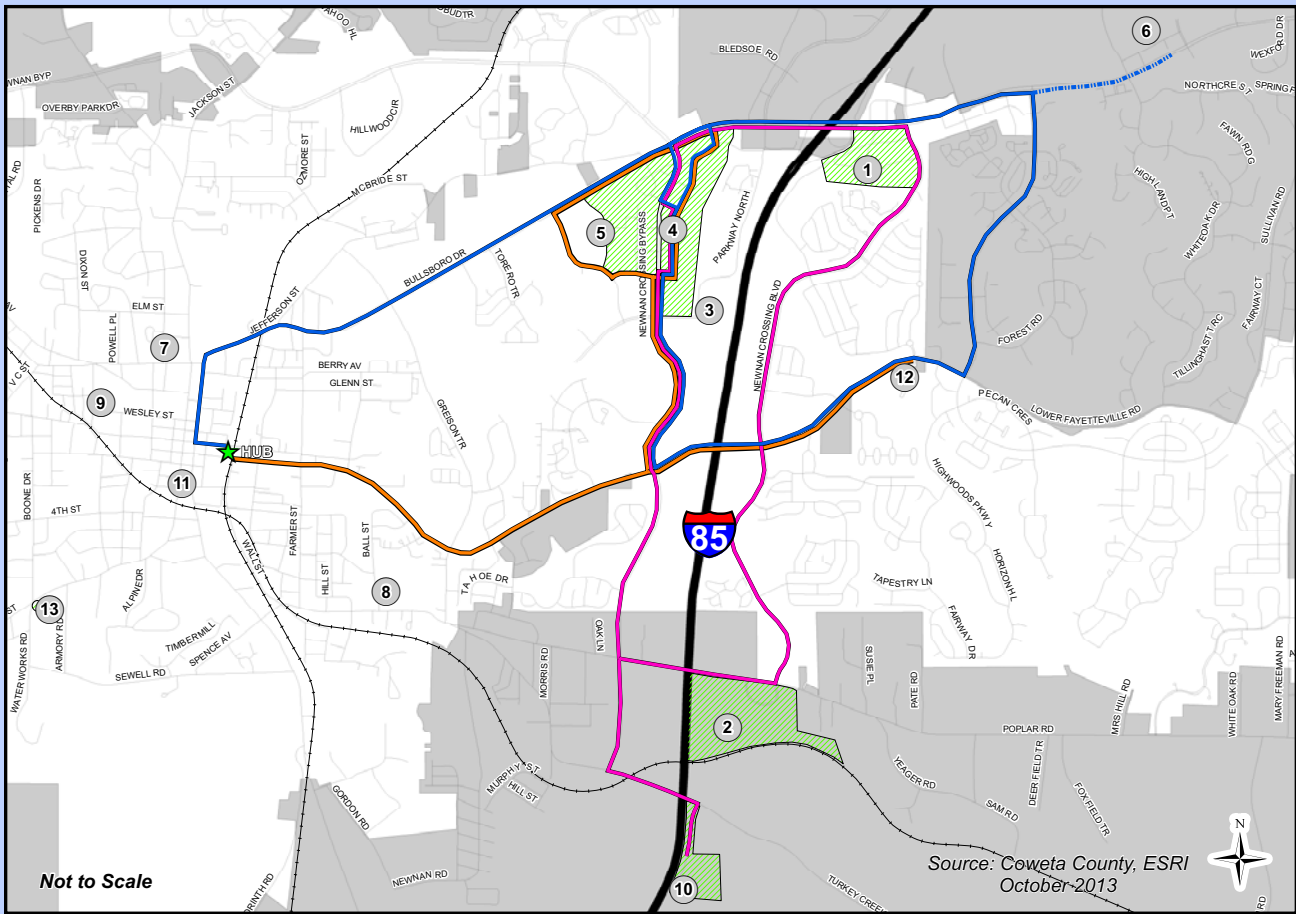
3.3 PUBLIC TRANSPORTATION

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 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.



- ### Points of Interest
1. Walmart Shopping Center
 2. Piedmont Newnan Hospital
 3. Cancer Treatment Centers of America
 4. Newnan Crossing Shopping Center
 5. Ashley Park Shopping Center
 6. GRTA Park and Ride Lot
 7. Future Location of UWG - Newnan Campus
 8. Central Education Center
(Current location of West Georgia Technical College)
 9. Newnan/Coweta Boys and Girls Club of America
 10. New Campus of West Georgia Technical College
 11. Newnan Post Office
 12. The Newnan Centre
 13. Newnan High School

- ### Legend
- Points of Interest
 - HUB
 - Bullsboro Express
 - GRTA Xpress Connection
 - Bullsboro/Poplar Circulator
 - Newnan Centre/Ashley Park Trolley
 - Intown Neighborhood Loop
 - Existing Railroad
 - Abandoned Railroad

Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-4: Transit Routes



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*.

3.4 BICYCLE NETWORK AND PEDESTRIAN 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:

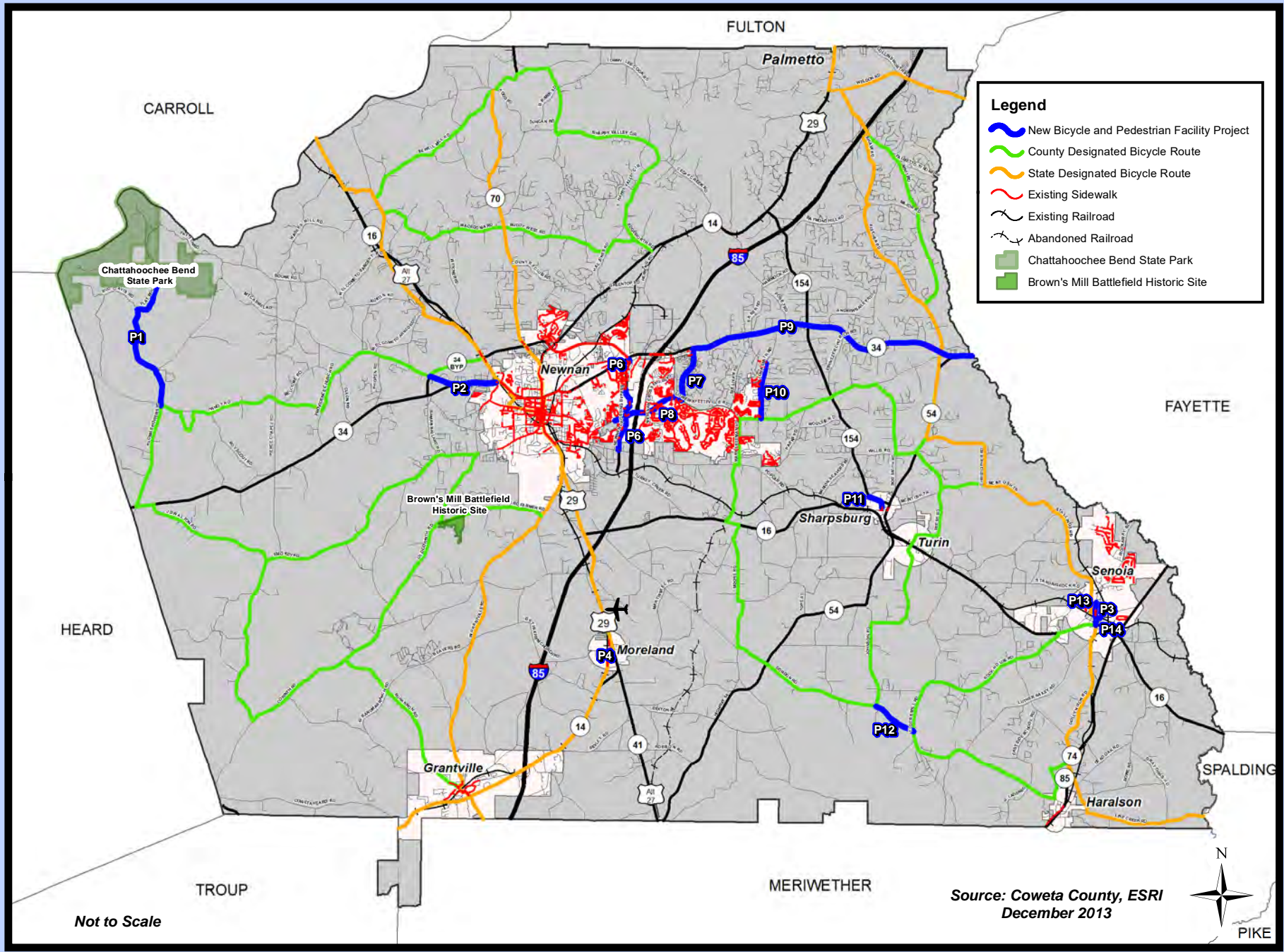
- “Fill the gaps” in the sidewalk network in cities/towns and activity centers
- Prioritize Greenway Master Plan multi-use path segments for construction
- Where feasible and appropriate, evaluate applicable roadway widening and repaving projects using “Complete Streets” criteria to consider adding bicycle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

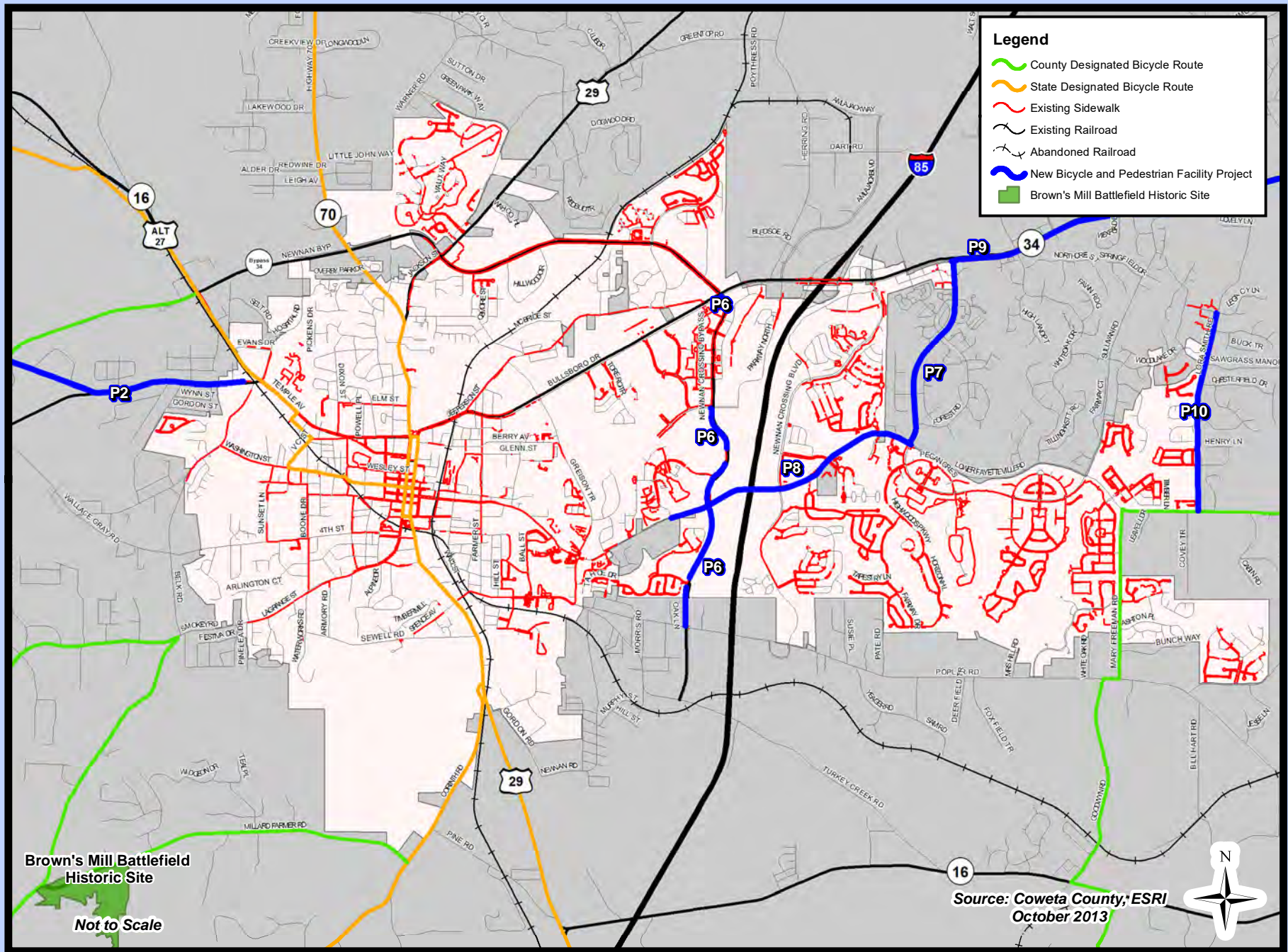


Table 3-3: Bicycle and Pedestrian Project List

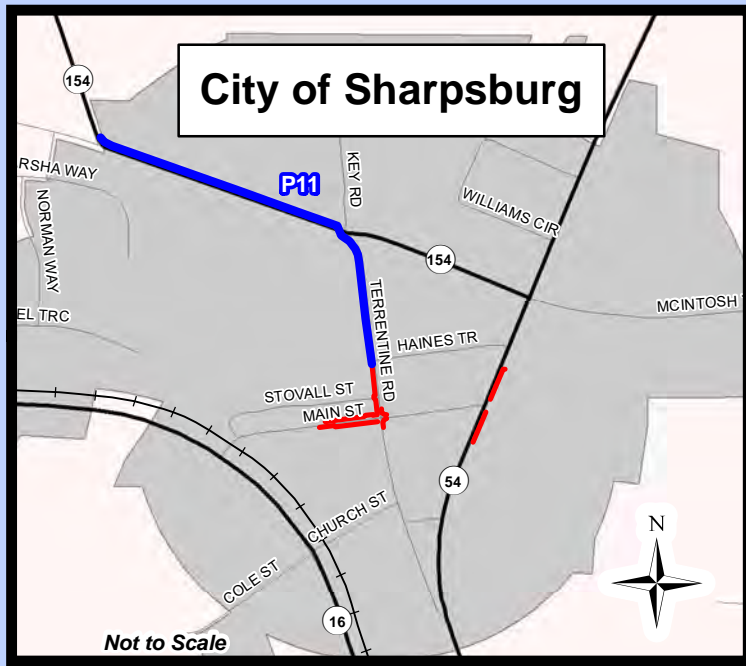
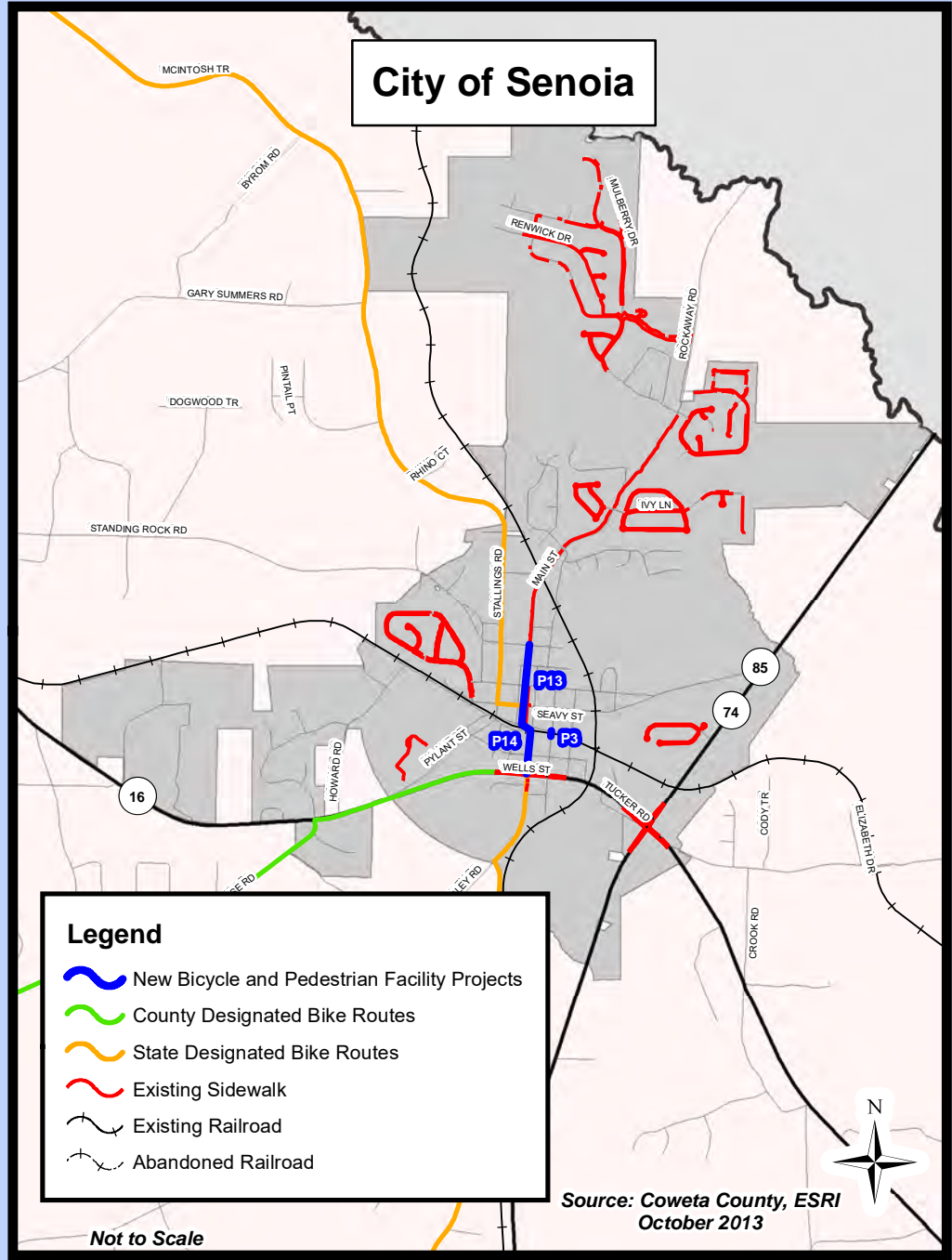
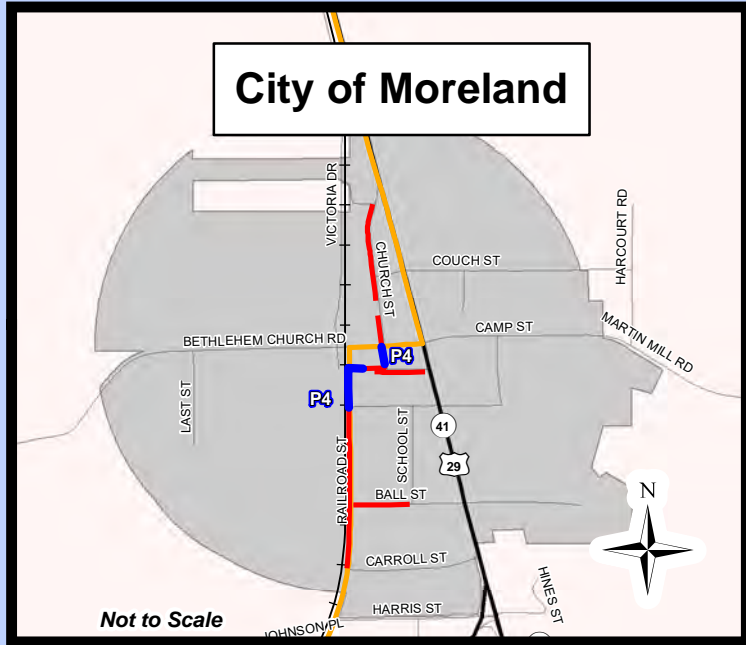
Map ID#	Description
P1	Bike route connection to Chattahoochee Bend State Park
P2	Extend existing bike route along Franklin Road to Newnan city limits
P3	Rehabilitate non-vehicular use bridge over railroad on Bridge Street at Senoia city limits (bicycle/pedestrian/golf cart use only)
P4	Sidewalks in Moreland between existing sidewalks on Railroad and Church Streets
P5	Chattahoochee Hill Country Regional Greenway Trail System Pilot Project <i>(exact project location yet to be finalized)</i>
P6	Sidewalks along SR 34 Bypass and Newnan Crossing Bypass to connect key destinations
P7	Sidewalks along Shenandoah Boulevard
P8	Sidewalks or bike paths along Lower Fayetteville Road
P9	Multi-use path along SR 34 from Newnan to Peachtree City
P10	Sidewalks along Lora Smith Road to connect two schools to subdivisions along roadway
P11	Sidewalk connection between existing sidewalks in downtown Sharpsburg and East Coweta High School
P12	Bike route on Gordon Road between Johnson Road and Elders Mill Road to connect two existing bike routes
P13	Sidewalk connection on Main Street in Senoia from Couch Street to Johnson Street to connect two existing sidewalks
P14	Sidewalks from Main Street in downtown Senoia to SR 16 (Broad Street)



Coweta County Joint Comprehensive Transportation Plan Update
 Figure 3-5: Bicycle and Pedestrian Facility Projects (Coweta County)



**Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-6: Bicycle and Pedestrian Facility Projects (City of Newnan)**



Legend

- New Bicycle and Pedestrian Facility Projects
- County Designated Bike Routes
- State Designated Bike Routes
- Existing Sidewalk
- Existing Railroad
- Abandoned Railroad

Source: Coweta County, ESRI
October 2013

Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-7: Bicycle and Pedestrian Facility Projects (Cities of Moreland, Senoia and Sharpsburg)



3.5 LAND USE AND DEVELOPMENT POLICY AND STRATEGIES

To strengthen the connection between land use and transportation planning, development of the Joint CTP Update was coordinated with the County's adopted *Comprehensive Plan*. The integration of land use and transportation planning is essential for the County to realize effective outcomes. The transportation network provides access to land, sustaining existing land uses and enabling parcel subdivisions and new development. Land uses generate vehicle (including freight), pedestrian, bicycle, and transit trips that impact the transportation network. Therefore, to provide effective traffic flow on the roadway system and maintain accessibility for existing and future development, coordinated land use and transportation strategies are necessary.

The transportation recommendations included in this document are mutually complementary with current and anticipated land use and development as depicted in the adopted *Comprehensive Plan*. The key factor for transportation policy is the continued integration of land use and transportation, in accordance with complementary goals, to maximize the efficiency of the existing system and future improvements. This can be understood at both the "macro" level (countywide) and the "micro" level (individual communities).

At the "macro" level, the adopted *Comprehensive Plan* clearly recommends different intensity of future development for different areas in the county. Accordingly, recommendations for transportation investments include greater and more concentrated investments in transportation system expansion for areas of the county planned for higher rates of growth and density, with areas of the county that are planned for the lowest density levels recommended to receive less in transportation investment, with less required to effectively serve rural land use patterns. So, for example, the greatest proportion of recommended transportation system enhancements is generally located in the northeastern and central quadrants of the county and the fewest located in the southern and western quadrants. This is an outcome of a combination of factors, including technical analysis of traffic patterns and demand, knowledge of the existing and planned extent of sewer service areas, and understanding of the existing conditions across the county. However, it is also heavily based on the intent to achieve consistency with adopted *Comprehensive Plan* policy.

At the "micro" level, the *Comprehensive Plan* recommends relatively specific future land use patterns that correspond to specific transportation needs. A number of mixed use activity centers and smaller city downtowns (as well as Newnan's larger downtown) exist throughout the county. Policies concerning future land use encourage infill development in existing neighborhoods and mixed use centers, as well as limited expansion of developed centers. The *Comprehensive Plan* also designates specific corridors and larger areas for commercial and/or employment-related development. Consistent with these policies, the Joint CTP Update recommendations for transportation infrastructure enhancements support compact activity centers and enhanced connectivity among centers. The intent of these policies is to promote increased development in those areas best served by transportation infrastructure, especially alternative modes. This approach will promote increased development and density in activity centers in a focused development pattern, consistent with land use and future development recommendations in the *Comprehensive Plan*.



Within identified centers, and to enhance the connectivity of neighborhoods to centers, improved bicycle, pedestrian and transit access to planned commercial and employment areas is encouraged to reduce the dependence on auto travel. Additionally, enhancement of the level of roadway connectivity is recommended, along with other measures to reduce the level of land use segregation and the over-reliance on major arterials. For all commercial corridors, the number of curb cuts should be limited through the development of interconnected networks of secondary streets, the use of shared parking, and inter-parcel connectivity. These and other access management strategies are addressed in the next section of this document.

There are many sources for guidance and support of complementary land use and transportation policies. One of the most effective, and uniquely applicable in the broader metro Atlanta region, is ARC's Livable Centers Initiative (LCI) Program. The LCI program is an excellent resource for policy strategy and funding opportunities to promote development in existing activity centers and a focused, walkable and transit-supportive land use pattern. The LCI program provides funds for planning studies and implementation to promote redevelopment and infill in existing activity centers and corridors, while paying special attention to transportation issues, particularly the promotion of alternative transportation modes. The City of Newnan is currently conducting an LCI study for its downtown and nearby neighborhoods. Other Coweta communities should consider pursuing LCI studies in appropriate areas as a means to plan for complementary transportation and land use investments at a high level of detail.

3.6 ACCESS MANAGEMENT PLAN POLICY AND STRATEGIES

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.

In 2006, ARC's Community Choices Program assisted Henry County in creating an overlay which incorporates access management principles into design regulations for Bruton Smith Parkway, the segment of SR 20 between I-75 and the Atlanta Motor Speedway. The purpose of the Bruton Smith Parkway Overlay District was to provide for access management standards and aesthetic standards indicative of incremental growth and quality development in accordance with comprehensive plan objectives. Additional information on access management and Access Management Overlay Districts (AMODs) can be found on ARC's website (<http://www.atlantaregional.com/transportation/roads--highways/access-management>), while further details specific to the Bruton Smith Parkway Overlay District can be found on Henry County's website (www.co.henry.ga.us).

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

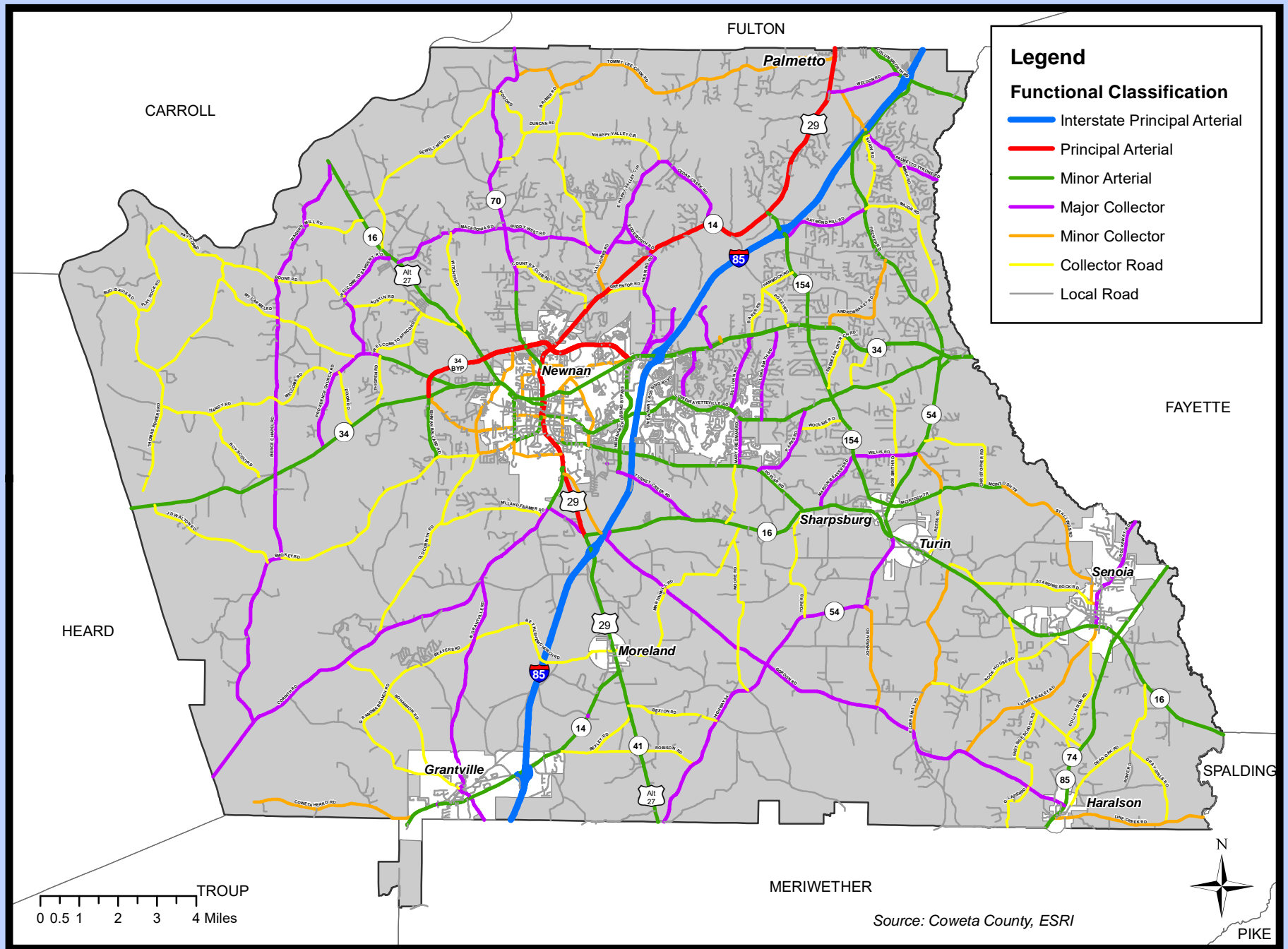


classification, adjacent land uses, and whether the roadway will be upgraded in the near future or will require retrofitting access management applications. Figure 3-8, depicting Coweta County's existing roadway functional classification, is provided for reference.

Table 3-4: Access Management Applications by Roadway Functional Classification

Functional Class	Appropriate Access Management Applications	Example Roadways
Arterial (Principal and Minor)	<i>Commercial/Urban Adjacent Land Use Areas</i>	
	• Median installation – infrequent openings*	SR 14
	• Interparcel driveway connections	SR 16
	• Driveway consolidation – shared driveways	SR 34 East
	• Rear access driveways	Bullsboro Dr
	• Right-in, right-out driveways	SR 34 Bypass
	• Maximum distance signal spacing*	SR 74/85
	• Turn lane installation*	Lower Fayetteville Rd
	• Corner clearance	Poplar Rd
	<i>Residential/Rural Adjacent Land Use Areas</i>	
• Maximum distance signal spacing*	SR 154	
• Turn lane installation*	Collinsworth Rd	
• Corner clearance	Lower Fayetteville Rd	
• Median installation – infrequent openings*		
Major Collector	<i>Commercial/Urban Adjacent Land Use Areas</i>	
	• Median installation – frequent openings*	Amlajack Blvd
	• Interparcel driveway connections	International Park
	• Driveway definition and consolidation – one or less per property	Holz Pkwy
	• Medium distance signal spacing*	Herring Rd
	• Turn lane installation*	Shenandoah Blvd
	• Sight distance improvements*	Pine Rd
	<i>Residential/Rural Adjacent Land Use Areas</i>	
	• Medium distance signal spacing*	SR 70
	• Turn lane installation*	Buddy West Rd
• Sight distance improvements*	Macedonia Rd	
• Sight distance improvements*	Corinth Rd	
Minor Collector	<i>Commercial/Urban Adjacent Land Use Areas</i>	
	• Interparcel driveway connections	Greison Trl
	• Driveway definition and consolidation – one per property	Hospital Rd
	• Sight distance improvements*	Jefferson St Ext
	<i>Residential/Rural Adjacent Land Use Areas</i>	
	• Sight distance improvements*	4 th St
	• Sight distance improvements*	Belt Rd
• Sight distance improvements*	Belk Rd	
• Sight distance improvements*	Farmer St	
• Sight distance improvements*	Wallace Gray Rd	

* Assumed to be most effectively implemented with major roadway improvements or new roadway construction.



Legend

Functional Classification

- Interstate Principal Arterial
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Collector Road
- Local Road

**Coweta County Joint Comprehensive Transportation Plan Update
Figure 3-8: Coweta County Existing Roadway Functional Classification**

Source: Coweta County, ESRI



3.7 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

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 ridematching 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.



4.0 COSTS, PHASING AND FUNDING

4.1 COST ESTIMATION METHODOLOGY

The transportation improvement projects that comprise the Coweta County Joint CTP Update recommendations have come from a number of sources. A main source is those projects originally identified in the 2006 Coweta CTP. Another source is the Atlanta Region's short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Program (RTP). Other sources include the Coweta County and cities' SPLOST, other local plans, Interchange Justification Reports, and citizen input during the extensive public engagement process.

Some of the aforementioned sources provided cost information for particular projects, which was incorporated into this CTP Update. If the costs were current, the dollar values were carried forward. Examples of applying this methodology include projects in the TIP and RTP, as well as projects like the Amlajack interchange where more detailed conceptual design was performed and refined costs made available. If the costs were older (most notably those from the 2006 CTP), their values were escalated to reflect increases in right-of-way and construction prices. The recent economic downturn assisted in holding costs down, but increases have been realized. Therefore, to represent normal cost increases, the projects in the 2006 CTP were increased by 1 percent per year for 8 years. This eight-year period covers the time from the adoption of the 2006 Joint CTP by the Coweta County Board of Commissioners and City/Town Councils to the expected 2014 adoption of the Joint CTP Update.

Some sources identified a project's total cost but did not break that cost into components (preliminary engineering, right-of-way, construction, and contingency); therefore, a methodology was applied in such cases to disaggregate the total cost into the components. It is acknowledged that this methodology lacks the exactitude that would result from a detailed engineering study, which would define existing right-of-way, perform location specific traffic analyses, provide topography for locating top of and toe of slopes for earth work calculation purposes, define environmental features and offer mitigation measures, calculate storm water run-off for sizing structure, etc. Consequently, for long range planning purposes, the methodology for resultant breakdown of reported total project cost into components resulting from this methodology should be used cautiously and for order of magnitude comparisons and not as an absolute. The methodology assigned 10 percent of construction costs to preliminary engineering and 15 percent of construction costs to contingency. Furthermore, a review of projects in the TIP indicates that right-of-way costs vary significantly as a percentage of the construction costs, but an average amount was estimated to be 20 percent. These factors were applied to the reported total cost of a project to roughly estimate the component costs.

For new projects or those previously identified but without costs, ARC's Planning Level Cost Estimation Tool was used. After inputting some basic data as to the project name, limits and type (e.g., bridge, intersection, ITS), more specific information is recorded regarding the improvement. For example, data entered for an intersection would consist of the type of turn lane (left or right), length, and whether or not a traffic signal would be installed. The data required for right-of-way needs was in units of acres. An estimate was made as to



the lateral offset to the new right-of-way line and the length of the improvement; the area was calculated and converted to acres.

For different types of projects, certain assumptions were made in order to have data to utilize the Planning Level Cost Estimation Tool. For intersection improvements, if a right turn lane appeared to be an appropriate solution, the cost included primarily a 200-foot long (50-foot taper and 150-foot storage lane) by 12-foot wide addition. For a left turn lane improvement, the calculation was 300 feet for the approach (150-foot shifting taper and 150-foot storage lane) by 12 feet wide; this design was carried to the other side of the intersection because the left turn lane would have to be shifted away from the opposing through lane and then brought back to its original alignment. For new roadways or capacity adding (widening) projects, the width of the additional lanes plus 20-foot median (if called for) for the length of the project were used for the right-of-way and construction calculations.

