CITY OF FAYETTEVILLE

COMPREHENSIVE PLAN

2022 UPDATE

SEPTEMBER 15, 2022

Comprehensive Plan Advisory Committee (CPC)

Mayor & City Council

Edward Johnson, Mayor

Joe Clark, Mayor Pro-Tem

Rich Hoffman, Council Member

Darryl Langford, Council Member

Scott Stacy, Council Member

Niyah Glover, Council Member

City Staff

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Brian Wismer, Director of Economic Development

Denise Brookins, Director, Planning and Zoning

Julie Brown, Senior Planner

Nicole Gilbert, Planning Specialist

Katherine Prickett, Planning Specialist

Tony Whitley, GIS Analyst

Steering Committee

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Kenneth Collins, Local Resident/Planning Commission Vice-Chairman

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Toby Spencer , Local Resident/Teacher/Planning Commission

David Hilderbrandt, Local Resident/Planning Commission

Jamie Wyatt, Downtown Development Authority (DDA)

Dan Vano, Downtown Development Authority (DDA) /Business Community

Sam Burch, Downtown Development Authority (DDA) Historian/Local Resident/Business Owner

Nancy Musselwhite, Downtown Development Authority (DDA) Business Community

Brandon Sherman, Downtown Development Authority (DDA)/Business Community

City of Fayetteville

Thank you to the residents of Fayetteville that provided input the throughout the planning process.

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Transmittal Resolution

R-26-22

Transmittal Resolution

Comprehensive Plan 2022 Update
City of Fayetteville, Georgia

WHEREAS, the Georgia Planning Act of 1989 authorizes local governments throughout the State to prepare Comprehensive Plans to be used in guiding their future growth and development;

WHEREAS, the City of Fayetteville has prepared an Update to its Comprehensive Plan that covers the years 2022 through 2027 that was prepared in accordance with the Minimum Standards and Procedures for Local Comprehensive Planning;

WHEREAS, the Minimum Standards and Procedures for Local Comprehensive Planning require that certain minimum public participation and other procedural requirements be met as part of updating local Comprehensive Plans; and

WHEREAS, the City of Fayetteville desires that the 2022 Update to the Comprehensive Plan be reviewed in accordance with the procedures outlined in the Minimum Standards and Procedures for Local Comprehensive Planning.

NOW THEREFORE BE IT RESOLVED, that, the City of Fayetteville certifies that the minimum public participation and other procedural requirements, as identified in the Minimum Standards and Procedures for Local Comprehensive Planning, have been met or exceeded in preparing this DRAFT 2022 Update to the Comprehensive Plan; and

BE IT THEREFORE RESOLVED that the Mayor and City Council of Fayetteville does hereby authorize the draft 2022 Update of its Comprehensive Plan to be submitted to the Atlanta Regional Commission and the Georgia Department of Community Affairs for official review.

SO RESOLVED, this 28th day of June, 2022.

Edward J. Johnson, Jr., Mayor

Attest:

Anne Barksdale, City Clerk

T. Joe Clark, Mayor Pro Tem

Niyah Glover, Councilmember

Richard J. Hoffman, Councilmember

Absent
Darryl Langford, Councilmember

Absent
Scott Stacy, Councilmember

MAYOR
Edward J. Johnson Jr.

CITY MANAGER
Ray Gibson

CITY CLERK
Anne Barksdale

FAYETTEVLLE
NO LIMITS ON IMAGINATION

COUNCIL
T. Joe Clark,
Mayor Pro Tem
Niyah Glover
Richard J. Hoffman
Darryl Langford
Scott Stacy

August 4, 2022

Atlanta Regional Commission
International Tower
229 Peachtree Street NE | Suite 100
Atlanta, Georgia 30303

RE: Comprehensive Plan Update Submittal

The City of Fayetteville has completed an update of its comprehensive plan and is submitting it with this letter for review by the Atlanta Regional Commission and the Department of Community Affairs.

I certify that we have held the required public hearings and have involved the public in development of the plan in a manner appropriate to our community's dynamics and resources. Evidence of this has been included with our submittal.

I certify that appropriate staff and decision-makers have reviewed both, the Regional Water Plans covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

If you have any questions concerning our submittal, please contact Denise Brookins, Planning and Zoning Director at dbrookins@fayetteville-ga.gov.

Sincerely,

Mayor Edward J. Johnson
Fayetteville, GA

R- 37-22

Adoption Resolution

2022 Comprehensive Plan Update
City of Fayetteville, Georgia

WHEREAS, the City of Fayetteville has completed the update of the 20-year Comprehensive Plan;

WHEREAS, this document was prepared according to the Rules of the Georgia Department of Community Affairs, Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning, effective March 1, 2014 and established by the Georgia Planning Act of 1989, and the required public hearings were held.

BE IT THEREFORE RESOLVED, that the City of Fayetteville Council does hereby adopt the 2022 Comprehensive Plan Update.

APPROVED BY THE MAYOR AND COUNCIL OF THE CITY OF FAYETTEVILLE at a regular meeting of the Mayor and Council on the 15th day of September, 2022, by the following voting for adoption:

ATTEST:

Edward J. Johnson, Jr., Mayor

Attest:

Valerie Glass, City Clerk

T. Joe Clark, Mayor Pro Tem

Niyah Glover, Councilmember

Richard J. Hoffman, Councilmember

Darryl Langford, Councilmember

Scott Stacy, Councilmember

1 INTRODUCTION

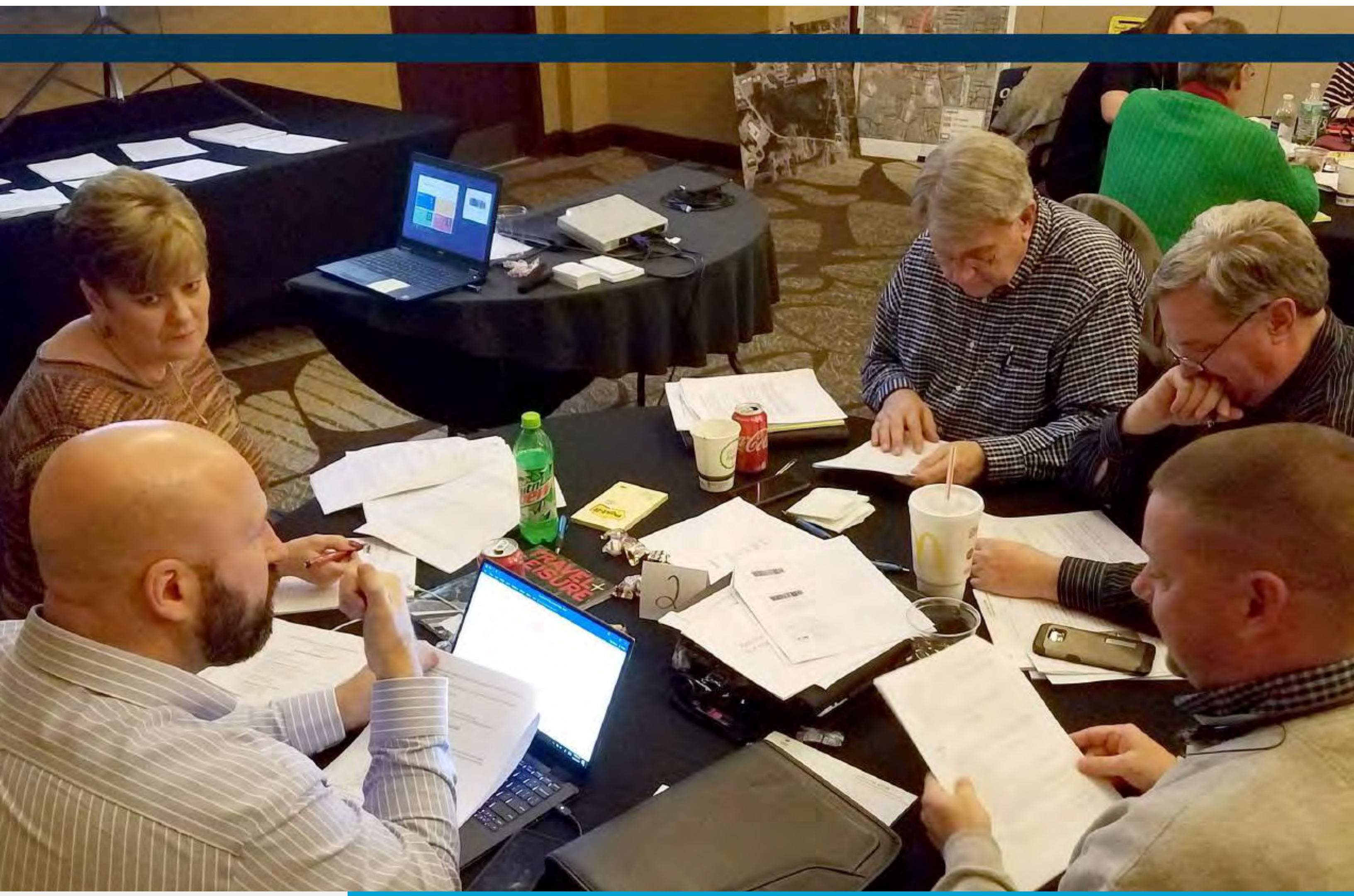
About Fayetteville

Today, more than 19,000 people call the City of Fayetteville “home”, and many thousands more shop, dine and work here. We are known for our overall high quality of life with high educational standards, low crime rate, and a great sense of community. As Fayetteville grows, and as more people desire to live, work, shop and play here, we are presented with the challenge of maintaining the high quality of life generations of families have come to expect. In response to this challenge, we will encourage smart, collaborative, and managed growth.

Purpose of the Plan

The Comprehensive Plan is a community-based vision for future growth and development within the City of Fayetteville. The plan addresses land use, housing, economic development, transportation, parks and recreation, and natural resources, with a strong focus on how land is used, developed, and/or conserved.

The City's current Comprehensive Plan was adopted in 2017 and since that time, Fayetteville has experienced significant population growth and economic development. The 2022 Update builds on the previous plan and provides a five-year update as required by Georgia's local planning rules centered around reevaluating key elements.



Planning History

Implementation Plan

The 2022 Update includes a review of the Community Work Program, which identifies projects and initiatives to assist in implementing the Community Goals. While the Comprehensive Plan as a whole incorporates policies and strategies for a 20-year planning period, the Community Work Program outlines specific implementation strategies in a 5-year timeframe.

The Capital Improvements Element identifies capital investments the city intends to make in the next five years to facilitate achieving the city's goals.

Previous Plans

<u>2017 Comprehensive Plan</u>
The 2017 Comprehensive Plan provided a road map for the city as it continues to grow and evolve. The comprehensive plan used different forms of public engagement and reflects the ideas, values, and desires of the community, aligning these with a range of plans, policies, and initiatives in place or underway in both Fayetteville and the wider region.

<u>Strategic Plan</u>
The Strategic Plan serves as a tool to help guide the community toward its desired outcomes. The plan is intended to be a living document, meaning it will be updated and amended as needed to reflect progress made, changing conditions in Fayetteville and the region, and the evolving needs of the community. The updated plan serves as a reinvigorated foundation for the city, establishing a comprehensive vision for the future, refreshed land use recommendations, and implementation recommendations to guide the city moving forward.

<u>2021 LCI Study</u>
The 2021 LCI Study established a community-wide vision and plan for the downtown core. A part of the study evaluated previous planning documents and their recommendations for downtown development. The 2021 LCI study has served the city well and provided comprehensive analysis and recommendations for the downtown area's land use, zoning, and development regulations.

<u>2022 Housing Study</u>
The 2022 housing study provided a demographic review, market demand data, and identify potential residential development opportunities in the city.

2

FAYETTEVILLE TODAY

Community Profile

OVERVIEW

The City of Fayetteville is located in the center and serves as the county seat of Fayette County. Historically, Fayetteville was predominantly an agricultural area with sprawling homes on large lots. In recent years the city has worked to restore the historic streetscape and downtown charm while still welcoming new residents and businesses.

Fayetteville captures estimated 17% of Fayette County's population, with a 2021 census population of 19,284 residing in 6,741 households. The population is fairly diverse across age, race, and income cohorts. While being historically more rural than suburban, recent development activity and housing market trends have fueled growth in Fayetteville.

19,284 Population

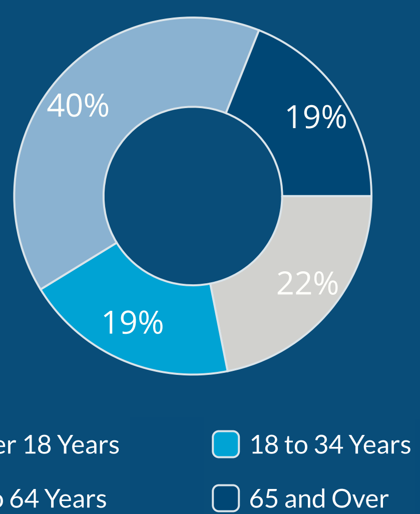
6,741 Number of Households

12.88 Square Miles

1,365.1 People Per Square Mile

2.60 Average Household Size

Population By Age



Population Density

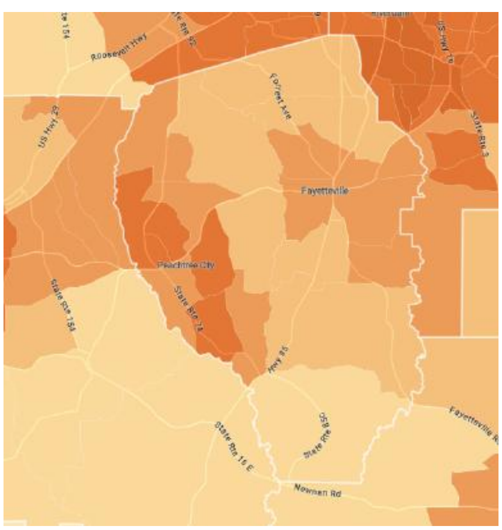
DENSITY AND GROWTH PATTERNS

Between 2010 and 2022 the population in downtown Fayetteville increased from 3,426 to 3,786 people per square mile, demonstrating a 10% increase in population density. Census statistics show the younger population has increased within the downtown core and the southern portion of the city, while the northern arc has experienced a decrease in the younger population. The shift in age is predominantly due to high-performing schools being located to the west and south of the City, close to Peachtree City and south of the City, as well as job opportunities for younger adults located to the west (Trilith Studios, the Town at Trilith and Piedmont Fayette Hospital) and manufacturing and light industrial-related jobs to the east and north.

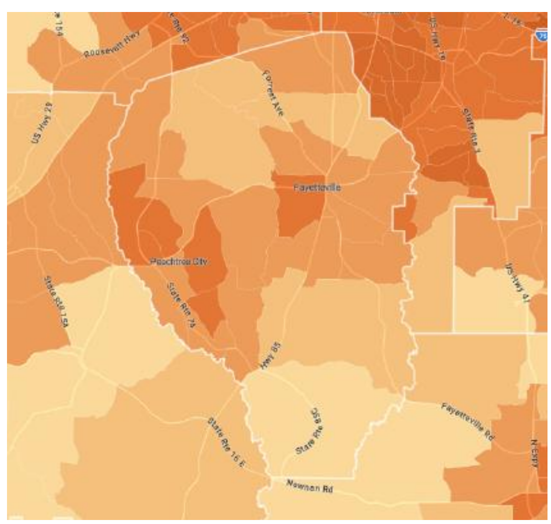
Since 2010, the census tracts encompassing Downtown Fayetteville have also identified a 10% increase in the 55+ age group, which is consistent with similar growth patterns in neighboring communities. For instance, Peachtree City to our west has experienced a significant increase in residents aged 55 and over, which bodes well as Fayetteville continues to provide opportunities for downsizing and senior living facilities.

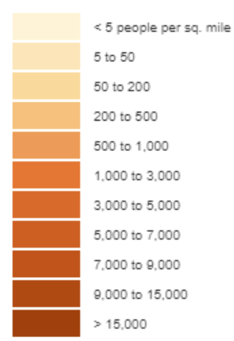
POPULATION DENSITY MAPS (PER SQ. MILE)

2010



2022

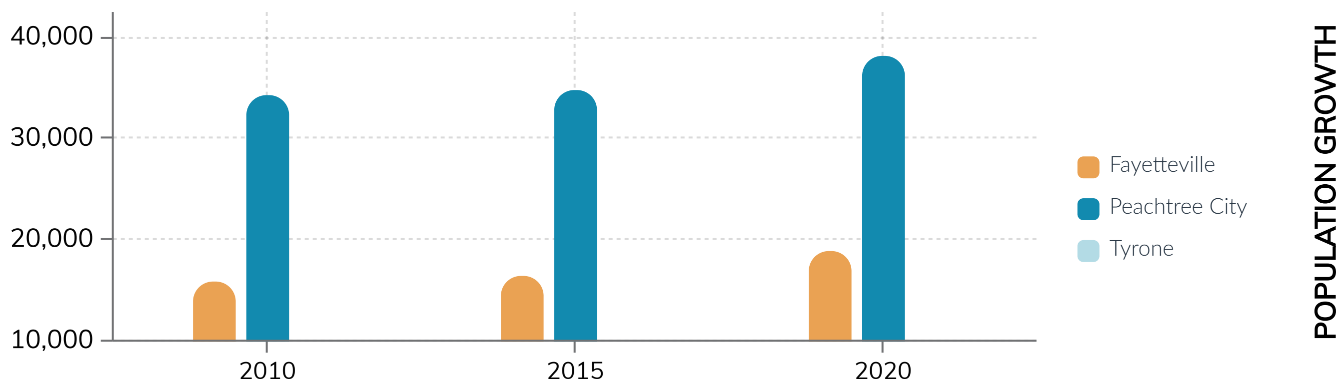


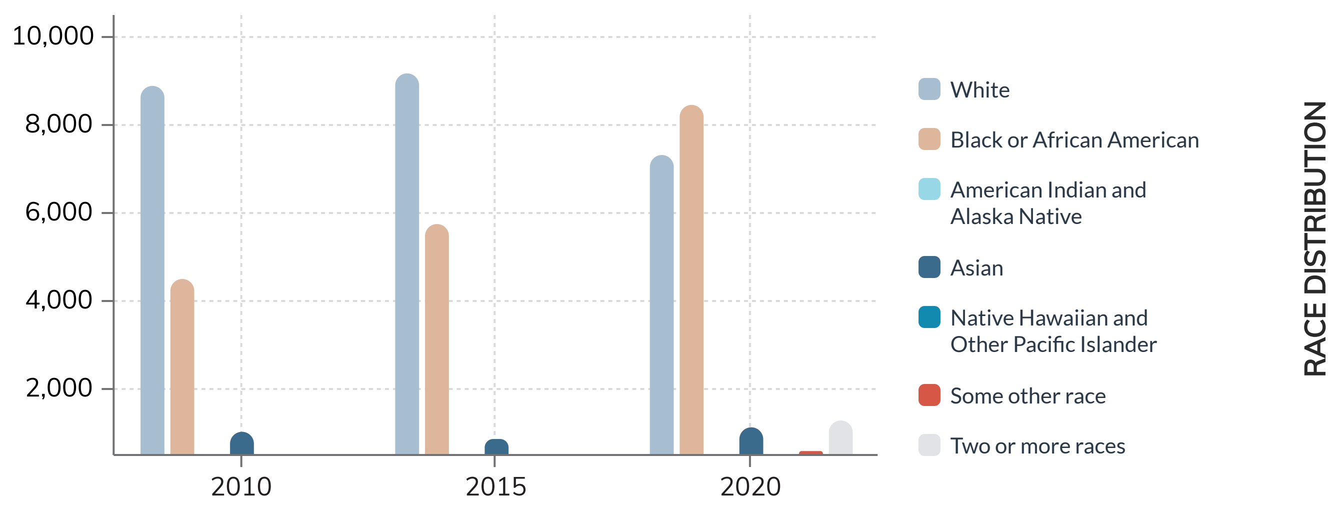


Growth
& Diversity

The median age in Fayetteville is 42, and population growth has been steady since 2010. Based on census-based estimates, the strongest growth will have occurred from 2010 – 2022, with an 18.2% population increase, or just over 1.5% per year.

Population growth over the last ten years has grown steadily in the 18-34 and 55-85+ age groups, with a steady increase in the Black/African American and Asian populations. These numbers point to a growing number of young singles and professionals as well as empty nesters and retirees, all of which will require a greater variety of housing products. Decreases in the 5-17 and 35-54 age groups indicates a decreasing number of younger families moving to the city.





Regional

Comparison

Fayetteville is located in the Atlanta-Sandy Springs-Roswell Metropolitan Statistical Area (MSA). The Atlanta MSA encompasses 29 counties, with ten central counties belonging to the Atlanta Regional Commission (ARC) and forming the core of the MSA. Roughly 78% of the population of the MSA lives within this ten county core including Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry and Rockdale.

Between 2000-2010 only 67% of all population growth within the MSA occurred within this ten county core. Since 2010 roughly 85% of all population growth within the MSA occurred in this ten county core as younger and older generations increasingly sought walkable neighborhoods both in urban and suburban areas. Fayette County had considerable growth from 2000 to 2010 with an annual growth rate of 1.6%. However, the story for the City of Fayetteville is more positive.

From 2000-2010 population growth within Fayetteville outpaced many of the fastest growing counties in the MSA with a 3.6% annual growth. Since 2010 the city's growth rate is still strong and has outpaced all counties in the MSA except for Cherokee County with an annual growth rate of 1.7%

	SQ MILES	% MSA	2020	% OF MSA	2000-10	2010-20	2000-10	2010-20	2000-10	2010-20	LAND / CAPTURE RATIO
Cherokee County	422	4.80%	266620	4.50%	7244	5227	4.20%	2.20%	7.10%	5.20%	1.08
Clayton County	142	1.60%	297595	5.00%	2291	3817	0.90%	1.40%	2.20%	3.80%	2.36
Cobb County	339	3.90%	766149	12.80%	8033	7807	1.20%	1.10%	7.80%	7.80%	2.01
DeKalb County	268	3.10%	764382	12.80%	2603	7249	0.40%	1.00%	2.50%	7.30%	2.37
Douglas County	200	2.30%	144237	2.40%	4023	1183	3.70%	0.90%	3.90%	1.20%	0.52
Fayette Co. (exl. Fayetteville	44	0.50%	100237	1.70%	1051	962	1.20%	1.00%	1.00%	1.00%	1.9
City of Fayetteville	150	1.70%	18957	0.30%	480	301	3.60%	1.70%	0.50%	0.30%	0.18
Fulton Co. (excl. Atlanta)	394	4.50%	580420	9.70%	10079	8010	2.30%	1.50%	9.80%	8.00%	1.78
City of Atlanta	133	1.50%	486290	8.10%	378	6603	0.10%	1.50%	0.40%	6.60%	4.34
Gwinnett County	430	4.90%	957062	16.00%	21687	15174	3.20%	1.70%	21.20%	15.20%	3.08
Henry County	322	3.70%	240712	4.00%	8458	3679	5.50%	1.70%	8.30%	3.70%	1
Rockdale County	130	1.50%	93570	1.60%	1510	836	2.00%	0.90%	1.50%	0.80%	0.56
10-County ARC Core	2974	34.10%	4716231	78.80%	67837	86926	1.80%	2.00%	66.30%	87.30%	2.56
Exurban Counties	5739	65.90%	1267876	21.20%	34492	12700	3.50%	1.00%	33.70%	12.70%	0.19
MSA Total	8713	100.00%	5984107	100.00%	102329	99626	2.20%	1.80%	100.00%	100.00%	1

Education

Concentrations of highly-educated residents and households are attractive to both office and retail employers. Prospective office tenants desire proximity to a highly-educated workforce. Retailers often use educational attainment levels as a key metric when determining site locations. Additionally, households with high educational attainment levels have shown to include higher income potential and are strong indicators of neighborhood stability.

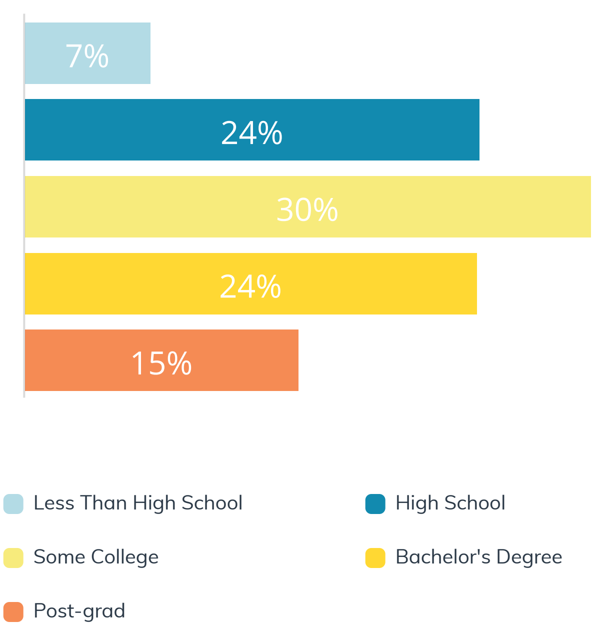
The northern and eastern portions of the city of Atlanta and the north metro suburbs have the highest concentrations of high educational attainment households in metro Atlanta. On the southside of Atlanta, Fayette County stands out, but a lack of high concentrations of educated households and workforce continues to limit major office growth and/or relocation.

Nearly 40% of Fayetteville residents 25 years and over have obtained a Bachelor's degree or higher. Historically, college-educated individuals in Fayette County have been concentrated in the west and southwest near Peachtree City and Tyrone, but over the past few decades college-educated individuals have been pushing west, increasing the educational attainment in Fayetteville, and within Fayette County, as a whole.

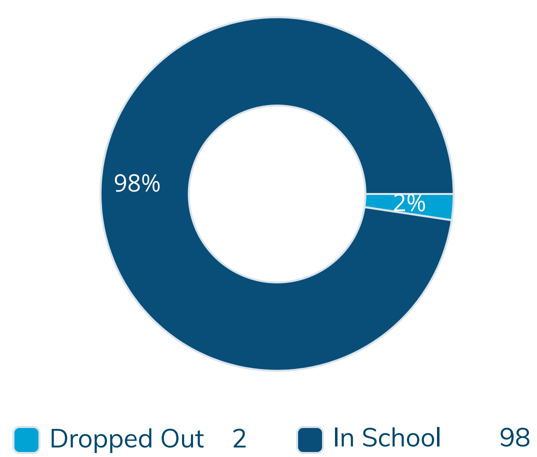
EDUCATION ATTAINMENT IN FAYETTEVILLE

Less Than High School	High School Grad or Higher	Bachelor's Degree or Higher
6.7%	95%	41%

Education Attainment for Population 25 and Over



School Dropout Rate



* Civilian Population 16 to 19 Years

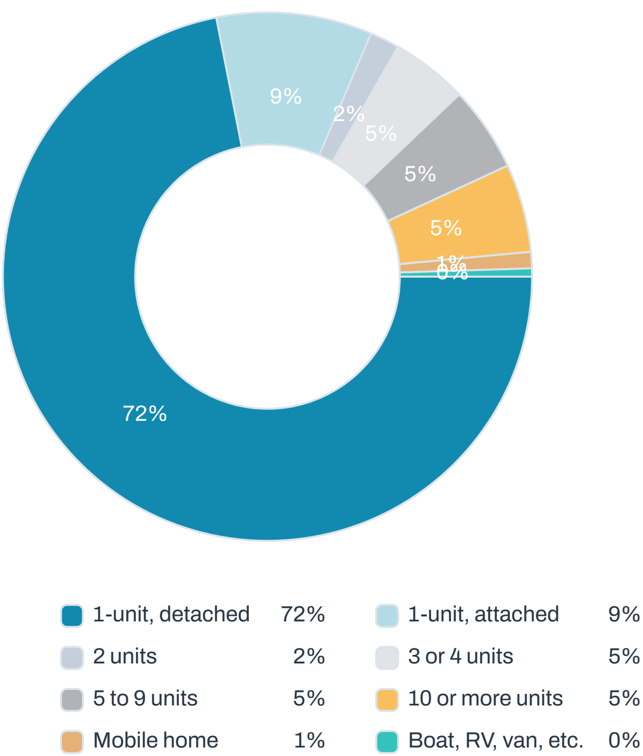
Tenure
& Housing

As of 2022, Fayetteville has 6,949 total housing units, the majority of which were constructed after 1991 and include single-family detached, townhomes, condominiums and apartments. Approximately 36% of all dwelling units were constructed in the 1990's. While more than 71% of all housing units within the city are owner-occupied, the recently completed Housing Study indicated a lack of product diversity, with an estimated 72% being conventional single-family detached structures.

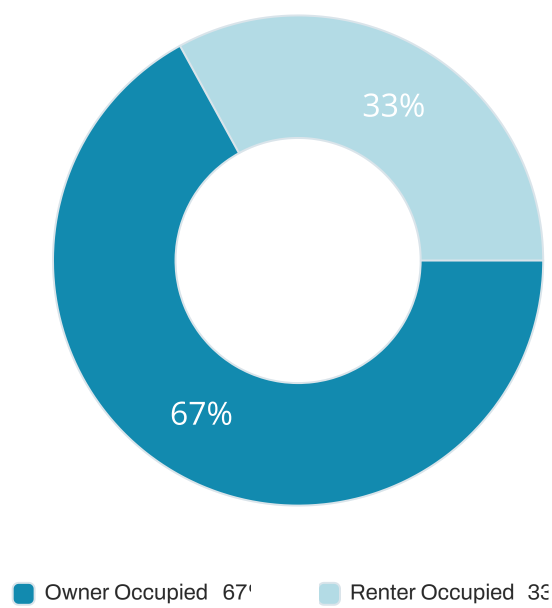
Statistics show a healthy rental vacancy rate typically hovers around 7-8%, while a healthy homeowner vacancy rate is much lower, at 2% or below. Of the city's 6,949 housing units, an estimated 97% are occupied, and 3% are vacant. Vacancy rates within the city are currently 2.7% for rental units and 0.2% for residential structures.

When vacancy rates dip below 5%, studies show the demand for housing is outstripping the supply. Rental market vacancy rates in the 5-7% range show the market is providing adequate housing choices. Low rental vacancy rates can be harmful to communities because it can lead to unjustified rent increases, provide a disincentive for property owners to maintain facilities, and reduce the choice and opportunity for renters. Additionally, when rental vacancy rates fall below 5%, there is the possibility that rents will increase making some rental properties less affordable.

Total Housing Units



Occupied Housing Units

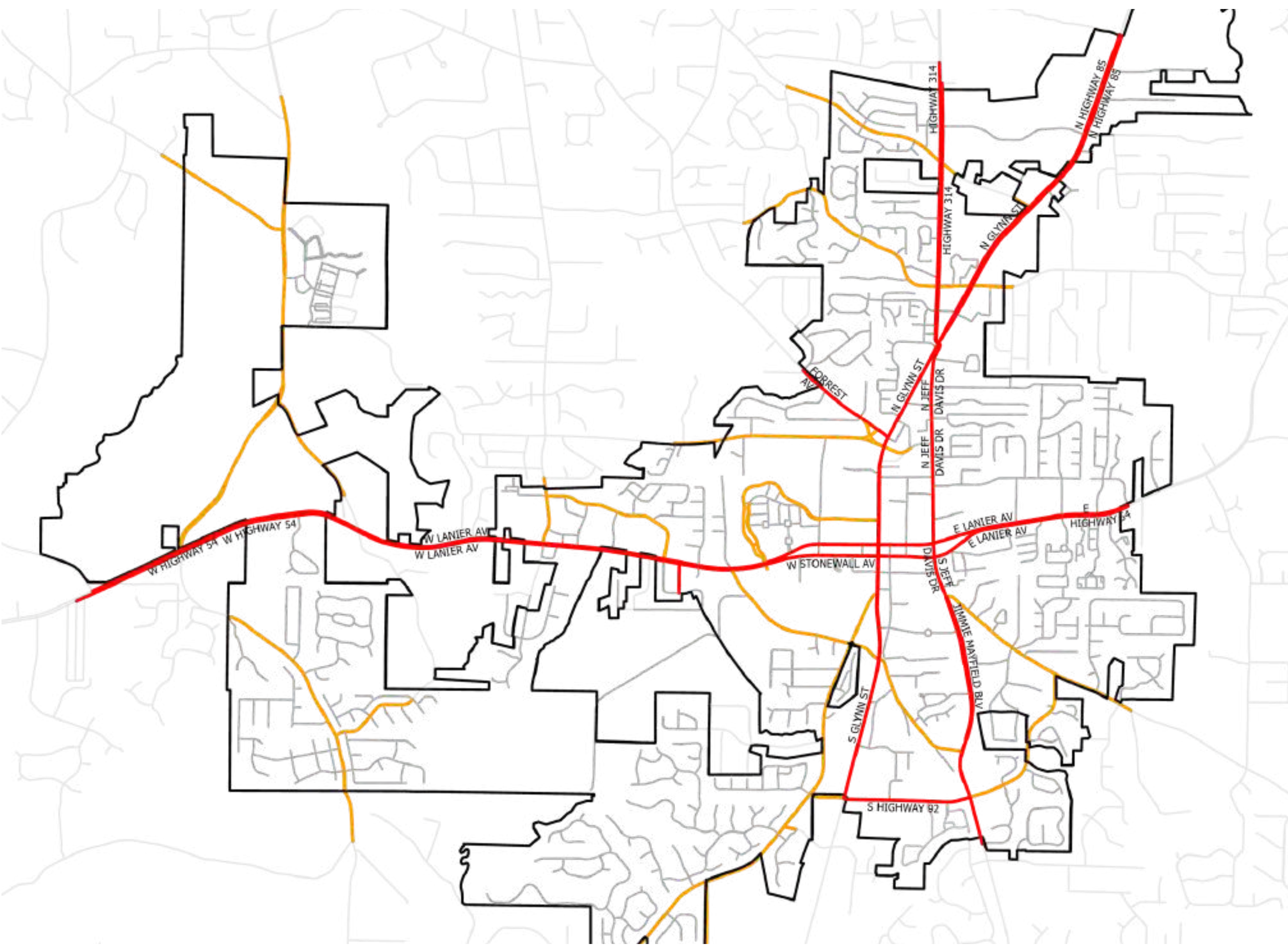


Transportation

Functional Classification

The assessment of existing traffic patterns, access points, and conditions of the street network is an integral part of the Comprehensive Plan because land use and the street system are interdependent.

Historically commercial establishments generate high traffic volumes and pursue locations along major thoroughfares with high traffic capacity and visibility. Industrial and warehousing operations generate heavy truck traffic and are typically located adjacent to similar uses. Office and industrial employment centers generate high peak hour volumes and require convenient routes to expressways. For example SR 85, SR 92, SR 314 and SR 54 have higher traffic volumes than other roads in the city and, therefore, provide more opportunity to capture a segment of the pass-by traffic. Conversely, the arrangement of land uses can influence traffic flow. Residents often desire convenient access to work and shopping but generally want safe, low-volume streets in their neighborhoods. A well-designed street system can safely accommodate a mix of traffic generated by each land use.



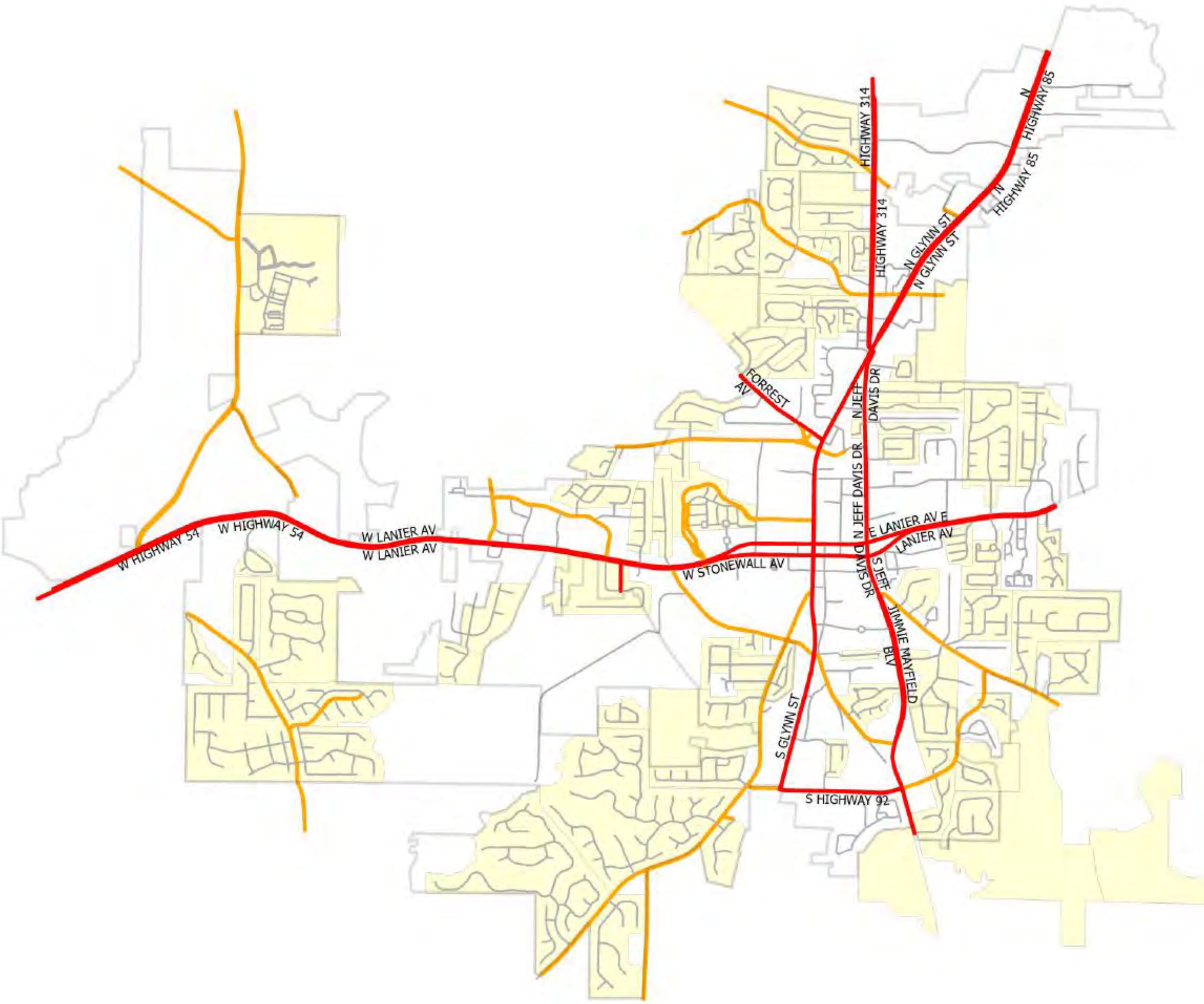
Street Functional Classifications

Major Arterial

Collector

Local

Transportation
Functional Classification



Street Functional Classifications

Major Arterial

Collector

Local

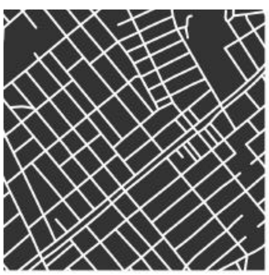
Neighborhoods

Transportation
Access and Connection

The city has an estimated 150 miles of streets, with limited connections where motorists can travel to other parts of the city without depending on major corridors. While limited connectivity discourages traffic on local streets, it also constraints residents from entering and departing their neighborhood. The city's road network is not comprised of the traditional grid pattern. Between the early 1950's to the 1990's, the street network began to shift from grid to traditional suburban street patterns when regulations focused on reducing and even eliminating through movements on many residential streets and having them take place on main arterials.

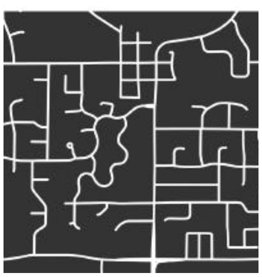
The opportunities for pedestrian mobility or even bicycles are even more constrained. As the population increases, this could cause further conflict, congestion, and potential safety concerns among all road users.

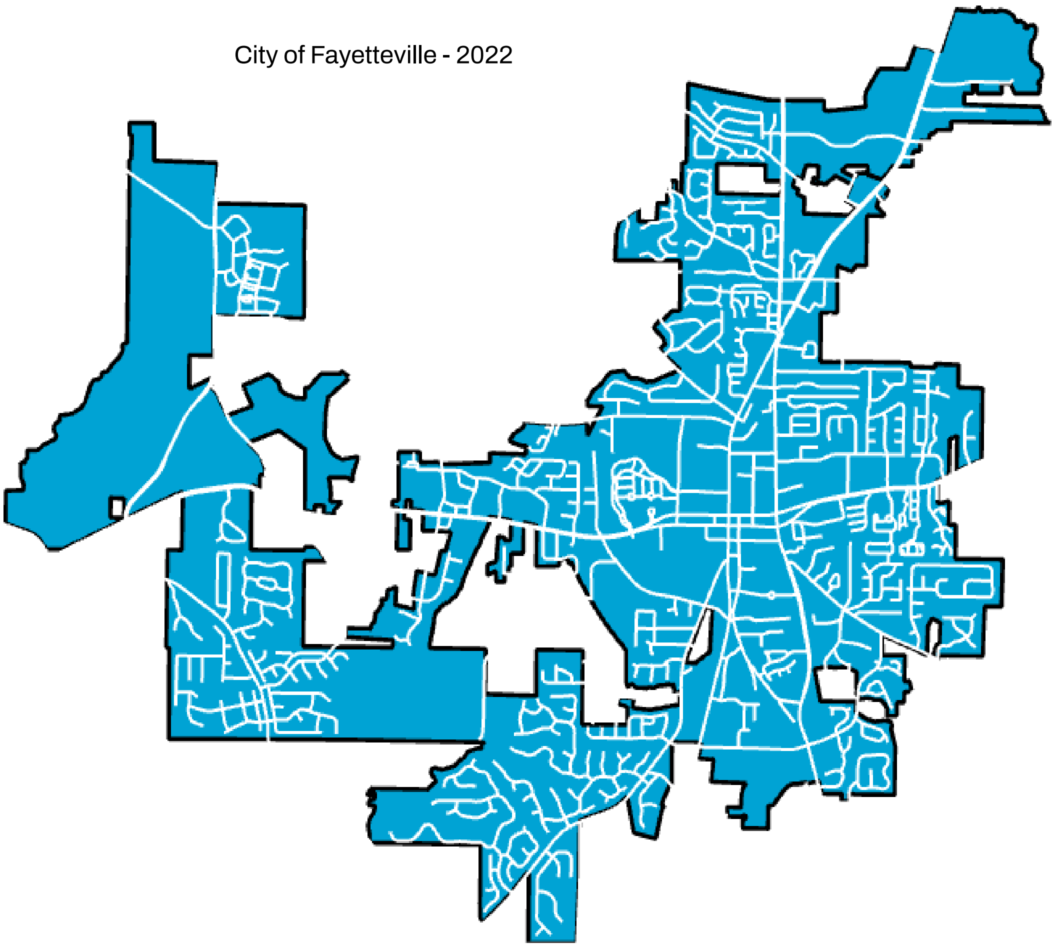
1900's



1940's

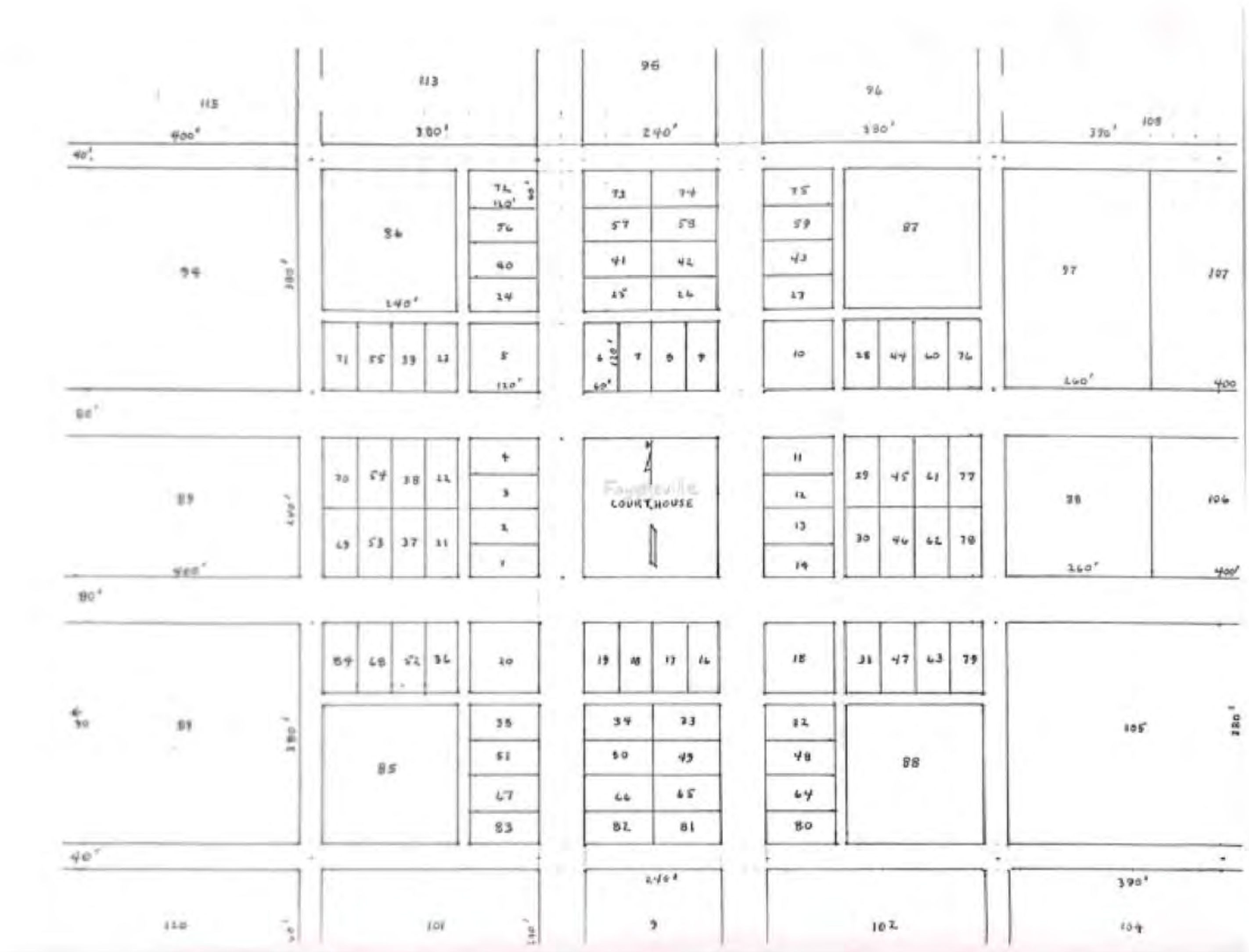
1990's





Transportation
Access and Connection

Original Downtown Layout from the early 1820's



Transportation

Traffic Volume

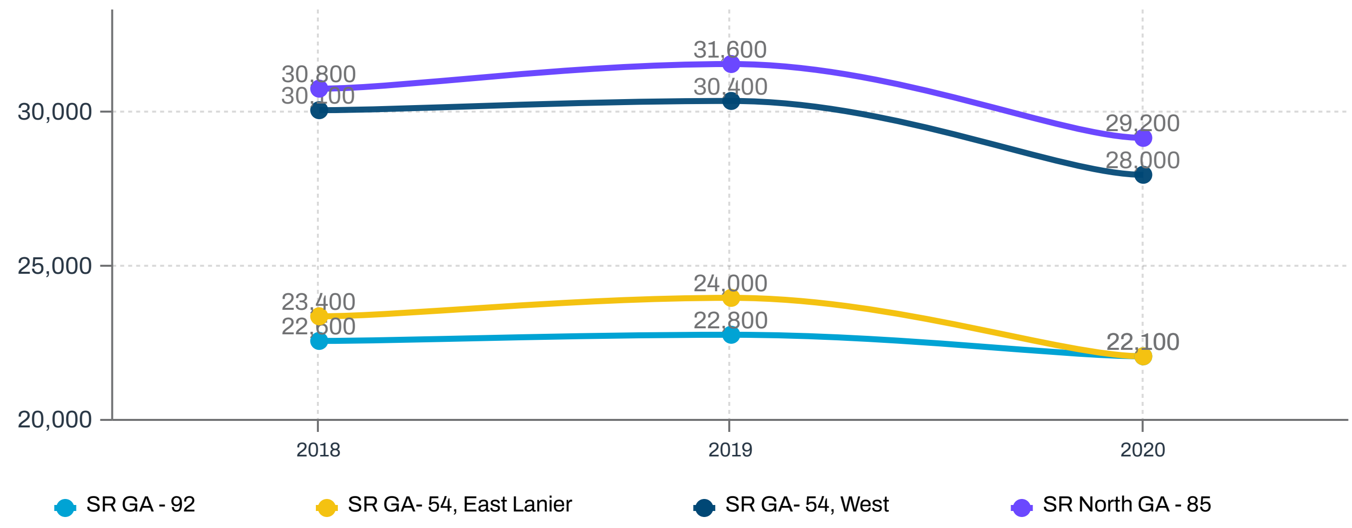
Currently, the vast majority (81%) of city residents who are employed drive alone to work while 8% carpool, 0.5% use transit (bus or rail), and 8% work from home. Most households (98%) have at least one automobile. The average city resident takes 33 minutes on average to travel to work.

The table below shows there are currently sixty-four (64) signalized intersections in the county with the majority located within Fayetteville along state routes. Even with the growth in population, traffic volumes on arterials has declined slightly. Further review should be conducted to confirm the decline is not related to the pandemic or other issues. Fayetteville moves forward by considering how streets are not only efficient, but safe for all users.

Signalized Intersections

Jurisdiction	2020 Population Estimates	Land area in square miles, 2010	Number of Signalized Intersections
Fayetteville	18,957	10.89	25
Peachtree City	38,244	24.54	21
Tyrone	7,658	12.47	4
Fayette County	119,194	194.34	14

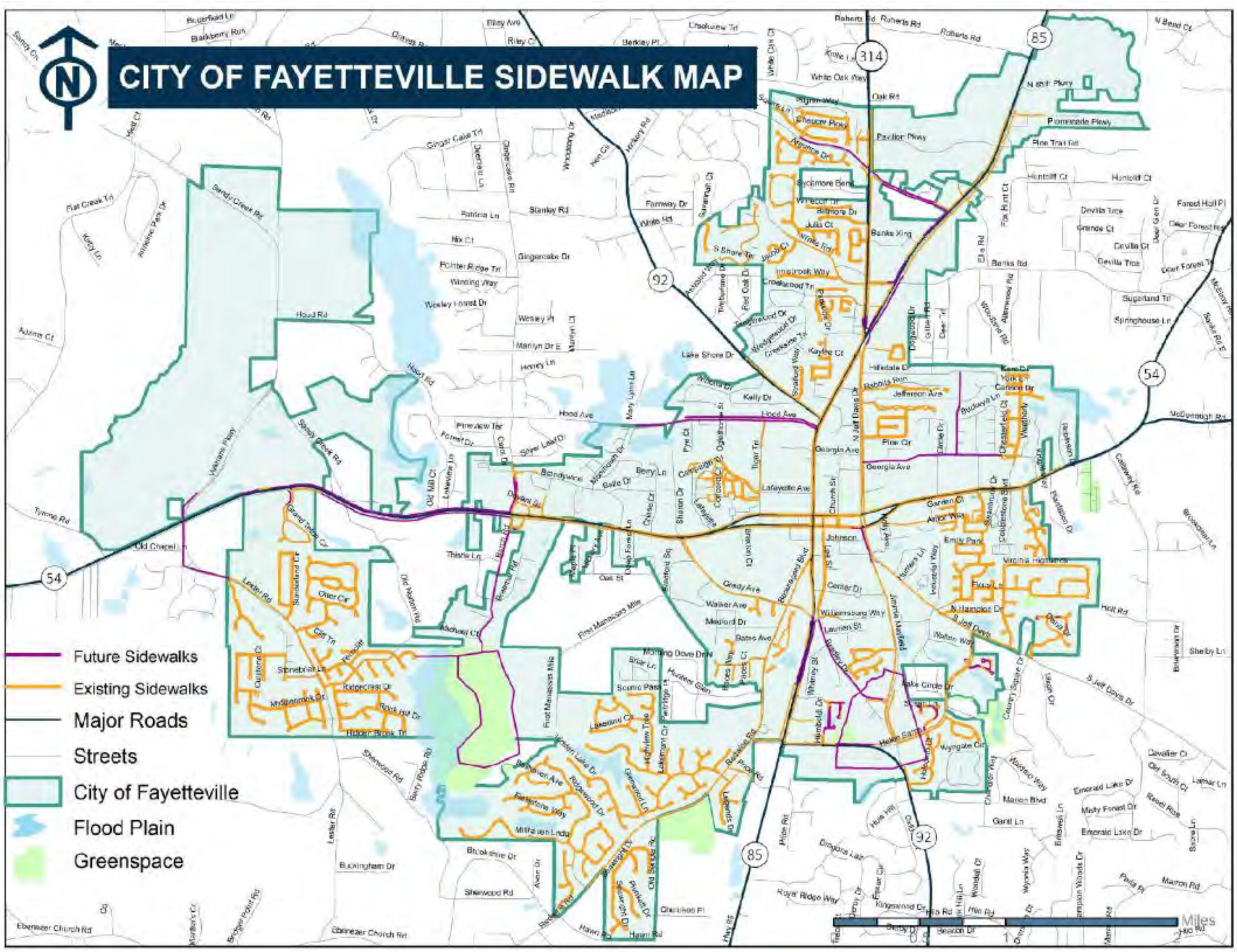
Average Annual Daily Traffic



Transportation
Sidewalk Map

The map below shows a rough estimate of the city sidewalk network in 2019. Overall, the city boasts good sidewalk coverage, but the pedestrian experience when traveling varies greatly and is dependent on factors such as:

- Traffic volume
- Sidewalk width and physical condition
- Quality of the sidewalk surface
- Obstructions
- The presence of landscaping and street furniture
- Public art
- Building frontages
- Neighboring use



Transportation

Pedestrian and Walking Propensity

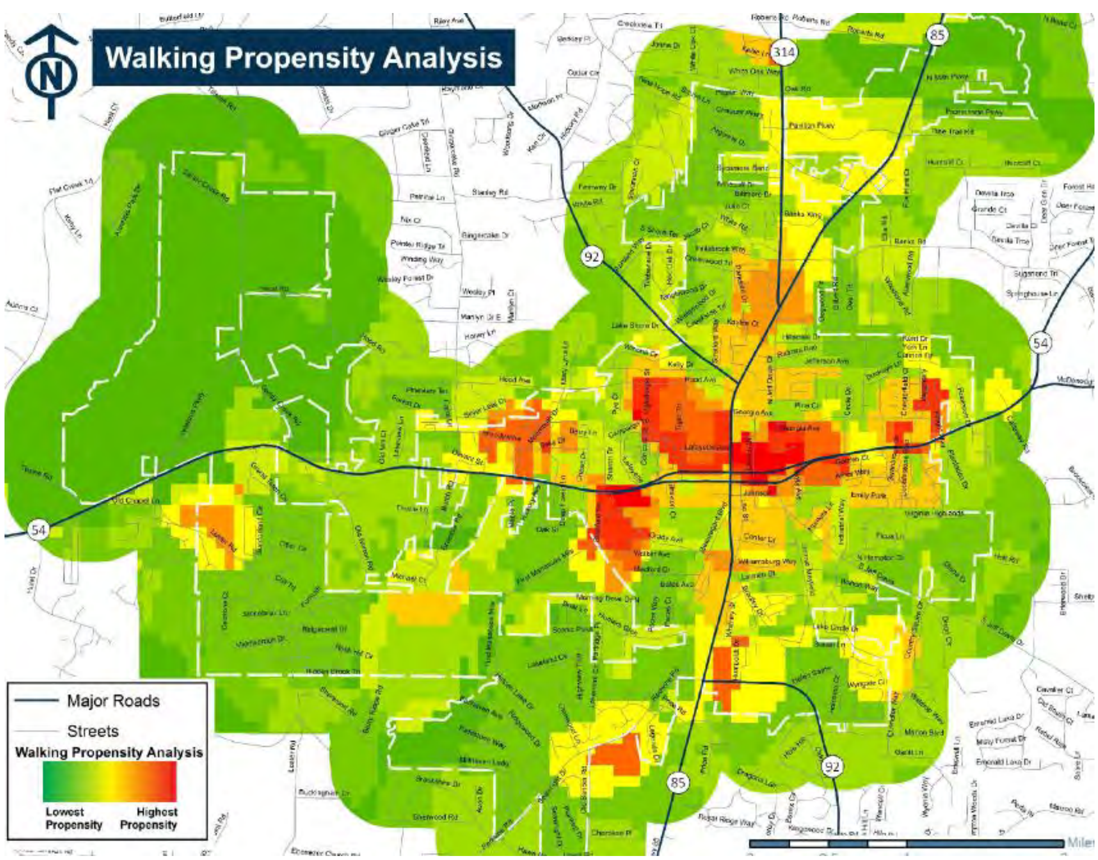
In 2019 a walking propensity analysis was conducted as a part of the city's Master Path Plan. This quantitative analysis reviewed four factors to predict the most likely locations where people would walk if there were sidewalks.

The four factors included:

- Existing Land Use
- School and Park Zones
- Intersection Density
- Pedestrian Crashes

The analysis showed a strong walking demand in downtown Fayetteville which was due to commercial land uses, a grid street network with small blocks, and proximity to schools. Other high demand nodes include the intersection of SR 54 and Grady Avenue due to commercial and office land uses, proximity to Fayette County Alternative School and Spring Hill Elementary School, and the Meridian apartment development.

The analysis did not include Trilith Studios or the Town at Trilith due to the fact this area was still under construction at the time the study was conducted.

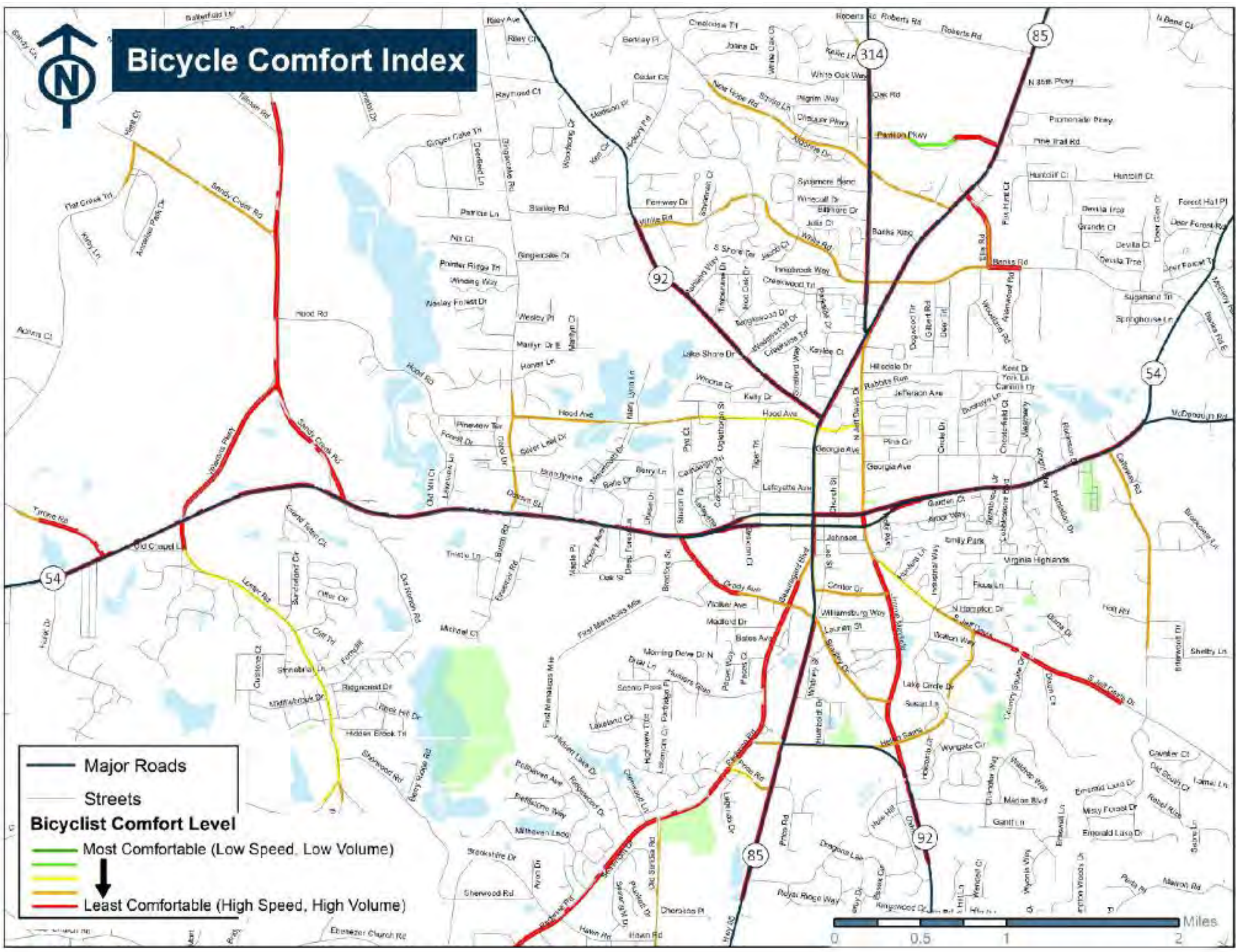


Transportation

Bicycle Comfort Index

The Master Path Plan also evaluated existing streets throughout the city to determine how comfortable they were for biking. Among other factors, the Bicycle Comfort Index analyzed the speed and volume of automobile traffic. The index assumes that as travel speed the volume of traffic increase the road becomes less comfortable for cyclists.

This map shows level of comfort by color. Roads in green are the most comfortable to ride on. Those yellow and orange are progressively more uncomfortable to ride on. Those in red are the most uncomfortable to ride on. The results show that almost all of longer routes are uncomfortable to ride a bicycle on. This illustrates a need for either on-rode or separated bicycle facilities to help facilitate bicycle mobility.



