



City of Newnan Comprehensive Plan 2016-2036

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INTRODUCTION AND OVERVIEW

Purpose

The City of Newnan is the county seat of Coweta County and is approximately 35 miles southwest of Atlanta on Interstate 85. Newnan has an estimated population of 37,910 (based on projections from the official number of 36,203 in 2014 from the Census Bureau). Newnan is approximately 18.65 square miles in size. It is home to six historical districts and values the sense of place that the history provides. Newnan is proud to have a truly historic downtown that features a Carnegie Library and a Historic Courthouse. Through the years, Newnan has modernized while growing residentially, commercially, and industrially. A major success occurred a few years ago when the City attracted Cancer Treatment Centers of America for its southeastern site.



Downtown Newnan

This Comprehensive Plan serves as a guide for local government officials and other community stakeholders. It was completed in accordance with the Georgia Planning Act of 1989 and the Georgia Department of Community Affairs Minimum Standards and Procedures for Local Comprehensive Planning adopted in 2014. This document was crafted with public input and in coordination with a Steering Committee.

The Comprehensive Plan serves as a guide for leaders for making decisions in support of the City's Vision. It provides a review of the issues and opportunities that will affect the future of the City, delineates and discusses areas of special concern, and provides a detailed analysis of existing conditions as well as future projections. Preparation of a Comprehensive Plan in accordance with these standards is an essential requirement in maintaining Newnan's status as a Qualified Local Government.

History

In the early 1800's, the western part of Georgia was still Indian territory. The Creek Indians, named by the Scotch-Irish settlers because of the area's numerous small creeks, inhabited the area from the Ocmulgee River to the Chattahoochee River and were led by a chief named General William McIntosh.

During the 1820's, the Creeks ceded their land to the State of Georgia and five counties, including Coweta, were formed. Coweta County, named for the Cowetas or Lower Creek Indians, was officially created by Legislative Acts of June 9, 1825 and December 11, 1836. Bullsboro was the first county seat for the area, but the City of Newnan, the current county seat of government, was incorporated in 1828.

Newnan is named for North Carolina Native, General Daniel Newnan, who was a soldier and later became Georgia Secretary of State and a United States Congressman. Once Newnan was established as a town, lawyers, doctors, and merchants began conducting business in the new town. The city was laid out in a grid pattern with a nine-block central business district, the center of which was the courthouse. The streets were named for famous Americans such as Jackson, Jefferson, Washington, and Madison. Due in part to the success of the cotton industry, Newnan prospered at the turn of the century.

Newnan's leading citizens then invested in the railroad during the mid-1800s, which continued to bring economic prosperity to the town and to establish Newnan as one of the wealthiest towns per capita in the United States. The passenger railroad line to Newnan was opened in 1851. Established as a sawmill in 1854, the R.D. Cole Manufacturing Company won major construction contracts and was the contractor for a majority of the homes built in Newnan from the 1880's until after the turn of the century. In the 1890s, the water works was built and Newnan installed electric street lamps. During this time, brick buildings replaced the last wood framed structures on the square.

The Civil War came closest to Newnan in July 1864, when the Battle of Brown's Mill occurred three miles south of town, resulting in the defeat of Federal forces under the command of General E.M. McCook by Confederate General Joseph Wheeler. College Temple, the first college to offer a Master of Arts degree to women, was used in the War Between the States as a hospital for wounded Confederate and Union troops as were the courthouse and local churches.

Newnan was spared some of the ravages of the Civil War, and many historic homes, including General Wheeler’s headquarters, still line the streets of Newnan, known today as the “City of Homes.” Others also submit that the town earned the nickname the “City of Homes” because as one of the wealthiest towns in the United States, the city had more homeownership than other places.

Census Data Summary

	2000 Census	2010 Census	2014 ACS	2016 Estimate
Population	16,242	33,039	36,203	37,910
Median Age	31.7	32.3	33.3	-
Total Households	5,939	12,439	12,697	-
Total Housing Units	6,464	13,275	13,783	14,049
Median Income	36,142	49,786	50,175	-

Source: Census Bureau and American Community Survey; City of Newnan Department of Community Development

In terms of trends, there is not much available land looking towards the 20-year planning window. As of 2016, only 16% of unbuilt lots remain in platted subdivisions (1,300 remaining out of 7,800). The City added 2,750 new single-family residences since 2006 (including 943 new single-family residences since 2013). Between 2013 and 2015, the average permitted house size was 3,188 square feet.

Public Participation and the Steering Committee

The update of the City of Newnan Comprehensive Plan was a process that involved heavy public involvement. The City conducted a survey in this effort and held two community-wide drop-in workshops. A detailed survey analysis can be found in the Appendices to this document. The required two public hearings gave stakeholders a chance to find out more information. The City also created a Stakeholders group consisting of approximately 173 community groups and leaders. This group provided survey input and received emails from the City regarding key milestones in the process.

In addition, a Steering Committee was formed to help siphon through the public input received and to offer their own opinions. The Steering Committee met four times and provided leadership in finalizing the Plan's components.

Steering Committee Members

Keith Brady, Mayor
Cynthia Jenkins, Mayor Pro Tem
George Alexander, City Council member
Ray DuBose, City Council member
Clayton W. Hicks, City Council member
Dustin Koritko, City Council member
Rhodes Shell, City Council member
Bob Coggin, City Planning Commission member
Hasco Craver, City Business Development Director
Michael Klahr, City Public Works Director
Beth Barnett
Jim Thomasson
Robert Hancock
Brant Frost
Jim Poulakos
Terry Pylant

Staff

Cleatus Phillips, City Manager
Tracy Dunnavant, Planning & Zoning Director
Chris Cole, Planner

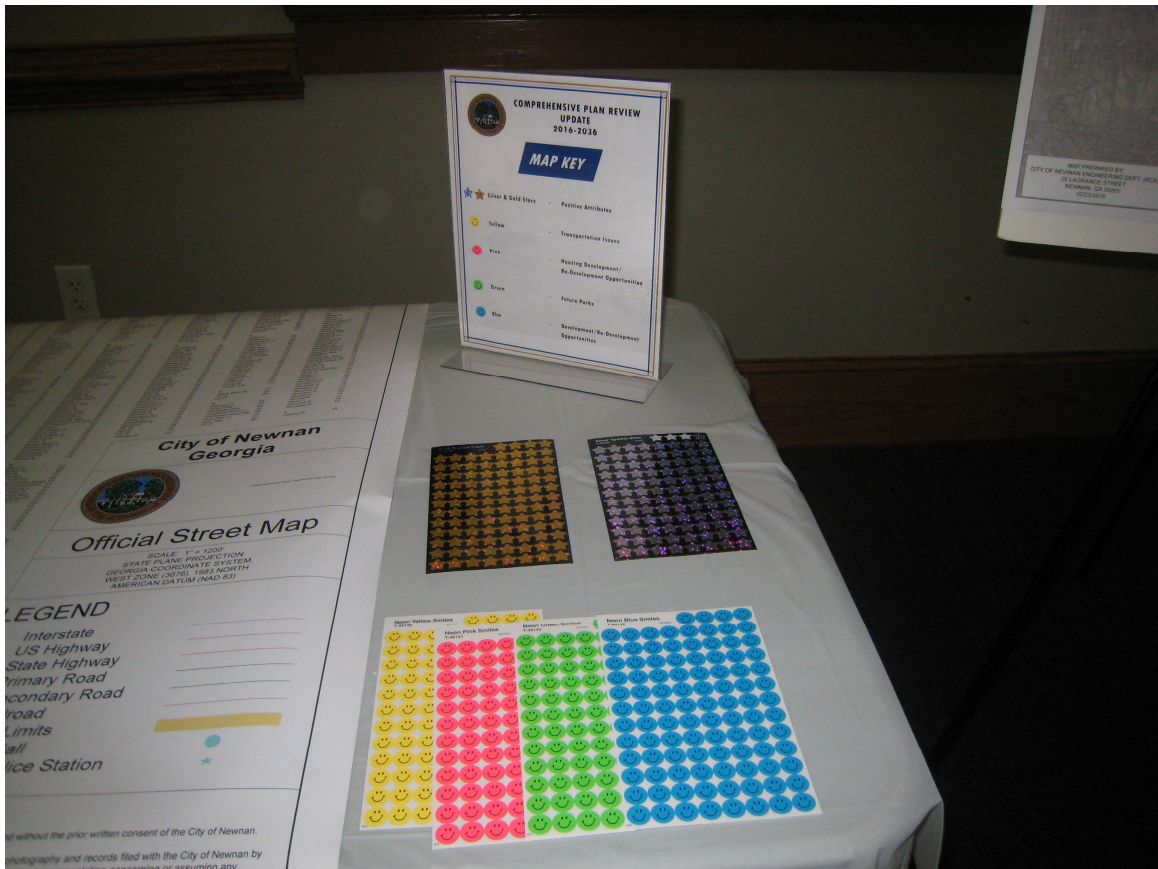
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COMMUNITY INVOLVEMENT PLAN

Introduction

The DCA-recommended *Planning for Community Involvement* document served as key resource as the City of Newnan prepared for an effective Community Involvement Plan. A key tenant from that document is that a “plan to plan” must be in place before starting the decision-making part of the planning. At the first required public hearing on January 26, 2016, a community participation timeline was introduced. Planning for involvement was the paramount goal in crafting the Community Involvement Plan.

As the *Planning for Community Involvement* document mentions, the City’s goal was to seek the input from “everyday folks” before identifying key groups and agencies. In addition, the City started working on a program to involve all interest groups within the area and proceeded to carry out participation techniques detailed on the following pages.



Public participation materials at a Drop-In Public Workshop

Required Public Hearings

The City held the first required public hearing on January 26, 2016 during the regularly scheduled City Council meeting. Staff presented information regarding the purpose of the Plan, the community involvement efforts/timeline, and the overall planning process. The City will hold the second required public hearing once the Plan is drafted and made available for public review, but prior to its transmittal to the Regional Commission.

The Survey

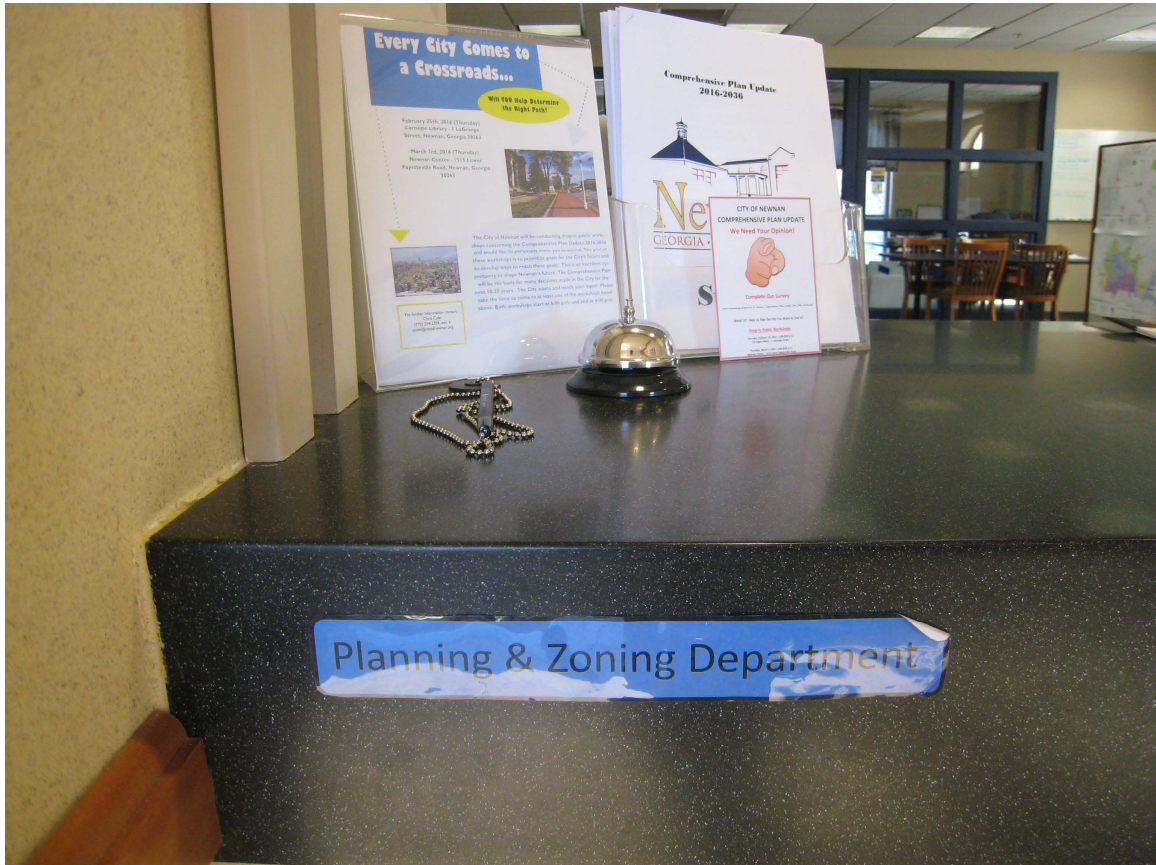
The City drafted a survey to serve as a tool in capturing the opinions of stakeholders regarding planning issues in Newnan. As shown in many of the following sections, the survey was implemented successfully in the community involvement process. Surveys were made available in a digital format and a paper format. In addition, a copy of the survey results can be found within the Appendices section.



Surveys available at City Hall, the Carnegie Building, and at the Drop-In Public Workshops

Lobby Displays and Informational Flyers

Staff utilized the lobbies at City Hall and the Carnegie Building to place Comprehensive Plan surveys and informational flyers. This method proved to be popular as a number of people mentioned that they appreciated the opportunity to complete a paper survey. The informational flyers were utilized in a number of ways. The flyers were designed to announce the two public drop-in workshops and the survey. They were distributed in the aforementioned lobbies, on the City's website, and through social media.



Comprehensive Plan Lobby Display at the Planning & Zoning Department counter

Website and Social Media

The City created links on the City's website that discussed the Comprehensive Plan and upcoming events related to the Plan's development. On the City's homepage, a link was provided to the survey and to the flyer advertising the drop-in public workshops. The Planning and Zoning Department website also contained a link to the survey and to the flyer advertising the drop-in public workshops. The City also created survey and flyer links to Facebook and Twitter from the City's homepage.

Media Outreach Efforts

The City provided a series of press releases regarding the Comprehensive Plan and the community involvement process. The City worked on disseminating information regarding the Comprehensive Plan through a series of news articles and press releases published in the *Newnan Times-Herald* and other media outlets. The City also included radio stations and other print outlets as part of its Stakeholders Group (see *Identification of Stakeholders* below). The City will continue to work closely with the media as it works towards the conclusion of the Comprehensive Plan process.

Training and Visioning Sessions

The City contracted with the Carl Vinson Institute of Government, a unit of the University of Georgia, to provide a two-day Comprehensive Planning Training and Visioning Session on April 11-12, 2016. The April 11 session provided an opportunity for the Planning Commission, the City Council, and staff to go over the *Purpose, Requirements, and Process* for updating a Comprehensive Plan. They also discussed how to use the Comprehensive Plan in Georgia.

The April 12 session provided an opportunity for the City Council and staff to go over *Visioning and Goal Setting* for certain planning elements, including Land Use, Economic Development, Capital Improvements, Transportation, and Housing. These exercises provided for meaningful conversation regarding the next 20 years in the city.

The results from the April 12 Visioning Session were compiled by the Institute and later prioritized by City Council members. The prioritized policies were later reviewed by the Steering Committee for inclusion into the Comprehensive Plan draft.

Stakeholders Group

The City identified stakeholders who needed to have a voice in the development of the Plan (see the listing of stakeholders below). For the City's purposes, the Stakeholders Group and the Steering Committee were separate entities. Staff coordinated by email with the Stakeholders Group at key points in the plan development process.

The Stakeholders Group received the survey by email, as well as updates on the drop-in public workshops. Staff also emailed the survey results to the Stakeholders group. In addition, the City also was assisted by the Newnan-Coweta Chamber of Commerce, Main Street, and the Carnegie library staff. Each of these groups sent email blasts containing the survey to their members and supporters (over one thousand additional stakeholders).

Identification of Stakeholders

Newnan-Coweta Board of Realtors
Three Rivers Regional Commission
Newnan-Coweta Historical Society
Newnan-Coweta Habitat for Humanity
Newnan-Coweta Chamber of Commerce
Coweta County NAACP Branch 5189
United Way of Coweta County
Community Action for Improvement
Communities in Schools
Council on Aging – Tommy Thompson Senior Center
Coweta County Parks and Recreation
Newnan/Coweta Boys & Girls Club
Rutledge Center
Coweta County African American Heritage Museum
Summergrove Community Association
Coweta County Government
Coweta County Water & Sewerage Authority
Coweta County Board of Commissioners
Coweta County Farm Bureau
Coweta County Schools
City of Newnan
City of Newnan City Council
City of Newnan Planning Commission
City of Newnan City Attorney
City of Newnan Board of Zoning Appeals
Housing Authority of Newnan
Newnan Urban Redevelopment Agency
Newnan Utilities
Newnan-Coweta Art Association
The Parks of Olmsted Community Association
Avery Park at Newnan Community Association
Homebuilders Association of Midwest Georgia
Coweta County Development Authority
Coweta County Convention & Visitors Bureau
Southern Crescent Area Agency on Aging
Rotary Club of Newnan
Pilot Club
Newnan Optimist Club
Newnan Junior Service League
Meals on Wheels Coweta

Identification of Stakeholders, continued

Kiwanis White Oak Golden K
Kiwanis of Newnan
Kiwanis of Coweta
Coweta Commission on Veterans Affairs
Bridging the Gap
Parent Resource Center – Coweta County Schools
Family Patterns Matter
Coweta Samaritan Clinic
Coweta County Family Connection
Coweta CASA
CLICK – Coweta County Schools Literacy
One Roof Ecumenical Alliance Outreach
Coweta County Airport Authority
Coweta County Extension Service
Coweta Cattlemen’s Association
Central Educational Center
Dawson Street Christian School
West Georgia RESA
Odyssey School
Heritage School
University of West Georgia – Newnan Campus
West Georgia Technical College
Pathway Center Behavioral Health
Coweta Environmental Health Department
Coweta County Public Health Department
Georgia Department of Labor – Newnan Career Center
85 South and About Magazine
92.5 The Bear
Newnan Times-Herald
NuLink
The Citizen
The Coweta Shopper
Patrick Malloy Communities
Jeff Lindsey Communities
Coweta-Fayette EMC
Georgia Power
Interested Citizens/Stakeholders

Steering Committee

The City appointed a Steering Committee to serve as a guide in reviewing and formalizing all the comments received through the community involvement process. In 2016, the Steering Committee met on March 29, April 26, May 24, and June 21.

As stated in the *Planning for Community Involvement* document, “The Steering Committee has the ability to assist with keeping the project on schedule, review the preliminary findings, provide a “reality check” to the staff and planning team, and to serve as a political barometer for plan recommendations.” Staff found this statement to be exactly right and valued the involvement with the Steering Committee.

The Steering Committee focused on the following issues:

- *Needs and Opportunities*
- *Vision, Goals, and Policies*
- *Future Land Use map*



Steering Committee Meeting

Drop-In Public Workshops

The City conducted two drop-in public workshops. The drop-in public workshops were held on February 25, 2016 at the Carnegie Building and on March 3, 2016 at the Newnan Centre. These locations are roughly six miles apart and were chosen because they represent an effort to hold these workshops in different areas in order to obtain diverse input. Both workshops lasted from 6:00 p.m. until 8:00 p.m. The workshops centered on the theme of “*What If?*” and this proved to be a popular theme with the attendees.

This theme was designed to encourage the attendees to envision how they would like to see the city over the next 20 years. As shown in the picture below, attendees put idea “sticky notes” on category-specific sheets such as Economic Development, Land Use, Transportation, Housing, Population, Intergovernmental Coordination, Natural & Cultural Resources, Community Facilities & Services, and Other.



Public Input at a Drop-In Public Workshop

Other stations allowed citizens to place stickers on a map that indicated areas in need of redevelopment or areas that should possibly be considered for annexation (see picture directly below).



Interactive Map Exercise at a Drop-In Public Workshop

Staff believes the interaction experienced at the drop-in public workshops was beneficial to this process. Many of the attendees responded that they appreciated a chance to be heard on these matters. Other attendees appreciated the chance to be able to complete a survey at one of the workshops. As mentioned earlier, the Steering Committee reviewed the comments received at these workshops and the comments provided a baseline for the Steering Committee as their discussions took place.

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NEEDS AND OPPORTUNITIES

Capital Improvements, Economic Development, Housing, Land Use, and Transportation represent the categories of Needs and Opportunities in this chapter. The public and the Steering Committee frequently identified themes around these topics. The public provided input through a survey conducted by the City, as well as at the drop-in public workshops hosted by the Planning and Zoning Department staff. The Steering Committee then reviewed and refined the comments received, resulting in the following Needs and Opportunities.



Public Input Station at a Drop-In Public Workshop

Land Use

Needs and Opportunities

- There is an overall lack of available land for development purposes.
- Several sites around the city need attention including the old EMC site, Papp Clinic, and the Caldwell Tanks.

- Improving the appearance of corridors & highly traveled areas is an ongoing issue.
- There is an ongoing need to preserve the small town atmosphere as Newnan continues to grow.
- Redevelopment opportunities should be pursued on Greenville Street, Bullsboro Drive, Temple Avenue, and around the Mill Village.
- There is potential for expansion through annexation opportunities.
- The area around Newnan Crossing Bypass East and Poplar Road, near the future interstate interchange, is primed for quality development potential.
- Mixed-use developments should be encouraged increasingly as a way to improve overall quality of life (increased housing opportunities, traffic improvement, etc.).

Transportation

Needs and Opportunities

- Connectivity between the various land uses needs to be taken into consideration.
- There is a lack of alternative transportation options (like a trolley route).
- Coordination efforts with Coweta County need to be enhanced.
- Bicycle and pedestrian facilities need to be enhanced.
- The City is interested in working with partners to establish a greenbelt system.
- The creation of pocket parks is a way for Newnan to enhance its transportation network (providing areas that connect different paths).
- The City will increase transportation effectiveness through the extension of Greison Trail and the future improvements to Lower Fayetteville Road.
- There is an opportunity to enhance City regulations to encourage safety and quality design through intersection improvements (including roundabouts).

Economic Development

Needs and Opportunities

- The alleys in downtown Newnan are in various states of need.
- There is a perceived lack of advertising that promotes the availability of Newnan's trained workforce.
- There is a need to encourage the use of uniform data and statistics for all organizations located within Coweta County.

- There is an ongoing effort to offer prospective business prospects the right mix of site selection factors.
- All stakeholders should take advantage of opportunities created by the University of West Georgia, West Georgia Technical College, and the Central Educational Center.
- The City should make an effort to utilize publicly owned land in the Central Business District.
- Efforts should be made to explore the commercial potential and the greenspace potential in the downtown alleys.
- Opportunities exist for the placement of advertisements in key informational outlets that promote the availability of Newnan's trained workforce.

Capital Improvements

Needs and Opportunities

- The Newnan Development Authority needs to be better utilized in assisting with capital improvements.
- Efforts need to be made to improve stormwater management.
- Parking in downtown needs to be an ongoing priority.
- Additional parks need to be identified in order to provide more recreational opportunities.
- The City has begun and plans to continue to improve gateways into the city limits.
- The identification of a possible parking deck for downtown is key (possibly partnering with the private sector).
- Additional recreational opportunities should be considered as to the need/feasibility.
- The City will continue to work with Newnan Utilities to ensure that adequate water and wastewater facilities are developed and maintained to meet the needs of current and future users.

Housing

Needs and Opportunities

- The City needs to encourage a mixture of housing while protecting residential historic districts.
- Explore ways to address gentrification/displacement issues.

- Dilapidated residential housing and poor property maintenance presents an ongoing need.
- The issue of housing for persons recovering from domestic violence, as well as the homeless, needs to be addressed.
- Affordable housing should be identified and promoted (infill within downtown).
- Increased involvement for the Newnan Urban Redevelopment Agency is a viable opportunity.
- The City can encourage a focus on quality building materials to help ensure excellent residential products.
- The City will work to encourage safe, walkable neighborhoods through Public Safety efforts and quality infrastructure design.
- There is a need for high-end housing as more professional-level employment opportunities develop.



New residential construction in Newnan

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VISION, GOALS, AND POLICIES

Vision Statement

Below is the Vision Statement that was crafted by the Steering Committee after analyzing the public input results. The Vision Statement paints a picture of what Newnan desires to become.



Downtown Newnan

Newnan will continue to successfully blend its historic character and southern charm with progressive and unique lifestyle opportunities, including promoting cultural arts, supporting educational excellence, and sustaining economic development.

In order to keep the Vision Statement at the forefront of policy decisions over the next 20 years, this chapter also highlights the goals and the supporting policies for each of the goals. An effort was also made to present ideas that would help address the Needs and Opportunities.

Goals and Policies

Capital Improvements

We will anticipate, plan, and provide for necessary infrastructure by:

- Continuing to maintain existing facilities/infrastructure:
 - Road resurfacing: 50% of 180 extant miles
 - Continued maintenance and use of existing and aging buildings
- Continuing to make stormwater management improvements
- Reclaiming and/or redeveloping substandard housing
- Developing new facility needs:
 - Multimodal center
 - Parking deck
 - Add park on east side
 - New fire training facility
 - New fire station – northeast side
 - Extend sewer to the EMC property to encourage industrial growth
- Creating an integrated transportation system by incorporating alternative transportation modes into existing transportation routes and adding new routes and pathways that connect to the existing:
 - Continuing sidewalk improvements and installation
 - Integrating transportation: trails, paths, greenbelt, etc.
 - Considering traffic circles as options as intersection improvements are needed
 - Encouraging and developing alternative transportation modes
- Improving entryway corridors
- Continuing to address new transportation needs:
 - New interchange/Poplar Road – Work with County
 - Traffic flow on Lower Fayetteville Road

Economic Development

We will actively advance Newnan through quality economic development efforts by:

- Encouraging and promoting long-term professional high-paying job growth

- Emphasizing Newnan as a biomedical hub
- Promoting mixed-use developments:
 - Caldwell tank site
 - Piedmont hospital site
 - Papp clinic site
- Attracting corporate office parks
- Facilitating more film industry growth and support/secondary businesses (considering base camp areas and transportation routes)
- Encouraging and supporting alternative/unique job growth, such as cottage industries, entertainment districts, cultural opportunities, live-work units, food trucks, etc.
- Focusing on being “business friendly”

Housing

We will encourage a variety of housing choices throughout the City by:

- Considering mill housing redevelopment and infill lots to increase downtown housing stock
- Including a mixture of uses within parking deck development area
- Using amenities, materials, sizes, etc. as key factors in ensuring quality housing development
- Protecting existing historic residential neighborhoods in downtown and the surrounding historic districts
- Encouraging and supporting development of multifamily/lofts:
 - Commercial/adaptive use/redevelopment
 - Near integrated amenities/other uses (mixing of uses)
- Encouraging and supporting opportunities for affordable residential development in and near downtown
- Using existing resources to meet the needs of group/personal care homes/transitional homeless shelter space
- Anticipating and preparing for high-end housing needs

Land Use

We will manage land use through active planning by:

- Considering the City’s ability to maintain its level of services while continuing to grow
- Encouraging growth and development that supports a high quality of life for the citizens (sustainability)
- Making sure resources grow as the population grows

- Encouraging redevelopment/greyfield development and use of existing infrastructure, especially water and sewer
- Welcoming the annexation of islands and/or peninsulas
- Encouraging a mixture of uses to promote quality of life and alternative transportation options
- Considering location when evaluating potential land uses and growth
- Encouraging higher densities in appropriate locations as a means for continued growth and development
- Supporting clean industrial growth
- Emphasizing greenspace within higher density developments

Transportation

We will work to enhance overall transportation options and efforts by:

- Allowing and encouraging integrated sidewalks/paths with small business development in and around the Central Business District
- Developing a traffic control center to allow for manual control at heavy traffic flow times
- Continuing maintenance of existing transportation network
- Making connections between neighborhood schools and residential developments with pedestrian and bike facilities
- Encouraging a trolley from Ashley Park to downtown Newnan
- Considering wide pathways that include pedestrian and bikeways and connecting to existing pedestrian/bike paths
- Increasing involvement in development discussions about a potential high-speed rail stop on the Atlanta-Columbus route
- Developing regional public transportation and internal transportation for GRTA bus riders
- Adding more charging stations throughout the city
- Addressing parking needs in the downtown area

5

Community Work Program

The Community Work Program is a key implementation tool, which reflects those activities and strategies that the City of Newnan has chosen to undertake in the current five-year period (2016-2020).

IMPROVEMENTS STWP ADDENDUM						
Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
Develop a 1.8-acre Newnan Conference Centre Trail	2016	2017	\$300,000	\$300,000	Impact Fees	Beautification
Jefferson-Jackson Streetscapes project	2012	2016	\$1,300,000	\$0	SPLOST 07, SPLOST 13, TE-Grant	Beautification
Develop an East Side Park	2016	2019	\$3,500,000	\$3,500,000	Impact Fees	Beautification
Acquire a trolley	2015	2017	\$200,000	\$0	SPLOST 13	Business Development
Implement gateway signage master plan and install signage in phases	2014	2018	\$250,000	\$0	SPLOST 13	Business Development, Beautification
Construct and implement municipal complex redevelopment plan	2014	2017	\$2,300,000	\$0	City	Business Development, NCAC
Wadsworth Auditorium lighting upgrades	2014	2016	\$100,000	\$0	SPLOST 13	City Manager
Build Fire Station #4	2014	2018	\$3,073,797	\$1,500,000	SPLOST 13, Impact Fees	City Manager
Improvements to City Hall	2014	2017	\$130,000	\$0	SPLOST 07	City Manager
Construct McIntosh Parkway	2014	2018	\$7,173,000	\$2,000,000	Impact Fees, SPLOST 07, SPLOST 13, GTIB Grant	Engineering
Improvements to Lower Fayetteville Road – Phase I	2016	2020	\$45,000,000	\$2,500,000	City, FHWA	Engineering
Jackson/Jefferson/Clark/Bullsboro segment traffic study	2015	2016	\$55,000	\$0	LCI, City, Match Amount is \$11,000	Engineering
Jackson Street (North) from Elm Street to Clark Street	2018	2018	\$355,350	\$0	TBD, City, Match Amount is \$71,070	Engineering
E. Washington Street from Farmer Street to Perry Street	2019	2020	\$1,234,170	\$0	LCI, City, Match Amount is \$246,834	City
Andrew Street Extension from Augusta Drive to E. Broad Street	2018	2019	\$4,549,000	\$2,500,000	Impact Fees, City	City
E. Broad/Farmer Signal	2016	2016	\$130,000	\$0	City	City

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Intelligent traffic operations center	2016	2018	\$800,000	\$0	SPLOST 13	Engineering
Obtain fire engine for fire station #4	2016	2018	\$500,000	\$0	SPLOST 13	Fire
Obtain light duty response truck	2016	2018	\$200,000	\$0	SPLOST 13	Fire
Obtain light duty response truck	2018	2020	\$200,000	\$200,000	Impact Fees	Fire
Acquire a heavy duty vehicle for fire department	2018	2018	\$550,000	\$550,000	Impact Fees	Fire
Acquire a heavy duty vehicle for fire department	2019	2019	\$600,000	\$600,000	Impact Fees	Fire
Acquire a heavy duty vehicle for fire department	2020	2020	\$650,000	\$650,000	Impact Fees	Fire
Work with the Historical Society to develop an educational program extolling the benefits of historic preservation and historic tourism	2014	2016	Staff Time, Other materials	\$0	City, Historical Society, Hotel/Motel Tax, Grants (Shares Unknown)	Historical Society, Convention & Visitors Bureau, PIO, Business Development
Media upgrades to Council Chambers and Conference Room	2015	2016	\$100,000	\$0	SPLOST 2007	Information Technology
Obtain National Register District designation for Chalk Level Neighborhood	2013	2016	\$2,000	\$0	NURA	NURA, Planning & Zoning
Develop Phase II of the Newnan bicycle and pedestrian plan consistent with Phase I and the County plan	2013	2017	Staff Time	\$0	City	Planning & Zoning, Engineering, Coweta County
Continue Neighborhood Stabilization Program (NSP III)	2011	2016	\$1,275, 483	\$0	Neighborhood Stabilization Program Grant	Planning & Zoning, Housing Authority
Continue Neighborhood Stabilization Program (NSP I)	2013	2016	\$100,000	\$0	NSP Revenue, NSP Grant	Planning & Zoning, Housing Authority, Habitat for Humanity
Renovate Howard Warner School on Savannah Street for new gym/community center	2013	2017	\$3,600,000	\$0	SPLOST 07, SPLOST 13, City	Planning & Zoning, Howard Warner Committee
Sidewalks along Greison Trail	2014	2017	\$400,000	\$0	SPLOST 13	Public Works
Sidewalks along Sprayberry Road	2014	2017	\$278,000	\$0	SPLOST 13	Public Works

Source: City of Newnan

Note: Building, Planning & Zoning, Public Works, Beautification, Information Technology, Police, Fire, Engineering, Business Development refer to those respective departments of the City of Newnan. County refers to Coweta County. Acronyms used refer to: RC- Three Rivers Regional Commission, ARC- Atlanta Regional Commission, GRTA- Georgia Regional Transportation Authority, PIO- Public Information Officer, NURA- Newnan Urban Redevelopment Agency, UWG – University of West Georgia, NCAC – Newnan Cultural Arts Commission, NH – Newnan Hospital. Other groups referenced, like the Historical Society, represent those organizations servicing either Newnan or Coweta County as a whole.

IMPROVEMENTS STWP ADDENDUM LONG-TERM, INDEFINITE, AND CONTINUOUS ACTIVITIES*						
Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
None	None	None	None	None	None	None

Source: City of Newnan

Note: Beautification, Fire, Engineering refer to those respective departments of the City of Newnan.

*Long-Term means any activity that is to begin in or more than five years (2021) from the current year (2016). All activities that have an indefinite or continuous end date, but a known start date prior to 2021, are included here to have the STWP represent only activities with known start end dates. Also, it is conceivable that many of the activities with unknown end dates are or may become permanently ongoing activities.

6

Capital Improvements Element

Introduction

Based upon current population and employment forecasts, over the next twenty years the City of Newnan will be called upon to provide additional fire protection, park and recreation, sewer and wastewater, and transportation facilities in order to maintain the levels of service throughout the City. The costs to provide these services can be charged to the new developments that create the need for the additional facilities and services.

Under State law, the City can collect money from a new development based on that development's fair share of the cost to provide the extra services it generates. Revenue for service facilities can be produced from new development in three ways: through future property and SPLOST taxes paid by the homes and businesses that growth creates, and through an impact fee assessed as new development occurs.

Impact fees are authorized in Georgia under Code Section 37-71, the *Georgia Development Impact Fee Act (DIFA)*, and are administered by the Georgia Department of Community Affairs (DCA) under Chapter 110-12-1, *Minimum Standards and Procedures for Local Comprehensive Planning*. Impact fees are a form of revenue authorized by the State, and strictly defined and regulated through State law. The provisions of the DIFA are extensive, in order to assure that new development pays no more than its fair share of the costs and that impact fees are not used to solve existing service deficiencies.

This Capital Improvements Element (CIE) is a required element of the Comprehensive Plan, which establishes a schedule of public improvements essential to the provision of services throughout Newnan. The CIE encompasses a twenty-year period. The CIE shows the methodologies used to determine new development's fair share of the investment in fire protection facilities, roads, the sewer system, and parks. Wastewater collection and treatment facilities are also included in a separate section, due to the fact that Newnan Utilities levies impact fees for that service.

A section of the CIE, the Short Term Work Program (STWP), is essentially an implementation schedule. It covers a five-year period and is updated annually by removing the oldest year and adding the current year. The only STWP included here is for wastewater collection and treatment, as it mirrors its CIE. STWPs for other categories can be seen in the annual updates.

For each service facility, the City has adopted a level of service. The adopted service levels are the actual service levels experienced in 2004 based on the data in use at that time. These service levels are the standard due to 2004 being the first year impact fees were implemented.

Future facility needs, based on maintaining the City's adopted level of service, are calculated. The cost to provide service in order to meet the forecasted facility needs is given. Projects are shown that will address future needs; these are given as specific projects where capital projects are currently proposed or underway. The impact cost is calculated for each service category. Finally, the impact fee is calculated based on the impact cost and adjusted to reflect any relevant credit.

The impact costs in this report are not "impact fees." In calculating an impact fee, the cost may be increased to include financing costs of the facility, the cost of preparing the Capital Improvements Element (CIE), and an administrative fee (not to exceed 3%). Conversely, the impact cost must be reduced to the extent that the new growth and development will pay future sales or property taxes toward financing the facility, in order to avoid double taxation.

To be able to implement an impact fee system, the City must prepare a CIE and incorporate it into its Comprehensive Plan. The CIE establishes the need for new facilities and includes a compilation of the capital facilities on which impact fee revenue can be spent. According to DCA's *Minimum Standards and Procedures for Local Comprehensive Planning*, the following four planning components must be included in the CIE: a projection of needs, a schedule of improvements, a description of funding sources, and a designation of service areas and levels of service.

As stated in the Georgia Department of Community Affairs Office of Coordinated Planning publication, *Impact Fees: Georgia's Comprehensive Planning Requirements, Volume Two*, Capital Improvements Elements "promote fair distribution of public services and an equitable sharing of costs between existing and new development." Importantly, the CIE and the companion legislation, the Development Impact Fee Ordinance, must be consistent with the City's goals, objectives and policies as set forth in the Comprehensive Plan. The CIE establishes the essential legal basis for adoption of the Impact Fee Ordinance and assignment of impact fees to new development.

Those services that are both eligible for impact fee financing under Georgia law and that are considered under this CIE are parks and recreation, fire services, and roads, streets, and bridges. Again, wastewater collection and treatment is also discussed in a separate section, as Newnan Utilities imposes impact fees for that service.

Definitions

All of the following definitions may not be used in the text. However, they are beneficial to a better understanding of impact fees in general.

Capital Improvement: an improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.

Development Impact Fee: a payment of money imposed upon development as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve new growth and development.

Eligible Facilities: under the State Act, are limited to capital items having a life expectancy of at least ten years, such as land and buildings. Impact fees cannot be used for maintenance, supplies, personnel salaries, other operational costs, or for short-term capital items, such as computers, furniture or automobiles. None of these costs are included in the impact fee system.

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

Functional Population: the combination of residential population and employment.

Impact Cost: the amount of money required to be expended to provide service to a specific unit of measure.

Level of Service (LOS): a measure of the relationship between service capacity and service demand; levels of service quantify service capacities of public facilities or infrastructure by demand-to-capacity ratios or the comfort or convenience of use or both.

Level of Service Standard: the desired level of service, adopted by the local governing body as the future level of service to be applied to both existing development and future development occurring during the planning horizon. Such Standards are critical to determining new development's fair share of the costs. The same standards must be applied to existing development as well as new to assure that each is paying only for the facilities that serve it. New development cannot be required to pay for facilities at a higher standard than that available to existing residents and businesses, nor to subsidize existing facility deficiencies.

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

Proportionate Share: that portion of the cost of system improvements which is reasonably related to the service demands and needs of the project.

Service Area: a geographic area defined by a municipality, county, or intergovernmental agreement in which a defined set of public facilities provide services to development within the area. Service areas shall be designated on the basis of sound planning or engineering principles or both. Monies collected in a service area for a particular type of facility may only be spent for that purpose, and only within that service area.

System Improvement Costs: costs incurred to provide additional public facilities capacity needed to serve new growth and development for planning, design and construction, land acquisition, land improvement, design and engineering related thereto, including the cost of constructing or reconstructing system improvements or facility expansions, including but not limited to the construction contract price, surveying and engineering fees, related land acquisition costs (including land purchases, court awards and costs, attorneys' fees, and expert witness fees), and expenses incurred for qualified staff or any qualified engineer, planner, architect, landscape architect, or financial consultant for preparing or updating the capital improvement element, and administrative costs, provided that such administrative costs shall not exceed 3 percent of the total amount of the costs. Projected interest charges and other finance costs may be included if the impact fees are to be used for the payment of principal and interest on bonds, notes, or other financial obligations issued by or on behalf of the municipality or county to finance the capital improvement element but such costs do not include routine and periodic maintenance expenditures, personnel training, or other operating costs.

System Improvements: capital improvements that are public facilities and are designed to provide service to the community at large, in contrast to "project improvements."

Designation of Service Area & Adopted Service Level Standards

Service areas for certain facilities may be drawn to include the entire jurisdiction (i.e., citywide), or different sub areas of the City can be established as separate service areas. There is local discretion in establishing service areas; however, they must be based on appropriate legal planning and engineering principles. Moreover, the choice regarding whether to use a single service area or more than one service area depends to a large extent on the type of facility.

Libraries, police facilities, fire facilities, and water systems are often designed to serve large areas. A library system may include a main building and several branches but residents may check out and use any item available anywhere in the system. Fire facilities are often managed by one large department serving a county or large city. The jurisdiction is given one “fire insurance rating” based on its entire fire protection system. When one fire company responds to a call, other fire companies provide backup. Police facilities and services are used in the same manner.

Single service areas pose certain advantages. One particular advantage of having only one service area (the City limits) for each facility is that the City has flexibility in spending collected impact fees on projects anywhere in the City since expenditures on the citywide system of facilities affect all users. Another advantage of using a single service area is that it allows the City to avoid complex issues and planning efforts associated with considering, drawing, reconsidering, and justifying different service areas. For instance, separate population, employment, and facility needs projections are needed for every service area that is established by the development impact fee program.

Furthermore, when separate service areas are established, funds must be spent within the service area in which the fee is collected. It is quite probable that having more than one service area in Newnan would present practical difficulties with regard to gaining enough revenues to fund system improvements.

An equally important consideration is that to the extent that impact fees fund only a portion of the cost of new facilities, the funding shortfall must be made up from other revenue sources —most commonly property taxes. The same conditions that suggest the creation of service areas apply equally to the generation of additional revenue; those benefiting must contribute to paying the costs. Thus, each service area would have to be established as a special tax district in order to associate the revenue needed for a specific facility with those being served.

The succeeding table shows the facilities that are both eligible for impact fee financing under Georgia law and that are considered under this CIE. The service area for each facility (the geographical area served by the facility) is shown, along with the level of service to be delivered for each facility category.

Facilities Eligible for Impact Fee Funding

	Eligible Facilities	Service Areas	Level of Service Standards
Fire Services	Stations, Fire Engines, Rescue Units, Other Trucks	City Limits	516.71 s.f. & 0.281 vehicles per 1,000 residents
Parks & Recreation	Park Land, Recreation Facilities	City Limits	4.19 acres of parkland per 1,000 residential units
Roads, Streets, and Bridges	Right-of-Way, Roads, & Intersections	City Limits	Class D

Source: City of Newnan Department of Community Development

Projection of Needs

In order to accurately calculate the demand for expanded services for the City of Newnan, a set of projections has been prepared. These projections include forecasts for population, housing units, households, and employment for the year 2010 and the years 2013 to 2036.