The Planning Level Cost Estimation Tool does have different land use categories for right-of-way costing (commercial, residential, agricultural and industrial), with the input being the percentage of each type impacted. The residential category was used, except in areas where there is a predominant commercial presence, most notably Bullsboro Road/SR 34 and intersections with corner gas stations or stores. Another data input is either an urban or rural area. Given that right-of-way is becoming an increasing portion of project costs and to provide a conservative planning estimate of costs, urban area values were selected.

4.2 COSTS AND PHASING

Costs for all the roadway and bridge project recommendations total an estimated \$673.4 million, broken down by project type as follows:

- New Interchanges = \$70.8 million
- New Location Roadways = \$156.1 million
- Road Widening/Capacity = \$98.3 million
- Operational Upgrades = \$105.0 million
- Intersection Modifications = \$55.9 million
- Corridor Improvements = \$159.5 million
- Bridge Upgrades = \$26.4 million
- Railroad Crossings = \$1.4 million

Prioritization of projects took into consideration several primary factors, including: nature, degree and estimated timing of need, continuity with adjacent improvements, and anticipated funding levels and sources. Projects were prioritized into three implementation time periods:

- Short-term = 2014-2020
- Mid-term = 2021-2030
- Long-term = 2031-2040



Roadway and bridge projects programmed in the ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST compose the majority of short-term projects. They include 9 ARC TIP projects (\$104.3 million) and 13 remaining Coweta County SPLOST projects (\$7.3 million), with another 5 projects planned in the SPLOST should sufficient funding become available (\$12.7 million).

An additional 17 projects were prioritized into the “gap” years (2018-2020) remaining in the short-term period, assuming inclusion in the next ARC TIP or Coweta County SPLOST (if voter approved). These include several key mobility and economic development projects, such as those connected to the new Amlajack interchange, as well as a number of intersection improvements on locally maintained roads throughout Coweta. These 17 projects total an estimated \$90.8 million.

The 15 projects prioritized into the mid-term period consist mostly of new/widened roadways and corridor operational improvements on both the Federal/State and locally maintained roadway network. They have a total estimated cost of \$183.7 million.

The long-term projects predominantly include corridor operational improvements across the network, as well as intersection modifications on the Federal/State system. These 36 projects have a total estimated cost of \$94.9 million.

Several types of roadway improvements were not included within this prioritization due to the nature of the project and how they are traditionally funded. This includes those categorized as “corridor improvements,” as well as most bridges and railroad crossing upgrades. As mentioned previously, the 7 projects identified as corridor improvements will require further detailed analysis by the Georgia DOT and/or the ARC to determine the exact nature of the improvement, which could include a combination of widening, operational upgrades, intersection modifications and new location roadways. These projects are all located along SR 16 as it crosses Coweta from Carroll to Spalding counties and including the proposed Southwest Bypass to the west and south of Newnan.

With the exception of any bridge and railroad crossing improvements currently programmed in the ARC TIP or Coweta County SPLOST, it was assumed that all future improvements would be funded under State or regional programs dedicated to bridge upgrades and railroad crossing safety. Georgia DOT maintains a strict monitoring system of all bridges and railroad crossings statewide, and programs improvements as necessary based on need and available funding.

Several roadway related programs recommended for implementation (e.g., the signal timing program) are not currently included in the cost estimates. While it is assumed these will be funded locally with SPLOST or other revenue source set-aside or with LMIG funds, County staff and officials should initiate discussions regarding the level of need and suitable funding to ensure these programs keep abreast of the needs.

Table 4-1 presents the cost estimate and implementation phasing for recommended roadway and bridge projects.

Map ID# (refer to key at bottom)	Roadway / Location	From / At	To	Description	Jurisdiction	Sponsor	TOTAL ESTIMATED COST	Federal	State	Local	Bond	TOTAL ESTIMATED FUNDING
SHORT-TERM: ARC 2012-2017 TIP												
M13	SR 16	Pine Road		Intersection modification	Coweta County	Coweta County/ GDOT	\$ 5,231,862	\$ 1,531,535	\$ 382,884	\$ 593,443	\$ -	\$ 2,507,862
C6	SR 16	US 29	I-85	Widening 2 to 4 lanes	Coweta County	Coweta County/ GDOT	\$ 2,944,552	\$ 1,371,209	\$ -	\$ 533,343	\$ -	\$ 1,904,552
M26	SR 16	SR 54		Intersection modification - roundabout	Turin	GDOT	\$ 1,881,348	\$ 1,211,346	\$ 302,836	\$ 117,166	\$ -	\$ 1,631,348
M4	Herring Road	US 29 at CSX Railroad		Intersection relocation and modification	Coweta County	Coweta County	\$ 8,546,629	\$ 3,211,911	\$ 802,978	\$ 4,531,740	\$ -	\$ 8,546,629
I1	Poplar Road	New interchange at I-85 (Mile Marker 44) and widening from Newnan Crossing Bypass to Newnan Crossing Boulevard		New interchange on I-85	Coweta County	Coweta County/ GDOT	\$ 49,972,477	\$ 21,642,298	\$ 5,410,575	\$ 18,767,104	\$ -	\$ 45,819,977
M29	SR 16	Pylant Street		Intersection modification	Senoia	Senoia/GDOT	\$ 2,000,000	\$ 1,480,000	\$ -	\$ 370,000	\$ -	\$ 1,850,000
N8	Newnan Bypass Extension	Turkey Creek Road	SR 16	New 4-lane roadway	Coweta County	Coweta County	\$ 24,218,716	\$ 13,960,987	\$ -	\$ 4,192,832	\$ -	\$ 18,153,819
N5	McIntosh Parkway Extension	McIntosh Parkway termini (near Newnan Crossing Bypass)	McIntosh Parkway termini (near Farmer Street)	New 4-lane roadway	Newnan	Newnan	\$ 6,993,000	\$ -	\$ -	\$ 6,993,000	\$ -	\$ 6,993,000
B31	SR 74/85	Central of Georgia rail line between SR 16 and Seavy Street		Bridge upgrade - safety project	Senoia	GDOT	\$ 2,503,361	\$ 1,842,689	\$ 460,672	\$ -	\$ -	\$ 2,303,361
SUBTOTAL: ARC 2012-2017 TIP (FY2014-2017)							\$ 104,291,945	\$ 46,251,975	\$ 7,359,945	\$ 36,098,628	\$ -	\$ 89,710,548
FUNDING: ARC 2012-2017 TIP (FY2014-2017)								\$ 46,251,975	\$ 7,359,945	\$ 36,098,628	\$ -	\$ 89,710,548
FUNDING: SPENT BY ARC IN FY2012-13								\$ 1,287,250	\$ 285,250	\$ 12,819,897	\$ 189,000	\$ 14,581,397
TOTAL FOR ARC 2012-2017 TIP								\$ 47,539,225	\$ 7,645,195	\$ 48,918,525	\$ 189,000	\$ 104,291,945

NOTE: Total Estimated Funding amounts include only programmed funds that have not yet been spent (authorized) by ARC for these projects as of the beginning of Fiscal Year 2014. Funds spent in previous fiscal years are indicated in aggregate on the line titled "FUNDING: SPENT BY ARC IN FY2012-13." The total estimated funding programmed for these projects through ARC equals the combined sum of the FUNDING: ARC 2012-2017 TIP (FY2014-2017) and FUNDING: SPENT BY ARC IN FY2012-2013, and is indicated on the last line (TOTAL FOR ARC 2012-2017 TIP).

Map ID# (refer to key at bottom)	Roadway / Location	From / At	To	Description	Jurisdiction	Sponsor	TOTAL ESTIMATED COST	Federal	State	Local	Bond	TOTAL ESTIMATED FUNDING
SHORT-TERM: COWETA 2013-2018 SPLOST												
M12	Five Points Intersection Reconfiguration	East Newnan Road	Poplar Road, Turkey Creek Road, Martin Luther King, Jr. Drive	Intersection modification - roundabout	Newnan/ Coweta County	Coweta County/ Newnan	\$ 940,000	\$ -	\$ -	\$ 940,000	\$ -	\$ 940,000
M17	Lora Smith Road	SR 34		Intersection modification	Coweta County	Coweta County/ GDOT	\$ 360,000	\$ -	\$ -	\$ 360,000	\$ -	\$ 360,000
M10	Old Corinth Road, Belk Road	Smokey Road		Intersection modification	Coweta County	Coweta County	\$ 960,000	\$ -	\$ -	\$ 960,000	\$ -	\$ 960,000
M18	Lora Smith Road	Lower Fayetteville Road		Intersection modification	Coweta County	Coweta County	\$ 1,345,000	\$ -	\$ -	\$ 1,345,000	\$ -	\$ 1,345,000
B4	Summers McKoy Road	Thomas Creek		Bridge project	Coweta County	Coweta County	\$ 420,000	\$ -	\$ -	\$ 420,000	\$ -	\$ 420,000
B7	Duncan Road	Cedar Creek Tributary		Bridge project	Coweta County	Coweta County	\$ 75,000	\$ -	\$ -	\$ 75,000	\$ -	\$ 75,000
B3	Mount Carmel Road	Thomas Creek		Bridge project	Coweta County	Coweta County	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
B9	J.D. Walton Road	Caney Creek		Bridge upgrade - safety project	Coweta County	Coweta County	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
B13	Potts Road	Sandy Creek		Bridge project	Coweta County	Coweta County	\$ 520,000	\$ -	\$ -	\$ 520,000	\$ -	\$ 520,000
B17	Bexley Road	Yellow Jacket Creek		Bridge project	Coweta County	Coweta County	\$ 515,000	\$ -	\$ -	\$ 515,000	\$ -	\$ 515,000
B25	Moore Road	Little White Oak Creek		Bridge project	Coweta County	Coweta County	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
B26	McDonald Road	Pine Creek		Box culvert replacement	Coweta County	Coweta County	\$ 383,000	\$ -	\$ -	\$ 383,000	\$ -	\$ 383,000
B15	Bohannon Road	Messiers Creek		Bridge project	Coweta County	Coweta County	\$ 1,125,000	\$ -	\$ -	\$ 1,125,000	\$ -	\$ 1,125,000
SUBTOTAL: CURRENTLY ALLOCATED							\$ 7,343,000	\$ -	\$ -	\$ 7,343,000	\$ -	\$ 7,343,000
OP10	Fischer Road (CR 40)	SR 54	Palmetto-Tyrone Road	Operational upgrade*	Coweta County	Coweta County	\$ 8,940,240	\$ -	\$ -	\$ 8,940,240	\$ -	\$ 8,940,240
B16	Minnie Sewell Road	Yellow Jacket Creek		Bridge project	Coweta County	Coweta County	\$ 693,800	\$ -	\$ -	\$ 693,800	\$ -	\$ 693,800
M5	SR 16	Witcher/Glover Roads		Intersection modification	Coweta County	GDOT/ Coweta County	\$ 1,441,065	\$ -	\$ -	\$ 1,441,065	\$ -	\$ 1,441,065
M32	Eastside School Road	Old Hwy 85		Intersection modification	Coweta County	Coweta County	\$ 960,135	\$ -	\$ -	\$ 960,135	\$ -	\$ 960,135
B12	Holbrook Road	Sandy Creek		Bridge project	Coweta County	Coweta County	\$ 620,700	\$ -	\$ -	\$ 620,700	\$ -	\$ 620,700
SUBTOTAL: IF FUNDING BECOMES AVAILABLE							\$ 12,655,940	\$ -	\$ -	\$ 12,655,940	\$ -	\$ 12,655,940
SUBTOTAL: COWETA 2013-2018 SPLOST							\$ 19,998,940	\$ -	\$ -	\$ 19,998,940	\$ -	\$ 19,998,940
FUNDING: COWETA 2013-2018 SPLOST								\$ -	\$ -	\$ 7,343,000	\$ -	\$ 7,343,000
DIFFERENCE								\$ -	\$ -	\$ (12,655,940)	\$ -	\$ (12,655,940)

NOTE: The Coweta SPLOST project list includes an additional 5 projects to be completed if required funding were to become available (\$12.65 million for all 5 projects). The possibility for additional funds would result from cost savings in constructing 13 SPLOST projects with funding already allocated.

Map ID# (refer to key at bottom)	Roadway / Location	From / At	To	Description	Jurisdiction	Sponsor	TOTAL ESTIMATED COST	Federal	State	Local	Bond	TOTAL ESTIMATED FUNDING
SHORT-TERM: "GAP" YEARS (2018-2019-2020)												
I2	Amlajack Interchange	I-85 (Mile Marker 49)		New interchange on I-85	Coweta County	Coweta County/ GDOT	\$ 20,826,250	\$ 13,328,800	\$ 3,332,200	\$ 4,165,250	\$ -	\$ 20,826,250
M14	SR 34/Bullsboro Drive	Amlajack Boulevard and Parkway North		Intersection improvements	Coweta County	GDOT	\$ 1,575,000	\$ 1,008,000	\$ 252,000	\$ 315,000	\$ -	\$ 1,575,000
M15	I-85 Southbound Off Ramp	SR 34/Bullsboro Drive		Intersection modification	Newnan	GDOT	\$ 490,000	\$ 313,600	\$ 78,400	\$ 98,000	\$ -	\$ 490,000
SUBTOTAL: ON-SYSTEM							\$ 22,891,250	\$ 14,650,400	\$ 3,662,600	\$ 4,578,250	\$ -	\$ 22,891,250
N1	Coweta Industrial Parkway Extension	Coweta Industrial Parkway terminus	Amlajack Boulevard Extension	New 2-lane roadway	Coweta County	Private Developer	\$ 12,375,000	\$ -	\$ -	\$ 12,375,000	\$ -	\$ 12,375,000
N3	Amlajack Boulevard Extension	Amlajack Boulevard Termini	Coweta Industrial Parkway	New 2-lane roadway	Coweta County	Coweta County/ Private Developer	\$ 8,900,000	\$ -	\$ -	\$ 8,900,000	\$ -	\$ 8,900,000
N4	Hollz Parkway Extension	Hollz Parkway Termini	Amlajack Boulevard Extension	New 4-lane roadway	Coweta County	Coweta County/ Private Developer(s)	\$ 33,000,000	\$ -	\$ -	\$ 33,000,000	\$ -	\$ 33,000,000
N6	Andrew Street Extension	Augusta Drive	East Washington Street	New 2-lane roadway	Newnan	Newnan	\$ 4,549,000	\$ -	\$ -	\$ 4,549,000	\$ -	\$ 4,549,000
M22	Poplar Road	Parks Road		Intersection modification	Coweta County	Coweta County	\$ 645,000	\$ -	\$ -	\$ 645,000	\$ -	\$ 645,000
M2	Collinsworth Road	Weldon Road		Intersection modification	Palmetto	Palmetto	\$ 1,686,000	\$ -	\$ -	\$ 1,686,000	\$ -	\$ 1,686,000
M3	Fischer Road (CR 40)	Andrew Bailey Road		Intersection improvements	Coweta County	Coweta County	\$ 650,000	\$ -	\$ -	\$ 650,000	\$ -	\$ 650,000
M20	Lower Fayetteville Road	Parks Road		Intersection modification	Coweta County	Coweta County	\$ 570,000	\$ -	\$ -	\$ 570,000	\$ -	\$ 570,000
M30	Rockaway Road	Heritage Point Parkway		Intersection modification	Senoia	Senoia	\$ 400,000	\$ -	\$ -	\$ 400,000	\$ -	\$ 400,000
M38	Corinth Road	West Grantville Road, Earl North Road, Hannah Road		Intersection modification	Coweta County	Coweta County	\$ 2,548,975	\$ -	\$ -	\$ 2,548,975	\$ -	\$ 2,548,975
M40	Griffin Street	Charlie Patterson Road		Roundabout - safety project	Grantville	Grantville	\$ 979,110	\$ -	\$ -	\$ 979,110	\$ -	\$ 979,110
M33	Gordon Road	Elders Mill Road		Intersection modification	Coweta County	Coweta County	\$ 1,204,280	\$ -	\$ -	\$ 1,204,280	\$ -	\$ 1,204,280
M35	Line Creek Road	Shaddix Road		Intersection modification	Haralson	Haralson	\$ 216,000	\$ -	\$ -	\$ 216,000	\$ -	\$ 216,000
M36	Line Creek Road	Main Street		Intersection modification	Haralson	Haralson	\$ 216,000	\$ -	\$ -	\$ 216,000	\$ -	\$ 216,000
SUBTOTAL: OFF-SYSTEM							\$ 67,939,365	\$ -	\$ -	\$ 67,939,365	\$ -	\$ 67,939,365
SUBTOTAL: "GAP" YEARS (2018-2019-2020)							\$ 90,830,615	\$ 14,650,400	\$ 3,662,600	\$ 72,517,615	\$ -	\$ 90,830,615
FUNDING: ARC TIP (2018-2020)								\$ 23,125,988	\$ 3,679,973	\$ -	\$ -	\$ 26,805,960
FUNDING: COUNTY SPLOST (2019-2020)								\$ -	\$ -	\$ 22,302,000	\$ -	\$ 22,302,000
DIFFERENCE								\$ 8,475,588	\$ 17,373	\$ (50,215,615)	\$ -	\$ (41,722,655)

Map ID# (refer to key at bottom)	Roadway / Location	From / At	To	Description	Jurisdiction	Sponsor	TOTAL ESTIMATED COST	Federal	State	Local	Bond	TOTAL ESTIMATED FUNDING
MID-TERM: 2021-2030												
C1	SR 154	SR 34	US 29	Widening 2 to 4 lanes	Coweta County	GDOT	\$ 34,400,000	\$ 27,500,000	\$ 6,900,000	\$ -	\$ -	\$ 34,400,000
C2	SR 154	Lower Fayetteville Road	SR 34	Widening 2 to 4 lanes	Coweta County	GDOT	\$ 20,731,129	\$ 13,267,923	\$ 3,316,981	\$ 4,146,226	\$ -	\$ 20,731,129
OP22	US 29/27A	I-85	Airport Road	Operational upgrade*	Coweta County	Coweta County/GDOT	\$ 4,825,575	\$ 3,088,368	\$ 772,092	\$ 965,115	\$ -	\$ 4,825,575
M19	Lower Fayetteville Road	Fischer Road/SR 34 East		Realignment/Intersection modification	Coweta County	Private Developer/ Coweta County	\$ 2,198,225	\$ 1,406,864	\$ 351,716	\$ 439,645	\$ -	\$ 2,198,225
N2	Madras Connector	Amlajack Boulevard Extension	US 29 at Happy Valley Circle	New 2-lane roadway	Coweta County	Coweta County	\$ 41,900,000	\$ 26,816,000	\$ 6,704,000	\$ 8,380,000	\$ -	\$ 41,900,000
N9	US 29 Connector	US 29 north of Moreland	Bethlehem Church Road	New 2 lane roadway	Coweta County	Private Developer(s)	\$ 8,029,200	\$ -	\$ -	\$ 8,029,200	\$ -	\$ 8,029,200
SUBTOTAL: ON-SYSTEM							\$ 112,084,129	\$ 72,079,155	\$ 18,044,789	\$ 21,960,186	\$ -	\$ 112,084,129
C3	Lower Fayetteville Road (Phase 1)	Newnan Lakes Boulevard	Shenandoah Boulevard	Widening 2 to 4 lanes	Newnan	Newnan	\$ 32,500,500	\$ -	\$ -	\$ 32,500,500	\$ -	\$ 32,500,500
OP13	Poplar Road	Newnan Crossing Boulevard	SR 16	Operational upgrade*	Coweta County	Coweta County	\$ 6,387,499	\$ 4,087,999	\$ 1,022,000	\$ 1,277,500	\$ -	\$ 6,387,499
OP7	Macedonia Road/Buddy West Road	SR 16	Happy Valley Circle	Operational upgrade*, includes intersection modification at SR 70	Coweta County	Coweta County	\$ 8,242,560	\$ -	\$ -	\$ 8,242,560	\$ -	\$ 8,242,560
OP8	Happy Valley Circle	Buddy West Road	Hal Jones Road	Operational upgrade*	Coweta County	Coweta County	\$ 1,675,000	\$ -	\$ -	\$ 1,675,000	\$ -	\$ 1,675,000
C4	Newnan Crossing Boulevard East	Stillwood Drive	Poplar Road	Widening 2 to 4 lanes	Newnan	Newnan	\$ 7,726,000	\$ -	\$ -	\$ 7,726,000	\$ -	\$ 7,726,000
OP24	Railroad Street	Main Street	Harris Street, including College Street to US 29 and Harris Street to cemetery	Operational upgrade*	Moreland	Moreland/ Coweta County	\$ 495,000	\$ -	\$ -	\$ 495,000	\$ -	\$ 495,000
OP9	Cannongate Road	Palmetto-Tyrone Rd	Collinsworth Road (CR 548)	Operational upgrade* with intersection realignment at Collinsworth Road	Coweta County	Coweta County	\$ 3,645,000	\$ -	\$ -	\$ 3,645,000	\$ -	\$ 3,645,000
OP20	McIntosh Trail	SR 54	Stallings Road	Operational upgrade*	Sharpsburg/ Coweta County	Coweta County	\$ 2,442,500	\$ -	\$ -	\$ 2,442,500	\$ -	\$ 2,442,500
N10	Vernon Hunter Parkway	McIntosh Trail	TDK Boulevard Extension	New roadway	Coweta County	Coweta County/ Private Developer(s)	\$ 8,480,000	\$ -	\$ -	\$ 8,480,000	\$ -	\$ 8,480,000
SUBTOTAL: OFF-SYSTEM							\$ 71,594,059	\$ 4,087,999	\$ 1,022,000	\$ 66,484,060	\$ -	\$ 71,594,059
SUBTOTAL: MID-TERM (2021-2030)							\$ 183,678,188	\$ 76,167,154	\$ 19,066,789	\$ 88,444,246	\$ -	\$ 183,678,188
FUNDING: ARC RTP (2021-2030)								\$ 27,500,000	\$ 6,900,000	\$ -	\$ -	\$ 34,400,000
FUNDING: COWETA SPLOST								\$ -	\$ -	\$ 97,237,200	\$ -	\$ 97,237,200
DIFFERENCE								\$ (48,667,154)	\$ (12,166,789)	\$ 8,792,954	\$ -	\$ (52,040,988)

Map ID# (refer to key at bottom)	Roadway / Location	From / At	To	Description	Jurisdiction	Sponsor	TOTAL ESTIMATED COST	Federal	State	Local	Bond	TOTAL ESTIMATED FUNDING
LONG-TERM: 2031-2040												
OP23	US 29	SR 41	Church Street	Operational upgrade*	Moreland	Moreland/GDOT	\$ 3,356,000	\$ 2,147,840	\$ 536,960	\$ 671,200	\$ -	\$ 3,356,000
M16	SR 34	Baker Road, Sullivan Road		Intersection modification	Coweta County	GDOT	\$ 1,404,000	\$ 898,560	\$ 224,640	\$ 280,800	\$ -	\$ 1,404,000
OP25	US 29	LaGrange Street	Griffin St/Clarence McCambry Road, including improving CSX RR overpass bridge	Operational upgrade*	Grantville	GDOT	\$ 3,251,250	\$ 2,080,800	\$ 520,200	\$ 650,250	\$ -	\$ 3,251,250
M11	Greenville Street/US 29	Sewell Road		Intersection modification	Newnan	GDOT/Newnan	\$ 653,400	\$ 418,176	\$ 104,544	\$ 130,680	\$ -	\$ 653,400
M21	US 29	Corinth Road		Intersection improvements	Newnan	GDOT/Newnan	\$ 1,240,000	\$ 793,600	\$ 198,400	\$ 248,000	\$ -	\$ 1,240,000
M1	US 29	Tommy Lee Cook Road		Intersection modification	Palmetto	Palmetto/GDOT	\$ 743,040	\$ 475,546	\$ 118,886	\$ 148,608	\$ -	\$ 743,040
OP11	SR 34	Jefferson Street/Ashley Park	SR 154	Operational upgrade*	Newnan/ Coweta County	GDOT	\$ 3,726,250	\$ 2,384,800	\$ 596,200	\$ 745,250	\$ -	\$ 3,726,250
OP16	SR 154	Old Hwy 16	Lower Fayetteville Road	Operational upgrade*	Sharpsburg/ Coweta County	GDOT	\$ 3,617,500	\$ 2,315,200	\$ 578,800	\$ 723,500	\$ -	\$ 3,617,500
M9	SR 34/Franklin Highway	Welcome Road		Intersection modification	Coweta County	GDOT	\$ 2,582,000	\$ 1,652,480	\$ 413,120	\$ 516,400	\$ -	\$ 2,582,000
M24	SR 154	Old Hwy 16		Intersection modification - roundabout	Sharpsburg	Coweta County/GDOT	\$ 653,400	\$ 418,176	\$ 104,544	\$ 130,680	\$ -	\$ 653,400
M25	SR 154	Terrentine Street		Intersection modification	Sharpsburg	Sharpsburg/GDOT	\$ 817,560	\$ 523,238	\$ 130,810	\$ 163,512	\$ -	\$ 817,560
OP12	SR 54	SR 154	SR 34	Operational upgrade*	Sharpsburg/ Coweta County	GDOT	\$ 8,409,960	\$ 5,382,374	\$ 1,345,594	\$ 1,681,992	\$ -	\$ 8,409,960
OP17	SR 154	Old Hwy 16	SR 54	Operational upgrade*	Sharpsburg	GDOT	\$ 1,209,600	\$ 774,144	\$ 193,536	\$ 241,920	\$ -	\$ 1,209,600
M8	SR 34/Franklin Highway	Pete Davis Road, Thigpen Road		Intersection modification	Coweta County	GDOT	\$ 2,162,230	\$ 1,383,827	\$ 345,957	\$ 432,446	\$ -	\$ 2,162,230
M23	SR 16	Turkey Creek Road		Intersection modification	Coweta County	GDOT	\$ 1,686,000	\$ 1,079,040	\$ 269,760	\$ 337,200	\$ -	\$ 1,686,000
M28	SR 16	Elders Mill Road		Intersection modification	Coweta County	GDOT	\$ 1,668,535	\$ 1,067,862	\$ 266,966	\$ 333,707	\$ -	\$ 1,668,535
M7	SR 34/Franklin Road	Belt Road, Norfolk Southern Railroad		Intersection modification	Newnan	GDOT/Newnan	\$ 500,000	\$ 320,000	\$ 80,000	\$ 100,000	\$ -	\$ 500,000
M39	US 29	Lowery Road		Intersection modification	Grantville	Grantville/GDOT	\$ 534,600	\$ 342,144	\$ 85,536	\$ 106,920	\$ -	\$ 534,600
M31	SR 74/85	Seavy Street		Intersection modification	Senoia	Senoia/GDOT	\$ 534,600	\$ 342,144	\$ 85,536	\$ 106,920	\$ -	\$ 534,600
M6	SR 34 West	SR 34 Bypass, Ishman Ballard Road		Intersection modification - roundabout	Coweta County	GDOT	\$ 653,400	\$ 418,176	\$ 104,544	\$ 130,680	\$ -	\$ 653,400
M37	SR 14	SR 41		Roundabout - safety project	Coweta County	GDOT	\$ 960,135	\$ 614,486	\$ 153,622	\$ 192,027	\$ -	\$ 960,135
M27	SR 54	Johnson Road		Intersection modification	Coweta County	GDOT	\$ 1,441,065	\$ 922,282	\$ 230,570	\$ 288,213	\$ -	\$ 1,441,065
M34	SR 74/85	Gordon Road		Intersection modification	Haralson	Haralson/GDOT	\$ 653,400	\$ 418,176	\$ 104,544	\$ 130,680	\$ -	\$ 653,400

Map ID# (refer to key at bottom)	Roadway / Location	From / At	To	Description	Jurisdiction	Sponsor	TOTAL ESTIMATED COST	Federal	State	Local	Bond	TOTAL ESTIMATED FUNDING
SUBTOTAL: ON-SYSTEM							\$ 42,457,925	\$ 27,173,072	\$ 6,793,268	\$ 8,491,585	\$ -	\$ 42,457,925
OP14	Sullivan Road	Lower Fayetteville Road	SR 34 East	Operational upgrade*	Newnan/ Coweta County	Coweta County	\$ 3,195,250	\$ -	\$ -	\$ 3,195,250	\$ -	\$ 3,195,250
OP15	Marion Beavers Road	SR 16	SR 154	Operational upgrade*	Coweta County	Coweta County	\$ 3,129,840	\$ -	\$ -	\$ 3,129,840	\$ -	\$ 3,129,840
N7	Campus Drive Extension	Campus Drive Termini/Turkey Creek Road	SR 16	New 2-lane roadway	Coweta County	Private Developer(s)	\$ 5,697,000	\$ -	\$ -	\$ 5,697,000	\$ -	\$ 5,697,000
N11	New roadway north of Senoia	The end of Ivy Lane	SR 74/85	New 2-lane roadway	Senoia	Senoia	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
OP18	Willis Road/ Stewart Road	SR 154	SR 54	Operational upgrade*	Coweta County	Coweta County	\$ 3,129,840	\$ -	\$ -	\$ 3,129,840	\$ -	\$ 3,129,840
OP19	Reese Road	McIntosh Trail	SR 54	Operational upgrade*	Coweta County	Coweta County	\$ 2,347,920	\$ -	\$ -	\$ 2,347,920	\$ -	\$ 2,347,920
OP6	Wagers Mill Road	Boone Road	SR 16/Alt 27	Operational upgrade*	Coweta County	Coweta County	\$ 6,849,360	\$ -	\$ -	\$ 6,849,360	\$ -	\$ 6,849,360
OP21	Stallings Road	Couch Street	McIntosh Trail	Operational upgrade*	Senoia/Coweta County	Senoia/ Coweta County	\$ 6,849,360	\$ -	\$ -	\$ 6,849,360	\$ -	\$ 6,849,360
OP2	Bud Davis Road	Mt. Carmel Road/Hewlette South Road	Chattahoochee Bend State Park entrance	Operational upgrade*	Coweta County	Coweta County	\$ 3,719,520	\$ -	\$ -	\$ 3,719,520	\$ -	\$ 3,719,520
OP1	Thomas Powers Road/Hewlette South Road	SR 34	Bud Davis Road	Operational upgrade*	Coweta County	Coweta County	\$ 5,881,680	\$ -	\$ -	\$ 5,881,680	\$ -	\$ 5,881,680
OP3	Mt. Carmel Road	Bud Davis Road	Payton Road	Operational upgrade*	Coweta County	Coweta County	\$ 5,881,680	\$ -	\$ -	\$ 5,881,680	\$ -	\$ 5,881,680
OP4	Payton Road	Mt. Carmel Road	Boone Road	Operational upgrade*	Coweta County	Coweta County	\$ 786,240	\$ -	\$ -	\$ 786,240	\$ -	\$ 786,240
OP5	Boone Road	Payton Road	Wagers Mill Road	Operational upgrade*	Coweta County	Coweta County	\$ 2,948,400	\$ -	\$ -	\$ 2,948,400	\$ -	\$ 2,948,400
SUBTOTAL: OFF-SYSTEM							\$ 52,416,090	\$ -	\$ -	\$ 52,416,090	\$ -	\$ 52,416,090
SUBTOTAL: LONG-TERM (2031-2040)							\$ 94,874,015	\$ 27,173,072	\$ 6,793,268	\$ 60,907,675	\$ -	\$ 94,874,015
FUNDING: ARC RTP (2031-2040)								\$ 27,500,000	\$ 6,900,000	\$ -	\$ -	\$ 34,400,000
FUNDING: COWETA SPLOST								\$ -	\$ -	\$ 89,212,000	\$ -	\$ 89,212,000
DIFFERENCE								\$ 326,928	\$ 106,732	\$ 28,304,325	\$ -	\$ 28,737,985

Map ID# (refer to key at bottom)	Roadway / Location	From / At	To	Description	Jurisdiction	Sponsor	TOTAL ESTIMATED COST	Federal	State	Local	Bond	TOTAL ESTIMATED FUNDING
CORRIDOR IMPROVEMENT												
COR1	SR 16	Location in Carroll County	SR 34 Bypass	Widening 2 to 4 lanes	Coweta County	GDOT	\$ 20,956,320	\$ 13,412,045	\$ 3,353,011	\$ 4,191,264		\$ 20,956,320
COR2	SR 34 Bypass	SR 34 (Franklin Highway)	US 27 Alt/SR 16 (Carrollton Highway)	Widening 2 to 4 lanes	Coweta County	GDOT	\$ 22,655,400	\$ 14,499,456	\$ 3,624,864	\$ 4,531,080		\$ 22,655,400
COR3	Ishman Ballard Rd	Smokey Road	SR 34	Widening 2 to 4 lanes	Coweta County	GDOT	\$ 10,000,000	\$ 6,400,000	\$ 1,600,000	\$ 2,000,000		\$ 10,000,000
COR4	Southwest Newnan Bypass	US 29	Smokey Road at Ishman Ballard Road	New 4-lane roadway	Coweta County	GDOT	\$ 25,147,800	\$ 16,094,592	\$ 4,023,648	\$ 5,029,560		\$ 25,147,800
COR5	SR 16	I-85	Poplar Road	Widening 2 to 4 lanes	Coweta County	GDOT	\$ 14,808,960	\$ 9,477,734	\$ 2,369,434	\$ 2,961,792		\$ 14,808,960
COR6	SR 16	Poplar Road	Carl Williams Road	Corridor improvements**	Sharpsburg/ Turin/Senoia/ Coweta County	GDOT	\$ 61,471,440	\$ 39,341,722	\$ 9,835,430	\$ 12,294,288		\$ 61,471,440
COR7	SR 16	Carl Williams Road	Location in Spalding County	Widening 2 to 4 lanes	Coweta County	GDOT	\$ 4,490,640	\$ 2,874,010	\$ 718,502	\$ 898,128		\$ 4,490,640
SUBTOTAL: CORRIDOR IMPROVEMENTS							\$ 159,530,560	\$ 102,099,558	\$ 25,524,890	\$ 31,906,112	\$ -	\$ 159,530,560
BRIDGE PROJECT												
B1	Payton Road	9.2 miles NW of Newnan		Bridge project	Coweta County	Coweta County	\$ 1,028,160		\$ 1,028,160			\$ 1,028,160
B2	Boone Road	8.9 miles NW of Newnan		Bridge project	Coweta County	Coweta County	\$ 787,320		\$ 787,320			\$ 787,320
B5	Main St	2.5 miles NW of Newnan		Bridge over railroad	Coweta County	Coweta County	\$ 2,905,200		\$ 2,905,200			\$ 2,905,200
B6	Henry Bryant Road	Wahoo Creek		Bridge project	Coweta County	Coweta County	\$ 425,120		\$ 425,120			\$ 425,120
B8	Happy Valley Circle	6.0 miles N of Newnan		Bridge project	Coweta County	Coweta County	\$ 967,150		\$ 967,150			\$ 967,150
B10	Corinth Road	New River		Bridge project	Coweta County	Coweta County	\$ 711,600		\$ 711,600			\$ 711,600
B11	Chandler Road	4.0 miles SW of Newnan		Bridge project	Coweta County	Coweta County	\$ 787,320		\$ 787,320			\$ 787,320
B14	Bobo Banks Road	Messiers Creek		Bridge project	Coweta County	Coweta County	\$ 376,300		\$ 376,300			\$ 376,300
B18	Bradbury Road	Yellow Jacket Creek		Bridge project	Coweta County	Coweta County	\$ 637,600		\$ 637,600			\$ 637,600
B19	Lowery Road Extension	2.5 miles E of Grantville		Bridge project	Coweta County	Coweta County	\$ 401,760		\$ 401,760			\$ 401,760
B20	Allen Road	0.5 miles N of Grantville		Bridge project	Coweta County	Coweta County	\$ 787,320		\$ 787,320			\$ 787,320
B22	Hines Road	4.0 miles S of Moreland		Bridge project	Coweta County	Coweta County	\$ 410,400		\$ 410,400			\$ 410,400
B23	Gordon Road	White Oak Creek		Bridge project	Coweta County	Coweta County	\$ 967,150		\$ 967,150			\$ 967,150
B24	Gordon Road	Abandoned Railroad		Bridge over abandoned railroad	Coweta County	Coweta County	\$ 1,765,000		\$ 1,765,000			\$ 1,765,000
B27	Lower Fayetteville Road	Shoal Creek Tributary		Culvert replacement	Coweta County	Coweta County	\$ 2,000,000		\$ 2,000,000			\$ 2,000,000

Map ID# (refer to key at bottom)	Roadway / Location	From / At	To	Description	Jurisdiction	Sponsor	TOTAL ESTIMATED COST	Federal	State	Local	Bond	TOTAL ESTIMATED FUNDING	
B28	SR 54	Shoal Creek		Bridge project	Coweta County	GDOT	\$ 2,177,500		\$ 2,177,500			\$ 2,177,500	
B29	McIntosh Trail	Keg Creek		Bridge project	Coweta County	Coweta County	\$ 1,200,000		\$ 1,200,000			\$ 1,200,000	
B32	Gray Girls Road	4.0 miles SE of Senoia		Bridge project	Coweta County	Coweta County	\$ 494,640		\$ 494,640			\$ 494,640	
SUBTOTAL: BRIDGE PROJECT							\$ 18,829,540	\$ -	\$ 18,829,540	\$ -	\$ -	\$ 18,829,540	
RAILROAD CROSSING IMPROVEMENT													
R1	CR 45/Walt Sanders Road	Railroad crossing 050420R		Safety project - addition of railroad crossing warning device	Coweta County	GDOT	\$ 200,000		\$ 200,000			\$ 200,000	
R2	CR 605/Walt Sanders Road	Railroad crossing 050419W		Safety project - addition of railroad crossing warning device	Coweta County	GDOT	\$ 200,000		\$ 200,000			\$ 200,000	
R3	CR 7/Johnson Circle	Railroad crossing 050408J		Safety project - addition of railroad crossing warning device	Coweta County	GDOT	\$ 200,000		\$ 200,000			\$ 200,000	
R4	Main Street	Railroad crossing 050458M		Upgrade existing crossing	Grantville	Grantville	\$ 200,000		\$ 200,000			\$ 200,000	
R5	Seavy Street	at CSX		Upgrade existing crossing	Senoia	Senoia	\$ 200,000		\$ 200,000			\$ 200,000	
R6	Johnson Street	at CSX		Upgrade existing crossing	Senoia	Senoia	\$ 200,000		\$ 200,000			\$ 200,000	
R7	Seavy Street	at Norfolk Southern		Upgrade existing crossing	Senoia	Senoia	\$ 200,000		\$ 200,000			\$ 200,000	
SUBTOTAL: RAILROAD CROSSINGS							\$ 1,400,000	\$ -	\$ 1,400,000	\$ -	\$ -	\$ 1,400,000	
GRAND TOTAL--ALL PROJECTS							\$ 673,433,803	\$ 266,342,160	\$ 82,637,031	\$ 309,873,216	\$ -	\$ 658,852,406	

Map ID I=New Interchange; N=New Location Roadway; C=Road Widening/Capacity; OP=Operational Upgrade; COR=Corridor Improvement; M=Intersection Modification;

KEY: B=Bridge Project; R=Railroad Crossing Improvement

*Operational Upgrade, i.e. safety improvements, shoulder improvements, intersection radii improvements, addition of sidewalks or bike lanes, etc.

