A RESOLUTION ADOPTING THE CITY OF NEWNAN'S COMPREHENSIVE PLAN 2021-2041

CITY OF NEWNAN, GEORGIA

WHEREAS, the City of Newnan has completed its Comprehensive Plan 2021-2041; and

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective October 1, 2018 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 2021-2041.

This Resolution is adopted this 26th day of October, 2021.

| ATTEST: | the Book |
|---------------------------------------|--------------------------------------|
| Mari 8a | L. Keith Brady, Mayor |
| Megan Shea, City Clerk | Rhodes H. Shell, Mayor Pro Tem |
| REVIEWED: | George M. Alexander, Councillementer |
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| C. Bradford Sears, Jr., City Altorney | Cypchia E. Jenkins, Councilmember |
| Cleatus Phillips, City Manager | Raymond F. DuBose, Councilmember |
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| | Paul Guillaume, Councilmember |



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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 is approximately 19.74 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.



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 2018. 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 | 2019 ACS |
|---------------------|----------------|----------------|-------------|-------------|
| Population | 16,242 | 33,039 | 36,203 | 39,019 |
| Median Age | 31.7 | 32.3 | 33.3 | 35.1 |
| Total Households | 5,939 | 12,439 | 12,697 | 15,135 |
| Total Housing Units | 6,464 | 13,275 | 13,783 | 15,800 |
| Median Income | 36,142 | 49,786 | 50,175 | 63,606 |

Source: Census Bureau and American Community Survey; City of Newnan Department of Community Development. Note – Please see Chapter 6 for Population and Housing Forecasts.

The City has seen steady growth trends over the last decade. The Newnan population total in 2010 was 33,039 and in 2019 was 39,019. This represents an 18.1% population increase over that time period. Annexations over the last decade also led to an increase in land area from 18.32 square miles in 2010 to 19.74 square miles in the second quarter of 2021. Median earnings for full-time, year-round workers increased from \$52,654 in 2010 to \$63,863 in 2019, while unemployment rates decreased from 8.0% in 2010 to 3.5% in 2020.

The City has also seen tremendous activity in multifamily development, including the addition of 1,514 multifamily units since 2010. The City also permitted 2,716 single-family detached housing units since 2010 (through the build-out of previously platted subdivisions and through annexation of properties that were later built on). These residential units have led to a variety of ancillary products being added since 2010, such as car washes, service stations, and fast-food restaurants. With a limited amount of vacant land remaining within the city limits, and with anticipated growth trends expected to remain steady, staff anticipates focusing significant efforts over the next 20 years on redevelopment of existing resources. Staff will also work on suggesting policies that offer increased "quality of life" that will lead to a variety of housing and employment choices to Newnan's residents.

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 an interactive survey and held two community-wide drop-in workshops (as well as various pop-up events). Paper copies of the survey were also made available. 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 755 community groups and leaders, as well as interested residents and nonresidents alike. This group provided survey input and received email blasts 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 five times and provided leadership in finalizing the Plan's components.

Steering Committee Members

Board of Zoning Appeals – Frank Flournoy
Cultural Arts Commission – Tracey Brooks
Development Authority – Jim Markel
Downtown Development Authority and City Council – Ray DuBose
Keep Newnan Beautiful – Scott Berta
Newnan Youth Activities Committee – Smith Pass
Parks Commission – Anne Yancey
Housing Authority – Sandra Strozier
Planning Commission – Proctor Smith, Clay McEntire
Water and Light Commission – Jeff Phillips
Urban Redevelopment Agency – Eric Miller

Newnan-Coweta Historical Society – Emily Kimbell Newnan-Coweta Chamber of Commerce – Samantha Brazie Coweta County School System – Larry Robertson

Staff

Tracy Dunnavant, Planning & Zoning Director Chris Cole, Planner

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COMMUNITY INVOLVEMENT PLAN

Introduction

In developing this Comprehensive Plan, staff operated with the belief that involving as many stakeholders as possible was the only way to give this project true significance. From the start of the effort, new and unique approaches were undertaken that were assisted by the City's Communications Manager Ashley Copeland. From the popular pop-up events to the Constant Contact updates, staff proactively sought input from stakeholders. This section details the steps the City took in carrying out the Community Involvement Plan.



Interview at a pop-up event

Required Public Hearings

The City held the first required public hearing on February 9, 2021 during the regularly scheduled City Council meeting. Staff presented information regarding the purpose of the Plan, an overview of the planned community involvement efforts, and the overall planning process. The second public hearing was held on July 20, 2021 during the

regularly scheduled City Council meeting. At the second public hearing, staff informed the public of the City's completion of the draft Comprehensive Plan 2021-2041. Staff also indicated that stakeholders still have an opportunity to make final suggestions. Once stakeholder comments have been addressed, staff indicated that the draft Plan will be transmitted to the Regional Commission and the Georgia Department of Community Affairs for review. Once given direction to proceed by the Regional Commission, the draft Plan will be brought to the City Council for adoption in October 2021.

The City Council also held a workshop on August 4, 2021 in order to review the draft Comprehensive Plan 2021-2041. The public was invited to this event. At the workshop, staff gave an overview of the draft Plan and the Councilmembers gave their input on the draft Plan sections such as Needs and Opportunities, as well as Vision, Goals, and Policies. The draft Future Land Use Map was also discussed.



Comprehensive Plan 2021-2041 banner displayed at a drop-in public workshop

Lobby Displays and Informational Collateral

Staff utilized the lobbies at City Hall and the Wadsworth Auditorium to place Comprehensive Plan information and upcoming drop-in workshop events. Collateral items such as flyers and business cards were designed to share information about the Comprehensive Plan, its importance, and how residents can provide feedback. They were distributed at the various pop-ups and events held throughout the public participation feedback period of the Comprehensive Plan.

Website (including interactive survey) and Social Media

The Planning and Zoning Department created a landing website (www.newnanplanning.org) that discussed the Comprehensive Plan, upcoming events, and the interactive survey online. Surveys were also made available in a paper format. A copy of the survey results can be found within the Appendices section. In addition to the website, there were also links created on the Planning & Zoning Department's page on the City's website.

Staff utilized the City's social media channels: Facebook, Twitter, Instagram, Nextdoor, and YouTube to emphasize and share messaging related to the Comprehensive Plan. A digital promotional video campaign was launched via the city's Facebook, Twitter, and Instagram pages.

The promotional video garnered over 1.7K in people reached on Facebook, 153 post clicks, and over 80 website link clicks directly to www.newnanplanning.org.

Media Outreach Efforts

Staff provided press releases and event/media alerts regarding the Comprehensive Plan and the community involvement process to local media. News articles, press releases, and event/media alerts were published in the Newnan Times-Herald and other media outlets.

The City also included the local NuLink/Wow! Communications channel as part of its stakeholders group. NuLink/Wow! assisted in creating the digital promotional video regarding the Comprehensive Plan.

City staff will continue to work closely with the media as it works towards the conclusion of the Comprehensive Plan process.

Constant Contact Updates

Staff utilized email blasts to disseminate information and updates about the Comprehensive Plan via Constant Contact. Email blasts were sent out to recipients of

various distribution lists compiled from various city departments such as Newnan Carnegie Library, Leisure Services, Main Street Newnan, Newnan Citizen Academy, Newnan Youth Council, City Staff and City Management, etc.

In addition to internal email distribution lists, staff worked with local entities and organizations such as Coweta County School System, University of West Georgia, Newnan-Coweta Chamber, as well as local apartment complexes, Homeowners Associations (HOAs), and other local community groups to add and build onto their distribution list efforts.

Mailing lists also included local residents and visitors who expressed an interest be receive updates during the plan pop-up and drop-in sessions.

A total of nine (9) email blasts were sent out during the duration of the public participation portion of the Comprehensive Plan. Email blasts kept a consistent 35 - 50% open rate range for engagement, which is higher than the standard average of 26%.

Virtual Information Session

On March 18, 2021, staff hosted a Virtual Information Session for interested stakeholders. The Session was conducted through Zoom and covered the following topics:

- Welcome
- Introductions
- Presentation
- Question & Answer
- Open Discussion

Throughout the Session, staff was able to have great dialogue with the several stakeholders who participated. Topics ranged from things the stakeholders love about Newnan to things that need improving (such as traffic/congestion and affordable housing choices). All the comments were collected and added to the overall database of stakeholder responses.

Pop-Up Events

The City participated in five pop-up events at Newk's Eatery, Downtown Newnan, Market Day Event, the LINC trail system, and Whit's Frozen Custard.

These events were beneficial for staff as various stakeholders were able to give their opinions in a one-on-one conversation. Staff was able to meet many residents and nonresidents alike. A short-form survey was provided at these events and participants also had a chance to win City-related prizes with the spin of a wheel (see picture below).



Pop-up participant spinning the prize wheel

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 utilized email blasts to the Stakeholders Group at key points in the plan development process.

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 (creating 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

Elevate Coweta Students

Council on Aging – Tommy Thompson Senior Center

Coweta County Parks and Recreation

Newnan/Coweta Boys & Girls Club

The 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 Downtown Development Authority

City of Newnan Planning Commission

City of Newnan City Attorney

City of Newnan Board of Zoning Appeals

Newnan Development Authority

Main Street Newnan

Housing Authority of Newnan

Newnan Urban Redevelopment Agency

Town of Sharpsburg

City of Senoia

Town of Haralson

Town of Turin

Town of Moreland

City of Palmetto

City of Grantville

Newnan Utilities

Newnan-Coweta Art Association

St. Smyrna Baptist Church

Newnan Presbyterian Church

Mount Sinai Missionary Baptist Church

Newnan First United Methodist Church

Unity Baptist Church

Healing Waters Outreach Ministry

SouthCrest Church

Grace Community Fellowship

St. George Catholic Church

Central Baptist Church

A Place of Refuge

Tabernacle of Prayer

Holy Zion Ministries

Crossroads Church

Mt. Vernon First Baptist Church

Zion Hill Baptist Church

First Baptist Church Newnan

Summit Church

Newnan Chapel UMC

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 of Newnan

Newnan Optimist Club

Newnan Junior Service League

Meals on Wheels Coweta

Chalk Level Neighborhood Association

Kiwanis White Oak Golden K

Kiwanis of Newnan

Kiwanis of Coweta

Georgia Department of Veterans Service

VFW Post 2667

American Legion Post 57

Bridging the Gap

Piedmont Hospital

Parent Resource Center – Coweta County School System

Family Patterns Matter

Coweta Samaritan Clinic

Coweta County Family Connection

Coweta CASA

Coweta Public Library System

One Roof Ecumenical Alliance Outreach

Coweta County Airport Authority

Coweta County Extension Service Coweta County Cattlemen's Association Central Educational Center West Georgia RESA Odyssey Charter School Heritage School Trinity Christian School Central Christian School University of West Georgia – Newnan Campus West Georgia Technical College Pathways Center Behavioral Health Coweta County Environmental Health Department Coweta County Public Health Department Cancer Treatment Centers of America - Atlanta Newnan Times-Herald Patrick Malloy Communities **Jeff Lindsey Communities** Coweta-Fayette EMC Georgia Power Woodbury Estates at Newnan Crossing Heritage Ridge Stonebridge at Newnan Crossing Keller Williams 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 2021, the Steering Committee met on March 11, April 8, April 22, May 6, and May 13.

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 March 16, 2021 at the Carnegie Library and on April 14, 2021 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 "You Can Make A Difference" 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 on the following page, 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. 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.



Ideas 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.

3 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 and pop-up events 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.



New residential construction in Newnan

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, the former Piedmont Hospital site, 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.
- Continue to promote the significance of preserving historic structures.
- Redevelopment opportunities should be pursued on Greenville Street, Bullsboro Drive, Temple Avenue, and around the Mill Village (including addressing greyfields).
- There is potential for expansion through annexation opportunities.
- Mixed-use developments should be encouraged increasingly as a way to improve overall quality of life (increased housing opportunities, traffic improvement, etc.).
- There is a need to identify food deserts within the city limits.

Transportation

Needs and Opportunities

- Connectivity between the various land uses needs to be taken into consideration.
- There is a lack of alternative transportation options.
- Coordination efforts with Coweta County need to be enhanced.
- Bicycle and pedestrian facilities need to be enhanced.
- There is a need to expand the LINC.
- Safety on the LINC needs to be emphasized.
- 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 future improvements to Lower Fayetteville Road.
- The proposed Andrews Street extension is an opportunity for enhanced traffic flow near downtown.
- There is an opportunity to enhance City regulations to encourage safety and quality design through intersection improvements.
- There is a need to assess truck traffic on our major thoroughfares.

- Parking issues in downtown need addressing.
- There is a need to identify potential pedestrian improvements throughout the city to ensure pedestrian safety.

Economic Development

Needs and Opportunities

- There is a need to produce/maintain a list of community resource organizations.
- 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 area (including alleys).
- Continue to promote through key informational outlets the availability of Newnan's trained workforce.
- There is a need to create a disaster recovery plan.
- There is a need to support opportunities to preserve and expand arts and cultural activities.
- The alleys in downtown Newnan are in various states of need.

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

- Encourage a mixture of housing while protecting residential historic districts.
- Investments should be made in diversifying affordable housing solutions, while maintaining community standards.
- Promote preservation efforts for 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 through a coordinated effort with area agencies and organizations.
- Affordable housing opportunities should be identified and promoted (infill within downtown and existing neighborhoods).
- 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.
- The City will continue working toward reestablishing existing neighborhoods impacted by the tornado of 2021.

4

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 following Vision Statement paints a picture of what Newnan desires to become:

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



In order to keep the Vision Statement at the forefront of policy decisions over the next 20 years, this chapter also highlights Goals and Policies. In crafting the Goals and Policies, an effort was 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:
 - Continue to prioritize road resurfacing needs
 - Continued maintenance and use of existing and aging buildings
- Continuing to make stormwater management improvements
- Developing new facility needs:
 - Parking deck
 - > Extend sewer to the EMC property for redevelopment
- 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.
 - Encouraging and developing alternative transportation modes
- Improving entryway corridors
- Continuing to address new transportation needs and congestion issues:
 - > Traffic flow on Lower Fayetteville Road and Bullsboro Drive

Economic Development

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

- Encouraging and promoting long-term, local professional high-paying job growth through advanced manufacturing and Class A office development
- Continuing to emphasize Newnan's healthcare industry
- Promoting mixed-use developments:
 - > Caldwell tank site
 - ➤ Piedmont hospital site
 - > Papp clinic site

- 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"
- Supporting redevelopment opportunities and greyfield areas (such as large spans of parking lots on Bullsboro Drive, Greenville Street, and Temple Avenue)
- Promoting educational opportunities for the workforce
- Promoting a "small-town feel" by emphasizing safety and the arts
- Encouraging the development of a rail project between Newnan and Senoia to enhance tourism

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
- 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:
 - ➤ Adaptive use/redevelopment
 - ➤ Integrating amenities/other uses (mixing of uses)
- Encouraging and supporting opportunities for affordable residential development near accessible amenities and employment centers
- Expanding resources to meet the needs of group/personal care homes/transitional homeless shelter space
- Addressing substandard housing through partnerships
- Encouraging mixed-use development with greenspaces, residential, and commercial/office live, work, play
- Anticipating and preparing for high-end housing needs
- Considering the adoption of incentives for developments that address specific housing needs within targeted areas of the city
- Identifying grant opportunities that address housing needs within the city

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)
- Encouraging redevelopment/greyfield development (large parking lot spans) 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
- Encouraging higher densities in appropriate locations as a means for continued growth and development
- Supporting advanced manufacturing and Class A office development
- Balancing more intense uses with usable greenspace and amenities in appropriate locations

Transportation

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

- Allowing and encouraging integrated sidewalks/paths citywide
- Studying the benefits of a traffic control center
- Continuing maintenance of existing transportation network
- Making connections between neighborhood schools and residential developments with pedestrian and bike facilities
- Expanding the stops for the trolley
- Considering wide pathways that include pedestrian and bikeways and connecting to existing pedestrian/bike paths
- Ensuring involvement regarding potential high-speed rail
- Considering internal transportation for State Road and Tollway Authority (SRTA) bus riders
- Addressing parking needs in the downtown area
- Considering the development of a multimodal center designed to integrate various modes of transportation into a single hub

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 (2021-2025).

| PROJECTS AND ACTIVITIES 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 |
| Rehabilitate and/or Reconstruction of substandard and dilapidated housing units within Chalk Level area | 2021 | 2023 | \$500,000 | None | CDBG, CHIP, NSP, local homeowner funds | Planning & Zoning |
| Develop LINC trail system (Phases 1-4) | 2017 | 2022 | \$10,035,800 | \$6,000,000 (spent \$3,146,901 already) | SPLOST 13, Impact Fees, General Fund | City Manager |
| Improvements to Lower Fayetteville Road (PE Phase I Scoping) | 2019 | 2021 | \$625,000 | \$0 | Federal Share is \$500,000, Match Amount is \$125,000 (SPLOST 13) | Engineering |
| Wadsworth Auditorium Parking Lot | 2021 | 2022 | \$2,000,000 | \$0 | Tourism Fund, General Fund | Leisure Services |
| Construct and implement municipal complex redevelopment plan | 2020 | 2024 | \$1,902,025 | \$0 | General Fund, Hotel Motel Tourism | Leisure Services |
| Farmer Street Cemetery | 2021 | 2022 | TBD | \$0 | General Fund | Farmer Street Cemetery Commission |
| Renovations of CJ Smith Park | 2019 | 2021 | \$4,500,000 | \$0 | SPLOST 19 | City Manager |
| Renovations of Pickett Field | 2019 | 2021 | \$2,000,000 | \$0 | SPLOST 19 | City Manager |
| Construction of Pickleball Facility | 2019 | 2021 | \$2,000,000 | \$0 | General Fund | City Manager |
| Improvements to Fire Training Facility | 2021 | 2023 | \$3,500,000 | \$0 | SPLOST 19 | Fire |
| Jackson/Jefferson/Clark/Bullsboro segment traffic study | 2015 | 2021 | \$75,000 | \$0 | LCI, SPLOST 13, Match Amount is \$18,750 | Engineering |
| Jackson Street (North) from Elm Street to Clark Street | 2018 | 2022 | \$355,350 | \$0 | TBD, City, Match Amount is \$71,070 | Engineering |
| E. Washington Street from Farmer Street to Perry Street | 2019 | 2022 | \$1,234,170 | \$0 | LCI, City, Match Amount is \$246,834 | City |
| Andrew Street Extension from Augusta Drive to East Washington Street | 2021 | 2024 | \$2,340,000 | \$0 | SPLOST | Engineering |
| Intelligent traffic operations | 2016 | 2021 | \$200,000 | \$0 | SPLOST 13 | Engineering |

| Obtain light duty response truck | 2018 | 2021 | \$240,000 | \$240,000 | Impact Fees | Fire |
|--|------|------|--------------|-------------|--|---|
| Acquire a heavy-duty vehicle for fire department | 2024 | 2024 | \$560,000 | \$560,000 | Impact Fees | Fire |
| Develop a Disaster Recovery Plan | 2021 | 2022 | \$75,000 | \$0 | City | City Manager |
| Obtain National Register District designation for Chalk Level Neighborhood | 2013 | 2022 | \$2,000 | \$0 | NURA | NURA, Planning & Zoning |
| Implement Neighborhood Stabilization Program (NSP III) | 2011 | 2022 | \$100,000 | \$0 | Neighborhood Stabilization Program Grant | Planning & Zoning, Housing Authority |
| Implement Neighborhood Stabilization Program (NSP I) | 2013 | 2022 | \$100,000 | \$0 | NSP Revenue, NSP Grant | Planning & Zoning, Housing Authority, Habitat for Humanity |
| Sidewalks along Greison Trail | 2014 | 2022 | \$800,000 | \$0 | SPLOST 19 | Engineering |
| Sidewalks along Sprayberry Road | 2014 | 2022 | \$278,000 | \$0 | SPLOST 19, Transportation Alternative Program (TAP) | Engineering |
| Sidewalks along Jackson Street | 2020 | 2022 | \$2,240,000 | \$0 | SPLOST 19, Transportation Alternative Program (TAP) | Engineering |
| Replacement of culvert systems | 2022 | 2024 | \$500,000 | \$0 | CDBG, SPLOST 19 | Public Works |
| Greenville Street at Sewell Road Intersection Improvements | 2021 | 2024 | \$1,300,000 | \$1,300,000 | Impact Fees | Engineering |
| Newnan Crossing Boulevard Widening and Operational Improvements | 2021 | 2027 | \$11,890,000 | \$0 | SPLOST/TBD | Engineering |
| Jefferson Street at Sprayberry Road Roundabout | 2021 | 2024 | \$2,340,000 | \$0 | SPLOST | Engineering |
| Bullsboro Drive Widening and Operational Improvements | 2021 | 2027 | \$18,120,000 | \$0 | SPLOST/TBD | Engineering |
| Greenville Street at Spence Avenue Intersection Improvements | 2021 | 2024 | \$1,840,000 | \$0 | SPLOST | Engineering |
| Clark Street Operational and Pedestrian Improvements | 2021 | 2023 | \$1,290,000 | \$0 | SPLOST | Engineering |
| | | | | | | |

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, NURA- Newnan Urban Redevelopment Agency, NCAC – Newnan Cultural Arts Commission. 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 |
|--|-----------------------|-------------------------------|---------------------------|--|-------------------------------------|------------------------------|
| Develop LINC trail system (remaining phases) | 2026 | 2030 | \$27,847,026.90 | \$3,000,000 | Impact Fees, City, County | City Manager |
| Improvements to Lower Fayetteville Road | 2017 | 2028 | \$67,560,000 | \$5,000,000 | Impact Fees, City, FHWA | Engineering |
| Maintain/Resurface Streets | Annual | Continuous | \$1,000,000 annually | \$0 | General Fund, SPLOST, LMIG | Engineering, Public Works |
| Acquire a heavy-duty vehicle for fire department | 2026 | 2026 | \$750,000 | \$750,000 | Impact Fees | Fire |
| Acquire a heavy-duty vehicle for fire department | 2030 | 2030 | \$750,000 | \$750,000 | Impact Fees | Fire |
| Acquire a heavy-duty vehicle for fire department | 2035 | 2035 | \$750,000 | \$750,000 | Impact Fees | Fire |
| Acquire a heavy-duty vehicle for fire department | 2040 | 2040 | \$750,000 | \$750,000 | Impact Fees | Fire |
| Network Servers, Storage, and Switches | 2026 | 2026 | \$250,000 | \$0 | TBD | Information Technology |
| City Fiber Ring | 2030 | 2032 | \$500,000 | \$0 | TBD | Information Technology |

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 (2026) from the current year (2021). All activities that have an indefinite or continuous end date, but a known start date prior to 2026, 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

REPORT OF ACCOMPLISHMENTS

| 2016-2021 REPORT OF ACCOMPLISHMENTS | | | | | | |
|---|-----------|----------|-----------|-----------|--|--|
| Project or Activity | Completed | Underway | Postponed | Cancelled | Notes | |
| Develop a 1.8-acre Newnan Conference Centre Trail | | | | ✓ | This project was replaced with LINC-related efforts near the Newnan Conference Centre. | |
| Jefferson-Jackson Streetscapes project | ✓ | | | | | |
| Develop an East Side Park | | | | ✓ | This project was replaced with LINC-related efforts in the eastern part of Newnan. | |
| Acquire a trolley | ✓ | | | | | |
| Implement gateway signage master plan and install signage in phases | ✓ | | | | | |
| Construct and implement municipal complex redevelopment plan | | ✓ | | | Moved to new Work Program | |
| Wadsworth Auditorium lighting upgrades | ✓ | | | | | |
| Build Fire Station #4 | ✓ | | | | | |
| Improvements to City Hall | ✓ | | | | | |
| Construct McIntosh Parkway | ✓ | | | | | |
| Improvements to Lower Fayetteville Road – Phase I | | √ | | | Revised in new Work Program as "Improvements to Lower Fayetteville Road (PE Phase I Scoping)" | |
| Jackson/Jefferson/Clark/ Bullsboro segment traffic study | | ✓ | | | Moved to new Work Program | |
| Jackson Street (North) from Elm Street to Clark Street | | ✓ | | | Moved to new Work Program | |
| E. Washington Street from Farmer Street to Perry Street | | | | ✓ | The City was unable to acquire the required right-of-way. | |
| Andrew Street Extension from Augusta Drive to E. Broad Street | | | 1 | | Revised in new Work Program as "Andrew Street Extension from Augusta Drive to East Washington Street" and postponed due to project prioritization | |
| E. Broad/Farmer Signal | ✓ | | | | | |

| Project or Activity | Completed | Underway | Postponed | Cancelled | Notes |
|---|-----------|----------|-----------|-----------|---|
| Intelligent traffic operations center | | 1 | | | Revised in new Work Program as "Intelligent traffic operations" |
| Obtain fire engine for fire station #4 | ✓ | | | | |
| Obtain light duty response truck | ✓ | | | | |
| Obtain light duty response truck | | | ✓ | | Fleet is currently well equipped but will be purchased as growth demands |
| Acquire a heavy duty vehicle for fire department | | | ~ | | Fleet is currently well equipped but will be purchased as growth demands |
| Acquire a heavy duty vehicle for fire department | | | ✓ | | Fleet is currently well equipped but will be purchased as growth demands |
| Acquire a heavy duty vehicle for fire department | | | ✓ | | Fleet is currently well equipped but will be purchased as growth demands |
| Work with the Historical Society to develop an educational program extolling the benefits of historic preservation and historic tourism | | | | 1 | This item was determined to be too general in nature and is accomplished through other means. |
| Media upgrades to Council Chambers and Conference Room | ✓ | | | | |
| Obtain National Register District designation for Chalk Level Neighborhood | | 1 | | | Moved to new Work Program |
| Develop Phase II of the Newnan bicycle and pedestrian plan consistent with Phase I and the County plan | | | | 1 | This item was cancelled in light of the adoption of the LINC Master Plan. |
| Continue Neighborhood Stabilization Program (NSP III) | | ✓ | | | Moved to new Work Program |
| Continue Neighborhood Stabilization Program (NSP I) | | ~ | | | Moved to new Work Program |
| Renovate Howard Warner School on Savannah Street for new gym/community center | ~ | | | | |
| Sidewalks along Greison Trail | | ✓ | | | Moved to new Work Program |
| Sidewalks along Sprayberry Road | | ✓ | | | Moved to new Work Program |

The Report of Accomplishments (ROA) provides a status of each work item identified in the 2016 Short-Term Work Program. Brief explanations are provided for Postponed or Cancelled items (and for items listed as Underway). Note – There were no "Long-Term, Indefinite, and Continuous Activities" in the 2016 Short-Term Work Program.

7

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 | 2.83 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 years 2016 to 2041.

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 3.8% employment growth rate based on the year-to-year Census Bureau averages from 2016 to 2019.

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

Population ages 18-65 were approximately 73% of the Residential Population for the last reported year (2019). For projection purposes, this percentage was multiplied by the projected total population for each year.

Residential Population projections were based on an average 3.1% growth rate from 2020 to 2024 (based on the year-to-year Census Bureau averages from 2016 to 2019). From 2025 to 2029, the City anticipates a 2.6% growth rate. From 2030 to 2034, the City anticipates a 2.1% growth rate. From 2035 to 2039, the City anticipates a 1.6% growth rate. From 2040 to 2041, the City anticipates a 1.1% growth rate.

Housing Units projections were based on an anticipated 2.5% housing unit growth rate from 2020 to 2024. From 2025 to 2029, the City anticipates a 2.0% housing unit growth rate. From 2030 to 2034, the City anticipates a 1.5% housing unit growth rate. From 2035 to 2039, the City anticipates a 1.0% housing unit growth rate. From 2040 to 2041, the City anticipates a 0.5% housing unit growth rate.

Population and Housing Forecasts

| Residential | | Population | Population E | | Housing |
|--------------------|------------------------------|------------|--------------|-----------------------|---------|
| Year | Population Population | Aged 18-65 | Employment | Functional Population | Units |
| 2016 | 35,642* | 25,683* | 17,677* | 53,319 | 14,243* |
| 2017 | 36,792* | 26,905* | 18,350* | 55,142 | 14,927* |
| 2018 | 37,818* | 27,715* | 19,114* | 56,932 | 15,510* |
| 2019 | 39,019* | 28,655* | 19,755* | 58,774 | 15,800* |
| 2020 | 40,229 | 29,367 | 20,506 | 60,735 | 16,195 |
| 2021 | 41,476 | 30,278 | 21,285 | 62,761 | 16,600 |
| 2022 | 42,761 | 31,216 | 22,094 | 64,855 | 17,015 |
| 2023 | 44,087 | 32,184 | 22,933 | 67,020 | 17,440 |
| 2024 | 45,454 | 33,181 | 23,805 | 69,259 | 17,876 |
| 2025 | 46,636 | 34,044 | 24,709 | 71,345 | 18,234 |
| 2026 | 47,848 | 34,929 | 25,648 | 73,496 | 18,599 |
| 2027 | 49,092 | 35,837 | 26,623 | 75,715 | 18,970 |
| 2028 | 50,369 | 36,769 | 27,635 | 78,004 | 19,350 |
| 2029 | 51,678 | 37,725 | 28,685 | 80,363 | 19,737 |
| 2030 | 52,764 | 38,518 | 29,775 | 82,539 | 20,033 |
| 2031 | 53,872 | 39,327 | 30,906 | 84,778 | 20,333 |
| 2032 | 55,003 | 40,152 | 32,081 | 87,084 | 20,638 |
| 2033 | 56,158 | 40,995 | 33,300 | 89,458 | 20,948 |
| 2034 | 57,337 | 41,856 | 34,565 | 91,902 | 21,262 |
| 2035 | 58,255 | 42,526 | 35,879 | 94,134 | 21,475 |
| 2036 | 59,187 | 43,207 | 37,242 | 96,429 | 21,690 |
| 2037 | 60,134 | 43,898 | 38,657 | 98,791 | 21,906 |
| 2038 | 61,096 | 44,600 | 40,126 | 101,222 | 22,126 |
| 2039 | 62,074 | 45,314 | 41,651 | 103,725 | 22,347 |
| 2040 | 62,756 | 45,812 | 43,234 | 105,990 | 22,459 |
| 2041 | 63,447 | 46,316 | 44,877 | 108,324 | 22,571 |

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 2 and consists of four 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. The fourth station is located at 3 Farmer Commercial Park Drive. These stations combined consist of 65 total employees.

Current LOS: Fire Services Department Vehicles

| Service Unit | Description | Units - Vehicles |
|---|------------------|------------------|
| 1. 2020 Sutphen | 1,250 gpm pumper | Engine 1 |
| 2. 2021 Sutphen | 1.250 gpm pumper | Engine 2 |
| 3. 2011 KME pumper | 1,250 gpm pumper | Engine 3 |
| 4. 2008 Pierce Mini Pumper | 500 gpm pumper | Engine 5 |
| 5. 2002 Pierce Enforcer | 1,250 gpm pumper | Engine 7 |
| 6. 2019 Sutphen | 1,500 gpm pumper | Ladder 4 |
| 7. 1996 Pierce Sabre | 1050 gpm | Engine 4 |
| Vehicles Purchased with Impact Fees Since 2016 = 0 | | |

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 2041 is 108,324. The Current LOS is 0.19 vehicles and 443.86 square feet of station space per 1,000 functional population.

Current LOS: Fire Services Facilities

| Service Unit | Current Units (vehicles or s.f.) | | | | |
|---|----------------------------------|--|--|--|--|
| NFD 1 (23 Jefferson Street) | 9,202 | | | | |
| NFD 2 (1516 Lower Fayetteville Road) | 5,505 | | | | |
| NFD 3 (138 Temple Avenue) | 2,280 | | | | |
| Storage Facility | 2,000 | | | | |
| Facilities built with Impact Fees Since 2016 | | | | | |
| NFD 4 (3 Farmer Commercial Drive) | 8,870 | | | | |
| Total sq.ft. of stations | 27,857 | | | | |
| LOS = Current Units / 2021 Functional Population * 1,000 Current LOS = 7 vehicles / 62,761 x 1,000 = 0.11 vehicles per 1,000 people * | | | | | |

Current LOS = 27,857 sq.ft. / 62,761 x 1,000 = 443.86 sq.ft. per 1,000 people*

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 2021 and 2041 to produce the expected future demand.

Future Demand: Fire Services

| 2021 Functional Population: 62,761 |
|---|
| 2041 Functional Population: 108,324 |
| 2021-2041 Population Difference: 45,563 |
| additional population x LOS standard / 1,000 people = future demand |
| $45,563 \times 0.281 / 1,000 = 13$ additional vehicles needed minus the zero (0) vehicles purchased |
| with impact fees since $2016 = 13$ additional vehicles needed |

 $45,563 \times 516.71 / 1,000 = 23,543$ sq.ft. of additional space needed minus the 8,870 sq.ft. built with impact fees since 2016 = 14,673 sq.ft. of additional

space needed

Source: City of Newnan Department of Community Development

Note – The LOS does not change as it was set when the impact fee program was started. In the above chart, the LOS is represented by 516.71 sq. ft. & 0.281 vehicles per 1,000 residents.

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.

Current LOS: Parks and Recreation

| Park | Acreage | | | |
|---|---------|--|--|--|
| 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 | | | |
| Greenville Street Park | 2.76 | | | |
| Sprayberry Road | 6.2 | | | |
| First Avenue Park | 3.5 | | | |
| Parks added with Impact Fees Since 2016 | | | | |
| LINC – Phases 1 through 4 | 4.32 | | | |
| Total sq.ft. of all parks | 44.08 | | | |
| Current LOS = Current Units acreage / 2021 Housing Units x 1,000 Current LOS = 44.08 /16,600 units x 1,000 = 2.66 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 2021 and 2041 to produce the expected future demand. See the following table "Parks and Recreation Future Demand" for details.

Future Demand: Parks and Recreation

| 2021 Housing Units: 16,600 |
|---|
| 2041 Housing Units: 22,571 |
| 2021-2041 Housing Unit Difference: 5,971 |
| additional housing units x LOS standard / 1,000 units minus the 4.32 acres purchased with impact fees since 2016 = future demand 5,971 x 2.83 / 1,000 units minus 4.32 = 12.58 additional acres needed |

Source: City of Newnan Department of Community Development

Note – The LOS does not change as it was set when the impact fee program was started. In the above chart, the LOS is represented by 2.83 acres of parkland per 1,000 residential units.

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 three access points from I-85 to Newnan: SR34 (Bullsboro Drive) to the east, Poplar Road to the southeast, 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 McIntosh Parkway, 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 | В | С | D | Е | 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 | Conector |

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 | 2021 Acreage Developed | 2021 Acreage Vacant |
|---------------------|---------------------------|------------------------|
| Commercial | 1,109.87 | 521.04 |
| Office/Professional | 294.38 | 78.86 |
| Industrial | 537.80 | 151.72 |

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- 521.04 acres x 5,830 sq. ft. = 3,037,663 sq. ft. to be built Office/Professional- 78.86 acres x 11,435 sq. ft. = 901,764 sq. ft. to be built Industrial- 151.72 acres x 11,075 sq. ft. = 1,680,299 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- 3,037,663 / 16,659 =**182 additional developments** Office/Professional- 901,764 / 29,125 =**31 additional developments** Industrial- 1,680,299 / 58,000 =**29 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*, 9^{th} *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: Ln(T) = 0.65 Ln(X) + 5.83 = 2,118 trips per business Office/Professional: Ln(T) = 0.76 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 182 businesses = **385,476 trips generated** Office/Professional: 473 trips per business x 31 businesses = **14,663 trips generated** Industrial: 331 trips per business x 29 businesses = **9,599 trips generated**

385,476 + 14,663 + 9,599 = 409,738 total trips generated by non-residential land

For residential traffic, the number of residential units constructed between 2021 and 2041 is calculated. The total number of housing units in 2041 is projected to be 22,571. The number of housing units in the City as of 2016 is 14,243.

22,571 - 14,243 = 8,328 residential units to be built

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

8,328 residential units x 9.52 trips per unit = 79,283 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 **489,021 total average daily trips**.

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 \$1,110.84. 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 May 2021.

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 May 2021 and credit for SPLOST, if applicable) by the difference in housing units from 2021 until 2041. 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: \$5,853,099

Impact fees plus interest earned collected through May 2021 minus projects completed: \$1,218,507.85

SPLOST Credit: \$0

2021-2041 housing unit difference: 5,971

cost of projects - amount collected and interest earned - credit / housing unit difference = fee per residential unit \$5,853,099 - \$1,218,507 - \$0 / 5,971 = \$776.18

fee per residential unit +3% administrative fee = final fee per residential unit \$776.18 + \$23.29 = \$799.47

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 May 2021) by the difference in functional population from 2021 until 2041. 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: \$3,800,000

Impact fees collected plus interest earned through May 2021 minus projects completed: \$727,530.61

SPLOST Credit: \$0

2021-2041 functional population difference: 45,563

cost of projects - amount collected and interest earned / functional population difference = fee per person \$3,800,000 - \$727,530.61 / 45,563 = \$67.43

fee per person + 3% administrative fee = final fee per person \$67.43 + \$2.02 = \$69.45

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 (\$28.77) 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 2.8 at the end of the planning period. Therefore, the residential fire services impact fee for all residential structures is as follows: $$69.45 \times 2.8 = 194.46 .

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: \$69.45 x 2 x 1.67 = \$231.96.

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 May 2021 and credit for SPLOST) by the trips generated from 2021 until 2041. 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: \$6,300,000

Impact fees collected plus interest earned through May 2021 minus projects completed: \$470,198.08

SPLOST Credit: \$0

2021-2041 trips generated: 515,134

cost of projects - amount collected and interest earned - credit / trips generated = fee per trip \$6,300,000 - \$470,198.08 - \$0 / 489,021 = \$11.92

fee per trip + 3% administrative fee = final fee per trip \$11.92 + \$0.36 = \$12.28

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 (\$11.79) 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: $$12.28 \times 9.52 = 116.91 .

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: $$12.28 \times 132.8 = $1,630.78$.

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 |
| 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 2020 | | | | | | | | |
|--|----------------------------------|----------------|-------------------|--------------------------------|-------------|--|--|--|--|
| 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 | \$621,886 | \$252,883 | \$2 | \$231,705 | \$1,106,476 | | | | |
| Impact Fees Collected | \$147,290 | \$79,320 | \$0 | \$143,357 | \$369,967 | | | | |
| Accrued Interest | \$2,004 | \$822 | \$0 | \$813 | \$3,639 | | | | |
| Project Expenditures | (\$309) | (\$2,236) | (\$0) | (\$48,330) | (\$50,875) | | | | |
| Impact Fee Other Financing Activities | \$0.00 | \$180,000 | \$0.00 | \$0.00 | \$180,000 | | | | |
| Ending Impact Fee Fund Balance | \$770,871 | \$510,789 | \$2 | \$327,545 | \$1,609,207 | | | | |
| 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 - 2021 | | | | | | |
|---|--------------------------------------|------------------------|---------------------------------|--|--|-----------------|-----------------------|
| Public Facili | Public Facility Parks and Recreation | | | | | | |
| Service Are | a | | | | City | Limits | |
| Project Description | Project Start Date | Project End Date | Estimated Cost of Project | tt of Chargeable Funding Responsible St. | | | Status |
| Develop LINC trail syster (Phases 1-4) | 2017 | 2022 | \$10,035,800 | \$6,000,000 (spent \$3,146,901 already) | SPLOST 13, Impact Fees, Genera I Fund | City Manager | Under Construction |

Source: City of Newnan Planning and Zoning Department

Capital Improvements Projects: Fire Services

| Newnan | | | Capital Improvements Projects - 2021 | | | | | |
|---|--------------|--------------------------|--------------------------------------|---------------------------------|-----------------------------------|--------------------|----------------------|----------|
| Pub | lic Facility | | | Fire Services | | | | |
| Se | rvice Area | | | | | City Limit | is | |
| Project Desc | ription | Project Start Date | Project End Date | Estimated Cost of Project | Portion Chargeable to Impact Fees | Funding Sources | Responsible Party | Status |
| Obtain light response t | • | 2018 | 2021 | \$240,000 | \$240,000 | Impact Fees | Fire | Planning |
| Acquire a hea vehicle for departm | r fire | 2024 | 2024 | \$560,000 | \$560,000 | Impact Fees | Fire | Planning |

Source: City of Newnan Planning and Zoning Department

Capital Improvements Projects: Roads, Streets, and Bridges

| Newnan | | Capital Improvements Projects - 2021 | | | | | |
|--|--------------------------|--------------------------------------|---------------------------------|--|---------------------|----------------------|----------|
| Public Facility | | | | | Roads, Streets, and | d Bridges | |
| Service Area | | | | | City Limits | S | |
| Project Description | Project Start Date | Project End Date | Estimated Cost of Project | Portion Chargeable to Impact Fees | Funding Sources | Responsible Party | Status |
| Andrew Street Extension from Augusta Drive to East Washington Street | 2021 | 2024 | \$2,340,000 | \$0 | SPLOST | Engineering | Planning |
| Greenville Street at Sewell Road Intersection Improvements | 2021 | 2024 | \$1,300,000 | \$1,300,000 | Impact Fees | Engineering | Planning |
| Newnan Crossing Boulevard Widening and Operational Improvements | 2021 | 2027 | \$11,890,000 | \$0 | SPLOST/TBD | Engineering | Planning |
| Jefferson Street at Sprayberry Road Roundabout | 2021 | 2024 | \$2,340,000 | \$0 | SPLOST | Engineering | Planning |
| Bullsboro Drive Widening and Operational Improvements | 2021 | 2027 | \$18,120,000 | \$0 | SPLOST/TBD | Engineering | Planning |
| Greenville Street at Spence Avenue Intersection Improvements | 2021 | 2024 | \$1,840,000 | \$0 | SPLOST | Engineering | Planning |
| Clark Street Operational and Pedestrian Improvements | 2021 | 2023 | \$1,290,000 | \$0 | SPLOST | Engineering | Planning |

Source: City of Newnan Planning and Zoning Department

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.

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.

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

Facilities Eligible for Impact Fee Funding

| Eligible Facilities | Service Area | Level of Service Standard | |
|-----------------------------------|--------------|---|--|
| Water Pollution Control Plants | | Residential: 300 gallons per day per dwelling unit (d.u.) | |
| | City Limits | 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 | 1.2 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 Comprehensive Plan 2021-2041. 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 | ADDF | Peak Hour in MGD |
|------|-------------------|------|---------------------|
| 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 |
| 2037 | 6.77 | 5.82 | 14.76 |
| 2038 | 6.93 | 5.97 | 15.06 |
| 2039 | 7.09 | 6.11 | 15.37 |
| 2040 | 7.27 | 6.26 | 15.67 |
| 2041 | 7.44 | 6.41 | 15.99 |

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

At both WPCPs the maximum monthly average flows have come close to the permit limits. Phase I allows Newnan Utilities to closely monitor growth rates and expand accordingly. Construction costs at both plants will be evaluated at the time of each expansion to determine the best use of resources.

Projections and reality rarely match so this approach allows for more monitoring of wastewater flow data in order to begin engineering and subsequently construction at the most opportune times to prepare for city growth.

Schedule of Improvements and Description of Funding Sources

| Wastewater Collection and Treatment Annual Impact Fee Financial Report –2020 | | | | | |
|---|-------------------------------------|--|--|--|--|
| Public Facility | Wastewater Collection and Treatment | | | | |
| Service Area | City Limits | | | | |
| Impact Fee Fund Balance from 2019 | \$3,506,155.59 | | | | |
| Impact Fees Collected in 2020 | \$958,102.27 | | | | |
| Impact Fees Used in 2020 | -\$367,530.00 | | | | |
| Administrative Fee in 2020 | -\$28,743.07 | | | | |
| Interest Earned in 2020 | \$0 | | | | |
| Impact Fee Fund Balance Ending 2020 | \$4,067,984.79 | | | | |

Source: Newnan Utilities

All projects planned by Newnan Utilities from 2021-2026 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 - 2021 | | | | | | | |
|--|-----------------------|-------------------------------|------------------------------|--|----------------------------------|----------------------|--|
| Project or Activity | Project Start Date | Project Completion Date | Estimated Project Cost | Portion Chargeable to Impact Fees | Sources of Funds (& Share) | Responsible Party | |
| Mineral Springs and Wahoo Creek Upgrade; WRF | 2021 | 2024+ | \$3,000,000 | \$3,000,000 | Impact Fees (100%) | Newnan Utilities | |
| Collection System Improvements | 2021+ | 2024+ | \$2,000,000 | \$2,000,000 | 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 I – Expansion of Mineral Springs WPCP and Wahoo Creek; Conversion to WRF | Indefinite | Indefinite | \$40,513,200 | \$40,513,200 | Impact Fees (100%), Other Sources | Newnan Utilities |
| Phase II – Construction of Land Application System | Indefinite | Indefinite | \$14,130,300 | \$14,130,300 | 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 (2026) from the current year (2021). 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 2021 | | | | | | | |
| 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 | | |
| Wahoo Creek Upgrade Belt Press | 2019 | 2021+ | \$1,000,000 | Impact Fees (100%) | Construction | | |
| Collection System Improvements | 2021 | 2021+ | \$1,000,000 | Impact Fees (100%) | Planning | | |
| Compost Site Improvements | 2021 | 2021+ | \$250,000 | Impact Fees (100%) | Planning | | |

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

These costs are estimates.

Recommended Wastewater Treatment Expansion Plan (2021)

| Phase | Description | Total Treatment Capacity, Maximum Month | Construction Phase Completed |
|---|---|---|---------------------------------|
| I | Expansion of Mineral Springs WPCP to 4 MGD; Expansion of Wahoo Creek to 6 MGD WRF | 12.0 MGD | 2026+ |
| II | Construction of Land Application System | | 2041+ |
| III Conversion to WRF; Water Reclamation Facility | | 10.0 MGD | 2041+ |

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 2050. Newnan Utilities will continue to collect impact fees based off the 2005 Calculation of Impact Fees schedule below."

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."

8 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.

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:

- Historic Neighborhood
- Built Community
- Planned Development
- Emerging Suburban
- Emerging Missing Middle Residential
- Historic Downtown
- Business/Office
- Mixed Use
- Redevelopment Opportunity Areas
- Industrial
- Public and Institutional
- Parks, Recreation, and Conservation

City of Newnan's Future Land Use Categories

Historic Neighborhood

Category Description:

Historic Neighborhood: Areas that primarily consist of historic residential homes on smaller lots with unique architectural character. Infill construction and redevelopment should be complementary with the existing uses and structures within the neighborhood. However, some nonresidential uses, appropriately scaled, may be appropriate.

Development should reinforce the existing character of the neighborhood through sensitive, compatible design including massing, adherence to architectural and site elements, scale/height, and building orientation/setbacks. In addition, pedestrian-friendly access should be woven into plans for new nonresidential development.

Built Community

Category Description:

Built Community: Areas that have been developed with a variety of residential dwellings and nonresidential uses that provide goods and services to the surrounding neighborhoods. Future land uses within this area should closely mirror the built community as already established.

Planned Development

Category Description:

Planned Development: Areas developed through master planning processes with specific densities and uses tied to an approved project plan.

Emerging Suburban

Category Description:

Emerging Suburban: Areas identified as low density (4 units per acre or less) single-family residential development.

Emerging Missing Middle Residential

Category Description:

Emerging Missing Middle Residential: Areas identified as medium-density residential (between 4 and 7 units per acre) allowing for a variety of housing products, including single-family homes, duplexes, triplexes, quadplexes, cottage homes, and small apartment buildings.

Historic Downtown

Category Description:

Historic Downtown: Area with a mixture of uses typical of a traditional downtown including, but not limited to, offices, shops, residences, and civic uses. New construction in this area should reflect the character of the existing downtown.

Business/Office

Category Description:

Business/Office: This category is for land dedicated to non-industrial employment generators, including retail sales, office, service, and entertainment facilities. Uses are primarily located along major highways, thoroughfares, or interstate corridors.

Mixed Use

Category Description:

Mixed Use: Areas that blend residential, commercial, cultural, institutional, or entertainment uses that are physically and functionally integrated. Mixed-use developments require a specific development plan with emphasis being placed on creating a walkable community.

Redevelopment Opportunity Areas

Category Description:

Redevelopment Opportunity Areas: Areas designed to spur additional growth by allowing disinvested areas to be repurposed as livable, economically productive centers for business and social activity.

Industrial

Category Description:

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

Public and Institutional

Category Description:

Public and Institutional: This category includes government uses, institutional land uses, communication facilities, and utilities. Examples include government building complexes, police and fire stations, libraries, prisons, post offices, schools, colleges, cemeteries, hospitals, and utility pump stations.

Parks, Recreation, and Conservation

Category Description:

Parks, Recreation, and Conservation: This category is for land dedicated to active or passive recreation uses and may include playgrounds, public parks, open spaces, golf courses, recreation centers, and similar uses.

9 TRANSPORTATION

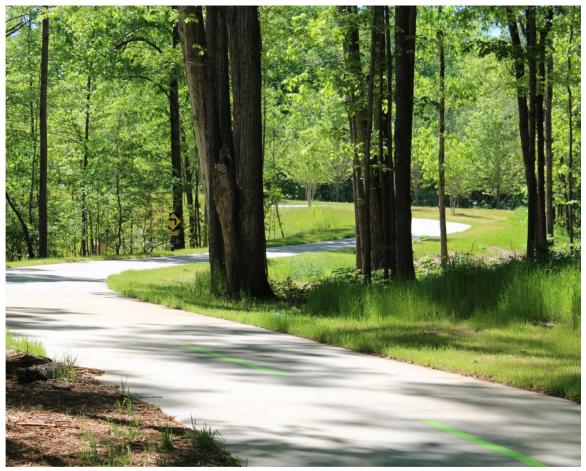
Transportation

The City of Newnan is continually working on meeting transportation-related goals and providing continued excellent service to the stakeholders. Part of this effort is continuing to build upon the goals listed in the 2014 Coweta County Joint Comprehensive Transportation Plan (CTP) Update. Since that time, the City has continued to program transportation-improvement projects in working towards achieving the five following goals established in the CTP:

- Promote coordination of land use and transportation
- Support economic and community development
- Improve accessibility, connectivity, and safety, for the movement of people and goods
- Develop a multimodal transportation system that maximizes community and regional support
- Preserve and enhance the natural and social environment

Each year, the City updates its Short-Term Work Program (showing projects to be completed within five years) and Capital Improvements Element. In these updates, City projects (including transportation projects) are listed, along with their funding sources and responsible parties. Not only does the City list the projects to be accomplished in the next five years, but also lists long-term projects to begin after five years. Examples of recent projects that have either been completed or are in development include the completion of McIntosh Parkway and the initial LINC trail segments.

The LINC is a linear park featuring a 10-foot wide hard surface that is designed for walkers, runners, skaters, and cyclists. When completed, the LINC will traverse the city providing transportation options for residents and nonresidents alike. The LINC Master Plan can be found in the Appendix.



Portion of the LINC

In addition, the City's Engineering Department programs all transportation improvements and works with the City's Public Works Department and the State of Georgia to oversee development of the programmed projects. The Community Work Program demonstrates the planning that goes into the creation and enhancement of transportation improvements. This document can be found in Chapter 5 of the Comprehensive Plan 2021-2041.

Coweta County is working on an update to its Comprehensive Transportation Plan (CTP). Portions of their plan involve Newnan-related elements. City staff also met with Coweta County officials and their consultants to provide input. If the CTP is approved by the County before the adoption of the City's Comprehensive Plan 2021-2041, a copy of the CTP will be placed in this document's Appendices.

The City also worked with the Safe Routes to School organization to prioritize projects that can make traveling on our streets in the vicinity of schools safer for children and stakeholders alike. The Safe Routes to School study can be found in the Appendices and is titled "Safety Walk: Newnan Area Schools." The City can use this resource as a guide

when planning related improvements each year (in efforts such as the annual update to the Short-Term Work Program).

The following list contains the Transportation-related Needs and Opportunities found in this document:

Needs and Opportunities

- Connectivity between the various land uses needs to be taken into consideration.
- There is a lack of alternative transportation options.
- Coordination efforts with Coweta County need to be enhanced.
- Bicycle and pedestrian facilities need to be enhanced.
- There is a need to expand the LINC.
- Safety on the LINC needs to be emphasized.
- 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 future improvements to Lower Fayetteville Road.
- The proposed Andrews Street extension is an opportunity for enhanced traffic flow near downtown.
- There is an opportunity to enhance City regulations to encourage safety and quality design through intersection improvements.
- There is a need to assess truck traffic on our major thoroughfares.
- Parking issues in downtown need addressing.
- There is a need to identify potential pedestrian improvements throughout the city to ensure pedestrian safety.



An intersection on Newnan Crossing Bypass with the crosswalk (painted in green) indicating the LINC

The following list contains the Transportation-related Goals and Policies found in this document:

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

- Allowing and encouraging integrated sidewalks/paths citywide
- Studying the benefits of a traffic control center
- Continuing maintenance of existing transportation network
- Making connections between neighborhood schools and residential developments with pedestrian and bike facilities
- Expanding the stops for the trolley
- Considering wide pathways that include pedestrian and bikeways and connecting to existing pedestrian/bike paths
- Ensuring involvement regarding potential high-speed rail
- Considering internal transportation for State Road and Tollway Authority (SRTA) bus riders
- Addressing parking needs in the downtown area
- Considering the development of a multimodal center designed to integrate various modes of transportation into a single hub

10 BROADBAND SERVICES

Broadband Services

Senate Bill 402, known as the ACE Act (Achieving Connectivity Everywhere), directs local communities to address the issue of broadband availability in comprehensive plan updates. The purpose is to promote the deployment of broadband services by service providers into unserved areas within the jurisdiction. The local government must also draft an action plan that describes steps for the promotion of reasonable and cost-effective access to broadband to those areas shown to be unserved according to the Georgia Broadband Availability Map.

As used in this section: "Broadband services" means a wired or wireless terrestrial service that consists of the capability to transmit at a rate of not less than 25 megabits per second in the downstream direction and at least 3 megabits per second in the upstream direction to end users and in combination with such service provides:

- Access to the Internet; or
- Computer processing, information storage, or protocol conversion.



A 5G pole on Newnan Crossing Bypass

For the City's purposes, "Broadband service provider" means any provider of broadband services or a public utility or any other person or entity that builds or owns a broadband network project.

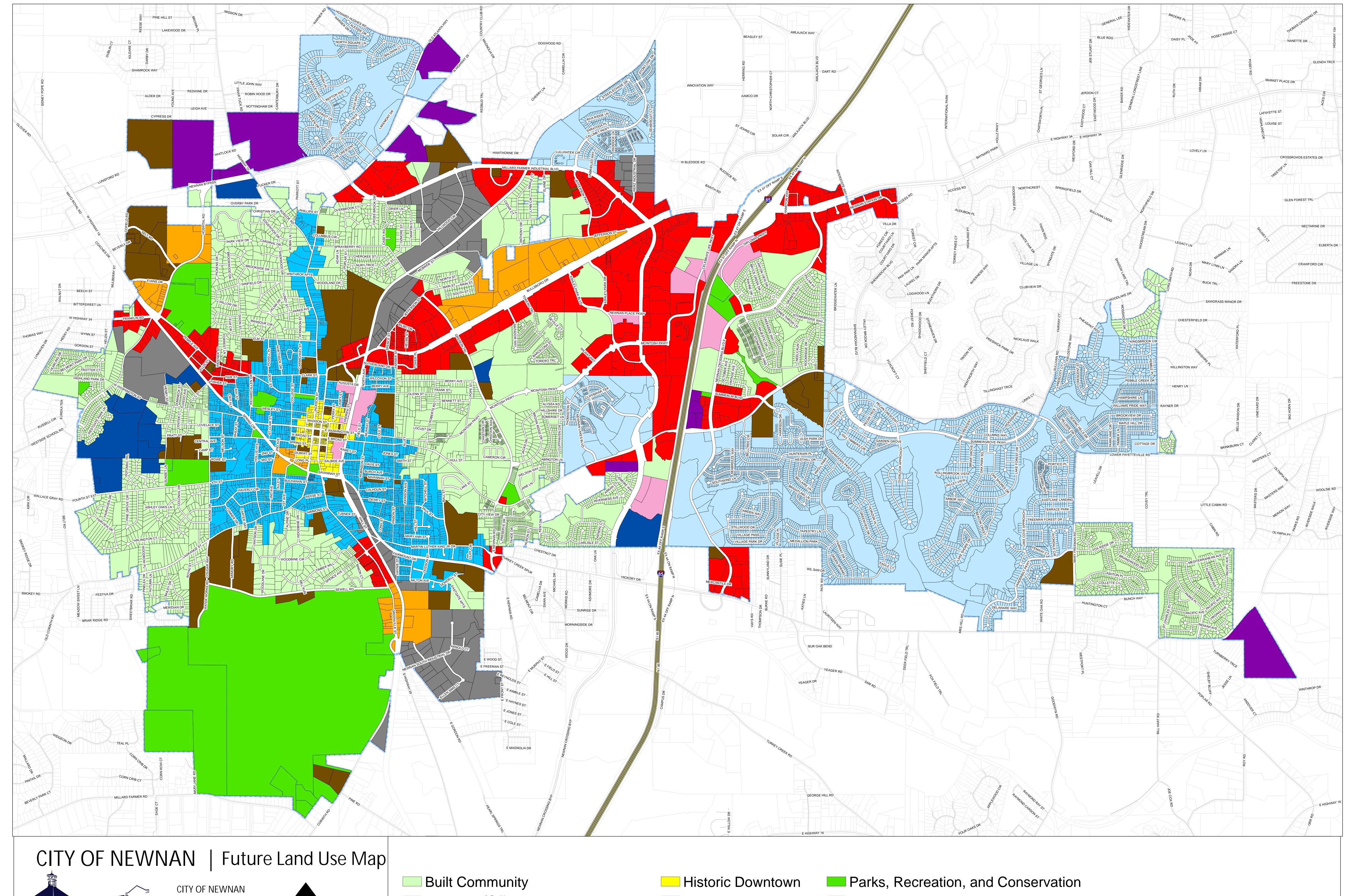
As demonstrated in the Broadband Services Maps in the Appendices, Newnan has outstanding broadband coverage (nearly 100%). As the "Broadband Served vs Unserved" map demonstrates, only one area in the city limits is shown as unserved. The City is confident that if it is not currently served by broadband services, that area will be served in the very near future (as it is in a major growth area and surrounded by broadband service).

Broadband Services Action Items:

- Promote the deployment of broadband service providers into any unserved area within the city limits
- Continually work with broadband service providers to improve broadband quality, capacity, and reliability to all industries, including but not limited to healthcare, education, and the business community
- Promote high broadband speeds and multiple broadband providers to help ensure competitive pricing for service

APPENDICES

FUTURE LAND USE MAP





PLANNING DEPT.

25 LAGRANGE STREET
NEWNAN, GEORGIA 30263
www.CityofNewnan.org

8/12/2021

NORTH 1:12,000

1 in = 1,000 ft

Built Community
 Business/Office
 Emerging Missing Middle Residential
 Industrial

Emerging Suburban

Historic Neighborhood
tial Industrial
Mixed Use

Public and InstitutionalPlanned DevelopmentRedevelopment Opportunity Areas

City Limits

ECONOMIC DEVELOPMENT

Business Development Plan 2013

Creating an Economically Sustainable Environment



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Business Development Director
City of Newnan
6 First Avenue
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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 sties, 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.



Newnan



https://www.mainstreetnewnan.com/

Downtown Development Authority and Main Street

2018 STRATEGIC PLAN

Commissioned by the Newnan Downtown

Development Authority and Main Street

Prepared and Submitted by Georgia Downtowns



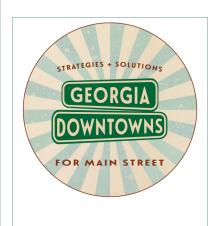
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| Recommendations 6 |
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| Strategic Work Plan 8 |
| Monthly Meeting |
| Agenda Template 12 |
| Annondiese 14 |

Introduction 2

APPENDICES

- Appendix A Agenda
- Appendix B
 2017 Downtown
 Newnan Activities and
 Projects
- Appendix C Vision
- Appendix D Leadership Survey Summary
- Appendix E 2017 Identified Issues
- Appendix F Bios, Cordle and Sampson



706.973.7362

www.GeorgiaDowntowns.com

GeorgiaDowntowns@gmail.com

P.O. Box 1417 Dahlonega, GA

INTRODUCTION

It has been our great pleasure to partner with Newnan's Downtown Development Authority and Main Street Program to create the strategic plan for Downtown Newnan.

We at *Georgia Downtowns* are "mission-driven," that is, we believe strongly in what we do and seek to partner with downtown leaders who are just as serious as we are about planning the work and working the plan. It takes tremendous effort and dedication to transform a downtown. Newnan is fortunate because its leadership is comprised of a great group of enthusiastic community members and leaders who have a vision for its business district. They are committed to working with the city's stakeholders and partners to bring greater economic prosperity to Downtown Newnan.

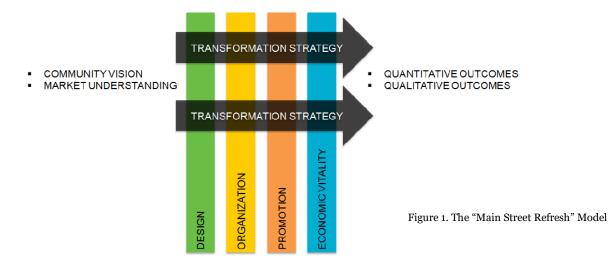
We applaud your spirit and vision, and we thank you for the opportunity to serve.

-Joel Cordle, Principal, Georgia Downtowns

To succeed, Main Street must show visible results that can only come from completing projects – both shorter and longer-term activities that add up to meaningful change. - National Main Street

A NEW MODEL FOR PLANNING

The National Main Street Program is using a "refreshed" model for planning and implementing downtown work. The new Main Street Approach is not radically different, but does have a more cohesive focus, using Transformation Strategies" (Figure 1), as a way to focus more on measurable results from high-impact economic development and less emphasis on festivals and large promotional events. It also stresses public input, because a downtown needs a shared community vision. In addition, this new planning model moves away from the "silo" approach to the Four Points of Main Street (Design, Promotion, Organization, and Economic Vitality). Instead, programs are encouraged to ensure that all four of these points are integrated throughout a project, so they will lead to the achievement of an identified "Transformation Strategy," an overarching vision for creating long-lasting and powerful change to downtown. - *The National Main Street Center*





https://www.cnn.com

THE PROCESS FOR PLANNING

RETREAT PLANNING

Prior to the board retreat, Courtney Harcourt, director of the Newnan Downtown Development Authority and Main Street Program, regularly conferred with partner planner *Georgia Downtowns* to discuss planning needs and goals.