These projections provide the baseline conditions from which level of service (LOS) calculations are produced. Furthermore, projections were made for the functional population, which is a method of estimation that combines resident population and employees in the City to produce an accurate picture of the total number of persons that rely on certain services, such as fire protection.

Accurate projections of population, employment, and housing units are important because:

- Population data and forecasts are used to establish current and future demand for services standards where the LOS is per capita based.
- Housing unit data and forecasts are used to calculate impact. The number of households, defined as *occupied* housing units, is always smaller than the supply of available housing units. Over time, however, each housing unit is expected to become occupied by a household, even though the unit may become vacant during future resales or turnovers.
- Employment data is combined with population data to produce functional population figures. This represents the total number of persons who receive services from the City.
- The initial projection of needs was based on population projections and employment forecasts developed in the Comprehensive Plan. The projections included in this update are revised to reflect the composition of Newnan more accurately. This component must also indicate those system improvements that will be required to serve the projected growth.

Coweta County and Newnan are relatively strong residential markets, as focus towards Atlanta's southern fringe is evident. The emphasis on Newnan as a center of population, as well as annexation activity, will continue to drive growth of the city. This continued growth will have a profound effect on City facilities and services, and will require a significant investment on the part of the City in terms of capital and other resources. For the purposes of these projections, no annexations were considered.

Employment calculations were based on an average 1.87% growth rate based on the year-to-year Census Bureau averages from 2010 to 2014.

Functional Population projections were calculated by adding the **Residential Population** projections to the **Employment** projections for each year.

Population ages 18-65 were approximately 63% of the total City population. For projection purposes, this percentage was multiplied by the projected total population for each year.

Residential Population projections were based on an average 2.33% growth rate based on the year-to-year Census Bureau averages from 2010 to 2014.

Housing Units were projected by gathering data from the US Census Bureau to develop a solid base year for 2013. Estimates for the expected number of housing units by 2036 and the rate of addition each year were also gathered and added yearly from 2015 to 2036.

Population and Housing Forecasts

Year	Residential Population	Population Aged 18-65	Employment	Functional Population	Housing Units
2010	33,039*	20,791*	13,567*	46,606	13,275*
2013	34,836*	21,947	13,891*	48,727	13,700*
2014	36,203*	22,808	14,593*	50,796	13,783*
2015	37,047	23,340	14,866	51,913	13,915
2016	37,910	23,883	15,144	53,054	14,049
2017	38,793	24,440	15,427	54,220	14,184
2018	39,697	25,009	15,716	55,413	14,320
2019	40,622	25,592	16,010	56,632	14,458
2020	41,569	26,189	16,309	57,878	14,597
2021	42,538	26,799	16,614	59,152	14,737
2022	43,529	27,423	16,925	60,454	14,879
2023	44,543	28,062	17,242	61,785	15,022
2024	45,581	28,716	17,564	63,145	15,166
2025	46,643	29,385	17,893	64,536	15,312
2026	47,730	30,070	18,228	65,958	15,459
2027	48,842	30,771	18,569	67,411	15,607
2028	49,980	31,487	18,916	68,896	15,757
2029	51,145	32,221	19,270	70,415	15,908
2030	52,337	32,972	19,630	71,967	16,061
2031	53,557	33,741	19,997	73,554	16,215
2032	54,805	34,527	20,371	75,176	16,371
2033	56,082	35,332	20,752	76,834	16,528
2034	57,389	36,155	21,140	78,529	16,687
2035	58,726	36,997	21,535	80,261	16,847
2036	60,094	37,859	21,938	82,032	17,009

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

*Actual Numbers from Census Bureau

Fire Services

The Newnan Fire Department currently has an ISO rating of 3 and consists of three stations. The main station/headquarters is located at 23 Jefferson Street and is referred to as NFD1. The second station, Y. Glenn McKenzie Fire Station, is located at 1516 Lower Fayetteville Road and is referred to as NFD2. The third station is located at 138 Temple Avenue and is known as Westside Fire Station. These stations combined consist of 56 total employees.

LOS: Fire Services Department Vehicles

Service Unit	Description	Units - Vehicles
2004		
1. 2002 Pierce Enforcer	1,250 gpm pumper	Engine 1
2. 1996 Pierce Saber	1,000 gpm pumper	Engine 2
3. 1978 Ford	1,000 gpm pumper	Engine 3
4. 1993 Ford	300 gpm pumper	Engine 5
5. 1985 Gruman	1,250 gpm pumper	Snorkel 1
6. 1988 Chevrolet Special Ops		
7. 1993 Pierce Saber	1,000 gpm pumper	Squad 1
8. Haz-Mat Trailer		
Total = 8		
Vehicles Purchased with Impact Fees Since 2004		
1. Heavy Rescue Vehicle		
2. Mini Pumper		
3. Heavy Rescue Vehicle		
4. Heavy Rescue Vehicle		
Total = 4		

Source: City of Newnan Fire Department

The LOS for fire protection in the City of Newnan is measured in terms of number of engines, tankers, rescue units, and other vehicles with a projected life of greater than ten years, as well as by the number of square feet of fire station space per 1,000 functional population. Functional population is used as a measure because fire protection is a service provided to both residences and businesses in the City. The functional population for the year 2036 is 82,032. The LOS is 0.281 vehicles and 516.71 square feet of station space per 1,000 functional population.

LOS: Fire Services Facilities

Service Unit	Current Units (vehicles or s.f.)
2004	
NFD 1	9,202
NFD 2	5,505
Total sq.ft.	14,707
Facilities built with Impact Fees Since 2004	
NFD 3	4,180
Storage Facility	2,000
Total sq.ft. added	6,180
<p>LOS = Current Units / 2004 Functional Population * 1,000 LOS = 8 vehicles / 28,463 x 1,000 = 0.281 vehicles per 1,000 people* LOS = 14,707 sq.ft. / 28,463 x 1,000 = 516.71 sq.ft. per 1,000 people*</p>	

Source: City of Newnan Fire Department and Department of Community Development
 *Functional Population

Over the course of the twenty years detailed in this Capital Improvements Element, the Newnan Fire Department may also purchase new vehicles through other funding mechanisms, such as SPLOST or the general fund. These purchases will increase the LOS, which the impact fees will then maintain. Impact fees are designed to maintain the level of service standard of a service area as the population increases. Impact fees will never be used to correct deficiencies in service caused by factors other than population increases. The LOS standards are multiplied by the estimated difference in functional population between the years 2004 and 2036 to produce the expected future demand.

Future Demand: Fire Services

2004 Functional Population: 28,463
2036 Functional Population: 82,032
2004-2036 Population Difference: 53,569
<p>additional population x LOS standard / 1,000 people = future demand $53,569 \times 0.281 / 1,000 = 15$ additional vehicles needed minus the 4 vehicles purchased with impact fees since 2004 = 11 additional vehicles needed</p> <p>$53,569 \times 516.71 / 1,000 = 27,680$ sq.ft. of additional space needed minus the 6,180 sq.ft. built with impact fees since 2004 = 21,500 sq.ft. of additional space needed</p>

Source: City of Newnan Department of Community Development

Parks and Recreation

The City of Newnan’s park system is currently comprised of a series of neighborhood and community parks at locations generally scattered throughout most of the City. Newnan’s parks and recreation areas contain a wide range of facilities for both passive and active recreational activities as well as aesthetic, cultural, and educational resources that merit preservation.

The LOS for parks facilities in the City of Newnan is measured in terms of acres of parkland per housing unit. Number of housing units is used as a measure because it is assumed that parks are used primarily by residents of a City, and that the presence of commercial structures has no effect upon park usage. The LOS for parks land and facilities is shown in the succeeding table.

LOS: Parks and Recreation

Park	Acreage
2004	
Carl Miller Park	6.8
Cranford Park	0.7
Lynch Park	9.5
Ray Park	1.9
South Street Tot Lot	0.3
Temple Park	2.6
Verona Rosser	0.7
Westgate Park	2.5
CJ Smith Park	12
Total	37
Parks added with Impact Fees Since 2004	
Greenville Street Park	2.76
LOS = Current Units acreage / 2004 Housing Units x 1,000 LOS = 37 / 8,840 units x 1,000 = 4.19 acres per 1,000 units	

Source: City of Newnan Department of Community Development

The LOS standards are multiplied by the estimated difference in housing units between the years 2004 and 2036 to produce the expected future demand. See the following table, "Parks and Recreation Future Demand" for details.

Future Demand: Parks and Recreation

2004 Housing Units: 8,840
2036 Housing Units: 17,009
2004-2036 Housing Unit Difference: 8,169
additional housing units x LOS standard / 1,000 units minus the 2.76 acres purchased with impact fees since 2004 = future demand 8,169 x 4.19 / 1,000 units minus 2.76 = 31.43 additional acres needed

Source: City of Newnan Department of Community Development

Roads, Streets, and Bridges

Newnan, a community largely dependent upon the automobile, has an extensive network of roadways and sidewalks serving as the backbone of its transportation system. With its location at the crossroads of numerous state highways, immediately adjacent to I-85, proximate to two rail lines and complemented by a general aviation airport, it is easily accessible not only to metropolitan Atlanta, but also to the surrounding communities and to the entire southeastern United States.

There are two access points from I-85 to Newnan: SR34 (Bullsboro Drive) to the east and US29/27A (Greenville Street) to the south. The Bullsboro Drive interchange, with its location closest to Atlanta, serves as the main point of entry to Newnan. Bullsboro Drive is a four-lane divided roadway with a landscaped median bordered by strip commercial development on both sides. There is often significant congestion on Bullsboro Drive during peak periods due both to commute traffic and to local traffic accessing the shopping centers. Bullsboro Drive provides direct access to the downtown area where it is joined by the other state highways serving as major points of entry to the City from the north and west. Greenville Street in the vicinity of I-85 is also a four-lane divided facility, but the cross section narrows to two lanes from SR16 to the north into downtown.

The roadway network in Newnan is indicative of its long history. The overwhelming majority of roadways within the city limits are two-lane facilities, with limited right-of-way available for possible future expansions. The network is loosely based upon a grid system, but is somewhat disjointed due to growth over time. It has extremely steep grades in some places, irregular intersections and inconsistent street sections throughout. Some streets are narrow in width with curbs and gutters while others are extremely wide with open drainage. Nearly all of the roadways are in relatively good repair, although several railroad crossings are extremely rough. Streets in the newly developing areas to the east of the city are more characteristic of modern roadways, with more consistent cross sections, gentle grades and regular intersections.

Major north/south mobility through Newnan is provided by a one-way pair system of Jefferson and Jackson Streets. These two streets are characterized by historic residential development, heavy traffic volumes, large numbers of trucks and frequent congestion. East/west connections feed off of the one way pair and provide access to the rest of the City. These include Washington Street, Temple Avenue, SR34, Broad Street, Fourth Street and LaGrange Street.

Level of service for roadways and intersections is measured on a “letter grade” system that rates a road within a range A to F. LOS A is the highest rating, representing unencumbered travel; LOS F is the lowest rating, representing heavy congestion and long delays. This system is a means of relating the connection between speed and travel time, freedom to maneuver, traffic interruption, comfort, convenience and safety to the

capacity that exists in a roadway. This refers to both a quantitative measure expressed as a service flow rate and an assigned qualitative measure describing parameters.

The Highway Capacity Manual, Special Report 209, Transportation Research Board (1985), defines level of service A through F as having the following characteristics:

LOS A: free flow, excellent level of freedom and comfort

LOS B: stable flow, decline in freedom to maneuver, desired speed is relatively unaffected

LOS C: stable flow, but marks the beginning of users becoming affected by others, selection of speed and maneuvering becomes difficult, comfort declines at this level

LOS D: high density, but stable flow, speed and freedom to maneuver are severely restricted, poor level of comfort, small increases in traffic flow will cause operational problems

LOS E: at or near capacity level, speeds reduced to low but uniform level, maneuvering is extremely difficult, comfort level poor, frustration high, level unstable

LOS F: forced/breakdown of flow, the amount of traffic approaching a point exceeds the amounts that can transverse the point, queues form, stop & go, arrival flow exceeds discharge flow

The following table presents the default service values for roadway types. These figures are used by traffic engineers as standards throughout the country.

Minimum Daily Volume at LOS

Maximum Daily Volume at LOS						
No. of Lanes	A	B	C	D	E	Facility Type
2	-	4,200	13,800	16,400	16,900	
4	4,800	29,300	34,700	35,700	-	Class I Arterial
6	7,300	44,700	52,100	53,500	-	(<2 signals/mile)
8	9,400	58,000	66,100	67,800	-	
2	-	1,900	11,200	15,400	16,300	
4	-	4,100	26,000	32,700	34,500	Class II Arterial
6	-	6,500	40,300	49,200	51,800	(2 - 4.5 signals/mile)
8	-	8,500	53,300	63,800	67,000	
2	-	-	5,300	12,600	15,500	
4	-	-	12,400	28,900	32,800	Class III Arterial

6	-	-	19,500	44,700	49,300	(>4.5 signals/mile)
8	-	-	25,800	58,700	63,800	
2	-	-	9,100	14,600	15,600	
4	-	-	21,400	31,100	32,900	Minor Arterial
6	-	-	33,400	46,800	49,300	
2	-	-	4,800	10,000	12,600	Collector
4	-	-	11,100	21,700	25,200	

Source: Florida Level of Service and Guidelines Manual for Planning

The demand for future service was determined by calculating the amount of traffic to be generated on all of the vacant land within the City limits. No annexations are considered in calculating future demand. The first step in determining the future demand is to calculate the amount of vacant non-residential land in the City, by land use, as shown below.

Vacant Land by Land Use Category

Land Use	2016 Acreage Developed	2036 Acreage Developed	2016 Acreage Vacant
Commercial	1,085.94	2,218.78	625.14
Office/Professional	216.72	667.34	228.4
Industrial	544.80	821.65	174.77

Source: City of Newnan Department of Community Development

Secondly, planning staff researched commercial, office, and industrial developments from previous years in order to ascertain the average square footage per acre for such developments in Newnan. It was determined from this research that commercial developments average 5,830 square feet of building per acre of development, office/professional developments average 11,435 square feet per acre, and industrial developments average 11,075 square feet per acre.

Third, the vacant acreage for each land use is multiplied by the average square footage per acre of the land use type, in order to determine the total square footage of development by building type to be expected at build-out. The results are as follows:

Commercial- 625.14 acres x 5,830 sq. ft. = **3,644,566 sq. ft. to be built**
Office/Professional- 228.4 acres x 11,435 sq. ft. = **2,611,754 sq. ft. to be built**
Industrial- 174.77 acres x 11,075 sq. ft. = **1,935,578 sq. ft. to be built**

Fourth, the average size of these developments is determined. By researching the average square footage of developments in previous years, it has been determined that the average commercial development is 16,659 sq. ft., the average office development is 29,125 sq. ft., and the average industrial development is 58,000 sq. ft.

By dividing the average square footage of each development into the total square footage of development expected, the number of additional projects by each type is determined. The results are as follows:

Commercial- $3,644,566 / 16,659 = 220$ **additional developments**
Office/Professional- $2,611,754 / 29,125 = 90$ **additional developments**
Industrial- $1,935,578 / 58,000 = 33$ **additional developments**

The number of vehicle trips generated per development is then calculated using formulae developed by the Institute of Transportation Engineers (ITE). For commercial developments, the formula for shopping centers is used. For office/professional developments, the formula for general office is used. The formula for “general light industrial” is used for industrial developments. The weekday formula based on square footage found in the ITE *Trip Generation, 9th Edition* manual is applied in all cases. In the following equations, T= Traffic Volume and X = Area in 1,000 square feet of the average size structure for each category. The results are as follows:

Commercial: $\text{Ln}(T) = 0.65 \text{Ln}(X) + 5.83 = 2,118$ **trips per business**
Office/Professional: $\text{Ln}(T) = 0.76 \text{Ln}(X) + 3.68 = 473$ **trips per business**
Industrial: $T = 7.47(X) - 101.92 = 331.34$ **trips per business**

Lastly, the number of trips generated per business is multiplied by the number of businesses expected. This results in the total number of trips generated by the vacant non-residential land in the City. The results are as follows:

Commercial: 2,118 trips per business x 220 businesses = **465,960 trips generated**
Office/Professional: 473 trips per business x 90 businesses = **42,570 trips generated**
Industrial: 331 trips per business x 33 businesses = **10,923 trips generated**

$465,960 + 42,570 + 10,923 = 519,453$ **total trips generated by non-residential land**

For residential traffic, the number of residential units constructed between 2016 and 2036 is calculated. The total number of housing units in 2036 is projected to be 17,009. The number of units in the City as of 2016 is 14,049.

$17,009 - 14,049 = 2,960$ **residential units to be built**

According to the Institute of Transportation Engineers, a single-family residence generates an average 9.52 trips per day.

2,960 residential units x 9.52 trips per unit = **28,179 trips generated by residential land**

By adding the trips generated by residential and non-residential land, the total traffic generated by all vacant land in the City is **547,632 total average daily trips**.

Impact Fees

Policy Statement for Credits

An important component of impact fee calculations is a forecast of the expected revenue from taxes which will be used to fund impact fee eligible projects. In some circumstances, new development pays for the capital improvements needed to serve that development through impact fees, charged at the time that building permits are issued, as well as through future taxes that are spent on the same capital improvements. In these cases, credit must be granted for those future taxes that will be paid by the new development, as failure to do so would result in a form of double taxation.

The only tax currently contemplated that will fund impact fee eligible projects is the Special Purpose Local Option Sales Tax (SPLOST). The credits for future taxes are therefore limited to SPLOST taxes that will be paid by new residents and businesses that would also be subject to impact fee levies. Other City taxes and fees fund operations and maintenance activities, which are not impact fee eligible. The SPLOST passed by Coweta County in 2013 covers a 6-year time frame and is limited to \$120,000,000. The projects funded by the 2013 SPLOST that are also impact fee eligible and their cost as a percentage of the entire SPLOST program are shown in the following “SPLOST Breakdown” table.

SPLOST 2013 Breakdown

Project	Total Cost	SPLOST 2013 %
Build Fire Station #4	\$3,073,797	1.89%
Construct McIntosh Parkway	\$7,173,000	1.31%

Source: City of Newnan Department of Community Development

A forecast must be made of anticipated contributions from new growth in order to determine the appropriate credit against impact fee project costs. See the “SPLOST Collection History” table below for a calculation of the average collection amount per capita (functional population). This is based on historic collection data and by using a full year of data (seasonal fluctuations are represented). Monthly functional population figures for all following tables are based on a straight-line projection between estimated yearly functional population figures, as seen in the “Population and Housing Forecasts” table above.

SPLOST Collection History

Month	Year	Functional Population	Collection per Capita (Functional Population)
June	2015	51,262	\$8.65
July	2015	51,355	\$8.41
August	2015	51,448	\$9.59
September	2015	51,541	\$8.77
October	2015	51,634	\$8.51
November	2015	51,727	\$8.34
December	2015	51,820	\$8.05
January	2016	51,913	\$8.39
February	2016	52,006	\$10.20
March	2016	52,099	\$7.59
April	2016	52,192	\$7.80
May	2016	52,285	\$8.24
Average Collection per Capita = \$8.54			

Source: City of Newnan Department of Community Development

The average collection per capita is applied to the future forecast of new growth in the table below. This is shown as a running total since new growth will continue to pay into the SPLOST fund over the life of the program. The forecast begins with November of 2016 since that is the anticipated time of implementation for impact fees as updated in this document.

SPLOST New Growth Collection Forecast

Month and Year	Functional Population	Net New Functional Population	Total New Functional Population per Month	Monthly SPLOST Collection per Capita	Annual Collection
Nov-16	52,961	93	93	\$ 794.59	\$1,965.12
Dec-16	53,054	93	137	\$ 1,170.53	
Jan-17	53,147	97	234	\$ 1,999.30	\$78,690.24
Feb-17	53,244	97	331	\$ 2,828.06	
Mar-17	53,341	97	428	\$ 3,656.83	
Apr-17	53,438	97	525	\$ 4,485.60	
May-17	53,535	97	622	\$ 5,314.37	
Jun-17	53,632	97	719	\$ 6,143.14	
Jul-17	53,729	97	816	\$ 6,971.90	
Aug-17	53,826	97	913	\$ 7,800.67	
Sep-17	53,923	97	1,010	\$ 8,629.44	
Oct-17	54,020	97	1,107	\$ 9,458.21	
Nov-17	54,117	97	1,204	\$ 10,286.98	
Dec-17	54,214	97	1,301	\$ 11,115.74	
Jan-18	54,314	99	1,400	\$ 11,961.60	\$199,365.70
Feb-18	54,414	99	1,499	\$ 12,807.46	
Mar-18	54,514	99	1,598	\$ 13,653.31	
Apr-18	54,614	99	1,697	\$ 14,499.17	
May-18	54,714	99	1,796	\$ 15,345.02	
Jun-18	54,814	99	1,895	\$ 16,190.88	
Jul-18	54,914	99	1,994	\$ 17,036.74	
Aug-18	55,014	99	2,093	\$ 17,882.59	
Sep-18	55,114	99	2,192	\$ 18,728.45	
Oct-18	55,214	99	2,291	\$ 19,574.30	
Nov-18	55,314	99	2,390	\$ 20,420.16	
Dec-18	55,414	99	2,489	\$ 21,266.02	

Total Collection from New Growth = \$280,021.06

Source: City of Newnan Department of Community Development

In the next table, the applicable credits are calculated by multiplying the total SPLOST collection from new growth by each project category’s percentage of total SPLOST.

SPLOST Credit Calculation

Projects	Total SPLOST Collection from New Growth		SPLOST 2013 %		Credit
Build Fire Station #4	\$280,021.06	x	1.89%	=	\$5,292.40
Construct McIntosh Parkway			1.31%	=	\$3,668.28

Source: City of Newnan Department of Community Development

Calculation

As can be seen below, the total of all impact fees applicable to a residential unit (includes parks and recreation, fire services, and roads, streets, and bridges) is **\$1,136.05**. When calculating impact fees, the following facts are important to keep in mind.

- The figures used in calculating impact fees are located in the “Population and Housing Forecasts” table.
- The numbers used for non-residential examples are rounded for informational purposes. The true amount levied for a development, matching the examples in size and use, may differ slightly and inconsequentially.
- For some structures (i.e. hotels, self-serve car washes), the factor is not multiplied by square footage but rather by a different unit of measure. For instance, hotels use the number of rooms and self-serve car washes utilize the number of stalls.
- All formulas and multipliers used for computing the number of trips for a development are derived from the Institute of Transportation Engineers (ITE) manual, “Trip Generation, 9th edition” or the “Coweta County Impact Fee Methodology Report.” Formulas for a weekday were used when consulting the ITE manual.
- Multipliers represent the average number of employees per unit of measure.

- The multipliers, unit of measures, and trip generation formulas are provided for each land use in the “Multipliers and ITE Formulas” table at the conclusion of this section.
- The amount collected refers to the amount that has been collected *and* is unspent.
- Interest is the amount of interest earned by each category as of October 2016.

Parks and Recreation

The impact fee for parks is based upon housing units. The amount charged per residential unit is determined by dividing the cost of all remaining impact fee eligible parks and recreation projects (less the amount of impact fees collected and interest earned for parks through October 2016 and credit for SPLOST, if applicable) by the difference in housing units from 2016 until 2036. This number is then charged the 3% administrative fee, allowed by the State of Georgia, to obtain the final fee per residential unit. It is noteworthy that non-residential structures are not charged an impact fee for parks and recreation, as those types of development typically do not impact parks or recreation.

Impact Fee Calculation: Parks and Recreation

Total cost of remaining impact fee eligible parks and recreation projects: \$3,800,000
Impact fees plus interest earned collected through October 2016: \$1,723,918
SPLOST Credit: \$0
2016-2036 housing unit difference: 2,960
cost of projects - amount collected and interest earned - credit / housing unit difference = fee per residential unit \$3,800,000.00 - \$1,723,918 - \$0 / 2,960 = \$701.38
fee per residential unit + 3% administrative fee = final fee per residential unit \$701.38 + \$21.04 = \$722.42

Source: City of Newnan Department of Community Development

Fire Services

The impact fee for fire services is based upon functional population. The amount charged per person is determined by dividing the cost of all remaining impact fee eligible fire services projects (less the amount of impact fees collected and interest earned for fire services through October 2016) by the difference in functional population from 2016 until 2036. This number is then charged the 3% administrative fee, allowed by the State of Georgia, to obtain the final fee per person.

Impact Fee Calculation: Fire Services

Total cost of remaining impact fee eligible fire services projects: \$3,500,000
Impact fees collected plus interest earned through October 2016: \$302,335
SPLOST Credit: \$3,500
2016-2036 functional population difference: 28,978
cost of projects - amount collected and interest earned / functional population difference = fee per person $\$3,500,000 - \$305,835 / 28,978 = \mathbf{\$110.23}$
fee per person + 3% administrative fee = final fee per person $\$110.23 + \$3.31 = \mathbf{\$113.54}$

Source: City of Newnan Department of Community Development

The figures shown in the preceding table are not the amounts charged as impact fees to new developments. Instead, the final fee per person (\$113.54) is the amount charged per person employed by or living on the property being developed. Thus, in order to convert the cost per person into an impact fee for the development, the final fee per person must be multiplied by the estimated number of residents or employees.

For residential structures, the City estimates a household size of 2.6 at the end of the planning period. **Therefore, the residential fire services impact fee for all residential structures is as follows: $\$113.54 \times 2.6 = \295.20 .**

For non-residential structures, the Institute of Transportation Engineers (ITE) has created factors (multipliers, see “Multipliers and ITE Formulas” table below) which are multiplied by the square footage of the structure in order to determine the number of employees. As an illustration, the multiplier for an apparel store is 1.67. Thus, the fire services impact fee charged to a 2,000 square foot apparel store would be as follows: $\$113.54 \times 2 \times 1.67 = \379.22 .

Roads, Streets, and Bridges

The impact fee for roads, streets, and bridges is based upon the number of trips generated by the development. The amount charged per trip generated is determined by dividing the cost of all remaining impact fee eligible roads, streets, and bridges projects (less the amount of impact fees collected and interest earned for roads, streets, and bridges through October 2016 and credit for SPLOST) by the trips generated from 2016 until 2036. This number is then charged the 3% administrative fee, allowed by the State of Georgia, to obtain the final fee per trip.

Impact Fee Calculation: Roads, Streets, and Bridges

Total cost of remaining impact fee eligible roads, streets, and bridges projects: \$7,000,000
Impact fees collected plus interest earned through October 2016: \$382,118
SPLOST Credit: \$3,696
2016-2036 trips generated: 547,632
cost of projects - amount collected and interest earned - credit / trips generated = fee per trip $\$7,000,000 - \$382,118 - \$3,696 / 547,632 = \mathbf{\$12.08}$
fee per trip + 3% administrative fee = final fee per trip $\$12.08 + \$0.36 = \mathbf{\$12.44}$

Source: City of Newnan Department of Community Development

As with fire services, the figures shown in the preceding table are not the amounts charged as impact fees to new developments. Instead, the final fee per trip (\$12.44) is the amount charged per trip generated by the property being developed. Thus, in order to convert the cost per trip into an impact fee for the development, the final fee per trip must be multiplied by the estimated number of trips generated. The Institute of Transportation Engineers has developed formulas to help determine how many trips a development generates per day. The formulas used to determine the impact fee based on the number of trips generated depends of the type of development in question.

The formula for a residential structure is fairly simple. The ITE estimates that a residential structure generates 9.52 trips per day. **Therefore, the roads, streets, and bridges impact fee for all residential structures is as follows: \$12.44 x 9.52 = \$118.43.**

For non-residential structures, the number of trips generated per day varies depending upon the use of the development. In the formulas below, T is the average total number of trips generated by that development per day, X is the square footage of the development in thousands, and the number multiplied by X is the average number of trips per day that one unit of measure creates.

All formulas are given in the ensuing “ITE Formulas” table. The formula for an apparel store is $T = 66.4(X)$. For a 2,000 square foot apparel store, 132.8 trips will be generated per day ($132.8 = 66.4 * 2$). Thus, the roads, streets, and bridges impact fee charged to a 2,000 square foot apparel store would be as follows: $\$12.44 \times 132.8 = \$1,652.03$.

Multipliers and ITE Formulas

Land Use	New Unit of Measure (1,000 sq. ft. unless noted)	New Formula to Determine Trip Generation	New Multiplier
Residential	Dwelling Unit	$T=9.52(X)$	2.6
Apparel Store		$T=66.4(X)$	1.67
Arena	Acres	$T=33.33(X)$	3.33
Assisted Living	Beds	$T=2.74(X)$	0.67
Athletic Club		$T=2.97(X)$	0.46
Automobile Parts Sales		$T=61.91(X)$	0.96
Bank		$T=148.15(X)$	3.8
Building Materials & Lumber Store		$T=45.16(X)$	1.44
Bowling Alley		$T=33.33(X)$	1
Cemetery	Acres	$T=4.73(X)$	0.06
Church		$T=36.63(X)$	0.52
Clinic		$T=31.45(X)$	4.08
Commercial Airport	Commercial Flights per Day	$T=122.21(X)$	10.90
Convenience Store		$T=737.99(X)$	1.8
Convenience Store w/ Gasoline Pumps		$T=845.6(X)$	1.8
Day Care Center		$T=74.06(X)$	2.6
Discount Club		$T=41.8(X)$	1.36
Drive-in Bank		$T=148.15(X)$	4
Electronics Superstore		$T=45.04(X)$	0.96
Factory Outlet Center		$T=26.59(X)$	1.67
Fast-Food Restaurant with Drive-Through Window		$T=496.12(X)$	10.9
Free-Standing Discount Store		$T=57.24(X)$	1.44
Free-Standing Discount Superstore		$T=50.75(X)$	0.96
Furniture Store		$T=5.06(X)$	0.48
General Aviation Airport	Based Aircraft	$T=5(X)$	0.40
General Heavy Industrial		$T=1.5(X)$	1.82
General Light Industrial		$T=6.97(X)$	2.31
General Office Building		$T=11.03$	3.07

City of Newnan Comprehensive Plan 2016-2036

Golf Course	Holes	T=35.74(X)	1.9
Golf Driving Range	Tees	T=13.65(X)	4.07
Hardware/Paint Store		T=51.29(X)	0.96
High-Turnover (Sit-Down) Restaurant		T=127.15(X)	7.46
Home Improvement Superstore		T=30.74(X)	0.96
Hospital		T=13.22	3.07
Hotel	Rooms	T=8.17(X)	0.19
Lodge/Fraternal Organization	Members	T=0.29(X)	0.01
Manufacturing		T=3.82(X)	1.86
Medical-Dental Office		T=36.13(X)	2.82
Mini-Warehouse		T=2.5(X)	0.04
Motel	Rooms	T=5.63(X)	0.047
Movie Theater	Screens	T=348.33	1.5
Multipurpose Recreational Facility	Acres	T=90.38(X)	0.5
Automobile Sales		T=32.30(X)	1.82
Nursery (Garden Center)	Acres	T=108.10(X)	5
Nursery (Wholesale)	Acres	T=19.5(X)	0.83
Nursing Home		T=7.6(X)	0.61
Pharmacy/Drugstore with Drive-Through Window		T=96.91(X)	1.67
Private School (K-12)	Students	T=2.48(X)	1.13
Quality Restaurant		T=89.95(X)	7.46
Quick Lubrication Vehicle Shop		T=40(X)	2.10
Racquet/Tennis Club	Courts	T=38.7(X)	0.24
Recreational Community Center		T=33.82(X)	0.84
Research and Development Center		T=8.11(X)	3.32
Self-Service Car Wash	Wash Stalls	T=108(X)	0.20
Shopping Center		T=42.70(X)	1.67
Specialty Retail Center	Gross Leasable Area	T=44.32(X)	2
Supermarket		T=102.24(X)	1.13
Synagogue		T=22.5(X)	0.52
Tennis Courts	Courts	T=31.04(X)	0.24
Tire Store		T=24.87(X)	1.28
Intermodal Truck Terminal		T=9.89(X)	1.25
Warehousing		T=3.56(X)	1.31
Wholesale Market		T=6.73(X)	0.82
Tire Superstore		T=20.36(X)	1.28

Source: Institute of Traffic Engineers, Coweta County Impact Fee Methodology Report

Impact Fee Financial Reports

ANNUAL FINANCIAL REPORT FOR 2015					
Public Facility Type	Parks and Recreation	Fire Services	Police Protection	Roads, Streets, and Bridges	Total
Service Area	City of Newnan	City of Newnan	City of Newnan	City of Newnan	
Beginning Impact Fee Fund Balance	\$1,100,215.79	\$97,623.59	\$44,092.00	\$929,522.74	\$2,171,454.12
Impact Fees Collected	\$419,411.70	\$170,160.10	\$9,081.34	\$90,844.40	\$689,497.54
Accrued Interest	\$2,314.28	\$612.31	\$74.58	\$1,660.78	\$4,661.95
Project Expenditures	\$0	\$12,293.60	\$48,744.93	\$194,089.12	\$255,127.65
Impact Fee Refunds	\$1,471.62	\$542.04	\$231.72	\$263.10	\$2,508.48
Ending Impact Fee Fund Balance	\$1,520,470.15	\$255,560.36	\$4,271.27	\$827,675.70	\$2,607,977.48
Impact Fees Encumbered	\$0	\$0	\$0	\$0	\$0

Source: City of Newnan Finance Department – Fund 375 Impact Fees

Capital Improvements Element Projects

Capital Improvements Projects: Parks and Recreation

Newnan		Capital Improvements Projects - 2016					
Public Facility:		Parks and Recreation					
Service Area:		City Limits					
Project Description	Project Start Date	Project End Date	Estimated Cost of Project	Portion Chargeable to Impact Fees	Funding Sources	Responsible Party	Status
Develop an East Side Park	2016	2019	\$3,500,000	\$3,500,000	Impact Fees	Beautification	Planning
Develop a 1.8-acre Newnan Conference Centre Trail	2016	2017	\$300,000	\$300,000	Impact Fees	Beautification	Planning

Source: City of Newnan Planning and Zoning Department

Capital Improvements Projects: Fire Services

Newnan		Capital Improvements Projects - 2016					
Public Facility:		Fire Services					
Service Area:		City Limits					
Project Description	Project Start Date	Project End Date	Estimated Cost of Project	Portion Chargeable to Impact Fees	Funding Sources	Responsible Party	Status
Obtain fire engine for fire station #4	2016	2018	\$500,000	\$0	SPLOST 13	Fire	Planning
Obtain light duty response truck	2016	2018	\$200,000	\$0	SPLOST 13	Fire	Planning
Obtain light duty response truck	2018	2020	\$200,000	\$200,000	Impact Fees	Fire	Planning
Acquire a heavy duty vehicle for fire department	2018	2018	\$550,000	\$550,000	Impact Fees	Fire	Planning
Acquire a heavy duty vehicle for fire department	2019	2019	\$600,000	\$600,000	Impact Fees	Fire	Planning
Acquire a heavy duty vehicle for fire department	2020	2020	\$650,000	\$650,000	Impact Fees	Fire	Planning
Build Fire Station # 4	2014	2018	\$3,073,797	\$1,500,000	SPLOST 13, Impact Fees	City Manager	Planning

Source: City of Newnan Planning and Zoning Department

Capital Improvements Projects: Police Protection

Newnan		Capital Improvements Projects - 2016					
Public Facility:		Police Protection					
Service Area:		City Limits					
Project Description	Project Start Date	Project End Date	Estimated Cost of Project	Portion Chargeable to Impact Fees	Funding Sources	Responsible Party	Status
Improvements to Public Safety Complex	2017	2017	\$4,271.27	\$4,271.27	Impact Fees	City Manager	Planning

Source: City of Newnan Planning and Zoning Department

Capital Improvements Projects: Roads, Streets, and Bridges

Newnan		Capital Improvements Projects - 2016					
Public Facility:		Roads, Streets, and Bridges					
Service Area:		City Limits					
Project Description	Project Start Date	Project End Date	Estimated Cost of Project	Portion Chargeable to Impact Fees	Funding Sources	Responsible Party	Status
Construct McIntosh Parkway	2014	2018	\$7,173,000	\$2,000,000	Impact Fees, SPLOST 07, SPLOST 13, GTIB Grant	Engineering	Design
Improvements to Lower Fayetteville Road – Phase I	2016	2020	\$45,000,000	\$2,500,000	Impact Fees, City, FHWA	Engineering	Early Concept Phase
Andrew Street Extension from Augusta Drive to E. Broad Street	2018	2019	\$4,549,000	\$2,500,000	Impact Fees, City	Engineering	Early Concept Phase

Source: City of Newnan Planning and Zoning Department

* McIntosh Parkway was referred to as East Washington Extension and Greison Trail/Bypass Connector, respectively, in earlier CIEs.

Wastewater Collection and Treatment

Introduction

The City of Newnan sanitary sewer facilities are comprised of a network of collection trunk mains, pumping stations, treatment plants and areas for land application of treated wastewater. Such facilities provide a certain waste collection and treatment capacity usually defined in terms of a million gallons per day (MGD). The capacity of these facilities can be expanded through the construction of additional treatment capacity. Expansions for the City's two water pollution control plants, Mineral Springs and Wahoo Creek, are proposed for funding under the Development Impact Fee Act.

Development impact fees will be used to produce the capital requirements for the additional treatment capacity, which includes pumping station expansions, storage ponds, force mains and easements. This capacity is accessed through the existing collection system, consisting of trunk mains and lines as well as pumping stations located throughout the service areas as appropriate. Pumping stations are necessary when topography prohibits use of gravity flow collection.

Future collection systems expansions, in the form of sewer mains, which connect to major trunk routes, are primarily the responsibility of the development community. This is based on the premise that the need for such mains is usually created by developers of individual projects seeking such connections to the City of Newnan sanitary sewer system.

Designation of Service Area and Levels of Service

The service area for wastewater collection and treatment is the City limits of Newnan, which contains 11 drainage basins. The previously mentioned water pollution control plants (WPCP), Mineral Springs and Wahoo Creek, operated by Newnan Utilities, treat effluent from within the City limits. An additional plant, the Shenandoah Water Pollution Control Plant, is operated by Coweta County. However, the focus of this Wastewater Capital Improvements Element is expansion of the City's WPCPs. The expansion of these facilities is necessitated solely by the increase in development within the existing City limits, and does not take into account any future annexation by the City.

The ensuing "Drainage Basins and WPCPs" table lists the basins and their respective WPCP. The number of acres falling inside the City limits is also given for each basin.

Drainage Basins and WPCPs

Drainage Basin	Servicing WPCP	Acres in City Limits
Sandy Creek	Wahoo Creek & Mineral Springs	1,646
Mineral Springs	Mineral Springs	1,287
Mountain Creek	Mineral Springs	24
Snake Creek	Wahoo Creek	689
Wahoo Creek	Wahoo Creek	3,966
White Oak Creek	Wahoo Creek	3,786
Turkey Creek	Wahoo Creek	301
Chandler Creek	None	361
Beaver's Lake	None	15
East Newnan*	Wahoo Creek	0
Upper Sullivan Creek*	Wahoo Creek	0

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

*No area inside City limits. East Newnan serves estimated population of 765 and Upper Sullivan Creek serves estimated population of 250.

The LOS and the LOS standard for wastewater collection and treatment are established at 300 gallons per day (GPD) per dwelling unit. All sanitary sewer service needs of the City of Newnan are being met without variation; the average collection and treatment volume is 300 gallons of wastewater per day per dwelling unit. All residents tied into the municipal sewer system receive this level of service and all new residents whose homes will be tied into the system will also receive the same level of service. No variation in service levels exists among those residents now connected, or to be connected, to the system.

The commercial and industrial standards are established on an individual basis using recognized standards, such as those found in the American Civil Engineering Society Manual "Design and Operation of Gravity Sanitary Sewers." Demand for restaurants and commercial users can be based on usage of 0.25 to 1.50 gallons per square foot; retail facilities typically use 60-100 gallons per 1,000 square feet of floor area. Commercial and industrial users tend to vary widely and may provide historical usage data or establish a record of average annual daily flow. While Newnan Utilities may serve developments outside the City limits, such developments will not be required to pay an impact fee, nor is such development being included in the determination to expand the Mineral Springs and Wahoo Creek Pollution Control Plants.

Facilities Eligible for Impact Fee Funding

Eligible Facilities	Service Area	Level of Service Standard
Water Pollution Control Plants	City Limits	Residential: 300 gallons per day per dwelling unit (d.u.)
		Commercial: referenced to usage factors
		Industrial: referenced to use/employment

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

Current National Pollutant Discharge Elimination System Permit Limitations

Wastewater Facility	Service Level
Mineral Springs WPCP	0.75 MGD gallons treated per day
Wahoo Creek WPCP	3.00 MGD gallons treated per day

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

Projection of Needs

Newnan Utilities is utilizing the population projections developed for the 2016 Comprehensive Plan. They refer to this set of projections as “build-out” projections since they do not take annexation into consideration. Concerning commercial and wastewater sources, the *Wastewater System Master Plan Update* has this to say: “Currently none of the industries in Newnan discharge more than 50,000 gallons per day into the public sewers and treatment plants. The largest industrial discharger in Newnan is the William Bonnell Company, which has its own wastewater treatment plant and discharge permit. Commercial development is expected to increase rapidly in the area known as Newnan Crossing.

Two roads have been extended south of the interstate exit at Bullsboro Road: Newnan Crossing Bypass on the west side and Newnan Crossing Boulevard on the east side. Communities that are dominated by commercial land use have to evaluate how hotels, restaurants, stores, professional offices, etc. might contribute more (or less) wastewater than residential development, but this is not necessary in Newnan. The differences in flow per acre between commercial/industrial property and residential property were not considered significant in this study. For wastewater flow projections in Newnan, the historical flow rates were used for calibration by residential population (gallons per day per capita).”

The succeeding “Wastewater Flow Projections” table shows Newnan Utilities’ wastewater flow projections for the annual average daily flow (AADF), peak hour flow, and maximum monthly average flow (max. month). The WPCPs are rated by the later flow rate. The flow projections seen in this table result in a maximum monthly average in 2036 that will be 6.61 MGD and a peak flow rate of 14.48 MGD.