**Corridor Improvement projects require further detailed analysis and could include a combination of widening, operational upgrades, intersection modifications and new location roadways



Project recommendations for freight, bicycle/pedestrian facilities and transit were not included in this project prioritization. Freight recommendations will be considered as their applicability arises. For example, investigations into the requirements, applicability and process for designating SR 154 as a Regional Truck Route can be undertaken immediately, while designation for roadways around the new Amlajack interchange would likely begin when construction is underway. Similarly, completion of railroad crossing improvements funded through GDOT are dependent on the priorities and funding of those programs.

Bicycle and pedestrian project prioritization depends on a number of factors, such as relative need, costs, funding, initiation/completion schedule, and connecting projects. As such, these projects are best prioritized locally by the County or city/town officials, staff and residents as funds become available. It is recommended that Coweta County and the cities/towns consider allocating an annual set-aside from its SPLOST or other revenue sources for use on bicycle and pedestrian projects in accordance with the *Greenway Master Plan* and Joint CTP Update.

The detailed Coweta County Transit Needs and Feasibility Study report includes a multi-year, step-by-step Short-Term Action Plan for additional/expanded transit services. The Action Plan calls out the required activities to implement the various transit recommendations, as well as the expected costs and likely funding sources.

4.3 FUNDING

Project funding is categorized into federal, state, and local sources. Locally, SPLOSTs and impact fees are common ways to fund transportation improvements beyond what is available through general funds. Local sources may also include quasi-governmental agencies (school boards/development authorities) and the private sector (business/community improvement organizations and developers/property owners). Federal, state and regionally maintained programs fund specific types of improvements, ranging from bridges and transit to those focused on air quality and safety.

The only CTP projects with committed funding are those in the short-term ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST. Funding availability through 2040 remains uncertain at all levels. Because of this uncertainty, assumptions were made based on current funding levels to derive the fiscally constrained plan of projects.

Table 4-2 summarizes total estimated funding by prioritization period and source.



Table 4-2: Total Estimated Funding by Prioritization Period and Source

Implementation Phase and Source	Estimated Funding
Short-Term (2013-2020)	
ARC 2012-2017 TIP	\$104.3 million*
Coweta 2013-2018 SPLOST	\$7.3 million
“Gap” ARC (2018-2020)	\$26.8 million
“Gap” SPLOST (2019-2020)	\$22.3 million
Mid-Term (2021-2030)	
ARC RTP	\$34.4 million
Coweta SPLOST	\$97.2 million
Long-Term (2031-2040)	
ARC RTP	\$34.4 million
Coweta SPLOST	\$89.2 million

*Includes \$36.1 million in local matching funds provided through SPLOST

These amounts assume current sources and levels continue mostly unchanged through 2040. As such, SPLOST funding of \$11.15 million per year was assumed for all but four years through 2040. Although Coweta voters have been supportive of the SPLOST in recent years, those four years allow for occasional breaks between SPLOST periods.

Similarly, the ARC funding amount in the short-term “gap” years equals the 2012-2017 TIP value for federal and state sources only, annualized, for three years. In the mid-term period, ARC funding equals the amount already allocated to the one project currently in the RTP. The long-term period funding assumes the same value as currently allocated in the RTP in those years.

Several additional notes should be made regarding funding assumptions. First, future estimated SPLOST amounts do not account for funding set-asides that some ongoing roadway rehabilitation, striping and maintenance programs currently receive. Similarly, CTP program recommendations are not included in this costing/phasing/funding analysis. Additionally, several other types of CTP project recommendations, such as bicycle/pedestrian and transit, are not included in the costing/phasing/funding analysis. Finally, federal/state funding typically requires a local match of no less than 20 percent, which Coweta has funded in recent years with SPLOST revenues.

Funding for improvements to bicycle and pedestrian facilities will primarily be a local responsibility, although there are some opportunities through other funding programs. For example, Coweta County is one of four jurisdictions included on a pilot project resulting from the Chattahoochee Hill Country Alliance Master Plan. Funding totaling \$2,000,000 was allocated for the pilot project, to be divided between four jurisdictions (Coweta, Carroll, Douglas and Fulton counties).



The detailed Coweta County Transit Needs and Feasibility Study report includes a multi-year, step-by-step Short-Term Action Plan for additional/expanded transit services. The Action Plan calls out the required activities to implement the various transit recommendations, as well as the expected costs and likely funding sources. Coweta County can expect to receive federal transit-specific funding through the Federal Transit Administration (FTA) 5307 (urbanized area) and 5311 (rural) programs. These programs provide transit capital and operations funding based on a specific formula and requiring a local match. Coweta County staff and officials should determine which local revenue source(s) will be available to fund local match obligations and deficit costs above those covered through the federal programs.

In summary, achieving funding at estimated levels for all elements of the transportation system will require significant efforts on the part of Coweta County staff and officials. Local funding, primarily through the SPLOST, necessitates a continued commitment to ensuring that public funds are spent as efficiently and effectively as possible, and that the citizens are aware and supportive of those efforts and projects. Additionally, lean economic times mean that state and regional funding is limited and highly competitive. Coweta County officials and staff must continue to be proactive in efforts to inform regional and state planning partners of the County's transportation needs and priorities, as well as in stridently promoting the County's interests in the competition for any available funding.



5.0 MONITORING PROGRAM IMPLEMENTATION

The CTP will serve as an important guide to the County as it continues to work on the transportation program and the ever-increasing demands on the system. On an annual basis, the County should review the program and identify any changes in demand patterns and new developments not anticipated in the plan. Several tools provided through the CTP process, including the refined travel demand model and the prioritized list of recommended projects, will aid in the plan's update, which should occur every five years or more often if circumstances dictate.

Intergovernmental cooperation is also essential. The municipalities play an important role in creating and maintaining an efficient transportation system throughout Coweta County. As such, continuing regular meetings between the County and city/town staffs to discuss project implementation, multijurisdictional projects, best planning practices and other policy issues will prove successful. Infrastructure investments such as streetscapes, bikeways and greenways can be coordinated to ensure continuity, and priorities can be synthesized so that interdependent County and municipal projects proceed on similar time frames. Communication and coordination between the County and its municipalities are very important to helping all local governments promote focused land use patterns. Joint and coordinated efforts are needed to ensure compatible and complementary land use strategies throughout the county.

The County should also continue to coordinate planning efforts with surrounding jurisdictions and regional and state agencies. To address local issues with GDOT and regional groups such as ARC, GRTA and TRRC, a unified front on transportation and land use planning issues will be more effective than working separately. Coordination between the County and municipalities will offer the environment for increasingly effective decision-making and more efficiency in the transportation network. Transportation funding is scarce and must be allocated in a continuing, cooperative, and comprehensive environment.



APPENDICES

**A – FINAL JOINT SAC/TAC MEETING
NOTES**

B – FINAL TTAC MEETING NOTES

C – PUBLIC OPEN HOUSE COMMENTS



Joint Stakeholder & Technical Advisory Committee Meeting #3 Summary Coweta County Joint Comprehensive Transportation Plan Update

Location: Coweta Commission Chambers

Date and Time: December 12, 2013, 3:00-5:00 pm

Attendees:

Bob Blackburn, Coweta County
Tavores Edwards, Coweta County
Tod Handley, Coweta County
Sandra Parker, Coweta County
Robert Tolleson, Coweta County
Michael Fouts, Coweta County
Tracy Dunnavant, City of Newnan
Tony Bernard, City of Newnan
Michael Klahr, City of Newnan
Mayor Josh Evans, Town of Moreland
Richard Ferry, City of Senoia
Carol Prince, Coweta County Family Connection
Jack Reed, Georgia DOT District 3
Kaycee Mertz, Georgia DOT
Katrina Lawrence, Georgia DOT
Kenyata Smiley, ARC
Matt Markham, GRTA
Anthony Dukes, Spalding County
Phil Mallon, Fayette County

Consultant Team Staff:

Rod Wilburn, JRWA
Marta Rosen, JRWA
Carla Bamatraf, JRWA

Introductory Discussion:

Tavores Edwards of Coweta County opened the meeting by thanking everyone for their continued interest and participation in the Coweta County Joint Comprehensive Transportation Plan Update. He then asked meeting participants to introduce themselves. Following introductions, Mr. Edwards turned the presentation over to Rod Wilburn of the Consultant Team.

Mr. Wilburn started by noting that many of the projects recommended in the current proposed project list were carried forward from previous plans, including the ARC short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Plan (RTP), Coweta County SPLOST, and 2006 Coweta County Joint CTP. There are no “big surprises” and few new projects, aside from those connected with the Amlajack and Poplar interchanges and the transit focus that was included in the scope of work. The materials presented at the public open house in early November are posted on the County’s website if you want to see any of the maps in detail later.

The handout package today includes a brief summary of the comments from the public open house. The citizens who attended the meeting provided good input, most of which was supportive of the draft



Joint Stakeholder & Technical Advisory Committee Meeting #3 Summary Coweta County Joint Comprehensive Transportation Plan Update

recommendations list. Not surprisingly, comments specific to the SR 16 improvements showed both support and opposition to the various improvements discussed by GDOT and others to date.

In looking at the draft project list, you will see that recommended projects are grouped not just by mode (roadway and bridge, bicycle and pedestrian, freight, transit), but also by type of improvement for the roadway and bridge projects (new location, capacity/widening, operational, intersection modifications, etc.). The category for "Corridor Improvements (COR)" indicates that additional study on the project description and/or schematics will be required, generally behind GDOT and the County. The final improvement could include segments of capacity, operations, and/or bypass improvements. This category consists of several corridors that are significant to regional and state travel, including the entire length of SR 16 in Coweta from Carroll County to Spalding County, as well as the future bypass to the southwest of Newnan.

Prioritization of projects took a variety of factors into consideration. Some were quantifiable, such as travel demand modeling statistics. Good knowledge was gained from local plans and staff members. As indicated in the handout, there was a total of five factors (mobility, safety, connectivity, economic development, and community and environment), each scored on a scale of 1 to 5 (lowest to highest) and then weighted depending on the criteria (3=mobility and safety, 2=connectivity and economic development, 1=community and environment). The projects were then sorted within each project type according to final score (highest to lowest). All of the background information is contained within a large spreadsheet, which was reviewed with County and City/Town staffs at a working meeting prior to the public open house in order to "truth" the process to make sure it all made sense. The complete spreadsheet will be provided to Tavoires with the study documentation if anyone is interested in seeing the details. The scoring exercise, together with estimated project costs and available funding and sources, helped to determine the phasing of projects into the short, mid and long-term.

The handouts include a sheet entitled Summary of Phasing, Costs and Funding. A summary of key points by mode is included under the heading "Multimodal Strategies." This handout accompanies the project lists for roadways and bridges, freight, bicycle and pedestrian, and transit. The detailed transit analysis is being done under the supplemental Transit Needs and Feasibility Study task, which assessed opportunities for additional services under fixed route and/or route deviation.

The transit activities evolved to five potential transit routes, in addition to a number of other strategies to improve public transportation opportunities throughout Coweta. The biggest difference with the new routes is the focus on the urban area around Newnan, which utilizes different funding programs and requirements than the current rural Dial-A-Ride service. Two of the routes are related, offering a loop through the intown neighborhoods to the east and west of downtown Newnan. These two routes would "pulse" from a hub to facilitate transfers. A modified version of the eastern route would reach out to Piedmont Newnan Hospital and West Georgia Tech. As the preliminary Action Plan handout presents, the steps have not been tied to specific years. Instead, they would be accomplished one at a time as improvements are implemented, become successful, and are tweaked for optimal performance.

Three other routes were developed. One route (Newnan Trolley) would connect from the hub near downtown Newnan out to the Newnan Centre and Ashley Park. An express connector would travel along Bullsboro from the hub to Ashley Park and the Walmart shopping center, then return to



Joint Stakeholder & Technical Advisory Committee Meeting #3 Summary Coweta County Joint Comprehensive Transportation Plan Update

downtown via Lower Fayetteville Road. Within the growing I-85 corridor, a circulator service would connect the key destinations within the Bullsboro and Poplar areas (Ashley Park, Newnan Crossing, Piedmont Newnan Hospital, West Georgia Tech). In addition to circulating within this busy area, it provides connectivity to these key destinations from several other routes as well. In addition, the routes would also be coordinated with the rural Dial-A-Ride service for those coming into the Newnan area from the outer communities.

The proposed approach optimizes both the 5307 (urban) and 5311 (rural and small city) transit programs within Coweta while offering opportunities to further coordination between the two services. A handout that provides more information on these Federal Transit Administration (FTA) programs is included for reference. Meetings have already been held with Coweta County and City of Newnan staff regarding the joint partnership that will be required for these routes to succeed, with the results indicating there is ample opportunity for and interest in potential partnership.

Initially the routes were prepared with 60-minute headways. Associated capital and operations costs were then compared using two other headways: (1) 45 minutes throughout the day, and (2) 30-minute peak period/60-minute off-peak period. Implementation must ensure the proper balance of services against costs for the service to succeed. In addition, phasing of the services will be critical, with a detailed plan to give direction to future implementation activities needed.

The route scenario comparison handout offers some detail on services and costs (capital and operations). An operating cost of \$55 per hour was used in the analysis, which is in line with peer size systems. This was then compared to a rate based on both hours and mileage. These costs will continue to be worked to avoid being too far over or under. The recommendation would be to begin phased implementation initially with three routes—the two connected “loops” through the intown neighborhoods followed by the Newnan Centre trolley. Based on these assumptions, the estimated costs associated with implementing the two intown loop routes would be \$550,000 for annual operations and \$450,000 for capital costs.

Funding for these transit routes would use a combination of 5307 and 5311 program funds. If a 5307 service were implemented, the approximate amount of Coweta’s likely share of 5307 dollars, based on the amounts made available in recent years, is \$140,000-\$150,000 per year. Traditionally the program funds capital/administrative/planning expenses under a formula of 80% federal and 20% local match, while the operations formula uses a 50% federal and 50% local match. Over the past several years, Coweta has “banked” its share of 5307 funds, so that it now has approximately \$600,000 “banked.” These funds could be put towards the capital investment for any service, possibly with some remaining to put towards the service operations as it gets stabilized. Funding for the existing 5311 service is coordinated with GDOT through Three Rivers RC in accordance with established GDOT guidelines on capital purchases and funding for operations. In addition, the City of Newnan programmed \$150,000 for a trolley (rubber-tired design) in its SPLOST.

It should also be mentioned that urban services have a paratransit requirement within a 3/4-mile buffer of the regular fixed route. This supplemental service is provided door-to-door on response, as opposed to the 24-notice required under the existing 5311 service. Not surprisingly, this paratransit requirement makes it easy to spend a lot of money on a small percentage of riders. While Coweta would not want to degrade its existing Dial-A-Ride service, the paratransit could use the same



Joint Stakeholder & Technical Advisory Committee Meeting #3 Summary Coweta County Joint Comprehensive Transportation Plan Update

equipment and operations as the 5311, although the 5307 paratransit fare would be less than the Dial-A-Ride fare. It's important to note that there are very different parameters between Dial-A-Ride and regular transit service. For the current Dial-A-Ride service, the County pays approximately \$35,000-\$40,000 annually towards operations. Other funding for operations is provided through GDOT and other human services transportation agencies (e.g. DHS). These funds can be used to offset the required local share.

Transit has remained a popular topic through the study. Public comments have been overwhelmingly supportive of the need for additional transit services. It is also very important to new economic prospects for the County. Businesses look at the available transit opportunities as a decision factor when considering where to locate. The Transit Needs and Feasibility Study is undertaking a more detailed assessment of transit services and associated costs. The draft transit Action Plan is included in the handouts. The Action Plan's ultimate success depends on having someone to aggressively work on it, to make it effective and affordable on the user end and hopefully to receive some private funding. Future discussions will have to occur regarding how the service is funded, who funds what share, etc.

The meeting discussions then turned to the phasing and funding of the Joint CTP Update recommendations, which references back to the handout on Summary of Phasing, Costs and Funding. ARC is undertaking a limited update of its RTP and TIP in early 2014, with a full cycle update expected to begin in late 2014. Regionally, the CTPs are used to support the ARC projects. The CTP Update's phasing plan identifies the recommended projects in the phase where they are anticipated to be needed, although it is recognized that some of them may have to be delayed further due to funding limitations.

It was noted that a plan extending out to 2040 would require certain assumptions with regard to funding given the current uncertainty on future funding levels. In the short-term, there is no maneuvering room on which projects are included because they rely on the TIP and SPLOST project lists. The short-term period reflects recent changes in the 2014-2019 updated TIP for several projects (N5, M4 and B9). In addition, the funding estimates don't include most funds for other city projects, local road repaving projects, etc.

The "Gap" years included in the short-term period stretch it through year 2020, thereby enabling the mid and long-term to be 10-year periods. The "Gap" years assume the Coweta SPLOST will continue, and will be used primarily to fund off-system improvements (those on locally maintained roads as opposed to State or US routes) or the local match of other projects.

Discussions continued to talk through the summary tables of estimated project costs and funding levels through the short, mid and long range periods. A brief explanation of the funding assumptions was included on the handout.

Several comments were made by attendees. They included the need to "pray for funding," as well as an appreciation that projects important to the municipalities were included in the recommendations and that time was spent with the community to try to "bring government down to the local level." GDOT indicated a desire to see a summary of the County's top 5-10 priority projects for each of the time periods. In response to their question on whether the plan would be constrained, Mr. Wilburn indicated that it would be within the current funding (short-term period to 2020), but that uncertainties regarding future funding make it unfeasible for the mid and long term.



Joint Stakeholder & Technical Advisory Committee Meeting #3 Summary Coweta County Joint Comprehensive Transportation Plan Update

Mr. Wilburn indicated that the technical information would be finalized by December 31. Because we are down to the wire, it was requested that any comments be provided within the next week. It was noted that a conference call between Tavoires, the regional partners (GDOT, ARC, GRTA) and the consultant team will be scheduled soon. Coordination with GDOT and ARC—as well as briefings with the County Commissioners and the municipalities (as requested)—will continue into January. The consultant team will also continue to be available as the CTP Update is brought before the councils and commissions. A “public-friendly” Plan Summary document is being drafted and will soon be made available on the web. The document summarizes the study process and recommendations in a simpler style than the final technical report, which is also being prepared.

In closing, Mr. Edwards thanked everyone for attending and for their participation in the plan process and the meeting was adjourned.



Transit Technical Advisory Committee Meeting #3 Notes Coweta County Joint Comprehensive Transportation Plan Update

Location: Asa M. Powell, Sr. Expo Center, Newnan

Date and Time: October 7, 2013, 10:00 am – 12:00 pm

Attendees:

Kenyata Smiley, Atlanta Regional Commission

Robert Hiatt, Three Rivers Regional Commission

Jennifer Baptiste, Three Rivers Regional Commission

Joy Shirley, Three Rivers Regional Commission/Southern Crescent Area Agency on Aging

Ryan Fisher, Georgia DOT

Carol Prince, Coweta County Family Connections

David Gregory, Coweta County Family Connections

Tavores Edwards, Coweta County

Consultant Team Staff:

Rod Wilburn, JRWA

Carla Bamatraf, JRWA

Marta Rosen, JRWA

Melanie Orr, Croy Engineering

Thelma Hayes, DW&A

Discussion:

Tavores Edwards welcomed attendees to the third meeting of the Transit Technical Advisory Committee (TTAC) for the Transit Needs and Feasibility Study supplement of the CTP Update. He then commenced introductions. He mentioned that the Transit Needs and Feasibility Study supplemental work is nearing completion and that the draft report developed to date will be emailed to you so that you can begin reviewing it. After determining the potential strategies, we are moving into recommendations and the Action Plan.

Rod Wilburn began his comments by asking everyone to please let us know if they feel we have overlooked any information. The transit document being pulled together brings the Feasibility Study to a conclusion. Technically oriented, the document includes an Action Plan as a simple, separate document included within the overall Feasibility Study that can be carried into the future. Action Plan details will include who has responsibility for each action, the year(s) it is anticipated to occur, financial opportunities, and challenges. He reminded attendees that the Feasibility Study is being conducted simultaneous with the overall Joint CTP Update, which will reflect the transit recommendations developed as a part of the Feasibility Study, with TTAC participation. This coordinated effort will result in more transit focus than is traditional for a CTP.

Marta Rosen next began an overview of existing services and their history, referencing the handout entitled Summary Review of Existing Services & Needs Assessment. She reminded everyone that the transit goals developed at the outset provide a broad framework for recommendations.

The summary included the results of a peer review conducted on several peer operations with similarities in 5311 and 5307 services and service areas. Each of the peer operations has weathered tough times and moved through them. Hall County, GA has an urban 5307 system supplemented with a rural 5311 system. They are used together to satisfy urban and rural needs. Paratransit is provided



Transit Technical Advisory Committee Meeting #3 Notes Coweta County Joint Comprehensive Transportation Plan Update

in the county through the demand response 5311 operations and in the city on the Red Rabbit. The services are coordinated and they come together to review and monitor operations. Calhoun County, AL (the Anniston area) also includes an urban 5307/rural 5311 service (ACTS) coordinated between the County and city. It has a one-system concept to meet the needs of the total population. Its interconnectivity of operations provides a broader support base for transit programs.

Rod Wilburn mentioned that Hall County's ridership evolved. Like Coweta, its 5311 was originally POS heavy and very focused on medical and program access, with a small portion for work. Hall now carries a larger employment share that reflects the 5307 funding of the fixed route/route deviation service. The ACTS service originated out of an RDC equivalent. Now, the MPO's transportation planner oversees the 5307 and 5311 services in-house, while the human services transportation is located down the hall for close coordination.

For Coweta, we must first talk about the logical services to implement and then the organization and management structure because it must be sensitive to the services. One example is the zero car households, as those areas can drive the density of demand. Another evolution involves a fixed route service that begins early enough to handle the work commute. Hall County started small with 5311, then as demand surfaced, they coordinated closely to establish the 5307 system.

Like Coweta's GRTA Xpress connection, Henry and Cherokee counties both have local and Xpress services. Cherokee in particular has begun to look more at regional needs. Hall County in comparison is more internal, although they have a very active rideshare as well as park and ride lots and vanpooling through GRTA.

Hall County probably does more with the mobility "coordination" effort than most. That will be needed here as we move forward, but not to the exclusion of Three Rivers RC. There are also other service options that can be considered, such as taxi referrals outside operating hours.

Mr. Wilburn explained that a large spreadsheet is being developed to enable a comparison of different service types. The team will look towards peer system statistics to determine expected ridership as Coweta's system reaches maturity. Both Coweta's GRTA and Dial-A-Ride services are experiencing growth. For the Dial-A-Ride service, it would be very hard to accommodate a new service group without additional vehicles. There must be some balancing of mobility versus connectivity.

The funding analysis is very general at this point, but more will be included in the final Action Plan. One example is using public/private partnerships to fund some service expansion/addition, such as services to the GRTA park and ride lot. Coweta may begin to move towards a Transportation Management Association (TMA). The County already has a Transit Coordinating Committee (TCC), which is a precursor related to policy and oversight as services are added or expanded. Also, having someone to fulfill the service "facilitator" role is important. If someone were to call the current system to schedule a ride but can't be accommodated, a facilitator might be able to forward along to a private taxi operator who would be able to handle that trip. Another example would be a subscription type trip where a group of 5-6 people wants to get to 2-3 close employment locations or the GRTA park and ride lot at a set time every day. There are many opportunities and a number of different ways to accomplish them.



Transit Technical Advisory Committee Meeting #3 Notes Coweta County Joint Comprehensive Transportation Plan Update

The discussion then looked more specifically at the draft concepts for potential new service routes. The preliminary route concepts presented at the last meeting were revised somewhat. For example, the Hospital Drive area was dropped due to the lower frequency of demand; however, this area can continue to be serviced with the Dial-A-Ride. The consultant team also rode the proposed routes out in the field to look into their feasibility and any other factors/issues (ease of access, presence of sidewalks, likely stop locations, etc.). The focus of route development was on key destinations more so than trip origins. It will be important to give any new routes a period of time to settle in before determining whether any route deviation is appropriate. It's important that any expanded/additional services fit together as a package, and that the nature of the routes is complementary but unique. The vehicles should also be kept in line with the expected service.

The first route offers connections between downtown Newnan and the Bullsboro corridor, hospitals and West Georgia Tech. Long but speedy, it's basically an express route. Because it's so long, you would want to operate two vehicles, one going clockwise and the other counterclockwise, with one additional vehicle as a spare. The vehicle type would not change from that currently used by the system, although over time the County may consider a little larger vehicle based on demand.

The second route focuses more on the intown neighborhoods around the downtown area. This area is likely to maximize service utilization by providing services to a more transit dependent portion of the population. One vehicle is estimated for this shorter route. Both the longer "express" route and this shorter neighborhood route would be on a one-hour circuit. Both routes would also "pulse" from a downtown hub/transfer center, likely to be located east of the courthouse by the depot. The actual location would be coordinated with the City, which is currently conducting an LCI (Livable Centers Initiative) study in the area. A separate meeting to discuss inclusion of a hub/transfer center as a part of the LCI study will be coordinated with the City.

The paratransit (handicapped passenger) requirement of any 5307 fixed route could be handled by the Dial-A-Ride system. It's important to note that there are ADA requirements regarding paratransit service times, which could put some pressure on the Dial-A-Ride system.

The Newnan Trolley might be a good public/private opportunity with City interest. It could also work in conjunction with the second route concept. Its implementation would increase the City's participation in the planning and oversight of transit. Some previous discussions have involved a trolley service utilizing the existing north-south rail corridor. This would be a tourism venture more than a mobility need. Similarly, a Moreland trolley would also be something for discussions further into the future.

A university shuttle to connect the University of West Georgia Carrollton and Newnan campuses is another future service that might be funded with student fees. A couple of TTAC members expressed that there are some sensitivities with regard to a student versus public system. Parents are often more comfortable with a university provided service. In the past, UGA tried to coordinate with the local services, but it was difficult.

The materials provided do not discuss who operates what and under whom, but these topics will be discussed more in the draft report.



Transit Technical Advisory Committee Meeting #3 Notes Coweta County Joint Comprehensive Transportation Plan Update

Several questions/comments were provided by attendees. One suggested the second route concept should travel along Shenandoah Blvd in order to capture a large population from the elderly housing in the area, which is another growing transit-dependent population. There was also discussion on adding more stops and more frequency to the service. A relook of these opportunities would involve the number of vehicles used for a more reasonable run time. One possibility might be to incorporate two “mini-hubs,” one on the east side and one on the west. Further consideration will be given to these options, with a description of the different ways and what it would take to operate them.

Mr. Wilburn presented the preliminary Action Plan for discussion. The plan presents the actions by implementation years, not calendar years. The County has “banked” approximately \$600,000 for 5307 service. Successful implementation of 5307 service would also increase demand for the demand response system. It will be important to look for partners outside the Department of Human Services programs because their funding is shrinking. Three Rivers RC commented that they will soon begin budgeting for FY2015. By next year, we will need to already have partners with funding identified.

In looking at funding, it’s important to remember that there are different funding rules between the rural 5311 and urban 5307 programs. The 5311 program allows other federal funds to be used as local match; however, those funds continue to decrease and be harder to come by, so more funding is having to come from the local level. The 5307 program is a bit more liberal on asset protection, with capital improvements funded at 80 percent/20 percent instead of the 50/50 split for operations. Funds received from private entities can be applied to the local match, and businesses can agree to purchase a certain amount of services (farebox rate). Especially at the outset of operations, it will be important for the County to keep operations at a level such that they maximize their federal share to maintain it at 50 percent of the operating deficit.

It was noted that Three Rivers has a Mobility Manager. Although more engaged in suburban areas, they are doing the same but different pieces (geography and range of services).

It is crucial that the local government understand transit, and particularly 5307 service, involves a large investment. The community must also believe in providing transit as a public service. Implementation of recommendations must begin with the strongest elements first to ensure its continued success and expansion. Coweta County is definitely seeing a growing interest in urban transit and in utilizing funding for an existing need.

Tavores Edwards closed the meeting by reminding attendees to forward any comments or questions they had on the information presented and requesting that they review the draft report.



Summary of Public Open House Comments Coweta County Comprehensive Transportation Plan Update

A public open house meeting to present the draft Comprehensive Transportation Plan (CTP) Update recommendations was held on November 7, 2013, at the Coweta County Fairgrounds Convention Center. Information presented at the meeting included a brief looping presentation that provided background information on the Update and 3 stations to present proposed projects grouped by project type and geography. A total of 23 individuals attended the meeting, including members of the public, city and county staff, and elected officials. Five comment forms were submitted.

Comment forms asked for meeting participants to list their top 3 priority projects for Coweta County and to provide any additional comments. The following recaps the input received from the public:

Top 3 Priority Projects

Form 1

- Hwy 154 from I-85 to Hwy 34
- Hwy 16 Bypass South of Newnan
- Pedestrian/bike path from Thomas Crossroads to Fischer Crossing

Form 2

- The projects in or around Moreland

Form 3

- Adding safe areas roadside to allow running and biking (Happy Valley & US29)

Form 4

- P-9, need to create more walk and bike paths
- OP7&8, Buddy West & Macedonia Improvement
- C1, widen Hwy 154 between 34 and I-85

Form 5

- Bypass 16 Improvement
- Pine Road Intersection
- Vernon Hunter Parkway

Other Comments

- Buddy West Road needs widening and straightening
- Hwy 16 needs to be 4 lanes from Carrollton to Griffin
- There is a glaring lack of safe shoulder areas along US29, Happy Valley Circle, etc. for SAFE biking or running. I would gladly ride a bike into downtown and leave the car parked if I could do it safely.
- I commute from Sharpsburg to Carrollton. We need a better cut through for all students going from/to University of West Georgia from Peachtree City, Newnan, etc.



Summary of Public Open House Comments Coweta County Comprehensive Transportation Plan Update

- More bike paths/sidewalks enhance Coweta County, being more community friendly and reducing traffic

Additional comments provided verbally to study team members by attendees during the informal open house included:

- City of Newnan and Coweta County staff have noticed an increased interest in transit.
- Expanding transit opportunities is really needed for the transit dependent, especially for those living outside of Newnan and needing to get to appointments and take care of business in Newnan.
- The bicycle riders on SR 70 need a shoulder to move over so that cars can pass them.
- SR 16 from I-85 to Griffin needs to be 4-laned for the trucks headed to I-75.
- Very supportive of the Amlajack interchange because it will relieve some of the truck traffic using the SR 34 interchange.
- There are places on US 29 north of Newnan where right turn lanes would help flow by getting turning traffic out of the through lane.
- Project P9 is needed right now.

EXISTING CONDITIONS

Transportation

Transportation conditions include traffic volumes, congestion, crashes, and active transportation. Newnan Crossing Bypass is a large 4-lane roadway with excess capacity.

Traffic Volumes

The Atlanta Regional Commission's Regional Travel Demand Model was used to assess traffic volumes (vehicles per day) along the corridor for both current (2020) and future years (2050). These model estimates reveal a relatively low-volume corridor for a four-lane roadway, due in part to parallel I-85 serving long distance trips and limited land use development along the corridor.