To assist the project and to prepare for the planning retreat, *Georgia Downtowns* built an agenda (Appendix A), designed retreat activities, and scanned current DDA/MS planning documents (Appendix E). The *Georgia Downtowns* team also designed a survey for city leadership, collecting and summarizing the results for presentation at the retreat (Appendix D).

RETREAT

Participants gathered on June 20, 2018, in the former, historic community hospital (now the site of the Newnan campus for the University of West Georgia), to plan for Downtown Newnan. Members were invited to create a vision for downtown, analyze and consider collected data, prioritize goals, identify objectives, milestones and action steps for the work plan.

The group included members from Newnan's city staff, City Council, and the Downtown Development Authority and Main Street Program Board and its staff.

At the start of the meeting, Director Harcourt, City Manager Phillips, and Assistant City Manager Craver welcomed the group, expressing the City's appreciation for the board's commitment to Newnan and its economic development planning needs.

DIRECTOR'S REPORT

Courtney Harcourt presented a recap of 2017 Downtown Newnan Activities and Projects (Appendix B). She then introduced *Georgia Downtowns* members, Joel Cordle and Alice Sampson, to the group (Appendix F).

THE VISION

After greeting the group, Joel next presented an overview of the day, then led the

THANK YOU

We appreciate the time and talent of our partners. Specifically, we thank:

- * Courtney Harcourt, Director Newnan DDA and Main Street Program
- * Keith Brady, Mayor City of Newnan
- * Cleatus Phillips, Manager City of Newnan
- * Hasco Craver, Assistant Manager City of Newnan
- Casey Smith, Chair
 Newnan DDA and Main Street Program
- * Ray DuBose, Vice Chair Newnan DDA and Main Street Program
- * Brant Frost, IV, Board Member Newnan DDA and Main Street Program
- * Martha Ann Parks, Board Member Newnan DDA and Main Street Program
- Jim Thomasson, Jr, Board Member
 Newnan DDA and Main Street Program
- * Graylin Ward, Treasurer Newnan DDA and Main Street Program

discussion for the creation of the group's shared vision for Downtown Newnan in 2024. The following is the group list (Appendix C), set in a cohesive narrative:

In 2024, Downtown Newnan is active and exciting. The streets and alleys are lit, attractive, clean, and safe. There are high-density living spaces, like townhomes and second floor apartments and hotels for those who want to be downtown 24/7. Downtown offers plenty of parking, rooftop dining, public art, water features, and parks. Thriving businesses are diverse giving plenty of options for dining and retail shopping and established in renovated, well-cared-for historic buildings. People from diverse backgrounds and of all ages are enjoying being downtown. It's where residents and visitors alike, enjoy music, art, trails, and concerts. They are invited to exercise, shop, ride bikes, dine, hike, and socialize on the Courthouse lawn. Residents, including professionals and "the creatives," are working and living well. They love the "signature" events, like the Farmers Market and Summer NewnaNights, that remind everyone that Downtown Newnan is unique, with plenty to offer all who want to experience its charm and energy. Life is bright and booming in Downtown Newnan!

Formal Vision: Downtown Newnan is an active and exciting destination, with a variety of offerings for residents and visitors to shop, play, work, and live. They experience downtown's history, activities, and entertainment, while appreciating its uniqueness, historic preservation, and strong sense of place.

THE PROCESS FOR PLANNING (...continued)

PLANNING

Planning is bringing the future into the present so that you can do something about it now.

- Alan Lakein

Let our advance worrying become advance thinking and planning

- Winston Churchill

Unless commitment is made, there are only promises and hopes; but no plans.

- Peter F. Drucker

The time to repair the roof is when the sun is shining.

- John F. Kennedy

Plan your work for today and every day, then work your plan.

- Margaret Thatcher

Everyone deserves access to vibrant commercial districts – a place that provides for broad economic opportunity, is rich in character, and features inviting public spaces that make residents and visitors feel that they belong.

-Patrice Frey, President National Main Street Center



METHOD FOR SELECTING PRIORITY ECONOMIC DEVELOPMENT PROJECTS

The *Georgia Downtowns* team, Joel Cordle and Alice Sampson, facilitated Newnan's planning retreat, using a model created by *Georgia Downtowns* and based on the National Main Street concept (see page 2).

To create strategies for implementing the plan, facilitators asked the group to begin with a vision (page 3). Then members were asked to prioritize those projects that would have high impact, be long-lasting, measurable, take into account the role of economic revitalization, and set economic development priorities.

Once participants created a vision, Cordle and Sampson guided the group through the process of setting priorities:

- 1. The group reviewed the vision;
- 2. Cordle presented and reviewed the notes from the 2017 DDA/Main Street planning retreat (Appendix D);
- Sampson presented and reviewed a summary of the 2018 Leadership Survey, including a list of possible work plan priorities (Appendix E);
- 4. Using the vision, prior planning information, survey results, and the DDA/Main Street activities handout, the group set about listing priorities for the plan;
- 5. The group then discussed and ranked the list, choosing two priority projects.

The following section describes the work of the Downtown Development Authority and Main Street Board and presents the plan's transformation strategies (as drafted by *Georgia Downtowns*), and priorities, including each priority's goal, objective, and milestone.

TRANSFORMATION STRATEGIES

Once the community group crafted a vision, a <u>qualitative outcome</u> (see graphic on page 2) and identified work plan priority goals (see below), *Georgia Downtowns* led members of the board in a discussion and listed the steps needed to realize the vision and reach the goals.

Overarching the vision and priority goals are transformation strategies. These are the guiding changes that should have a high impact and be long-lasting. Georgia Downtowns has identified the following transformation strategies for Newnan's Economic Development Strategic Plan:

One: <u>Redevelopment for Downtown Business</u> <u>and Residential Expansion</u>

Two: <u>Placemaking, to Enrich the Downtown Experience for Locals and Visitors</u>

PRIORITY GOALS, OBJECTIVES, AND MILESTONES

For the sake of discussion and planning:

Priorities are projects chosen by retreat participants who used data from multiple resources and the consideration of their constituencies and office to make their decisions.

Priority Goals are the priorities set in place with action verbs—this allows the group to visualize the priority "in action."

Priority Objectives are measured results, be they units, dollars, time, or percentages; they are part of the <u>quantitative outcomes</u> (see graphic on page 2).

Priority Milestones are public declarations of the completion of the project, such as a ribbon -cutting or a newspaper article.



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NEWNAN'S PRIORITIES

Priority One

Priority Goal: Redevelop Caldwell (Tank) Property

Priority Objective: Determine conditions of purchase and price by January 1, 2019 and consider purchase by Jan-

uary 1, 2020

Milestone: Purchase contract Leader: Jim Thomasson Jr.

Priority Two

Priority Goal: Plan for placemaking; that is, improve pedestrian safety and experiences and physical and visual features, including alleys.

Priority Objective: Form a task force to create the plan (September 1, 2018); create the plan, by December 1, 2018; and begin implementation of the plan, by January, 2019.

Milestone: The Task Force will present the plan and recommendations to City Council by January, 2019.

Leader: Martha Ann Parks

THE PLAN

Retreat members used information (including survey data, the 2017 Activities handout, the 2017 planning

document, and the group vision) to identify goals that are high-impact, complex, and *transformative*.

Next, moving into the detailed planning stage, *Georgia Downtowns* facilitated the members of the board and city staff in their discussion, recording and reporting the steps participants identified for each of the projects. Post retreat,



"Economic Development Priority" Brainstorm List

The top two priorities were selected for the work plan.*

- Redevelop Caldwell Tank site (5 votes)
- Focus on walkability and pedestrian-friendly experience (4 votes)**
- Expand and improve the built environment (fountains, art, gathering spaces) (4 votes)**
- Extend the alley campaign (4 votes)**
- Redevelop and cleanup Andrews Street (3 votes)
- Create an entertainment district w/rooftop dining, alcohol ordinance adjustment (2 votes)
- Update the historic district properties list (with interns); set up an Historic Preservation Commission; get Certified Local Government status for grants (o)

*The board agreed to present the City Council with a position document need for a parking plan.

** The board collapsed these priorities into one.

Georgia Downtowns developed a strategic work plan, as presented in this document (page 8). It has been formatted in the new template required by the Georgia Main Street Program and the Georgia Office for Downtown Development. To complete the report, Newnan staff will review the projects and *Georgia Downtowns* recommendations and assign budget needs and funding sources.

WORK PLAN RECOMMENDATIONS

In addition to organizing and reporting actions identified by meeting participants, *Georgia Downtowns* offers a set of additional professional recommendations presented in a comprehensive list (see page 6).

CONGRATULATIONS!

Newnan is creating the synergy and momentum for its future. This is a plan that blends economic and community development, creating an environment that will grow and sustain a prosperous community while maintaining the best of small town characteristics.

RECOMMENDATIONS

Georgia Downtowns highly respects the planning process and the sanctity of the participant-driven visioning process; identifying critical priority issues in a short amount of time is exciting, but difficult work. As facilitators, we seek to move the discussion along, but not drive the process. Our goal is to ensure that everyone is comfortable, engaged, and inspired. This is *your* plan.

Sharing our expertise with clients in a collaborative spirit is part of our mission. During the retreat and in review, we identified specific recommendations that we present as an extension to our service to Newnan Downtown Development Authority and Main Street Program.



Alone we are smart, but together we are brilliant.

- Stephen Anderson

OBSERVATIONS AND COMMENDATIONS

Downtown Newnan has the tremendous support of excellent staff experts in the Downtown Development Authority and Main Street Program (DDA/MS) office and the office of the city manager. Staff members are widely respected around the state for their professionalism and valuable experience.

While on site for the planning retreat, Georgia Downtowns team members enjoyed a lengthy walking tour of Downtown Newnan. We saw a thriving district with businesses that were filled with customers on a Tuesday afternoon. First floor commercial spaces appeared to be almost completely occupied, and there was a very diverse mix of business types. The number of restored and well maintained historic buildings was very impressive and contributed to a very strong, unique sense of place. Mature shade trees and public art contributed to an excellent pedestrian experience.

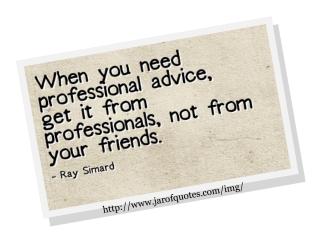
During our visit, we were told about the steady revitalization and investment that has occurred over the past two decades because of good partnerships, planning, and leadership. Years of progress have produced a downtown that has the critical mass and momentum to be resilient and sustainable. Downtown Newnan's achievements and numerous successes are the envy of other comparable downtowns. At the same time, like all successful downtowns, you have many opportunities and projects that will take your program to another level of achievement. In this strategic plan for Downtown Newnan, you have set priorities for the future, on the path of further success.

RECOMMENDATIONS

Management

♦ We recommend that the DDA/MS work with City Council to add ex-officio members from partner agencies, those who will work on the DDA/Main Street plan and attend meetings without holding official voting privileges. Examples of partners might be representatives from the Chamber of Commerce, Historical Society, Coweta County Development Authority, University of West Georgia, Merchants Association, Friends of LINC.

Continued....



RECOMMENDATIONS (...Continued)

- Georgia Main Street includes a budget column for estimated expenses and income (if any) and sources of funding for each action step. We recommend that the DDA/Main Street Director prepare those numbers along with their supervisor, then insert the numbers into the Excel document. This step is best prepared by staff after the board retreat has identified the priorities and action steps for the new plan.
- It is important to incorporate the Strategic Work Plan priorities into a monthly agenda format to make these adopted priorities the focus of board and program work during the next two years.

Promotions

- For advertising and promotional purposes, create a portfolio of the best photographs and video of iconic, intimate downtown scenes.
- We also recommend holding a downtown photography contest focusing specifically on buildings, architecture, assets, active people, and events. Use the best photos to promote downtown. This could be a Historic Preservation Month activity.

Market Data

- Conduct a local resident market study survey to determine customer needs and business opportunities.
- Obtain important market data from MEAG or Electric Cities of Georgia. After you receive expert help in analyzing the data, it should be used to support the projects of the new strategic plan. Consumer demand identified in the data is essential to the board's goals and to decisions by prospective new and expanded businesses.
- The Georgia Department of Community Affairs can also provide additional market data upon request.



Pedestrian Safety, Traffic Management, Placemaking

• We recommend that the city manager's office and council members consider acquiring downtown streets from GDOT, so the city can totally manage the features, functions, and signage in order to maximize the pedestrian user experience (two-way streets, crosswalks, pedestrian signs, low speed limits, traffic calming features). There was significant discussion during the Main Street planning retreat about pedestrian safety issues and about placemaking. Some cities (Dahlonega is a model to consider) have accepted management of routes through downtowns, to ensure pedestrian safety and implement traffic management.



https://www.mainstreetnewnan.com/



Downtown Newnan 2018 Economic Development Work Plan

(Pullout Section)

| | | Downtown Newnan Strategic Work Plan Review Form |
|--|--|--|
| | | 2018-2019 Annual Work Plan |
| Vision Statement | Group Vis There are to be dow Thriving t well-care It's where bikes, din working o remind ev energy. Formal Vis and visito | Group Vision: Downtown Newnan is active and exciting. The streets and alleys are lit, attractive, clean, and safe. There are high-density living spaces, like townhomes and second floor apartments and hotels for those who want to be downtown 24/7. Downtown offers plenty of parking, rooftop dining, public art, water features, and parks. Thriving businesses are diverse giving plenty of options for dining and retail shopping and established in renovated, well-cared-for historic buildings. People from diverse backgrounds and of all ages are enjoying being downtown. It's where residents and visitors alike, enjoy music, art, trails, and concerts. They are invited to exercise, shop, ride bikes, dine, hike, and socialize on the Courthouse lawn. Residents, including professionals and "the creatives," are working and living well. They love the "signature" events, like the Farmers Market and Summer NewnaNights, that remind everyone that Downtown Newnan is unique, with plenty to offer all who want to experience its charm and energy. Formal Vision: Downtown Newnan is an active and exciting destination, with a variety of offerings for residents and visitors to shop, play, work, and live. They experience downtown's history, activities, and entertainment, while |
| | appreciat | appreciating its uniqueness, nistoric preservation, and strong sense of place. |
| | | Transformation (implementation) Strategies |
| Transformation (implementation) Strategy #1: | ion) Strategy # | |
| | Re | Redevelopment for Downtown Business and Residential Expansion |
| Transformation (implementation) Strategy #2: | ion) Strategy # | 2: |
| | Place | Placemaking, to Enrich the Downtown Experience for Locals and Visitors |
| | | Top Priorities for Year 2018 |
| Status: | | |
| Achieved In Progress | Stalled | Goal (priority) #1 |
| | | Redevelop Caldwell (Tank) Property |
| | | Goal (priority) #2 |
| | | Plan for placemaking; that is, improve pedestrian safety and experiences and physical and visual features, including alleys. |
| Comments on Goal/Priority Status | tatus | |
| | | |
| | | |

Priority One

ansformation (implementation) Strategy

Redevelopment for Downtown Business and Residential Expansion

iority Goal:

Redevelop Caldwell (Tank) Property

iority Objective:

Determine conditions of purchase and price by January 1, 2019 and consider purchase by January 1, 2020

ilestone:

Purchase contract

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|-------|--|---|--------------|--------|--|----------------------|
| tatus | Task | Responsible Party | Time Line | Budget | Partners and Resources | Four Points |
| | Collect research, updates, and recommendations from staff | Jim Thomasson, Jr, Courtney Harcourt | Jul-18 | | City of Newnan Staff and City Council | Economic Vitality |
| | Seek accounting and legal advice on tax deduction for partial donation (propose an offer to include a display of the Caldwell Tank history, as an incentive) | Jim Thomasson, Jr City Attorney | | | City of Newnan Staff and City Council | Economic Vitality |
| | Hold preliminary talk with owner/seller & try to secure property during due diligence | Jim Thomasson, Jr. Cleatus Phillips. Hasco Craver, Courtney Harcourt | | | City of Newnan Staff and City Council | Economic Vitality |
| | Explore steps needed for code enforcement | Ray Dubose, Hasco Craver OR AS ASSIGNED | | | Code Enforcement Division; City Council | Organization |
| | Research and list potential (development) partners | Jim Thomasson, Jr, Cleatus Phillips Hasco Craver, Courtney Harcourt <u>OR AS ASSIGNED</u> | | | Consultant (for example, Dan McRae) | Economic Vitality |
| | Gather models and concepts for multi-use options on the property (Request for Ideas?) | Jim Thomasson, Jr, Cleatus Phillips Hasco Craver, Courtney Harcourt <u>OR AS ASSIGNED</u> | | | Georgia Municipal Association | Economic Vitality |
| | Gather market data regarding potential uses and demand | Courtney Harcourt | | | GA DCA, MEAG, Elect Cities Foundation | Economic Vitality |
| | Obtain concept drawings | Courtney Harcourt | | | DCA, UWG, or UGA | Organization |
| | Line up financial resources (grants, loans) | Brant Frost, IV OR AS ASSIGNED | | | GA DCA, Georgia Cities Foundation Three Rivers Reg Com | Organization |
| | Prepare and issue Request for Proposals, with a deadline of December1, 2018 | Hasco Craver OR AS ASSIGNED | | | Newnan City Attorney | Organization |

Priority Two

Transformation (implementation) Strategy

Placemaking, to Enrich the Downtown Experience for Locals and Visitors

Priority Goal:

Plan for placemaking; that is, improve pedestrian safety and experiences and physical and visual features, including alleys.

Priority Objective:

Form a task force to create the plan September 1, 2018; create the plan, by December 1, 2018; and begin implementation of the plan, by January 2019.

Milestone:

The Task Force will present the plan and recommendations to City Council by January 2019.

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|--------|---|---|---------------|------------|--|---|
| Status | Task | Responsible Party | Time Line | Budget | Partners and Resources | Four Points |
| | Create a task force of staff and board members, work with members from local agencies and organizations and set meeting calendar | Martha Ann Parks Courtney Harcourt | Sep-18 | | The task force will identify partner agencies and resources | Organization |
| | Produce a downtown "walkabout," where the task force members and city leaders do a visual survey of downtown assets and needs for placemaking, noting areas of concerns and examples of best practice | Martha Ann Parks DDA/MS Task Force City of Newnan | Sep-18 | | The task force will identify partner agencies and resources | Organization Design |
| | Use the district footprint map to identify and mark opportunities for improvement | Martha Ann Parks DDA/MS Task Force City of Newnan | Oct-18 | | The task force will identify partner agencies and resources | Organization Design |
| | Identify the resources and budget required to make improvements identified by the Walkabout participants, city staff, and board members | Martha Ann Parks DDA/MS Task Force City of Newnan | Oct-18 | | The task force will identify partner agencies and resources | Organization |
| | Explore the possibility of the city acquiring control and responsibility of managing main street thoroughfares in downtown (pedestrian conditions and safety) | Martha Ann Parks DDA/MS Task Force City of Newnan | Oct-18 | | The task force will identify partner agencies and resources | Organization |
| | Obtain concept drawings from DCA or the University of West Georgia or a similar design shop to illustrate improvements | Martha Ann Parks DDA/MS Task Force City of Newnan | Dec-18 | | The task force will identify partner agencies and resources | Organization Design |
| | Identify vendors to supply design fixtures, including cost | Martha Ann Parks DDA/MS Task Force City of Newnan | Dec-18 | | The task force will identify partner agencies and resources | Organization |
| | Create list of actions for improvement and for routine maintenance, dates for completion, and a final budget for implementation of plan | Martha Ann Parks DDA/MS Task Force City of Newnan | Dec-18 | | The task force will identify partner agencies and resources | Organization |
| | Present the plan to the City Council Promote the plan to the public, potential property owners, and downtown merchants and property owners | Martha Ann Parks DDA/MS Task Force City of Newnan | Jan-19 | | See potential partner and resource agencies listed below | Organization Design, Promoti Economic Vitalii |
| | | | | | | |

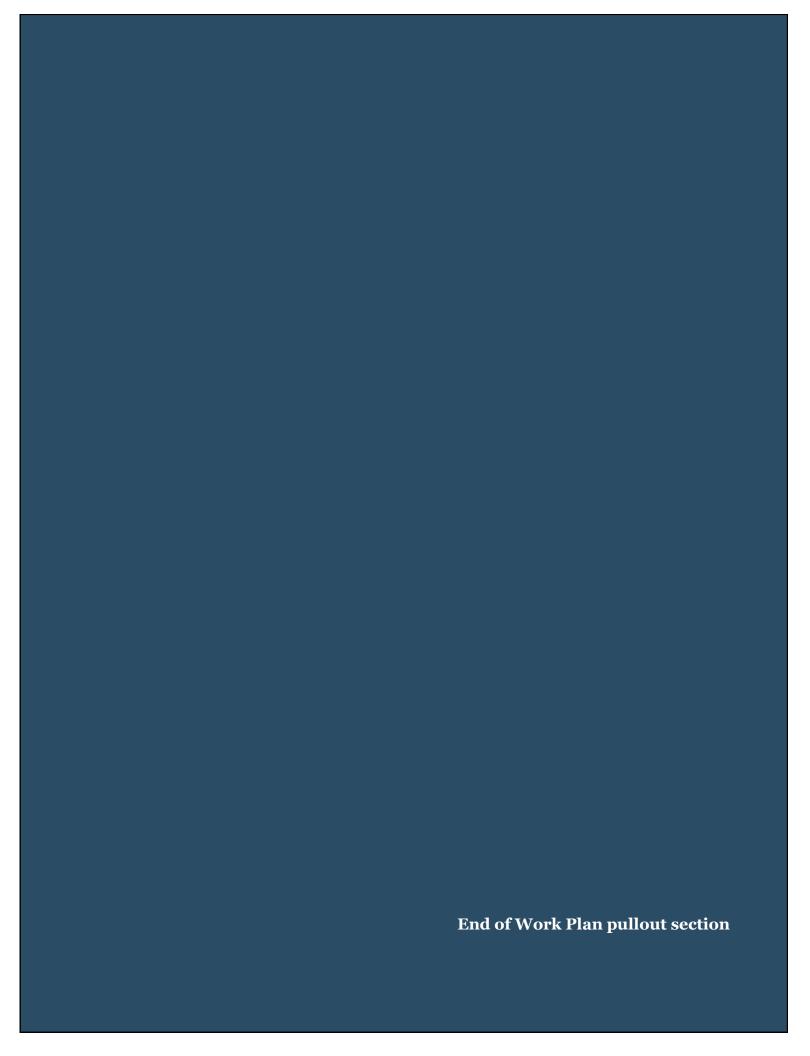
Newnan Downtown Development Authority and Main Street Program

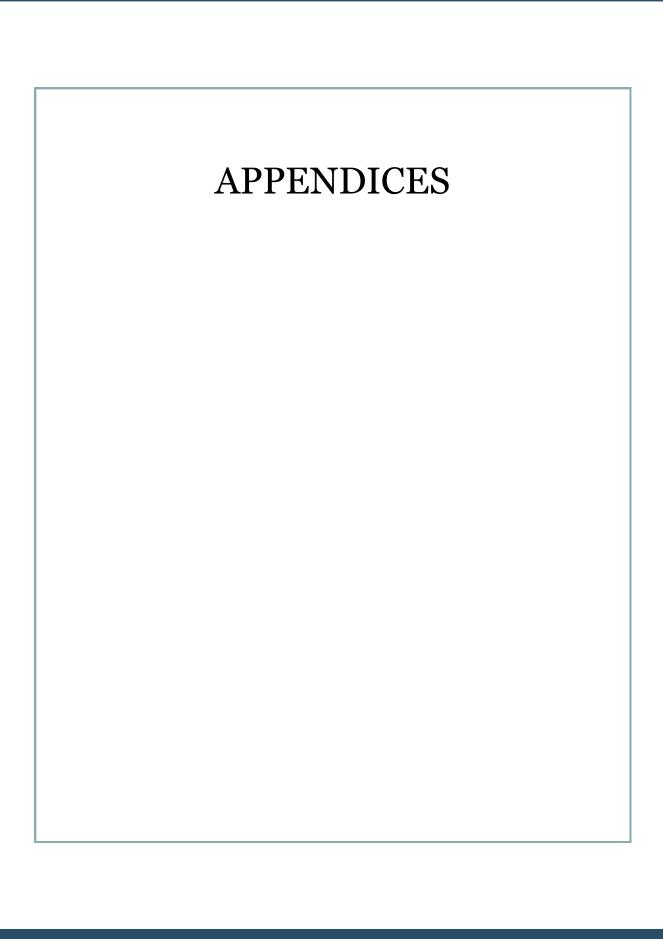
| Date |
|---|
| AGENDA |
| I. Approve previous month's meeting minutes - ACTION ITEM (5 minutes) – Board Chair |
| II. Approve financial report – ACTION ITEM (5 minutes) – Board Chair or Treasurer |
| III. 2018 - 2019 Strategic Plan Projects – (action items, tasks, reports) (10-15 minutes) Goal: Redevelopment for Downtown Business and Residential Expansion |
| Jim Thomasson, Jr – Committee Chair |
| Goal: Placemaking, to Enrich the Downtown Experience for Locals and Visitors Martha Ann Parks – Committee Chair |
| IV. City Staff Report (15 minutes) |
| V. Announcements from Partner Agencies |
| VI. Other or New Business |
| VII. Adjourn |
| |

ITEMS FOR YOUR CALENDAR:

Upcoming Events

Upcoming Meetings





Downtown Newnan

Downtown Development Authority and Main Street Program June 20, 2018

Welcome

Retreat Overview

The Vision: Downtown Newnan in 2024

- Director's Report
- The Vision
- Main Street Refresh
- 2017 List of Identified Issues
- Leadership Survey Summary

The Flan

- Transformation Strategies
- Priorities
 - Goals
 - Objectives
 - Milestones
- Action Steps
- Assignments
- Start and Complete Dates
- Resources and Partners

Review

- The Vision
- Next Steps

Adjourn

Thank you for your hard work and attention!

8:00 am – 8:30 am Brief meeting

8:30 am – 8:50 am Tour facilities

9:00 am Begin retreat

2:00 pm Adjourn

Newnan Main Street Mission

Main Street Newnan is devoted to developing and maintaining a healthy, viable, downtown commercial district, symbolic of community caring and the high quality of life available to residents and visitors alike.

Transformation Strategies

- ✓ Reflect community vision and come out of priorities
- ✓ Bring about change because they are transformative; i.e., they are
 - High impact
 - Long-lasting
- ✓ Are based on the community's
 - Economic opportunities and
 - Potential for performance
- ✓ Guide economic revitalization
- ✓ Hit the Four Points
- ✓ Are measurable

NEWNAN VISION for 2024

June 20, 2018

Informal Vision: In 2024, Downtown Newnan is active and exciting. The streets and alleys are lit, attractive, clean, and safe. There are high-density living spaces, like townhomes and second floor apartments and hotels for those who want to be downtown 24/7. Downtown offers plenty of parking, rooftop dining, public art, water features, and parks. Thriving businesses are diverse giving plenty of options for dining and retail shopping and established in renovated, well-cared-for historic buildings. People from diverse backgrounds and of all ages are enjoying being downtown. It's where residents and visitors alike, enjoy music, art, trails, and concerts. They are invited to exercise, shop, ride bikes, dine, hike, and socialize on the Courthouse lawn. Residents, including professionals and "the creatives," are working and living well. They love the "signature" events, like the Farmers Market and Summer NewnaNights, that remind everyone that Downtown Newnan is unique, with plenty to offer all who want to experience its charm and energy.

Life is bright and booming in Downtown Newnan!

Formal Vision: Downtown Newnan is an active and exciting destination, with a variety of offerings for residents and visitors to shop, play, work, and live. They experience downtown's history, activities, and entertainment, while appreciating its uniqueness, historic preservation, and strong sense of place.

VISION LIST

Who do I see?

Professionals Creatives Children Visitors All age groups Pedestrians Investors

What do I see? Medical and sales offices Pop-up businesses Dining Parks and fountains Townhomes Residential Destination, signature events Art Clean, lighted alleys Safe, clean downtown Diversity Active Rooftop dining Parking meters and parking facility Historic storefronts renovated Hotel

What are they doing?

Enjoying music, art, public art
Exercising, shopping eating, socializing
Working
Living well
Hiking
Placemaking
Riding bikes
Using courthouse lawn to gather

High density Trails (LINC) Second floor living Placemaking

Downtown Newnan Leadership Survey

Organization Membership*

- Downtown Development Authority / Main Street (4)
- City Council (4)
- City Government Staff (7)

What is Downtown Newnan's strongest economic asset?

Theme

- Thriving establishments, stores and restaurants (5)
- Mixture and diversity of use retail, office and professional, church, and government presence downtown; balance of uses (4)
- Active downtown nightlife

Theme

- Historic look of years gone by; the old buildings, County Courthouse, Court Square, and the beautiful Victorian homes and neighborhoods within walking distance
- Atmosphere
- It's uniqueness in the heart of our city

What is Downtown Newnan's greatest area of economic need?

- More retail
- Downtown motel or hotel (2)
- More restaurants and traffic drivers
- Education of property owners as to the importance of reinvesting in the buildings
- Parking (3) (see last question for additional comment)
- Additional downtown living; housing opportunities, high density residential development need to drive greater commercial demand (4)

Based on your understanding of market demand, which of the following does Downtown Newnan need?

- Downtown living (61.54%)
- Retail businesses (53.85%)
- Dining businesses (38.46%)

- Entertainment businesses (23.08%)
- Arts businesses (15.38%)
- Other (0.00%)

Please list all the local resources and partner organizations from which Newman would benefit.

- Board of Realtors
- Boys and Girls Club
- City of Newnan
- Coweta County Convention/Visitors Bureau (3)
- Cultural Arts Commission (2)
- Downtown Development Authority
- Downtown Development Revolving Loan Fund
- Friends of the LINC
- Georgia Municipal Association
- Historical Society
- Main Street Program

- Newnan-Coweta Chamber of Commerce (2)
- Newnan-Coweta Humane Society
- Newnan Urban Redevelopment Agency Restaurant associations
- Retail and restaurant owners
- School System
- The trolley system from areas outside of downtown to run on a regular basis
- University of West Georgia
- YMCA

Please share additional questions, ideas, or concerns you may have

- Staff is doing a great job.
- Regarding parking: I have proposed building one between the County building and the Historical Society Train Depot. Build it to look like an"1880s Warehouse," with possible shops on the first floor. Funding could be with SPLOST and could possibly be a joint Newnan and Coweta County project.
- As we continue to provide downtown living opportunities, there is a need to pursue a small downtown grocery store. Also, it would be nice to have a summer concert series in the Greenville Street Park
- Would enjoy DDA exercising powers to induce physical development and redevelopment
- Would love to see more involvement from individual businesses and property owners. WE need a buy-in from all players. The business/restaurants/property owners can't just depend on the city staff to do the work.

| If Downtown Newnan tackled only two MAJOR work plan | What has to happen to achieve each of these work plan | Who do vou consider to be the best person |
|--|--|---|
| | items? | (you?) or organization to lead the work? |
| TRAFFIC, TRANSPORTATION, AND PARKING | | |
| Parking deck | Coordinate with Coweta County | I volunteer in conjunction with the City of Newnan staff |
| Parking garage | Identify location | City of Newnan |
| ng lots with signage | Identify parking areas and location of signage | Helton |
| | Use land use at their disposal | Hasco Craver |
| pedestrian plan | Request for Proposals, hire consultant to prescribe plan | DDA |
| | Left Blank | Left Blank |
| The LINC completion beginning and ending in downtown | A person to be the go person to obtain private and public funding | DDA |
| How to maximize benefits from the LINC | Develop goals and work program. May include marketing | Courtney Harcourt |
| | efforts, recruitment of specific businesses and investment opportunities, bike amenities, etc. | |
| Tour bus loading and unloading area | Identify an area that would be accessible to the downtown and not far walking distance | DDA |
| | | |
| REDEVELOPMENT OPPORTUNITIES | | |
| Redevelopment of the Caldwell Tanks site | Identify the partnership, create master plan, and identify | Hasco Craver |
| | potential involvement of the DDA | |
| Caldwell Tanks Redevelopment | Develop feasibility study of redevelopment potential | DDA |
| Plan for redevelopment of the Caldwell Tanks Site | Meet with the owner to discuss possible uses and how best | Business development, Main Street, and |
| , | to market the site | Planning |
| Cleanup and development of Andrews Street, Mill Village, and Caldwell Tanks location | Identify and recruit realistic partners and developers | Hire a professional group |
| Civic Center or large recreation facility | Propose it to the public; private business support | Political leader; business leader |
| Public Market | Identify location | City of Newnan |
| er feature | Identify and study Murray Street water feature | Klahr |
| Continue the Alley Program | Continue educating the business owners as to the importance of the program | Stakeholder |
| Work toward the establishment of an arts district | Identify a specific area that would work as an arts district | Cultural Arts Commission; Main Street |
| Hotel | Purchase the Caldwell Tank Property | Left Blank |
| ОТНЕК | | |
| Five year strategic plan | Planning meeting | DDA |
| Work with the landscape department to upgrade the seasonal plantings | Create an "Appearance" task force | Stakeholder |
| Evening activity | Left Blank | Left Blank |
| Downtown community business and restaurant participation | Ask for leadership from each section | Courtney Harcourt |

2017 DOWNTOWN NEWNAN ISSUES

TRANSPORTATION

- Andrew Street Corridor
- McIntosh Parkway
- Allow bikes on sidewalks
- Bike/pedestrian trails, lanes
- More pedestrian crossings at roadway intersections
- **Bury utilities**
- Parking Deck
- Golf carts
- Zip car, bike rental
- Trolley program report
- Ride share location
- High speed rail Atlanta-Columbus

LAND USE

- Phase out industrial for commercial
- Increase building heights
- Increase allowable residential units per acre
- Royal property as mixed use
- Hospitality use
- Residential/office (increase density)
- Have limited greenspace; review current parks for improvement (water fountains, art-sculpture)
- Civic center, concerts, sporting events (assembly use),
 - general use Arts facility
- Property adjacent to PD mixed use residential/commercial/office
- Preserve in-town residential corridors
- C.J. Smith park enhancement
- PAPP mixed use residential

- Multi-use
- Caldwell Tank residential, commercial, assembly

ECONOMIC DEVELOPMENT

- Sports complex
- Rooftop dining
- Better utilize upper floor spaces
- Use incentives (utility infrastructure) to spur redevelopment
- Brewery
- Natatorium
- Consistent alcohol ordinance (package store; entertainment district; special events alcohol service) parks, Wadsworth
- Current business mix is good
- Increase office use
- Café seating/outdoor dining

HOUSING

- Increase second floor residential
- Consider first floor residential (w/% commercial)
- Encourage redevelopment of former residences, now businesses, back into homes
- Student housing
- Caldwell Tanks site
- Maggie Brown site
- Warehouse-Hosiery Mill
- Casey Street/Cochran Street
- Encourage single family residential additions through codes (i.e. setbacks, etc.)
- Royal site
- C.J. Smith park neighborhood

Joel Cordle
Principal, Georgia Downtowns
Senior Downtown Development Professional



Prior to founding *Georgia Downtowns*, **Joel Cordle** served 32 years in Main Street management and economic development, city government, and cultural arts programs management.

Joel served ten years as the Executive Director of the Downtown Development Authority and Main Street Program for the City of Dahlonega, where he was responsible for the development and implementation of economic development plans based on the preservation of Dahlonega's historic commercial district. His office and he promoted the downtown historic business district, working closely with local owners to retain and expand downtown businesses while assisting others in the establishment of new businesses. Joel worked with Dahlonega's city council, the downtown development authority board members, and agency partners to make downtown a thriving location for small businesses. The Dahlonega Downtown Development Authority and Main Street Program received the 2016 *Great American Main Street Award* from the National Main Street Center and the 2010 *Award for Excellence in Downtown Development* from the Georgia Downtown Association.

Before joining the City of Dahlonega staff, Joel served four years as a regional downtown representative for the Georgia Department of Community Affairs, where he provided Main Street support to 35 cities throughout the north Georgia region. For 16 years, Joel was the Arts Division Administrator for Athens-Clarke County Government. His major accomplishments included merging city and county arts programs and staff during government consolidation, supervising restoration and expansion of two historic arts facilities — the Morton Theatre and the Lyndon House Arts Center, and establishing successful community music and arts festivals.

Joel's education and training include

- Bachelor's degree in Journalism from the University of Georgia;
- Local Government Management certification from the University of Georgia's Carl Vinson Institute of Government; and
- Georgia Downtown Association designation as a Senior Downtown Development Professional.

Joel currently volunteers as a founding board member of the Georgia Pick & Bow Traditional Music School. He has served on the Dahlonega-Lumpkin County Chamber of Commerce Board of Directors, the Lumpkin County School High School Career Technology & Agricultural Education Advisory Board, and the University of North Georgia's Visual Arts Advisory Council. For many years he served as a board member of the Georgia Assembly of Community Arts Agencies and served as a grants panelist for the Georgia Council for the Arts.

Joel served as the President of the Georgia Downtown Association in 2010.

For more information, please visit the Georgia Downtowns website.



Alice Sampson Partner, Georgia Downtowns



Alice Sampson is a former professor and director at the University of North Georgia (UNG). Focusing on community engagement, education, and economic development, Alice served North Georgia and the community in several leadership roles.

She founded and directed the Georgia Appalachian Studies Center. For ten years she worked with campus and community partners to garner over a million dollars in grant awards and to complete over 20 economic and education community projects, including leading the production of a professional academic conference.

She also led the university's Regional Education and Economic Development project, also known as the REED Initiative. Alice produced a series of community meetings held across the state where participants from the public sectors of local and regional governments, schools, and planning agencies discussed and prioritized the most important challenges and opportunities for developing economic drivers in the region. The project led to the production of the REED document, which still serves as a guidebook for the University of North Georgia's community economic development strategies.

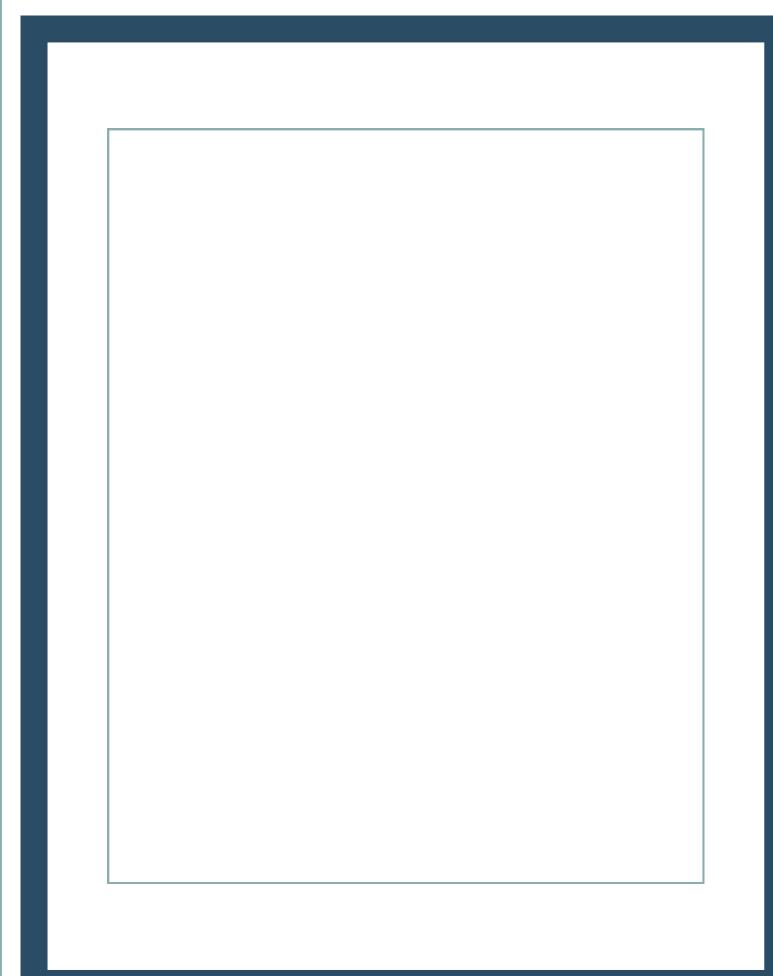
During her last year at the university, Alice served as the interim Associate Dean for the College of Education.

Alice received her Ph.D. from the University of Georgia. Before that, she taught public school for eight years, during which time she was awarded twice Oglethorpe County Teacher of the Year and nominated as a finalist for Georgia Teacher of the Year.

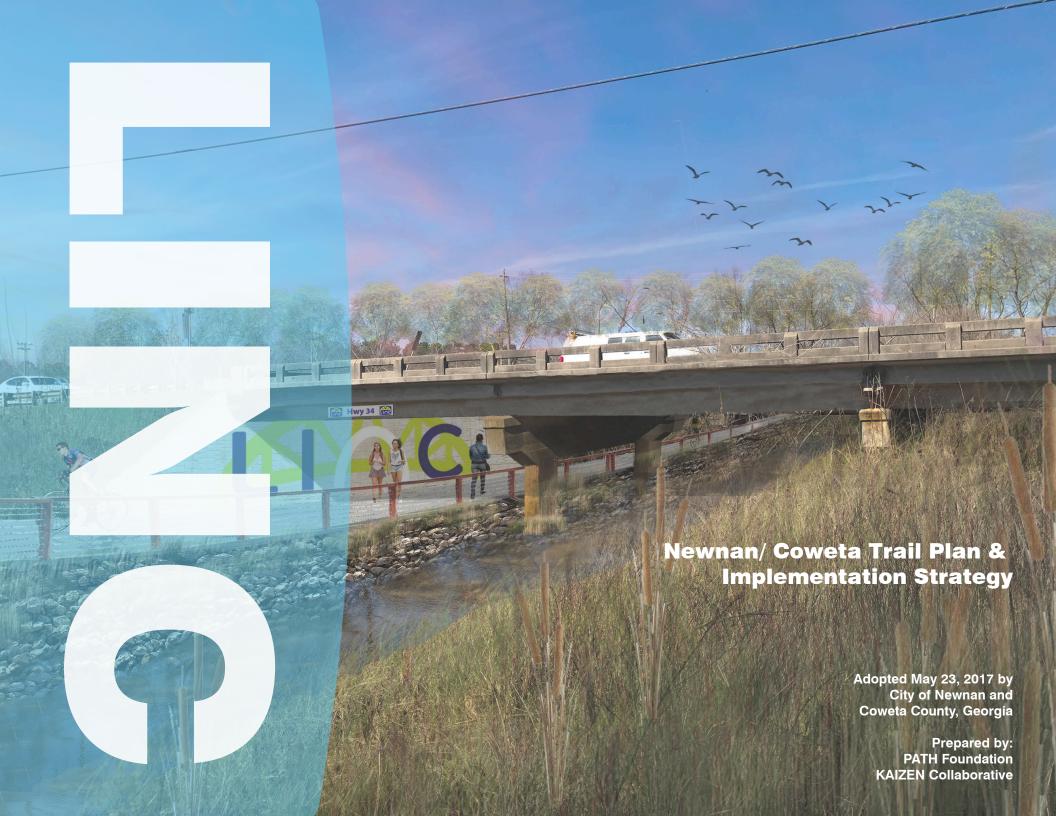
Alice is a professionally trained meeting facilitator and process planner. As a lifelong educator, she is passionate about community-building, public input, and local place-making.

When she is not working with downtowns, Alice serves on the Dahlonega Historic Preservation Commission. She can be found photographing the charm of small town living, volunteering in the community, and hanging out in the local coffee shop.

GEORGIA DOWNTOWNS



LINC MASTER PLAN (NEWNAN/COWETA TRAIL PLAN & IMPLEMENTATION STRATEGY)



LINC Master Plan

Newnan/Coweta Trail Plan & Implementation Strategy

Adopted May 23, 2017

Prepared for the City of Newnan and Coweta County, Georgia by:





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Executive Summary

Newnan/Coweta is already the envy of its peers. As a close-in bedroom community to Atlanta, it thrives based on low cost housing, interstate access to Hartsfield-Jackson airport, and a well preserved, well supported downtown square. So why mess with Newnan/Coweta?

Because all of its' peers are trying to be Newnan/Coweta and more. It will always be a race among cities to retain the young, attract employers, and maximize tax revenues from commercial property. There is no single improvement a small city can make that will do more to win the race than being connected with greenways and trails.

The proposed *Newnan/Coweta LINC Trail System* centers on the bustling downtown square, with greenway connections through historic neighborhoods to the University of West Georgia-Newnan, the Coweta County Fairgrounds, Newnan High School, and across I-85 on an iconic bridge of its' own to the Newnan Centre, Whitlock Park, and Piedmont Hospital. The twenty-five mile long system will cost almost \$28 million to complete based on 2017 construction costs.

The *LINC Trail System* will feature many of the time-tested design standards utilized by PATH on the 260 miles of trails built in other locations. Uniqueness will be reserved for branding, crosswalk details, and other amenities along the trail corridor.

The PATH/KAIZEN team has worked closely with the Steering Committee to identify an initial segment, the model mile, that can be built within the first year. The committee actually identified three segments that will be advanced as soon as the master plan is adopted by the City/County.

Other cities may be trying to catch up, but Newnan/Coweta is ready to race. The *LINC Trail System* will help the city retain its reputation as a city on the move.



Trail users throughout the State of Georgia enjoy walking and biking on greenway trails such as this trail at Panola Mountain State Park.

Introduction

Connected ribbons of greenspace and trails that weave through neighborhoods, areas of shopping, schools, and parklands are a great way to reconnect communities that have become fragmented over time. Virtually every American city gave up on human-scale connectivity during the twentieth century and spent their resources overloading public rights-of-way with infrastructure designed for motorized travel.

The PATH/KAIZEN Planning and Design Team suggests it is time to repurpose some of the public rights-of-way and greenspace to create safe and enjoyable spaces for walking, biking, and socializing in Newnan/Coweta. The Team has scoured the city to identify corridors that could be pieced together and converted into linear parks with trails. The combination of repurposing some existing public right-of-way and cobbling greenspace corridors together will give the citizens of Newnan/Coweta a whole new way to move about the city and county.

The *LINC Trail System* will have a positive effect on adjacent property values, the overall health of the community, and the ability of the city to attract and retain employers and the educated young people they wish to employ. Building a system of connected greenways throughout the city/county will give Newnan/ Coweta a competitive edge over sister cities for decades to come.

The time is now to the *LINC*!



Citizens in Rockdale County enjoying the 520-foot long bridge over the South River.



The "2013 Silver Comet Trail Economic Impact Analysis and Planning Study" reported a \$60 million dollars annual impact to the three counties along the trail.

Methodology

Planning Process

The PATH/KAIZEN Trail Planning and Design Team was approached by a group of individuals interested in pursuing greenway trail development in Newnan/Coweta. The PATH/KAIZEN team convinced the group a trail master plan and an implementation strategy were needed in order to kick start the process.

The PATH/KAIZEN team developed the *LINC Master Plan* by riding and walking virtually every neighborhood in Newnan/Coweta and destinations nearby searching for obstacles and opportunities to introduce trails. The team then reviewed their findings with a steering committee organized by the city, county and community leaders. The committee offered guidance, alternatives, and organized a public meeting to vet the proposed trail system.

The *LINC Master Plan* suggests a blueprint for trail development in Newnan/Coweta for the next 15+ years with an implementation goal to build approximately 5.0 miles of *LINC Trail System* within 3 years.

Steering Committee

PATH/KAIZEN helped the city/county identify and establish a steering committee. The role of the steering committee was to assist during the planning process by establishing overall goals for the greenway trail system, by approving branding and trail standards, and by providing local input into all aspects of the plan.

LINC Master Plan Steering Committee met four (4) times over six months. The Steering Committee contained representatives from the City of Newnan, Coweta County, and Newnan Utilities, as well as other stakeholders in the community. (*A list of individual Steering Committee Members is included as the Appendix*)



Site photo taken by PATH/KAIZEN planning team during the introduction tour with City/County representatives.

Data Collection and Field Work

Using the county's GIS data, assessment of current and future planning and development efforts, and feedback from the public, planning trails within the City of Newnan and Coweta County utilized the following criteria:

- Is the trail route feasible for construction?
- Is the trail route appealing to all users?
- Is the trail route perceived as safe?
- Is the trail route achievable within a short-term implementation?
- Does the trail route connect desirable destinations?

Over a four-month period, PATH/KAIZEN's design team conducted field work and analyzed data to determine if the proposed trail routes were feasible, appealing, safe, and destination driven. The design team recorded and transferred all information onto field maps and into ArcGIS once validated by the steering committee.

Establishing Planning Goals

The *LINC Trail System* must be planned for walkers, runners, skaters, and of course cyclists. A well planned system will provide a safe, enjoyable experience for all users.

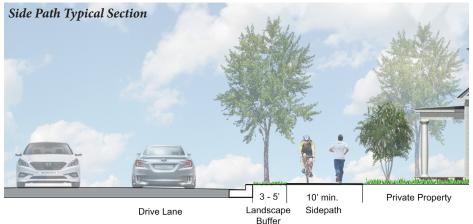
When planning for bicyclists, the PATH/KAIZEN team is aware that only 9% of the population feel comfortable riding in traffic, whereas more than sixty percent of the population will consider riding on a well-planned, well-built trail (Four Types of Cyclists, Roger Geller, Bicycle Coordinator, Portland Office of Transportation). The LINC Trail System has been planned to accommodate the 60% who are street shy and maybe even a few road riders as well.

Three types of trail facilities were identified during the planning process to ensure the *LINC Trail System* met the goals of being safe, enjoyable, convenient, and attractive. The primary type of trail proposed is a multi-use "greenway" trail; the secondary types are shared-use "side paths" and "neighborhood greenways".



Greenway Trails:

Greenway trails often refer to trails used by all non-motorized travelers that are constructed in green areas such as parks, stream corridors, and undeveloped land. Greenway trails should be a minimum of ten feet wide, hard surfaced, with design and construction specifications following the American Association of State Highway Transportation Officials (AASHTO) regulations. The steering committee for the *LINC Trail System* has agreed upon a set of standards for building greenway trails, consistent with AASHTO guidelines, that are identified in Chapter 5.



Side Paths:

Many cities, including Newnan, find themselves retrofitting their city with trails rather than having them included as part of the infrastructure with new development. As a result, shared-use trails alongside roads in existing public right-of-way, called side paths, are often times the only option for making the desired connections. Side paths should have a 5 foot minimum landscaped buffer from the roadway and markings on the trail to heighten awareness that bicycles and other users are present.

Neighborhood Greenway:

LINC Trail System

Neighborhood Greenways are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle and pedestrian travel priority. Neighborhood Greenways use signs, pavement markings, and speed/volume management measures to discourage through-traffic by motor vehicles, creating safe and convenient bicycle crossings of busy arterial streets.

Many local streets with low existing speeds and volumes offer the basic components of a safe bicycling, strolling, walking, and jogging environment. These streets can be enhanced using a range of design treatments - tailored to existing conditions and desired outcomes - to create shared streets. Design treatments are grouped into measures that provide the following benefits:

- Route Planning: Direct access to destinations
- Signs and Pavement Markings: Easy to find and to follow
- Speed Management: Slow motor vehicle speeds
- Volume Management: Low or reduced motor vehicle volumes
- Minor Street Crossings: Minimal bicycle/pedestrian delay
- Major Street Crossings: Safe and convenient crossings
- Offset Crossings: Clear and safe navigation
- Green Infrastructure: Enhancing environments



Newnan/Coweta

Neighborhood Greenway example showing traffic calming elements which slow vehicle speeds



Neighborhood Greenway example showing limited vehicle entry while utilizing signage and pavement markings for cyclists.

Master Plan Development

The first steering committee meeting for developing the *LINC Master Plan* was structured as an introductory kick-off as PATH/KAIZEN's design and planning team presented their initial fieldwork and preliminary planning for the proposed trail connections along with suggested design standards for the trail system.

Through four months of additional field work and collection of the steering committee's feedback, PATH/KAIZEN refined the proposed trail alignments within the master plan, created the trail system logo, and trail design standards. The Steering Committee guided and adopted the trail design standards and branding for the *LINC Trail System*.

After three meetings with the steering committee and one public meeting, PATH/KAIZEN presented the Steering Committee with the draft master plan document. Feedback and comments were collected and final revisions were made to the plan.

Public Meeting

PATH Foundation and KAIZEN Collaborative presented the *LINC Master Plan* during a public meeting coordinated and hosted at the Newnan Center on March 14, 2017. During the meeting, the design team outlined the benefits of trails and shared the master planning process for the *LINC Trail System* and then presented the master plan and design standards. The second half of the meeting focused on gathering feedback from the community and discussing details of the plan. A vast majority of the approximate 150 attendees were supportive and enthusiastic about the *LINC Master Plan*.

The final master plan was presented to the city council and county commission on May 23, 2017 for adoption prior to final printing.



Representatives from PATH/KAIZEN present preliminary findings for trail master plan during the public meeting at Newnan Center.



Representatives from PATH/KAIZEN answer questions during the public meeting at Newnan Center.



Newnan/Coweta LINC Trail System

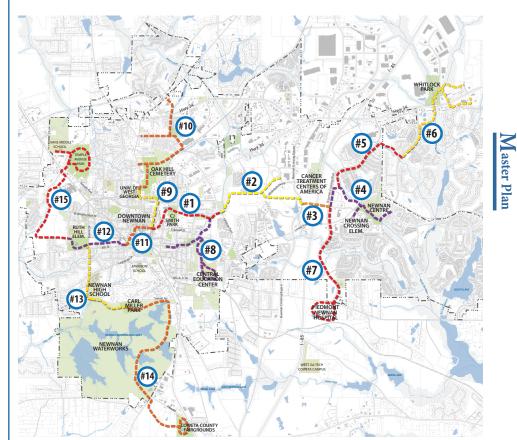
LINC Master Plan

Overview

The *LINC Master Plan* identifies 25.5 miles of multi-use trail opportunities within the City of Newnan and Coweta County. The plan presented achieves the goals of connecting the east and west sides of Newnan with all trails leading to the downtown business district. It connects neighborhoods, shopping, schools, and links key destinations identified in the initial planning meetings with safe, attractive trails.

For ease of implementation, the *LINC Trail System* has been segmented for ease of implementation into 15 segments. The names presented for each trail segment are working names only. The *LINC* trail segments within the master plan are:

| Trail Segment | | Page |
|------------------------------|-------------------|-------|
| LINC #1 East Broad Street | to Greison Trail | 9-14 |
| LINC #2 Newnan Crossing | Bypass Connection | 15-16 |
| LINC #3 Bridge over Inters | tate 85 | 17-21 |
| LINC #4 Newnan Centre C | onnection | 22-24 |
| LINC #5 Newnan Crossing | Blvd | 25-27 |
| LINC #6 Whitlock Park Co | nnection | 28-30 |
| LINC #7 Piedmont Newnar | n Hospital | 31-32 |
| LINC #8 Chalk Level Conn | ection | 33-34 |
| LINC #9 Downtown to Oak | K Hill Cemetery | 35-37 |
| LINC #10 North Connector | r | 38-39 |
| LINC #11 Central Downtov | wn Connector | 40-41 |
| LINC #12 West Downtown | Connector - | 42-43 |
| LINC #13 Carl Miller Park | Connection | 44-45 |
| LINC #14 South Connector | · | 46-47 |
| LINC #15 Temple Avenue F | Park Connection | 48-49 |



Key Map for the LINC Master Plan - Trail Segments



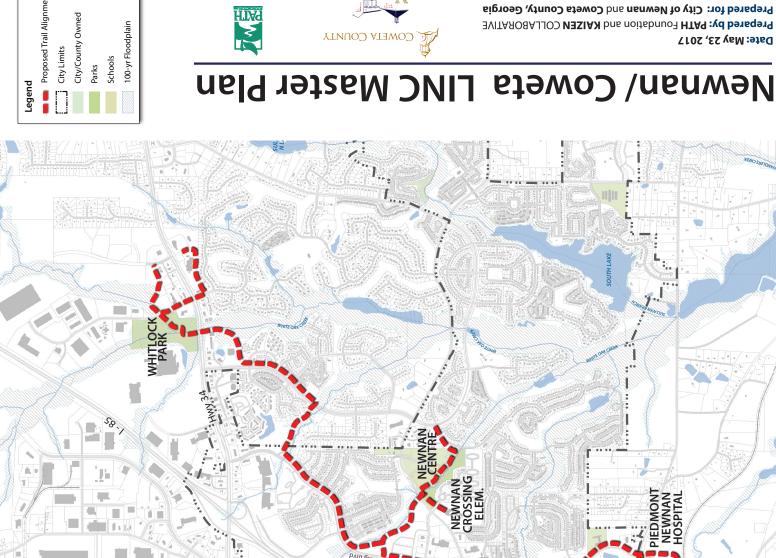




Prepared by: PATH Foundation and KAIZEN COLLABORATIVE

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Master Plan

LINC #1 East Broad Street to Greison Trail

Description:

The East Broad Street to Greison Trail *LINC* will connect Downtown Newnan east through CJ Smith Park to Greison Trail. Beginning in downtown at the Historic Train Depot, the existing city parking lot is proposed as a trailhead. Wayfinding signage will direct trail users into downtown along East Broad Street on the existing sidewalk as pedestrians and on-road as cyclists.

Leaving downtown, the traill will cross the active rail line within the road crossing of East Broad Street and parallel Thompson Street to E. Washington Street and the Newnan Cotton Mill property. The existing stormwater detention pond along Murray Street is proposed as a scenic destination along the trail segment. The trail is proposed as a boardwalk along the edge of the pond and for the greenspace to become additional park land for CJ Smith Park.

The trail will go through CJ Smith Park and tunnel under Farmer Street with a box culvert. Following the south side of the creek corridor, the trail segment will end at the proposed box culvert under Greison Trail. The McIntosh Parkway project will have Greison Trail closed during construction of a roundabout at the intersection. It is recommended for the city to construct a box culvert for the trail segment during the construction of the road project.

Overview:

Connecting Destinations: Eastside Downtown Newnan, Historic Train Depot, Newnan Cotton Mill, C.J.Smith Park

Begins: East Broad Street at Historic Train Depot

Ends: Box culvert under Greison Trail

Distance: 6,825 LF (1.3 miles)

Opportunities and Benefits:

- Promotes the Historic Train Depot as a Destination
- Supports the City's Vision for Redevelopment
- Box culvert can be accomplished during McIntosh Pkwy road construction during closure of Greison Trail
- Adds additional greenspace and recreation amenity to CJ Smith Park

Potential Obstacles:

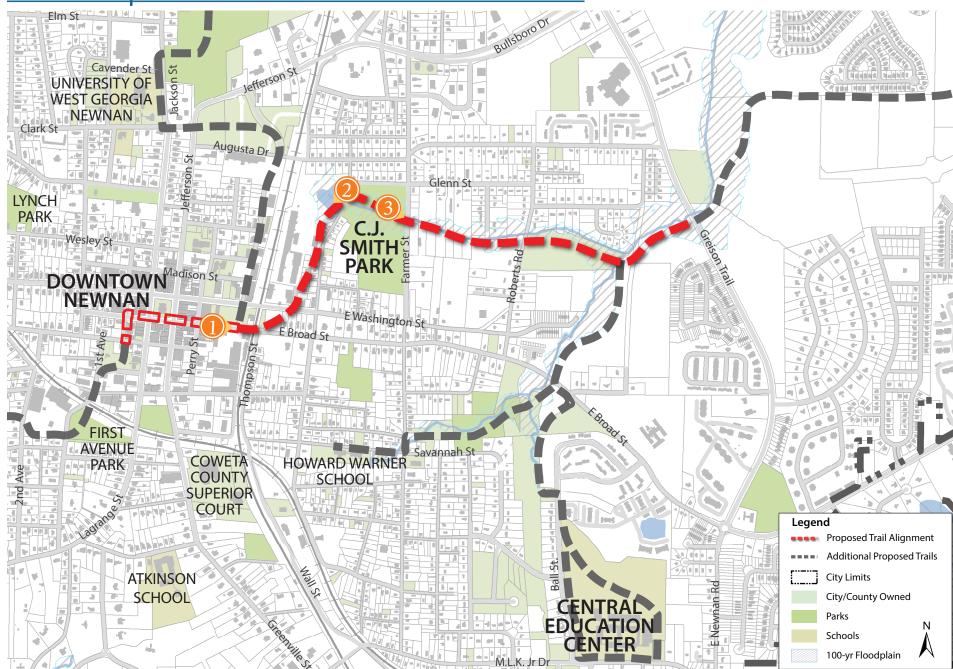
• Easement Acquisition between E. Washington Street and Glenn Street

Estimated Cost for Implementation:

| LINC #1 East Broad Street to Greiso | n Trail | |
|---------------------------------------|-------------------------|--------------------|
| Planning & Engineering | | \$ 216,080.00 |
| Construction Cost (2017) | | \$ 1,846,800.00 |
| Contingency @15% | | \$ 326,053.20 |
| Construction Management | | \$ 110,808.00 |
| · | Total Cost to Implement | \$ 2,499,741.20 |

Estimated costs based on material and labor pricing from 1st quarter 2017. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

LINC #1 | East Broad Street to Greison Trail





Proposed Trail crossing Railroad

Left: Bird's eye view east along East Broad Street crossing railroad at the Historic Train Depot.

Below: Proposed improvements of the existing sidewalk, handicap ramps, and custom crosswalk for at-grade crossing of the railroad, providing opportunity for trailhead.





Proposed Trail crossing Railroad (Future development)

Left: Bird's eye view east along East Broad Street crossing railroad at the Historic Train Depot.

Below: The proposed trail connection provides opportunities for interacting green space and future mixed-use development within the adjacent properties.



Newnan/Coweta

LINC Trail System

2

Proposed Boardwalk over Detention Pond

Left: Bird's eye view on Murray Street south showing the existing detention pond. Downtown Newnan is seen at the far end of the photo.

Below: Proposed boardwalk with observation/rest area over the existing detention pond.







IVI aster Pla

LINC #2 | Newnan Crossing Bypass Connection

Description:

The Newnan Crossing Bypass Connection *LINC* will provide a greenway trail connection between Greison Trail road and Newnan Crossing Blvd. Orginally proposed as a side-path along the new McIntosh Parkway road, the LINC Master Plans recommends for the trail to parallel undeveloped greenspace adjacent to existing residential neighborhoods.