Wastewater Flow Projections

	Max. Month in MGD	AADF in MGD	Peak Hour in MGD
2010	3.35	2.88	8.17
2011	3.65	3.14	8.86
2012	3.76	3.24	9.10
2013	3.83	3.30	9.25
2014	3.98	3.43	9.55
2015	4.08	3.51	9.73
2016	4.17	3.59	9.92
2017	4.27	3.67	10.11
2018	4.37	3.76	10.30
2019	4.47	3.85	10.50
2020	4.57	3.94	10.70
2021	4.68	4.03	10.90
2022	4.79	4.12	11.11
2023	4.90	4.22	11.33
2024	5.01	4.31	11.54
2025	5.13	4.42	11.76
2026	5.25	4.52	11.99
2027	5.37	4.62	12.22
2028	5.50	4.73	12.45
2029	5.63	4.84	12.69
2030	5.76	4.95	12.93
2031	5.89	5.07	13.18
2032	6.03	5.19	13.43
2033	6.17	5.31	13.69
2034	6.31	5.43	13.95
2035	6.46	5.56	14.21
2036	6.61	5.69	14.48

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

At both WPCPs the maximum monthly average flows have come close to the permit limits. It appears that the flow limits may be exceeded in the near future at the Wahoo Creek WPCP and some additional capacity is needed as soon as possible. Phase I and II of Newnan Utilities’ expansion plan were designed to meet this immediate demand.

Beyond the expansion that will be garnered upon completion of the first two phases of the expansion plan, Newnan Utilities has allowed for expansion in excess of projected need for the final three phases to allow for projection error and/or unexpected situations.

Current projections call for a 2.44 MGD increase from 2016 to 2036, while the expansion plan calls for a 5 MGD increase for the same time period. This excess allows for flexibility concerning completion dates of the various phases. After Phase II, any other phase can be pushed forward or backward based on need. More information regarding the expansion plan can be gathered in the following “Schedule of Improvements and Description of Funding Sources” section.

Schedule of Improvements and Description of Funding Sources

Wastewater Collection and Treatment Annual Impact Fee Financial Report –2015	
Public Facility Service Area	Wastewater Collection and Treatment City Limits
Impact Fee Fund Balance from 2014	\$7,103,441.45
Impact Fees Collected in 2015	\$1,677,640.00
Impact Fees Used in 2015	-\$1,221,748.75
Administrative Fee in 2015	-\$50,329.20
Interest Earned in 2015	\$936.42
Impact Fee Fund Balance Ending 2015	\$7,509,939.92

Source: Newnan Utilities

All projects planned by Newnan Utilities from 2016-2020 are capital expenditures and paid for through impact fees. The STWP and CIE tables for Wastewater Collection and Treatment, located below, show this. For the most part, the projects given in the STWP and STWP Addendum tables are divided into phases, as Newnan Utilities’ expansion plan is likewise divided. The expansion plan in question can be seen in the ensuing table titled, “Recommended Wastewater Treatment Expansion Plan.”

Wastewater Collection and Treatment - Short-Term Work Program - 2016						
Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
Influent & Diversion Pump Stations	2015	2016	\$3,000,000	\$3,000,000	Impact Fees (100%)	Newnan Utilities
Mineral Springs Upgrade	2018	2020+	\$15,000,000	\$15,000,000	Impact Fees (100%)	Newnan Utilities
Wahoo Creek Upgrade	2018+	2018+	\$1,000,000	\$1,000,000	Impact Fees (100%)	Newnan Utilities
Collection System Improvements	2018+	2018+	\$1,000,000	\$1,000,000	Impact Fees (100%)	Newnan Utilities
Compost Site Improvements	2018+	2018+	\$250,000	\$250,000	Impact Fees (100%)	Newnan Utilities

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

Note: Projects having both an indefinite start and end date were not included in this table. However, they can be located in the "Improvements- STWP Addendum" immediately following.

IMPROVEMENTS-STWP ADDENDUM LONG-TERM, INDEFINITE, AND CONTINUOUS ACTIVITIES*						
Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
Phase II – Diversion of Flow & Construction of Land Treatment Facilities	Indefinite	Indefinite	\$14,130,300.00	\$14,130,300.00	Impact Fees (100%), Other Sources	Newnan Utilities
Phase III – Expansion of Mineral Springs WPCP & Land Treatment	Indefinite	Indefinite	\$6,931,500.00	\$6,931,500.00	Impact Fees (100%), Other Sources	Newnan Utilities
Phase IV – Expansion and Conversion of Wahoo Creek to Water Reclamation Facility	Indefinite	Indefinite	\$18,449,800.00	\$18,449,800.00	Impact Fees (100%), Other Sources	Newnan Utilities
Phase V – Expansion Wahoo Creek	Indefinite	Indefinite	\$15,131,900.00	\$15,131,900.00	Impact Fees (100%), Other Sources	Newnan Utilities
Collection System Construction	Indefinite	Indefinite	\$21,532,400.00	\$21,532,400.00	Impact Fees (100%), Other Sources	Newnan Utilities

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

*Long-Term means any activity that is to end more than five years (2021) from the current year (2016). It is conceivable that many of the activities with unknown end dates are or may become permanently ongoing activities. In addition, the figures are not exact totals for the projects they represent. They are estimates as used in the "Calculation of Impact Fee in 2005" table.

Wastewater Collection and Treatment - Capital Improvements Projects -- 2016					
Public Facility:		Wastewater Collection and Treatment			
Service Area:		City Limits			
Project Description	Project Start Date	Project End Date	Estimated Cost of Project*	Funding Sources	Status
Influent & Diversion Pump Stations	2015	2016	\$3,000,000	Impact Fees (100%)	Construction
Mineral Springs Upgrade	2018	2020+	\$15,000,000	Impact Fees (100%)	Planning
Wahoo Creek Upgrade	2018+	2018+	\$1,000,000	Impact Fees (100%)	Planning
Collection System Improvements	2018+	2018+	\$1,000,000	Impact Fees (100%)	Planning
Compost Site Improvements	2018+	2018+	\$250,000	Impact Fees (100%)	Planning

Source: Newnan Utilities and Wiedeman and Singleton, Inc.
 These costs are estimates.

Recommended Wastewater Treatment Expansion Plan (2005)

Phase	Description	Total Treatment Capacity, Maximum Month	Construction Phase Completed
I	Expansion of Mineral Springs WPCP to 2.0 MGD	3.75 MGD	2018
II	Diversion of all flow from Snake Creek Basin and some of the flow from the Wahoo Creek Basin to Mineral Springs WPCP	5.0 MGD	2016
III	Expansion of Mineral Springs WPCP and Land Treatment to 4 MGD; Stop Stream Discharge at Mineral Springs WPCP; Construction of LAS system	7.0 MGD	2026+
IV	Addition of 1 MGD capacity and conversion of the Wahoo Creek plant to Water Reclamation Facility for possible urban water reuse	8.0 MGD	2026+
V	Addition of 2 MGD capacity to Wahoo Creek WRF	10.0 MGD	2026+

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

Calculation of Impact Fee

The following is an excerpt from the *2005 Wastewater System Master Plan Update*, which describes how the amount charged for impact fees for wastewater and collection is determined.

“Capital Improvements for Newnan’s wastewater system have been supported by the collection of impact fees from new sewer customers. After the Master Plan was updated in 1998, an impact fee of \$12.12 per gallon was determined in 1999 from the projected future capital costs. The population and flow projections have changed and the plan has been revised to obtain a total capacity of 10 MGD by the year 2035. The suggested impact fee is recalculated in the following table.”

Calculation of Impact Fees in 2005

PRIOR CAPITAL EXPENDITURES	
EXISTING WAHOO WPCP EXPANSION COSTS (OUTSTANDING PRINCIPAL IN 2005)	\$ 2,962,200.00
RECENT LAND PURCHASES FOR LAND APPLICATION	\$ 4,320,000.00
SUBTOTAL PRIOR TO PHASE I	\$ 7,282,200.00
PHASE I MINERAL SPRINGS WPCP EXPANSION (2001)	\$ 3,407,000.00
COMPLETION (2004)	\$ 2,214,000.00
DECHLORINATION (2005)	\$ 55,000.00
BELT FILTER PRESS	\$ 190,000.00
ENGINEERING	\$ 1,212,000.00
ADMINISTRATIVE	\$ 1,000,000.00
PHASE I MINERAL SPRINGS WPCP SUBTOTAL	\$ 8,078,000.00
PHASE II ESTIMATE	\$ 14,130,300.00
PHASE III ESTIMATE	\$ 6,931,500.00
PHASE IV ESTIMATE	\$ 18,449,800.00
PHASE V ESTIMATE	\$ 15,131,900.00
COLLECTION SYSTEM ESTIMATE	\$ 21,532,400.00
CAPITAL COSTS OF TREATMENT EXPANSIONS (PHASE I-V + PRIOR WAHOO CREEK)	\$ 91,536,100.00
IMPACT FEES COLLECTED FROM 1999 THROUGH AUGUST 30, 2005	\$ 13,623,185.00
BALANCE TO BE COLLECTED	\$ 77,912,915.00
REMAINING CAPACITY @ WPCPs FOR SALE (MGD)	0.15
PROPOSED SYSTEM CAPACITY INCREASE (MGD)	6.25
TOTAL CAPACITY AVAILABLE FOR SALE (MGD)	6.40
RE-FACTORED IMPACT FEE (\$/GALLON)	\$12.17
RESIDENTIAL FEE BASED ON 300 GALLONS PER HOUSE	\$3,652

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

Expenditures included in the calculation include: the balance of the loan for the expansion of the Wahoo Creek WPCP in 1990; a 1,200-acre tract of land on Pete Davis Road that was purchased for the LAS; and Phase I Capital Costs that have already occurred in the upgrade to the Mineral Springs WPCP. When added to the estimated capital expenditures..., the total capital costs are over \$91,000,000. Impact fees collected from November 1999 through August 2005 are under \$14,000,000. When the difference between these numbers is divided by the capacity that will be available after the expansion, the cost per gallon is \$12.17.”

7

LAND USE

Narrative and Description

Land Use Classification

The land use classifications are in conformance with the Georgia Department of Community Affairs (DCA) Standard Categories land use classification scheme. The Land Use Element is required for local governments with zoning or equivalent land development regulations that are subject to the Zoning Procedures Law. The Land Use Element must include either a Character Areas Map and Defining Narrative or a Future Land Use Map and Narrative. The City of Newnan has chosen the Future Land Use Map and Narrative option.

As mentioned earlier, the Future Land Use map utilizes DCA's Standard Categories land use classification scheme. More detailed categories must be able to be grouped into one of the standard categories. Accordingly, residential is divided into three categories – Low, Medium, and High – according to the number of units allowed per acre. Likewise, commercial property is divided into three categories – Commercial, Office and Professional, and Commercial Mixed Use – in order to better classify land uses. In addition, industrial property is divided into two categories – Industrial and Clean Industrial – with the introduction of the Clean Industrial category for this Comprehensive Plan update.

The Future Land Use map was developed after evaluating existing zoning and land use patterns, future growth needs, and existing infrastructure. The Future Land Use map assigns land use categories to all parcels in the City of Newnan. The City of Newnan categorizes the Future Land Use map into the following categories:

- Commercial
- Commercial, Mixed Use
- Low Density Residential
- Medium Density Residential
- Parks, Recreation, and Conservation
- Public and Institutional
- Office and Professional
- Industrial
- Clean Industrial
- High Density Residential
- Transportation, Communication, and Utilities

City of Newnan's Future Land Use Categories and Illustrative Examples

Low Density Residential



Parks Avenue

DCA's Corresponding Future Land Use Standard Category Description:

Residential: The predominant use of land within the residential category is for single - family and multi-family dwelling units.

City of Newnan's Category Description:

Low Density Residential refers to areas where four or fewer homes are allowed per acre. Many of the older neighborhoods (such as Featherston Heights) are in this category and are located primarily west of Interstate 85.

Medium Density Residential



Summergrove Development

DCA's Corresponding Future Land Use Standard Category Description:

Residential: The predominant use of land within the residential category is for single-family and multi-family dwelling units.

City of Newnan's Category Description:

Medium Density Residential indicates areas with greater than four but less than seven units per acre. Many of the neighborhoods surrounding Downtown Newnan are in this category, as well as many of the newer developments east of Interstate 85 (such as Summergrove).

High Density Residential



Forest at York

DCA’s Corresponding Future Land Use Standard Category Description:

Residential: The predominant use of land within the residential category is for single - family and multi-family dwelling units.

City of Newnan’s Category Description:

High Density Residential areas allow more than seven units per acre up to a maximum of twelve units per acre. Many of the apartment complexes within the city are in this category. An example is the site shown above – Forest at York Apartments on Calumet Parkway.

Commercial



Downtown Newnan

DCA's Corresponding Future Land Use Standard Category Description:

Commercial: This category is for land dedicated to non-industrial business uses, including retailing sales, office, service and entertainment facilities. Commercial uses may be located either as a single use in one building or grouped together in a shopping center or office building.

City of Newnan's Category Description:

Commercial areas include Downtown Newnan and much of the Bullsboro Drive, Greenville Street, and Temple Avenue corridors. Other areas include the Ashley Park shopping areas along Newnan Crossing Bypass, as well as portions of Lower Fayetteville Road.

Commercial, Mixed Use



Temple Avenue

DCA's Corresponding Future Land Use Standard Category Description:

Commercial: This category is for land dedicated to non-industrial business uses, including retailing sales, office, service and entertainment facilities. Commercial uses may be located either as a single use in one building or grouped together in a shopping center or office building.

City of Newnan's Category Description:

Commercial, Mixed Use areas are places that are predominately commercial but allow residential uses. This would mainly refer to areas in which commercial businesses are on the bottom floor of a multi-story building, with residential uses in the upper floors. Developments where commercial and residential uses are adjacent in separate or attached buildings would also be acceptable in this area.

Industrial



Property on Hillwood Circle

DCA's Corresponding Future Land Use Standard Category Description:

Industrial: This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses.

City of Newnan's Category Description:

Industrial areas include Newnan South Industrial Park off Greenville Street and properties along Jefferson Street, Sprayberry Road, and Hillwood Circle. Other concentrations of Industrial areas include properties along Millard Farmer Industrial Boulevard and the Bonnell Corporation properties in the Temple Avenue vicinity.

Public and Institutional



Oak Hill Cemetery on Jackson Street

DCA's Corresponding Future Land Use Standard Category Description:

Public/Institutional: This category includes certain state, federal or local government uses, and institutional land uses. Government uses include government building complexes, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, etc.

City of Newnan's Category Description:

Public and Institutional areas include cemeteries, various schools (such as Newnan High School along LaGrange Street), City Fire Station #2, Coweta County Jail and Sheriff's Office, Coweta County Animal Shelter and Garage, and the Center for Performing Arts.

Transportation, Communication, and Utilities



Local Radio Station/Cell Tower site

DCA's Corresponding Future Land Use Standard Category Description:

Transportation/Communication/Utilities: This category includes such uses as power generation plants, railroad facilities, radio towers, public transit stations, telephone switching stations, airports, port facilities or other similar uses.

City of Newnan's Category Description:

Transportation, Communication, and Utilities areas represent the lowest number of parcels on the Future Land Use map. Examples of sites include a local radio station/cell tower site on Boone Drive (see picture above) and also a utility pump station.

Parks, Recreation, and Conservation



Lynch Park

DCA's Corresponding Future Land Use Standard Category Description:

Park/Recreation/Conservation: This category is for land dedicated to active or passive recreation uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers and similar uses.

City of Newnan's Category Description:

Parks, Recreation, and Conservation areas include the Newnan Utilities Water Reservoir off Sewell Road, golf course locations, public parks, and vacant tracts with significant natural features such as wetlands.

Office and Professional



Jackson Street office

DCA's Corresponding Future Land Use Standard Category Description:

Commercial: This category is for land dedicated to non-industrial business uses, including retailing sales, office, service and entertainment facilities. Commercial uses may be located either as a single use in one building or grouped together in a shopping center or office building.

City of Newnan's Category Description:

Office and Professional areas include land uses that specialize in office/professional environments. Examples include physician offices, insurance agencies, and real estate offices.

Clean Industrial



Multiple use site on Lower Fayetteville Road

DCA's Corresponding Future Land Use Standard Category Description:

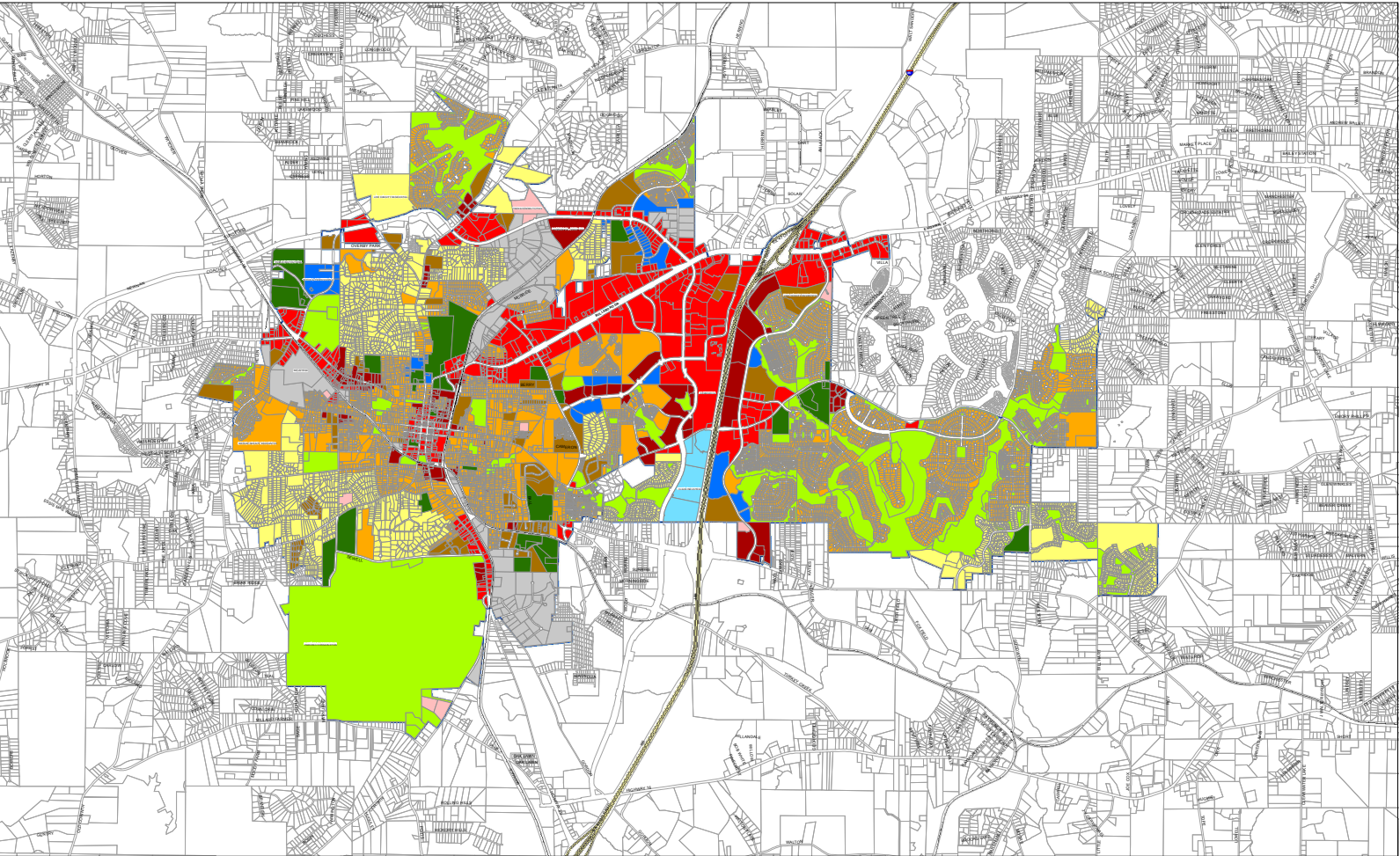
Industrial: This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses.

City of Newnan's Category Description:

Clean Industrial areas provide sites for clean-based industries (as opposed to the more traditional industrial areas) and supporting, nonresidential land uses that complement industrial uses or require an industrial environment.

APPENDICES

FUTURE LAND USE MAP


















CITY OF NEWNAN



**FUTURE
LAND USE MAP**
CITY OF NEWNAN
PLANNING DEPT. (DSJ)
25 LAGRANGE STREET
NEWNAN, GEORGIA 30263
www.cityofnewnan.org
October 25, 2016

NORTH
1:15,840
1 in = 1,320 ft

LAND USES					
	Commercial		Low Density Residential		Parks, Recreation, and Conservation
	Commercial, Mixed Use		Medium Density Residential		Public and Institutional
	Office and Professional		High Density Residential		Transportation, Communication, and Utilities
	Industrial		Clean Industrial		

LEGEND	
	City Limits
	Railroad
	Roads
	Parcels

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.

ECONOMIC DEVELOPMENT

Business Development Plan 2013

Creating an Economically
Sustainable Environment



Hasco W Craver IV
Business Development Director
City of Newnan
6 First Avenue
Newnan, Georgia 3263
(770) 253-283 • hcraver@cityofnewnan.org

Introduction

The City of Newnan operates in a hyper-competitive environment, not unlike a private enterprise. The City competes with other communities for investment and occupational opportunities; the national economy and global economic trends create additional pressure. In an increasingly integrated and competitive market, all jurisdictions must work harder to cultivate sustained economic success.

The City of Newnan, through the Business Development Department, has an opportunity to initiate an action strategy designed to mitigate existing challenges while simultaneously taking advantage of current and future opportunities.

While the current state of the global marketplace has created economic challenges not witnessed in generations, the City of Newnan is better prepared than most. However, the City must not allow itself to become complacent. In fact, current times provide the best opportunity to move aggressively forward with an action strategy to position the City for long-term success.

Recently, the City has been catapulted into the national spotlight by the location of two state-of-the-art healthcare facilities: Cancer Treatment Centers of America's southeastern hospital and Piedmont Healthcare's new 136 bed Newnan hospital. The City boasts an award-winning, admired and attractive historic downtown, which offers everything from elegant cuisine and fine art galleries to unique apparel retailers, jewelers, and myriad specialty shopping locations. The City is also home to the shopping and lifestyle retail center Ashley Park, which offers national and regional brands in an open air environment utilizing green space, boulevard parking and distinctive architecture. In addition, the City features several power retail centers with internationally recognized brands. The City is located 25 minutes from the world's busiest airport, Atlanta Hartsfield-Jackson International Airport, and enjoys a supreme location along Interstate 85: providing easy access to cutting-edge research universities as well as access to and an ability to provide goods and services to all major markets across the country.

A successful business development strategy will incorporate and build upon current developments, while concurrently attending to future opportunities, to assist the City in understanding relevant economic development trends and challenges. In addition, this strategy must create a sense of collective responsibility among all stakeholder groups – public and private.

This strategy was not created in a vacuum and is not intended to remain static. Goals and objectives will and must change in relation to Newnan's distinctive position in the marketplace.

The basis for this strategy began with accessing, analyzing and integrating data and observations contained in local, regional and statewide economic development plans and initiatives. Interviews and community meetings with key stakeholder groups were held and serve as an additional data source.

Business Development Plan 2013

The Business Development Work Plan is the means by which the City of Newnan will implement its roadmap for economic success with a focus on actions that have the greatest impact on the local economy in the short-term that also builds for long-term economic sustainability. The plan recommends five overarching goals that support Newnan's competitiveness for private investment in a rapidly changing market, followed by strategic initiatives that will provide an achievable framework for action. The concise plan will be used to inform and motivate stakeholder groups and partners to better understand the complexities, relationships and benefits of successful economic development and take the necessary actions to advance the determined initiatives.

Business Development Vision

The City of Newnan is a globally competitive community, connected to the modern economy, with access to economically sustainable opportunities for entrepreneurs of all types and sizes to locate and expand a business.

Guiding Principles

- Responsive and Efficient Government
- Competitive Business Climate
- Strategic Policy and Infrastructure Investment
- Extraordinary Quality of Life
- Economic Sustainability
- Leadership and Collaboration

Business Development Mission

Working with numerous public and private sector partners, create and implement an economically sustainable environment that stimulates a modern and growing economy, produces wealth for residents and businesses, strengthens existing and future industry clusters, diversifies the City of Newnan's economic base and increases the commercial tax base for the City.

Business Development Goals

- Goal 1: Retain & Expand Existing Businesses
- Goal 2: Recruit Quality Employment and Investment Opportunities
- Goal 3: Catalyze Redevelopment of Existing Assets
- Goal 4: Market Newnan's Competitive Advantages
- Goal 5: Improve Capacity of Business Development

Goal 1: Retain & Expand Existing Businesses

The protection and promotion of a diversified and healthy tax base is required to function as a financially responsible government. Therefore, a sturdy retention strategy is required to assist key existing businesses and industries successfully expand and create jobs.

Objective 1: Develop and Maintain a Knowledge Base

Analyze existing businesses and industries which should be targeted for Business Retention & Expansion efforts. Priority should be directed at high impact and future growth oriented businesses and industries. Conduct comprehensive interviews with high-value businesses and industries to support their current and future needs.

Objective 2: Create Partnership Newnan Team

Strategic partnerships with property owners, business owners, industry officials/experts, brokers, local/regional/state/federal agencies, Chamber of Commerce, CVB, utility providers, financial institutions and other economic development engines are required to develop a communication framework, which will indicate the current and future health of existing businesses and industries.

Objective 3: Build a Support Network for Small/Entrepreneurial Businesses

Continue and enhance the effectiveness of the Main Street Newnan program. Develop a clearinghouse of information and resources designed to support small/entrepreneurial businesses.

Goal 2: Recruit Quality Employment and Investment Opportunities

An essential objective of all economic development efforts is the recruitment and retention of businesses and industries with a specific focus on targeted industry clusters. Develop a superior business recruitment strategy that engages local, regional, statewide and national stakeholders and targets high-quality sustainable development that supports a diversified tax base.

Objective 1: Attract New Businesses within Newnan's Targeted Industry Clusters

Identify existing and emerging industries that represent growth opportunities for the City to capture future growth in high paying jobs. Proactively pursue targeted leads through a business development strategy focused on the following targeted clusters:

- Healthcare Services
- Technology
- Tourism/Hospitality
- Entrepreneurs and Small Businesses
- Higher Education, Research and Development
- Destination and Neighborhood Retail
- Office/Professional

Objective 2: Lead Development and Prospect Management

Develop and execute comprehensive business recruitment and lead management systems that identify prospects and engage them in a conversation about Newnan's value proposition as a location for investment.

Objective 3: Support and Collaborate with Regional, State and National Business Organizations

Take a leadership role in economic development associations that focus on Newnan's targeted industry clusters. Enhance communication with these groups to build a better understanding of Newnan's competitive advantages.

Objective 4: Aggressively Market the Redevelopment of Existing Commercial Corridors

Partner with property owners, business owners, brokers, local and state agencies and other key stakeholders to target the redevelopment of the following commercial corridors:

- Temple Avenue
- Greenville Street South
- Bullsboro Drive

Create detailed reports and collateral materials on Newnan's premier redevelopment projects for marketing purposes.

Objective 5: Educate and Engage Private Sector Leaders to Serve as Ambassadors

Identify and cultivate local leaders to "sell" Newnan to targeted businesses/industries and support business development activities.

Objective 6: Develop and Maintain a Property Database

Develop a current and fluid property inventory, which identifies target parcels as future development sites, redevelopment sites, commercial activity nodes, and under-utilized parcels. Include detailed descriptions of properties, maps, current ownership and brokers to successfully market to potential investors.

Objective 7: Support Newnan's Tourism/Hospitality Industry

Collaborate with the Conference Centre Authority, CVB, Chamber of Commerce and other key stakeholder groups to expand and grow the visitor/tourism market and increase the visitor experience, length of stay and expenditures on goods and services.

Goal 3: Catalyze Redevelopment of Existing Assets

The City of Newnan's well-balanced commercial tax base is derived from a healthy mix of neighborhood commercial districts, shopping center districts, low and high density office and institutional districts and a viable central business district. Strengthening and enhancing the existing commercial districts, including gateway corridors, requires a focused strategy that includes making all of the redevelopment tools available and accessible.

Objective 1: Implement Catalytic Development Projects

Identify development opportunities with each of the existing commercial districts that could act as a catalyst for future developments. Concentrate on a short list of projects and policies that will drive additional investment. Work collaboratively with principal property owners, brokers and other key stakeholder groups to develop redevelopment plans for sites.

Objective 2: Focus Redevelopment Recruitment Efforts on Newnan's Targeted Industry Clusters

- Healthcare Services
- Technology
- Tourism/Hospitality
- Entrepreneurs and Small Businesses
- Higher Education, Research and Development
- Destination and Neighborhood Retail
- Office/Professional

Create an aggressive recruitment effort through effective coordination with existing property owners. The recruitment effort will support the goals and objectives of existing owners, while concurrently addressing appropriateness, catalytic potential and the ongoing promotion of a well-balanced commercial tax base.

Objective 3: Support Strategic Public Investment Opportunities

Support identified activities such as Gateway Signage Master Planning, Streetscape Programs, Roadway Improvements, Utility Infrastructure Development, etc.

Goal 4: Market Newnan's Competitive Advantages

Aggressively market the City of Newnan's business development qualities to create a definitive position with the region and state that differentiates the City from competitors and supports recruitment and retention efforts.

Objective 1: Support the City of Newnan's Brand Identity

The City of Newnan's distinctive personality is evident in its bustling historic downtown, executive and historic neighborhoods, quality commercial centers and rich amenities. Create a value proposition within the business development community that underscores and continually reinforces the Newnan brand.

Objective 2: Develop Distinctive Marketing Materials

Business development efforts should be focused on internal and external audiences that have a direct impact on recruitment, retention and expansion opportunities. Create printed and electronic materials and systems that communicate directly to all intended audiences about the development opportunities in Newnan.

Objective 3: Develop a Public Relations Strategy for Business Development

Design and develop, in collaboration with internal and external partners, a dynamic PR program that promotes the importance of sustainable business development as integral to the City's "culture".

Goal 5: Improve Capacity of Business Development

Quality business development occurs through the long-term sustained effort of all key stakeholders groups. Identify the investments and policy directives required to continually improve the components of social infrastructure most aligned with Newnan's progress.

Objective 1: Align Strategies, Operations and Resources of Partners

Actively engage Newnan's business development stakeholder groups in our on-going development process to create a leveraged position.

Objective 2: Serve as a Catalyst for Sharing Information and Intelligence

Tie together the information, intelligence gathering and knowledge assets within the City of Newnan to identify business development opportunities and leverage this information for recruitment and retention purposes.

Objective 3: Enhance Communication among Organizations in the City that Impact Business Development

Ensure that the City is well-coordinated and able to respond efficiently to the needs of a prospect. Focus on improving communication between core groups: The City of Newnan, Local Government Authorities, Commercial Property Owners and Brokerage Community, Business Community and General Public and Business Development Partners.

Objective 4: Provide Support and Leadership to the Development Authority and Downtown Development Authority

Determine the appropriate strategic role of each Authority and aggressively utilize the Authorities' powers to actualize positive and economically sustainable projects.

Objective 5: Identify Additional Resources for Business Development

Increase awareness, knowledge of use and ability to access applicable and available resources for business development through partnerships.

TRANSPORTATION

Coweta County Joint Comprehensive Transportation Plan Update

Final Technical Report



COWETA COUNTY

Prepared by:

J. R. Wilburn and Associates, Inc.

Croy Engineering, LLC

AMEC Environment and Infrastructure, Inc.

Sycamore Consulting, Inc.

Grice Consulting Group, LLC

DW & Associates

Cambridge Systematics, Inc.

March 4, 2014



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SUPPLEMENTAL INTERIM DOCUMENTS

- Inventory of Existing Conditions
- Needs Assessment Report
- Recommendations Report
- Methodology for Project Evaluation



1.0 INTRODUCTION AND PURPOSE

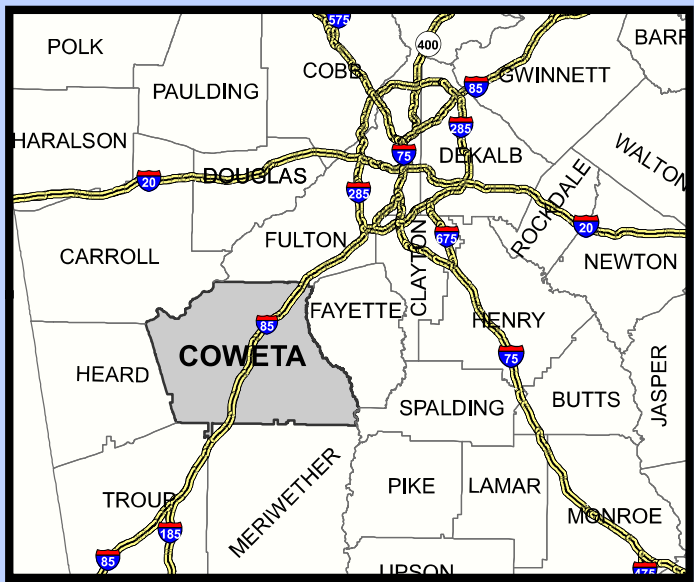
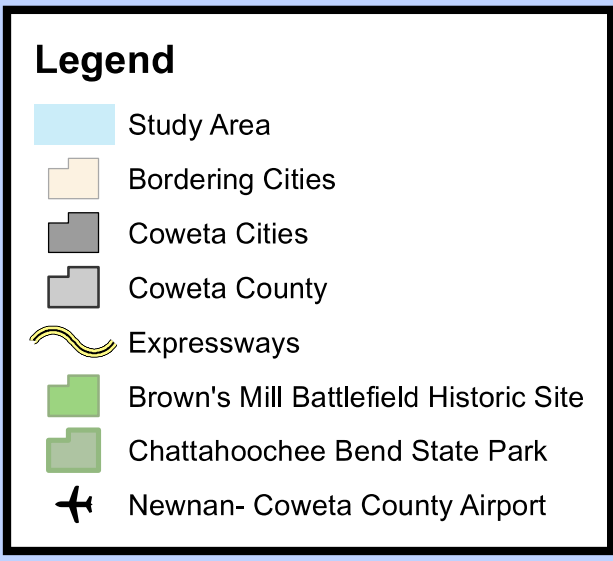
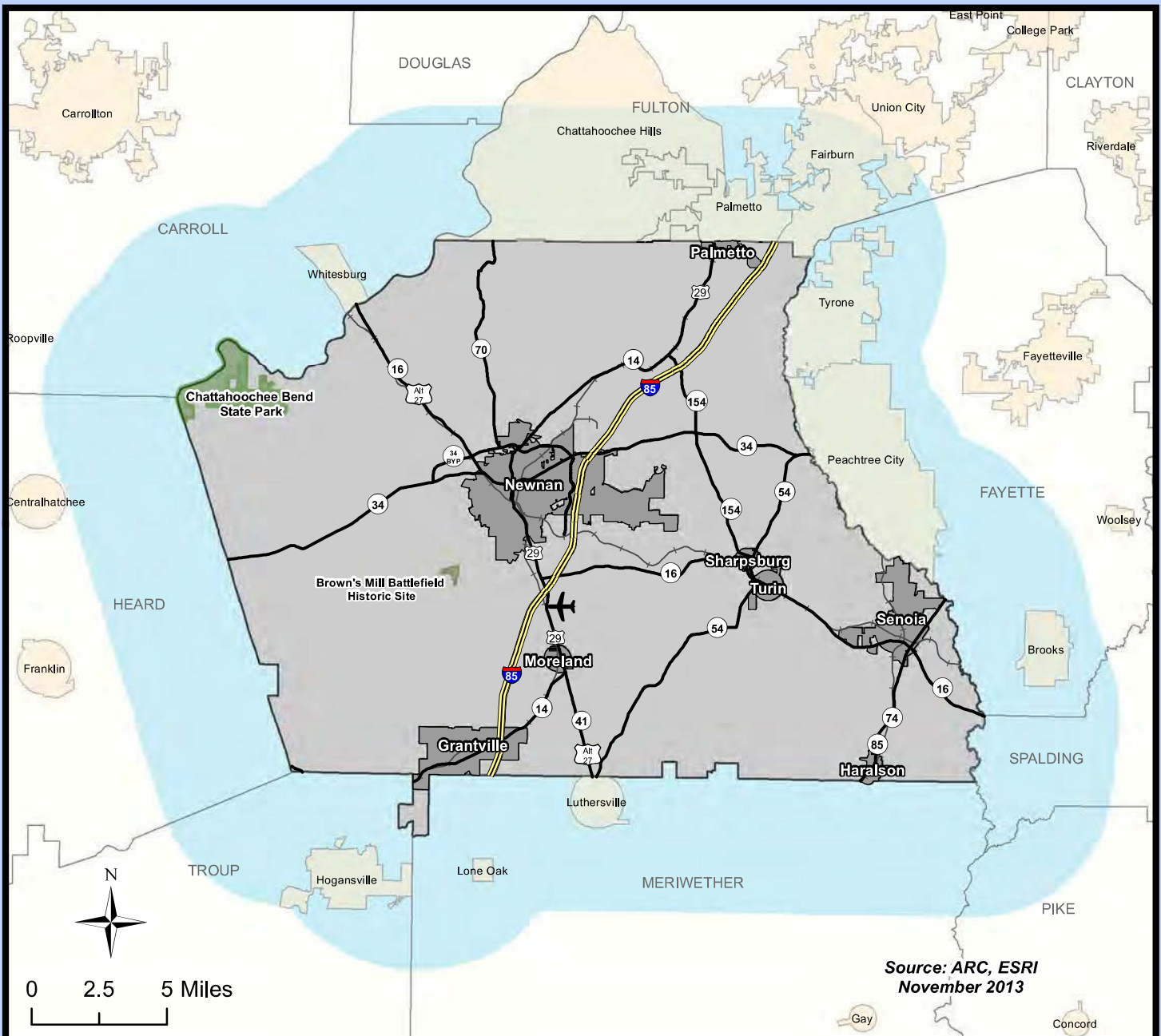
In 2005, the Atlanta Regional Commission (ARC) initiated a program to encourage counties and their municipalities to develop joint long-range transportation plans. A comprehensive transportation plan (CTP) serves several important purposes. First, it provides a means of tying growth to infrastructure, 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.

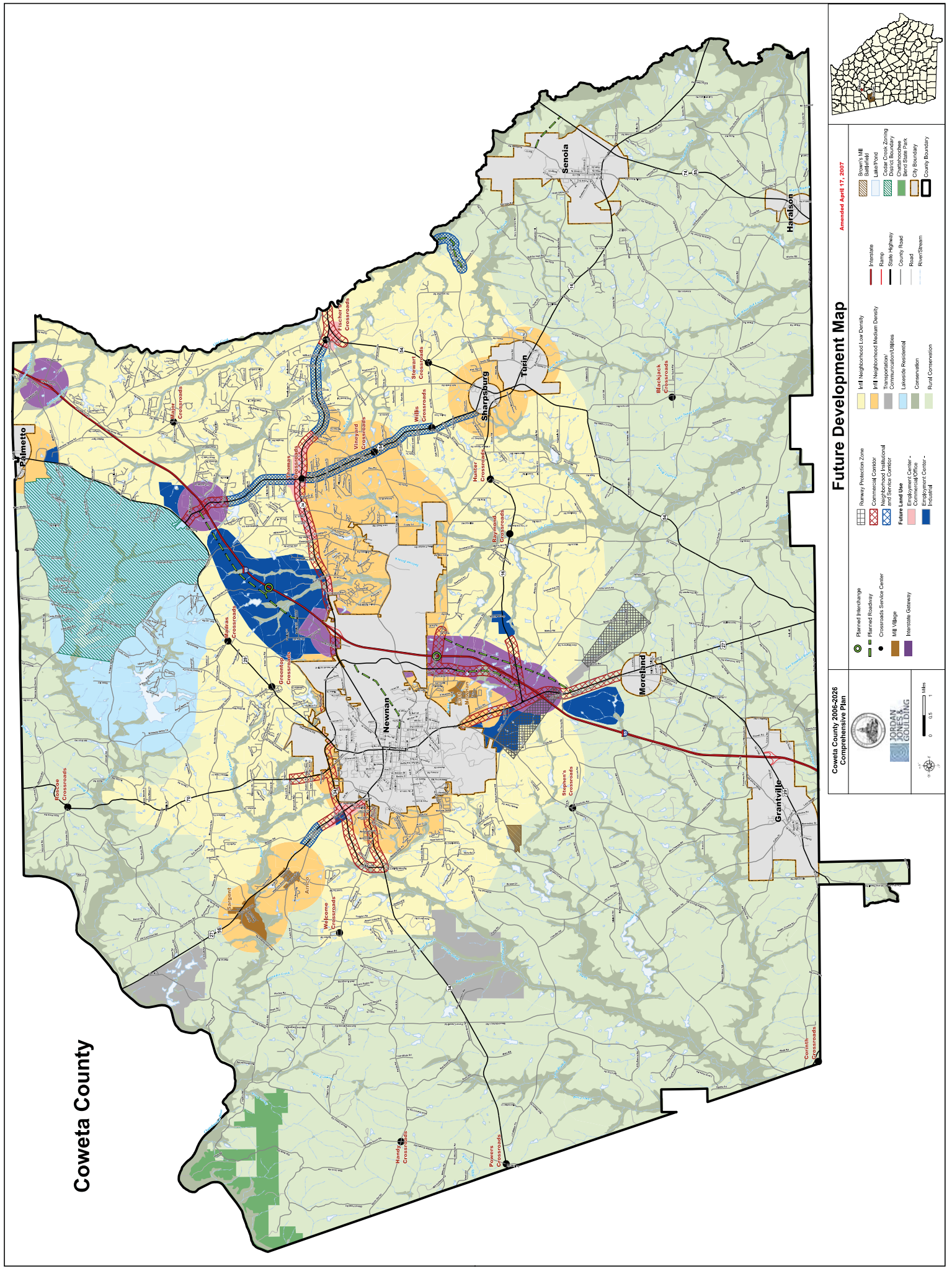
Coweta County has also experienced growth in employment. However, employment growth since 2000 has been significantly reduced in comparison to 1990-2000 growth and has not kept pace with the rate of population growth. Discussions with County staff indicate the expectation for more aggressive employment 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.