Figure 3: 2020 Traffic Volumes

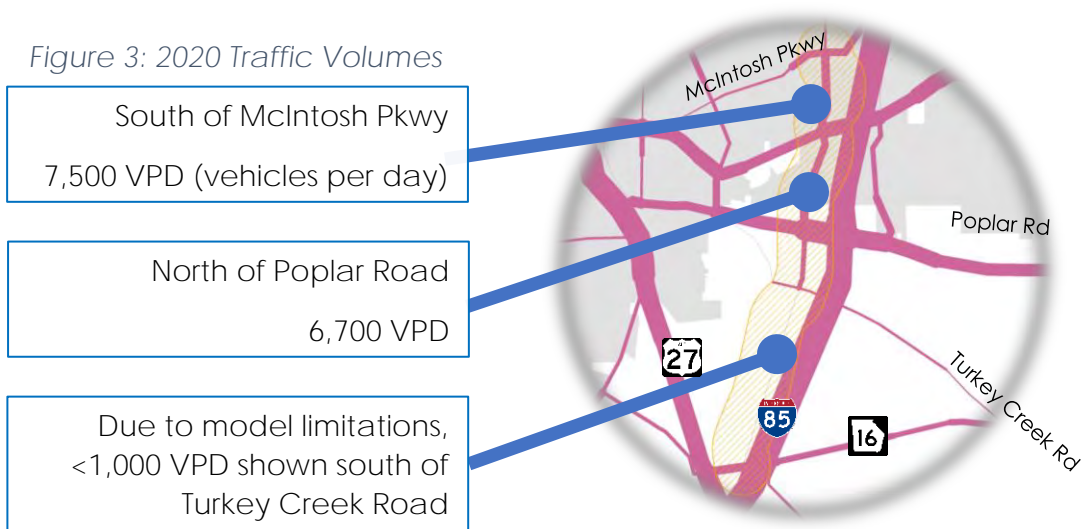
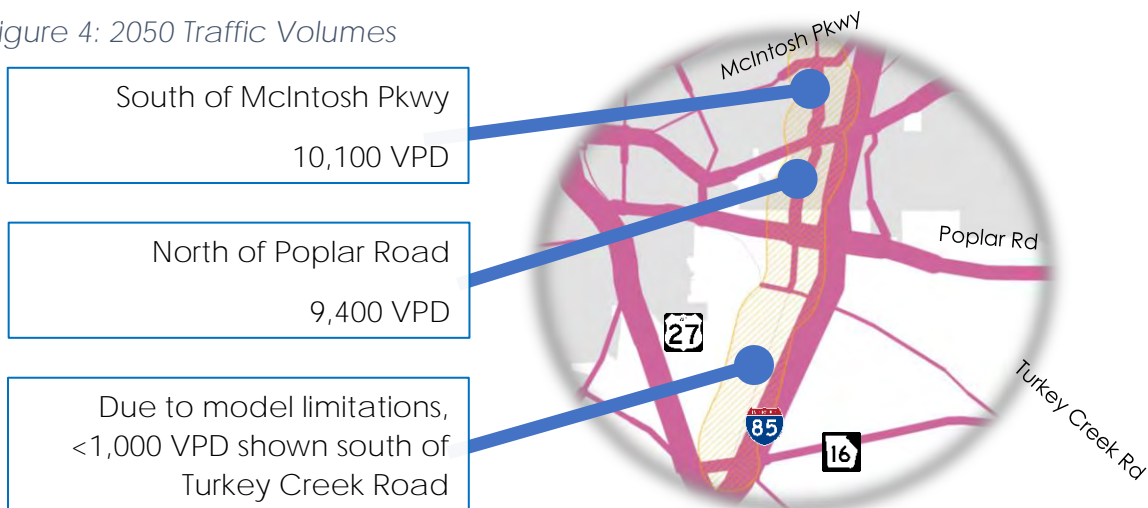


Figure 4: 2050 Traffic Volumes



Congestion

Traffic engineers and planners use a performance measure known as Level of Service (LOS) to reflect the presence and severity of traffic congestion. This scale ranges from A to F, with LOS A reflecting free-flow conditions and LOS F reflecting extreme congestion where the roadway volume exceeds the capacity of the roadway design. The corridor is currently operating with an LOS of A-B with no LOS change expected in 2050.

Figure 5: 2020 LOS

Figure 6: 2050 LOS

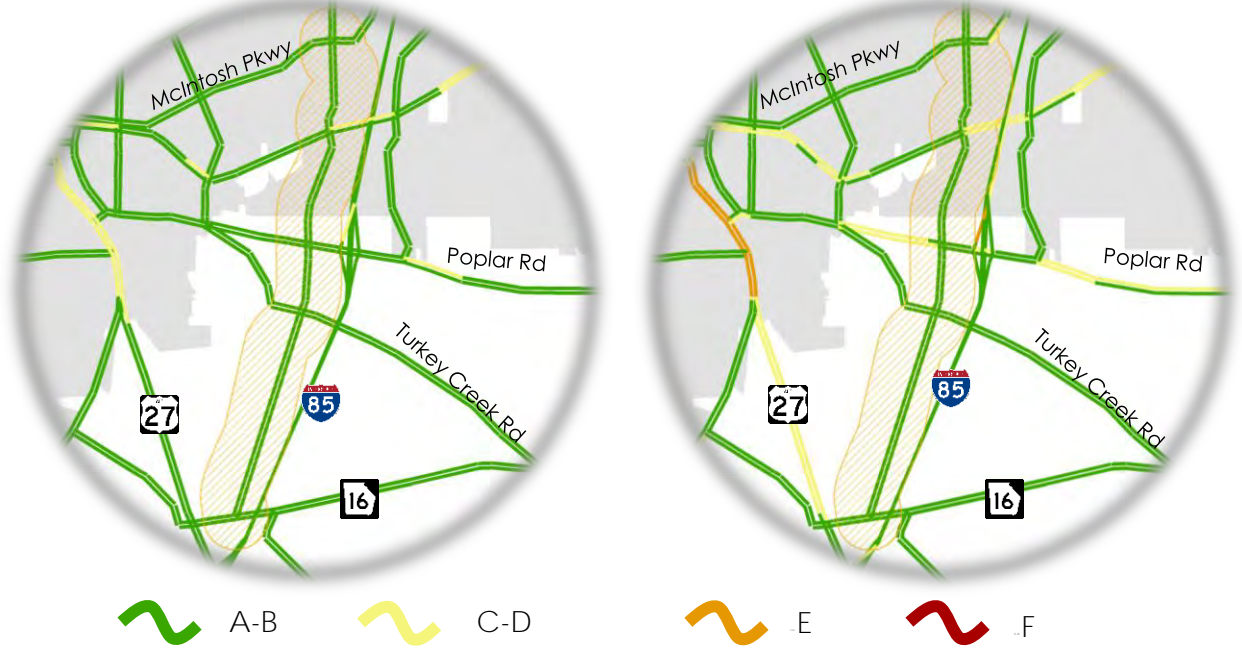


Figure 7: Crash Heat Map

Crashes

Since 2015, there were 255 rear end crashes on the corridor and 160 angle crashes. There were an additional 112 of various crash types between 2015-2019. The highest concentration of crashes occurs near the Poplar Road Interchange.



Figure 3: Example of Disconnected Sidewalks

Active Transportation

Active transportation is defined by any self-propelled, human-powered mode of transportation, such as walking or bicycling. Longer distance walking trips are not currently viable on the corridor as sidewalks are mostly developer installed that are intermittent and disconnected as shown from the aerial photograph to the right. Disconnected sidewalks force pedestrians to make unnecessary and dangerous detours.



Figure 4: Planned LINC Trail Connections



The multiuse LINC trail currently provides a limited connection along McIntosh Parkway terminating at the Bypass. The overall vision for LINC trail (in the image to the left) is that it will eventually cross I-85 and make a connection to Newnan to the west

Land Use

The land use conditions include how land is currently developed and the plan for guiding future development. Based on the existing land use and character areas it seems clear that there is a high probability for changes in the future due to the corridor being designated as a preferred growth area and the large amount of currently undeveloped land.

Existing Land Use

There is significant commercial development at Ashley Park at the northern end of the corridor which may limit opportunities for additional commercial development to be successful. While large portions of the corridor are currently undeveloped, there are development pressure for warehousing/distribution is occurring near SR 16 in the southern extent of the corridor.

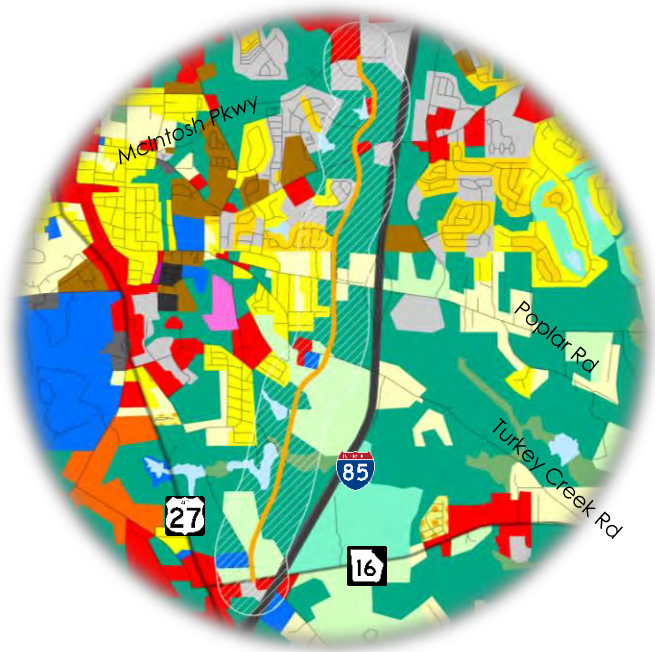


Figure 5: Existing Land Use

Character Areas

Designated character areas are used in the County's Comprehensive Plan to guide the overall type of future development patterns without expressing specific zoning classifications. The character areas immediately adjacent to the Newnan Crossing Bypass are designated as high intensity Interchange and Commercial areas.

-  Residential - Sewer
-  Residential - Septic
-  Commercial
-  Interchange
-  Industrial
-  Institutional

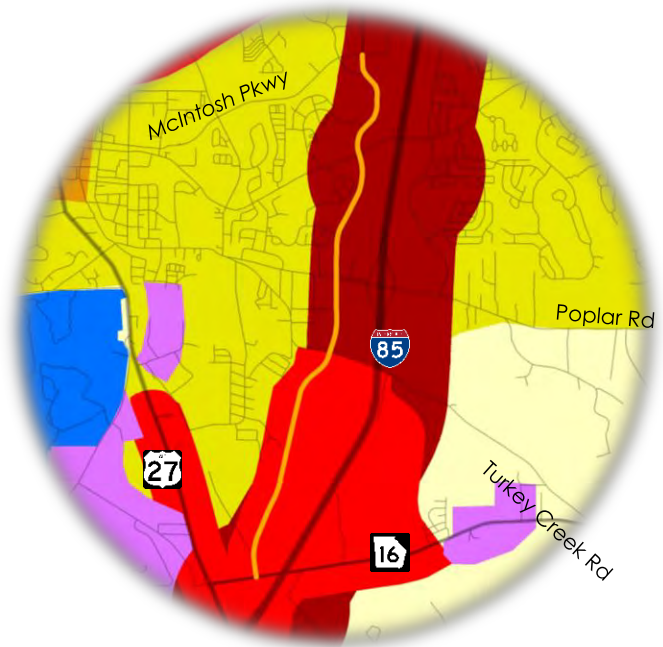


Figure 6: Character Areas

Built Environment

Auto oriented big box and commercial-oriented development are just north of McIntosh Parkway. There is intermittent development between McIntosh Parkway and Poplar Road with hotel uses, medical, and single family residential. Piedmont Hospital and I-85 interchange are anchoring new auto-oriented development just east of corridor along Poplar Road. No frontage development exists south of Poplar Road towards SR 16.

Opportunities and Constraints

The Newnan Crossing Bypass corridor is within a designated growth priority area, though large portions of the corridor are currently undeveloped. Near SR 16 in the southern half of the corridor, there is development pressure for warehousing and distribution, though recent applications have been met with community concerns and resistance. Significant commercial development exists in the northern part of the corridor. This area may not support additional commercial development without cannibalizing existing

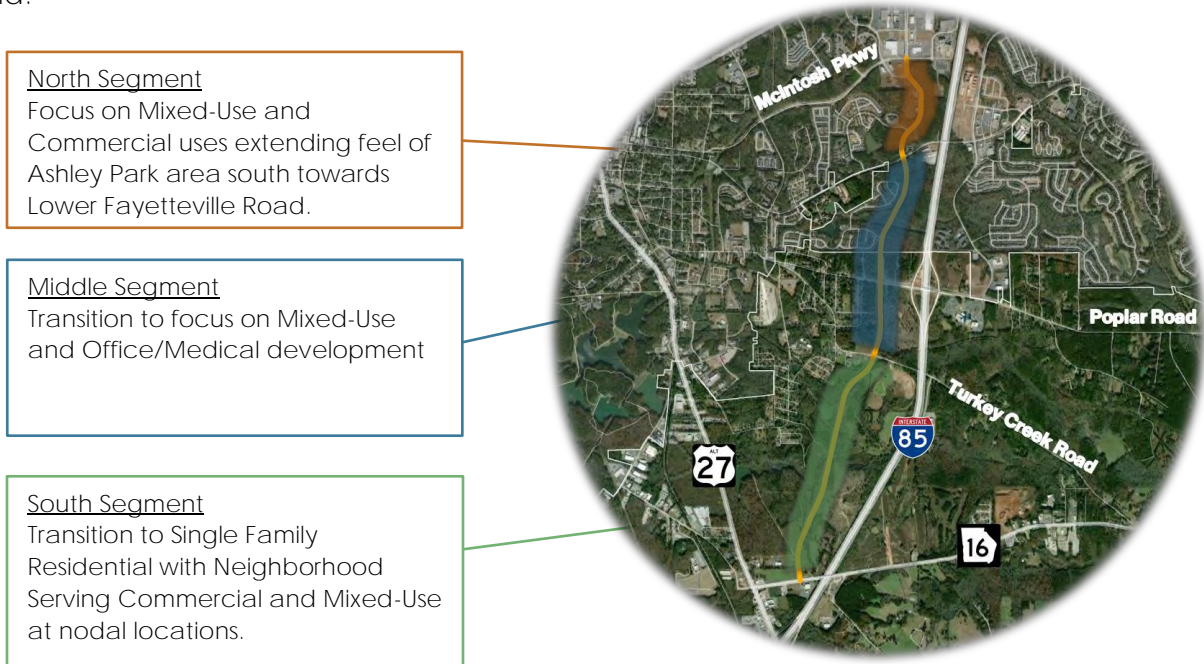
development without additional corresponding residential and employment-oriented development.

PLAN FRAMEWORK

For planning considerations, the corridor was broken into three segments (north, middle, and south), to reflect their existing and future distinct characters as guided by the corridor workshop input. Each corridor segment includes a development node that anchors each area with the North segment at McIntosh Pkwy, Middle segment at Poplar Rd, and the South segment at SR 16.

Overall, the plan framework results in a corridor that transitions from a commercially oriented town center and suburban character on the north end to a more suburban and pastoral character on the south end.

Figure 7: Corridor Planning Segment & Nodes



Elements of Change and Preservation in the Development Nodes

Elements of change and preservation in each development node were identified from community input at the workshop as described below.

McIntosh Parkway Node

Community input identified elements to preserve at McIntosh Parkway were urban landscaping, trees, walkability, quality development choices, and keeping the Bypass uncongested.

Elements to change at McIntosh Parkway include providing better traffic operations, more vegetation, and golf cart access to Highlands/Madison Park area.

Poplar Road Node

At Poplar Road and I-85, mobility, trees/landscaping, and access management were identified elements to preserve.

Elements of change at Poplar Road include providing better quality development/building type, developing Commercial/Office/Retail/Restaurant land uses, and excluding Industrial and Warehousing land uses.

SR 16 Node

Supporting commercial development, keeping limited access to the Bypass, and lower building heights are elements to preserve in the SR 16 area.

Elements to change at SR 16 include adding a Gateway/Landscaping feature, creating a transition from Industrial land uses towards town center along US 27, and widening SR 16 to decrease current and future congestion.

Urban Scale in the Development Nodes

Workshop participants provided input on the preferred scale of development in the nodes. Town Center was the majority preferred urban scale at McIntosh Parkway and Poplar Road. A suburban community scale is the preference for SR 16 area.



Figure 8: Example of Urban Scale Concept

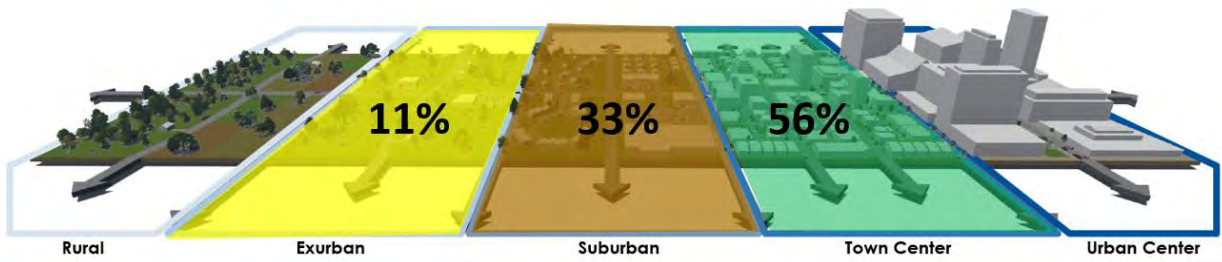


Figure 14: Preferred Urban Scale - McIntosh Parkway

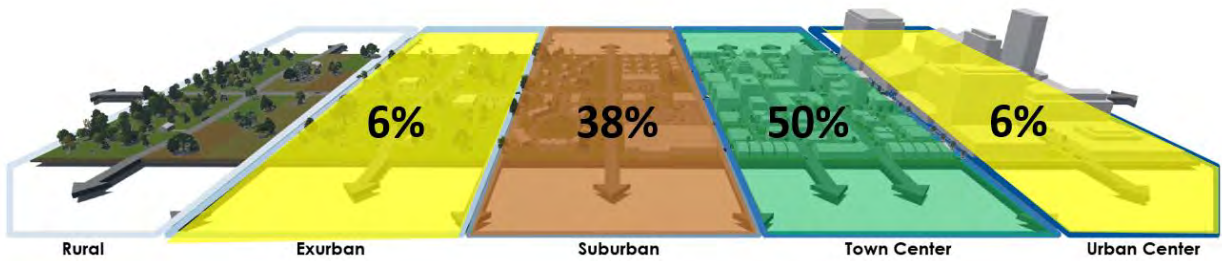


Figure 15: Preferred Urban Scale - Poplar Road

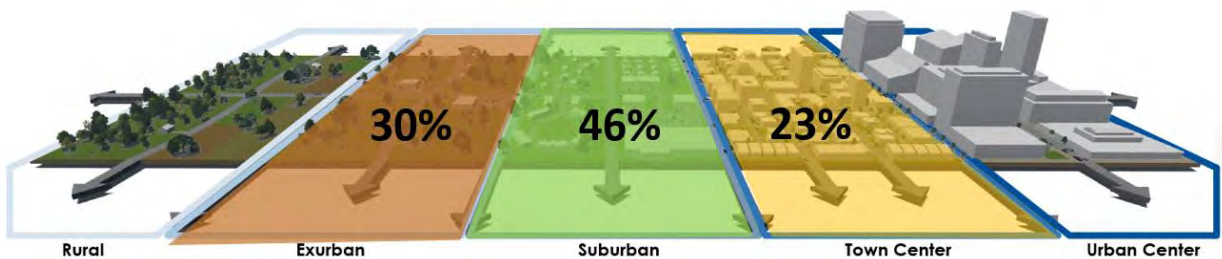


Figure 96: Preferred Urban Scale - SR 16

Corridor Level Concepts

Through existing conditions review, data analysis, and input from workshop participants, several concepts were identified that had potential impact on the entire corridor and all three analysis nodes. Access management techniques for the Newnan Crossing Bypass would be the most useful for the corridor to improve movement of through traffic, reduce crashes, and fewer vehicle conflicts.

These corridor level concepts are presented below.

Potential New Connections

Maintain mobility on the Bypass by serving local land uses through a connected parallel road system that could serve short local trips.

Roadway Regulations

Formalize access management along the Bypass for a goal of ¼ mile spacing for full median openings. The benefit of access management is to increase capacity on the Bypass, manage congestions, and reduce crashes. Median treatments offer significant safety benefits from access management techniques.

Vehicular Mobility

Coordinating traffic signal timings will aid in avoiding unnecessary stops and improve air quality. Traffic signal timing determines the coordination of timing between signal locations and the sequence of operation and assigns green time to each approach at an intersection while considering time for pedestrians and other users.

Figure 107: Parallel Access Road Concept







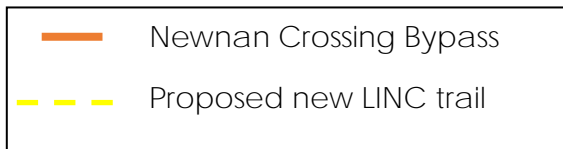
-  Parallel Road
-  Newnan Crossing Bypass
-  Proposed new intersection
-  Intersection

Figure 18: LINC Trail Extension Concept

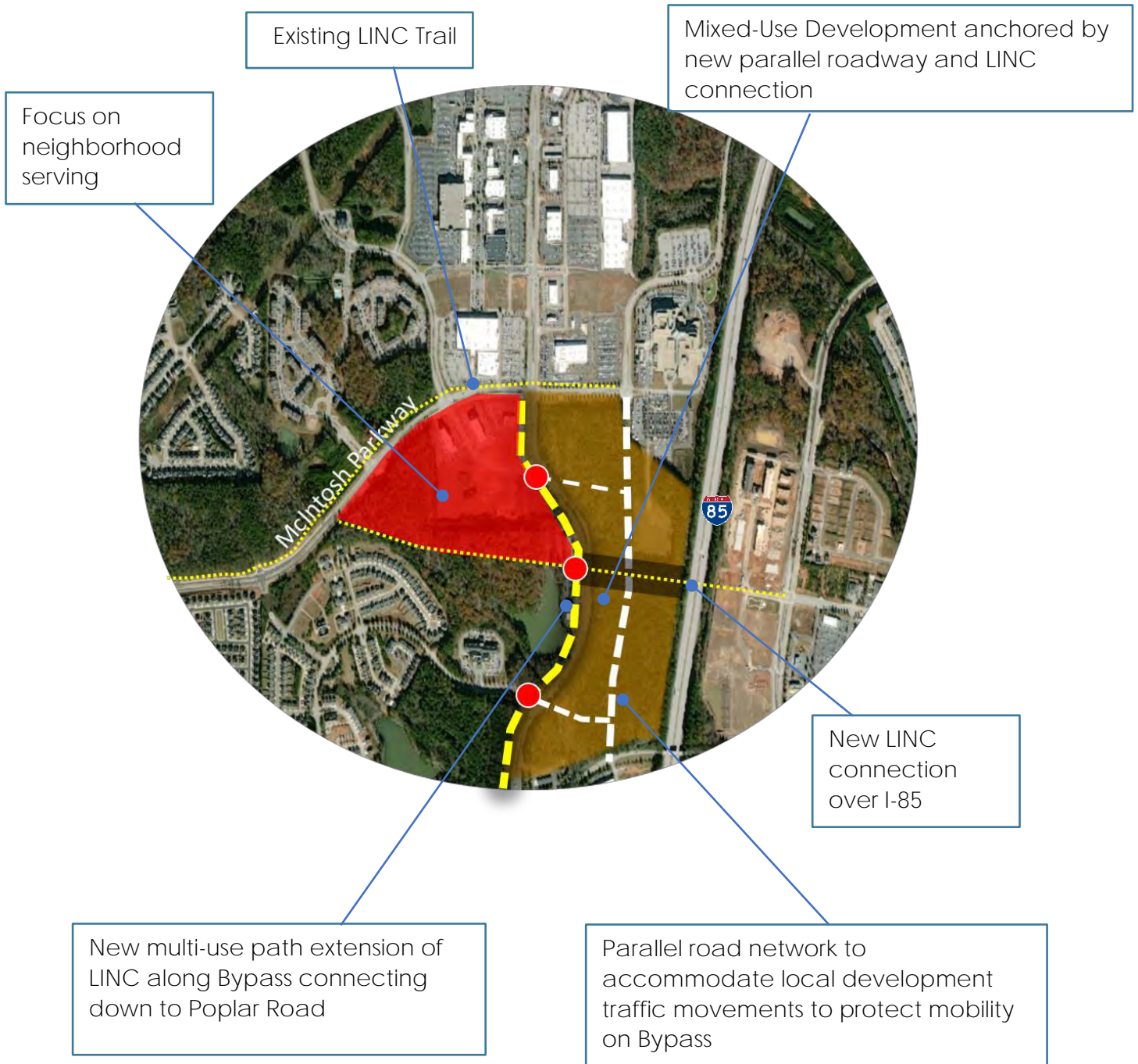
New Pedestrian and Bicycle Connections

Expand the LINC trail on the west side of Bypass between McIntosh Parkway and Poplar Road. A LINC trail expansion along the Bypass to Poplar Road will provide connection with Piedmont Newnan Hospital. The new LINC expansion includes a pedestrian bridge over Interstate 85 providing a connection from Summerlin Boulevard to McIntosh Parkway.



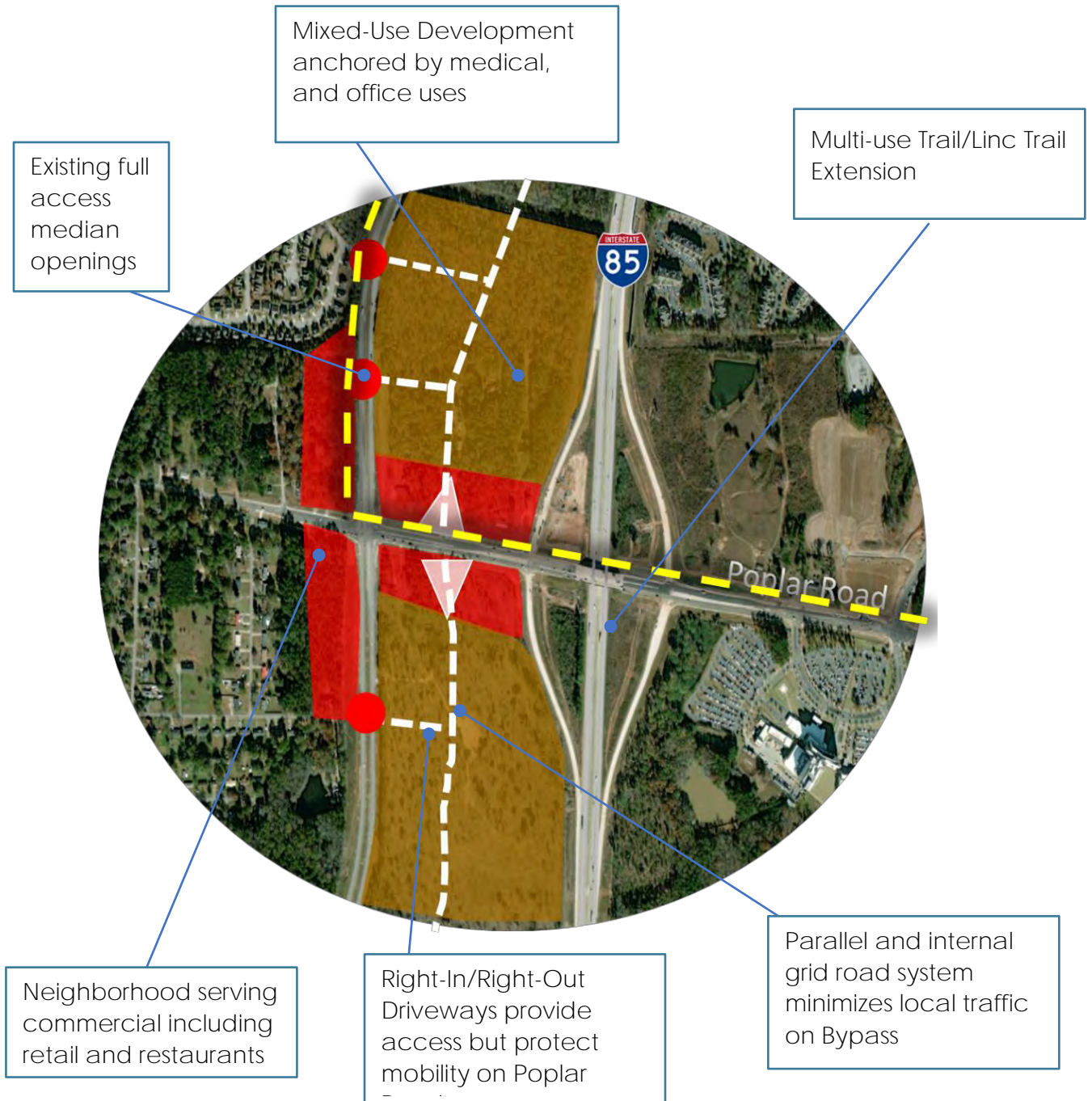
McIntosh Parkway Node Development Concept

Future development will support walkability, urban landscaping, and keeping congestion off the Bypass.



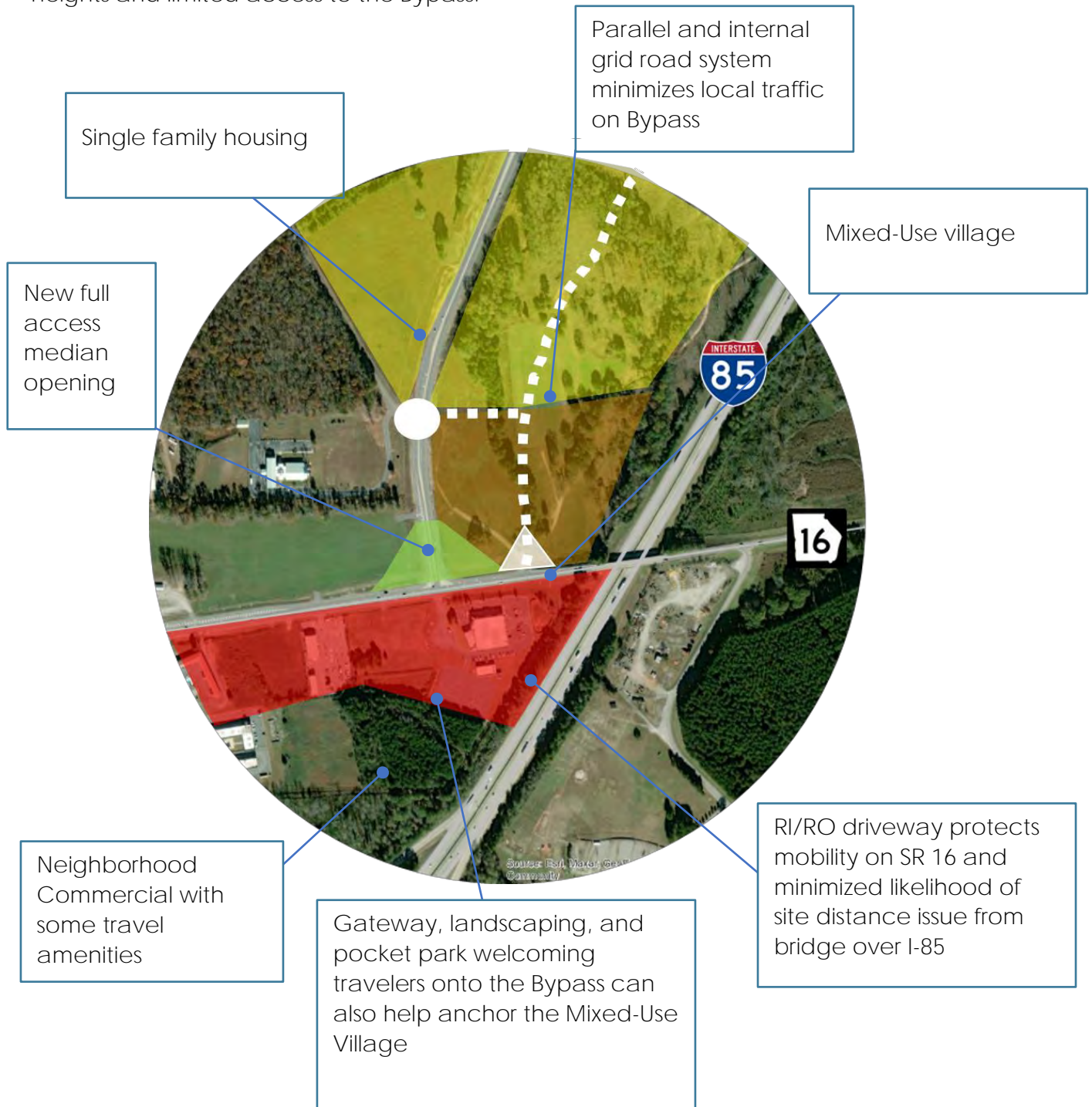
Poplar Road Node Development Concept

Development at Poplar Road will preserve mobility, trees and landscaping, and access management on the Bypass. Access management techniques proposed for Poplar Road include Right-in/Right-out (three-way road intersection where turning movements of vehicles are restricted), a parallel road, and full access medians.



SR 16 Node Development Concept

SR 16 future development will support commercial development with low building heights and limited access to the Bypass.



RECOMMENDATIONS

In order for each concept to come to fruition several recommendations have been made while taking into consideration community input. These recommendations are conceptual and long range. They include land use, transportation, greenspace, and streetscape recommendations.

Land Use Recommendations

McIntosh Parkway Node

Keep the area suburban with some town center. Focus on:

- Developing mixed-use and commercial land uses
- Extending feel of Ashley Park area south towards Lower Fayetteville Road
- Transition to focus on mixed-use and office/medical development

Poplar Road Node

A suburban or town center community scale is preferred while with focus on:

- Neighborhood serving commercial including retail and restaurants
- Mixed-use development anchored by medical and office use north and south of Poplar Road are also desired

SR 16 Node

The suburban concept envisions:

- Single family residential housing bordering a mixed-use village
- Neighborhood commercial
- Some travel amenities is appropriate along SR 16 heading toward the intersection with US 27

Transportation Recommendations

McIntosh Parkway

Community input reiterated the convenience and importance of the automobile mobility along the Newnan Crossing Bypass. It is recommended that land use development included a connected parallel road network to accommodate local development traffic movements to protect mobility on the Bypass.

Poplar Road Node

Provide pedestrian mobility throughout the Bypass corridor. Specifically, extending the multi-use LINC trail south along the Bypass to Poplar Road and east across I-85 to Piedmont Newnan Hospital.

Developing a parallel and internal grid road system to minimize local traffic on the Bypass is desired from the community and recommend for safety and flow of traffic.

SR 16 Node

Develop the parallel road network to accommodate local development traffic movements to protect mobility on Bypass.

Ensure that right-in/right-out driveways protect mobility on SR 16 and minimize the likelihood of site distance issues from the bridge over I-85.