The trail will cross McIntosh Pkwy at-grade within a future signalized intersection and continue as a greenway trail to Newnan Crossing Bypass. Within this trail segment, a spur connection to Ashley Park Drive is recommended for a direct connection to residential and commercial areas.

Overview:

Connecting Destinations: Residential developments to commercial shoping and dinning areas.

Begins: Greison Trail

Ends: Newnan Crossing Bypass

Distance: 8,904 LF (1.7 miles)

Opportunities and Benefits:

- Undeveloped greenspace provides for opportunities to create a scenic greenway trail and encourage future development.
- Connects residential and commercial

Potential Obstacles:

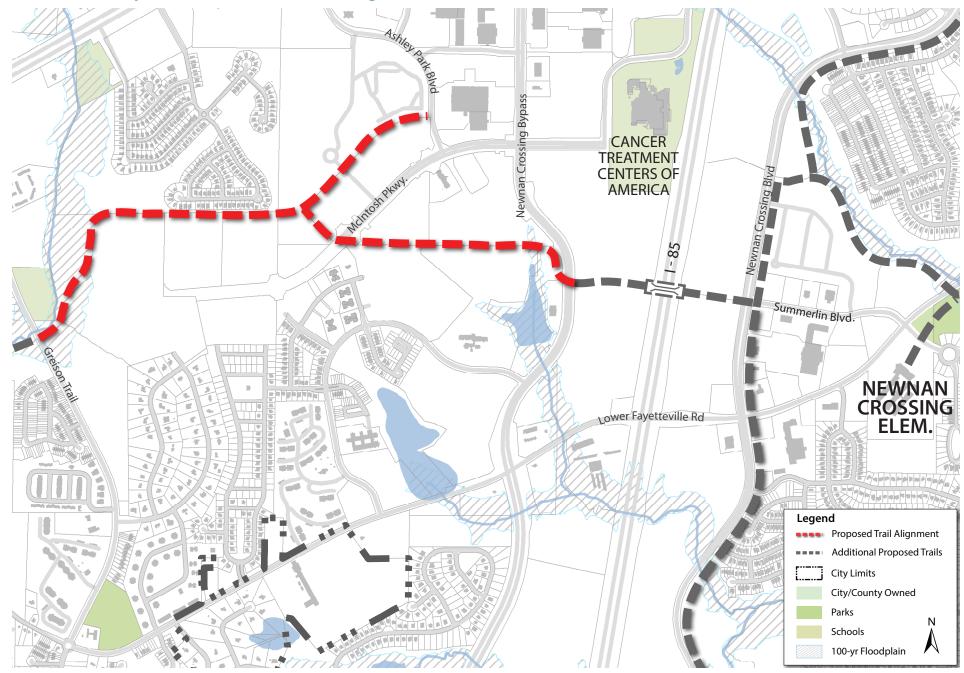
- Acquisition of trail easements from private property owners
- Steep topography and floodplain along creek
- Safe crossing of both McIntosh Pkwy and Newnan Crossing Bypass will warrant crossing at signalized intersections or a separate HAWK signal

Estimated Cost for Implementation:

| LINC #2 Newnan Crossing Bypass Connection | | | |
|---|-------------------------|----|--------------|
| Planning & Engineering | | \$ | 203,264.00 |
| Construction Cost (2017) | | \$ | 1,624,640.00 |
| Contingency @15% | | \$ | 288,807.36 |
| Construction Management | | \$ | 97,478.40 |
| | Total Cost to Implement | \$ | 2,214,189.76 |

Estimated costs based on material and labor pricing from 1st quarter 2017. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

LINC #2 | Newnan Crossing Blvd Connection



Master Plan

LINC #3 | Bridge over Interstate 85

Description:

The Bridge over Interstate 85 *LINC* is proposed as the only trail connection over the interstate and is a critical connection between the east and west sides of Newnan. All alternative options were assessed (creeks, roads, rail) and deemed unfeasible or undesireable as they did not match the goals of the master plan of providing an inviting trail connection.

With high daily traffic counts along I-85, the *LINC* is proposed as an iconic bridge attracting all travelers of the corridor to want to stop and experience the *LINC Trail System*. It is recommended within the implementation strategy to immediately begin design and permitting of the bridge as it will take time to be approved and built.

Preliminary discussions have begun with both the Cancer Treatment Centers of America (west side property owner) and the Novare Group (east side property owner).

Overview:

Connecting Destinations: East and west side of the City of Newnan

Begins: Newnan Crossing Bypass **Ends:** Newnan Crossing Blvd

Distance: 1,905 LF (0.4 miles)

Opportunities and Benefits:

- Separated trail crossing of I-85
- High visibility to promote the City of Newnan and the LINC Trail System
- Direct connection between east and west Newnan

Potential Obstacles:

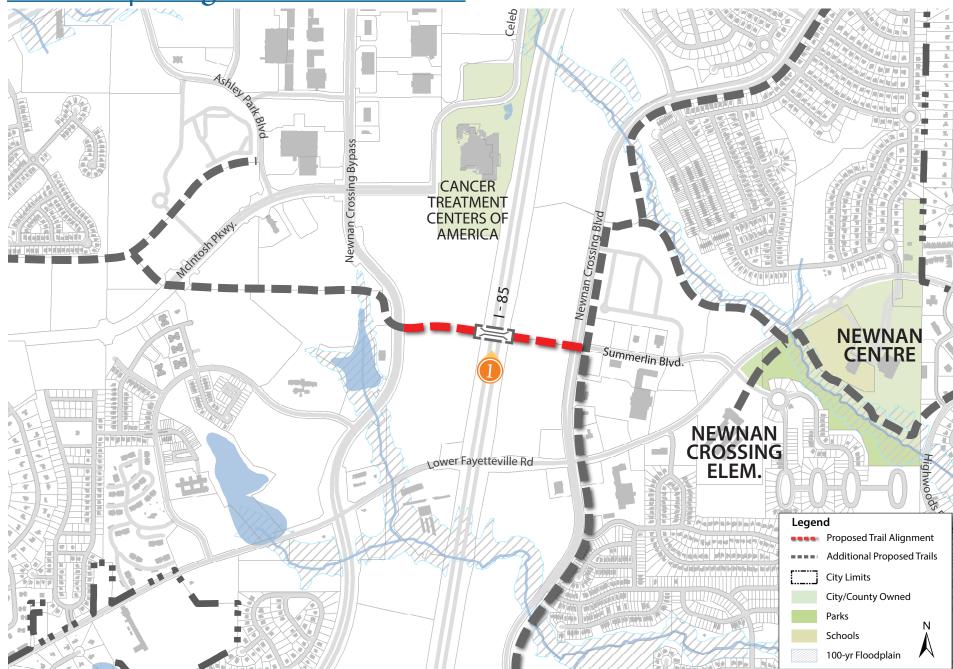
- Easements from private property owners
- Approval by Georgia Department of Transportation and Federal Highway Administration
- Funding for iconic bridge design and construction

Estimated Cost for Implementation:

| LINC #3 Pedestrian Bridge over Inters | tate 85 | |
|---|-------------------------|--------------|
| Planning & Engineering | \$ | 215,280.00 |
| Construction Cost (2017) | \$ | 2,064,800.00 |
| Contingency @15% | \$ | 360,595.20 |
| Construction Management | \$ | 123,888.00 |
| Tot | al Cost to Implement \$ | 2,764,563.20 |

Estimated costs based on material and labor pricing from 1st quarter 2017. An estimated cost for easement and property acquisition is not included but should be considered prior to beginning implementation.

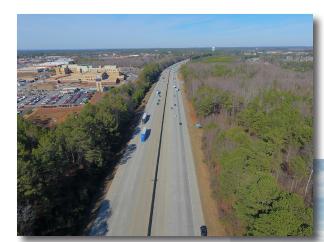
LINC #3 | Bridge over Interstate 85



Master Plan

Newnan/Coweta

LINC Trail System



Proposed Bridge over Interstate 85

Left: Bird's eye view of the Interstate 85 towards north.

Below: Proposed custom pedestrian bridge over I-85 with branding opportunities.





LINC Trail System

Newnan/Coweta



Proposed Bridge over Interstate 85

Left: View north along Interstate 85.

Below: Iconic bridge over Interstate 85 with high visibility and branding.



Newnan/Coweta LINC Trail System

<u>Proposed Bridge over Interstate 85</u>

Left: View north along Interstate 85.

Below: Night view of iconic bridge over Interstate 85 with high visibility and branding.



1

Newnan/Coweta

LINC #4 | Newnan Centre Connection

Description:

The Newnan Centre Connection *LINC* will connect Newnan Crossing Blvd to the Newnan Centre, Newnan Crossing Elementary School, and the residential neighborhoods along Highwoods Pkwy. and Shenandoah Blvd.

The trail will begin with an at-grade crossing Newnan Crossing Blvd through the signalized intersection of Summerlin Blvd. Improvements to the intersection to allow for safe bicycle/pedestrian crossing are recommended. The trail will follow the east side of Newnan Crossing Blvd as a side path to August Avenue and then become a greenway trail connecting to the south side of the creek corridor to Lower Fayetteville Road.

With the high daily traffic counts along Lower Fayetteville Road, the trail will have a separated crossing of the road through a box culvert. A spur trail and trailhead are proposed for connectivity to the Newnan Crossing Elementary School and neighborhood utilizing existing city park space and parking lot.

Once under Lower Fayettevile Road, the trail will bridge over the creek to the north side and connect through the Newnan Centre as a compliment to the planned connectivity of the facility.

A spur trail connection from the Newnan Centre to Highwoods Pkwy. is prosed for a greenway trail connection to the neighborhood. In addition, a side path along Highwoods Pkwy. to Shenandoah Blvd. is proposed to insure comprehensive connectivity to the east Newnan neighborhoods.

Overview:

Connecting Destinations: Newnan Crossing Commercial shopping area to residential neighborhoods, the Newnan Centre, and Newnan Crossing Elementary School.

Begins: Newnan Crossing Blvd. and Summerlin Blvd.

Ends: Shenandoah Blvd. and Highwoods Pkwy.

Distance: 8,223 LF (1.6 miles)

Opportunities and Benefits:

- Promotes safe routes to school for Newnan Crossing Elem.
- Connects varying land uses to promote future 'live, work, play' development.

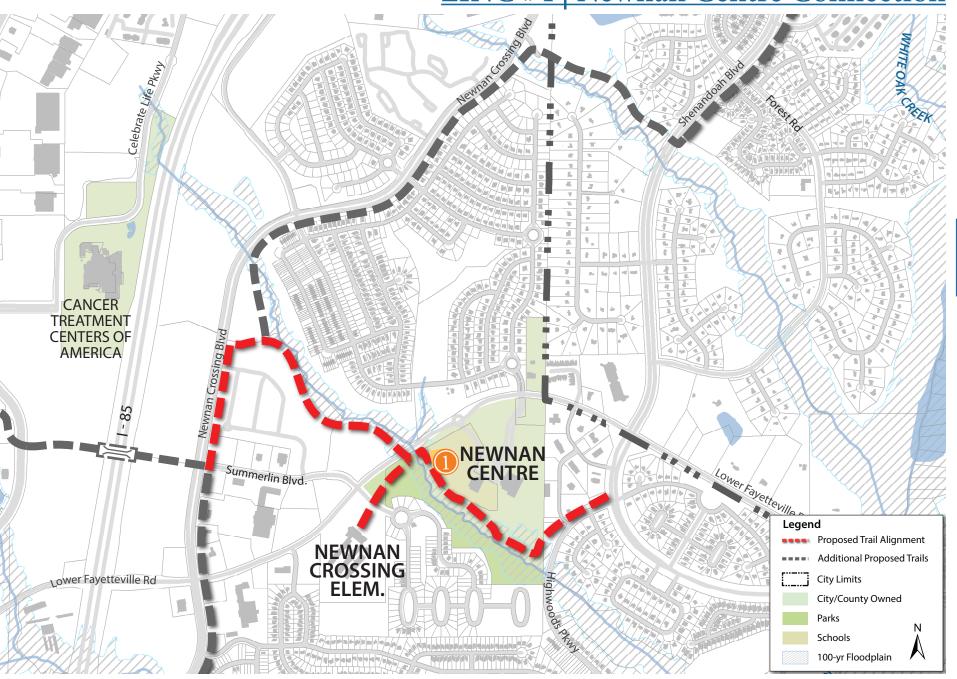
Potential Obstacles:

• Acquisition needed to provide connection along creek corridor.

Estimated Cost for Implementation:

| LINC #4 Newnan Centre Connection | | |
|------------------------------------|--------------------------|--------------|
| Planning & Engineering | \$ | 199,368.00 |
| Construction Cost (2017) | \$ | 1,615,680.00 |
| Contingency @15% | \$ | 286,798.32 |
| Construction Management | \$ | 96,940.80 |
| То | tal Cost to Implement \$ | 2,198,787.12 |

LINC #4 | Newnan Centre Connection



LINC Trail System

Newnan/Coweta



Proposed Trail going under Lower Fayetteville Road

Left: Existing condition of Lower Fayetteville Road.

Below: Proposed multi-use trail going under Lower Fayettevill Road within a box culvert tunnel.



LINC #5 | Newnan Crossing Blvd

Description:

The Newnan Crossing Blvd *LINC* will connect to the Newnan Centre Connection along the creek and extend to the existing side path along the east side of Newnan Crossing Blvd. The road currently has an asphalt walking path which will be widened to 10' wide and improved to insure a safe buffer from the travel lanes of the road. The trail will provide spurs to the adjacent neighborhood and invite easy access to the *LINC Trail System*.

A trailhead is proposed along undeveloped private property off of Newnan Crossing Blvd. where the trail will leave the road and follow a creek to Shenandoah Blvd. The trail will cross at-grade to the east side of Shenandoah Blvd. with a rapid flashing beacon proposed for the crossing. This section will provide a neighborhood connection for all living in the neighborhoods off Shenandoah Blvd.

Overview:

Connecting Destinations: Newnan Crossing Commercial shopping area to residential neighborhoods

Begins: Newnan Centre Connection along the creek

Ends: Shenandoah Blvd

Distance: 7,266 LF (1.4 miles)

Opportunities and Benefits:

- Improvement to the existing asphalt walkway along Newnan Crossing Blvd.
- Greenway trail connection along creek between Newnan Crossing Blvd. and Shenandoah Blvd.

Potential Obstacles:

- Acquisition required for trailhead and greenway trail connection between Newnan Crossing Blvd. and Shenandoah Blvd.
- Limited right-of-way and challenging topography along Newnan Crossing Blvd. to improving the existing asphalt walkway.

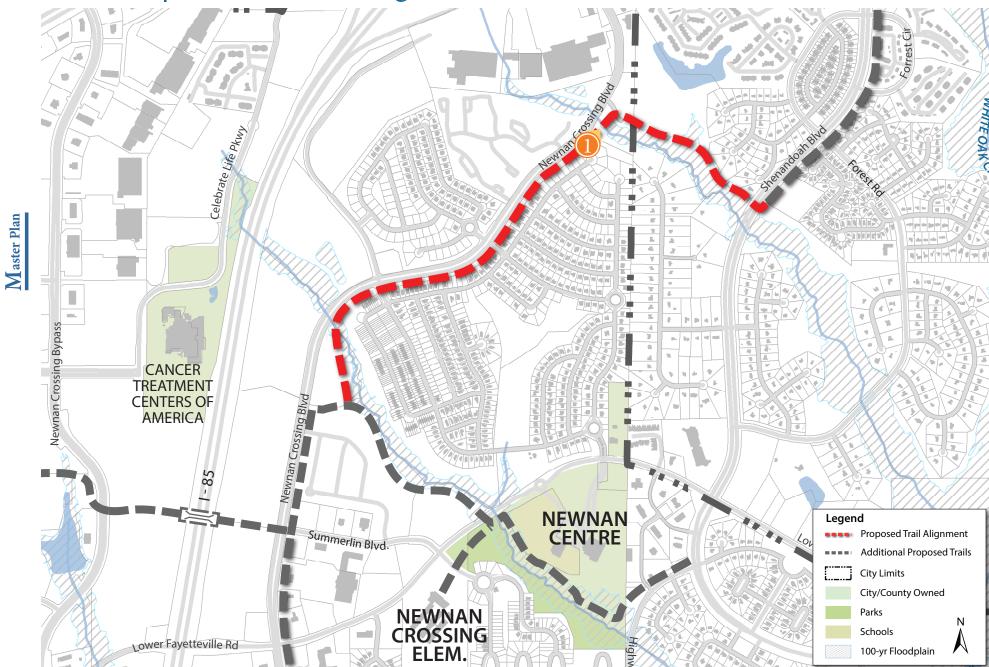
Estimated Cost for Implementation:

| LINC #5 Newnan Crossing Blvd | | |
|--------------------------------|-------------------------|--------------------|
| Planning & Engineering | | \$ 159,889.00 |
| Construction Cost (2017) | | \$ 1,264,890.00 |
| Contingency @15% | | \$ 225,100.86 |
| Construction Management | | \$ 75,893.40 |
| | Total Cost to Implement | \$ 1,725,773.26 |

LINC Trail System

Newnan/Coweta

LINC #5 | Newnan Crossing Blvd



Newnan/Coweta

LINC Trail System



Proposed trail along Newnan Crossing Boulevard

Left: Existing condition looking north on Newnan Crossing Boulevard. **Below:** Proposed pedestrian bridge crossing White Oak Creek tributary to the north side. Existing trail along Newnan Crossing Blvd to be demolished and created as greenspace.



LINC #6 | Whitlock Park Connection

Description:

The Whitlock Park Connection *LINC* will connect the Shenandoah Blvd. residents to the commercial businesses along Hwy 34, Whitlock Park, the GRTA park and ride lot, and the YMCA.

The trail will follow the east side of Shenandoah Road as a side path and connect to the White Oak Creek corridor as a greenway trail. The White Oak Center shopping center will be adjacent to the trail offering opportunities for the trail users to shop and dine.

With the high daily traffic count along Hwy 34, opportunities for a separated trail crossing of the highway was assessed. The Whitelock Park Connection will have one separated crossing under the Hwy 34 road bridges over the White Oak Creek and one at-grade crossing at the existing signalized intersection of White Oak Drive/International Park.

Once the trail connects into and through the Whitlock Park, a greenway spur to the GRTA Park and Ride is proposed along with a side path along International Park road. The trail will cross back over Hwy 34 to provide a connection to the White Oak neighborhood, office/businesses, and the YMCA.

Overview:

Connecting Destinations: Whitlock Park, GRTA Park and Ride, **YMCA**

Begins: Shenandoah Blvd

Ends: Spurs to GRTA Park & Ride and YMCA

Distance: 12,232 LF (2.3 miles)

Opportunities and Benefits:

- Connects varying land uses to promote future 'live, work, play' development.
- Provides a safe, separated crossing of Hwy 34.

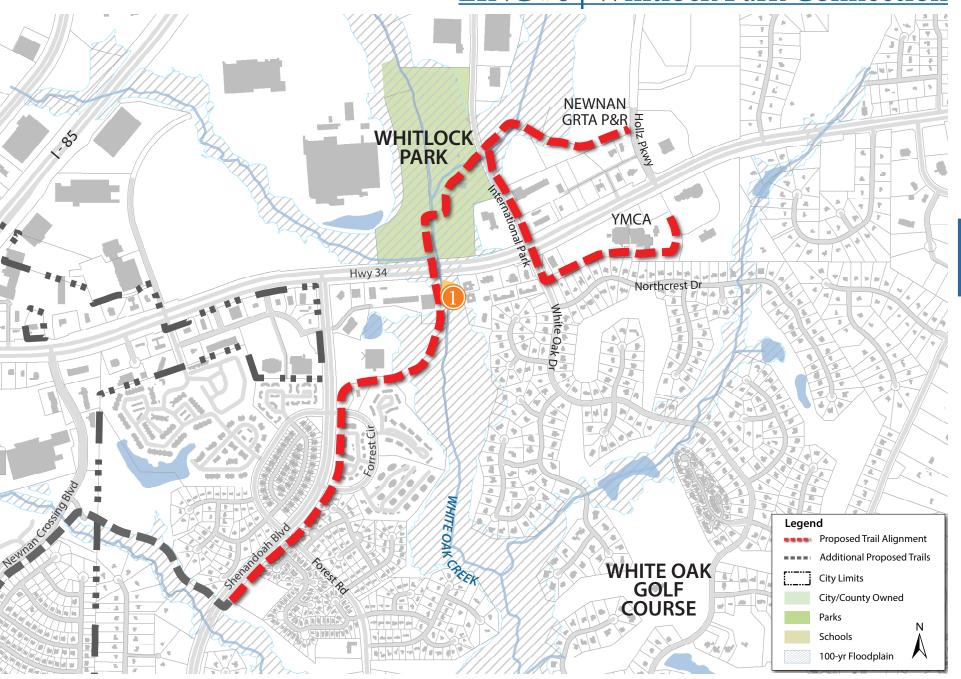
Potential Obstacles:

- Modeling the floodway of White Oak Creek to design separated crossing under the Hwy 34 road bridges.
- Acquisition needed between Shenandoah Blvd. and White Oak Creek; International Park and Hollz Pkwy.; White Oak Drive and the YMCA.

Estimated Cost for Implementation:

| LINC #6 Whitlock Park Connection | n | |
|------------------------------------|-------------------------|--------------------|
| Planning & Engineering | | \$ 212,769.60 |
| Construction Cost (2017) | | \$ 1,957,120.00 |
| Contingency @15% | | \$ 343,097.52 |
| Construction Management | | \$ 117,427.20 |
| | Total Cost to Implement | \$ 2,630,414.32 |

LINC #6 | Whitlock Park Connection



LINC Trail System

Newnan/Coweta



Proposed Trail under Highway 34

Left: Existing conditions of White Oak Creek under Highway 34. **Below:** Proposed retaining structure with railing to allow trail passing seamlessly under the highway bridge and into Whitlock Park area.



Master Pl

LINC #7 | Piedmont Newnan Hospital Connection

Description:

The Piedmont Newnan Hospital *LINC* will improve and extend the existing side-path along the east side of Newnan Crossing Blvd. from the Summerlin Blvd. south to the Newnan Piedmont Hospital campus. Entrance into the hospital campus is proposed at the signalized intersection of Poplar Road and Newnan Crossing Blvd. Once on the Newnan Piedmont Hospital property, the trail is proposed as a loop trail for the hospital to offer as an amenity to their wellness programs.

Overview:

Connecting Destinations: Newnan Crossing Commercial shopping area, residential neighborhoods, and Newnan Piedmont Hospital.

Begins: Newnan Crossing Blvd at Summerlin Blvd.

Ends: Newnan Piedmont Hospital Campus

Distance: 12,948 LF (2.5 miles)

Opportunities and Benefits:

- Provides a wellness trail within the hospital's campus
- Improves the existing asphalt walkway along Newnan Crossing Blvd

Potential Obstacles:

• Coordination with Newnan Piedmont Hospital for loop trail on their campus.

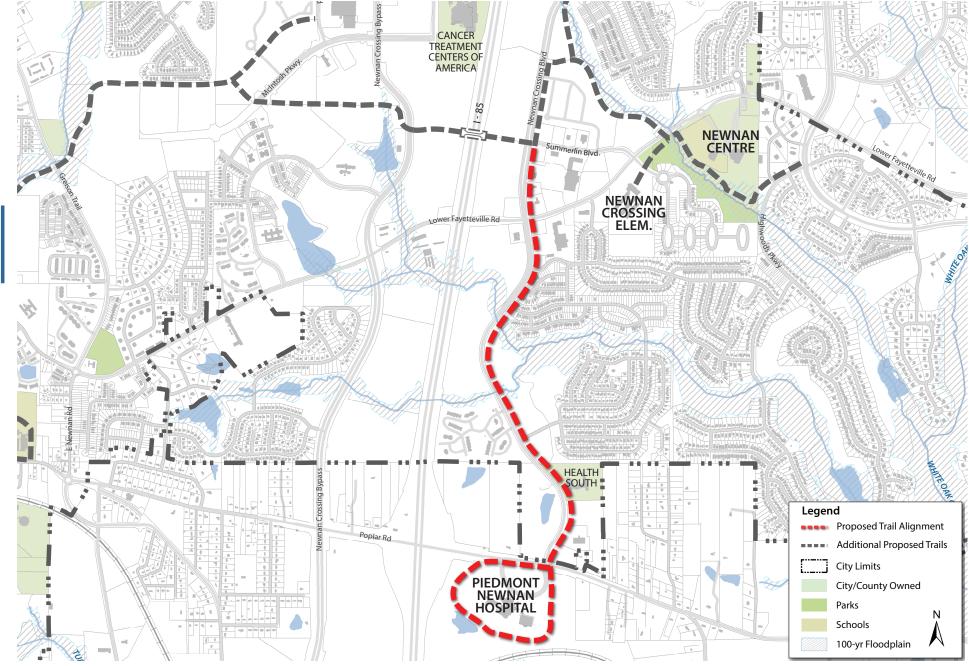
Estimated Cost for Implementation:

| LINC #7 Piedmont Newnan Hospita | 1 | |
|-----------------------------------|------------------------|--------------------|
| Planning & Engineering | | \$ 263,620.00 |
| Construction Cost (2017) | | \$ 1,942,200.00 |
| Contingency @15% | | \$ 348,352.80 |
| Construction Management | | \$ 116,532.00 |
| Т | otal Cost to Implement | \$ 2 670 704 80 |

LINC Trail System

Newnan/Coweta

LINC #7 | Piedmont Newnan Hospital Connection



LINC #8 | Chalk Level Connection

Description:

The Chalk Level Connection *LINC* will provide connectivity between the East Broad Street to Greison Trail *LINC*, the Howard Warner School, and West Georgia Tech. The trail will follow the creek as a greenway trail from the East Broad Street to Greison Trail *LINC* to East Broad Street and cross at-grade.

The trail will divide into two spurs with one connecting to the Howard Warner School and the other connecting to the West Georgia Tech campus. The spur trail to the Howard Warner School will follow greenspace along the creek primarily along existing city property to Famer Street. The trail will then become a neighborhood greenway trail to the Howard Warner School.

A greenway trail spur to the West Georgia Tech campus will follow city property and right-of-way to the campus. A loop trail within the campus is proposed to complement the existing recreational/educational uses of the property.

Overview:

Connecting Destinations: West Georgia Tech, Howard Warner School, and neighborhoods

Begins: Eastside of Creek at the East Broad Street to Greison Trail *LINC* **Ends:** West Georgia Tech Loop Trail and Howard Warner School

Distance: 10,745 LF (2.0 miles)

Opportunities and Benefits:

- Provides connections between neighborhoods and school.
- Offers a loop trail at West Georgia Tech to compliment the school's programs.

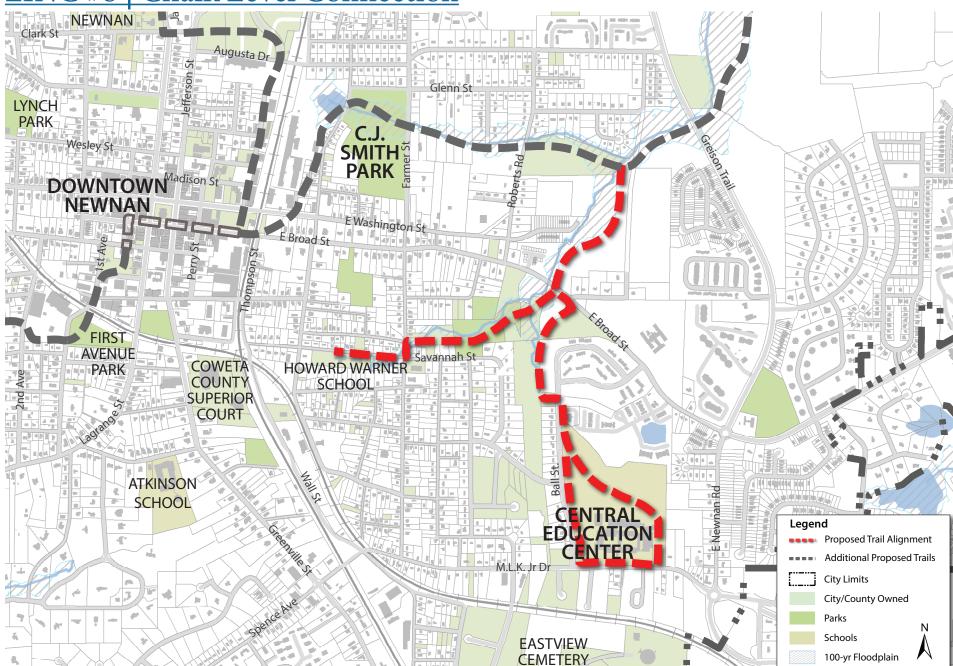
Potential Obstacles:

- Acquisition required between the East Broad to Greison Trail LINC and E. Broad Street.
- Limited right-of-way and undeveloped land at Farmer Street and Savannah Street.

Estimated Cost for Implementation:

| LINC #8 Chalk Level Connection Planning & Engineering | | \$ | 171,893.00 |
|---|-------------------------|----|--------------|
| Flamming & Engineering | | φ | 171,093.00 |
| Construction Cost (2017) | | \$ | 2,041,550.00 |
| Contingency @15% | | \$ | 350,390.40 |
| Construction Management | | \$ | 122,493.00 |
| | Total Cost to Implement | \$ | 2.686.326.40 |

LINC #8 | Chalk Level Connection



LINC #9 | Downtown to Oak Hill Cemetery

Description:

The Downtown to Oak Hill Cemetery *LINC* will connect from the Historic Train Depot at E. Broad Street to the Newnan campus of University of West Georgia. The trail will parallel the west side of the rail corridor as a side path along the Beaupel Street and Andrew Street to the Public Safety Complex.

From the Public Safety Complex, the trail will enter the city cemetery and follow the existing road bed to the intersection of Jefferson Street and Clark Street. The signalized road intersection is proposed to have a pedestrian activated signal added to insure a safe crossing of Jeffeson Street for the trail user. Modification of the lane widths on Clark Street will allow for the trail to follow the south side to of the street for one block between Jackson and Jefferson Streets.

The intersection of Jackson Street and Clark Street is proposed for the trail crossing and will require improvements and modifications to insure the safety of the trail users. Once through the intersection, the trail will follow the west side of Jackson Street to Cavendler Street (along the eastern boundary of the University of West Georgia's Newnan campus).

Overview:

Connecting Destinations: Downtown Newnan, Oak Hill Cemetery, and the University of West Georgia Newnan

Begins: East Broad Street at the Historic Train Depot

Ends: Cavender Street

Distance: 4,144 LF (0.8 miles)

Opportunities and Benefits:

- Encourage redevelopment opportunities in the downtown area.
- Provide desired connecting north from downtown.

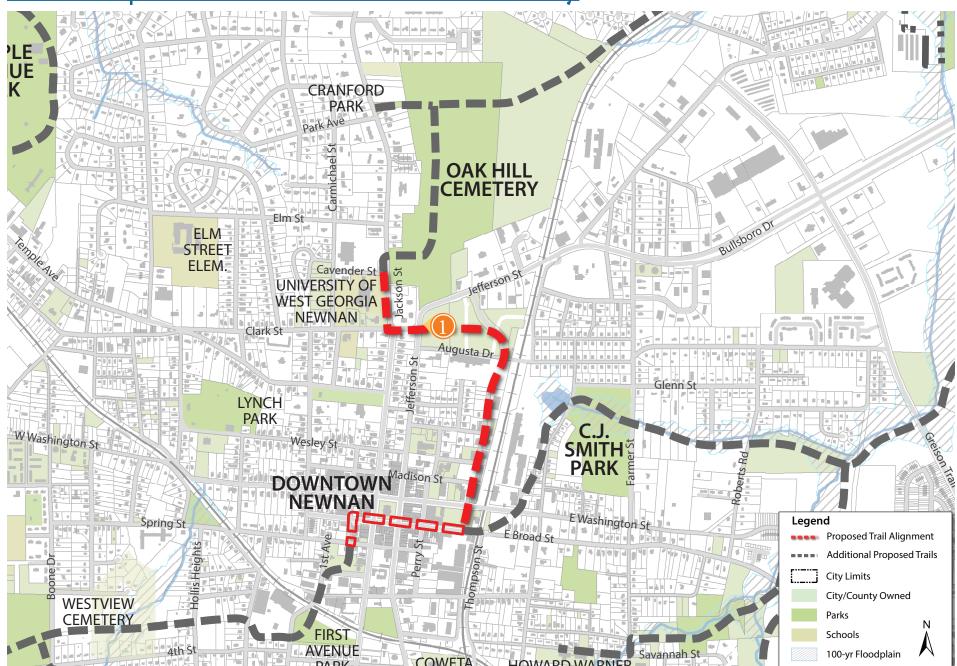
Potential Obstacles:

- Acquisition required between Olive Street and Madison Street; Augusta Drive and Andrew Street.
- Right-of-way of Beaupel Street and Andrew Street is limited and road modification will be required.
- Coordination and approval of trail sharing existing road within city cemetery.

Estimated Cost for Implementation:

| LINC #9 Downtown to Oak Hill Ce | metery | |
|-----------------------------------|-------------------------|--------------------|
| Planning & Engineering | | \$ 130,888.00 |
| Construction Cost (2017) | | \$ 932,400.00 |
| Contingency @15% | | \$ 167,884.80 |
| Construction Management | | \$ 55,944.00 |
| | Total Cost to Implement | \$ 1,287,116.80 |

LINC #9 | Downtown to Oak Hill Cemetery





Proposed Neighborhood Greenway to Oak Hill Cemetery

Left: Existing condition of intersection of Jefferson Street and Clark Street from the cemetery side.

Below: Proposed neighborhood greenway shows signing and marking improvements on the existing road through cemetery, and transitions to a sidepath with a landscape median along Clark Street.



LINC #10 | North Connector

Description:

The North Downtown Connector *LINC* will connect from Cavender Street at Jackson Street with an at-grade crossing to the Oak Hill Cemetery. The trail is proposed to enter the cemetery through the driveway entrance north of Cavender Street.

Once within the cemetery, the trail will share the road and turn north to follow the west side of the cemetery. A spur trail connection to Cranford Park is proposed to allow connectivity back into the neighborhood around Parks Avenue and Jackson Street.

The trail will continue to follow cemetery roads and leave the cemetery property in the northwest corner of the property. The traill will connect through undeveloped city property to the rail corridor and Sprayberry Road with an at-grade crossing to the north side of the road.

Along the north side Sprayberry Road, the trail is proposed as a side path to Jackson Street. An spur trail north from Sprayberry Road is proposed along the west side of Casey Road within undeveloped greenspace to Millard Farmer Industrial Blvd. The crossing of Millard Farmer Industrial Blvd. will require a designated signal (HAWK) for providing a safe crossing of the boulevard. As the trail continues north, the trail will connect back to Jackson Street/Hwy 29.

Overview:

Connecting Destinations: Oak Hill Cemetery, neighborhoods, and Cranford Park

Begins: Cavender Street and Jackson Street

Ends: Jackson Street / Hwy 29

Distance: 12,808 LF (2.4 miles)

Opportunities and Benefits:

• Provides a desired connection to the neighborhoods north of downtown.

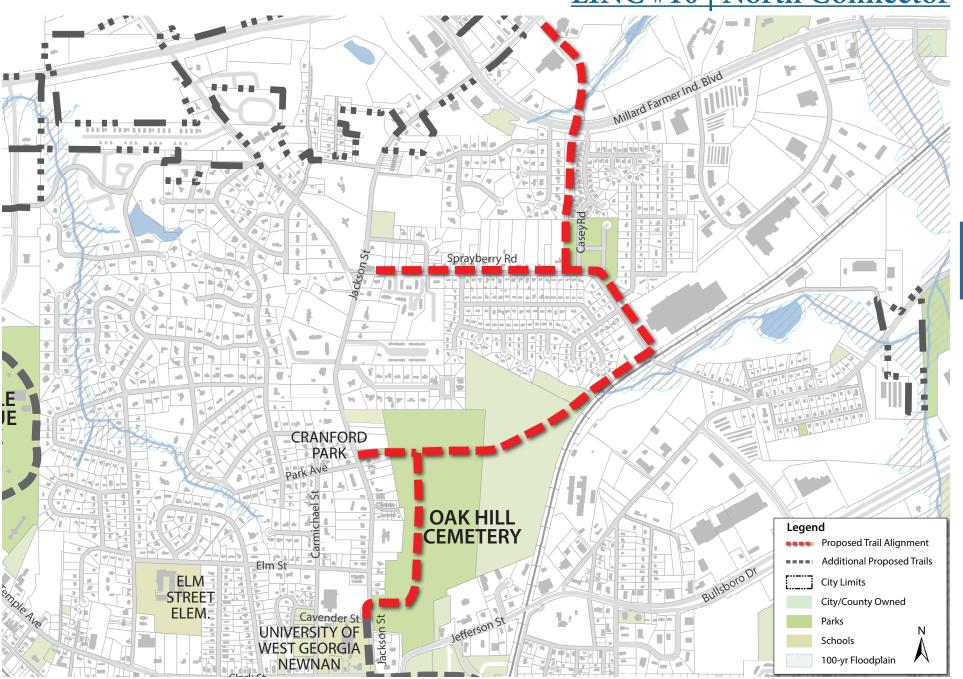
Potential Obstacles:

• Acquisition required between the city property and Sprayberry Road adjacent to the railroad right-of-way.

Estimated Cost for Implementation:

| LINC #10 North Connector | | |
|----------------------------|-------------------------|--------------------|
| Planning & Engineering | | \$ 302,152.00 |
| Construction Cost (2017) | | \$ 2,433,520.00 |
| Contingency @15% | | \$ 432,252.48 |
| Construction Management | | \$ 146,011.20 |
| | Total Cost to Implement | \$ 3,313,935.68 |

LINC #10 | North Connector



LINC #11 | Central Downtown Connector

Description:

The Central Downtown Connector *LINC* will connect from the City Hall complex at Brown Street and Spring Street. The city parking area is proposed as a trailhead destination for trail users to transition into the downtown. Direction signs (wayfinding) will connect the Central Downtown Connector *LINC* and the East Broad Street to Greison Trail *LINC* along Brown Street to W. Broad Street to S. Court Square and E. Broad Street. Bicyclists will share the road and pedestrians will be directed along the existing sidewalks.

From the City Hall complex, the trail is proposed as a side path along 1st Avenue to First Avenue Park. The trail will utilize the 1st Avenue road crossing of the rail line. Once south of the rail line, it will pull into First Avenue Park and provide a greenway trail connection ending at the southwest corner of the park.

Overview:

Connecting Destinations: Downtown, City Hall Complex, First Avenue Park

Begins: City Hall Complex at Brown Street and Spring Street

Ends: First Avenue Park

Distance: 1,575 LF (0.3 miles)

Opportunities and Benefits:

• Provides connection into downtown from the south and west side of Newnan.

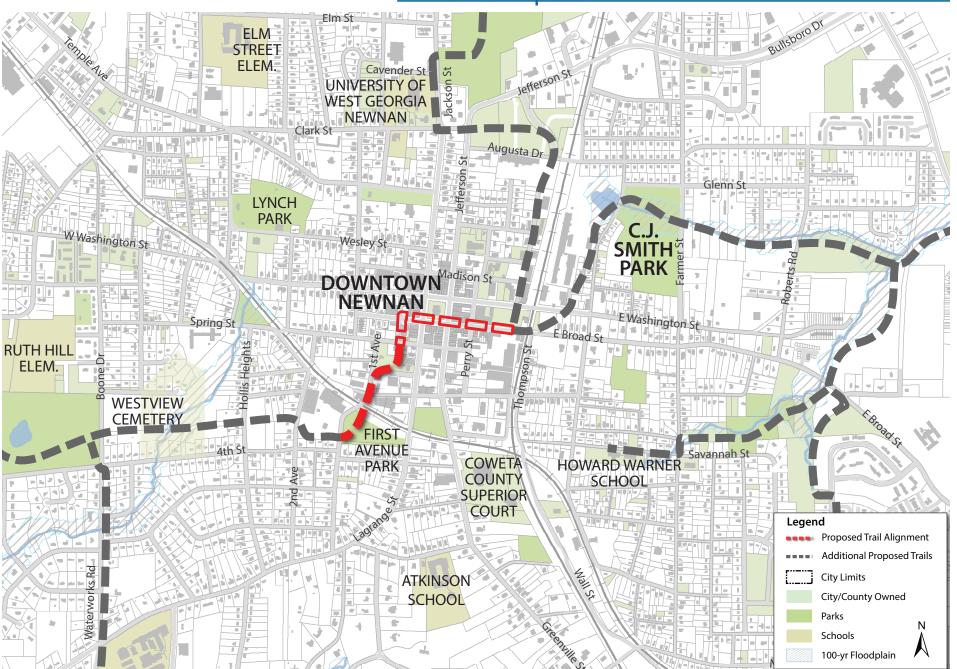
Potential Obstacles:

• 1st Avenue crossing of the railroad will require widening of the road crossing.

Estimated Cost for Implementation:

| LINC #11 Central Downtown Conn | ector | |
|----------------------------------|-------------------------|------------------|
| Planning & Engineering | | \$ 37,000.00 |
| Construction Cost (2017) | | \$ 252,000.00 |
| Contingency @15% | | \$ 45,618.00 |
| Construction Management | | \$ 15,120.00 |
| | Total Cost to Implement | \$ 349.738.00 |

LINC #11 | Central Downtown Connector



LINC #12 | West Downtown Connector

Description:

The West Downtown Connector *LINC* will connect First Avenue Park to Ruth Hill Elementary School. The trail will connect through the neighborhoods between 1st Avenue and Boone Street along unused greenspace.

At-grade crossing of both 2nd Avenue and Hollis Heights is proposed. Utilizing an existing roadbed through the Westview Cemetery, the trail will have an at-grade crossing of Boone Drive to city owned greenspace prior to arriving at Ruth Hill Elementary School.

Overview:

Connecting Destinations: First Avenue Park, Ruth Hill Elementary School, Westview Cemetery

Begins: First Avenue Park

Ends: Ruth Hill Elementary school at Sunset Drive

Distance: 4,901 LF (0.9 miles)

Opportunities and Benefits:

- Provides neighborhood connection to Ruth Elementary School.
- Promotes recreational opportunity within the City of Newnan greenspace.

Potential Obstacles:

• Acquisitions required between 1st Avenue and Boone Drive.

Estimated Cost for Implementation:

| LINC #12 West Downtown Connector | | |
|------------------------------------|----------------------|--------------|
| Planning & Engineering | \$ | 115,719.00 |
| Construction Cost (2017) | \$ | 931,190.00 |
| Contingency @15% | \$ | 165,417.06 |
| Construction Management | \$ | 55,871.40 |
| Total | Cost to Implement \$ | 1.268.197.46 |

LINC #12 | West Downtown Connector



LINC #13 | Carl Miller Park Connection

Description:

The Carl Miller Park Connection *LINC* will be a side path along the east side of Boone Drive to the Newnan High School campus. It will have an at-grade crossing of Boone Drive to following the west side of the road to Sewell Road.

An existing parking area off Boone Drive south of Sewell Road is proposed as a trailhead for the *LINC Trail System*. The trail will become a greenway trail once on Newnan Waterworks property and will parallel the south side of Sewell Road to Carl Miller Park.

Overview:

Connecting Destinations: Newnan High School, Carl Miller Park

Begins: Westside of Boone Drive

Ends: Carl Miller Park

Distance: 7,326 LF (1.4 miles)

Opportunities and Benefits:

• Provides connectivity to the Newnan High School campus.

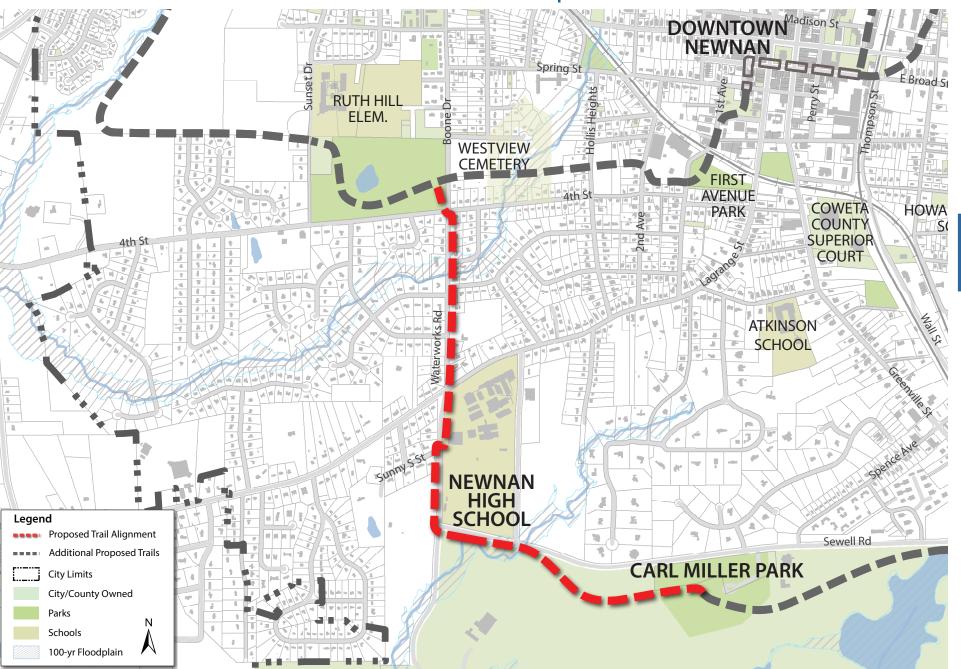
Potential Obstacles:

• Approval of alignment within Newnan Waterworks property required for connection to Carl Miller Park.

Estimated Cost for Implementation:

| LINC #13 Carl Miller Park Connection | on | |
|--|------------------------|--------------------|
| Planning & Engineering | | \$ 198,435.00 |
| Construction Cost (2017) | | \$ 1,648,350.00 |
| Contingency @15% | | \$ 291,852.90 |
| Construction Management | | \$ 98,901.00 |
| T | otal Cost to Implement | \$ 2,237,538.90 |

LINC #13 | Carl Miller Park Connection



LINC #14 | South Connector

Description:

The South Connector *LINC* will connect Carl Miller Park to the Coweta County Fairgrounds. The majority of the trail will be within the Newnan Waterworks property and is proposed along existing access roadbeds along the east side of the property.

The trail will cross at-grade Corinth Road where a rapid flashing beacon is proposed to insure a safe crossing for the trail users. Between Corinth Road and the Coweta County Fairgrounds, the trail is proposed as a greenway trail along the back of commercial properties fronting Pine Road. At the end of this *LINC*, a loop trail within the Coweta County Fairgrounds is proposed.

Overview:

Connecting Destinations: Carl Miller Park, Newnan Waterworks, Coweta County Fairgrounds

Begins: Carl Miller Park

Ends: Coweta County Fairgrounds Loop Trial

Distance: 18,556 LF (3.5 miles)

Opportunities and Benefits:

- Provides approx. 3 miles of greenway trails within the scenic Newnan Waterworks property.
- Connects two high-use parks (Carl Miller Park and Coweta County Fairgrounds).

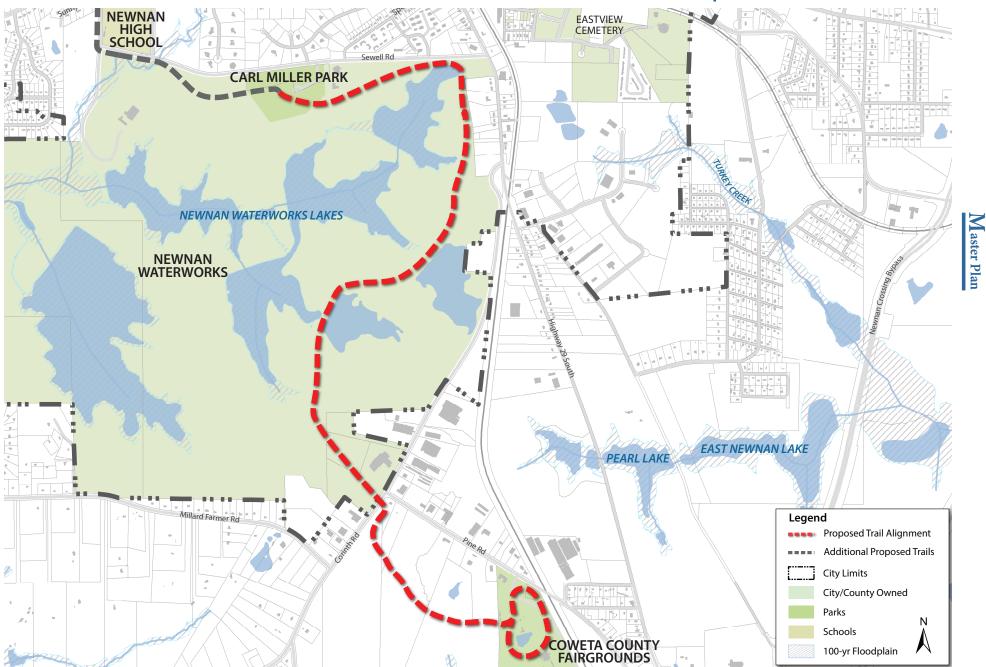
Potential Obstacles:

• Coordination and approval of trail within Newnan Waterworks property.

Estimated Cost for Implementation:

| LINC #14 South Connector | | |
|----------------------------|-------------------------|--------------------|
| Planning & Engineering | | \$ 322,716.80 |
| Construction Cost (2017) | | \$ 2,968,960.00 |
| Contingency @15% | | \$ 520,472.16 |
| Construction Management | | \$ 178,137.60 |
| | Total Cost to Implement | \$ 3,990,286.56 |

LINC #14 | South Connector



LINC #15 | Temple Avenue Park Connection

Description:

The Temple Avenue Park Connection *LINC* begins at Ruth Hill Elementary School and Sunset Drive where it will cross undeveloped property towards a creek corridor. The creek corridor provides a greenspace opportunity for the *LINC* to connect to W. Washington Street with an at-grade crossing of the road.

The trail is proposed as a greenway trail between W. Washington Street and along the boundary of the Bonnell Aluminum property to Belk Road. The existing railroad crossing of Belk Road provides width for the trail to parallel the road across the active rail line to Temple Avenue as a side-path. The trail will cross at the signalized intersection of Temple Avenue and Belk Road and connect to the Temple Avenue Park property.

Inside this *LINC*, a loop trail within Temple Avenue Park is proposed along with a spur trail to the Evans Middle School along Evans Drive.

Overview:

Connecting Destinations: Ruth Hill Elementary School, Bonnell Aluminum Industrial, Temple Avenue Park, Evans Middle School

Begins: Ruth Hill Elementary School

Ends: Temple Avenue Park and Evans Middle School

Distance: 16,291 LF (3.1 miles)

Opportunities and Benefits:

- Provides connections between neighborhoods and schools.
- Utilizes existing road crossing of the railroad.

Potential Obstacles:

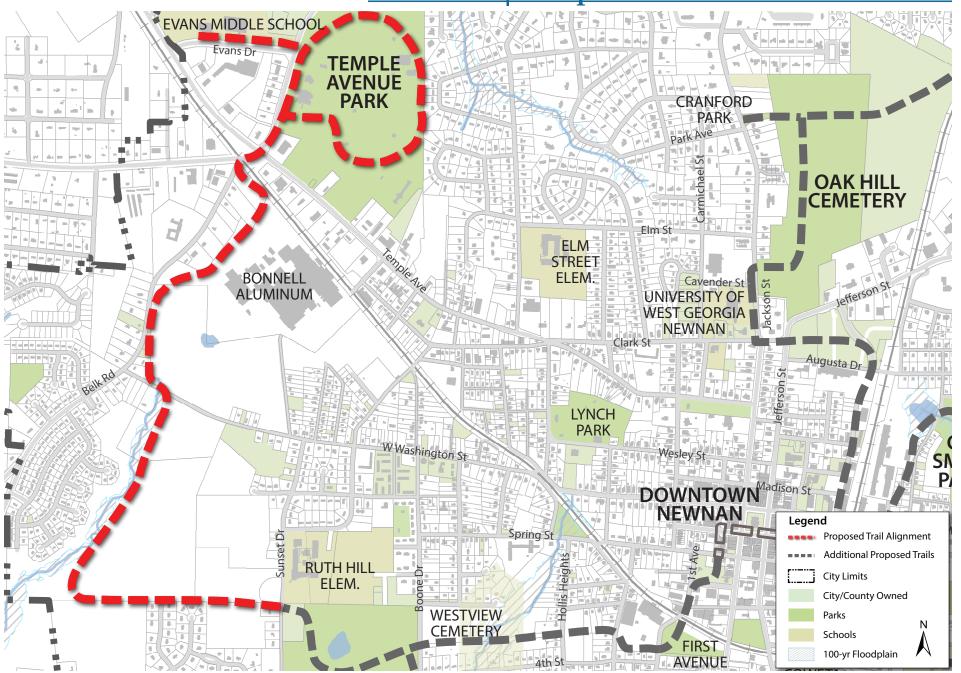
• Acquisition is required.

Estimated Cost for Implementation:

| LINC #15 Temple Avenue Park Cor. | nection | |
|------------------------------------|-------------------------|--------------------|
| Planning & Engineering | | \$ 296,357.60 |
| Construction Cost (2017) | | \$ 2,769,470.00 |
| Contingency @15% | | \$ 484,799.37 |
| Construction Management | | \$ 166,168.20 |
| , | Total Cost to Implement | \$ 3,716,795.17 |

Master Plan

LINC #15 | Temple Avenue Park Connection



LINC - Cost Summary

| Segment | Trail Name | ROW | | P&E | | Construction | | Contingency | Subtotal | Const. Mgt. | Total |
|---------|--------------------------------------|------|----|------------|----|---------------|----|----------------|-----------------|----------------|-----------------|
| #1 | East Broad Street to Greison Trail | \$ - | \$ | 216,080.00 | \$ | 1,846,800.00 | \$ | 326,053.20 | \$2,388,933.20 | \$ 110,808.00 | \$2,499,741.20 |
| #2 | Newnan Crossing Bypass Connection | \$ - | \$ | 203,264.00 | \$ | 1,624,640.00 | \$ | 288,807.36 | \$2,116,711.36 | \$ 97,478.40 | \$2,214,189.76 |
| #3 | Pedestrian Bridge over Interstate 85 | \$ - | \$ | 215,280.00 | \$ | 2,064,800.00 | \$ | 360,595.20 | \$2,640,675.20 | \$ 123,888.00 | \$2,764,563.20 |
| #4 | Newnan Centre Connection | \$ - | \$ | 199,368.00 | \$ | 1,615,680.00 | \$ | 286,798.32 | \$2,101,846.32 | \$ 96,940.80 | \$2,198,787.12 |
| #5 | Newnan Crossing Blvd | \$ - | \$ | 159,889.00 | \$ | 1,264,890.00 | \$ | 225,100.86 | \$1,649,879.86 | \$ 75,893.40 | \$1,725,773.26 |
| #6 | Whitlock Park Connection | \$ - | \$ | 212,769.60 | \$ | 1,957,120.00 | \$ | 343,097.52 | \$2,512,987.12 | \$ 117,427.20 | \$2,630,414.32 |
| #7 | Piedmont Newnan Hospital | \$ - | \$ | 263,620.00 | \$ | 1,942,200.00 | \$ | 348,352.80 | \$2,554,172.80 | \$ 116,532.00 | \$2,670,704.80 |
| #8 | Chalk Level Connection | \$ - | \$ | 171,893.00 | \$ | 2,041,550.00 | \$ | 350,390.40 | \$2,563,833.40 | \$ 122,493.00 | \$2,686,326.40 |
| #9 | Downtown to Oak Hill Cemetery | \$ - | \$ | 130,888.00 | \$ | 932,400.00 | \$ | 167,884.80 | \$1,231,172.80 | \$ 55,944.00 | \$1,287,116.80 |
| #10 | North Connector | \$ - | \$ | 302,152.00 | \$ | 2,433,520.00 | \$ | 432,252.48 | \$3,167,924.48 | \$ 146,011.20 | \$3,313,935.68 |
| #11 | Central Downtown Connector | \$ - | \$ | 37,000.00 | \$ | 252,000.00 | \$ | 45,618.00 | \$334,618.00 | \$ 15,120.00 | \$349,738.00 |
| #12 | West Downtown Connector | \$ - | \$ | 115,719.00 | \$ | 931,190.00 | \$ | 165,417.06 | \$1,212,326.06 | \$ 55,871.40 | \$1,268,197.46 |
| #13 | Carl Miller Park Connection | \$ - | \$ | 198,435.00 | \$ | 1,648,350.00 | \$ | 291,852.90 | \$2,138,637.90 | \$ 98,901.00 | \$2,237,538.90 |
| #14 | South Connector | \$ - | \$ | 322,716.80 | \$ | 2,968,960.00 | \$ | 520,472.16 | \$3,812,148.96 | \$ 178,137.60 | \$3,990,286.56 |
| #15 | Temple Avenue Park Connection | \$ - | \$ | 296,357.60 | \$ | 2,769,470.00 | \$ | 484,799.37 | \$3,550,626.97 | \$ 166,168.20 | \$3,716,795.17 |
| | TOTALS \$0 | | | | | 20,555,140.00 | \$ | \$3,632,220.90 | \$26,613,718.50 | \$1,233,308.40 | \$27,847,026.90 |

The estimated cost for the 25.5 mile *LINC Trail System* would be approximately \$28 million. Easement acquisition is not included in the pricing but will need to be assessed by the Implementation Committee prior to beginning each trail segment.



LINC Trail System

Newnan/Coweta

Implementation Strategy

Overview

In the initial meetings with the steering committee, the PATH/KAIZEN Team recommended identifying one segment of *LINC Trail System* for early implementation as the 'model project.' With the *LINC Master Plan* proposing the east-west connection between downtown and the Newnan Centre, the steering committe agreed that all three trail segments making the connection needed to be the 'model project.' Construction of these segments, using the branding and specifications presented in this plan, will be extraordinarily beneficial in kickstart the development of the entire trail system.

Steering Committee Transition

The steering committee, which guided the planning process, needs to evolve into a committee charged with implementation. The job of acquainting the PATH/KAIZEN team with local needs and wants, reviewing the selected routes, and choosing the final logo has been completed with the adoption of *LINC Master Plan*. Now a new committee tasked with encouraging and overseeing implementation must be formed.

Creation of Friends Group

A community support organization is being formed to coordinate Fund Raising, Public Relations and Support, Community Education and Involvement, and Implementation Support. Named "*Friends of LINC*", the group will file for incorporation, appoint a board of directors and

apply for 501C3 non-profit status. A website and Facebook page will be launched to promote the trail system.

Friends of LINC will be responsible for hiring and funding a full time Executive Director, who along with representatives of Friends leadership will serve on the Implementation Team.

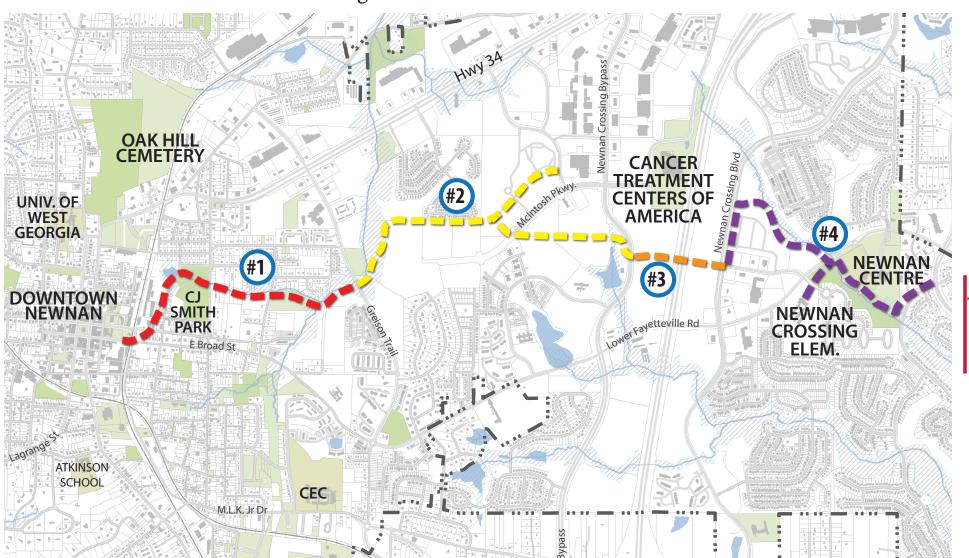
Implementation Committee

The Implementation Committee needs to be a politically savvy group that can elicit public and private funding for the project. In addition, there needs to be adequate knowledge of the construction process among committee members to garner the respect and confidence from the city and the citizens at large. The committee would benefit from individuals filling the following roles:

- Key Steering Committee Members to insure continuity
- City Manager/staffers from appropriate departments
- Pro bono real estate or right-of-way specialist
- Pro bono attorney
- Fundraising specialist/Foundation Representative
- Part-time paid employee
- Design/construction team member

The Implementation Committee should assume oversight of the project as soon as the master plan is sent to the city for adoption.

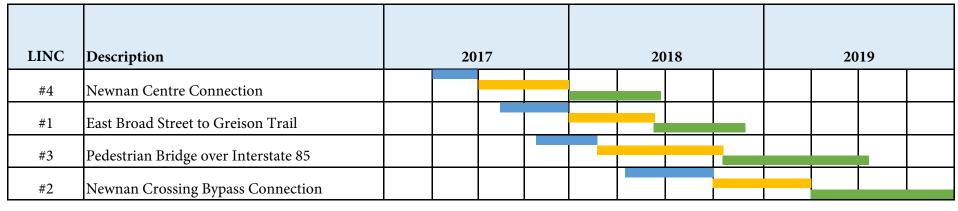
LINC - 3-Year Prioritization Trail Segments

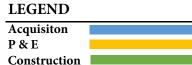


Prioritization for Implementation

The City of Newnan, Friends of LINC, PATH Foundation, and KAIZEN have assessed the *LINC Master Plan* to outline a successful approach to implementation of *LINC* during the next three years (2017-2019). Based on existing development projects; existing and projected funding (public and private); connectivity to downtown Newnan; and opportunities to provide loop trails to desired destinations, the following four trail segments have been identified for initial implementation of the *LINC Master Plan*. This implementation strategy projects approximately 5.0 miles of the *LINC* to be built by the end of 2019 (as shown in color on the map below).