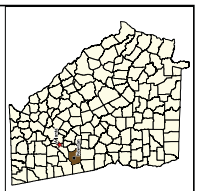
In large measure, the location, density, type and mixture of land use dictates the travel demand reflected on the transportation network. Likewise, roadway capacity expansion projects can have the effect of impacting land use and development. Preservation of a rural and small town way of life is important 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



- Amended April 17, 2007**
- Brown's Mill
 - Battlefield
 - Lake/Pond
 - County Cross Zoning
 - Chattahoochee
 - Brent State Park
 - City Boundary
 - County Boundary

- Interstate
- Ramp
- State Highway
- County Road
- Road
- River/Stream
- Irrigated Low Density
- Irrigated Medium Density
- Transportation
- Lakeside Residential
- Conservation
- Rural Conservation

- Railway Interchange
- Planned Roadway
- Crossroads Symbol Center
- Mill Village
- Interstate Gateway
- Employment Center - Industrial
- Employment Center - Retail
- Commercial Office
- Conservation
- Rural Conservation

Coweta County 2016-2026
Comprehensive Plan

JORDAN JONES & GOULDING

Scale: 0 0.5 1 Miles

Future Development Map



Figure 2-2: City of Grantville Future Development Map

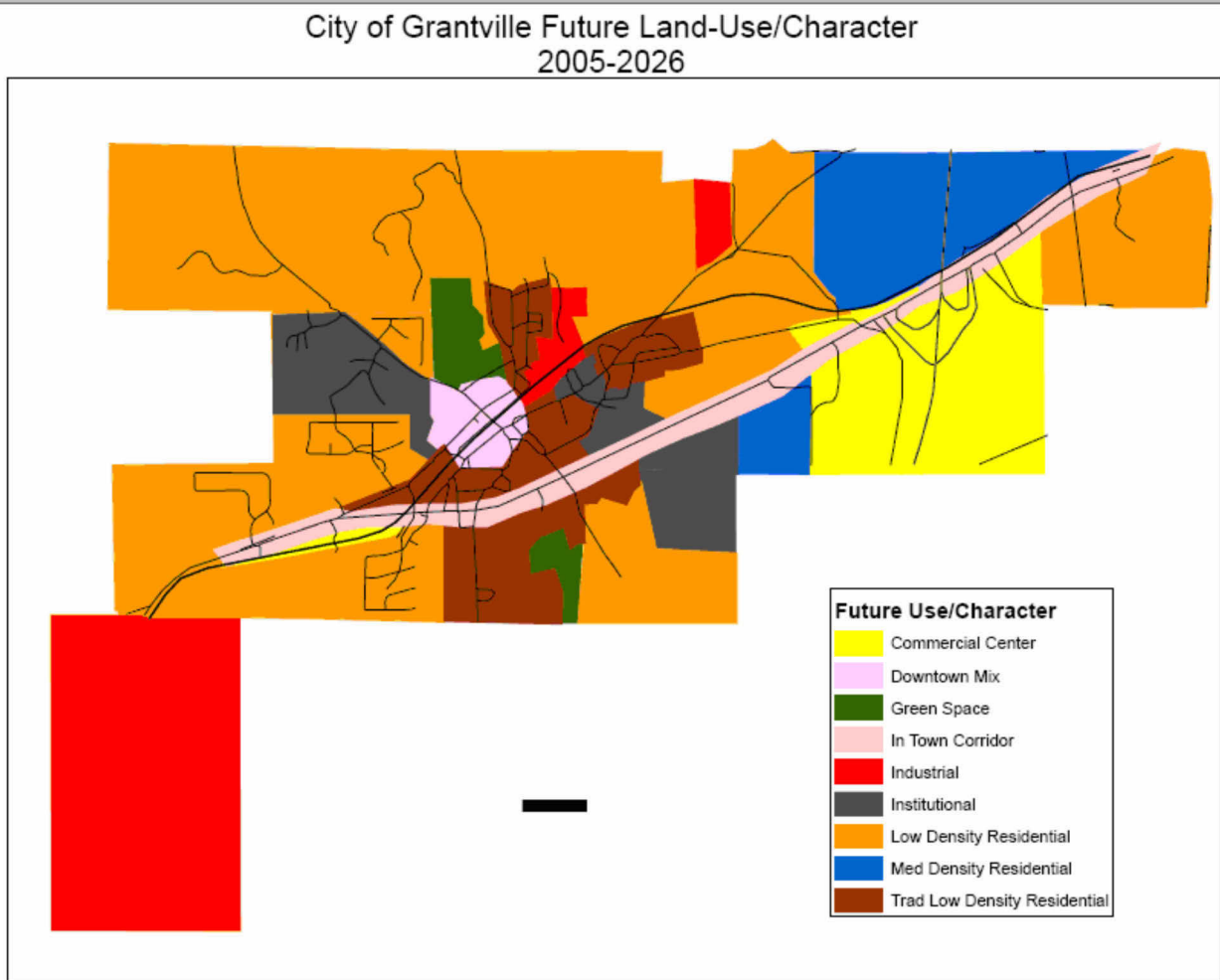




Figure 2-3: City of Haralson Future Development Map





Figure 2-4: Town of Moreland Future Development Map

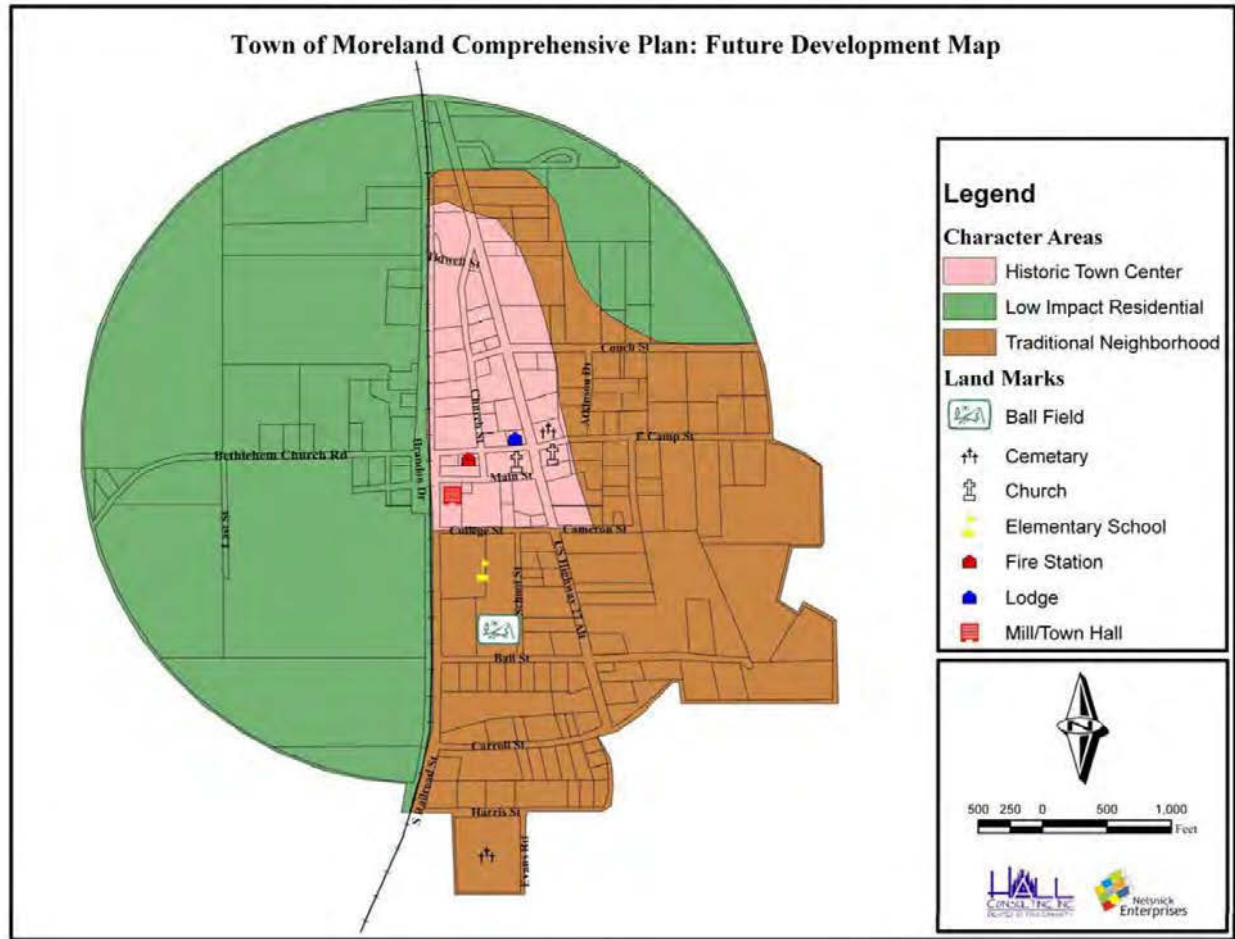
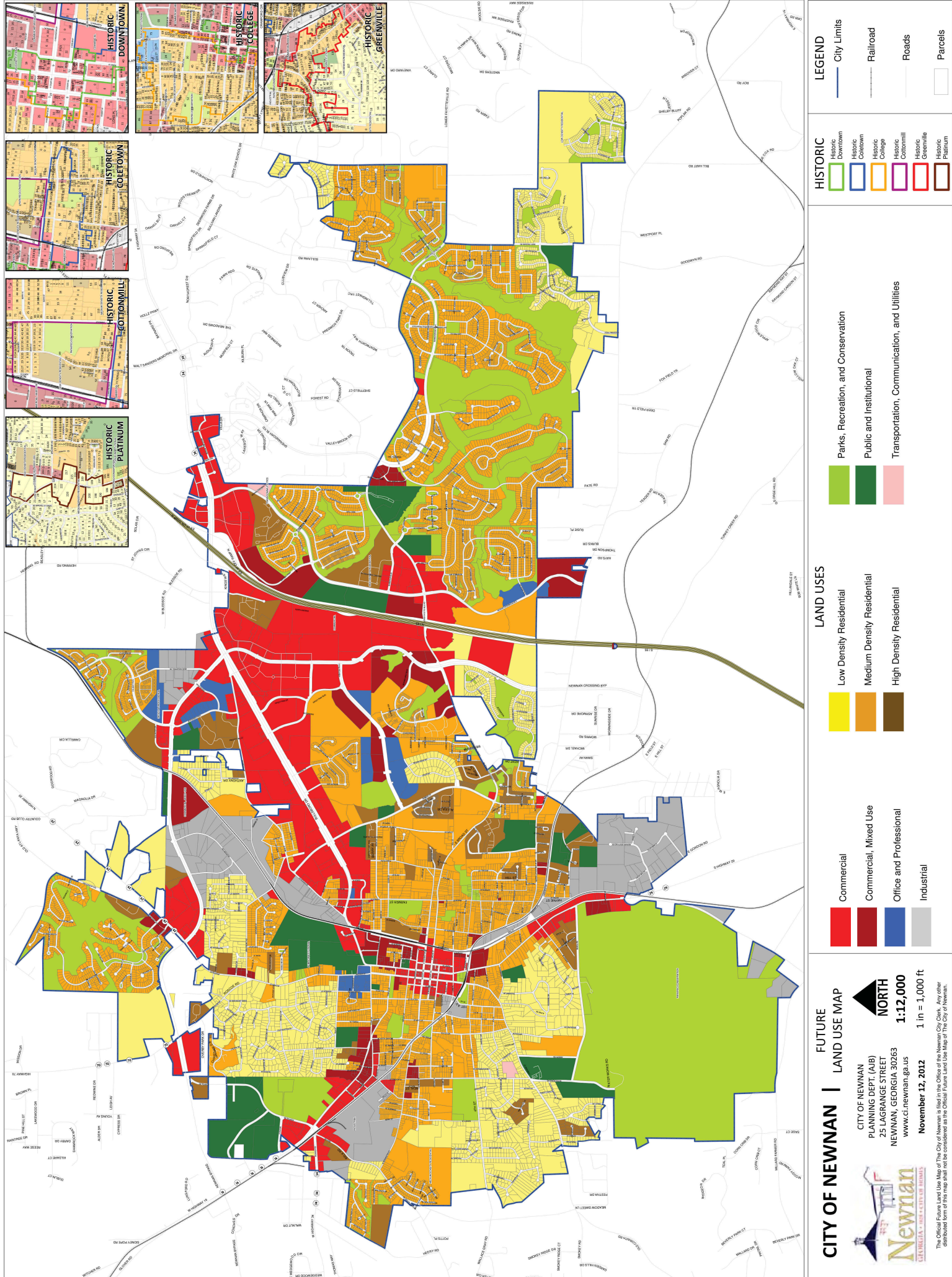


Figure 2-5: City of Newnan Future Land Use Map



CITY OF NEWNAN | **FUTURE LAND USE MAP**

CITY OF NEWNAN
 PLANNING DEPT. (A1B)
 25 LAGRANGE STREET
 NEWNAN, GEORGIA 30263
www.ci.newnan.ga.us

November 12, 2012

1 in = 1,000 ft

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
- Commercial, Mixed Use
- Office and Professional
- Industrial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Parks, Recreation, and Conservation
- Public and Institutional
- Transportation, Communication, and Utilities

HISTORIC

- Historic Downtown
- Historic Coker
- Historic Greenville
- 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)

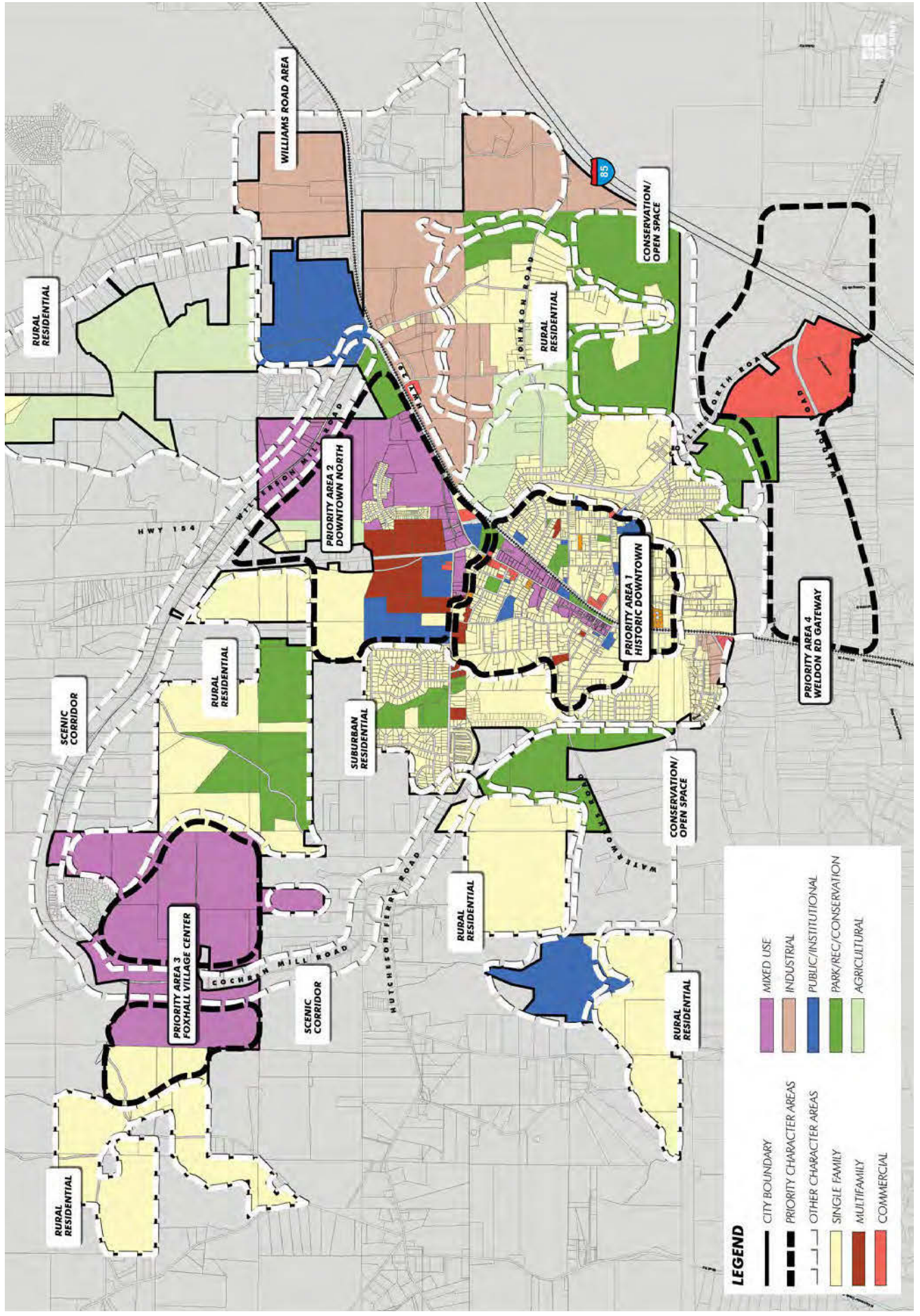
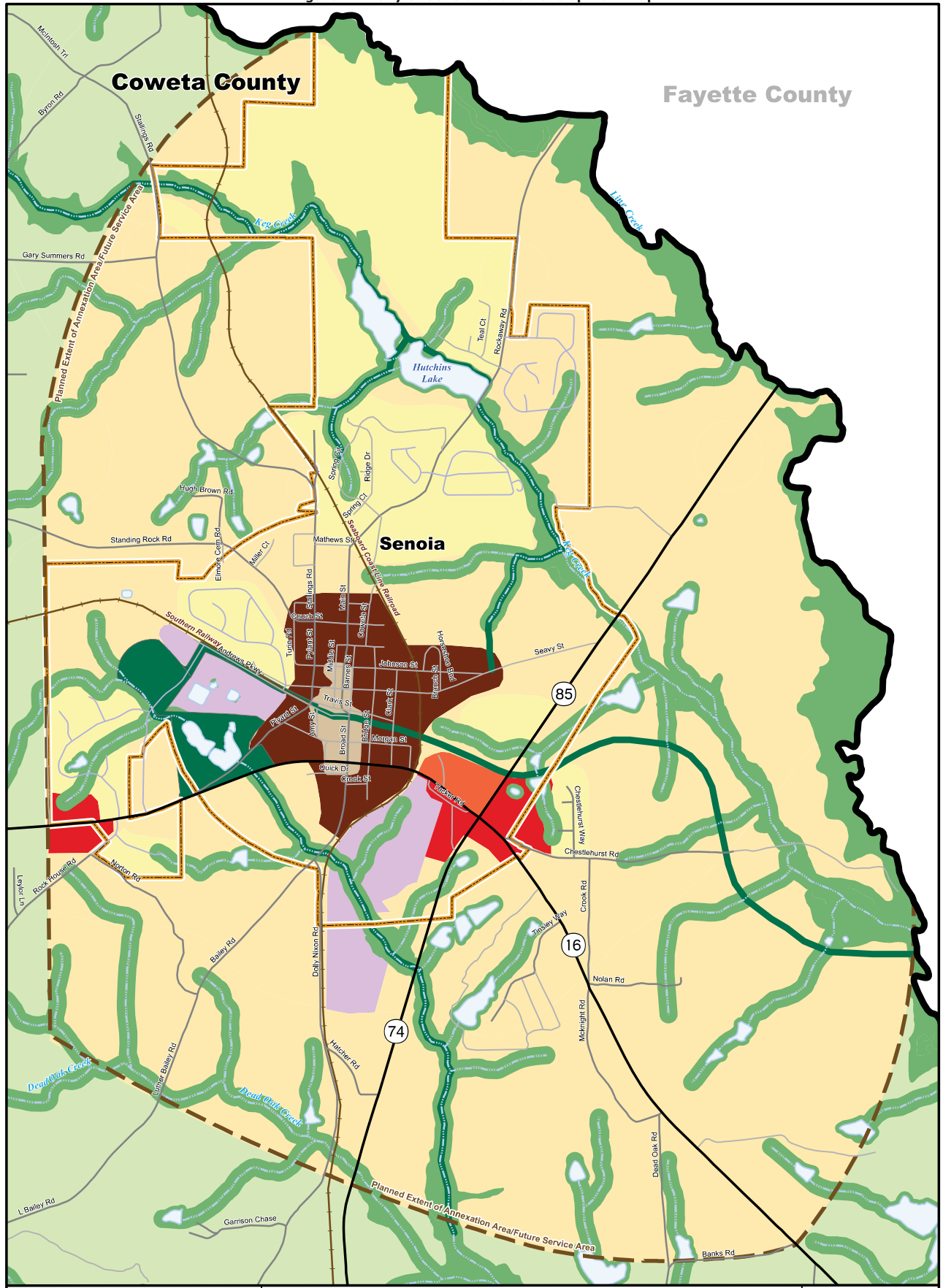


Figure 2-7: City of Senoia Future Development Map



**City of Senoia 2006-2026
Comprehensive Plan**

Future Development Map



0 500 1,000 2,000 Feet

- | | | |
|------------------------------------|--------------------------------------|-----------------|
| Historic Downtown Senoia | Historic Residential | State Highway |
| Historic 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

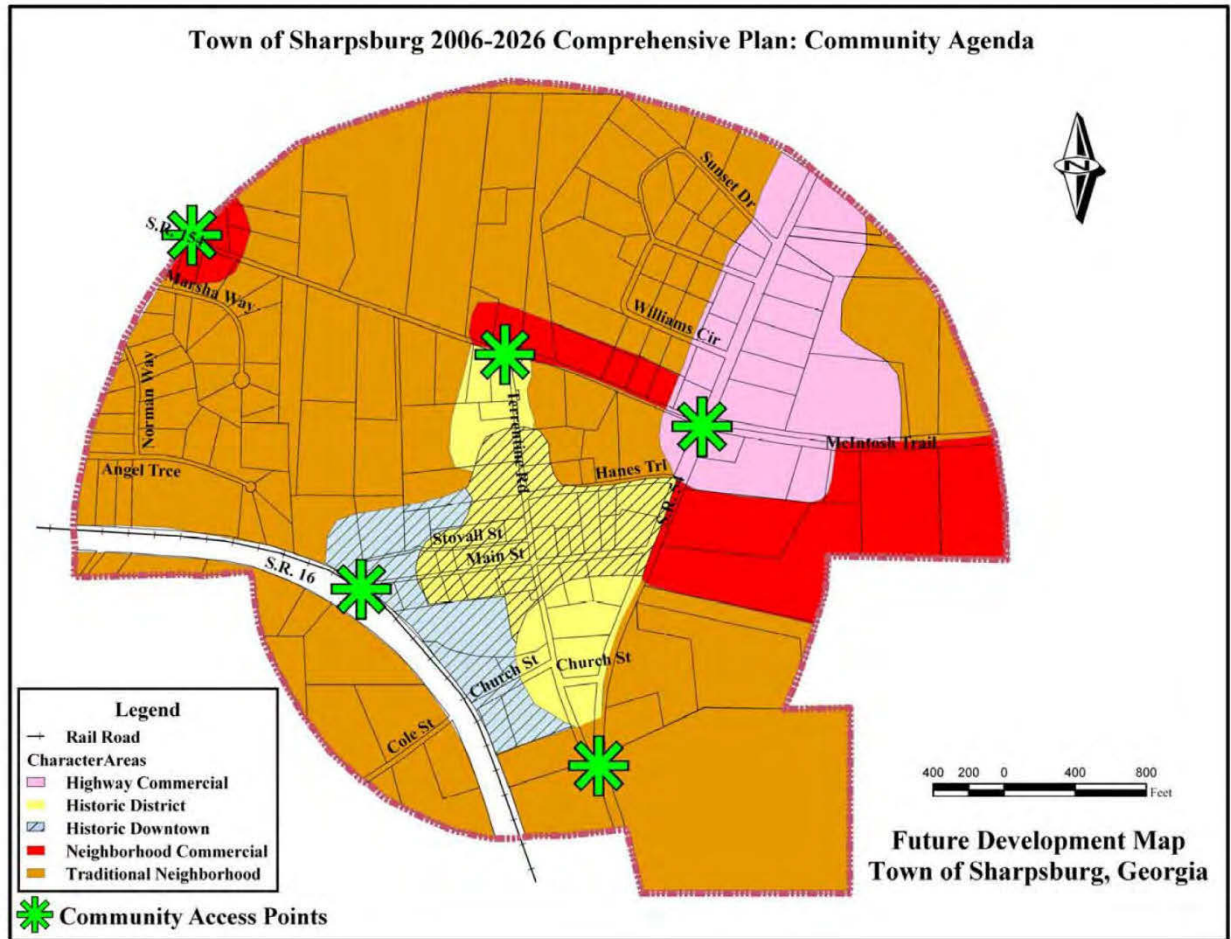
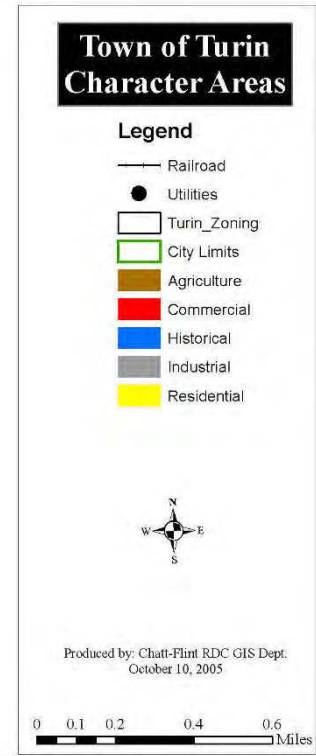
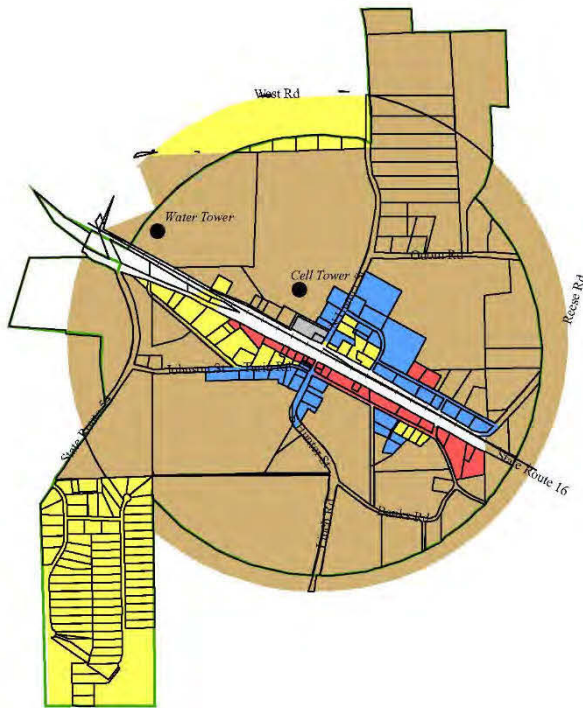




Figure 2-9: Town of Turin Future Development Map





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			
I1	Poplar Rd at I-85 (Mile Marker 44) and widening from Newnan Crossing Bypass to Newnan Crossing Blvd	Central	Coweta County
I2	Amlajack Interchange at I-85 (Mile Marker 49)	NE	Coweta County



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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



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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



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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



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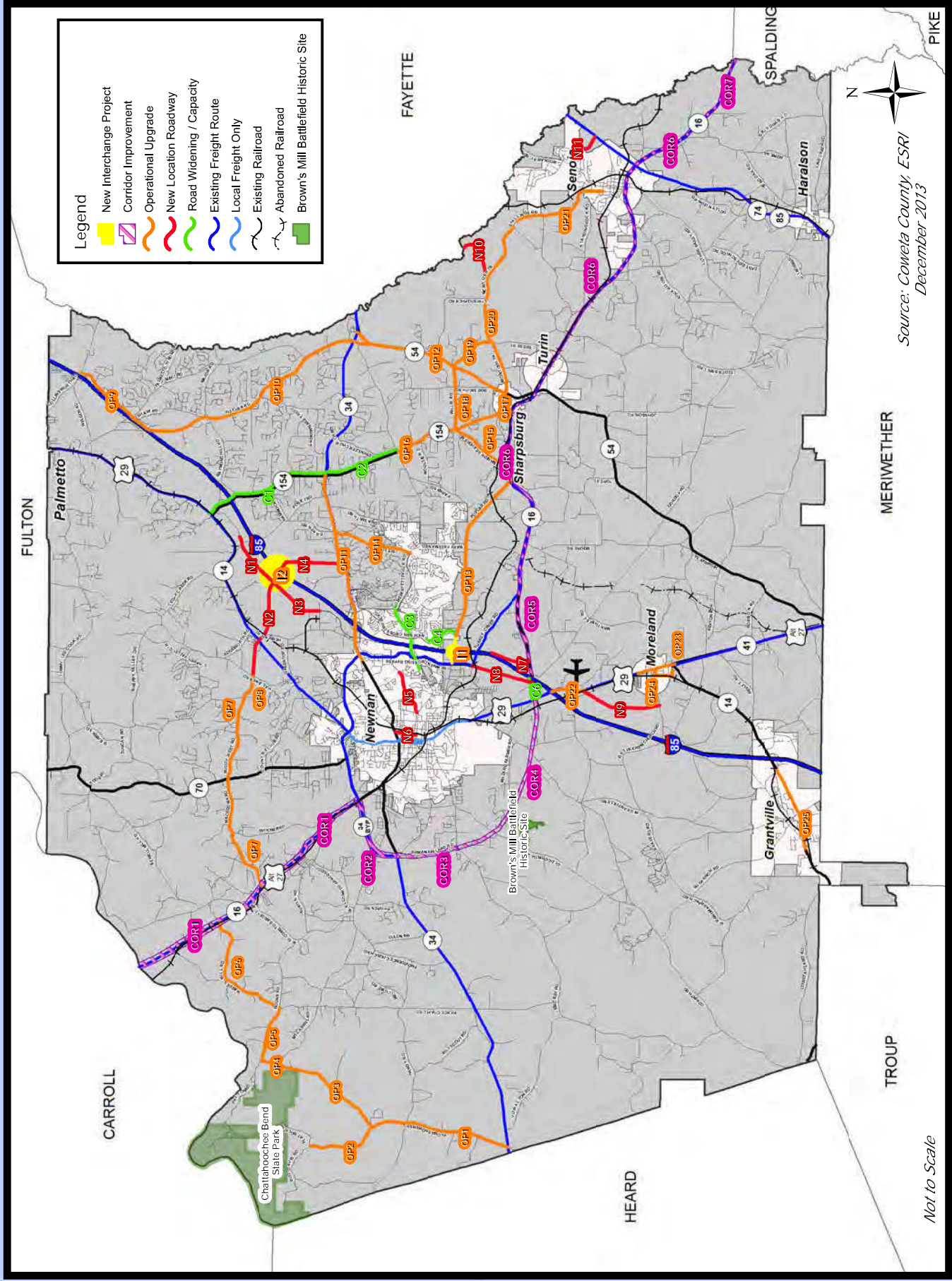
Map ID#	Roadway / Location	Region of County	Jurisdiction
M35	Line Creek Rd at Shaddix Rd	East	Haralson
M36	Line Creek Rd at Main St	East	Haralson
M37	SR 14 at SR 41 (roundabout)	South	Coweta County
M38	Corinth Rd at West Grantville Rd, Earl North Rd, and Hannah Rd	West	Coweta County
M39	US 29 at Lowery 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



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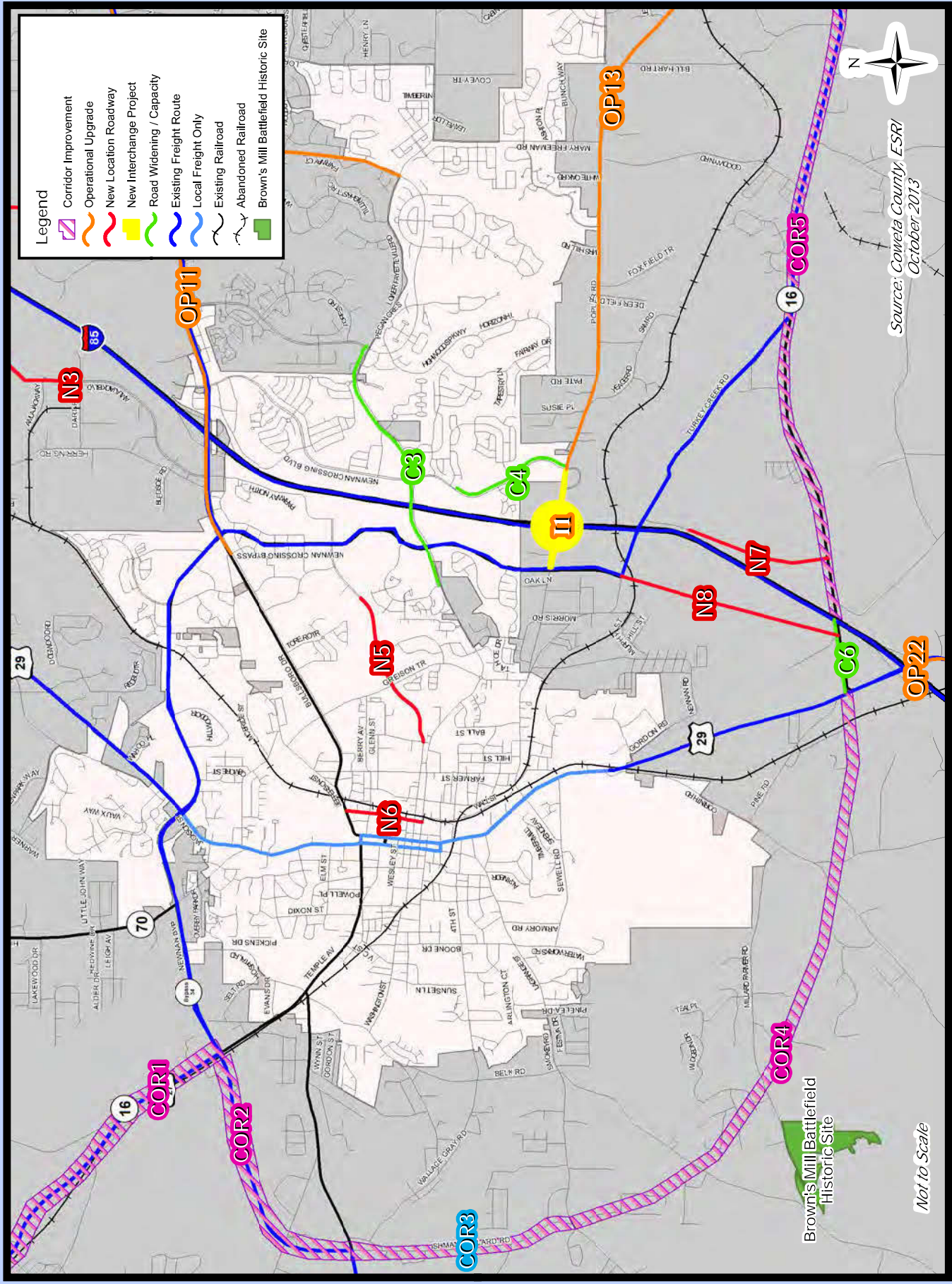
Map ID#	Roadway / Location	Region of County	Jurisdiction
B15	Bohannon Rd at Messiers Creek	South	Coweta County
B16	Minnie Sewell Rd at Yellow Jacket Creek	South	Coweta County
B17	Bexley Rd at Yellow Jacket Creek	South	Coweta County
B18	Bradbury Rd at Yellow Jack Creek	South	Coweta County
B19	Lowery Rd 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



Not to Scale

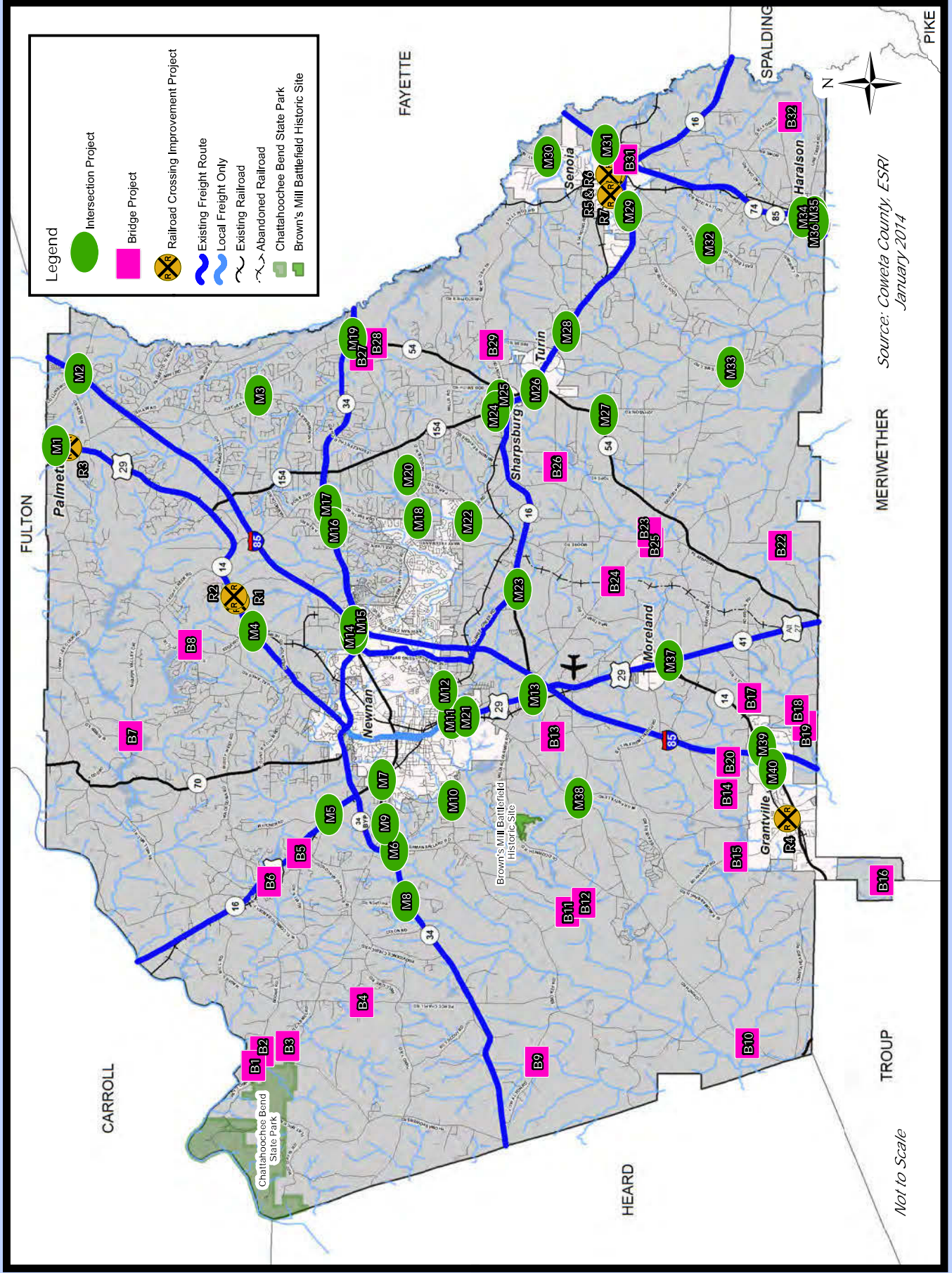
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Figure 3-1: Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (Coweta County)



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Figure 3-2: Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (City of Newman)



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.