Allow one full-access median opening at the Mixed-Use Village.

The table below summarizes the transportation recommendations:

Table 1: Transportation Recommendations

Name	Project Type	From	To	Description
Newnan Crossing Bypass (NCB)	Multiuse Trail	McIntosh Parkway	Poplar Road	Extend LINC trail along the west side of Newnan Crossing Bypass.
Poplar Road	Multiuse Trail	NCB	Piedmont Newnan Hospital	Extend LINC trail across I-85 to connect to Piedmont Newnan Hospital.
NCB Access Road Network	New Roadways east of NCB	McIntosh Parkway	Lower Fayetteville Road	Parallel 2-lane access road network for better interparcel access.
NCB Access Road Network	New Roadways east of NCB	Lakeshore Parkway	SR 16	Parallel 2-lane access road network for better interparcel access.

Greenspace/Public Space

McIntosh Parkway Node

Potentially refine the LINC concept to create a pathway through mixed-use development that traverses through an open plaza that can serve as a community gathering spot.

SR 16 Node

At SR 16, add a gateway, landscaping, and pocket park to welcome travelers to the Bypass. Concept can also help anchor the Mixed-Use Village.

APPENDIX C

Coweta County Transportation Corridor Studies- 2021



Madras Connector

August 2021

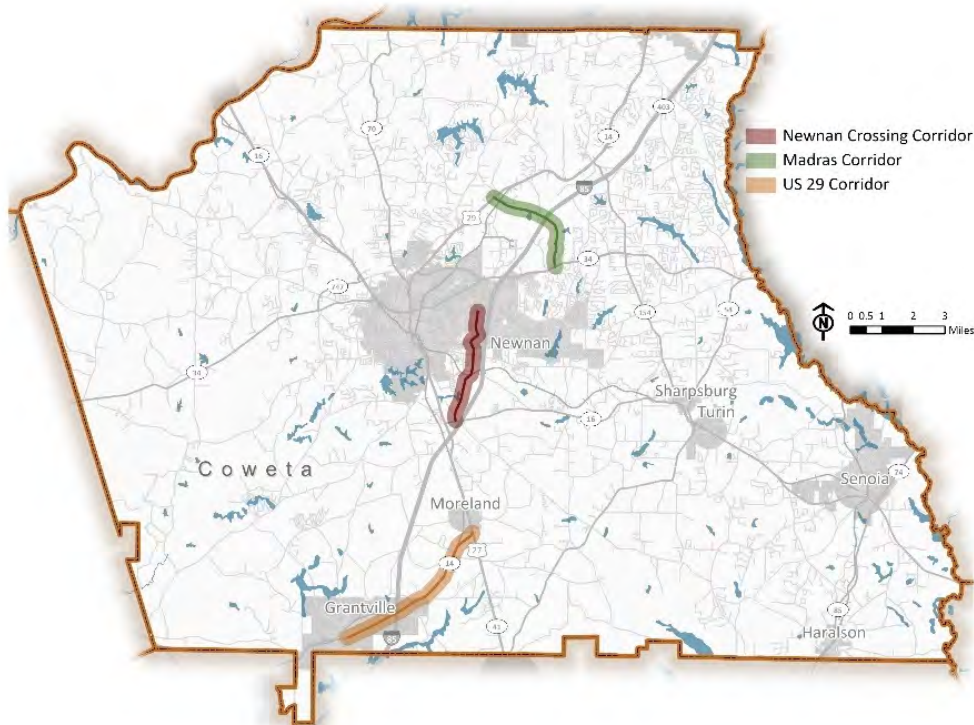
1. INTRODUCTION

As part of the Coweta CTP and Comprehensive Plan updates, three corridors were selected for a more focused assessment of how these areas could develop and change in the future in order to articulate an overall vision for their future. In effect, these assessments seek to answer: How does the community want the corridor to change? What should be preserved?

Therefore, it is important to note that these corridor studies are high-level 20+year visions for the future. There is no funding for any projects at this time, and no changes to zoning or regulations are currently recommended at this stage.

Three corridors were selected for assessment: 1) **US 29** 2) the **Newnan Crossing Bypass**, and 3) the **Madras Connector**.

FIGURE 1: CORRIDOR STUDY LOCATIONS



US 29

Corridor with a rural character in the southern half of Coweta County.

Newnan Crossing

Area with potential for more intense development.

Madras Connector

Planned new roadway and interchange connection with potential to significantly change existing land use.

This memorandum focuses on the Madras Connector, a planned series of new roadway connections and a new interchange at I-85 with the intention of providing better east-west connectivity and enhanced access. The overall project is located north of Newnan in unincorporated Coweta County and is anchored by the planned interchange which will be constructed between existing interchanges at SR 34 and SR 154 along I-85. Phase 1 is anticipated to open to traffic in 2024 and the other phases will follow. These planned projects will likely create growth pressures along their alignments in the surrounding areas.

US 29 is the Northern boundary and a relatively undeveloped future node. The southern extent, SR 34, ties into an established corridor at Holtz Parkway. The planned new interchange with I-85 is currently undeveloped.

FIGURE 2: MADRAS CONNECTOR OVERVIEW



Note: Alignments and locations of new roadways depicted are approximate and provided for planning purposes only.

2. STUDY PROCESS

The study process was conducted in three major phases as described below.

SITE VISIT & DATA COLLECTION

The process began with a site visit by members of the study team, research into the history and development of the area, and data collection to understand the existing and planned transportation system and development regulatory environment.

COMMUNITY WORKSHOP

Virtual one-day workshops were held for each study area during successive weeks. The workshops were designed to present the existing development and transportation context in the study areas, discuss opportunities and constraints, and to gather community input on preferences regarding the urban scale, built environment, land use, greenspace, and other amenities. Input on many of these ideas and concepts was collected via real time voting systems to understand the intensity (or lack thereof) of support. The development concepts presented to interested residents and County staff in the following pages are a result of this community input on June 1, 2021. There were thirty-two participants in the noon workshop session and thirteen participants for the evening workshop.

DOCUMENTATION

Following the workshop, the study team further refined the concept based on the feedback received and began the process of documenting the corridor vision and concepts depicted in this report.

3. EXISTING CONDITIONS

As a framework for the study process, the study team established an understanding of existing conditions as indicated in the following section.

TRANSPORTATION

Transportation conditions include traffic volumes, congestion, and safety. US 29/SR 14 is functionally classified as an Urban Minor Arterial and is on the National Highway System.

Traffic Volumes

The Atlanta Regional Commission's Regional Travel Demand Model was used to assess traffic volumes (vehicles per day) in the area for both current (2020) and future years (2050). As depicted in Figures 3 and 4, the main Madras Connector does not exist in 2020 but a full constructed facility would serve over 20,000 vehicles a day by the year 2050. Similarly, comparing volumes on SR 34 between the years 2020 and 2050 reveals traffic volumes along that corridor will remain relatively consistent despite anticipated development growth in the region, likely due in part to some traffic diverting to the Madras Connector.

Congestion

Traffic engineers and planners use a performance measure known as Level of Service (LOS) to reflect the presence and severity of traffic congestion. This scale ranges from A to F, with LOS A reflecting free-flow conditions and LOS F reflecting extreme congestion where the roadway volume exceeds the capacity of the roadway design. As indicated in Figures 5 and 6, the roads surrounding the corridor currently operate with an LOS of A-B. In 2050, the interchange will attract enough traffic that the southbound off-ramp will be operate at LOS D.

FIGURE 3: YEAR 2020 TRAFFIC VOLUMES (NO MADRAS CONNECTOR)

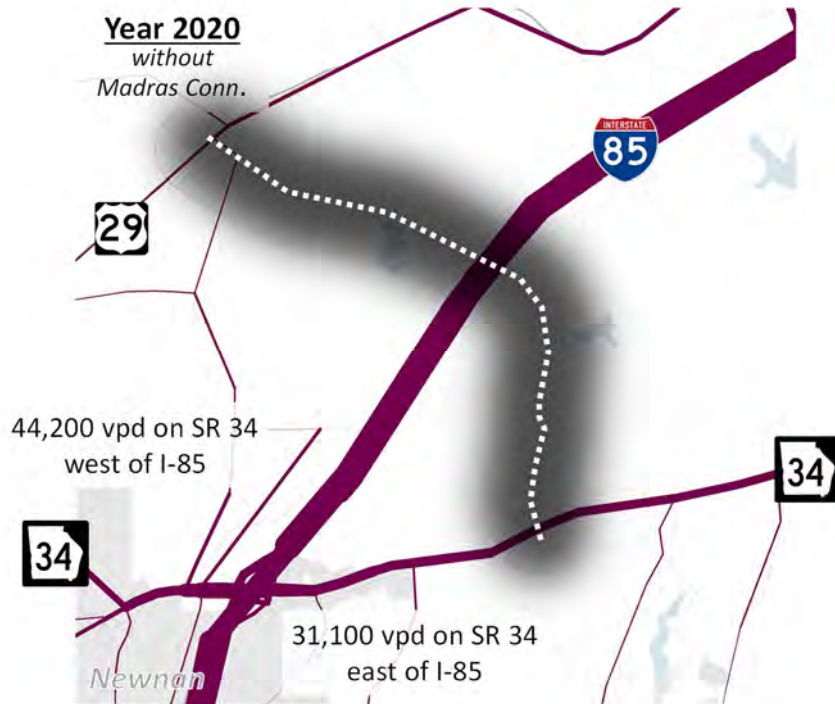


FIGURE 4: YEAR 2050 TRAFFIC VOLUMES (WITH MADRAS CONNECTOR)

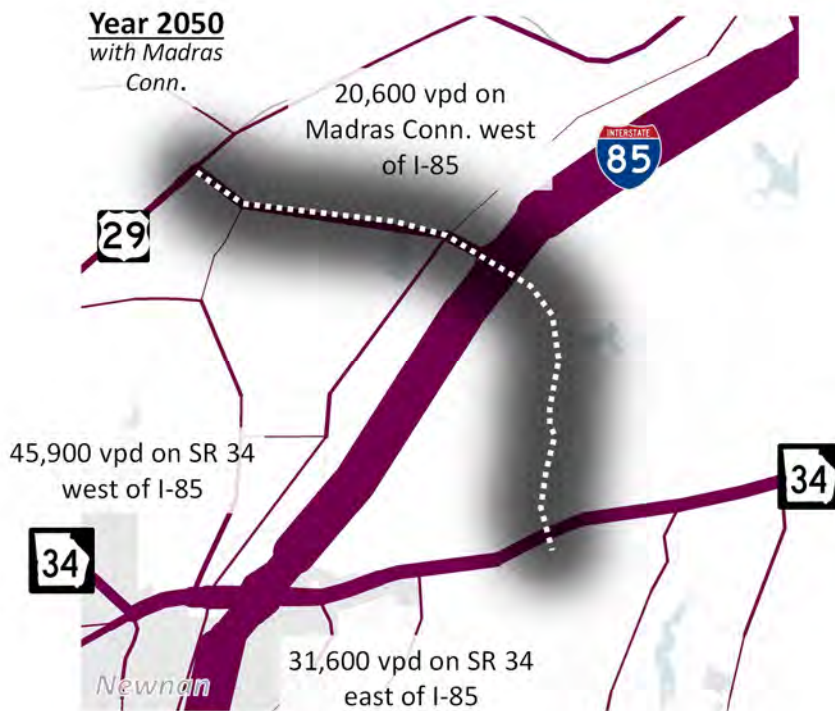


FIGURE 5: YEAR 2020 LEVEL OF SERVICE (WITHOUT MADRAS CONNECTOR)



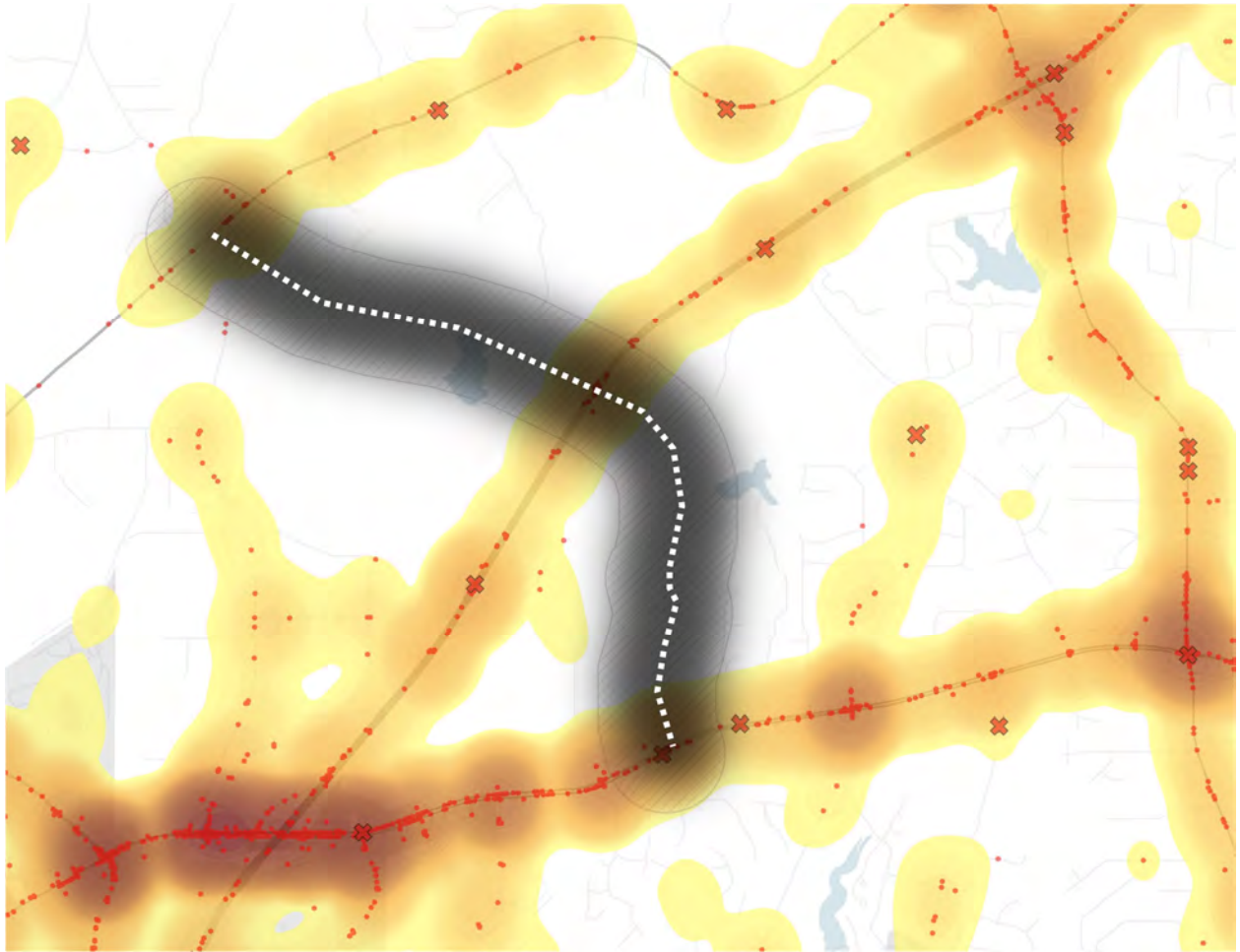
FIGURE 6: YEAR 2050 LEVEL OF SERVICE (WITH MADRAS CONNECTOR)



Crashes

Crashes near the proposed corridor, from 2015 – 2019, are displayed in Figure 7. Crashes occur most often along SR 34 between Shenandoah Boulevard and Amlajack Boulevard which is a dense commercial area with many turning movements.

FIGURE 7: HEAT MAP OF CRASHES (2015-2019)



LAND USE

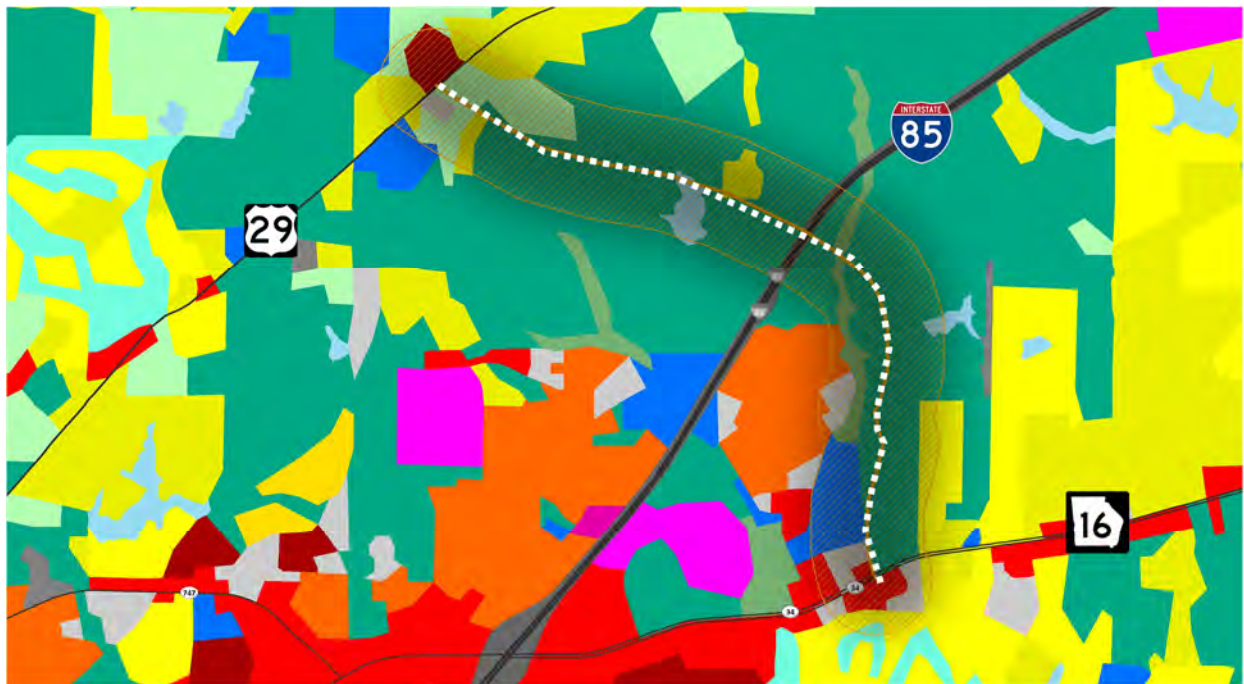
The land use conditions include how land is currently developed and the plan for guiding future development. The planned new roadway and interchange connection will likely significantly change land use.

Existing Land Use

Because the corridor is not yet built, the existing land use is majority forest with some residential, industrial/commercial, and institutional throughout the proposed corridor.

Near the study area, along SR 34, the land uses are mainly commercial. Along Amlajack Boulevard there is extensive industrial land use. At the northern boundary of the study area near US 29, the land uses are predominately residential.

FIGURE 8: EXISTING LAND USE

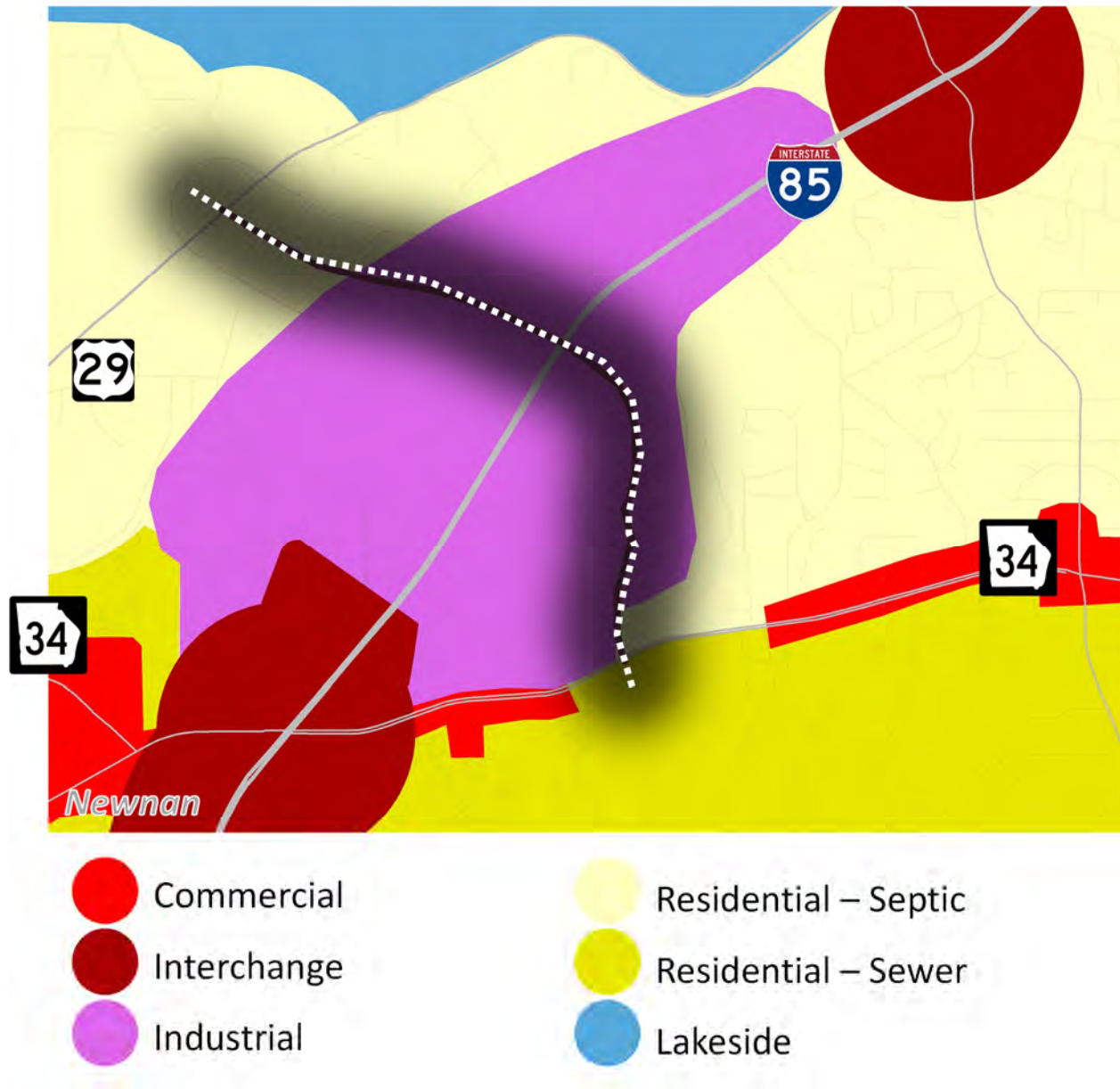


- | | | |
|--|---|--|
| ● Agriculture | ● Institutional | ● Mobile-Home Residential |
| ● Cemetery | ● Limited Access Roadway | ● Reservoirs |
| ● Commercial | ● Park | ● Transitional |
| ● Forest | ● High-Density Residential | ● Urban – Other |
| ● Golf Course | ● Medium-Density Residential | ● Wetlands |
| ● Industrial/Commercial | ● Multi-Family Residential | ● Transportation, Communications, and Utilities |
| ● Industrial | ● Low-Density Residential | |

Character Areas

Designated character areas are used in the County's Comprehensive Plan to guide the overall type of future development patterns without expressing specific zoning classifications. In the currently adopted version of the Comprehensive Plan (2016), the character areas immediately adjacent to the proposed Madras Connector are mostly industrial. Near the northern terminus, the character area proposes lower density residential development.

FIGURE 9: CHARACTER AREAS



BUILT ENVIRONMENT

As the undeveloped nature of most of the corridor implies, there is limited built environment in the area. At the northern terminus at US 29, the existing built environment has a healthcare facility, fire station, private school, and senior facility. There are logistic services and distribution near the new interchange with majority of development located on SR 34 at Holtz Parkway. The existing environment at SR 34 has a variety of development with a park and ride, apartment complex, and office space located off Holtz Parkway. Summit Urgent Care, YMCA, car dealership, and many others which are located directly on SR 34.



The rural nature of the US 29 node is illustrated by this fire station.

Distribution and warehousing dominates the landscape around I-85.



The Holtz Parkway and SR 34 area is characterized by auto-oriented commercial uses.

OPPORTUNITIES AND CONSTRAINTS

While the community has understandable concerns of losing the rural and undeveloped character of the area, the new corridor will create a new east-west connection that will help absorb future traffic growth on SR 34 and provide new access on and off the interstate. This corridor vision is an opportunity to direct the type of development that will come after the roadway projects are complete so that it can be implemented in a manner as consistent with local preferences as possible.

4. CORRIDOR WORKSHOPS

Workshops for the Madras Connector were held on June 1, 2021. For discussion and planning considerations, the corridor was broken into three nodes (US 29, I-85, and SR 34), to reflect their existing and future distinct characters as guided by the corridor workshop input.

Overall, the feedback from the corridor workshops reflects a desire for a diverse corridor that transitions from a residentially oriented suburban character on the north end to a more town center industrial employment node near I-85 and commercial character on the south end at SR 34.

CHANGE & PRESERVE

A key element of the workshops was discussion and feedback on what elements of the area should be changed and what areas should be preserved.

US 29 Node

At US 29, neighborhood preservation was cited as important as road expansion takes place by creating a buffer using nature/ trees, wetlands, and more green space to keep the rural and quiet feeling that currently exists.

I-85 Node

Near the new I-85 interchange, workshop attendees indicated that many elements should be preserved. The community voiced that there should be as much nature, green space, and trees as possible to preserve the existing character of the area. Keeping future development nodal will help to conserve the local forest. The Amlajack/Coweta Industrial connection should be a top priority element to change with more mixed residential/ commercial/ light industrial at I-85. Appropriate tractor trailer access needs to coexist with cars and improved traffic flow with ease on and off the interstate to the North part of the County.

SR 34 Node

Community input identified having transit access (from the GRTA park and ride), interparcel connectivity, high quality commercial development, the Whitlock Sports Complex, and preserving the tree canopy as elements that should be preserved. More green space and pocket parks are desired from the community with roads having good access in and out of buildings. Several participants expressed a desire for more mixed use oriented development along Madras Connector at SR 34.

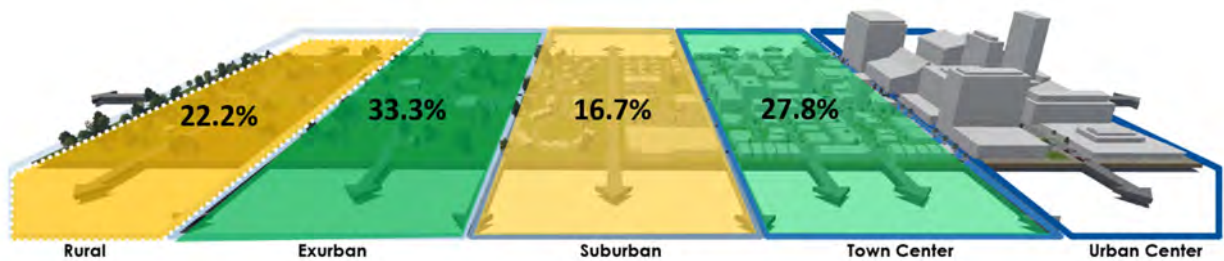
URBAN SCALE

Workshop participants provided input on the preferred scale of development in the nodes. The preferred urban scale at US 29 was split: 22% rural, 33% exurban, 17% suburban, and 28% town center. At the new I-85 interchange, the preferred urban scale was exurban. Suburban scale was preferred by the majority at SR 34.

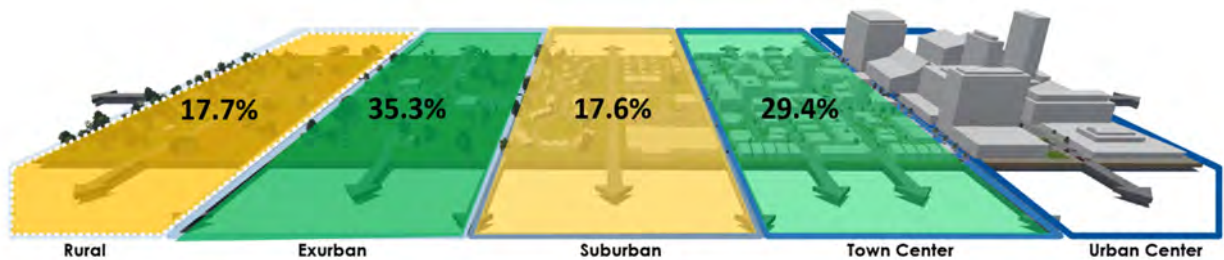
FIGURE 10 URBAN SCALE PREFERENCES



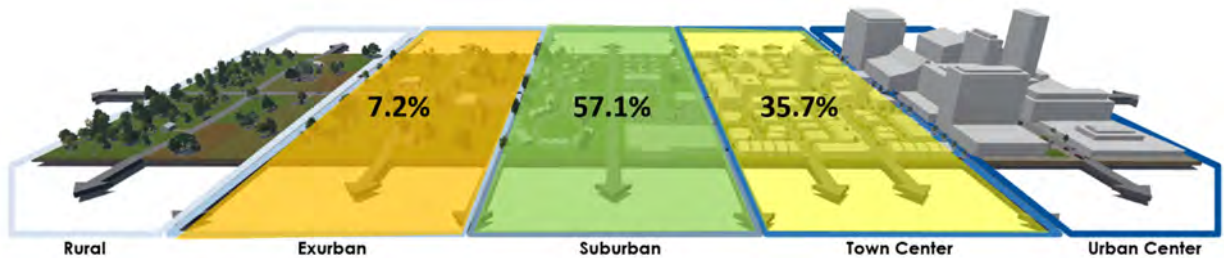
US 29 AREA



I-85 AREA



SR 34 AREA



BUILT ENVIRONMENT PREFERENCE EXERCISES

Additional exercises were conducted where workshop participants responded to various images of different land use types, public and open space settings, and streetscape environments. Key preferred images are provided below which can be used to illustratively suggest the type of environments that implementation measures such as development codes and roadway design element can seek to achieve.

FIGURE 11 IMAGE PREFERENCES



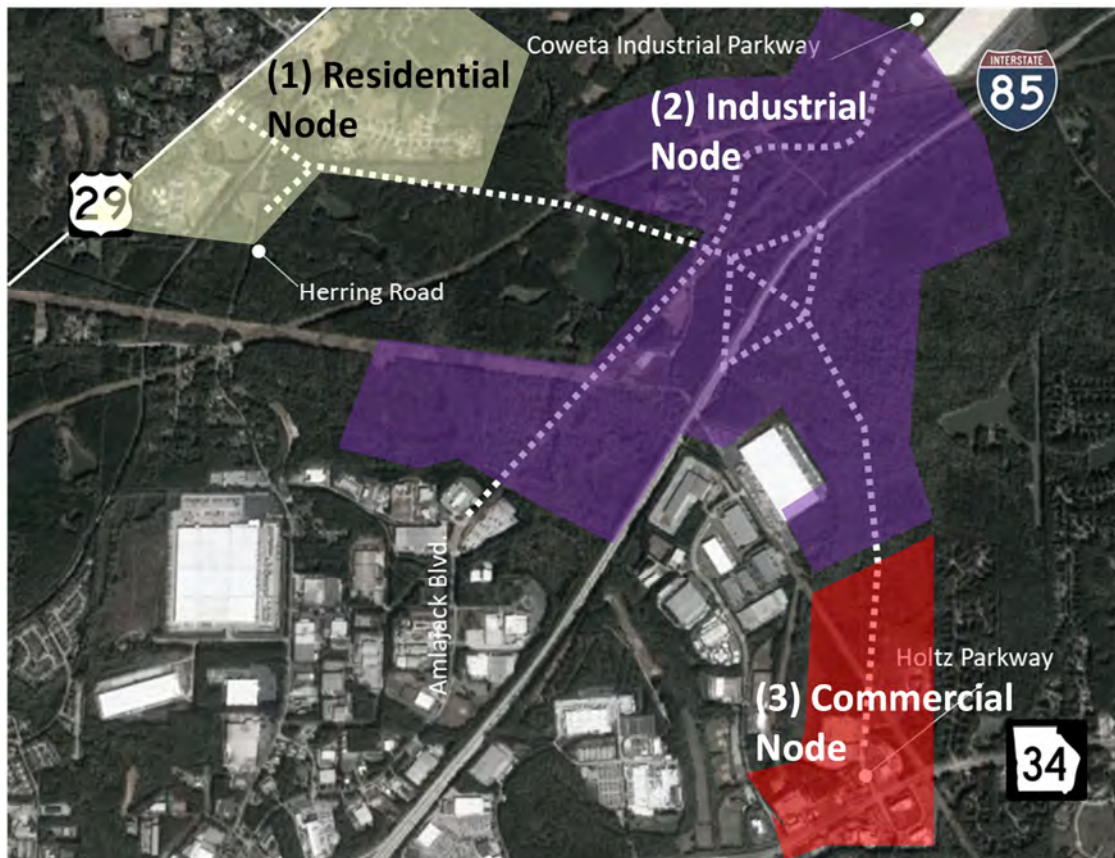
5. CORRIDOR LEVEL CONCEPTS

Through existing conditions review, data analysis, and input from workshop participants, several concepts were prepared and presented for additional feedback during an evening component to the Corridor Workshops. Based on that feedback, concepts were refined further and include the ideas presented in the following section for further consideration.

OVERALL CONCEPT

The overall concept for the Madras Connector is anchored by the three aforementioned node areas at US 29, I-85, and SR 34. In this concept, the US 29 area would develop as primarily residential, reflecting a general desire to retain the existing rural character of that part of the community. I-85 and the interchange would anchor an industrial node, reflecting both the existing industrial developments to the north and the south, as well as the economic development and employment base opportunities afforded by easy access on and off I-85. At SR 34, this vision includes a commercial node expanding upon the suburban oriented commercial development that exists today along SR 34.