LINC - Implementation Timeline





LINC - 3 Year Implementation Strategy

| Priority | Segment | Description | Acquisition | P&E | Construction | Contingency | Subtotal | Const. Mgt. | Total |
|----------|---------|--------------------------------------|--------------|----------------|-----------------|----------------|----------------|----------------|----------------|
| 1 | #4 | Newnan Centre Connection | \$ - | \$ 199,368.00 | \$ 1,615,680.00 | \$ 286,798.32 | \$2,101,846.32 | \$ 96,940.80 | \$2,198,787.12 |
| 2 | #1 | East Broad Street to Greison Trail | \$ - | \$ 216,080.00 | \$ 1,846,800.00 | \$ 326,053.20 | \$2,388,933.20 | \$ 110,808.00 | \$2,499,741.20 |
| 3 | #3 | Pedestrian Bridge over Interstate 85 | \$ - | \$ 215,280.00 | \$ 2,064,800.00 | \$ 360,595.20 | \$2,640,675.20 | \$ 123,888.00 | \$2,764,563.20 |
| 4 | #2 | Newnan Crossing Bypass Connection | \$ - | \$ 203,264.00 | \$ 1,624,640.00 | \$ 288,807.36 | \$2,116,711.36 | \$ 97,478.40 | \$2,214,189.76 |
| TOTALS | | | \$833,992.00 | \$7,151,920.00 | \$1,262,254.08 | \$9,248,166.08 | \$429,115.20 | \$9,677,281.28 | |

Next Steps

- Acceptance of the Master Plan by the Steering Committee and recommendation to the elected officials from the committee and planning department for adoption
- Adoption by the Newnan City Council and Coweta County Board of Commission (Adopted May 23, 2017)
- Implementation Committee organizes and meets to stage implementation
- Model Mile project advanced to construction
- Advance ordinances re: fines for motorized use of trails and land uses adjacent to trail

- Review prioritization plan and advance 2nd segment toward implementation
- Identify funding for acquisition of key parcels in plan
- Acquire key parcels
- Apply for federal and state funding for segments to be constructed in 2022 and beyond
- Set up 'Friends' group to organize marketing, programs, events, etc



Design Standards

Branding / Design Standards

Introduction

In order to excite and alert trail users to the new trail system, it needs to have a crisp, clean brand and an inviting amenity package. To create this sense of excitement and pride, the PATH/KAIZEN design team developed a logo stating what the trail system does while implying the city understands the need for developing the system. The accompanying amenity package was designed with comfort and sustainability in mind.

Greenway trails should be designed and constructed in accordance with certain guidelines developed by various governmental agencies. All standards proposed for *LINC Trail System* are intended to meet or exceed the guidelines listed below:

- AASHTO Guide to Development of Bicycle Facilities, 1999
- MUTCD (Manual on Uniform Traffic Control Devices), 2009
- ADA (Americans with Disabilities Act) requirements
- NACTO Urban Bikeway Design Guide, 2011

In addition to these guidelines, the implementation of *LINC Trail System* will require state and local permitting to insure the design/engineering/construction of the trail meets all environmental and stormwater regulations.

Trail System Naming and Logo

Discussion of the name of Newnan/Coweta's trail system began during the first steering committee meeting where naming ideas were collected from the group. During the master planning process, the top 10 naming options were compiled into an online survey for the group to vote on their top 3 preferred names followed by a second survey with the top 4 naming options tallied within a new vote for everyone to select their preferred name for the trail system. The result of the final vote by the steering committee established the trail system name as "LINC".

To reinforce the *LINC Trail System* branding, the design team developed the trail logo as the first component of the trail system's identity. The logo development began by considering various graphic icons and words reflective of the geometric conditions and history of the city/county. More importantly, the logo reflects the significance for bringing together "bridging" every age, race, gender, social economic class, and ability with the trail, introducting new energy, and interconnecting between unique physical assets of Newnan/Coweta.



Proposed Logo for LINC Trail System

Design Standards

LINC Logo Standards

Primary Logo



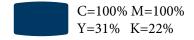
Reversed Logo

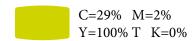


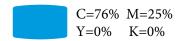
Friends of LINC Logo



Logo Color Palette



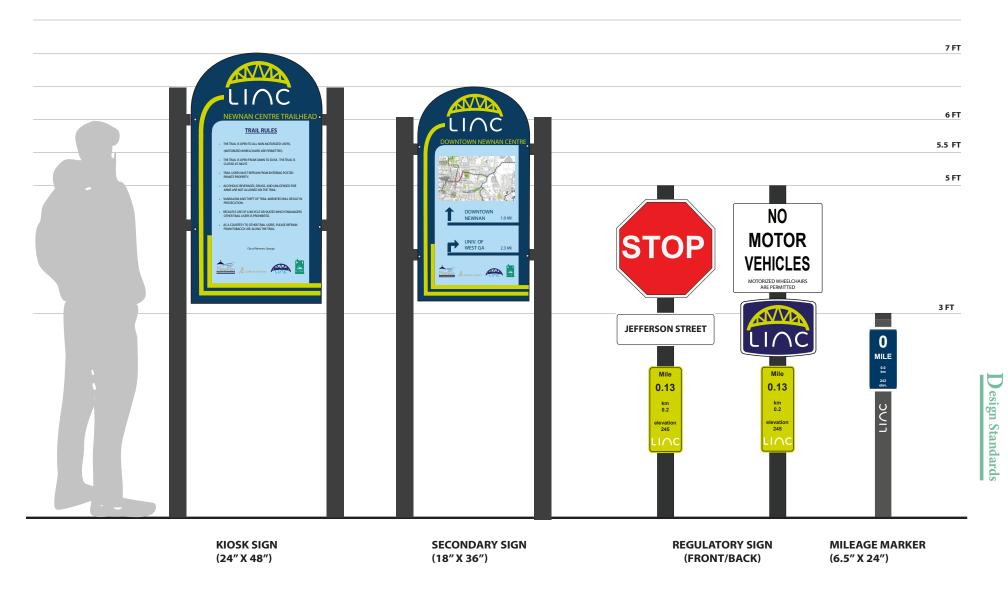






Proposed Trail Signage

The trail signs for the *LINC Trail System* are proposed as a traditional powder-coated metal post sign style. The kiosk sign will be located at all trailheads with the secondary signs being at spur trail connections. The primary sign along the trail will be the regulatory sign and the mileage markers. The *LINC* logo will lead the final style of the sign panels and will provide overall identity for the trail system.



LINC Trail System

Newnan/Coweta

Trail Amenities

The trail amenities chosen for the *LINC Trail System* are made to compliment the existing amenities in downtown Newnan. The materials entail a traditional powder coated metal finish with an overall simple and timeless style. This will allow for a more seemless connection between the existing parks and greenspace and tie in the proposed trails to help make it feel as one system.



Cycle Sentry Collection by Victor Stanley

model #BRBS-103 Description:Bike Rack with a 3" tubular steel post flanked by a tubular steel ring.



Framers Modern Collection by Victor Stanley

model #FMS-324, FMS-214 Description: Classic steel frame bench with slim curved legs and graceful arms, horizontal steel rod seating..



Description: Push button chromeplated brass valve, Push button recessed in 3/8" steel plate, Adjustable flow regulation, Welded bottom plate.



Iron Sites Collection by Victor Stanley

model #SD-42 Description: 36-gallon steel receptacle with a side-door, powder coated with black.







Deluxe Single Pull Dog Station by Jazzy

Description: single pull station holds up to 400 bags, Commercial-grade aluminum, durable powder coated/UV protected finish in black. Newnan/Coweta LINC Trail System

Bike Parking and Fixit Station

Throughout Newnan there are opportunities for different styles of bike parking. Below are some examples of outdoor bike shelters. The bike racks shown can be customized to compliment the trail amenities.



Cycle Shelter Station by Dero

Description: The Dero Cycle Station provides high-capacity, covered bike parking for bicycle commuters. With a high roof and open platform, the station allows bike corrals, vertical, or two-tiered bike racks configured to meet the customer's needs.



HAWK signals for the Carrollton GreenBelt allows for a safe mid-block crossing of the trail at Bankhead Hwy.



Fixit Service Station by Dero

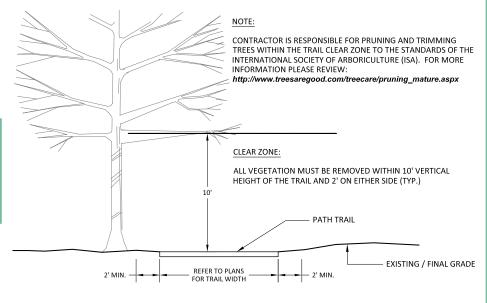
Powder coated black; includes all tools necessary to perform basic bike repairs and maintenance with air pump kit 3.

esign Standards

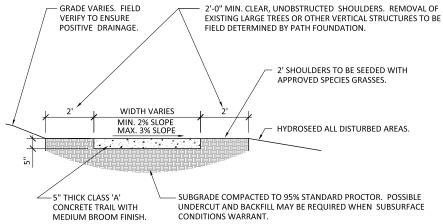
Construction Details and Standards



Multi-use trails with a 12-foot wide concrete surface provide for low long-term maintenance.







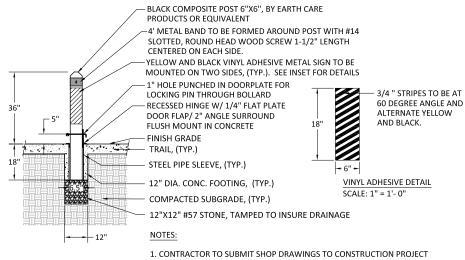
NOTE:

CONTRACTOR TO SAW CUT CONTROL JOINT AT LEAST 1/4 DEPTH OF SLAB ACROSS ENTIRE WIDTH OF TRAIL. CONTROL JOINTS TO BE LOCATED THE SAME DISTANCE APART AS THE WIDTH OF TRAIL (I.E. 12' WIDE TRAIL TO HAVE CONTROL JOINTS EVERY 12' ALONG TRAIL). CONTRACTOR REQUIRED TO REMOVE SAW DUST AFTER CUTTING.



TRAIL TYPICAL SECTION

SCALE: 1/2" = 1'-0"

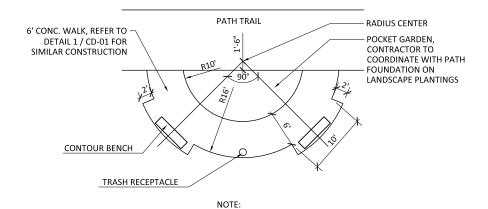


- CONTRACTOR TO SUBMIT SHOP DRAWINGS TO CONSTRUCTION PROJECT MANAGER FOR APPROVAL PRIOR TO CONSTRUCTION.
- 2. ALL METAL TO BE ALUMINUM UNLESS OTHERWISE SPECIFIED AND POWDERCOATED BLACK.



REMOVABLE DOOR PLATE BOLLARD

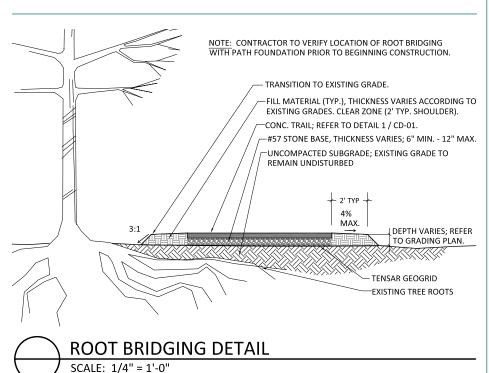
SCALE: 1/2" = 1'-0"



ALL PATH REST AREAS TO BE FIELD LOCATED BY PATH FOUNDATION. REFER TO PLANS FOR GENERAL LOCATION.

POCKET PARK

SCALE: 1/8" = 1'-0"





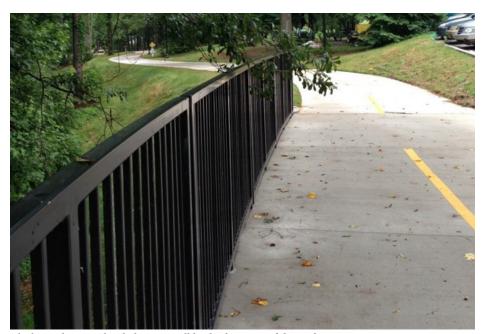
Pocket parks provide opportunities for trail users to enjoy time with friends and neighbors.



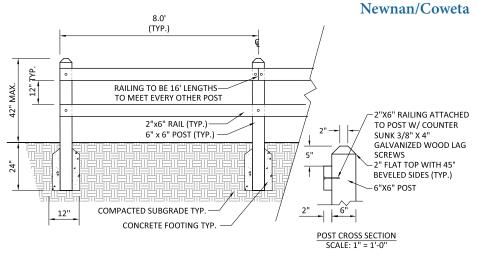
Root bridging insures protection of existing trees and allows the trail to blend into a wooded setting.



Two-panel wood fence along side the trail.



Black powder coated rail along a small bridged portion of the trail.



- NOTES:

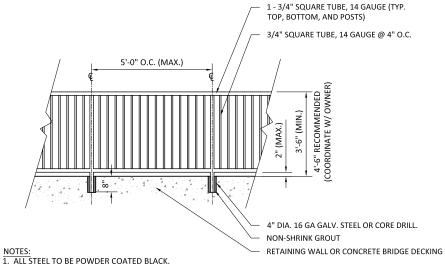
 1. FENCE TO BE CONSTRUCTED WITH PRESSURE TREATED WOOD.

 2. RAILING TO MEET FLUSH WITH OUTSIDE EDGE OF LAST POST.

 3. REFER TO CONSTRUCTION PLANS FOR FENCE LOCATIONS.

2 PANEL WOOD FENCE

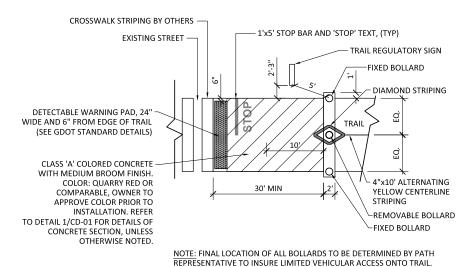
SCALE: 1/2" = 1'-0"



- 2. ALL POSTS SHALL BE PLUMB AND RAILS PARALLEL TO THE GROUND.

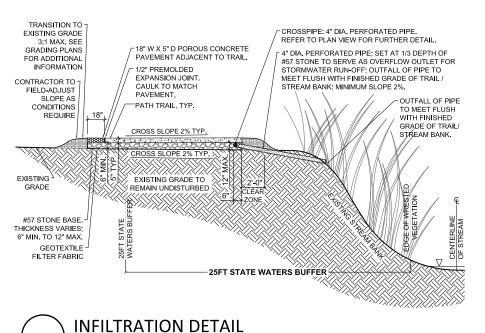
HANDRAIL DETAIL

SCALE: 1/2" = 1'-0"



STANDARD INTERSECTION: PLAN VIEW

SCALE: 1/8" = 1'-0"



SCALE: 1/4" = 1'-0"

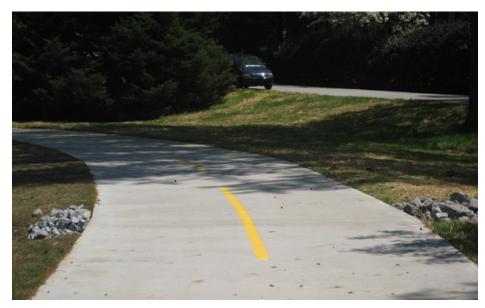


Typical trail intersection with signage, bollards, and pavement striping.



Sloping trail <u>away</u> from nearby creek into a gravel drain allows runoff to infiltrate under trail prior to entering creek.

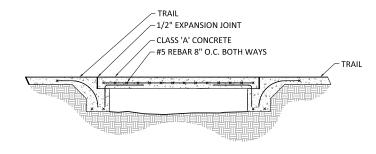
LINC Trail System Newnan/Coweta



Structural slab constructed to allow drainage under the trail.



Custom steel bridge with handrail to span existing drainage swale.



NOTES:

- 1. CONTRACTOR TO PROVIDE SHOP DRAWINGS COMPLETED BY A LICENSED STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION, FOR APPROVAL BY OWNER AND LANDSCAPE ARCHITECT.
- 2. TOTAL HEIGHT FROM TOP OF TRAIL SURFACE TO LOW POINT OF SWALE IS NOT TO EXCEED 30".



STRUCTURAL SLAB CROSSING SCALE: 3/8" = 1'-0"



Wooden Boardwalk structure for crossing lakes and wetlands.



Mid-block crossings are to be considered when not crossing at a lighted intersection.



Custom steel bridge structures allow the trail to naturally blend into wooded areas.



Prefabricated steel bridges allow trails to cross above existing roads and waterways.

LINC Trail System

Newnan/Coweta



A modified bridge on Westview Dr SW in Atlanta accomodating a 10' wide multi-use trail



Multi-use trail going beneath an existing road bridge.



Canopy protective structure over trail when going under rail roads.



Multi-use trail going beneath an existing road bridge.

Newnan/Coweta

Appendix: Steering Committee Members

City of Newnan

Hasco Craver Business Development Tracy Dunnavant Community Development

Mike Furbush
Cynthia Jenkins
Michael Klahr
Cleatus Phillips
Scott Tolar

Beautification
Mayor Pro Tem
Public Works
City Manager
Newnan Utilities

Coweta County

Michael Fouts County Administrator

Clint Richmond Geographic Information Systems

Parks Avery Tamarkus T. Cook Deb Kalish Jim Thomasson

Sandy Wisenbaker Jean Wyant

SAFE ROUTES TO SCHOOL

Safety Walk: Newnan Area Schools

Elm St. Elementary, Atkinson Elementary, Maggie Brown Alt. Middle, Newnan High, and Ruth Hill Elementary

August 26, 2020



Participants

Day of Walk 8/26/2020

- Rhodes Shell, Councilman, City of Newnan
- Chris Doane, President, Bike Coweta
- Patti Pittman, North GA Outreach Coordinator, GA Safe Routes to School Resource Center

Alternate Day Area Observations (Covid-19 response)

- 8/28/2020 Chad Moore, Civil Engineer, GA Department of Transportation District 3
- Multiple dates Cleatus Phillips, Newnan City Manager together with The City of Newnan Public Works department

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- 4. Walk Routes
- 5. Area Overview and General Notes
- 7. Elm Street Elementary
- 8. Elm St.
- 9. Carmichael St./
 Atkinson St. and Elm St. Intersection
- 10. Carmichael St.
- 11. Clark St. (Alt 27/16/34) and Carmichael St. Intersection
- 12. Clark St.
- 13. Clark St. (Alt 27/16/34) and Jackson St. (Alt 27/29/16/34/14) Intersection
- 14. Jackson St. (Alt 27/29/16/34/14)
- 15. Jackson St. (Alt 27/29/16/34/14) and Madison St. Intersection
- 16. Madison St.
- 17. Madison St. and Jefferson St. (Alt 27/29/16/34/14) Intersection
- 18. Jefferson St. (Alt 27/29/16/34/14)
- 19. Newnan Square Area: Jefferson St (Alt 27/29/16/34/14), N. Court Square, Jackson St (Alt 27/29/16/34/14), S. Courthouse Square
- 20. LaGrange St. (Alt 27/16/14)

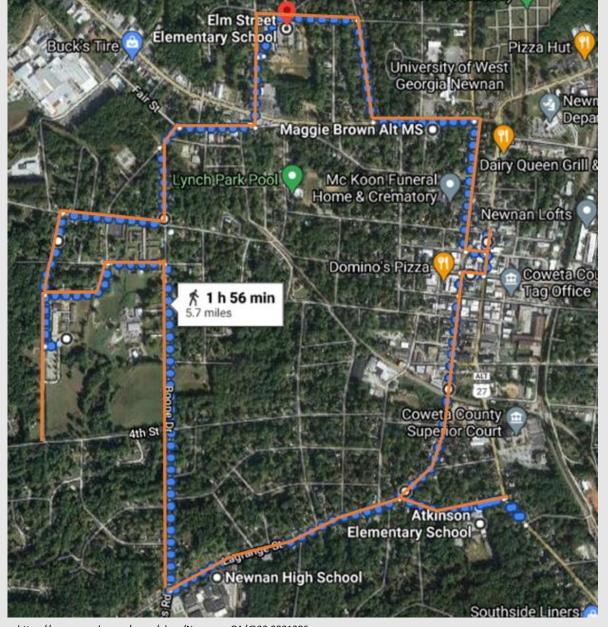
- 22. Nimmons St.
- 23. Atkinson Elementary
- 24. Greenville St. (16) and Nimmons St. Intersection
- 25. Newnan High School
- 26. Boone Dr./ Waterworks Rd. and LaGrange St. Intersection
- 27. Boone Dr.
- 28. Lovelace St.
- 29. Pratt St.
- 30. Pratt St. and Sunset Ln. Intersection
- 31. Ruth St. Elementary
- 32. Sunset Lane
- 33. W. Washington St. and Sunset Ln. Intersection
- 34. W. Washington St.
- 35. Hamilton Bohannan Dr./ Boone Dr. and W. Washington St. Intersection
- 36. Hamilton Bohannan Dr.
- 37. VC St.
- 38. Fair St.
- 39. Dixon St. and Temple Ave. Intersection
- 40. Dixon St.
- 41. Crash Data

^{*}Please note, this document contains a brief overview based on initial observations.

Walk Route

Walk Route (in orange at right)

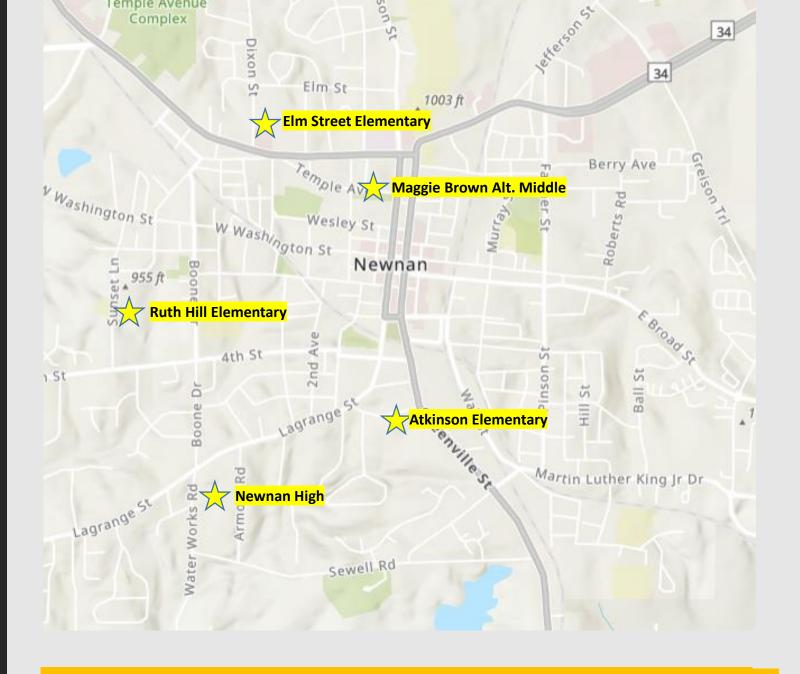
- Began at Elm St. Elementary
- East on Elm St.
- South on Carmichael St.
- East on Clark St
- Maggie Brown Alt. MS
- South on Jackson St.
- East on Madison St.
- North on Jefferson St. to Wesley St. intersection
- South on Jefferson St.
- West on N. Court St.
- South on W. Court St.
- Continue South onto Lagrange St.
- East on Nimmons St. to Greenville St. Intersection
- West on Nimmons St.
- Atkinson Elementary
- West on Nimmons St.
- Southwest on Lagrange St.
- Newnan High School
- North on Boone Dr.
- West on Lovelace St.
- South on Pratt St.
- South on Sunset Lane
- Ruth Hill Elementary
- North on Sunset Lane
- East on W. Washington St.
- North on Hamilton Bohannon Dr.
- North East on VC St.
- East on Fair St.
- North on Dixon St.
- End at Elm St. Elementary



https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-

Observation Area General Notes

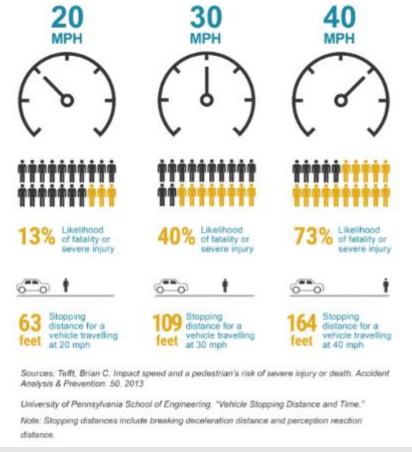
- The sidewalks are generally well maintained.
 - The observed area between Newnan High and Elm St. Elementary has many cracked/uneven sidewalks and is missing crosswalks and curb cuts. Vegetation is encroaching on the walk path.
- The speeds through town are fast (35 mph) with high car, pedestrian, and bicycle traffic volumes.
 - The streets 'feel' uncomfortable to cross. The minor streets are 25 mph and much more comfortable.
 - Consider reducing speeds in town to 25 mph to increase pedestrian safety and reduce risk of pedestrian/bike car crashes.
 - Lawrenceville and Cumming, GA, are similar cities to Newnan that have implemented lower SR and USR speeds of 25 mph through town and school areas. They may serve as resources when evaluating the consideration. (SR 20, 9, 120, 124, and US 29)
 - Consider adding designated bicycle lanes to roads wide enough to support them.
 - Consider adding a leading pedestrian interval (LPI) to existing traffic signals during school arrival and dismissal times and during peak pedestrian hours.
- Street lighting is present at most intersections. Observation completed during daylight hours.
 - Consider observing intersections with pedestrian crossings at night to identify that lighting exists and is working for better pedestrian visibility during the early morning fall/winter commute to schools.



Observation Area General Notes

- Consider educating students and the community on pedestrian and bike laws, driver responsibilities, safety, and best practices.
 - Consider school partnerships with Safe Routes to School for assistance in encouraging walking and bicycling and for ongoing support in education and best practices.

 - Email pattip@saferoutesga.org for more information and to establish the schools with a free partnership.
- Consider adding bike racks at the schools to encourage students' active transportation.
- Consider scheduling walk/bike to school days to encourage student's active transportation.
- Consider adding Park and Walk programs and locations to help reduce traffic around the schools at arrival and dismissal times.
 - Partner with locations such as the old Papp Clinic Parking lot for parent parking.
 - Information on Park and Walk programs may be found at:



http://www.dot.ga.gov/PartnerSmart/DesignManuals/TrafficOps/GDOT%20Pedestrian%20and %20Streetscape%20Guide.pdf









A park and walk location is a pre-determined place where families who drive can park and walk the remaining distance to school.

Quick Steps to Formalizing a Park and Walk Location:

Man a care must be arroad from

Recoult volunteers or have parents

Benefitsa

- Reduces traffic congestio around a school
- Pondusance invested antivity fr
- includes families who live too fa
- increases neighborhood
- walk with their children. Promote the park and walk location
- * Hold an event to kick off the

owner to use.

 Track participation Make changes to the activity



- pedestrian safety behaviors.
- Requires parents or designated adult volunteers to walk children







Parents and Guardians are responsible for belongings, vehicles, children and personal safety. Be sure to lock up and walk safety

Elm Street Elementary Observations and Suggestions

- A sidewalk exists in front of the school from the east drive on Elm St. extending the length of the front of school and from the west drive on Elm St. extending to the parking lot.
 - No sidewalk exists at the Dixon St. Entrance
 - Consider extending the sidewalk for students walking to/from the west side of the school to reduce vehicle and car/bicyclist interaction. (shown in yellow at right)
- School zone signs are present 20 mph.
- A speed feedback sign exists on Elm St. in the school zone.
- No crosswalks exist from neighborhoods/homes north
 of the school across Elm St. or to the west of the
 school across Dixon St.
 - Consider adding a mid-block crossing with a rapid flashing beacon and signage. (shown in blue at right)
 - Consider adding crosswalks with pedestrian warning signs at the Elm St. and Dixon St. intersection. (shown in orange at right)
- Crosswalks exist at the school entrances.
 - Consider repainting faded paint on crosswalks to enhance pedestrian safety.



Elm St. Observations and Suggestions

- Current speed limit is 25 mph.
- Sidewalks exist on the south side of the street with crosswalks, curb cuts, and tactile warning strips.
- The street appears wide.
 - Consider marking bike lanes if space warrants.
- No crosswalks exist from north side of Elm St. to the sidewalk on the south side.
 - Consider adding mid-block crossings with rapid flashing beacons and signage.





2-Lane Roadway (Bike Lane Option)



2-Lane Roadway (Separated Bike Lane Option)



https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Carmichael St./ Atkinson St. and Elm St. Intersection Observations and Suggestions

- This is a four-way stop sign intersection.
- Street lights are present.
- There are no crosswalks present.
 - Consider adding crosswalks on all sides of the intersection.
 - Include curb cuts and ADA accommodations.



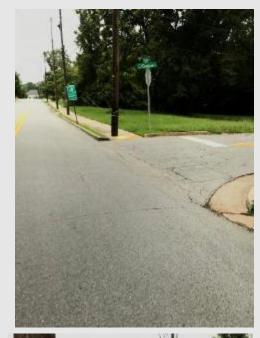
Carmichael St. Observations and Suggestions

- Current speed limit is 25 mph.
- No sidewalks are present north of Carmichael Cir.
- Crosswalks are not present at intersecting streets.
 - Consider painting crosswalks. (Shown at right in orange.)
- At Carmichael Cir., a sidewalk exists on west side of the street until the University of West Georgia (UWG) campus. From the UWG campus, sidewalks exist on both sides of the street.
 - Consider extending the sidewalk north to the intersection with Elm St. and including a crosswalk at Cavender St. (Sidewalk shown in yellow at right. Potential Park and Walk location shown with a purple star.)



Suggested sidewalk shown in yellow. Suggested crosswalks shown in orange. Potential Park and Walk location shown with a purple star.

https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477.1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2! 3d33.3806716!4d-84.7996573





Clark St. (Alt 27/16/34) and Carmichael St. Intersection Observations and Suggestions

- This is a stop sign intersection at Carmichael St. with a crosswalk, curb cuts, and tactile warning strips.
- No designated way to cross Clark St. exists near the intersection.
 - This is near Maggie Brown Alt. Middle (no active transportation is currently allowed at the school)
 - The next designated crossing is Jackson St. or Temple Ave.
 - UWG students and residents are frequently seen crossing Clark St. (35) mph) near Carmichael St.
 - Consider adding a mid-block crossing with a pedestrian activated rapid flashing beacon to stop traffic. (Shown in orange at right)

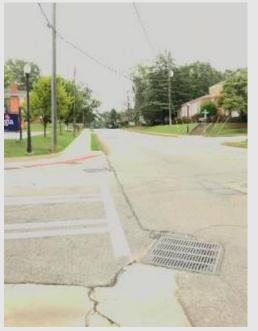


https://www.google.com/maps/place/Newnan,+GA/@33.3801286, 84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda 60240ecb!8m2!3d33.3806716!4d-84.7996573

Countermeasure: Rectangular Rapid-Flashing Beacon (RRFB)



https://safety.fhwa.dot.gov/ped_bike/step/resources/docs/fhwasa18018.pdf





Clark St. Observations and Suggestions

- Current speed limit is 35 mph.
- Sidewalks exist on both sides of street.
- Crosswalks exist at intersecting streets.
 - No crosswalk exists at the McRitchie-Hollis Museum entrance. Consider adding a crosswalk for enhanced pedestrian visibility.
- Car speeds seem fast, and the street appears wide. Many pedestrians were observed.
 - Consider marking bike lanes and reducing the speed to 25 mph if conditions warrant.





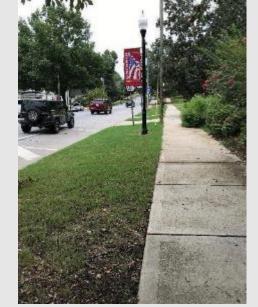
Clark St. (Alt 27/16/34) and Jackson St. (Alt 27/29/16/34/14) Intersection Observations and Suggestions

- This intersection has a traffic signal with crosswalks and countdown pedestrian crossing signals at the east, south, and west sides of intersection.
 - The crosswalk paint is faded. Consider repainting.
 - Consider adding a leading pedestrian interval (LPI) during school arrival and dismissal times.
- Streetlights, curb cuts, and tactile warning strips are present.

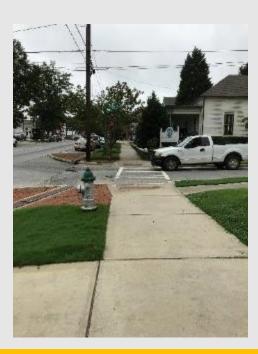


Jackson St. (Alt 27/29/16/34/14) Observations and Suggestions

- Current speed limit is 35 mph. Oneway southbound street.
- Sidewalks exist with a wide grass border between the sidewalks and the street.
- Crosswalks with curb cuts and tactile warning strips exist at the intersecting minor streets.
- The street feels wide and has onstreet parking
 - Consider designating bike lanes if space warrants.
 - Car and truck speeds feel much faster than 35 mph.
 - Consider reducing the speed to 25 mph in the city area.
- A mid-block crossing with bump outs and a rapid flashing beacon exists near Temple Ave.









Jackson St. (Alt 27/29/16/34/14) and Madison St. Intersection Observations and Suggestions

- A traffic signal exists with crosswalks, curb cuts, and countdown pedestrian crossing signals on the east, west, and south sides of intersection.
 - The bump outs at Jackson St. shorten the pedestrian crossing distance.
 - Consider adding a leading pedestrian interval (LPI) during school arrival and dismissal times.
 - Tactile warning strips are not present at all crosswalks. Consider adding.
- Street lighting is present near the intersection.







Madison St. **Observations**

- Current speed limit is 25 mph.
- Sidewalks exist on both sides.
- On street parking is available.
- The ally has been repurposed for common/gathering space.









Madison St. and Jefferson St. (Alt 27/29/16/34/14) Intersection Observations and Suggestions

- Traffic signal with crosswalks, curb cuts, tactile warning strips, and countdown pedestrian crossing signals on the east, west, and south sides of the intersection.
 - Bump outs on all four corners shorten the pedestrian crossing distance.
 - Consider adding a leading pedestrian interval (LPI) during school arrival and dismissal times.



Jefferson St. (Alt 27/29/16/34/14) Observations and Suggestions

- Current speed limit is 35 mph. One-way northbound street.
- Sidewalks exist on both sides of the road with crosswalks, curb cuts, and tactile warning strips at intersecting minor streets.
- On-street angle-in parking exists on the street.
 - When the cars occupy spaces, it is difficult to see oncoming traffic and cars turning. (Noticed walking northbound at Wesley St.)
- The street is very wide with on street parking.
 - Consider marking bike lanes if existing space warrants or parallel parking with bike lanes.
 - Cars travel very fast felt like much faster than 35 mph.
 - Consider reducing speed to 25 mph in the city.





Newnan Square Area:
Jefferson St (Alt
27/29/16/34/14),
N. Court Square, Jackson St (Alt
27/29/16/34/14), S. Courthouse
Square
Observations and Suggestions

- Current speed limit is 35 mph. All one-way streets.
- Sidewalks exist on all sides with high pedestrian traffic.
- Traffic lights with crosswalks, curb cuts, and pedestrian signals on three sides of each intersection.
 - Consider adding tactile warning strips for the vision impaired.
 - Consider adding a leading pedestrian interval (LPI) during school arrival and dismissal times and peak pedestrian traffic times.
- Angle in parking on all sides.
- Feels uncomfortable to cross at intersections.
 - Traffic travels at high speeds; cars backing out of parking spaces, with other cars/trucks stopping fast to avoid collision.
 - Consider making area 20 or 25 mph.
 - No bicycle parking; bikes are left on sidewalks.
 - Consider the space around the courthouse for allocating parking spaces to bike racks.



LaGrange St. (Alt 27/16/14) Observations and Suggestions

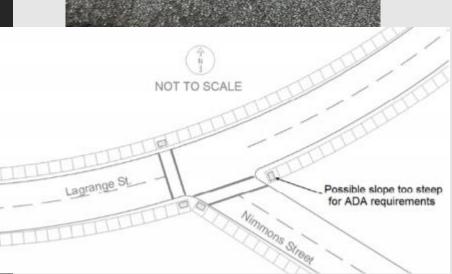
- Current speed limit is 35 mph in town then 25 south of Long Place.
- Sidewalks exist on both sides of the street.
 Most intersections with minor streets have curb cuts.
 - Consider painting crosswalks and adding ADA facilities.
- The Long Place/Salbide Ave intersection is hard to cross due to traffic volume and speeds.
 - Consider adding a pedestrian activated HAWK signal prior to the intersection on the north side and on the south side of the intersection at the existing crosswalk if conditions merit. (shown in blue at right)
 - Consider painting a crosswalk at the Long Place stop sign.(shown in orange at right)
- The intersection at Salbide Avenue at Jefferson/Greenville Street paint is worn. The curb and truncated dome surface is broken in multiple places.
 - Consider evaluating for maintenance.



LaGrange St. (Alt 27/16/14) Observations and Suggestions (cont.)

- LaGrange St. becomes residential south of Long Place.
 - Consider adding multiple mid-block crossings with street lighting (example at right).
- A Mid-block crossing exists at Nimmons St. leading to Atkinson Elementary. See GDOT graphic at right for additional notes.
 - Consider checking the street light for adequate pedestrian visibility in the early morning commute.
 - Consider a rapid flashing beacon to improve visibility to drivers.
- The north/west side of the sidewalk ends at Watson Dr. without a crosswalk to the continuing sidewalk on the south/east side.
 - Consider adding a mid-block crossing with rapid flashing beacon. A street light exists at this location.
- School zone signs (25 mph) exist before Newnan High School.









https://ifworlddesignguide.com/entry/62323-crosswalk-lamp

Nimmons St. Observations and Suggestions

- Current speed limit is 25 mph.
- A sidewalk exists on the south side of the street. Partial sidewalks exist on the north side (not connecting to each other).
 - A crosswalk is not present at the intersection with Woodbine Dr. Consider painting.
- A school zone sign is located prior to Atkinson Elementary
 - 20 mph
- There is not a designated street crossing by the school.
 - Consider adding a mid-block crossing near the school with signs and street lighting.
- There is some vegetation encroachment on the sidewalk. Consider evaluating for maintenance.





Atkinson Elementary Observations and Suggestions

- No crosswalks exist at school entrances.
 - Consider adding crosswalks at the school entrance and a stop bar with a crosswalk at the school exit (shown in orange at right).
- A bike rack is present.
- The sidewalks in front of school do not connect to the street sidewalks.
 - On the east side of school, consider painting a crosswalk near the corner of the school building (shown in orange at right).
 - On the west side of the school, consider adding a painted walkway with bollards to designate walking space with a crosswalk near the corner of the school building (shown in orange at right).

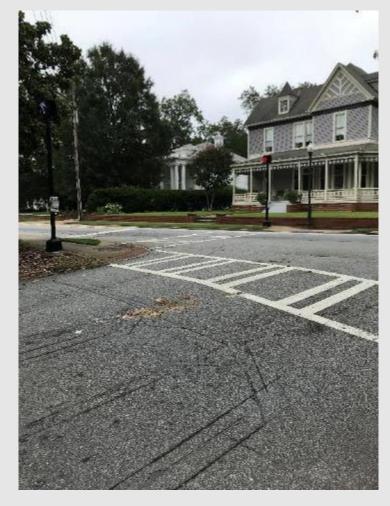




Greenville St. (16) and Nimmons St. Intersection Observations and Suggestions

- This is a traffic light intersection with crosswalks, curb cuts, and pedestrian signals on the north, west, and south sides of the intersection. Street lights are present.
 - Some tactile warning strips are missing. Consider adding.
 - Consider adding a leading pedestrian interval (LPI) during school arrival and dismissal times.





Newnan High School Observations

• Sidewalks to the school exist with good connectivity to the school and are structured to mitigate pedestrian and car interaction.





https://www.google.com/maps/place/Newnan,+GA/@33.3801

84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4d c53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573

Boone Dr./ Waterworks Rd. and LaGrange St. Intersection Observations and Suggestions

- This is a traffic signal intersection with crosswalks, curb cuts, tactile warning strips, and pedestrian signals on south and east side of intersection.
 - Ped head at SW corner is not functioning correctly. Consider checking as soon as possible. Lights are out on stop phase.
 - City of Newnan went to evaluate morning of 8/31/20
 - Ped head at SE corner is not angled correctly. Consider checking as soon as possible.
 - Consider adding a count down timer and leading pedestrian interval (LPI) during school arrival and dismissal times.
 - Consider adding street lighting.
- Intersection is being upgraded. Currently out for bids. 8/31/2020



Boone Dr. Observations and Suggestions

- Current speed limit is 25 mph.
- A sidewalk exists on east side to 4th St. then on the west side.
 - Crosswalks and street lighting are present at 4th St. and Boone Dr., a four-way stop intersection.
 - Consider repainting crosswalks for better visibility.
 - Vegetation has encroached on the sidewalk.
 - Consider evaluating for maintenance.
- Curb cuts and a crosswalk are not present at the intersections of Boone Dr. and the Public Works entrance, Camp St., and Central Ave.
 - Consider adding curb cuts and crosswalks.
- The sidewalks from Camp St. to Lovelace St. have uneven and cracked sections.
 - Consider evaluating sidewalks for maintenance.
- A mid-block crossing exists at Spring St. with street lighting.
 - Consider adding pedestrian crossing signs and repainting the crosswalk for higher visibility to drivers.



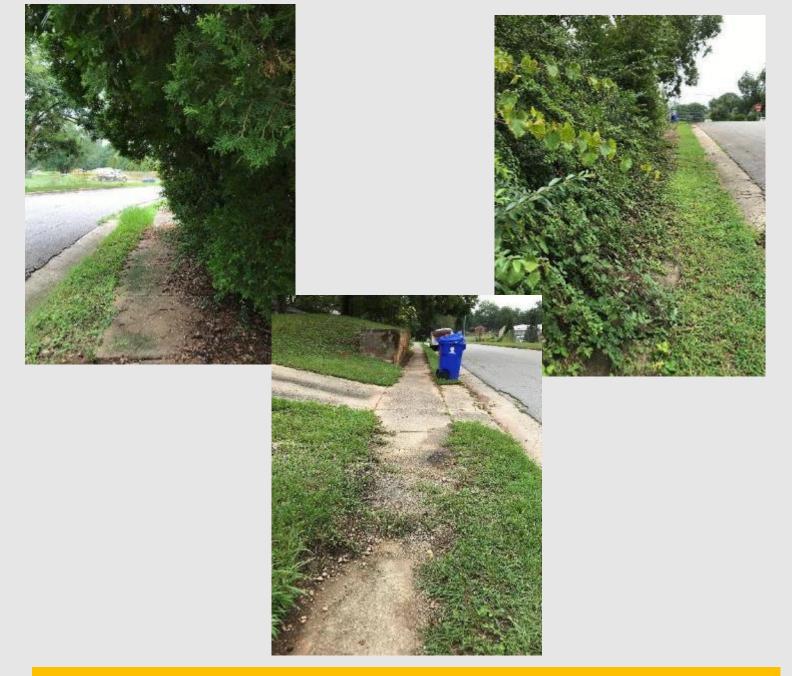
Lovelace St. Observations and Suggestions

- Current speed limit is 25 mph.
- A sidewalk exists on the south side of the street to Pratt St. then continues on the north side.
 - Vegetation has encroached on the sidewalk.
 - Consider evaluating for maintenance.
- The Pratt St. intersection is a four-way stop with curb cuts, tactile warning strips, and crosswalks in all directions. Street lighting exists at the intersection.
- A mid-block crossing exists at Neal St. with pedestrian crossing signs and street lights.



Pratt St. Observations and Suggestions

- Current speed limit is 25 mph.
- Sidewalk exists on west side of the street
 - Cracks, uneven sidewalks, and overgrown vegetation exist.
 - Consider evaluating area for maintenance.



Pratt St. and Sunset Ln. Intersection Observations and Suggestions

- This is a "T" intersection with stop sign on Pratt St.
- No curb cut, crosswalk, tactile warning strips or lighting exists.
 - This intersection borders school property. Consider adding pedestrian improvements.
- No crosswalk to the sidewalk on the west side of Sunset exists.
 - Consider adding a crosswalk with pedestrian warning signs and a rapid flashing beacon or making the intersection a threeway stop with crosswalks (shown in orange at right).





84.8029477.1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.38f

6716!4d-84.7996573





Ruth St. Elementary Observations and Suggestions

- Sidewalks exist in front of the school and border the school property.
 - Sidewalks have gaps along Sunset Ln. Consider adding the sidewalk portions that are missing to have a continuous route.
 - Parked cars overlap the sidewalk. Consider adding parking stops.
- Sidewalks in front of the school are not connected to the street sidewalks on the north side.
 - A 'goat path' exists on the north side to the school. Consider adding a sidewalk with a crosswalk to the north corner of the school.
- Crosswalks and curb cuts do not exist at all school entrances.
 - Consider adding curb cuts and crosswalks for enhanced pedestrian crossing visibility and accessibility.
- School zone signs exist. 20 mph





9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d 84.7996573







Sunset Lane and Intersection Sunset Lane and Lovelace St. Observations and Suggestions

- Current speed limit is 25 mph.
- Sidewalk exists on west side of the street.
- Sunset Ln and Lovelace St. intersection
 - Stop signs exist on Lovelace St. Consider making a four-way stop and adding crosswalks across Sunset.
 - Intersection has curb cuts with tactile warning strips and street lighting. No crosswalks exist.
 - Consider adding crosswalks with pedestrian crossing signs (shown in orange at right).



W. Washington St. and Sunset Ln. Intersection Observations and Suggestions

- Stop sign on Sunset Ln.
- Street lighting exists at intersection.
- No crosswalk at W. Washington St. to sidewalk.
 - Consider adding a crosswalk, pedestrian crossing signs, and rapid flashing beacon or making the intersection a threeway stop (shown in orange at right).



https://www.google.com/maps/place/Newnan,+GA/@33.380128

84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc5 3ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573



W. Washington St. Observations and Suggestions

- Current speed limit is 25 mph.
- A sidewalk exists on north side of the street.
 - The sidewalk is missing a section east of Sunset Ln.
 - Cracks, uneven spots, and vegetation are present.
 - Consider evaluating the area for maintenance
- No crosswalks exist at intersecting streets. Some curb cuts are missing or require maintenance.
 - Consider painting crosswalks and adding curb cuts and tactile warning strips.









Hamilton Bohannan Dr./
Boone Dr. and
W. Washington St.
Intersection
Observations and
Suggestions

- This is a four-way stop signed intersection.
- There are no crosswalks. One curb cut exists.
 - Consider adding crosswalks, curb cuts, and tactile warning strips.
- Street lights exist near the intersection.
 - Consider evaluating lighting at night for adequate lighting pedestrian.



Hamilton Bohannan Dr. Observations and Suggestions

- Current speed limit is 25 mph.
- No sidewalk exists.
- Consider adding a sidewalk if traffic is moderate/heavy in the area during school commute times.
 - Dependent on ample right of way and area resident need/want.





VC St. Observations and Suggestions

- Current speed limit is 25 mph.
- No sidewalk exists. The street crosses railroad tracks.
 - Consider adding a sidewalk and pedestrian crossing at railroad tracks if traffic is moderate/heavy in the area during school commute times. (Example at right.)



http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=66

Fair St. Observations and Suggestions

- Current speed limit is 25 mph.
- The sidewalk begins approximately 25 feet from VC St. and exists on the south side of the road.
 - Consider extending the sidewalk to the intersection.
- No curb cuts or crosswalks exist at intersecting streets.
 - Consider adding curb cuts, crosswalks, and tactile warning strips.
- The sidewalks have some cracks, uneven sections, and some vegetation growth.
 - Consider evaluating the area for maintenance.
- A deep sink hole exists next to the sidewalk near AAA Transmission and the Ray St. intersection. Please evaluate as soon as possible.
 - Utility issue. The utility is aware.



Dixon St. and Temple Ave. Intersection Observations and Suggestions

- No crosswalk exists from Fair St. to Dixon St. (a parking lot cut-through to the intersection).
 - Consider adding a crosswalk with pedestrian crossing signs.
- Please see GDOT diagram with Chad Moore's notes at right for details.
 - This is a traffic light three-way intersection with four possible streets to enter.
 - Crosswalks with curb cuts, tactile warning strips, and pedestrian signals with countdown timers exist on north and east sides. Street lights are present.
 - Consider repainting crosswalks and evaluating the lighting during nondaylight hours.

Note: I thought this was a driveway but, it is a continuation of Dixon street. Needs some markings to warn pedestrians of through traffic.

(i)

NOT TO SCALE

Crosswalk paint needs to be replaced

Temple Avenue

Street

3.3806716!4d-84.7996573

Missing truncated domes

Crosswalk intersects with curb therefore is not ADA compliment





Dixon St. Observations and Suggestions

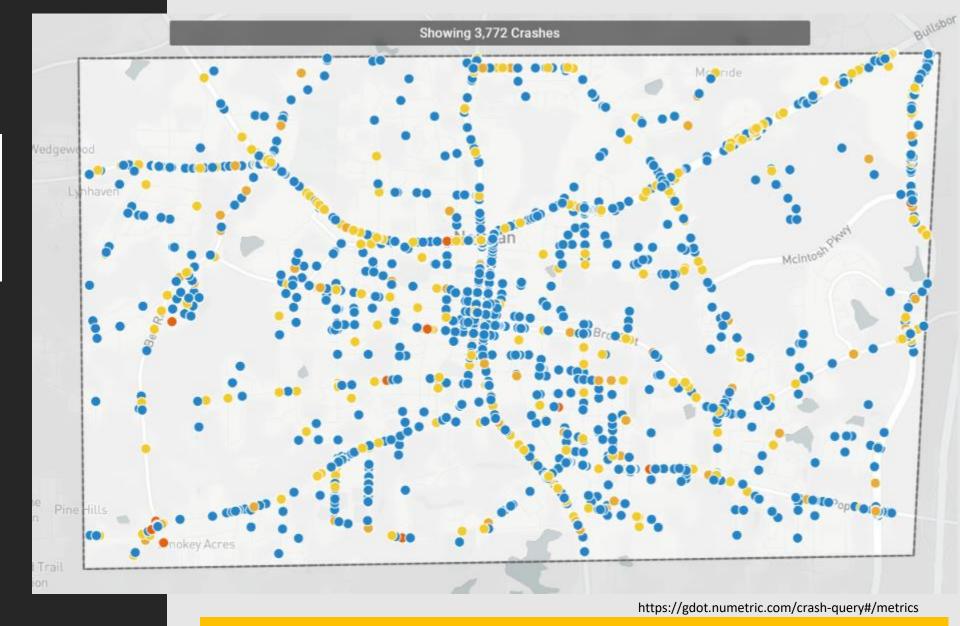
- Current speed limit is 30 mph.
- Sidewalk exists on east side
 - Consider painting crosswalks at apartment and business drives to bring attention to children walking.
- School zone speeds are posted 20 mph.
- Cracks and uneven spots are present in the sidewalk.
 - Consider evaluating for repairs.



Crash Data Area Overview All Crash Types

January 2015 through June 2019

- No Injury
- Possible Injury/ Complaint
- Suspected Minor/ Visible Injury
- Suspected Serious Injury
- Fatal Injury
- Unknown

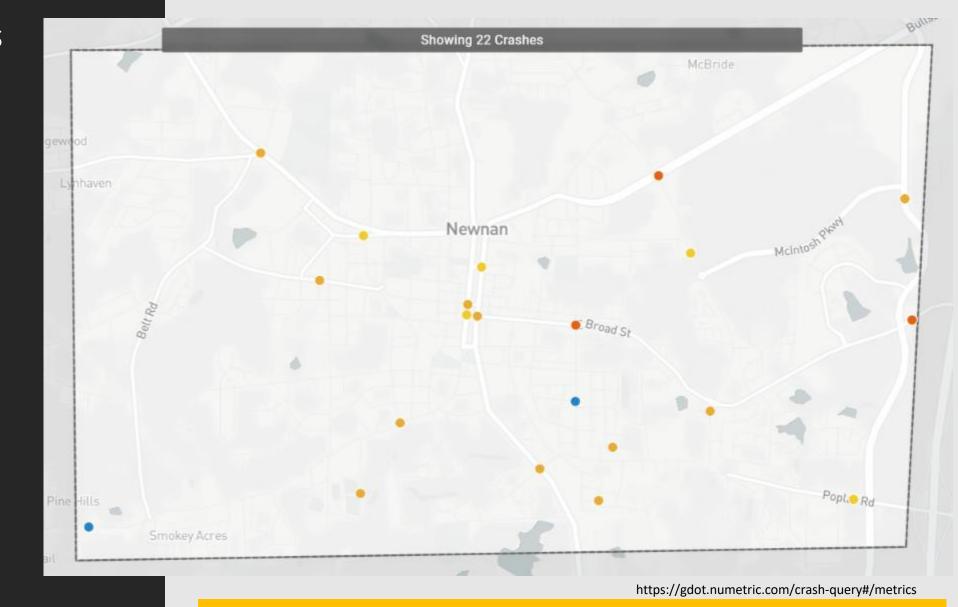


*Please note, this data may not be comprehensive due to incidents unreported, under-reported, or reports without geographic data.

Crash Data Area Overview Pedestrian Crashes

January 2015 through June 2019

- No Injury
- Possible Injury/ Complaint
- Suspected Minor/ Visible Injury
- Suspected Serious Injury
- Fatal Injury
- Unknown

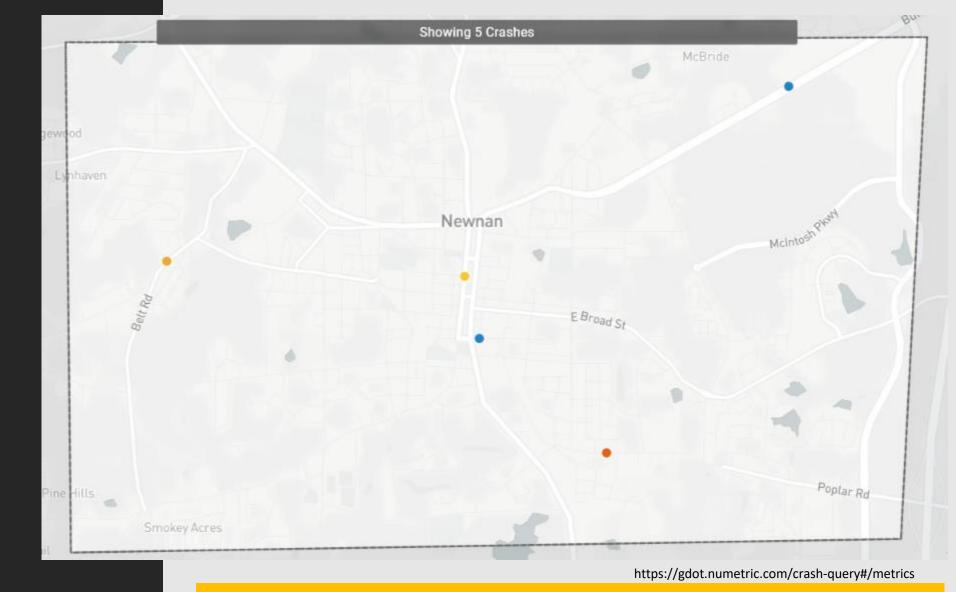


^{*}Please note, this data may not be comprehensive due to incidents unreported, under-reported, or reports without geographic data.

Crash Data Area Overview Bicycle Crashes

January 2015 through June 2019

- No Injury
- Possible Injury/ Complaint
- Suspected Minor/ Visible Injury
- Suspected Serious Injury
- Fatal Injury
- Unknown



^{*}Please note, this data may not be comprehensive due to incidents unreported, under-reported, or reports without geographic data.

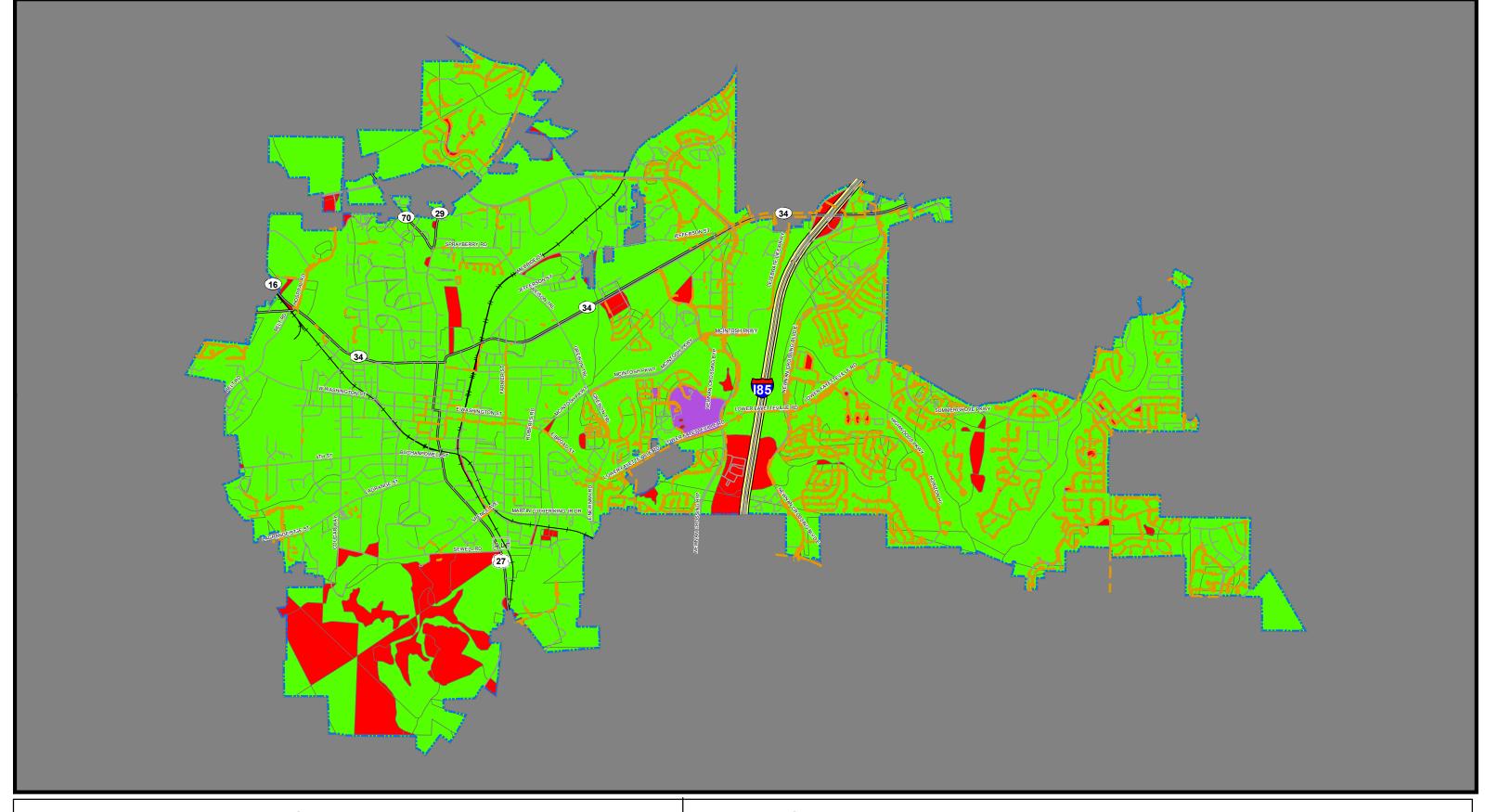
Overview of Georgia SRTS Resource Center



The Georgia Safe Routes to School Resource Center is a Georgia Department of Transportation (GDOT) project that provides hands-on support, assistance, resources, and materials to schools and communities to make walking and bicycling to school a more desirable and safer transportation option. Safety Walks and arrival and dismissal observations are scheduled at the request of the school administrator, SRTS Champion, and/or community stakeholders. The Safety Walk participants include stakeholders and experts that can impact safe routes to the school. This report includes the suggestions, comments, observations, and notes compiled from the participants at the walk audit.