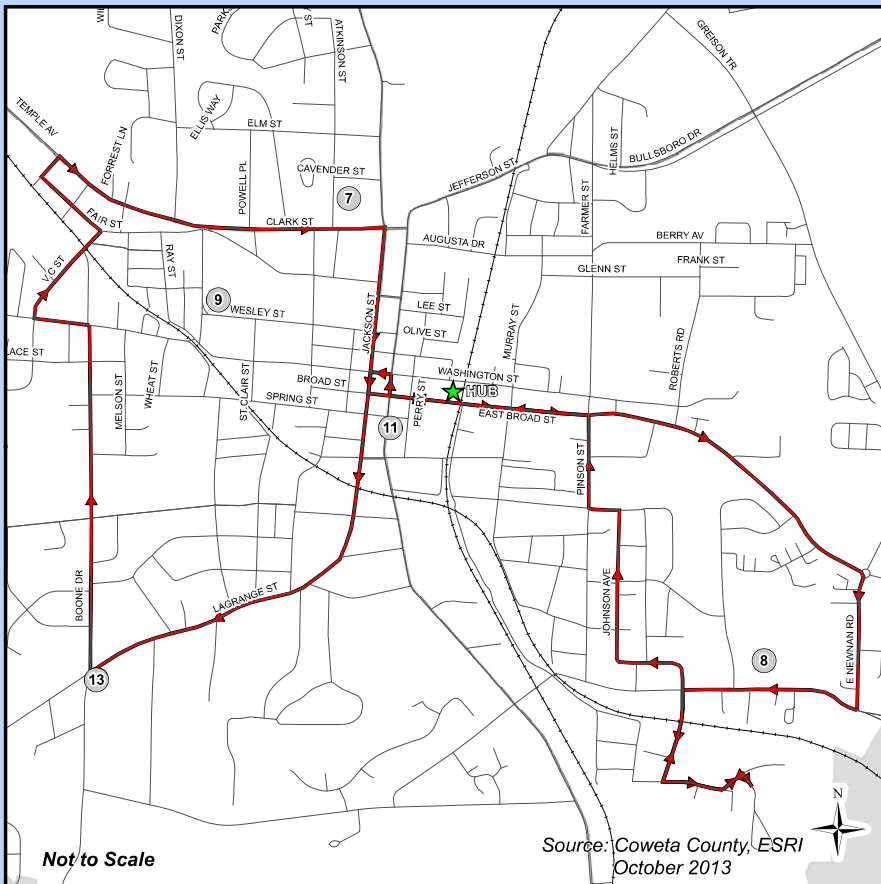
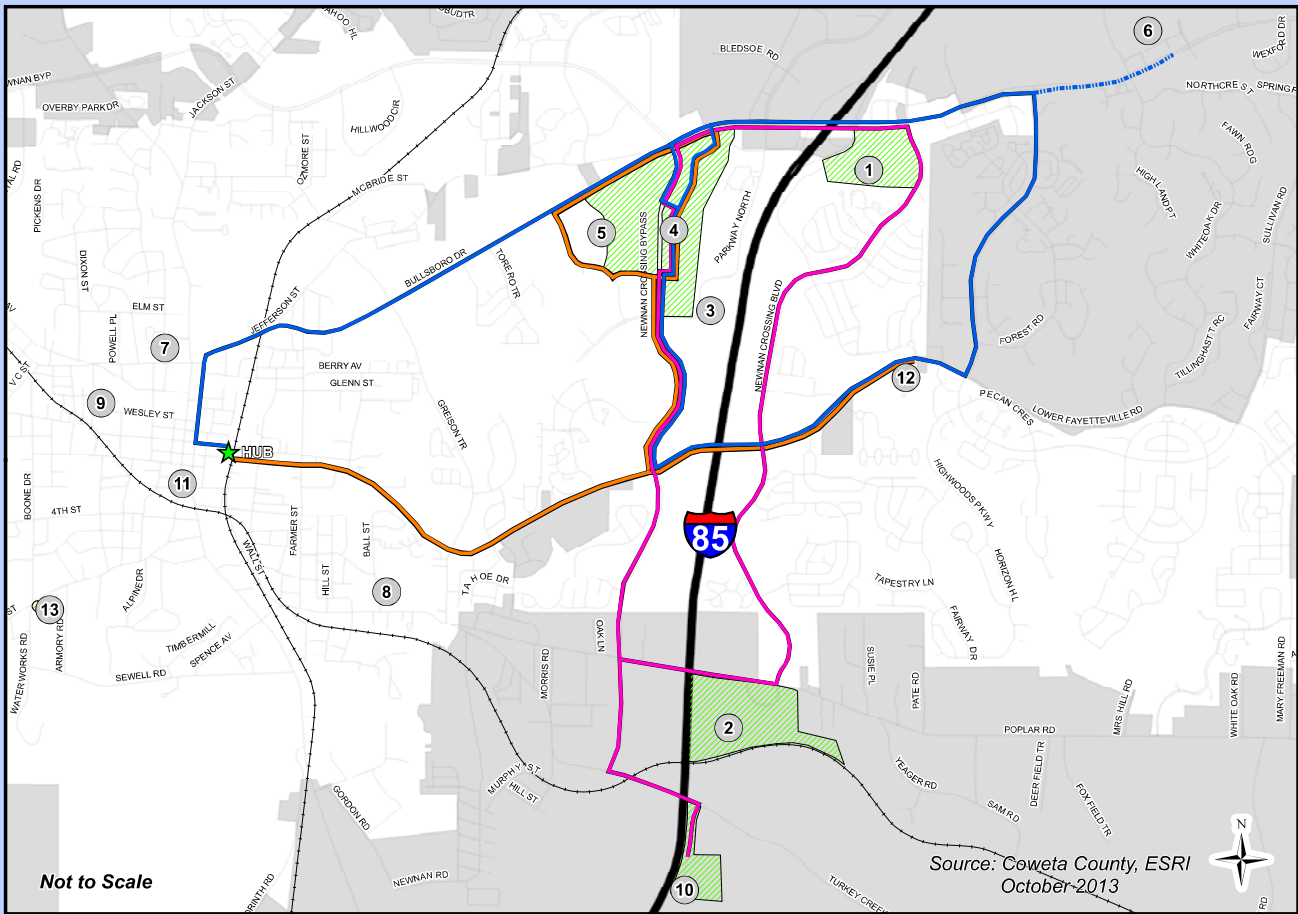
3.3 PUBLIC TRANSPORTATION

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 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
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:

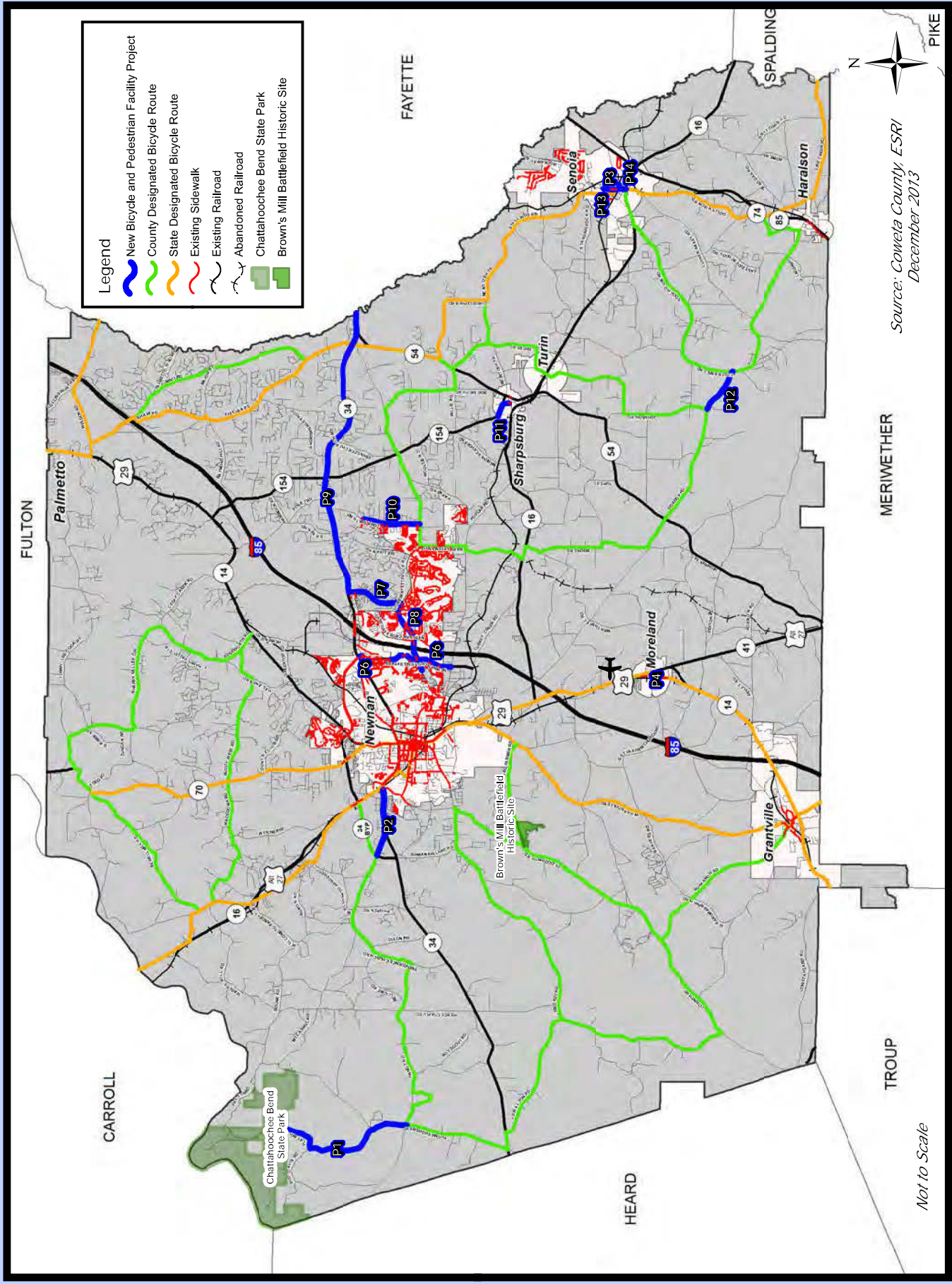
- “Fill the gaps” in the sidewalk network in cities/towns and activity centers
- Prioritize Greenway Master Plan multi-use path segments for construction
- Where feasible and appropriate, evaluate applicable roadway widening and repaving projects using “Complete Streets” criteria to consider adding bicycle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

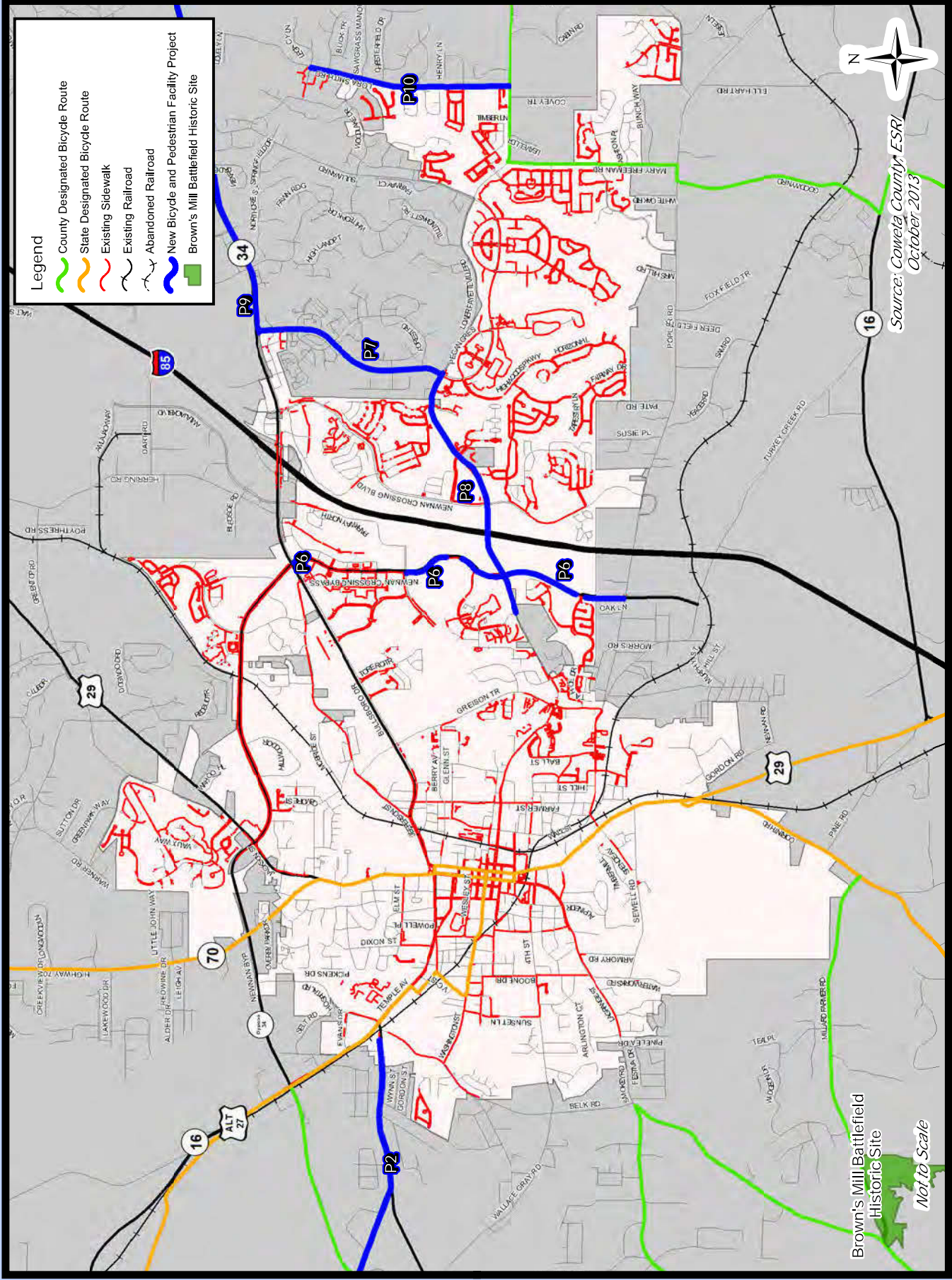


Table 3-3: Bicycle and Pedestrian Project List

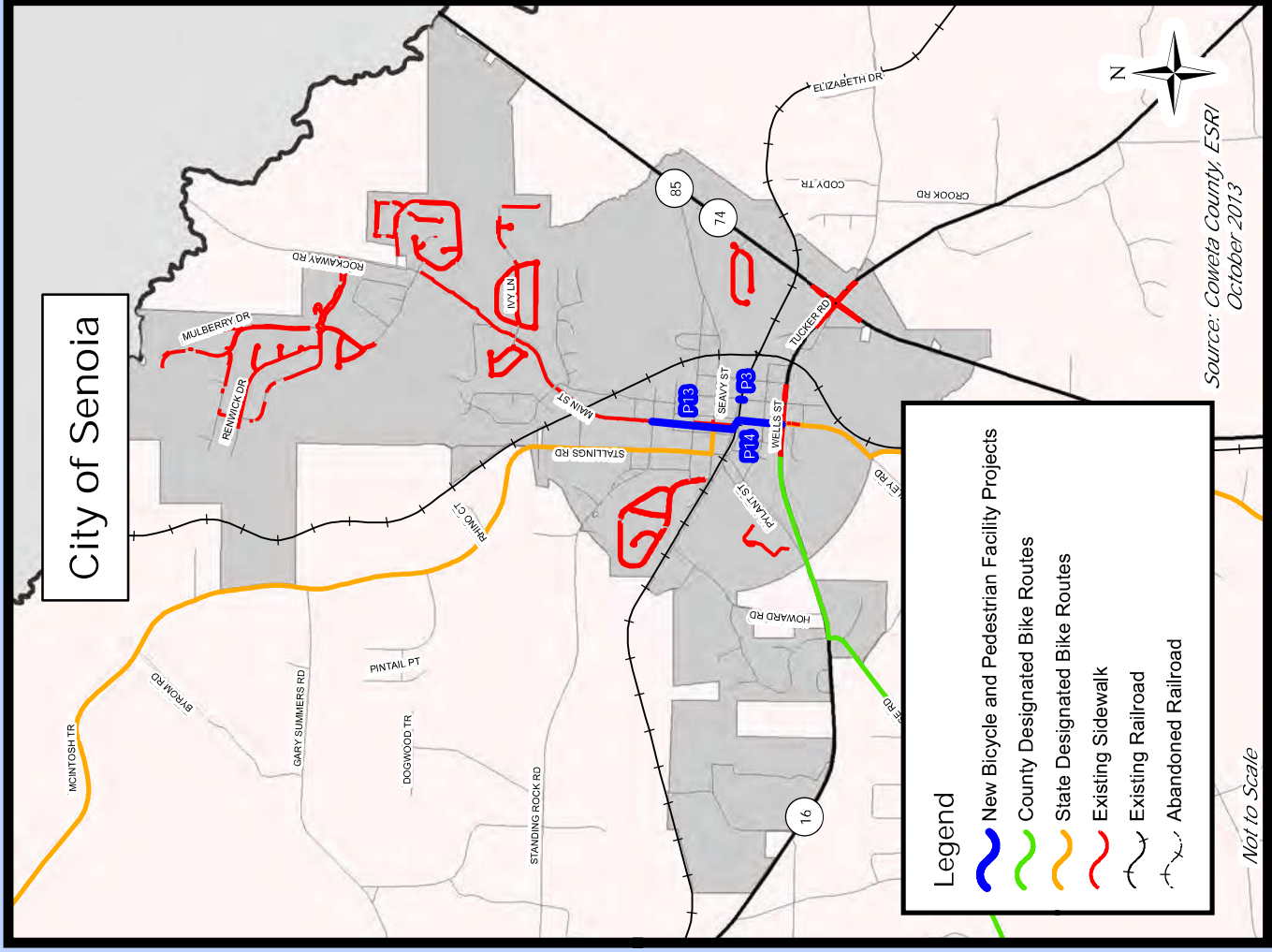
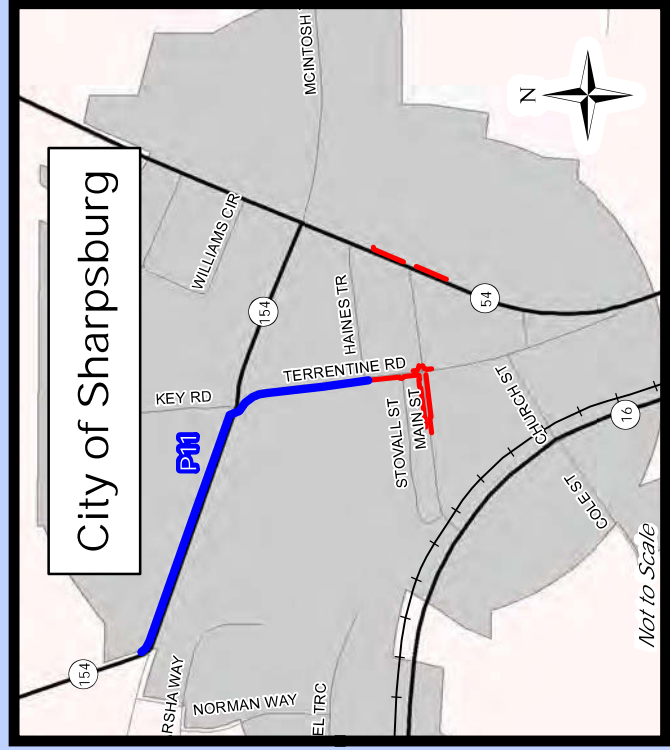
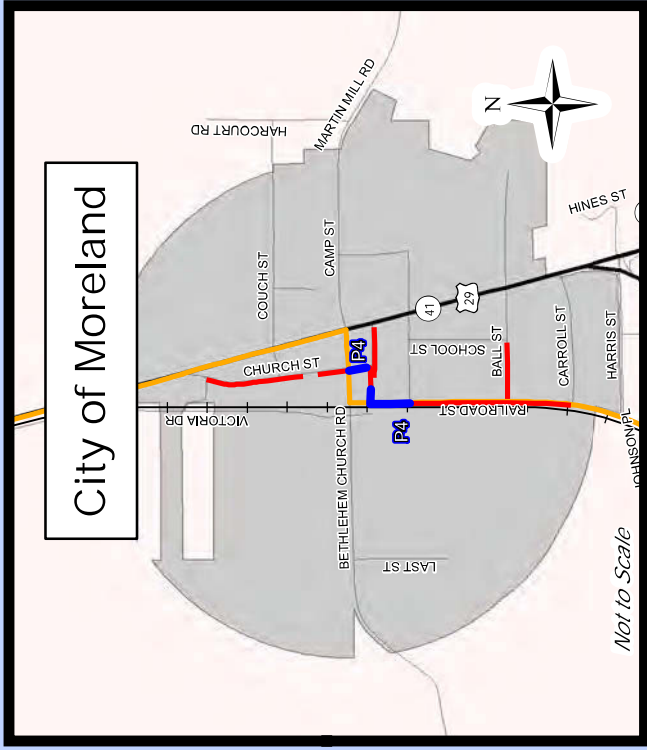
Map ID#	Description
P1	Bike route connection to Chattahoochee Bend State Park
P2	Extend existing bike route along Franklin Road to Newnan city limits
P3	Rehabilitate non-vehicular use bridge over railroad on Bridge Street at Senoia city limits (bicycle/pedestrian/golf cart use only)
P4	Sidewalks in Moreland 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)



Coweeta County Joint Comprehensive Transportation Plan Update
 Figure 3-6: Bicycle and Pedestrian Facility Projects (City of Newnan)



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

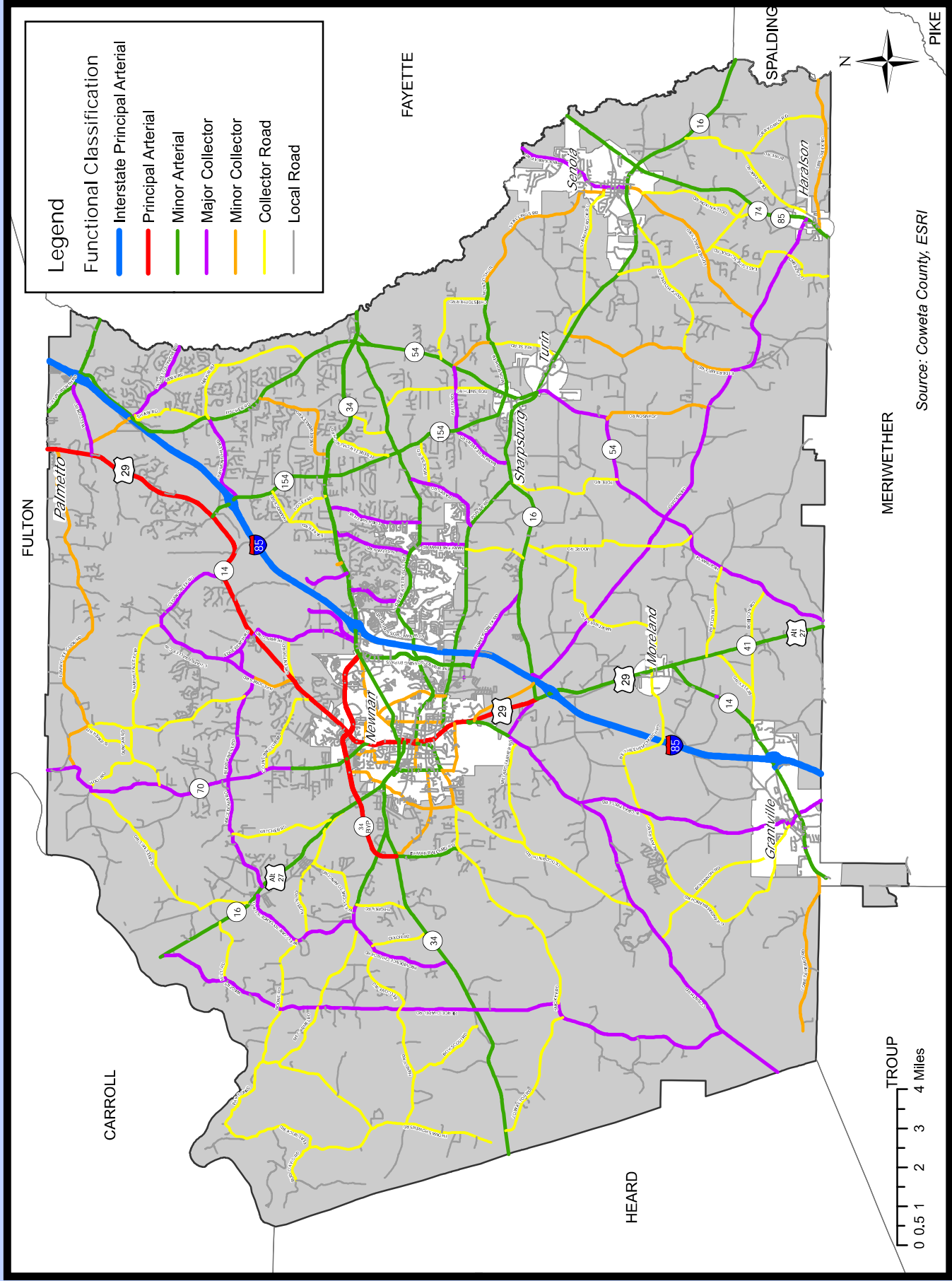


classification, adjacent land uses, and whether the roadway will be upgraded in the near future or will require retrofitting access management applications. Figure 3-8, depicting Coweta County's existing roadway functional classification, is provided for reference.

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	Hollz 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		
		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	
		Belt Rd	
		Belk Rd	
		Farmer St	
		Wallace Gray Rd	

* Assumed to be most effectively implemented with major roadway improvements or new roadway construction.



Coweta County Joint Comprehensive Transportation Plan Update
 Figure 3-8: Coweta County Existing Roadway Functional Classification



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.

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

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).

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

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 Newman 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.

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

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 Barley 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	Rockway 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 Parterson 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	\$ (80,215,615)	\$ -	\$ -	\$ (41,722,655)	

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coveta County Joint Comprehensive Transportation Plan Update

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	Coveta 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	Coveta 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*	Coveta County	Coveta 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	Coveta County	Private Developer/Coveta 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	Coveta County	Coveta 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	Coveta 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)	Newman Lakes Boulevard	Shenandoah Boulevard	Widening 2 to 4 lanes	Newman	Newman	\$ 32,500,500	\$ -	\$ -	\$ 32,500,500	\$ -	\$ 32,500,500	
OP13	Poplar Road	Newman Crossing Boulevard	SR 16	Operational upgrade*	Coveta County	Coveta 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	Coveta County	Coveta County	\$ 8,242,560	\$ -	\$ -	\$ 8,242,560	\$ -	\$ 8,242,560	
OP8	Happy Valley Circle	Buddy West Road	Hal Jones Road	Operational upgrade*	Coveta County	Coveta County	\$ 1,675,000	\$ -	\$ -	\$ 1,675,000	\$ -	\$ 1,675,000	
C4	Newman Crossing Boulevard East	Stillwood Drive	Poplar Road	Widening 2 to 4 lanes	Newman	Newman	\$ 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/Coveta County	\$ 495,000	\$ -	\$ -	\$ 495,000	\$ -	\$ 495,000	
OP9	Cannongate Road	Palmerio-Tyrone Rd	Collinsworth Road (CR 548)	Operational upgrade* with intersection realignment at Collinsworth Road	Coveta County	Coveta County	\$ 3,645,000	\$ -	\$ -	\$ 3,645,000	\$ -	\$ 3,645,000	
OP20	McIntosh Trail	SR 54	Stallings Road	Operational upgrade*	Sharpsburg/Coveta County	Coveta County	\$ 2,442,500	\$ -	\$ -	\$ 2,442,500	\$ -	\$ 2,442,500	
N10	Vernon Hunter Parkway	McIntosh Trail	TDK Boulevard Extension	New roadway	Coveta County	Coveta 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 SPOST							\$ -	\$ -	\$ -	\$ 97,237,200	\$ -	\$ -	\$ 97,237,200
DIFFERENCE							\$ -	\$ (48,667,154)	\$ (12,166,789)	\$ 8,792,954	\$ -	\$ -	\$ (52,040,988)

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coveta County Joint Comprehensive Transportation Plan Update

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 McCambray 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

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coveta County Joint Comprehensive Transportation Plan Update

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													
OP14	Sullivan Road	Lower Fayetteville Road	SR 34 East	Operational upgrade*	Newnam/ Coveta County	Coveta County	\$ 3,195,250	\$ -	\$ 6,793,268	\$ 8,491,585	\$ -	\$ 42,457,925	
OP15	Marion Beavers Road	SR 16	SR 154	Operational upgrade*	Coveta County	Coveta County	\$ 3,129,840	\$ -	\$ -	\$ 3,129,840	\$ -	\$ 3,195,250	
N7	Campus Drive Extension	Campus Drive Termini/Turkey Creek Road	SR 16	New 2-lane roadway	Coveta County	Private Developer(s)	\$ 5,697,000	\$ -	\$ -	\$ 5,697,000	\$ -	\$ 3,129,840	
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	\$ -	\$ 5,697,000	
OP18	Willis Road/ Stewart Road	SR 154	SR 54	Operational upgrade*	Coveta County	Coveta County	\$ 3,129,840	\$ -	\$ -	\$ 3,129,840	\$ -	\$ 2,000,000	
OP19	Reese Road	McIntosh Trail	SR 54	Operational upgrade*	Coveta County	Coveta County	\$ 2,347,920	\$ -	\$ -	\$ 2,347,920	\$ -	\$ 3,129,840	
OP6	Wagers Mill Road	Boone Road	SR 16/Alt 27	Operational upgrade*	Coveta County	Coveta County	\$ 6,849,360	\$ -	\$ -	\$ 6,849,360	\$ -	\$ 2,347,920	
OP21	Stallings Road	Couch Street	McIntosh Trail	Operational upgrade*	Senoia/Coveta County	Senoia/ Coveta County	\$ 6,849,360	\$ -	\$ -	\$ 6,849,360	\$ -	\$ 6,849,360	
OP22	Bud Davis Road	Mt. Carmel Road/Hewlette South Road	Chattahoochee Bend State Park entrance	Operational upgrade*	Coveta County	Coveta County	\$ 3,719,520	\$ -	\$ -	\$ 3,719,520	\$ -	\$ 6,849,360	
OP1	Thomas Powers Road/Hewlette South Road	SR 34	Bud Davis Road	Operational upgrade*	Coveta County	Coveta County	\$ 5,881,680	\$ -	\$ -	\$ 5,881,680	\$ -	\$ 3,719,520	
OP3	Mt. Carmel Road	Bud Davis Road	Payton Road	Operational upgrade*	Coveta County	Coveta County	\$ 5,881,680	\$ -	\$ -	\$ 5,881,680	\$ -	\$ 5,881,680	
OP4	Payton Road	Mt. Carmel Road	Boone Road	Operational upgrade*	Coveta County	Coveta County	\$ 786,240	\$ -	\$ -	\$ 786,240	\$ -	\$ 5,881,680	
OP5	Boone Road	Payton Road	Wagers Mill Road	Operational upgrade*	Coveta County	Coveta County	\$ 2,948,400	\$ -	\$ -	\$ 2,948,400	\$ -	\$ 786,240	
SUBTOTAL: OFF-SYSTEM							\$ 52,416,090	\$ -	\$ -	\$ 52,416,090	\$ -	\$ 2,948,400	
SUBTOTAL: LONG-TERM (2031-2040)							\$ 94,874,015	\$ 27,173,072	\$ 6,793,268	\$ 60,907,675	\$ -	\$ -	\$ 52,416,090
FUNDING: ARC RTP (2031-2040)							\$ 27,500,000	\$ 6,900,000	\$ -	\$ -	\$ -	\$ -	\$ 94,874,015
FUNDING: COWETA S/LOST							\$ -	\$ -	\$ -	\$ 89,212,000	\$ -	\$ -	\$ 34,400,000
DIFFERENCE							\$ 356,928	\$ 106,732	\$ 28,304,325	\$ -	\$ -	\$ -	\$ 89,212,000

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coweta County Joint Comprehensive Transportation Plan Update

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

Table 4-1: Phased List of Recommended Roadway and Bridge Projects
Coveta County Joint Comprehensive Transportation Plan Update

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	Coveta County	GDOT	\$ 2,177,500		\$ 2,177,500			\$ 2,177,500	
B29	McIntosh Trail	Keg Creek		Bridge project	Coveta County	Coveta County	\$ 1,200,000		\$ 1,200,000			\$ 1,200,000	
B32	Gray Girls Road	4.0 miles SE of Senoia		Bridge project	Coveta County	Coveta 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	Coveta 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	Coveta County	GDOT	\$ 200,000		\$ 200,000			\$ 200,000	
R3	CR 7/Johnson Circle	Railroad crossing 050408J		Safety project - addition of railroad crossing warning device	Coveta 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



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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



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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.



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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.

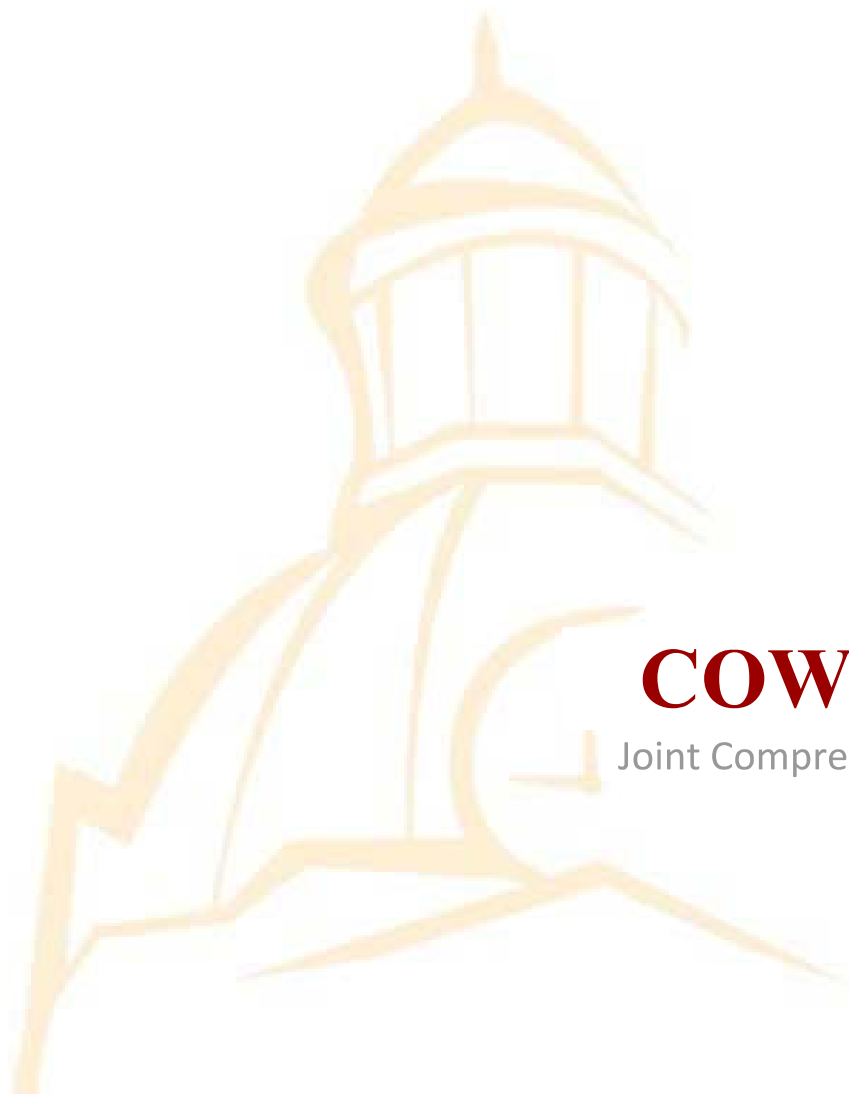


Summary of Public Open House Comments Coweta County Comprehensive Transportation Plan Update

- 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.



COWETA COUNTY

Joint Comprehensive Transportation Plan Update

Plan Summary

March 4, 2014



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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.

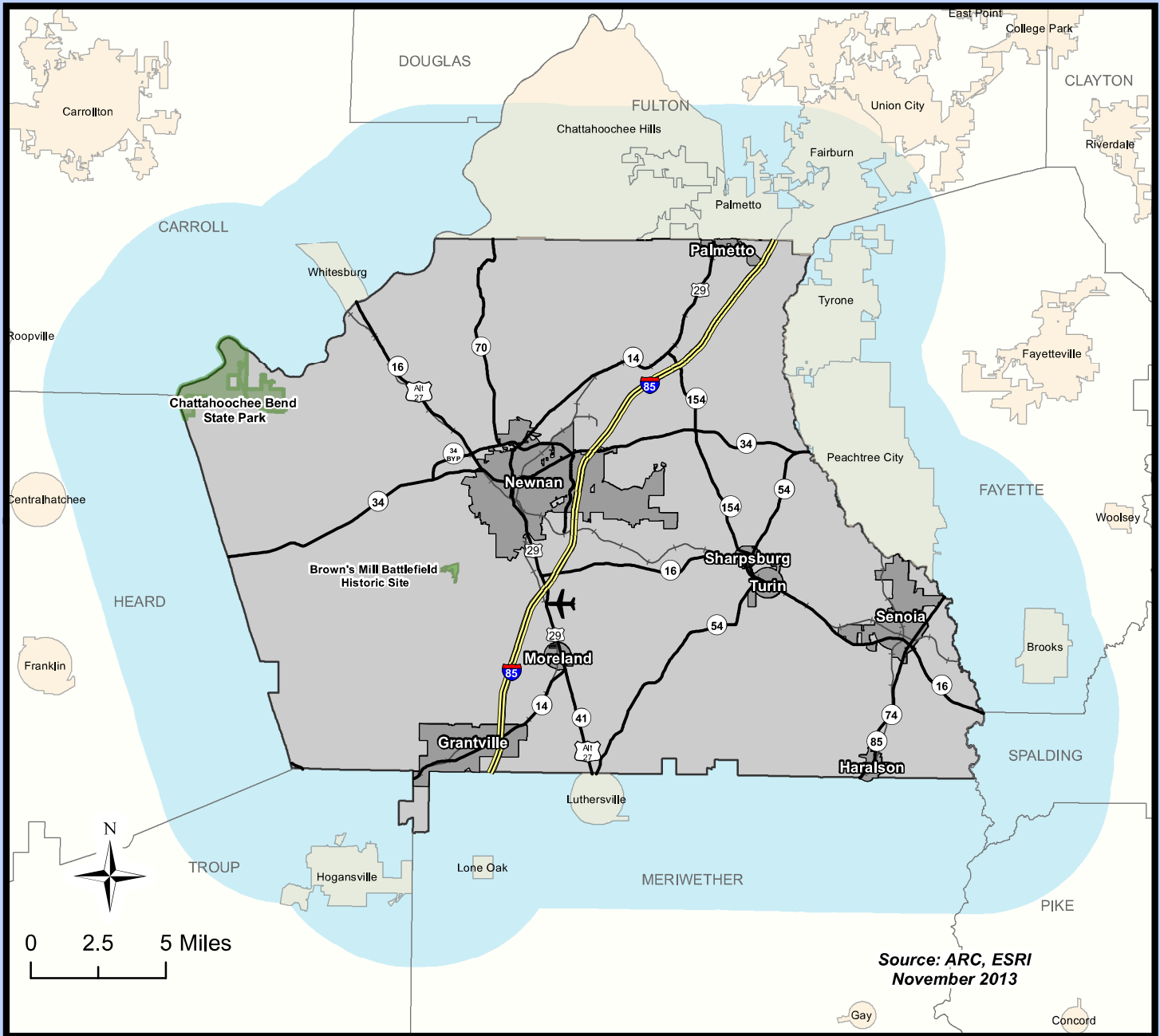
Building on the 2006 CTP, the Update assesses changes in demographics and transportation conditions over the intervening seven years in order to identify transportation needs and prioritize a suite of multimodal projects and strategies to meet those needs through year 2040. During the update process, 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.

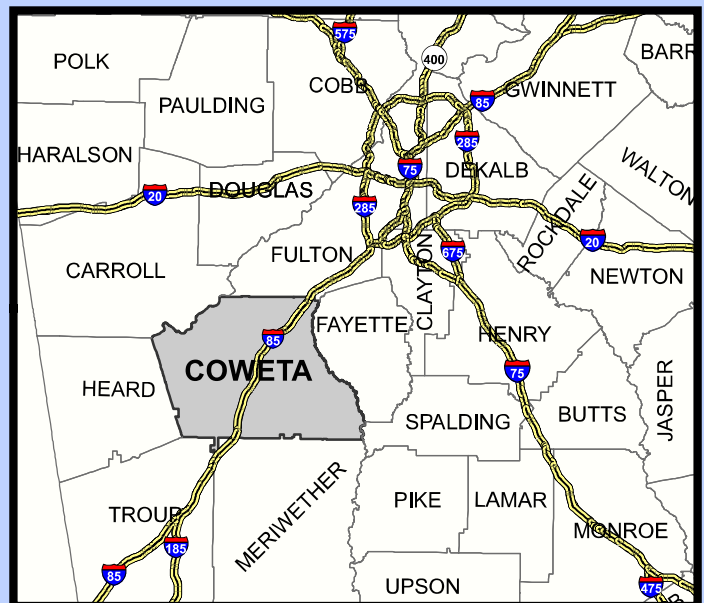
Coweta County Joint CTP Study Area



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.



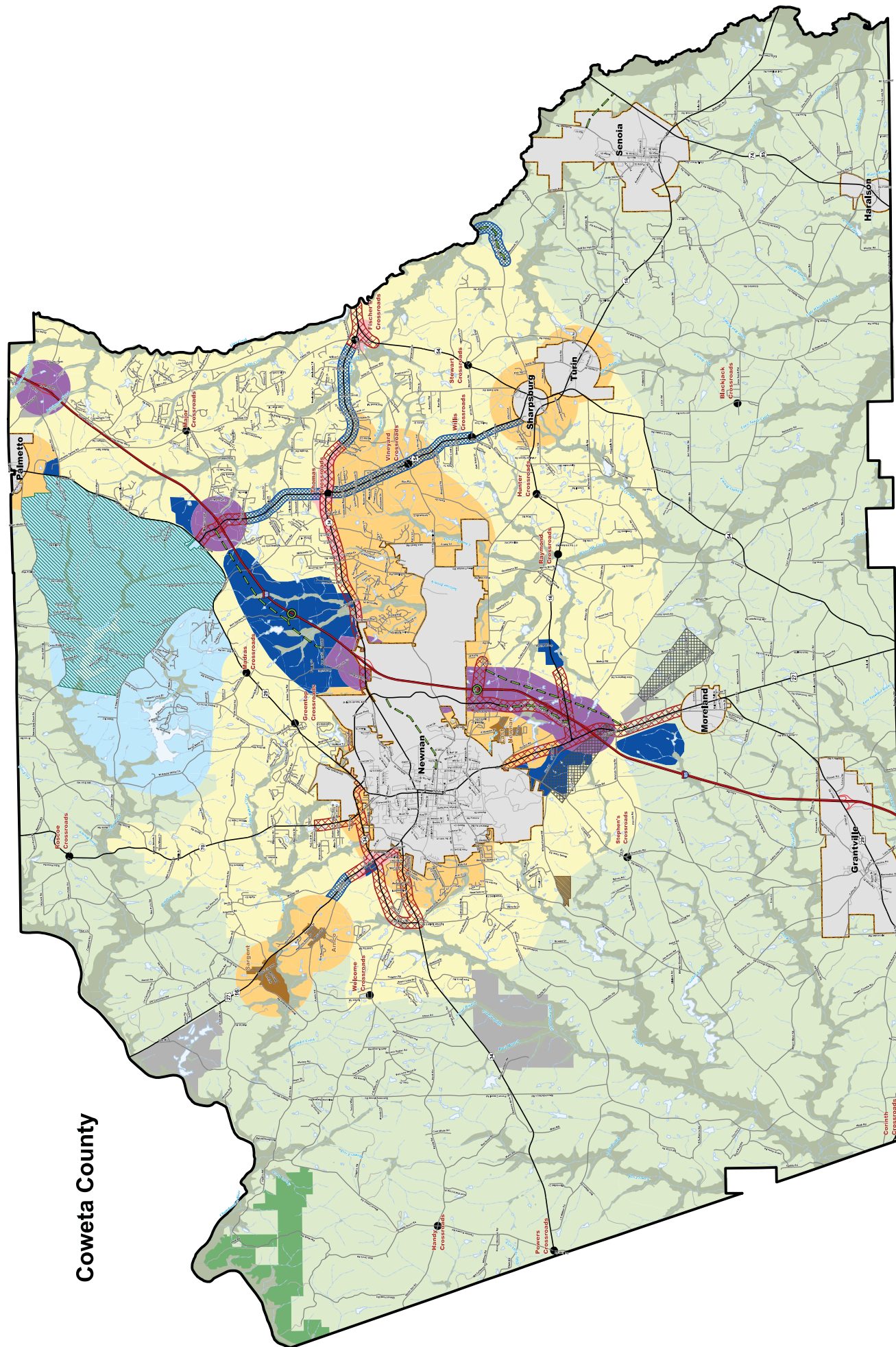
Coweta's population is concentrated in an area from Newnan northward and eastward to the county lines. In 2010, Coweta's population density was 511 people per square mile in this area, while the rural areas to the west and south had a density of 90 people per square mile.