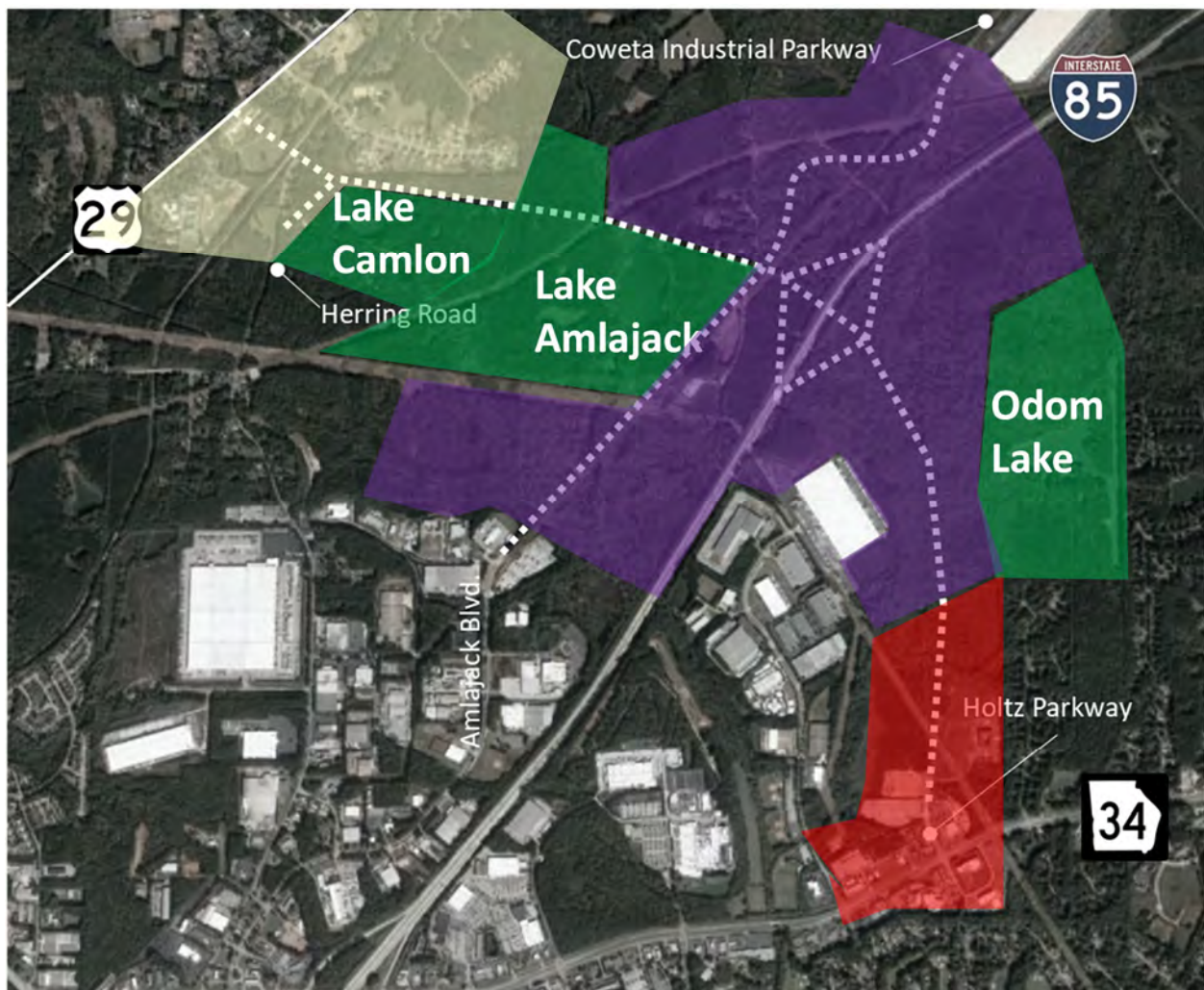
FIGURE 12 OVERALL CONCEPT



SYSTEM OF PARKS AND OPEN SPACES

That overall concept can be enhanced further by creating a system of parks and greenspace that will help preserve the existing rural character of the area and act as a buffer between different character areas. These open spaces would be oriented around existing water features at Lake Camlon, Lake Amlajack, and Odom Lake offering important opportunities for sport and recreation, civic gathering, and visual amenities.

FIGURE 13 SYSTEM OF PARKS AND OPEN SPACES



NEW MULTIUSE TRAIL SYSTEM

Further opportunities consider that the planned LINC trail is currently planned to terminate at Whitlock Park within the SR 34 area. An additional expansion of that system as part of the Madras Connector concept would provide additional connectivity to the proposed parks and open spaces. A key advantage of considering this approach is that the section between SR 34 and Amlajack Boulevard could likely be designed and constructed as a sidepath as part of those phases of the Madras Connector. To the west of Amlajack Boulevard, nature trails within the park system could provide further connectivity and recreational opportunities.

FIGURE 14 TRAIL SYSTEM VISION

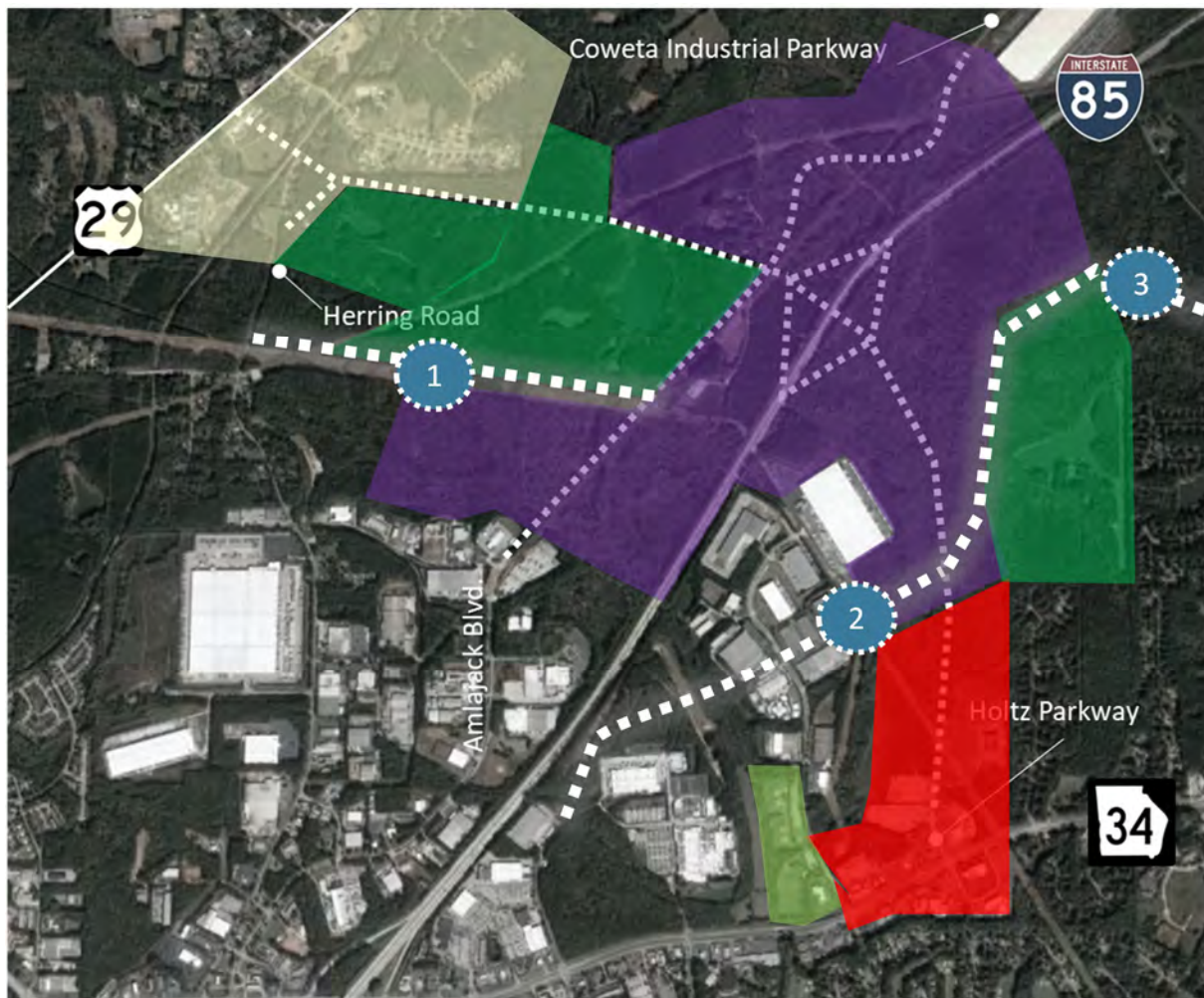


NEW ROADWAY CONNECTIONS

The concept is further enhanced by several new connections to improve connectivity by providing multiple routing options to access I-85 and minimizing local traffic over-reliance on SR 34.

1. **Herring Road Connector** would enhance connectivity from existing industrial areas to the planned interchange.
2. **Holtz Pkwy/International Park Connector** would enhance access between existing industrial areas and I-85. In addition, this facility would minimize the amount of local freight traffic needing to utilize SR 34.
3. **Hammock Road Connector** would enhance local connectivity and provide an additional option to access the SR 154/I-85 interchange to the north.

FIGURE 15 NEW ROADWAY CONNECTIONS



INFRASTRUCTURE CONSIDERATIONS

As depicted in this vision, the concept includes several infrastructure considerations beyond the planned phases of the Madras Connector. These recommendations are further summarized in the table below.

Name	Project Type	From	To
The Lakes Trail Multi-Use Path along Phase 4/Holtz Parkway	Multiuse Trail	SR 34	Planned Amlajack Boulevard extension
The Lakes Trail	Multiuse Trail	Planned Amlajack Boulevard extension	Lake Camlon
Herring Road Connector	New Roadway Connection	Herring Road	Planned Amlajack Boulevard extension
International Park Connector	New roadway connection	Old SR 34	Phase 4/Holtz Parkway
Hammock Road Connector	New roadway connection	Phase 4/Holtz Parkway	Hammock Road



Newnan Crossing Bypass

August 2021

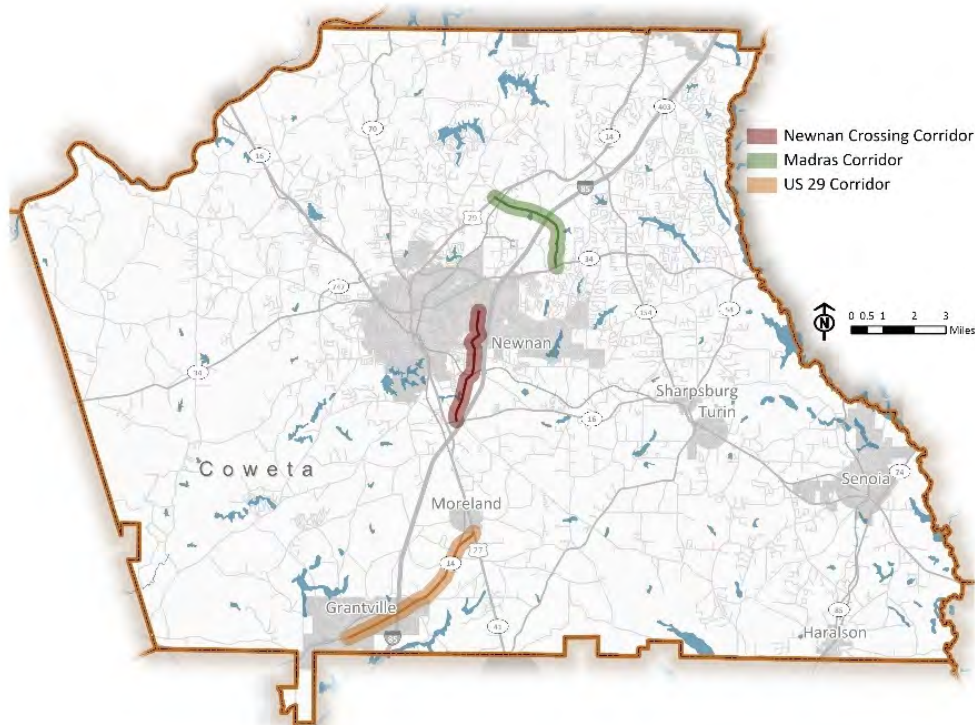
1. INTRODUCTION

As part of the Coweta CTP and Comprehensive Plan updates, three corridors were selected for a more focused assessment of how these areas could develop and change in the future in order to articulate an overall vision for their future. In effect, these assessments seek to answer: How does the community want the corridor to change? What should be preserved?

Therefore, it is important to note that these corridor studies are high-level 20+year visions for the future. There is no funding for any projects at this time, and no changes to zoning or regulations are currently recommended at this stage.

Three corridors were selected for assessment: 1) **US 29** 2) the **Newnan Crossing Bypass**, and 3) the **Madras Connector**.

FIGURE 1: CORRIDOR STUDY LOCATIONS



US 29

Corridor with a rural character in the southern half of Coweta County.

Newnan Crossing

Area with potential for more intense development.

Madras Connector

Planned new roadway and interchange connection with potential to significantly change existing land use.

This memorandum focuses on the Newnan Crossing Bypass, a relatively new corridor completed in November 2016 with growth pressures of Development of Regional Impacts (DRI) and rezoning application requests. There is a broad lack of consensus on desired future land uses but opportunities to leverage the LINC Master Plan, I-85 access, and medical / office development.

Corridor extents are from McIntosh Parkway in the north to SR 16 in the south. The study area includes part of the City of Newnan north of Poplar Road, and unincorporated Coweta County south of Poplar Road.

FIGURE 2: NEWNAN CROSSING BYPASS OVERVIEW



2. STUDY PROCESS

The study process was conducted in three major phases as described below.

SITE VISIT & DATA COLLECTION

The process began with a site visit by members of the study team, research into the history and development of the area, and data collection to understand the existing and planned transportation system and development regulatory environment.

COMMUNITY WORKSHOP

Virtual one-day workshops were held for each study area during successive weeks. The workshops were designed to present the existing development and transportation context in the study areas, discuss opportunities and constraints, and to gather community input on preferences regarding the urban scale, built environment, land use, greenspace, and other amenities. Input on many of these ideas and concepts was collected via real time voting systems to understand the intensity (or lack thereof) of support. The development concepts presented to interested residents and County staff in the following pages are a result of this community input on May 24, 2021. There were twenty-seven participants in the noon workshop session and seventeen participants for the evening workshop.

DOCUMENTATION

Following the workshop, the study team further refined the concept based on the feedback received and began the process of documenting the corridor vision and concepts depicted in this report.

3. EXISTING CONDITIONS

As a framework for the study process, the study team established an understanding of existing conditions as indicated in the following section.

TRANSPORTATION

Transportation conditions include traffic volumes, congestion, crashes, and active transportation. Newnan Crossing Bypass is a large 4-lane roadway with excess capacity.

Traffic Volumes

The Atlanta Regional Commission's Regional Travel Demand Model was used to assess traffic volumes (vehicles per day) along the corridor for both current (2020) and future years (2050). These model estimates reveal a relatively low-volume corridor for a four-lane roadway, due in part to parallel I-85 serving long distance trips and limited land use development along the corridor.

Congestion

Traffic engineers and planners use a performance measure known as Level of Service (LOS) to reflect the presence and severity of traffic congestion. This scale ranges from A to F, with LOS A reflecting free-flow conditions and LOS F reflecting extreme congestion where the roadway volume exceeds the capacity of the roadway design. The corridor is currently operating with an LOS of A-B with no LOS change expected in 2050.

FIGURE 3: YEAR 2020 TRAFFIC VOLUMES

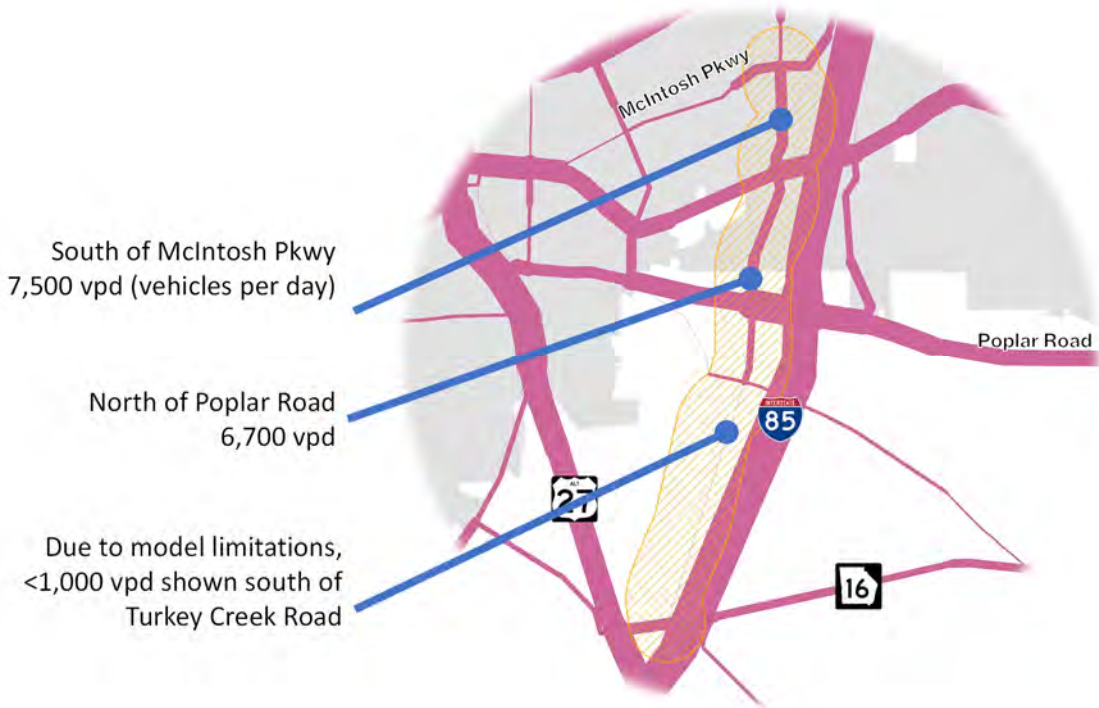


FIGURE 4: YEAR 2050 TRAFFIC VOLUMES

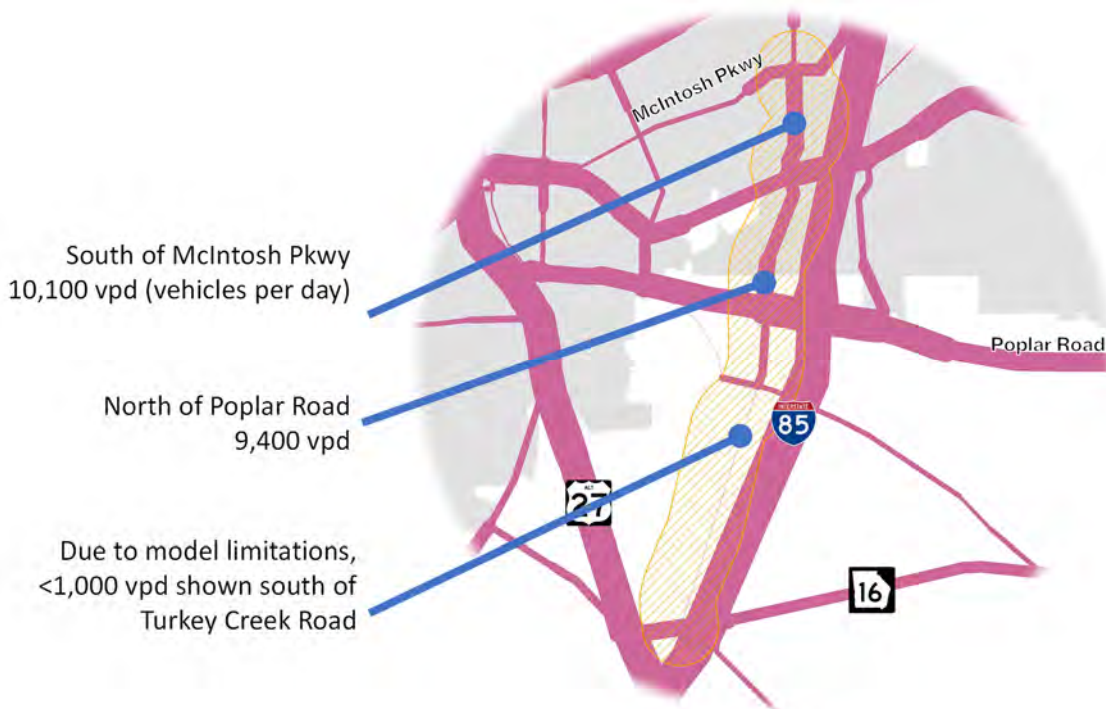


FIGURE 5: YEAR 2020 LEVEL OF SERVICE



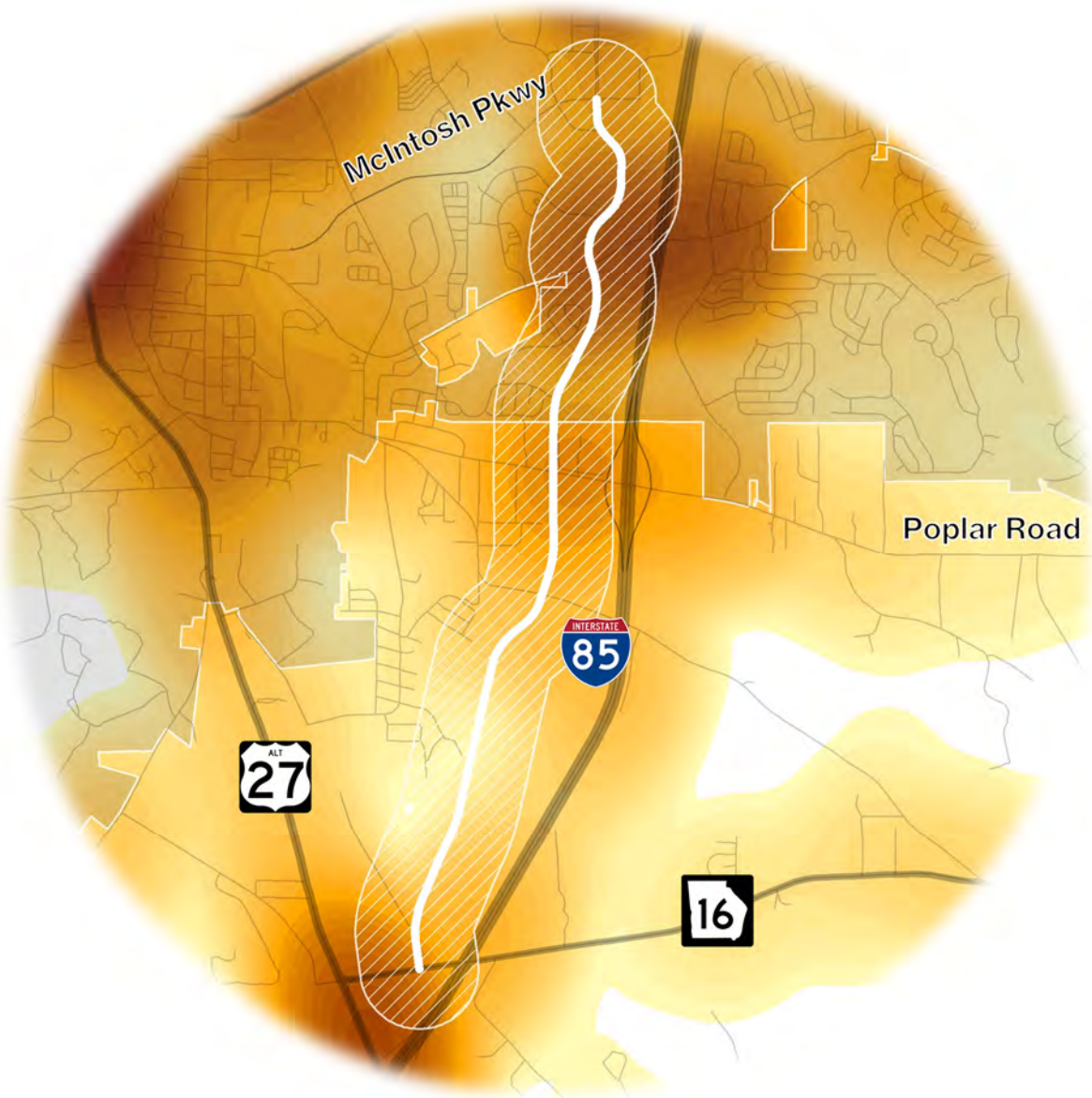
FIGURE 6: YEAR 2050 LEVEL OF SERVICE



Crashes

Crashes near the proposed corridor, from 2015 – 2019, are displayed in a heat map format on Figure 7 though it should be noted that time period includes both the opening of the southern half of the corridor (south of Turkey Lake Road) in 2016 and the opening of a new interchange to I-85 at Poplar Road just east of the corridor.

FIGURE 7: HEAT MAP OF CRASHES (2015-2019)





Active Transportation

Active transportation is defined by any self-propelled, human-powered mode of transportation, such as walking or bicycling. Longer distance walking trips are not currently viable on the corridor as sidewalks are mostly developer installed that are intermittent and disconnected as shown from the aerial photograph to the left. Disconnected sidewalks force pedestrians to make unnecessary and dangerous detours.

The multiuse LINC trail currently has a section along McIntosh Parkway that connects to a recently installed pedestrian bridge that provides access over I-85 as shown in the image below. A broader overall vision for LINC trail includes further connections towards Newnan to the west and further east into unincorporated Coweta County.

Sidewalks along the Newnan Crossing Bypass are usually limited to short sections that are built by developers in front of their developed properties. As a result, a connected system of sidewalks is dependent on contiguous development along the corridor.



A short section of the LINC trail is completed in the immediate vicinity of Newnan Crossing Bypass, crossing the corridor at McIntosh Parkway and providing connectivity across I-85.

IMAGE CREDIT: Friends of LINC

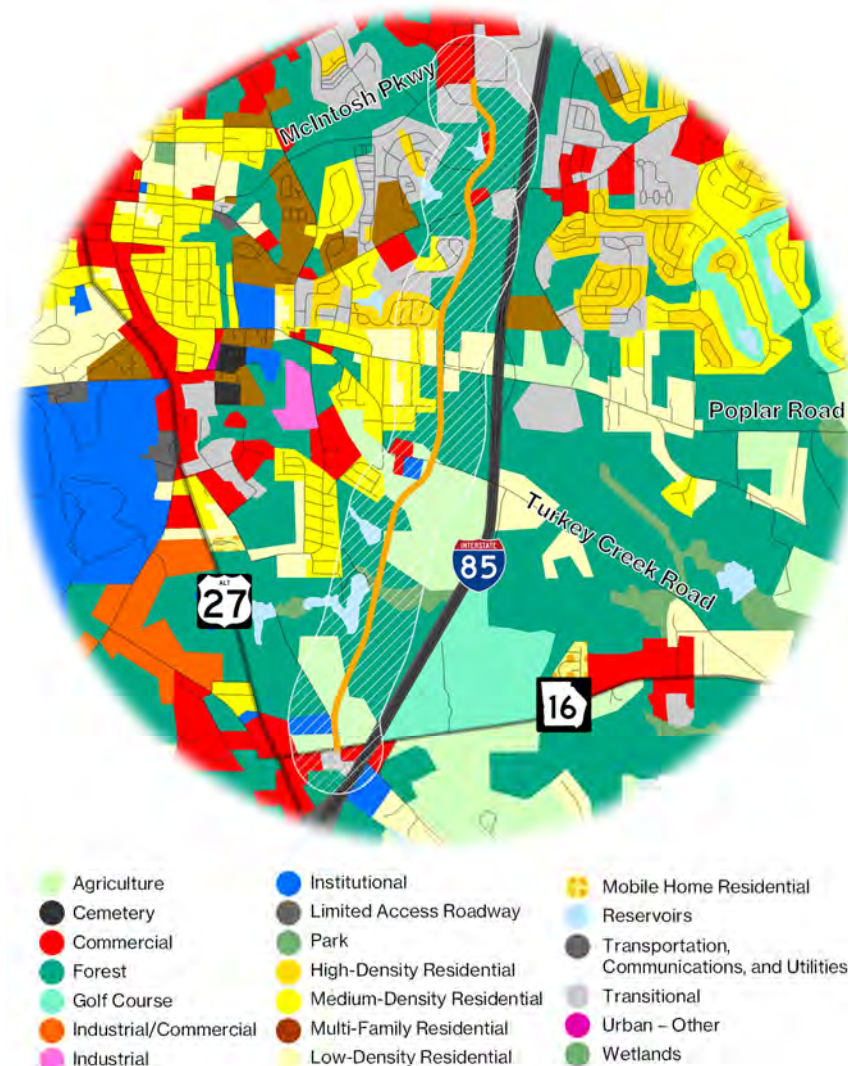
LAND USE

The land use conditions include how land is currently developed and the plan for guiding future development. Based on the existing land use and character areas it seems clear that there is a high probability for changes in the future due to the corridor being designated as a preferred growth area and the large amount of currently undeveloped land.

Existing Land Use

There is significant commercial development at Ashley Park at the northern end of the corridor which may limit opportunities for additional commercial development to be successful. While large portions of the corridor are currently undeveloped, there are development pressure for warehousing/distribution is occurring near SR 16 in the southern extent of the corridor.

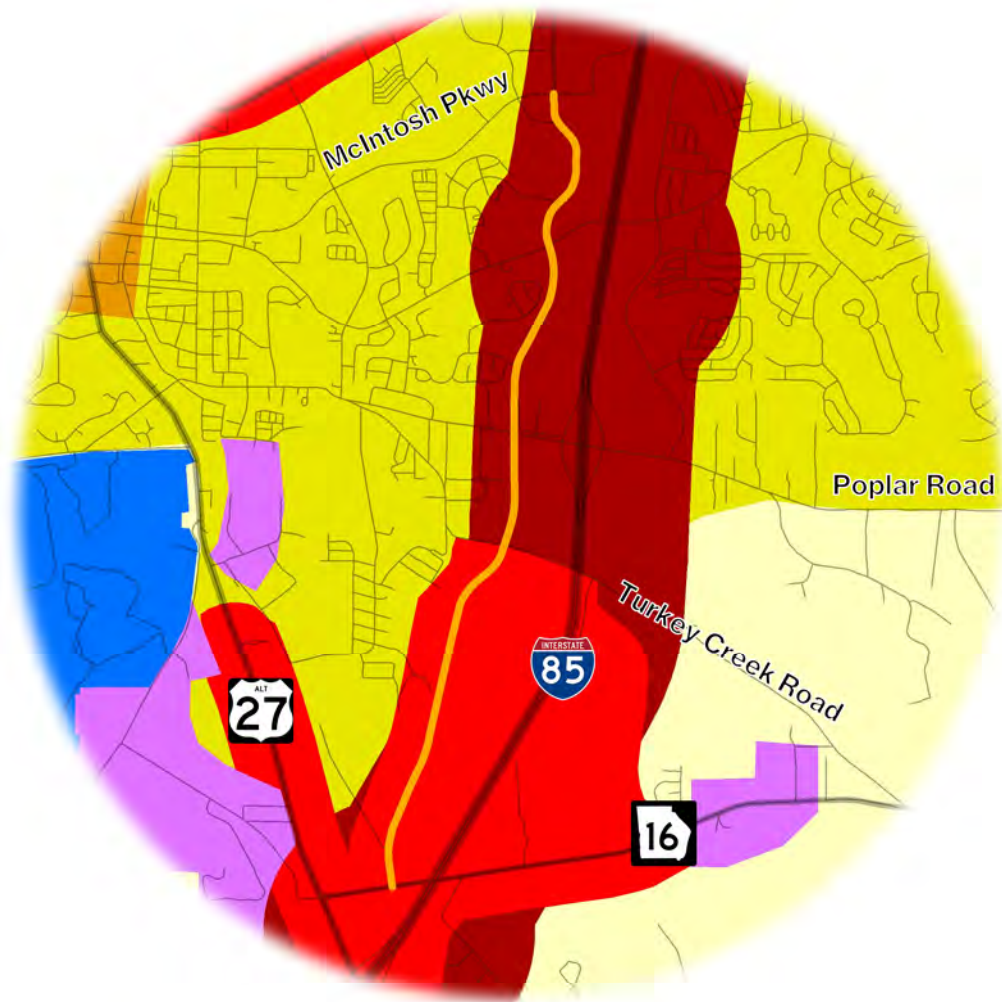
FIGURE 8: EXISTING LAND USE



Character Areas

Designated character areas are used in the County's Comprehensive Plan to guide the overall type of future development patterns without expressing specific zoning classifications. In the currently adopted version of the Comprehensive Plan (2016), the character areas immediately adjacent to the Newnan Crossing Bypass are designated as high intensity Interchange and Commercial areas.

FIGURE 9: CHARACTER AREAS



BUILT ENVIRONMENT

Auto oriented big box and commercial-oriented development are located on the corridor just north of McIntosh Parkway but along the stretch immediately to the south, there is only intermittent development consisting of hotel uses, medical, and single family residential. Further south at Poplar Road remains undeveloped but immediately to the east, Piedmont Hospital and I-85 the interchange are anchoring new auto-oriented development along Poplar Road. No frontage development exists south of Poplar Road towards SR 16.



Just north of McIntosh Parkway, Ashley Park is a large regional retail destination that is surrounded by additional retail oriented uses. This development pattern stops abruptly at McIntosh Parkway, with only intermittent development (non of it retail oriented) located to the south.

The intersection of Poplar Road and Newnan Crossing Bypass remains undeveloped, though significant development anchored by Piedmont Hospital is occurring immediately to the east along Poplar Road.



South at SR 16, the immediate environment is rural as depicted in this photograph of a church in the distant background. However, an interchange immediately to the south along Alt US 27 is host to several travel oriented uses such as gas stations, hotels, and fast food restaurants.

OPPORTUNITIES AND CONSTRAINTS

The Newnan Crossing Bypass corridor is within a designated "Growth Priority Area" as indicated in the forthcoming 2021 updates of the County's Comprehensive Transportation Plan and Comprehensive Plan. Despite this designation, large portions of the corridor are currently undeveloped. There has been development interest for constructing warehousing and distribution along the corridor, though recent applications have been met with community concerns and resistance. Likewise, significant commercial development exists in the northern part of the corridor and therefore additional commercial development could cannibalize such existing developments without additional corresponding residential and employment-oriented uses to provide a larger base of potential customers.

4. CORRIDOR WORKSHOPS

Workshops for the Newnan Crossing Bypass were held on May 24, 2021. For discussion and planning considerations, the corridor was broken into three segments (north, middle, and south), to reflect their existing and future distinct characters as guided by the corridor workshop input. Each corridor segment includes a development node that anchors each area with the North segment at McIntosh Pkwy, Middle segment at Poplar Rd, and the South segment at SR 16.

Overall, the plan framework results in a corridor that transitions from a commercially oriented town center and suburban character on the north end to a more suburban and pastoral character on the south end.

CHANGE & PRESERVE

A key element of the workshops was discussion and feedback on what elements of the area should be changed and what areas should be preserved.

McIntosh Parkway Node

Community input identified elements to preserve at McIntosh Parkway were urban landscaping, trees, walkability, quality development choices, and keeping the Bypass uncongested.

Elements to change at McIntosh Parkway include providing better traffic operations, more vegetation, and golf cart access to Highlands/Madison Park area.

Poplar Road Node

At Poplar Road and I-85, mobility, trees/landscaping, and access management were identified as elements to preserve.

Elements of change at Poplar Road include providing better quality development/building type, developing Commercial/Office/Retail/Restaurant land uses, and excluding Industrial and Warehousing land uses.

SR 16 Node

Supporting commercial development, keeping limited access to the Bypass, and lower building heights are elements to preserve in the SR 16 area.

Elements to change at SR 16 include adding a Gateway/Landscaping feature, creating a transition from Industrial land uses towards town center along US 27, and widening SR 16 to decrease current and future congestion.

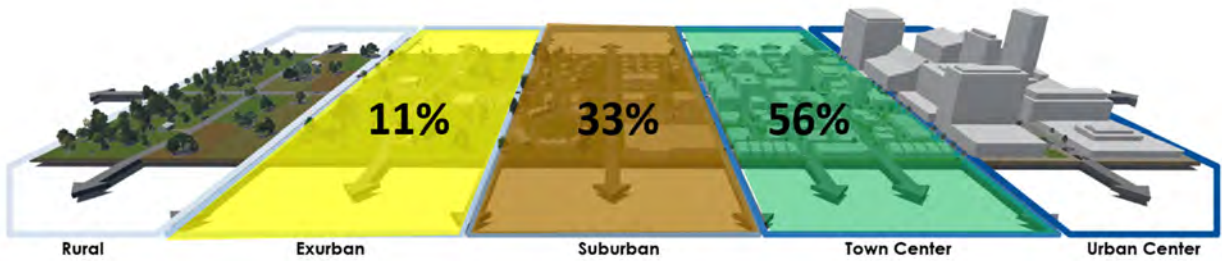
URBAN SCALE

Workshop participants provided input on the preferred scale of development in the nodes. Town Center was the majority preferred urban scale at McIntosh Parkway and Poplar Road. A suburban community scale is the preference for SR 16 area.