For more information, visit our website at www.saferoutesga.org

BROADBAND SERVICES MAPS



CITY OF NEWNAN |



CITY OF NEWNAN
PLANNING DEPT.
25 LAGRANGE STREET
NEWNAN, GEORGIA 30263
www.cityofnewnan.org
Date: 7/6/2021

Broadband Served vs Unserved





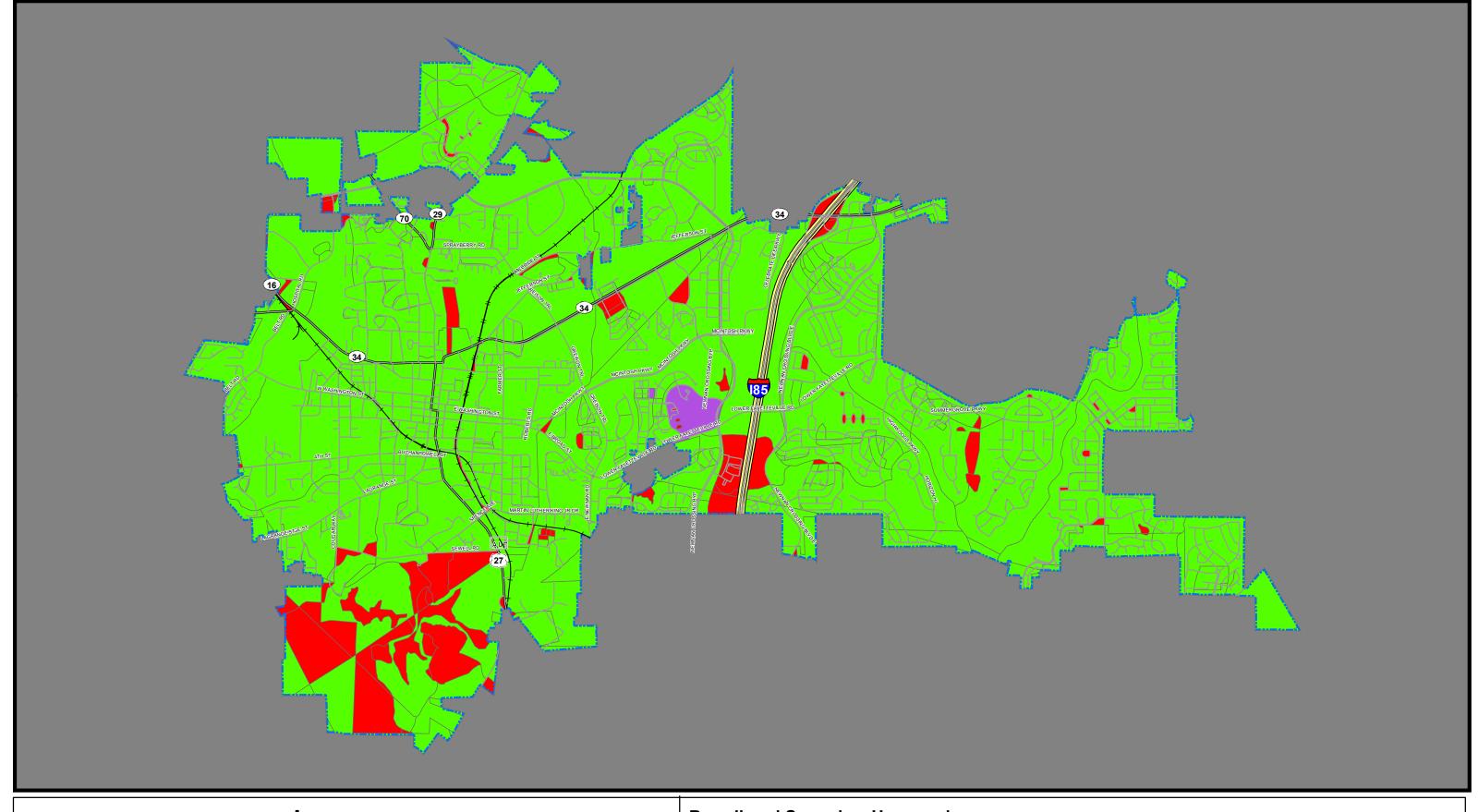


City Limits

Broadband S
https://broadb

Underground Tele-Cable Source City of Newnan GIS

Broadband Served vs Underserved Source https://broadband.georgia.gov/maps

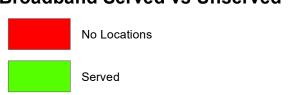


CITY OF NEWNAN |



CITY OF NEWNAN
PLANNING DEPT.
25 LAGRANGE STREET
NEWNAN, GEORGIA 30263
www.cityofnewnan.org
Date: 7/6/2021

Broadband Served vs Unserved

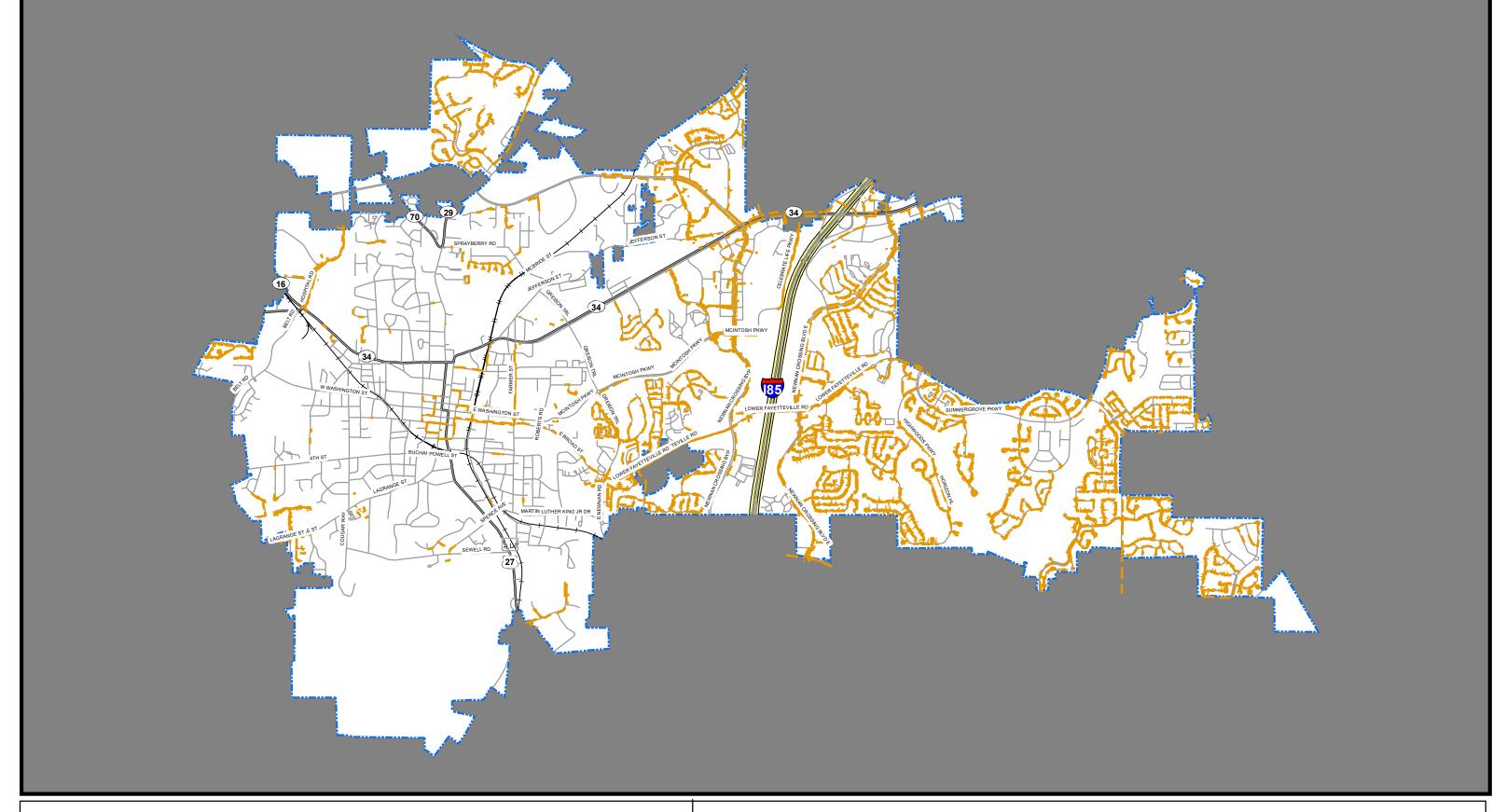


Unserved





Broadband Served vs Underserved Source https://broadband.georgia.gov/maps



CITY OF NEWNAN | City Verified Underground Broadband



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County/Unincorporated



Underground Tele-Cable



City Limits

Underground Tele-Cable Source City of Newnan GIS

Broadband Served vs Underserved Source https://broadband.georgia.gov/maps

HOUSING

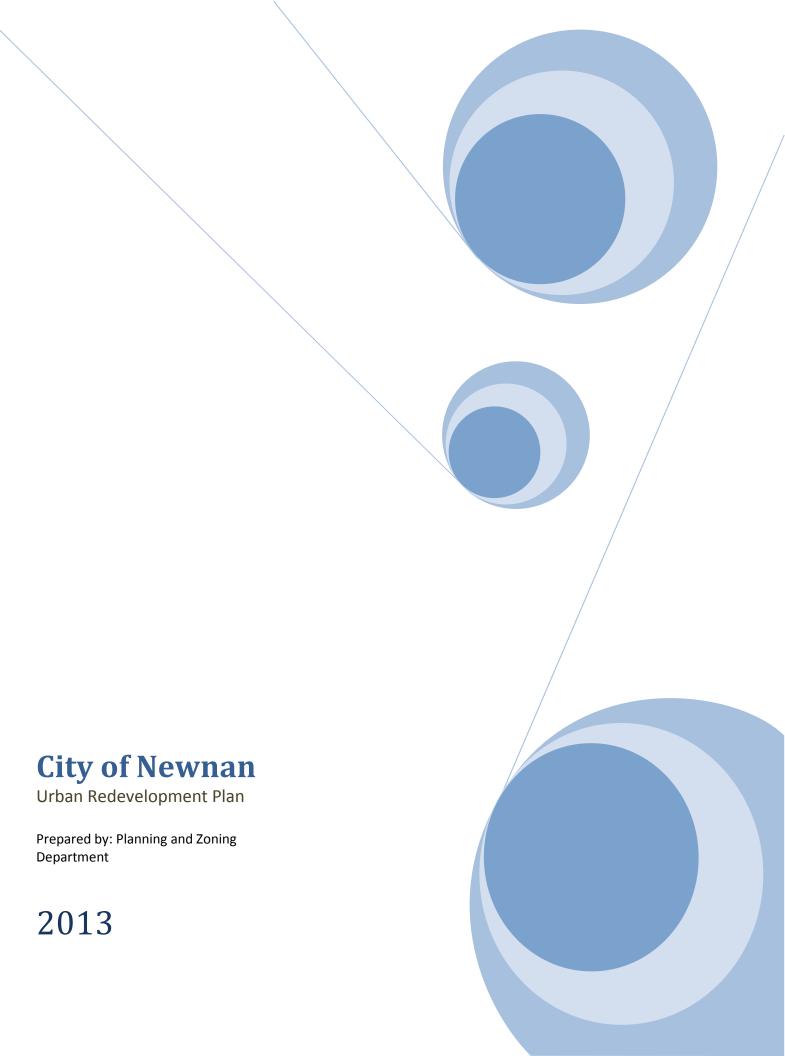


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- A. Finding of Necessity
- B. Adoption Resolution
- C. Agency Creation Ordinance

he 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.

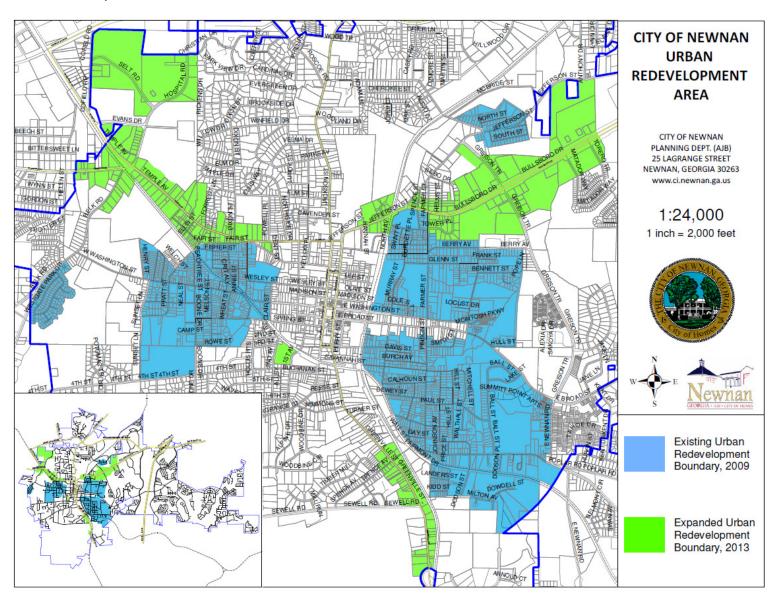
Implementation Program: Housing Policies

- 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-tomoderate 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.

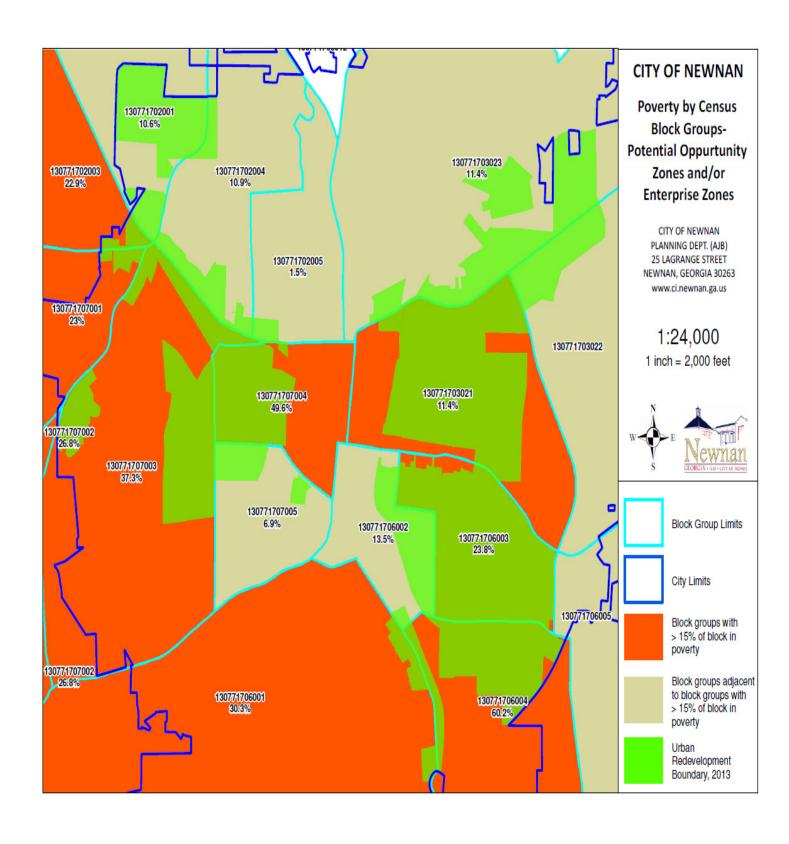
- Broken and uneven sidewalks
- Building interiors and exteriors in need of repair
- Unkempt yards
- Abundance of trash or junk items stored on properties
- Low rates of home ownership
- Higher occurrences of vacant structures, which are often left unsecured
- Instances of faulty or nonconforming lot 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)











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-I. 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-I: 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 owneroccupancy.

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

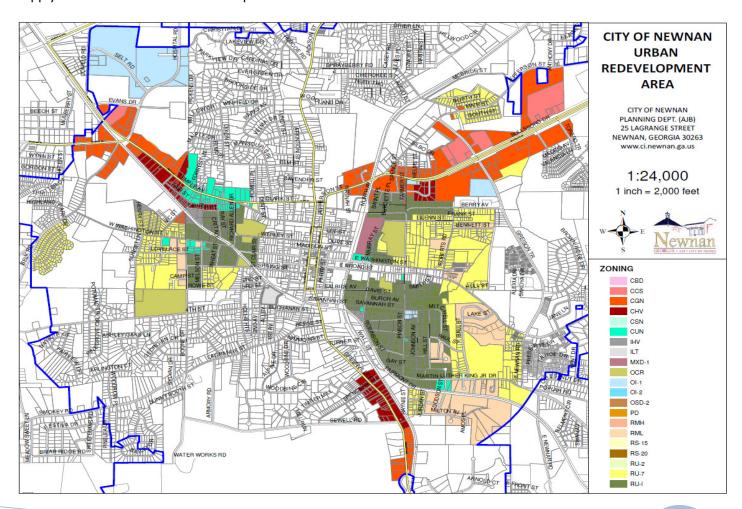
MXD-1: Urban Mixed Use Development District

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 GroupsPotential
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 longterm, 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

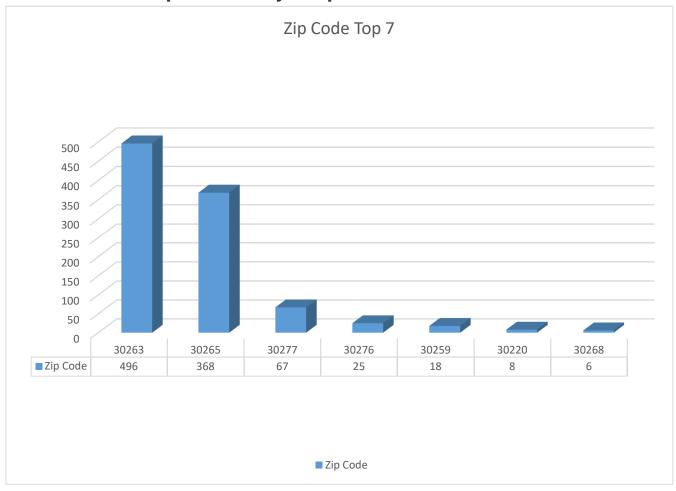
COMPREHENSIVE PLAN SURVEY RESULTS

City of Newnan Comprehensive Plan 2021-2041 Interactive Survey Results

Under 18 18-24 25-34 35-44 45-54 55-64 65+

| Answers | Count | Percentage |
|----------|-------|----------------------------|
| Under 18 | 29 | 2.8% |
| 18-24 | 22 | 2.12% |
| 25-34 | 168 | 16.2% |
| 35-44 | 196 | 18.9% |
| 45-54 | 250 | 24.11% |
| 55-64 | 214 | 20.64% |
| 65+ | 155 | 14.95% |
| | | Answered: 1,034 Skipped: 3 |

2. What is the zip code for your place of residence?



| Zip Code | Count | Percent |
|----------|-------|---------|
| 30263 | 496 | 48.02% |
| 30265 | 368 | 35.62% |
| 30277 | 67 | 6.49% |
| 30276 | 25 | 2.42% |
| 30259 | 18 | 1.74% |
| 30220 | 8 | 0.77% |
| 30268 | 6 | 0.58% |
| 30185 | 4 | 0.39% |
| 30269 | 4 | 0.39% |

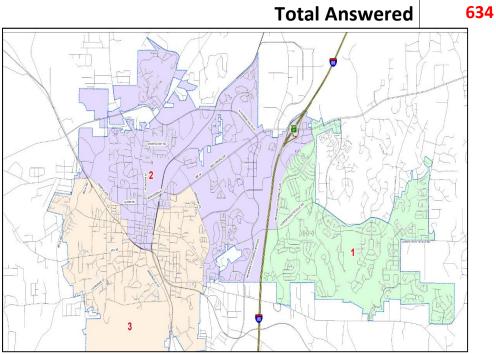
| | Total 1033 | 0.10/0 |
|--------------------|------------|--------|
| 30218 | 1 | 0.10% |
| 30213 | 1 | 0.10% |
| 30273 | 1 | 0.10% |
| 30263-1945 | 1 | 0.10% |
| 30277-2386 | 1 | 0.10% |
| 30240 | 1 | 0.10% |
| 263 | 1 | 0.10% |
| 30215 | 1 | 0.10% |
| 30363 | 1 | 0.10% |
| 30289 | 1 | 0.10% |
| 30203-3147 | 1 | 0.10% |
| 30265-3147 | 1 | 0.10% |
| 30292 | 1 | 0.10% |
| 30265-6027 | 1 | 0.10% |
| 302665 | 1 | 0.10% |
| 30308 | 1 | 0.10% |
| 30203-2393 | 1 | 0.10% |
| 30265-2395 | 1 | 0.10% |
| Newnan | 1 | 0.10% |
| 30096 | 1 | 0.10% |
| 30263 | 1 | 0.10% |
| 30263 ⁴ | 1 | 0.10% |
| 30117 | 1 | 0.10% |
| 30163 30117 | 1 | 0.10% |
| 30263-2609 | 1 | 0.10% |
| 30265 | 1 | 0.10% |
| 302063 | | 0.10% |
| 30170 | 1 | 0.19% |
| 30230 | 2 | 0.19% |
| 30251 | 2 | 0.19% |
| 30264 | 3 | 0.29% |

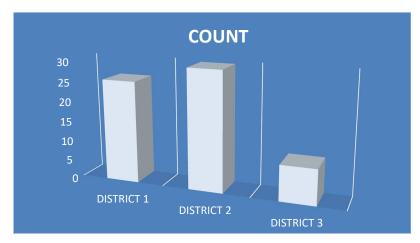
Answered: 1,033 Skipped: 4

3. If you live within the city limits of Newnan, in which district do you live?

| Select which district you live in using the map as a | | |
|--|-------|------------|
| guide | Count | Percentage |
| District 1 | 252 | 39.75% |
| District 2 | 294 | 46.37% |
| District 3 | 88 | 13.88% |

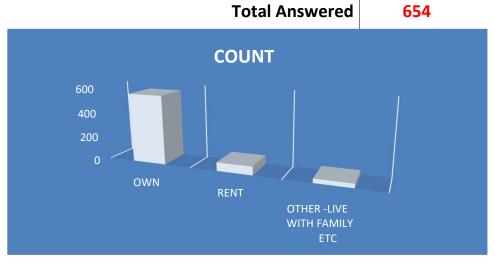
Total Answered





| 4. If you live in the city limits of Newnan, do you own or rent the place where you live? | Count | Percentage |
|---|-------|------------|
| Own | 551 | 84.25% |
| Rent | 69 | 10.55% |
| Other - live with family etc. | 34 | 5.20% |

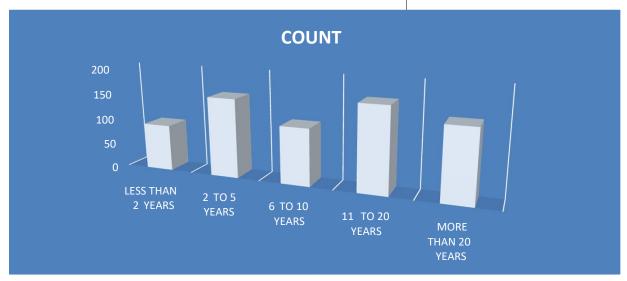
Total Answered



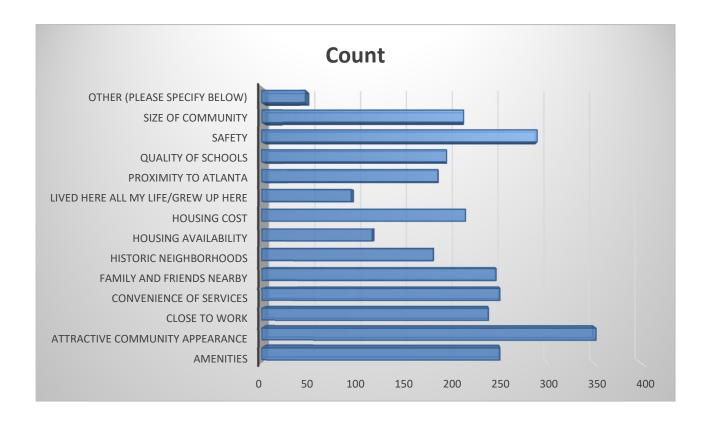
| 5. If you live in the city limits of Newnan, how long | | |
|---|-------|------------|
| have you lived here? | Count | Percentage |
| Less than 2 years | 89 | 13.71% |
| 2 to 5 years | 152 | 23.42% |
| 6 to 10 years | 109 | 16.80% |
| 11 to 20 years | 162 | 24.96% |
| More than 20 years | 137 | 21.11% |

Total Answered

649



| 6. If you live in the city limits of Newnan, which of the following were reasons you chose to live where you do now? (Select all that apply in no | | |
|---|-------|------------|
| particular order) | Count | Percentage |
| Amenities | 250 | 8.73% |
| Attractive community appearance | 351 | 12.25% |
| Close to work | 238 | 8.31% |
| Convenience of services | 250 | 8.73% |
| Family and friends nearby | 246 | 8.59% |
| Historic neighborhoods | 180 | 6.28% |
| Housing availability | 116 | 4.05% |
| Housing cost | 214 | 7.47% |
| Lived here all my life/grew up here | 94 | 3.28% |
| Proximity to Atlanta | 185 | 6.46% |
| Quality of schools | 194 | 6.77% |
| Safety | 289 | 10.09% |
| Size of Community | 212 | 7.40% |
| Other (please specify below) | 46 | 1.61% |
| | | |



6. Other Comments

When there were many younger activity places open like monkey Joes before closing

We found the size yard we wanted.

Wasn't overrun by apartments like it is now. Much more crime & preventable issues going on since apartments are still being built - people are migrating here and causing issues.

Wanted to be near or in downtown

Walking distance to the Square.

Walking distance to school and downtown square

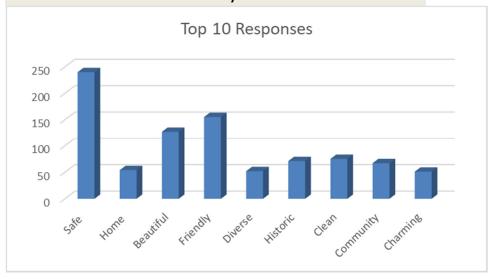
Summergrove gave me the closest feeling to Champaign Illinois that I could find. Meaning its sidewalks and connecting to shopping was appealing. That I didn't need to get in my car for everything.

Small town feel not too busy

| Small town feel |
|---|
| Small town and not a lot of traffic. |
| Rural nature of the community. The abundance of trees and wildlife. |
| Rural country living. All gone now. |
| Relocated to area for work |
| Recently sold our home and needed housing. We are enjoying the springs. |
| Quaintness & Small town feel. Newnan seemed to plan before developing. |
| Proximity to the airport |
| Promotes small business |
| Privacy |
| Potential of the City to grow and progress |
| Please quit trying to turn Coweta County into Atlanta |
| No traffic going into Atlanta!!!! |
| Nicest part of town clean |
| Newnan is the midpoint between where my fiancée (Columbus) and I (Lawrenceville) are from |
| Needed a house with land |
| Moved here by my husband's job. Then retired here. |
| More space and privacy in neighborhoods |
| Medical Facilities |
| Lots of land and new house |
| It was less developed |

| i'm a child i had no say |
|--|
| I was looking for an affordable place in Newnan (close to the interstate) that I felt safe living alone. |
| I was born here |
| God Blessing |
| Ex Wife and Son |
| employment |
| Easily accessible to shopping medical interstate. |
| Ease to get to the Airport |
| ease of access to golf courses and clubs shopping healthcare and other services |
| Diverse neighborhood |
| country feel without being too far out |
| Close to.Newnan Hospital |
| Close to interstate entrance |
| Close to downtown / ashley park |
| Came with family |
| Airport |
| Accessibility to stores I frequently go. |
| |

7. List three words that best describe what you think about Newnan today?



| Word | Count | Percentage |
|-------------------|-------|------------|
| Mid-Sized | 1 | 0.04% |
| not | 2 | 0.07% |
| Awesome | 1 | 0.04% |
| Sharp | 1 | 0.04% |
| diversified | 1 | 0.04% |
| Pleasant | 10 | 0.36% |
| Homey | 15 | 0.55% |
| Inclusive | 23 | 0.84% |
| Safe | 240 | 8.75% |
| Home | 54 | 1.97% |
| Conservative | 11 | 0.40% |
| Caring | 13 | 0.47% |
| Fun | 39 | 1.42% |
| Beautiful | 127 | 4.63% |
| Supportive of all | 1 | 0.04% |
| Suburb | 2 | 0.07% |
| Friendly | 155 | 5.65% |
| Charm | 2 | 0.07% |
| Fun/entertaining | 1 | 0.04% |
| Flourishing | 2 | 0.07% |
| Diverse | 52 | 1.90% |
| Picturesque | 2 | 0.07% |
| Family | 29 | 1.06% |

| Vibrant | 18 | 0.66% |
|----------------------|----|-------|
| Inventive | 10 | 0.04% |
| | | |
| Stable | 8 | 0.29% |
| Comgortsble | 1 | 0.04% |
| Historic | 71 | 2.59% |
| Pedestrian and Bike | | |
| Friendly | 1 | 0.04% |
| Great City | 1 | 0.04% |
| | | |
| Good sized houses | | |
| with good sizes lots | 1 | 0.04% |
| Thriving | 25 | 0.91% |
| Clean | 75 | 2.73% |
| Lively | 8 | 0.29% |
| Good schools | 2 | 0.07% |
| Peaceful | 30 | 1.09% |
| Classic | 7 | 0.26% |
| Quiet | 38 | 1.39% |
| Historically | | - |
| significant | 1 | 0.04% |
| Nice | 18 | 0.66% |
| Progressive | 44 | 1.60% |
| Sense of united | | |
| community | 1 | 0.04% |
| calm | 4 | 0.15% |
| Small | 23 | 0.84% |
| Downtown | 5 | 0.18% |
| Нарру | 5 | 0.18% |
| Small town | 26 | 0.95% |
| Home Town Feel | 1 | 0.04% |
| Best place to live | 1 | 0.04% |
| Comfortable | 10 | 0.36% |
| Planned | 12 | 0.44% |
| Forward thinking | 2 | 0.07% |
| Growing | 10 | 0.36% |
| Responsible | 1 | 0.04% |
| Neighborly | 6 | 0.22% |
| Community | 67 | 2.44% |
| | 51 | |
| Charming | | 1.86% |
| Less rentals | 1 | 0.04% |
| rural | 10 | 0.36% |
| Family-friendly | 5 | 0.18% |

| prosperous | 12 | 0.44% |
|---|----|-------|
| Affluent | 1 | 0.04% |
| Attractive | 20 | 0.73% |
| Mayberry | 2 | 0.07% |
| High value | 1 | 0.04% |
| Quality | 7 | 0.26% |
| Southern | 9 | 0.33% |
| Gentrified | 1 | 0.04% |
| Modern | 16 | 0.58% |
| active | 13 | 0.47% |
| Access | 1 | 0.04% |
| continuity | 1 | 0.04% |
| Diversity | 7 | 0.26% |
| well | 1 | 0.04% |
| Affordable | 37 | 1.35% |
| Local | 3 | 0.11% |
| Developed | 3 | 0.11% |
| Urban | 1 | 0.04% |
| special | 2 | 0.07% |
| Upscale | 3 | 0.11% |
| Quaint | 36 | 1.31% |
| Clever | 1 | 0.04% |
| Historical | 19 | 0.69% |
| Pretty | 13 | 0.47% |
| green | 19 | 0.69% |
| Home Town | 2 | 0.07% |
| Welcoming | 39 | 1.42% |
| Eco-friendly | 2 | 0.07% |
| Convenient | 20 | 0.73% |
| Hometown | 13 | 0.47% |
| Easy to get from one side of I-85 to the other (pre-pandemic this was NOT the | | |
| case) | 1 | 0.04% |
| Dinning | 1 | 0.04% |
| Enlightened | 1 | 0.04% |
| | | |
| Community support | 1 | 0.04% |
| Walkable | 17 | 0.62% |

| Thoughtfully | | |
|-----------------------|----|-------|
| planned | 1 | 0.04% |
| Small town feel | 10 | 0.36% |
| Innovative | 12 | 0.44% |
| Fun things to do | 1 | 0.04% |
| Linc | 2 | 0.07% |
| | | _ |
| Sense of Community | 2 | 0.07% |
| Festive | 1 | 0.04% |
| | | |
| Stronger community | 1 | 0.04% |
| Future | 1 | 0.04% |
| Charming/Vibrant | | |
| Downtown & | | |
| beautiful parks | 1 | 0.04% |
| City | 1 | 0.04% |
| amazing | 2 | 0.07% |
| Managed Growth | 2 | 0.07% |
| Nice town outside of | | |
| Atlanta | 1 | 0.04% |
| Change | 1 | 0.04% |
| Adaptive | 1 | 0.04% |
| | | |
| Middle/upper class | 1 | 0.04% |
| safe place to live | 1 | 0.04% |
| Interesting | 5 | 0.18% |
| Safe place to live. | 1 | 0.04% |
| Beautiful city | 2 | 0.07% |
| Boring | 1 | 0.04% |
| Homes | 3 | 0.11% |
| Homes/houses | 1 | 0.04% |
| Parks | 2 | 0.07% |
| Great place to live, | | |
| work, pray, and raise | | |
| a family | 1 | 0.04% |
| Traditional | 7 | 0.26% |
| Stopped Excessive | | |
| Growth | 1 | 0.04% |
| Sustainable | 6 | 0.22% |
| Remember when | 1 | 0.04% |
| Small home town | 1 | 0.04% |
| Timeless | 5 | 0.18% |

| Community-focused | 1 | 0.04% |
|-----------------------|----|-------|
| Healthy | 6 | 0.22% |
| Open | 5 | 0.18% |
| Great | 4 | 0.15% |
| Family-oriented | 7 | 0.26% |
| Meals on wheels | 1 | 0.04% |
| Uncrowded | 4 | 0.15% |
| | | |
| another small town | | |
| that looks like any | | |
| small town that the | | |
| big box stores took | | |
| over | 1 | 0.04% |
| | | |
| Good quality of life | 2 | 0.07% |
| City of Homes | 3 | 0.11% |
| Survived 2020 | 1 | 0.04% |
| Newnan is a | | |
| Destination | 1 | 0.04% |
| Dynamic | 6 | 0.22% |
| cozy | 2 | 0.07% |
| Bustling | 2 | 0.07% |
| Unique charm | 1 | 0.04% |
| Non industrial | 1 | 0.04% |
| Smart | 3 | 0.11% |
| Safest | 1 | 0.04% |
| Well planned. | 1 | 0.04% |
| More things to do | 2 | 0.07% |
| | | |
| More family | | |
| activities businesses | | |
| to open | 1 | 0.04% |
| Safety | 14 | 0.51% |
| Evolving | 2 | 0.07% |
| Connected | 4 | 0.15% |
| The best Library | | |
| (more than 1) | 1 | 0.04% |
| Optimistic | 1 | 0.04% |
| Great trail | | |
| connectivity | 1 | 0.04% |
| Bicycle | 1 | 0.04% |

| Survived | 1 | 0.04% |
|--|---|---|
| better planning on | | |
| development | 1 | 0.04% |
| People | 1 | 0.04% |
| Gentrification | 1 | 0.04% |
| City of Healing | 1 | 0.04% |
| Awesome | | |
| downtown | 1 | 0.04% |
| not too big | 3 | 0.11% |
| Desirable | 4 | 0.15% |
| Greenspace | 4 | 0.15% |
| Gorgeous | 1 | 0.04% |
| We'll planned | 1 | 0.04% |
| businesses more | | |
| spread out | 1 | 0.04% |
| Equality | 4 | 0.15% |
| Defined | 1 | 0.04% |
| Authentic | 1 | 0.04% |
| Paths | 1 | 0.04% |
| Great schools | 12 | 0.44% |
| | | |
| | | |
| Outdoor Destination | 1 | 0.04% |
| family friendly | 13 | 0.47% |
| family friendly Safe and secure | 13 1 | 0.47% 0.04% |
| family friendly Safe and secure Racially Inclusive | 13 1 1 | 0.47% 0.04% 0.04% |
| family friendly Safe and secure | 13 1 | 0.47% 0.04% |
| family friendly Safe and secure Racially Inclusive | 13 1 1 | 0.47% 0.04% 0.04% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic | 13 1 1 1 5 | 0.47% 0.04% 0.04% 0.18% |
| family friendly Safe and secure Racially Inclusive relaxing Residential | 13 1 1 5 1 | 0.47% 0.04% 0.04% 0.18% 0.04% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic | 13 1 1 1 5 1 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented | 13 1 1 5 1 1 10 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% 0.36% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented Nice town | 13 1 1 5 1 1 10 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% 0.36% 0.04% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented Nice town Parking | 13 1 1 5 1 1 10 1 3 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.36% 0.04% 0.11% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented Nice town Parking Unique | 13 1 1 5 1 1 10 1 3 15 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% 0.04% 0.36% 0.04% 0.11% 0.55% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented Nice town Parking Unique Bedroom | 13 1 1 5 1 1 10 1 3 15 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% 0.36% 0.04% 0.11% 0.55% 0.07% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented Nice town Parking Unique Bedroom Very walkable | 13 1 1 1 5 1 1 1 10 1 3 15 2 1 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% 0.36% 0.04% 0.11% 0.55% 0.07% 0.04% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented Nice town Parking Unique Bedroom Very walkable Greenspaces | 13 1 1 1 5 1 1 1 10 1 3 15 2 1 1 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% 0.36% 0.04% 0.11% 0.55% 0.07% 0.04% 0.04% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented Nice town Parking Unique Bedroom Very walkable Greenspaces Lots | 13 1 1 1 5 1 1 10 1 3 15 2 1 1 1 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% 0.36% 0.04% 0.11% 0.55% 0.07% 0.04% 0.04% 0.04% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented Nice town Parking Unique Bedroom Very walkable Greenspaces Lots Lovely | 13 1 1 1 5 1 1 1 10 1 3 15 2 1 1 1 1 2 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% 0.36% 0.04% 0.11% 0.55% 0.07% 0.04% 0.04% 0.04% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented Nice town Parking Unique Bedroom Very walkable Greenspaces Lots Lovely Colorful | 13 1 1 1 5 1 1 10 1 3 15 2 1 1 1 2 1 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% 0.36% 0.04% 0.11% 0.55% 0.07% 0.04% 0.04% 0.04% 0.04% |
| family friendly Safe and secure Racially Inclusive relaxing Residential Electic Family Oriented Nice town Parking Unique Bedroom Very walkable Greenspaces Lots Lovely Colorful Trendy | 13 1 1 1 5 1 1 10 1 3 15 2 1 1 1 2 1 3 | 0.47% 0.04% 0.04% 0.18% 0.04% 0.04% 0.36% 0.04% 0.11% 0.55% 0.07% 0.04% 0.04% 0.04% 0.04% 0.04% 0.01% |

| Bigger | 1 | 0.04% |
|-----------------------------|---------------|--------|
| Great place to live | 2 | 0.07% |
| Charming/Quaint | 1 | 0.04% |
| Golden | <u>+</u> 1 | 0.04% |
| Harmonious | 1 | 0.04% |
| Walking Trails | 2 | 0.07% |
| | | 0.0770 |
| Bicycle/pedestrian friendly | 1 | 0.04% |
| Weird | 1 | 0.04% |
| Safer | 1 | 0.04% |
| Natural | 2 | 0.07% |
| To be the city of | _ | |
| homes not | | |
| apartments | 1 | 0.04% |
| Overcrowded | 1 | 0.04% |
| less trafficky | 1 | 0.04% |
| Underpopulated | 2 | 0.07% |
| High Tech | 1 | 0.04% |
| Great Town | 1 | 0.04% |
| Small town feel - | | |
| SAFE | 1 | 0.04% |
| The traffic is under | | |
| control | 1 | 0.04% |
| Too crowded | 1 | 0.04% |
| Relevant | 1 | 0.04% |
| Nice place to live | 1 | 0.04% |
| | | |
| Not over developed | 1 | 0.04% |
| Well planned | 8 | 0.29% |
| Generous | 1 | 0.04% |
| | | |
| Nice Neighborhoods | 1 | 0.04% |
| not too crowded | 1 | 0.04% |
| Nice amenities | 1 | 0.04% |
| Grown | 1 | 0.04% |
| Classy | 3 | 0.11% |
| Relax | 1 | 0.04% |
| Friendly people | 2 | 0.07% |
| History | 4 | 0.15% |
| Beauty | 2 | 0.07% |
| Well planned out. | 1 | 0.04% |

| compacted | 1 | 0.04% |
|--|--|--|
| Accepting | 3 | 0.11% |
| Artsy | 1 | 0.04% |
| Small town | | |
| atmosphere | 2 | 0.07% |
| Growth | 6 | 0.22% |
| Mature | 2 | 0.07% |
| Laid-back | 1 | 0.04% |
| Tech | 1 | 0.04% |
| Hisyitic | 1 | 0.04% |
| Wonderful | 5 | 0.18% |
| Things to do | 2 | 0.07% |
| Vibrant downtown | | |
| area | 1 | 0.04% |
| controlled growth | 1 | 0.04% |
| Spacious | 8 | 0.29% |
| picture postcard | 1 | 0.04% |
| Large | 1 | 0.04% |
| independent | 1 | 0.04% |
| controlled | | |
| growth/infastructure | 1 | U U U U U |
| | | 0.04% |
| Hometown Feel | 3 | 0.11% |
| Hometown Feel Tasteful | 3 | 0.11% 0.04% |
| Hometown Feel Tasteful Relaxed | 3 1 5 | 0.11% 0.04% 0.18% |
| Hometown Feel Tasteful | 3 | 0.11% 0.04% |
| Hometown Feel Tasteful Relaxed | 3 1 5 12 1 | 0.11% 0.04% 0.18% 0.44% 0.04% |
| Hometown Feel Tasteful Relaxed Inviting | 3 1 5 | 0.11% 0.04% 0.18% 0.44% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented | 3 1 5 12 1 | 0.11% 0.04% 0.18% 0.44% 0.04% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town | 3 1 5 12 1 2 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature | 3 1 5 12 1 2 2 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature Small-town | 3 1 5 12 1 2 2 3 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% 0.07% 0.11% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature Small-town | 3 1 5 12 1 2 2 3 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% 0.07% 0.11% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature Small-town Hospitable Still city of homes not apartments , | 3 1 5 12 1 2 2 3 5 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% 0.07% 0.11% 0.18% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature Small-town Hospitable Still city of homes not apartments , neighborly | 3 1 5 12 1 2 2 3 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% 0.07% 0.11% 0.18% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature Small-town Hospitable Still city of homes not apartments , neighborly Alive | 3 1 5 12 1 2 2 3 5 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% 0.11% 0.11% 0.18% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature Small-town Hospitable Still city of homes not apartments , neighborly | 3 1 5 12 1 2 2 3 5 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% 0.07% 0.11% 0.18% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature Small-town Hospitable Still city of homes not apartments , neighborly Alive | 3 1 5 12 1 2 2 3 5 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% 0.11% 0.11% 0.18% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature Small-town Hospitable Still city of homes not apartments , neighborly Alive Much lower crime | 3 1 5 12 1 2 2 3 5 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% 0.07% 0.11% 0.18% 0.04% 0.04% 0.04% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature Small-town Hospitable Still city of homes not apartments , neighborly Alive Much lower crime Big growing with a plan | 3 1 5 12 1 2 2 3 5 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% 0.07% 0.11% 0.18% 0.04% 0.04% 0.04% 0.04% |
| Hometown Feel Tasteful Relaxed Inviting Nature-oriented family town Nature Small-town Hospitable Still city of homes not apartments , neighborly Alive Much lower crime Big | 3 1 5 12 1 2 2 3 5 | 0.11% 0.04% 0.18% 0.44% 0.04% 0.07% 0.07% 0.11% 0.18% 0.04% 0.04% 0.04% 0.04% |

| close knit | 2 | 0.07% |
|--|--|--|
| Great downtown | 1 | 0.04% |
| | | 0.0 1/0 |
| progressive | | |
| approach to traditional values of | | |
| community | 1 | 0.04% |
| Small-town living | 1 | 0.04% |
| Easy going | 1 | 0.04% |
| Baseball park | 1 | 0.04% |
| Leader | 2 | 0.07% |
| risen | 1 | 0.04% |
| Diversify | 1 | 0.04% |
| Livable | 3 | 0.11% |
| Bikable | 1 | 0.04% |
| - Dilication | | 0.0 1/0 |
| Community minded | 1 | 0.04% |
| Retained it's small | | |
| town charm | 1 | 0.04% |
| Same as above | 1 | 0.04% |
| Good food | 1 | 0.04% |
| Improving | 2 | 0.07% |
| | | |
| | | |
| Best city to live in | | |
| Best city to live in Atlanta metropolitan | 1 | 0.04% |
| • | 1 1 | 0.04% 0.04% |
| Atlanta metropolitan | | |
| Atlanta metropolitan Spirit | 1 | 0.04% |
| Atlanta metropolitan Spirit Resilient | 1 2 | 0.04% 0.07% |
| Atlanta metropolitan Spirit Resilient ambitious | 1 2 2 | 0.04% 0.07% 0.07% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot | 1 2 2 1 | 0.04% 0.07% 0.07% 0.04% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm | 1 2 2 1 1 | 0.04% 0.07% 0.07% 0.04% 0.04% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm EFFECIENT | 1 2 2 1 1 | 0.04% 0.07% 0.07% 0.04% 0.04% 0.04% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm EFFECIENT Simple | 1 2 2 1 1 1 2 | 0.04% 0.07% 0.07% 0.04% 0.04% 0.04% 0.07% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm EFFECIENT Simple Homely | 1 2 2 1 1 1 2 2 | 0.04% 0.07% 0.07% 0.04% 0.04% 0.04% 0.07% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm EFFECIENT Simple Homely tradition | 1 2 2 1 1 1 2 2 2 | 0.04% 0.07% 0.07% 0.04% 0.04% 0.04% 0.07% 0.07% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm EFFECIENT Simple Homely tradition More Inclusive | 1 2 2 1 1 1 2 2 2 1 | 0.04% 0.07% 0.07% 0.04% 0.04% 0.04% 0.07% 0.07% 0.07% 0.07% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm EFFECIENT Simple Homely tradition More Inclusive I'm | 1 2 2 1 1 1 2 2 2 2 1 1 | 0.04% 0.07% 0.04% 0.04% 0.04% 0.07% 0.07% 0.07% 0.07% 0.04% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm EFFECIENT Simple Homely tradition More Inclusive I'm Well-planned | 1 2 2 1 1 1 2 2 2 2 1 1 1 3 | 0.04% 0.07% 0.07% 0.04% 0.04% 0.04% 0.07% 0.07% 0.07% 0.07% 0.04% 0.04% 0.04% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm EFFECIENT Simple Homely tradition More Inclusive I'm Well-planned Well-formed | 1 2 2 1 1 1 2 2 2 2 1 1 1 3 | 0.04% 0.07% 0.04% 0.04% 0.04% 0.04% 0.07% 0.07% 0.07% 0.04% 0.04% 0.04% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm EFFECIENT Simple Homely tradition More Inclusive I'm Well-planned Well-formed | 1 2 2 1 1 1 2 2 2 2 1 1 1 3 | 0.04% 0.07% 0.04% 0.04% 0.04% 0.04% 0.07% 0.07% 0.07% 0.04% 0.04% 0.04% 0.04% |
| Atlanta metropolitan Spirit Resilient ambitious melting pot small-town charm EFFECIENT Simple Homely tradition More Inclusive I'm Well-planned Well-formed | 1 2 2 1 1 1 2 2 2 2 1 1 3 | 0.04% 0.07% 0.04% 0.04% 0.04% 0.04% 0.07% 0.07% 0.07% 0.04% 0.04% 0.04% |

| Eager | 1 | 0.04% |
|----------------------|----|-------|
| NotAtlanta | 1 | 0.04% |
| Sweet | 1 | 0.04% |
| Young | 2 | 0.07% |
| Exciting | 10 | 0.36% |
| Good traffic flow | 2 | 0.07% |
| Fun place to live | 1 | 0.04% |
| Youthful | 1 | 0.04% |
| Enchanting | 1 | 0.04% |
| Country | 1 | 0.04% |
| History preserved | 1 | 0.04% |
| Clean (not so much | | |
| right now) | 1 | 0.04% |
| Nice size city | 1 | 0.04% |
| Old school | 1 | 0.04% |
| Perfect | 4 | 0.15% |
| Growth plateau | 1 | 0.04% |
| United | 1 | 0.04% |
| Proactive | 3 | 0.11% |
| Great small town | 1 | 0.04% |
| Lovely homes | 1 | 0.04% |
| New | 3 | 0.11% |
| Low-crime | 2 | 0.07% |
| Town | 2 | 0.07% |
| Helpful | 1 | 0.04% |
| Beautiful History | 1 | 0.04% |
| Residential close to | | |
| the Square | 1 | 0.04% |
| People Friendly | 1 | 0.04% |
| Supportive | 4 | 0.15% |
| Planned well | 2 | 0.07% |
| | | |
| Not overpopulated | | |
| with people and | | |
| traffic | 1 | 0.04% |
| Fresh air | 1 | 0.04% |
| well managed | 1 | 0.04% |
| Proud | 2 | 0.07% |
| Amenities | 7 | 0.26% |
| Character | 3 | 0.11% |
| aggressive | 1 | 0.04% |
| · | | |

| Great place to live | | |
|--|---|---|
| and shop | 1 | 0.04% |
| Town of homes | 1 | 0.04% |
| Contemporary | 1 | 0.04% |
| Faith | 3 | 0.11% |
| Quite | 3 | 0.11% |
| conscientious | 1 | 0.04% |
| Well developed | 2 | 0.07% |
| Neighborhoods | 1 | 0.04% |
| Sustainability | 1 | 0.04% |
| Wholesome | 4 | 0.15% |
| | | |
| equality(education | | |
| and employment) | 1 | 0.04% |
| Busy | 4 | 0.15% |
| value | 1 | 0.04% |
| | | |
| Infrastructure has | | |
| kept up with growth | 1 | 0.04% |
| Shopping | 3 | 0.11% |
| Reconstruction | 1 | 0.04% |
| accessible | 10 | 0.36% |
| Modernly preserved | | |
| history | 1 | 0.04% |
| | | |
| Live | 1 | 0.04% |
| Live Destination | 1 3 | 0.04% 0.11% |
| | | |
| Destination | 3 | 0.11% |
| Destination Great shopping | 3 | 0.11% 0.04% |
| Destination Great shopping Trail | 3 1 1 | 0.11% 0.04% 0.04% |
| Destination Great shopping Trail Celebrated | 3 1 1 1 | 0.11% 0.04% 0.04% 0.04% |
| Destination Great shopping Trail Celebrated Strong Downtown | 3 1 1 1 1 | 0.11% 0.04% 0.04% 0.04% 0.04% |
| Destination Great shopping Trail Celebrated Strong Downtown Low crime | 3 1 1 1 1 5 | 0.11% 0.04% 0.04% 0.04% 0.04% 0.18% |
| Destination Great shopping Trail Celebrated Strong Downtown Low crime loving. | 3 1 1 1 1 5 | 0.11% 0.04% 0.04% 0.04% 0.04% 0.18% |
| Destination Great shopping Trail Celebrated Strong Downtown Low crime loving. Well managed | 3 1 1 1 1 5 | 0.11% 0.04% 0.04% 0.04% 0.04% 0.18% 0.04% |
| Destination Great shopping Trail Celebrated Strong Downtown Low crime loving. Well managed government | 3 1 1 1 1 5 1 | 0.11% 0.04% 0.04% 0.04% 0.18% 0.04% |
| Destination Great shopping Trail Celebrated Strong Downtown Low crime loving. Well managed government Distinguished | 3 1 1 1 1 5 1 | 0.11% 0.04% 0.04% 0.04% 0.18% 0.04% 0.04% |
| Destination Great shopping Trail Celebrated Strong Downtown Low crime loving. Well managed government Distinguished High end homes | 3 1 1 1 1 5 1 1 | 0.11% 0.04% 0.04% 0.04% 0.18% 0.04% 0.04% 0.04% 0.04% |
| Destination Great shopping Trail Celebrated Strong Downtown Low crime loving. Well managed government Distinguished High end homes Intersting | 3 1 1 1 1 5 1 1 1 1 1 1 1 1 1 | 0.11% 0.04% 0.04% 0.04% 0.18% 0.04% 0.04% 0.04% 0.04% 0.04% |
| Destination Great shopping Trail Celebrated Strong Downtown Low crime loving. Well managed government Distinguished High end homes Intersting Fair | 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0.11% 0.04% 0.04% 0.04% 0.18% 0.04% 0.04% 0.04% 0.04% 0.04% 0.04% 0.01% |
| Destination Great shopping Trail Celebrated Strong Downtown Low crime loving. Well managed government Distinguished High end homes Intersting Fair Strategic | 3 1 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0.11% 0.04% 0.04% 0.04% 0.04% 0.18% 0.04% 0.04% 0.04% 0.04% 0.04% 0.04% 0.04% |

| future-forward | 1 | 0.04% |
|------------------------------------|--------------|---------|
| Easy to navigate | 1 | 0.04% |
| Transportation | 1 | 0.04% |
| Kind | 4 | 0.15% |
| Use to be country | 1 | 0.04% |
| Great amenities | 2 | 0.07% |
| Planning | 1 | 0.04% |
| Just the right size | 1 | 0.04% |
| Prominent | 1 | 0.04% |
| to much traffic | 1 | 0.04% |
| Suburbs | 1 | 0.04% |
| Up and coming | 1 | 0.04% |
| Gorgeous | | |
| countryside and | | |
| homes | 1 | 0.04% |
| Preservation | 3 | 0.11% |
| Survived the | | |
| Walking Dead and | | |
| Zombieland | 1 | 0.04% |
| | | |
| Downtown Newnan | | |
| is an awesome place | | |
| to eat shop and | | |
| drink | 1 | 0.04% |
| Country feel | 1 | 0.04% |
| Clean/beautiful | | |
| environment | 1 | 0.04% |
| Prosperity | 1 | 0.04% |
| Моху | 1 | 0.04% |
| manageable | | |
| commute | 1 | 0.04% |
| Active | | |
| lifestyle/quality of | | |
| life | 1 | 0.04% |
| High-end | 1 | 0.04% |
| Proportionally | | |
| developed. | 1 | 0.04% |
| Lush | 1 | 0.04% |
| Ecologically-saavy | 1 | 0.04% |
| | - | |
| Black people are involved in local | | |
| government. | 1 | 0.04% |
| 00101111101101 | - | 3.0 1/0 |

| Kid friendly | 1 | 0.04% |
|--------------------|-------|--------|
| STOP CHAIN | | _ |
| RESTAURANTS | 1 | 0.04% |
| Stopped growth | 1 | 0.04% |
| | | |
| Not over populated | 1 | 0.04% |
| Technologically | | |
| advanced | 1 | 0.04% |
| Small Parks for | | |
| children | 1 | 0.04% |
| Polite | 2 | 0.07% |
| Safe & Scenic | 1 | 0.04% |
| Sports | 1 | 0.04% |
| Great historic | | |
| downtown | 1 | 0.04% |
| Walk | 1 | 0.04% |
| Improved | 1 | 0.04% |
| better planning on | | |
| infastructure | 1 | 0.04% |
| Liveable | 3 | 0.11% |
| Convenience | 2 | 0.07% |
| White | 1 | 0.04% |
| Artistic | 1 | 0.04% |
| Still social | 1 | 0.04% |
| Unrushed | 1 | 0.04% |
| more parking in | | |
| ashley park | 1 | 0.04% |
| Safe communities | 1 | 0.04% |
| Open minded | 1 | 0.04% |
| Golf carts | 1 | 0.04% |
| Had everything you | | |
| need | 1 | 0.04% |
| Quaint feel | 1 | 0.04% |
| | | |
| Community Oriented | 2 | 0.07% |
| Flowing | 1 | 0.04% |
| Visionary | 1 | 0.04% |
| Homy feeling | 1 | 0.04% |
| Easy | 1 | 0.04% |
| Successful | 3 | 0.11% |
| small-town feel | 2 | 0.07% |
| Houses | 2 | 0.07% |
| | | 0.0770 |

| of | 1 | 0.04% |
|--|---|--|
| Roomy | 2 | 0.07% |
| Quality education | 1 | 0.04% |
| walking district | 1 | 0.04% |
| Updated | 2 | 0.07% |
| Creative | 2 | 0.07% |
| Energetic | 2 | 0.07% |
| Stylish | 1 | 0.04% |
| Reasonable | 2 | 0.07% |
| Navigable | 1 | 0.04% |
| Refined | 1 | 0.04% |
| Schools | 3 | 0.11% |
| Traffic control | 1 | 0.04% |
| Roads to | | |
| accommodate | | |
| growth | 1 | 0.04% |
| Not-congested | 1 | 0.04% |
| beautiful/clean | 1 | 0.04% |
| Stadiums | 1 | 0.04% |
| Pride | 1 | 0.04% |
| | | |
| Diverse restaurants | 1 | 0.04% |
| Conserve | 1 | 0.04% |
| | 2 | 0.07% |
| Unified | | |
| Smal Town | 1 | 0.04% |
| Smal Town Enriching | | 0.04% 0.04% |
| Smal Town Enriching Well maintained | 1 | |
| Smal Town Enriching | 1 | 0.04% |
| Smal Town Enriching Well maintained | 1 1 1 | 0.04% 0.04% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip | 1 1 1 1 1 | 0.04% 0.04% 0.04% 0.04% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All | 1 1 1 1 1 | 0.04% 0.04% 0.04% 0.04% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All Organized | 1 1 1 1 1 | 0.04% 0.04% 0.04% 0.04% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All Organized specialized retail | 1 1 1 1 1 1 5 | 0.04% 0.04% 0.04% 0.04% 0.04% 0.18% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All Organized specialized retail business | 1 1 1 1 1 1 5 | 0.04% 0.04% 0.04% 0.04% 0.04% 0.18% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All Organized specialized retail business Tranquil | 1 1 1 1 1 5 | 0.04% 0.04% 0.04% 0.04% 0.04% 0.18% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All Organized specialized retail business Tranquil better traffic flow | 1 1 1 1 1 1 5 | 0.04% 0.04% 0.04% 0.04% 0.04% 0.18% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All Organized specialized retail business Tranquil better traffic flow Everybody knows | 1 1 1 1 1 5 | 0.04% 0.04% 0.04% 0.04% 0.18% 0.04% 0.04% 0.04% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All Organized specialized retail business Tranquil better traffic flow Everybody knows each other | 1 1 1 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 | 0.04% 0.04% 0.04% 0.04% 0.18% 0.04% 0.04% 0.04% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All Organized specialized retail business Tranquil better traffic flow Everybody knows each other Pro-Environment | 1 1 1 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 | 0.04% 0.04% 0.04% 0.04% 0.18% 0.04% 0.04% 0.04% 0.04% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All Organized specialized retail business Tranquil better traffic flow Everybody knows each other Pro-Environment Great Location | 1 1 1 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0.04% 0.04% 0.04% 0.04% 0.18% 0.04% 0.04% 0.04% 0.04% 0.04% |
| Smal Town Enriching Well maintained Ease-of-traffic Hip Equal Rights for All Organized specialized retail business Tranquil better traffic flow Everybody knows each other Pro-Environment | 1 1 1 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 | 0.04% 0.04% 0.04% 0.04% 0.18% 0.04% 0.04% 0.04% 0.04% |

| Well-preserved | 1 | 0.04% |
|--------------------------------------|---------------|--------|
| easy to get around | 1 | 0.04% |
| Appealing | 2 | 0.07% |
| Beautirul | 1 | 0.04% |
| | | 0.0470 |
| Nice downtown with fun events for | | |
| families | 1 | 0.04% |
| Solid | 1 | 0.04% |
| Good Education | 1 | 0.04% |
| Thoughtful | <u>+</u> 1 | 0.04% |
| well rounded | <u>+</u> 1 | 0.04% |
| Well cared for | <u>+</u> 1 | 0.04% |
| Controlled | 3 | 0.04% |
| | 3 | 0.11% |
| Historically | 1 | 0.049/ |
| protected | 1 | 0.04% |
| Breathing | 1 | 0.04% |
| Commerce | 1 | 0.04% |
| Heritage | 1 | 0.04% |
| Alexanda Culera e e e | 4 | 0.040/ |
| Ahead of the curve | 1 | 0.04% |
| Peace | 1 | 0.04% |
| Diverse. | 1 | 0.04% |
| Design | 1 | 0.04% |
| Not apartments | 1 | 0.04% |
| Nightlife | 1 | 0.04% |
| Preserve rural | | |
| character | 1 | 0.04% |
| welcoming | | |
| neighbors | 1 | 0.04% |
| Close knit | | |
| community | 1 | 0.04% |
| Profiting | 1 | 0.04% |
| traditions | 1 | 0.04% |
| efficient | 1 | 0.04% |
| smallish | 1 | 0.04% |
| Equal | 2 | 0.07% |
| Golf | 1 | 0.04% |
| Cultural | 1 | 0.04% |
| Well-managed | 2 | 0.07% |
| cultured | 3 | 0.11% |
| Interconnected | 1 | 0.04% |

| More green chace | 1 | 0.04% |
|-----------------------|----------|---------|
| More green space Cool | 3 | 0.11% |
| recreational | <u>J</u> | 0.1170 |
| resources for all | 1 | 0.04% |
| More local | | 0.0 170 |
| businesses | 1 | 0.04% |
| Engaging | 3 | 0.11% |
| place of interest | 1 | 0.04% |
| | | |
| Interesting history | 1 | 0.04% |
| planned areas | 1 | 0.04% |
| green minded | 1 | 0.04% |
| entertainment | 1 | 0.04% |
| multicultural | 1 | 0.04% |
| well-designed and | | |
| maintained | | |
| infrastructure and | | |
| services | 1 | 0.04% |
| Prospering | 1 | 0.04% |
| eventful | 2 | 0.07% |
| uncongested | 2 | 0.07% |
| Environmentally | | |
| friendly | 1 | 0.04% |
| Liberal | 1 | 0.04% |
| A safe, beautiful | | |
| place to raise your | | |
| family | 1 | 0.04% |
| | | |
| Diverse and racially | | |
| welcoming | 1 | 0.04% |
| Trollies | 1 | 0.04% |
| Small town vibe | 1 | 0.04% |
| Good place to raise | | |
| kids | 1 | 0.04% |
| Proper planning for | | |
| traffic | 1 | 0.04% |
| Excellent services | 1 | 0.04% |
| | _ | |
| Christian Community | 1 | 0.04% |
| support the local | 4 | 0.0464 |
| stores | 1 | 0.04% |
| Forward-Thinking | 1 | 0.04% |

| Best place to work | | |
|----------------------|---|-------|
| and raise a family | 1 | 0.04% |
| Growinf | 1 | 0.04% |
| Lake | 1 | 0.04% |
| Secure | 1 | 0.04% |
| Trails | 1 | 0.04% |
| Jobs | 2 | 0.07% |
| familiar | 1 | 0.04% |
| Friendly and | | |
| Respectful of all | | |
| people | 1 | 0.04% |
| Tolerant | 2 | 0.07% |
| Recreation | 2 | 0.07% |
| Suburban | 2 | 0.07% |
| | | |
| Non Commercialized | 1 | 0.04% |
| | | |
| Pedestrian-friendly | | |
| downtown | 1 | 0.04% |
| Changing | 1 | 0.04% |
| Technological | 1 | 0.04% |
| attracting all ages | 1 | 0.04% |
| traffic | 2 | 0.07% |
| City has great | | |
| restaurants/dining | | |
| options | 1 | 0.04% |
| | | |
| Kept their character | 1 | 0.04% |
| Balanced | 3 | 0.11% |
| Young and active | 1 | 0.04% |
| Work | 1 | 0.04% |
| Activities | 2 | 0.07% |
| Revolutionary | 1 | 0.04% |
| Original | 1 | 0.04% |
| Funky | 1 | 0.04% |
| Well established and | | |
| planned | 1 | 0.04% |
| Realistic | 1 | 0.04% |
| conservative, | | |
| respectful of God | | |
| and country | 1 | 0.04% |
| | | |

| Here | 1 | 0.04% |
|-----------------------|---|--------|
| well kept | 1 | 0.04% |
| Old-fashioned | 1 | 0.04% |
| | | |
| Was able to to | | |
| preserve its heritage | | |
| while appropriately | | |
| growing | 1 | 0.04% |
| Srable | 1 | 0.04% |
| Current - culture- | | |
| unique variety of | | |
| restaurants and | | |
| businesses | 1 | 0.04% |
| Southern-Charm | 1 | 0.04% |
| Managed | 1 | 0.04% |
| Community | | |
| centered | 1 | 0.04% |
| | | |
| Good transportation | 1 | 0.04% |
| New Age | 1 | 0.04% |
| well-planed | 1 | 0.04% |
| Americana | 1 | 0.04% |
| Events | 1 | 0.04% |
| Playgrounds | 1 | 0.04% |
| noisey | 1 | 0.04% |
| Not too big, not too | | |
| small. | 1 | 0.04% |
| Recreational | 1 | 0.04% |
| | | |
| Embraced and | | |
| Learned from their | | |
| southern history | 1 | 0.04% |
| Wealthy | 1 | 0.04% |
| We need a Krog | | |
| street, Ponce city | | |
| amenity in | _ | |
| downtown | 1 | 0.04% |
| non-RMH | 1 | 0.04% |
| Beautiful | | |
| architecture In Town | 4 | 0.0464 |
| square | 1 | 0.04% |
| Good living costs | 1 | 0.04% |

| Quality (of life) | 1 | 0.04% |
|-----------------------------|---|---------|
| Amenities/diverse | 1 | 0.04% |
| Business and | | |
| natured balanced. | 1 | 0.04% |
| Options | 1 | 0.04% |
| | | |
| A strong presence of | | |
| the NAACP | 1 | 0.04% |
| More linc | 1 | 0.04% |
| Has things to offer | | |
| public | 1 | 0.04% |
| upper middle class | 1 | 0.04% |
| Tourist-friendly | 1 | 0.04% |
| To stay beautiful, | | |
| clean looking | 1 | 0.04% |
| Feeling | 1 | 0.04% |
| 1 001116 | | 0.0 170 |
| Manymany | | |
| Many many community centers | 1 | 0.04% |
| Less traffic on 34 | 1 | 0.04% |
| superior | 1 | 0.04% |
| | | |
| Community feeling | 1 | 0.04% |
| Golf cart | 1 | 0.04% |
| Abundance of | | |
| activities | 1 | 0.04% |
| less apartments and | | |
| more homes, | 1 | 0.04% |
| Robust | 1 | 0.04% |
| Small-Town-Feel | 1 | 0.04% |
| | | |
| Good government | 1 | 0.04% |
| no more growth | 1 | 0.04% |
| Hospitality | 2 | 0.07% |
| theatre (NCT) | 1 | 0.04% |
| not PTC | 1 | 0.04% |
| Intentional | 1 | 0.04% |
| Breathtaking | 1 | 0.04% |
| Non-congested | 1 | 0.04% |
| | | 3.0 1/0 |

| Historically | | |
|---------------------|---|-------|
| preserved | 1 | 0.04% |
| | | |
| more places to eat | 1 | 0.04% |
| Walking | 1 | 0.04% |
| Great for young | | |
| adults | 1 | 0.04% |
| Industrious | 1 | 0.04% |
| full | 2 | 0.07% |
| Outdoorsy | 1 | 0.04% |
| Renewed | 1 | 0.04% |
| enjoyable | 2 | 0.07% |
| Fresh | 1 | 0.04% |
| Preserved | | |
| (Downtown) | 1 | 0.04% |
| Welcomed | 1 | 0.04% |
| Memorable | 3 | 0.11% |
| horse town | 1 | 0.04% |
| Warm | 3 | 0.11% |
| Crime free | 1 | 0.04% |
| Shrinking | 1 | 0.04% |
| Best Place Nearby | | |
| Atlanta | 1 | 0.04% |
| Respected | 1 | 0.04% |
| Interactive | 1 | 0.04% |
| support the arts | 1 | 0.04% |
| Neighborhoods for | | |
| all | 1 | 0.04% |
| current | 1 | 0.04% |
| Etc | 1 | 0.04% |
| | | |
| Andy to amenities | 1 | 0.04% |
| | | |
| earthy/ sustainable | 1 | 0.04% |
| Energy | 1 | 0.04% |
| Alluring | 1 | 0.04% |
| Different | 1 | 0.04% |
| Autism | 1 | 0.04% |
| Variety | 2 | 0.07% |
| Developing | 1 | 0.04% |
| | | |
| Perfectly Populated | 1 | 0.04% |

| | _ | | | |
|----------------------------|---------|---------|--|--|
| Home-y | 1 | 0.04% | | |
| good flow | 1 0.04% | | | |
| comforting | 1 0.04% | | | |
| Better public transit | | | | |
| services | 1 | 0.04% | | |
| Excitinge | 1 | 0.04% | | |
| | | | | |
| Beautiful downtown | 1 | 0.04% | | |
| Lifestyle | | | | |
| Opportunities | 1 | 0.04% | | |
| Still has a hometown | | | | |
| feel | 1 | 0.04% | | |
| viable | 1 | 0.04% | | |
| established | 1 | 0.04% | | |
| | | | | |
| Friendly residents | 1 | 0.04% | | |
| Neighbors | 1 | 0.04% | | |
| Kindness | 1 | 0.04% | | |
| | | 0.0 1/0 | | |
| clean- well maintained- | | | | |
| beautiful | 1 | 0.04% | | |
| beautiful | | 0.0470 | | |
| | | | | |
| Not congested with | | | | |
| traffic like cities | | 0.040/ | | |
| north of Atlanta | 1 | 0.04% | | |
| Pet-friendly | 1 | 0.04% | | |
| | | | | |
| Updated amenities | 1 | 0.04% | | |
| Not too | | | | |
| overcrowded | 1 | 0.04% | | |
| | | | | |
| Great atmosphere | 1 | 0.04% | | |
| Incluaive | 1 | 0.04% | | |
| Safe. | 1 | 0.04% | | |
| crowded | 1 | 0.04% | | |
| Beautifully kept | 1 | 0.04% | | |
| Fine dining | 1 | 0.04% | | |
| Good quality | 1 | 0.04% | | |
| Preserve great | | | | |
| schools | 1 | 0.04% | | |
| police protecting us | | | | |
| from speeders | 1 | 0.04% | | |
| -1 | • | | | |

| serene | 1 | 0.04% |
|--|--------|-------------|
| undeveloped land | 1 | 0.04% |
| green pastures | 1 | 0.04% |
| families | 1 | 0.04% |
| dead | 1 | 0.04% |
| Southern Charm | 1 | 0.04% |
| Revived | | 0.04% |
| historic/rural | 1 1 | 0.04% |
| | 1 | 0.04% |
| Populated | т | 0.04% |
| friendly community | 1 | 0.04% |
| Home town, Friendly | | |
| feeling that we have | | |
| now | 1 | 0.04% |
| popular | 1 | 0.04% |
| Productive | 1 | 0.04% |
| increased residential and dining options on the west side of newnan (temple | | |
| ave, franklin hwy, | 1 | 0.040/ |
| etc) | 1 | 0.04% |
| proserous | 1 | 0.04% |
| Not overcrowded | 1 | 0.04% |
| Well-organized | 1 | 0.04% |
| still a city of homes | 1 | 0.04% |
| High end | 1 | 0.04% |
| Slow paced | 1 | 0.04% |
| Artful | 1 | 0.04% |
| effective | 1 | 0.04% |
| Less traffic or better | | |
| roads | 1 | 0.04% |
| Not safe | 1 | 0.04% |
| Unusual | 1 | 0.04% |
| transportation friendly | 1 | 0.04% |
| Less new house building | 1 | 0.04% |
| preserved | 2 | 0.07% |
| | | |