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

































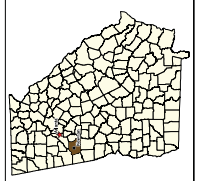
Coweta County 2016-2026 Comprehensive Plan

Future Development Map

Amended April 17, 2007

<ul style="list-style-type: none">  Planned Interchange  Planned Roadway  Crossroads Symbol Center  Mill Village  Intrastate Gateway 	<ul style="list-style-type: none">  Employment Center  Commercial Office  Industrial  Conservation  Lakeside Residential  Leisure  Transportation  Transit  Neighborhood Medium Density  Neighborhood Low Density 	<ul style="list-style-type: none">  Intrastate  Bump  State Highway  County Road  Road  River/Stream
<ul style="list-style-type: none">  Brown's Mill  Barfield  Lakes/Pond  County Cross Zoning  City Cross Zoning  Chatham/Chiche  Brent State Park  City Boundary  County Boundary 		



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

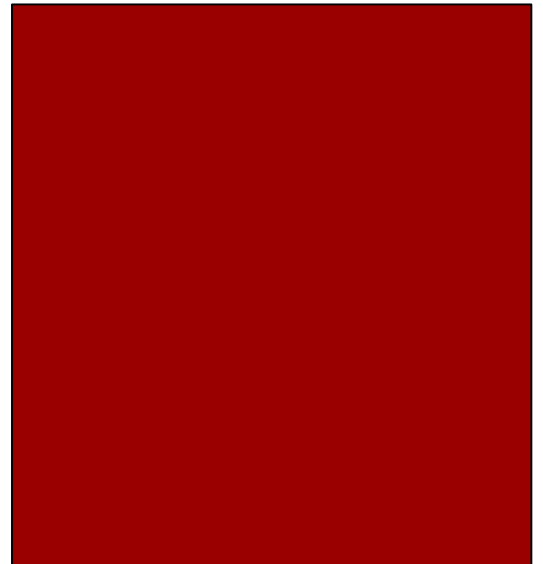
PROJECT IDENTIFICATION

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

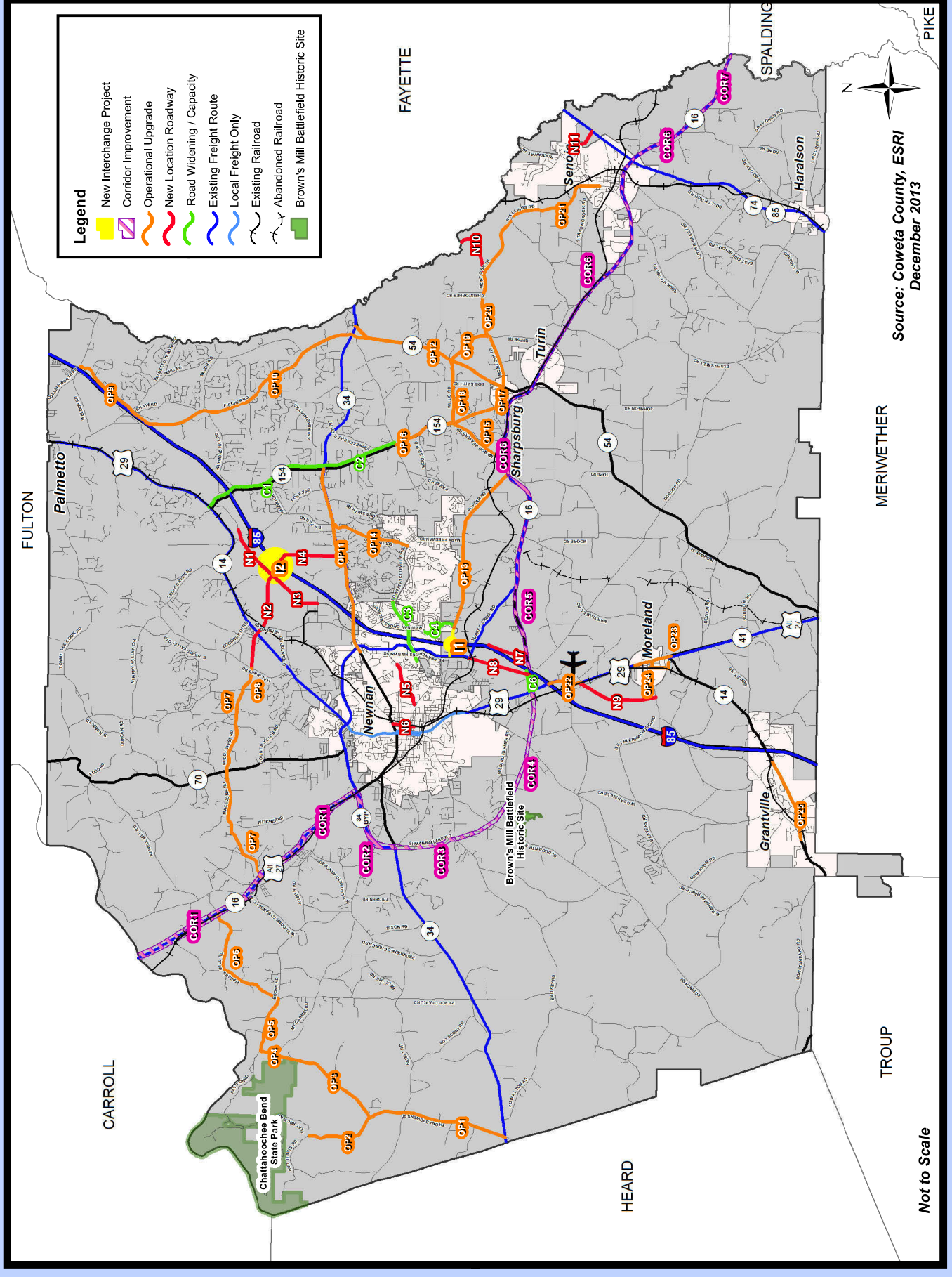
Freight movement in Coweta predominantly involves trucking and railroads. The CTP's freight recommendations are designed to respond to several specific needs:

- 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 Hollz Parkway
- When Newnan Bypass Extension is constructed, revise Regional Truck Route Network to add Newnan Bypass Extension from Turkey Creek Road to SR 16 and SR 16 from I-85 to US 29, and remove Turkey Creek Road
- 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)



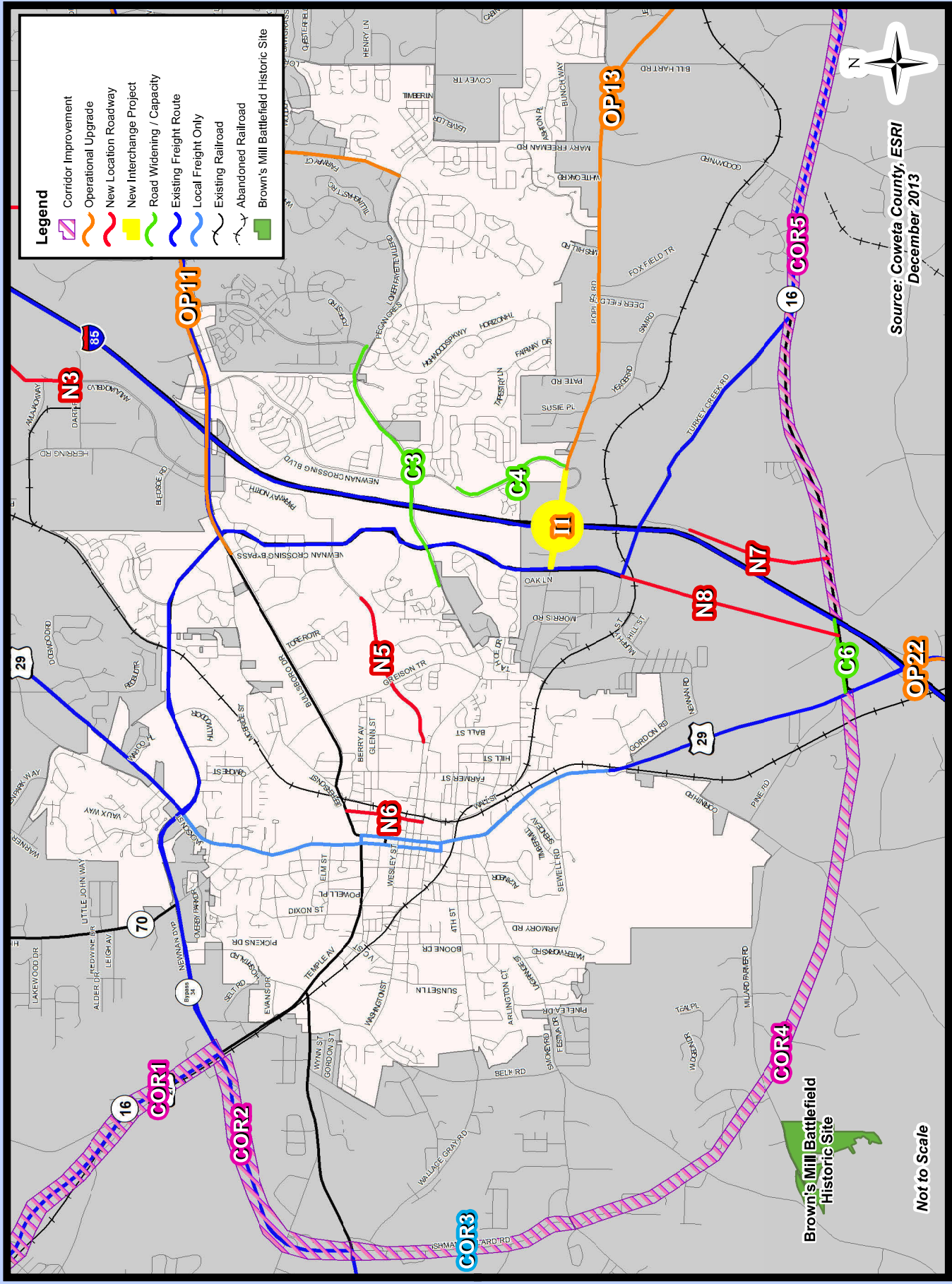
Legend

- New Interchange Project
- Corridor Improvement
- Operational Upgrade
- New Location Roadway
- Road Widening / Capacity
- Existing Freight Route
- Local Freight Only
- Existing Railroad
- Abandoned Railroad
- Brown's Mill Battlefield Historic Site

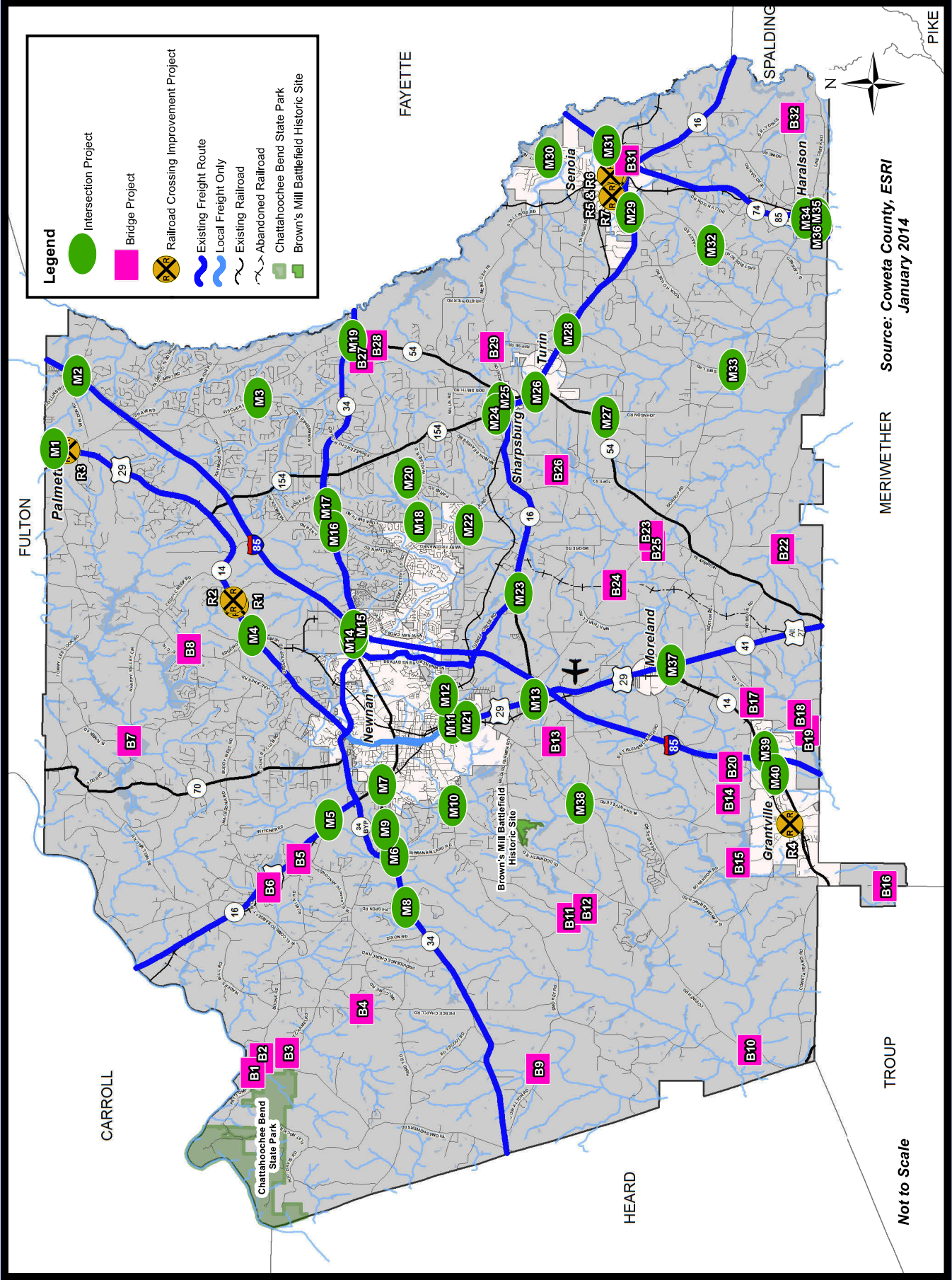
Source: Coweta County, ESRI
December 2013

Not to Scale

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)



Coweeta County Joint Comprehensive Transportation Plan Update

Bridge, Railroad Crossing, and Intersection Modification Projects (Coweeta County)

Source: Coweeta County, ESRI
January 2014

MERIWETHER

Not to Scale

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

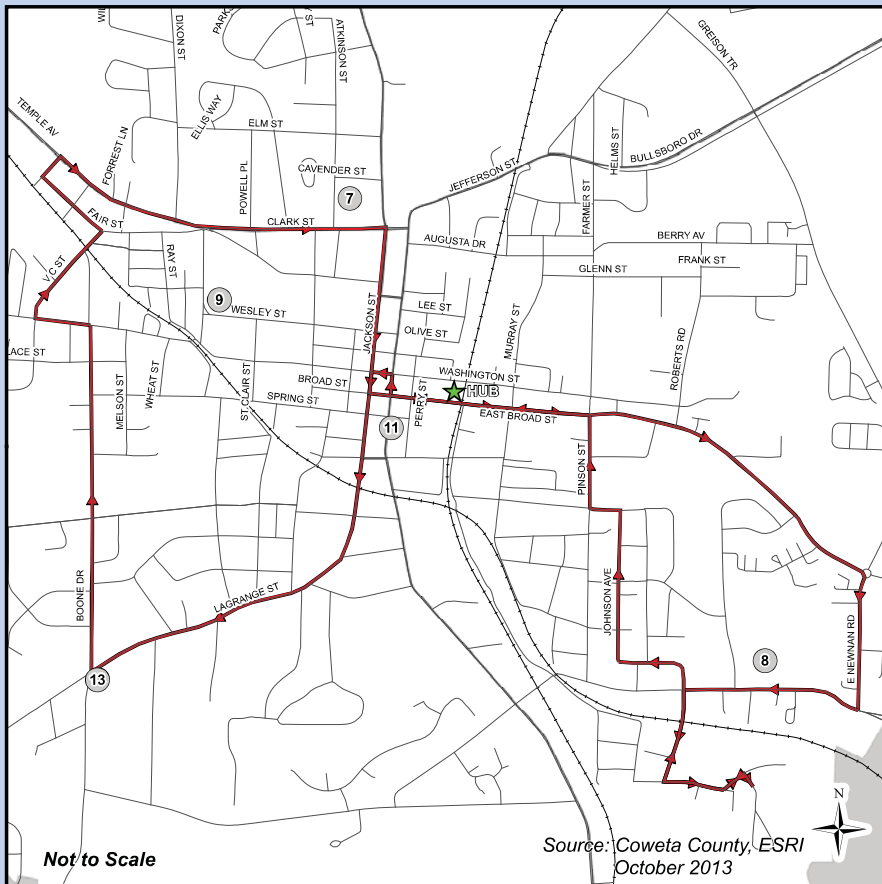
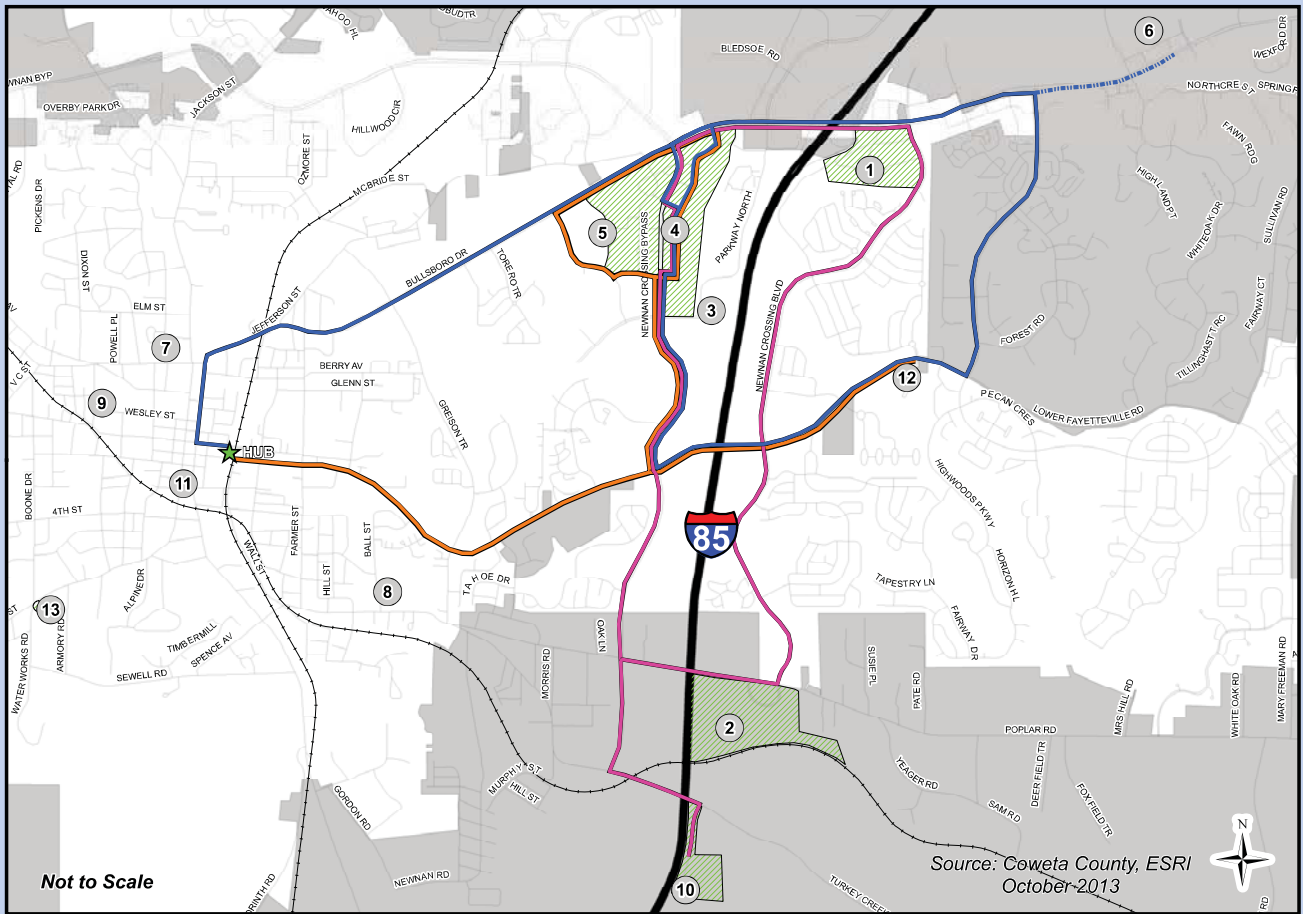


Service Coordination and Optimization

- 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



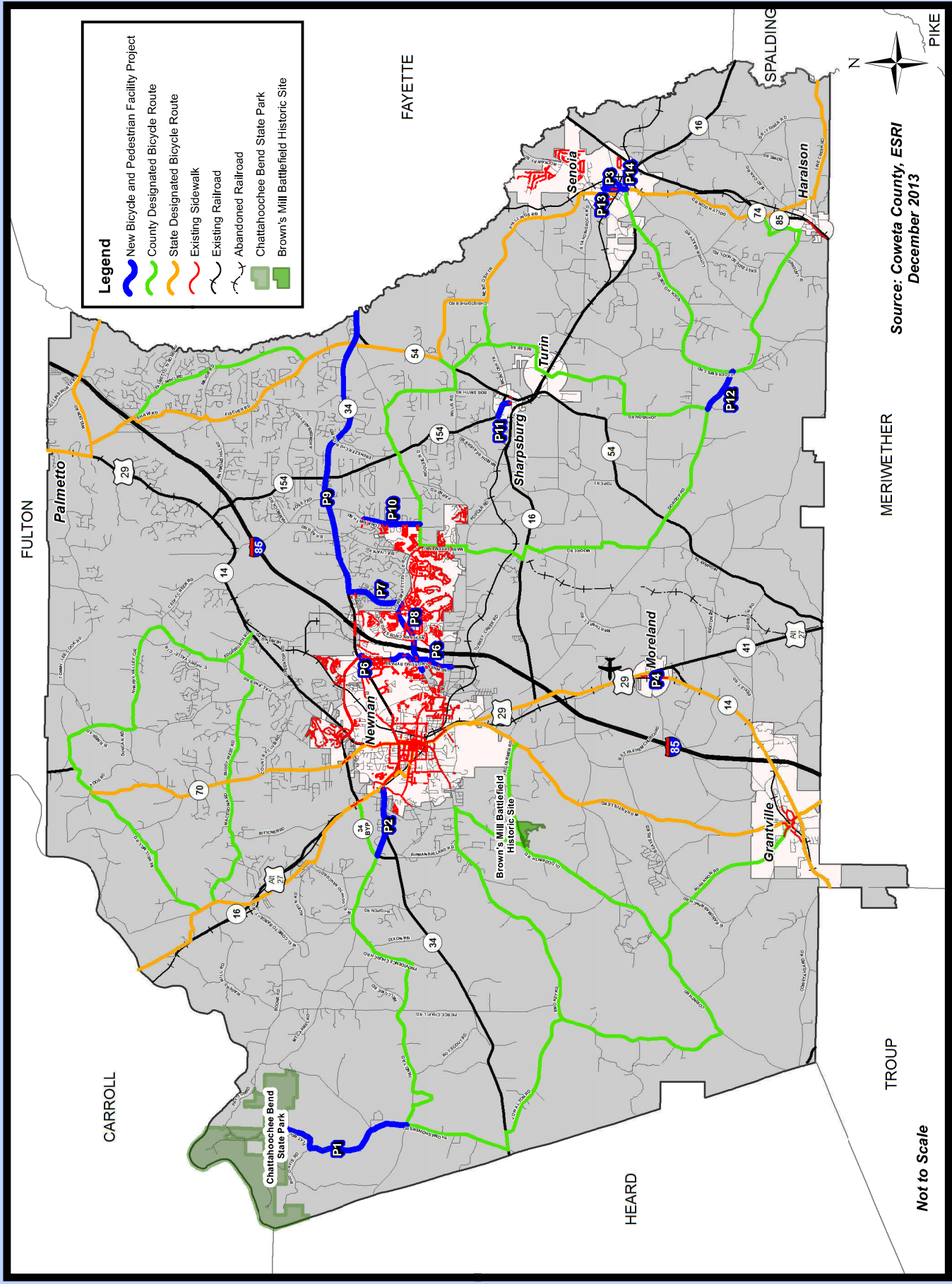
Together with these general strategies, the CTP Update recommends 14 specific bicycle and pedestrian projects to improve connections on existing and proposed facilities.

An important consideration for all bicycle and pedestrian facilities remains the safety of the network for all users, whether bicyclist, pedestrian or motorist.

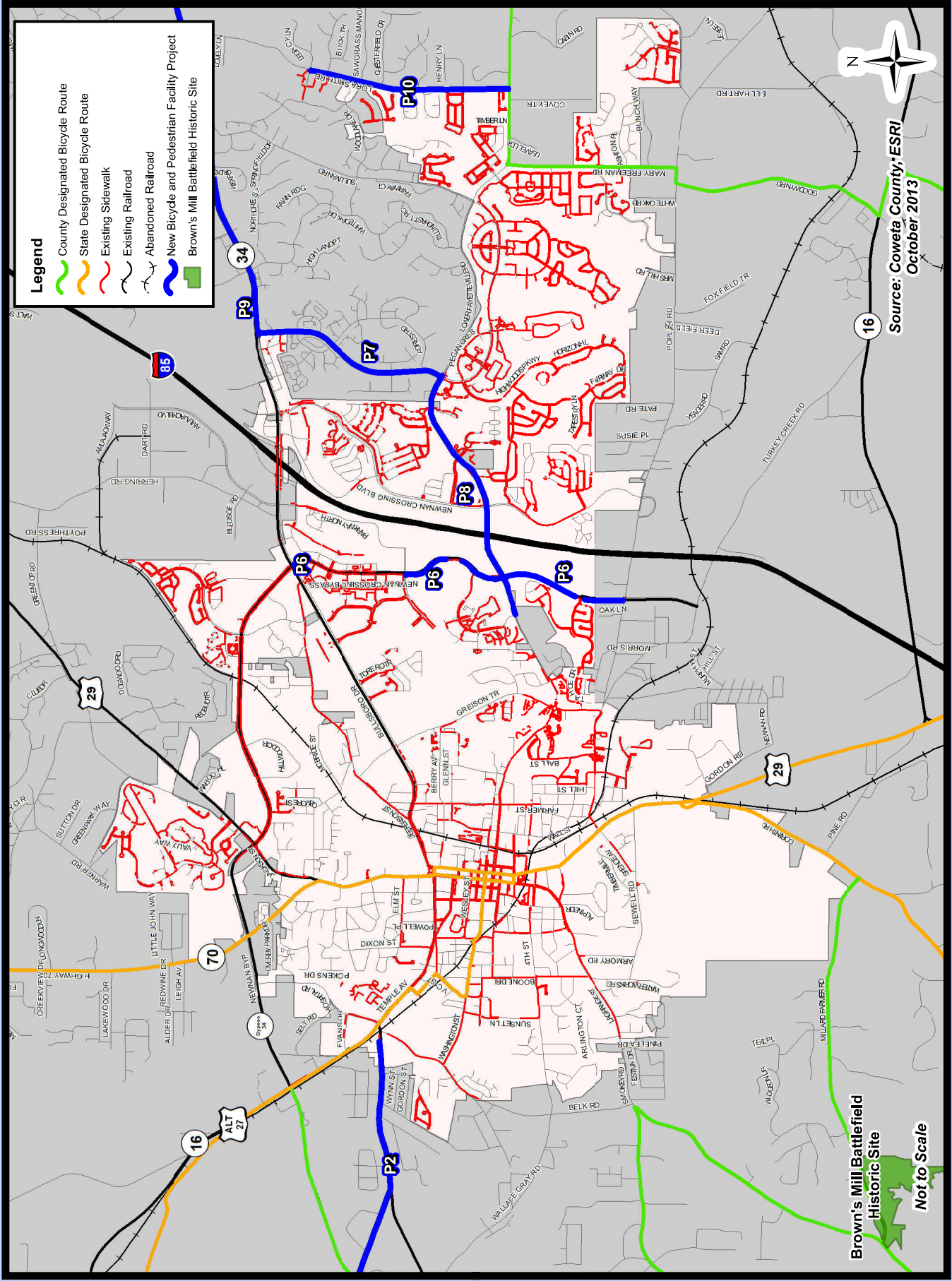
BICYCLE & PEDESTRIAN PROJECT LIST

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)

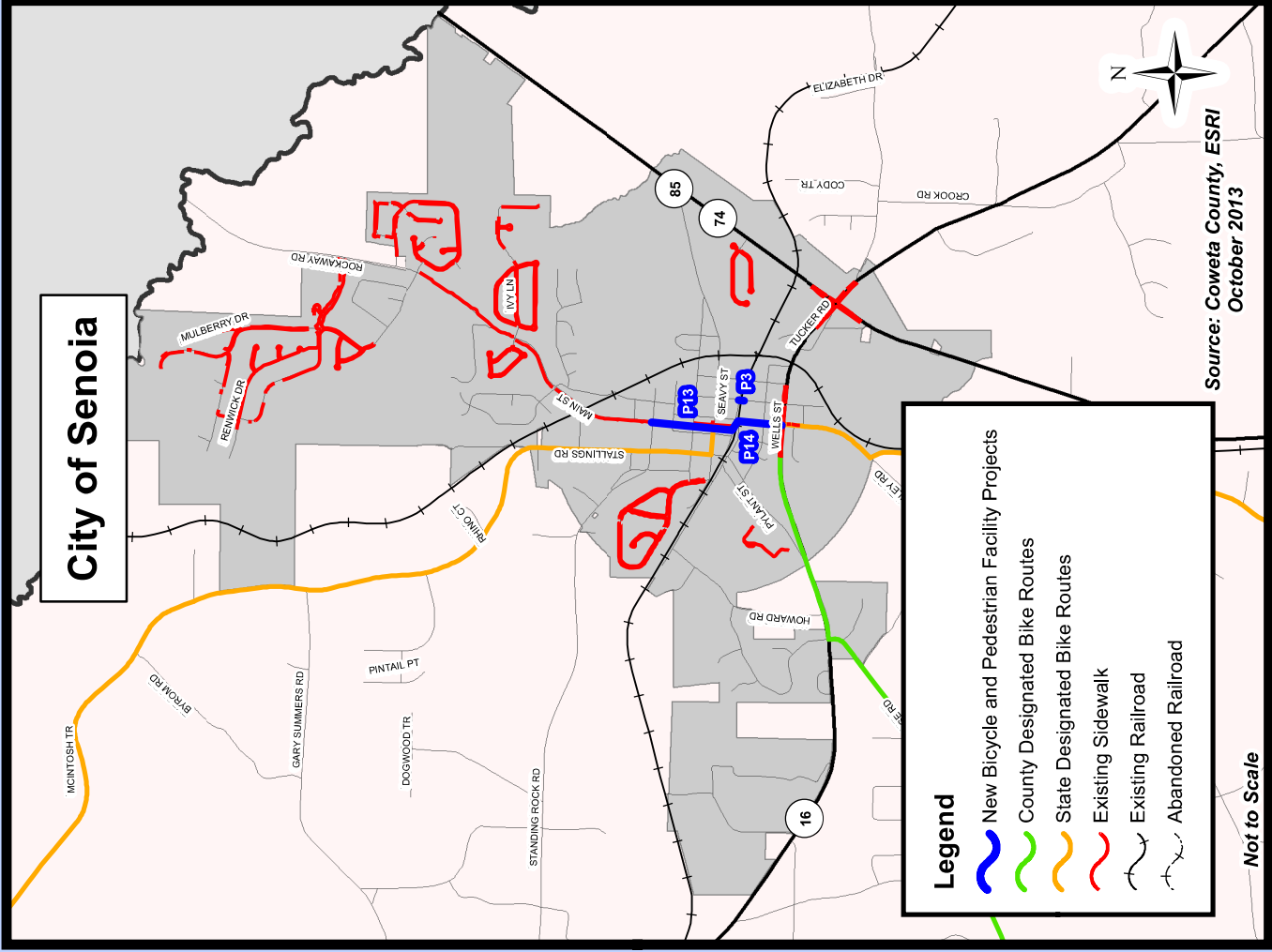
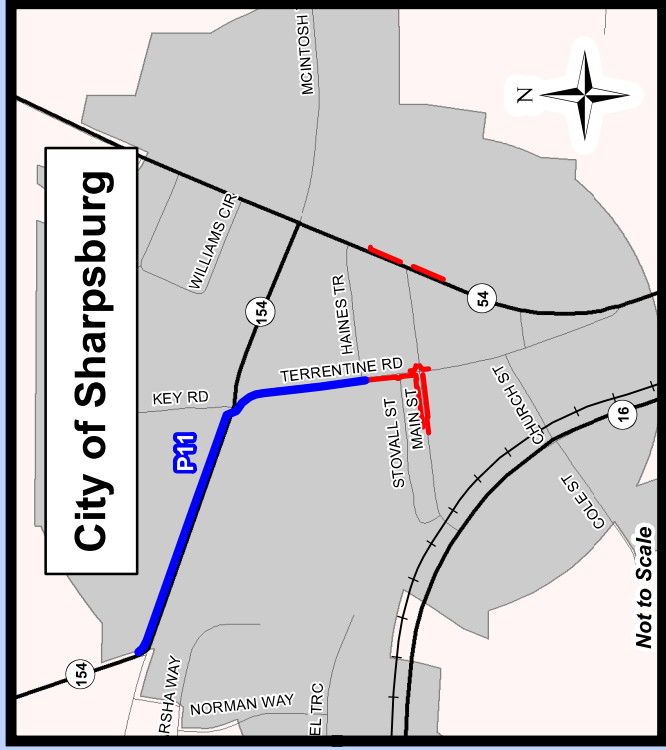
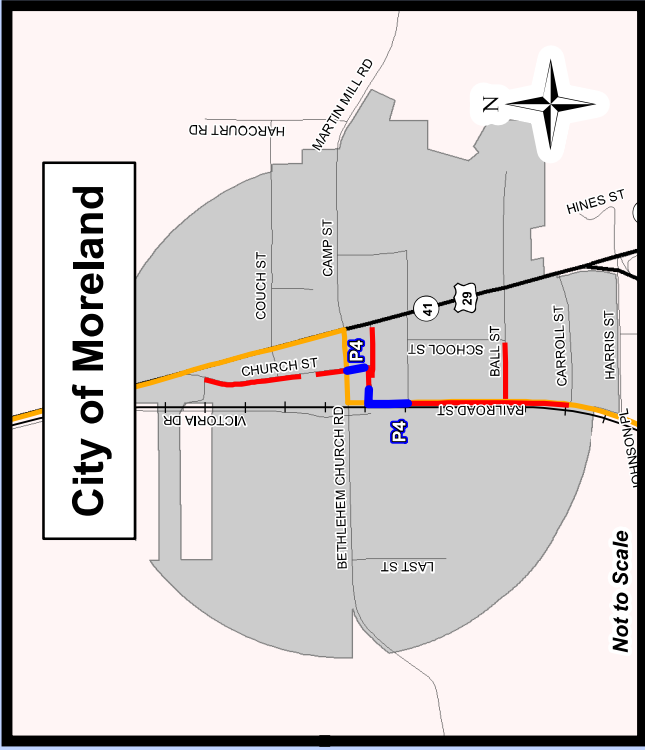
It should also be noted that, although bicycle and pedestrian facility project recommendations from approved local jurisdiction plans are not listed individually in the CTP project recommendations, the CTP supports local jurisdictions’ continued development of such plans and implementation of the projects 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



HOUSING



City of Newnan

Urban Redevelopment Plan

Prepared by:
Community Development Department
Planning and Zoning Division

2009

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The City of Newnan has the distinction of being referred to as the City of Homes. This accolade is fitting given the preponderance and diversity of older homes that can be found within the City's limits. Many homes date from before the Civil War, as Newnan was spared General Sherman's wrath on his march through Georgia. In addition to the City's stately mansions, there are also 1930's mill communities, 1950's suburban ranch houses, and other charming homes from every decade. Sadly, times have taken a toll on several areas within the City where a concentration of older housing exists. As a result, once thriving communities are subject to depreciated property values, low owner occupancy rates, higher crime rates, and general blight. Many owners will not or cannot afford to repair their homes, resulting in dilapidated structures being used for rental property or, in many instances, elderly homeowners watching their life's investment fall apart before their eyes. Private investment in these areas is curtailed by their condition, and when investment is made it is often incompatible with the existing character of the neighborhood. Because the future for many of Newnan's older, and often historic, neighborhoods is growing dim, the City Council is adopting an Urban Redevelopment Plan (URP).

URPs serve as valuable tools that, in conjunction with Comprehensive Plans and other State legislative redevelopment tools, can be used to revitalize areas within cities that are dilapidated or in danger of becoming so. It is the City of Newnan's hope that adopting its own URP will be the catalyst for revitalizing older neighborhoods by rehabilitating faltering structures and constructing new, affordable housing while ensuring architectural compatibility. In addition, neighborhood commercial centers and infrastructure will have a fresh opportunity to be

enhanced. Healthy neighborhoods consist of good quality housing *and* viable community businesses.

The URP is required to address many components of the City's plan for renewal. These elements include, but are not limited to:

- Designation of a redevelopment entity
- Indication of consistency with the City's Comprehensive Plan
- Definition of boundaries of the area to be redeveloped (need not be contiguous)
- Explanation of the negative conditions in the redevelopment area that cause it to meet the definition of "slum" and make redevelopment necessary
- Indication of any land acquisition, demolition, redevelopment, improvement, and rehabilitation proposed to be undertaken in the area
- Indication of any changes to planning, zoning, and building requirements
- Description of a feasible method for the relocation of families who will be displaced from the area into decent, safe, and sanitary dwellings within their means and without undue hardship
- Indication of the URP's relationship to definite local objectives
- Indication of the maximum opportunity for rehabilitation and redevelopment of the area to be undertaken by private enterprise

This URP is broadly written concerning many of these components. This is intentional for two primary reasons. The first is to allow the redevelopment agency (defined in the following section) room to retool the plan as necessary once a more specific plan of action is known, which would be done in accordance with all applicable laws

concerning amendments to URPs and allow appropriate public notification of any changes to the plan. Secondly, the URP is nonspecific for many components because some information is simply not known at this point. For example, definite tracts of land have not been targeted for specific action, individual structures have not been named for demolition, needed changes to building or planning requirements cannot be determined at this time, and an intricately detailed relocation strategy cannot be established and may not be warranted, as the City anticipates no relocation due to implementation of the URP.

Designation of Redevelopment Entity

It is the desire of the City Council to create a new and separate redevelopment agency to oversee implementation of the URP. While a jurisdiction's local legislative body has the ability to appoint themselves as the agency, the Council feels this role would be best fulfilled by experts within the housing field and by citizens who live within the redevelopment area. Consequently, the Council met with the Housing Authority of Newnan (HAN) to discuss an arrangement that guarantees the envisioned method of implementation.

The Council determined the agency's board of commissioners should have nine members. Each council person will have the opportunity to appoint one member. The Mayor will designate a chairman and appoint two additional members. In addition to serving on the agency's board of commissioners, these two members will consecutively serve on HAN's board of directors.

Each agency commissioner will serve a term of three years. These terms are to be staggered so three seats are reappointed each year. Of the nine original appointments, three seats will serve one year for their first appointment and three seats will serve two years for their first appointment. After these shortened terms are completed, reappointments will resume every three years.

Redevelopment Agency Commissioners:

- *9 appointments*
- *2 consecutively serving on HAN's board*
- *3 year, staggered terms*

The Agency will annually present a report to the City Council prior to March 31. This report will be prepared in accordance with O.C.G.A. 36-61-18

Consistency with Comprehensive Plan

In many areas the City of Newnan's Comprehensive Plan is consistent with the intents and purposes of the URP. The following excerpts from the Comprehensive Plan serve to support this fact by demonstrating the City's recognition of problems in its older neighborhoods, indicating current efforts to address these problems, and planning for increased efforts to alleviate deteriorating and substandard housing conditions.

"Identification of Potential Issues and Opportunities

- Housing prices are not consistent with the incomes of workers who live in the City
- Some remaining pockets of substandard housing
- Greater management control for rental properties
- Not all homes have complete plumbing or kitchen facilities
- Revitalize existing residential areas on the west side of town
- Decreasing home ownership
- Higher vacancy rates than surrounding area
- Encourage development utilizing a traditional neighborhood design
- Preserve small-town charm through housing stock
- Emphasis on higher quality housing products
- Additional special needs housing for persons recovering from substance abuse, domestic violence, and the homeless

Analysis of Existing Development Patterns: Areas Requiring Special Attention

- Areas of Significant Natural or Cultural Resources: These areas are comprised of the City's wetlands, groundwater recharge areas, flood plains, water supply watersheds, and **various historic districts**.
- Areas in Need of Redevelopment and/or Significant Improvements to Aesthetics: The City has various historic districts or older sections that are in need of significant improvements due to the effects of aging and lack of adequate maintenance.
- Areas with Significant Infill Development Opportunities: There are numerous residential areas surrounding downtown proper that are prime for infill development.
- Areas of Significant Disinvestment, Levels of Poverty, and/or Unemployment: The older commercial and residential areas around Temple Avenue and Greenville Street are areas indicative of this category. Efforts should be made to plan for future redevelopment.
- Traditional Neighborhood: These neighborhoods are predominately residential. The houses are located on small lots with small setbacks. Many of the homes are historic and are included in the National Register Districts.

Community Vision: Traditional Neighborhood

- Description: These neighborhoods are predominantly residential. The houses are located on small lots with small setbacks. Many of the homes are historic and are included in the National Register Districts. These areas are very pedestrian oriented

and epitomize a sense of community. Most of the houses have porches or stoops to encourage relationships with the neighbors. The streets reflect a grid pattern with limited right-of-way. On-street parking is also allowed in these neighborhoods. Trees are mature and often create a canopy over the local streets.

- **Implementation Measures:** It is important that we continue to preserve homes in these areas. Infill development should not detract from the neighborhood and should reflect the same characteristics as existing development. Additional pocket parks should be developed that complement the existing landscape.

Community Issues and Opportunities: Housing

- While Newnan is rapidly growing, it has managed to retain its small-town charm. Specifically, the downtown area and surrounding historic and older residential neighborhoods can make this claim. This feel can be preserved and increased through the management of its housing stock by utilizing a traditional neighborhood design.
- Homeownership is looked upon by society in a positive light. In fact, homeownership rates are often used as an economic indicator with higher rates representing a more stable economy. The City has recently seen decreasing homeownership rates.
- Some remaining pockets of substandard housing can be found throughout the City. Correcting this problem will benefit the residents of those homes as well as the appearance of the City as a whole.
- Similar to homeownership rates, the vacancy rate can be used to signify the stability of

local economies. The lower the vacancy rate, the better. Newnan has, in recent times, experienced higher vacancy rates than some surrounding jurisdictions. Efforts should be made to encourage home ownership including the **establishment of a housing program**.

Implementation Program: Housing Short and Long-Term Work Program

- Consider housing improvement programs to promote homeownership (especially infill areas).
- Apply for participation in the Georgia Initiative for Community Housing. Develop a community housing team to help in the development of a housing program.
- Identify areas of substandard housing to be addressed by the City's housing maintenance inspection program.
- Continue substandard housing program, emphasizing the need to save historically significant homes.