Transportation

Previous Studies

2002 LCI Supplemental Study:

The City of Fayetteville undertook an LCI Study in 2002 which identified a series of transportation improvements intended to improve connectivity and circulation within the downtown core. The LCI recommendations mainly focused on congestion relief strategies, safety improvements, and non-motorized travel alternatives. Specifically, the study recommended implementing intersection and traffic signal improvements along SR 85/Glynn Street between LaFayette Avenue and SR 54/Stonewall Avenue. The study also recommended safety improvements for SR 85/Glynn Street, namely the installation of medians.

2010 LCI Supplemental Study:

The 2010 LCI Supplemental Study was an update to the 2002 LCI Study. Like the 2002 study, the 2010 LCI Supplemental addressed connectivity and circulation within Downtown Fayetteville. The LCI Supplemental placed an increased focused on walk-ability and access management. It also presented concept plans for:

- Extending Hillsdale Drive to SR 85/Glynn Street
- Extending Church Street to Kathy Avenue
- Intersection improvements at SR 92/Forrest Avenue at SR 85/Glynn Street
- Church Street at Kathy Avenue
- Hood Avenue at SR 92/Forrest Avenue Roundabout

2018 Master Path Plan Analysis

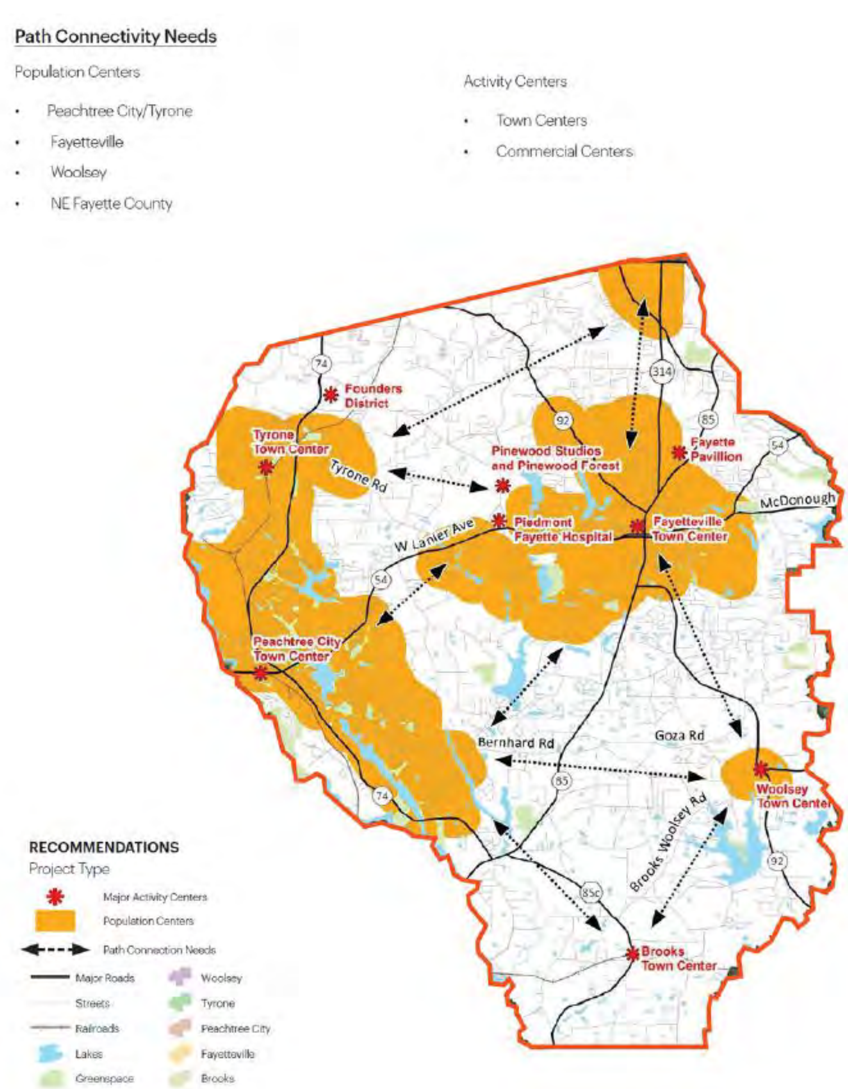
In March of 2018, a community stakeholder meeting was conducted that focused on the Master Path Plan and the development of a county-wide network of sidewalks, side paths (bi-directionally multi-use path along side of roadways), greenway trails, and bicycle routes. This meeting brought a variety of community members from various backgrounds together in an effort to identify common community interests. Community desires for various locations for bicycle routes, pedestrian walkways, and golf cart facilities including sidepaths, greenway trails, shoulder bikeways, signed shared roadway, and sidewalks were discussed and cataloged.

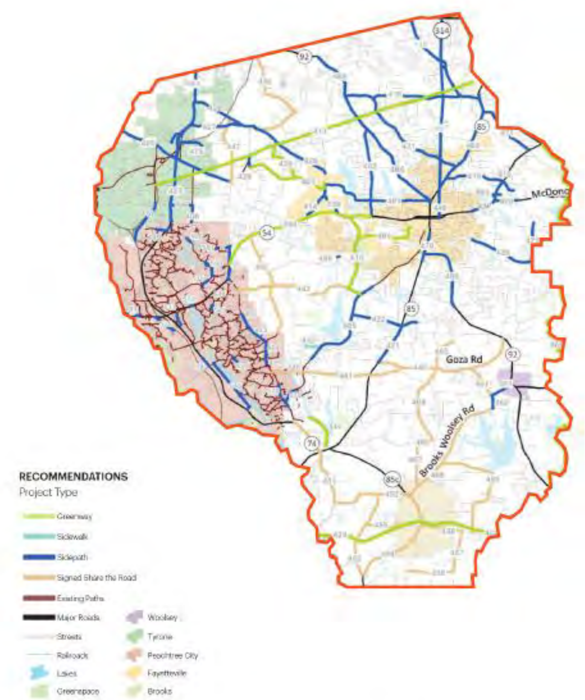
The meeting generated a significant amount of feedback for desired pathway connections. Common desired connection locations included a sidepath connections between Peachtree City and Fayetteville along Redwine Road, a sidepath on SR 54, and bicycle facilities on Bernhard Road and Brooks Woolsey Road. Common desired connection destinations include a regional trail connection in southern Peachtree City as well as connections to the Starr's Mill school cluster as a starting point for the development of the Master Path Plan. The Master Path Plan includes design guidelines that cover the specifics of the path designs and how they should be constructed in relation to the existing environment. The Master Path Plan discusses a City Hall project that will update land-use, pedestrian transportation networks and traffic patterns within the downtown area, while at the same time being integrated with expansion efforts of paths and sidewalks throughout the city, including enhancing the network of streets connecting SR 54, SR 85, Beauregard Blvd, and Grady Avenue.

Transportation

Previous Studies

"The Master Path Plan will connect population centers, schools, parks, commercial land use, and other recreational opportunities. The Master Path Plan will accommodate pedestrians, bicyclists, and golf cart users."





Recommendations Report November 2019

Transportation
Previous Studies

2021 LCI Study:

This LCI study of the downtown area focused on implementation and hence featured a multi-disciplinary team that integrated urban planning & design, existing conditions, community engagement, market analysis, transportation, and zoning, in a collective vision for the Downtown Fayetteville study area. The transportation section reviewed operational characteristics, potential changes and improvements to the mobility network.

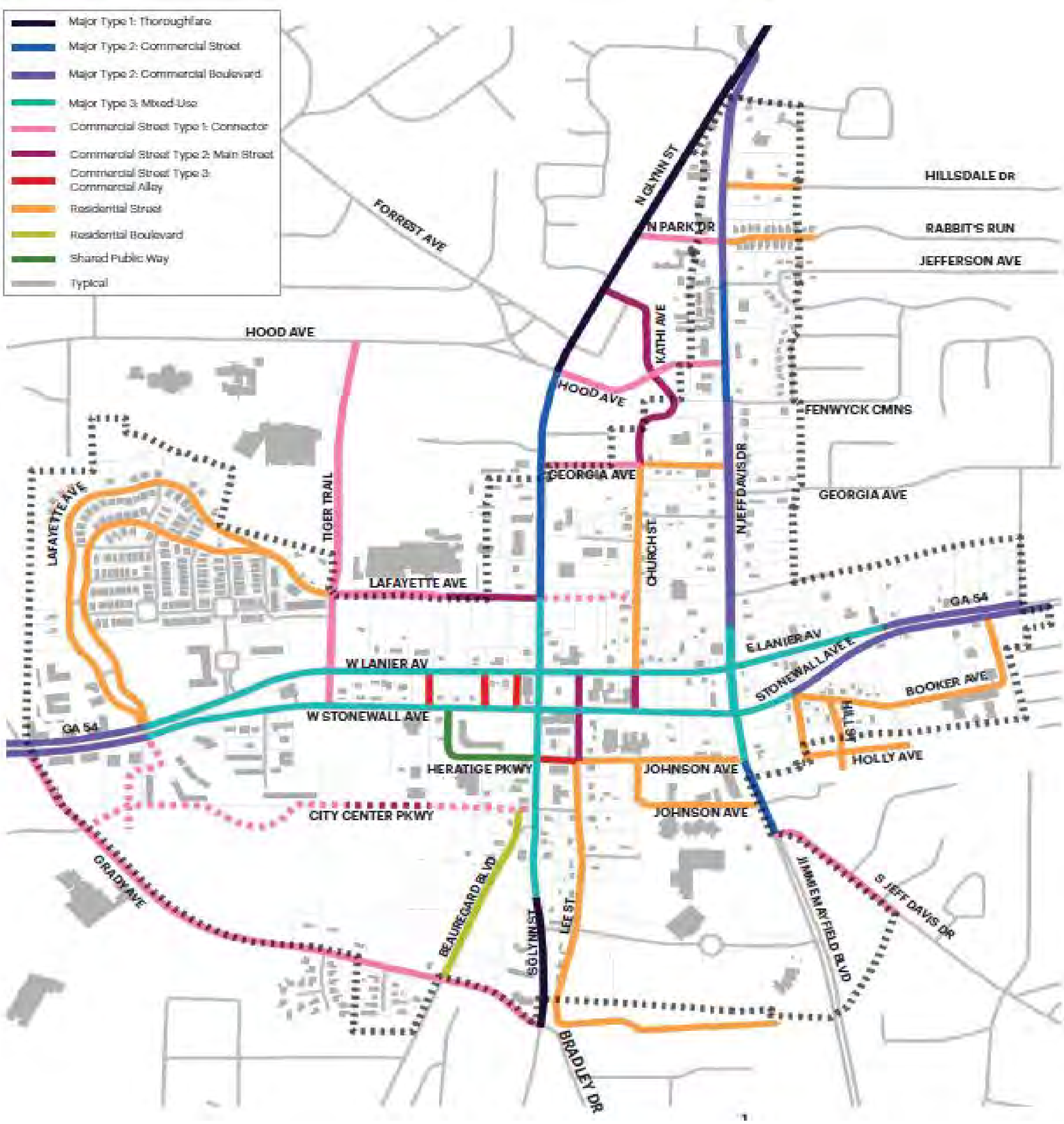
The following frameworks recommendation were proposed:

- Recognizes the physical constraints, context, and character of the surrounding built and natural environment. It recommends policies and projects that strengthen the pedestrian, bicycle, and vehicle transportation network
- Defines ideal standards for Complete Streets in local areas. “Complete Streets” refer to the concept that roadways should be designed with all users in mind, not just motorists. These standards apply context-sensitive design approaches to roadway redesign that enable safe, convenient, and comfortable travel or access for users of all ages and abilities regardless of their mode of transportation. This effort will support walking and bicycling within Fayetteville.
- Establish a Street Typology, the traditional functional classifications of streets provide a hierarchy that correlates traffic flow to land access. Traffic volume, speed, and level of service provide the basis for roadway design criteria. However, this classification system falls short in considering non-vehicular users of the public right-of-way (pedestrians, bicyclists, and transit) and is void of context for how the street impacts adjacent land uses and vice versa.
- Advocates for (re)developing Fayetteville’s core transportation network to work for the city’s residents, businesses, and visitors. This requires flexibility in its design application and implementation so that mobility priorities and guidance for transportation investments are identified to improve resident’s quality of life and access to goods or services.

Image via Google StreetView

Transportation

Previous Studies



Transportation
Previous Studies

2019 Fayette Transportation Plan

The 2019 Fayette Transportation Plan is Fayette County's Comprehensive Transportation Plan (CTP) and identifies a set of short-term, intermediate, and long-range transportation system development opportunities. As it relates to the City of Fayetteville, the Fayette Transportation Plan primarily identifies the following policy changes recommendation:

- Veterans Parkway Overlay district that will encourage best practices in access management
- County-Wide Truck Route Ordinance restrictions through truck movements
- Refine Path Design Guidelines
- Sandy Creek Road Needs Assessment

Additionally, the Fayette Transportation Plan lends support for the City of Fayetteville's use of Special Purpose Local Option Sales Tax (SPLOST) program funding, and the development of the Fayetteville City Center. In 2017, in a county-wide referendum, Fayette County citizens voted to approve the 1% (or 1¢) SPLOST. The following is the status of the 2017 SPLOST transportation projects.

Project	Number	Category	Fiscal Year	SPLOST Funds	Status
Quadrant 1 Area	3	Transportation	2018	$1,223,376	Completed
Quadrant 2 Area	3	Transportation	2019	$1,192,987	Completed
Quadrant 3 Area	3	Transportation	2020	$960,167	Completed
Quadrant 4 Area	3	Transportation	2020	$1,174,342	Completed
Transportation Master Plan- Multi- Use Paths	7	Transportation	2019	$75,000	Completed
S.R. 54 Multi-Use Bridge-Crossing	5	Transportation	2018	$600,000	In Design
Highway 85 Landscaped - Median	8	Transportation	2019	$75,000	In design
Downtown Master Plan- Road Engineering	6	Transportation	2018	$500,000	Underway
Redwine Rd/ Ramah Rd Roundabout	4	Transportation	2021	$1,200,000	

From the comprehensive plan, previous studies, public input, and staff review, the following list of high priority projects were compiled. Some of the projects did not have identified funding sources.

- Citywide – add sidewalks
- SR 85 South –widen to four lanes
- Work with GDOT and other stakeholders to make SR 54 and SR 85 in the downtown area safe and pedestrian friendly
- Improve and add sidewalks citywide
- Improve and update the multi-use path
- Fayette Bypass -- complete
- Citywide –create grid street network/connect neighborhoods
- Hood Avenue – connect to Sandy Creek
- Advocate for citywide – synchronize traffic signals
- SR 85, SR 314, and Jeff Davis – improve flow, add safety improvements
- City Center Engineering and Constructions
- S.R. 54 Multi-Use Bridge-Crossing

Fiscal Outlook

Fayetteville is well-positioned geographically to the City of Atlanta, Hartsfield-Jackson Atlanta International Airport and to I-85 and I-75 which makes it convenient for residents, business owners and industrial tenants to travel for business and/or pleasure. The city has a wealth of natural, cultural, historical, and commercial resources that provide an amenity for residents, a destination for tourists, and an attractive location for commercial business and industry.

The unemployment rate within the city in 2022 is 3.7% which is a slight increase over 2020 (3.4%).

Revenue continues to be steady in most sectors, while sectors affected by the pandemic (hotel/motel tax, excise tax and court-related revenue) have started to normalize. The financial position of the city continues to improve from the recent recession, with three years of positive growth in the tax digest. Most revenue sources are stabilizing and some are showing slight increases. The city continues to maintain adequate fund balances consistent with the reserve fund policy, while also monitoring of revenue and expenditures.

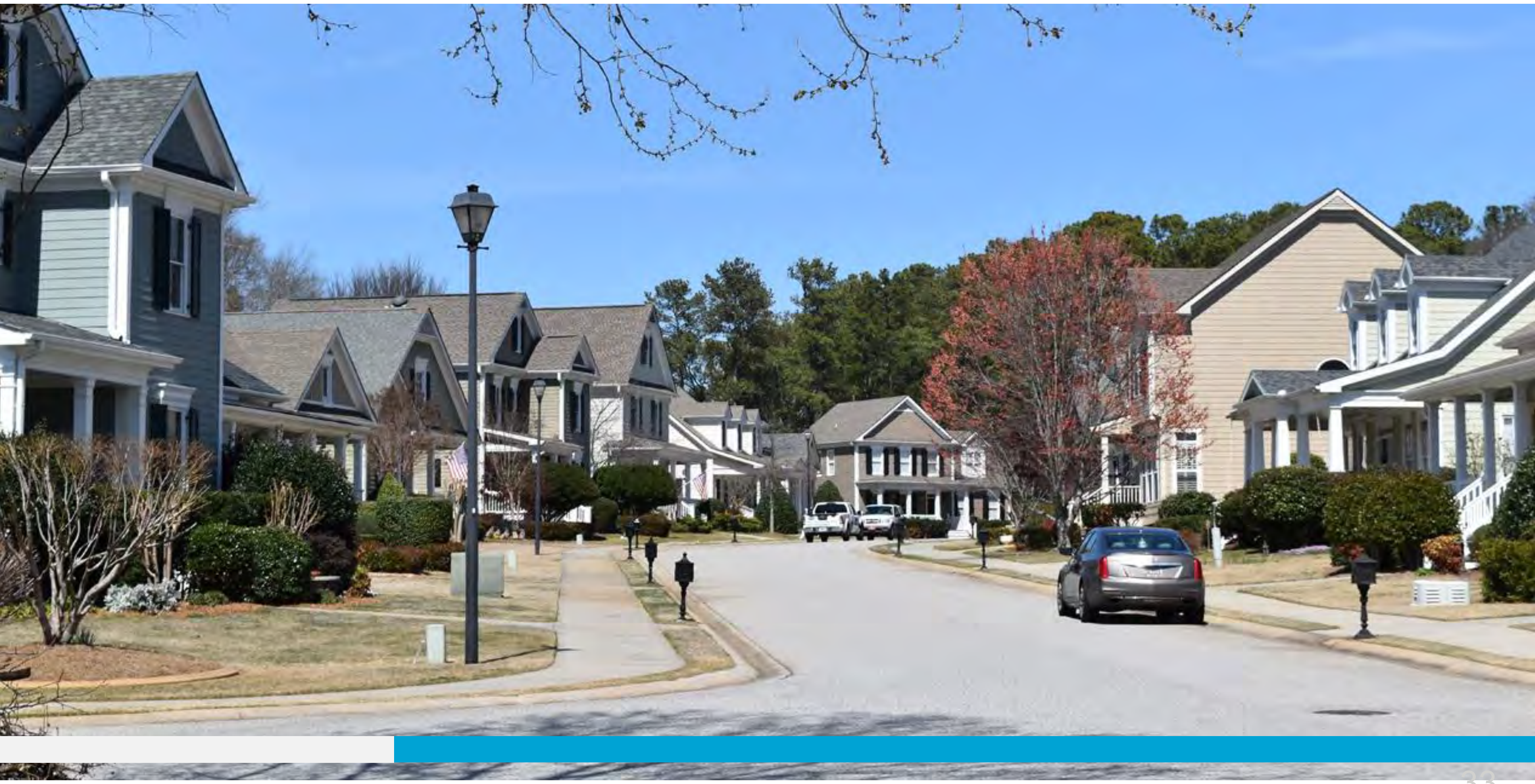
Households

& Economic Mobility

A household includes all the persons who occupy a housing unit as their usual place of residence. The 2021 census data indicates that Fayetteville has 6,741 households, with approximately 69% identified as owner-occupied. Of the owner-occupied households, 25% of the occupants earn less than $50,000 annually, 33% earn between $50-$100,000 annually, and 41% earn more than $100,000 annually. Most homeowners are married couples between the ages of 45-64 with a combined income exceeding $100,000. A growing number of single residents and those between the ages of 25-34 also purchasing homes in the city.

In the rental-occupied households, 34% are occupied by residents earning less than $35,000 annually; 24% are occupied by residents earning between $50-$75,000 annually; and 29% are occupied by residents earning more than $75,000 annually. Statistics show that households earning less than $35,000 annually are likely renting due to income restrictions and a lack of affordable housing options. Statistics also show there is a growing number of renters who could afford to own but choose to rent. Within the city, rental-occupied households are split evenly amongst household type (singles, married couples, and other family) and age distribution (25-34, 35-44, and 45-54).

In 2019 the average median income of residents in the downtown district was between $52,700-$83,500. Through the years there has been a steady increase in the average median income with concentrations of high-earning households within the western and southern portions of the city. This trend is consistent with the median income in unincorporated Fayette County which also shows a concentration of higher median income households to the west and south of the city. Typically these areas are occupied predominantly by families and/or empty nester homeowners who want to live close to one of the county school complexes.



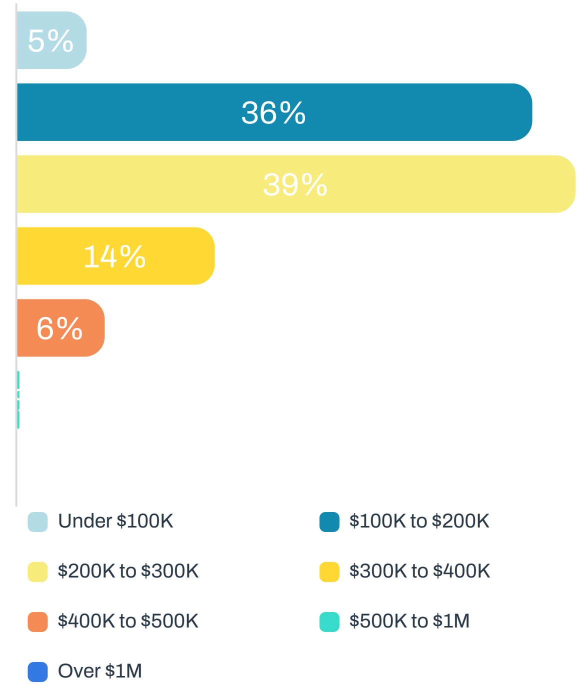
Home Values

Between 2018 and 2019 the median home value in Fayetteville increased 4.1% from $215,200 to $224,100, which was 0.93% less than the national average of $240,500.

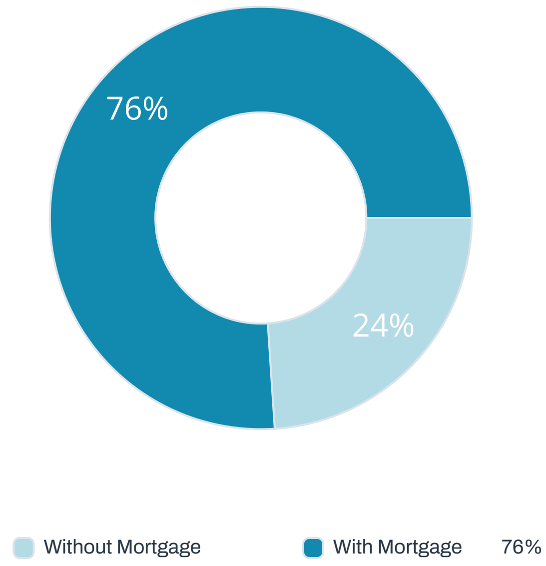
Within downtown Fayetteville home values have decreased 4% since 2010. On average the median home value within the city is 30% less than median home values within unincorporated Fayette County ($281,400). Home values not only vary within the city limits but also throughout the county depending on location and proximity to school complexes, other jurisdictions (Peachtree City, Tyrone, etc.) and larger lot sizes and open space available within the unincorporated county. This disparity can be attributed to a deficit of new housing being built within the city limits.

Median Value	Median Gross Rent	Median Year Structure Built
$224,100	$1,157	1996

Value Of Owner-Occupied Housing Units



Mortgage Status



Market Demand
2022 Housing Study Summary

Recommended Market Rate For-Sale Residential Product Offerings (5 years)

Product	Product Description	Lot Width	Demand	Garage Situation	Square Feet Range	Square Feet Range	Avg. SF	Typical Price Range	Typical Price Range	Average Price	Avg. $/SF
Entry Town-homes	2 - 3 Story Townhouse	18'-22'	136	Surface parked, or 1-2 car garage front loaded	1,600	2,200	1,900	$325,000	$395,000	$360,000	$189
Move-Up Town-homes	2 - 3 Story Townhouse	20' - 24'	40	Attached front &/or rear-loaded	2,000	2,600	2,300	$395,000	$475,000	$435,000	$189
Upgrade Town-homes	2 - 3 Story Townhouse	24'-28'	20	Attached front &/or rear-loaded	2,500	3,500	3,000	$475,000	$595,000	$535,000	$178
Small Lot - Detached Villa	1.5-Story SFD	26'	90	Attached rear loaded	1,900	2,400	2,150	$370,000	$445,000	$407,500	$190
Small Lot - Cottage	2-Story Cottage Product	40' x 150'	110	Attached rear loaded	2,400	3,200	2,800	$470,000	$595,000	$532,500	$190
Conventional SFD	Two-Story 3-4 BR product on average lot	55' - 70'	320	Two-car garage, front- loaded	2,000	2,900	2,450	$395,000	$535,000	$465,000	$190
Estate/ Rural SFD	Two-Story 4 - 6BR detached homes on larger lots	100'+	120	Side loaded, 2 or 3-car garage	2,600	5,000	3,800	$520,000	$745,000	$632,500	$166

Source Data: 2022 Housing Market Study

Recommended Market Rate Rental Residential Product Offerings (5 years)

Product	Product Description	DU/Ac.	Demand	Home Square Feet	Home Square Feet	Avg. SF	Typical Rent Range	Typical Rent Range	Average Rent	Avg. $/SF
Rental Townhomes	1-2 Stories, garage or driveway parked	4-10	50	1,000	1,600	1,300	$1,600	$2,400	$2,000	$1.54
Garden Apartments	3-4 Stories, surface parked	10-30	400	700	1,300	900	$1,400	$2,000	$1,700	$1.89
Garden- Urban Apartments	3-4 Stories, surface parked, typically with elevators	40-60		600	1,200	800	$1,300	$2,000	$1,650	$2.06
Midrise Apartments	4-5 Stories, around or adjacent to structured parking	60-100		600	1,200	800	$1,200	$2,400	$1,800	$2.25
55+ Apartments	3-4 Stories, surface parked, typically with elevators	40-60	120	800	1,400	1,100	$1,600	$2,500	$2,050	$1.86
Assisted Living	3-4 Stories, surface parked, typically with elevators	40-60	100	650	900	775	$3,000	$4,000	$3,500	$4.52
Rental SFD	1-2 Stories, garage parked	3-4	50	2,000	3,000	2,500	$2,000	$2,600	$2,300	$0.92

- Source Data: 2022 Housing Market Study

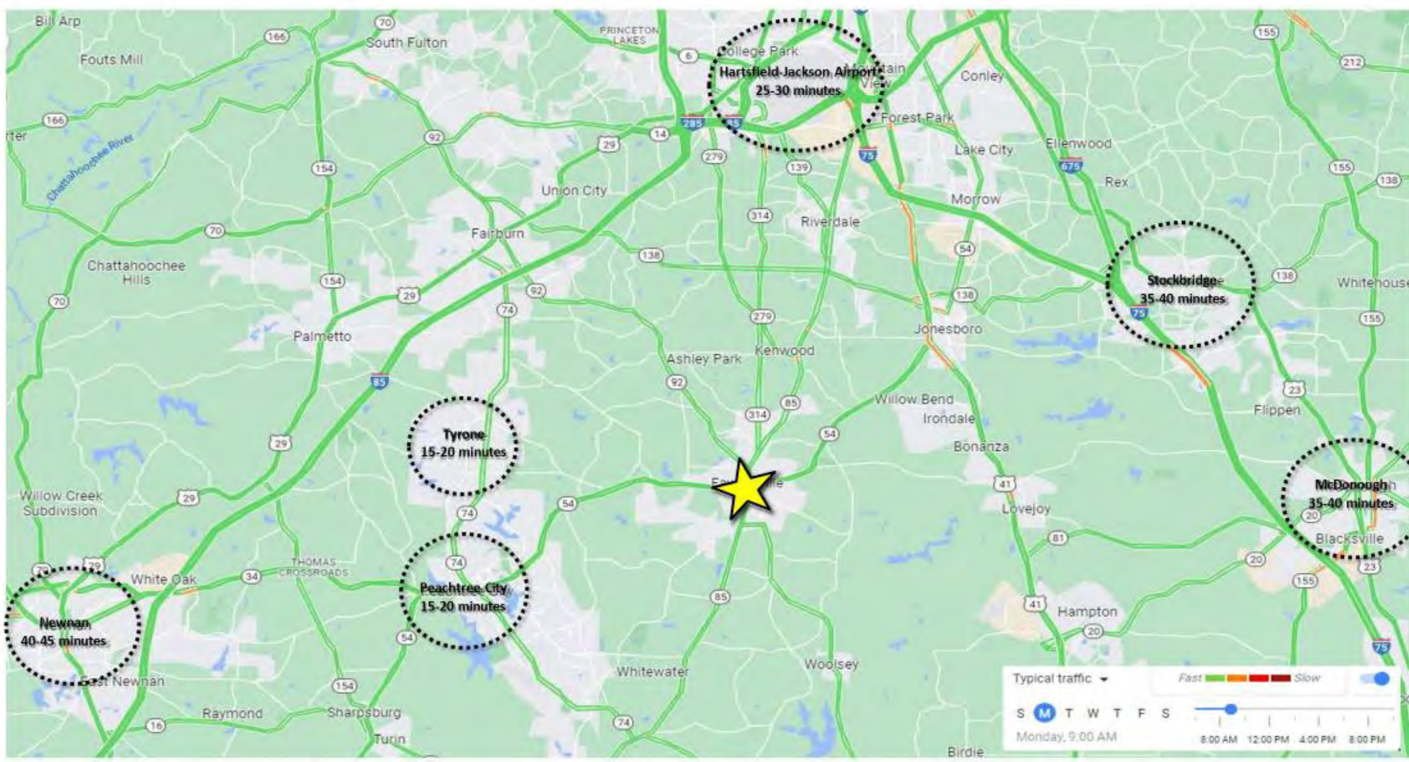
Economic Development

Workforce Population and Prominent Industries

The city's proximity to I-85 and I-75 hinders the ability to market the city to larger industrial and/or office uses. In contrast both Newnan and Peachtree City have direct access to the interstate and established industrial parks which make them more marketable to industrial, manufacturing and logistics facilities. Fayetteville is situated to provide for a short commute to major employment centers within the southern crescent of metro-Atlanta, including Hartsfield-Jackson International Airport, the Aerotropolis, as well as businesses and industries located within the I-85/I-75 corridors. As seen in workflow patterns, the majority of workers commuting to and from the city tend to live in the surrounding communities, work locally or commute from these areas into other employment centers.

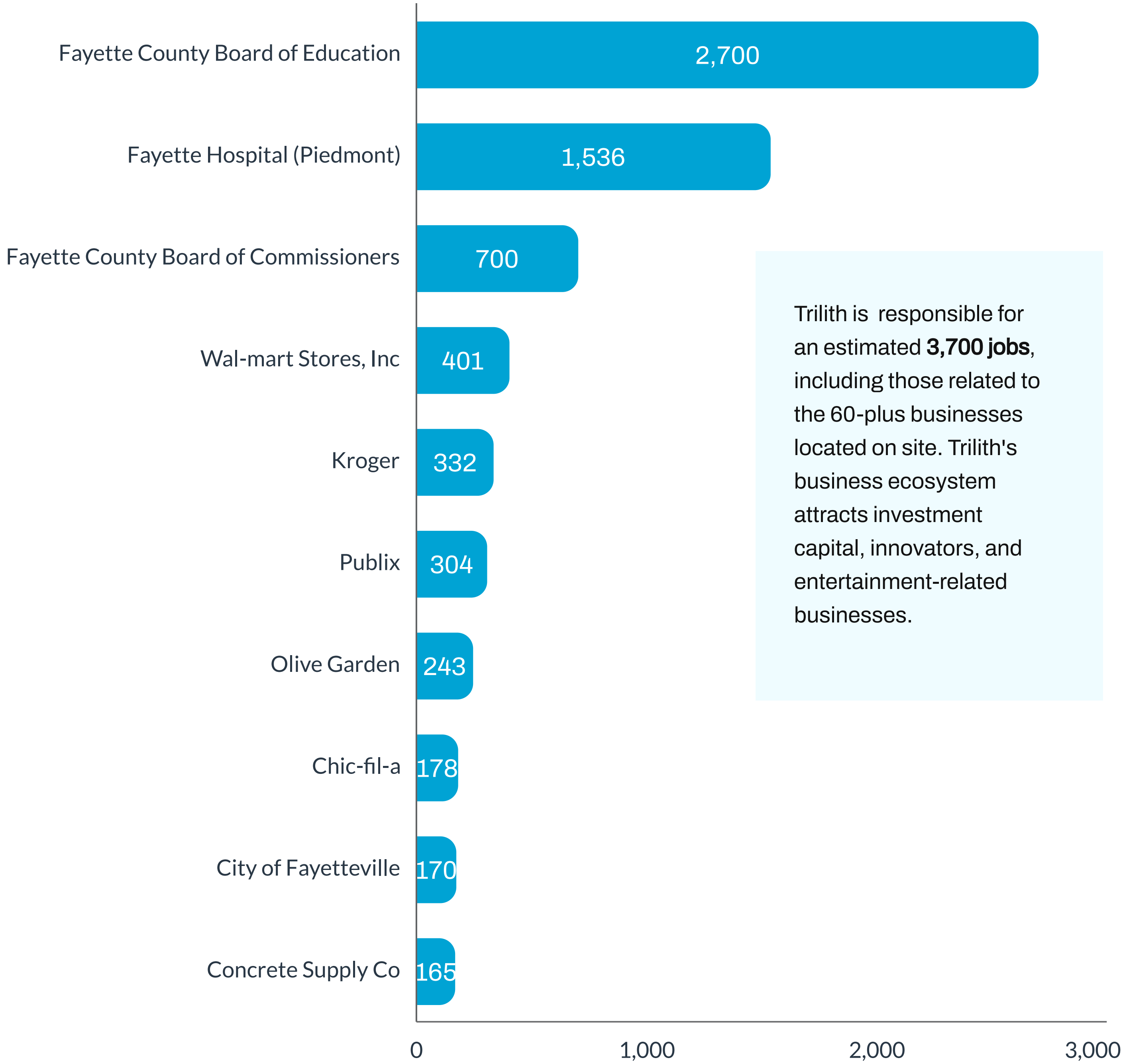
An estimated 14,310 people are employed within the city limits with approximately 41% earning more than $40,000 annually; 31% earning between $15-$40,000 annually; and 28% earning less than $15,000 annually. The majority of jobs paying more than $40,000 annually are in the healthcare or public administration fields.

Of those individuals working within the city limits, an estimated 13,609 commute to work which indicates a potential shortage of housing options for those wanting to live and work within the city. Approximately 17% of people who work in the city live within a 4-mile radius of the city limits while another 12% within or close to Tyrone, Peachtree City and Jonesboro.



Top Employers

Employment data managed by the city indicates the public sector employs a significant number of individuals who work within the city. While the public sector provides high quality jobs for residents, it does not directly add to the tax base of the city especially since these properties are tax-exempt.



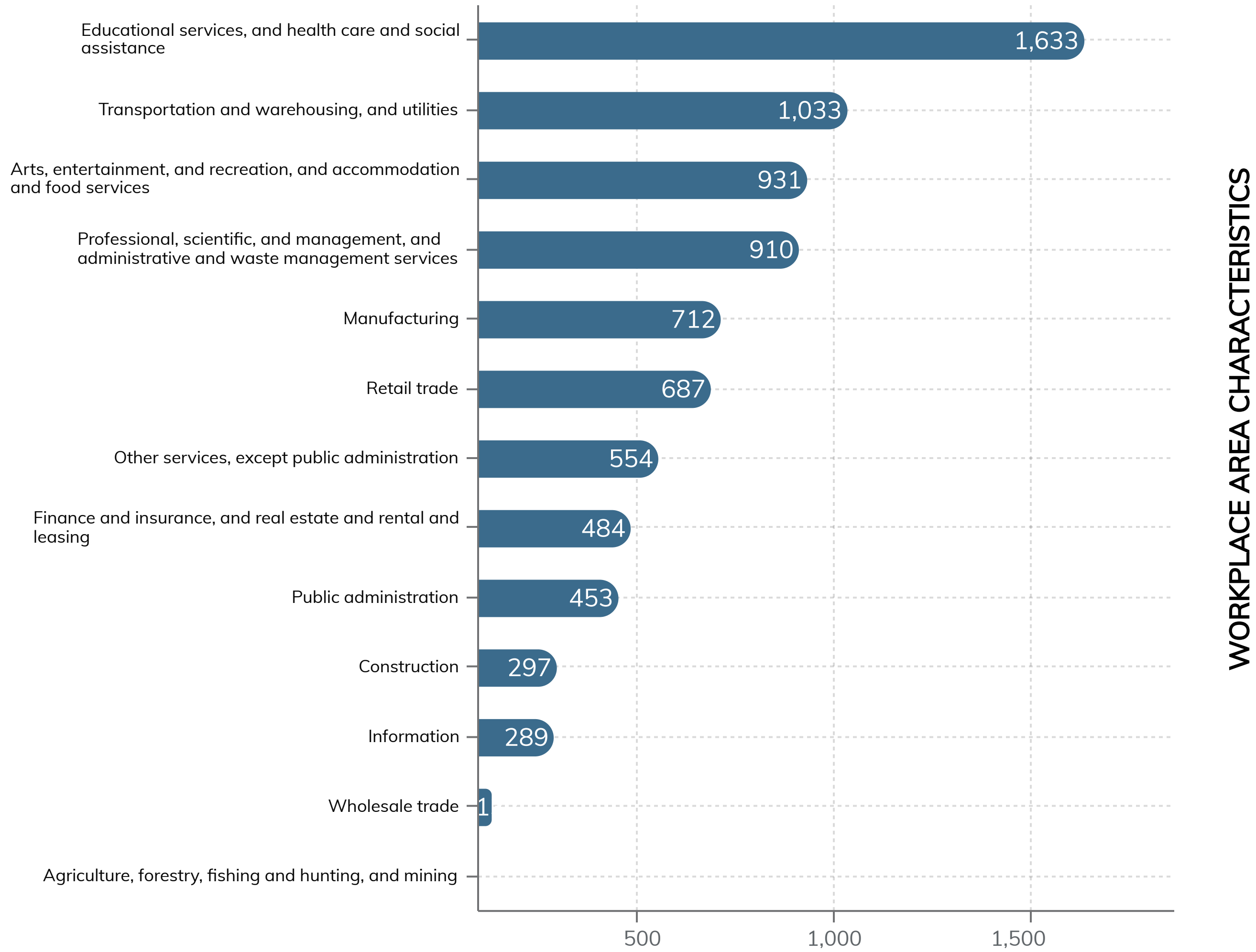
Trilith is responsible for an estimated **3,700 jobs**, including those related to the 60-plus businesses located on site. Trilith's business ecosystem attracts investment capital, innovators, and entertainment-related businesses.

Economic Development

Major Industries and Optimal Business Targets

The latest census data shows the largest employment sectors within the city are educational services and healthcare, followed by transportation and arts/entertainment. Construction/manufacturing/warehouse jobs are primarily within the eastern and northern sectors while medical and technical jobs are primarily to the west. Most public sector and public administration jobs are concentrated downtown.

The city's target industry sectors include small business, retail and film production support services, professional and corporate office users, computers and technology, and health services.



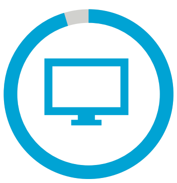
Broadband Element

Broadband is typically defined as a specific type of internet connection faster than non-broadband internet, it uses wide bandwidth, and the service provides multiple signals at once. Bandwidth refers to the maximum rate at which an internet connection can transmit data. The Georgia Broadband Program defines an area as being served by broadband if at least 80% of locations within a census block have access to a fixed, terrestrial broadband provider with at least 25 megabits per second (Mbps) download speeds and 3 Mbps upload speeds.

Critical Infrastructure like utilities, transportation facilities, and technology are essential to everyday business function and community growth. In 2018 the Georgia General Assembly amended the provisions of local planning in Georgia by passing the "Achieving Connectivity Everywhere (ACE) Act," intended to facilitate the enhancement and extension of high-speed internet access in communities that lack such infrastructure and the vast resources it provides. As the first step in planning for this critical, potentially catalytic infrastructure, the "Ace" Act requires all local governments to incorporate the "promotion of the deployment of broadband internet services" into their local plan.

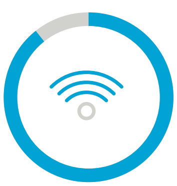
The map below shows that the city is well served with broadband service. Both the Federal Communications Commission and the Georgia Department of Community Affairs data indicate that citywide broadband service and high-speed internet coverage are available with several service providers. Also the latest American Community Survey (ACS) stated that 95 percent of households had a computer and 89 percent are served with broadband internet.

Georgia Broadband Availability Map



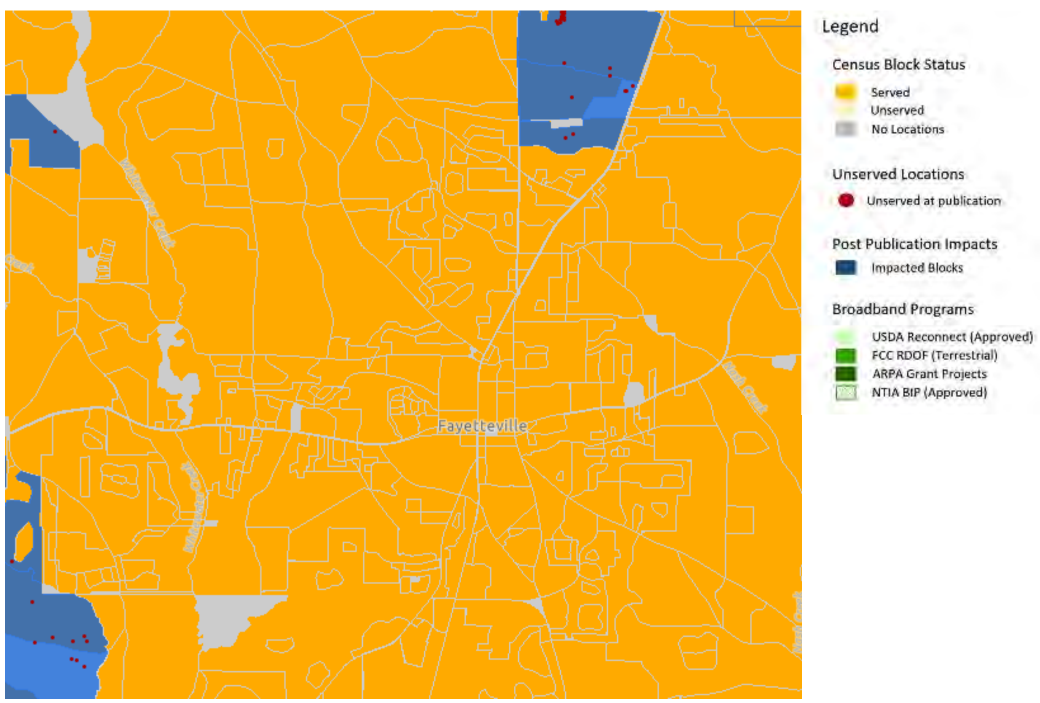
95.7%

Households with a computer, percent, 2016-2020



89 %

Households with a broadband Internet subscription, percent, 2016-2020



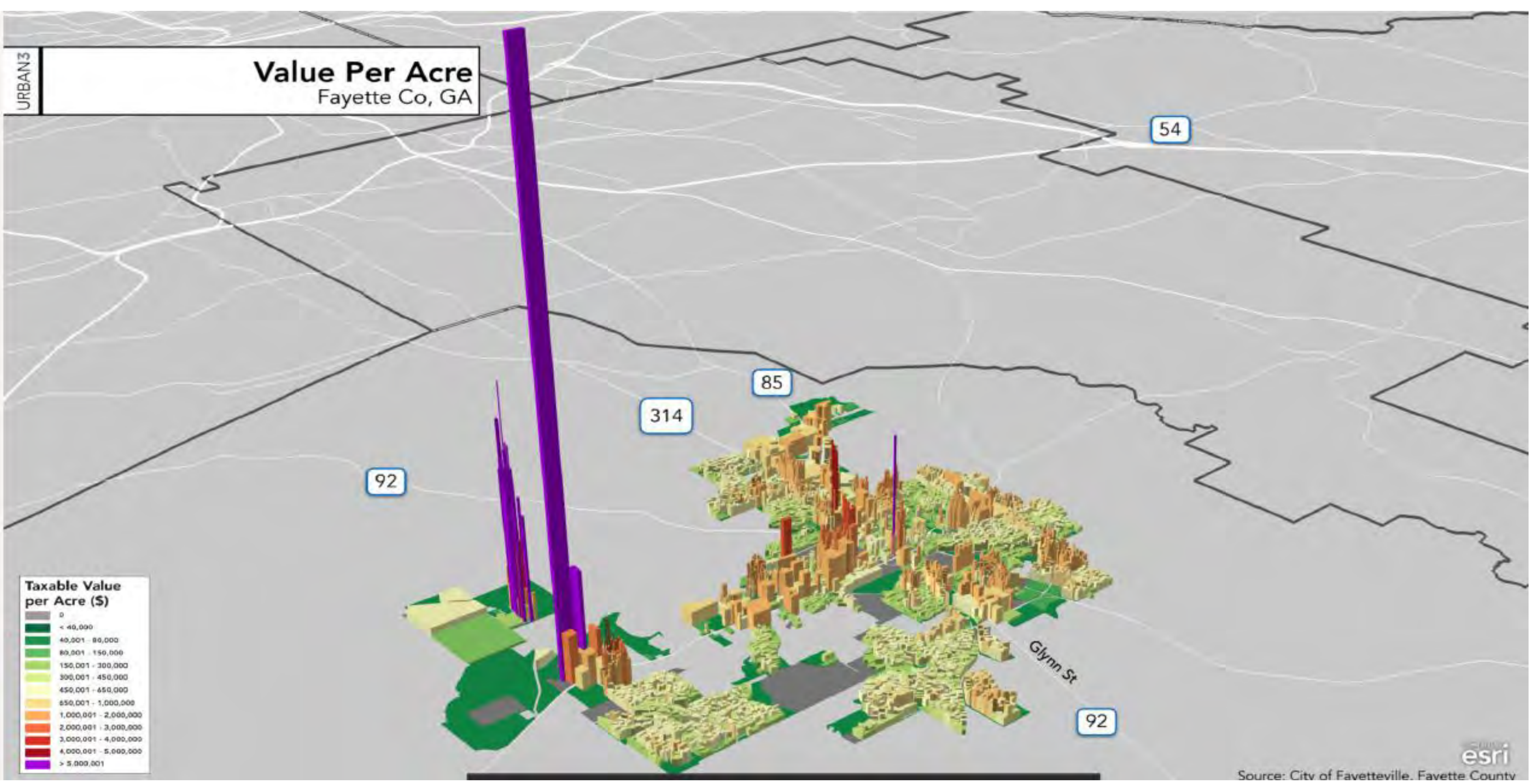
Source: 2022 Georgia Broadband Availability Map
https://broadband.georgia.gov/2022-georgia-broadband-availability-map

Value
Per Acre

Activity Centers are areas within the city that are currently or anticipated to become locations of significant commercial and/or mixed-use development. This 2022 Update identifies four major Activity Centers : Innovative Mixed Use (Trilith), Medical Complex (Piedmont Fayette), Downtown Core, and the 85 North Corridor (Fayette Pavilion).

In 2020 the city commissioned Urban 3 to analyze property tax generation and value per acre trends within the city. The Value Per Acre Analysis (below) shows the two areas within the county that dominate the value per acre map - the taller purple spike represents Piedmont Fayette Hospital and the associated medical offices with the second purple spike represents Trilith Studios and the Town at Trilith.

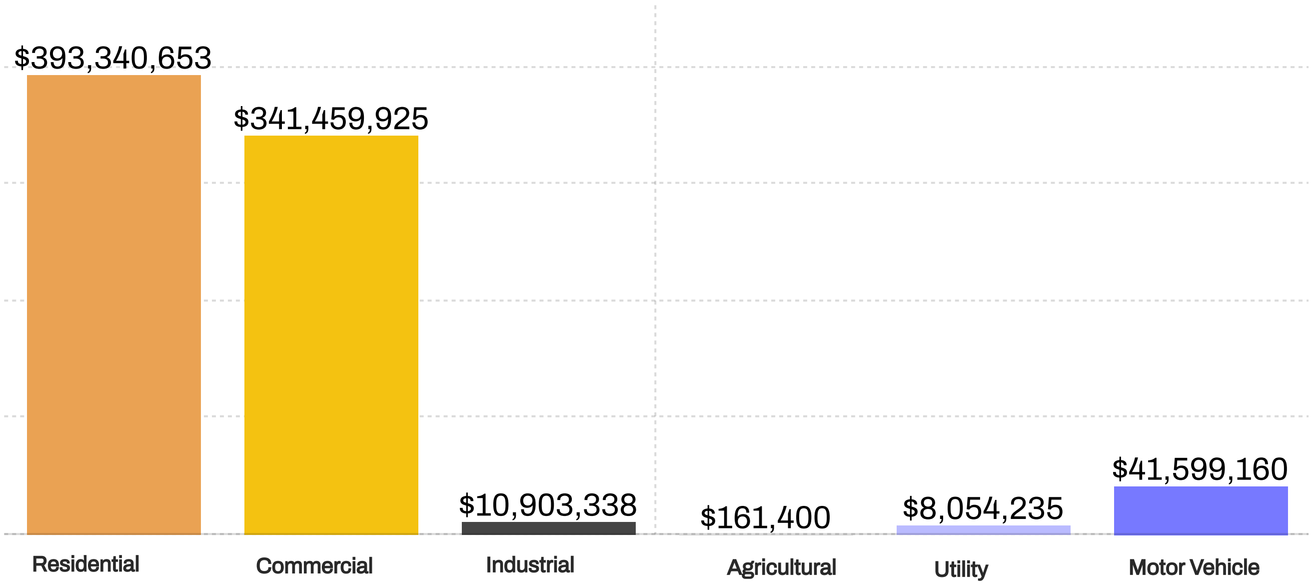
The Urban 3 analysis suggested that fiscally-healthy cities should have a downtown core that is six times as productive as the surrounding county. Downtown Fayetteville is about twice as productive as the rest of Fayette County. Medical offices around Piedmont Fayette Hospital and the construction near Trilith Studios are currently making up much of the difference. These more productive developments put Fayetteville in a position that allows the city to focus on growing the downtown.



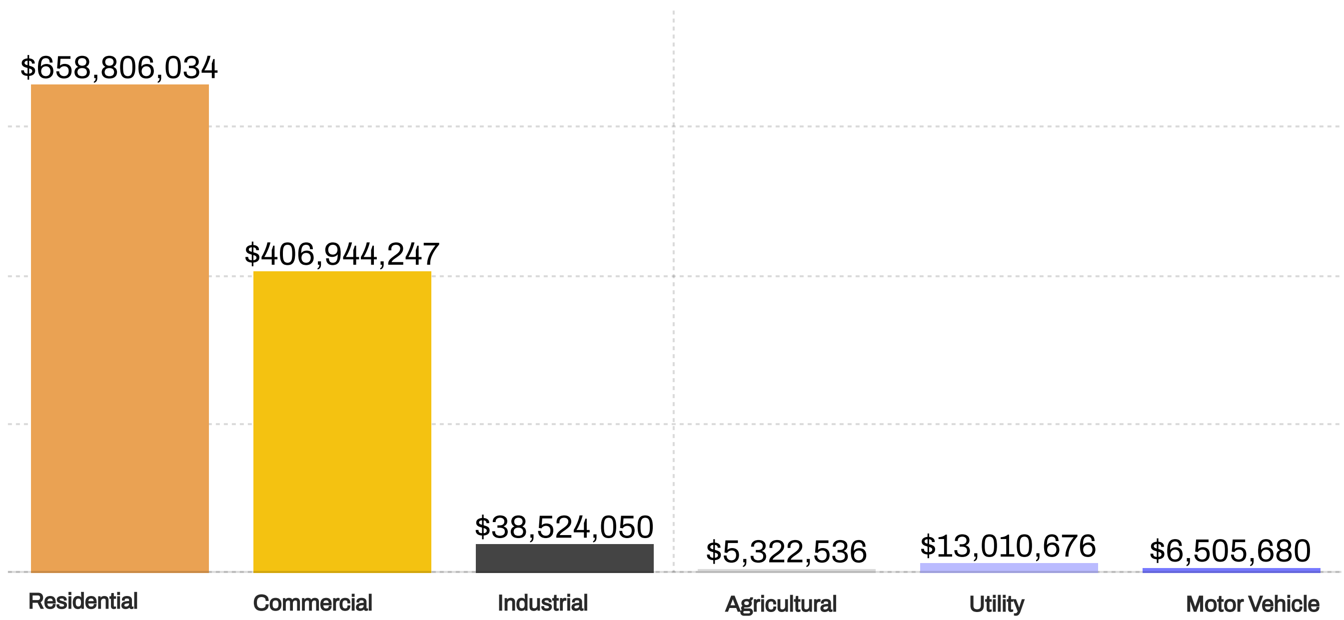
Property Value & Land Use

One of the primary funding sources for local governments is derived from property taxes and charges for services. Residential properties are the highest contributor in Fayetteville. A tax base that is balanced between commercial/industrial and residential uses will ensure reasonable property tax rates in the future.

Top Tax Value (Assessed Value) By Land Use 2012

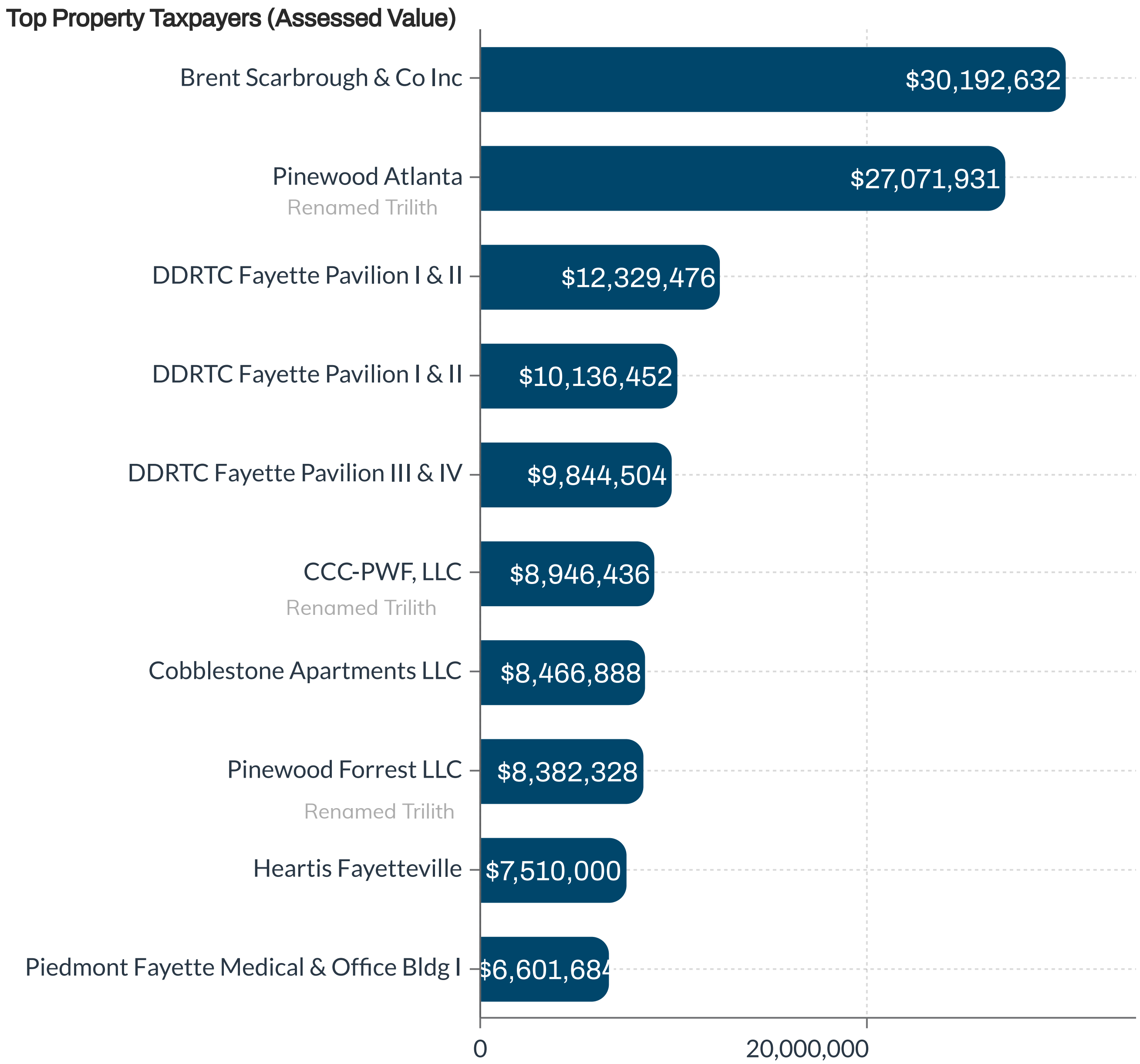


Top Tax Value (Assessed Value) By Land Use 2021



Principal Property Taxpayers

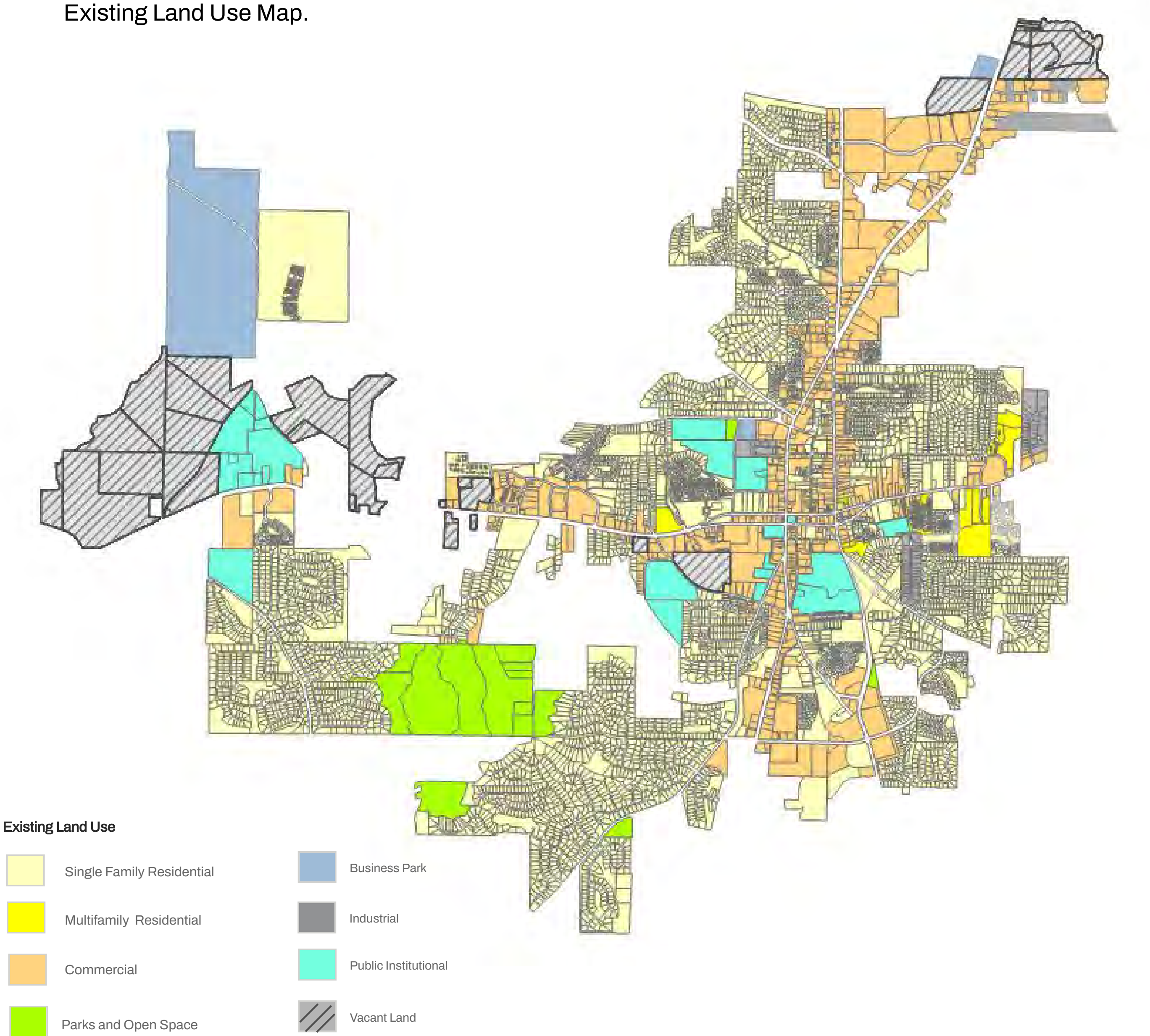
The chart below provides an overview of the assessed value for the top property taxpayers in 2021. As mentioned in the Urban 3 study and evident from the revenue generation data, leveraging the development and redevelopment of existing commercial nodes increases vibrancy, character, and a sense of community and provides a substantial economic impact.



Existing
Land Use

The City of Fayetteville encompasses 12.8 square miles. The majority of land is developed with single family detached residential subdivisions. Approximately 14% of the overall land mass is consumed with commercial development, primarily concentrated along Highway 85 and culminating with the Fayette Pavilion shopping center. Fayette Pavilion has in excess of 1.5 million square feet of big box retail and at one time was the largest assemblage of commercial space within the state. Fortunately the retail complex continues to draw patrons from outside the Fayetteville/Fayette County zip codes, increasing sales tax revenue for both the city and county.

The Existing Land Use Map provides a citywide perspective of current growth and land-use patterns. The analysis was completed by conducting a thorough review of GIS data provided by city staff. In addition, a windshield survey was conducted to further capture accurate data to analyze and update the Existing Land Use Map.



Existing Land Use

Over 50% of all parcels within the city are zoned for residential use, with the most significant development being the Town at Trilith. Single-family detached residential developments occupy the majority of the city's land mass, Permit records show the majority of multi-family residential development occurred in the 1990's and early 2000's prior to the 2007 recession. Since then the bulk of residential development within the city has centered around the single-family detached product.