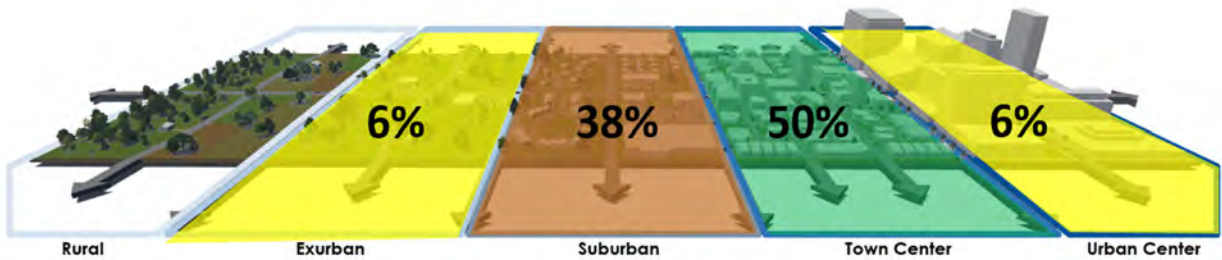
FIGURE 10 URBAN SCALE PREFERENCES



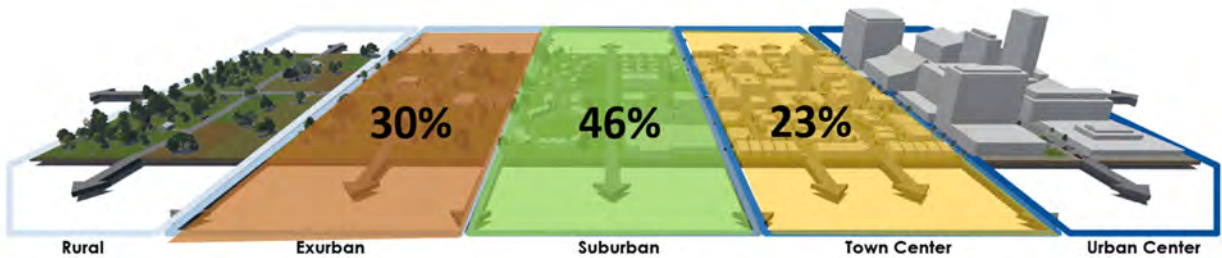
MCINTOSH PARKWAY NODE



POPLAR ROAD NODE



SR 16 NODE



BUILT ENVIRONMENT PREFERENCE EXERCISES

Additional exercises were conducted where workshop participants responded to various images of different land use types, public and open space settings, and streetscape environments. Key preferred images are provided below which can be used to illustratively suggest the type of environments that implementation measures such as development codes and roadway design element can seek to achieve.

FIGURE 11 IMAGE PREFERENCES



5. CORRIDOR LEVEL CONCEPTS

Through existing conditions review, data analysis, and input from workshop participants, several concepts were prepared and presented for additional feedback during an evening component to the Corridor Workshops. Based on that feedback, concepts were refined further and include the ideas presented in the following section for further consideration.

OVERALL CONCEPT

The overall concept envisions three distinct segments along the corridor anchored by major nodes of activity at McIntosh Parkway, Poplar Road, and SR 16. The first segment south of McIntosh Parkway incorporates a mixed use vision to compliment the commercial oriented developments at and around Ashley Park. Further south, a segment anchored by Poplar Road considers opportunities for additional mixed use while also specifically incorporating office and medical uses consistent with nearby Piedmont Hospital. The southernmost segment is envisioned as more residentially and suburban oriented with a smaller mixed use node at SR 16.

FIGURE 12 OVERALL CONCEPT





FORMALIZE ACCESS MANAGEMENT

Formalize access management along the Bypass for a goal of ¼ mile spacing for full median openings. The benefit of access management is to increase capacity on the Bypass, manage congestions, and reduce crashes. Median treatments offer significant safety benefits from access management techniques

FIGURE 13 ACCESS MANAGEMENT SYSTEM

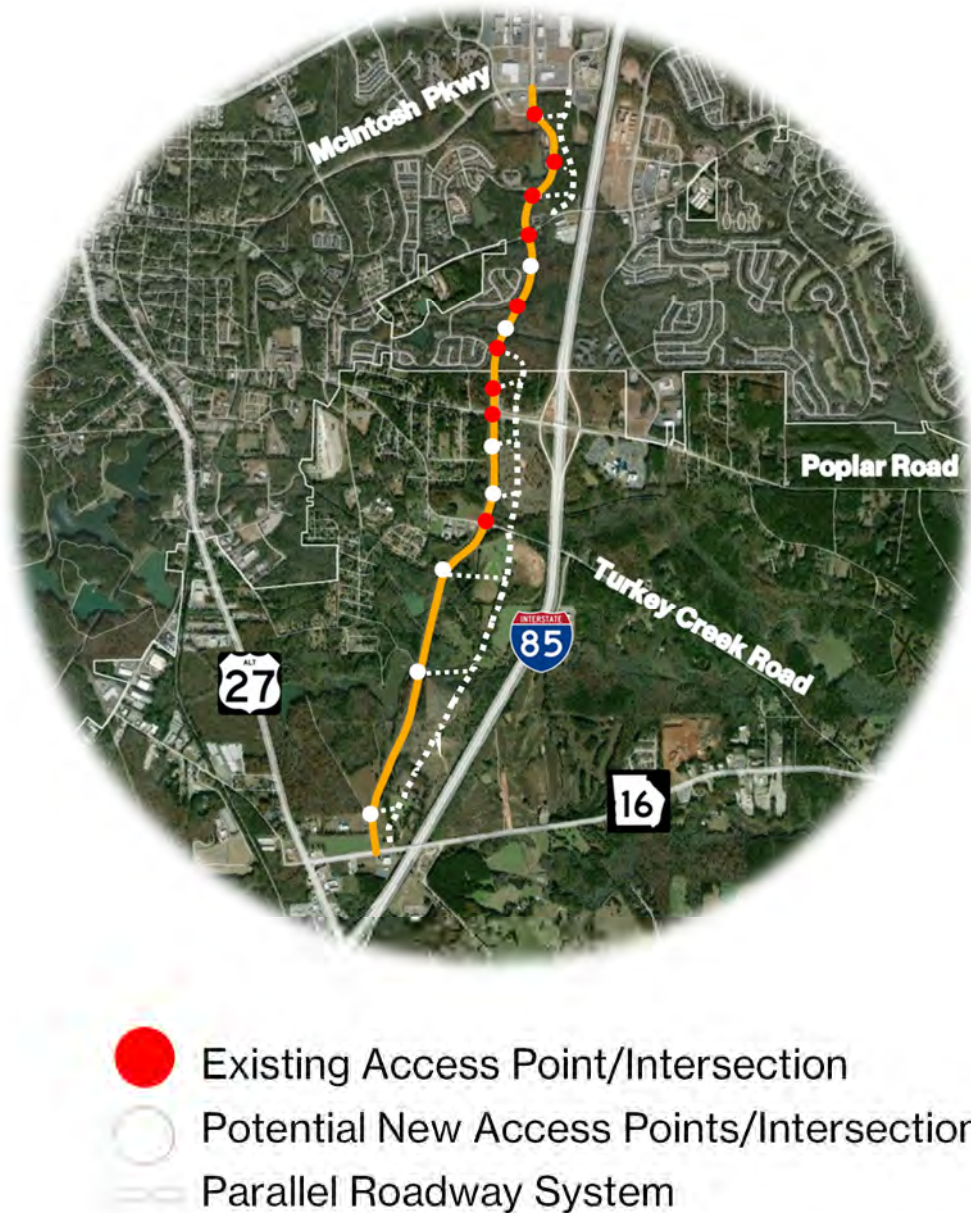


-  Existing Access Point/Intersection
-  Potential New Access Points/Intersections

POTENTIAL NEW CONNECTIONS

Maintain mobility on the Bypass by serving local land uses through a connected parallel road system that could serve short local trips. This system would in effect be internal to future developments located along the corridor, allowing short local trips to potentially avoid Newnan Crossing Bypass altogether, thus further preserving the capacity and convenience for longer regional trips to utilize the corridor, which was a key point expressed by the community during the Corridor Workshop. As Figure 14 below implies, this system would complement the access management system envisioned on the corridor itself.

FIGURE 14 ACCESS MANAGEMENT SYSTEM



VEHICULAR MOBILITY

The access management and parallel road system will be further enhanced by coordinating traffic signal timings along the corridor to aid in avoiding unnecessary stops and improve air quality. Traffic signal timing determines the coordination of timing between signal locations and the sequence of operation and assigns green time to each approach at an intersection while considering time for pedestrians and other users. Because the corridor is mostly undeveloped today, signal locations are limited to major intersection crossings. However, as development occurs the need for signaling key access points in and out of development is likely and should utilize the access management system as a general guide for where such locations are appropriate.

NEW PEDESTRIAN AND BICYCLE CONNECTIONS

With limited and disconnected pedestrian facilities along the corridor today, there is an opportunity to expand the LINC trail concept as a sidepath on the west side of Bypass between McIntosh Parkway and Poplar Road, providing additional connectivity to the emerging developments around Piedmont Newnan Hospital. This concept also includes an additional pedestrian bridge over Interstate 85 near Poplar Road that can act as a key link in providing a loop mechanism in the LINC trail system by a second connection to a segment envisioned along Newnan Crossing Boulevard on the east side of I-85.

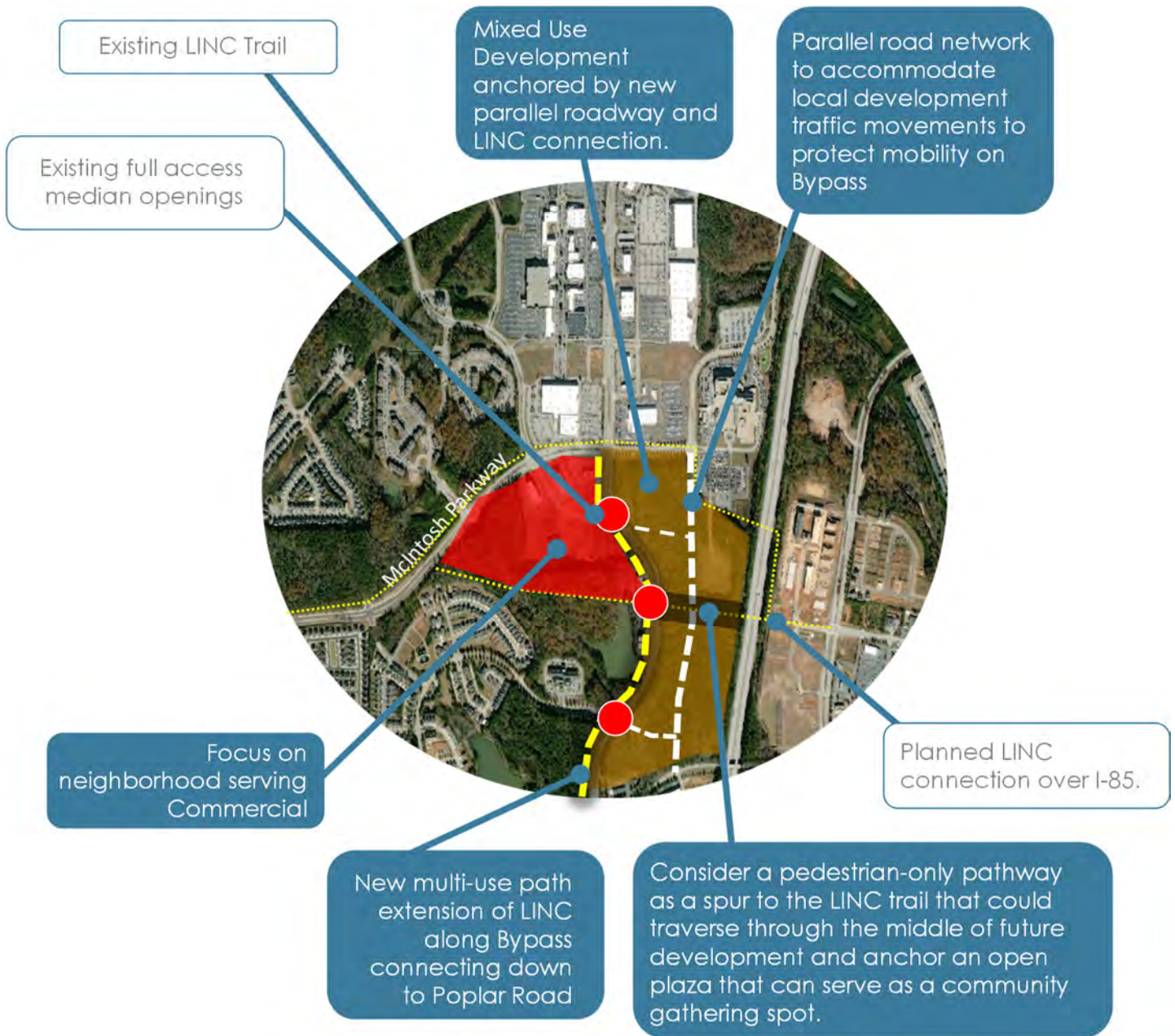
FIGURE 15 EXTENSION OF LINC TRAIL ALONG NEWMAN CROSSING BYPASS & POPLAR RD



MCINTOSH PARKWAY NODE DEVELOPMENT CONCEPT

Future development at McIntosh Parkway is envisioned to support walkability, urban landscaping, and keeping congestion off the Bypass and with an overall concept depicted in Figure 16 below.

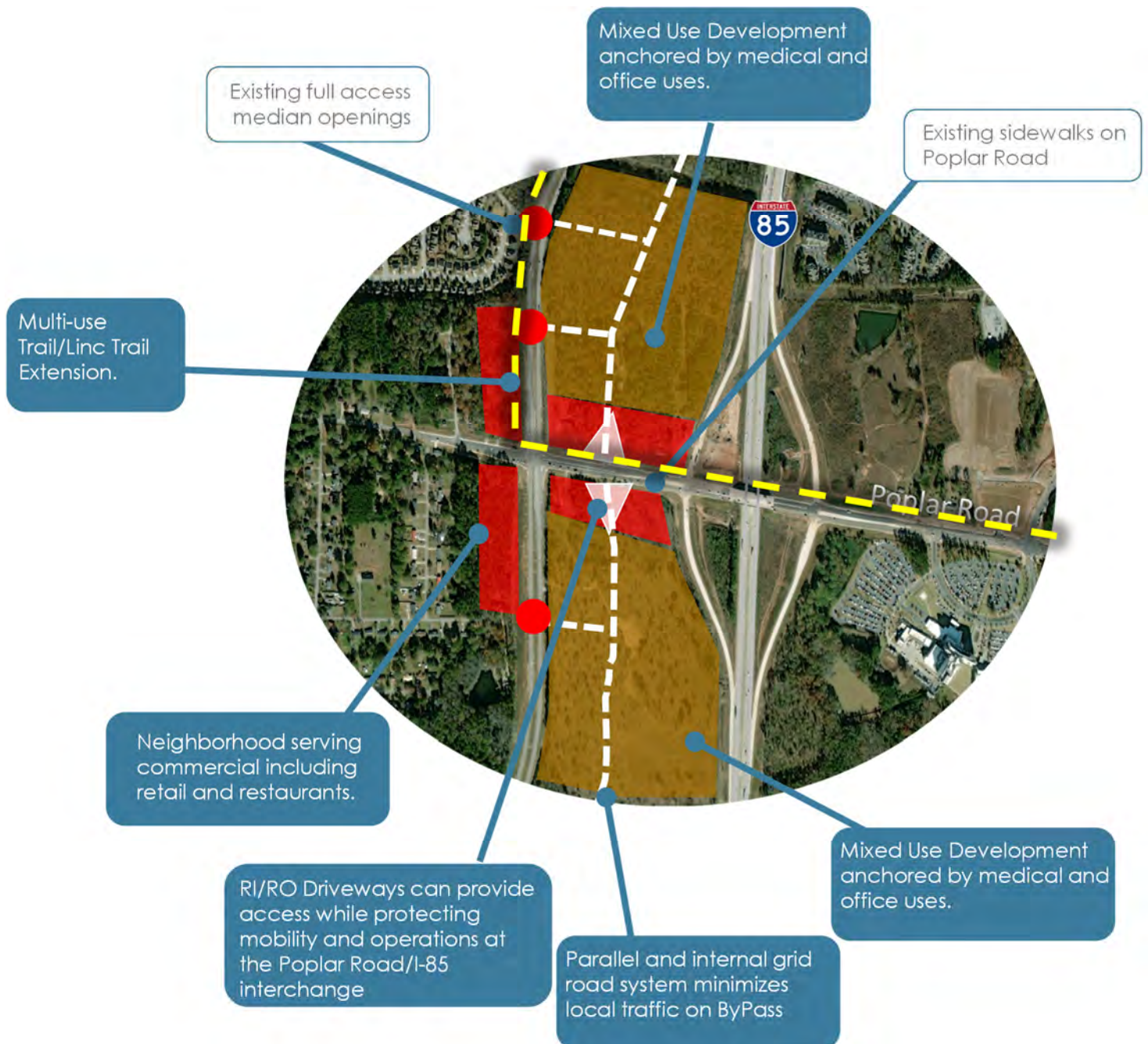
FIGURE 16 MCINTOSH PARKWAY NODE DEVELOPMENT CONCEPT



POPLAR ROAD NODE DEVELOPMENT CONCEPT

Development at Poplar Road will preserve mobility, trees and landscaping, and access management on the Bypass, while incorporating new mixed use and medically oriented development and a potential expansion of the LINC trail as depicted in Figure 17 below.

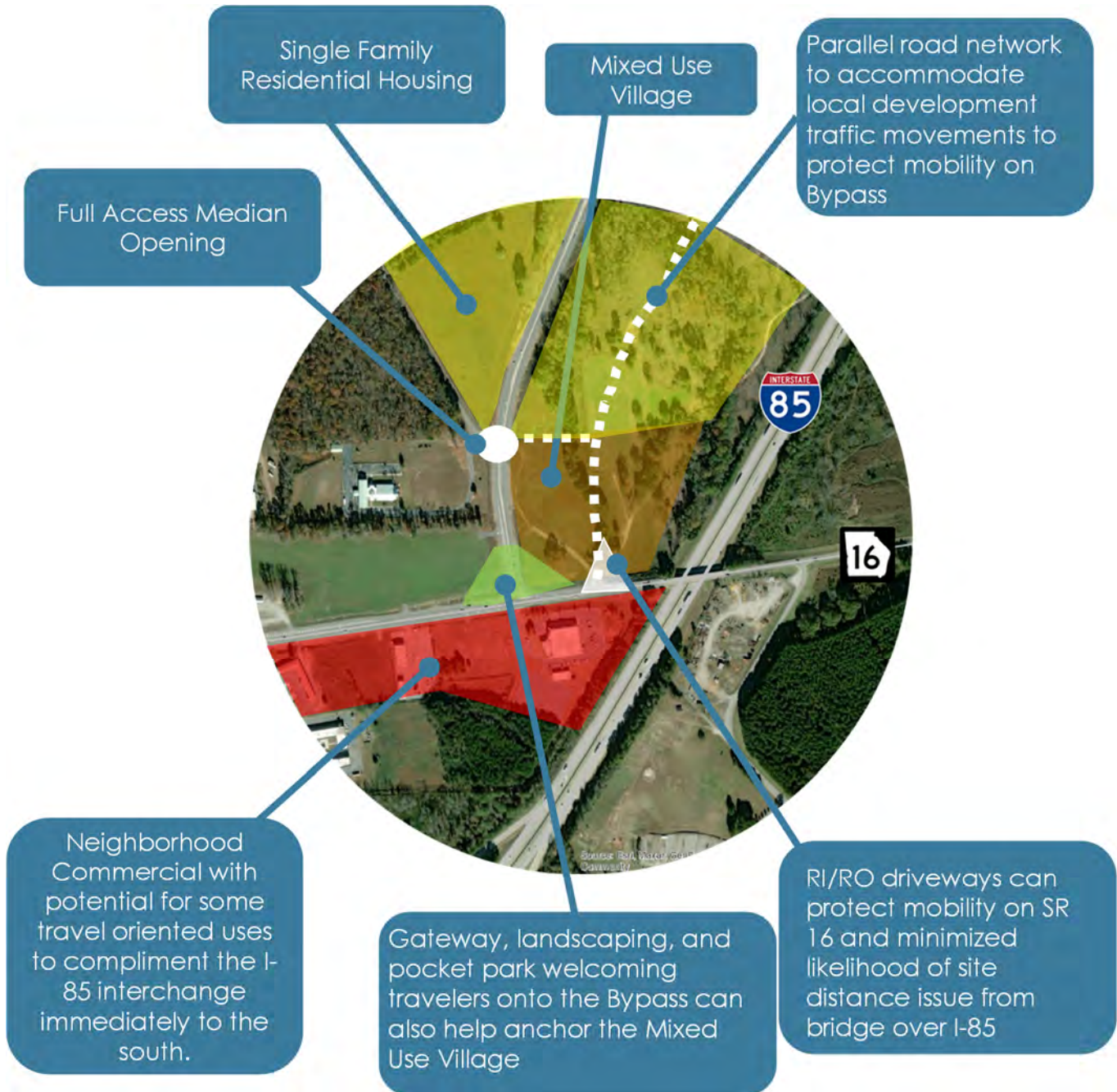
FIGURE 17 POPLAR ROAD NODE DEVELOPMENT CONCEPT



SR 16 NODE DEVELOPMENT CONCEPT

SR 16 future development will support limited commercial development with single family residential envisioned to the north.

FIGURE 18 SR 16 NODE DEVELOPMENT CONCEPT



INFRASTRUCTURE CONSIDERATIONS

As depicted in this vision, the concept includes several infrastructure considerations. These recommendations are further summarized in the table below.

Name	Project Type	From	To	Description
Newnan Crossing Bypass	Multiuse Trail	McIntosh Parkway	Poplar Road	Extend LINC trail along the west side of Newnan Crossing Bypass.
Poplar Road	Multiuse Trail	Newnan Crossing Bypass	Piedmont Newnan Hospital	Extend LINC trail across I-85 to connect to Piedmont Newnan Hospital.
Newnan Crossing Bypass Access Road Network	New Roadways east of Newnan Crossing Bypass	McIntosh Parkway	Lower Fayetteville Road	Parallel 2-lane access road network for better interparcel access.
Newnan Crossing Bypass Access Road Network	New Roadways east of Newnan Crossing Bypass	Lakeshore Parkway	SR 16	Parallel 2-lane access road network for better interparcel access.



US 29

August 2021

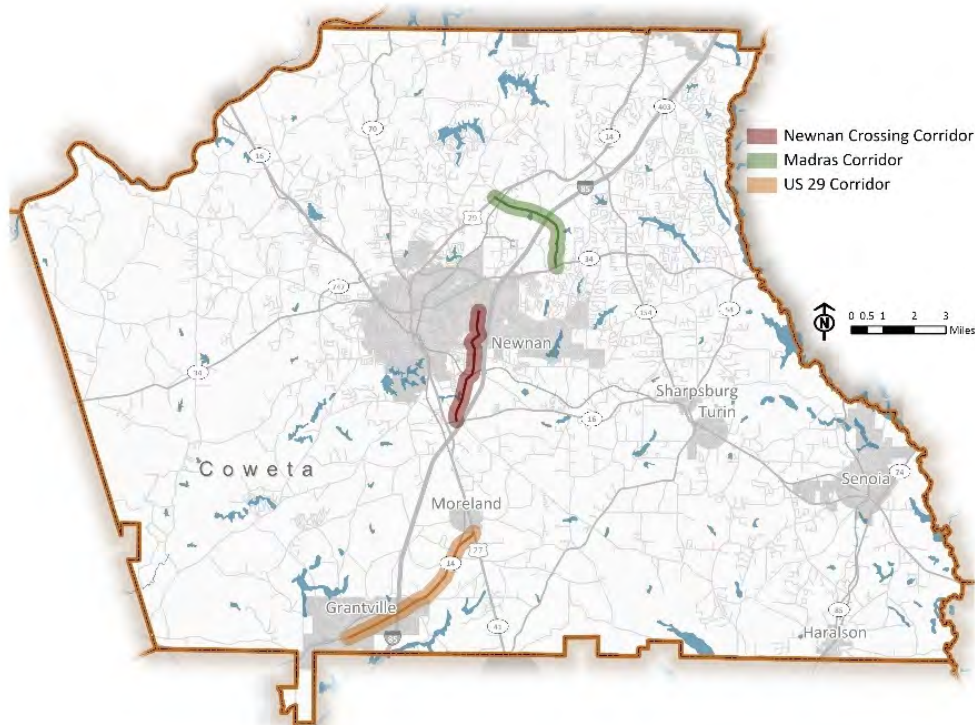
1. INTRODUCTION

As part of the Coweta CTP and Comprehensive Plan updates, three corridors were selected for a more focused assessment of how these areas could develop and change in the future in order to articulate an overall vision for their future. In effect, these assessments seek to answer: How does the community want the corridor to change? What should be preserved?

Therefore, it is important to note that these corridor studies are high-level 20+year visions for the future. There is no funding for any projects at this time, and no changes to zoning or regulations are currently recommended at this stage.

Three corridors were selected for assessment: 1) **US 29** 2) the **Newnan Crossing Bypass**, and 3) the **Madras Connector**.

FIGURE 1: CORRIDOR STUDY LOCATIONS



US 29

Corridor with a rural character in the southern half of Coweta County.

Newnan Crossing

Area with potential for more intense development.

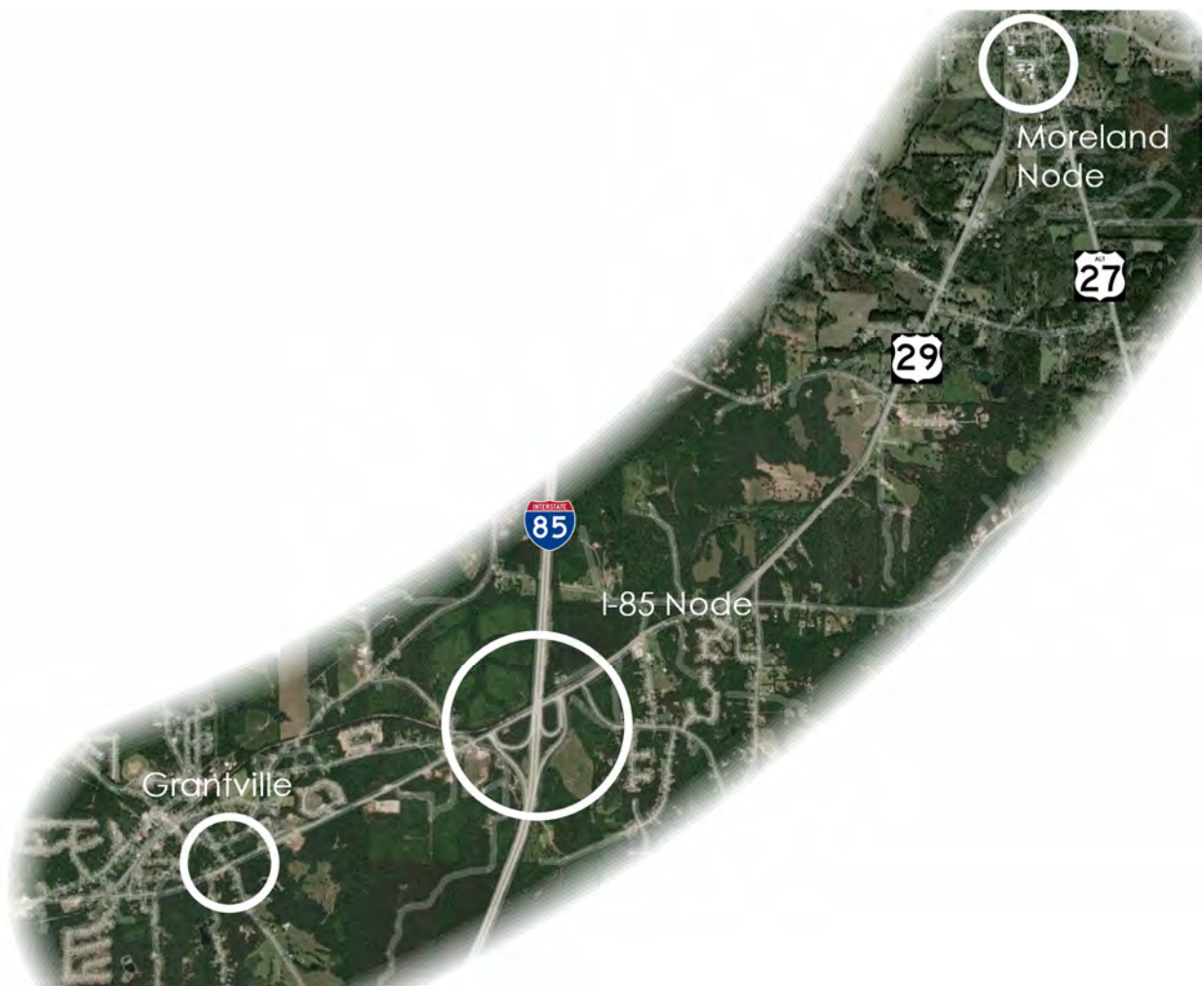
Madras Connector

Planned new roadway and interchange connection with potential to significantly change existing land use.

This memorandum focuses on the US 29, which extends from Lone Oak Road in Grantville to the US 27 split in Moreland including the I-85 Interchange and unincorporated Coweta County.

There is excellent transportation access and a significant amount of undeveloped land. This corridor was chosen for detailed review due to its overall rural nature and location within the Rural Conservation and Growth Maintenance designations of the Coweta Growth Framework as part of both the forthcoming (2021) updates to the Coweta County Comprehensive Transportation Plan and Comprehensive Plan.

FIGURE 2: US 29 CORRIDOR OVERVIEW



2. STUDY PROCESS

The study process was conducted in three major phases as described below.

SITE VISIT & DATA COLLECTION

The process began with a site visit by members of the study team, research into the history and development of the area, and data collection to understand the existing and planned transportation system and development regulatory environment.

COMMUNITY WORKSHOP

Virtual one-day workshops were held for each study area during successive weeks. The workshops were designed to present the existing development and transportation context in the study areas, discuss opportunities and constraints, and to gather community input on preferences regarding the urban scale, built environment, land use, greenspace, and other amenities. Input on many of these ideas and concepts was collected via real time voting systems to understand the intensity (or lack thereof) of support. The development concepts presented to interested residents and County staff in the following pages are a result of this community input on May 17, 2021. There were thirty-one participants in the noon workshop session and twelve participants for the evening workshop.

DOCUMENTATION

Following the workshop, the study team further refined the concept based on the feedback received and began the process of documenting the corridor vision and concepts depicted in this report.

3. EXISTING CONDITIONS

As a framework for the study process, the study team established an understanding of existing conditions as indicated in the following section.

TRANSPORTATION

A review of transportation conditions included understanding existing and future traffic volumes, crashes, and congestion.

Traffic Volumes

The Atlanta Regional Commission's Regional Travel Demand Model was used to assess traffic volumes along the corridor for future horizon year (2050). The Atlanta Regional Commission's Regional Travel Demand Model was used to assess traffic volumes (vehicles per day) along the corridor for both current (2020) and future years (2050). These model estimates reveal a relatively low-volume corridor due in part to limited land use development in the immediate vicinity.

Congestion

Traffic engineers and planners use a performance measure known as Level of Service (LOS) to reflect the presence and severity of traffic congestion. This scale ranges from A to F, with LOS A reflecting free-flow conditions and LOS F reflecting extreme congestion where the roadway volume exceeds the capacity of the roadway design. Level of Service (LOS) shows potential challenges in congestion on US 29 west of I-85 in both existing and future conditions.