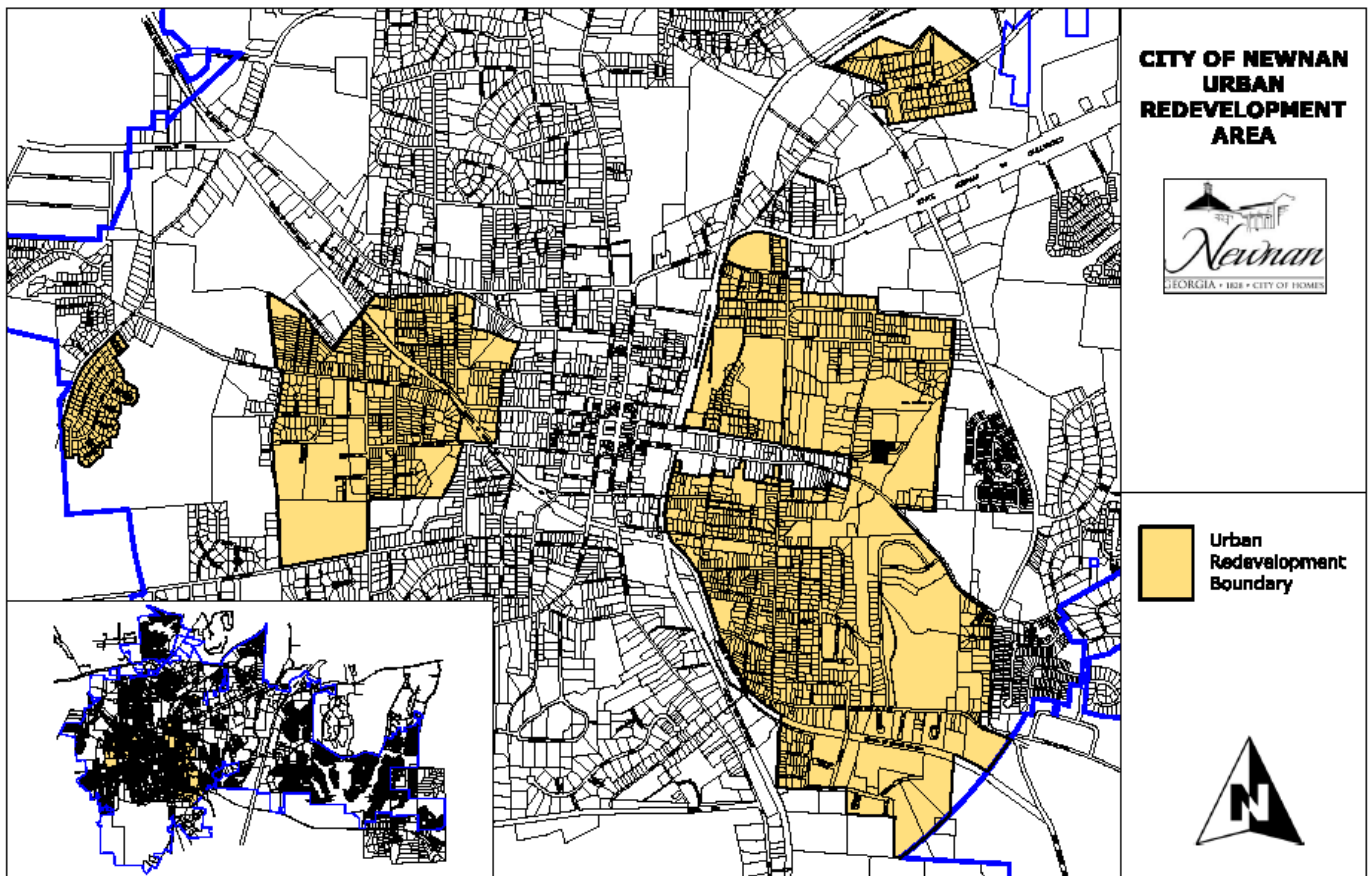
Implementation Program: Housing Policies

- We will protect, maintain, and enhance the viability, character, identity, and physical condition of established neighborhoods.
- We will encourage higher quality housing products through greater regulations and incentives.
- We will continue to support the Housing Authority in their efforts to provide affordable housing to qualified citizens.
- We will eliminate substandard or dilapidated housing in our community by maintaining and enhancing the City's existing housing maintenance inspection program.

- We will stimulate infill housing development of existing neighborhoods.
- We will create affordable housing opportunities to ensure that all those who work in the community have a viable choice or option to live in the community.
- We will encourage home-ownership.
- We will encourage housing policies, choices, and patterns that move people upward on the housing ladder from dependence to independence.
- We will increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.”

Boundaries of Redevelopment Area

The City's redevelopment area is not contiguous. For this reason, it is best to define these boundaries with a map.



Explanation of Negative Conditions

Though the redevelopment area is widespread and disjointed, the following negative conditions are



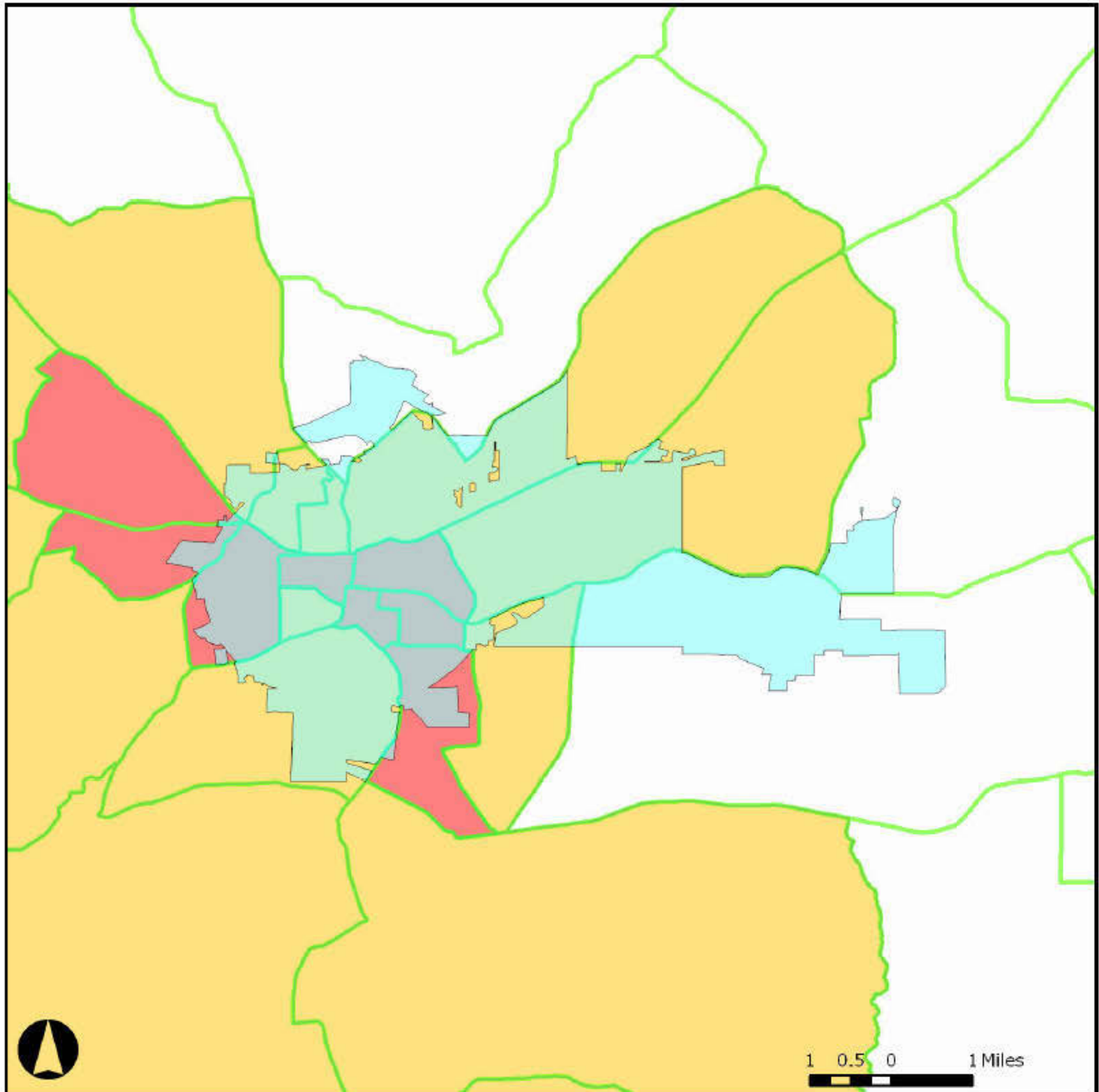
characteristic of several or all neighborhoods found within its boundaries. These conditions cause the redevelopment area to meet the statutory definition of “slum” as

defined in §36-61-2 of the Urban Redevelopment Act.

- Broken and uneven sidewalks
- Building interiors and exteriors in need of repair
- Unkempt yards
- Abundance of trash or junk items stored on properties
- Low rates of home ownership
- Higher occurrences of vacant structures, which are often left unsecured
- Instances of faulty or nonconforming lot layout
- An existence of criminal activity
- Higher rates of condemnation
- Yards experiencing soil erosion issues
- Neighborhood commercial centers with limited parking and low-grade signage
- Disinterest of private residential and commercial investment
- General property distress
- Contiguous poverty block groups (see succeeding map, Poverty by Census Block Groups)



Poverty by Census Block Groups- Potential Opportunity Zones and/or Enterprise Zones



City
 ■ The limits of the City of Newnan
 Block Group 2000
 □ A block per the 2000 U.S. Census.

GE 15-Pct Poverty
 ■ Block groups with greater than 15% of block in poverty.
 Adjacent to 15-Pct
 ■ Block groups adjacent to block groups with greater than 15% of block in poverty.

Land Acquisition, Demolition, Rehabilitation, and Construction

Through reasons of condemnation and failure to pay taxes, the City frequently comes into possession of properties within its limits; some of these also fall within the borders of the redevelopment area. The City envisions using the redevelopment agency and URP as a mechanism by which to relieve it of these properties while bringing them into a safe condition and/or place them back on the tax roster. In order to accomplish this, the City would grant the appropriate properties to the redevelopment agency. The agency would then bid these properties to private builders/contractors, who would “win” greatly reduced or free property in exchange for construction or rehabilitation of affordable housing that is architecturally compatible with the neighborhood in question. Once the property was sold, the builder/contractor would receive the cost to rehabilitate or construct the home plus some portion to be determined. All parties involved would conceivably benefit from this arrangement. The City gets properties returned to the tax rolls, the agency is facilitated in accomplishing the purposes of the URP, and private builders/contractors benefit financially. Of course, many details of this process will have to be better established by the redevelopment agency, but this general description is included to define one known goal the City has for property it intends to give the agency. It should be noted that the City may give property to the agency through a land bank authority; this is one of the

many details that must be worked out by the agency.

In order to accomplish the purposes of the URP, property may need to be acquired by other means than previously described. While there are currently no plans for acquiring specific pieces of property, future acquisition is not outside the realm of possibility. Consequently, the City Council is bestowing the agency with all powers legally viable under the Urban Redevelopment Act that will enable the agency to acquire, receive, or otherwise obtain property. These powers include eminent domain. However, any use of eminent domain must be approved by the City Council prior to execution.

Other activities, such as demolition and rehabilitation, will also be carried out by the agency and have been approved for agency use by the City Council. No specific plans in the redevelopment area concerning these activities is yet known, but all of these procedures remain subject to the City’s normally applicable rules, regulations, and ordinances.

Planning, Zoning, and Building Regulations

A benefit of using an URP for redevelopment is the ability to alter some existing zoning and development requirements, in accordance with §36-61-8 of the Urban Redevelopment Act, for the purpose of achieving the optimum economic and aesthetic results in the redevelopment area. At this time, any alteration or alleviation of existing requirements that may be necessary to effectively

implement the URP is unknown. Nonetheless, it is likely that some change or mitigation will be essential and/or beneficial. As such, the City Council is allowing the agency the option to pursue all legal changes to existing zoning and development regulations as they are reasonable and necessary.

Displacement and Relocation

The City has no need for a relocation strategy at this time. Redevelopment efforts are currently focused on unimproved lots, City-owned property, and vacant structures. Rehabilitation on occupied buildings is also a possibility. However, the manner of rehabilitation is not presently anticipated to displace occupants. In the event displacement of residents becomes necessary, the URP will be amended to incorporate a plan for relocation.

Through its existing building remediation and condemnation program, the City has caused residents to become displaced. When warranted, the City has worked with the HAN to seek priority housing arrangements.

Relationship to Local Objectives

No current land use objectives are known to be inconsistent with the purposes of the URP.

Although, the redevelopment area contains a mixture of land uses and zoning districts, existing land use is primarily residential. The most dominant zoning districts in the area are RU-7 and RU-1. Of non-residential zoning districts, CUN is the most prevalent. Each zoning district found within the redevelopment area is listed below and is accompanied by a description of the district taken from the City's Zoning Ordinance.

“Residential

RU-7: Urban Residential Single-Family Dwelling District, High Density

This district provides for higher density residential development designed to allow more walkable neighborhoods. The principal uses of land in this district are single-family dwellings and related recreational, religious, and educational facilities normally required to provide the basic elements of a balanced, orderly, convenient, and attractive residential area.

RU-1: Urban Residential Dwelling District, Historical and Infill

This district provides for higher density residential development in the historical, residential areas of the City of Newnan. The principal uses of land in this district are single-family dwellings and related recreational, religious, and educational facilities normally required to provide the basic elements of a

balanced, orderly, convenient, and attractive residential area.

RU-2: Townhouse Residential Dwelling District

This district shall no longer allow new designation through rezoning.

The intent of this district is to provide standards for townhouse dwellings which will encourage the provision of functional open space and recreation areas where feasible; be located primarily in areas near or adjacent to other residential districts and uses; be situated so as to provide a transition in density between single-family and two-family districts and higher density residential districts and uses; provide a neighborhood orientation to include such features as sidewalks, alleys, rear and/or street parking, street trees, and shallow setbacks that facilitate said orientation; be located near such services as neighborhood retail uses and transportation facilities such as arterial and collector streets; and encourage home ownership and owner-occupancy.

RML: Residential Multiple Family Dwelling District, Lower Density

This district is intended to provide for medium density multiple-family dwellings which may have a relatively intense concentration of dwelling units served by large open spaces consisting of common areas and recreation facilities, thereby resulting in medium gross densities. The principal use of land may be one or several dwelling types, ranging from manufactured homes to low-rise, multiple-family dwellings, and including two-family dwellings, garden apartments, apartment buildings, condominiums and townhouses. Recreational, religious, and educational uses normally located to service adjacent residential areas are also permitted

to meet the basic needs of a balanced, orderly, convenient, economical, and attractive residential area.

Commercial and Industrial

CUN: Urban Neighborhood Commercial District

This district is intended for unified grouping, in one or more buildings, of several, typically between two and ten, retail and service shops or stores that provide for the regular needs and are for the convenience of the people residing in adjacent urban residential neighborhoods. Gross commercial floor area in a neighborhood center typically ranges from 4,000 to 30,000 square feet, and the land area consists of one to five acres in size. It is intended that the neighborhood commercial center is developed as one or several compatible units with on-street parking predominant. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk, especially at corners. Development is pedestrian-oriented and buildings with a storefront character are required.

CGN: General Commercial District

This district is intended for the conduct of community-wide personal and business services, specialty shops, and general highway commercial development. Minimum lot width, depth, area, and yard requirements, buffer strips, and landscaping have been established to reduce the negative impact with typical commercial development.

OI-1: Low Density Office and Institutional District

This district is intended to encourage and permit low density general professional and business offices of high development quality and appearance in attractive landscaped surroundings on small sites.

The design of OI-1 development should be compatible with and complementary to adjacent residential development.

CHV: Heavy Commercial District

This district is designated for intensive commercial uses such as heavy automobile repair, contractor's storage, and truck rental and sales, and those selected manufacturing uses that are compatible with such commercial development. The permitted manufacturing uses are either free of objectionable influences in their operations and appearance or can eliminate or control objectionable characteristics by landscaping, screening, and other abatement devices.

IHV: Heavy Industrial District

This district is intended to provide for heavy industrial uses and other uses not otherwise provided for in the other districts. The intensity of uses permitted in this district makes it necessary to separate it from all residential districts and most commercial districts whenever possible.

Mixed Use

MXD-1: Urban Mixed Use Development District

The overall purpose of the MXD district is to allow and encourage flexibility and creativity in the design and development of comprehensively planned, mixed-use centers that would not be possible under conventional zoning districts. The specific purposes of this district are to encourage residential uses in conjunction with commercial and other compatible activities in order to create an active street life, enhance the vitality of businesses, and reduce vehicular traffic.

Open Space

OCR: Open Space, Conservation, and Recreation District

This district is intended to preserve public and private open space and natural areas as identified on the future land use map of the Comprehensive Plan and/or on the Official Zoning Map of the City of Newnan. These areas serve a number of functions including providing opportunities for outdoor recreation; providing contrasts to the built environment; preserving scenic qualities; protecting sensitive or fragile environmental areas; preserving the capacity and water quality of the stormwater drainage system; and ensuring that critical water supply reservoirs and watersheds are protected.”



Opportunity for Private Enterprise

While no particular method to encourage private enterprise has yet been delineated, many opportunities exist for such investment. The City Council is encouraging and allowing the agency to utilize whatever tools and powers are legally possible and will be most beneficial for this cause. Therefore, the agency will have the ability to implement or cause implementation of opportunity zones, enterprise zones, job tax credits, tax allocation districts, and/or a bond allocation program. Additionally, waiver or reduction of local regulatory fees, such as occupation taxes, license fees, and building inspection and/or permitting fees, may also be an option.

The City Council has expressed their desire to see the agency dispose of residential property it may acquire by bidding said property to private builders. A contractual agreement would exist, whereby the builder would be held to certain conditions to ensure affordable, architecturally compatible housing. To the largest extent possible, the City Council wants redevelopment to occur by private investment. In order to maximize redevelopment, discussion has been held regarding the creation of a land bank authority. This would potentially allow the bidding of larger groupings of land and/or structures to be rehabilitated, which may be more attractive to private builders.

Opportunity Zones:

These are a combination of 3 programs: Enterprise Zones, Urban Redevelopment Areas/Plans, & Job Tax Credits. Alone, each of these programs provides strong incentive for local economic development. Together, the blend is a powerful draw for local economic development that is good for business and good for the neighborhood.

See previous map, Poverty by Census Block Groups-Potential Opportunity and/or Enterprise Zones

Job Tax Credits:

These credits provide a tax credit on Georgia income taxes for eligible businesses that create new jobs in less-developed areas. Benefits are increased with inclusion within an Opportunity Zone.

Enterprise Zones:

Ad valorem property tax abatement is possible for both commercial and residential properties (minus taxes imposed by school districts and for general obligation debt). Local government may abate or exempt local taxes and fees (minus sales and use taxes) and may waive ordinances.

Any tool that the agency wishes to use to promote private enterprise will require City Council approval.

Bond Allocation Program:

For businesses and individuals seeking long-term, low-interest rate financing for the construction or improvements of single and multi-family housing projects, tax exempt financing is available both at the state and local level. The Georgia Department of Community Affairs is responsible for implementing a system that allocates the use of private-activity bonds, in order to further the provision of safe, sanitary, and affordable housing. This program is applicable to some commercial endeavors as well.

Tax Allocation Districts (TAD):

TADs help local governments in constructing certain public facilities and infrastructure improvements in association with business development projects in deteriorating areas of a community. It allows the costs of these improvements to be charged directly to the businesses that use them, rather than to the public at large. In return, the businesses benefit from the construction of facilities that otherwise might not otherwise be available to them.

Appendices

- A. Finding of Necessity
- B. Adoption Resolution
- C. Agency Creation Ordinance

COMPREHENSIVE PLAN SURVEY RESULTS
& WORKSHOP SUMMARIES

City of Newnan Comp Plan Survey Results

Note- When more than two answers were selected on questions that only required two answers (or more than three answers selected on questions that only required three answers), only the first two (or three, respectively) answers were recorded (plus any "Other" comments)

Note- When questions were for check-box answers only, additional comments were not included to provide survey consistency.

Note- Many of the written comments were in the form of phrases and individually listed ideas. In order to keep the original spirit of the responses, no attempt was made to convert the responses into a uniform sentence structure.

	Yes	No
1. Are you a City of Newnan resident?	53	15

2. If you are a City of Newnan resident, how long have you lived here?

- 32 years
- 79 years
- 3 years
- 62 years
- 40 years
- 3.5 years
- 22 years
- 26 years
- 10 years
- 14 years
- 14 years
- 55 years
- 3 years
- 5.5 years
- 5 years
- 7 years
- 10 years
- 15 years
- 38 years
- 4 years
- 18 years
- 3 years
- 17 years
- 17 years
- 49 years
- 9 years
- 8.5 years
- 18 years
- 7 years
- 10 years
- 10 years

13 years
 12 years
 16 years
 10 years
 4.5 years
 35 years
 14 years
 10 years
 18 years
 13 years
 17 years
 4 years
 34 years
 46 years
 16 years
 6 years
 6 years
 7 years
 8 years
 8 years

Survey Respondents' Average Years of City Residence = 17.88 years

3. If you are a City of Newnan resident, why do you choose to live here? Please check your top three reasons from the list below (in no particular order)

Lived here all my life/grew up here	5
Historic neighborhoods	19 (Rank 3rd)
Family and friends nearby	22 (Rank 1st)
Convenience of services	8
Close to work	15
Quality of schools	7
Size of Community	12
Proximity to Atlanta	21 (Rank 2nd)
Attractive community appearance	19 (Rank 3rd)
Housing availability or cost	10
Amenities	6
Medical Services	1

Other:

Affordable taxes
Charm
Sense of community
Crime was low
Country feel
Friendly
Little traffic
Hometown community

Cost of living

Tax structure

I chose Newnan over other states and cities because of potential

Married a woman who lived in Newnan

4. If you work in Newnan or visit Newnan, but live outside the city limits, please list three impressions of Newnan (in no particular order)

Small town atmosphere

It is clean

Has lots of trees & shrubbery

Homes

Courthouse

Stores/restaurants

Convenient to Atlanta and the Atlanta airport

Clean, vibrant downtown

Well maintained streets and public infrastructure

Hometown

Friendly

Lots of goods and services

Horse County

Safety in County

Historic homes and old trees

Downtown lights

Quietness

Trees

Up & coming

Older unoccupied businesses ignored due to new construction

Great variety of housing choices

There is an emphasis on nature/country

Olde time feel/hasn't caught up to the times

Lacks bigger businesses

Quaint

Pretty town

Friendly

Beautiful city

Friendly people

A nice place to live in

Great restaurants

Nice appearance

Friendly people

Like the old time charm of the city

Like to visit city when events are being held for locals

Enjoy knowing/meeting "local" business people who keep our interests at heart & I try to shop

locally to keep our businesses here

Good variety of shops

Good variety of restaurants

Beautiful downtown square and parks
 Great downtown!
 Great shopping!
 Great restaurants!
 Beautiful/Historic
 Clean
 Charming

5. As Newnan continues to grow over the next 20 years, what type of new development would you most like to see? Please check any that apply (in no particular order).

Single-family housing	24
Multifamily housing (including apartments)	10
Housing in downtown	29
Housing in subdivisions	10
Offices	15
Stores, restaurants, and services	51 (Rank 1st)
Downtown businesses	45 (Rank 2nd)
Tourism development	35 (Rank 3rd)
Industrial and warehousing	11
Mixed-use developments	25
No new development	2

6. New residential development in Newnan should be directed toward: Check the appropriate answer in each row.

	Agree	No Opinion	Disagree
Downtown Newnan	39 (Rank 1st)	11	17 (Rank 2nd)
Along Bullsboro Drive/other major roadways	24 (Rank 3rd)	13	29 (Rank 1st)
Areas in unincorporated Coweta County that could potentially be annexed	39 (Rank 1st)	11	15 (Rank 3rd)
Infill neighborhood development	35 (Rank 2nd)	22	5

7. What makes Newnan special? Please list three things (in no particular order)

Close to everything
 Friendly people
 Well maintained
 Streetscape
 Arts
 Proximity to Atlanta
 Downtown Vitality
 Great Police and Fire Department

Very efficient City departments
History
Close to Atlanta/Airport
Nearby attractions
Stable political body
Historic charm
Cancer Treatment Centers of America
Friendly people
Size of community
Major retail stores & restaurants
Location to metro Atlanta
History of Town
Leadership of city officials
People
Amenities
Opportunities
Gym downtown
Post Office downtown
Restaurants
Trees
Quietness
Access to other areas
It is retaining downtown ambiance
Interesting older housing in historic areas
Cost of living/housing
Historical homes
Downtown square
Southernness
Good schools
Close to shopping
Small town feel
Friendliness of people
Public safety - Police, Fire, EMS
of amenities such as Wadsworth Auditorium and the Centre
Cancer Center
Easy access to Atlanta airport
Variety of housing choices
Close to Atlanta airport
Medical facilities
Affordable housing and recreation amenities
The history of Newnan
Businesses on the downtown square
Ease of access to shopping and medical services
Country feel/amount of land
Closeness of transportation to Atlanta
Downtown
Strong community arts

Vibrant downtown
Neighborhoods (see A Pattern Language for definitions)
Size of the city/community
Amenities
Downtown area
Carnegie Library
The Arts community
People
Trees
Greenspace
Community/people/history
Safety
Beauty/historic/parks
"Curb" appeal is excellent
Historical district is so enjoyable
Ashley Park has 21st Century shopping/restaurants/entertainment
Plenty of shops and businesses
Great neighborhoods
Nice places to eat
Friendly people
Downtown
Proximity to Atlanta
Newnan Hospital
Ashley Park
Downtown
City leaders with a positive vision of what this community can be!
Preservation of historical architecture
Exemplary Title I schools, CEC, UWG
Parks & cityscape
Quality medical care increasing
Active downtown
Police force
Feeling of community
Support for the arts
Well run city government
Downtown activity
Stable community, previously low to very little crime
Lots of green space
The friendliness of the citizens
The attractive and clean appearance of the city
The opportunities for personal growth
Hometown feel
Vibrant downtown
Safe place to live
Small town character
People
Beautiful homes

Growing medical facilities
Wonderful midpoint location between Atlanta and south side of Georgia
Still lower crime rate
Historic and vibrant downtown
Financial strength
Leadership seeks to change as needed
Convenience to interstate
Shopping areas
Nice small town atmosphere
Historic neighborhoods
Downtown stores and restaurants
Ashley Park shopping area
Small hometown feel
Everything you need here
Beautiful historic downtown
Little City feel, near big city benefits
Open space and recreation areas
Small hometown feel
I like the small town feel
Easy access to the interstate
Far enough away from Atlanta but close enough to the airport
Small town
Close to airport
South of Atlanta
Proximity to Airport
Less traffic than rest of Atlanta Metro Area
Historic downtown
Variety of shopping
Parks
Lovely small town with loads of amenities
A well kept town, clean, active, nice places to eat and have fun
The friendliness of folks and the offering of things to keep one returning
Not too small, not too large
Diversity
Cost of housing
Services
Appreciation of historic built environment as well as new development
Strong daytime population
Wonderful amenities
Strong downtown
CTCA
Historical
Historic Downtown
Adequate Shopping/Restaurants
No need to travel out of area
Good City Council leadership
Excellent City staff

History
Proximity to Atlanta
Hometown feel
Cancer Treatment Center
History of the area
Easy ATL airport access
Beautiful historic homes
Welcoming people
Small town activities/feel with "easy to reach" large city
Downtown gives you a small town, cozy environment
Plenty of outdoor activities and access
Convenient travel - but should be improved going forward
Unique downtown square
Proximity to the Interstate and the Airport
Cost of living
City staff
Downtown square
Restaurants
Downtown
Arts opportunities
Historical neighborhoods
Preserved History
Beautiful homes
Up and coming food options (not chains)
Flexible leadership (be user friendly)
Well constructed infrastructure
Newnan Utilities gives great, cheap services
Smaller town with a nice downtown charm and reasonable traffic
Close enough but not too close to a major metropolitan area and international airport
People here are friendly
Sense of community that recognizes and values diversity (population, demographics, and businesses)
Network of churches, businesses, restaurants, storefronts in downtown
Community, government that values history and culture, but looks towards the future to manage development and change in line with what the community values
Restaurants
Retail stores
Available employment opportunities
Small town charm with suburban conveniences
Historic downtown and neighborhoods
Convenience to Hartsfield-Jackson Airport and Atlanta
History
Convenience without being too big (too much traffic)
Downtown square
Quaint architecture
Vibrant downtown
Small town feel

8. Imagine 20 years from now. What would you want Newnan to look like? Please list three things (in no particular order).

Close to everything

Friendly people

Well maintained

A little more contemporary architecture

More shops & restaurants downtown

Great housing within 5 blocks of square

No further growth until infrastructure is improved and developed

Housing for retirement-age citizens

More parks using infill

Bike/golf park paths

Trolley

More dense, mixed-use development, particularly in the downtown area

Rail connection to Atlanta

Conference Center

Community & Senior Citizen (combination building) Center

Street Lighting (more) is needed

Hometown values

Modern technologies

Managed growth

People

Amenities

Opportunities

Few changes as possible

More trees around downtown and other areas

Same as now

Wider streets

No bump outs

Public transportation in Newnan and to Atlanta

Residential and business/commercial development of western Newnan

Walkable neighborhoods mixing residential/commercial use

Like great historical cities - Charleston, SC, Madison, GA

Better schools - magnet, charter

Walkability, less thru traffic

Empty retail filled

More intown shopping - major grocery store

Car-free area

Better parking

Colleges & universities

More housing

Big businesses where locals work

Keep being a good place for families

Continue to attract businesses that pay a fair wage to workers

Continue to provide post-High School education opportunities

The same look we have now

More retail businesses along Newnan Bypass
More parks, not in neighborhoods
Better infrastructure on roads
More diverse industries
Music venues downtown
Walking path (green belt)
Community Center
Greater University presence
Small town feel
Better code enforcement and more control over slum lords
Equal treatment of women in business/government settings
Trees
Green space
Affordable housing
Same in most ways (outside dining and pedestrian colonade)
Bicycle and walk paths
More live/work space
Continued beautiful "curb" appeal
Roads/infrastructure that supports planned growth
Lower Fayetteville Rd. wider
Bullsboro more developed
Better sports facilities
Maintain charm of downtown
Traffic that flows
Sidewalks & bike-friendly
Better traffic
Downtown the same
Another fire station
Newnan is a Blue Zone, with empirical data to show the improvements
More tech-based, innovative firms
More bike and walking paths, connecting downtown to developments on Bullsboro & others
Active downtown that is attractive to all groups: young adults, seniors, families
Continue the trend of beautification
Lots of green space, planned development to preserve the calm community
More bike lanes, make a pedestrian and bike-friendly community
Vibrant downtown, lofty or industrial lofty living spaces
Safe place to live, work, play, and raise a family
Less traffic on major roadways
More green space
Vibrant downtown
Hometown feeling
Safe place to live
Same small town character
Adequate green space
Affordable housing for all citizens
Downtown needs some makeover to make it more attractive
Some rundown buildings in downtown need remodeling and rebuilding

Traffic lights needed in many places due to increasing traffic

More housing options for senior citizens

More recreation programs

Dense housing choices including mixed use, apartments and condos

Linear park system including access to NU watershed

Liquor stores, alcohol allowed downtown and parks for special events

Stay like it is if possible

Continued quality medical facilities

Minimize empty buildings in strip malls

Family-focused entertainment areas

Downtown to have a nice grocery store maybe Whole Foods type

Nicer restaurants

Downtown stores, restaurants and shops growth

Maintain same small hometown feel

Better roads and community access with complimentary services

Maintain and expand open spaces and recreational areas

Hopefully about the same - keep that small town look & feel - not overcrowded or overdeveloped

Help the residents of the city & county residents near Newnan to stay involved in its upkeep & safety

Keep our police & firemen safe w/the newest technology to do their jobs & pay to keep them here

More arts programs/community centers

Lead in "green" technology to support city

Outdoor friendly (sidewalks, bike paths, nature areas)

More industrial jobs

More white collar jobs

More jobs for college grads

Preserve the historic nature while allowing growth

More parks connected with trails and business districts

New commercial growth that fits into the quaint nature

A little more outdoor entertainment at the park pavilion

More attention towards the cleanliness of some of its eateries

A more intense LOCAL FARMERS, not trinkets, but FOOD market

Family friendly communities

Clean and attractive

Cultural Arts emphasis

Higher density residential in and around downtown

Corporate office park employing professionals living in Newnan

Increase in industrial locations to provide greater job opportunities

Well planned shopping areas

More parks

Biking paths

Strong downtown

Eliminate traffic congestion

Better livable wage employment opportunities

More public parks

More vibrant downtown with restaurants and shopping

Bullsboro from 85 to downtown more park-like

NO MORE TITLE PAWN

Less chain and more specialty restaurants
Less traffic or at least better managed traffic
More cosmopolitan
More vibrant downtown (fewer empty buildings)
More active night life in downtown
Less focus on the "Anywhere USA" areas like Ashley Park
Higher end restaurants: Cheesecake Factory, Copelands, etc.
Easier access to Interstate and off ramps
Retain greenery and "park like" feel to the City
Mixed Office, Restaurant, and Entertainment Center
Amphitheatre
Major Medical Center
Not too big
No new industrial close to town
Small town feel downtown
Vibrant downtown
Easier parking
Outside Sitting/Dining
Preserved Square (City Business)
Strict Zoning
Fresh Markets
Hi-rise apartments for retired folks
Dog park
Walking trails
Have many more bike and walking paths throughout (we are missing the opportunity with many road projects today)
Keep same small town feel with controlled economic development
Not much worse traffic than we currently have
Downtown living (townhomes, lofts)
A butcher, a baker, a specialty grocer in or near downtown
Keep developing/maintaining greenspace...communal use areas
More fine arts
More industry (restaurant and retail will follow)
Downtown parking
Mixed use development in downtown and along Bullsboro (LCI)
More recreation facilities and passive parks
Newnan/Coweta as a "medical hub" of south metro Atlanta
Strong downtown, not much bigger - if it gets much bigger then too much traffic
Connect to public transport to Atlanta (MARTA)
Places to enjoy nature/family outings - trails, hiking, parks, etc.
Better preservation of historic structures
Core qualities maintained
Growth restricted to new undeveloped areas

9. What are Newnan's biggest strengths? Please list three things (in no particular order).

Close to everything

Friendly people

Well maintained

Local government has GREAT vision

Downtown

Arts

Downtown Vitality

Great Police and Fire Department

Very efficient City departments

Beauty

Pride of residents

Has a good vibe

Quality of City workforce

Quality of school system

Proximity to Atlanta and the Atlanta airport

Size of town

Retails businesses in reference to population

Quality of life

City services

Good local jobs

People

Amenities

Opportunities

Safety

Close to express ways

Quietness

Friendly people

Suburban living

Safety

Cost of housing

Low taxes (property)

Historical districts

University of West Georgia

Proximity to airport, Atlanta, I-85

Schools

Beauty of neighborhoods

Tax paying residents

Relationship among races

Housing

Cancer Center

Historic Downtown

People

Closeness to Atlanta

Medical facilities

Small town feeling with moderate growth

Cancer Center
Historic Downtown
Amenities/Food/Shopping
Vibrant downtown
Amenities
Community spirit
Small town feeling with moderate growth
Close to Atlanta
The arts
People
Small businesses (need more)
The square
City management/solid government
Carnegie/Wadsworth - ARTS Education
Business opportunities
Community
Access to I-85/Atlanta & schools
Beautiful developments for housing - White Oak & Summergrove
Enjoyable shopping - Ashley Park
Close to Atlanta
New Subdivisions
Good shopping
Downtown
Decent shopping
Beautiful homes - trees
Ashley Park
Newnan Hospital
Leadership with vision to the future and an appreciation for the past
Small town feel; know your neighbors, merchants, public service officials...
Beautification, safety, education, economics are a priority in the minds of leaders
Well preserved historic districts
Small town feel with larger town amenities
Well run city government
Education, CEC, college, tech
Access to healthcare, rehab, express bus, easy access to airport
Community friendly, small town appeal
A familiar city throughout the State of Georgia
A community that cares about Newnan's future growth
Economic advantage
Hometown feel
Vibrant downtown
Safe place to live
Great education system - Pre-K through College
People
Growing medical town
Affordable housing price
Location

Financially sound
Access to Atlanta and I-85
Land
Interstate access
Small town feel
Coweta County School System
Available employment opportunities at varied levels
Movie production in the historic area
Downtown area
Proximity to Atlanta and Airport
People
Small hometown feeling
Controlled growth with ample open spaces and recreational areas
Lower tax base and cost of services
College access
Proximity to interstate
Has excellent healthcare facilities & hospital
Potential to be cutting edge of arts/sciences
Proximity to airport
It has not been overdeveloped...yet
Proximity to Airport
Less traffic than rest of Atlanta Metro area
Historic downtown
Beautiful parks
Variety of shopping opportunities
Nice shops
Friendly folks
CLEAN and welcoming town
Location (interstate proximity)
Medical services
Greenspace
Appreciate historic and new development
Diversified economy
Professional and competent leadership
Downtown
Performing Arts venues
Strong City government that is fiscally responsible
Fiscally strong government
Community concern for present and future
Local college
Public services
Schools
Proximity to interstate
Manageable size
Cancer Treatment Center
Good police and fire departments
Downtown churches

City/County services

Walkability

Its people and sense of small town community - with big city access

Travel and commute times are very favorable

Cost of living (homes, etc.) is favorable

Traffic bearable

Cost of living

Access to Interstate and Airport

Downtown square

Shopping

Restaurants

Shopping

Education

Arts

Location to Atlanta and airport

History

Medical facilities

Location - I-85, Airport, Atlanta

Good leadership (best bargain with low taxes)

County seat - good water, power supply

Location relative to Atlanta

Business development in the area providing additional ways for residents to earn a living

Beautiful landscapes and access to nature

Community and governance that are concerned and forward looking in planned development

Community activities (parades, events around the square, movie in the park) that bring people together

Safe and desirable place to raise kids

Strong Development Authority

Strong Chamber of Commerce

Strong Downtown Authority

Location along I-85 and key arterials and railroad corridors

Proximity to Hartsfield-Jackson Airport

Community leaders, staff, and citizens

Proximity to airport/ATL without nightmarish traffic

Big enough for conveniences but not too big

Friendly people

Quaint architecture

Vibrant downtown

Small town feel

Strong and outstanding medical professionals

With growth (and income increases), shop/restaurant choices are improving

10. What are Newnan's biggest weaknesses? Please list three things (in no particular order).

Parking is a problem

Temple Avenue Corridor

29 south of Coca-Cola

Old big box retail Cato's on Bullsboro

Traffic
Downtown Parking
Too many apartments
Eye sore - Derelict Buildings
Run-down neighborhood
Run-down businesses
Resistance to change
Restriction on building height
No package (liquor) stores
No Streetlights
Bus transportation
No Sidewalks
Lack of long-term vision in growth opportunities
Big trucks on your streets
Too many houses and apartments
Double parking in front of Newnan High School
Bump outs on City streets
No place for single people to meet somebody
Horseback riding
It has over developed Bullsboro/Newnan Crossing
Forces use of cars for commercial use
Derelict buildings
Crime - gangs
Schools
Traffic
New curbs - dangerous! Whose idea was this?
Parking in downtown area - dangerous
Traffic congestion
Locals leave to work outside the city
Older areas look very run down
Schools need to improve at grade school level
Attract more industry
Allow a mental health facility to be built and allow CTCA to expand
Traffic flow
No Tourism
Accessible Public Parks
No real support/strategic planning of arts
No sidewalks or streetlights
Older parts of the city need redevelopment
Lack of a community calendar
Shops closed on Sunday
No homeless shelters
Not enough affordable housing
Fresh food markets!
Sticking to tradition
No new ideas
Lack of recycling in downtown - awareness

Embracing Diversity

Not recognizing the potential for a Blue Zone

Areas for potential redevelopment

Only high school sports

Road repair slow

Bullsboro too crowded

Traffic

No homeless shelters

No public transportation

Traffic

Limited housing options

Abandoned businesses

Lack of children's hospital (the level of Scottish Rite) & a trauma hospital (similar to Grady)

Obesity rates

Need safer intersections for pedestrians

Schools addressing this well now, but kids need additional access to STEM advance courses

Some areas with crime problems

Growing too fast, too much concrete, half empty parking lots that could have retained the green space instead of massive parking lots

Not renovating empty buildings, Bullsboro has no appeal, looks desolate

Not pedestrian friendly yet, no bike paths or bike lanes for active families

Traffic

Lack of sidewalks

Lack of affordable office space

Aging residential neighborhoods

Recreational activities - walking trails, etc.