In recent years the city has experienced an increase in requests for multi-family developments of all sizes and scopes. In several public work sessions the discussion has centered on the need to redevelop certain areas with mixed-use development which has led to the approval of two multi-use residential projects within the downtown core.

As available land becomes scarce, new residential development has been more dependent on infill, rezoning request and redevelopment opportunities. Developers have requested greater densities to offset the higher land values and development costs.

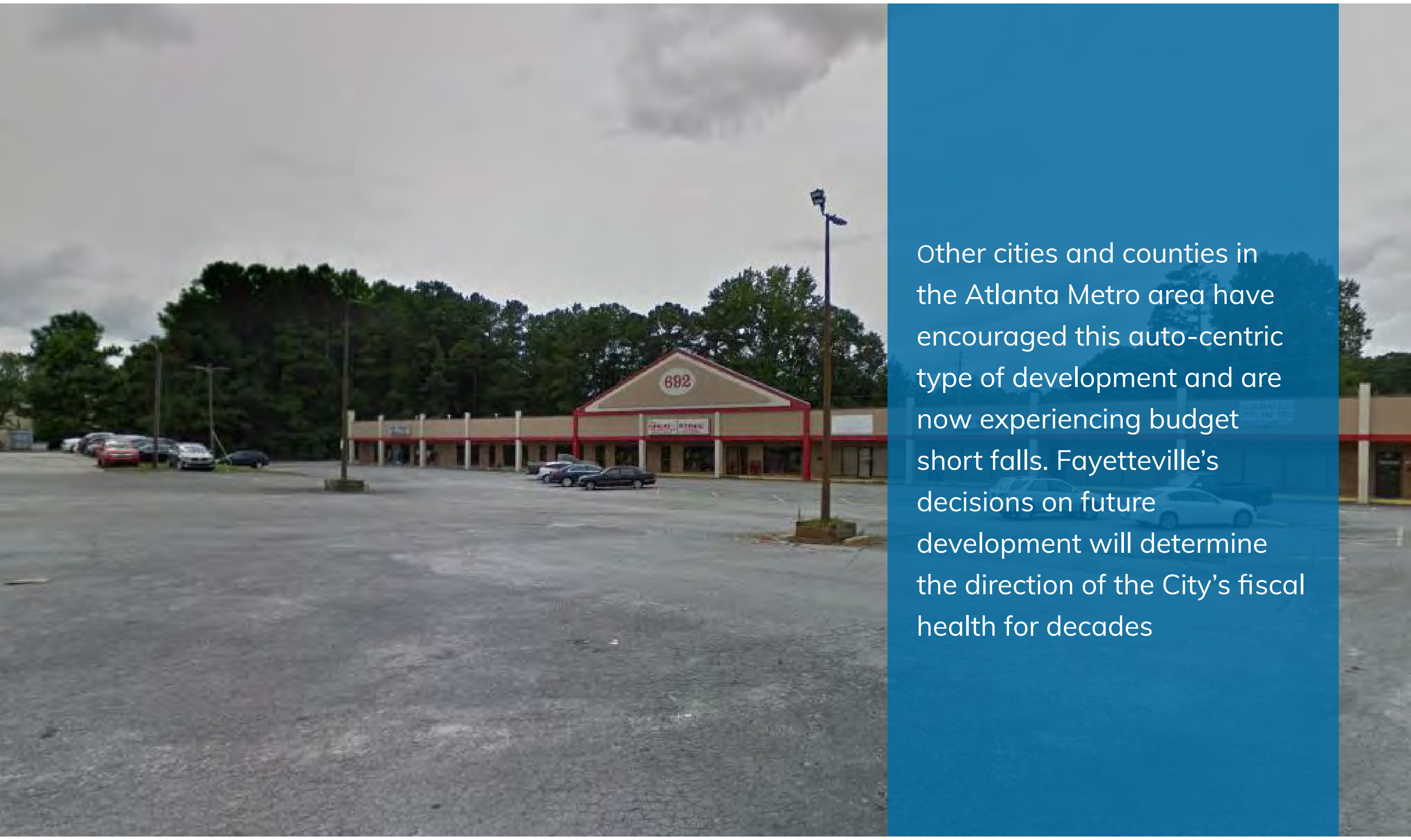
Commercially zoned land is primarily located along major corridors and state routes, and there are limited areas zoned for industrial development.

Commercial uses in the City have historically benefited from the lack of retail in smaller cities in the area and the regional transportation routes. While many neighborhoods in the City were established in the 1990s, commercial growth followed the traditional development patterns with commerce at the center of town, then expanding along the corridors as the population increased. There has been less commercial growth in recent years as the real estate market has changed.

The City has experienced limited redevelopment of older commercial properties, and residents have been outspoken during public meetings about the necessity for projects to revitalize the aging shopping centers. Recent changes in retail and office markets have added uncertainty to the continued possible development options for some commercial properties in the City.

There are considerable commercial properties throughout the City with the potential for redevelopment or repositioning themselves for present market demands. Characteristics of potential redevelopment sites include significant amounts of surface parking.

Rethinking The Norm



Other cities and counties in the Atlanta Metro area have encouraged this auto-centric type of development and are now experiencing budget short falls. Fayetteville's decisions on future development will determine the direction of the City's fiscal health for decades

How well Fayetteville handles further growth will be the deciding factor in what type of city it becomes. Encouraging traditional neighborhood design, infill development, and a more connected road network could lead to an economically-sustainable city. On the other hand, if left unchecked, development will likely move towards auto-centric shopping centers and suburbs that are ultimately unable to pay for the infrastructure they require. As the city nears build out, much of the remaining opportunities to shape future growth will be through infill of under-developed properties or through redevelopment of obsolete or declining areas.

3 FAYETTEVILLE TOMORROW

Public Input

The Comprehensive Plan Advisory Committee (CPC) was comprised of community stakeholders including neighborhood and Homeowner Association representatives, non-profit and civic leaders, business owners and other community members as well as representation from the City Council, Planning and Zoning Commission and Downtown Development Authority. The purpose of the CPC was to engage the community and to work with City Staff as the 2022 Update was being prepared. The first action of the CPC was the analysis and review of current conditions, demographic changes and the community vision.

The 2022 Update was developed with a cohesive vision, along with achievable goals, objectives and implementation strategies based on feedback provided through the public input process and then confirmed by the CPC. The 2022 Update also includes amendments to the Future Land Use Map, special interest area plans and additional plan recommendations which were developed with input from city staff, the CPC and the public. The Draft Comprehensive Plan - 2022 Update was presented the CPC and the Planning and Zoning Commission prior to forwarding to City Council with a request to authorize Staff to transmit the plan to ARC for review. The 2022 Update was officially adopted on September 15, 2022.

The planning process is summarized below:

1

Existing Conditions & Fact Finding

- Existing conditions analysis
- Kick-Off Meeting
- Steering Committee Meeting #1

2

Listening and Vision Review

- One Visioning Workshops
- Steering Committee Meeting #2

3

Draft and Finalize Plan

- Steering Committee Meeting #3
- Draft Plan
- Finalize and Transmittal
- Public plan review

Public Input

Community members provided input throughout the planning process, both in person and online. The engagement activities focused on identifying priority needs and opportunities and building consensus around a community vision and goals for the future.

Comprehensive Plan Committee (CPC)

The CPC was comprised of community stakeholders including neighborhood and Homeowner Association representatives, non-profit and civic leaders, business owners and other community members as well as representation from the City Council, Planning and Zoning Commission and Downtown Development Authority. The purpose of the CPC was to engage the community and to work with City Staff as the 2022 Update was being prepared.

Kick-off Public Hearing

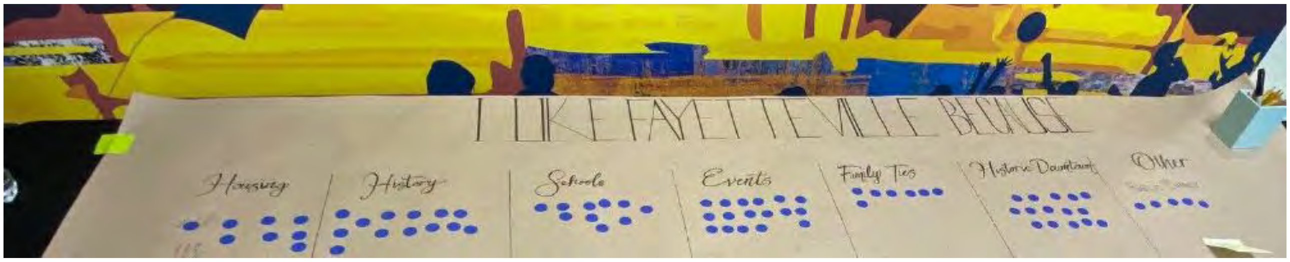
City Staff initiated the 2022 Update of the Comprehensive Plan by holding a public hearing in the Council Chambers on Tuesday, March 3, 2022 at 6:00 p.m. The public was invited to attend and participate in this public hearing. The purpose of the public hearing was to brief the community on the process and opportunities for public participation.

Community Meeting #1 – Existing Conditions Workshop

The first community workshop was held on April 18, 2022 at 6:00 p.m. in city hall. The workshop was designed to give attendees an opportunity to share input on the assessment completed by Noel Consulting related to housing and commercial development.

Community Meeting #2 – Visioning/SWOT Analysis Workshop

The second community workshop was held on May 10th at 6:00 p.m. in city hall. The workshop was structured with exercises for open-ended responses. It was designed to solicit feedback on future development patterns and to identify areas where the city should focus its resources. Attendees were asked to provide a list of "small victories" and "big ideas" for the city, in addition to being encouraged to rate community assets and map future growth areas. They were also asked to provide general feedback on any areas of concern.



Public Input

Community Meeting #3 – Visioning/SWOT Workshop

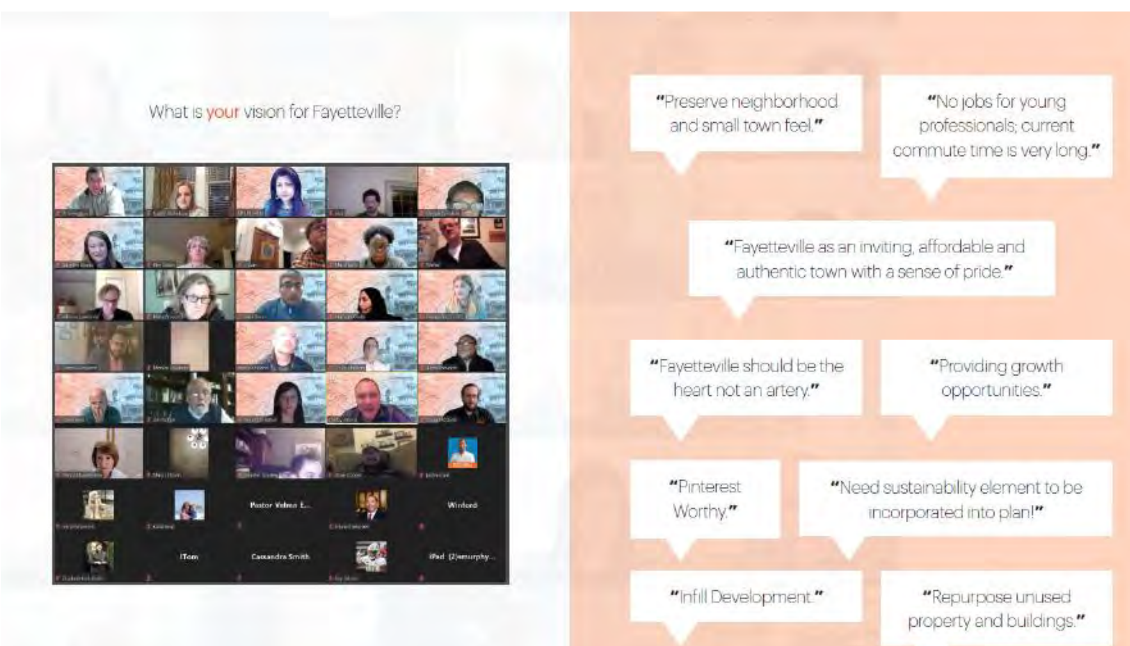
The last public workshop was held at a local community center to get direct input from senior citizens on the future. Attendees were asked to add to the list of "small victories" and big ideas for the future. Participants were also encouraged to rate community assets and map future growth areas. They also provided general feedback on any areas of concern.

2021 LCI Study/Fayetteville Forward

In 2021 as a part of the Livable Centers Initiative (CLI) Study, the city conducted a virtual community charrette on February 11-12 to develop a collective vision for the downtown core. A portion of the charrette was devoted to discussing the history of development patterns within the city and reviewing the recommendations from previous planning studies. Participants were then encouraged to re-imagine a future for the city and to share input on areas to preserve and/or change as well as perspectives on future land use, development patterns, accessibility and mobility, and parks and open space. Each of these sessions was conducted virtually and engaged 60-80 participants.

2022 Visioning Charrette

Following up on the work of the Fayetteville Forward LCI Study, a cross- disciplinary team conducted a design vision workshop with city officials in late April. The goal was to create inspiring visions for key streets and critical city parcels of downtown Fayetteville and to outline a strategy for implementation.




COUNCIL
CHAMBER

Public Input

Community Meeting Summary

VOICES from the COMMUNITY

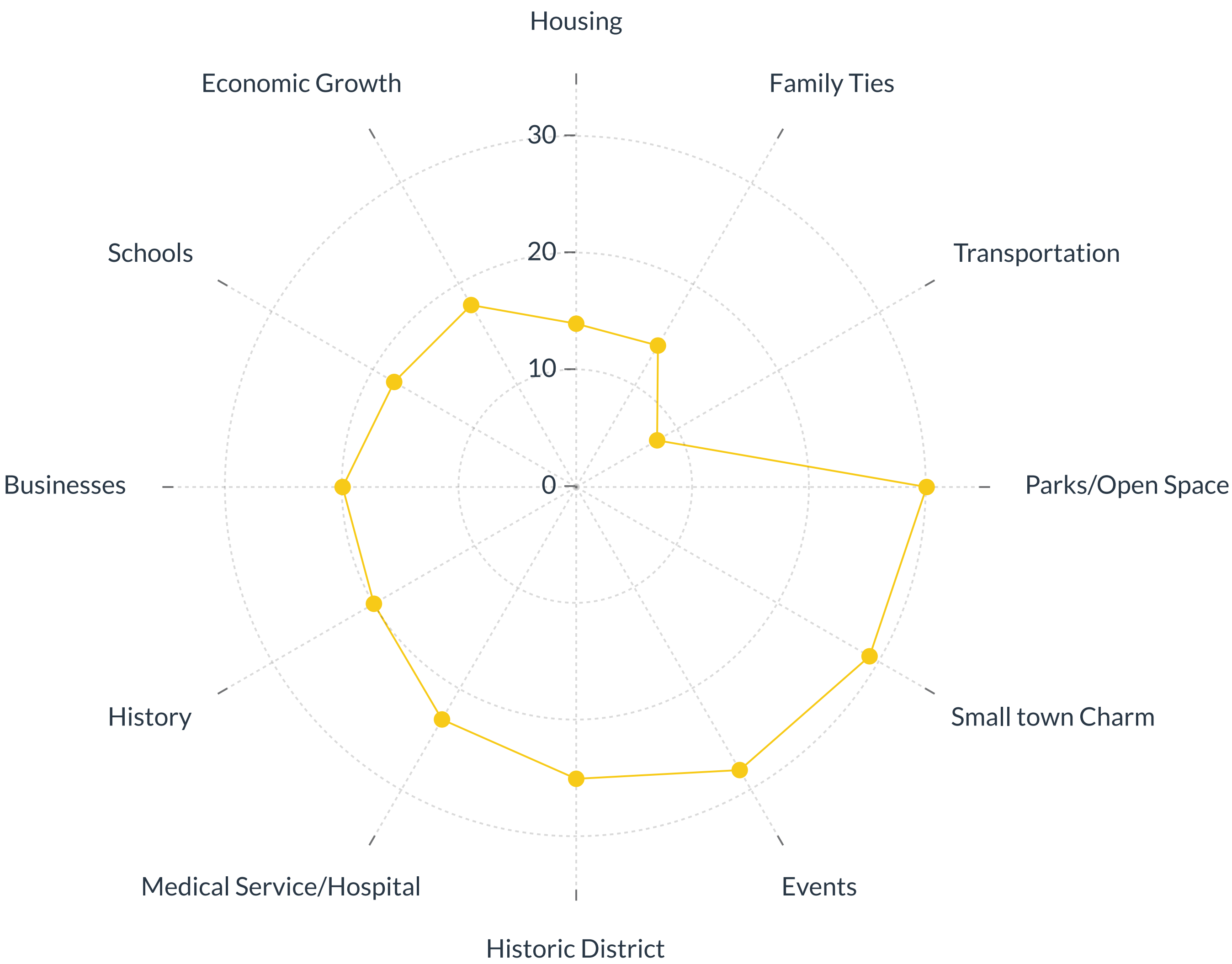
- Opportunity to live and work in the city
- Empty building need to be used for business
- Copy cat Trilith you need a model
- Redevelopment of the pavilion
- Refurbish empty or partially occupied strip centers
- Younger population
- Stop overbuilding apt. complexes for town. Traffic congestion
- More business coming to town
- Fiscally sustainable and profitable development
- Pedestrian facilities that are safe, connected and separated from traffic
- Do not build additional apartments until you fill and rent what you got
- Affordable senior housing - income based

Public Input

Key Takeaways

At each public workshop, attendees consistently ranked the city's small-town charm, parks, and community events with high marks. Public safety and the Senior Center (Fayette County) were additional areas that received high marks.

The lowest-ranked areas included traffic and transportation, housing options and family ties. Other concerns included the increase in multi-family development, aging shopping centers, making downtown more walkable, and ensuring balanced growth.



Challenges and Opportunities

From the previous studies and community meeting, a number of specific priority issues emerged which ultimately guided the development of the updated core goals and recommended actions/projects. The following list of needs and opportunities were identified during a series of input meetings .

Assets

- New City Center Park including the playground, walkways, a picnic pavilion, a splash pad and lawn space
- Small town Charm/Historic District
- Existing street network is a great foundation to build upon in creating a vibrant walkable downtown
- Historic buildings that contribute to the Southern/ small town charm
- Community events are well attended and have created strong bonds
- Piedmont hospital and other medical establishments provide vital services
- Moderately affluent, established city with a quality school district and several local employment anchors
- Presence of Georgia Military College and Georgia Film Academy
- Proximity to Hartsfield-Jackson International Airport
- Proximity to Atlanta
- Pinewood Atlanta Studio and all the related businesses and workers that contribute to the Fayetteville economy
- Infill development and undeveloped land
- Excellent fire and emergency response
- Established neighborhoods and housing stock

Needs/Challenges

- Refurbish empty or partially occupied strip centers, aging Shopping Centers
- Parking downtown seems limited, need clear signage to make it less confusing.
- Improve the existing parks and add more open spaces
- More community artwork in the downtown and new programming for community events
- Old houses are deteriorated, lack of maintenance
- More community artwork in the downtown
- More sidewalks, bicycle paths and multi-use trails.
- Improve older parks and provide more green space
- Lack of pedestrian facilities that safe, especially downtown
- Planned/intentional businesses in square that drive walkability
- Reduce the impact of conflicting land uses
- Improve older parks and provide more green space
- Better traffic management city wide
- Major state and U.S. highways transect the downtown
- Traffic congestion and high speeds in downtown
- Separated bike lanes/temporary road diet on streets such as Jeff Davis or Beauregard
- Aging infrastructure needs continuous follow-up and maintenance
- More housing options for seniors and young professional

VISION

A unique place to call home, a community building from the past, working together creating a better future, while preserving our small town charm.

General
Guiding Principles

Guiding principles are the values city leaders should use to establish a framework for decision-making throughout the life of the Comprehensive Plan. These principles were conceived through robust and meaningful conversations with the CPC, city leaders, residents and the business community.

Manage Growth

Economic Vitality

Vibrant Neighborhoods

Historic Preservation

Natural Beauty

Exceptional Design

Connected Communities

Context Responsive Infill

Land Use and Development

Goals and Policies

GOAL ONE: Improve Property Tax Base to diversify and strengthen the fiscal health of the city
L-1.1: Update and pursue goals of the Economic Development Plan.
L-1.2: Investigate the development of more TAD districts
L-1.3: Pursue more Business Park development to accommodate our economic development targets.
GOAL TWO: Improve Aesthetics
L-2.1: Encourage more parks, street trees, median landscaping and gateways.
L-2.2: Continue with high architectural and site design standards
L-2.3: Revisit the sign ordinance rules for temporary signs to ensure that the City maintains its appearance.
L-2.4: Encourage the growth of the arts and cultural community.
L-2.5: Minimize street frontages lined by parking lots and blank walls
GOAL THREE: Make Downtown Fayetteville more vibrant and walkable
L-3.1: Get more people living Downtown to support businesses
L-3.2: Recruit more businesses to Downtown
L-3.3: Study financial and engineering feasibility of regional stormwater detention in a water feature (such as a lake or enhanced creek/river/canal) Downtown
L-3.4: Improved/ additional wayfinding signage
L-3.5:Encourage pedestrian improvements within Downtown including but not limited to sidewalks, pathway systems, multi use trails connecting park areas, businesses, and neighborhoods to Downtown

Land Use and Development
Goals and Policies

GOAL FOUR: Ensure development is complementary
L-4.1: Finalize and adopted the update zoning ordinance to reflect goals of the Comprehensive Plan
L-4.3: Ensure appropriate density transitions and buffering between incompatible uses.
L-4.4: Preserve and protect the desired character and value of well-established neighborhoods and natural resources from encroachment by incompatible uses.
L-4.5: Support the redevelopment of underutilized parcels
L-4.7: As necessary, undertake detailed studies, plans for growth centers, and mixed-use centers to identify areas appropriate for density mixed-use development
L-4.8: Support residential infill development and redevelopment that responds to local preference and demand for innovative, high quality housing, that is sensitive to surrounding residential areas, and that supports community character goals and objectives.

Housing & Neighborhoods

Goals and Policies

GOAL ONE: Get more people living Downtown to support businesses
H-1.1: Examine opportunities for higher density development in the activity centers (Trilith, Downtown, Pavillion, etc.) only as part of mixed-use development.
H-1.2: Actively recruit mixed use developers.
H-1.3: Encourage the development of townhouses that are externally oriented toward the street and neighborhood, not inwardly oriented or oriented toward parking lots.
H-1.4: Encourage the development of smaller lot detached homes in walking distance of Downtown amenities.
GOAL TWO: Encourage development of housing for every step of the life cycle
H-2.1: Investigate strategies to promote workforce housing, especially for government employees.
H-2.2: Address identified need for smaller single family detached housing with a higher architectural design standard located in walkable mixed use environments. This could be downtown or in a developer created mixed use environment. Care should be taken to limit the number of walkable mixed use developments outside of Downtown so as to not reduce the demand for living Downtown.
H-2.3: Reconsider City standards for required open space set aside for all zoning districts.
H-2.4: Work with community partners to stabilize and improve neighborhoods adjacent to downtown.
H-2.5:Target rehabilitation in neighborhoods that need assistance to mend and enhance the existing housing stock.
H-2.6: Consider conducting an bi-annual market study to determine demand based housing and employment needs.
H-2.7:Revise regulations and administrative procedures to ensure new residential and mixed-use development provides sufficient public open space, green space, and pedestrian connectivity.
H-2.8: Ensure new housing density complies with market demand recommendations from the 2022 housing market study.

Quality of Life

Goals and Policies

GOAL ONE: Continue to cultivate Fayetteville's distinct identity as a safe, welcoming city with attractive places to live; and high-quality city programs and services.
QL 1.1: Maintain property standards and enforcement to ensure that neighborhoods and buildings remain safe and livable
QL 1.2: Preserve Fayetteville unique character
QL 1.3: Maintain public infrastructure, buildings, equipment and open space that meets the demand of future community needs.
QL 1.4: Support the vision of a community where everyone has access to the resources and opportunities needed to live healthy, active lives.
GOAL TWO: Protect open space, natural, and sensitive areas.
QL 2.1: Identify open space and sensitive areas that should be preserved for natural recreation areas
QL 2.2: Develop a plan to retain a variety of natural areas for use by Fayetteville citizens
QL 2.3: Foster dynamic, accessible public spaces and parks
QL 2.4: Provide a range of public spaces, programs, and facilities that meet community needs for recreation and leisure

Transportation
Goals and Policies

GOAL ONE: Ensure coordination with state, regional, county, and local partners.
T-1.1: Participate in the Fayette County Transportation Plan.
T-1.2: Develop a more cooperative relationship with the Georgia Department of Transportation to help meet local objectives for state controlled roads.
T-1.3: Participate in Fayette County Trails Plan in order to connect Fayetteville to larger countywide network.
T-1.4: Pursue state and federal funding for community identified transportation high priorities
T-1.4: Strategically locate and regularly maintain freight routes
T-1.5: Work with GDOT and other stakeholders to make SR 54 and SR 85 in the downtown more safe and pedestrian friendly
GOAL TWO: Maintain or enhance the quality of new and existing infrastructure.
T-2.1: Prioritize projects that have the most impact to the most people.
T-2.2: Compile and prioritize safety improvements based on accident data.
T-2.3: Prioritize creating more of a grid street network and "complete streets" to ensure alternative routes.
T-2.4: Prioritize projects that support a more walkable Downtown.
T-2.5: Pedestrian improvements including crosswalks and signals.
T-2.6: Improved/additional wayfinding signage
T-2.7: Promote connectivity of our road network to improve the quality of life in our residential neighborhoods.
T-2.8: Require interparcel access in new development
T-2.9: Implements traffic calming schemes, such as narrow travel lanes, on-street parking, mid-block crossings, and street trees to slow traffic and increase safety for all modes of transportation.
T-2.10:Design all new facilities and upgrade existing facilities to comply with all federal, state, and local safety standards.

Transportation
Goals and Policies

GOAL THREE: Provide viable and attractive pedestrian facilities
T-3.1: Review and refine the City of Fayetteville Trails Plan
T-3.2: Identify and fill gaps in the trail network. Find opportunities for future trails, complete connections to existing segments, implement projects, and pursue new trail connections to create a more functional trail network.
T-3.3: Improve the network of pedestrian facilities (sidewalks) by creating a safe and accessible network throughout the City. Sidewalks of required widths, well-marked crosswalks and approved pedestrian-scaled lighting should be installed to create an inviting and well used pedestrian system.
GOAL FOUR: Continue progress of making Downtown more walkable.
T-4.1: Coordinate with Land Use Goals.
T-4.2: Connect streets to create more of a grid.
T-4.3: Utilize shorter blocks to increase walkability
T-4.4: Update Downtown commercial and mixed use zoning districts to enhance the pedestrian experience by creating scenic vistas and promoting street facing retail with store windows and sidewalk cafes.
T-4.5:Develop a downtown streetscape plan.
T-4.5: Add more parks and fountains that will enhance the pedestrian experience.
T-4.6: Provide more downtown parking and signage for the parking.
T-4.7: Create a detailed parking management plan and signage

Economic Development
Goals and Policies

GOAL ONE: Attract people to live here who: • Will appreciate the Fayetteville lifestyle which can best be described as: Active, Outdoors, Family- oriented, Embrace a sense of community, Educated workforce
E-1.1: Reconsider City standards for required open space set aside for all zoning districts.
E-1.2: Create a green ribbon of parks and trails that connects the entire city.
E-1.3: Support a healthy, diverse mix of businesses in Fayetteville
GOAL TWO: Develop a Downtown Plan to create a unique destination in Downtown Fayetteville
E-2.1: Work with consultant on economically feasible development strategies.
E-2.2: Create a comprehensive marketing plan for Downtown.
E-2.3: Encourage buildings in walkable areas to be oriented to the street and have facades designed with abundant windows and human scale architectural features
GOAL THREE: Business Retention and Expansion
E-3.1: Create synergy with local businesses by communicating with existing businesses
E-3.2: Working together with the Fayette County Development Authority and Chamber of Commerce on business retention, expansion, and attracting developing the workforce local businesses need.
E-3.3: Encourage educational enhancements to make Fayetteville the place to live for all school attendance zones. (i.e. post secondary training and professional development opportunities)
E-3.4: Enhance the branding campaign.
E-3.5: Encourage the creation (entrepreneur), retention, and expansion of local businesses
E-3.6: Encourage sustainable practices in locating, designing, constructing, and maintaining development in the city.
GOAL FOUR: Enhance Commercial Corridors.
E-4.1: Encourage commercial redevelopment that offers amenities and atmosphere to attract top-tier commercial tenants.
E-4.2: Identify underutilized properties (i.e., buildings assessed at considerably less than the total property value) and, encourage redevelopment
E-4.3: Encourage structured parking and minimize surface parking, particularly adjacent to public rights-of-way
E-4.4: Prepare individual Small Area Plans, for each of the Activity Centers that clearly demonstrate the desired mix of uses, residential density, building intensity, design aesthetic, specific street locations and multimodal connections, infrastructure improvements, parking, and open space.

Economic Development
Goals and Policies

GOAL FIVE: Encourage and facilitate broadband service throughout the city.
E-5.1: Consider adopting the model Broadband Ordinance
E-5.2: Consider becoming a Broadband Ready Community
E-5.3: Promote broadband as an asset and strength of the community for businesses and residents

WORK PROGRAM & ACCOMPLISHMENTS

Community Work Plan

This is the review of the Community Work Program from the next five years (2022-2026). This recognizes implementation actions the local government or other entities intend to take during the first five-year time frame of the planning period. This can include any ordinances, administrative systems, community improvements or investments, financing arrangements, or other programs or initiatives to be put in place to realize the plan goals.

The Report of Accomplishments immediately follows the Community Work Program and provides an overview of the status of Short-Term Work Program Goals that were previously established for the period 2017-2022.

Community Work Plan

	Project	2022	2023	2024	2025	2026	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Economic Development											
GOAL ONE: Improve Property Tax Base to diversify and strengthen the fiscal health of the city											
L-1.1:	Update and pursue goals of the Economic Development Plan	•	•	•	•	•	2022	$5,000/yr	GF	Economic Development	Underway
L-1.2:	Utilize TAD #1 to ensure the appropriate redevelopment of greyfields	•	•	•	•	•	2026	Project based	TAD increment	Economic Development	Underway
GOAL THREE: Make Downtown Fayetteville more vibrant and walkable											
L-3.4:	Plan to update and expand Downtown wayfinding signage		•				2023	$90,000	GF	Main Street/DDA	Underway
GOAL TWO: Improve Aesthetics											
L-2.4:	Host events/activities to attract residents and tourists to the downtown area	•	•	•	•	•	2026	$40,000	Main Street Tourism/ Hotel Motel Tax	Main Street/DDA	Underway

	Project	2022	2023	2024	2025	2026	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Facilities & Services											
GOAL ONE: Continue to cultivate Fayetteville's distinct identity as a safe, welcoming city with attractive places to live; and high-quality city programs and services.											
QL 1.3:	Design/Construct New Fire Station 93			•			2024	$7,454,430	100% Impact Fees	Fire Department	Underway
QL 1.3:	Tactical Support Fire Apparatus				•		2025	$600,000	CPF	Fire Department	Underway
QL 1.3:	Station 91 Expansion				•		2025	$126,247	IFF	Fire Department	Underway
QL 1.3:	Community Building				•		2025	1 ,465,058	IFF	Public Services	Underway
QL 1.3:	Fire Apparatus - Engine				•		2025	$638,718	100% Impact Fees	Fire Department	Underway
QL 1.3:	Police Dept. Office Space Expansion				•		2025	$626,796	100% Impact Fees	Police Department	Underway
QL 1.3:	Aerial Fire Apparatus				•		2025	$1,000,000	100% IFF	Fire Department	Underway
QL 1.3:	New Station 94	•	•	•	•	•	2026	$2,203,386	IFF	Fire Department	Underway
GOAL THREE: Provide viable and attractive pedestrian facilities											
L-3.5	The Ridge Boardwalk (Trail project)	•					2022	$205,278	100% Impact Fees	Public Services	Underway

Community Work Plan

	Project	2022	2023	2024	2025	2026	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Intergovernmental Coordination											
GOAL ONE: Ensure coordination with state, regional, county, and local partners											
T-1.1. to T-1.5	Work with local governments to coordinate adjacent land uses, ensure efficient provision of services, and refine municipal boundaries	•	•	•	•	•	Ongoing	N/A	N/A	Administration	Underway

	Project	2022	2023	2024	2025	2026	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Land Use											
GOAL FOUR: Ensure development is complementary											
L-4.1	Audit and revise the City's Zoning Ordinance to achieve the goals of the Comprehensive Plan	•					2022	$70,000	GF	Planning	Underway
L-4.1	Audit and revise the City's Sign Ordinance to achieve the goals of the Comprehensive Plan	•					2022	$20,000	GF	Planning	Underway
GOAL FOUR: Continue progress of making Downtown more walkable											
T-4.2, T-4.3, T-4.5,	Implement the Downtown Visioning Charrette recommendations where feasible.			•			2024	20,000,000	Public/Private	Planning	Underway
T-4.2, T-4.3, T-4.5,	Facilitate the implementation of the "Fayetteville Forward" LCI Plan (2020) recommendations where feasible.	•	•	•	•	•	Ongoing	$40,000	GF	Planning	Underway
GOAL FOUR: Enhance Commercial Corridors											
E-4.4:	Prepare individual Small Area Plans, for each of the Activity Centers	•	•	•	•	•	Ongoing	$25,000 yr	GF, Grants	Planning/ Public Services	Underway

	Project	2022	2023	2024	2025	2026	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Natural & Cultural Resources											
GOAL TWO: Protect open space, natural, and sensitive areas.											
QL 2.1. to QL 2.4	Encourage more parks, street trees, median landscaping and gateways.	•	•	•	•	•	Ongoing	$40,000	GF, Grants	Planning and Economic Development	Underway

Community Work Plan

	Project	2022	2023	2024	2025	2026	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Transportation											
GOAL TWO: Maintain or enhance the quality of new and existing infrastructure.											
T-2.10	Conceptual plan for new pedestrian crossings on Highway 85 North and Highway 54 East as identified in the Comprehensive Plan	•					2018	$10,000	GF	Planning	Underway
T-2.10	Implement LCI Plan transportation projects as funding becomes available.	•					2020	$12,247,000	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Jeff Davis Shoulder		•				2023	$492,786	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Stonewall/85 Left Turn		•				2023	$142,234	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Lafayette/Tiger Trail - Roundabout		•				2023	$1,228,345	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Highway 54/Gingercake		•				2023	$11,752	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Highway 85 Streetscape		•				2023	$30,134	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Highway 85 Median		•				2023	$377,526	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Lafayette Ave Extension			•			2024	$952,090	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Lafayette/Glynn			•			2024	$257,622	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Redwine/Ramah Road Roundabout			•			2024	$1,282,094	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Veterans Pkwy Small Roundabout (Sandy Creek)			•			2024	$1,004,940	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Fischer Road Extension (Downtown Expansion) City Center			•			2024	$16,026,175	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Highway 54/Grady Avenue			•			2024	$783,827	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
GOAL ONE: Ensure coordination with state, regional, county, and local partners.											
T-1.1:	Participate in the 2022 - Fayette County Transportation Plan		•				2023	$40,000	GF	Planning, Public Services	Underway

4. Removed due to shift in daily operation

Community Work Plan

	Project	2022	2023	2024	2025	2026	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Transportation											
GOAL TWO: Maintain or enhance the quality of new and existing infrastructure.											
T-2.10	Veterans Pkwy 4-lane expansion (1.5 mile)				•		2025	$8,932,802	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Habersham Extension				•		2025	$1,004,940	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.10	Bradley Sidewalk			•			2024	$500,000	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
T-2.9	Develop SR 85 North Corridor study to transition the corridor from suburban to urban			•			2024	$80,000	GF, LCI	Planning/ Public Services	Underway
GOAL THREE: Provide viable and attractive pedestrian facilities											
T-3.2	Hwy 54 Hospital Area Bridge and Multi-Use Path (Hospital Area Paths and Crosswalk)			•			2024	$4, 200,000	40.7% Impact Fees; SPLOST, GF	Public Services	Underway
GOAL FOUR: Continue progress of making Downtown more walkable.											
T-4.1 to T-4.7:	Development of a Downtown "Complete Streets" Plan			•			2024	$100,000	GF	Planning, Public Services	Underway

4. Removed due to shift in daily operation


FAYETTEVILLE


180 PURE
HOME

Report of Accomplishments

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Economic Development						
Hire Economic Development Director to pursue the Comprehensive Plan Economic Development Goals of business retention and expansion, business attraction and recruitment AND the Land Use Goal of Improving the City's property tax base.	2017	2017	$80,000	GF	Administration	Complete
Host events/activities to attract residents and tourists to the downtown area	1996	Ongoing	$40,000	Main Street Tourism/ Hotel Motel Tax	Main Street/DDA	Complete
Facilities & Services						
Park improvements: Gazebo	2018	2019	$11,342	87.87% Impact Fees; SPLOST, GF	Public Services	Complete
Park improvements: The Ridge	2018	2019	$105,477	87.87% Impact Fees; SPLOST, GF	Public Services	Complete
The Ridge Trails 2	2018	2021	$11,795	100% Impact Fees	Public Services	Complete
Build a new City Hall	2018	2019	$14,000,000	GF	Administration	Complete
New Park Lands (Purchased and constructed City Center Park)	2019	2040	2,759,071.89	IFF	Public Services	Complete
Work with public institutions to redevelop vacant or underutilized public buildings in the DHD.	2002	2022	$5,000/yr	GF/Grants/LCI	Economic Development	[1] Cancelled
Utilize existing infrastructure by encouraging infill and redevelopment as opposed to Greenfield development	2002	2022	$5,000/yr	GF	Planning	[2] Cancelled
Design/Construct New Fire Station #3	2016	2018	$2,222,000	63.99 percent IFF/36.01 percent CPF	Fire Department	[3] Cancelled
Housing						
Review Zoning Ordinance and design standards to ensure that they allow for and encourage a variety of housing options	2000	2022	$2,000/yr	GF	Planning	Complete

- Removed due to shift in daily operation
- Removed due to shift in daily operation
- Removed, project now under with Fire Station 93

Report of Accomplishments

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Economic Development						
Hire Economic Development Director to pursue the Comprehensive Plan Economic Development Goals of business retention and expansion, business attraction and recruitment AND the Land Use Goal of Improving the City's property tax base.	2017	2017	$80,000	GF	Administration	Complete
Host events/activities to attract residents and tourists to the downtown area	1996	Ongoing	$40,000	Main Street Tourism/ Hotel Motel Tax	Main Street/DDA	Complete
Facilities & Services						
Park improvements: Gazebo	2018	2019	$11,342	87.87% Impact Fees; SPLOST, GF	Public Services	Complete
Park improvements: The Ridge	2018	2019	$105,477	87.87% Impact Fees; SPLOST, GF	Public Services	Complete
The Ridge Trails 2	2018	2021	$11,795	100% Impact Fees	Public Services	Complete
Build a new City Hall	2018	2019	$14,000,000	GF	Administration	Complete
New Park Lands (Purchased and constructed City Center Park)	2019	2040	2,759,071.89	IFF	Public Services	Complete
Housing						
Review Zoning Ordinance and design standards to ensure that they allow for and encourage a variety of housing options	2000	2022	$2,000/yr	GF	Planning	Complete

Report of Accomplishments

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Land Use						
Downtown Master Plan	2017	2022	$30,000	GF	Planning	Complete
Hire additional Code Enforcement Officer to pursue the City's aesthetic goals	2018	2018	$40,000	GF	Planning	Complete
Facilitate the implementation of the "Re-defining Downtown" LCI Plan (2002) recommendations where feasible.	2003	Ongoing	$12,247,000	LCI, SPLOST	Public Services	Complete
Natural & Cultural Resources						
Build a new Downtown Park	2019	2020	Included in new City Hall cost estimate	GF	Administration/ Public Services	Complete
Parks Study to include engineering and feasibility study for water feature in a park	2018	2019	$465,000	GF	Planning	Complete
Implement diverse programming at the Amphitheater	2006	2017	$165,000/yr	Main Street Tourism Assoc./	Continue diverse programming at the Amphitheater	Complete
Promote organized walking tours of the Downtown Historic District from the Holliday Dorsey Fife Museum	2004	2022	N/A	Main Street/DDA	Main Street/DDA	Complete
Continue to implement Main Street objectives as they relate to preservation of cultural resources.	1996	2022	N/A	N/A	Main Street/DDA	Complete
Continue to sponsor cultural activities and events in the Main Street District	1996	2022	$40,000	Main StreetHotel/Motel TaxVendor Fees	Main Street/DDA	Complete
Transportation						
Participate in the 2018 - Fayette County Transportation Plan	2017	2018	$40,000	GF	Planning, Public Services	Complete
Participate in the Fayette County Trails Plan	2017	2018	$40,000	GF	Planning, Public Services	Complete
Develop a City trails plan that will include identification of opportunities to provide connectivity between residential areas and other uses through multi-use trails/sidewalks and greenspace.	2018	2019	$75,000	SPLOST	Planning, Public Services	Complete
Veterans Pkwy Large Roundabout x 2	2017	2022	$3,240,834	Public/Private	Public Services	Complete
Church St. Extension (Hood Ave Conn/SR92)	2011	2016	$140,000 (City)	IFF (100%)	Public Services	Complete

Report of Accomplishments

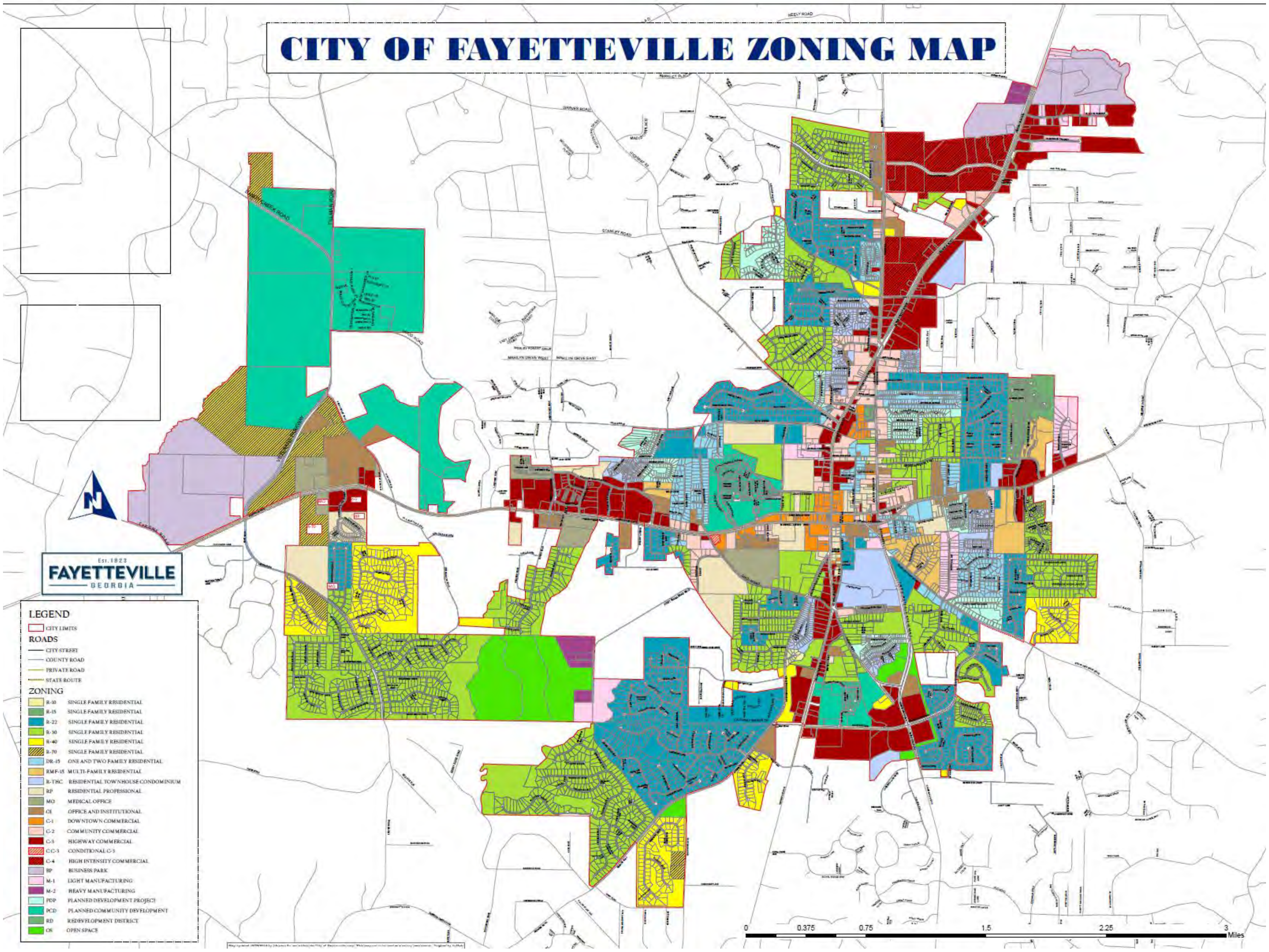
Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status
Public Services						
Implement City SPLOST program	On-going	2022	$11,649,324	SPLOST, LCI, DOT, Grants, Private	Public Services	Complete
Grady/Beauregard - Roundabout	On-going	2017	$958,643	40.7% Impact Fees; SPLOST, GF	Public Services	Completed
Install additional street trees and landscape medians as funding becomes available	2017	2022	$5,000/yr	GF (Tree Bank)	Planning, Public Services	Cancelled [1]
Require inter-connectivity of roadways within and between new and existing commercial and mixed use developments.	2004	2022	$1,000/yr	GF	Public Services	Cancelled [2]
Hospital Area Paths and Crosswalk	2011	2018	$650,000	GF, Grants	Public Services	Cancelled [3]

- Removed due to shift in daily operation
- Removed, project was more related to daily operation, now listed in the city ordinance
- Project Merged with the Hospital Trail Project

3

INTEGRATED LAND USE

ZONING MAP


CITY OF FAYETTEVILLE ZONING MAP
Est. 1823
FAYETTEVILLE
GEORGIA
LEGEND
CITY LIMITS
ROADS
CITY STREET
COUNTY ROAD
PRIVATE ROAD
STATE ROUTE
ZONING
R-10 SINGLE FAMILY RESIDENTIAL
R-15 SINGLE FAMILY RESIDENTIAL
R-22 SINGLE FAMILY RESIDENTIAL
R-30 SINGLE FAMILY RESIDENTIAL
R-40 SINGLE FAMILY RESIDENTIAL
R-70 SINGLE FAMILY RESIDENTIAL
DR-15 ONE AND TWO FAMILY RESIDENTIAL
RMF-15 MULTI-FAMILY RESIDENTIAL
R-THC RESIDENTIAL TOWNHOUSE CONDOMINIUM
RP RESIDENTIAL PROFESSIONAL
MO MEDICAL OFFICE
OI OFFICE AND INSTITUTIONAL
C-1 DOWNTOWN COMMERCIAL
C-2 COMMUNITY COMMERCIAL
C-3 HIGHWAY COMMERCIAL
C-C-3 CONDITIONAL C-3
C-4 HIGH INTENSITY COMMERCIAL
BP BUSINESS PARK
M-1 LIGHT MANUFACTURING
M-2 HEAVY MANUFACTURING
PDP PLANNED DEVELOPMENT PROJECT
PCD PLANNED COMMUNITY DEVELOPMENT
RD REDEVELOPMENT DISTRICT
OS OPEN SPACE
0
0.375
0.75
1.5
2.25
3
Miles

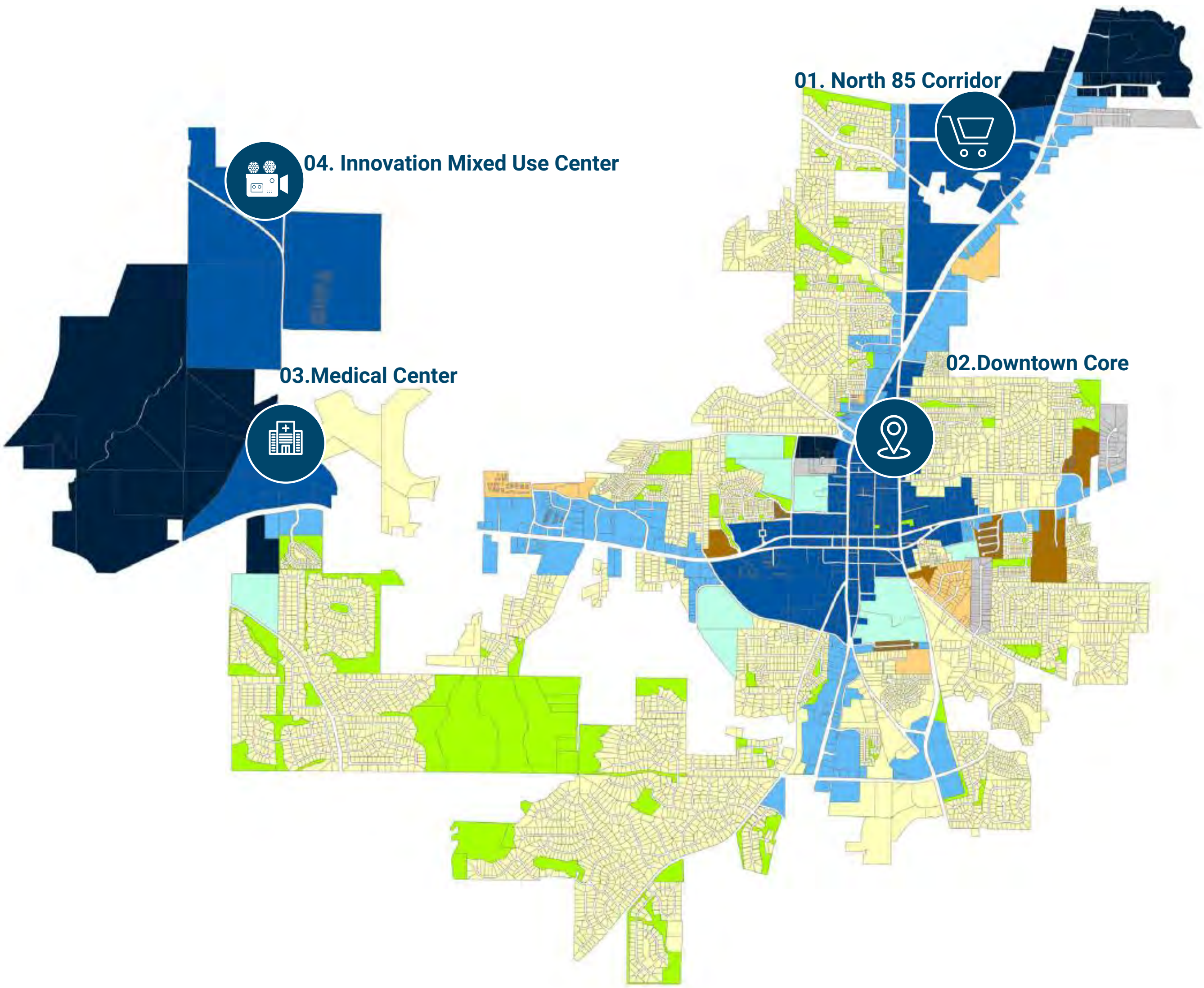
Future Development
Map Framework

A number of key considerations contributed to the restructuring of the future land use designations adopted as a part of this update:

- **Neighborhoods** include a mix of housing types and choices at varying price ranges; with density and mixed-use at the center and lower density housing towards the edge.
- **Neighborhood Centers** are strategically located at intersections to maximize access, visibility and economic viability. These centers should include a range of commercial uses within walking distance of housing, serving the neighborhood primarily, but also serving existing, adjacent residential areas.
- A single, prominent employment center, or **Activity Center,** serves as the major employment and revenue-generating specialized uses. Activity Centers often have specialized uses and needs and may be dominated by a single user such as a campus.

In addition, a forthcoming zoning rewrite and small area plans will be the primary mechanism for implementing the Future Land Use Map.

NEW FUTURE LAND USE MAP



Neighborhood Residential 1

Neighborhood Residential 2

Mixed Residential

Neighborhood Center

Activity Centers

01-North 85 Corridor

02- Downtown Core

03 - Medical Center

04- Innovation Mixed Use Center

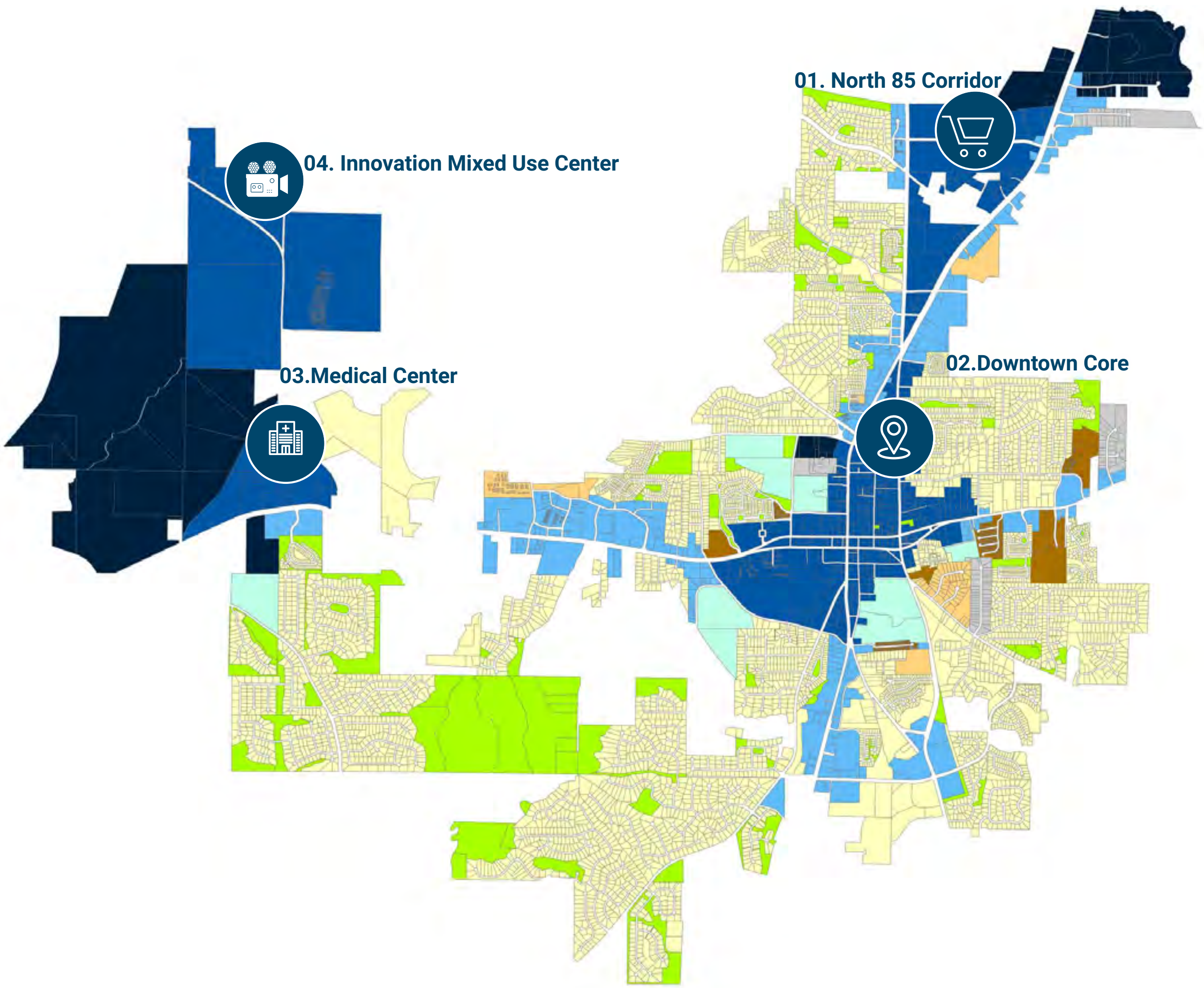
Business Park

Industrial

Public Institutional

Parks, Recreation and Conservation

PROPOSED NEW FUTURE LAND USE MAP



Neighborhood Residential 1

Neighborhood Residential 2

Mixed Residential

Neighborhood Center

Activity Centers

01-North 85 Corridor

02- Downtown Core

03 - Medical Center

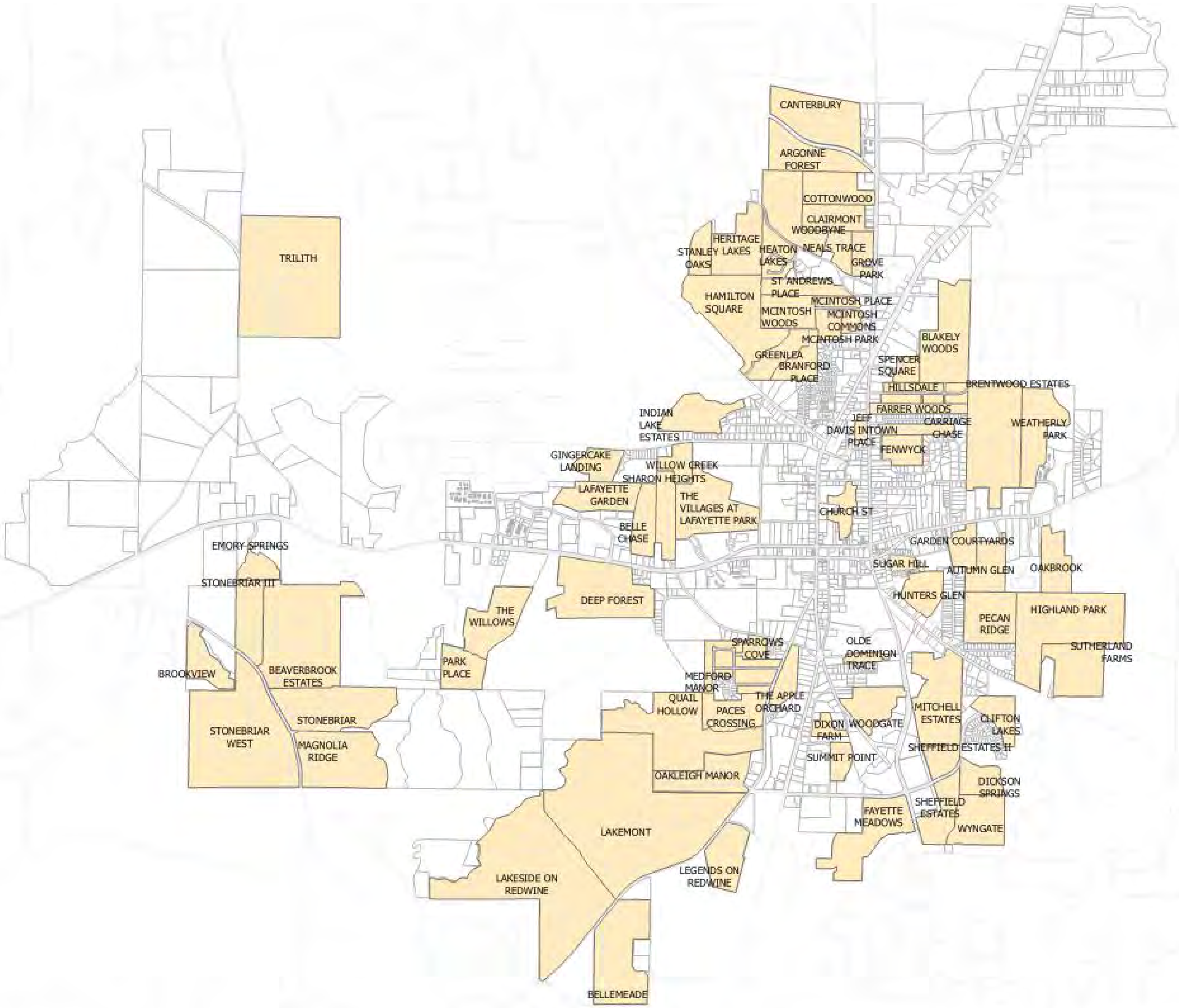
04- Innovation Mixed Use Center

Business Park

Industrial

Public Institutional

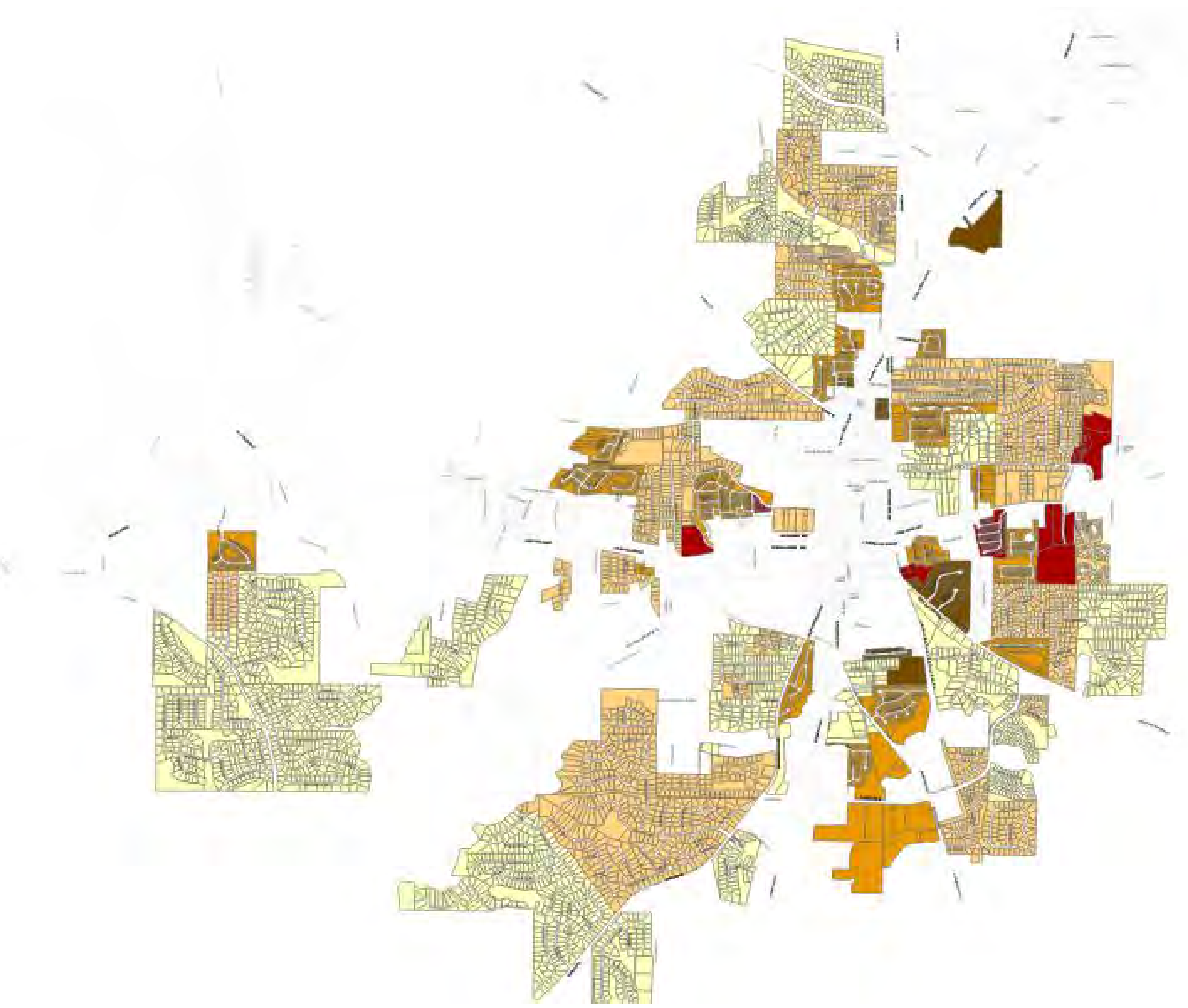
Parks, Recreation and Conservation



NEIGHBORHOODS

Neighborhoods are not all the same - some are established, some are changing, some are emerging, and some are not yet built. The 2022 Update establishes the **Neighborhood** land use designation which is intended to identify residential areas that require attention to physical details, careful planning and connectivity. This plan focuses on stabilizing, nurturing, and reinvesting in distinct areas where deterioration has negatively affected their vibrancy and livability.