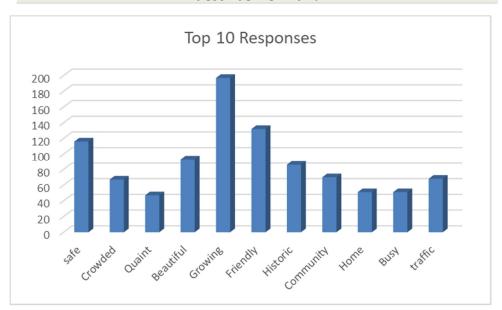
| green spaces | 1 | 0.04% |
|----------------------|---|-------|
| friendly with equal | | |
| access for all | | |
| residents | 1 | 0.04% |
| Biblebelt | 1 | 0.04% |
| | | |
| Not overpopulated | 1 | 0.04% |
| Neat | 1 | 0.04% |
| Friendlier | 1 | 0.04% |
| | | |
| Accessable to public | | |
| transportation | 1 | 0.04% |
| Easy commute | 1 | 0.04% |
| Thriving, while | | |
| maintaining its | | |
| historic charm | 1 | 0.04% |
| Fun place to tour | 1 | 0.04% |
| • | | |
| Good recreational | | |
| opportunities | 1 | 0.04% |
| resources | 1 | 0.04% |
| protected green | | _ |
| space | 1 | 0.04% |
| Open to change | 1 | 0.04% |
| Heartfelt | 1 | 0.04% |
| | | |
| Great school system | 1 | 0.04% |
| Impressive | 1 | 0.04% |
| Engaged | 1 | 0.04% |
| Police protection | 1 | 0.04% |
| local restaurants | 1 | 0.04% |
| Thoughtfully | | |
| Developed | 1 | 0.04% |
| Well-planned out | 1 | 0.04% |
| Ffun | 1 | 0.04% |
| Eco friendly | 1 | 0.04% |
| Cycle Friendly | 1 | 0.04% |
| -, | | |
| STRONG ECONOMY | 1 | 0.04% |
| Prestige | 1 | 0.04% |
| Culture | 1 | 0.04% |
| | | |

| community-minded | 1 | 0.04% |
|-----------------------|---|-------|
| Activities for people | | |
| of all ages | 1 | 0.04% |
| Away | 1 | 0.04% |
| Up to date | 1 | 0.04% |
| bike trails | 1 | 0.04% |
| United as one - | | |
| Together | 1 | 0.04% |

Answered: Batch 1 925 Skipped: 112

Answered: 946 Skipped: 91 Answered: 959 Skipped: 78

8. List three words that you hope people use 20 years from now to describe Newnan?



| Word | Count | Percentage |
|-------------|-------|------------|
| Mid-Sized | 1 | 0.04 % |
| comfortable | 15 | 0.53 % |
| Congested | 46 | 1.63 % |
| Strong | 2 | 0.07 % |

| safe | 116 | 4.10 | % |
|--|-----|------|---|
| Crowded | 67 | 2.37 | % |
| Homey | 10 | 0.35 | % |
| Quaint | 47 | 1.66 | % |
| Beautiful | 93 | 3.29 | % |
| Small Town | 13 | 0.46 | % |
| Nice | 21 | 0.74 | % |
| conservative | 13 | 0.46 | % |
| Growing | 197 | 6.97 | % |
| chicken joints | 1 | 0.04 | % |
| Becoming to populated | 1 | 0.04 | % |
| Growth | 13 | 0.46 | % |
| Overcrowded | 28 | 0.99 | % |
| Friendly | 132 | 4.67 | % |
| Charm | 3 | 0.11 | % |
| Old | 5 | 0.18 | % |
| Traditional | 5 | 0.18 | % |
| Country | 3 | 0.11 | % |
| Vibrant | 22 | 0.78 | % |
| Historical | 23 | 0.81 | % |
| Too many apartments | 5 | 0.18 | % |
| Up and coming | 7 | 0.25 | % |
| To many apartments (newnan is the city of houses not apartments) | 1 | 0.04 | % |
| Together | 1 | 0.04 | % |
| Boring | 9 | 0.32 | % |
| Growing too fast | 5 | 0.18 | % |
| Peaceful | 13 | 0.46 | % |
| Historic | 86 | 3.04 | % |
| Community | 70 | 2.48 | % |
| Too much traffic | 3 | 0.11 | % |
| Home | 51 | 1.80 | % |
| Business growth | 1 | 0.04 | % |
| Busy | 51 | 1.80 | % |
| Unmanaged growth | 1 | 0.04 | % |
| Too | 1 | 0.04 | % |
| Downtown | 9 | 0.32 | % |
| Supportive | 1 | 0.04 | % |
| Active | 11 | 0.39 | % |
| Upcoming | 3 | 0.11 | % |
| Family | 28 | 0.99 | % |
| Busy (i.e traffic and crowds on the weekends and restaurants) | 1 | 0.04 | % |
| | | | |

| Fresh air | 1 | 0.04 | % |
|--|----|------|---|
| Overgrown | 5 | 0.18 | % |
| family friendly | 21 | 0.74 | % |
| in transition | 1 | 0.04 | % |
| Improving | 10 | 0.35 | % |
| Mayberry | 1 | 0.04 | % |
| wonderful | 2 | 0.07 | % |
| Progressive | 18 | 0.64 | % |
| Developing | 3 | 0.11 | % |
| convenience | 3 | 0.11 | % |
| Pleasant | 7 | 0.25 | % |
| Apartments | 18 | 0.64 | % |
| homes | 7 | 0.25 | % |
| Some progress | 1 | 0.04 | % |
| poor | 1 | 0.04 | % |
| Charming | 35 | 1.24 | % |
| Expensive | 9 | 0.32 | % |
| Hometown | 11 | 0.39 | % |
| accessible | 9 | 0.32 | % |
| Friends | 2 | 0.07 | % |
| City of Tenants, not Homes | 1 | 0.04 | % |
| Over crowded | 7 | 0.25 | % |
| Mushrooming | 1 | 0.04 | % |
| Home town | 1 | 0.04 | % |
| Incredible | 1 | 0.04 | % |
| changed | 1 | 0.04 | % |
| Clean | 46 | 1.63 | % |
| Sense of Community | 2 | 0.07 | % |
| Small | 22 | 0.78 | % |
| Business | 1 | 0.04 | % |
| non equality | 1 | 0.04 | % |
| traffic | 68 | 2.40 | % |
| Rapidly growing population due to apartment/condo complexes crowding | | | |
| roads | 1 | 0.04 | % |
| Quiet | 18 | 0.64 | % |
| Racist | 6 | 0.21 | % |
| Inviting | 6 | 0.21 | % |
| Out of control building | 1 | 0.04 | % |
| Convenient | 45 | 1.59 | % |
| Has a lot of potential | 1 | 0.04 | % |
| Homely | 3 | 0.11 | % |
| Classic | 4 | 0.14 | % |
| | | | |

| Linc | 4 | 0.14 | % |
|---|----|------|---|
| houses | 1 | 0.04 | % |
| Cute | 3 | 0.11 | % |
| Hometown spirit. | 1 | 0.04 | % |
| Perfect | 2 | 0.07 | % |
| Charming/Vibrant Downtown & Beautiful parks | 1 | 0.04 | % |
| diverse | 24 | 0.85 | % |
| too much heavy growth | 1 | 0.04 | % |
| Overpopulated | 10 | 0.35 | % |
| Proud | 3 | 0.11 | % |
| Well Run | 1 | 0.04 | % |
| Artsy | 1 | 0.04 | % |
| Over populated | 4 | 0.14 | % |
| Snobby | 1 | 0.04 | % |
| smalltown | 1 | 0.04 | % |
| Excessive | 1 | 0.04 | % |
| Changing | 15 | 0.53 | % |
| too progressive | 1 | 0.04 | % |
| Unfulfilled potential | 1 | 0.04 | % |
| Very nice Town. | 1 | 0.04 | % |
| Love my hometown beau | 1 | 0.04 | % |
| getting too congested | 1 | 0.04 | % |
| malignant | 1 | 0.04 | % |
| Bustling | 5 | 0.18 | % |
| Overdeveloped | 7 | 0.25 | % |
| Becoming Clayton County | 1 | 0.04 | % |
| Bad roads | 1 | 0.04 | % |
| Commercializing | 1 | 0.04 | % |
| Affordable | 13 | 0.46 | % |
| Conjested | 1 | 0.04 | % |
| Rapid Growth | 3 | 0.11 | % |
| Non-inclusive | 1 | 0.04 | % |
| To busy | 1 | 0.04 | % |
| family oriented | 14 | 0.50 | % |
| Modern | 3 | 0.11 | % |
| Expanding | 5 | 0.18 | % |
| noisey | 1 | 0.04 | % |
| Thriving | 9 | 0.32 | % |
| | | | |

| encourage growth in these areas instead of just building new | 1 | 0.04 | % |
|--|----|------|---|
| Overgrowth | 1 | 0.04 | % |
| Downtown Newnan is thriving and open | 1 | 0.04 | % |
| Hometown feeling | 1 | 0.04 | % |
| Need more shops in downtown | 1 | 0.04 | % |
| overcrowding | 3 | 0.11 | % |
| Nostalgic | 1 | 0.04 | % |
| Getting to be too big | 1 | 0.04 | % |
| Great | 6 | 0.21 | % |
| Historic, safe , Beautiful | 1 | 0.04 | % |
| Elitist | 1 | 0.04 | % |
| Lack of options - Too many fast food restaurants | 1 | 0.04 | % |
| Beau | 1 | 0.04 | % |
| Declining | 2 | 0.07 | % |
| Increasing (in population & crime) | 1 | 0.04 | % |
| Developing in architecture and highway design. | 1 | 0.04 | % |
| Improving! | 1 | 0.04 | % |
| Approachable | 1 | 0.04 | % |
| Feels small | 1 | 0.04 | % |
| Metro | 2 | 0.07 | % |
| Uncultured | 1 | 0.04 | % |
| Optimistic | 1 | 0.04 | % |
| a sense of place | 1 | 0.04 | % |
| Nice Community | 1 | 0.04 | % |
| Extremely expensive for renters | 1 | 0.04 | % |
| Newnan has grown tremendously and I love it here. | 1 | 0.04 | % |
| Historic character (Housing and building) | 1 | 0.04 | % |
| Overgrowth | 1 | 0.04 | % |
| uncontrolled growth | 1 | 0.04 | % |
| people (Friendly) | 1 | 0.04 | % |
| Exploding | 1 | 0.04 | % |
| Pretty | 10 | 0.35 | % |
| Small-Town-Feel | 2 | 0.07 | % |
| unsafe | 7 | 0.25 | % |
| Vibrant, Lively | 1 | 0.04 | % |
| "hometown-ish" | 1 | 0.04 | % |

| Over developed 2 0.07 % Services 2 0.07 % Attractive 10 0.35 % Great community 2 0.07 % Small, country feel 1 0.04 % Racially Non-Inclusive 1 0.04 % Established 2 0.07 % Southern 14 0.50 % Nice town 1 0.04 % Trashy 1 0.04 % Parking 3 0.11 % too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Comment Removed for inappropriate Language 2 0.07 % Interactive | Home town feel | 1 | 0.04 | % |
|---|--|----|------|---|
| Attractive 10 0.35 % Great community 2 0.07 % Small, country feel 1 0.04 % Racially Non-Inclusive 1 0.04 % Established 2 0.07 % Southern 14 0.50 % Nice town 1 0.04 % Trashy 1 0.04 % Parking 3 0.11 % too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 <t< td=""><td>Over developed</td><td>2</td><td>0.07</td><td>%</td></t<> | Over developed | 2 | 0.07 | % |
| Great community 2 0.07 % Small, country feel 1 0.04 % Racially Non-Inclusive 1 0.04 % Established 2 0.07 % Southern 14 0.50 % Nice town 1 0.04 % Trashy 1 0.04 % Parking 3 0.11 % too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Services | 2 | 0.07 | % |
| Small, country feel 1 0.04 % Racially Non-Inclusive 1 0.04 % Established 2 0.07 % Southern 14 0.50 % Nice town 1 0.04 % Trashy 1 0.04 % Parking 3 0.11 % too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Attractive | 10 | 0.35 | % |
| Racially Non-Inclusive 1 0.04 % Established 2 0.07 % Southern 14 0.50 % Nice town 1 0.04 % Trashy 1 0.04 % Parking 3 0.11 % too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Great community | 2 | 0.07 | % |
| Established 2 0.07 % Southern 14 0.50 % Nice town 1 0.04 % Trashy 1 0.04 % Parking 3 0.11 % too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Small, country feel | 1 | 0.04 | % |
| Southern 14 0.50 % Nice town 1 0.04 % Trashy 1 0.04 % Parking 3 0.11 % too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Racially Non-Inclusive | 1 | 0.04 | % |
| Nice town 1 0.04 % Trashy 1 0.04 % Parking 3 0.11 % too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Established | 2 | 0.07 | % |
| Trashy 1 0.04 % Parking 3 0.11 % too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Southern | 14 | 0.50 | % |
| Parking 3 0.11 % too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Nice town | 1 | 0.04 | % |
| too many apartments & houses being built 1 0.04 % Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Trashy | 1 | 0.04 | % |
| Explosive 1 0.04 % More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Parking | 3 | 0.11 | % |
| More expensive 1 0.04 % Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | too many apartments & houses being built | 1 | 0.04 | % |
| Up 1 0.04 % Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Explosive | 1 | 0.04 | % |
| Underutilized 2 0.07 % Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | More expensive | 1 | 0.04 | % |
| Medical 3 0.11 % Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Up | 1 | 0.04 | % |
| Overpriced 3 0.11 % Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Underutilized | 2 | 0.07 | % |
| Connected 2 0.07 % Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Medical | 3 | 0.11 | % |
| Comment Removed for inappropriate Language 2 0.07 % Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Overpriced | 3 | 0.11 | % |
| Interactive 1 0.04 % Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Connected | 2 | 0.07 | % |
| Smaller 1 0.04 % Planned growth 1 0.04 % Welcoming 17 0.60 % | Comment Removed for inappropriate Language | 2 | 0.07 | % |
| Planned growth 1 0.04 % Welcoming 17 0.60 % | Interactive | 1 | 0.04 | % |
| Welcoming 17 0.60 % | Smaller | 1 | 0.04 | % |
| | Planned growth | 1 | 0.04 | % |
| Overbuilt 4 0.14 % | Welcoming | 17 | 0.60 | % |
| | Overbuilt | 4 | 0.14 | % |

| Great place to live! Glad I moved here 25 years ago. No longer live downtown | | | |
|--|---|------|---|
| on College Street because I'm retired and decided to sell and move out or I | | | |
| could rent a house. For simplicity | 1 | 0.04 | % |
| Comment Removed for inappropriate Language | | | |
| / some trashy parts of town | 1 | 0.04 | % |
| Interesting | 3 | 0.11 | % |
| Food | 3 | 0.11 | % |
| Sprawling | 3 | 0.11 | % |
| Cosmopolitan | 1 | 0.04 | % |
| Exciting | 2 | 0.07 | % |
| Congested traffic | 2 | 0.07 | % |
| populated | 2 | 0.07 | % |
| Expansive | 1 | 0.04 | % |

| Over-crowded | 2 | 0.07 | % |
|---|---|------|---|
| Pride | 2 | 0.07 | % |
| Lots of people | 1 | 0.04 | % |
| horrible traffic | 1 | 0.04 | % |
| Downtown charm | 1 | 0.04 | % |
| congestion | 5 | 0.18 | % |
| Creative | 1 | 0.04 | % |
| _ Mini-Atlanta | 1 | 0.04 | % |
| Small town feel - SAFE | 1 | 0.04 | % |
| Beauty | 2 | 0.07 | % |
| Nice place to visit | 1 | 0.04 | % |
| enjoyable | 1 | 0.04 | % |
| Variety | 4 | 0.14 | % |
| gorgeous | 1 | 0.04 | % |
| Self Centered | 1 | 0.04 | % |
| Farms and appeal | 1 | 0.04 | % |
| great schools | 7 | 0.25 | % |
| Nice historic downtown | 1 | 0.04 | % |
| Poor traffic conditions. | 1 | 0.04 | % |
| Nice amenities | 1 | 0.04 | % |
| Booming | 4 | 0.14 | % |
| Waste | 1 | 0.04 | % |
| Community-based | 1 | 0.04 | % |
| Dangerous | 2 | 0.07 | % |
| Trending | 1 | 0.04 | % |
| Good neighborhoods. | 1 | 0.04 | % |
| Growing Pains | 1 | 0.04 | % |
| History | 5 | 0.18 | % |
| Quaint downtown. | 1 | 0.04 | % |
| Hospitable | 6 | 0.21 | % |
| Trendy | 2 | 0.07 | % |
| Cozy | 4 | 0.14 | % |
| Newnan is becoming less and less attractive. Apartments seem to be taking over our city of homes. | 1 | 0.04 | % |
| small town feel | 3 | 0.11 | % |
| Drivers | 1 | 0.04 | % |
| Resourceful | 2 | 0.07 | % |
| Picturesque Downtown area | 1 | 0.04 | % |
| overbuilt with little thought to infrastructure | 1 | 0.04 | % |
| speeding | 1 | 0.04 | % |
| | | | |

| crime | 20 | 0.71 | % |
|--|---------------|------|---------------|
| Spacious | 3 | 0.11 | % |
| Beautiful downtown | 2 | 0.07 | % |
| flowing | 1 | 0.04 | % |
| Sweet | 2 | 0.07 | % |
| Revitalizing | 1 | 0.04 | % |
| Great Place | 2 | 0.07 | % |
| conveniences | 2 | 0.07 | % |
| Home-like | 1 | 0.04 | % |
| Suburban | 10 | 0.35 | % |
| Getting over crowded, leave the countryside alone and stop building there. | 1 | 0.04 | % |
| Alive | 5 | 0.18 | % |
| Crime is rising | 1 | 0.04 | % |
| Growing in population | 1 | 0.04 | % |
| improved | 2 | 0.07 | % |
| Crime on the rise | 1 | 0.04 | % |
| Chain restaurants, franchises | 1 | 0.04 | % |
| Neighborly | 3 | 0.11 | % |
| Monocultural | 1 | 0.04 | % |
| affordable housing Work | 1 3 | 0.04 | % % |
| decline | 3 1 | 0.11 | % % |
| Character | 2 | 0.04 | <u>%</u> % |
| Overly spread out due to prioritizing cars | 1 | 0.07 | <u>%</u> % |
| Poor infrastructure | <u>1</u> 1 | 0.04 | <u>%</u> % |
| Love Newnan. | 1 | 0.04 | % % |
| Large | <u>1</u> 1 | 0.04 | % |
| Too much traffic. | 1 | 0.04 | % |
| Clean & safe | 1 | 0.04 | % |
| Friendly people | 2 | 0.07 | % |
| Visionary | 2 | 0.07 | % |
| affordable housing to live near downtown | 1 | 0.04 | % |
| Building to much to quick | 1 | 0.04 | % |
| Compassionate | 1 | 0.04 | % |
| Facade | 1 | 0.04 | % |
| Well managed | 1 | 0.04 | % |
| Traditional Values | 1 | 0.04 | % |
| Traffic nightmare | 2 | 0.07 | % |
| local | 3 | 0.11 | % |
| | - | | |

| Resilient | 1 | 0.04 | % |
|---|----|------|---|
| Fun | 17 | 0.60 | % |
| melting pot | 2 | 0.07 | % |
| Growing thoughtfully | 1 | 0.04 | % |
| Bedroom | 1 | 0.04 | % |
| STRONG ECONOMY | 1 | 0.04 | % |
| Tight knit community | 1 | 0.04 | % |
| Engaging | 1 | 0.04 | % |
| WE NEED MORE FOR ADULTS TO DO | 1 | 0.04 | % |
| Serene | 1 | 0.04 | % |
| Nice smaller town | 1 | 0.04 | % |
| Like | 1 | 0.04 | % |
| Nice place to live | 1 | 0.04 | % |
| Easy | 2 | 0.07 | % |
| rude | 1 | 0.04 | % |
| Steeped in ignored and unobserved history | 1 | 0.04 | % |
| Rural | 3 | 0.11 | % |
| accommodating | 1 | 0.04 | % |
| Parochial | 1 | 0.04 | % |
| Determined | 1 | 0.04 | % |
| flourishing | 1 | 0.04 | % |
| Relaxed | 1 | 0.04 | % |
| Caring | 9 | 0.32 | % |
| Traffic an issue | 1 | 0.04 | % |
| Development | 2 | 0.07 | % |
| Noisy | 3 | 0.11 | % |
| Love | 1 | 0.04 | % |
| Walkable | 4 | 0.14 | % |
| Upkept | 1 | 0.04 | % |
| Needs upkeep | 1 | 0.04 | % |
| Developing too quickly | 1 | 0.04 | % |
| Plenty of housing | 1 | 0.04 | % |
| Some business friendly | 1 | 0.04 | % |
| Stultifying | 1 | 0.04 | % |
| United | 1 | 0.04 | % |
| Suburb | 2 | 0.07 | % |
| Lots of history | 1 | 0.04 | % |
| Lovely homes | 1 | 0.04 | % |
| prosperous | 1 | 0.04 | % |
| New | 1 | 0.04 | % |
| Diversity | 3 | 0.11 | % |
| | | | |

| Many | 1 | 0.04 | % |
|---|-------------|------|---|
| Handy | 1 | 0.04 | % |
| Beautiful History | 1 | 0.04 | % |
| Well run city government | 1 | 0.04 | % |
| Relaxing | 1 | 0.04 | % |
| Uncontrolled | 1 | 0.04 | % |
| Generous | 1 | 0.04 | % |
| Community oriented | 2 | 0.07 | % |
| Safety | 6 | 0.21 | % |
| Thriving Downtown | 1 | 0.04 | % |
| Apartments (i.e. more and more are being built) | 1 | 0.04 | % |
| Well planned | 1 | 0.04 | % |
| Lack of traffic planning | 1 | 0.04 | % |
| Trying to be too much like Atlanta | 1 | 0.04 | % |
| Enjoyble | 1 | 0.04 | % |
| Healthcare | 1 | 0.04 | % |
| Underplanned | 1 | 0.04 | % |
| Racial Divided in some areas still | 1 | 0.04 | % |
| infrastructure | 3 | 0.11 | % |
| Senior Living | 1 | 0.04 | % |
| Rapidly-developing | 1 | 0.04 | % |
| Pass-through | 1 | 0.04 | % |
| lived-in | 1 | 0.04 | % |
| Disconnected | 2 | 0.07 | % |
| Wasteful | 1 | 0.04 | % |
| Loud | 1 | 0.04 | % |
| northerners | 1 | 0.04 | % |
| Neighborhoods | 1 | 0.04 | % |
| Bright | 1 | 0.04 | % |
| Too much waisted commercial space unused | 1 | 0.04 | % |
| Segregated | 4 | 0.14 | % |
| value | 2 | 0.07 | % |
| Quaint downtown area with nice shopping and restaurants | 1 | 0.04 | % |
| Shopping | 5 | 0.18 | % |
| Losing it's character | 1 | 0.04 | % |
| Messy | 1 | 0.04 | % |
| Potential | 6 | 0.21 | % |
| Pretty historical houses and architecture | 1 | 0.04 | % |
| Thrifty | 1 | 0.04 | % |
| Live | 1 | 0.04 | % |
| Investment | 1 | 0.04 | % |
| | | | |

| confederate | 1 | 0.04 | % |
|--|---|------|---|
| White (Lacks diversity) | 1 | 0.04 | % |
| General | 1 | 0.04 | % |
| Well managed government | 1 | 0.04 | % |
| Renovating | 1 | 0.04 | % |
| updating | 1 | 0.04 | % |
| Funky | 1 | 0.04 | % |
| Health Care | 1 | 0.04 | % |
| smallish | 1 | 0.04 | % |
| Degrading | 1 | 0.04 | % |
| Discriminatory | 1 | 0.04 | % |
| Cool | 3 | 0.11 | % |
| Cheap | 2 | 0.07 | % |
| not fiscally responsible | 1 | 0.04 | % |
| traffic congestion | 1 | 0.04 | % |
| values | 1 | 0.04 | % |
| disappearing | 1 | 0.04 | % |
| Nice downtown | 1 | 0.04 | % |
| Rentals | 2 | 0.07 | % |
| Two many dealerships | 1 | 0.04 | % |
| timeless | 1 | 0.04 | % |
| To many cars | 1 | 0.04 | % |
| Ammenities | 1 | 0.04 | % |
| Uncrowded | 1 | 0.04 | % |
| Old School | 1 | 0.04 | % |
| heavy traffic to many highways and exits off of the main hwyanotherv | 1 | 0.04 | % |
| Organized | 1 | 0.04 | % |
| Round a bouts | 1 | 0.04 | % |
| Don't let Newnan become Fayetteville or Riverdale | 1 | 0.04 | % |
| Hometownlike | 1 | 0.04 | % |
| Ashley Park seems dismal, ruled by corporations | 1 | 0.04 | % |
| Need less vacant or areas downtown | 1 | 0.04 | % |
| Cleanness | 1 | 0.04 | % |
| Unorganized | 1 | 0.04 | % |
| Too much crime | 1 | 0.04 | % |
| Beautiful town square | 1 | 0.04 | % |
| Higher Crime | 1 | 0.04 | % |
| Quality | 3 | 0.11 | % |
| chains | 2 | 0.07 | % |
| Small-town Small-town | 3 | 0.11 | % |
| Congestion traffic | 1 | 0.04 | % |
| - | | | |

| Congested - traffic getting bad | 1 | 0.04 | % |
|---|---|------|----------|
| manageable commute | 1 | 0.04 | % |
| Active lifestyle/quality of life | 1 | 0.04 | % |
| Lacking ornate. | 1 | 0.04 | % |
| Lacking | 1 | 0.04 | % |
| Loved | 1 | 0.04 | % |
| Overrun (by chain businesses) | 1 | 0.04 | % |
| Behind-the-times | 1 | 0.04 | % |
| Politically controlled through gerrymandering to control voting outcomes. | 1 | 0.04 | % |
| Population | 1 | 0.04 | % |
| Housing | 2 | 0.07 | % |
| Well-maintained | 1 | 0.04 | % |
| Town | 1 | 0.04 | % |
| Positive | 1 | 0.04 | % |
| Limited | 2 | 0.07 | % |
| Forward thinking | 1 | 0.04 | % |
| Too many cheap homes | 1 | 0.04 | % |
| Backwoods | 1 | 0.04 | % |
| Polite | 1 | 0.04 | % |
| community focused | 1 | 0.04 | % |
| TERRIBLE ROADS | 1 | 0.04 | % |
| Very, very few options to rent decent apartments in safe areas for reasonable | | | 0.6 |
| rents | 1 | 0.04 | <u>%</u> |
| Beautiful, clean and great food places | 1 | 0.04 | % |
| Amazing downtown | 1 | 0.04 | % |
| Comment Removed for inappropriate Language | 1 | 0.04 | % |
| Нарру | 2 | 0.07 | % |
| poor traffic planning | 1 | 0.04 | % |
| Convenience (variety of stores, services and restaurants) | 1 | 0.04 | % |
| Planned | 4 | 0.14 | % |
| overcroweded | 1 | 0.04 | % |
| Growing, expanding | 1 | 0.04 | % |
| theatre (NCT) | 1 | 0.04 | % |
| Social | 2 | 0.07 | % |
| peaceful & friendly | 1 | 0.04 | % |
| Unchecked growth | 1 | 0.04 | % |
| Undermanaged | 1 | 0.04 | % |
| Schools | 5 | 0.18 | % |
| airport | 1 | 0.04 | % |
| Increased Crime | 1 | 0.04 | % |
| | | | |

| Offers a ton of things to do | 1 | 0.04 | % |
|--|---|------|---------------|
| Stuck in the past | 1 | 0.04 | % |
| community wellfare | 1 | 0.04 | % |
| Good outdoor life: The LINC, hiking spots, the dog park, parks, greenspaces, | | | |
| etc | 1 | 0.04 | % |
| Unchanged | 1 | 0.04 | % |
| Contemporary | 1 | 0.04 | % |
| Change | 2 | 0.07 | % |
| Fast-food | 2 | 0.07 | % |
| Cliquey | 1 | 0.04 | % |
| Newnan is going to look like Atlanta and that's NOT good | 1 | 0.04 | % |
| Progressing | 2 | 0.07 | % |
| Love it | 1 | 0.04 | % |
| Inclusive | 3 | 0.11 | % |
| Fast paced | 1 | 0.04 | % |
| Close knit | 3 | 0.11 | % |
| Energetic | 1 | 0.04 | % |
| opportunity | 4 | 0.14 | % |
| Up-and-coming | 2 | 0.07 | % |
| Accessibility | 2 | 0.07 | % |
| Amenities | 3 | 0.11 | % |
| Strong building codes | 1 | 0.04 | % |
| Love walking downtown | 1 | 0.04 | % |
| Moving in the right Direction | 1 | 0.04 | % |
| Parks | 3 | 0.11 | % |
| Less apartments | 1 | 0.04 | % |
| Small Town Vibe | 1 | 0.04 | % |
| Great amenities | 1 | 0.04 | % |
| Revamping | 1 | 0.04 | % |
| too much growth in houses | 1 | 0.04 | % |
| Suburbian | 1 | 0.04 | % |
| ToMuchDevelopment | 1 | 0.04 | % |
| spreadout | 1 | 0.04 | % |
| livable | 1 | 0.04 | % |
| Compassion | 1 | 0.04 | % |
| picturesque | 3 | 0.11 | % |
| old town growing too fast | 1 | 0.11 | % |
| Busy traffic | 1 | 0.04 | % |
| Republican Greed | 1 | 0.04 | <u>%</u> % |
| public schools | 1 | 0.04 | % |
| | | | |
| Unplanned | 2 | 0.07 | % |
| Involved | 1 | 0.04 | % |

| Not apartments | 1 | 0.04 | % |
|---|---|------|---|
| Popular | 2 | 0.07 | % |
| Great Location | 1 | 0.04 | % |
| Lifestyle | 1 | 0.04 | % |
| Calm | 3 | 0.11 | % |
| prospering | 1 | 0.04 | % |
| well-thought | 1 | 0.04 | % |
| Diversified | 1 | 0.04 | % |
| antique | 1 | 0.04 | % |
| Backwards | 1 | 0.04 | % |
| The Newnan Shops by the square have so much character! | 1 | 0.04 | % |
| Friendly residents | 1 | 0.04 | % |
| Planning | 1 | 0.04 | % |
| way too many apartments and subdivisions getting built | 1 | 0.04 | % |
| Kindness | 1 | 0.04 | % |
| low rent | 1 | 0.04 | % |
| well rounded | 2 | 0.07 | % |
| Over populated middle and high schools. | 1 | 0.04 | % |
| Well cared for | 1 | 0.04 | % |
| Money | 1 | 0.04 | % |
| Drug infiltrated | 1 | 0.04 | % |
| Over-trafficked | 1 | 0.04 | % |
| Drug use | 1 | 0.04 | % |
| Cultured | 2 | 0.07 | % |
| Good shopping. | 1 | 0.04 | % |
| Walkability with Linc. | 1 | 0.04 | % |
| Delicious | 1 | 0.04 | % |
| Strong home value | 1 | 0.04 | % |
| Unique | 1 | 0.04 | % |
| Crime is increasing. I feel less safe. I have noticed people in my neighborhood | | | |
| are selling their homes more and more. | 1 | 0.04 | % |
| Dealerships | 1 | 0.04 | % |
| Slow paced | 1 | 0.04 | % |
| Rural landscape | 1 | 0.04 | % |
| poor planning of roads and traffic | 1 | 0.04 | % |
| rude neighbors | 1 | 0.04 | % |
| focused | 1 | 0.04 | % |
| Full | 2 | 0.07 | % |
| traditions | 1 | 0.04 | % |
| Responsible | 1 | 0.04 | % |
| struggling schools | 1 | 0.04 | % |
| Excessive Building | 1 | 0.04 | % |
| | | | |

| Growing alot | 1 | 0.04 | % |
|--|---|------|---|
| commercial | 1 | 0.04 | % |
| way to over crowded | 1 | 0.04 | % |
| transitioning | 1 | 0.04 | % |
| Getting to crowed | 1 | 0.04 | % |
| Construction | 1 | 0.04 | % |
| Nature | 3 | 0.11 | % |
| Traffic is getting worse in Newnan. | 1 | 0.04 | % |
| Well-Managed | 1 | 0.04 | % |
| Apartments are rising more than houses - more crime | 1 | 0.04 | % |
| Amazing | 2 | 0.07 | % |
| lacking resources for children and older adults | 1 | 0.04 | % |
| Disparties | 1 | 0.04 | % |
| Businesses closing | 1 | 0.04 | % |
| toxic | 1 | 0.04 | % |
| The Linc | 1 | 0.04 | % |
| fast growing | 1 | 0.04 | % |
| Static | 1 | 0.04 | % |
| urbanization | 1 | 0.04 | % |
| forward | 1 | 0.04 | % |
| LINC and trolley are well-planned but incomplete since they do not connect | | | |
| diverse groups | 1 | 0.04 | % |
| TO | 1 | 0.04 | % |
| Deforestation/excessive building | 1 | 0.04 | % |
| Excellent | 1 | 0.04 | % |
| Visit | 1 | 0.04 | % |
| relaxing (downtown) | 1 | 0.04 | % |
| Rising crime | 1 | 0.04 | % |
| Courteous | 1 | 0.04 | % |
| Old & New | 1 | 0.04 | % |
| Good place to raise kids | 1 | 0.04 | % |
| Versatile | 1 | 0.04 | % |
| friendly neighbors | 1 | 0.04 | % |
| No traffic plan before building | 1 | 0.04 | % |
| Everything I need is within this county | 1 | 0.04 | % |
| Apartments everywhere | 1 | 0.04 | % |
| To crowded | 1 | 0.04 | % |
| Community spirit | 1 | 0.04 | % |
| tradition | 2 | 0.07 | % |
| lack of planning | 1 | 0.04 | % |
| Communication | 1 | 0.04 | % |
| down to earth | 1 | 0.04 | % |
| | | | |

| Chain Restaurants | 2 | 0.07 | % |
|--|---|------|---|
| traffic-laden | 1 | 0.04 | % |
| PROUD/CUTE | 1 | 0.04 | % |
| Unity | 1 | 0.04 | % |
| | | | |
| Residents need to understand they need affordable housing options to sustain | | | |
| the growth | 1 | 0.04 | % |
| Charming downtown square | 1 | 0.04 | % |
| MORE JAZZ N THE PARK | 1 | 0.04 | % |
| CLOSE | 1 | 0.04 | % |
| Laid out pretty well | 1 | 0.04 | % |
| Need some more low-income housing | 1 | 0.04 | % |
| Trees | 1 | 0.04 | % |
| Divided culturally | 1 | 0.04 | % |
| Fast | 3 | 0.11 | % |
| Too much building | 1 | 0.04 | % |
| resident-friendly | 1 | 0.04 | % |
| Innovative | 1 | 0.04 | % |
| broad-minded | 1 | 0.04 | % |
| Sufficient | 1 | 0.04 | % |
| Intimate | 1 | 0.04 | % |
| Some unsafe areas | 1 | 0.04 | % |
| Consistent | 1 | 0.04 | % |
| wooded | 1 | 0.04 | % |
| Poverty not addressed | 1 | 0.04 | % |
| Future | 1 | 0.04 | % |
| White | 2 | 0.07 | % |
| Too many historic houses are rentals | 1 | 0.04 | % |
| Losing it's charm | 1 | 0.04 | % |
| Close to Atlanta | 1 | 0.04 | % |
| To much high density housing | 1 | 0.04 | % |
| Stagnant | 2 | 0.07 | % |
| Good schools | 3 | 0.11 | % |
| Proactive | 1 | 0.04 | % |
| Plenty Good restaurants | 1 | 0.04 | % |
| Valuable | 1 | 0.04 | % |
| Crazy drivers | 1 | 0.04 | % |
| hospitality | 2 | 0.07 | % |
| Great services | 1 | 0.04 | % |
| Lively | 3 | 0.11 | % |
| Example | 1 | 0.04 | % |
| <u> </u> | | | |

| Beautiful down town | 1 | 0.04 | % |
|---|---|------|---|
| Roots | 1 | 0.04 | % |
| Non harassment of the citizens. | 1 | 0.04 | % |
| urban | 1 | 0.04 | % |
| Hate being part of metro Atlanta, they tax us, but we get NO benefits | 1 | 0.04 | % |
| Losing small town charm | 1 | 0.04 | % |
| inspiring | 1 | 0.04 | % |
| Non diverse | 1 | 0.04 | % |
| Christian | 1 | 0.04 | % |
| Overgrowing | 1 | 0.04 | % |
| Growing-crime Growing-crime | 1 | 0.04 | % |
| ok place to live | 1 | 0.04 | % |
| challenged | 1 | 0.04 | % |
| Exclusive | 1 | 0.04 | % |
| Franchise | 1 | 0.04 | % |
| Opportunities | 2 | 0.07 | % |
| Scattered | 1 | 0.04 | % |
| Lagging | 1 | 0.04 | % |
| Still a quaint town when you venture into downtown Newnan | 1 | 0.04 | % |
| Not Commercialize | 1 | 0.04 | % |
| Vehicles | 1 | 0.04 | % |
| lovely | 1 | 0.04 | % |
| Promising | 1 | 0.04 | % |
| Business District | 1 | 0.04 | % |
| The older areas left un updated | 1 | 0.04 | % |
| old money | 1 | 0.04 | % |
| Conveniently located on I-85 | 1 | 0.04 | % |
| kids entertainment and or birthday party | 1 | 0.04 | % |
| Soothing | 1 | 0.04 | % |
| salvagable | 1 | 0.04 | % |
| Disjointed | 1 | 0.04 | % |
| Southern hospitality | 1 | 0.04 | % |
| Activities | 2 | 0.07 | % |
| Hopeful | 2 | 0.07 | % |
| Downtown Main Street district | 1 | 0.04 | % |
| Littered | 1 | 0.04 | % |
| Housing-oriented | 1 | 0.04 | % |
| Spread | 1 | 0.04 | % |
| Gangs | 1 | 0.04 | % |
| Needs better restaurants | 1 | 0.04 | % |
| Lame | 1 | 0.04 | % |
| | | | |

| Narcissistic 1 0.04 % need to limit growth of apartments, apartments = crime 1 0.04 % No land 1 0.04 % Still charming 1 0.04 % Dirty 2 0.07 % Old-fashioned 1 0.04 % faith 2 0.07 % lost identity 1 0.04 % Green 2 0.07 % Big enough while maintaining small town feel 1 0.04 % Traffic Jams 1 0.04 % healthy 1 0.04 % Compact 1 0.04 % Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % Family-focused 1 0.04 %< | Economic crisis | 1 | 0.04 | % |
|--|---|---|------|---|
| No land | Narcissistic | 1 | 0.04 | % |
| still charming 1 0.04 % Dirty 2 0.07 % Old-fashioned 1 0.04 % faith 2 0.07 % lost identity 1 0.04 % Green 2 0.07 % Big enough while maintaining small town feel 1 0.04 % Traffic Jams 1 0.04 % healthy 1 0.04 % Compact 1 0.04 % Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % Family-focused 1 0.04 % Family-focused 1 0.04 % Expensive (housing) 1 0.04 % Expensive (housing) 1 0.04 % <t< td=""><td>need to limit growth of apartments, apartments = crime</td><td>1</td><td>0.04</td><td>%</td></t<> | need to limit growth of apartments, apartments = crime | 1 | 0.04 | % |
| Dirty 2 0.07 % Old-fashioned 1 0.04 % faith 2 0.07 % lost identity 1 0.04 % Green 2 0.07 % Big enough while maintaining small town feel 1 0.04 % Traffic Jams 1 0.04 % healthy 1 0.04 % Compact 1 0.04 % Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % Suburbs 1 0.04 % </td <td>No land</td> <td>1</td> <td>0.04</td> <td>%</td> | No land | 1 | 0.04 | % |
| Old-fashioned 1 0.04 % faith 2 0.07 % lost identity 1 0.04 % Green 2 0.07 % Big enough while maintaining small town feel 1 0.04 % Traffic Jams 1 0.04 % healthy 1 0.04 % Compact 1 0.04 % Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % Suburbs 1 | still charming | 1 | 0.04 | % |
| faith 2 0.07 % lost identity 1 0.04 % Green 2 0.07 % Big enough while maintaining small town feel 1 0.04 % Traffic Jams 1 0.04 % healthy 1 0.04 % Compact 1 0.04 % Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % Family-focused 1 0.04 % Family-focused 1 0.04 % Expensive (housing) 1 0.04 % Expensive (housing) 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % | Dirty | 2 | 0.07 | % |
| Dost identity | Old-fashioned | 1 | 0.04 | % |
| Green 2 0.07 % Big enough while maintaining small town feel 1 0.04 % Traffic Jams 1 0.04 % healthy 1 0.04 % Compact 1 0.04 % Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % Expensive (housing) 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way | faith | 2 | 0.07 | % |
| Big enough while maintaining small town feel 1 0.04 % Traffic Jams 1 0.04 % healthy 1 0.04 % Compact 1 0.04 % Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % Expensive (housing) 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 | lost identity | 1 | 0.04 | % |
| Traffic Jams 1 0.04 % healthy 1 0.04 % Compact 1 0.04 % Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % Expensive (housing) 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 | Green | 2 | 0.07 | % |
| healthy 1 0.04 % Compact 1 0.04 % Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % Expensive (housing) 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % | Big enough while maintaining small town feel | 1 | 0.04 | % |
| Compact 1 0.04 % Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % too commercial 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % No vision 1 0.04 % Melleducated 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 | Traffic Jams | 1 | 0.04 | % |
| Smart growth 1 0.04 % Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % too commercial 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % <td>healthy</td> <td>1</td> <td>0.04</td> <td>%</td> | healthy | 1 | 0.04 | % |
| Crowded streets 1 0.04 % Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % too commercial 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % | Compact | 1 | 0.04 | % |
| Not enough high end restaurants 1 0.04 % Small town charm that is no longer small 1 0.04 % faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % too commercial 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % <td>Smart growth</td> <td>1</td> <td>0.04</td> <td>%</td> | Smart growth | 1 | 0.04 | % |
| Small town charm that is no longer small 1 0.04 % faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % too commercial 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % | Crowded streets | 1 | 0.04 | % |
| faithful 1 0.04 % Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % too commercial 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % | Not enough high end restaurants | 1 | 0.04 | % |
| Family-focused 1 0.04 % To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % too commercial 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % | Small town charm that is no longer small | 1 | 0.04 | % |
| To many houses/ apartments are being build 1 0.04 % Expensive (housing) 1 0.04 % too commercial 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % | faithful | 1 | 0.04 | % |
| Expensive (housing) 1 0.04 % too commercial 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % | Family-focused | 1 | 0.04 | % |
| too commercial 1 0.04 % Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % | To many houses/ apartments are being build | 1 | 0.04 | % |
| Suburbs 1 0.04 % Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % | Expensive (housing) | 1 | 0.04 | % |
| Homeless 1 0.04 % No vision 1 0.04 % Newnan still has good quality of life here - keep it that way 1 0.04 % Getting overcrowded 1 0.04 % Welleducated 1 0.04 % Downtown Newnan is a very pleasant place to spend my time. 1 0.04 % Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % | too commercial | 1 | 0.04 | % |
| No vision10.04%Newnan still has good quality of life here - keep it that way10.04%Getting overcrowded10.04%Welleducated10.04%Downtown Newnan is a very pleasant place to spend my time.10.04%Too many offices or specialty shops10.04%Walking10.04%deforesting10.04% | Suburbs | 1 | 0.04 | % |
| Newnan still has good quality of life here - keep it that way10.04%Getting overcrowded10.04%Welleducated10.04%Downtown Newnan is a very pleasant place to spend my time.10.04%Too many offices or specialty shops10.04%Walking10.04%deforesting10.04% | Homeless | 1 | 0.04 | % |
| Getting overcrowded10.04%Welleducated10.04%Downtown Newnan is a very pleasant place to spend my time.10.04%Too many offices or specialty shops10.04%Walking10.04%deforesting10.04% | No vision | 1 | 0.04 | % |
| Welleducated10.04%Downtown Newnan is a very pleasant place to spend my time.10.04%Too many offices or specialty shops10.04%Walking10.04%deforesting10.04% | Newnan still has good quality of life here - keep it that way | 1 | 0.04 | % |
| Downtown Newnan is a very pleasant place to spend my time.10.04%Too many offices or specialty shops10.04%Walking10.04%deforesting10.04% | Getting overcrowded | 1 | 0.04 | % |
| Too many offices or specialty shops 1 0.04 % Walking 1 0.04 % deforesting 1 0.04 % | Welleducated | 1 | 0.04 | % |
| Walking 1 0.04 % deforesting 1 0.04 % | Downtown Newnan is a very pleasant place to spend my time. | 1 | 0.04 | % |
| deforesting 1 0.04 % | Too many offices or specialty shops | 1 | 0.04 | % |
| | Walking | 1 | 0.04 | % |
| Peachtree City's backup plan 1 0.04 % | deforesting | 1 | 0.04 | % |
| | Peachtree City's backup plan | 1 | 0.04 | % |

| City trying to draw in all type of people, not thinking about the type of people | | | |
|--|---|------|---|
| that are coming in. Kinda like Biden opening up the border. We need to keep | | | |
| Newnan an upper class city. | 1 | 0.04 | % |
| Eventful | 1 | 0.04 | % |
| Too expensive | 1 | 0.04 | % |

| Living | 1 | 0.04 | % |
|--|---|------|---|
| Confused | 1 | 0.04 | % |
| Amenities/diverse | 1 | 0.04 | % |
| Population density. | 1 | 0.04 | % |
| Disappointing (Carwash, apartments and fastfood on every corner) | 1 | 0.04 | % |
| Racist undertones in some business practices. | 1 | 0.04 | % |
| Amenities in town | 1 | 0.04 | % |
| Crappy | 1 | 0.04 | % |
| Outdoors | 1 | 0.04 | % |
| Feel | 1 | 0.04 | % |
| Too many buildings left to rot while more are being built. | 1 | 0.04 | % |
| City | 1 | 0.04 | % |
| Horrible infrastructure | 1 | 0.04 | % |
| Traffic on 34 | 1 | 0.04 | % |
| Rude Drivers | 1 | 0.04 | % |
| No public transportation | 1 | 0.04 | % |
| Awesome parks for children and pets also walking trails | 1 | 0.04 | % |
| Connectivity | 1 | 0.04 | % |
| Place to raise children | 1 | 0.04 | % |
| No sidewalks | 1 | 0.04 | % |
| Disappointing | 1 | 0.04 | % |
| Entertaining | 1 | 0.04 | % |
| too many apartments for the city of homes | 1 | 0.04 | % |
| Liveable | 1 | 0.04 | % |
| Appealing | 1 | 0.04 | % |
| Spread out | 1 | 0.04 | % |
| Good government | 1 | 0.04 | % |
| Poverty | 1 | 0.04 | % |
| unfriendly | 1 | 0.04 | % |
| Healing | 1 | 0.04 | % |
| Carnegie | 1 | 0.04 | % |
| Histroric | 1 | 0.04 | % |
| Not too big | 1 | 0.04 | % |
| City of Apartments | 1 | 0.04 | % |
| Overdelevolped | 1 | 0.04 | % |
| to much traffic | 1 | 0.04 | % |
| Muddled | 1 | 0.04 | % |
| Education | 1 | 0.04 | % |
| Reserved | 1 | 0.04 | % |
| Great for families | 1 | 0.04 | % |
| core moral values | 1 | 0.04 | % |
| | | | |

| restaurants | 1 | 0.04 | % |
|--|---|------|---|
| Strong economy and school system | 1 | 0.04 | % |
| Gerrymandered | 1 | 0.04 | % |
| Preserved (Downtown) | 1 | 0.04 | % |
| Repressive | 1 | 0.04 | % |
| Better | 1 | 0.04 | % |
| Conflicted | 1 | 0.04 | % |
| rule life is almost non-existence now in Coweta County thats BAD | 1 | 0.04 | % |
| greenspaces | 1 | 0.04 | % |
| Controlled | 1 | 0.04 | % |
| Coming | 1 | 0.04 | % |
| Laggard | 1 | 0.04 | % |
| Quality education | 1 | 0.04 | % |
| Slow—paced | 1 | 0.04 | % |
| Ignorant | 1 | 0.04 | % |
| Potential to be great | 1 | 0.04 | % |
| Boujee | 1 | 0.04 | % |
| Work oppurtunities | 1 | 0.04 | % |
| Neighborhoods for every need | 1 | 0.04 | % |
| Stranger | 1 | 0.04 | % |
| present | 1 | 0.04 | % |
| Strict | 1 | 0.04 | % |
| Love the linc | 1 | 0.04 | % |
| Responsive | 1 | 0.04 | % |
| unsafe in some areas | 1 | 0.04 | % |
| accedd | 1 | 0.04 | % |
| Enticing | 1 | 0.04 | % |
| Affortable | 1 | 0.04 | % |
| busier | 1 | 0.04 | % |
| Focus on downtown | 1 | 0.04 | % |
| Up-to-date | 1 | 0.04 | % |
| Overran | 1 | 0.04 | % |
| Commercialized | 1 | 0.04 | % |
| Smalltown feel | 1 | 0.04 | % |
| StopBuilding | 1 | 0.04 | % |
| Roads need help | 1 | 0.04 | % |
| amazing schools | 1 | 0.04 | % |
| Favoritism to select elites | 1 | 0.04 | % |
| more diverse business | 1 | 0.04 | % |
| Educated | 1 | 0.04 | % |
| generally quiet | 1 | 0.04 | % |
| <u> </u> | | | |

| Accepting | 1 | 0.04 | % |
|---|---|------|---|
| Built-up | 1 | 0.04 | % |
| Evolving | 1 | 0.04 | % |
| Drugs | 1 | 0.04 | % |
| Shopping/Dining opportunities | 1 | 0.04 | % |
| Loosing it's identity | 1 | 0.04 | % |
| gentrifying | 1 | 0.04 | % |
| Crap Infrastructure | 1 | 0.04 | % |
| Tranquility and family oriented | 1 | 0.04 | % |
| worth saving | 1 | 0.04 | % |
| COMMUTERS | 1 | 0.04 | % |
| Neighbors | 1 | 0.04 | % |
| Protective | 1 | 0.04 | % |
| definitley NOT a city of Homes | 1 | 0.04 | % |
| clean/beautiful/well maintained | 1 | 0.04 | % |
| transitional | 1 | 0.04 | % |
| Crime has risen drastically over the past 10 years. | 1 | 0.04 | % |
| Getting to be too much traffic | 1 | 0.04 | % |
| N/A | 1 | 0.04 | % |
| Pet-friendly | 1 | 0.04 | % |
| Apartments grrr | 1 | 0.04 | % |
| Green space | 1 | 0.04 | % |
| Over-apartmented | 1 | 0.04 | % |
| Small-town feel | 1 | 0.04 | % |
| Atlanta | 1 | 0.04 | % |
| mid sized | 1 | 0.04 | % |
| Apprehensive | 1 | 0.04 | % |
| Innovated | 1 | 0.04 | % |
| Fun place to live | 1 | 0.04 | % |
| Priorities in the wrong places | 1 | 0.04 | % |
| homey feel | 1 | 0.04 | % |
| Not crowded | 1 | 0.04 | % |
| | | | |

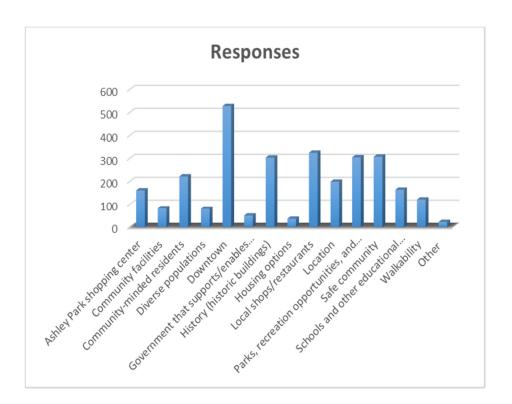
| Littering is increaing. County road areas are not kept up. Grass is not cut. I am | | |
|---|---|--------|
| often embarrased by how unkempt the city of Newnan is becoming. | 1 | 0.04 % |
| Unremarkable | 1 | 0.04 % |
| Retail | 1 | 0.04 % |
| Too many fast food | 1 | 0.04 % |
| Uptight | 1 | 0.04 % |

| Non-Family | 1 | 0.04 | % |
|---|-----------|------|---|
| Laid back | 1 | 0.04 | % |
| crime rate especially violent is going up | 1 | 0.04 | % |
| snall yard | 1 | 0.04 | % |
| restrictive | 1 | 0.04 | % |
| Respects their heritage | 1 | 0.04 | % |
| Eccelcit | 1 | 0.04 | % |
| To many apartments | 1 | 0.04 | % |
| Very busy | 1 | 0.04 | % |
| Southern charm | 1 | 0.04 | % |
| non suburban | 2 | 0.07 | % |
| too many chain restaraunts, and dumplicates of the same things | 1 | 0.04 | % |
| Hometown Feel | 1 | 0.04 | % |
| not enough residential and dining options on the west side of newnan (ten ave, franklin hwy, etc) | nple 1 | 0.04 | % |
| downturn | 1 | 0.04 | % |
| Tasteful | 1 | 0.04 | % |
| Way to many apartments | 1 | 0.04 | % |
| Restraunts | 1 | 0.04 | % |
| I feel like crime rate is going up. | 1 | 0.04 | % |
| Traffic is horrible | 1 | 0.04 | % |
| More crime & accidents | 1 | 0.04 | % |
| needing a system of public transportation | 1 | 0.04 | % |
| Too much new housing construction | 1 | 0.04 | % |
| questionable | 1 | 0.04 | % |
| Getting too expensive | 1 | 0.04 | % |
| Has potential | 1 | 0.04 | % |
| Great downtown | 1 | 0.04 | % |
| Unchanging | 1 | 0.04 | % |
| Judgmental | 1 | 0.04 | % |
| great potential but not fully realized yet | 1 | 0.04 | % |
| Rising | 1 | 0.04 | % |
| Families | 1 | 0.04 | % |
| Historic downtown | 1 | 0.04 | % |
| self-reflection | 1 | 0.04 | % |
| Conveniency | 1 | 0.04 | % |
| Short sighted | 1 | 0.04 | % |
| Losing small town charm and magic. | 1 | 0.04 | % |
| convenient (best kept secret outside of Atlanta) | 1 | 0.04 | % |

| Community involvement | 1 | 0.04 | % |
|--|---|------|---|
| Medical town | 1 | 0.04 | % |
| Trying | 1 | 0.04 | % |
| Managed growth | 1 | 0.04 | % |
| Up & coming | 1 | 0.04 | % |
| resources | 1 | 0.04 | % |
| stable | 1 | 0.04 | % |
| Livea le | 1 | 0.04 | % |
| Heartfelt | 1 | 0.04 | % |
| Decent school systems | 1 | 0.04 | % |
| Taxes | 1 | 0.04 | % |
| Over crowed and still on the move | 1 | 0.04 | % |
| Worried about increasing crime | 1 | 0.04 | % |
| To fast | 1 | 0.04 | % |
| Divisive | 1 | 0.04 | % |
| Excellent government services | 1 | 0.04 | % |
| Christian Community | 1 | 0.04 | % |
| massive neighborhoods with no plan for roads to handle the traffic | 1 | 0.04 | % |
| friendly communities | 1 | 0.04 | % |
| sprawled | 1 | 0.04 | % |
| Low crime | 2 | 0.07 | % |
| Sophisticated yet rural feel | 1 | 0.04 | % |
| Classy | 2 | 0.07 | % |
| small-town charm | 1 | 0.04 | % |
| sustainable | 1 | 0.04 | % |
| Urban-sprawl | 1 | 0.04 | % |
| Thoughtfully planned | 1 | 0.04 | % |
| Nice overall small city. | 1 | 0.04 | % |
| | | | |
| WHY IS THERE SUCH A BIG DEAL WHEN A PERSON OF COLOR HAVE A PLACE | | | |
| FOR PEOPLE TO MEET AND GREET | 1 | 0.04 | % |
| concentration of business is not overwhelming for any particular locations | 1 | 0.04 | % |
| Young | 1 | 0.04 | % |
| Beleaguered | 1 | 0.04 | % |
| limited opportunity with unlimited potential | 1 | 0.04 | % |
| Sprawl | 1 | 0.04 | % |
| Traffic concerns | 1 | 0.04 | % |
| Progress | 1 | 0.04 | % |
| | | | |

Answered Batch 1 930 Skipped 107 Answered: Batch 2 916 Skipped: 121 Answered: Batch 3 896 Skipped: 141

9. What do you LOVE most about Newnan? (Select up to three in no particular order)



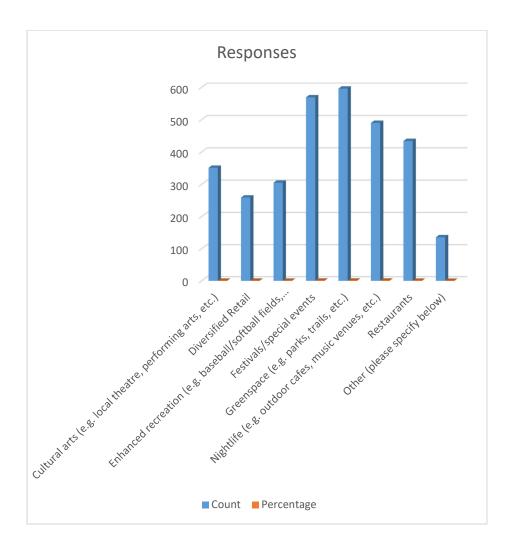
| Response | Count | Percentage |
|------------------------------|-------|------------|
| Ashley Park shopping center | 161 | 15.53% |
| Community facilities (e.g. | | |
| Carnegie Library, | | |
| Wadsworth Auditorium, | | |
| etc.) | 82 | 7.91% |
| Community-minded | | |
| residents | 222 | 21.41% |
| Diverse populations | 80 | 7.71% |
| Downtown | 528 | 50.92% |
| | | |
| Government that | | |
| supports/enables businesses | 50 | 4.82% |
| History (historic buildings) | 304 | 29.32% |
| Housing options | 36 | 3.47% |
| Local shops/restaurants | 325 | 31.34% |
| Location | 199 | 19.19% |

| Parks, recreation opportunities, and open | | |
|--|-----|---------|
| space (including theLINC) | 305 | 29.41% |
| Safe community | 308 | 29.70% |
| Schools and other educational opportunities (including University of West Georgia and West Georgia | 164 | 1F 910/ |
| Technical College) | 164 | 15.81% |
| Walkability | 121 | 11.67% |
| Other (please specify below) | 22 | 2.12% |

9. Other (please specify below) **NEWNANSTRONG!!!** Healthcare Just far enough from Atlanta... Manageable traffic and quaintness of town My family Conservative My commute Cheap housing and freeway Residential areas... Keep warehouses out! No cement factories on SR 85 **Golf Carts Public School System** You can go from a city-type / town environment to country surroundings and never be far from home I would love Newnan more if you would STOP building. It's getting way too busy like Atlanta. I grew up here Medical availability My family is here and we love it. hometown feel Green forests around Nixon Centre for Performing & Visual Arts I love the feel of the town but it is on the decline. We need to add something unique to the town (maybe golf cart trails). Please don't introduce more apartments or affordable housing. We have seen our crime rate increase with each one that is added. What's left of country living. Not much else. Gardening

Answered: 1024 Skipped: 13

10. What amenities does Newnan need more of?



| Response | Count | Percentage |
|--|-------|------------|
| Cultural arts (e.g. local theatre, performing arts, etc.) | 351 | 33.85% |
| Diversified Retail | 259 | 24.98% |
| Enhanced recreation (e.g. baseball/softball fields, indoor volleyball complex, etc.) | 305 | 29.41% |
| Festivals/special events | 569 | 54.87% |

| Greenspace (e.g. parks, trails, etc.) | 596 | 57.47% |
|--|-----|--------|
| Nightlife (e.g. outdoor cafes, music venues, | | |
| etc.) | 490 | 47.25% |
| Restaurants | 434 | 41.85% |
| Other (please specify below) | 136 | 13.11% |

Answered: 1,019 Skipped: 18

Other (please specify below) - 10. What amenities does Newnan need more of?