Empty shopping centers

Lack of public transportation

Development being centered in certain area, not spreading throughout the city

Very limited traffic signals not being able to service growing population

Insufficient recreation or cultural events and places

Old, restrictive thinking regarding alcohol, landscape requirements, signage and new developments

Policies, planning that try to appease the long-time residents and not potential residents

Sprawl and not density

Not enough white collar jobs to keep folks from having to drive to downtown Atlanta

Empty buildings/shopping centers

Traffic lights in seemingly unnecessary places (i.e. Brown Street/West Washington Street)

Too many empty storefronts

Shopping could be better

Needs a grocery in the downtown area

Slow growth downtown

Run away development

Possible congestion via development and lack of bypass options

Potential loss of small hometown character

Traffic seems to be getting worse - need strategy to cope with growth BEFORE more development occurs

Need more teen activities planning - places they can participate in besides school

I have noticed that the water quality of city water has deteriorated in the past few years - needs to be improved

It is becoming a bedroom community for Atlanta (or maybe always has been...I don't know)
Newnan needs sidewalks that are functional rather than decorative
Few high tech jobs/green industry
More industrial jobs
More white collar jobs
More jobs for college grads
Traffic congestion
Old big boxes along Bullsboro that need to be redeveloped
Lack of a trail system that connects the downtown to shopping and parks
If the town grows much more, more parking is needed
The corners of the new bricked walks are an obstruction to traffic
Oversized vehicles jut into the roadway at times that cause one to swerve into another
Lack of trauma one medical center
Lack of local employment opportunities
Lack of recreational opportunities (athletic centers)
Lack of agreed upon vision for future residential growth
Lack of corporate office occupational opportunities
Lack of coordination between "new" and "old" Newnan
Dated shopping areas
Not enough parks
Can't seem to attract certain businesses
Traffic issues - Downtown, Lower Fayetteville, Bullsboro
Too many apartments (not paying enough real estate taxes)
Need more livable wage employment
Low-value retail (nail salons, title pawn)
Infrastructure issues on Bullsboro - roads need expansion to handle commercial and retail traffic
Legacy of resistance to growth
Lack of quality one-of-a-kind restaurants
Traffic congestion
Some City zoning codes (no real Bed & Breakfast abilities, which is the highest and best use for some homes)
City may be starting to grow too much - losing some of its uniqueness
Crime seems to be increasing and spreading to all areas of Newnan
Quality Restaurants
Quality Entertainment
Effective use of the downtown square - example: Marietta's Square
May get too big
Traffic
Lack of biking/hiking trails
Public transportation
No homeless shelter
Increasing crime/drugs/gangs
Not enough progressive thinking
Weak transportation system
Hi-speed train to Columbus/Montgomery, Alabama
Schools are not as good as some neighboring counties
No emphasis on walking and biking paths - lack of alternative transportation to cars
Growing traffic issues

Traffic congestion headed toward the east side of the city/interstate to shop for groceries, gasoline, other retail activities
 Limited and congested access to the interstate (I am a commuter back and forth to Atlanta for employment)...and live in downtown Newnan...Bullsboro is a headache
 The only thing that I miss about living in Atlanta is access to specialty foods - butcher, baker, wine merchant, restaurants. In order to fill those needs today we either go to Peachtree City or Atlanta
 Traffic is becoming an issue
 No easy access to Interstate
 Downtown parking is horrendous
 No fixed route transit options in the city
 Older commercial areas in need of redevelopment (Temple Avenue, 29 South)
 Blighted neighborhoods with potential to be better
 Needs better schools, focused on proven learning strategies and not standardized test results
 Schools
 Safety perception - shootings in news, crime on rise, people don't feel safe
 For a "City of Homes" to allow so much disrepair

11. Newnan needs more: Check the appropriate answer in each row.

	Agree	No Opinion	Disagree
Industry	40	15	8 (Rank 2nd)
Local businesses	59 (Rank 1st)	5	0
Employment opportunities	56 (Rank 2nd)	10	1 11
Housing choices	37	16	(Rank 1st)
Recreational opportunities	53 (Rank 3rd)	7	5 (Rank 3rd)

12. With respect to Economic Development, our top priorities/concerns should be (pick 2 in no particular order).

	Number of Responses
Need to become more of an economic player/competitor in the region	27 (Rank 2nd)
Declining manufacturing jobs	6
Increasing housing prices (post-crash)	8
The issue of the number of workers who leave the city to work (commuters)	15
Need to maintain diverse tax base	26 (Rank 3rd)
Greater focus on redeveloping vacant or almost empty shopping centers	32 (Rank 1st)
More incentives for businesses	2
More assistance to new, small business owners	4
More technical and information technology (IT) trained individuals/jobs	5

Develop greater university/college presence	6
Promote historic tourism	5

Other:

Free things to do

More industry

Make adaptive uses of existing buildings

Tax credit to support historic maintenance and/or restoration

Remember homes are your stock and trade - when they are gone, they are gone forever

13. With respect to Land Use, our top priorities/concerns should be (pick 2 in no particular order).

	Number of Responses
Fix up older areas	50 (Rank 1st)
Promote mixed-use development	24 (Rank 2nd)
Greater diversity in housing product	9 20
Promote infill development	(Rank 3rd)
Address excessive outdoor storage and signage along major roads	19

Other:

Walking paths

Streetlights

Housing for retirees downtown

Do not go to the same extent as Peachtree City in outdoor storage/sign regulations

Greenbelt

Homeless shelters

Affordable housing

Re-use vacant buildings

Horribly ugly, keep more greenspace

Encourage yard maintenance

Communal greenspace...associated with residential development, mixed-use development, parks, trails

Nature spaces/family spaces, nature trails, parks, etc

14. With respect to Transportation, our top priorities/concerns should be (pick 2 in no particular order).

	Number of Responses
Street and intersection improvements	29 (Rank 3rd)
Increased emphasis on bicycle and walking trails/sidewalks	33 (Rank 1st)
Conduct traffic studies to determine future needs in high growth areas	31 (Rank 2nd)
Promote connectivity in subdivision design	12
Improving sidewalks and pedestrian accessibility	24

Other:*MARTA rail system**New curbing is dangerous and need pedestrian-only area - no cars**Public transit**Public transportation**More frequent bus service to and from ATL with stops at airport**Public Transportation!**Encourage mixed use and high-rise construction**More public transit options and Lower Fayetteville Road widening - Phase 1**Large trucks entering downtown**Recalibrate stop lights on major highways***15. With respect to Housing, our top priorities/concerns should be (pick 2 in no particular order).**

	Number of Responses
Too many smaller dwelling units like apartments, town and cluster homes	8
Variety of housing prices	5
Some remaining pockets of inadequate housing	5
Greater management control for rental properties	11
Not all homes have complete plumbing or kitchen facilities	1
The issue of home ownership	2
	32
Preserve small-town charm	(Rank 1st)
Need for additional recreational facilities around residential areas	11
Emphasis on higher quality housing products	9
Additional special needs housing (such as housing for domestic violence victims and the homeless)	12 (Rank 3rd)
Residential growth (new housing and residents)	5
Housing options for senior citizens	14 (Rank 2nd)
Variety of housing sizes and types (single-family, apartments, townhouses, etc.)	5
Mix of uses (housing integrated with commercial development)	11

Other:*Upscale housing options for senior citizens**Too much rental property - way too much**Great need for housing options for senior citizens**Potential redevelopment areas**Keep HUD housing to a minimum**More projects like Newnan Mill Loft Apartments**More flexible zoning or overlay zoning**Creation of preservation standards and enforcement*

16. With respect to Population, our top priorities/concerns should be (pick 2 in no particular order).

	Number of Responses
An increasing population	34 (Rank 2nd)
Lack of available land for future development	16
Decreasing household sizes	4
Increasing percentage of elderly (aging population)	26 (Rank 3rd)
Lack of professional-type jobs	43 (Rank 1st)

Other:

Crime stabilization

Create a community that attracts people not just because housing is cheap

If housing development is to be, have specific areas in outlying areas for that purpose

Encourage retirement communities

Facilitating creative development/redevelopment of underutilized land for mixed use (such as largely empty strip malls along Bullsboro)

Attracting and/or retaining millenials

Orderly and controlled growth with a mix of professional and blue collar workers

17. With respect to Intergovernmental Coordination, our top priorities /concerns should be (pick 2 in no particular order).

	Number of Responses
Greater planning at the regional level	24 (Rank 3rd)
More consistency in regulations where City and County limits meet	38 (Rank 2nd)
Continue support of Newnan-Coweta intergovernmental efforts	51 (Rank 1st)

Other:

Planning needs to make sense and not be self serving

Don't have double responsibility of governments

18. With respect to Natural and Cultural Resources, our top priorities/concerns should be (pick 2 in no particular order).

	Number of Responses
Preservation of existing parks and open space	18 (Rank 3rd)
Emphasis on preserving historic buildings and sites	24 (Rank 2nd)
Need for more open/greenspace	16
Need to protect and preserve existing natural resources like wetlands	9
Compatibility of newer construction with older, historic buildings	13

Greenspace and parks included in new developments	18 (Rank 3rd)
Gateway signs throughout key locations	5
Preservation of historic buildings and downtown	32 (Rank 1st)

Other:

Adhere to the plan for renovating Wadsworth!

ALL of these should be considered in the planning or Newnan will be just like every other

Atlanta small town (all concrete and inevitably abandoned)

Educated professionals desire a community that respects its resources

Let citizens be creative, with government support instead of RULES!

19. With respect to Community Facilities & Services, our top priorities/concerns should be (pick 2 in no particular order).

	Number of Responses
Meet growing demand for water/sewer	22 (Rank 1st)
Continue to update equipment and training for public services	12
Expand fire and police services	10
Identify additional park land	13
Construct new schools as needed	8
Increase services at the library	5
Continue to upgrade medical facilities	11
Find ways to improve the stormwater/drainage system	12
Continue to make streets look better	12
Maintenance of existing parks and City-owned properties	15 (Rank 3rd)
Expanded recreational opportunities or programs	16 (Rank 2nd)

Other:

Skate parks

Trick-bike riding parks

Parking garage downtown

We have to begin serious conservation efforts in regard to water

20. Would you like to receive updates on the Comprehensive Plan Update 2016-2036 process?

Note - Answers marked Yes, but not including any contact information, were still tabulated as Yes

Yes	48
No	15

Please use the space provided below for any additional issues, opportunities, or concerns.

Love the exercise programs provided at the Carnegie. Please continue them.

Bump outs on City streets should be removed as streets are already narrow enough as it is!!

More parking downtown but not the 2-hour kind - off-site is fine

Tourism website/calendar of events

Corridor into town from Exit 41 is very third world - can anything be done?

Classier signage for historic districts - not green metal highway signs

Would be nice to not drive to the next county for liquor by the bottle

Fairness in how different areas are treated

How about use of golf carts in subdivisions with golf courses (just because downtown can't have, no one else can!)

In Senoia, many families have golf carts - What gives??

Golf carts can be an asset for older people when they no longer feel comfortable driving a car!

Newnan is now more than downtown. Areas incorporated for tax purposes treated as

stepchildren (Tax dollars taken. What is received? Little received)

Traffic congestion on Bullsboro/Interstate (34); Lower Fayetteville Road & Newnan Crossing

Boulevard/Newnan Crossing Bypass

There needs to be more parks not located in neighborhoods

Diversify rec centers

Landlords need to bring their rental properties up to code so they do not devalue homes in the neighborhood

Enhance code enforcement policies and actions

Need homeless shelters

I'm very concerned we have no place for homeless people

We need a place for families with children

Move Taste of Newnan to weekend (and more Artwalks and the like)

The park on Greenville St. is underutilized

Research Blue Zones and commit to making Newnan one of these areas (already has a great start)

Newnan is a great place to live! I believe it's a place in which community children, once grown

will consider living and working no matter what professions and fields they choose

It will grow tremendously in the next 20 years and will change but we are a proactive community,

showing the next generation that a great city doesn't just happen without a vision and action

We should consider planning for the Seventh Generation like the Native American elders did

Professionals prefer green and efficient use of land, look at the success of Serenbe

I've seen the property at Home Depot change 3 times in 20 years, the appearance is sad

I am concerned that the physical growth of Newnan is not efficient nor is it people friendly

Growing too fast, doesn't seem to be standardized or controlled growth to keep Newnan the beautiful

land/town that it should be

I love Newnan and have lived in the county for 22 years, want it to be a superb community to live in and

city planning is where it is at!!

The management of multifamily housing (apartments, etc.) will be very important because this can

become a major contributor to crime in a community (or county)

Limits and controls on existing and new development must exist for future quality growth in the City of Newnan

Managing our growth while preserving what we have is our most challenging opportunity

Change and growth will happen

We must insure that our community maintains its character and charm while still moving into the 21st

century lifestyle

I think it's important for the community to stay involved in the city and county's development

Since I live outside the city limits and am a senior citizen, I would like to know how the city intends to

provide for keeping residents safe in this day of violence

Regarding weather-related issues like tornado warning sirens, etc., are there plans for adding more of

these types of alerts outside the city, say within a 5 mile radius of the city (they don't just hit cities)

Solar panels on all big box/shopping center roof tops, businesses get reduced rate energy, city gets electricity alternative

Streets lights with shades to keep light from going up: brings back into view the night sky

Incentives for green technology businesses

Greater support of locally produced goods, organic foods, etc...

Diversity dialogs!! Let's get the community talking!

When road work is finished, please have signage REMOVED

Get the red lights up and down Bullsboro more in sequence with each other

Widen Lower Fayetteville Road

Must there be (example) 15 lights at one smaller intersection

Plan plan plan for traffic BEFORE increasing shopping, housing , etc.

Is there ANY WAY POSSIBLE to get people to pull up to the vehicle in front of them at stops

Advertise more against the use of cellphones while driving

The City should remember that a large portion of the city's positive growth will be spearheaded by the population of the East side

We need more quality restaurants - Seems like every month another restaurant closes - We are constantly going outside of Newnan for quality dining and entertainment

Concerned the city may get too large and have more traffic

Crime continues to rise

I'd like to see a trolley system around downtown

Parking decks

Be creative with the R.D. Cole Manufacturing Plant - Mixed use (Grocery, Apartments, Shops)

Encourage hi-speed rail service (improve the Depot)

Improve bus service - encourage public transportation

Have special projects such as walking trails

Way for the City to raise funds: Create a special fund account - charge a 2% fee for all real estate closings

Way for the City to raise funds: Have a permanent 1% sales tax to go into this fund (we collect money from outsiders)

Way for the City to raise funds: Let hotel and motel tax go into this fund

Way for the City to raise funds: Encourage people to leave money in this fund when they die (and give some sort of recognition)

Please consider the issues we have in Newnan around homelessness and poverty

We need to have more available resources to help those in need in our community (especially children)

We value development that encourages and promotes a sense of community, such as neighborhood schooling (being able to walk the kids to school)

We value community events like parades, fireworks, events/festivals on the square, movies in the park, sidewalks and pedestrian-friendly development

We enjoy shopping, eating, and doing business downtown at every chance that we get and will often pay more for the experience/culture/perceived value

I would encourage farm to table, local farmers market, shop local, live local, and do business locally in order to keep downtown and the city with a robust tax base

With more demands on time, spending less of that time in the car, and more time with family and friends, and creating a community that you consider a respite

It is a place where you want to be...that is the kind of development that I/we are in favor of

Deliberate growth within an overall plan is important versus growth just for the sake of growth

Newnan's charm is in its size - if it gets too big the charm will be lost and all we gain is traffic

Pedestrian/bike/family-friendly trails, parks, nature opportunities will keep Newnan nice

Schools need improving but this means less emphasis on standardized testing, drills, homework and more emphasis on establishing a love of learning at an early age

More recess and more individuality allowed in the classroom

There is a crying need in the community for regulations controlling preservation of the historic homes and buildings and a need for enforcement

This goes hand in hand with a need for trained laborers of all trades (i.e. plumbers, carpenters, electricians, etc.)

There should be an emphasis in the schools for training students in the trades

If you are going to improve infrastructure and expand your community, why not be able to offer such jobs to your own residents (in order to do this, they must be trained)

There should be tax incentives for maintenance of the historic housing stock - this is the singular factor that motivates many people to come to live and visit Newnan

Once these structures are gone, they are gone for good and this city is like any other

Comprehensive Plan Update 2016-2036

Workshop on February 25, 2016 Summary

WHAT IF...QUESTION RESULTS

WHAT IF...ECONOMIC DEVELOPMENT

- Very pleased with efforts around economic development
- Environment has to exist to encourage small business – new and existing
- Re-develop old shopping centers
- Incubator space
- High paying jobs – office, medical, research
- Get rid of impact fees to make it easier to build commercial
- LEED development for New Business. Re-develop empty businesses
- Liquor Stores
- Legal alcohol sales
- Brown-Steel-Caldwell Tanks. Re-develop along lines of old City Hall on Ponce de Leon in Atlanta (City Note: City Hall East)
- Create a “market” fresh food in a “food” desert neighborhood (i.e. Carvers Neighborhood) (City Note: Carver Neighborhood Market, Atlanta, GA)
- “Marriage” between City and County on courthouse steps for fundraising
- German apprentice model for work ready work force
- Recruit more business and industry with professional jobs – not all in healthcare
- Tax incentives to bring quality employers to City
- Generate tourism with use of hotel/motel tax
- Continue to facilitate quality shopping centers like Ashley Park
- Need more entry level jobs for homeless and persons with not much education
- Liquor licenses for use in retail space. Liquor stores with appropriate zoning.
- NO, REPEAT NO more distribution centers encouraged-solicited in this City – Take a closer look at Henry County if you need a visual on the end result.
- Promote City as welcoming to “lone eagle” business, e.g. high tech, programmers, etc.
- More bed and breakfast inns in historic downtown
- Get a Whole Foods or Fresh Market or Trader Joes
- Green “development” jobs – solar panels on churches – energy

WHAT IF...LAND USE

- Green space – walking trails, bike trails, fitness
- We need more (any) homeless housing
- Bike lanes. Better “shoulders” on existing roads
- Trees Trees Trees. Do not allow development without replanting
- Do not remove old growth trees

- More bike lanes
- Greenbelt (path through Newnan)
- Parking garage downtown near Wadsworth

WHAT IF...TRANSPORTATION

- Look at transit options connecting various areas of Newnan to downtown and vice versa. i.e. weekend shuttle
- 4 lane Lower Fayetteville, 4 lane Poplar, 4 lane 29
- Roundabouts are great! Use when possible!
- Some form of public transportation
- Bike lanes
- US 29 into and out, Hwy 34 at Interstate
- Trolley from Ashley Park to downtown
- Slow traffic through town
- Electric vehicle charging stations in selected high density areas
- Better bike (bicycle) paths – safety awareness
- Eventually high speed train to college park
- Public transit!!! Large county needs transportation options
- Newnan is not dense enough to warrant public transport. It would be a money pit similar to the new trolley line in Atlanta.

WHAT IF...HOUSING

- Encourage possibility of Housing/Retail combined property use
- Re-development of areas adjacent to Newnan Historic District
- Think outside box. Re-develop Mill Village. Re-develop dilapidated houses.
- Development of living spaces in peripheral downtown areas – where buildings are not being used and are eye sore. Downtown Lofts, warehouse space
- Accelerated permitting involving vacant lots or plots for re-development in downtown area. Tax abatement period for high density housing in downtown area.
- Golf cart communities
- Re-develop Greenville Street south of MLK (Martin Luther King Blvd) with multi-level mixed use
- Senior “over 55” housing permitted on land adjacent to hospital-medical complex
- Absolute must! We must address the homeless. Need a shelter
- In order to bring change we must have a well governed transitional housing. Take people from hotel/motel situations and house and teach to bring them to self-sustainable.
- More urban housing “work/live” spaces
- More housing options for lower to middle class seniors

WHAT IF...POPULATION

- Manage for “good growth” in the City
- Work to improve economic challenged
- Need to promote high paying industry/jobs to keep young adults in Coweta
- Attract highly educated population offering quality housing development

WHAT IF...INTERGOVERNMENT COORDINATION

- Eliminate duplication of services
- Continue cooperation
- Consolidate government
- Closing off North and South Court and creating a very urban/shopping friendly area
- Better recycling for downtown – Restaurants & businesses – Huge Need

WHAT IF...NATURAL & CULTURAL RESOURCES

- Wadsworth becoming hub of cultural activities
- Continue to promote historic nature of Coweta/Newnan
- Save old growth trees
- Push the Wadsworth as performance venue
- Consistent programming parks and venues
- Recycling stations throughout downtown (Seattle, WA does a great job of providing receptacles for recycling)

WHAT IF...COMMUNITY FACILITIES & SERVICES

- Remember operation costs
- Model Chattanooga with family oriented activities/park/entertainment
- Utilization of courthouse lawns for more family gatherings outdoor-organic activities
- Homeless shelters – take the old Belk building and make it a shelter
- The City needs to buy the train depot from NCHS (Newnan Coweta Historical Society) and rehab
- Better communication: connecting – neighborhoods – relationship establishment
- Development of alleys as attractive commerce areas – café
- In-door rec facilities – pickle ball and lap pool
- Caldwell tanks and Royal property – Possible rec centers

WHAT IF...OTHER

- Need broad zoning categories
- More downtown parking...but where?
- Add sight mirrors to downtown Newnan light posts at parking slots to help see oncoming cars when trying to reverse out
- The new “McIntosh Parkway” was developed as a neighborhood like Greenville Street? (a modern version)

- Fix tax structure so that it's not more expensive to be in the City
- Reverse parking in downtown Newnan. Need more parking.
- Need to legalize alcohol. Tax money going to other counties
- Confront the "supersite" status of the old Royal Molded plans
- Newnan becoming a "Blue Zone" community
- Homeless shelter and job counseling
- Create an indoor green house in part of old Caldwell Tanks – Grow vegetables/organic hydroponics feed needy

Redevelopment-Development-Annexation Visioning Exercise Results

Redevelopment Suggestions per Stickers on the map:

- Temple Avenue
- Large Shopping Centers on Bullsboro Drive
- St. Clair Street
- Areas west of St. Clair Street
- Areas near Savannah Street and Perry Street
- Areas east of downtown Newnan
- Mill village near Berry Avenue
- Certain areas on Jefferson Street
- Franklin Road and Belt Road intersection areas
- Hospital Road area

Development Suggestions per Stickers on the map:

- Possible Development opportunities on the Newnan Bypass near Highway 16

Annexation Suggestions per Stickers on the map:

- Possible annexation opportunities on the Newnan Bypass near Highway 16
- Green Top Road area
- Poplar Road area near Interstate and continuing eastward (primarily north of Poplar Road) – exception being areas near Yeager Road
- Land to the east of Mary Freeman Road
- Area to the northeast of Avery Park along Highway 29

Map Station

Positive Attributes

- Center for Performing & Visual Arts
- Newnan Centre
- Cancer Treatment Center of America
- Ashley Park
- Central Education Center
- Downtown Court Square area

- Avery Park
- Featherson Heights residential area
- UWG Newnan Campus on Jackson Street
- Residential areas on Lagrange Street, Woodbine and parts of Greenville Street

Transportation

Intersection Improvements

- Lower Fayetteville & Shenandoah Blvd.
- Lower Fayetteville & Summerlin Blvd.
- Newnan Crossing Bypass & Lower Fayetteville Road
- Bullsboro Drive & Newnan Crossing Blvd. E.
- Newnan Crossing Bypass & Bullsboro Drive
- Jackson Street & Newnan Crossing Bypass
- Celebrate Life Parkway & Shopping Center Access Road

Complete the McIntosh Parkway project

Complete the Newnan Crossing Bypass (County project)

Residential

- Mill Village redevelopment
- Chalk Level redevelopment
- Rocky Hill redevelopment
- Clark Street new and redevelopment
- More downtown residential options

Commercial

- Clark Street – New and redevelopment
- Westside Plaza – Temple Avenue – Improve appearance
- Kmart Building – Bullsboro Drive-Redevelopment
- Several empty buildings along Bullsboro Drive
- New business development at corner of McIntosh Parkway and Newnan Crossing Bypass
- Re-develop commercial building at Brown Steel location and on Jefferson Street exiting from the downtown area

Future Park locations

- Newnan Utilities Reservoir
- Harpers Farm – undeveloped phase
- Undeveloped property located between I-85 and Newnan Crossing Blvd. East.

Comprehensive Plan Update 2016-2036

Workshop on March 3, 2016 Summary

WHAT IF...QUESTION RESULTS

WHAT IF...ECONOMIC DEVELOPMENT

- (Benefitted and Encouraged) Local small business
- Recruit corporate office
- Economic Development either has to be localized or tied into the transportation fabric of Atlanta – we may not need to house all of the families that will feed our expanded ED, especially with Savannah Port expansion
- Ensure that growth decisions are not financially beneficial to city officials (professionally and personally)
- More corporate and international businesses (jobs)
- Modernize all the old shopping centers (i.e. East Gate)
- Medical-related companies to build on Piedmont Newnan, CTCA and Health South
- We gave tax incentives to corporations/business to encourage more jobs in City/County
- Consider “sustainability credits” for appropriate design and construction
- Consider “entertainment” or “cultural” district designation for downtown
- Consider public art projects
- Keep economic growth “self-sustaining” without sacrificing the “rural integrity” to include city limits expansions

WHAT IF...LAND USE

- Better parks
- Need to widen roads in parts of Newnan to create a bike path – several roads are dangerously too narrow – Lanes need to be 14’ plus
- Need a comprehensive land use plan that fits Newnan to the Atlanta fabric – are we a bedroom community or a satellite community (stand alone?)
- Widen roads to include cart/walking paths
- A walking path (greenbelt)
- Public parks (more) – not within a neighborhood
- Dog park would be great as there is no safe place to play with dogs
- More sidewalks at walking paths (lighted) – Greenbelt
- Consider rezoning for industrial uses
- Public park near Ashley Park
- More public parks
- Sidewalks on Bullsboro Crossing, Highway 34 – Safer for community
- Consider annexation for commercial and residential uses
- Stop thinking about outward expansion and focus on redevelopment and repurposing what is already in the City

WHAT IF...TRANSPORTATION

- Was moving freely around the interstate interchange
- Trolley system that carries between Downtown and Ashley Park
- MARTA Rail System to come to Newnan to give access to airport and surrounding cities (Atlanta)
- We need a regional transportation plan with origin and destination nodes that make sense. Locally, light rail on perimeter tied into bus service makes sense for our area. Newnan does not need to lead this effort unless we have a strong leader in this effort (locally)
- More safe bicycle paths
- Regular hours for transportation – shuttle stops – Dependable posted time – security for young people and aged
- Bus transportation for seniors who can no longer drive personal cars
- Lower Fayetteville Road widened
- Increase street lights on public and rural roads
- Widening of Lower Fayetteville Road (from Newnan Lakes Blvd to Shenandoah)
- Was expanded with commuter rail to the airport and/or Atlanta
- Jefferson Parkway sidewalk over grown – sidewalk is good, but I have to walk in the road
- Included transportation to/from the downtown historic district and the other shopping districts
- More street lights on all City roads
- Assess the timing for the lights on Bullsboro
- More bicycle paths – trails
- Add additional street lighting
- Traffic light at Bypass Hwy 34 and Jefferson Parkway/Calumet Parkway and Highway 29 seem to skip left turning and hold with no traffic – need sensor like Greenville Street at Nimmons Street that changes for reasonable exit
- Lower Fayetteville widened to 4 lanes
- Alternative transportation improvements; connectivity between commercial and residential developments
- A median to separate the turn lane for I-85 on ramps
- I support the high speed train from Columbus to airport with stop in Newnan and/or to Savannah
- Make the new curb cut-outs more visible by putting something visible at the ends of streets where the cut-outs are not visible to motorists. For example, use of the cars/rail road locations currently on town square
- More golf cart travel throughout Newnan

WHAT IF...HOUSING

- Was more plentiful
- Higher density residential development downtown
- Neighborhood schools and grocery stores. Access with golf cart or walking
- Larger housing developments like Summergrove
- Consider higher density residential (single-family) redevelopment in established in-town neighborhoods
- The City had a lower square footage requirement for new, affordable homes
- Included more housing choices downtown to include dense multi-family and new craftsman style single family
- Catered the 55+/65+ community. The housing should have less square footage to accommodate the aging population
- Don't compromise the small-town integrity of Newnan to include the outlying county areas
- More single family residential development in downtown Newnan

WHAT IF...POPULATION

- Continued to grow and attracted a diverse group of people that work, live and play locally
- Increase inclusion/participation from all demographic groups (race, age, ethnicity, etc.)
- Support creation of numerous neighborhood organizations with charge to promote "community gathering and pride"
- Programs on Newnan's growing diversity
- Continued diverse growth inclusion of all demographic groups
- Continued to grow via annexation to increase the tax base
- Don't annex to increase tax base which will create a "rob Peter to Pay Paul" situation. Annexing will take away from the integrity of Newnan

WHAT IF...INTERGOVERNMENT COORDINATION

- City and County coordination on Beautification
- We aggressively pursued owners of dilapidated building structures and/or homes
- Adopted a more comprehensive and interagency coordinated emergency preparedness plan between local, state and federal to include i.e. church, vet, organized organizations i.e. PTA, Family SPT, Sport, Clubs...to be better in position for natural disasters, terrorist threats, sabotage i.e. water, utility, air, food, etc.
- More code enforcement
- County and City decisions should be agreeable to the residents impacted in each
- Newnan needs to clean up all the dilapidated structures that are abandoned in the City. They drastically detract would be investors who like what they hear. Blight tends to turn them totally off.
- Annexation Planning – Coordination between the City and County

- Enforce property owners to have curb-appeal standards. Dilapidated building need to go!

WHAT IF...NATURAL & CULTURAL RESOURCES

- Historic tourism emphasized
- Support preservation of existing parks and natural resources
- Make them user friendly and affordable
- Create historical society
- Have local bands play at the park downtown for people to enjoy the summer
- Multiple swimming pools – Only YMCA Swim Lessons – Recreation
- Develop a world class conference center near this facility (City Note: Newnan Centre) which can tie golf, water, sports together for spouses and attendees. i.e. Aberdeen Village in Peachtree City. It will need to have a national sponsor and excellent marketing. We have a lot of the special amenities to tie into it
- Auditorium: 1) Use some hotel/motel taxes for historic arts facility; 2) Plan fire department improvements so could be used later for arts center; 3) Safety: Railings (art deco design) but strong to balance anyone using them – especially Wadsworth bless his heart; 4) More powerful light as people enter/exit auditorium and dressing room – steps/sidewalk very irregular; 5) Some consideration of heavy doors at that area. We are lucky someone hasn't fallen!

WHAT IF...COMMUNITY FACILITIES & SERVICES

- Sports arenas – Minor league sports
- A “modern” community center and senior center
- Were more diverse i.e. disk golf, water park and affordable to all residents
- Disc golf courses to complement golf
- Arcade for modern games – Facility for budding bands/musicians to develop and plan together
- Rehabilitation water therapy for athletic and elderly
- Diversified/specialized rec centers each is different – basketball, rock climbing, pool, karate, learning
- Bring in some sort of professional/semi pro sports team
- Water park/more adult athletics
- An amphitheater for cultural events
- Something for teenagers to do, place to go, that is outside of school
- Featherston – Lundy mosquito early morning control
- Conference center
- Trail project
- State of the art veterans rehabilitation facility for mental rehab
- Connected walking paths throughout the county
- Disc park

- Put in place more readily accessible sport program for elderly and disabled citizens/youth groups/individuals

WHAT IF...OTHER

- Colleges and Universities were here (satellite or new)
- Become a “blue zone” city
- Indoor rock climbing
- Encourage and reward “green”
- Traffic cameras for the major intersections in Newnan to help with Red light runners
- Resident developments where people could walk or take a golf cart to schools and grocery stores
- Work with local farmers and the county school system to grow, prepare fresh food for school lunches. Make classes to teach the entire process
- Visible officers downtown to safely help – back out of parking

Redevelopment-Development Visioning Exercise Results

Redevelopment Suggestions per Stickers on the map:

- Greenville Street corridor south of downtown
- Large Shopping Centers on Bullsboro Drive
- Area immediately north of Cavender Street
- Old Piedmont Hospital on Hospital Road
- Former Coweta-Fayette EMC facility on Highway 29

Development Suggestions per Stickers on the map:

- Vacant tracts northeast of the intersection of Highway 29 and Farmer Industrial Boulevard
- Land off Farmer Industrial Boulevard immediately west of Avery Park
- Areas between Newnan Crossing Boulevard and I-85
- McIntosh Parkway east of the hotel sites
- Land below Bullsboro Crossing development

Annexation Suggestions per Stickers on the map:

- Old warehouse buildings at 521 Lower Fayetteville Road
- Green Top Road area
- Poplar Road area near Interstate and continuing eastward (primarily north of Poplar Road)
- Area near I-85 and Turkey Creek Road
- Property west of the Calumet development
- Home Depot shopping center area
- Vacant land just east of Yamaha
- Baynard Park area near Hollz Parkway
- Areas along Shenandoah Parkway

- Areas northeast of the intersection of Farmer Industrial Boulevard and Highway 29
- Areas south of Lower Fayetteville Road near Cabin Road and Parks Road

Map Station

Positive Attributes

- Healthsouth/Newnan Professional Medical office area
- Newnan Centre/Center for Performing and Visual Arts
- Kroger Shopping Center-Summerlin area
- Cancer Treatment Center of America
- Ashley Park
- Target Shopping Center
- University of West Georgia – Downtown Newnan
- Courthouse Square/Downtown Newnan
- Greenville Street Park
- Carl Miller Park
- Temple Avenue Recreational Complex
- Justice Center

Transportation Issue/Concerns

- Lower Fayetteville Road & Sullivan Road intersection
- Lower Fayetteville Road and Stonebridge subdivision entrance
- Lower Fayetteville Road near I-85 (congestion)
- Bullsboro & Shenandoah Blvd. intersection
- Bullsboro Drive near Wal-Mart (congestion)
- Bullsboro Drive & I-85 interchange (poor design and congestion)
- Bullsboro Drive and Newnan Crossing Bypass intersection
- Millard Farmer Industrial Boulevard & Jackson Street intersection

Residential Development and Re-development

- Several comments to encourage residential development and re-development opportunities in and around Downtown Newnan
- Woodbury Estates subdivision
- Greenville Street – various locations

Commercial Development and Re-development

- Temple Avenue various locations – improve appearance of buildings and increase variety of types of businesses

- Papp Clinic site re-development
- Former location of Coweta Fayette EMC (In County) at intersection of Millard Farmer Industrial Boulevard and Jackson Street
- Older shopping centers off of Bullsboro Drive
- Newnan Crossing Boulevard East and Poplar Road

Future Park Locations

- Newnan Centre property
- Undeveloped land off of Newnan Crossing Blvd. E.
- Commercial (undeveloped) tract in front of Bullsboro Crossing Subdivision
- Newnan Utilities Reservoir
- Areas near Greison Trail and future McIntosh Parkway

COMMUNITY INVOLVEMENT PLAN SUPPLEMENTAL DOCUMENTS



Comprehensive Plan Update 2016-2036

Public Involvement Schedule

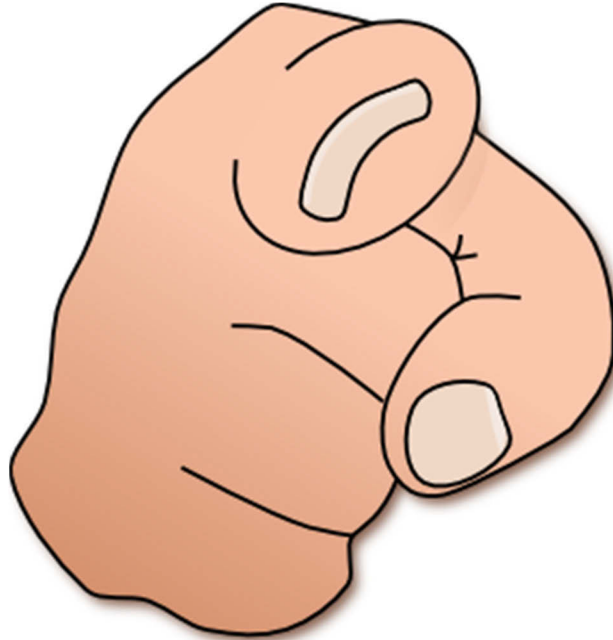
January 26, 2016	6:30 p.m.	1 st Required Comp Plan Public Hearing at City Council
February 25, 2016	6:00 p.m. to 8:00 p.m.	1 st Comp Plan Drop-in Workshop at the Carnegie Library
March 3, 2016	6:00 p.m. to 8:00 p.m.	2 nd Comp Plan Drop-in Workshop at the Newnan Centre
July 19, 2016	6:30 p.m.	2 nd Required Comp Plan Public Hearing at City Council
August 9, 2016	2:30 p.m.	Comp Plan Transmittal to Three Rivers RC (tentative date)
October 11, 2016	2:30 p.m.	Comp Plan Adoption at City Council (tentative date)

Stay up-to-date at www.cityofnewnan.org or by e-mail at ccole@cityofnewnan.org.

Phone: (770) 254-2354 ext. 6

CITY OF NEWNAN COMPREHENSIVE PLAN UPDATE

We Need Your Opinion!



Complete Our Survey

www.ci.newnan.ga.us/docs/City_of_Newnan_Comprehensive_Plan_Update_2016_2036_Survey.pdf

WHAT IF? Help Us Plan the City You Want to Live In!

Drop-In Public Workshops

**Thursday, February 25, 2016 – 6:00-8:00 p.m.
Carnegie Library - 1 LaGrange Street**

**Thursday, March 3, 2016 – 6:00-8:00 p.m.
Newnan Centre – 1515 Lower Fayetteville Road**



City of Newnan, Georgia
Comprehensive Planning Training and Visioning

Carnegie Library
1 LaGrange Street, Newnan

April 11 - 12, 2016

Monday, April 11:

5:00 pm – 7:00 pm **Comprehensive Planning Training:**
 Purpose, Requirements and Process
 How to Use Your Comprehensive Plan

Tuesday, April 12: Council Visioning Session:

8:00 am Welcome, Introductions, Charge
8:15 am Review Current Comprehensive Plan: Goals and Accomplishments
8:45 am City Visioning / Goal Setting for Planning Elements:
 Land Use, Economic Development, Capital Improvements, Transportation, Housing
10:00 am Break
10:15 am Goal Setting, Continued
12 noon Lunch
12:30 pm Summary, Wrap Up, Next Steps
 Evaluations
1:00 pm Adjourn

HOUSING

(** Please rank items from #1 to #7 with #1 being most important**)

- ___ **Encourage and support development of multi-family/lofts:**
 - Commercial/adaptive use/redevelopment
 - Near integrated amenities/other uses (mixing of uses)
- ___ **Include a mixture of uses within parking deck development area**
- ___ **Use amenities, materials, sizes, etc. as key factors in ensuring quality housing development**
- ___ **Protect existing residences in downtown and its surrounding historic districts**
- ___ **Consider mill housing redevelopment and infill lots to increase downtown housing stock**
- ___ **Encourage and support opportunities for affordable residential development in and near downtown**
- ___ **Use existing resources to meet the needs of group/personal care homes/transitional homeless shelter space**

TRANSPORTATION

(**Please rank items from #1 to #9 with #1 being most important**)

- ___ **Increase involvement in development discussions about a potential high-speed rail stop on Atlanta- Columbus route-be involved in the process; consider exact location and type of development surrounding stop location**
- ___ **Encourage a trolley from Ashley Park to downtown Newnan**
- ___ **Develop regional public transportation and internal transportation for GRTA bus riders**
- ___ **Make connections between neighborhood schools and residential developments with pedestrian and bike facilities**
- ___ **Continue maintenance of existing transportation network**
- ___ **Consider wide “pathways”—10 ft-- for new developments that include pedestrian and bike ways and connect to existing pedestrian/bike paths**
- ___ **Allow and encourage integrated sidewalks/paths with small business development in and around the Central Business District**
- ___ **Develop a traffic control center to allow for manual control at heavy traffic flow times**
- ___ **Add more charging stations throughout the city**



ECONOMIC DEVELOPMENT

(**Please rank items from #1 to #6 with #1 being most important**)

- ___ Encourage and promote long-term professional high paying job growth
- ___ Encourage and support alternative/unique job growth, such as cottage industries, entertainment districts, cultural opportunities, live-work units, food trucks, etc.
- ___ Emphasize Newnan as a bio-medical hub
- ___ Attract corporate office parks
- ___ Promote mixed use developments:
 - Caldwell tank site
 - Piedmont hospital site
 - Papp clinic site
- ___ Facilitate more film industry growth and support/secondary businesses; consider base camp areas and transportation routes

LAND USE

(**Please rank items from #1 to #9 with #1 being most important**)

- ___ Encourage redevelopment and use of existing infrastructure, especially water and sewer
- ___ Encourage a mixture of uses to promote quality of life and alternative transportation options
- ___ Encourage higher densities in appropriate locations as a means for continued growth and development
- ___ Encourage growth and development that supports a high quality of life for the citizens (sustainability)
- ___ Consider the City's ability to maintain its level of services while continuing to grow: quality of life, public safety, maintenance of existing infrastructure
- ___ Make sure resources grow as the population grows
- ___ Support clean industrial growth
- ___ Welcome the annexation of islands and/or peninsulas
- ___ Consider location when evaluating potential land uses and growth

CAPITAL IMPROVEMENTS

(**Please rank items from #1 to #7 with #1 being most important**)

- ___ **Continue to maintain existing facilities/infrastructure:**
 - Road resurfacing: 50% of 180 extant miles
 - Continued maintenance and use of existing and aging buildings
- ___ **Create an integrated transportation system by incorporating alternative transportation modes into existing transportation routes and adding new routes and pathways that connect to the existing.**
 - Continue sidewalks improvements and installation
 - Integrated transportation: trails, paths, etc. greenbelt
 - Consider traffic circles as options as intersection improvement are needed
 - Encourage and develop alternative transportation modes
- ___ **Develop new facility needs:**
 - Multi-modal center
 - Parking deck
 - Add park on eastside
 - New fire training facility
 - New fire station-northeast side
 - Extend sewer to the EMC property to encourage industrial growth
- ___ **Improve entryway corridors**
- ___ **Continue to address new transportation needs**
 - New interchange/poplar Rd-work with county
 - Traffic flow on Lower Fayetteville Road
- ___ **Reclaim and/or redevelop substandard housing**
- ___ **Continue to make stormwater management improvements**

CONSIDERATION OF THE REGIONAL
WATER PLAN AND THE
ENVIRONMENTAL PLANNING CRITERIA

Interdepartmental Memo

Date: 6/10/2016

To: Chris Cole, Planner

Re: Regional Water Plan and Environmental Planning Criteria

I have reviewed both of these documents as it relates to our current model ordinances and found that we are in compliance with both the regional water plan and the environmental planning criteria.

We are under the Metropolitan North Georgia Water Planning District and we currently implement and follow all the required local watershed management plan items and also implement some of the optional local watershed management plan items. Our compliance with this plan is documented in our report which is submitted to the EPD annually.

In our Zoning Ordinance we have adopted the minimum environmental planning criteria for small water supply watersheds and we are currently working with the EPD to further define these measures to allow us to use the alternative minimum criteria allowed in the Metropolitan North Georgia Water planning District due to increased water quality standards in place in this region which will allow us to reduce some stream buffers by taking credit where there is increased water quality testing and development standards that require buffer enhancement as well as septic tank monitoring programs. We are actively seeking this approval and if we are not able to achieve this approval we will still follow the minimum environmental planning criteria for small water supply water sheds as it is currently written in our zoning ordinance.

Civil Engineer,

Dana S. Johnson. P.E., C.F.M.



October 31, 2016

Jeannie Brantley
Planning Director
Three Rivers Regional Commission
P.O. Box 818
Griffin, GA 30224

Dear Ms. Brantley,

This letter is to inform you that the City of Newnan's Mayor and City Council officially adopted, by resolution, the Comprehensive Plan 2016-2036 on October 25, 2016. Attached you will find a copy of the adoption resolution, as well as a digital copy of this document linked below. Thank you for Three Rivers' contributions during the developmental process of the City's Comprehensive Plan.

Dropbox Link to Adopted Comprehensive Plan:

<https://www.dropbox.com/s/0sggnd6gynxt74z/Adopted%20City%20of%20Newnan%20Comprehensive%20Plan%202016-2036.pdf?dl=0>

Sincerely,

Chris Cole, AICP

Planner
City of Newnan
25 LaGrange Street
Newnan, Georgia 30263
(770) 254-2354 ext. 6
ccole@cityofnewnan.org
www.ci.newnan.ga.us

**A RESOLUTION ADOPTING THE CITY OF NEWNAN'S COMPREHENSIVE PLAN
2016-2036**

CITY OF NEWNAN, GEORGIA

WHEREAS, the City of Newnan has completed its Comprehensive Plan 2016-2036; and

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective March 1, 2014 and established by the Georgia Planning Act of 1989, including all required public hearings;

NOW THEREFORE, IT IS HEREBY RESOLVED, that the Mayor and City Council of the City of Newnan, Georgia do hereby adopt the document entitled the City of Newnan Comprehensive Plan 2016-2036.

This Resolution is adopted this 25th day of OCTOBER, 2016.

ATTEST:

Della Hill
Della Hill, City Clerk

REVIEWED:

C. Bradford Sears, Jr.
C. Bradford Sears, Jr., City Attorney

Cleatus Phillips
Cleatus Phillips, City Manager

L. Keith Brady
L. Keith Brady, Mayor

Cynthia E. Jenkins
Cynthia E. Jenkins, Mayor Pro Tem

Rhodes H. Shell
Rhodes H. Shell, Councilman

George M. Alexander
George M. Alexander, Councilman

Ray D. Dabose
Ray D. Dabose, Councilman

Clayton Hicks
Clayton Hicks, Councilman

Dustin Koritko
Dustin Koritko, Councilman