Specific goals and objectives have been incorporated into this plan to assist the city with adapting to the impacts of future growth and changes in the real estate market.



PREVIOUS FUTURE LAND USE - RESIDENTIAL

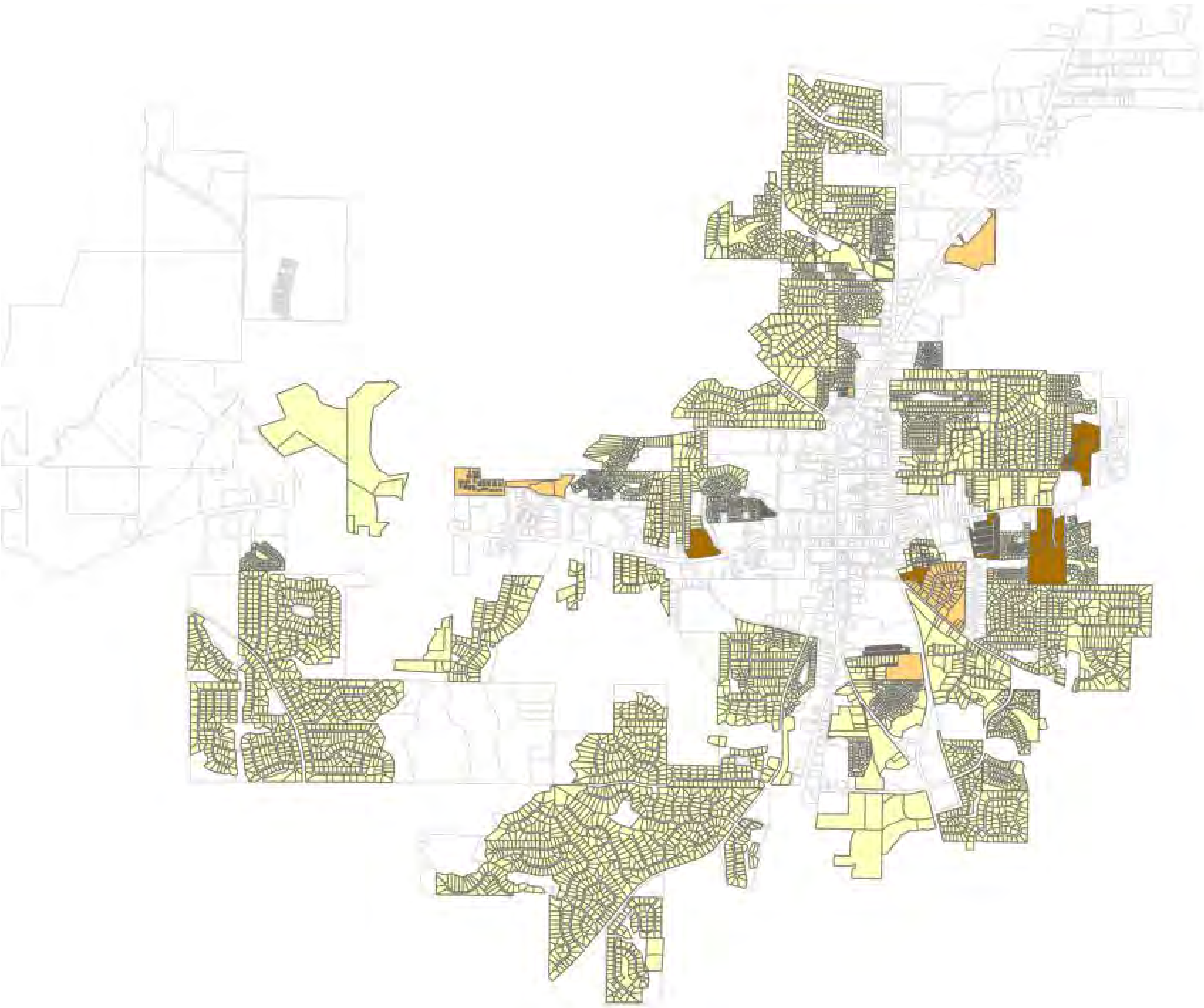
Low Single Family

Townhome

Medium Single Family

Multifamily

High Density Single Family



NEW FUTURE LAND USE - RESIDENTIAL

Neighborhood Residential 1 (Low, Medium, and High Single Family Detached)

Neighborhood Residential 2 (Single Family Attached, i.e Townhomes)

Mixed Residential (Multifamily)

Neighborhood Residential 1

Existing Conditions

Located throughout the city are neighborhoods with single-family detached homes on lots of varying sizes, with nearby uses such as retail centers, parks, recreational areas, places of worship and schools.

Vision

The **Neighborhood** future land use category is intended for single-family detached residential development and aims to recognize, maintain, support, and enhance the existing residential character of these areas. Future development within this land use category will primarily be single-family detached subdivisions that may include complementary uses such as public facilities and parks.

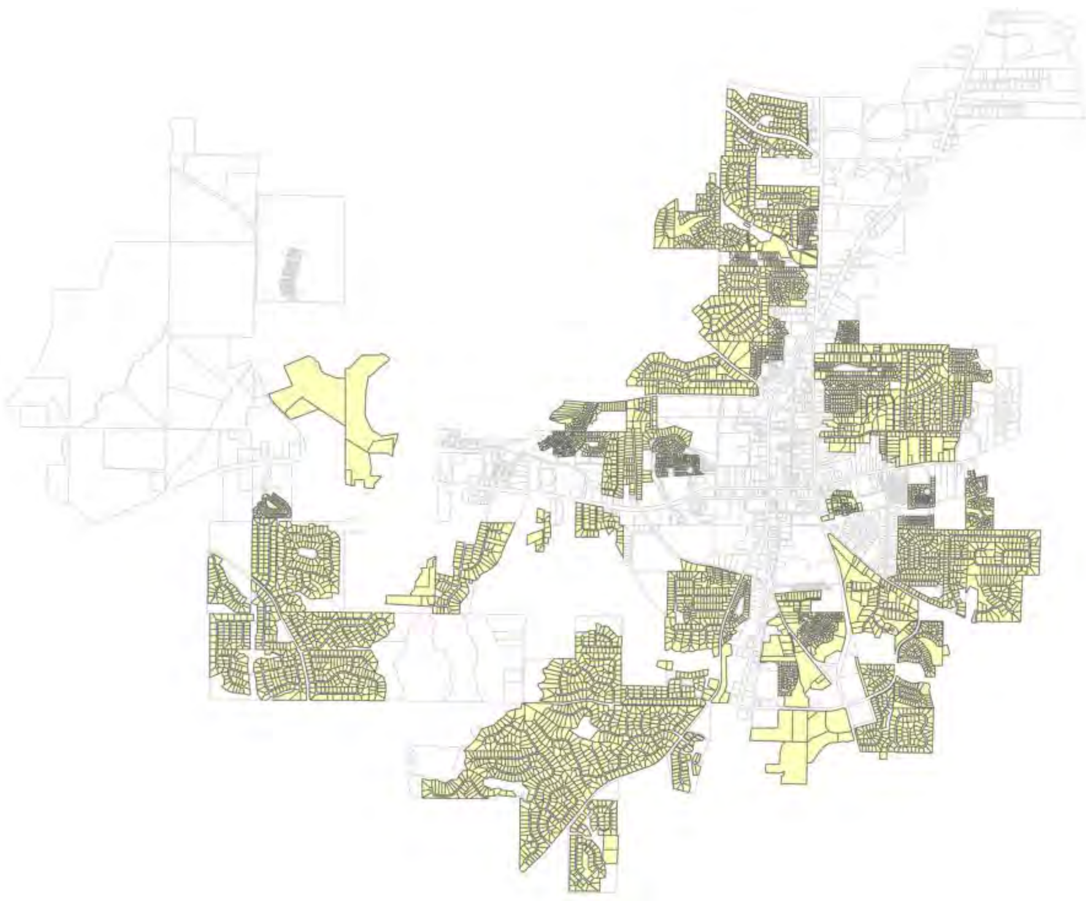
Key Implementation Strategies

- Intended for single-family detached homes of varying architectural style
- Where infill opportunities exist, development density should be compatible with the adjacent neighborhoods scale and integrate character and neighborhood-defining features
- Buildings designed with a pedestrian scale
- Identify opportunities to increase walkability and connectivity with outdoor spaces, sidewalks and path system
- Include sidewalks on both sides of all internal streets
- Minimize the potential for incompatible land uses (e.g. high traffic generators, noisy users, etc.) within or next to single-family neighborhoods.
- Encourage the use of landscape buffers and/or natural vegetation to mitigate the impacts that such land uses could have on residential neighborhoods.
- Prohibit higher density residential (e.g. duplexes, apartments) or high-density non-residential land uses (e.g. commercial and industrial uses) in single-family residential areas.
- Continue streetscape and infrastructure improvements in aging developments.



Neighborhood Residential 1

Land Use	
Primary Uses	Primarily single-family detached (SF) Small-scale civic/public uses Places of worship Parks/recreation/green space
Recommended Zoning	R-70 R-40 R-30 R-15 R-22
Development Characteristics	
Building Form	Low-rise residential buildings with similar setbacks and lot sizes
Mobility	Well-connected local street network supports walking, bicycling, and driving.
Open Space	Typically private yards and improved common areas



Neighborhood Residential 2

Existing Conditions

Located in three distinct areas: along or near Highway 85, North Jeff Davis Avenue and Jimmie Mayfield Boulevard, these moderate to high-density neighborhoods include a range of duplexes and/or attached units.

Vision

This land use designation is intended to allow for smaller single-family detached residences, duplexes, quadplexes, condominiums and townhouses. Public and institutional uses such as parks, schools or churches may also be built within this designation. The scale and height of revitalization projects and future development should be compatible with the surrounding community's existing and planned character which could include a mix of smaller single-family lots and/or a mix of attached residential. Regardless of the type and density of housing, there is a high standard of product provided. Neighborhoods should be well lit, with attractive landscaping, amenities, and aesthetics.

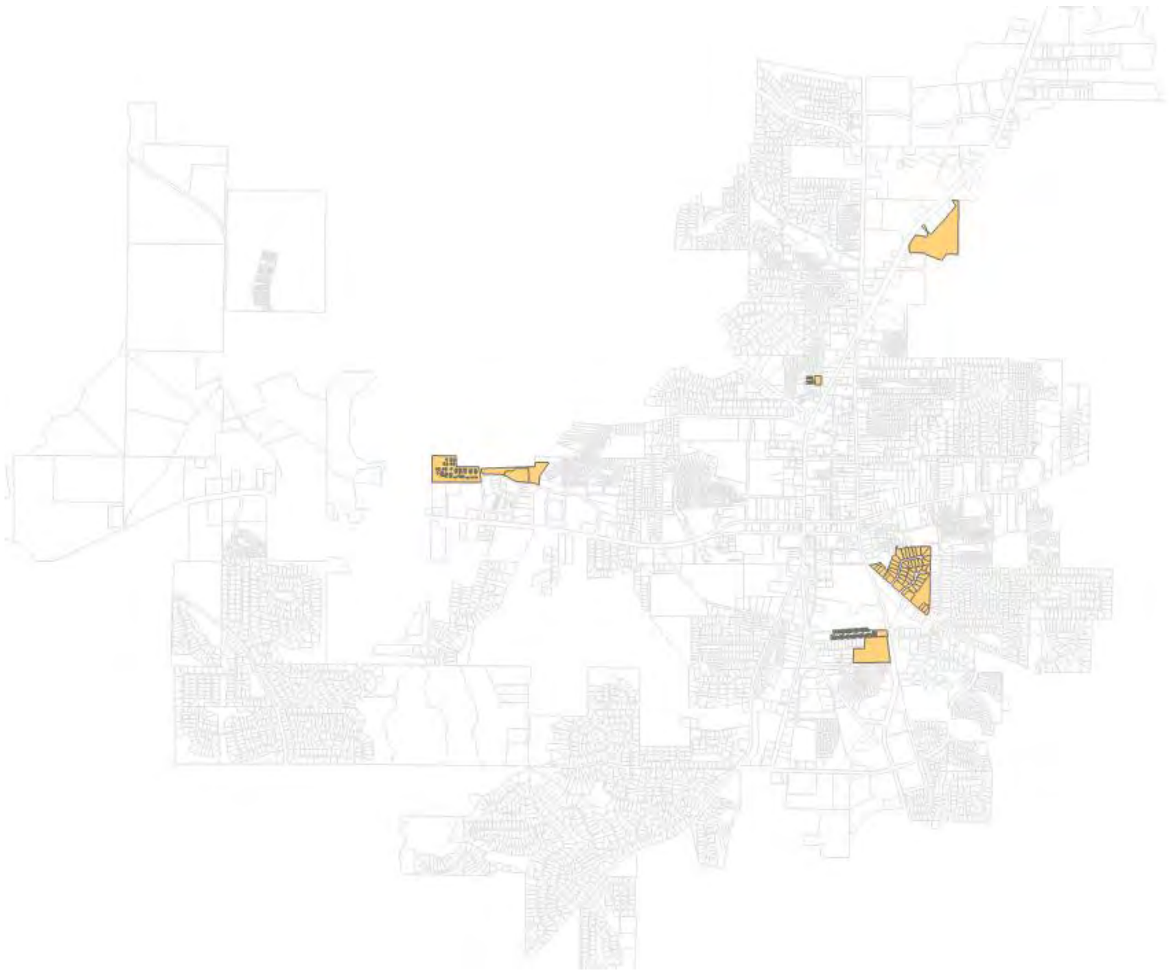
Key Implementation Strategies

- Encourage new housing designs that are attractive and emphasize the structure from the street, rather than the garage.
- Where practical, new developments should be designed with vehicle access from a rear alley along with internal sidewalk connectivity throughout the development and to adjoining properties
- Encourage the construction of narrow streets in new neighborhoods and require sidewalks on both sides of all streets
- Minimize the potential for incompatible land uses (e.g. high traffic generators, noisy users, etc.) within or next to Two-Family/Townhouse Residential areas. Where such uses do occur in close proximity, encourage the use of landscape buffers to mitigate the impacts that such land uses could have on residential neighborhoods.
- Plan for interconnected road and open space networks in new residential areas
- Identify opportunities to increase walkability and connectivity with outdoor spaces
- Discourage the use of cul-de-sacs in new neighborhoods whenever possible.
- Promote property upkeep and maintenance through effective code compliance
- Buildings designed with a pedestrian scale



Neighborhood Residential 2

Land Use	
Primary Uses	Primarily small lot single family residential and attached residential
Recommended Zoning	R-THC Residential Townhouse Condominium
Development Characteristics	
Building Form	Single-family detached residential Low- to mid-rise attached residential
Mobility	Well-connected and dense street network and short blocks, encourage walking, bicycling and driving.
Open Space	Privately owned, common space and small parks, greenways and open space



Mixed Residential

Existing Conditions

Primarily located along Lanier Avenue, the parcels with this land use designation are developed with a range of single-family detached and/or attached residential.

Vision

This land use designation is intended to provide a compatible variety of residential units as well as recreational and community facilities, with a focus on providing single-family detached as well as a variety of attached residential product (duplex, triplex, quadplex), multi-family residential, townhomes and condominiums along with public and institutional uses such as parks, schools and places of worship.

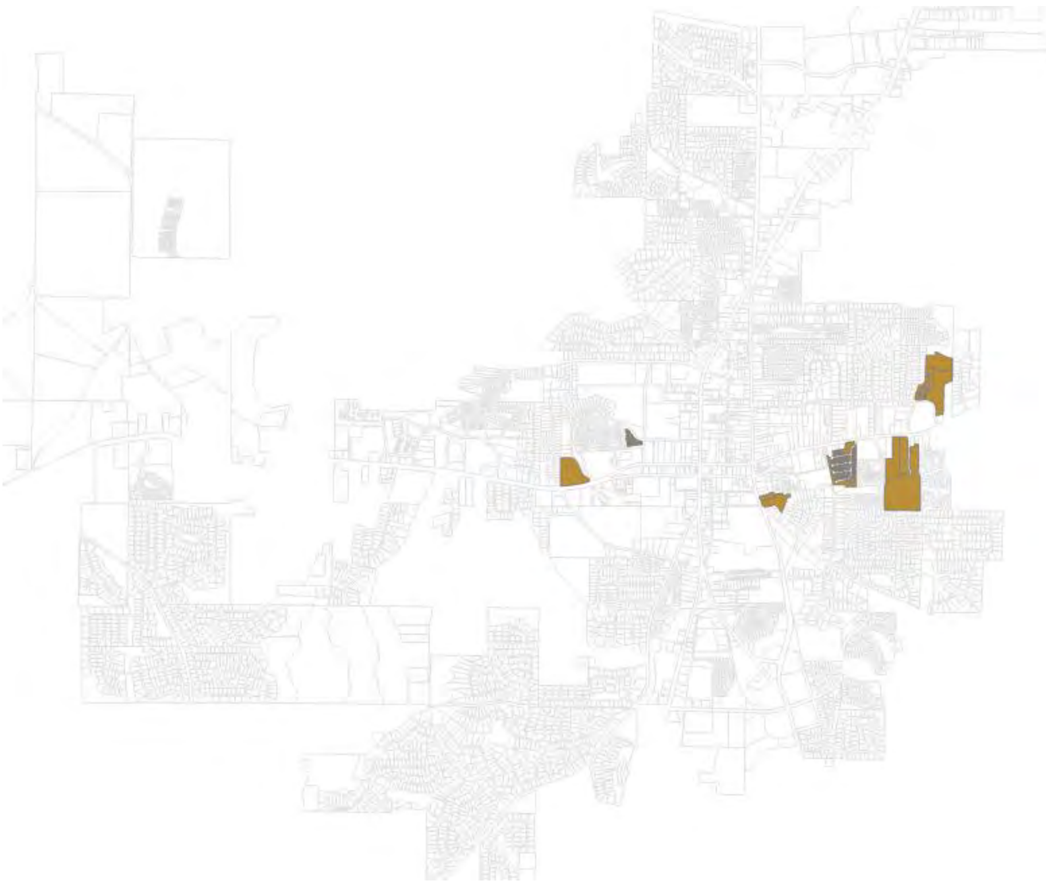
Key Implementation Strategies

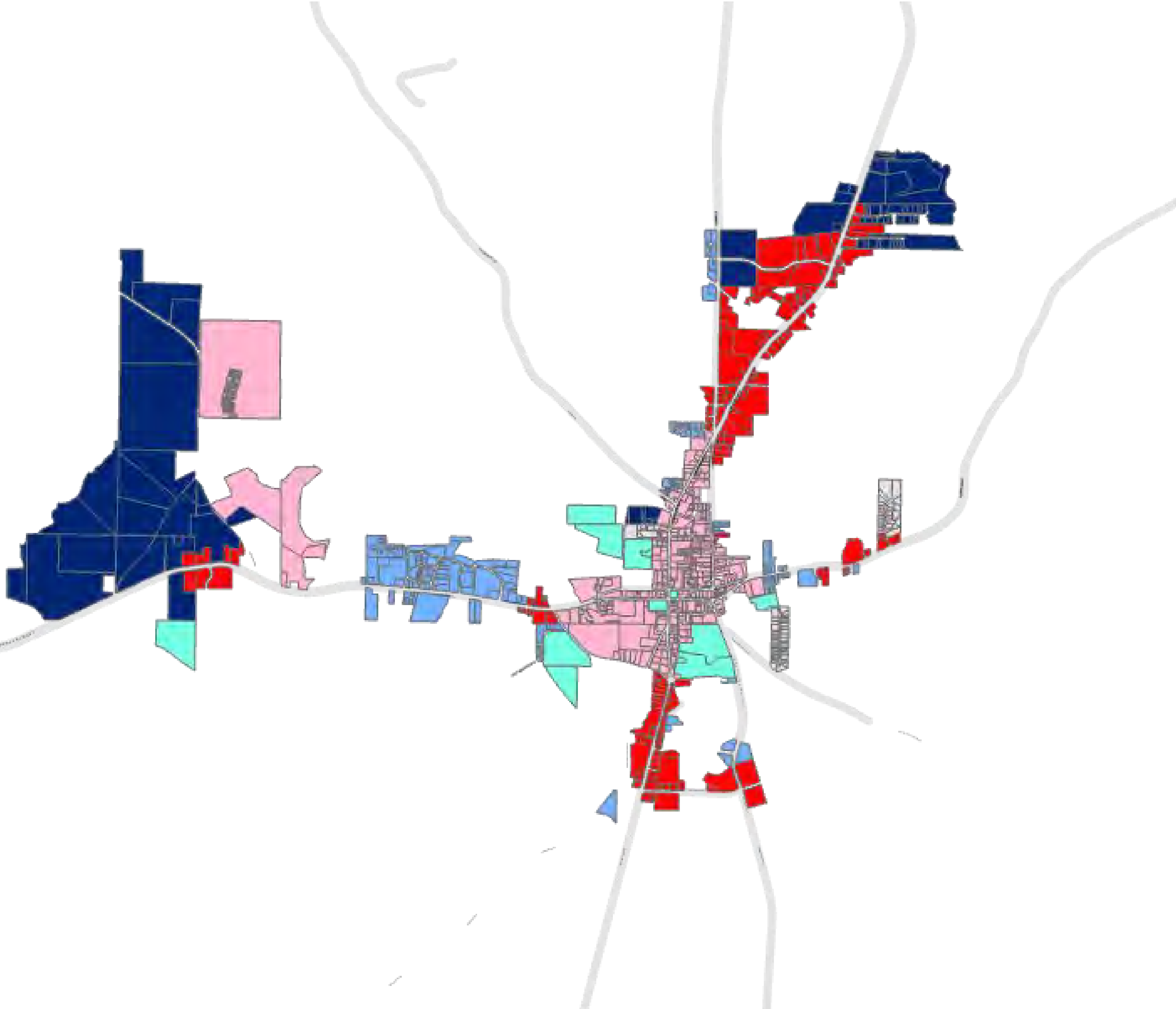
- Require residential developments to provide on-site open space areas and amenities
- Where practical, new developments should be designed with vehicle access from a rear alley along with internal sidewalk connectivity throughout the development and to adjoining properties
- Encourage the construction of narrow streets in new neighborhoods and require sidewalks on both sides of all streets
- Support the construction of "complete streets"
- Plan for interconnected road and open space networks
- Discourage the use of cul-de-sacs whenever possible.
- Link parking lots to building entrances by pedestrian walkways that are physically separated from vehicular movement areas
- Promote property upkeep and maintenance through effective code compliance
- Encourage the use of balconies, porches, stoops, garden walls, varied building and facade setbacks, varied roof designs, bay windows, and similar design features in new mixed residential project designs. In general, multi-family dwelling units should be designed so that they appear to be a grouping of smaller residential units.
- Promote architectural design that is compatible with the surrounding neighborhood including building and facade materials, building height, building bulk, setbacks, window and door styles and placements, roof designs and color scheme.




Mixed Residential

Land Use	
Primary Uses	Single-family detached and attached residential
Recommended Zoning	RMF-15 Multi-Family Residential
Development Characteristics	
Building Form	Single-family detached Attached residential
Mobility	Well-connected and dense street network and short blocks, encourage walking, cycling, and driving.
Open Space	Privately owned, common space and small parks, greenways and open space



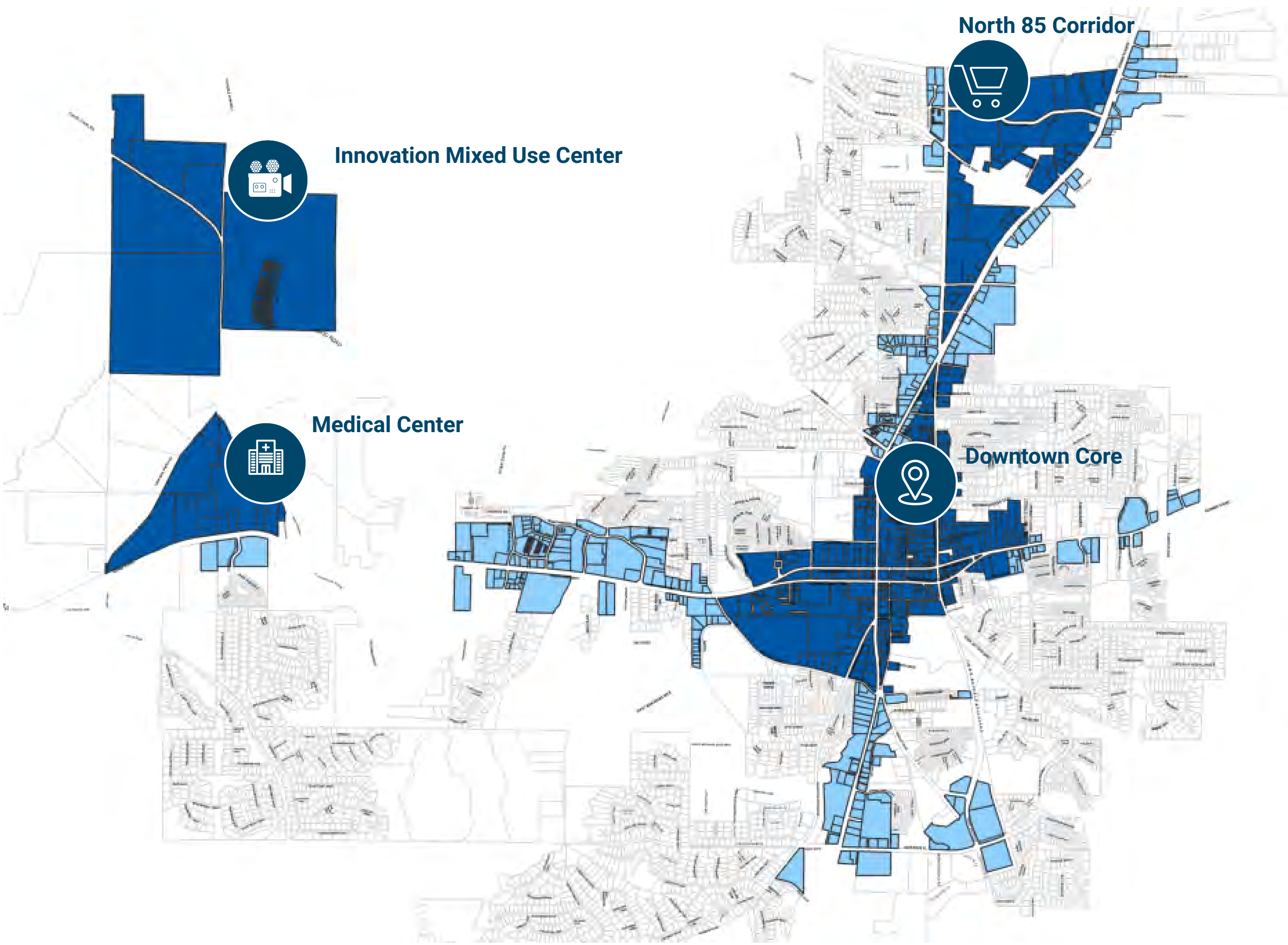


PREVIOUS FUTURE LAND USE - COMMERCIAL

- Business Park
- Suburban Commercial
- Suburban Office
- Public Institutional (Schools)
- Walkable Mixed Use

Nodes + People = Centers

The most significant change in the 2022 Update is how the city classifies commercial development. Studies show that allowing and promoting varying levels of activity within a development can promote pedestrian activity and business vitality along corridors and create a rhythm of development, which helps to segment the linear corridor into distinct areas that will create a greater sense of place.



Neighborhood Centers

These areas encourage a mixture of small-scale commercial, low-intensity office, restaurants, specialty retail, medical and service uses that cater to the surrounding residential neighborhoods.

Activity Centers

Activity centers are often referred to as character areas and encourage a “holistic” approach to long-range planning by integrating the community’s vision and desires with actual land use patterns;

Activity Centers:
- Downtown Core = Downtown Mixed Use Center
- North 85 Corridor - Fayette Pavilion
- Medical Center = Piedmont Fayette Hospital Complex
- Innovation Mixed Use Center - Trilith Studios/Town at Trilith

Neighborhood Centers

Existing Conditions

Neighborhood Centers are primarily located on major thoroughfares and near concentrations of existing or planned residential neighborhoods. Current developments and uses include smaller strip centers, shopping centers with grocery stores, storage facilities, offices, retail establishments, restaurants, and services.

Vision

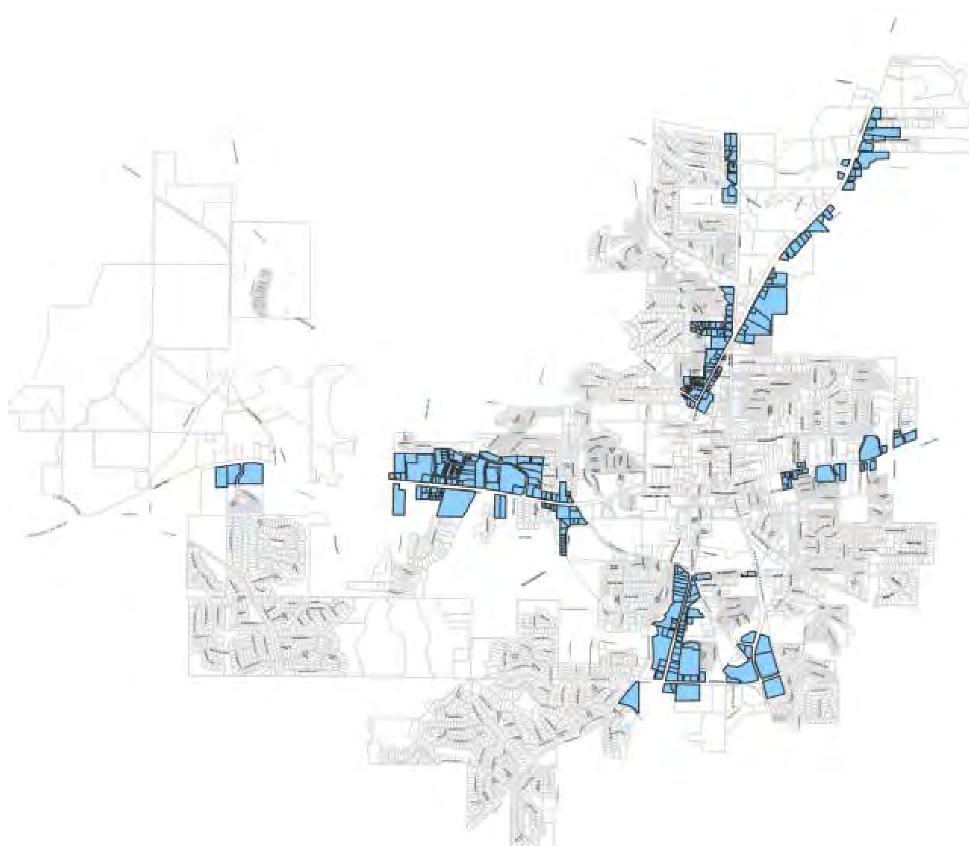
This future land use category includes small-scale neighborhood supporting retail, office and service uses which preserve the residential character through building scale, building appearance, landscaping and signage. With the proximity to the Downtown Core and adjacent residential developments, the neighborhood centers will include some infill. Mixed-use developments are envisioned to revitalize aging shopping centers and help buffer the quieter residential neighborhoods. New development and redevelopment in these areas should be compact in form, with free-standing commercial structures and/or some vertical mixed-use structures. These areas should include a network of pedestrian-friendly and well-designed streetscapes with a distinctive sense of place.

Key Implementation Strategies

- Actively promote redevelopment of aging retail centers
- Transform parking lots into pedestrian-friendly parking plazas with buffered walkways, parklets and commercial pad sites
- Create pedestrian connections to the main building entrances and the adjoining sidewalk networks
- Encourage connected street grid network with small blocks and wide pedestrian walkways as properties are redeveloped
- Improve mobility within the shopping center and to nearby shopping districts by establishing streetscape hierarchy
- Strategically buffer conflicting land uses such as residential areas and/or roadways with open space
- Create dedicated circulation for delivery vehicles to minimize conflict between pedestrians and service vehicles
- Establish a consistent development pattern along the corridors by implementing design guidelines for building design and materials, sidewalks, landscaping and signage
- Require inter-parcel access between developments
- Encourage buildings to face the street and locate parking to the side and rear as retail centers redevelop
- Provide bicycle and pedestrian amenities, including covered walkways, benches, lighting and bike racks
- Reduce parking requirements and encourage adaptive reuse
- Consider the use of "build-to" lines and street-oriented customer entrances to encourage walking and neighborhood connections.
- Design buildings and sites for pedestrians not just automobiles.

Neighborhood Centers

Land Use	
Primary Uses	Neighborhood-serving retail / commercial Small-scale office Green space For properties identified as having strong revitalization potential, projects with smaller footprints should be considered with a mix of uses. There should be direct linkages between residential and commercial uses;
Recommended Zoning	O-I Office and Institutional C-2 Community Commercial C-3 Highway Commercial
Development Characteristics	
Building Form	Low-rise retail structures with a walkable, landscaped public realm
Mobility	Encourage safe and comfortable access by all modes of travel
Open Space	Plazas, patios, and courtyards; landscaping and natural open space is encouraged



Neighborhood Centers

Today

Neighborhood Centers

Tomorrow

Innovation Mixed-Use

Existing Conditions

This master planned development includes Trilith Studios and the Town at Trilith, including a variety of detached and attached residential dwelling units, retail and commercial, office, restaurant and internal amenities.

Vision

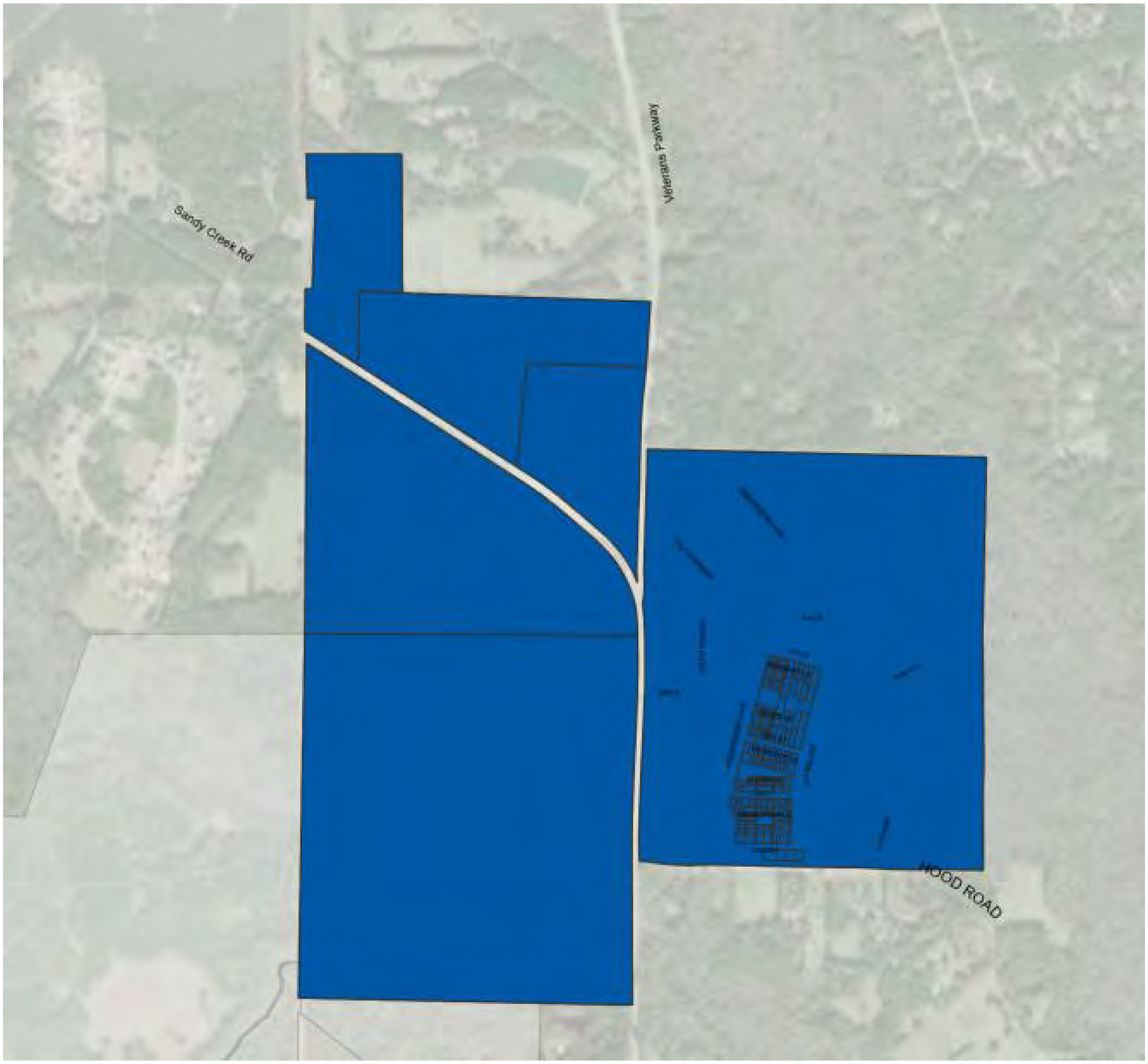
This land use category is intended to facilitate a carefully controlled mix of land uses which may include any combination of the following: office, retail, restaurants, residential, community facilities, and high-quality industrial that is compatible with neighboring uses. This category is also intended to encourage and facilitate the conservation of open land and other natural resource features.

Innovation Mixed Use

Overview

Land Use	
Primary Uses	Mixed-use Retail/commercial/restaurant Office Lodging Hotel Single-family detached Apartments Townhomes Micro-homes Parking garages Indoor/outdoor event center
Recommended Zoning	Create new zoning designation for areas within specified activity node. This should permit a mixture of land uses.
Development Characteristics	
Building Form	Mid- or high-rise buildings with active ground floors and building step backs on upper floors
Mobility	Encourage safe and comfortable access by all modes of travel
Open Space	Improved open space is a key feature; many public and private spaces

Innovation Mixed Use



Innovation Mixed Use

Key Implementation Strategies

In accordance with New Urbanism principles, the master planned development will continue to adhere the following standards :

- The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.
- Neighborhoods should be compact, pedestrian friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.
- Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.
- Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
- Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.
- The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.
- A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

Medical Center

Existing Conditions

The Medical Center activity center includes the Piedmont Fayette Hospital and adjoining medical buildings. Piedmont is a leading community hospital and one of the largest employers in Fayetteville with nearly 2,700 doctors, nurses, and other professionals. The activity center offers 24-hour emergency services, cancer care, health care, transplant center, women's health, and more. This area encompasses a contiguous area of land generally located around the intersection of the Veterans Parkway, Sandy Creek Road and Highway 54 West.

Vision

The vision for the area is one of mutual compatibility and support among differing uses with people living and working in the community. It includes a neighborhood that encourages people to live and work within the area and promote development that is consistent with, and transitions to, the established neighborhood scale. Future development will create a center that is a walkable, multi-modal community with a variety of transportation options with enhanced connections and safe pedestrian routes.

Key Implementation Strategies

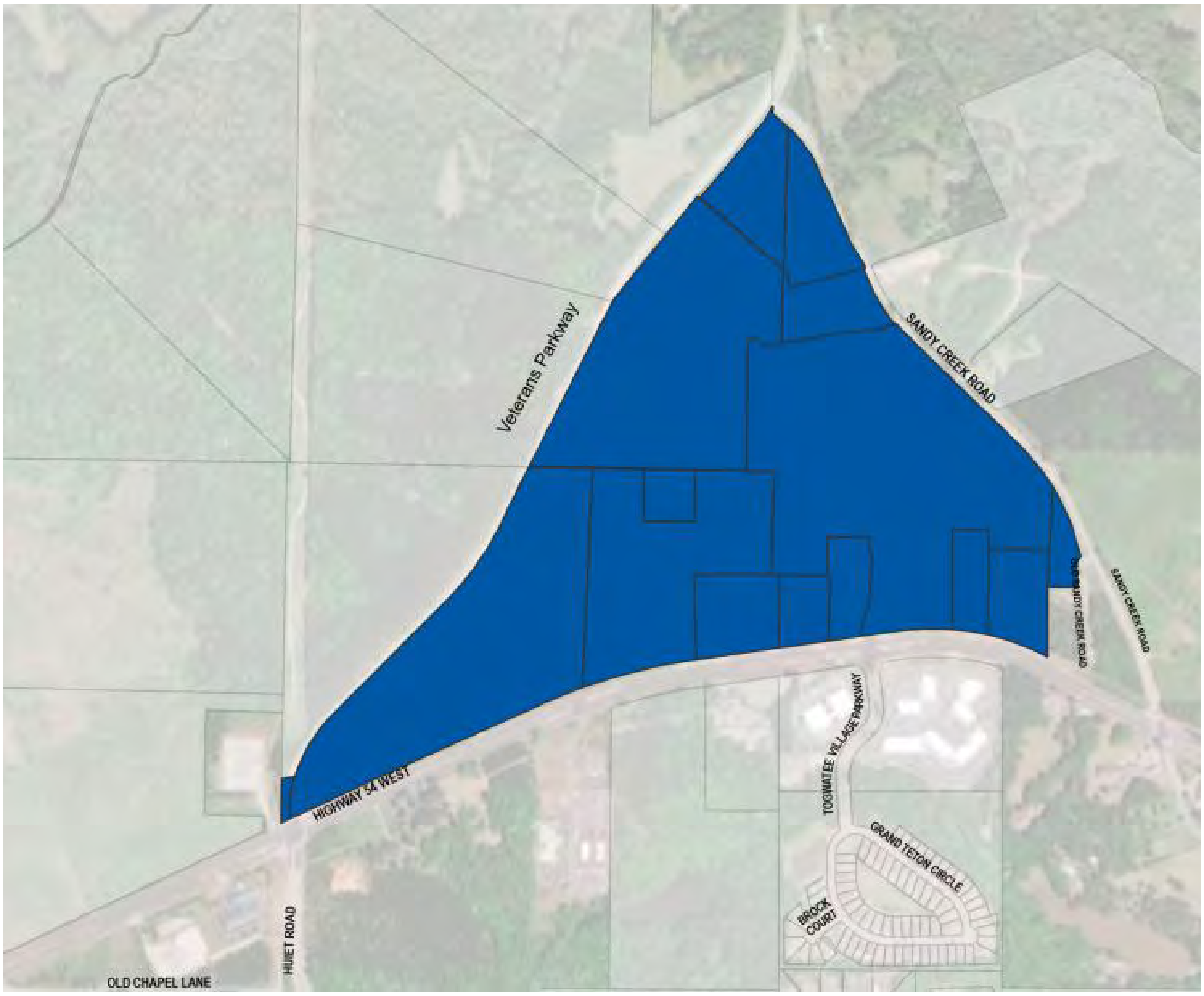
- Establish new zoning designation for areas within a specified activity node to permit a mix of land uses, similar to the Trilith development but at a smaller scale
- Maintain existing hospital as an economic anchor for the community and support the future growth of healthcare and healthcare related businesses
- Implement interconnected street grid network with small blocks and wide pedestrian walkways
- For new mixed-use developments, streets should include landscaping, pedestrian-scale lighting, and street furniture. Public gathering areas should be encouraged. Buildings should be limited to no more than three stories and should include facade variation and fenestration. Parking should be located to the rear or side of buildings.
- Require inter-parcel access between developments and parallel access to the medical center
- Support the growth, stability and diversity of the residential communities by ensuring a continued mix of housing types
- Establish direct, pedestrian friendly circulation and crossing patterns that connect uses with trails and bicycle and pedestrian routes. Provide pedestrian friendly crossings.

Medical Center

Overview

Land Use	
Primary Uses	• Medical offices and other medical-related uses • Higher Density Residential • Retail (stand-alone or ground-floor as part of mixed-use development) • Hotel • Civic uses that support residential uses, such as schools and places of worship
Recommended Zoning	Create new zoning designation for areas within specified activity nodes. This should permit a mixture of land uses.
Development Characteristics	
Building Form	Commercial, institutional, multi-family or mixed-use buildings
Mobility	Encourage safe and comfortable access by all modes of travel
Open Space	Improved open space is a key feature; many public and private spaces

Medical Center



North 85 Corridor

Existing Conditions

This Activity Center includes several existing commercial sites along North 85 and other areas with commercial land uses. The most prominent is the Fayette Pavilion with multiple big box retailers and supporting retail, commercial and restaurant uses. The corridor is easily accessible by car but not easily accessible to adjoining residential developments. Vacancy in the corridor is generally low but is burdened by infill retailers such as discounters, thrift stores and churches.

Vision

A vibrant commercial corridor with a mix of aesthetically pleasing and well-maintained mixed use developments that are interconnected with each other as well as the adjoining residential developments.

Key Implementation Strategies

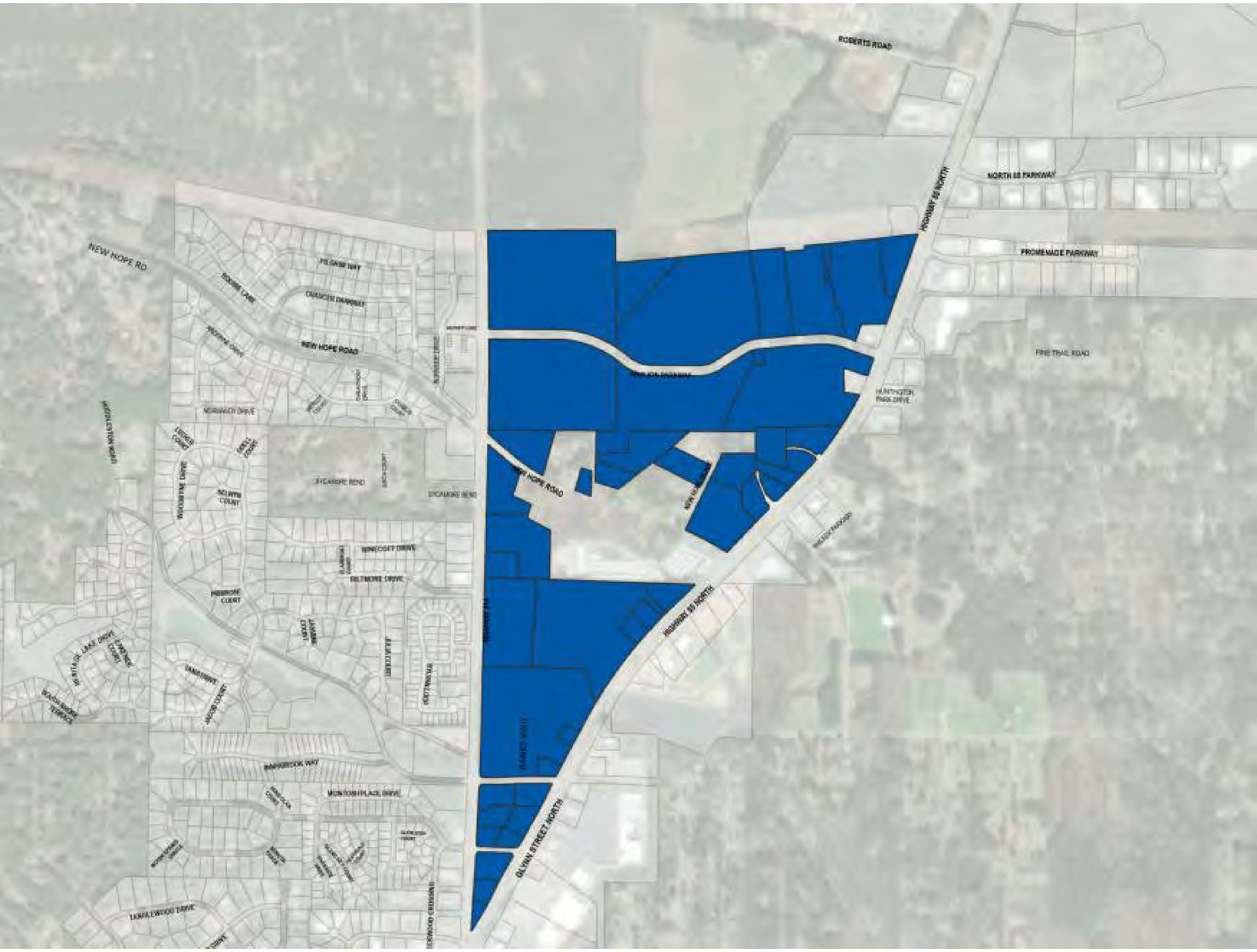
- Actively promote redevelopment of the commercial areas and work with property owners to encourage higher occupancy rates and help maintain high occupancies rates through business retention and recruitment
- Reduce parking requirements and encourage existing retail centers to redevelop into mixed-use centers
- Reintroduce internal grid street networks along with pedestrian-friendly connections. Convert unused parking areas into pedestrian-friendly parking plazas with buffered walkways, parket, and commercial pad sites.
- Create pedestrian connections to the main building entrances and the adjacent sidewalk network.
- Improve mobility within the shopping center and to nearby shopping districts by focusing streetscape improvements
- Strategically buffer from or connect to adjacent uses of conflicting land uses, and open space, protect residential neighborhoods, and the highway
- Create dedicated circulation for large vehicles so that retail warehousing uses do not conflict with improvements geared towards creating a pedestrian-friendly environment
- Establish a consistent development pattern along the corridor by implementing design guidelines for signage, sidewalks, and landscaping
- Require inter-parcel access between developments
- As shopping plazas redevelop, encourage buildings to face the street and locate parking to the side and rear
- Provide bicycle and pedestrian amenities, including covered walkways, benches, lighting, and bike racks
- Continue code compliance efforts to maintain an attractive appearance of shopping centers and buildings.

North 85 Corridor

Overview

Land Use	
Primary Uses	Shopping centers Standalone retail uses Personal services Restaurants Mixed use (including office and ground-floor retail/commercial)
Recommended Zoning	Create new zoning designation for areas within specified activity node. This should permit a mixture of land uses.
Development Characteristics	
Building Form	Mid- or high-rise buildings with active ground floors and building step backs on upper floors
Mobility	Very well-connected street network with small blocks and highly walkable connections
Open Space	Improved open space is a key feature; many public and private spaces

North 85 Corridor



North 85 Corridor

Overview

CIRCULATION NETWORK

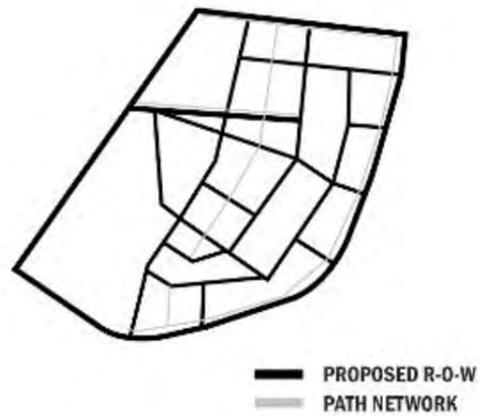


FIGURE GROUND

GREEN NETWORK

Downtown Core

Existing Conditions

Land use within downtown are characterized by a predominance of institutional uses, single-family homes, and commercial/retail facilities. Records indicate that much of the downtown core was constructed between 1880 and 1920. Since then the downtown has grown more modestly and consistently resulting in the development of previously undeveloped or underdeveloped areas along major transportation routes and redevelopment within the historic downtown square. Recent developments like the city center park has brought new life to downtown, and the two state highways present a challenge to the vision of a walkable, safe and pedestrian-friendly downtown.

Vision

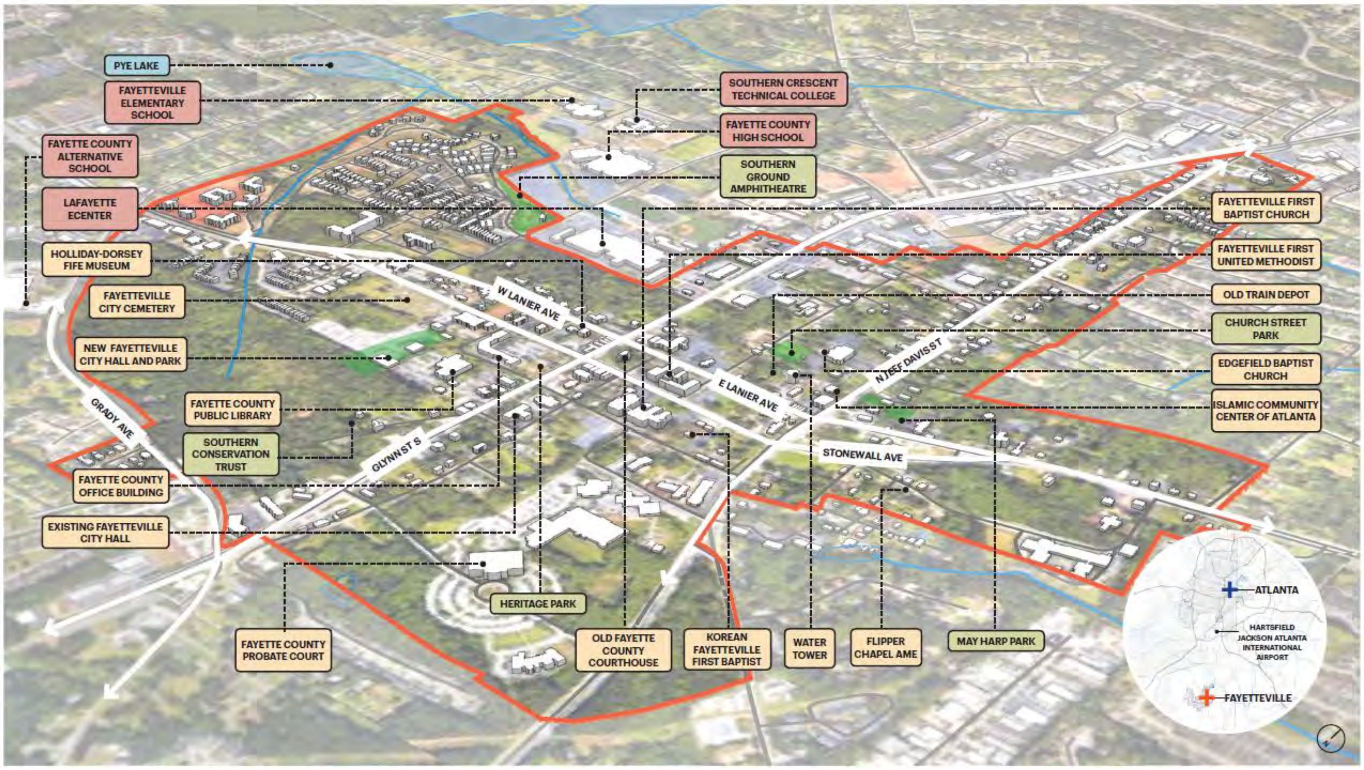
This land use designation is intended to encourage pedestrian-oriented retail, office, service, community facility and residential uses. The vision for the downtown core is centered on pedestrian-oriented and walkable development where people living, working and visiting should be able to park their car and easily walk from place to place. The vision for the recent LCI Study centered around moving downtown Fayetteville Forward through catalytic and equitable placemaking, enhanced legibility of the built environment, and creative guidelines for sustainable developments.

Key Implementation Strategies

- Prioritize walkability and connectivity
- Require inter-parcel access between developments
- Develop a comprehensive sidewalk network to enhance safety, emphasize walkability in the street grid and pedestrian scale.
- Improve zoning ordinance to permit a mixture of uses
- Use code to enhance pedestrian experience, and unified streetscaping (improving aesthetics)
- Codify historic inspiration as a guide for new buildings
- Emphasis on placemaking/Downtown as a destination
- Add more parks, landscaping, and trees
- Emphasis on historic character and Identify infill parcels and ownership for redevelopment opportunities
- Create distinct character areas
- Establish Street Frontage Typologies, Improve Public Space Domains
- Adopt architectural design guidelines
- Adopt a Complete Street policy
- No new auto-oriented commercial developments
- Historic buildings originally constructed for residential use must retain their residential architecture regardless of the use or mix of uses
- All sites are designed for the convenience of pedestrians first and vehicles second

Downtown Core

Community Assets



Rabbit's Run

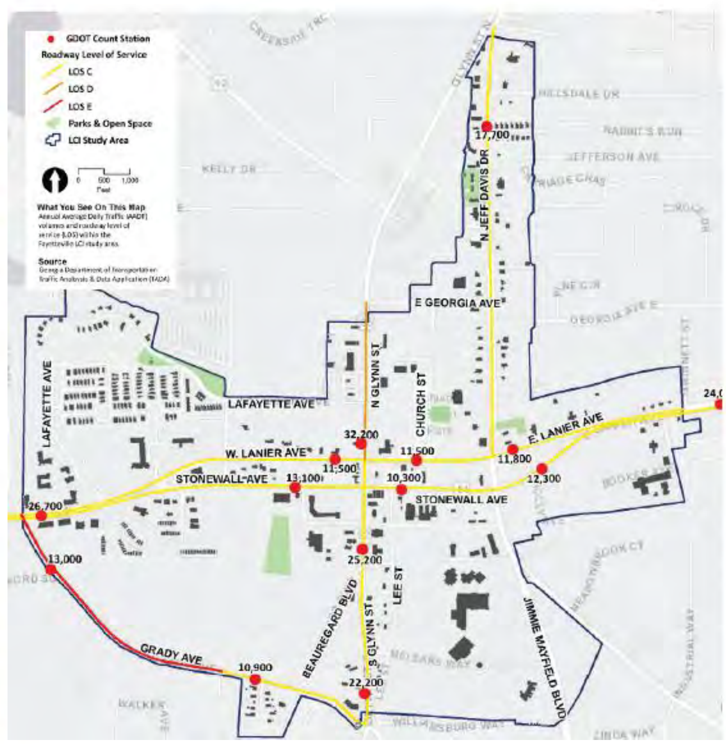
The Village at Lafayette Park

Fayette County Administration

The Meridian Apartments

Jefferson Intown Place

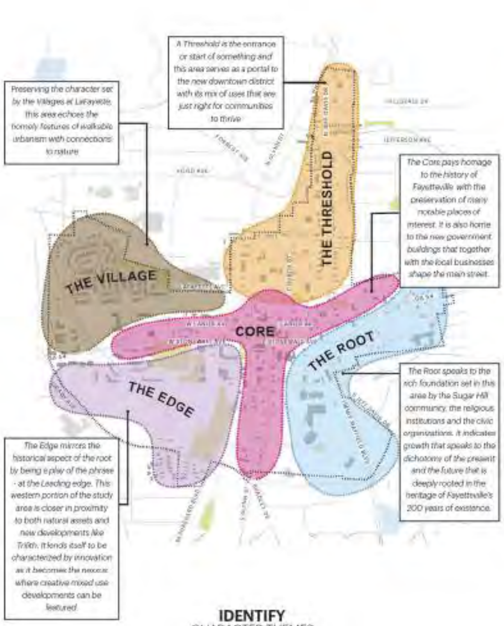
Sparrow's Cove



Downtown Core

Overview

Land Use	
Primary Uses	Shopping centers Standalone retail uses Personal services Restaurants Residential
Recommended Zoning	Create new zoning designation for areas within specified activity nodes. This should permit a mixture of land uses.
Development Characteristics	
Building Form	Buildings are also designed with the convenience of pedestrians in mind. All buildings have street entrances and the primary façade(s) and architectural treatments are street facing
Mobility	Blocks are small and streets are interconnected in a grid fashion to the extent practicable. Streets are tree lined and sidewalks are wide.
Open Space	Improved open space is a key feature; many public and private spaces

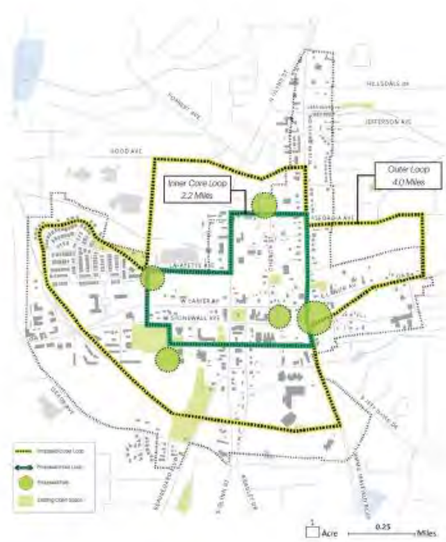


IDENTIFY
CHARACTER THEMES

Areas distinguished by common characteristics based on physical environment analysis and community perception

GATHER
NODES

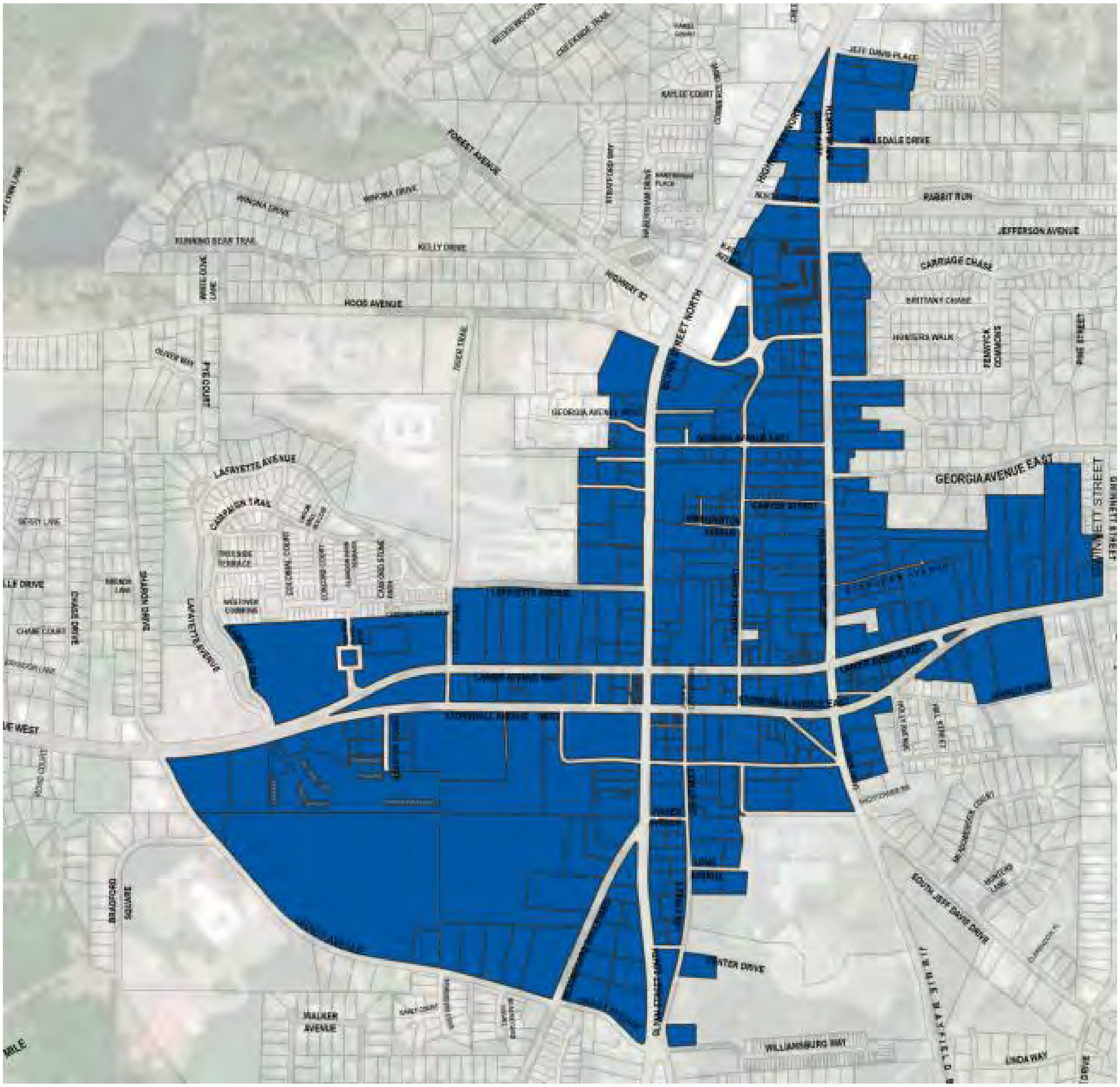
Strategic focus points for orientation, pause, celebration and engagement. New nodes provide placemaking opportunities unique to each character area.