Expanded public transportation

Alcohol within city limits. It's crazy we have to travel to other cities for liquor stores. I would also love to see the old Caldwell Tanks turn into a Ponce City Market place.

A Museum featuring local citizens and their works

Higher income housing

More housing aimed at younger demographic and individuals without sizable families

Public transit

We need a parking garage in downtown. This would help the local businesses

Sightseeing / funky transportation such as trolleys

Liquor Sales

Please bring in a Denny's Restaurant and more Italian Restaurants

Some sort of produce/dairy store

Continue to forcus on the LINC

More affordable housing (\$100 000 - \$200 000 range).

Needs more government officials who want less apartments and other rentals.

open spaces more bike and walk trails family oriented festivals festivals

More corporate headquarters and higher paying jobs NOT warehouses

Activities like Top Golf

More places like Dave and busters and other fun activities

activities for seniors

Traffic relief

Affordable Housing

Fewer and better stoplights more roundabouts

Museums

Sidewalks on roads outside of downtown

Thoughtful Community Development

More eco-friendly opportunities. Electric car charging ports being widely available.

Minor League Baseball

A new neighbors group to help newcomers meet people and become involved in the community.

Walkability and better private property upkeep make floodplain areas park areas

Would love more unique restaurants and less chains

Local restaurants. Not chains!

Less parks

Trees. Stop clearing all the land from the bypass to the interstate

Sidewalks

less traffic less people slow the growth

Baseball team

Better public library

Walk and bike infrastructure

Sidewalks!!!

No more chain restaurants- unique dining

I'd like to see more after dark shopping on the square events. We need more downtown fun dining al fresco outdoor jazz concerts every weekend and we need not to be a dry county anymore.

Racial Diversity and Inclusion. Also need actual architects interior designers landscape architects and city planners who represent these fields professional to help drive the development and preserve the existing homes.

Affordable independent living housing for Seniors

Grocery

Nicer restaurants rather than a lot of fast food

More focus on the essentials and keep the government intervention to a minimum

Safer and reduced taxes

Affordable housing

No more fast food chains...we have plenty. We need more sit down restaurant options. Also a Trader Joe's would be nice!

local/non-chain restaurants

Kid and family orientated entertainment places like maybe Dave n busters

Affordable housing

Trader Joe's Whole Foods

Sno cone stands;) particularly WOW sno

Please Improve The Roads. Please Add Street Lights for Safety!

Krispy Kreme

sidewalks

Better land use planning

Piedmont wellness center similar to the one at pinewood boutique hotel upscale housing (ownership)

Parking

Single Family Homes

Art

Diversified Retail and living space (e.g. lofts) in downtown

LOCAL non chain restaurants

Historic preservation with architecture firms and supporting professionals

Upscale retail Full scale theater Ethnic restaurants (not chain) M outdoor sitting areas and fire pits in Ashley park

Affordable housing

Parking

stop cutting trees everywhere!!

Less chain restaurants and retail

Walkability and transportation

Bigger roads

Better shopping stores

Sidewalks in District 1: Sullivan Road

roundabouts instead of traffic lights

Transportation

Community Center

More stores less apartments!

None

better roads for traffic

Properly funded visual arts in elementary schools

Non chain restaurants and shops. An Asheville vibe of arts and crafts would be great.

Better traffic conditions

Weekly farmers' market

Roads

local shops that aren't clothes or homegoods - dog store book store antiques vintage - uptown

Affordable housing

Restaurants that do not fall under fast food.

Krispy Kreme

less people less apartments less subdivisions

Need to protect the culture that made Newnan what it is today while embracing positive change. Any proposed changes outsiders especially from California should be carefully weighed so that we don't turn into what is bad about California.

Pool complex for high school use for swim teams.

unique restaurants and shops

Golf cart paths

Walking distance

Preservation of Trees and undeveloped areas

Plenty of free support structures (local parking garages biking locations walk overs to not be subjected to traffic)

To let it be the City of Homes and stop building so much.

Better traffic management

Bike paths community sports opportunities that are clean and available not only to kids on teams..ie tennis courts basketball court that kids downtown can use that is safe and clean.

See Woodlands Pavilion in The Woodlands TX if you build it they will come Liquor sales

Diverse restaurants and public school improvements

Stop building before roads and schools are ready for higher numbers. Quit building on lots less than 1/2 an acre. No more apartments!

Countywide bike paths and sidewalks

kid-friendly places to bring kids that's not just a park or urban air.

Fancy restaurants no more fast food or common chains already around ex: Dave and Busters Top Golf Fogo de Chao Melting Pot

Fair and consistent execution of land use. More affordable housing. Good old boy network must end.

no more building

non-chain restaraunts

diversification

Independently-owned businesses

more eating establishments that are not chain type.

More diverse affordable updated housing

Better restaurants not just chains

Youth Facilities (too meet hear music and hang out in a safe environment) public transportation

Nothing else we are busting at the seams.

Restaurants other than Pizza Parlors Mexican Resturants and wing places We also need places for Special needs children and adults to enjoy.

You guys need a skate park a mall more shopping stores better food.

Chef driven restaurants

Train service to and from Atlanta

We need golf cart paths and more entertainment like the Fred in PTC.

Prioritize building for people not cars

We need more local and diverse restaurants. I am tired of the chains.

resources for single moms childcare

Facilities for seniors

Trees

More opportunities for low income/at-risk youth to be exposed and engaged in activities to them grow academically build character to help them to become active informed law-abiding citizens of the community

Public transportation to Atlanta

Stronger arts/craftmanship education (woodworking sewing organic gardening etc.) Also AFFORDABLE HOUSING that isn't an apartment complex.

Parking

Soup &sandwich cafe Sprouts or Trader Joe's. More monitoring of speeders on Jackson st leading to the Square!

Nicer retail like Trader Joe's

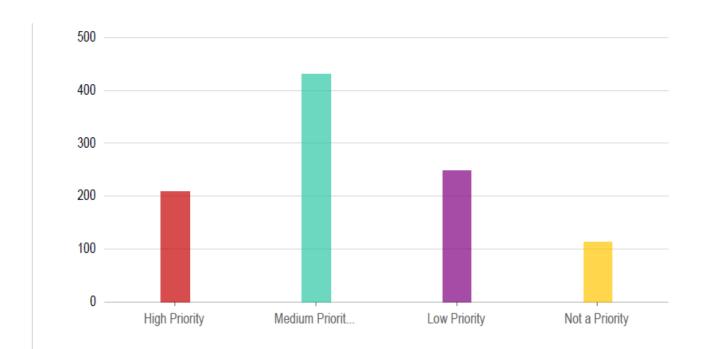
Housing options for poor and homeless persons that are both affordable (or free)

Better roads!!!

11. What areas should Newnan seek to IMPROVE in the next

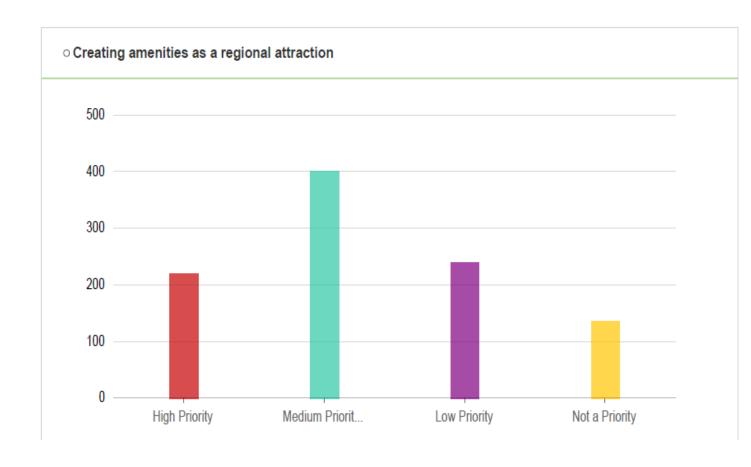
20 years? (Select either **High Priority**, **Medium Priority**, **Low Priority**, or **Not a Priority** for each item below)

Greater emphasis on senior living



| Answers | Count | Percentage |
|-----------------|-------|------------|
| High Priority | 210 | 20.25% |
| Medium Priority | 432 | 41.66% |
| Low Priority | 249 | 24.01% |
| Not a Priority | 114 | 10.99% |

Answered: 1,005 Skipped: 32

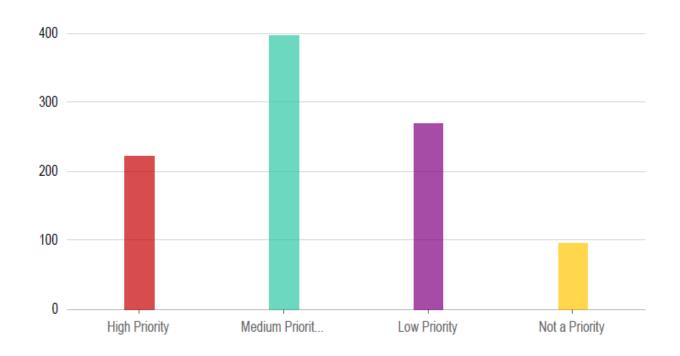


| High Priority | 221 | 21.31% |
|-----------------|-----|--------|
| Medium Priority | 402 | 38.77% |
| Low Priority | 240 | 23.14% |
| Not a Priority | 137 | 13.21% |

Answered: 1,000 Skipped: 37

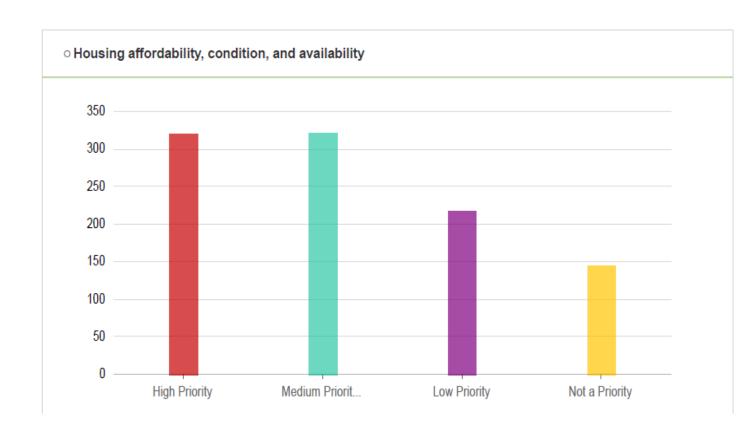


Gateway, streetscape, district branding



| Answers | Count | Percentage |
|-----------------|-------|------------|
| High Priority | 223 | 21.5% |
| Medium Priority | 398 | 38.38% |
| Low Priority | 271 | 26.13% |
| Not a Priority | 97 | 9.35% |

Answered: 989 Skipped: 48



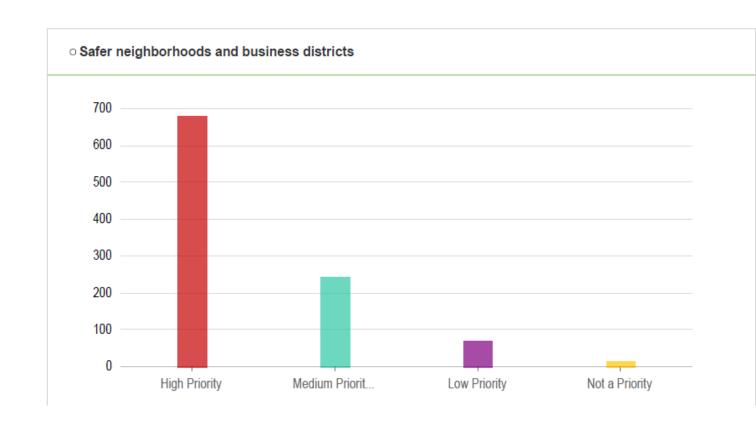
| High Priority | 320 | 30.86% |
|-----------------|-----|--------|
| Medium Priority | 321 | 30.95% |
| Low Priority | 218 | 21.02% |
| Not a Priority | 145 | 13.98% |

Answered: 1,004 Skipped: 33



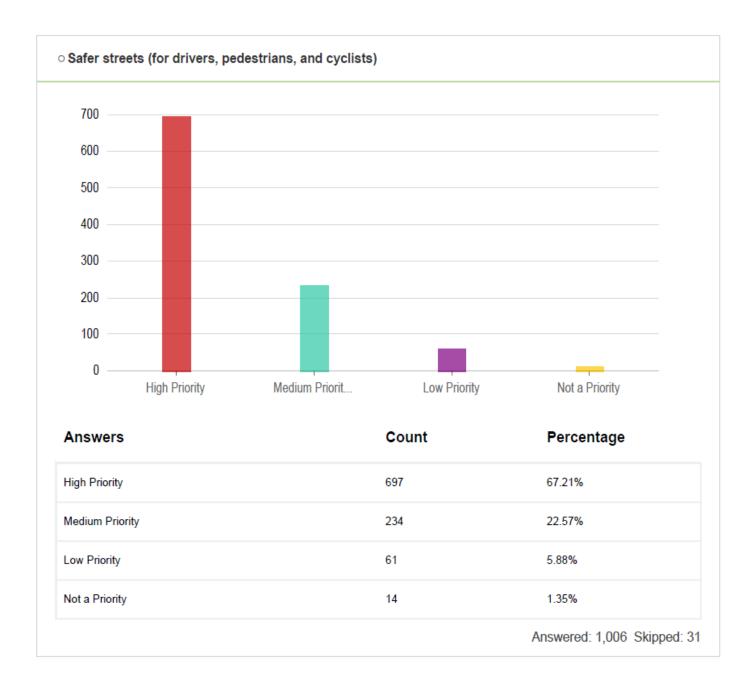
Neighborhood parks and recreation



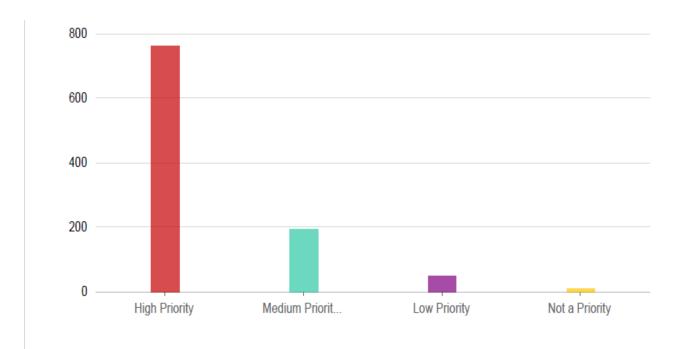


| High Priority | 680 | 65.57% |
|-----------------|-----|--------|
| Medium Priority | 245 | 23.63% |
| Low Priority | 72 | 6.94% |
| Not a Priority | 16 | 1.54% |

Answered: 1,013 Skipped: 24



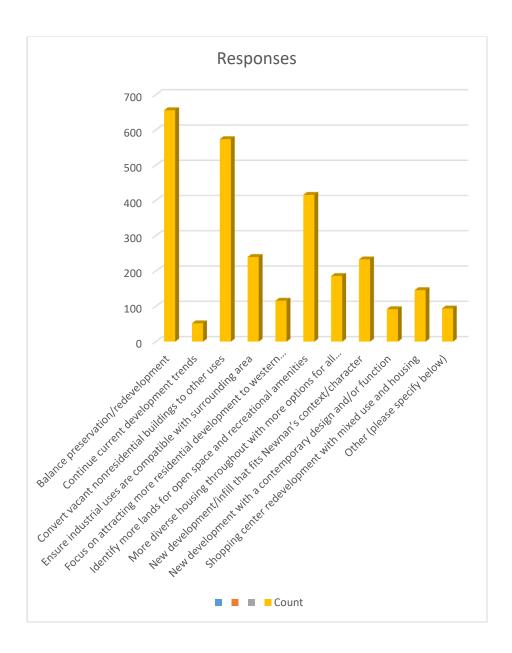
Traffic circulation, congestion, parking



| Answers | Count | Percentage |
|-----------------|-------|------------|
| High Priority | 764 | 73.67% |
| Medium Priority | 195 | 18.8% |
| Low Priority | 51 | 4.92% |
| Not a Priority | 11 | 1.06% |

Answered: 1,021 Skipped: 16

12. What are the most important focus areas for Newnan's FUTURE LAND **DEVELOPMENT?** (Select up to three in no particular order)



| Responses | Count | Percentage |
|------------------------------|-------|------------|
| Balance | | |
| preservation/redevelopment | 656 | 63.26% |
| Continue current development | | |
| trends | 52 | 5.01% |

| Convert vacant nonresidential | - | |
|--------------------------------------|-----|--------|
| buildings to other uses | 574 | 55.35% |
| Ensure industrial uses are | | |
| compatible with surrounding area | 240 | 23.14% |
| Focus on attracting more residential | | |
| development to western Newnan | | |
| (west of I-85) | 116 | 11.19% |
| Identify more lands for open space | | |
| and recreational amenities | 416 | 40.12% |
| More diverse housing throughout | | |
| with more options for all income | | |
| levels | 186 | 17.94% |
| New development/infill that fits | | |
| Newnan's context/character | 233 | 22.47% |
| New development with a | | |
| contemporary design and/or | | |
| function | 92 | 8.87% |
| Shopping center redevelopment | | |
| with mixed use and housing | 146 | 14.08% |
| Other (please specify below) | 94 | 9.06% |
| | | |

| 12. Other (please specify below) - |
|---|
| No more annexation for greedy developers or else zone for lower density. |
| Stop annexation and apartment buildings |
| Restaurants with entertainment |
| More parks/green space |
| consider traffic congestion in development schemes |
| build more higher quality houses and less apartments. |
| Do not erase our History for the sake of progress. No big apartment buildings downtown. They do not match better trafic control. |
| Housing developments with acre lots or more larger homes |
| no more new development without the infrastructure to support it |
| Re-develop the government housing areas as these are the high crime areas. Try to renew the high crime areas to get rid of the criminals in them. |
| Fewer apartment complexes more neighborhoods for home ownership in \$150 000-\$200 000 range including condos |
| Prevent overdevelopment and ensuring road systems can accommodate traffic demands |
| Less New development |
| |

Slower development. stop the expansion. Re-use already built spaces. Trees are good

Newnan has a lot of areas that are messy looking unkempt. The city needs to encourage /enforce some kind of clean-up and beautification of these areas. The city appears to have grown haphazardly and some of these areas need attention.

No more apartments. No more cookie cutter subdivisions

less new housing

Identity green places but don't throw up more neighborhoods

Fewer apartments - It's beginning to look like Marietta

Consider tiny home community.

More high end homes-

NO MORE APARTMENTS

Please stop building apartments etc. One of the factors that attracted my family to Newnan was that homes were not built on top of each other. You are building too much in small spaces. No more apartments condos etc...

Stop allowing so many apartments and complexes. The overcrowding has made Newnan the city of congestion instead of the City of Homes.

More mom & pop shops and fewer chains We are being overrun by auto shops car washes and senior living.

Need to have a diverse commission of architects and associated trades (design landscape) and city planners to properly develop nodes to provide equal improvement to neglected areas particularly the Black community.

No more apartments

Quit with all the building

Downtown development - Food- Music- festivals

MORE GREEN LESS BAD IMPACT ON THE ENVIROMENT WILDLIFE CONSERVATION

No more apartments.

development of shopping/housing/multi-use districts by redeveloping existing sites

Stop developing the land!!!!!!!!

More HOMES fewer apartment complexes.

5G availability just like in Peachtree City. Newnan overall has very poor reception.

More family based amenities entertainment centers

Please stop the growth. Newnan is already changing to be less hometown feeling and safe

Bike lanes (not motorcycle)

Streets & Street Lights

take care of what is here. Rural small town atmosphere here is better than crowds Raise housing cost and taxes. Redo broad st (Next Comment Removed for inappropriate Language)

Limit dense pack development on every plot of land

More cool outdoor spaces/eating areas

Dont mix Residential and Commercial or Industrial Zones

Additional housing options for active seniors - Senior Communities with all amenities - Del Webb Sun City or similar. Bring the lacking road sidewalk etc infrastructure up to meet all of the significant new developments and building projects - ASAP!

Additional recreational facilities and improvements to existing recreational facilities for organized sports are sorely needed.

No multi tenant or small foot print houses

stop clear cutting on all residential building

Pay attention to what Peachtree City has done to keep the city looking nice. Make each entrance to our town look inviting. For example entering from Highway 29 from the north or south our town looks awful! What a bad first impression.

Infrastructure must be the number one priority. Roads & side walks to support traffic. No Affirmative Further Fair Housing.

stop developing and allow for more nature and green space. trees and parks

Downtown development that stays charming but reflects offerings that match the half million and near that house prices and 1500 a month rentals.

I would like to see an amphitheater in Newnan. There are so many surrounding us and it would be nice to have one here.

Critical to stop growing so much. Newnan is changing and not for the better. We need to preserve the charming small town feel of our community. The traffic is out of control because too much development

Keeping Green land space and not over building

Please stop the development

New high school

Traffic Flow

BUILD NOTHING UNTIL YOU UPGRADE THE ROADS TO SUPPORT IT.

Not to over develop land with subdivisions with houses close together

Additional high school

traffic is horrific STOP building apartments and neighborhoods

You totally missed land development that support new industry growth such as warehousing and manufacturing. We need more local jobs. The rest will follow on it's own.

STOP BUILDING APARTMENT BUILDINGS!

Quit building so many apartments!!! It adds to the traffic problem we now have.

Less new apartment complexes and new houses

I am concerned that Newnan is building too many apartments and houses without having the proper road infrastructure.

Future development must maintain rural character not become overcrowded Atlanta Consideration for those who already live here. My backyard used to be my escape. Now I have an apartment complex behind me. All we asked was for the builders to keep a line of trees. They did not. It is LOUD and filled with traffic with NO sound barrier.

Slow down growth

No more apartments

housing development that gives more than a quarter acre per house.

Shift residential development to western Newnan (west of downtown) and focus on improvements. Improve recreational areas to attract more than just sports leagues/teams (water park man-made lake paved walking/biking trails with exercise stops/lighting.

Slow down residential development

stop building you are destroying our small town.

stop throwing in houses and shopping centers in every space you can find!

Newnan is turning into Atlanta :{

Use zoning for resident's wishes and not developers

Enforcing zoning laws by not offering variances to established clientele.

We need LESS apartments and more middle income houses (to buy not lease)

Leaving land undeveloped is ok. Let's not be like surrounding counties north of us and use up every bit of land. For us Newnan natives we don't want to see or city and county completely overtaken by building and development.

Eliminate so many apartment complexes

More housing downtown

add a destination - amphitheater and golf cart trails.

Stop developing. Just STOP! Look what you are doing to the environment.

Stop all building of apartments and housing. Focus on people already here. You going to cause a lot of older citizens to move out of Coweta county and searched for less growth.

Multi-generational housing opportunities

No more apartments

stop housing area development

Counterbalance the environmental impact of chopping down so many trees for massive development

NO MORE RESIDENTIAL DEVELOPMENT

More trees

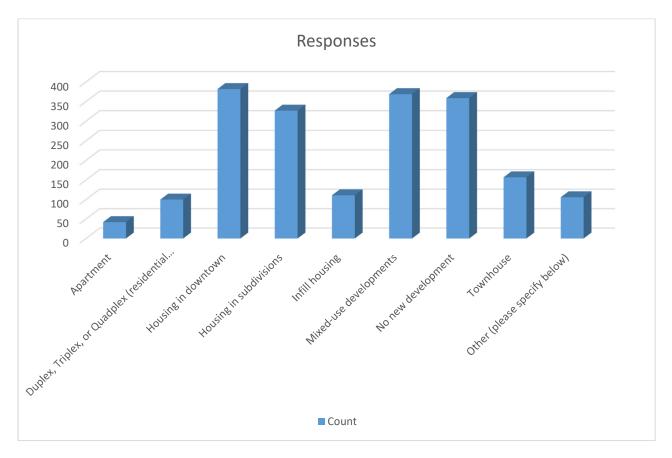
Stop building apartments

Balance new housing with upgrading roads

Answered: 1,020 Skipped: 17

13. As Newnan continues to grow over the next 20 years, what type of new residential development would you most like to see?

(Select all that apply)



| Response | Count | Percentage |
|---|-------|------------|
| Apartment | 42 | 4.05% |
| Duplex, Triplex, or Quadplex | | |
| (residential buildings consisting of two, | | |
| three, or four units, respectively) | 100 | 9.64% |
| Housing in downtown | 382 | 36.84% |
| Housing in subdivisions | 327 | 31.53% |
| Infill housing | 111 | 10.70% |
| Mixed-use developments | 369 | 35.58% |
| No new development | 359 | 34.62% |
| Townhouse | 157 | 15.14% |
| Other (please specify below) | 106 | 10.22% |

Total **1953**

13. Other (please specify below)

pricing options for homeowners' price points other than 300 000-400 000 range Take existing structures and bring up to code to make livable or encourage areas that are considered run down to have face lifts Smaller single family housing units Single residences not confined to subdivisions Enforce code to bring unkempt housing and yards up to standard Housing for seniors 2-3 bedroom one level patio homes. More neighborhoods that offer more land (.5 acre +) something to fit older resident's needs replace public housing with high towers for elderly and disabled Senior Living area like Cresswind in PTC We need less apartments. I cannot for the life of me understand the community suicide mission the City Council is on promoting all of these apartments. Greed perhaps? Stop building on Grieson Trail. It is too congested already and development is taking away from the value of MY home that I worked too hard to buy. *No more apartments please* Put Traffic Control first Senior/Adult communities Less apartments I would like to see an effort downtown to see about townhouse development. All affordable housing options need to be explored. We are pricing longtime residents out of the market. No Affirmatively Furthering Fair Housing Act Condo for Seniors Help/encourage homeowners to clean up some of the areas of existing housing that are unkempt. Single family higher price options More affordable housing - There are few places that rent for under \$1 000/month Tiny home communities or allowance of tiny homes. We have too many apartments and low income homes NO MORE APARTMENTS Developments that incorporate careful placemaking Housing in subdivisions where each lot has >.5 acre of land and no HOA. Affordable housing No new development until the roads can accommodate the existingand futuretraffic. Much less high densit housing Condos large acre lots (2-5 acres) Home Ownership Single family homes outside downtown NEWNAN! Senior housing communities Housing with more property - acreage. And more housing price options. Farmers and Ranchers

No low cost housing. Build upscale houses Keep value up and crime down. Enough taking down trees and loss of wildlife. Housing with 1-5 acre lots The current roads (Lower Fayetteville specifically) cannot handle any more traffic. Traffic on Lower Fayetteville Monday thru Friday at 5:00 pm is terrible. condos you purchase Senior. Housing Codes for mixed-use that allow for sno cone stands to operate near neighborhoods Poplar road housing very disappointed quality. Thought it was going to be nicer There are too many apartments in Newnan Fix up older homes be creative in cleaning up messy areas NO NEW HOUSING!! Upscale infill housing designed to fit the surrounding neighborhood with respect to architectural design White people and educated black people with nice homes it's heading that way now so Newnan is turning into Peach Tree City at this rate of development Preserve downtown Focus on single family homes in downtown that fit the look feel and character of the historic neighborhoods. Preserve some of the open areas. We love the feel of country close to town. We need more affordable housing for ALL income levels. Single family house - 1 acre lots or larger! Upscale Senior Communities with all amenities (Del Webb or similar) More neighborhoods versus subdivisions. Improved opportunities for affordable housing at all income levels. Large lots homes it's like Atlanta now why would you want more of the same? Control the development by making good decisions. Affordable senior housing Senior living if you have ever lived in a townhome you know you don't want to again. more affordable single family homes with decent yards for a kid or two to play in. even making roughly 38 000 a year as a single dad i cannot move out on my own Adult autistic group homes Houses only! Stop bringing in all these low income people who just cause danger. There are nearby towns for them to live in that are overrun by people like them - we don't want to turn into that kind of community but we're on a fast track there. NO MORE affordable decent houses for people just starting out aka starter homes Keep out low-income housing and apartments. Newnan has too much low-income housing as it is. The school system will be ruined and real estate values will drop if more low-income housing is added. less new development of all housing Some new development but not at the current pace. Subdivisions but only if houses are not too close together Houses on acreage

don't need any more apartments or subdivisions

Housing in subdivisions but low density- one house per acre or half acre. Spread out housing. Quit building everything one top of one another. No Low Income Housing and NO MORE APARTMENTS No low income housing. No more apartments. Affordable 55+ communities. Similar to Timberbrook but more affordable. No more apartments and less zero lot line developments. Newnan and Coweta should be about open property and green areas. Less transient housing (apartments) that adds to congestion close to already congested more affordable single-family homes (rent for a family should not have to be over 1k) No more large apartment complexes!!!!! Please quit with all the building! Coweta county used to be peaceful! There is a critical need for decent residential options on the west side. Temple Ave. Franklin Hwy Belk Rd and 27N up towards Sargent look like dead areas. Houses being built on more land Housing in Western Newnan that is spaced out and not built so close together. I would like to see the use of buildings that we already have that are currently vacant. NONE Starter homes for young professionals anything affordable! The places exists but they are TOO EXPENSIVE!! People who can afford to live here dont work here! they work in atlanta to have a semi-new/nice home. Cost of living is not supported by jobs in the area. We need for homes for sell; My mother wanted to move into a larger house in newnan and there are none. Whatever the free market provides. Only single family homes including modular Housing with land and acreage minimum and square footage minimum Use buildings that already exist and convert to housing and shops like old mills and warehouses. Also do things like this in more blighted areas to draw in more diverse community and create community and civic pride. **Affordable Senior Communities** Single family homes Tiny house community Affordable and safedevelopment for the average person however it comes. Repurpose warehouses etc for housing None For God's sakes can someone build some simple ranch-style homes that a lower income family or young adults could possibly afford? NONE We're full. All new development should be planned with the preserving the character of Newnan and without spreading into the county.

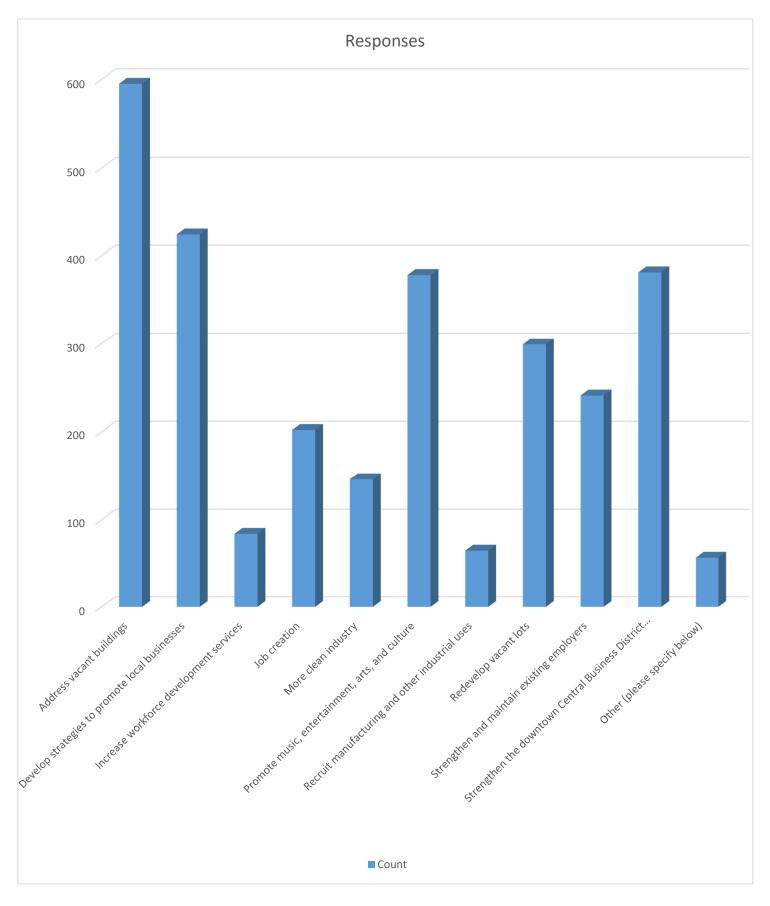
Attention to tree loss restoration and landscape in tornado aftermath

Alternate methods of building homes such as tiny/permanent homes container homes (single and multifamily) specifically designed for the indigent population singles small families etc. Make them a community with shared amenities edible gardens etc.

Answered: 1,017 Skipped: 20

14. What are the most important considerations for Newnan's FUTURE ECONOMIC DEVELOPMENT?

(Select up to three in no particular order)



| Answers | Count | Percentage |
|---------------------------|-------|------------|
| Address vacant buildings | 595 | 57.38% |
| Develop strategies to | | |
| promote local small | | |
| businesses | 424 | 40.89% |
| Increase workforce | | |
| development services | 84 | 8.10% |
| Job creation | 202 | 19.48% |
| More clean industry | 146 | 14.08% |
| Promote music, | | |
| entertainment, arts, and | | |
| culture | 378 | 36.45% |
| Recruit manufacturing and | | |
| other industrial uses | 65 | 6.27% |
| Redevelop vacant lots | 299 | 28.83% |
| Strengthen and maintain | | |
| existing employers | 241 | 23.24% |
| Strengthen the downtown | | |
| Central Business District | | |
| (DowntownNewnan) | 381 | 36.74% |
| Other (please specify | | |
| below) | 57 | 5.50% |

| 14. Other (please specify below) | | | |
|--|--|--|--|
| Nothing | | | |
| Code enforcement on substandard properties | | | |
| as above consider traffic issues with development improve walkability | | | |
| Historic Preservation | | | |
| Recruit corporations with higher paying jobs like Peachtree City has | | | |
| AFFORDABLE HOUSING. Without it we cannot continue to attract employers. | | | |
| Create better traffic patterns to ease congestion | | | |
| Infrastructure must support development. Maintaining dignity of what attracts people to Newnan. Small town feel. Well planned. Not selling out our character for \$\$\$ | | | |
| Make Newnan accessible and attractive | | | |
| Make downtown affordable for businesses to occupy those buildings | | | |
| slow the growth slow the traffic | | | |
| No more apartment complexes! | | | |
| Traffic and road conditions | | | |
| More "white collar" businesses and attracting employees for these types of businesses | | | |

Open opportunities for include Black contractors and businesses in the bidding and awarding of lucrative development contracts.

Schools

Downtown parking

Quality affordable low-income housing to strengthen local neighborhoods (ie: Habitat for Humanity)

Farming and ranching

Give us more green and less concrete and tar

Affordable housing. People who work here should be able to afford to live here.

Bringing in businesses that are on the north side. There is nothing unique or different about newnan. I have to drive into Atlanta all the time for something different. Stop with all the chains gas stations and car washes.

repurpose more vacant lots for community uses such as community gardens (with education & support) to increase neighborhood food independence spaces for community gatherings & cultural events & other green uses

More parks for children - newnan is more than the link . Kids play in the streets by ASE school per NO parks

Relaxed overlay district restrictions—less micromanagement

Sidewalks & Additional Lanes on Lower Fayette RD & other Throughways

Improve roads for all the traffic you are creating

Code enforcement against substandard housing and unkempt yards

No more restaurants it's ridiculously stuffed with these redneck places. Maybe I'm living in the wrong place. I don't like Newman that much.

Develop strategies to promote all small business groups (e.g. local women and minority-owned)

more housing in the mid 200-low 300. Small but well built and designed. 3-4br

Award at least =/+ ratio of Black contractors = to % of residents in Newnan

Improve infractions (roads sidewalks sewer lighting etc) to catch up with the significant amount of large new housing and apartment projects. Original residents will no longer enjoy Newnan as population explodes without infrastructe adjustments.

Attract businesses that employ more "white collar" career paths along with "blue collar jobs". Careers would be created versus only "blue collar" jobs with little to no upward mobility.

Traffic

Do not approve any affirmative further fair housing

Class A business

Stop building apartments!

More non-chain restaurants. Local pubs fine dining etc.

DO NOT make it overcrowded with multifamily housing!!!

add a parking deck to downtown newnan

Good schools and affordable housing is driving growth—continue and better investing

Make it more affordable

To not overpopulate the area for the sake of profit destroying the quality of life for residents

Expand and attract business to the east side of Newnan

Maintain home value and rural living that atteacted people here to begin with

We need for the old Newnan Hospital buildings on hospital road to be turned into a children's hospital for the children already living in and around Newnan.

Recruit Professional jobs in IT Finance Engineering ETC.

More \$\$ allocation to parks and rec

Walk/bike accessable housing near jobs and amenities

Create another dog park The new one has been great.

Redevelop Existing Vacant Strip Centers

Keep overdevelopment out of newnan.

Develop more services/information/technology-based opportunities not more manufacturing Or warehousing

Improve education of ALL children in this area.

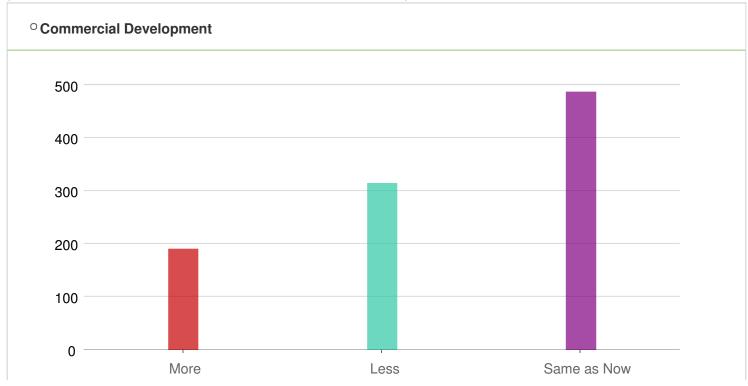
Public transit to and from Atlanta as well as local. We could use trolleys to brand and keep it cute and charming while using larger mass transit to get to Atlanta to drop off at Marta station. Would help with congestion. Include Park and Rides.

Fix the traffic

Answered: 1,026 Skipped: 11

15. What type of development/redevelopment do you feel that Newnan needs more or less of?

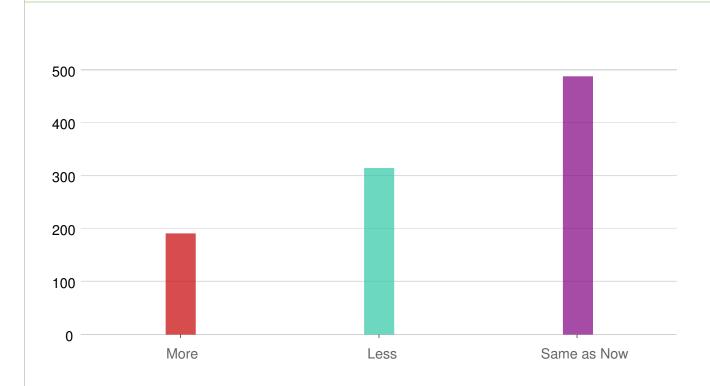
(Select either **More**, **Less**, or **Same as Now** for each item below)



| More | 191 | 18.42% |
|-------------|-----|--------|
| Less | 315 | 30.38% |
| Same as Now | 487 | 46.96% |

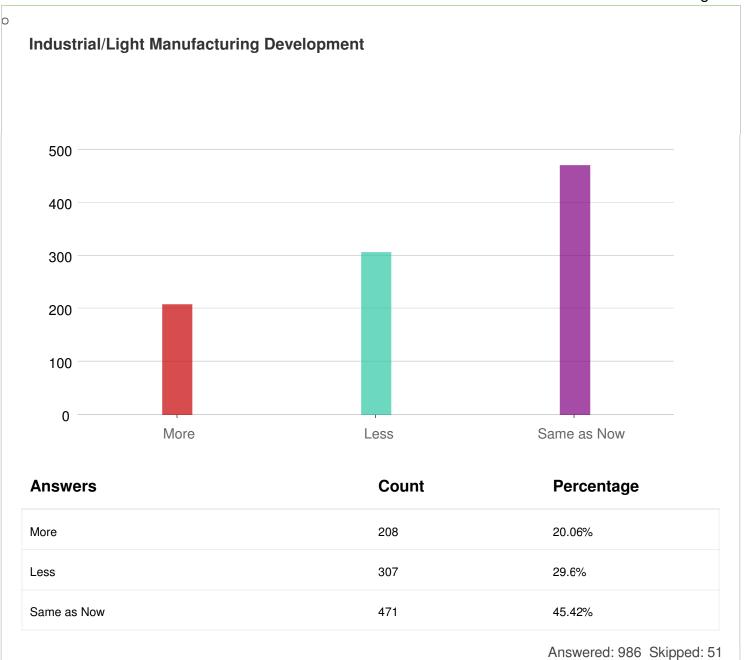
Answered: 993 Skipped: 44

o Office Development



| Answers | Count | Percentage |
|-------------|-------|------------|
| More | 191 | 18.42% |
| Less | 315 | 30.38% |
| Same as Now | 487 | 46.96% |

Answered: 993 Skipped: 44



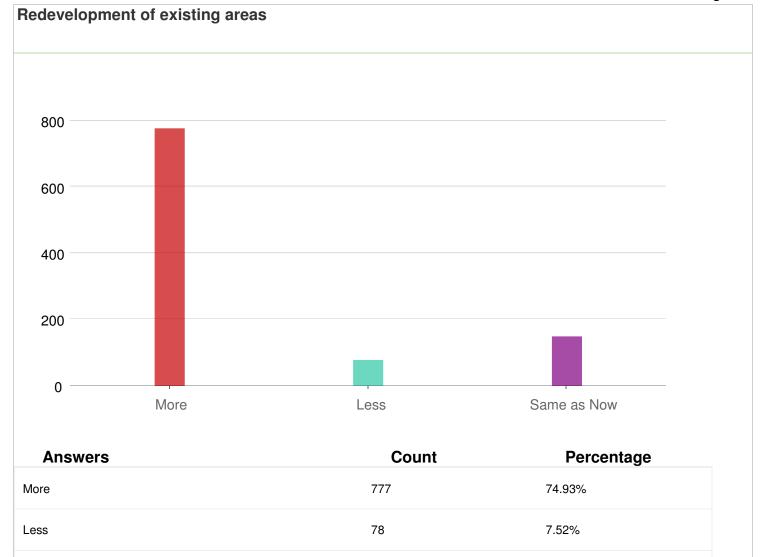
0

Mixed-Use Development (Commercial + Residential) 500 400 300 200 100 More Less Same as Now Answers Count Percentage

| More | 418 | 40.31% |
|-------------|-----|--------|
| Less | 267 | 25.75% |
| Same as Now | 304 | 29.32% |

Answered: 989 Skipped: 48

0

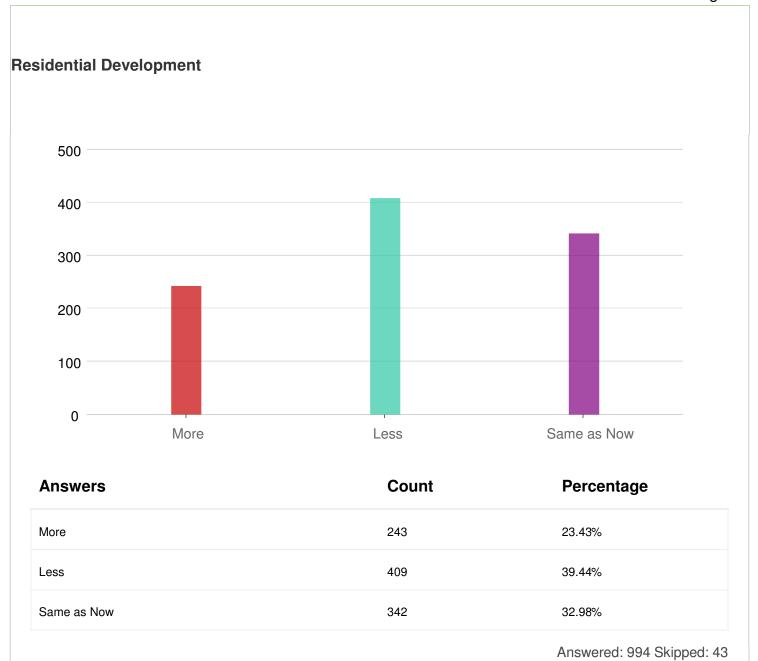


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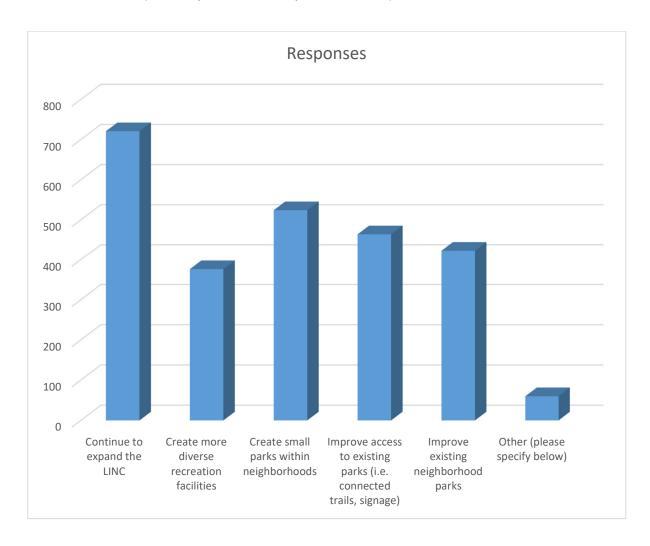
Same as Now

Answered: 1,004 Skipped: 33

14.37%



16. What are the biggest priorities for the future of Newnan's PARKS, RECREATION, and PUBLIC GREENSPACE? (Select up to three in no particular order)



| Answers | Count | Percentage |
|--|-------|------------|
| Continue to expand the LINC | 721 | 69.53% |
| Create more diverse recreation | | |
| facilities (i.e. sports fields/courts) and | | |
| programming (i.e. organized team | | |
| activities) | 376 | 36.26% |
| Create small parks within | | |
| neighborhoods currently underserved | 524 | 50.53% |
| Improve access to existing parks (i.e. | | |
| connected trails, signage) | 464 | 44.74% |
| Improve existing neighborhood parks | | |
| (i.e. add amenities such as | | |
| playgrounds, basketball hoops, | | |
| outdoor game tables) | 423 | 40.79% |
| Other (please specify below) | 60 | 5.79% |
| Total | 2568 | |

16. Other (please specify below)

16. Other (please specify below) -

Just leave some undeveloped space!

I would love to see more outdoor recreation facilities for concerts festivals etc.

Park in Coletown

maintain and improve safety in community parks would like to see downtown parks gated both to decrease late night activities and keep small children from running into the street

recreation opportunities for active seniors

more sidewalks in communities an access to local venders

Quit wasting the taxpayer's money in high crime areas. The City will build a park in a section 8 neighborhood for people that aren't even paying taxes. The taxpayers that paid for that park will never use it because of the high crime areas.

PUBLIC POOLS!

Established a trail for other use of transportation such as golfl cart.

Add a side walk to Sullivan Road

provide additional larger greenspace areas

Use existing open space such as floodplains for recreation activities

Create a community park like Paloma Community Park in Peoria AZ. It's very impressive!

Water feature ponds fountains fishing lake.

Improve sidewalks leading into downtown Newnan. Jackson Street

There are so many athletic parks it would be great if some of these had a dedicated dog park within.

Event space

Parking! Where are LINC lots?

We should invest in better qualities of parks and rec like compatible to the water parks on the north side that are a part of their taxes. Maybe a soccer complex to attract new residents. We need to amp up the vibe to attract business professionals.

Have city planners and developers with input from underserved Black neighborhoods get buyin from community and include Black architects in process.

need more wildlife sancuaries

Create golf cart paths

Add Neighborhood parks in middle class areas another community swimming pool add events similar to the old Beach Street Walk/festival.

Leave this to the private sector and focus on infrastructure and safety

more dog friendly open spaces for those that choose to live downtown and have limited greenspace for dogs to run

STOP we the linc! 80Percent of us don't even live close to it

Enforce code to improve substandard housing which will improve neighborhoods and make people more likely to use the parks

Sports complex for volleyball basketball etc

Build food truck courts

Improve access to LINC (e.g. connect existing LINC paths together)

Bring educational and medical development to Westside/Temple Ave-Carrollton Hwy and Hospital Road Node. Expand UWG.

More on West side of 85 and out towards Senoia... Parks Recreation Residential

Having an aquatics center (lap pool) to promote swim meets for local high schools and the community.

Additional pickle ball courts (fastest growing sport in US) in other Newnan parks; Lights in parks for safety. Develop vacant land into parks - not dense housing!

Restrooms need to be added to the LINC trail.

Build new and better recreational facilities for sports and other activities. Improve and invest in current facilities.

Improve bike lanes

Parking

Create a park district and park space w/ playgrounds local art fountains promote diversity side walk on Sullivan Road

the line serves a good purpose but what does it even really connect to? from what I have been told most of your walk is through the woods i thought it was supposed to essentially go around the city

Fitness loop around Happy Valley Circle

don't need anything else built here

Stop wasting money on dog parks

Create a large (100+ acre) mixed use park with attractions that Newnan can become known for.

What we already have in our Newnan parks & builds needs to be fixed

More dog parks and more RV storage areas that are covered and not ridiculously expensive

The Linc is dangerous crossing the street with families. A child almost got hit. Very high traffic area

better resources to find the parks in Coweta so we don't have to visit separate websites (county vs city vs neighborhood)

Preserve and Protect undeveloped natural spaces

Linc!! Yes!

As mentioned above - amphitheater

Build a swimming pool all three high schools can use to train.

Build another dog park.

Expand the Linc/walking and bike trails through the west side of Newnan

Basketball is a growing sport without amenities. We need the facilities.

Open ILynch Park Pool

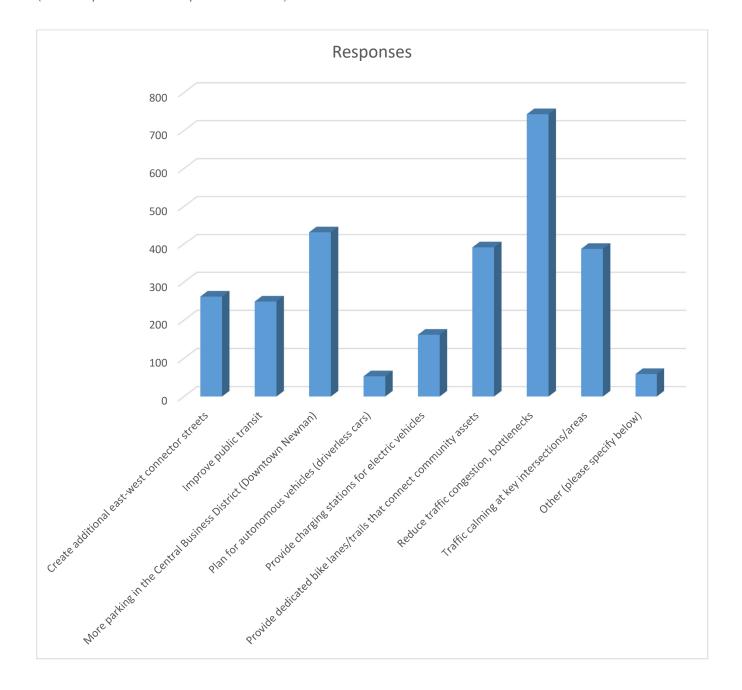
Pool or splash pad

Create a downtown Community Bazaar out of the Caldwell Tanks buildings to house local art studios events markets pop-up shopping stalls daily with a community garden/orchard/greenspace.

Answered: 1,015 Skipped: 22

17. What are the most important things to consider for Newnan's FUTURE TRANSPORTATION?

(Select up to three in no particular order)



| Answers | Count | Percentage |
|-----------------------------|-------|------------|
| Create additional east-west | | |
| connector streets | 262 | 25.27% |
| Improve public transit | 249 | 24.01% |

| More parking in the Central | | |
|-------------------------------|------------|---------|
| Business District (Downtown | | |
| Newnan) | 432 | 41.66% |
| Plan for autonomous | | |
| | F 2 | E 440/ |
| vehicles (driverless cars) | 53 | 5.11% |
| Provide charging stations for | | |
| electric vehicles | 162 | 15.62% |
| | | |
| Provide dedicated bike | | |
| lanes/trails that connect | | |
| community assets | 391 | 37.70% |
| Reduce traffic congestion, | | |
| bottlenecks | 743 | 71.65% |
| Traffic calming at key | | |
| intersections/areas (e.g. | | |
| | | |
| bump-outs, increased | 207 | 27.220/ |
| greenspace) | 387 | 37.32% |
| Other (please specify below) | 59 | 5.69% |

17. Other (please specify below)

plan for current and future developements by budgeting for infrastructure imporvements (widening of streets and upgrading infrastructure)

Quit building and annexation

Another off ramp on 85

Golf Cart Trails

More traffic circles

Use the old Cole Shop abandoned area for a Parking Deck.

Re-route Temple/Clark to Bullsboro intersection to improve flow eliminate need to use Posey as a cut-through

Roundabouts in areas like Salbide and Greenville Streets to improve traffic movement

We need more roundabouts

Our stoplights are stupid and wasteful. Get rid of them

Road & Traffic planning. Bypass/Newnan Crossing was built before developing. Poplar road needs to be widened before development continues. It is already showing signs of poor flow SW of hospital where round about was placed. Widen Lower Fayetteville Rd.

create east-west and north -south flow.

Provide some sort of speed reducing ridges or bumps at key intersections to protect pedestrians and keep people from overlooking red lights and running them.

FOR THE LOVE OF GOD DO NOT BRING IN MORE PUBLIC TRANSPORTATION.

limit growth = limit traffic

Increased visibility at intersections downtown

Have consistency at all intersections.

Us that live on the downtown side of Clark St/Temple Ave have no safe way to cross the street. It is entirely unsafe as cars do in excess of 40-50mph. Can we please see a cross walk at Dent St across Clark and maybe flashing lights or a speed breaker.

No more roundabouts. They are dangerous and this is not Europe

No public transit!!!!

Keep moving on bullboro is the biggest joke I've ever seen

More Lanes & Street Lights

Stop light at Hwy 16 and Macadonia Road

Comment Removed for inappropriate Language

Stop all the bump outs and roundabouts. Use traffic lights.

I Like bike trails and walking trails there should be golf cart paths. We are so close to a beautiful community such as Peachtree city. Why not continue beauty and let the public Go places using golf carts.

Consider golf carts and paths for less road congestion. Tired of seeing one person in each car to go 1 mile up road to Publix

Bring infrastructure (roads etc) up to meet all new housing and commercial projects approved and installed over the past 3 years.

Lower Fayetteville Rd widening

I would like to see Newnan expand it's sidewalks/walkway/trail systems to make the City more walkable and environmentally friendly. In some areas of Newnan the sidewalks are badly damaged or are too narrow.

Infrastructure is extremely important. The development on Poplar Rd is concerning. Southeast of hospital road needs to be widened prior to development.

replace traffic lights with roundabouts

Widen Lower Fayetteville Rd please

Provide Publix transportation buses

Improve traffic flow in front of Poplar Road Elem School

Golf cart paths

Frontage roads on 34

No more roundabouts

More turn lanes at intersections more center lanes for left turns to wait without backing up traffic.

Implement gulf carts in Newnan to include cart paths.

Alleviate traffic and coordinate signals on Lower Fayetteville Road.

The future is EV charging stations. Also more avenues to cross I-85 to reduce HWY154 and I-85/HWY34 traffic patterns

Slow residential building until you have roads that can handle the traffic.

Quit building more stores apartments and houses which causes more traffic!

reduce round-abouts

Stop cutting down the street with the beautiful trees lining them. Sullivan and Lower Favetteville Rd(:)

We need more roads to lessen the traffic rush hour. Going on 34 east to west is horrible!

more dedicated turn lanes (middle lane for either side to use) especially down 154 towards 85 (northgate traffic will be even worse when the districts change again) widen roads already existing

Parking garage outside core of downtown and make downtown pedestrian and bike only Stop building with the infrastructure to support all these people. Or better yet stop

building.

Paved Clark street for God's sake

Improve Traffic flow on highway 154. Especially interaction at hwy 154 and hey 29 red light at railroad crossing. Very dangerous!

Educate drivers on round a bouts

Improve traffic flow for West to East access to Bullsboro

STOP building in EVERY space available!

Parking and inclusion/favor toward properly licensed governed Customized utility vehicles

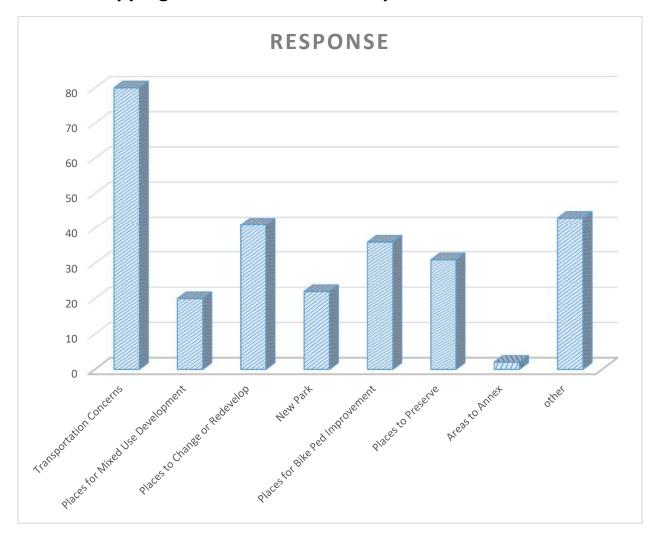
I think the first one could help solve a lot of the traffic.