FIGURE 3: YEAR 2020 TRAFFIC VOLUMES

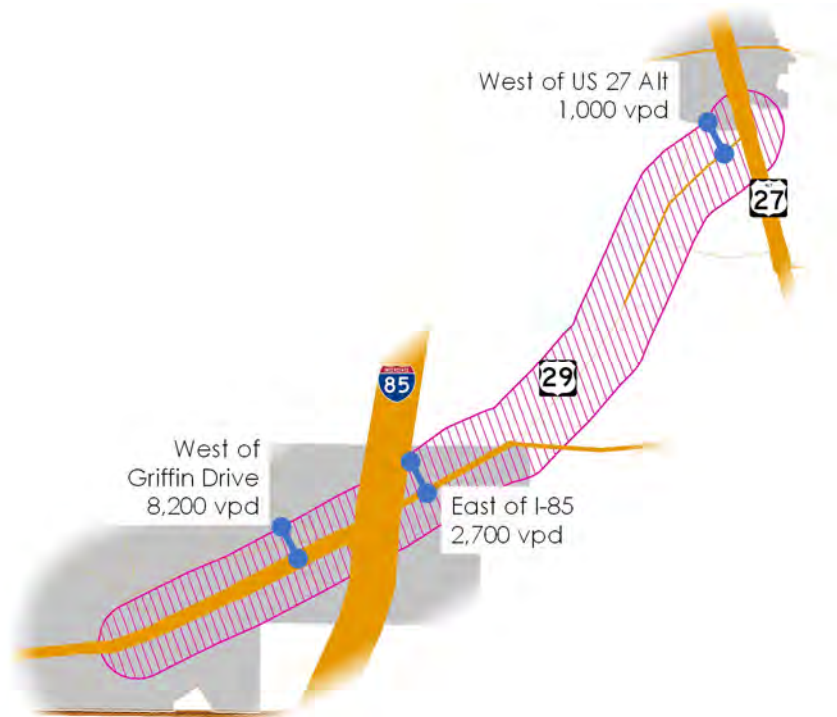


FIGURE 4: YEAR 2050 TRAFFIC VOLUMES



FIGURE 5: YEAR 2020 LEVEL OF SERVICE

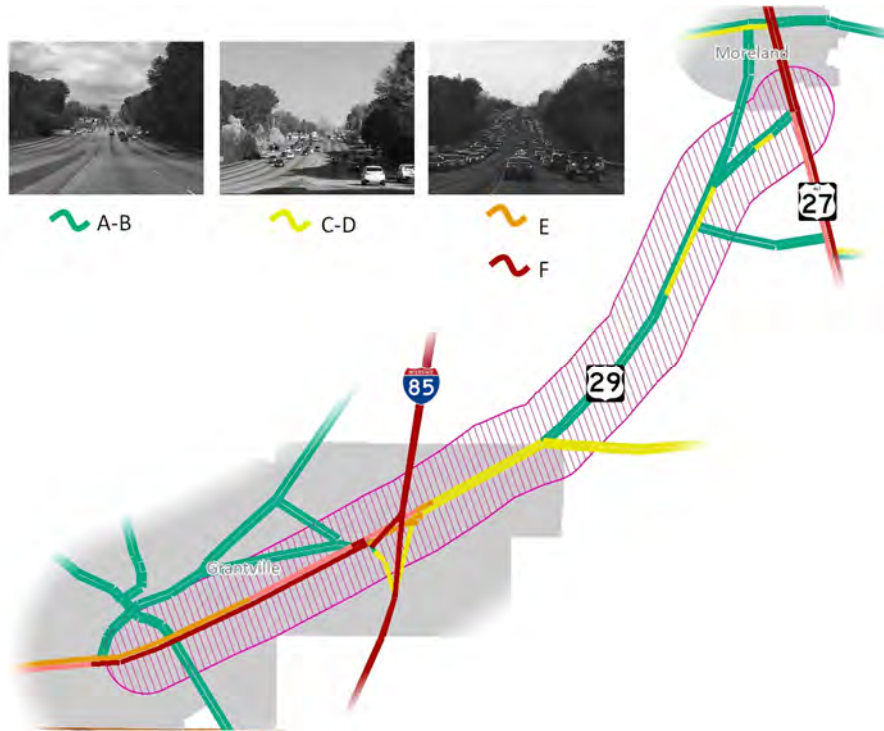
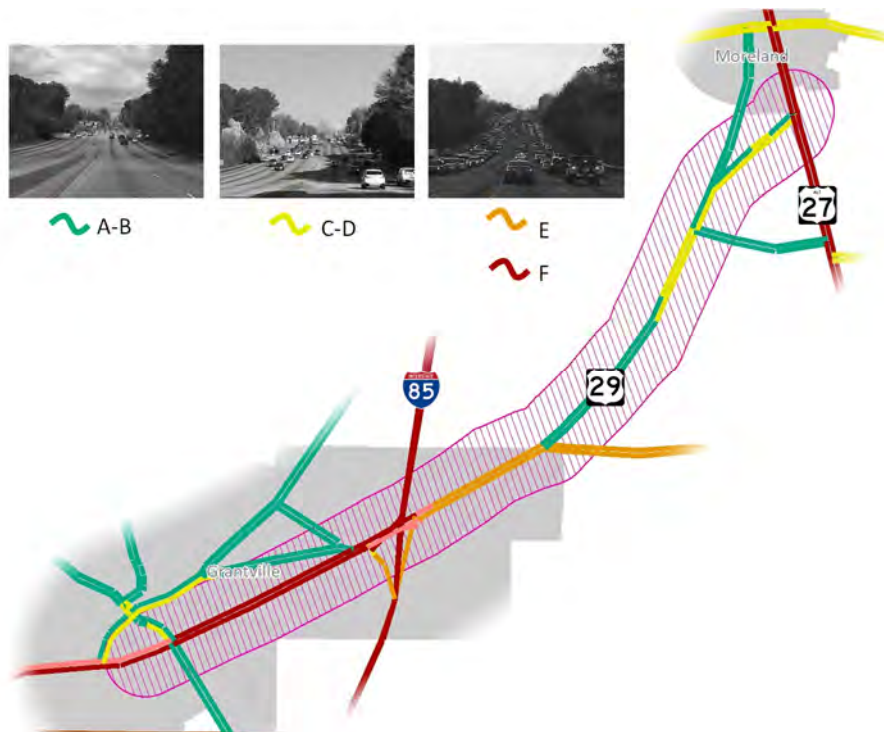


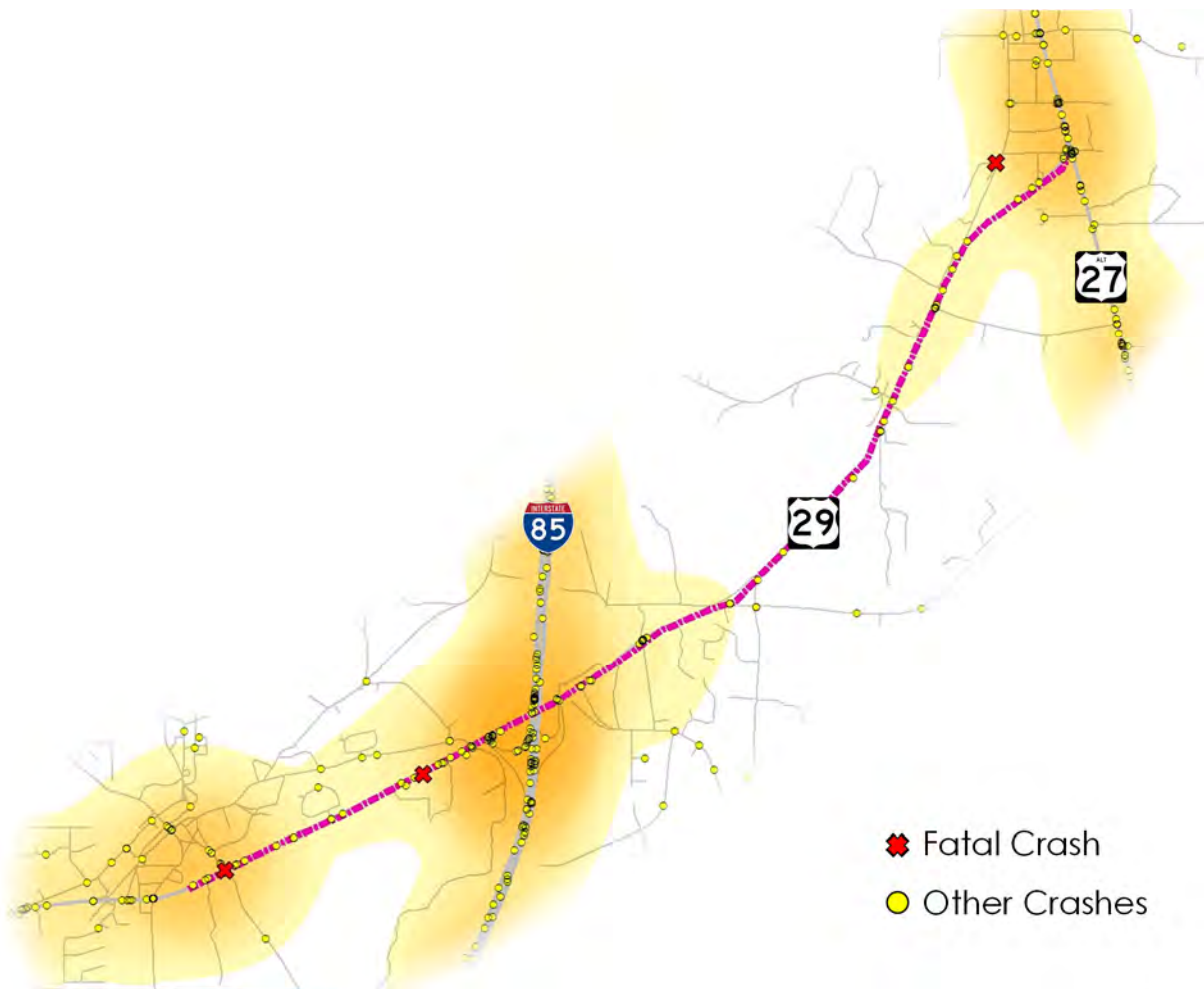
FIGURE 6: YEAR 2050 LEVEL OF SERVICE



Crashes

Crashes along the US 29 Corridor cluster around the I-85 Interchange with one fatality on the west. Similarly, the Lone Oak Road intersection has multiple crashes going into Grantville with a fatality crash at the intersection. US 29 going into Moreland has a scattering of crashes with more significant crashes along US 27 and a fatality crash off Main Street.

FIGURE 7: HEAT MAP OF CRASHES (2015-2019)



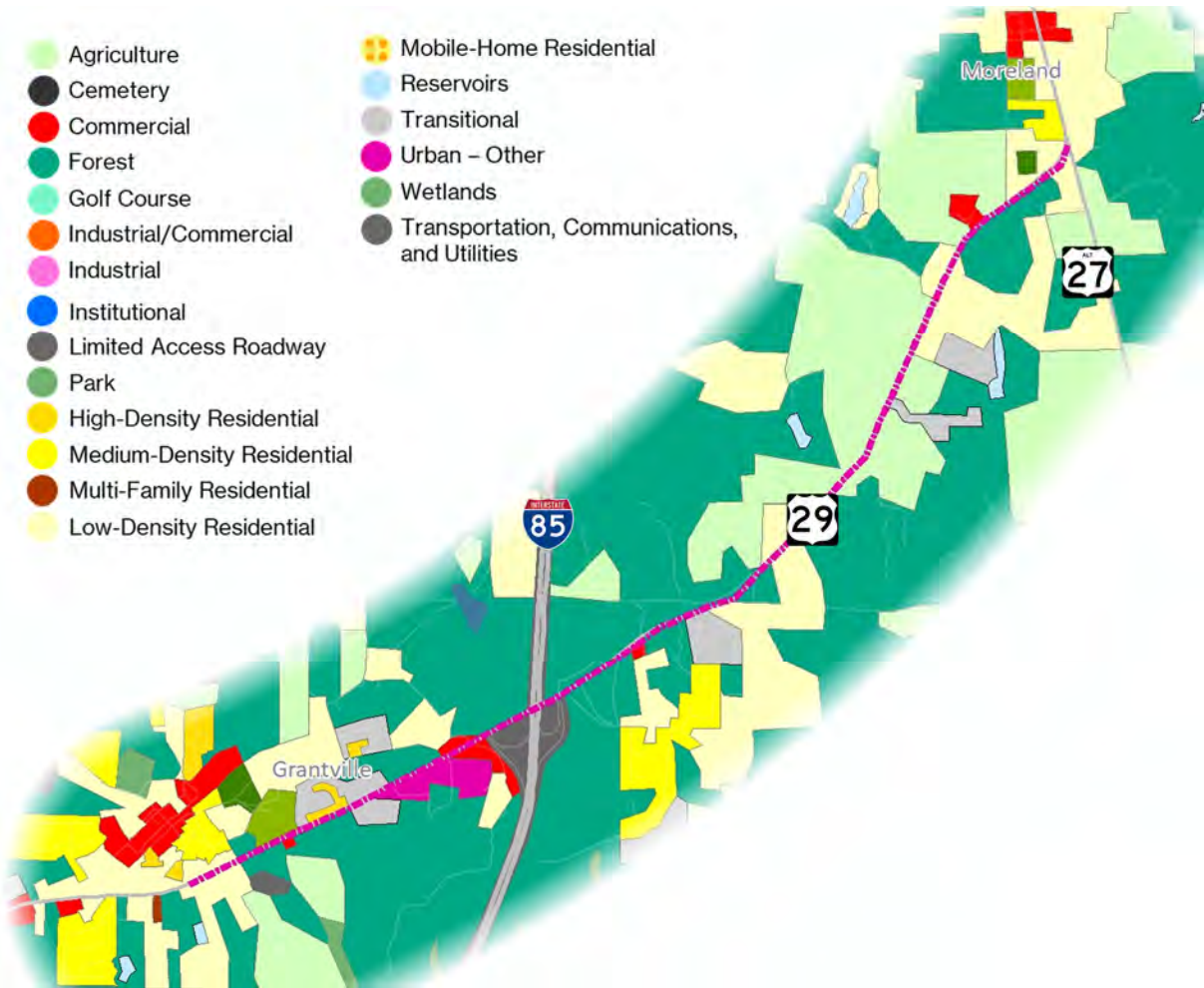
LAND USE

The land use conditions include how land is currently developed and the plan for guiding future development.

Existing Land Use

Much of the corridor is undeveloped with the exceptions of nodes near Grantville, at I-85, and in Moreland.

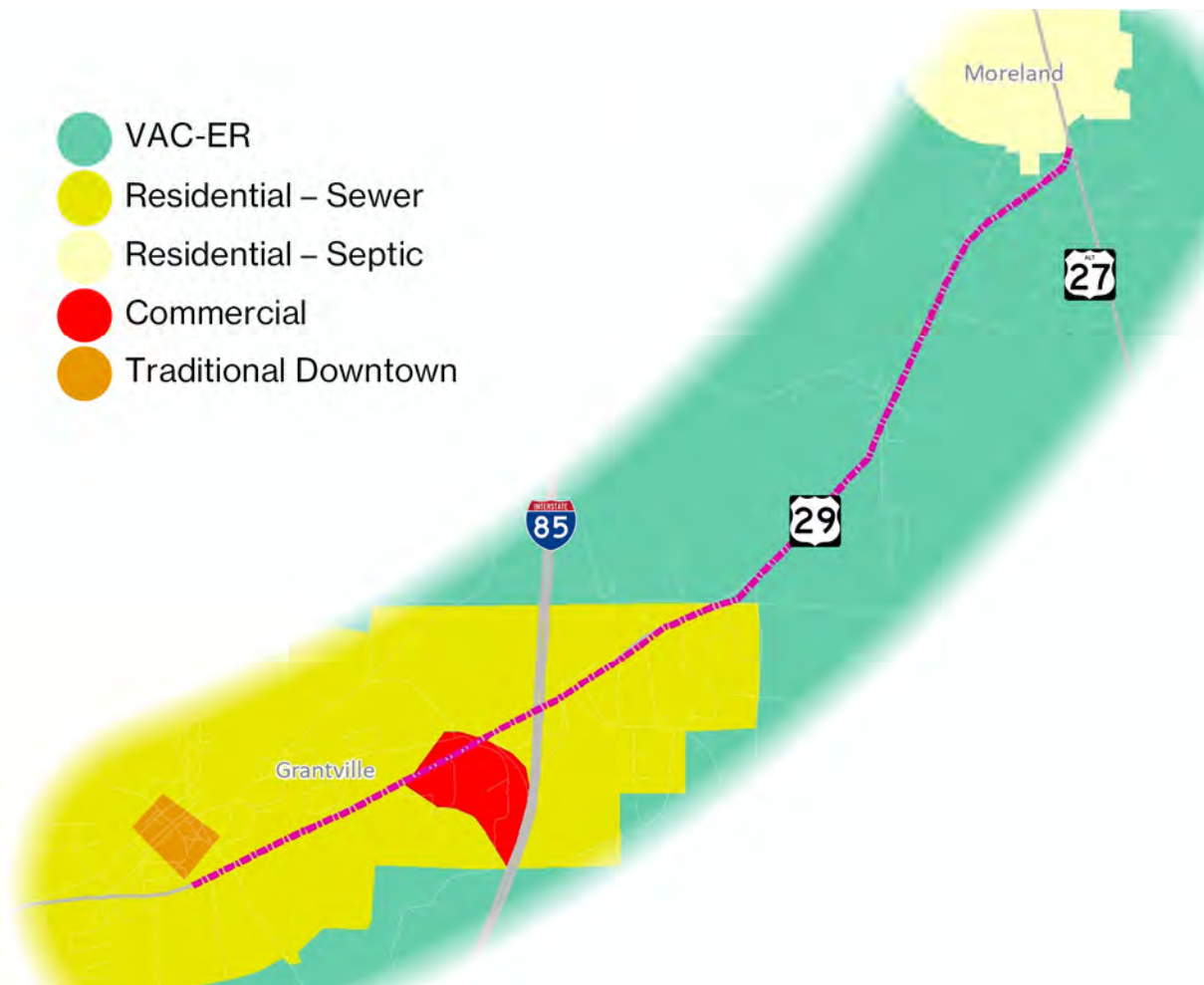
FIGURE 8: EXISTING LAND USE



Character Areas

Designated character areas are used in the County's Comprehensive Plan to guide the overall type of future develop patterns without expressing specific zoning classifications. The character areas immediately adjacent to the US 29 consists mostly of residential and VAC-ER designations. There is commercial node near the I-85 interchange and a traditional downtown designation for Downtown Grantville.

FIGURE 9: CHARACTER AREAS



BUILT ENVIRONMENT



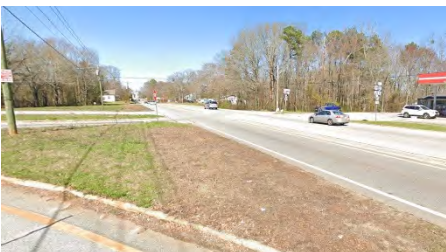
Narrow road conditions at Lone Oak Road which along with high speeds on US 29 and a topographical drop off on the side of the road may contribute to safety issues. The intersection is signed as a "dangerous intersection"

There are also several historic homes in the area around Grantville..



The US 29 interchange at I-85 is host a few assorted travel oriented uses such as gas stations.

East of I-85, the railroad runs parallel on the northside of US 29 through a rural environment of farms and limited residential uses.



At Moreland, US 29 approaches US 27 in a complicated angled unsignalized intersection that is anticipated to be replaced by a roundabout

4. CORRIDOR WORKSHOPS

Workshops for the Newnan Crossing Bypass were held on May 17, 2021. For discussion and planning considerations, the corridor was broken into three nodes (Lone Oak Road, I-85 Interchange, and Moreland), to reflect their existing and future distinct characters as guided by the corridor workshop input.

Overall, the plan framework recommends keeping the existing rural character of the corridor with the most dramatic likelihood of development change potentially occurring at the I-85 interchange node.

CHANGE & PRESERVE

A key element of the workshops was discussion and feedback on what elements of the area should be changed and what areas should be preserved.

Moreland Node

In Moreland, the community indicated that the area should be preserved as a single-family residential node.

I-85 Node

Around the I-85 interchange, the community indicated some limited desire for changes for more commercial land uses serving local residents. Elements of preservation were related to keeping traffic moving.

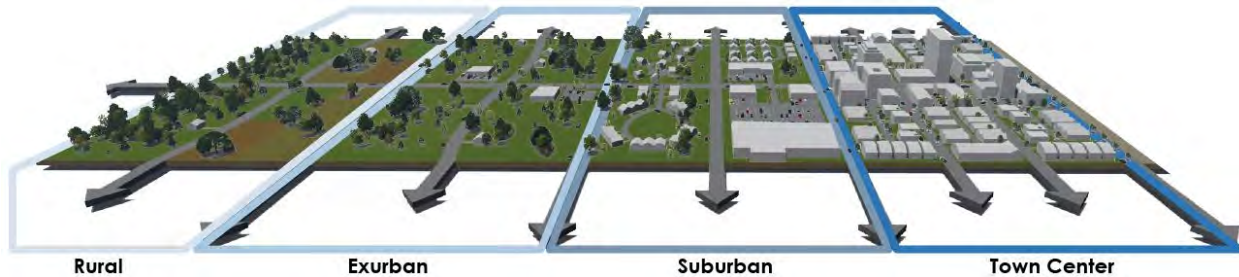
Lone Oak Road Node

At Lone Oak the workshop participants wanted to preserve the historic housing in the area. Elements of change included a need for vehicular safety improvements at the intersection.

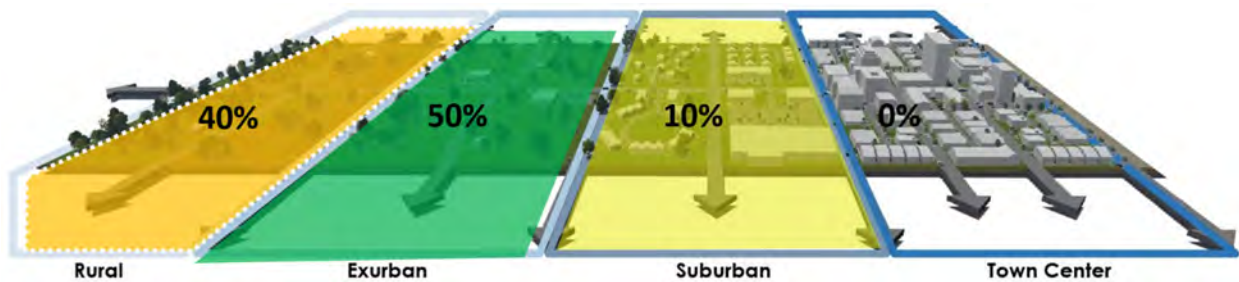
URBAN SCALE

Workshop participants provided input on the preferred scale of development in the nodes. The preferred urban scale at Lone Oak was clearly for exurban. At the I-85 interchange, the preferred urban scale was exurban. Exurban scale was preferred by the majority at Moreland. As a whole the community sees this as a low intensity corridor.

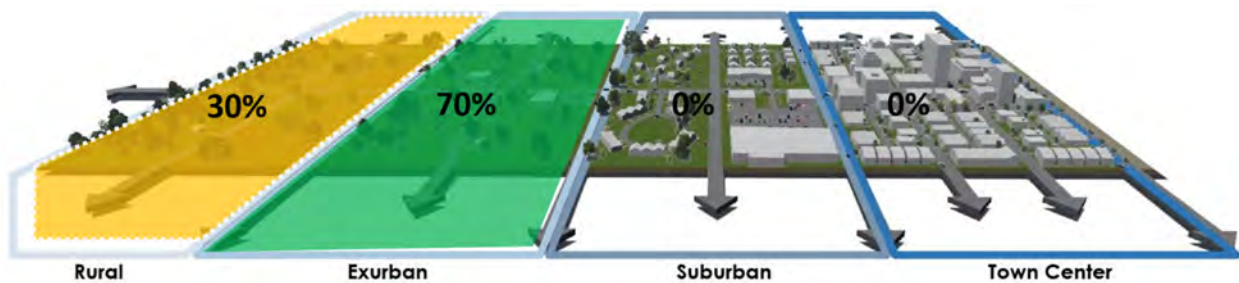
FIGURE 10 URBAN SCALE PREFERENCES



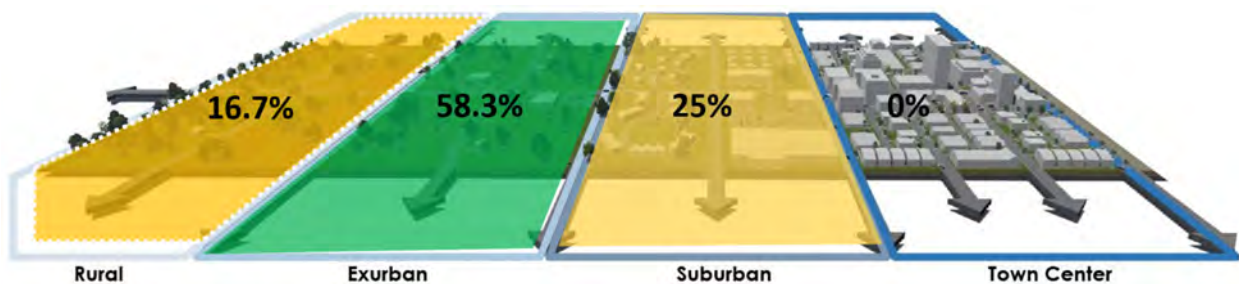
MORELAND NODE



I-85 NODE



LONE OAK ROAD NODE



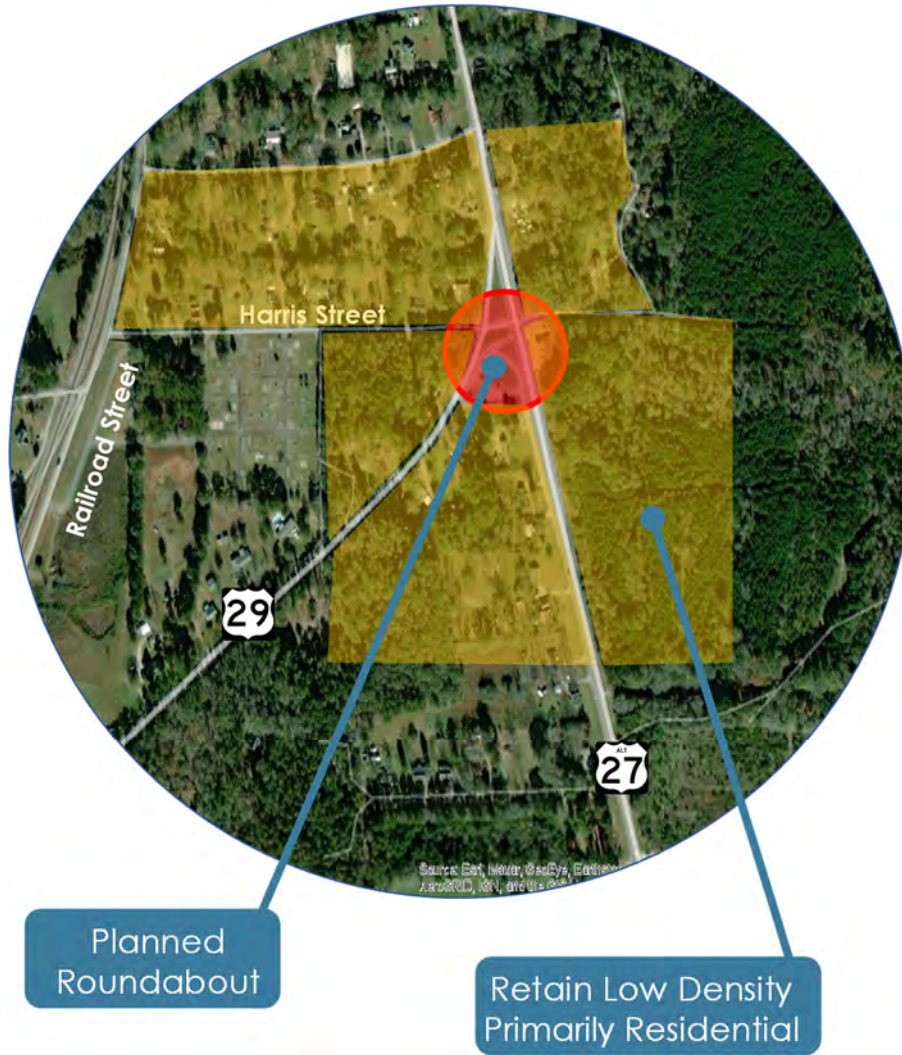
5. CORRIDOR LEVEL CONCEPTS

Through existing conditions review, data analysis, and input from workshop participants, several concepts were prepared and presented for additional feedback during an evening component to the Corridor Workshops. That feedback emphasized a desire to mostly preserve the corridor as it is today. Therefore concepts were refined to show a combination of land use and transportation options at the key nodes as presented in the following section for further consideration.

MORELAND NODE DEVELOPMENT CONCEPT

Preservation of the Moreland node was emphasized, with a upcoming GDOT roundabout improvement being the only effective change desired.

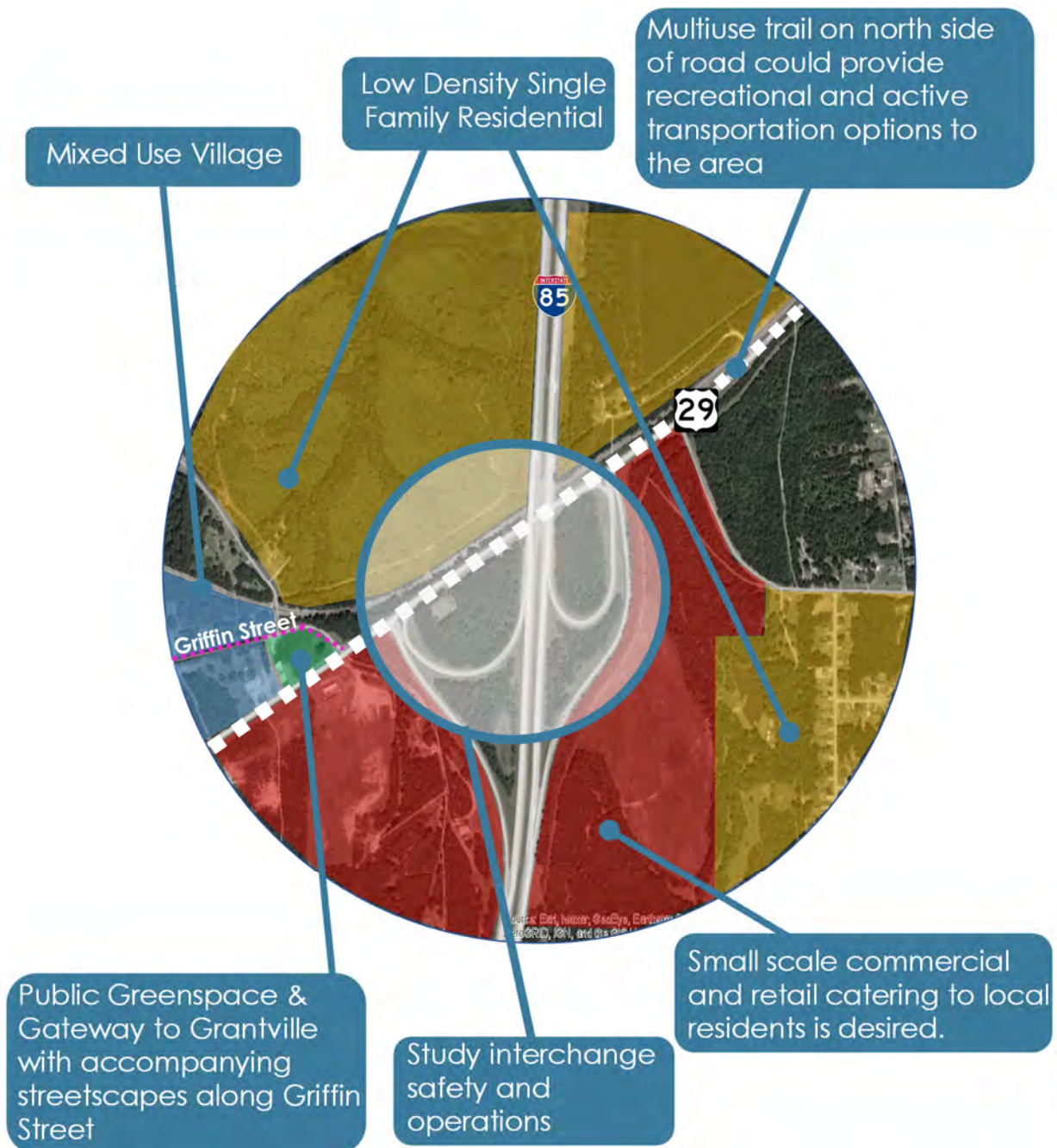
FIGURE 11 MORELAND NODE DEVELOPMENT CONCEPT



I-85 NODE DEVELOPMENT CONCEPT

The I-85 node incorporates more opportunity for subtle changes including several transportation options (streetscaping along Griffin Street, studying interchange safety and operations) and addressing land use by developing a gateway/mixed use concept into Grantville to the west and incorporating some limited commercial uses at the interchange.

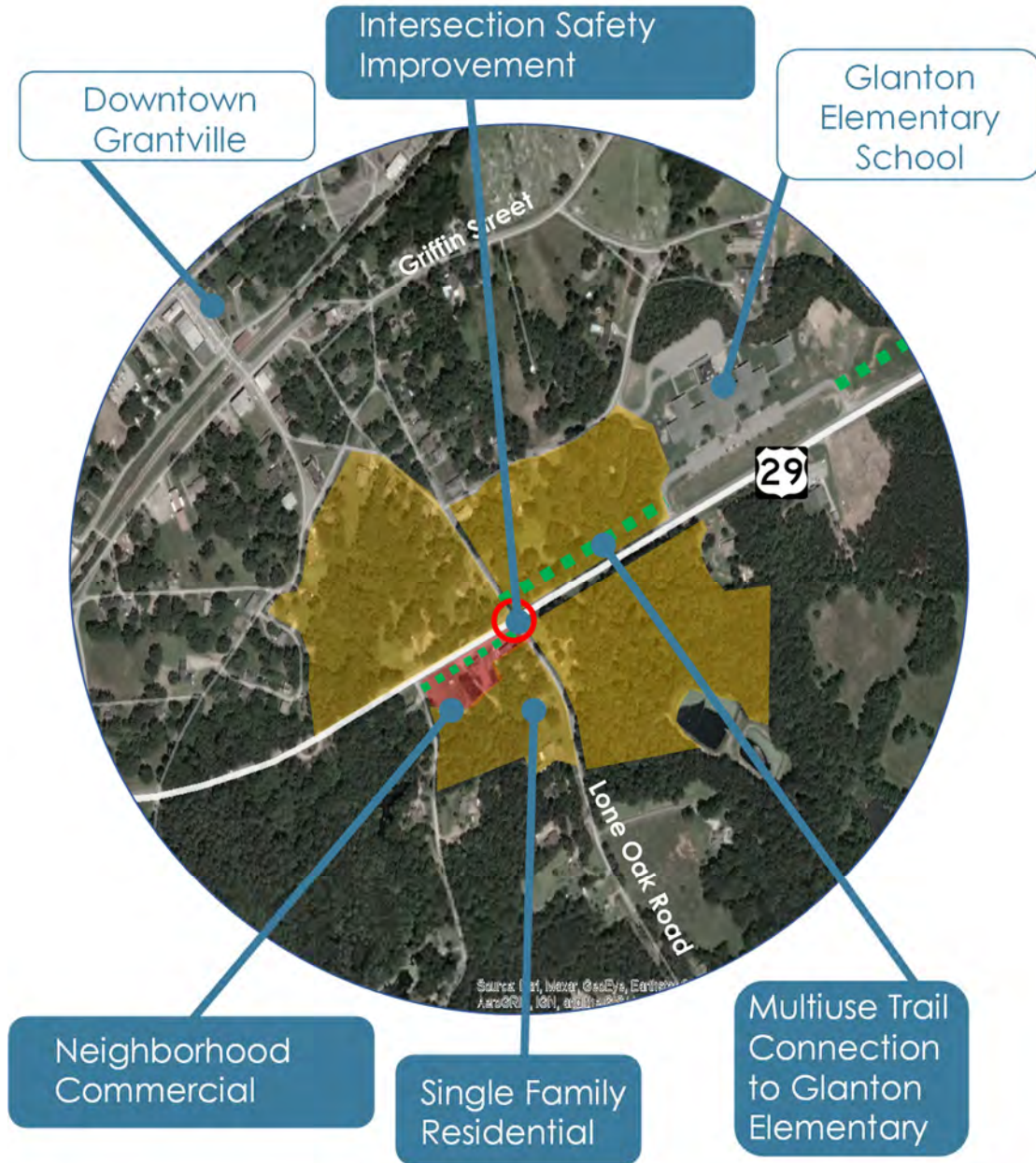
FIGURE 12 I-85 NODE DEVELOPMENT CONCEPT



LONE OAK ROAD NODE DEVELOPMENT CONCEPT

At the Lone Oak Road node, emphasis was also put on maintaining the existing scale of development and land uses while opportunities to improve safety at Lone Oak Rd were identified.

FIGURE 13 LONE OAK ROAD NODE DEVELOPMENT CONCEPT



INFRASTRUCTURE CONSIDERATIONS

As depicted in this vision, the concept includes several infrastructure considerations. These recommendations are further summarized in the table below.

Name	Project Type	From	To	Description
Lone Oak Safety Study	Traffic Safety Study	US 29	Lone Oak Road	Detailed safety improvement study at Lone Oak Road.
I-85 Ramps Traffic Study	Intersection Traffic Study	US 29	I-85 Ramps	Detailed traffic study.
Griffin Street	Streetscape Improvement and operational upgrade.	US 29	Summerhill Lane	Turn lanes at intersections and pedestrian accommodations.
US 29 Multi-Use Trail	Multi-Us Trail	Lone Oak Road	Bexley Road	Construct Multi-Use Trail on north side of US 29