CONNECT
LINKS

Routes along which people move throughout the city that offer legibility and access.

Downtown Core



Parks, Recreation and Conservation

Existing Conditions

The use and enjoyment of outdoor spaces have long been a source of joy and quality of life for residents and visitors. There are currently six (6) public parks, and the city is committed to enhancing these spaces to benefit the general public.

Vision

This land use category is for land dedicated to active or passive recreational uses as well as green space and wildlife management. It is in this area that residents have an opportunity to connect with nature through activities that promote physical activity and healthy lifestyles. These areas may be either publicly or privately owned.

Key Implementation Strategies

- Preserve and protect environmental areas that protect wildlife and vegetative resources.
- Work collectively with surrounding and overlapping governments and non-profit agencies on the preservation and enhancement of woodlands and open space areas.
- Identify opportunities for future open space in neighborhoods that are undersupplied in public recreation and open space opportunities.
- Enhance public access to parks and recreational facilities by making necessary infrastructure improvements.

Parks, Recreation and Conservation

Overview

Land Use	
Primary Uses	Playgrounds Public parks Nature preserves Golf courses Recreation centers Pedestrian and/or bike trails Dog parks Pavilions Amphitheaters and similar uses
Recommended Zoning	OS - Open Space
Development Characteristics	
Building Form	Typically low rise recreation, maintenance and other support facilities
Mobility	Along all street types; Encourage safe and comfortable access by all modes of travel
Open Space	Open space is the primary element

Business Park

Existing Conditions

Business parks are located along or in close proximity to major corridors, the existing developments include offices, warehouse space, and light manufacturing . There are several acres of undeveloped land with this designation.

Vision

This category is for land dedicated to maximize the potential for job creation. This classification is for land dedicated to offices, research and development, healthcare and education. It will be supportive of other related uses such as hotels, restaurants, and small scale retail. Business park sites will typically be over five acres and master planned to have easy internal circulation in a planned campus atmosphere.

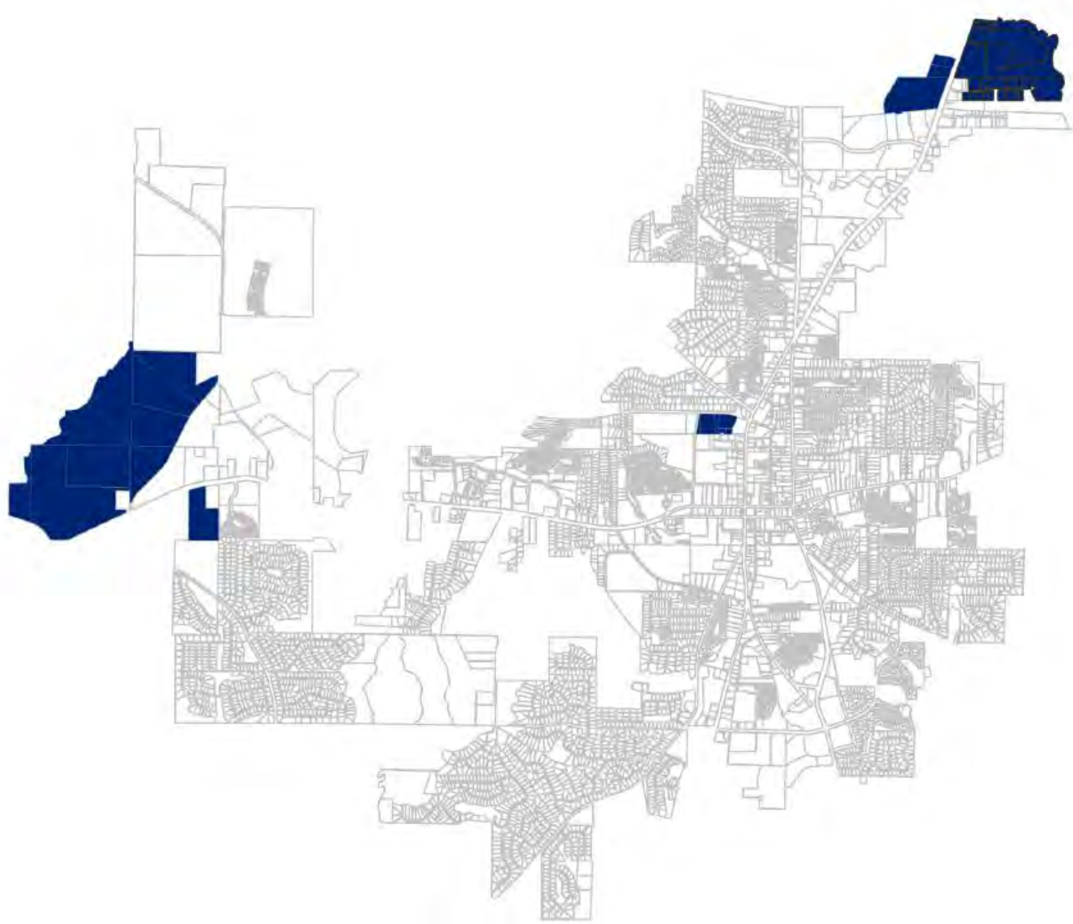
Key Implementation Strategies

- Business park sites will typically be over five acres and master planned to have easy internal circulation in a planned campus atmosphere.
- Sites are clean, well landscaped, and heavily buffered.
- In general, business park uses will not generate significant truck traffic.
- New development should include appropriate landscaping and buffering elements including street trees, parking lot landscaping and perimeter screening.
- Screening should be provided between incompatible land uses, especially residential uses.
- Pedestrian connections should be established between developments and along roadways to improve the connectivity of the area.

Business Park

Overview

Land Use	
Primary Uses	Office and Institutional Medical Office Business Park
Recommended Zoning	Business Park
Development Characteristics	
Building Form	Architectural styles will vary, but site design will have a character similar to that of a college campus.
Mobility	Encourage safe and comfortable access by all modes of travel and pleasant pedestrian connections between buildings
Open Space	Significant greenspace is a key feature; many public and private spaces



Industrial

Existing Conditions

There are limited industrial areas within the city and most are fully occupied. The most recent development is located along Promenade Parkway.

Vision

Located to minimize impact on surrounding uses, the industrial classification is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, and any other uses with significant truck traffic or any use that has detrimental visual (or other sensory) impact that cannot be concealed by its building and landscaping. Sites have a traditional industrial design and appearance.

Key Implementation Strategies

- Protect remaining industrial sites for signature opportunities.
- New development should include appropriate landscaping and buffering elements including street trees, parking lot landscaping and perimeter screening
- Screening should be provided between incompatible land uses, especially residential uses.
- Pedestrian connections should be established between developments and along roadways to improve the connectivity of the area.

Industrial

Overview

Land Use	
Primary Uses	Primarily light manufacturing Research & development Warehousing Distribution Processing plants Wholesale trade facilities
Recommended Zoning	Light Industrial and Heavy Industrial
Development Characteristics	
Building Form	Typical high-bay, single-story and large/ long manufacturing or warehousing buildings
Mobility	Encourage safe and comfortable access by all modes of travel
Open Space	Improved open space is a key feature; many public and private spaces

Public Institutional

Existing Conditions

The Fayette County Public School System comprises 14 elementary, five middle, and five high schools, as well as an adult community school. Along with the administrative offices, there are three schools in the city limits.

Vision

This area allows for the location of public and non-profit institutions, and organizations that provide regular services to and for the general public. This includes certain state, federal, and/or local government and institutional land uses. These are ideally located in areas distributed throughout the city with emphasis being on proximity to residential areas and areas with intense population activity during the day. While most of these areas are generally envisioned solely for Public/Institutional use, there are times that these uses will be found in other appropriate character areas.

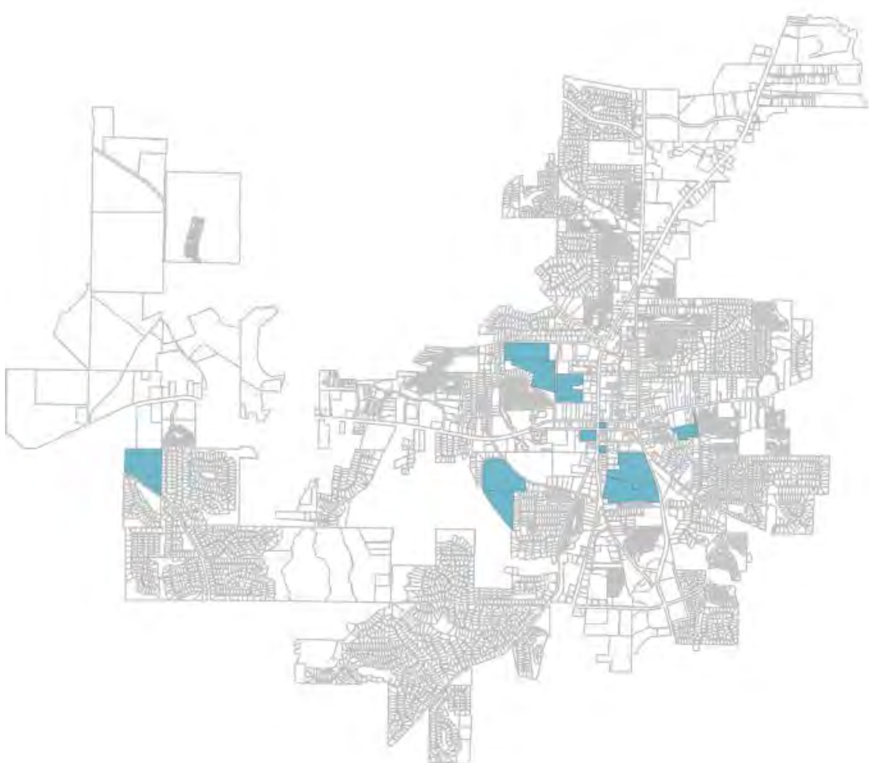
Key Implementation Strategies

- Strategic open spaces should be provided throughout the district that provide both passive and active recreational opportunities which could include parks, common gathering spaces, and gardens.
- New development within the district should include appropriate landscaping and buffering elements including street trees, parking lot landscaping and perimeter screening, and building perimeter landscaping.
- Screening should be provided between non-residential and residential uses.
- Parking and service areas should be minimized where possible by locating the building prominently on the site with parking and service areas to the rear or side of the building

Public Institutional

Overview

Land Use	
Primary Uses	Educational facilities Churches Cemeteries Government uses such as city hall, government building complexes, public safety stations, libraries, post offices, community centers, senior centers, recycling collection centers, and recreation centers.
Recommended Zoning	Create new zoning designation for areas.
Development Characteristics	
Building Form	Primarily office and/or civic buildings
Mobility	Encourage safe and comfortable access by all modes of travel
Open Space	Improved open space is a key feature; many public and private spaces

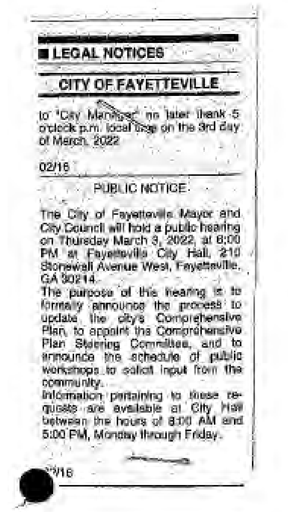


APPENDIX

LEGAL NOTICE AND COMMUNITY SIGN IN SHEET

1st Kickoff Public Meeting

March 3, 2022



LEGAL NOTICES

CITY OF FAYETTEVILLE

to "City Manager" no later thank 5 o'clock p.m. local time on the 3rd day of March, 2022

02/16

PUBLIC NOTICE

The City of Fayetteville Mayor and City Council will hold a public hearing on Thursday March 3, 2022, at 6:00 PM at Fayetteville City Hall, 210 Stonewall Avenue West, Fayetteville, GA 30214.

The purpose of this hearing is to formally announce the process to update the city's Comprehensive Plan, to appoint the Comprehensive Plan Steering Committee, and to announce the schedule of public workshops to solicit input from the community.

Information pertaining to these requests are available at City Hall between the hours of 8:00 AM and 5:00 PM, Monday through Friday.

2/16

1st Public Meeting: https://www.facebook.com/fayettevillega.gov/videos/2080045055497946

APRIL 2022 - PUBLIC MEETING SIGN IN SHEET

Meeting: Comprehensive Plan – Steering Committee

Monday, April 18, 2022

	Name	Email	Company
1	David Rast	drast@fayetteville-ga.gov	CofF
2	Nicole Gilbert	ngilbert@fayetteville-ga.gov	City of Fayetteville
3	Ann Marie Burdett	aburdett@fayetteville-ga.gov	City of Fayetteville
4	Andy CHANDLER	andy.chandler@cotprop.com	Cotter Properties
5	Ryan Walker	ryan.walker@cotprop.com	Cotter Properties
6	William Bud Rogers	bud.rogers@Avantaresidential.com	AVANTA
7	Ray Gibson	rgibson@fayetteville-ga.gov	CofF
8	Nigal Glover	nglover@fayetteville-ga.gov	City Council
9			
10			
11			

APRIL 2022 - PUBLIC MEETING SIGN IN SHEET

Meeting: Comprehensive Plan – Steering Committee

Monday, April 18, 2022

	Name	Email	Company
1	Harry Musselwhite	hmusselwhite[illegible]@gmail.com	Principia Consulting / DDA
2	Bill Butler	bbutler@jubrealty.com	JWB Realty
3	Jim Fulton	jfulton@cbcbullard.net	Coldwell Banker Commercial
4	Richard Munger	richard.munger@totodevco.com	TDTD Development
5	David Hildebrandt	dhilderb52@gmail.com	P&Z committee
6	Darryl Langford	dlangford@fayetteville-ga.gov	City of Fayetteville
7	Julie Brown	Jbrown@Fayetteville-ga.gov	City of Fayetteville P+Z
8	Scott Stacy	SSTACY@FAYETTEVILLE-GA.GOV	" " "
9	Ed. Johnson	On file	" " "
10	Joe Clark	on File	" " "
11	Rich Hoffman	On File	" " "
12	Sarah Murphy	on file	P & Z Commission & DDA
13	Brian Wismer	"	CoF
14	Alan Jones	AJONES@FAYETTEVILLE-GA.GOV	COF GOVT

MAY 2022 - "POP -UP" PUBLIC MEETING
SIGN IN SHEET

COMPREHENSIVE PLAN UPDATE – MEETING

NAME	EMAIL	NEIGHBORHOOD
Bonnie Shekarabi	BShekarabi @ comcast.net	Villages
Adam Shekarabi	AShekarabi @ comcast.net	"
Jerry Barronton	Jbarronton@gmail.com	Villages
Kathy Barronton	sassybarronton @ gmail.com	Villages
CHARLIE CAVE	mmcmcave@AOL.Com	Huntington South
Micah Howell	micahhowell@icloud.com	Trillith
Debi Renfroe	debi.renfroe@gmail.com	E. Fville
Anitra mitchell	anitramitchell97@yahoo.com	100 Riley Ave
CANDACE CALLOWAY	Candace_Calloway@hotmail.com	" "
Micheal Thompson	MT@ roundtown.events.	City Park.
Shanara Sanders	shanarasanders@gmail.com	Brandywine & Lanier
Adam Shekarabi	ashekarabi@comcast.net	Villages
Nancy Musselwhite	nmusselwhite1@gmail.com	Steve Briar
VIRGIL FLUDD	VIRGILFLUDD@GMAIL.COM	

MAY 2022 - "POP -UP" PUBLIC MEETING
SIGN IN SHEET

COMPREHENSIVE PLAN UPDATE – MEETING

NAME	EMAIL	NEIGHBORHOOD
Carmen Johnson	Carmenjohnson296hotmail.com	Villages
JAMES SIMMONS	JAMAICA4EVER@belsouth.net	RURAL
Paul Pricken	brewtha.pc@gmail.com	Kingswood
Darrow & Jamie Hembrick	Jamieham55@yahoo.com	Washington Ave
Phillip & Megan Trocquet	mctrocquet@gmail.com	Spencer Square
Nicole Gilbert	nkgilbert11@gmail.com	Burch Rd
Rich Hoffman		West Lanier
Ed Johnson		
Niyah Glover		
Eric Roberts	Chefericroberts@gmail.com	
Vicki Turner		
Scott Stacy		

BIG AND SMALL IDEAS - PUBLIC COMMENTS

APRIL MAY - PUBLIC COMMENTS

BIG IDEAS	SUPPORT	AGAINST	COMMENT
Light rail- pavillion/downtown-hospital-Trilith			
Trash bins on 54 for red solo cups	1 dot		
Continue golf cart paths especially downtown	1 dot/1 star		
Copy cat Trilith you need a model	1 blue		
Do not build additional apartments until you fill and rent what you got	1 star		
Find jobs to match apartment rents			
Additional upscale restaruants: no burger king etc	3 dots		
addition parking as population increases			
golf cart paths		1	
Bus to/from key points like Pavilion, town center, and hospital	1 blue		
reroute traffic from square - make pedestrian			not possible
Rec center - pool, skateboard park	2 dots		
Vegan restaurants even upscale one like "Bar Vegan" @ PCM			
Non-chain seafood restaurants	2 dots		
more lights for street and side walk	1 dot/1 star		
green spaces	1 dot/1 star		
more upscale restaurants	1 dot/1 star		
Wider roundabouts (include some class on how to deal with roundabouts in traffic school			
focus on pedestrian safe infrastructure	1 blue		
Trader Joe's whole foods			
More street lights	2 dots		
empty building need to be used for business	1 blue		
Electric "gem" cars to take people from residential areas to key destinations downtown			
develop rec center; lifelong learning classes from birth - grave	1 star; 3 dots		
a formal performance artist collective of professional writers, dancers, musicians, poets, film makers that meet regularly and rep Fayetteville's creative scene	1 dot		
City Council should walk (or better yet, use a wheelchair) to get around the city & see how BAD the sidewalks are.			
Go 1 mile radius (walking distance) from downtown.	1 dot		
proper rec center; additional opportunities for lifelong learning - YMCA? A pool!!	4 dots		
affordable senior housing - income based			
more parks			
upscale restaurant	2 dots		
nice shopping area (stores)	1 dot		
Know artists at the local amphitheather			
redevelopment of the pavilion			
more local transportation	2 dots		
events for teenagers 13 and up	1 dot		
opportunity to live and work in the city			
upgrade walmart. Stocks are always low			
nice upscale restaurants.			
bring back the citizen newspaper. A tangible newspaper			
more opportunities for high paying jobs			
SMALL VICTORIES, LOW COST + EASY STARTUP COOL PROJECT			
More community artwork in the downtown! Volunteer or school based - i.e. fire hydrants	3 dots		
events centered around environmental action (i.e. trash pick ups) would be great to get kids involved!			
Refurbish empty or partially occupied strip centers	1 dot		
stop overbuilding apt. complexes for town. Traffic congestion			
slow car traffic around courthouse to increase pedestrian traffic	2 dots		
more golf cart paths		1	
planned/intentional businesses in square that drive walkability			
no liquor stores @ neighborhood entrances	1 dot		
better block program			
host a sailboat race down the water flume for kids. Bonus: pair it w/ library reading of Stuart Little			
No Buses			
spinoff: a bus that looks like a trolley and does tours of the area			
keep as much green space as possible	5 dots		
better traffic management	1 dot		
separated bike lanes/temporary road diet on streets such as Jeff Davis or Beauregard	1 dot		
intra-county transportation	1 dot		
Our very own annual vegan food fest			
"poetry and popcorn" open mic set (it's been online for 2 years)	1 dot		
free stretch in the park	1 dot		
Senior center, social, friendships	3 dots		
job fair for teenagers	1 dot		
benches on walking trail	3 dots		
yoga in the square	1 dot		
Thumbs down on rezoning flat creek?			
Place to provide tech support			

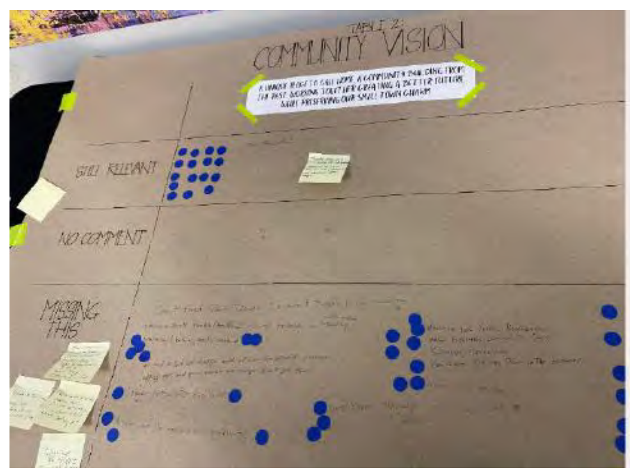
APRIL & MAY MEETING COMMENTS

MISSION REVIEW - PUBLIC COMMENTS

A UNIQUE PLACE TO CALL HOME, A COMMUNITY BUILDING FROM THE PAST, WORKING TOGETHER CREATING A BETTER FUTURE, WHILE PRESERVING OUR SMALL TOWN CHARM

COMMENT	AGREE
Still relevant	17
No comment	1
What's missing	
Great food that drives culture and passion the the communtiy	
worried aboutroads/traffic with all increase in multifamily housing	
walking/biking rails needed	6
we need to look at traffic with all new development and business	
adding park and green spaces are always great for town	
vegan restaurants, asian markets	2
activities for the younger group of residents (13-30)	3
large farmers market ie Dekalb	3
have a suggestion page on FB or Fayetteville page	
store owner as condition must clean in front of business daily or code evforcement or police fine them.	
Cleanly f-ville	
lots with business owner must fill potholes or city does and bill them. Arbys	
clean up 85 shopping area. Make owner compliant	
Housing for young residence	
younger population	2
more business coming to town	3
consumer dollars driving the economy	1
indoor rec center	2
bike shop/rental	
sidewalks wide enough for couples to walk. Even sidewalks	3
better quality low cost eating places. No more fast food!!	4
more playgrounds	3
complete renovation of Church Street and the church. Multi-use street. SeeFHWA Rural design guide	4
Bike lanes	2
Green space	2
community gardens	2
Multifamily	
not hitting the mark	
especially like the southside development	
senior housing	4
interconnected trails	
May Harp park	
Handicap playground	
last line of our statement vision is too narrow "small-town" makes him fee we won't grown	
fiscally sustainable and profitable development	
pedestrian facilities that are safe, connected and separated from traffic	

APRIL & MAY MEETING COMMENTS



COMMUNITY ASSET REVIEW - PUBLIC COMMENTS

I LIKE FAYETTEVILLE BECAUSE

CATEGORY	SUPPORT
Housing	14
History	20
Schools	18
Events	28
Family Ties	14
Historic District	25
Parks/Open Space	30
Economic Growth	18
Medical Service/Hospital	23
Businesses	20
Transportation	8
Small town Charm	29
Public safety	10
Senior center (WRITE IN)	4
(WRITE IN)	

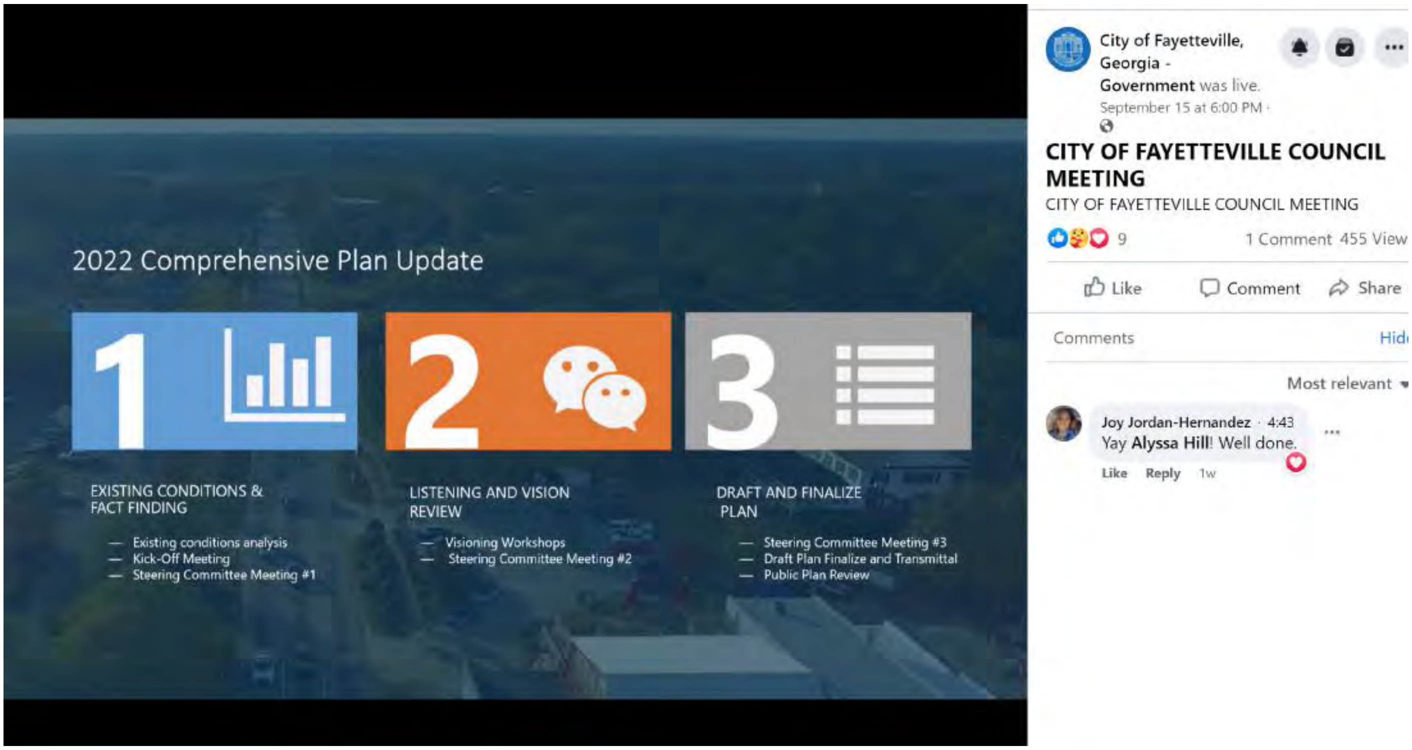
TOTAL

APRIL MEETING = BLUE DOTS

MAY MEETING = ORANGE DOTS

Final Adoption Public Meeting

September 15, 2022



https://www.facebook.com/fayettevillega.gov/videos/1421039291740832

PUBLIC NOTICE

The Mayor and City Council City of Fayetteville will hold a public hearing on Thursday, September 15, 2022, at 6:00 PM at Fayetteville City Hall, 210 Stonewall Avenue West, Fayetteville, GA 30214.

The purpose of this hearing is to consider the following requests:

- A rezoning request from Caballero Holdings, LLC to rezone Parcel Nos. 052402019 (+/-4.5 acres) and 052402020 (± 4.0 acres total) from R-30 Single Family Residential to R-THC Residential Townhouse Condominium. Properties are located on East Lanier Avenue.
- A rezoning request from Trilith Development LLC to rezone Parcel Nos. 0705 002 (±110 acres) and 0705 022 (±32 acres) located on Veterans Parkway. Parcel 0705 022 and 61 acres of Parcel 0705 002 are currently zoned R-70 Single Family Residential. The remaining 49 acres of Parcel 0705 002 are zoned BP Business Park. The Applicant desires to rezone the property to PCD Planned Community Development.
- A rezoning request from Georgia Military College Foundation Inc to rezone Parcel No. 0705 023 (±7.89 acres) from R-70 Single Family Residential to OI Office and Institutional. Property located on Veterans Parkway at South Sandy Creek Road.
- Consider updates to the City of Fayetteville Future Land Use Map and adoption of The City of Fayetteville Comprehensive Plan 2022 update.

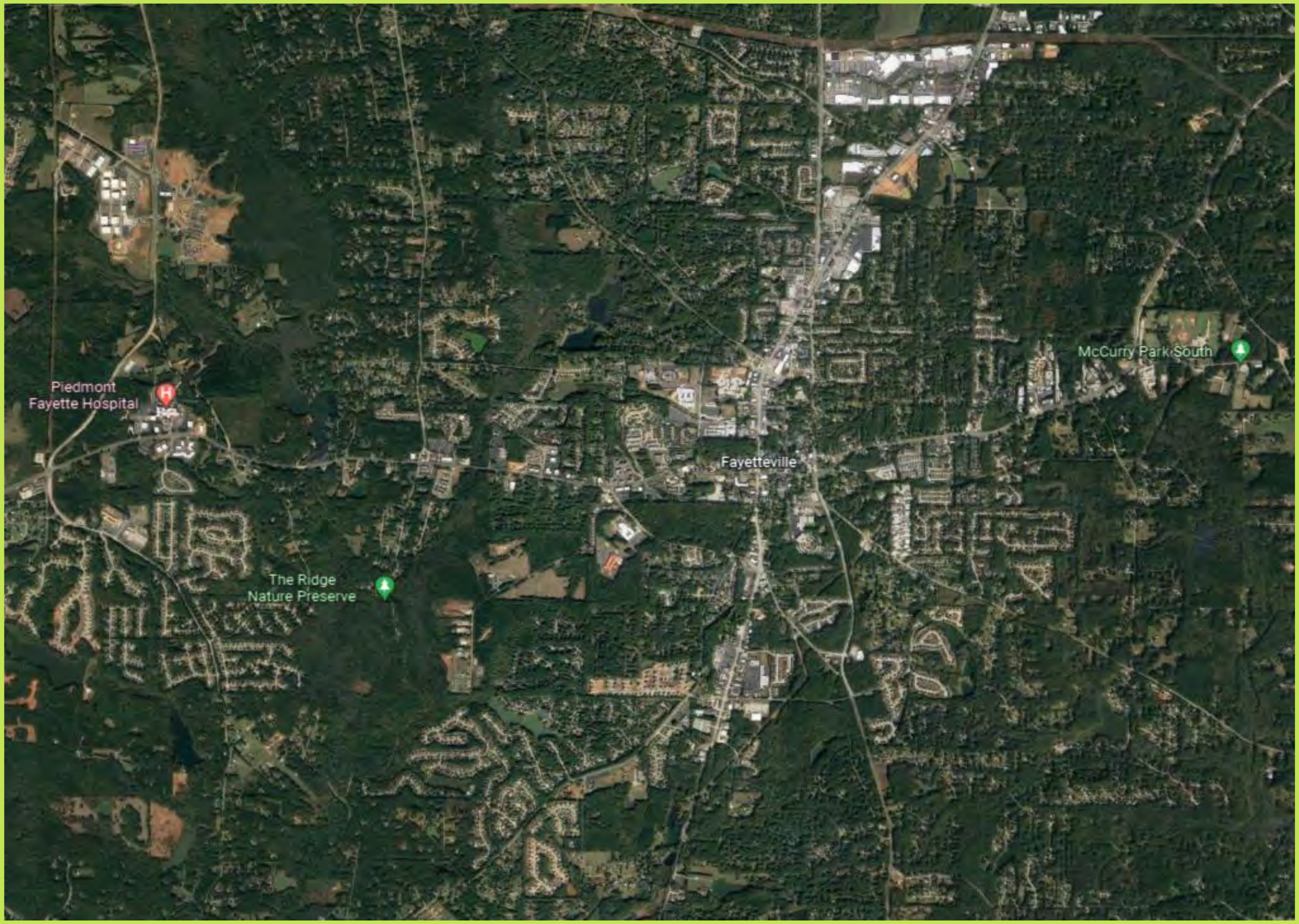
Information pertaining to these requests are available at City Hall between the hours of 8:00 AM and 5:00 PM, Monday through Friday.

Please advertise in the legal section on Aug 31, 2022.

08/31

2022 HOUSING STUDY

Noell Consulting Group



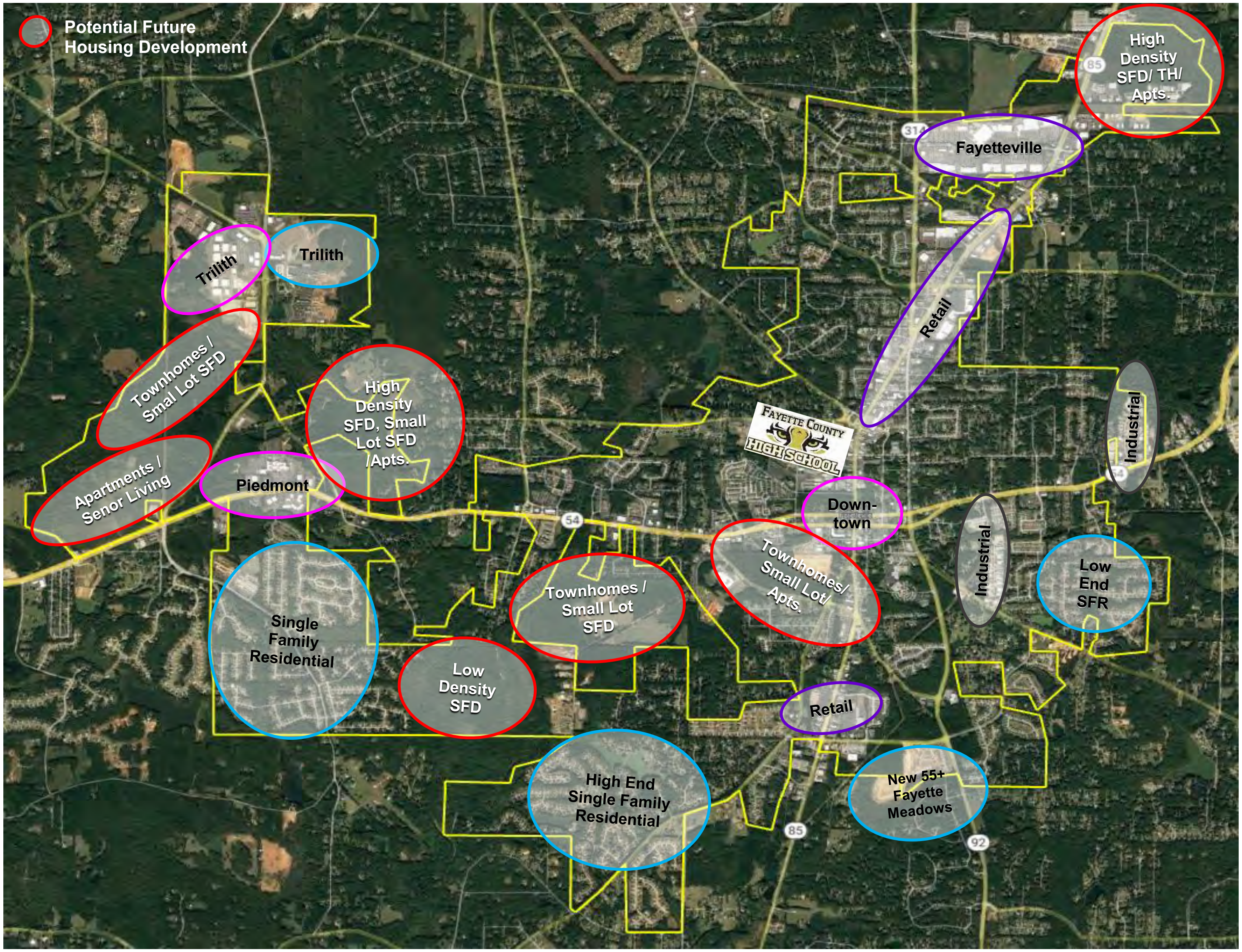
CITY OF FAYETTEVILLE HOUSING MARKET ANALYSIS

CITY OF FAYETTEVILLE

MARCH 2022

Executive Summary

Exhibit 1
Fayetteville Land Use Map



The City of Fayetteville is fairly developed, but there are pockets of opportunity for new housing development to occur.

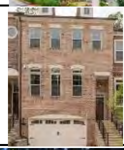
The map to the left shows existing concentrations of land use, with areas of opportunities for future development highlighted in red circles.

Higher density forms of housing such as apartments and townhomes, should be located near Downtown, Piedmont, and Trilith, where density is naturally higher and a mix of land uses join together. Additionally, senior living facilities and apartments should be located along heavily trafficked corridors for visibility purposes.

Lower density housing such as single family subdivisions and estate lots can be located near the City's edge where density is naturally lower and existing residential homes are more spread out.

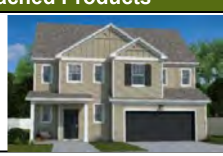
SOURCE: Noell Consulting Group, Google Earth

Exhibit 2
Summary of Recommended Market Rate For-Sale Residential Product Offerings

Product		Product Description	Lot Width	Garage Situation	Square Feet Range	Avg. SF	Typical Price Range	Average Price	Avg. $/SF	Target Market Audience	Estimated Demand Level
Attached Products											
Entry Town-homes		2 - 3 Story Townhouse	18'-22'	Surface parked, or 1-2 car garage front loaded	1,600 2,200	1,900	$325,000 $395,000	$360,000	$189	First time buyers, Single-parent families, singles, couples	27/year, up to 136 through 2026
Move-Up Town-homes		2 - 3 Story Townhouse	20' - 24'	Attached front &/or rear-loaded	2,000 2,600	2,300	$395,000 $475,000	$435,000	$189	Mix of working singles & couples	8/year, up to 40 through 2026
Upgrade Town-homes		2 - 3 Story Townhouse	24'-28'	Attached front &/or rear-loaded	2,500 3,500	3,000	$475,000 $595,000	$535,000	$178	Mix of working singles & couples, retirees	4/year, up to 20 through 2026
Detached Products											
Small Lot - Detached Villa		1.5-Story SFD	26'	Attached rear-loaded	1,900 2,400	2,150	$370,000 $445,000	$407,500	$190	Varies from move-downs (master down) to young couples	Up to 18/year for a total of 90 through 2026
Small Lot - Cottage		2-Story Cottage Product	40' x 150'	Attached rear-loaded	2,400 3,200	2,800	$470,000 $595,000	$532,500	$190	More working couples and families	Up to 22/year for a total of 110 through 2026
Conventional SFD		Two-Story 3-4 BR product on average lot	55' - 70'	Two-car garage, front-loaded	2,000 2,900	2,450	$395,000 $535,000	$465,000	$190	Mostly families with children, some couples	Up to 64/year for a total of 320 through 2026
Estate/ Rural SFD		Two-Story 4 - 6BR detached homes on larger lots	100'+	Side loaded, 2 or 3-car garage	2,600 5,000	3,800	$520,000 $745,000	$632,500	$166	More established couples and families with children	Up to 24/year for a total of 120 through 2026

SOURCE: Noell Consulting Group

Exhibit 3
Summary of Recommended Market Rate Rental Residential Product Offerings

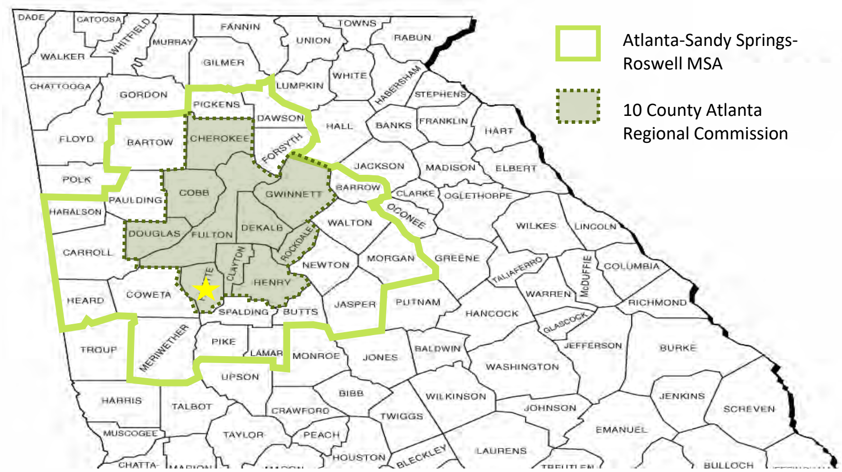
Product		Product Description	DU/Ac.	Home Square Feet	Avg. SF	Typical Rent Range	Average Rent	Avg. $/SF	Target Market Audience	Estimated Demand Level
Attached Products										
Rental Townhomes		1-2 Stories, garage or driveway parked	4-10	1,000 1,600	1,300	$1,600 $2,400	$2,000	$1.54	Starter families, Couple w/dogs, Empty Nesters	Up to 50 through 2026, though price band is comparable to conventional MF flats shown below, so demand can be reallocated from flats.
Garden Apartments		3-4 Stories, surface parked	10-30	700 1,300	900	$1,400 $2,000	$1,700	$1.89	Garden, G-Urban, and Midrise all attract similar audiences, but the lower the density the lower the cost, and thus more affordable to attract more moderate incomes. In this market Garden = $50-85k, Garden-Urban $60-100k, and Midrise $65-150k+	Estimated at 400 units of additional demand beyond the current pipeline (Walton and Meridian) through 2026.
Garden-Urban Apartments		3-4 Stories, surface parked, typically with elevators	40-60	600 1,200	800	$1,300 $2,000	$1,650	$2.06		
Midrise Apartments		4-5 Stories, around or adjacent to structured parking	60-100	600 1,200	800	$1,200 $2,400	$1,800	$2.25		
55+ Apartments		3-4 Stories, surface parked, typically with elevators	40-60	800 1,400	1,100	$1,600 $2,500	$2,050	$1.86	Typically 60-80 years old, 70% female, 70% couples	Demand for one smaller scale facility, under 120 units, through 2026.
IL/AL		3-4 Stories, surface parked, typically with elevators	40-60	650 900	775	$3,000 $4,000	$3,500	$4.52	Typically 70-90 years old, heavily skews to single female	Demand for one additional facility of +/- 100 beds through 2026.
Detached Products										
Rental SFD		1-2 Stories, garage parked	3-4	2,000 3,000	2,500	$2,000 $2,600	$2,300	$0.92	Starter families, Couple w/dogs, Empty Nesters. HHs waiting to build/buy	Up to 50 through 2026

SOURCE: Noell Consulting Group

Location Analysis

Exhibit 4
Overview of Metro Area Population Trends

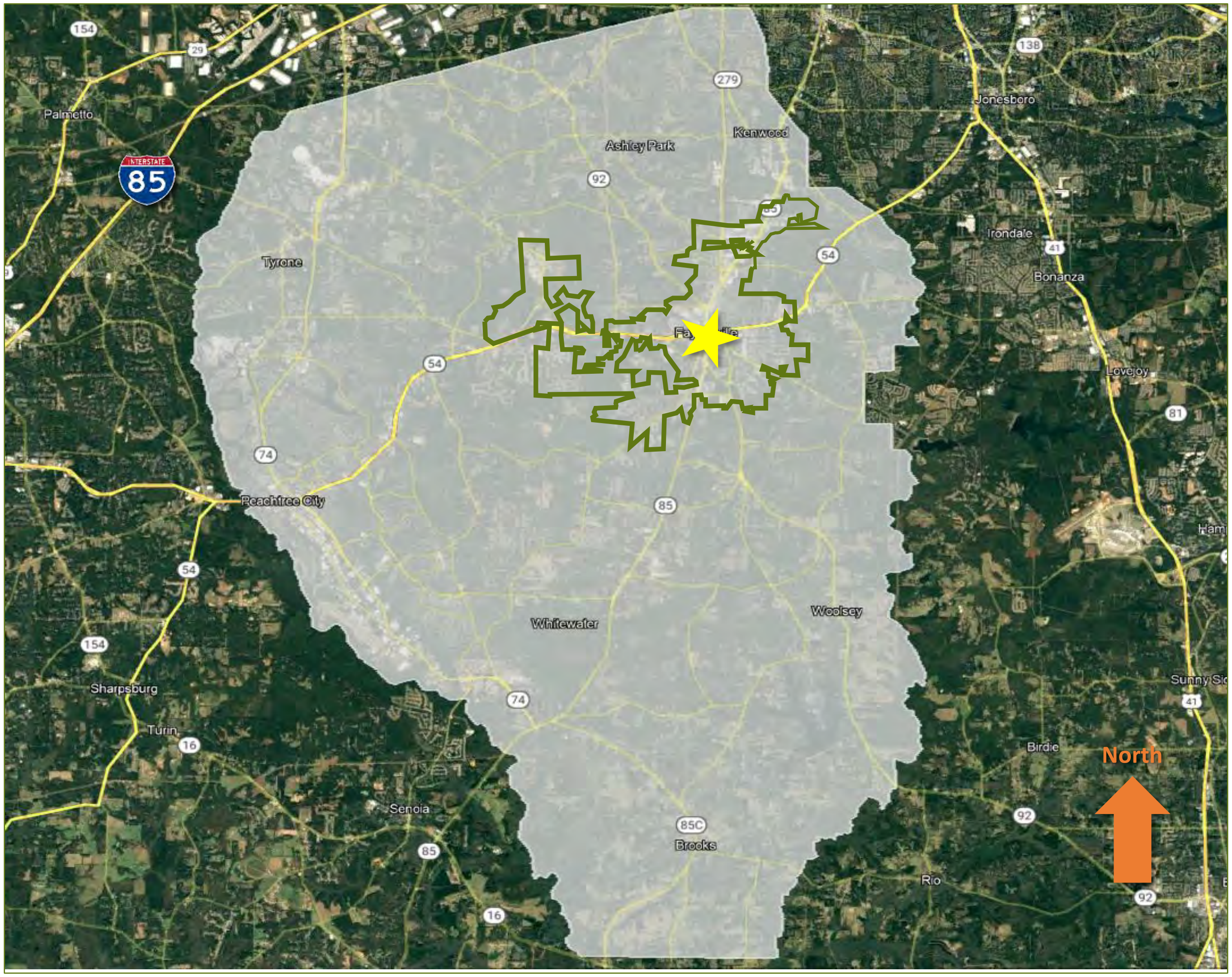
The City is located in Fayette County, within the Atlanta-Sandy Springs-Roswell Metropolitan Statistical Area (MSA). The Atlanta MSA includes 29 counties, with ten central counties belonging to the Atlanta Regional Commission (ARC) and forming the core of the MSA. Roughly 78% of the population of the MSA lives within this ten county core. From 2000 to 2010 only 67% of all growth occurred in this ten county core, however, since 2010 roughly 85% of all growth has occurred in this ten county core as younger and older generations increasingly seek walkable neighborhoods, both in urban and suburban areas. Fayette County had considerable growth from 2000 to 2010 with an annual growth rate of 1.6%. Since 2010, the County has experienced a positive growth rate of 1.0% although slower as in previous years as some cities in Fayette County, such as Peachtree City, have slowed construction. However, the story for the City of Fayetteville is more positive. The City of Fayetteville outpaced many of the fastest growing counties, from 2000 to 2010, with 3.6% annual growth. Since 2010, The City's growth rate is still strong and has outpaced all counties in the MSA except for Cherokee County from 2010 to 2020 with an annual growth rate of 1.7%.



	LAND AREA		POPULATION		ANNUAL GROWTH		ANNUAL % GROWTH		CAPTURE OF REGION		
GEOGRAPHY	SQ MILES	% MSA	2020	% of MSA	2000-10	2010-20	2000-10	2010-20	2000-10	2010-20	LAND / CAPTURE RATIO
Cherokee County	422	4.8%	266,620	4.5%	7,244	5,227	4.2%	2.2%	7.1%	5.2%	1.08
Clayton County	142	1.6%	297,595	5.0%	2,291	3,817	0.9%	1.4%	2.2%	3.8%	2.36
Cobb County	339	3.9%	766,149	12.8%	8,033	7,807	1.2%	1.1%	7.8%	7.8%	2.01
DeKalb County	268	3.1%	764,382	12.8%	2,603	7,249	0.4%	1.0%	2.5%	7.3%	2.37
Douglas County	200	2.3%	144,237	2.4%	4,023	1,183	3.7%	0.9%	3.9%	1.2%	0.52
Fayette Co. (exl. Fayetteville	44	0.5%	100,237	1.7%	1,051	962	1.2%	1.0%	1.0%	1.0%	1.90
City of Fayetteville	150	1.7%	18,957	0.3%	480	301	3.6%	1.7%	0.5%	0.3%	0.18
Fulton Co. (excl. Atlanta)	394	4.5%	580,420	9.7%	10,079	8,010	2.3%	1.5%	9.8%	8.0%	1.78
City of Atlanta	133	1.5%	486,290	8.1%	378	6,603	0.1%	1.5%	0.4%	6.6%	4.34
Gwinnett County	430	4.9%	957,062	16.0%	21,687	15,174	3.2%	1.7%	21.2%	15.2%	3.08
Henry County	322	3.7%	240,712	4.0%	8,458	3,679	5.5%	1.7%	8.3%	3.7%	1.00
Rockdale County	130	1.5%	93,570	1.6%	1,510	836	2.0%	0.9%	1.5%	0.8%	0.56
10-County ARC Core	2,974	34.1%	4,716,231	78.8%	67,837	86,926	1.8%	2.0%	66.3%	87.3%	2.56
Exurban Counties	5,739	65.9%	1,267,876	21.2%	34,492	12,700	3.5%	1.0%	33.7%	12.7%	0.19
MSA Total	**8,713**	**100.0%**	**5,984,107**	**100.0%**	**102,329**	**99,626**	**2.2%**	**1.8%**	**100.0%**	**100.0%**	**1.00**

SOURCE: Noell Consulting Group, U.S. Census Bureau

Exhibit 5
Description of the Primary Market Area



The City of Fayetteville is located in the center of Fayette County. Historically, Fayetteville was predominately an agricultural area of cotton fields with sprawling homes on large acre lots.

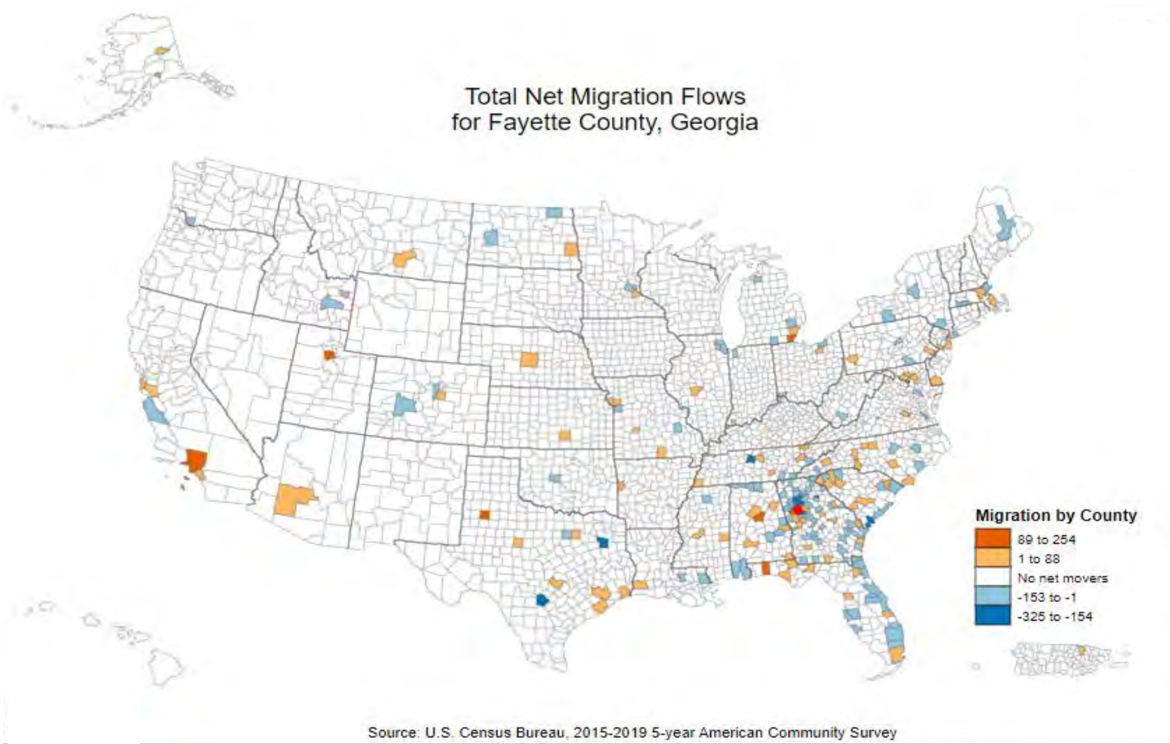
Recently, Fayetteville has worked to restore the historic streetscape and Downtown country charm, while still welcoming new residents and businesses.

Primary Market Area

Comparison Area

SOURCE: Noell Consulting Group, Google Maps

Exhibit 6
Inbound Migration Flows for Fayette County

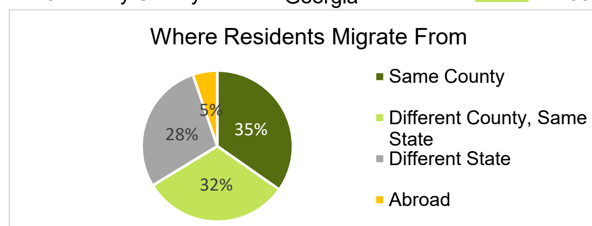


Top Ten States Inbound Migration

1	Georgia	7,127	13%
2	New York	2,770	5%
3	Virginia	2,133	4%
4	Texas	2,020	4%
5	Ohio	1,846	3%
6	South Carolina	1,616	3%
7	North Carolina	1,527	3%
8	Tennessee	1,353	3%
9	Michigan	760	1%
10	Illinois	726	1%

Top Fifteen Counties Inbound Migration

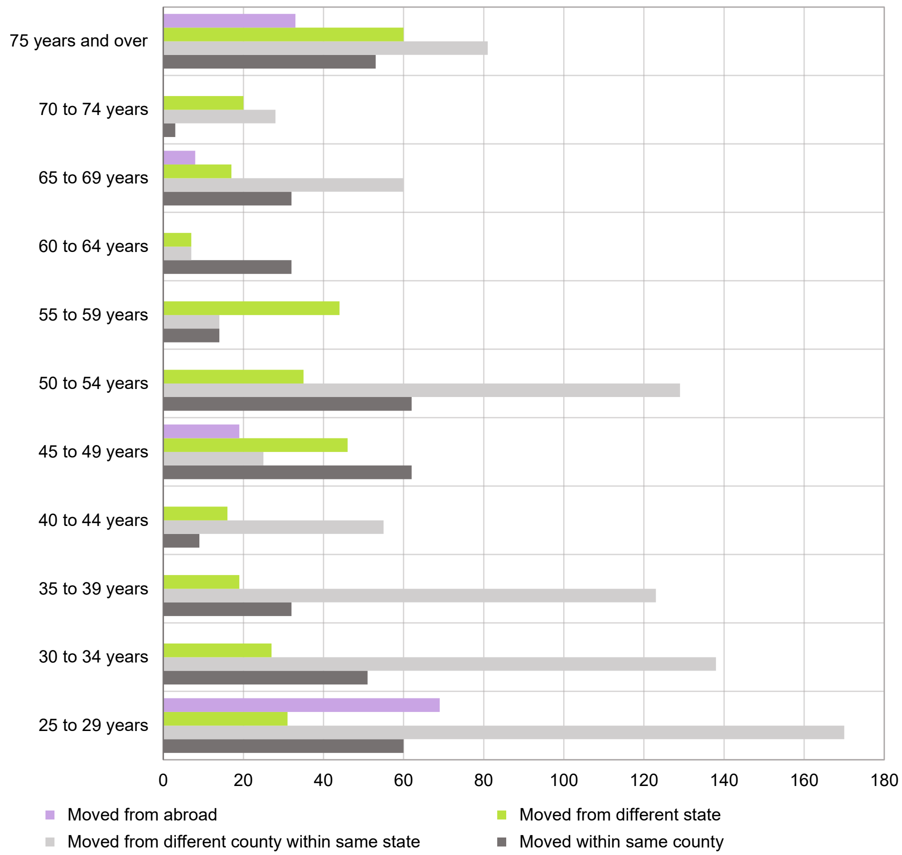
1	Walton County	Georgia	966
2	Clayton County	Georgia	901
3	Fulton County	Georgia	746
4	Franklin County	Ohio	722
5	Chesterfield County	Virginia	703
6	Coweta County	Georgia	674
7	Harris County	Texas	653
8	Shelby County	Tennessee	592
9	Rockdale County	Georgia	572
10	Kings County	New York	512
11	Richland County	South Carolina	454
12	Wayne County	Michigan	448
13	Queens County	New York	433
14	Richmond County	New York	404
15	Henry County	Georgia	381

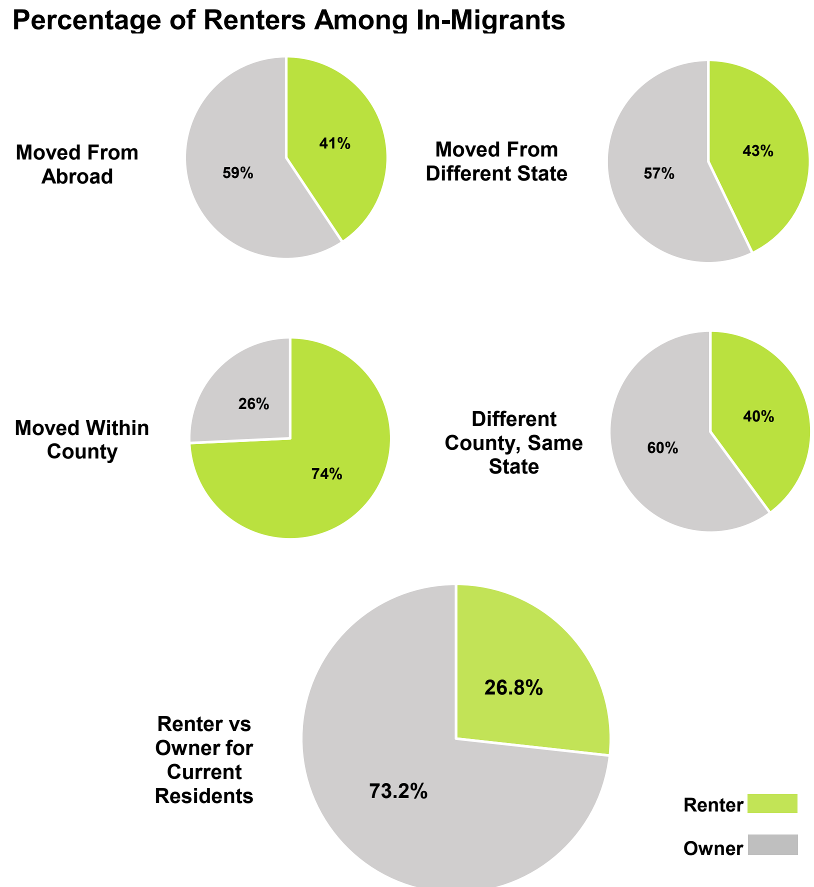


The map in this exhibit shows the total inbound migration flows for Fayette County, Georgia utilizing 2015-2019 5-Year American Community Survey (ACS) Data. The leading out of market states are New York and Virginia representing retirees that are largely settling at locations closer to children and family. The county is very diverse with 67% local migrants with 23% of migrants coming from out of state or abroad. Naturally, most of the local migrants come from neighboring Walton County, Clayton County, and Fulton County --with in-Fayette same county migration at nearly 35%.