Widen roads that are most congested

Answered: 1,016 Skipped: 21

INTERACTIVE MAPPING EXERCISE RESULTS

Online Mapping Exercise Newnan Comprehensive Plan 2021-2041



| Response | Count | Percentage |
|----------------------------------|-------|------------|
| Transportation Concerns | 80 | 29.09% |
| Places for Mixed Use Development | 20 | 7.27% |
| Places to Change or Redevelop | 41 | 14.91% |
| New Park | 22 | 8.00% |
| Places for Bike Ped Improvement | 36 | 13.09% |
| Places to Preserve | 31 | 11.27% |
| Areas to Annex | 2 | 0.73% |
| other | 43 | 15.64% |

Total 275

Other Responses - Step 2

Community center

AT&T Building installed Super Bright LED flood lights with inadequate hoods. Even though this building is 250 yards from my house, the bright lights ruin my view of Downtown at night. The City's planning should try to mitigate light pollution.

Build double turn lanes from 34 to Shenandoah

Fewer apartments, more development targeting home ownership

Add sidewalks to Sullivan Road. Possibly Bike path.

create and widen from E Broad St to MLK

There needs to be more parking in Downtown for special events for example a 3 story parking garage. It can also feature a modern design and have easy ways to get to events and businesses.

It would help rush hour traffic if there were more lanes on Lower Fayetteville Road from Newnan Crossing Bypass to at least Shenandoah, maybe even Sullivan.

Widen Sullivan road too narrow and dangerous

Golf cart paths

Crosswalk

Two northbound green lights with a yield sign?!?

Speed table desperately needed please!

Green light way too short going going south to north

We just hoping for the earth to swallow this and make it go away? Carrol County simply better at negotiating and creating a compelling case than us?

Not sure what options for the old bridge are. Cerate walking/bike bridge? I know this apparently isn't where the ""cool kids"" live that are getting Linc but some love on this side of town would be nice.

Affordable housing

Affordable housing

It was stupid to build so many houses and build tiny roundabouts for the traffic too many people too many cars

Need broader night life options to bring life and prosperity to downtown.

Trails!

Parks for kids and recreation as this area grows with higher dollar houses. No Industrial development as higher end homes are being built in that area

Heavy traffic growing

Parking deck

More stores needed!!!!!!

side walks on Sullivan Rd would provide a safe path to walk to the LINC that begins in Summergrove

More stores/boutiques - Forever 21, Victoria's Secret, Finish Line, Bass Pro Shops, etc.

Coming from NCES towards downtown Newnan, this intersection is unsafe. It is difficult to see cars coming when turning left here, even with the arrow one wants to be able to see oncoming traffic to assure a safe turn.

No one can repair Clark Street or Temple Ave. The streets in the city are terrible.

Both sides of Baker Road. The signage and lack of landscaping is an eye sore. CVS has planted trees and very nice landscape. Who approves of signs made from PVC pipes? These two buildings need brick/stone signage and nice landscaping immediatley!

Leave this beautiful area alone

School

sidewalks

We depend on our elected and non elected government to be wise and selective on approving businesses wanting to come to our town. We depend on you to require strict design guidelines and greenery to replace what is taken down.

We need you to approve a variety of businesses. Example: instead of more of the same grocery stores, you prusue Trader Joes, Whole Foods, or Fresh Market. Newnan can support nicer restruants, not just the same fast foods.

You must stop approving multi family units. You are killing us with more traffic with no road improvement until the traffic is already here! The rental give no property revenue so the burden falls on the few homes that are left. NO subsidsed housing!!

Traffic is horrible and way too many accidents. As a school bus driver this is a dangerous area and the intersection to and from hwy 29 is very dangerous at any given time for us.

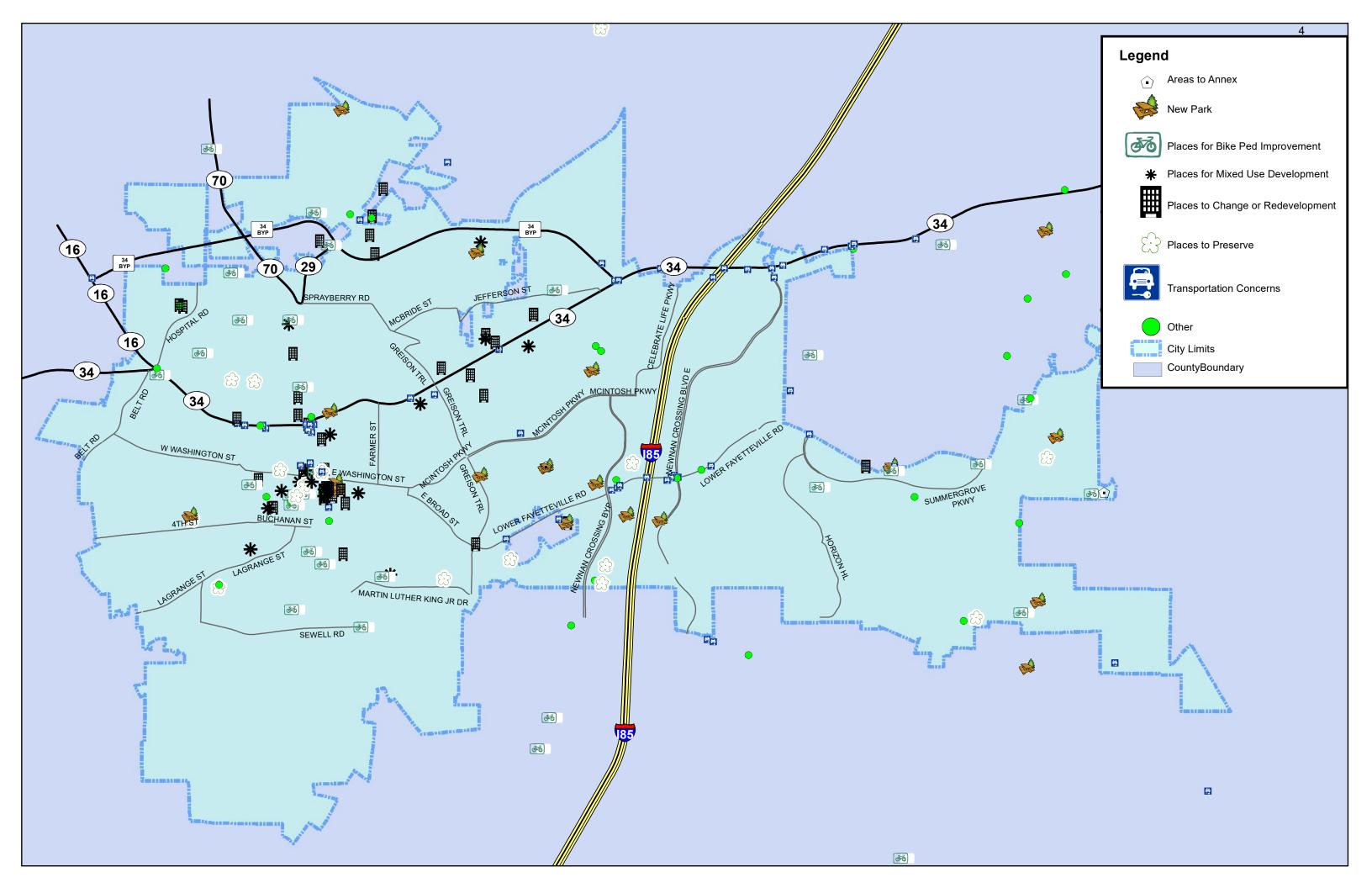
additional single family residential

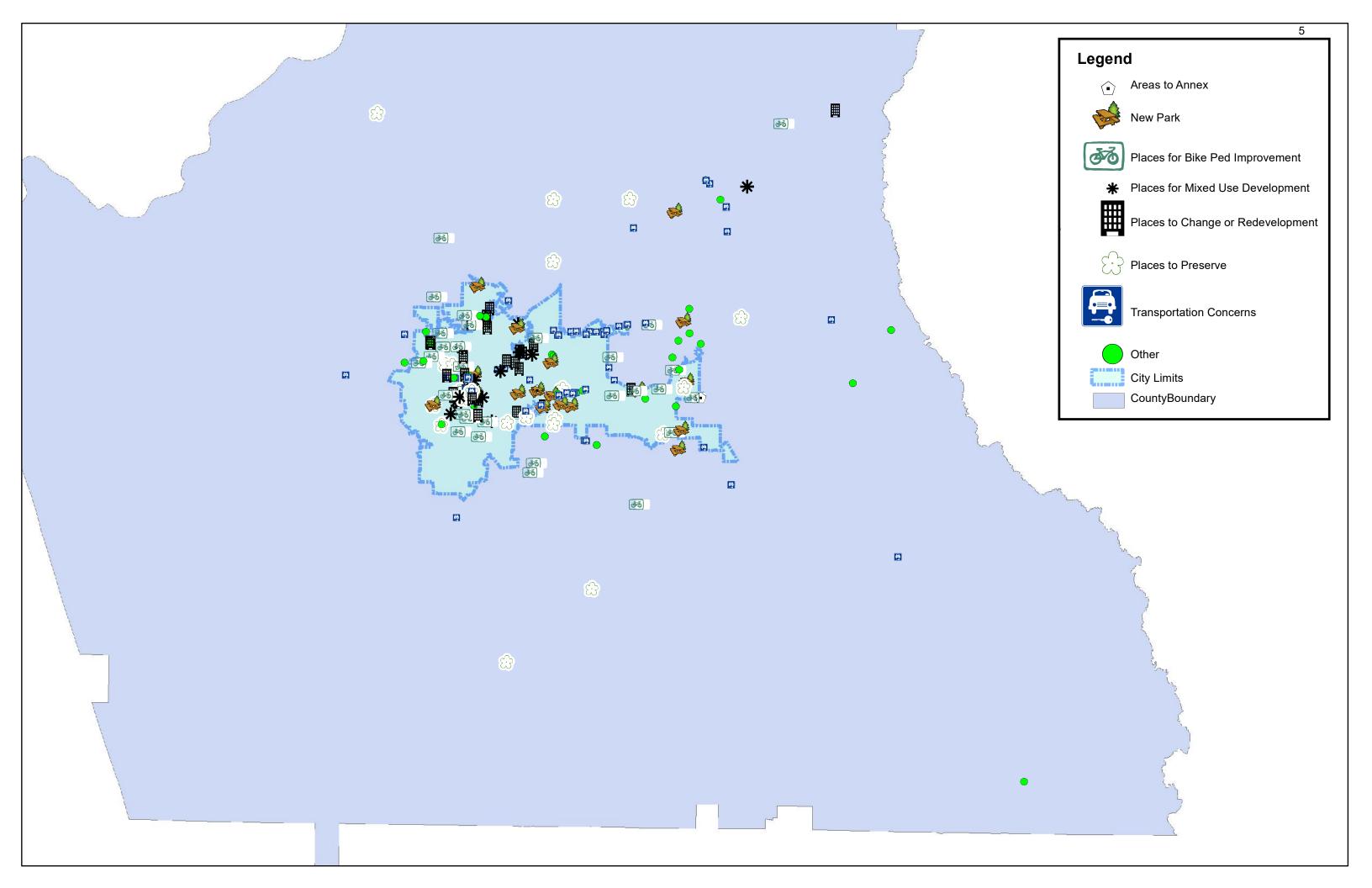
new single family residential development

Old motel that needs torn down

Expand linc trail to to avery park

This area is a total mess. The project at the corner of Ashmore/Poplar appears stalled, as the lot really does not fit with the plans. The owner has left this place a TOTAL eyesore. We now have feral cats, which have brought coyotes at night. Help





COMMUNITY INVOLVEMENT PLAN SUPPLEMENTAL DOCUMENTS

CITY OF NEWNAN COMPREHENSIVE PLAN 2021-2041

YOU CAN MAKE A DIFFERENCE!

WHAT IS THE COMPREHENSIVE PLAN?

The Comprehensive Plan is a blueprint for the City's future. It is a statement of the City's vision that is intended to guide the City for the next 20 years. The Comprehensive Plan is updated every five years and it promotes the City's goals and policies related to planning for orderly growth and development. The Comprehensive Plan covers topics such as housing, land use, transportation, and economic development.

WE NEED TO HEAR FROM YOU!

Please help the City of Newnan by providing your feedback as we begin preparing our Comprehensive Plan. Your answers will help direct the City's growth for the next 20 years! The purpose of the survey is to collect your input regarding current conditions and the future vision for the City of Newnan. Questions will relate to a variety of areas including land use, economic development, housing, transportation, recreation amenities, and overall quality of life aspects within Newnan.

To learn more and to take our survey, please go to www.newnanplanning.org or call us at 678-673-5488.

Paper copies of the survey are available at the City of Newnan Planning & Zoning Department.

City of Newnan

Comprehensive Plan Review: 2021-2041

Meeting Date - Tuesday, March 16, 2021

Meeting Location - Carnegie Library (Downtown Newman)

You Can Make a Difference... Economic Development

- Public Transportation to allow lower income people get to jobs
- Non-chain restaurants
- Continue to encourage small business
- Restore and/or remove older and dilapidated buildings
- Train high school kids on how to use finance apps (Acorns, E-trade, Robinhood, etc.)

You Can Make a Difference...Land Use

- PLEASE!! Be sure to maintain an above-average amount of greenspace. (See Miami as an example of over-development)
- · Expand the Link
- Parks every few miles
- · Sidewalks/bike paths Everywhere or Every Opportunity
- Large man-made lake with stocked fish (stock the lake with fish for fishing)
- Landscape all streets (crepe myrtles, cherry trees, pear trees, etc.)
- · A PATTERN LANGUAGE. Read it. Use it.
- I am opposed to the City's annexing more land from the county. We are losing our rural space.
- I am concerned that Jefferson Street heading from Bullsboro in town toward Publix is getting too developed. Ii am also concerned about people who live in small houses there getting pushed out.
- Re: "Apartment Row" Force developers to design a grid approach to roads-think NYC: millions of people, but multiple paths to anywhere. – Downtown Newman vs <u>any</u> of the twisted developments.
- Maintain low-density housing where possible to maintain "charm" of the city.
- I would like to see more of the areas with just trees/green space to stay as is.

You Can Make a Difference...Transportation

- Lower Fayetteville & Shennandoah
- Lower Fayetteville a Mary Freeman
- I live at 15 Wesley Street. The issue is people speed way too much on my street and play music way too loud. What can you do?

- Trolly pick-up stations at the extreme end of the Link trail. In between, the ends would be helpful.
- NO DRONES for delivery services. Note: I am a licensed drone pilot
- Traffic conjestion on Bullsboro and Lower Faeytteville Roads
- On Autonomous Cars. Please keep in mind those of us who still love to drive on our own, and not be driven by a robot! ©
- We still have problems with drivers' not yielding to pedestrians in downtown. Enforcement of the laws would be the most effective solution. Also, the walk signal does not work in at least one direction at the intersection of Salbide Avenue and Greenville Street.
- 3 lane roads, control speed, better than 4 lanes
- Public transportation is a must to get to jobs, to get to grocery store, to get to dr. appts.

You Can Make a Difference...Housing

- More affordable ranch style homes (less than 400,000)
- Newnan is the City of <u>HOMES</u> (please limit the number of apartments)
- More affordable housing cannot run low income away. Many "working poor" cannot afford to live near their jobs. \$1200/month rents – too much for those making \$15/hr. 7.25/hr. impossible.
- Pockets of high-density surrounded by mixed-use. See <u>A PATTERN LANGUAGE</u> for how to do <u>all</u> of this
- Must make plans for the homeless. Bill Headley's Arnco/Sarg property cannot be done solely on NFP's. Transportation could help.
- Too many small home communities. Over crowding
- I am concerned that with new, dense development (which I'm opposed to), that older neighborhoods will have their residents pushed out. This was a concern of residents on I believe Pinson Street and nearby when a developer wanted to build a larger complex on East Broad Street. I have the same concern about Jefferson Street.
- I prefer for us to have single-family homes on good-sized lots. For any multi-unit structures, I would prefer more traditional architecture (Georgian, etc.). I think that the units recently built across the bridge on LaGrange Street are an eyesore.

You Can Make a Difference...Population

- Keep population at average
- Monitor and control population to keep it within the constraints of our roadways.
- I think that we need to drastically slow down the growth. We have become too dense in our residential and commercial building. We do not need to continue building.

You Can Make a Difference...Intergovernment Coordination

- Work together on: roads, housing, transportation
- Road development that meets the needs of increased housing development and increased population

You Can Make a Difference... Natural and Cultural Resources

- Large man-made lake, stocked with fish for the purpose of fishing.
- Great job w/all of the parks and green spaces. Keep our water supply secure.
- More support/coord. Between Arts Council and local art orgs. Think old-style elementary schools – each homeroom presented a performance/year. Do the same with NTC, Backstreet, Masterworks, et al.
- It would be great to have an area similar to Line Creek Nature Area.

You Can Make a Difference...Community Facilities & Services (including Broadband Services)

- 5G Expansion
- LINC Could we have low-maintenance (ex. Non-mechanical) workout stations on the LINC?
- I would rather see soccer fields on the west side or elsewhere near downtown rather than more commercial or residential development. There used to be soccer fields at the Coweta Rec Center on Hospital Road.

You Can Make a Difference...Other

- Public Transportation is #1!!!!
- Mental Health Services. Funding for non-police response to mental health crisis.
- Carroll County seems to win out over Coweta County, Tanner vs. Piedmont, Unemployment Office. Mental Health Hospital.
- Public space to express civic pride. Pride in community. Pride in country. Pride in military and first responders.
- More opportunities for kids to take tours/learning experiences of interesting businesses, or firefighter or police stations.

City of Newnan

Comprehensive Plan Review: 2021-2041

Meeting Date - Wednesday, April 14, 2021

Meeting Location - Newnan Centre

ECONOMIC DEVELOPMENT

- 1. Ensure good consistent architectural codes for development
- 2. Mixed land use for residential/shopping/walkable communities/areas
- 3. Continue to develop downtown
- 4. Encourage local businesses as much as the national chains
- 5. The Newman Centre should invest in building a small hotel or property across the street for the venue to use for guests and visitors
- 6. Keep the flavor of Newman for new development in town

LAND USE

- 1. Love the new leaf community garden (only community garden outside of Atlanta)
- 2. Love the LINC please continue to prioritize walkable communities
- 3. Create "pocket parks" from some of the vacant lots rather than sell at tax auction
- 4. Pocket parks good idea
- 5. Pocket parks are nice
- 6. MORE GREEN SPACE
- 7. Turn the abandoned warehouses into cultural bizarre with artist lofts, marketing museum, gallery, maybe even housing lofts

TRANSPORTATION

- Expansion of sidewalks on bike paths, don't want to hit people going to work on the street
- 2. Improve traffic light coordination
- 3. Improve Broad and East Washington
- 4. Public transit use trolleys for it to keep the charm
- 5. Jackson street/Clark street intersection
- 6. Continue to invest in the LINC
- 7. Speed on Jackson street too fast

HOUSING

- 1. As a CASA, I hear a main barrier is affordable housing for families to leave unsafe living arrangements
- 2. More affordable housing (80K-120K)

- 3. Would love a tiny house/lofts community in mixed use area or residences with young singles/couples or empty nesters (affordable/rent to own)
- 4. Support Habitat for Humanity or work to own programs (see Birmingham's Build UP)
- 5. High quality apartments are fine
- 6. Work with developers to build neighborhoods that styles of homes that add to culture (i.e. Historic looking construction)
- 7. Improve or remove abandoned housing
- 8. Less apartments
- 9. Restrict cluster homes/developments
- 10. Utilize alternative building methods (container homes & tiny homes) to provide more affordable multi-family and single family near downtown in vacant lots.
- 11. Smaller homes/units for smaller families, singles, couples, empty nesters
- 12. Don't force renters into large apartment complexes they want to be in neighborhoods with yards as alternatives
- 13. Include small multifamily rental with single family
- 14. Missing middle housing focus on filling of vacant lots
- 15. Redevelop some of the dilapidated houses near downtown as multi-family housing for the younger families, singles, etc.
- 16. AFFORDABLE, AFFORDABLE housing for purchase (75K 130K)
- 17. Address homeless issues
- 18. Create free/commercial housing for homeless and most vulnerable
- 19. Affordable rental property for young people
- 20. Keep chalk-level affordable for current residents

POPULATION

- 1. Encourage/promote professional people moving to Coweta county/Newnan (jobs particularly)
- 2. Review housing study from 2018 2019. Focus has been off base
- 3. Encourage young couples, empty nesters into downtown area they go out and spend money in shops and restaurants

INTERGOVERNMENT COORDINATION

- 1. More work with District 4 public health and local hospitals to improve community health outcomes
- 2. More support/visibility of foster care, DFACS, and CASA bringing them to the "table"
- 3. More access to affordable healthcare
- 4. Work with county to set aside wildlife corridors and green space

- 5. Can small local community churches help their neighbors build relationships and awareness of the needs of those around them sort of a "social neighborhood watch
- 6. Enforce existing codes for home and yard maintenance. It is important that yards look neat
- 7. Don't wait for complaints to enforce the rules that are already on books a good investment

NATURAL & CULTURAL RESOURCES

- 1. Please stop cutting down trees and partner with trees Atlanta to plant more where they are down (for LINC and shopping areas)
- 2. Encourage more events at Wadsworth! More diversity
- 3, TREES
- 4. More downtown activity and events
- 5. TREES/GREEN SPACE
- 6. WAATER FEATURES (i.e. fountains)
- 7. Art house cinema
- 8. Cherry trees downtown
- 9. FESTIVALS (music, art, literature, history)
- 10. Develop destinations (parks, museums in courthouse art, studios)
- 11. Take part of Caldwell tanks and create a working artist's studio space (see D'art center/Norfolk, VA)

COMMUNITY FACILITIES & SERVICES (INCLUDING BROADBAND SERVICES)

- 1. Ensure all have good wi-fi connection this year (2020-2021) shows we need that
- 2. Go underground with utilities
- 3. Move toward in-ground utilities

OTHER

- 1. Educational/health/society/wildflowers along LINC (Trees Atlanta boy scouts) Habitat?
- 2. GETRID OF THE CONFEDERATE SOLDIER!! (There is a reason the Nazis came here)
- 3. Ask and push for faith community involvement in foster care, DFACS and CASA
- 4. Continue to encourage downtown events, drinks to go, music, etc. Carefully being considerate of neighbors
- 5. More social media usage for community programming need volunteers or community clean up days (see LaGrange Instagram)
- 6. Don't take advantage of tornado to gentrify chalk level and other underused communities

| 7. | Use movie money to offset costs of living increases: for example affordable housing or other cultural stuff that makes up Newnan, invest in the existing communities (that are currently underserved) without gentrification |
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City of Newnan

Comprehensive Plan Review: 2021-2041

Meeting Location - Market Day (Court Square)

Meeting Date - Saturday, April 3, 2021

1. Do you live in the City limits of Newnan?

- YES 54
- NO 56

2. What do you LOVE most about Newnan?

- Events, LINC, Downtown, Ashley Park
- A lot to do, Shopping/Restaurants
- Love the town Good area to raise kids, Downtown Variety (Variety of Restaurants),
 Safety, School System, Poplar Road Interchange, LINC
- Downtown Events Art Walk, Jazz in the Park, Ashley Park, LINC, Dog Park
- Proximity to Atlanta, Small town feel, Amenities here (Carl Miller Park, Neighbor Park), CJ
 Smith
- Small town feel, Downtown
- Downtown area, Parks & LINC (Water Works), Closing College/Temple for Halloween, Carnegie
- Neighborhoods, Small town feel, Community, Schools, Proximity to Atlanta, LINC, Positive Growth (Dog Park, Parks)
- Small town feel, Ashley Park
- Small town, Downtown, LINC
- Everything
- Food (Variety), Downtown, Waterworks
- Convenient location Far enough
- Low Crime, Festivals (Taste of Newman), Shops, People, Ashley Park
- Small town, Downtown/Small Shops/Local, Uniqueness of Downtown
- Downtown Square, Small town feel
- Small town (Work Together), Downtown, Events/Locally owned Business, LINC, Dog Park, Good
- Starbucks, Mixture in Downtown, Local but good variety
- Downtown Square, Accessibility to Atlanta & Airports, LINC, Brown's Mill, Open Container
- Market Days (Like the Setup), Events, LINC
- Community, Downtown/Historical Area, Ashley Park (Mix)
- Downtown Activities (Community), LINC, Skate Park, Dog Park
- Sense of Community

- Small town feel, Historic Downtown
- Square
- Community, Everything close by (food, beer, shops)
- Homes, community, cute place
- Small town feel, Market Day, Mom & Pop instead of chains, Beauty (Parks, Trees, LINC)
- Art, Food
- Small town feel, New stuff that's coming, Ashley Park
- The entire town (how developed), Close to Downtown & Different Restaurants (Not Chains), Old feel to town (Civil War era Homes), Small town feel even though big
- Walkability
- Community, Small town but big town
- The People (Community), Downtown Shops & Restaurants, Small town feel but Big Town (Dillards too)
- Everything, Small town feel
- Community, Cultural, Diversity, Promotion, Developing recreation opportunities, bring together
- Downtown, Friendly/Community, Restaurants, Local Stuff, Love Newman, Love the Upscaling
 of it
- Family Atmosphere, Good Schools, Downtown
- People, Comfortable, Ashley Park
- Small town/Know Everything, West Side/Old Corinth, Dog Park, LINC, Atmosphere/Friendly/Incredible Sense of Community
- People, Friendly, Downtown Square, Ashley Park
- Dog Park, Downtown, Ashley Park
- Lee Goodrum Pharmacy, Downtown (Good Variety), Greenville/First Avenue, LINC
- Quaintness, Downtown, Ashley Park
- Downtown/Court House/Historic Buildings, Community feel, Regulations that keep it historic,
 Safe
- Small town feel, Downtown/Historic
- Sign/Construction Standards, Sense of Community, LINC, Downtown Square, Shopping (Variety)
- · Community, Downtown
- Downtown, Small town feel, Convenient to Ashley Park, Sense of Community
- The Toys
- The Charm, The Parks, The amount of Family Events
- The big city convenience with a small town feel, Square, Historic Buildings, The People, LINC
- The Square, Mountain Bike Trails, LINC, Old Houses (Historic)
- Downtown
- Hometown feel, Restaurants, Parks (Carl Miller, First Avenue)
- Downtown/Small town charm, Activities, Friendly People, Variety of Restaurants, LINC
- Downtown

- Downtown, Ashley Park
- Beautiful City, Love Downtown, Embodies Southern town, Cuisine here (restaurants), Donut (Heirloom), Excellent church (Newnan City Church)
- Quiet, Charm/Beautiful
- Downtown, Diversity of Shops/Restaurants, Activities (October Fest, Newnan Art Walk)
- Access to shopping, Parks, Ashley Park, Quaintness of Downtown
- Shopping/Eating (Good Variety), Downtown, Newnan in General, Parks (Greenville/First Avenue)
- I love to see history of Newman. This city made us special to see everybody together.
- Stores, Market Day, Activities, Community Pride (Feel & Help)
- Downtown, Community, Shops, Art, Charm, LINC
- Small town feel, Walkability
- Accessibility
- Community Coming Together
- Scenic
- Quiet, Community
- Quaintness
- People, Downtown
- Girls
- Small home town feel, Convenient to other area/cities
- · Community, Heart of the People
- Small town feel
- Small town feel, Community, Downtown Area, LINC
- Downtown
- Community, Closeness
- Small town
- Square, the feel, art, stores, local artist, Lack of Traffic
- People
- Restaurants, Shops
- Comes together, Great Schools, Activities
- · Downtown Building
- Atmosphere, Old town small town, restaurants, stores, The People
- Friendly People, Downtown, Parks, Market Square, Great place to live
- Activities, Historic houses, like the...
- Small town, Downtown vibrant stabilizing and draw, People, Ashley Park Area
- Atmosphere, Historic buildings, The People
- Older buildings, History
- Downtown, Not over populated still country areas, Main Street Events
- So nice
- Small town feel, Community
- Downtown Area, Community (Everyone knows everyone)

- Historical buildings, Parks (Greenville, Carl Miller), Ashley Park (Good Mix)
- Downtown Square, Local Business, Community, LINC
- Shopping, Restaurants, Downtown Events, Well Kept Continuing growing
- Close Community, Downtown, People that care, Downtown
- Outdoor things
- Old time feel, Sense of Community, People
- Hometown feel, Ashley Park accessibility & outdoor access, Good mix, Dog Park
- Downtown Square, Ashley Park
- Cute Downtown, Ashley Park, Market Day, Pretty Mix
- Downtown Area (well kept), Walkability
- Downtown area, small town feel
- · Downtown, Ashley Park
- Good mix of country/city, Downtown, Farmer's Market
- The Square, The People

3. What areas should Newnan seek to IMPROVE in the next 20 years?

- Expand the LINC a lot more, Houses not apartments
- Traffic on Bullsboro
- Traffic around Bullsboro, Keep things Downtown, Variety of Shopping, LINC expanded, More Parks/Trails
- More lights needed on Bullsboro around Chick-fil-a, More sidewalks on Bullsboro, Start recreation department
- Traffic on Bullsboro, Healthier Food Options/Less fast food, More stores for children (boutique), Expand LINC to Avery Park area, More Options for Avery Park area/Millard Farmer
- Train, Calhoun Street-clean up (City Owned) lots needs to be addressed (trash), Something to tell where parks are, Addresses too much rental/vacancies
- Less Bullsboro retail, Address vacant building
- More outdoors (family opportunities), Sidewalk in Featherston Heights
- Promote the medal of honor recipients, Infrastructure (roads, Lower Fayetteville Road),
 Existing Walmart intersection, New Chick-fil-a left hand turning
- Irish Pub, Outdoor & Rooftop
- Slow downtown traffic, More away parking/employee parking
- Need more restaurants, Parking Deck
- Expensive at Ashley Park, Needs better mix at Ashley Park (more for blue collar people),
 Traffic
- Make sure crime stays low, Less rental apartments
- Opportunities for financing to fill vacant buildings, Traffic on Bullsboro, Signal light at Poplar & I-85 (from Newman Bypass to Newman Crossing) Sensors need to be trigger lights, More businesses for vacant structures, Mixture of income in housing developments
- Another Dog Park, More LINC

- Larger lots for homes, Tapped out on apartments
- Traffic, Wetter Community (liquor store), Another public pool, More bike trails
- 2 Lane Roads, Expand LINC, Sprouts/Whole Foods/Trader Joes, Healthy food option—less fast food
- Traffic, Combining City/County Government
- Modernizing (but keep historic)
- Grow & Develop (more diverse restaurants), Policies to encourage
- Apartments (too many in one area) Lower Fayetteville Road
- Traffic, traffic lights
- Young People, Social events for young, Social venues
- Cleanliness due to more people
- Traffic, Area in new/old worked on revitalize bring together, Keep green spaces
- LINC trail a plus (glow it), Less apartment complexes
- Traffic, the liquor laws
- Areas of town (low income housing cleaned up), Traffic, Timing of Lights (between Wal-Mart and Chick-fil-a – Joelle's or on that side of road – Not enough transition
- Less abandoned buildings "Less dead" places, More open on Sunday's (Like restaurants)
- Traffic
- Traffic
- More parks, Traffic
- Allowing more multi-use building
- Old Atlanta Highway area improve, Improve Pinson Street / Savannah / Calhoun
- Traffic Lower Fayetteville Road
- More soul food places, West side (more variety of restaurants), More affordable housing
- Traffic congestion, Growing too quick, Decrease in apartments
- Associations / Homeowner Associations
- Open the cinemas, Address congestion
- Expand the LINC, Less crime in certain areas, Too many kids at Ashley Park
- Parking Downtown, Amphitheatre, Variety of Stores, More Christmas Lights
- Number of rental units, Growth, Concerns for water/sewer capacity, School Growth, Make sure infrastructure in place, More connector roads
- Parking, Too much growth
- Expand the LINC, Less chain restaurants, More ethnic foods on the square, Trees to close to the roads, More tunnels under LINC
- Change flow of traffic
- Information on touring for historic areas (general information), More information on Maps
- More parks and recreation, More nature cons, More butterflies!
- Traffic, Parking, Young people things up to 20s (no bars)
- Strict/Enforce cleanliness of homes (better on code enforcement)
- The Caldwell Tank Area, Speed limits slower Downtown
- Sidewalks more on Bullsboro and Lower Fayetteville Road, Carnegie open hours

- Less growth, traffic congestion
- Expand the LINC, More local type of businesses, Traffic (Lower Fayetteville Road & Bullsboro) (WideN), More planned growth to traffic, Leadership courage to maintain charm
- Adding redlights (Coggin Farm/154)
- Traffic
- Traffic
- More art walk type events (family)
- Traffic improvements (34 & 85), Great schools, Low crime rate
- Slow the growth, slow the traffic, Traffic calming
- Need support more local stores, Need more activities like throw ax
- More trails, bike, and pedestrian paths
- Not build so many houses, Not to modernize, New Parks
- Roads (infrastructure before building)
- More bike paths throughout community (outdoors)
- Streets
- Road Access
- Traffic lights not synced (Lower Fayetteville Road)
- Traffic, Nice high end restaurants
- Roads (pot holes), Downtown Parking
- More traffic lights (Harley Davidson)
- Need more parking
- Traffic (entire 34/Bullsboro/Bypass), Downtown traffic/roads
- Traffic
- Traffic
- Traffic
- Every public building should have solar panels, Energy efficient windows should be used (could save 25% to 35% (like a firehouse)
- Parking
- Clean up after dogs at dog park, Keep the historic homes
- Traffic flow
- Leave as is, Downtown-historic registration
- Stop apartments
- Parking, More family/friendly places and activities
- Infrastructure (more curbs-leaving space for cars when emergency cars come by)
- Keep it small
- Traffic, Cost of Living, More quality affordable housing
- No need more improvements
- Parking
- More walkability, Connecting LINC
- Traffic light at Clark/Temple/Jackson
- Downtown Parking

- Parking Downtown
- Too much development
- More support for small business, more LINC legs, Instead of patching roads/repave (fix potholes), Better cycling access, More walkability
- Getting too big, Parking around the square, Need parking deck close to square
- Maybe more stuff for little
- Traffic
- Traffic on Bullsboro, Less fast food
- Growing too fast, Add a few more restaurants
- Traffic congestion (Bullsboro)

4. What type of development/redevelopment do you feel that Newnan needs more or less of?

- Brown Steele (Greenspace), Bullsboro Kroger to Ashley Park to Downtown
- Remain same downtown
- Bullsboro Area Where Kmart needs to be, Fill vacant big boxes
- Food Depot area on Bullsboro
- More downtown residential, just
- Less commercial development, More small locally own, Less fast foods or commercial restaurants
- Long-term funding from developers, Slow down multi-family developments, For new developments make streets wider (emergency access) including dedicate land for new schools paid for by developers, 19 foot driveway is too short, Use local catering for film industry
- Shopping centers on Bullsboro
- Caldwell project, Keep historic downtown
- Brown Steel building, Bullsboro
- Too much development concentrated in heavily congested areas spread it out!!
- See areas as we improve
- Focus on areas hit by tornado
- Address empty plazas
- Bigger lots, Community Parks
- Reuse existing buildings instead of building
- Apartments are needed (people can't afford to work and live here)
- More parks in East Newman
- More entertainment, More events, More things for younger people (young adults)
- Lower priced homes, Fine with Apartments or Multi-family
- Less Apartments, more activities (kids) (date nights other than bars)
- Reuse existing shopping plaza and office areas
- Unique downtown residential choices, Special touches like brick, Park development
- Soften requirements for Downtown Living, Offer limited and exclusive tours of the historic court house (charged fees can go toward improvements)
- LINC continuation, Vacant rehabilitation

- More little shops (local shops)
- Less apartments coming in (congestion takes away small town)
- Less of the same (restaurants, oil change places, car washes), More things for kids to do
- No more apartments
- More parks, More places for kid activities, No buildings
- Less hotels, Affordable housing need, Resources for kids and family that want to be helped (development needs to better themselves)
- More rural preservation, More downtown shops etc., Less apartments
- MLK area, Old Newnan Hospital Building
- Krispy Kreme
- Augusta Drive Mill Building
- Fix up the older areas
- Pinson Street area
- Areas where the tornado hit, Brown Steel –not housing
- Bullsboro, Temple, Greenville
- Thomas Crossroads Area
- Health Food Store, Sprouts/Trader Joes, Minor League Team
- Mixture of housing consideration
- Community Resources ("Human" resources clothing, food)
- Less big business, More small business
- The Caldwell Tanks (Similar to Ponce or Magnolia in Texas)
- Less housing development, More gentrification-old neighborhood
- Trader Joe's or similar places
- None
- Westside, Greenville Street-Hwy 29, Slower growth—smart growth plan for transportation improvements
- More public parks-skate park, Places for people to connect
- Trader Joe's
- · More community events, Building up parks
- Less chain restaurants, Bring baseball stadium
- Not overpopulating
- Need to development more bike
- Redevelopment of Brown Steel
- Less housing development (not on top of each other), Krispy Kreme
- Maybe like Serenbe like communities (Greenspace)
- City of Homes historic, Broaden Coweta history, tourism
- No more zero lot line approvals, South of Poplar don't do any more multi-family
- Less housing
- · Continue working on Downtown, Improve open container laws
- Mount housing to ground Make sure they are up to code
- More activities for kids (kid-friendly)

- Water Park, Adult Entertainment
- High end homes with property of acre or more
- Marietta vibe (downtown), Neat scene more involvement, More events around the town and parks, Drinking live after 5
- More shops/restaurants to walk around (open area), Mix development for Caldwell Tank
- Brown Steel building apartments
- More dog parks, Walking trails
- Building minor league field, Keep gentrifying, Keep bringing art and statues in (showcase art)
- Saving greenspace
- Old building behind police department (Mul Tec building)
- More new and unique restaurants, Better shoe places
- Brown Steel—minimal development
- Brown Steel
- Keep historic homes as is—redoing to keep structure, More greenspace, More brick buildings
- Kid's water park
- Less apartments, Less cracker jack houses (closeness), More outdoor restaurants/patio seating
- Cheesecake Factory!
- Water Park, Baseball Park
- Maxxio's Pizza Building
- Something for teenagers (activities)
- Golf Frisbee, Golf Carts, No More Apartments
- Less Apartments, Less Car Dealers/tire stores
- More grocery stores (big name) South town!
- Condos on tops with restaurants
- Less traffic, Less houses

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City of Newnan

Comprehensive Plan Review: 2021-2041

Meeting Location – The LINC Trailhead

Meeting Date – Monday, April 6, 2021

- 1. Do you live in the City limits of Newnan?
 - YES 15
 - NO-4
 - NOT ANSWERED 1
- 2. What do you LOVE most about Newnan?
 - Southern hospitality, Proximity
 - LINC, Everything's close
 - LINC, Schools
 - LINC, Madras, Park System, School System (Public), Downtown (local restaurants), People,
 Non-profits
 - LINC, Downtown, Walkability, People
 - LINC, Downtown, Good mix of activities (both active & passive)
 - · LINC, Dog Park
 - LINC
 - Shops, LINC, Accessibility to things, Downtown
 - LINC, Parks, Ashley Park
 - Spiritual Community, Friendly People, Sense of Community, LINC
 - LINC, Small town charm, People, Downtown (quaint restaurants)
 - LINC, Parks (cleanliness), Friendliness
 - LINC, Parks (Eastside) Playground (Splash Pad) and Pool/Gazebo & Shade
 - People, Access to business, Hospital
 - LINC, Downtown, Shopping Centers
 - LINC, Good Energy, Carl Miller Park, Ashley Park (Calm Atmosphere), Friendly People
 - Community (Support), Newnan High School, LINC
- 3. What areas should Newnan seek to IMPROVE in the next 20 years?
 - Entertainment and sports for kids
 - Highlands at Newnan Crossing (provide LINC access), Improve Diplomat and Newnan Crossing Blvd intersection to come to the LINC, More parks and recreation (like Chastain Park), Crossing from Diplomat/Highlands is difficult on the LINC
 - Bike Trails

- Move money on the LINC (expand), Bike Trails, Sidewalks; great walkability, Growth too
 fast—worried about the traffic congestion, Update more stores downtown
- More City Activities, Traffic-Ashley Park area
- Explosive development, Keep more greenspace
- Lights on Bullsboro
- Traffic (Lower Fayetteville Road), More outdoor spaces
- Traffic
- Less boutiques
- Water fountain/water refill station
- Getting too crowded
- More restaurant diversity, More senior housing/all inclusive, Traffic congestion
- More bike trails, Clean up after dogs, Don't like the dog park—(too many parasites and attacks)
- Traffic lights synced, Longer crosswalk signals, Too many fast food restaurants, Post something regarding dog attacks at the dog park), Bathroom at the LINC/Trailhead
- More roads
- Traffic
- Expanded in the future
- Growth/Development, Expand the LINC—more trails, Bike trails, Traffic (Bullsboro),
 Nature activities for kids and adults, Redistrict for schools
- Promote the transit system—make people aware, Speed control (15 mph nonenforcement issue)
- 4. What type of development/redevelopment do you feel that Newnan needs more or less of?
 - Botanical Garden, Like Ponce de Leon, Museum of Historic Places
 - Empty buildings in downtown, Alleys and side streets
 - Food Depot Shopping Center, Bring Buildings up to the road and parking behind, City cares about development
 - Area outside of downtown Newnan
 - Expand the LINC
 - Minor League Baseball

City of Newnan

Comprehensive Plan Review: 2021-2041

Meeting Location – Whit's on Temple Avenue Meeting Date – Friday, April 9, 2021

1. Do you live in the City limits of Newnan?

- YES 24
- NO 11

2. What do you LOVE most about Newnan?

- People
- · Downtown, County Park at Temple
- Options (Variety), Downtown improvement overtime
- Hometown
- Hometown Feel
- Historical Homes (History)
- Ashley Park
- Restaurants
- More Restaurants, Downtown, Ashley Park
- Closest to her home, Downtown
- Restaurants & Shopping, Parks (Carl Miller Park/Greenville Street), Downtown, Ashley Park
- Quiet compared to bigger cities
- Diversity in People, Convenient to shops/shop center/food, Clean, Don't see crimes or homeless people, serene, quiet, peaceful
- Still has a little rural/amenities
- Family Place, Ashley Park
- How nice everyone is, Downtown, Meet n Greet, Presbyterian Church School, Love house they live in, House tour with Presbyterian Church, LINC
- Comfortable and Friendly, Ashley Park, Greenville Street Park
- Small town feel but city life, Downtown
- Downtown, Quaint
- Simply Life, Carl Miller Park
- Small town with amenities, Downtown
- Everything, Roundabouts
- · Homeliness, Friendly people
- · Good place to live, People, Restaurants, Downtown
- School system, LINC, Downtown, Small town feel

- Downtown, Ashley Park
- Affordable taxes, Daughters live here, Love the response (tornado)
- Clean, Peaceful
- · Quiet, Safe
- Small town feel, Downtown, Ashley Park, Parks
- Small town feel, Downtown Newnan, Quiet
- · Ashley Park, Downtown
- Ashley Park, Downtown, Friendly People
- Small town, Peaceful/Quiet, Sharpsburg Area, Ashley Park
- Parks

3. What areas should Newman seek to IMPROVE in the next 20 years?

- Appearance of older areas
- Temple Park (County good park, just improve), Improve/Merge old zoning with new zoning (economy zoning), Parking
- Traffic improvement
- Traffic
- Add recreational athletics, Slow growth, Make builders pay for schools, Upgrade youth tournaments (athletics)
- Roads
- Navigating streets (Minor)
- Too much traffic on Square and Bullsboro, Less growth, Wish more small town
- Amphitheatre
- Downtown Needs
- Miss the small town feel, Need more local restaurants and shops
- Noise, Traffic
- Public transportation, More sidewalks, lighted sidewalks, Community centers for children/teens, More work programs for teens
- More lanes on Bullsboro
- Westside
- Attend to abandoned building, Clean up litter (get schools involved), Not pay for recycle, Expand LINC
- More walking trails, Temple Avenue better paved
- More bike paths, more bike racks, More LINC connections
- Traffic (Bullsboro)
- Ashley Park congestion
- Tear down RD Cole -make it amphitheater/Ponce City market
- Traffic, Red lights are too long
- Less apartments
- Diversity of businesses/restaurants (ethnic)
- Eastside of Newnan Chalk Level

- Things moving slow after tornado, Needs road cleared from trees (Chastain Park D Greison) – hard park
- More restaurant variety more ethnic choices (diversity)
- Too much growth, Traffic on Bullsboro
- Variety restaurants, More movies under stars
- Too crowded/less growth, S curve, Lower taxes, Property prices too high, More workforce housing
- Gym closer to Bypass, Whole Foods/Sprouts
- Congestion

4. What type of development/redevelopment do you feel that Newnan needs more or less of?

- More space for small/medium size buildings (2,000-5,000 square feet) with flex zoning, no more living spaces (apartments/condos)
- · Redevelop older shopping centers
- · Grocery store by the new fairgrounds
- Temple Avenue redevelopment
- Unique restaurants, Garlic restaurants (less chains)
- Problem now cramming in small spaces
- Tornado areas
- Something for the tweens
- Playgrounds for children
- More of communities for assisted living, more affordable, less of trees due to tornado
- Continue Greenville Street (going south) as part of one way system (like in downtown)
- Senior adults housing like the retired
- Children's hospital
- Caldwell Tank Park or Drive-In Movie Theater
- Ice skating rink, Drive-in Theater
- Caldwell Tank redevelopment
- More water falls downtown
- Roads to handle congestion
- Sonic, Krispy Kreme
- Amphitheater (like LaGrange)
- More shopping centers
- East side looks nice, Give downtown facelift, Attract more medical facilities
- Westside of Newnan
- Water Parks

City of Newman Comprehensive Plan Review: 2021-2041

Meeting Location - Newk's on March 10, 2021; Meeting Location - Downtown on March 12, 2021

1. Do you live in the City limits of Newnan?

- YES 29
- NO 25
- Not Answered 10

2. What do you LOVE most about Newnan?

- · Restaurants, Downtown, Traffic
- Downtown, Cops are Helpful, Good Directional Signs
- Downtown
- Small town, Downtown Square, Pickleball
- Restaurants, Walkability, Clean, Family & Friends
- Courthouse Square
- Downtown, Parks
- Golden's
- Tour of Homes highlight (history), Downtown's one of the Best
- Downtown Square Shopping & Food, Ashley Park, Pretty, Size is Great
- Vibe! People
- Square
- Comradery
- Square
- Sauare
- Sauare
- Square, riding (motorcycles)
- Friendly, clean
- Shopping, Walkability, Downtown, Market, Schools
- Small southern town, Lights on the trees
- Country, Food, Parks
- Friendly, historic
- Variety of Shops, Downtown, Diversity, Expansion of LINC
- Carnegie, Library, Downtown, Small town, Character, Younger Vibe
- Restaurants, Walkability, LINC
- Quaintness, Golden's, Downtown, Ashley Park
- Downtown, Small town vibe, Growth, LINC, Parks
- Town Square, People, Small town, Lights on Trees, LINC
- Quaintness, Small town look and feel, LINC, New business, Downtown living (townhomes), Ashley Park
- Cute little town, Downtown, Parks

- Downtown, Parks, Active at Night
- Downtown, Activities (Main Street downtown events), Ashley Park
- Restaurants and shopping, Downtown
- · Everything close by, Downtown
- Downtown
- Sense of Community, Shopping, Small town feel, LINC & Parks
- Downtown, Parks
- Downtown, restaurants
- Love downtown, parks, Ashley Park
- Restaurants, Parks
- · Downtown, Buzz & Energy in Downtown
- Downtown, Walkability
- Work close to home, Modern medical facility, schools, love going downtown, Ashley Park, Hometown feel, LINC
- Shopping, Small town, downtown, restaurants
- Small-town feel
- Peacefulness
- Born and raised (5th generation)
- Ashley Park
- Wholesome
- Small-town feel
- Shopping, restaurants
- Shopping areas
- Availability of shopping
- Downtown! Access to I-85.
- Ashley Park
- Safe. Clean. Shopping. Like the restaurants. Like bars downtown. Raising family here.
 Small town feel. LINC. Enjoy downtown parks.
- LINC. Downtown. Shopping stores more up to date and easy access. Downtown. Boutiques/less chains and more local.
- Variety. Historic and modern. Get what you want from shopping. Loved school system.
 Medical access. Love dog park.
- Downtown. Traffic still not bad. Good schools. Still not overdeveloped. LINC.
- Downtown. Small town feel. Transportation is good. Proximity to Atlanta. Shopping Ashley Park. Medical is great.
- Downtown. Friendly. Clean. Safe. Proximity to Atlanta.
- Shopping, Downtown
- Small town feel. Old houses. Infrastructure has been kept up. Convenience. Dog Park.
- 3. What areas should Newnan seek to IMPROVE in the next 20 years?
 - Traffic (I-85 and 34)

- More Sidewalks (in the vicinity just past NHS towards Smokey Road)
- Addressing noise pollution
- Too much developments (gas stations, food), too fast of
- Small-town feel
- More recreation opportunity
- Traffic
- Parking
- More "kids" idea, Outdoor Opportunities
- Railroad tracks Sprayberry Road, Developments, Traffic on Square
- Western part of town, Keeping Small town (clean)
- Traffic
- Regulate Apartments
- Traffic
- Thoughtful Development (better quality)
- More "cultural" restaurants
- None, flow of traffic!
- More dog parks
- Traffic, Need more parks/walking trails
- Too much growth, Too many apartments, Don't want public transportation (Marta Bus)
- Nothing
- Congestion and lack of parking, Too much growth
- High density locations, rentals, traffic issues (LFR), revisit polling locations
- Historical Statue (anti federalist vs confederates writing), Traffic at busy times,
 Maintenance of older buildings, More plantings, Updated buildings
- Pawn shops (Car Dealers), More restaurants (unique)
- Traffic, Parking areas (designated from cars/trucks), more housings, housing costs/affordable and all age groups
- More downtown living, Traffic calming, Complete streets (bikes), Set aside percent of space for greenspace
- Traffic, Too many neighborhoods
- More restaurants (independent/not chains), More outdoor dining, Micro brewery, Don't need more apartments
- Ashley Park middle school crowd, Trolley, Uneven sidewalks and designated lanes, More restaurant and shopping choices (different
- Like it all
- Getting worse (traffic) 34/54 repaved come to Coweta, Too many apartments/subdivisions, Too much growth on Poplar Road, Subdivision clear/cut, Too much semi
- More handicap parking, traffic
- Traffic, More growth has caused issues
- Unique business and restaurants

- Traffic (congestion), Alternative routes, public transportation, affordable housing
- Tough parking at times, More events downtown
- Traffic, School System
- More restaurants, more ice cream shop
- Connect downtown to other places/parks through paths
- Traffic, Parking downtown, More entertainment districts
- Playgrounds along LINC, hiking trails in the areas
- Developmental planning, fast, more parks, more things for kids
- Access on Interstates congestion
- Roads (traffic)
- No more Apartments!!
- More apartments
- More industry (jobs)
- Traffic on Bullsboro
- More and different restaurants
- Shows, concert venues (indoor and outdoor)
- Access to recreation activities (including schools)
- Density
- Roads (congestion), Pot holes
- Transportation is ok Poplar Road. More healthy options for restaurants.
- Wish there were more parks/swimming pools. Not enough affordable housing/but not necessarily apartments. Golf cart communities.
- Needs more restaurant choices. Continue to emphasize greenspace. 34 is getting bad (traffic).
- More outdoor dining. More restaurant choices.
- Slow growth. Traffic issues on weekends. Walmart area doesn't feel safe.
- Traffic on 34 and Poplar Road and Lower Fayetteville Road.
- Traffic on 34. Golf cart access. More outdoor recreation/events. Water park Great Wolf Lodge. Videography studio. Big attractions.
- Less apartments. Townhouses perimeter downtown. Liquor store.
- Need to redevelop Caldwell Tank nice places. Angle parking in downtown is dangerous.
- 4. What type of development/redevelopment do you feel that Newnan needs more or less of?
 - Keep shops downtown
 - Trader Joe's (2)
 - Parks, Greenspace, Kid/Friendly
 - Don't build much more housing
 - Krispy Kreme, Varsity, Push for small business (incentives)
 - None
 - Redevelop old site!
 - Ponce City Market like Venue, Bring in more traffic from younger audiences

- Less traffic, roads (design)
- Parks
- Roof-top Restaurants
- Roof-top Restaurants
- N/A
- Parks like Newnan Utilities
- Good
- Downtown the same, Courthouse the same
- More food choices
- No more apartments
- Expansion of LINC
- Expansion of LINC make it downtown more safe as transition
- Expand LINC, No more houses, No more spreading
- Expansion of LINC
- Minor league team/stadium, LINC connected to Downtown
- NCG is nice, More cultural arts events and venues
- Downtown to stay the same
- Diversity, Establish Newman culture
- More pedestrian friendly/plaza with family areas, Create a sense of community
- Golf carts
- Tram?
- Less growth and more open space
- Greenspace (preserve what we have)
- More parks
- Retail/bottom and residential up top (roof top)
- Eat-in buffet style restaurant
- More public transportation options
- No more apartments, more home ownership, monitor density (subdivision)
- Less traffic
- Aquatic facility
- Northern downtown redevelop. Caldwell Tanks townhomes.
- Closing of stores in Ashley Park area.
- · Good mix of housing options.
- Concerns that not safe because...
- Restaurant choices.
- Very affordable.

5. Other

Lots of visitors to the Ashley Park

Virtual Information Session

March 18, 2021

6:00 p.m. to 7:00 p.m.

LOVE ABOUT NEWNAN

- 1. Small neighborhood "feel"
- 2. Downtown
- 3. Park at Newnan Utilities office
- 4. Greenville Street Park

EVENTS TO ADD

- 1. Farmers Market
- 2. Amphitheatre
- 3. More events at the Wadsworth Auditorium

THINGS TO IMPROVE

- 1. Traffic/congestion
- 2. Lower Fayetteville Road (for the Stonebridge Community)
- 3. Motorcycle rider awareness (with a thank you for the existing Blue Star Memorial)

HOUSING TYPES

- 1. Affordability is the key
- 2. More affordable housing (maybe duplexes, not so many apartments)

GENERAL

- 1. Traffic is bad from 2:30 p.m. to 6:00 p.m. from Wal-Mart to the Summit building
- 2. Commercial growth is a concern (example Lower Fayetteville Road at the intersection with Newnan Crossing Boulevard)
- 3. The City could utilize the vacant land on Newnan Crossing Boulevard just north of Lower Fayetteville Road.

City of Newnan Comprehensive Plan 2021-2041 Pop-Up Event Responses

| Do you live in the cit | y limits of Newnan? |
|------------------------|---------------------|
| Yes | 122 |
| No | 96 |
| No Answer | 11 |

| What do you love most a | about Newnan? |
|-------------------------|---------------|
| People | 63 |
| Downtown/Parks | 57 |
| Hometown Feel | 112 |
| History | 53 |
| Ashley Park | 73 |
| Restaurants | 51 |
| Hospital | 12 |
| Family | 13 |
| Nightlife | 11 |
| Schools | 22 |
| Affordable | 7 |
| Roundabouts | 6 |
| Everything | 9 |
| Affordable | 6 |
| Churches | 6 |

| What areas should Newnan improve? | | | |
|-----------------------------------|-----|--|--|
| Appearance | 21 | | |
| Restaurants | 22 | | |
| Parks | 26 | | |
| Downtowwn | 10 | | |
| Traffic | 118 | | |
| Grocery Stores | 9 | | |
| Roads | 15 | | |
| Westside | 5 | | |
| Ampitheatre | 2 | | |
| No More Apts | 30 | | |
| Public Transportation | 7 | | |
| Community Center | 3 | | |
| Medal of Honor | 1 | | |
| Entertainment | 8 | | |
| Small Town Feel | 5 | | |
| Parking | 48 | | |
| No Public Transportation | 12 | | |
| Polling Locations | 2 | | |
| Schools | 3 | | |
| Liquor Stores | 1 | | |
| More Industry | 2 | | |

What type of development/redevelopment do you feel Newnan needs less of?

| No more Apts/Condos | 15 |
|---------------------------------|-----|
| Ampatheatre | 10 |
| Redevelop Old Stores | 63 |
| Downtown | 79 |
| Grocery stores | 102 |
| Something for Teens | 7 |
| Parks | 80 |
| More Assisted Living | 7 |
| Children's Hospital | 3 |
| Ice Skating Rink | 2 |
| Drive-in | 8 |
| Waterfalls | 2 |
| Sonic/Restaurants | 73 |
| Krispy Kreme | 12 |
| Water Park | 2 |
| Minor League Baseball | 2 |
| Varsity | 1 |
| Trader Joes | 1 |
| Less Traffic | 54 |
| Aquatic Facility | 2 |
| Public Transporation/Golf Carts | 15 |

Other

Lots of Visitors to Ashley Park

1

Pop-up events were held in March and April of 2021 at Newk's, Downtown Newnan, Market Day, the LINC, and Whit's Frozen Custard.

The City conducted roughly 230 interviews at five different locations/events as a way to obtain additional public participation. The following reflects the most common responses from those conversations.

What do you love about Newnan?

- Downtown
- Small town feel/charm
- Restaurants and shops
- Parks
- Walkability
- Ashley Park
- Safe
- Quiet
- Clean
- LINC
- Proximity to Atlanta
- Sense of Community
- History
- Schools

What needs to be improved?

- Traffic (congestion & sync traffic lights)
- Too much growth (apartments and housing)
- Greater diversity of businesses/ restaurants/retail
- Downtown parking
- More activities for kids/families
- Bike trails
- More transit options
- More outdoor dining options
- Address vacant structures
- More affordable housing

What are the City's development/redevelopment needs?

- More parks/greenspace
- Continue to expand the LINC
- More cultural arts venues/programs
- Redevelop/repurpose vacant buildings (Brown Steel/Caldwell Tanks site, Bullsboro area, Andrews Street mill building, old hospital building, etc.)
- Additional grocery store near downtown/westside of town
- Maintain existing communities intact/address gentrification issues

2021-2041 Comprehensive Plan Communication Plan

Marketing/PR Communications Schedule













| | | L . | | | 0 |
|-------------------|---|---|------------------------------------|--|---|
| Audience (Who) | Deliverable | Intent (What/Why) | Media (How) | Frequency | Person(s) Responsible |
| Public | Comprehensive Plan Website Content | To provide residents and the public with information about the plan, a schedule of events and updates regarding the plan | City Website Social Posts | As needed Launch Date: March 1 | Ashley C. Randy H. |
| Public | Kick-Off / Comp Plan Drop-in Workshop #1 | To provide residents the opportunity to learn about the city's Comprehensive Plan and all that it has to offer for the future of Newnan | In-Person Social Posts | March 4, 2021 Newnan Carnegie Library 6:00 pm – 8:00 pm | Chris C. Tracy D. Ashley C. |
| Public | Pop-Up Interviews #1 | To reach residents in outside of the downtown Newnan area about their ideas, plans and goals for Newnan through an interactive activity, message board and on the spot interview sessions. | In-Person Social Posts Video | March 10, 2021 Newk's 11:30am – 1:30 pm | Chris C. Tracy D. Ashley C. |
| Public | Pop-Up Interviews #2 | To reach residents in the downtown Newnan area about their ideas, plans and goals for Newnan through interactive activity, message board and on the spot interview sessions | In-Person Social Posts Video | March 12, 2021 Main Street Newnan (Downtown) 5:00 pm – 7:00 pm | Chris C. Tracy D. Abigail S. Ashley C. |
| Public | Pop-Up Interviews #3 | To reach residents in the area south of downtown Newnan about their ideas, plans and goals for Newnan through interactive activity, message board and on the spot interview sessions. | In-Person Social Posts Video | March 18, 2021 Oasis Bar & Grill 11:30 am – 1:30 pm | Chris C. Tracy D. Ashley C. |
| Public | Pop-Up Interviews #4 | To reach residents who have an interest in recreational activities (i.e., biking, walking, running) and often use the LINC | In-Person Social Posts Video | March 25, 2021 LINC 5:00 pm – 7:00 pm | Chris C. Tracy D. Kim L. Ashley C. |
| Public | Pop-Up Interviews #5 | To reach residents in the city limits north of Bullsboro Drive area about their ideas, plans and goals for Newnan through interactive activity, message board and on the spot interview sessions. | In-Person Social Posts Video | March 27, 2021 Wal-Mart 2:00 pm – 4:00 pm | Chris C. Tracy D. Ashley C. |

| Public | Pop-Up Interviews #6 | To reach residents living in the downtown Newnan area about their ideas, plans and goals for Newnan through an interactive activity, message board and on the spot interview sessions. | In-Person Social Posts Video | April 3, 2021 Market Day 9:30 am – 1:00 pm | Chris C. Tracy D. Abigail S. Ashley C. |
|--------|----------------------------------|--|--|--|---|
| Public | Comp Plan Drop-In Workshop #2 | To provide residents living in the downtown or East Newnan area the opportunity to learn about the city's Comprehensive Plan and all that it has to offer for the future of Newnan. | In-Person Social Posts Video | April 8, 2021 Howard Warner Building 6:00 pm – 8:00 pm | Chris C. Tracy D. Ashley C. |
| Public | Comp Plan Drop-In Workshop #3 | To provide residents living along the Lower Fayetteville area the opportunity to learn about the city's Comprehensive Plan and all that it has offer for the future of Newnan. | In-Person, Virtual, Social Posts, Video | April 22, 2021 Newnan Centre 6:00 pm – 8:00 pm | Chris C. Tracy D. Ashley C. |

CONSIDERATION OF THE REGIONAL WATER PLAN AND THE ENVIRONMENTAL PLANNING CRITERIA



The City of Newnan, Georgia

Office of City Engineer

July 1, 2021

Re: Regional Water Plan and Environmental Planning Criteria:

I have reviewed the Regional Water Plan and the Environmental Planning Criteria and have determined that the City of Newnan is in compliance with both.

The City of Newnan is a member of the Metropolitan North Georgia Water Planning District and serves as advisory to the Technical Coordinating Committee. The Committee provides data an information to support the District's work in the areas of water supply and conservation, wastewater management, stormwater and watershed management, and education and public awareness.

The City of Newnan follows all required local watershed management plan items, including Ordinances, as well as some of the optional plan items, were applicable. Our compliance with the plan is documented and reported to the Environmental Protection Division, annually.

In addition, the City of Newnan has adopted the minimum environmental planning criteria for small water supply watersheds. These criteria are reflected in our current zoning ordinance.

William M. Klahr, PE, CFM

Director of Engineering