SOURCE: Noell Consulting Group, US Census Bureau

Exhibit 7
Migration Demographics for Fayetteville, 2017



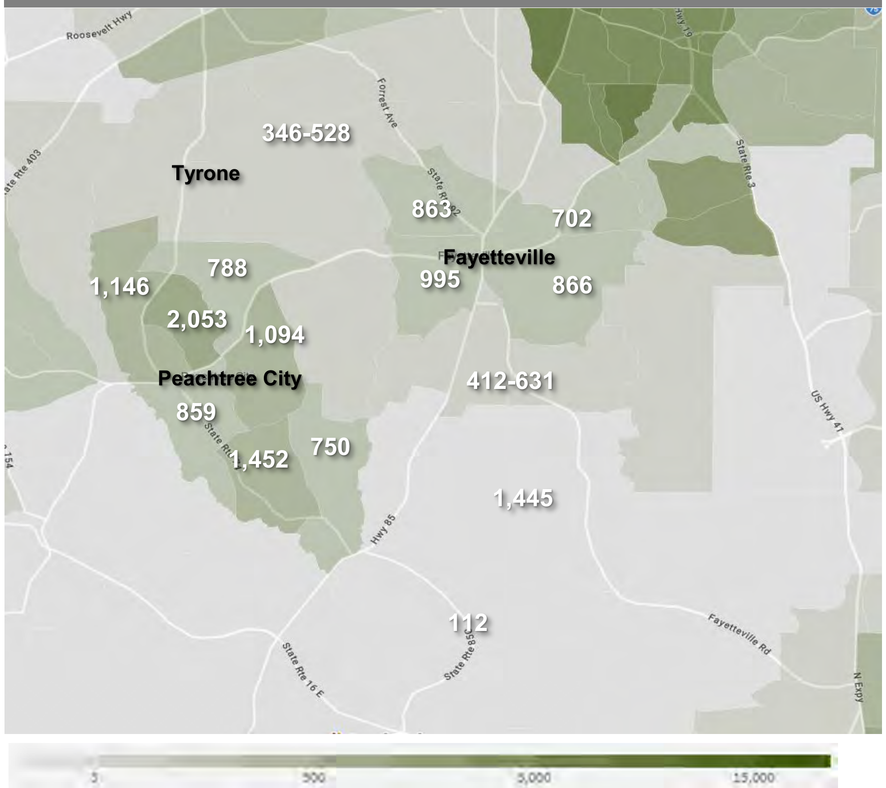


In this exhibit NCG looks at the inbound migration data for the census defined City of Fayetteville. The graph on the left shows where people who moved to the City are coming from. For those who are new to market, those aged below 55 largely originated in other Georgia counties. That trend declines with the three age tiers from ages 55-60 and reemerges at the 65 and up age group. Among those three groups, intra-county migration was the most popular. Migrants from abroad were more heavily leaving ownership positions (59%) and migrants from other states were in a very similar position, 60% ownership positions. However, persons moving within Fayette County showed a heavy distribution of renters, 74% renters, over homeownership, 26%, who had moved within the County. Current residents in Fayetteville skew toward owning, 73%.

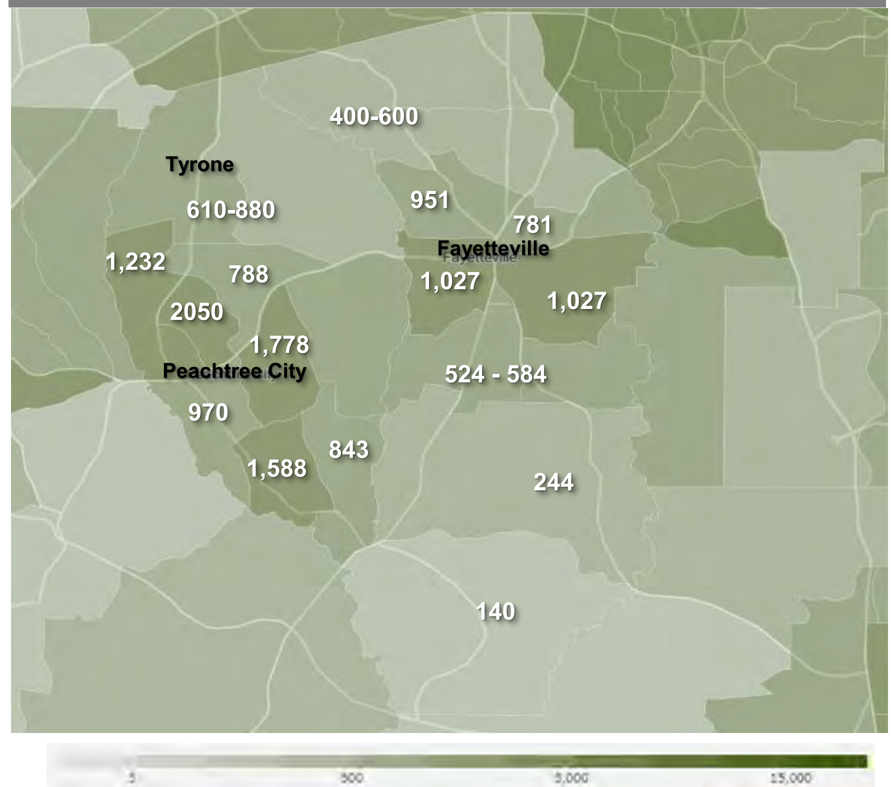
SOURCE: Noell Consulting Group, US Census Bureau

Exhibit 8
Change in Population Density (Per Sq. Mile)

Population Density
2010 Census



Population Density
2022 5-Year ACS

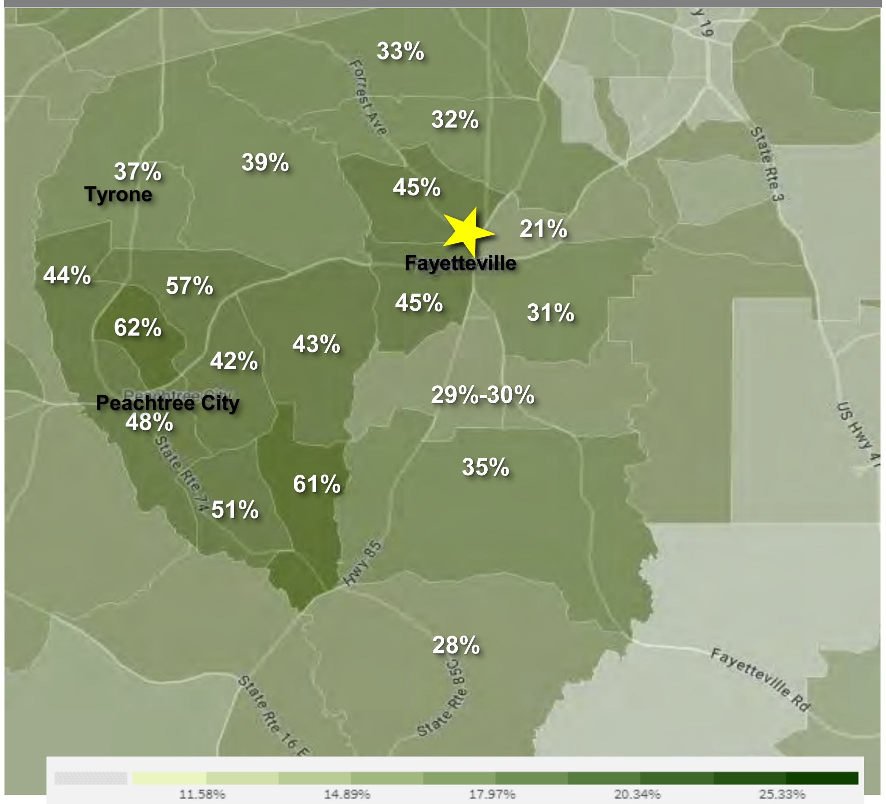


The maps above show the change in population density around the City of Fayetteville. As illustrated by the concentrations of color, density of the area is centered around Fayetteville and spreads towards the cores of Peachtree City and Tyrone. The area around Downtown Fayetteville grew from 3,426 people per square mile to 3,786 from 2010 to 2022 - demonstrating a 10% increase in population density.

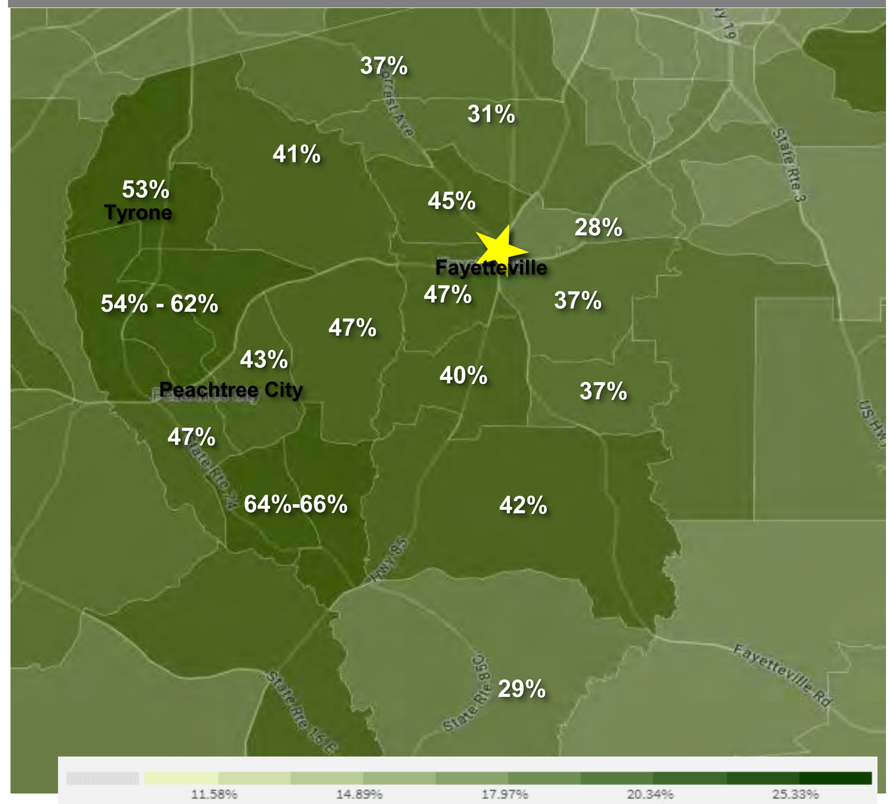
SOURCE: Noell Consulting Group, Social Explorer

Exhibit 9
Change in Educational Attainment

Bachelor Degrees
2010 Census



Bachelor Degrees
2019 5-Year ACS

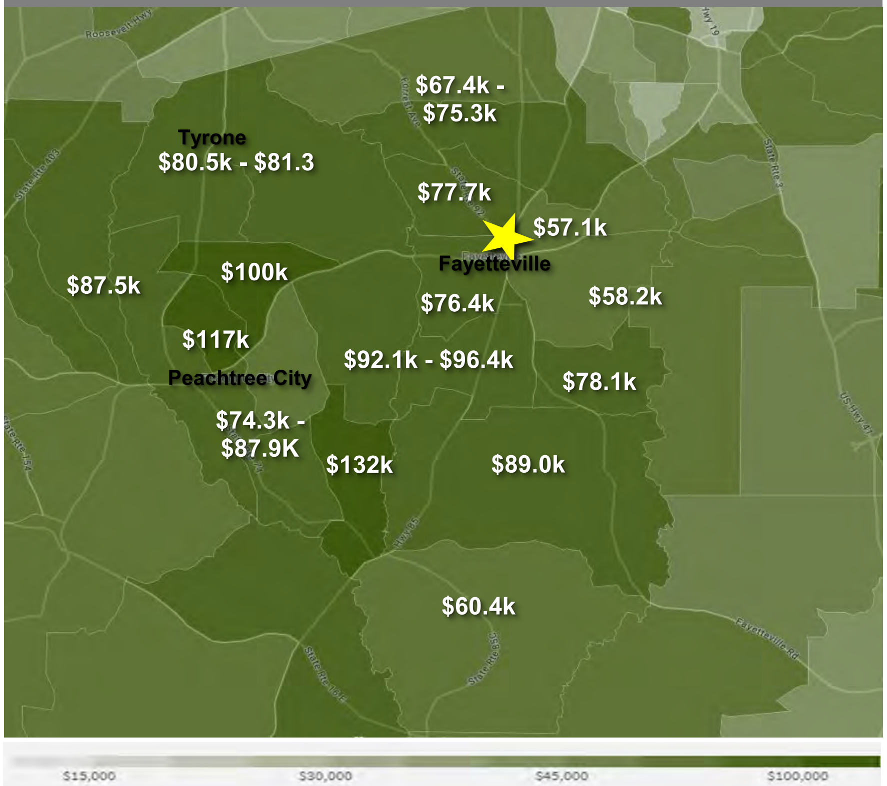


The maps in this exhibit show the change in the population, per census tract, aged 25+ that have obtained a bachelor's degree or more using the 2010 Census and 2019 5-Year ACS (American Community Survey) data. Historically, college educated individuals in Fayette County have been concentrated in the west and south west near Peachtree City and Tyrone, but over the past few decades college educated individuals have been pushing west increasing the educational attainment in Downtown Fayetteville, and Fayette County, as a whole. This surge is primarily due to many people being priced out of more established neighborhoods to the west. NCG believes, based on available data, educational attainment will continue to growth in the coming years.

SOURCE: Noell Consulting Group, Social Explorer

Exhibit 10
Change in Median Household Income

Median Household Income
2010 Census



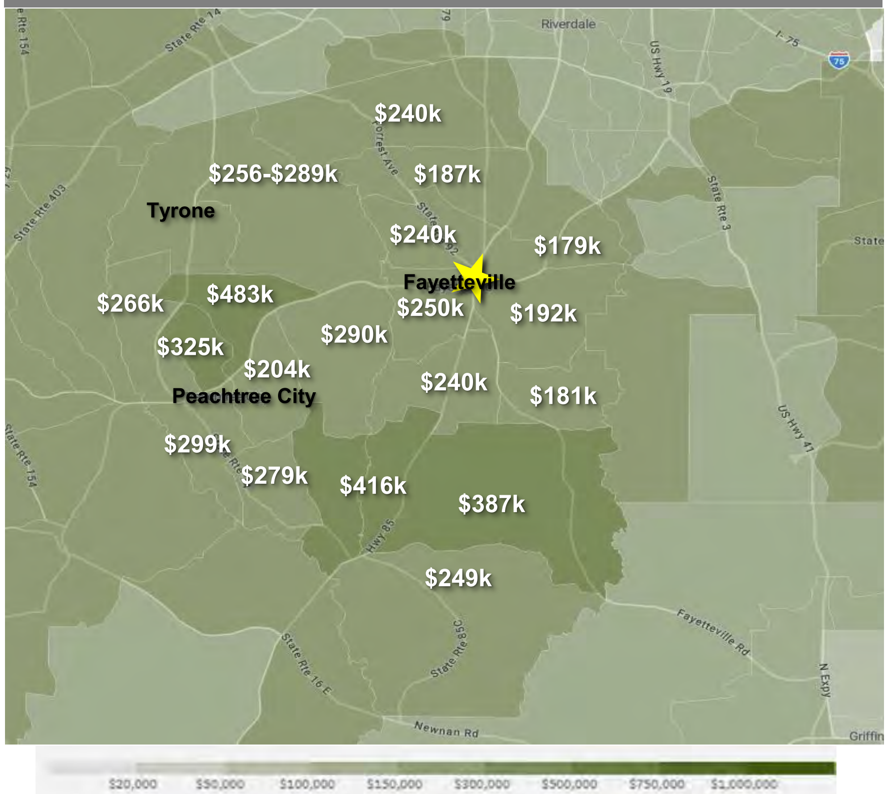
Median Household Income
2019 5-Year ACS

The maps above show the change in median household income above per census tract within Fayette County. Downtown Fayetteville shows an average median household income of $52,700 to $83,500 in 2019. There has been increases in median income throughout the city with concentrations of high-earning households to the west and south. There is a massive cluster of high earning households to the south and west of Fayette County which is predominantly family/empty nester homeowners who want to live close by one of Fayette County's highest rated schools.

SOURCE: Noell Consulting Group, Social Explorer

Exhibit 11
Change in Median Home Value

Median Home Value
2010 Census



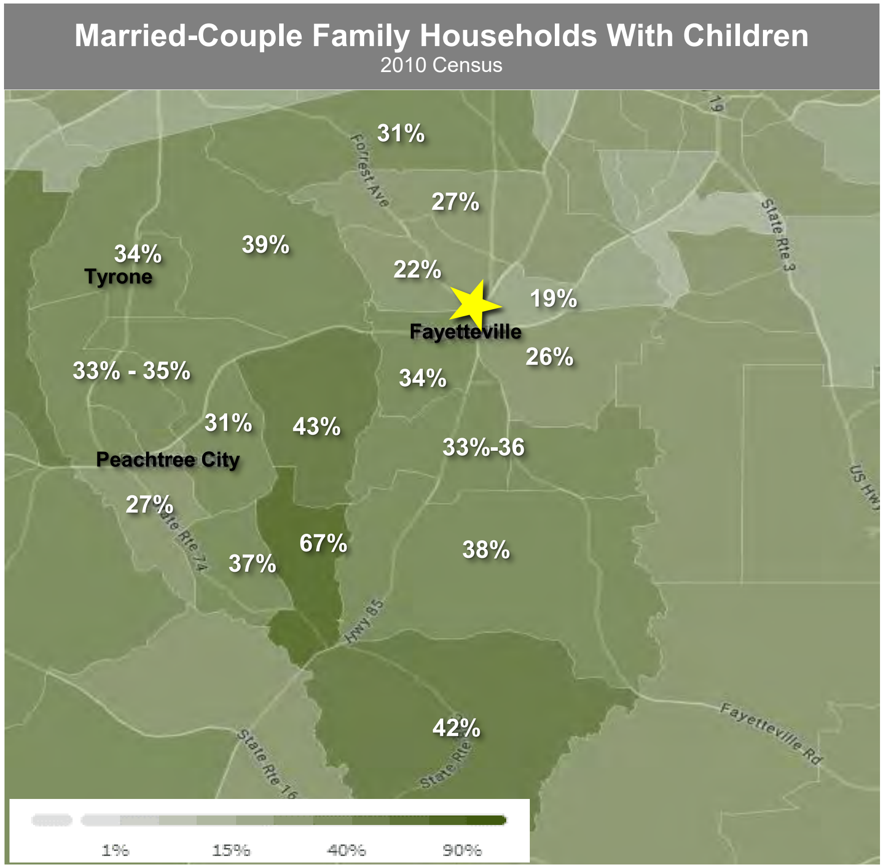
Median Home Value
2019 5-Year ACS

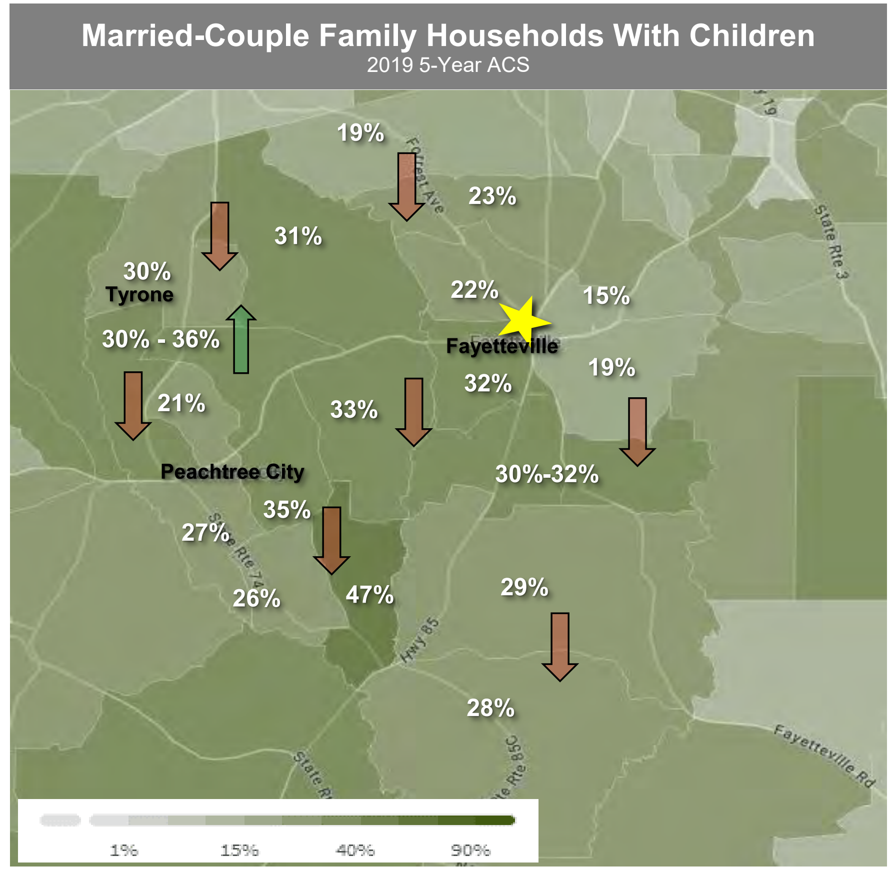
The above maps show the change in median home value of owner-occupied housing. Downtown Fayetteville stands out slightly with a 4% decrease in median home value since 2010. Further, the combined median home value of Downtown Fayetteville is 30% less than the Fayette County median home value of $281,400. While Downtown has some varying home values depending on the side of town you are on, the highest home values are concentrated to the west, in Peachtree City and Tyrone, as well as south of the city. The disparity can be attributed to a deficit of new housing being built in Downtown Fayetteville, as well as Peachtree City being an alternative solution to Downtown living.

SOURCE: Noell Consulting Group, Social Explorer

Noell Consulting Group

Exhibit 12
Change in Family Households

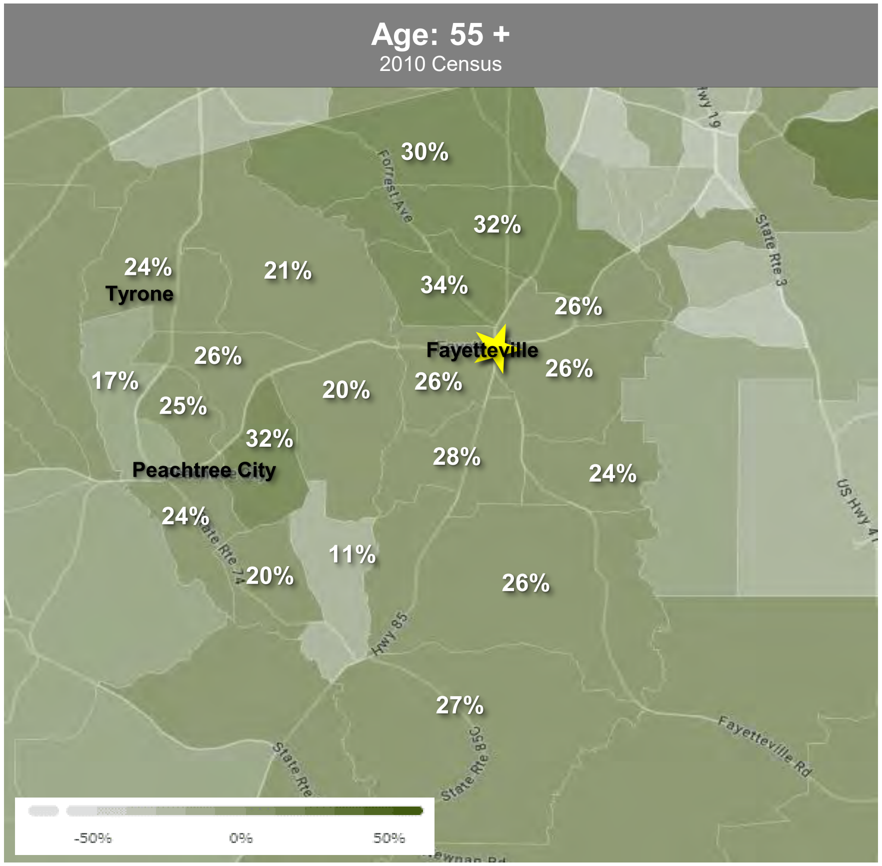


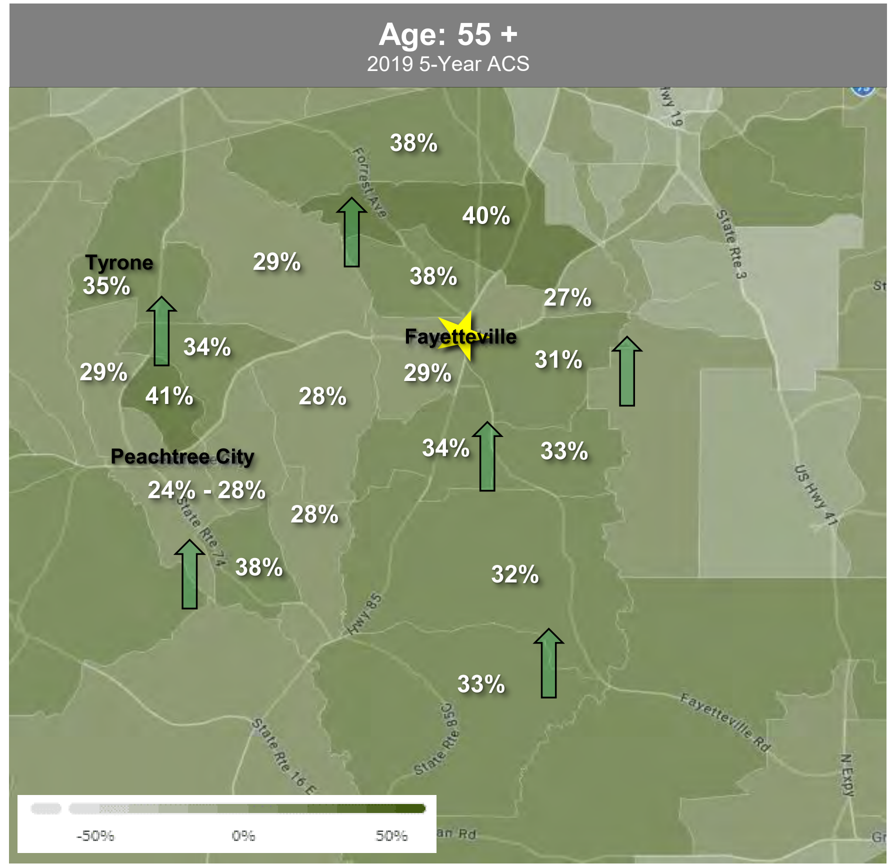


The above maps show the percentage of households, per census tract, that consist of a married-couple family household with children under the age of 18. Downtown Fayetteville showed 22% of this household type--a 15% decrease since 2010. A number of factors play into decreasing family households, such as aging population, younger families being priced out, better schools being located in Peachtree City, etc. but a more plausible explanation is that as the children leave the household and go to college, the parents then become empty nesters. As you will see later in the analysis, the population aged 18-34 is increasing as well as the over 55 population which confirms the exodus of 18 year olds from Fayette County to college.

SOURCE: Noell Consulting Group, Social Explorer

Exhibit 13
Change in the Older Adult Population



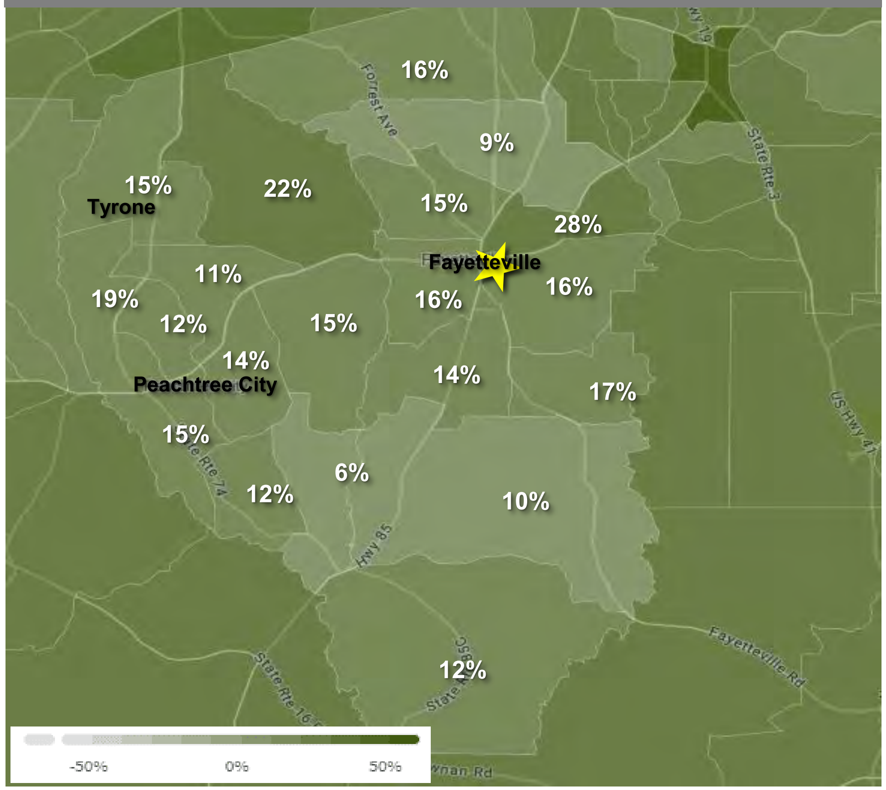


The maps above show the concentration of the population, per census tract, aged 55+. Downtown Fayetteville's surrounding community has seen an increase in population of people over 55 years of age. Since 2010, the tracts containing Downtown Fayetteville have seen the 55+ population grow more than 10% - consistent with the steady growth seen in neighboring areas. Peachtree City has seen a significant concentration and growth of residents aged 55 and over. This bodes well for Downtown Fayetteville as these persons are strong candidates for a downsize value play.

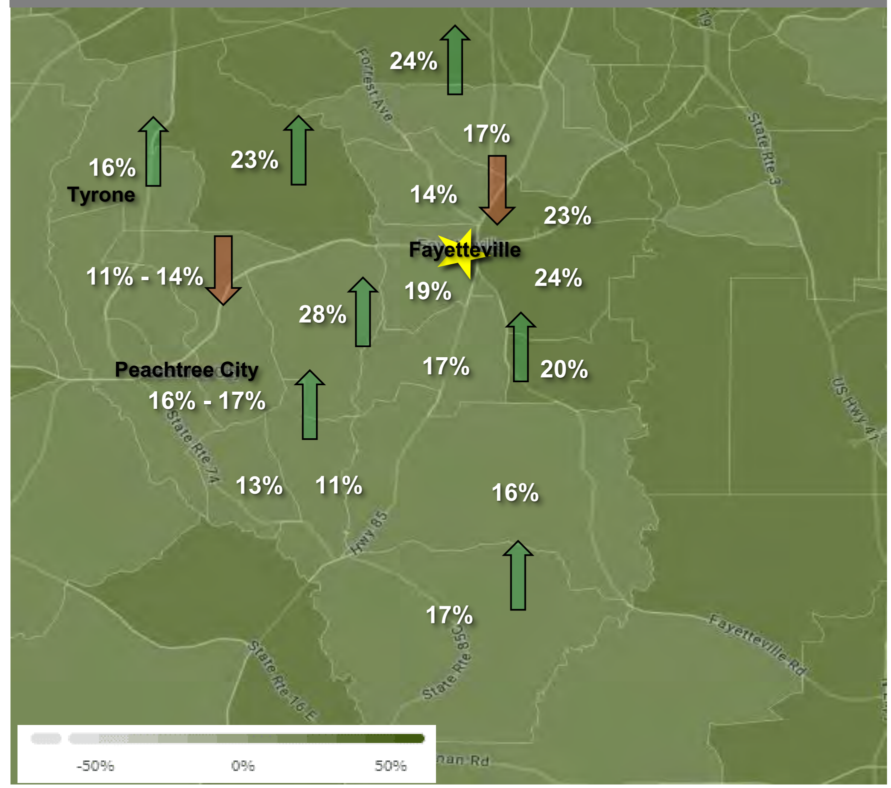
SOURCE: Noell Consulting Group, Social Explorer

Exhibit 14
Change in the Younger Population

Age: 18-34
2010 Census



Age: 18-34
2019 5-Year ACS



This exhibit examines age of residents as of 2019 to examine the growing number of 18-34 aged cohorts in a given area. Downtown Fayetteville has seen an increase of younger demographics in the southern area of the City and a decline in younger populations in the northern area of the City. The shift in age is predominantly due to great schools being located to the west by Peachtree City and South of the City, as well as job cores for younger demographics located to the west, Trilith Studios and Piedmont Hospital, and manufacturing jobs to the east/north of the City.

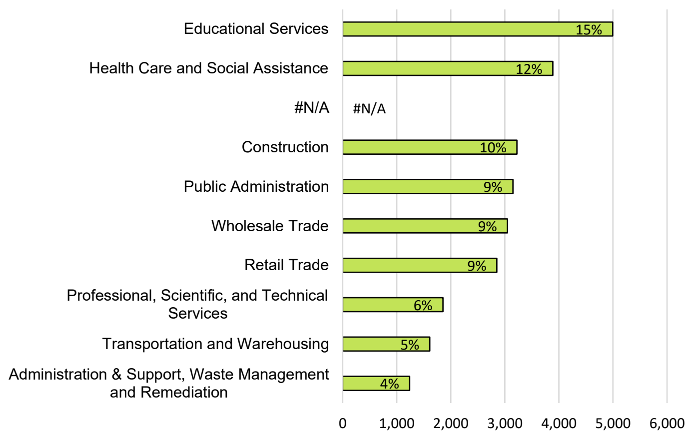
SOURCE: Noell Consulting Group, Social Explorer

Exhibit 15

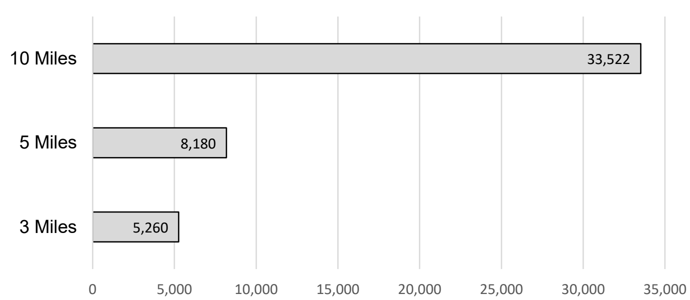
Proximity and Connection of Fayetteville to Jobs

Proximity to work is a key factor for residents choosing where to live. There are over 33,000 jobs paying at least $40,000 per year within 10 miles of the study area. The most popular sector within this area is educational services (15% of jobs) followed by Health Care and Social Assistance (12%) and Manufacturing (11%.) You can see the majority of jobs are concentrated along Highway 74 through Tyrone and Peachtree City, as well as Highway 85 through Kenwood and Downtown Fayetteville. The Downtown being farther away from the I-85 corridor that houses major job centers, such as the Airport, is a hindrance to the City and has lead to the exponential growth of Tyrone and Peachtree City. However, with new commercial development, Downtown Fayetteville will be able to provide more local employment options.

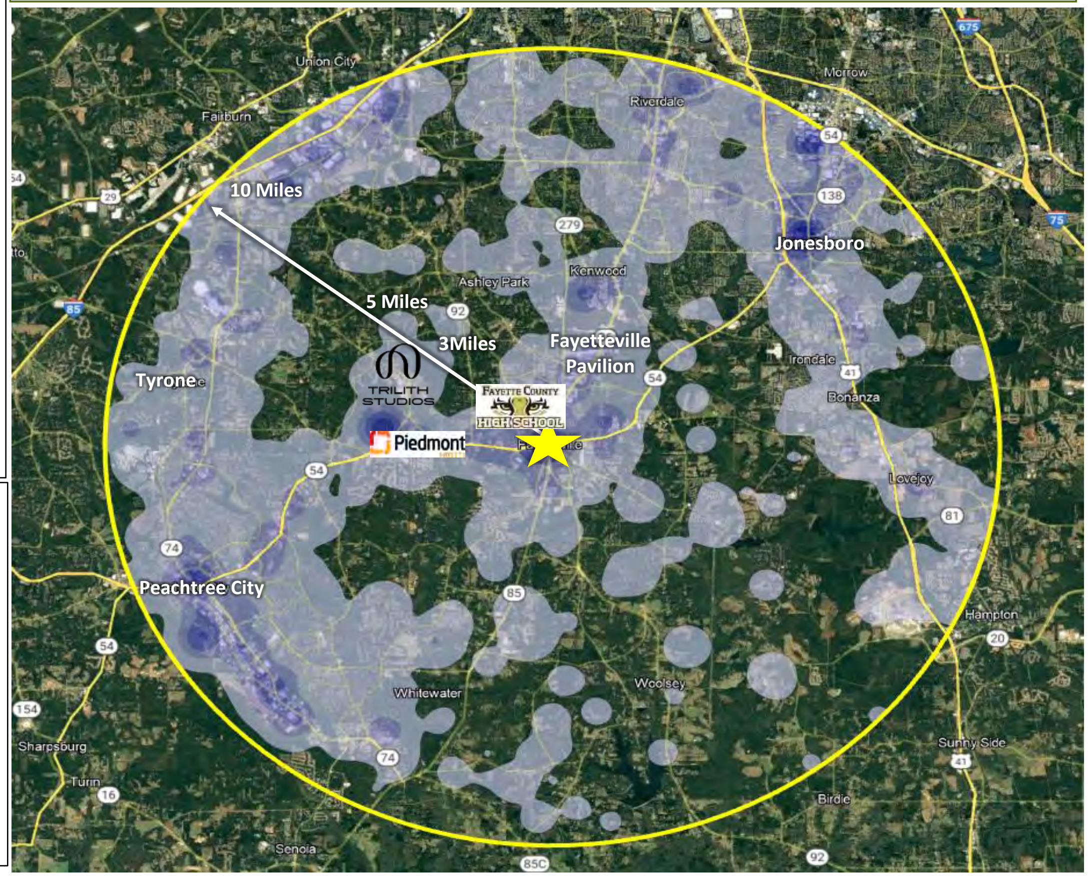
Employment w/in 10 Miles - Top 10 Industry Sectors



Total Employment by Distance from Downtown Fayetteville



Density of Jobs over $40k/year within 10 miles of Downtown Fayetteville (2019)



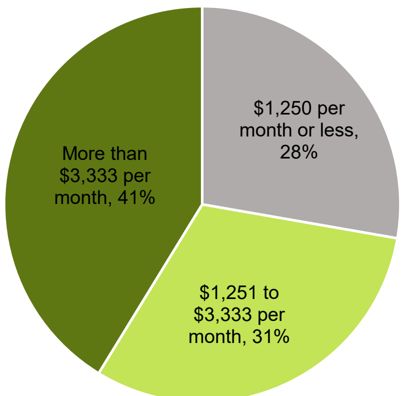
SOURCE: Noell Consulting Group, Google Maps, OntheMap, Gwinnett County

Exhibit 16
Fayetteville Jobs

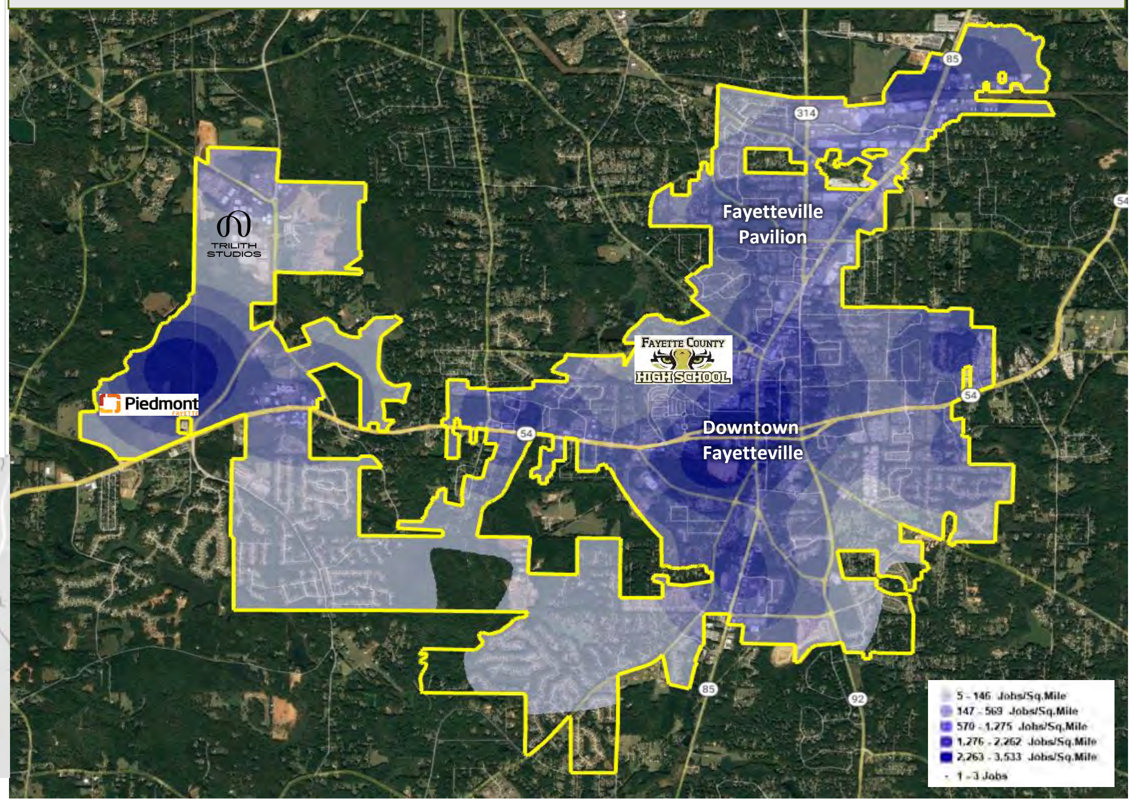
Fayetteville employs 14,310 people in the city limits. The largest employment sectors within the city are Healthcare and Social Assistance, followed by Construction and Public Administration. The City is broken down into Construction/manufacturing/warehouse jobs concentrated to the east and north, medical and technical jobs to the west, and public administration jobs concentrated in Downtown.

Roughly 41% of City employees earn more than $3,333 per month or $40,000 annually, 31% earn between $1,250-$3,3333 a month ($15,000 - $40,000 annually), and 28% earn less than $1,250 per month ($15,000 annually). Of the 14,310 employees, 13,609 live outside of Fayetteville's limits and commute in, pointing to what could be a lack of housing options for employees nearby. 701 Fayetteville residents live and work within the City, and 6,759 of residents commute out of the City for work.

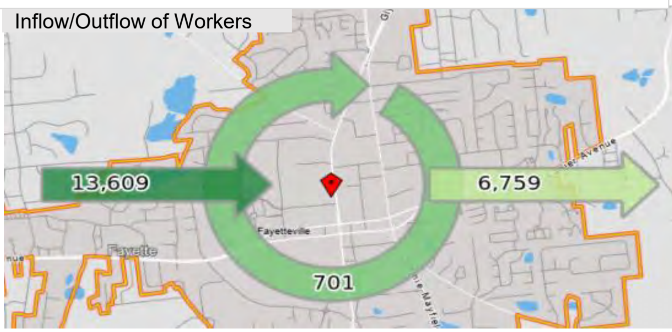
Jobs by Earnings



Total Jobs in Fayetteville (2019)



Inflow/Outflow of Workers

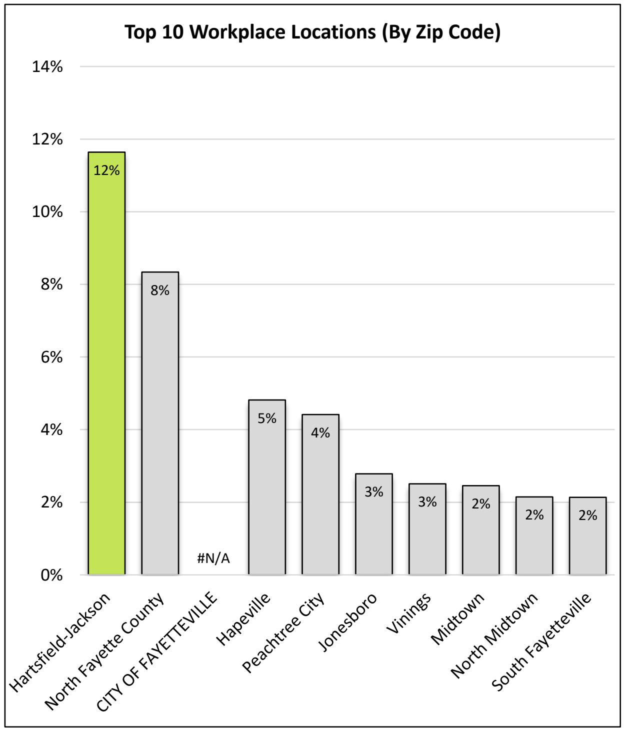


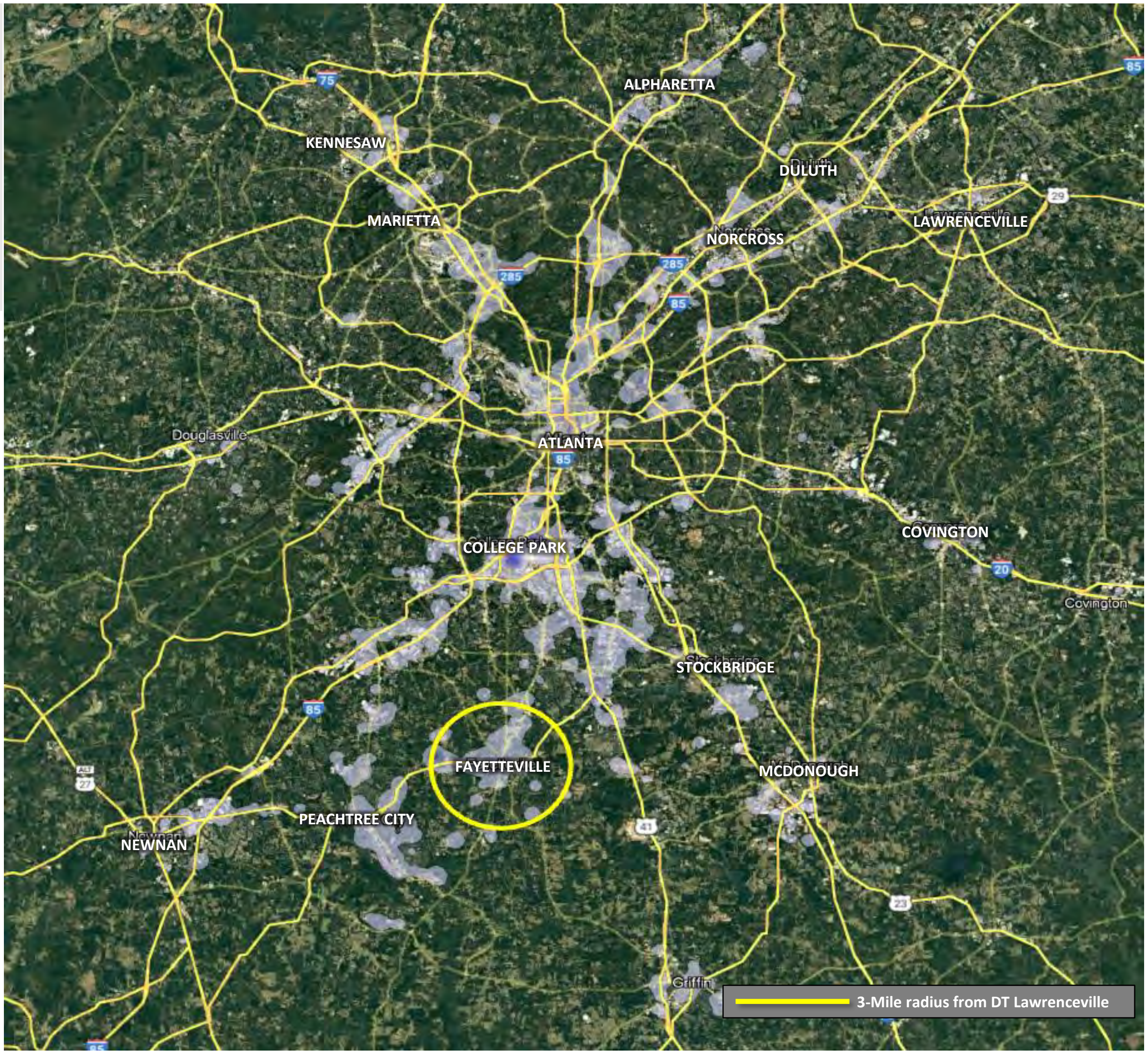
4.9% of total employees live and work in Fayetteville compared

SOURCE: Noell Consulting Group, Google Maps, OntheMap, Gwinnett County

Exhibit 17
Study Area Resident Work Outflow, Residents Earning Over $40,000/Year

Commuting patterns of residents can help identify target audiences for residential development. While residents making over $40k/year within a 4-mile radius work all over the metro Atlanta area, the highest concentration (12%) work at the Airport. A substantial amount work in nearby cities Fayetteville (8%) and Atlanta (5%).





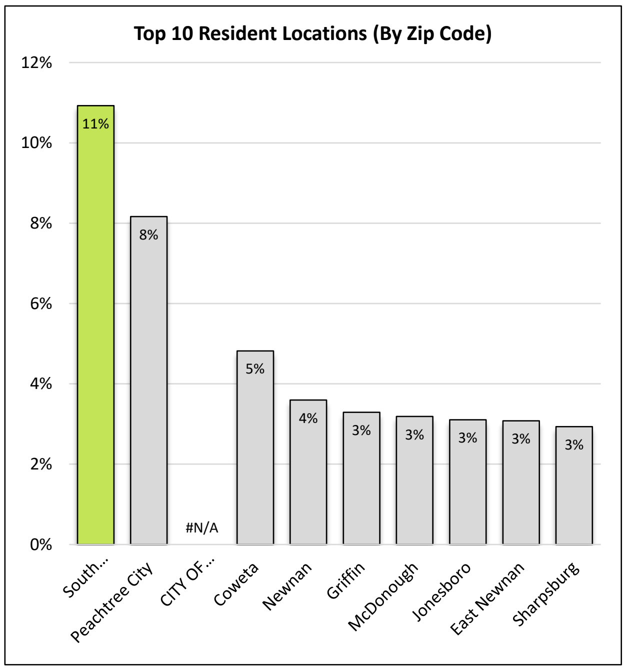
SOURCE: Noell Consulting Group, Google Maps, OnTheMap

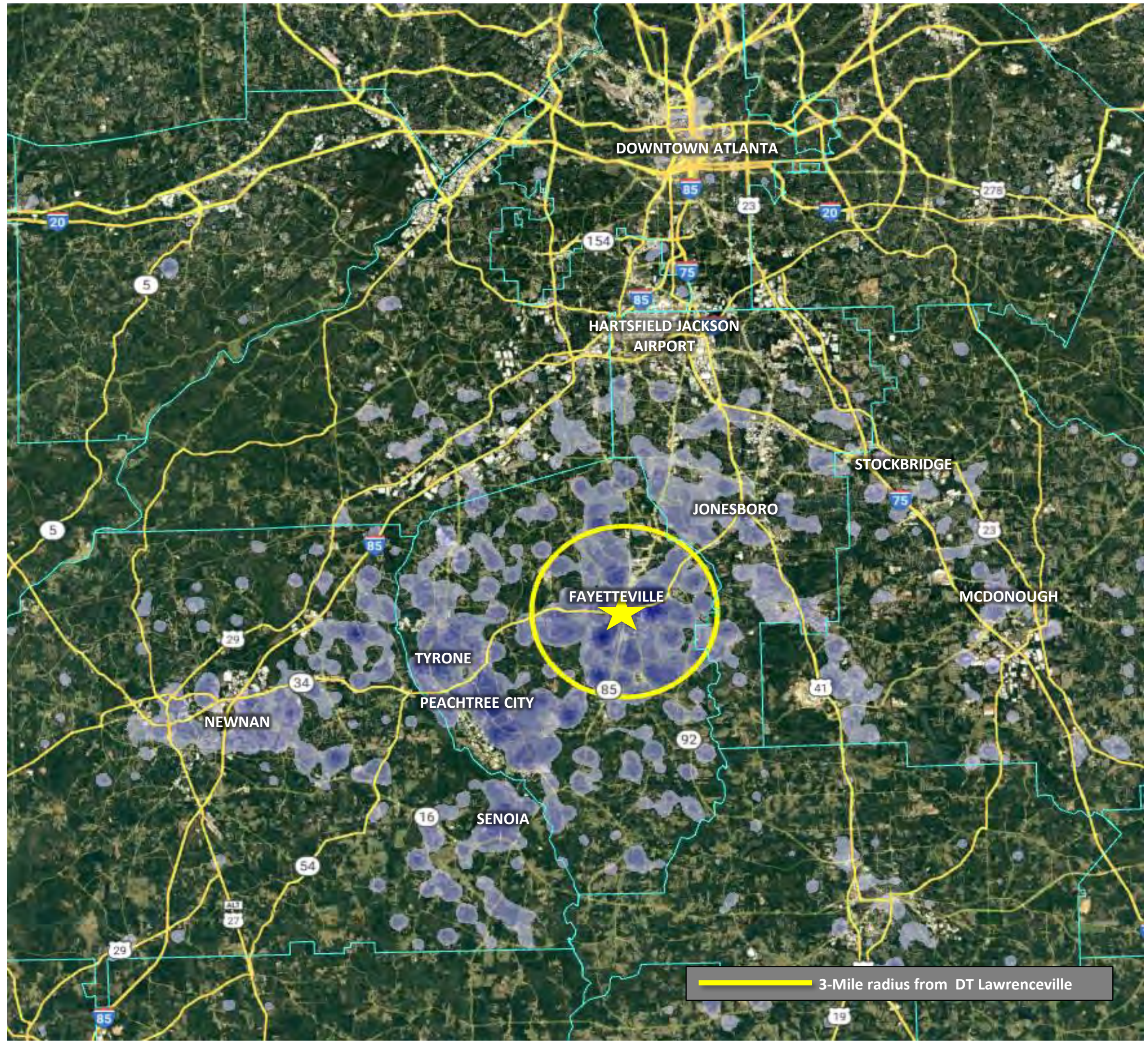
Exhibit 18
Downtown Fayetteville Work Inflow, Residents Earning Over $40,000/Year

In the previous exhibit we looked at where residents of Fayetteville work. This exhibit shows where people who work inside the Fayetteville limits are commuting in from.

The majority of jobs paying more than $40k/year in Fayetteville are in the healthcare or public administration fields. Roughly 17% of people who work within 4-miles of Fayetteville are already living close by and within the city. Another 12% of workers live nearby in Tyrone, Peachtree City, and Jonesboro.

As the chart points out, Fayetteville is a central location where the majority of workers in a 4 mile radius South of I-20 prefer to live.

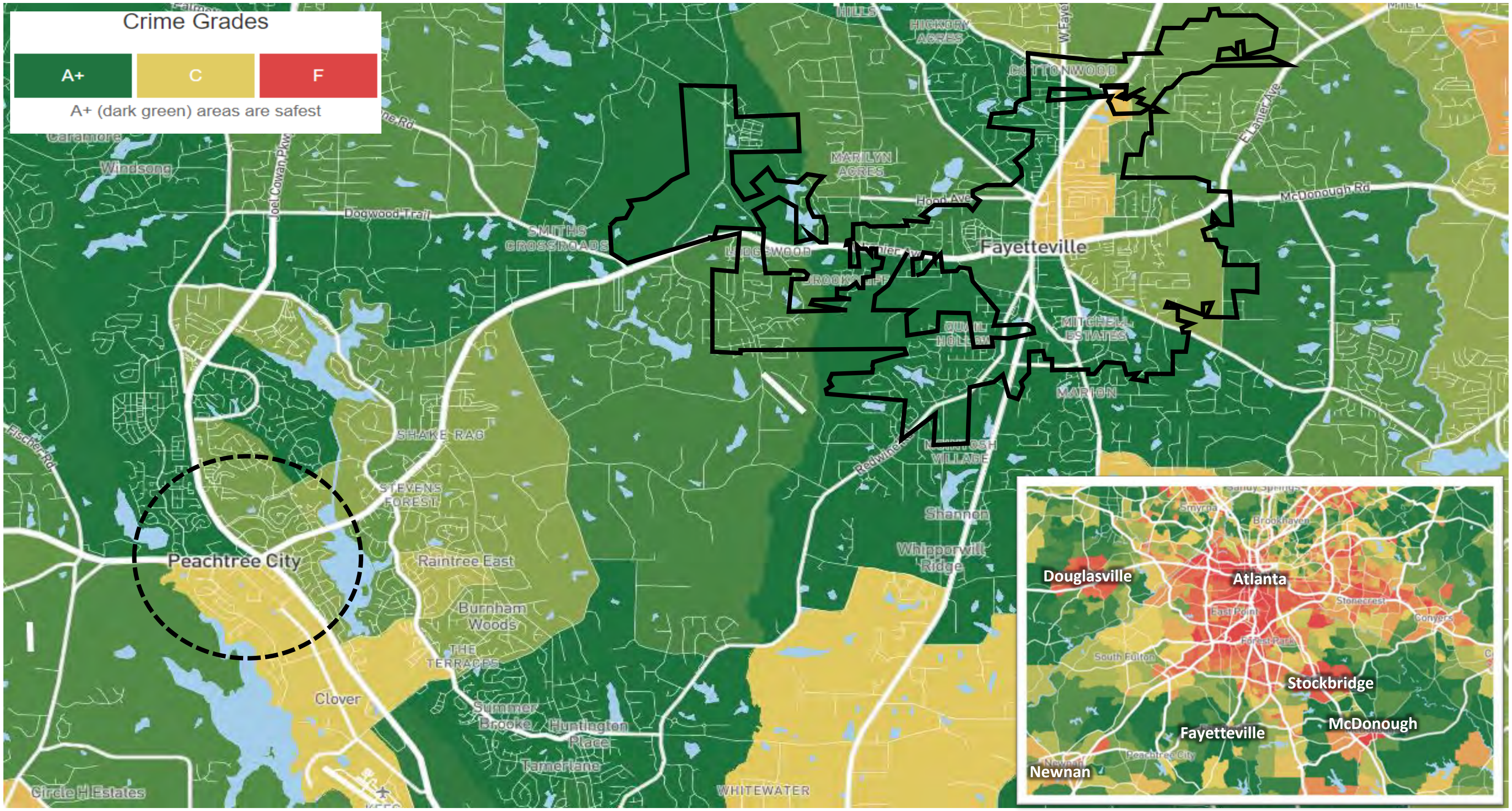




SOURCE: Noell Consulting Group, Google Maps, OnTheMap

Noell Consulting Group

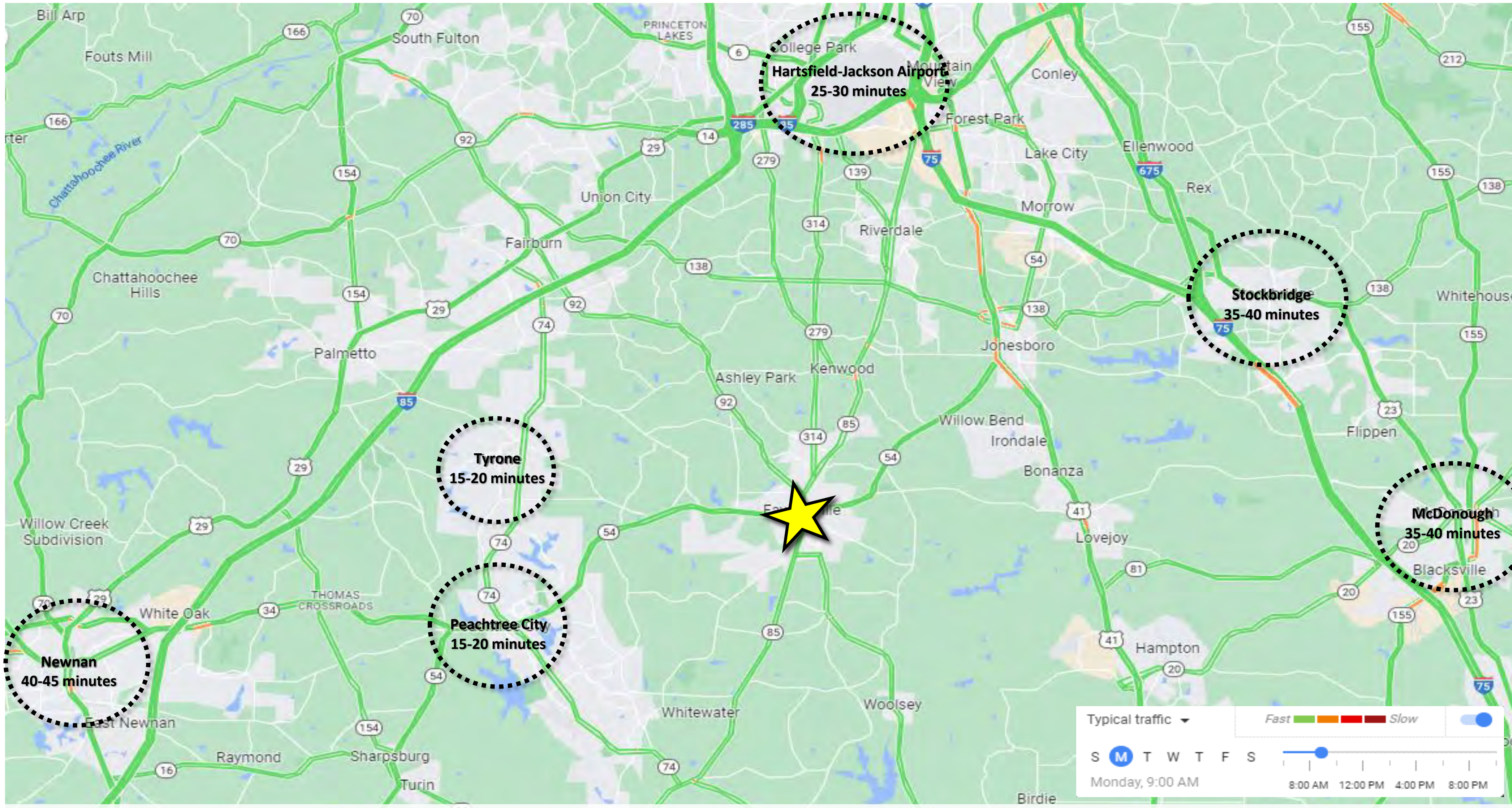
Exhibit 19
Crime Near the Subject Site



The heat map within this exhibit shows area crime in relation to the City (provided by Crimegrade.com). The majority of crime in the City of Fayetteville occurs in the east side of the city and east neighborhoods. However, this pales in comparison to the amount of crime occurring in more established areas of Georgia, such as Atlanta, as well as some areas of Georgia similar to the Fayetteville area, Marietta and Douglasville, and those cities south of I-20 such as Stockbridge, McDonough, and Newnan. A low crime rate is excellent for future families moving to the area who want a safe place to raise a family.

SOURCE: Noell Consulting Group, Crimegrade.com

Exhibit 20
Commuting from the City



The map in this exhibit is a traffic map showing commute times via automobile in and around the Fayette County area per data from Google Maps. The City of Fayetteville's proximity to I-85 and I-75 hinders the location slightly, hence why other cities such as Newnan and Peachtree City have grown considerably given their good interstate access. However, Fayetteville is still within adequate driving distance to major employment cores such as Hartsfield-Jackson Airport, South Atlanta, and along I-85 and I-75 which are only 7- 13 miles (15-20 mins) away. Further, as seen previously in the work inflows map we see that the majority of workers live in the cities highlighted above as well as work locally within the city or commute to the cores listed above.

SOURCE: Noell Consulting Group, Trulia.com

Exhibit 21
Access to Bars & Restaurants

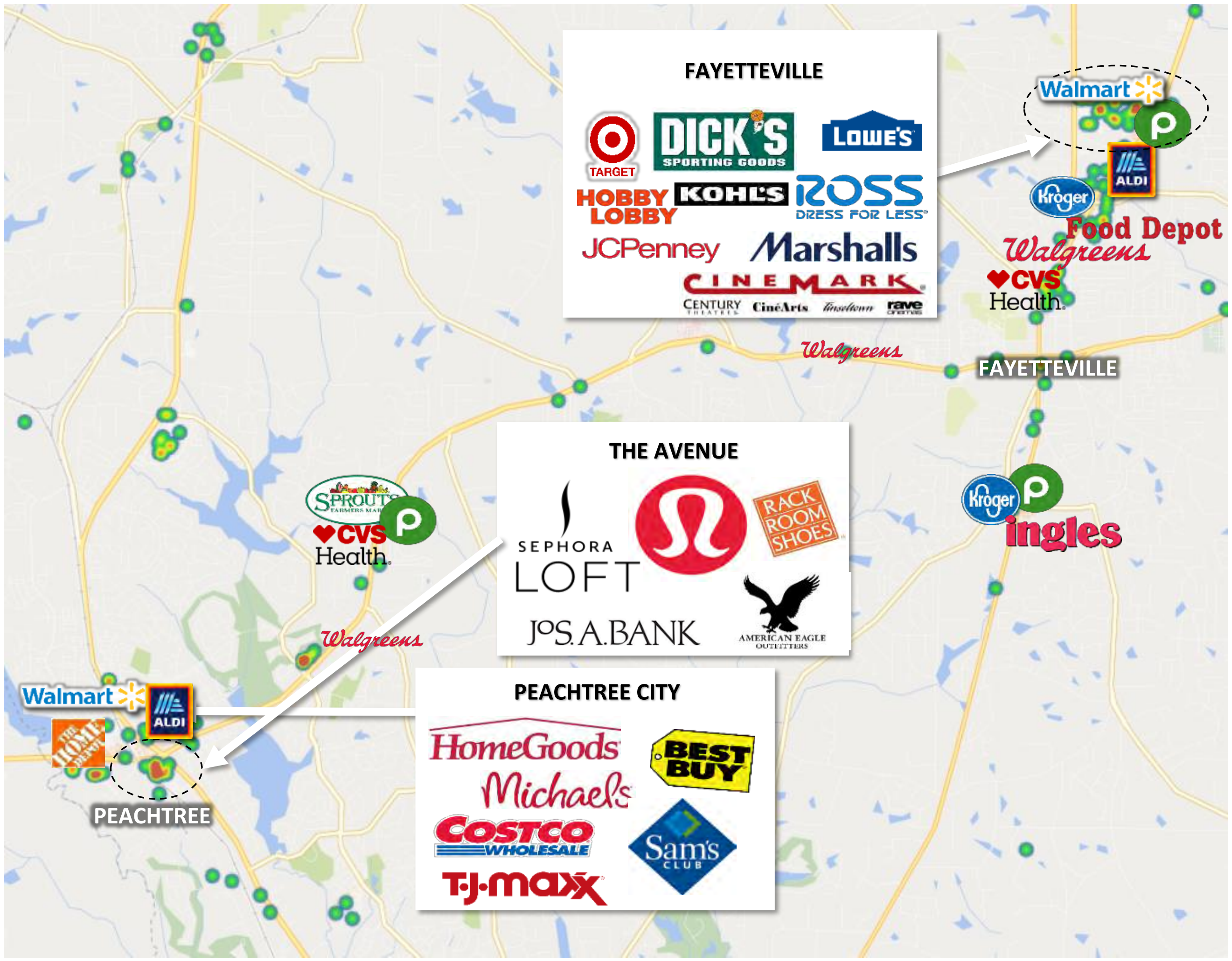
SOURCE: Noell Consulting Group, Yelp, Bing Maps

Living close to restaurants and bar options is a key factor for many households when choosing where to locate, as well as for businesses when choosing office space. The heat map within this exhibit shows restaurant and bar options near the City that have been reviewed by users of Yelp.

There are more than two dozen dining options and bars in Downtown Fayetteville. Although the majority of dining options in Downtown are chain restaurants, there are some more boutique options such as Line Creek Brewery and City Cafe and Bakery. Farther west there are more options. geared towards a fancier dining experience at Trilith Studios. Farther west is Peachtree City which has a plethora of dining options from Breweries like Line Creek to Ted's Montana Grill.

In terms of walkability, there are some restaurants within walking distance to Downtown, however most are accessible with a short drive. Although Downtown is well served, it will be important for the city to allow more unique infrastructure, like breweries or a dog park with beer and food. To the extent this can be maximized, the stronger the appeal of Downtown Fayetteville being seen as a lifestyle amenity that many residents coming from the north seek.

Exhibit 22
Access to Retail



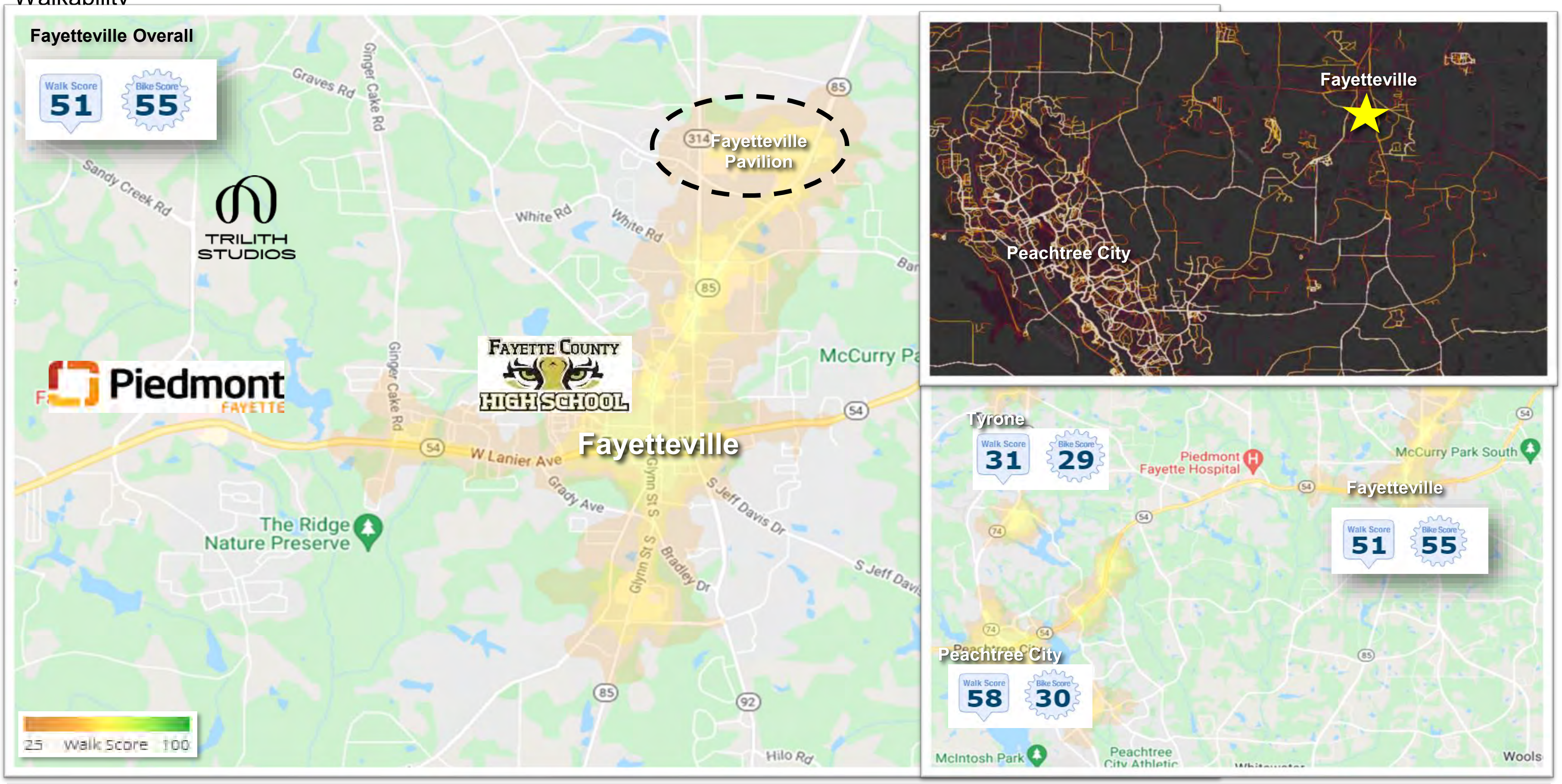
As with restaurants and bars, living close to retail and grocers is an important factor to residential households when choosing where to live and to an extent, office decision makers when choosing where to locate their business. By pulling Yelp data from the area we are able to visualize where key retail and shopping nodes are in relation to the City.

The largest retail corridors in Fayette County are located in Downtown Fayetteville and Peachtree City. Downtown Fayette offers a lot of shopping/retail options from large chain stores like Dick's or JCPenney as well as many grocery options such as Kroger and Publix. Peachtree City has many of the same offerings as well as some more boutique shopping/grocery options, such as Sprouts.

All in all, the level of retail/shopping is more than suitable for the area. Future development ideas would be to add higher level shopping and retail to the area such as a Sprouts as the median income increases.

SOURCE: Noell Consulting Group, Yelp, Bing Maps

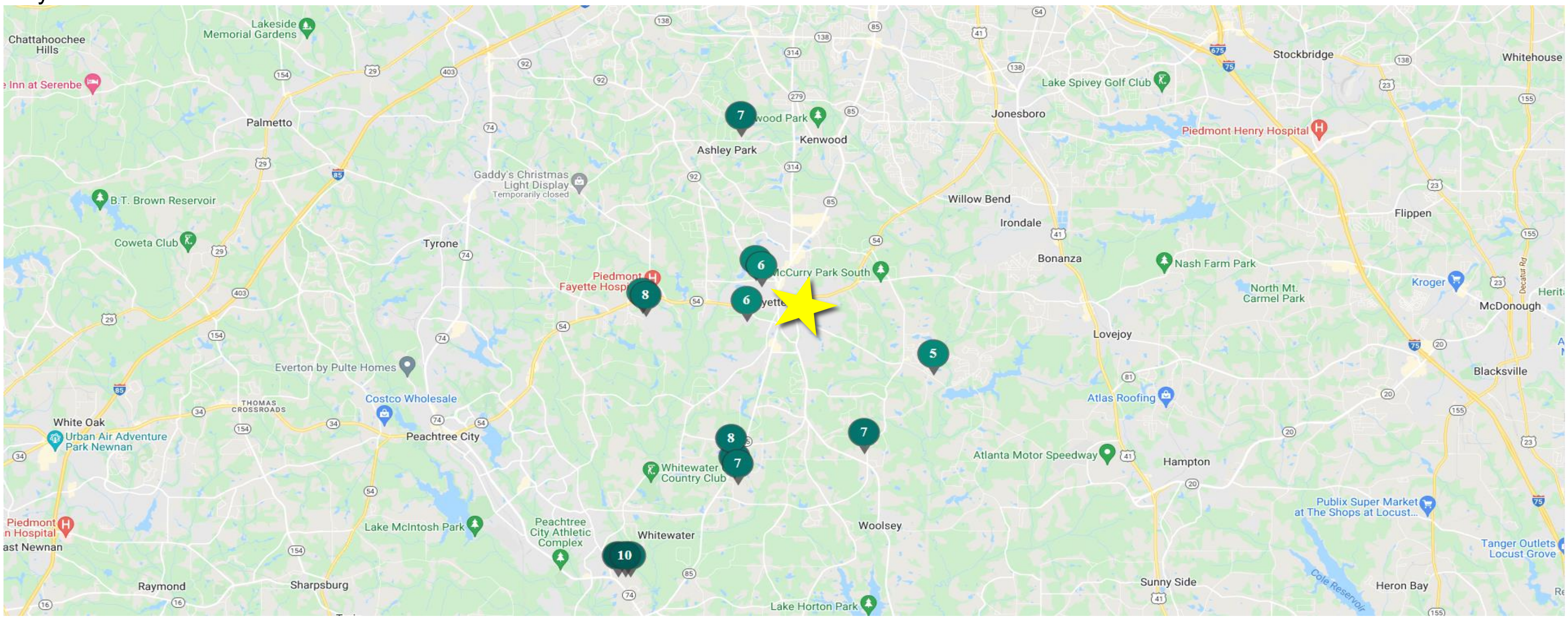
Exhibit 23
Walkability



Walkable environments are key to economic competitiveness and creating healthy communities. Increasingly, Millennials and sen iors are looking for walkable environments, with studies showing 80% of 18 to 34-year olds want to live in walkable neighborhoods and per AARP surveys roughly 60% of those over 50 want to live within one mile of daily goods and services. Christopher Leinberger of George Washington University completed a study of WalkUPs (Walkable Urban Places) throughout the na tion, including Atlanta, and discovered that office, retail, and rental housing achieved 30%, 144%, and 12% premiums respectively over their drivable, suburban counterparts. Furthermore, a s tudy completed by the Wall Street Journal indicated a 1.69% premium in home prices for a one-point increase in Walk Score. The City of Fayetteville is "Somewhat Walkable" according to Walk Score with much of the area still being dependent on vehicles to access grocery/retail/entertainment. However, foot traffic is still active in the area as shown by the white line s on The Strava map, Top Right map, Peachtree City's walkscore is very similar to the City of Fayetteville yet they have an infrastructure that allows golf carts to take presence over foot travel. To increase the Walkability of the City of Fayetteville, the city could invest in more sidewalks as well as nature trails to increase foot traffic to the area which will be a major draw for empty nesters as well as younger audiences.

SOURCE: Noell Consulting Group, WalkScore, Strava

Exhibit 24
City School Districts



North Fayetteville Assigned Schools

North Fayette Elementary School — 7/10 Above
609 Kenwood Road, Fayetteville, GA, 30214
Public district, PK-5 | 653 students

Bennett's Mill Middle School — 8/10 Above
210 Lester Road, Fayetteville, GA, 30215
Public district, 6-8 | 971 students

Fayette County High School — 6/10 Average
1 Tiger Trail, Fayetteville, GA, 30214
Public district, 9-12 | 1,398 students

South Fayetteville Assigned Schools

Sara Harp Minter Elementary School — 8/10 Above
1650 Georgia 85, Fayetteville, GA, 30215
Public district, PK-5 | 771 students

Whitewater Middle School — 8/10 Above
1533 Georgia 85, Fayetteville, GA, 30215
Public district, 6-8 | 871 students

Whitewater High School — 7/10 Above average
CSA College Success Award - Gold
100 Wildcat Way, Fayetteville, GA, 30215
Public district, 9-12 | 1,428 students

This exhibit presents context with regard to the local school offerings in the City of Fayetteville, the north city limits and south city limits are separated out. Downtown Fayetteville's assigned elementary, middle, and high schools rank above average in quality. After market interviews, the highly rated schools are a major draw to younger families coming to the area and buying in the Downtown area, though this face should not turn off prospective family buyers with older aged children or empty-nester/downsizer audiences not affected by the assigned schools.

SOURCE: Noell Consulting Group, Great Schools

Noell Consulting Group

Demographic Analysis

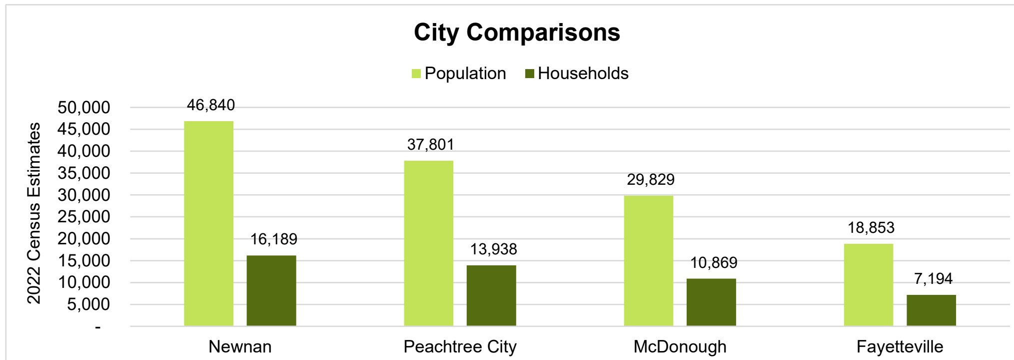
Exhibit 25
City Demographic Profile
2022

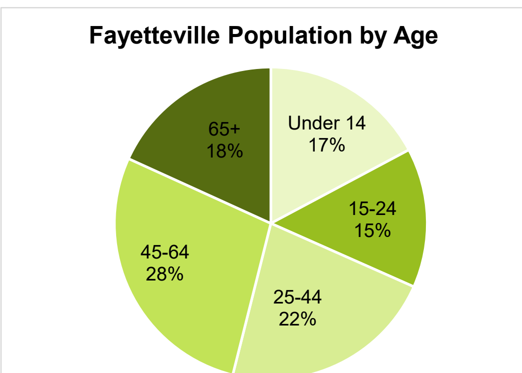
Fayetteville captures roughly 17% of Fayette County's population, with a 2022 census estimate of 18,853 persons and 7,194 households living in the city. Fayetteville has a smaller population in comparison to similar Atlanta suburbs including Newnan, Peachtree City, and McDonough. Fayetteville's population is fairly diverse across age, race, and income cohorts. While being historically more rural than suburban analogs, recent development activity and housing market trends have fueled growth in Fayetteville.

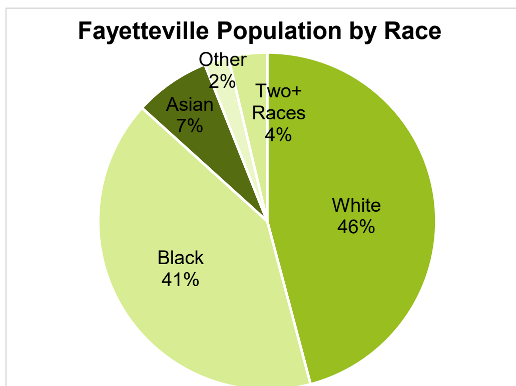
Fayette County Population	
2022 Census Estimate	112,303
Households	42,919

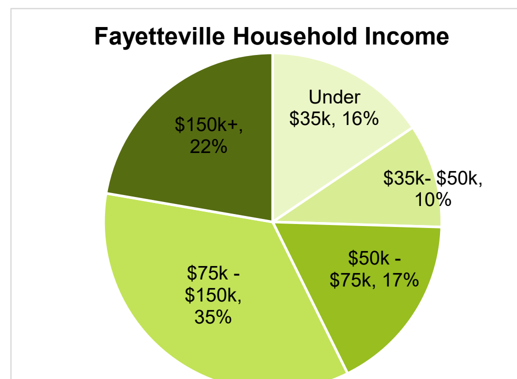
City of Fayetteville Population	
2022 Census Estimate	18,853
Households	7,194

Fayetteville Capture of County	
2022 Census Estimate	17%
Households	17%









Source: NCG, US Census Bureau, Spotlight by Environics Analytics

Exhibit 26
City Demographic Profile and Change
2010, 2022, and 2027

City of Fayetteville Population

Census	Count	Increase	% Ann. Growth
2010 Census	15,945	-	-
2022 Census Estimate	18,853	2,908	1.52%
2027 Census Estimate	19,918	1,065	1.13%

Households	2010	2022	Increase	% Ann. Growth
Owner	4,561	5,117	556	1.02%
Renter	1,433	2,077	644	3.75%
Total	5,994	7,194	1,200	1.67%

Population by Age	2010	2022	Change 2010-2022	2027 Est.	Change 2022-2027
Age 0 - 4	778	866	88	925	59
Age 5 - 9	1,097	1,020	(77)	926	(94)
Age 10 - 14	1,326	1,271	(55)	1,088	(183)
Age 15 - 17	875	866	(9)	840	(26)
Age 18 - 20	573	772	199	806	34
Age 21 - 24	579	1,012	433	1,205	193
Age 25 - 34	1,367	1,829	462	2,336	507
Age 35 - 44	2,259	2,258	(1)	2,016	(242)
Age 45 - 54	2,636	2,492	(144)	2,484	(8)
Age 55 - 64	2,051	2,624	573	2,847	223
Age 65 - 74	1,252	2,170	918	2,618	448
Age 75 - 84	773	1,170	397	1,279	109
Age 85+	379	503	124	548	45

MILLENNIALS

EMPTY NESTERS

Population by Race	2010	2022	Change 2010-2022	2027 Est.	Change 2022-2027
White Alone	9,571	8,649	(922)	7,965	(684)
Black/African American	4,796	7,700	2,904	9,020	1,320
American Indian/Alaskan N	54	73	19	81	8
Asian Alone	856	1,368	512	1,604	236
Native Hawaiian/Pacific	17	32	15	38	6
Some Other Race Alone	236	334	98	382	48
Two or More Races	415	697	282	828	131

Source: NCG, US Census Bureau, Spotlight by Environics Analytics

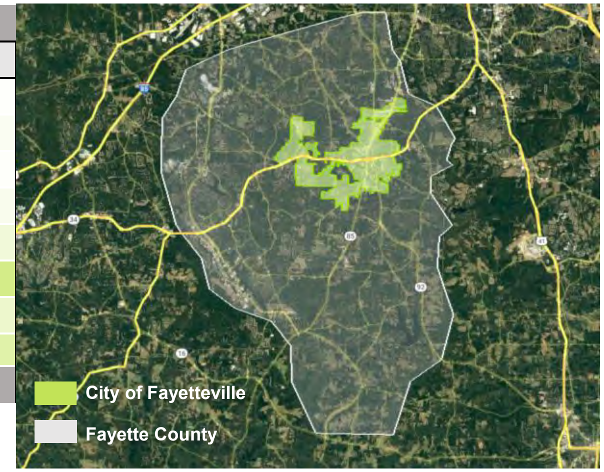
The City of Fayetteville has steadily grown since 2010. Based on 2027 census based estimates, the strongest growth will have occurred from 2010 - 2022 with an 18.2% population increase, or just over 1.5% per year.

That growth primarily came from increases in the population aged 18 - 34 and 55 - 85+, and the Black/African American and Asian populations. This points to a growing number of young singles and professionals as well as empty nesters and retirees - many of whom will require greater variety in housing products.

Decreases in the population age 5 - 17 and 35 - 54 indicate there are fewer families with young children in Fayetteville, again signaling a need for a variety of housing products

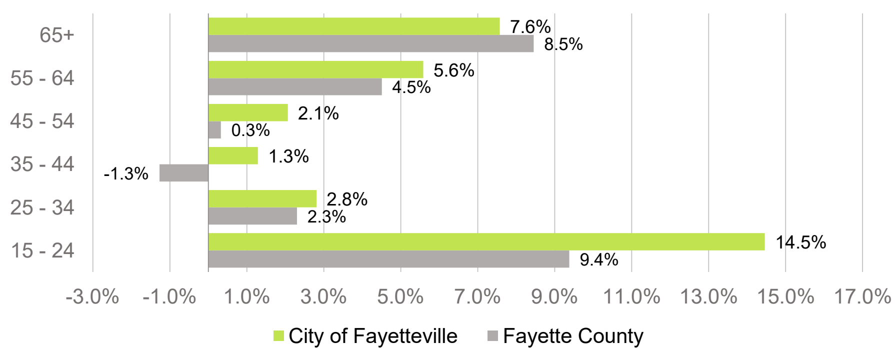
Exhibit 27
Age and Income Analysis of the City of Fayetteville and Comparison to Fayette County
2000 - 2022 (Estimates)

PMA Total Household Growth							
2000 - 2022	**15 - 24**	**25 - 34**	**35 - 44**	**45 - 54**	**55 - 64**	**65+**	**Total**
$0 - $25,000	-26	-40	9	6	64	43	**56**
$25,000 - $35,000	-18	15	42	5	-65	178	**157**
$35,000 - $50,000	-17	-82	-89	-15	24	241	**62**
$50,000 - $75,000	116	-12	11	-97	59	138	**215**
$75,000 - $100,000	9	70	-50	12	153	248	**442**
$100,000 - $150,000	0	73	126	89	163	434	**885**
$150,000 - $200,000	0	28	51	149	174	139	**541**
$200,000 +	0	35	80	252	276	79	**722**
Total	**64**	**87**	**180**	**401**	**848**	**1,500**	**3,080**

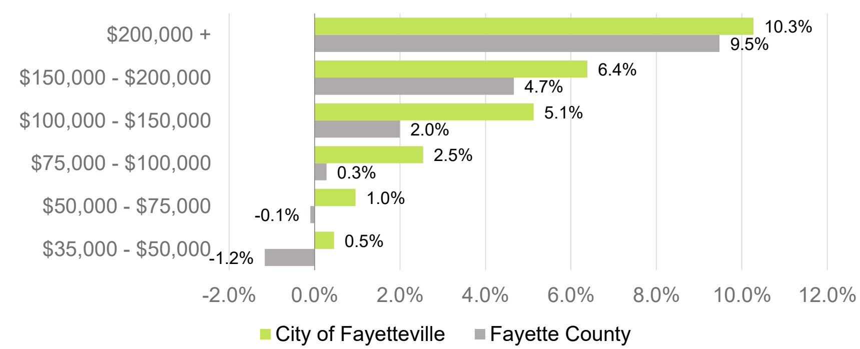


The City of Fayetteville has seen very strong growth among all age and income cohorts, outpacing the rest of Fayette County in almost all categories. Fayetteville has grown by approximately 3,080 households from 2000-2022, and currently has 7,194 households in the city limits. The city's growth is primarily fueled by increases in households aged 15-24 and 55+ and households who earn more than $100,000 annually. This growth in affluence has contributed to growth in development of large single family homes, but growth in other household incomes and ages should also be supported by growth in diverse housing product and options.

Household Growth By Age (HHs $50k+ Only)



Household Growth by Income

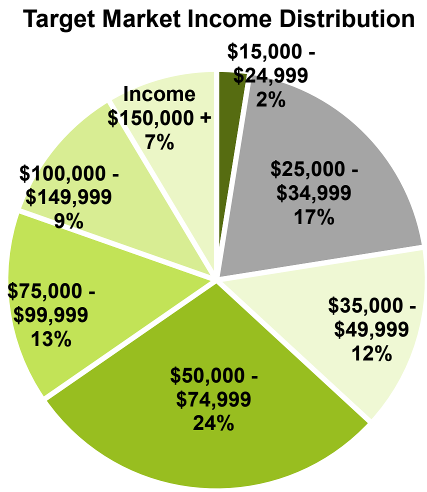


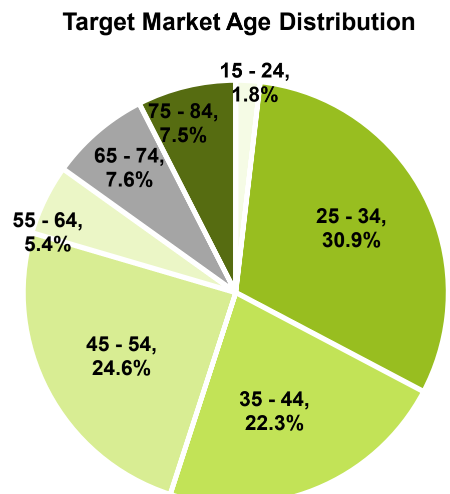
Source: NCG, US Census Bureau, Spotlight by Environics Analytics

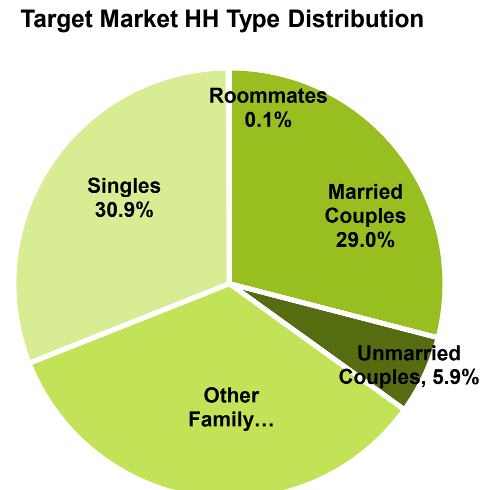
Exhibit 28
Summary of Renter Households in the City of Fayetteville, 2022

Income/Age	15 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	85+	Total
Less than $15,000	1	75	54	76	24	29	35	11	306
$15,000 - $24,999	0	14	15	4	1	4	6	2	46
$25,000 - $34,999	0	149	83	37	7	31	41	10	359
$35,000 - $49,999	0	57	39	73	16	32	33	8	259
$50,000 - $74,999	35	187	114	101	21	22	18	3	501
$75,000 - $99,999	2	80	65	75	15	16	9	2	264
$100,000 - $149,999	0	46	52	60	11	15	8	1	193
Income $150,000 +	0	22	31	75	14	6	2	0	150
Total	**38**	**630**	**454**	**501**	**109**	**155**	**153**	**38**	**2,077**

Of the 7,194 households in Fayetteville, roughly 29% or 2,077 are renter households. Of the renter households, 34% of them earn less than $35,000 a year, 24% earn between $50,000 - $75,000, and 29% earn more than $75,000 annually. Households earning less than $35,000 annually are likely renting due to income restrictions and a lack of affordable housing options, but there is a strong share of renters who could afford to own but choose to rent. Renters are split fairly evenly amongst household type (singles, married couples, and other family), and age distribution (25-34, 35-44, and 45-54).







SOURCE: Noell Consulting projections based on data obtained from the US Census and Claritas, Inc.

Exhibit 29

Typical Class A Renter Audiences and Opportunity Level and Product Type for City of Fayetteville

	Young Professionals	Mature Singles	Professional Couples	Empty Nesters	Families	Students/ Roommates	Market Indicated Mix	Est. Existing Mix
								
Description	Professionals working in the area seeking a lifestyle and easy access to employment and entertainment.	Singles over 35 seek convenience in quieter setting. Many have relocated to the area for work and may choose to rent before buying.	Couples mostly in their 30s, with some late 20s and early 40s. A mix of recently married and dating. May be recent relocatees.	Mature couples and empty nesters. Established and seeking home close to work and in the suburbs.	New parents and those with young and early school-aged children. Some single parents working in the area.	Students, recent graduates, and working roommates who moved our of their parents homes or are new to the area for jobs and school.		
How They Use Their Units	Use unit as crash pad and place to unwind. Often more active/out and about. Trade space for less rent. Appreciate well-executed building amenities.	Tend to stay in more than younger counterparts. More likely to cook and host. Value space, quality, but not excessive finishes, and functional unit layouts.	Eat-in more often, but still enjoy going out. Tend to stay local. Value amenities, and have friends over on a frequently.	A true home. Eat-in most nights and host friends on a regular basis. seek spacious kitchen and living areas. Often down-sizing and need extra storage.	Seeking space and functionality. Values finish levels and amenities but will make trade-offs for price.	Most space for the money and keeping absolute rents lower. Larger floorplans with a minimum of 2BRs.		
Income	$35,000-$75,000	$75,000-$150,000	$75,000-$200,000	$100,000-$200,000+	$75,000-$150,000	$50,000-$75,000		
Typical Rent	$1,000 - $2,000	$1,500 - $3,000	$1,500 - $3,750	$2,500+	<$2,000	$1,500 - $2,000		
Age Range	22 - 35	35 - 55	25-44	45-64	+35	18-24		
Market Mix	25%	15%	30%	15%	10%	5%		
Level of Opportunity for New Growth in City	STRONG	MODERATE	STRONG	MOD. BUT GROWING	MODERATE	LIMITED		
	Seek areas with a trendy local perception and proximity to entertainment, employment and retail. Downtown core and Trilith only areas in the County that feature this.	Value proximity to employment and retail, but will generally prefer quieter neighborhood areas.	Can afford higher end product with dual incomes, will likely be saving to buy a home in the future. Often look for more spacious product types.	Many will rent units while waiting for homes to be built, but a growing segment is choosing a rental lifestyle.	Typically either temporary renters who want space for a growing family while waiting to build/buy, or lack financial means to purchase.	Limited by higher rents in newer Class A, but still a small audience.		
	Distribution by Product Type							
TH/Villa	20%	20%	20%	25%	50%	40%	25%	1%
Conventional Flats	80%	70%	70%	15%	10%	60%	58%	89%
55+ Age-Targ./Rest.	-	10%	-	20%	-	-	5%	0%
SFD	-	-	10%	40%	40%	-	13%	10%
Summary:	The City of Fayetteville's diverse renter audiences lead to the potential support for a variety of rental product types, beyond the predominately conventional rental flat communities already in-place or in the coming pipeline. Consideration should be given to rental TH/villa, and/or 55+ rental communities.							

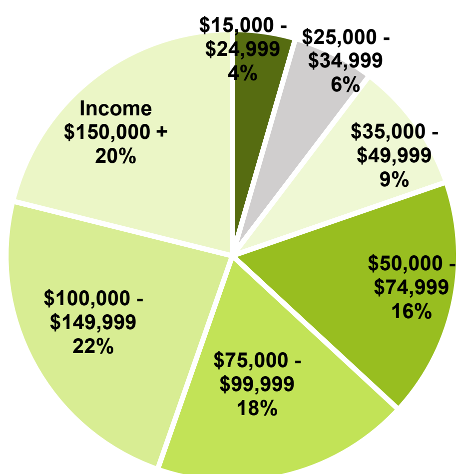
SOURCE: Noell Consulting Group

Exhibit 30
Summary of Owner Households in the City of Fayetteville PMA, 2022

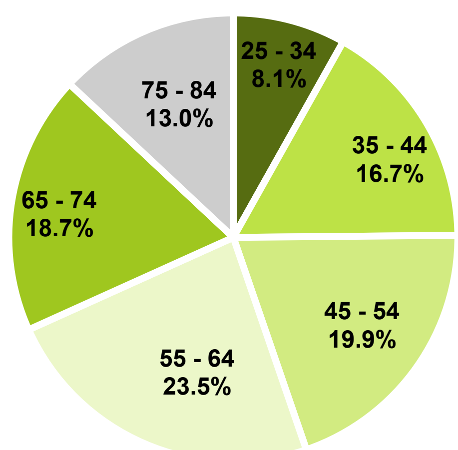
Income/Age	15 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	85+	Total
Less than $15,000	0	13	22	30	55	49	52	32	252
$15,000 - $24,999	0	18	44	12	24	49	61	38	247
$25,000 - $34,999	0	34	45	19	23	68	82	39	310
$35,000 - $49,999	0	22	36	63	83	119	110	50	484
$50,000 - $74,999	0	111	163	136	165	126	94	31	827
$75,000 - $99,999	0	82	160	172	208	156	78	30	886
$100,000 - $149,999	0	76	205	220	238	235	116	31	1,121
Income $150,000 +	0	40	135	312	346	106	39	12	991
Total	**0**	**395**	**811**	**965**	**1,142**	**909**	**632**	**262**	**5,117**

There are approximately 5,117 households, 71% of the total households, who own their housing units in Fayetteville. Of the owner households, 25% earn less than $50,000 a year, 33% earn between $50,000 - $100,000, and a solid 41% earn more than $100,000 annually. Most home owners are married couples, between the ages of 45-64, and earn over $100,000. There is a strong share of singles and households aged 25-34 who also own homes in Fayetteville.

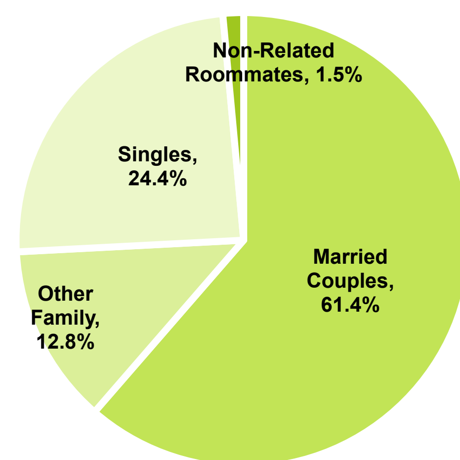
Target Market Income Distribution



Target Market Age Distribution



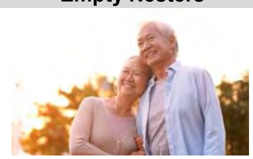
Target Market HH Type Distribution



Source: NCG, Nielsen, US Census Data

Exhibit 31

Typical Market Rate Buyer Audiences and Opportunity Level and Product Type for City of Fayetteville

Market Audience	Single Prof.	Prof. Couples	Young Families	Established Families	Empty Nesters	Seniors / Widows	Market Indicated Mix	Est. Existing Mix
								
Description	Young and mature professionals seeking access to employment and entertainment. Often more active/out and about. More willing to trade space for price. Often between the ages of 20-35, and many coming out of apartments nearby, or graduating and coming back to where they grew up and looking to purchase their first home at an affordable price.	Typically fairly affluent dual working couples, primarily 35-45, value both work access and neighborhood quality. Most likely first time home buyers ready to settle in the suburbs, or looking for the best value home for a decent price. Often coming from rental communities in the City, as well as out-of-market move-ins.	Mix of first-time and move-up buyers from existing product in the market, or relocates from out of market. Looking for a home that offers room to grow as the family expands. Will be concerned with school districts, neighborhood safety, and where other young families are located.	Established families with older children and teenagers. May include some executive households and corporate employees, or divorced households and single parents. Likely upgrading into larger homes or moving in from out of market.	Mature couples who are either looking to simplify lifestyle with smaller homes, or upgrade to accommodate grandchildren and family visitors. Most likely to purchase homes in pre-sale phases or build custom dream homes to retire in.	Retired senior couples and some widows who are looking for a maintenance free lifestyle but don't want to leave the area. Will appreciate quality and may have money from prior home sale to spend, but will be modest in spending retirement incomes and likely to downsize.		
Income Range	$50,000 - $150,000	$100,000 - 200,000	$75,000 - 200,000	$150,000 - 500,000	$150,000+	$75,000+		
Sale Price	Mostly under $400k	$400,000 - $600,000	$300,000 - $600,000	$450,000 - $1M+	$450,000+	$300,000 -$450,000		
Estimated Mix in the Market	5%	15%	20%	30%	20%	10%		
			Typical Distribution by Product Type					
Small Lot SFD	40%	40%	30%	10%	60%	70%	36%	5%
Conventional SFD	10%	30%	50%	60%	20%	10%	38%	16%
Estate Lot SFD	-	5%	10%	30%	5%	0%	13%	74%
Townhome/ Duplex/Condo	50%	25%	10%	-	15%	20%	13%	5%

Citywide we believe Fayetteville has a lack of product diversity, with an estimated 90% being conventional single-family homes and/or estate homes. This leaves very little opportunity for those looking for lower price points, maintenance-free products, and/or homes in a more walkable lifestyle option. An estimated 50% of the market audiences have the majority of their preferences being non-typical SFD products, leaving a significant market gap. Also worth noting is that many of the under represented housing products are more dense, helping to justify higher land prices and smaller parcel sizes which is a majority of the undeveloped land in the City, but also helping to keep absolute home affordability.

SOURCE: Noell Consulting Group

Exhibit 32
Fayetteville Growth, Gentrification, and Implications to New Housing Product Needs

Fayetteville Household Projected Growth Next 5 Years by Age and Income, 2022 - 2027

Income/Age	15 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	85+	Total	Min-Max Rent at 20-33% Income	Min-Max Sales Price at 3x Income
Less than $15,000	-1	4	-13	-12	-14	3	0	-3	-36	Land/construction costs do not justify without substantial subsidy	
$15,000 - $24,999	0	5	0	-1	0	4	9	6	23		
$25,000 - $34,999	1	-9	-31	-16	-12	-24	-31	-16	-138		
$35,000 - $49,999	1	12	-9	-1	16	33	11	11	74	$583 - $1,389	$105,000 - $149,999
$50,000 - $74,999	13	12	-64	-44	-27	4	-4	2	-108	$833 - $2,083	$150,000 - $224,999
$75,000 - $99,999	1	28	-38	-27	-14	36	10	4	0	$1,250 - $2,778	$225,000 - $299,999
$100,000 - $149,999	1	45	-22	-3	15	95	34	12	177	$1,667 - $4,167	$300,000 - $449,999
Income $150,000 +	0	50	27	95	143	95	23	6	439	$2,500+	$450,000+
Total	**16**	**147**	**-150**	**-9**	**107**	**246**	**52**	**22**	**431**		

Market Risk Level

High	- Decreasing opportunity for the private sector to hit these price points without subsidy
Medium	- Moderate ability for the private sector to deliver this product without subsidy
Low	- Strong ability for the private sector to deliver this product without subsidy

Without the ability for new housing stock to hit the potential demand levels, particularly rental product below $800 and for-sale product below $200,000, demographic projections forecast a loss in households earning less than $75,000, and the majority of future growth is projected from those earning greater than $100,000 through 2027.

While much of the new apartment development is obtainable for those earning above $75,000, land and constriction costs are making it harder for those earning under $75k, and especially under $50k to rent in the community, making renter households earning $25-35k the most at risk. Garden apartments represent the best market based opportunity to solve this, or relying on LIHTC subsidized deals.

New single-family homes are generally obtainable for those earning above $150,000, but it is largely only townhome and/or condominiums that are affordable to those earning $75-150k. Increasing land and construction costs are making it considerably harder for those earning $75-100k (often young singles/couples and starter families) to purchase. This makes those in the estimated 113-150% AMI levels ($75-100k) the most at risk. Starter townhomes, including one bedrooms and those without garages to maximize affordability, represent the best opportunity to solve this.

SOURCE: Noell Consulting Group based on data obtained from US Census and Claritas.

Exhibit 33
Fayetteville Depth For Affordable Units

Fayetteville Households by Age and Income, 2022

Income/Age	15 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	85+	Total	AMI Levels (Based on 2 Person HH)	Est. Annual For-Sale Demand	Est. Annual Rental Demand
Less than $15,000	1	23	39	49	82	82	72	44	**392**	**Under 23%**	**NA**	**NA**
$15,000 - $24,999	0	14	34	9	16	36	37	23	**169**	**24-37%**	**NA**	**NA**
$25,000 - $34,999	0	70	91	36	39	131	130	61	**558**	**38-54%**	**NA**	**NA**
$35,000 - $49,999	0	37	60	99	118	190	145	65	**714**	**55-76%**	**NA**	**78**
$50,000 - $74,999	123	166	237	187	205	176	108	36	**1,238**	**77-112%**	**NA**	**NA**
$75,000 - $99,999	11	113	216	220	241	203	84	32	**1,120**	**113-150%**	**52**	**NA**
$100,000 - $149,999	0	105	277	281	276	304	124	33	**1,400**	**151-227%**	**NA**	**NA**
Income $150,000 +	0	72	237	519	523	180	55	17	**1,603**	**228%+**	**NA**	**NA**
Total	**135**	**600**	**1,191**	**1,400**	**1,500**	**1,302**	**755**	**311**	**7,194**			

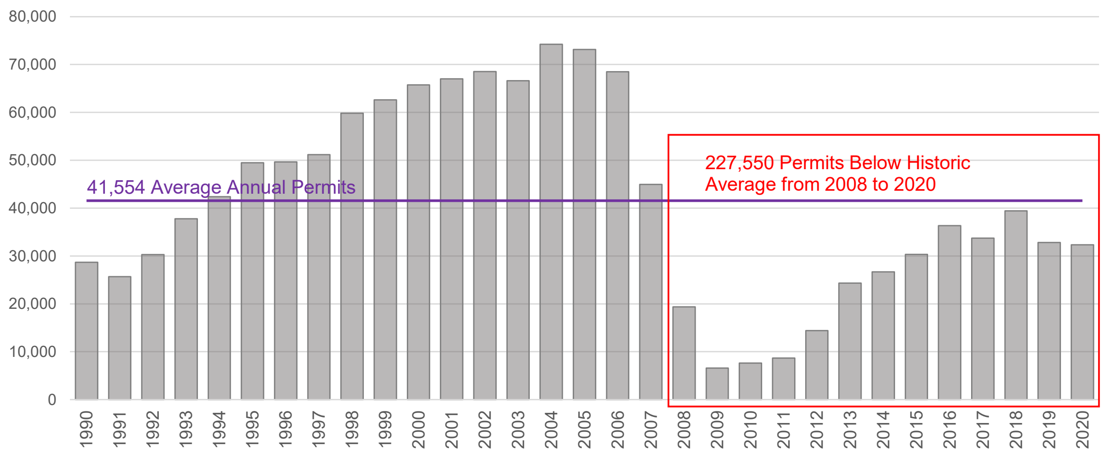
Based on existing households and current tenure and turnover patterns (Census), the demand for affordable, subsidized for-sale units from households earning $75-100k, or approximately 120-150% AMI based on 2-person households is 52 units per year. Typically affordability for these households is for homes in the $225,000 - $300,000 range. For affordable subsidized rental units, the demand potential for households earning $35-50k, or approximately 60-80% AMI, is nearly 80 units per year.

SOURCE: Noell Consulting Group based on data obtained from US Census and Claritas.

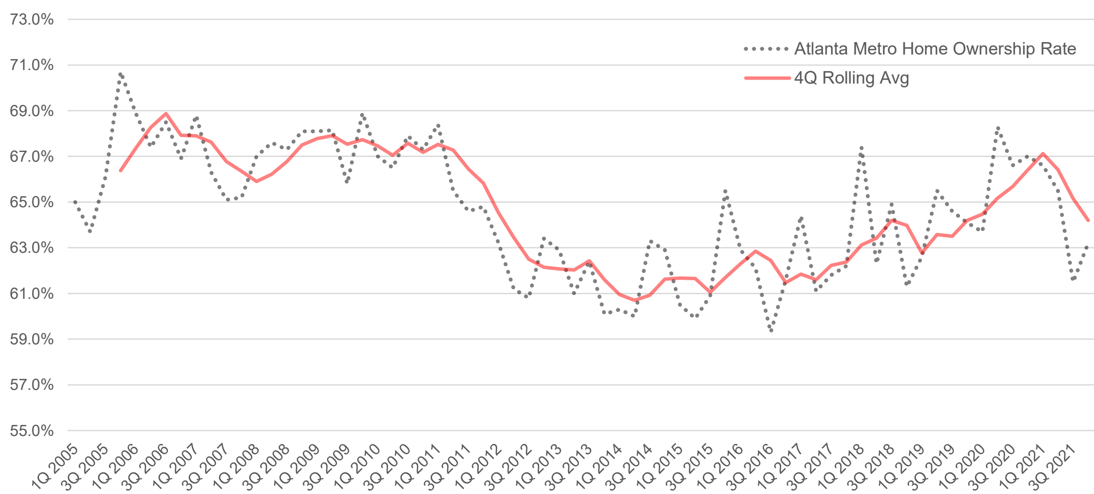
For-Sale Product Analysis

Exhibit 34
Metro Atlanta Building Activity & Homeownership Trends

Metro Atlanta Housing Unit Building Permits 1990-2020



Atlanta Metro Home Ownership Rate by Quarter



Source: NCG, US Census Bureau

	2001-2007	2011-2020	Pot. Missing Housing Units
Population Growth:	834,577	723,353	
Total Permits:	462,986	279,113	122,171
Permits / Pop. Growth:	0.55	0.39	

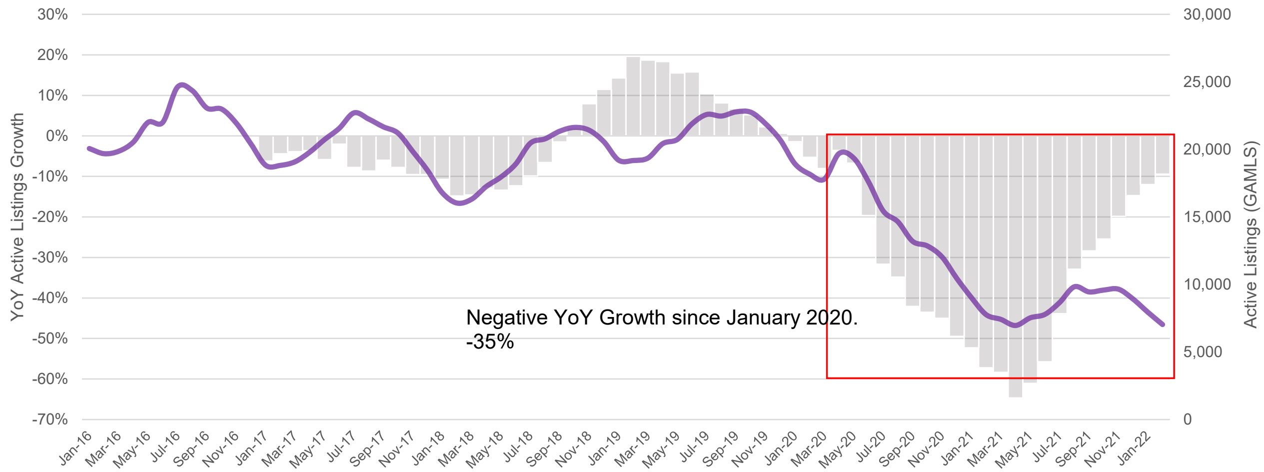
Since 1990 Metro Atlanta permitted roughly 41,554 units annually peaking right before the Great Recession in 2004. Since the Great Recession permitting activity has been slow to recover despite substantial job and population growth. From 2001 to 2007 there were 0.55 permits per job, from 2011 to 2020 0.39 permits per new job. While some of this has been oversupply of housing being absorbed into the market, historic lows in for-sale vacancies indicate a lack of supply emerging over the last few years, inflating prices and resulting in a serious lack of affordable product today. This housing crunch can be seen in home price appreciation in many Atlanta suburbs and particularly in the city of Atlanta where demographic preference trends saw households flocking into the city and muted new inventory.

Based on historic levels since 1990 the metro has underdelivered roughly 230,000 homes since 2008. Even since the recovery years of 2011 to 2020 the metro has lagged behind historic building activity, with a potential 122,171 units missing when measuring historic population growth to total permit activity. All these metrics indicate a market that has been severely undersupplied, particularly in desirable suburban and intown Atlanta locations where entitlement challenges, local opposition, and costs of construction have often limited new product delivery. This has forced many households into less established areas.

Additionally, since peaking prior to the recession, the homeownership rate in the Atlanta metro has declined with renters making up a larger share of households with this trend much more pronounced in the city of Atlanta. After bottoming out in 2015, homeownership trends at a metro level began to slowly reverse and have picked up steam with historically low mortgage rates in 2020. That said, a lack of inventory post COVID has resulted in the rates again declining.

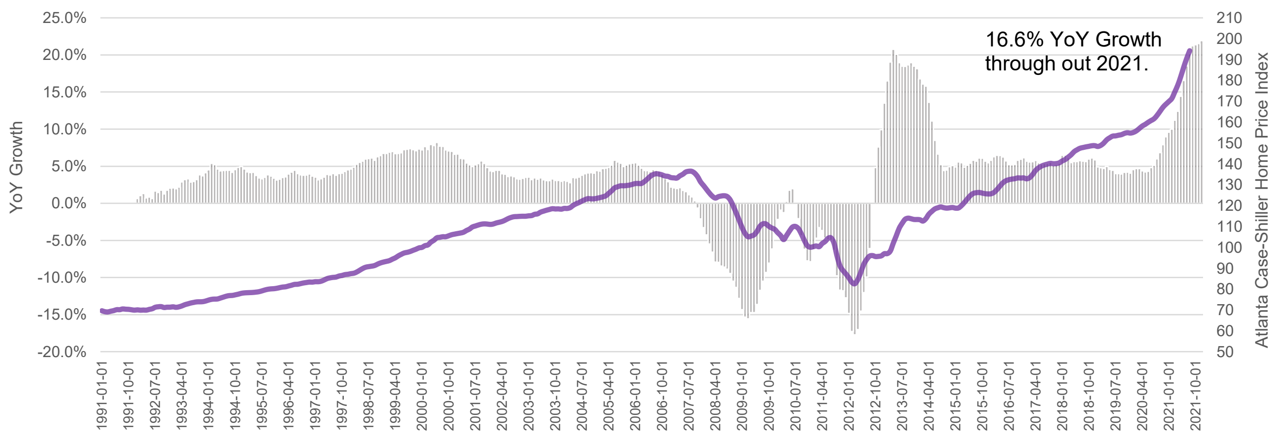
Exhibit 35
Atlanta Metro Values & Housing Supply

Active Residential Listings in Atlanta Metro



Limited new supply compared to historic averages has led to recent lows in active residential listings according to the Georgia Multiple Listing Service (GAMLS). The metro has seen negative growth in listings through out 2020 and 2021.

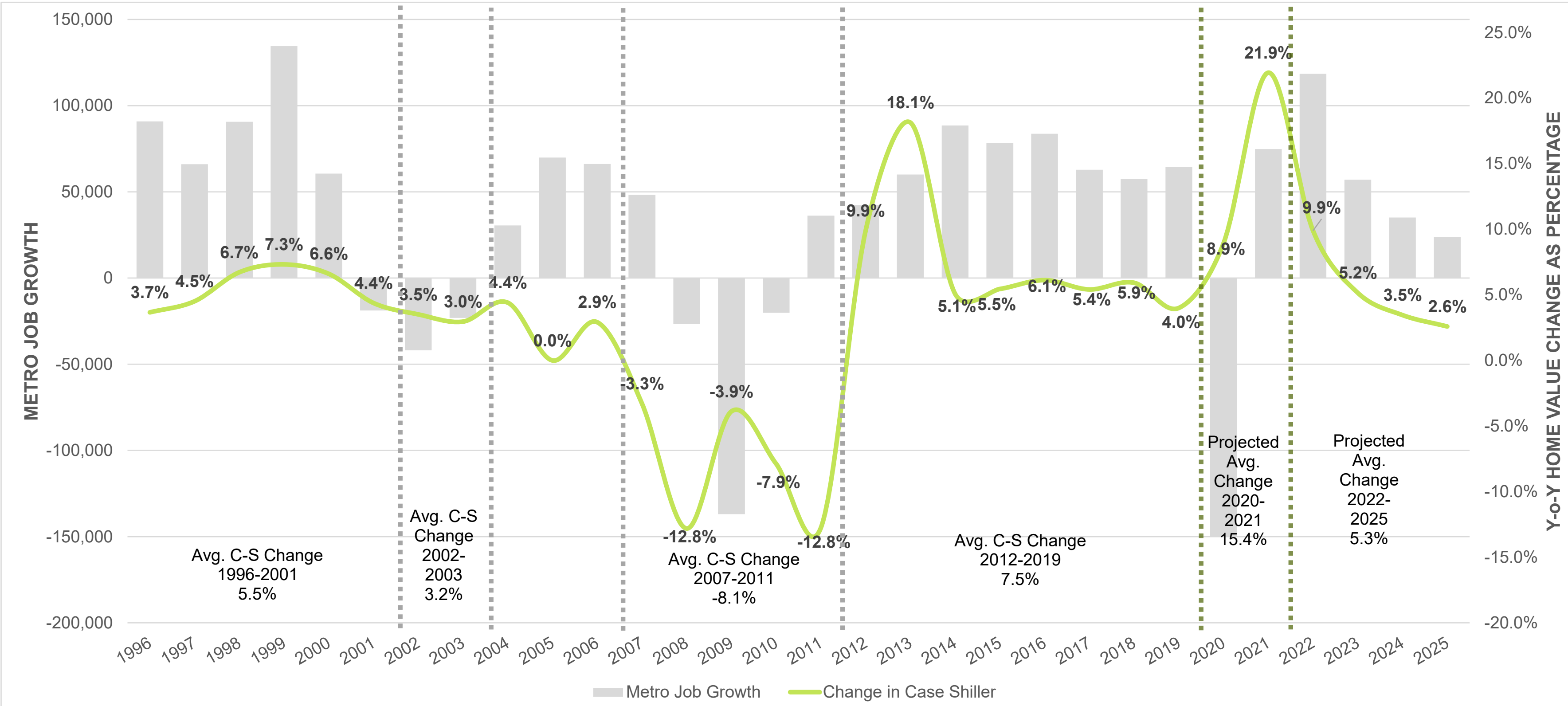
Case-Shiller Home Price Index: Atlanta & YoY Growth



With limited supply coming to market and strong demand for housing, particularly in dynamic urban and suburban environments, home values have seen a sharp increase since bottoming out in 2012 and continue to reach all time highs. According to the Case-Shiller Home Price Index of Atlanta, which measures repeat-sales, home values have increased 16.6% on average year over year in 2021 despite the ongoing pandemic.

Source: NCG, S&P / Case-Shiller Home Price Indices, Georgia MLS

Exhibit 36
Historical Home Price Trends - Case Shiller

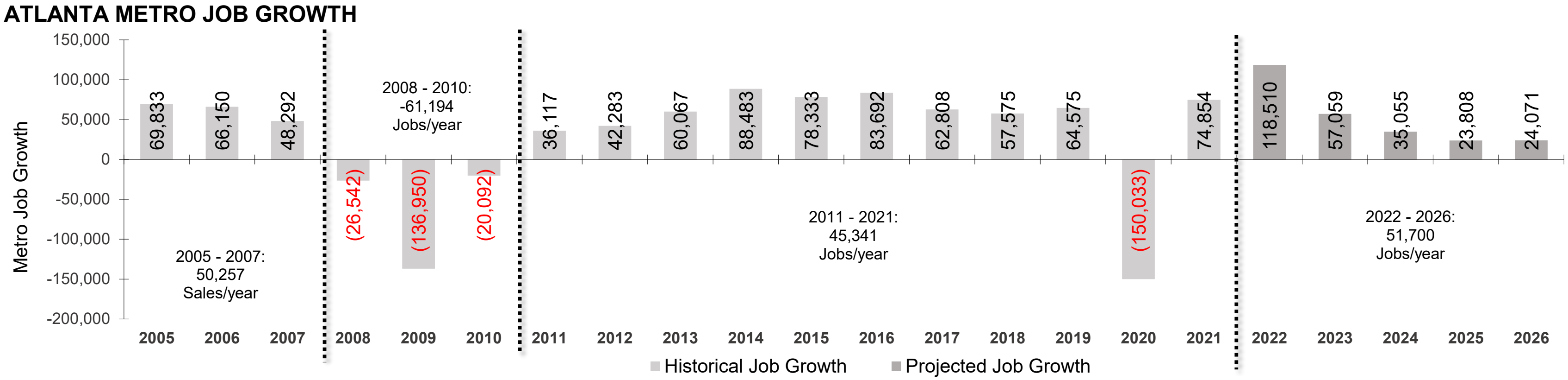


This exhibit expresses the change in home values as a percentage increase/decrease from the previous year based on the Case Shiller Index. It then uses a historic correlation model based on annual job growth versus the home price index change (historically an approximate 70% correlation from 1996-2019) to forecast what will happen with home prices going forward as a result of the COVID recession and forecasted recovery. Based on the current recession due to COVID-19, one would have expected the Case-Shiller index to drop, but it in fact surged as those of means continued to buy despite the pandemic, and limited supply continued to push pricing to record levels. Going forward we forecast the market will come back to a more normalized state of supply/demand balance, however strong forecasted job gains, and potentially still supply constraints with the cost of lumber, is likely to result in strong continued growth of the index and thus home prices through 2025.

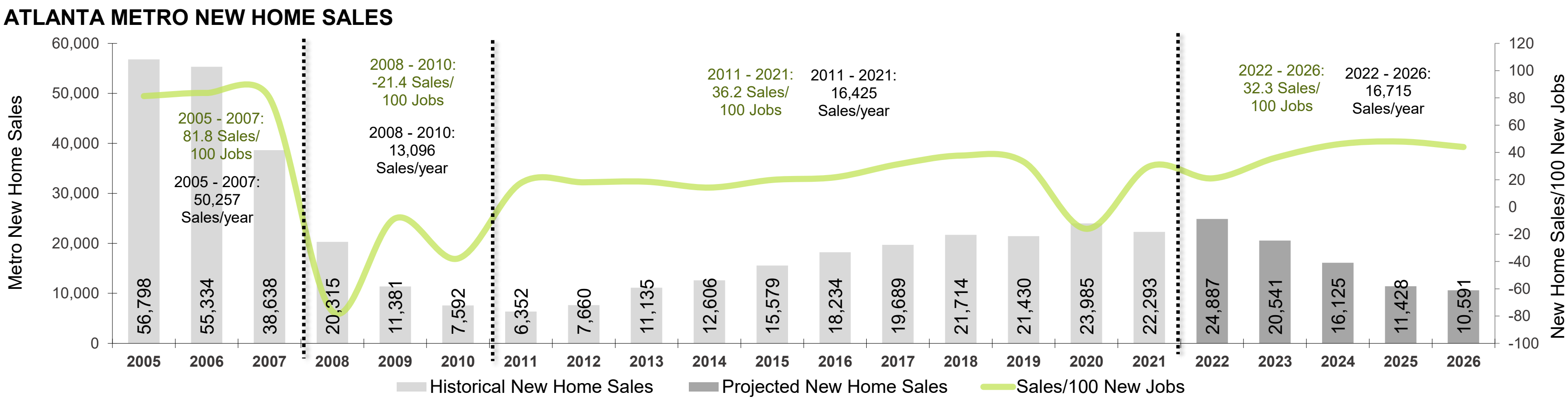
SOURCE: Noell Consulting Group, US Census Building Permits Survey, Moody's/Economy.com, Zillow

Exhibit 37

Historical and Projected Job Growth to New Home Sales Relationship in the Atlanta Metro



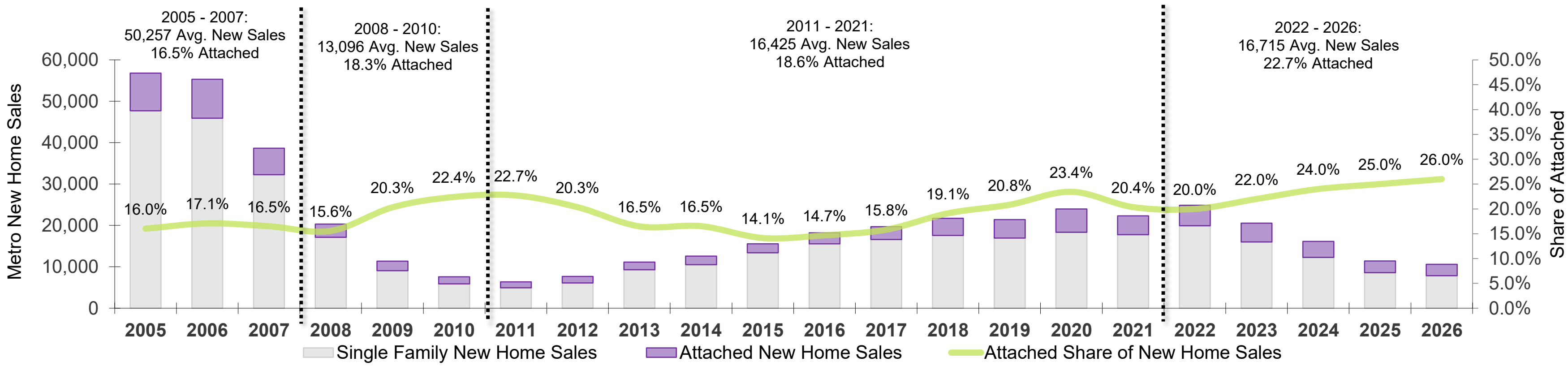
The metro Atlanta for-sale market has experienced a strong recovery since the great recession, but has struggled with supply shortages since early 2013. Below we show new home closings as they relate to job growth, and over the 2011-2021 timeframe 36.2 new homes were sold for every 100 jobs that were added at the metro level. That said, the COVID-19 pandemic has created a recession resulting in job loss of over 150,000 jobs in 2020, but with a strong rebound occurring/forecasted to continue in 2021-2022. That said, 2020 did not act like any previous recession, with home sales still hitting highs not seen since before the last recession as those with means still purchased. That said, increasing construction costs and market concerns for how long the pandemic would continue (along with concerns for potential repeats) resulted in some cooling of sales in 2021 (a 7% drop in volume). Strong job gains in 2022 should result in a strong year, but then we expect decreasing job gains will start to cause the market to cool off through 2026.



SOURCE: Noell Consulting Group, MetroStudy and Economy.com | Moody's Analytics

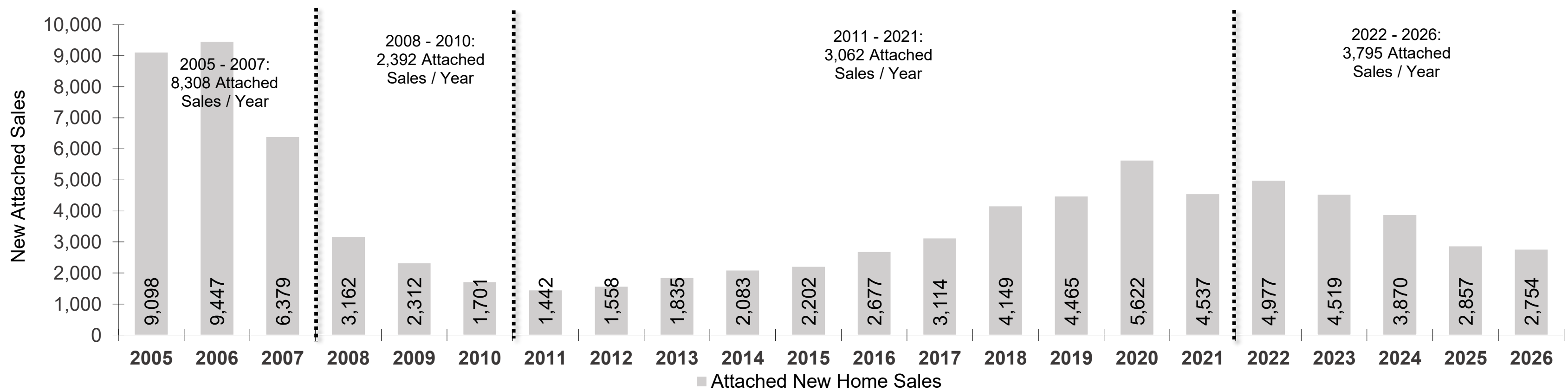
Exhibit 38
Atlanta Metro New Home Sales and Attached Share

ATLANTA METRO NEW HOME SALES & ATTACHED CAPTURE



Prior to the great recession, attached product accounted for 16%-17% of all new home sales, however, during the recession and the following recovery period attached product sales rose into the 20%-23% range as new unattached product sales plummeted and large condo buildings, delivering during the recession, had product scooped up by investors / speculators and/or sold in distressed situations. Attached sales have slowly increased as a percentage of new sales since bottoming out in 2015, largely driven by townhome development, as people seek relative affordability in quality locations. As the Atlanta metro and its suburbs mature, we project this number to increase, averaging 22.6% of new sales over the next 5 years.

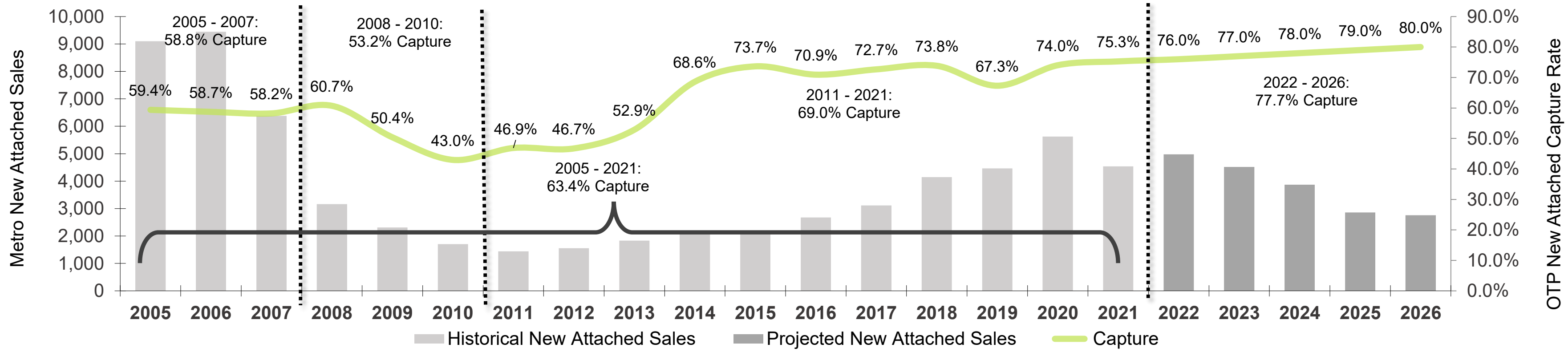
ATLANTA METRO NEW ATTACHED HOME SALES



SOURCE: Noell Consulting Group and MetroStudy

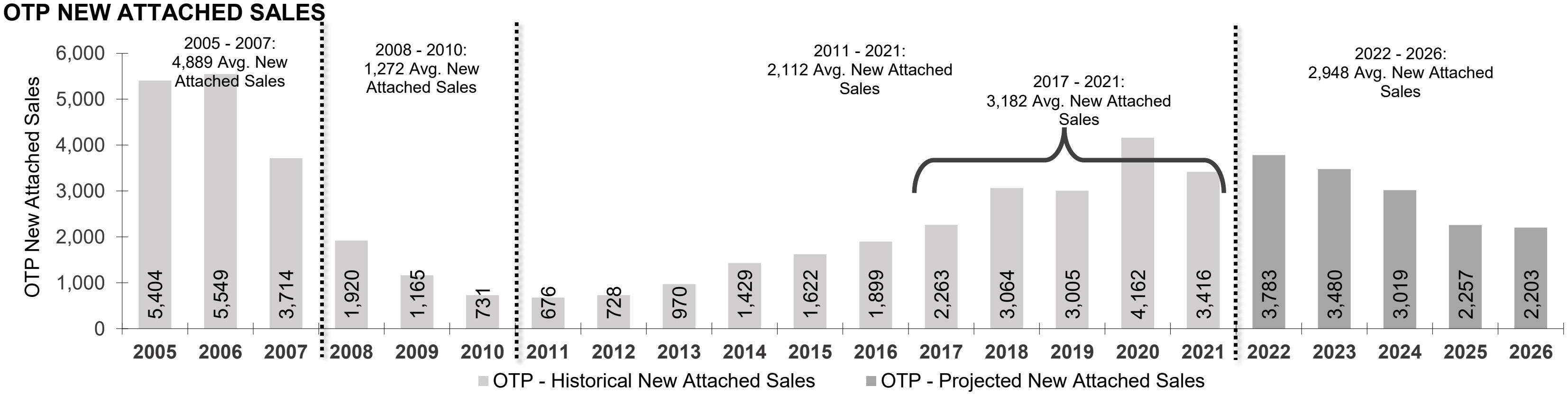
Exhibit 39
OTP Share of Atlanta Metro New Attached Sales

ATLANTA METRO NEW ATTACHED SALES W/ OTP SHARE



The Outside the Perimeter (OTP) submarket including popular core areas such as Smyrna, Roswell, Alpharetta, Forsyth among others has consistently captured 68-75% of the Metros new attached sales since 2014. As low inventory levels and increasing prices continue to put affordability pressure on the market, and demographic surges of first-time buyers and Empty Nester/Retirees increasing look for more maintenance-free product, we forecast this capture to maintain around 76-80% over the next five year period. This will result in sales volumes surpassing what has been demonstrated in the most recent 2011-2021 cycle, but continuing the more recent averages witnessed in 2017-2021.

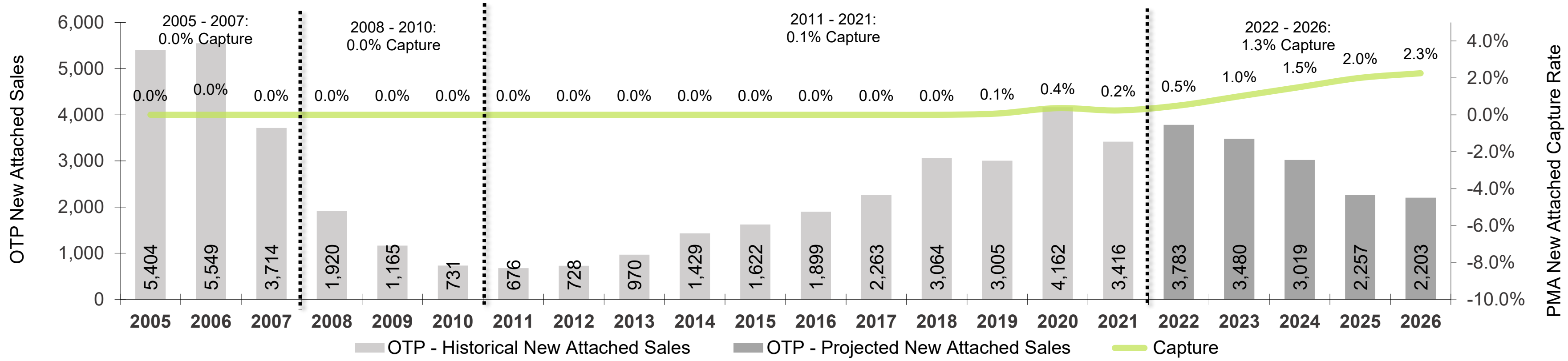
OTP NEW ATTACHED SALES



SOURCE: Noell Consulting Group and MetroStudy

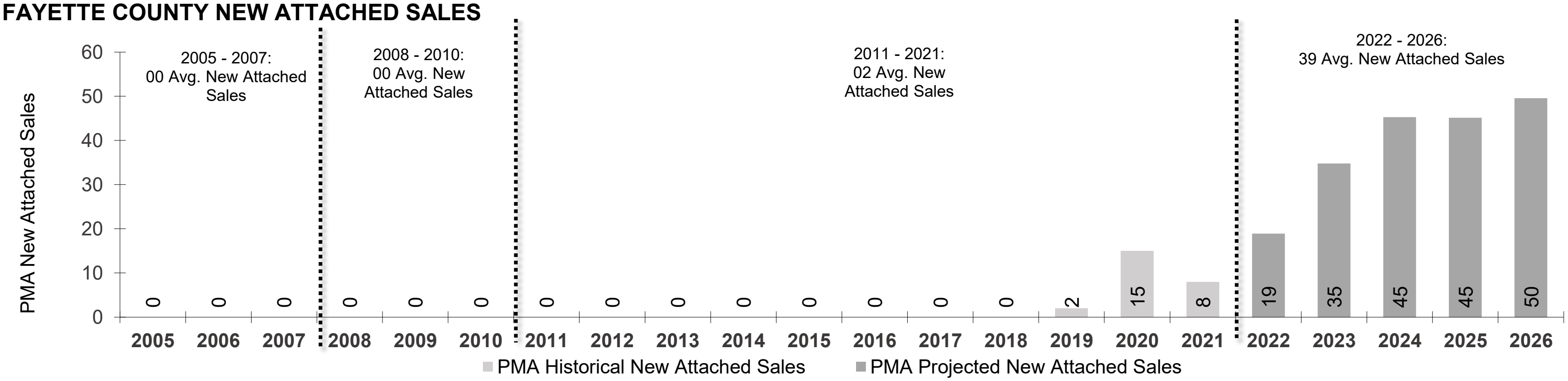
Exhibit 40
Fayette County (PMA - Primary Market Area) Capture of OTP New Attached Sales

OTP NEW ATTACHED SALES & FAYETTE COUNTY CAPTURE



Historically Fayette County has had a significant lack of new attached homes offered, and this has only recently shifted with the addition of townhomes in Trilith (located within the City limits). To understand the potential captures the County (and it is assumed 100% of this would be within the City limits) could achieve, we examined demonstrated captures at analogous Cities such as Newnan and McDonough on the next exhibit. Based on these we are making a conservative estimate that the City could witness captures ramp up to average 1.3% through 2026, which would result in demand potential of nearly 40 attached homes per year.

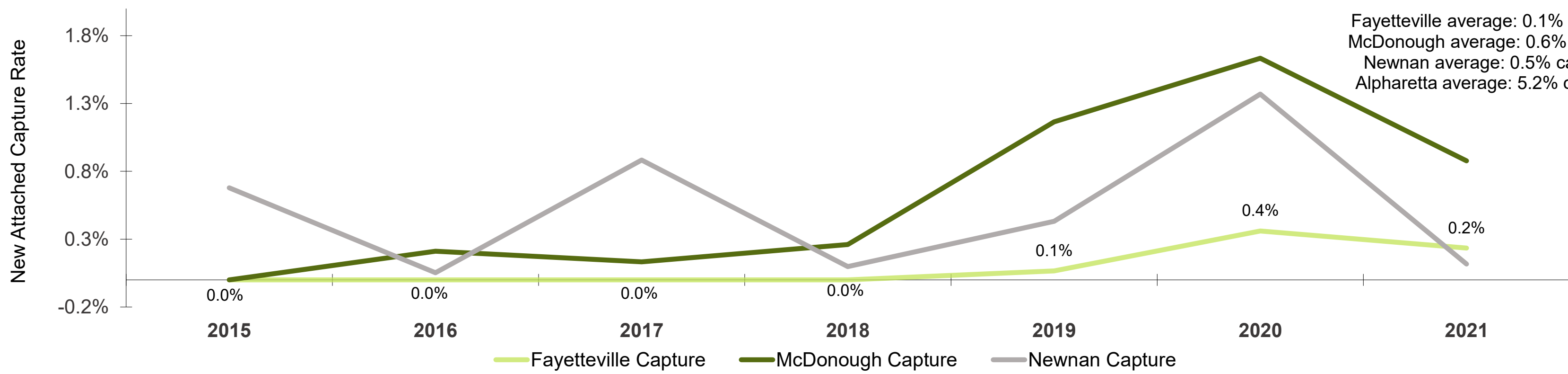
FAYETTE COUNTY NEW ATTACHED SALES



SOURCE: Noell Consulting Group and MetroStudy

Exhibit 41
Fayette County Analog City Attached Sales Comparison

CITY CAPTURES OF OTP NEW ATTACHED SALES

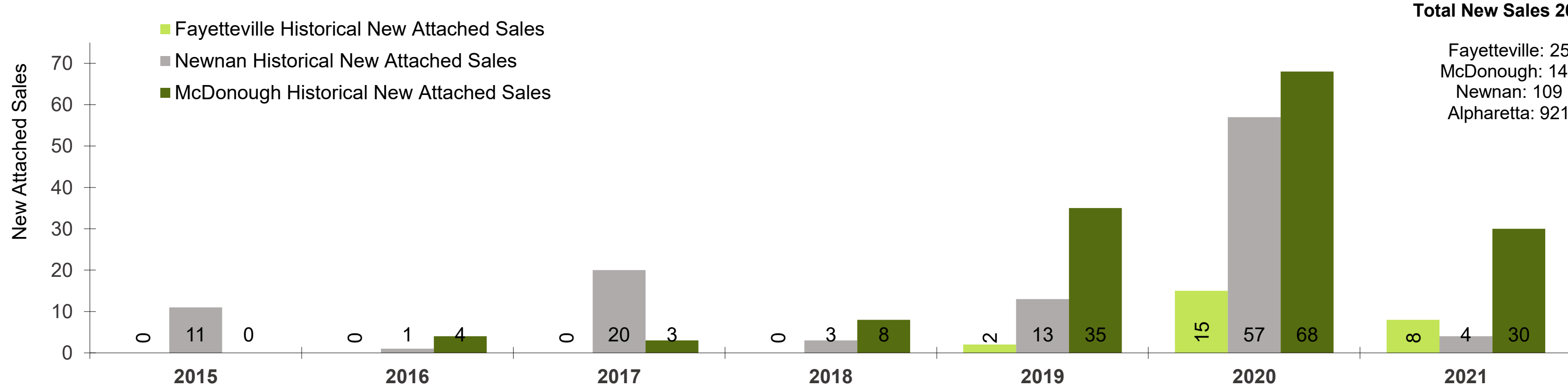


City Capture of OTP New Attached Sales 2015 - 2021

Fayetteville average: 0.1% capture
McDonough average: 0.6% capture
Newnan average: 0.5% capture
Alpharetta average: 5.2% capture

Although Fayetteville has had a historically low capture of the total new attached sales OTP, the projected capture rate is not unreasonable when compared to the new attached sales and capture of analog cities. Newnan's capture is increasing at about 6% per year and McDonough's capture is increasing at about 65% per year, so if Fayetteville delivers new attached product it can achieve a capture rate between 1-2% from 2022-2026. Not show on the charts is the Alpharetta average capture of 5.2% and total new attached sales of 921 homes. Fayetteville can model their attached product after the high quality well executed Alpharetta stock and maintain the value of attached product.

NEW ATTACHED SALES



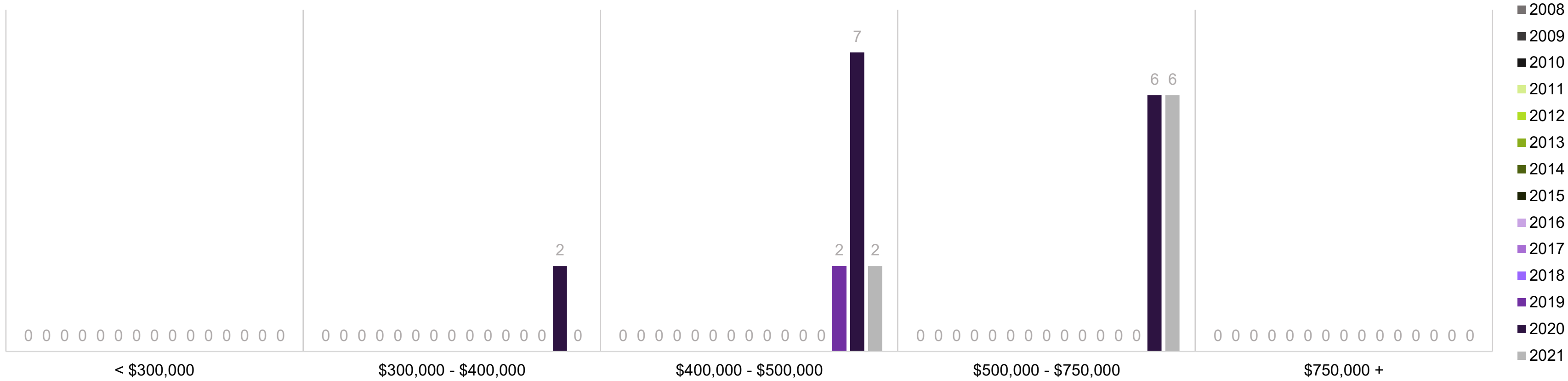
Total New Sales 2015 - 2021

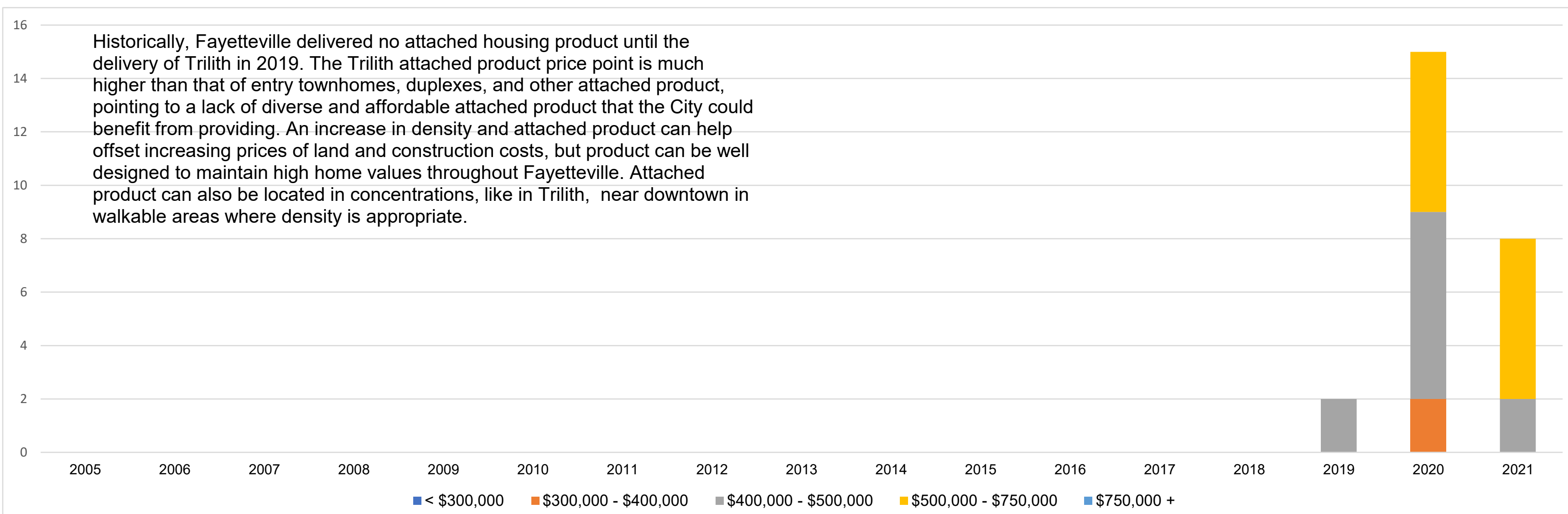
Fayetteville: 25 sales
McDonough: 148 sales
Newnan: 109 sales
Alpharetta: 921 sales

SOURCE: Noell Consulting Group and MetroStudy

Exhibit 42
Sale History of Attached Product in Fayetteville

New Attached Product Sales in PMA 2005-2021





Historically, Fayetteville delivered no attached housing product until the delivery of Trilith in 2019. The Trilith attached product price point is much higher than that of entry townhomes, duplexes, and other attached product, pointing to a lack of diverse and affordable attached product that the City could benefit from providing. An increase in density and attached product can help offset increasing prices of land and construction costs, but product can be well designed to maintain high home values throughout Fayetteville. Attached product can also be located in concentrations, like in Trilith, near downtown in walkable areas where density is appropriate.

Source: NCG, MetroStudy

Exhibit 43
Fayette County New Attached Sales & Distribution and City of Fayetteville's Capture

	2005-2021 Average	2011-2021 Average	FORECAST 2022	2023	2024	2025	2026	2022-2026 Average
Employment Growth in the Metro[1]	29,379	45,341	118,510	57,059	35,055	23,808	24,071	51,700
Hist. & Project, Jobs to Total New Home Sales in Metro Per 100 Jobs	74.2	36.2	21.0	36.0	46.0	48.0	44.0	32.3
Historic & Projected Total New Home Sales in Metro	21,808	16,425	24,887	20,541	16,125	11,428	10,591	16,715
Percentage New Attached Sales of Total New Sales	17.7%	18.6%	20.0%	22.0%	24.0%	25.0%	26.0%	22.7%
Historic & Projected New Attached Sales in Atlanta Metro	3,870	3,062	4,977	4,519	3,870	2,857	2,754	3,795
OTP Capture of Atlanta Metro New Attached Sales	63.4%	69.0%	76.0%	77.0%	78.0%	79.0%	80.0%	77.7%
Historic & Projected New Attached Sales in OTP	2,454	2,112	3,783	3,480	3,019	2,257	2,203	2,948
PMA Capture of OTP New Attached Sales	0.1%	0.1%	0.5%	1.0%	1.5%	2.0%	2.3%	1.3%
Historic & Projected New Attached Sales in PMA[2]	**1**	**2**	**19**	**35**	**45**	**45**	**50**	**39**

NOTES:

1. Employment growth from Economy.com.
2. For the purpose of NCG's supply and demand analysis the Primary Market Area (PMA) Is defined as Fayette County.
3. Potential Fair Share capture is based on historic captures the City has achieved within the county. NCG predicts that any new attached product will locate directly within the city limits of Fayetteville, giving the city a 100% capture rate of product, as has been demonstrated thus far.
4. The results of our demand analysis indicate the City can support an annual average of approximately 40 new attached sales per year, or a total of 194 through 2026.

Projected Price Distribution	2022	2023	2024	2025	2026
< $300,000	2	3	5	5	5
$300,000 - $400,000	11	21	27	27	30
$400,000 - $500,000	4	7	9	9	10
$500,000 - $750,000	2	3	5	5	5
$750,000 +	0	0	0	0	0

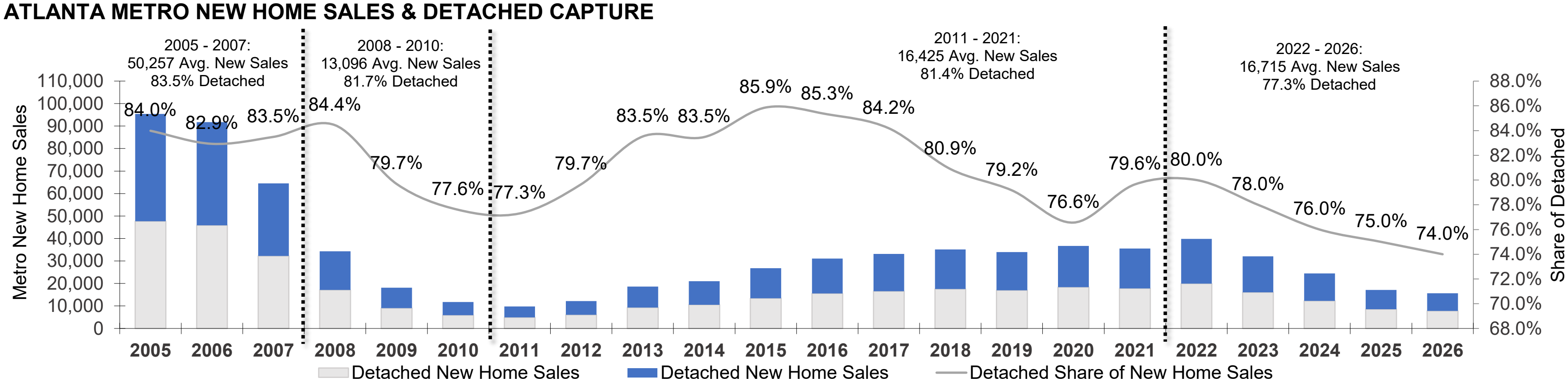
Potential Fair Share Capture[3]	2022	2023	2024	2025	2026
< $300,000	100%	100%	100%	100%	100%
$300,000 - $400,000	100%	100%	100%	100%	100%
$400,000 - $500,000	100%	100%	100%	100%	100%
$500,000 - $750,000	100%	100%	100%	100%	100%
$750,000 +	100%	100%	100%	100%	100%

Potential Annual Capture:	2022	2023	2024	2025	2026
< $300,000	2	3	5	5	5
$300,000 - $400,000	11	21	27	27	30
$400,000 - $500,000	4	7	9	9	10
$500,000 - $750,000	2	3	5	5	5
$750,000 +	0	0	0	0	0
Potential Annual Capture:	19	35	45	45	50

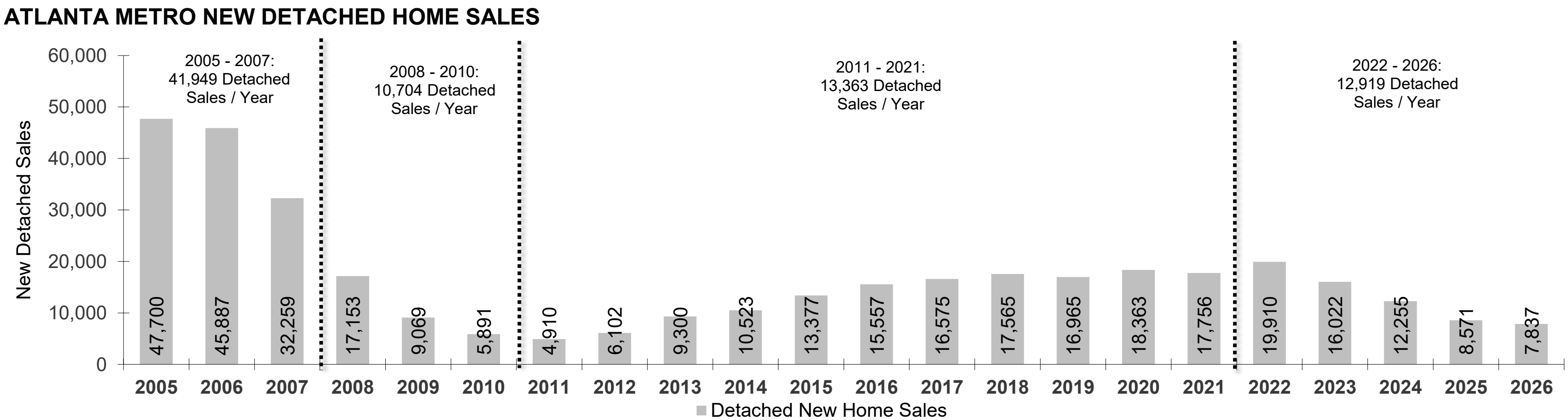
*Please note that there could be some rounding errors in price band estimates

SOURCE: Noell Consulting Group, MetroStudy, Moodys / Economy.com

Exhibit 44
Atlanta Metro New Home Sales and Detached Share

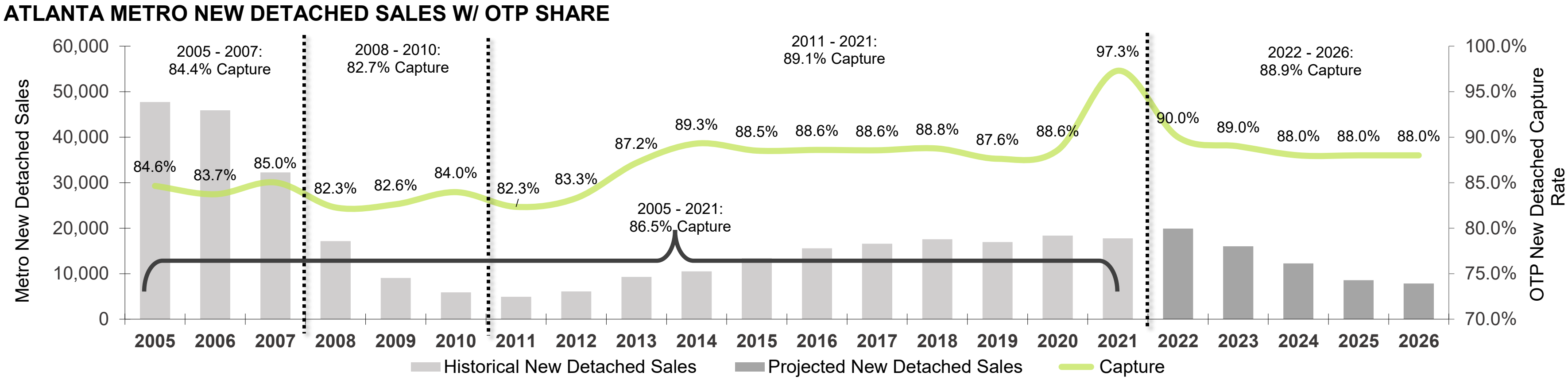


With the exception of the recovery post great recession, detached product has accounted for 82%-86% of all new home sales in the metro up until 2017. Since 2017 however there has been a significant decline in the detached home sale portion of the market, as affordability pressure increased following a strong economic run and associated price appreciation, which was only sped up further with the onset of COVID. While 2021 witnessed a slight bounce back, we forecast the trend will continue with a gradually declining % of detached sales as more attached products gain popularity both for their more affordable price point, but also in many areas their increased walkability and maintenance-free aspects.

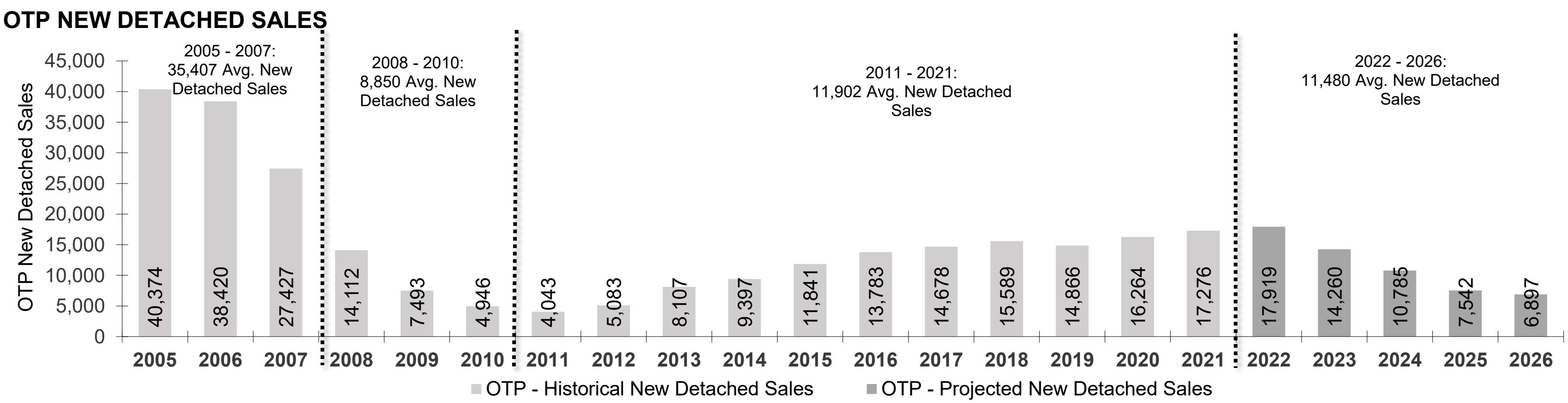


SOURCE: Noell Consulting Group and MetroStudy

Exhibit 45
OTP Share of Atlanta Metro New Detached Sales



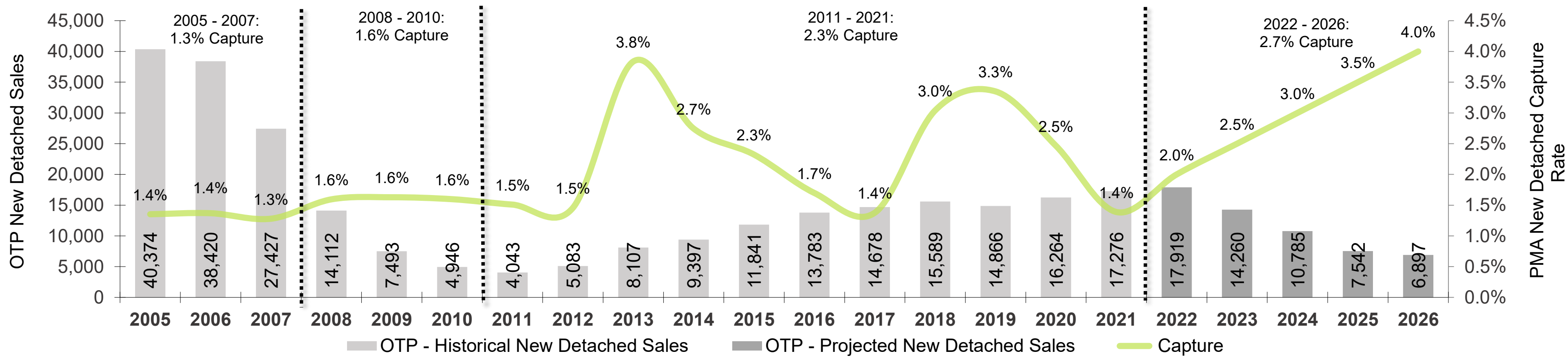
While not a surprise, the market has witnessed nearly 90% of the new detached sales occurring OTP, as infill sites for low density products ITP are becoming increasingly scarce. We believe this trend will largely continue, resulting in a forecast of nearly 12,000 new detached sales per year Outside the Perimeter.



SOURCE: Noell Consulting Group and MetroStudy

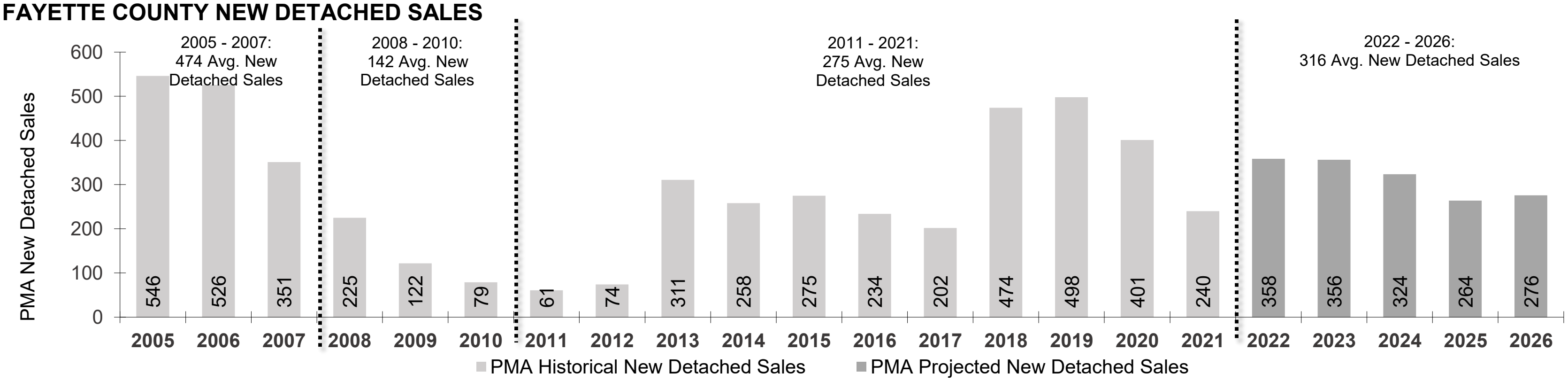
Exhibit 46
Fayette County Capture of OTP New Detached Sales

OTP NEW DETACHED SALES & FAYETTE COUNTY CAPTURE



Historically Fayette County has averaged a 1-2% capture of the OTP new detached home sale market. Most recently, Trilith has enabled that capture to ramp up to nearly 3.5% when significant inventory was available. To understand demand potential, we are assuming the County can witness a ramp up to 4% of the OTP market if inventory was made available. As can be seen below this results in just over 315 average sales per year.

FAYETTE COUNTY NEW DETACHED SALES



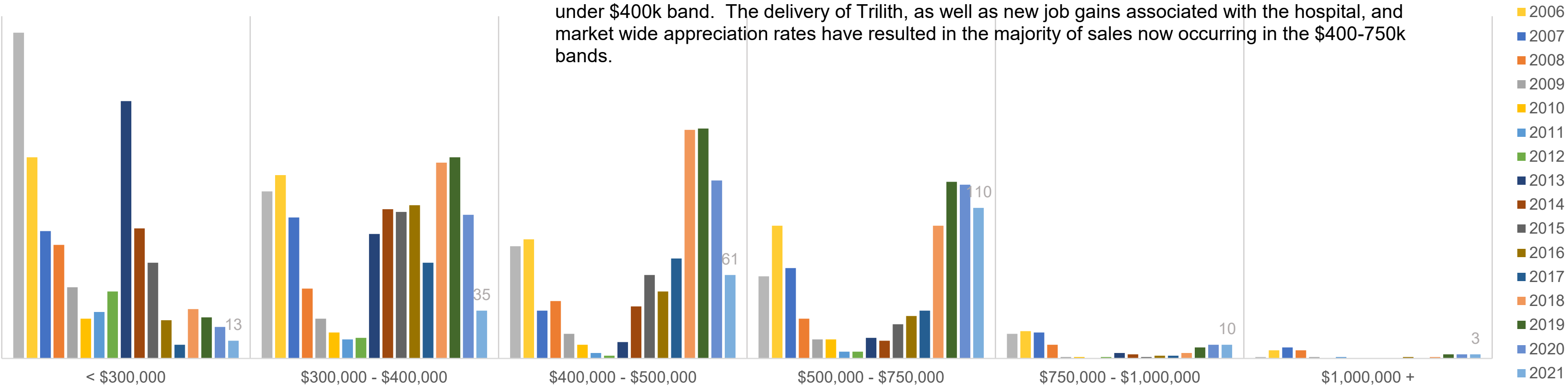
SOURCE: Noell Consulting Group and MetroStudy

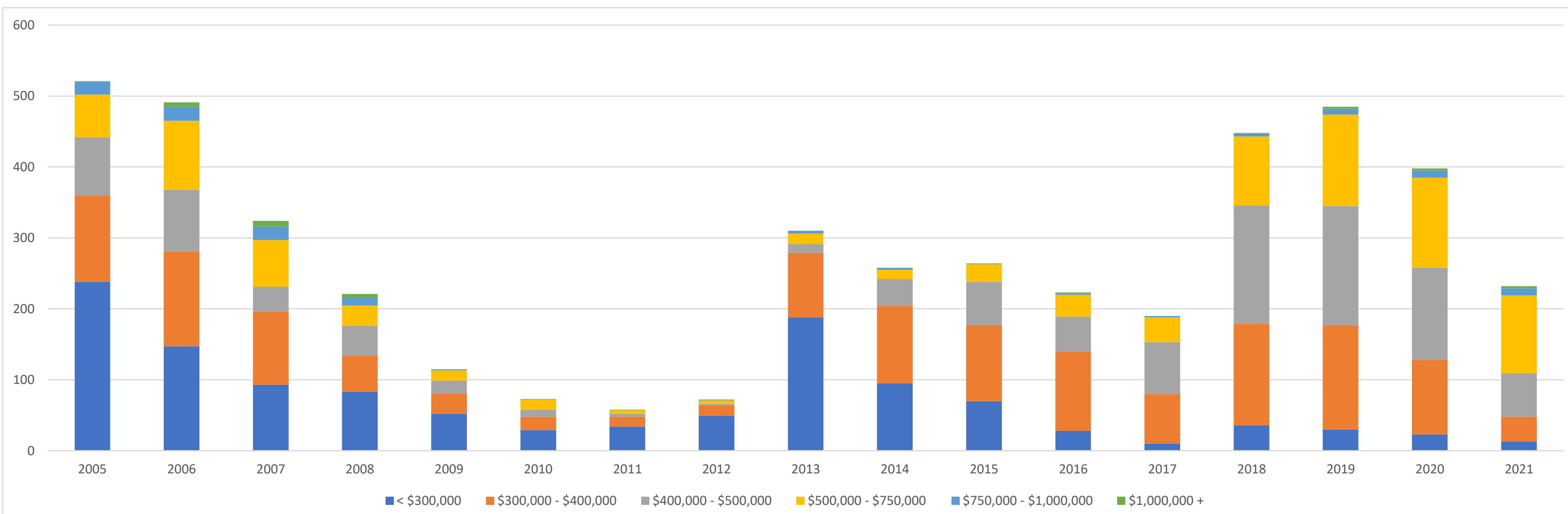
Exhibit 47

Sale History of Detached Product in PMA

New Detached Product Sales in PMA 2005-2021

Since the Great Recession, the bulk of the new detached sales market in the PMA has been the under $400k band. The delivery of Trilith, as well as new job gains associated with the hospital, and market wide appreciation rates have resulted in the majority of sales now occurring in the $400-750k bands.





Source: NCG, MetroStudy

Exhibit 48

Fayette County New Detached Sales & Distribution and City of Fayetteville's Potential Capture

	2005-2021 Average	2011-2021 Average	FORECAST 2022	2023	2024	2025	2026	2022-2026 Average
Employment Growth in the Metro[1]	29,379	45,341	118,510	57,059	35,055	23,808	24,071	51,700
Hist. & Project, Jobs to Total New Home Sales in Metro Per 100 Jobs	74.2	36.2	21.0	36.0	46.0	48.0	44.0	32.3
Historic & Projected Total New Home Sales in Metro	21,808	16,425	24,887	20,541	16,125	11,428	10,591	16,715
Percentage New Detached Sales of Total New Sales	82.3%	81.4%	20.0%	22.0%	24.0%	25.0%	26.0%	77.3%
Historic & Projected New Detached Sales in Atlanta Metro	17,938	13,363	4,977	4,519	3,870	2,857	2,754	12,919
OTP Capture of Atlanta Metro New Detached Sales	86.5%	89.1%	90.0%	89.0%	88.0%	88.0%	88.0%	88.9%
Historic & Projected New Detached Sales in OTP	15,512	11,902	17,919	14,260	10,785	7,542	6,897	11,480
PMA Capture of OTP New Detached Sales	1.8%	2.3%	2.0%	2.5%	3.0%	3.5%	4.0%	2.7%
Historic & Projected New Detached Sales in PMA[2]	**287**	**275**	**358**	**356**	**324**	**264**	**276**	**316**

NOTES:

1. Employment growth from Economy.com.
2. For the purpose of NCG's supply and demand analysis the Primary Market Area (PMA) Is defined as Fayette County.
3. Potential Fair Share capture is based on historically demonstrated captures the City has witnessed of County sales across price bands.
4. The results of our demand analysis indicate the City has demand potential for an annual average of 118 new detached sales per year, and up to 588 total sales through 2026.

Projected Price Distribution	**2022**	**2023**	**2024**	**2025**	**2026**
< $300,000	14	11	6	0	0
$300,000 - $400,000	88	71	52	32	22
$400,000 - $500,000	108	125	127	117	130
$500,000 - $750,000	125	123	110	90	94
$750,000 - $1,000,000	18	21	23	21	25
$1,000,000 +	5	6	6	5	5

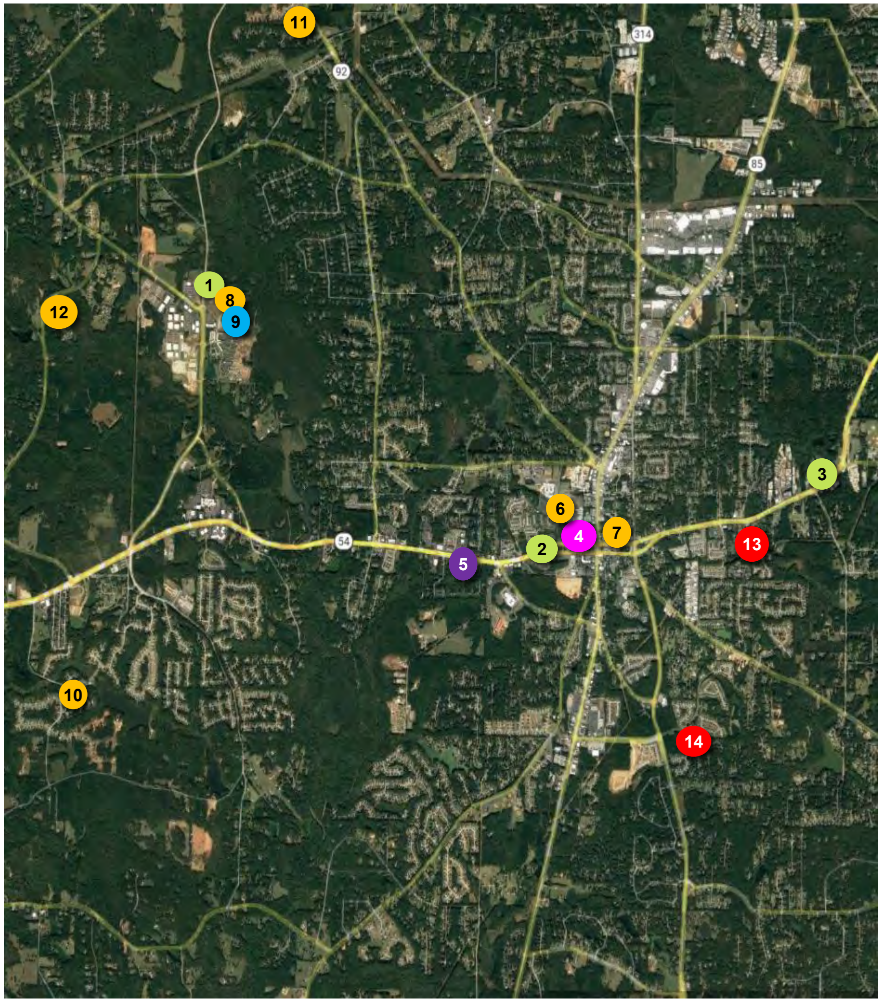
Potential Fair Share Capture[3]	**2022**	**2023**	**2024**	**2025**	**2026**
< $300,000	30%	30%	30%	30%	30%
$300,000 - $400,000	30%	30%	30%	30%	30%
$400,000 - $500,000	35%	35%	35%	35%	35%
$500,000 - $750,000	40%	40%	40%	40%	40%
$750,000 - $1,000,000	50%	50%	50%	50%	50%
$1,000,000 +	60%	60%	60%	60%	60%

Potential Annual Capture:	**2022**	**2023**	**2024**	**2025**	**2026**
< $300,000	4	3	2	0	0
$300,000 - $400,000	26	21	16	10	7
$400,000 - $500,000	38	44	45	41	45
$500,000 - $750,000	50	49	44	36	38
$750,000 - $1,000,000	9	11	11	11	12
$1,000,000 +	3	3	3	3	3
Potential Annual Capture:	131	131	121	100	105

*Please note that there could be some rounding errors in price band estimates

SOURCE: Noell Consulting Group, MetroStudy, Moodys / Economy.com

Exhibit 49
Analogous For-Sale/ Rental Product Community Map



Market Rate Apts		Units	Avg. Size	Avg. Rent	Avg. $/SF
1	Lofts at Trilith	263	879	$2,109	$2.40
2	Meridian at Lafayette	210	966	$2,005	$2.08
3	Equinox at Knight	194	997	$1,627	$1.63
Market Rate Apts Avg		**222**	**947**	**$1,914**	**$2.04**
Independent Living		**Units**	**Avg. Size**	**Avg. Rent**	**Avg. $/SF**
4	Heartis Fayetteville IL	80	789	$3,573	$4.53
55+ Rental (Tax Credit)		**Units**	**Avg. Size**	**Avg. Rent**	**Avg. $/SF**
5	Hearthside Club Lafayette	125	970	$1,327	$1.37
For-Sale Single Family		**Units/Lots**	**Avg. Size**	**Avg. Price**	**Avg. $/SF**
6	Villages Lafayette	164	3,536	$334,875	$95
7	Apple Orchards	49	2,835	$380,000	$134
8	Trilith	600	2,145	$783,450	$365
10	Canoe Club	350	3,364	$525,549	$158
11	Brighton Homes	75	2,923	$451,658	$155
12	Annelise Park Drive	75	6,904	$992,500	$144
For-Sale Single Family Avg		**219**	**3,618**	**$578,005**	**$175**
For-Sale Townhomes		**Units/Lots**	**Avg. Size**	**Avg. Price**	**Avg. $/SF**
9	Trilith (TH)	100	1,589	$641,043	$403
55+ For-Sale Communities		**Units/Lots**	**Avg. Size**	**Avg. Price**	**Avg. $/SF**
13	Garden Court	112	1,338	$188,000	$141
14	Fayette Meadows	129	2,288	$383,900	$168
55+ For-Sale Communities Avg		**121**	**1,813**	**$285,950**	**$154**

Average All Market Rate Apts	**237**	**922**	**$2,057**	**$2.24**
Average All Independent Living	**80**	**789**	**$3,573**	**$4.53**
Average All 55+ Rental (Tax Credit)	**125**	**970**	**$1,327**	**$1.37**
Average All Single Family	**248**	**2,961**	**$495,106**	**$181**
Average All Townhomes	**100**	**1,589**	**$641,043**	**$403**
Average All 55+ For Sale	**112**	**1,338**	**$188,000**	**$141**

SOURCE: Noell Consulting Group, Google Earth, Google Maps

Exhibit 50
Summary of the Competitive Communities by Product Type

ID	Community Name	Product Type	Year Built	Sold in past two years	Total Units	Unit Size Range		Weighted Average Unit Size	Base Price Range		Base Average Price	Base Average $/SF
6	Villages Lafayette	For-Sale Single Family	2018	41	164	1,845	5,227	3,536	$190,750	$479,000	$334,875	$95
7	Apple Orchards	For-Sale Single Family	2001	16	49	2,092	3,578	2,835	$318,000	$442,000	$380,000	$134
8	Trilith	For-Sale Single Family	2017	68	600	475	5,663	2,145	$212,900	$1,650,000	$783,450	$365
10	Canoe Club	For-Sale Single Family	2006	10	350	3,247	3,899	3,364	$517,759	$561,157	$525,549	$158
11	Brighton Homes	For-Sale Single Family	2021	13	75	2,264	3,581	2,923	$425,325	$477,990	$451,658	$155
12	Annelise Park Drive	For-Sale Single Family	2004	10	75	4,014	9,793	6,904	$425,325	$477,990	$451,658	$144

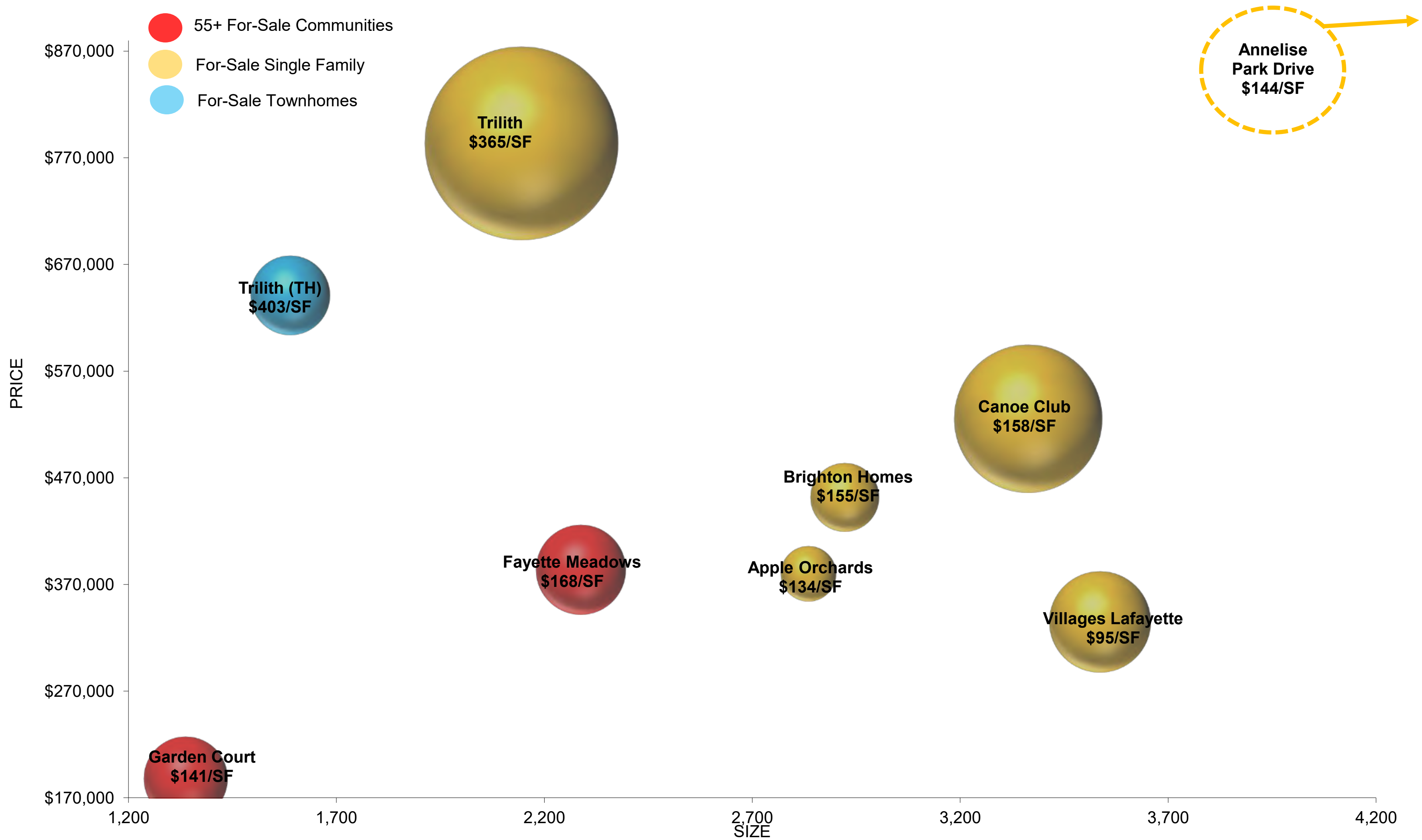
ID	Community Name	Product Type	Year Built	Sold in past two years	Total Units	Unit Size Range		Weighted Average Unit Size	Base Price Range		Base Average Price	Base Average $/SF
9	Trilith (TH)	Townhome	2017	26	100	1,214	2,397	1,589	$489,000	$708,507	$641,043	$403

ID	Community Name	Product Type	Year Built	Sold in past two years	Total Units	Unit Size Range		Weighted Average Unit Size	Base Price Range		Base Average Price	Base Average $/SF
13	Garden Court	55+ For-Sale Community	1992	17	112	1,226	1,450	1,338	$134,000	$242,000	$188,000	$141
14	Fayette Meadows	55+ For-Sale Community	2021	9	129	1,817	2,759	2,288	$376,900	$390,900	$383,900	$168

Market Average	2011	23	184	2,022	4,261	2,991	$343,329	$603,283	$460,015	$196
For-Sale Single Family Average	2011	26	219	2,323	5,290	3,618	$348,343	$681,356	$487,865	$175
For-Sale Townhomes Average	2017	26	100	1,214	2,397	1,589	$489,000	$708,507	$641,043	$403
55+ For-Sale Community Average	2007	13	121	1,522	2,105	1,813	$255,450	$316,450	$285,950	$154

SOURCE: Noell Consulting Group, CoStar

Exhibit 51
Comparison of Key Competitive/Analogous Communities For-Sale Product in the Market - Weighted Average



SOURCE: Noell Consulting Group based on surveys of properties.

Exhibit 52

Competitive SFD Community - The Villages at LaFayette: Park (110 Mansfield Drive)

COMMUNITY OVERVIEW	
Developer:	Lennar Homes
Delivery:	Q1 2018
Presale:	Began Q3 2017
Type:	164 SFDs 32' - 48'
Construction:	Cement Siding
Parking Type:	Rear-entry garage
Spaces/Ratio:	Private 2 car garage
HOA Fees:	Annual Assoc. Fee: $710; $145 initiation fee

SALES PACE	
Sales Pace:	Construction began in Q3 2017. 1.5 / mo. 1 actively selling; 0 under construction; 3 future lots; 3 lots remaining
Features & Amenities:	Grounds maintenance; 5 pocket parks located throughout community; pet stations located throughout community; playground; sport court w/ regulation pickle ball; swimming pool plaza with sun shields
WalkScore®:	(18) Car-Dependent

PRODUCT PROGRAM

Unit Type	Unit Count	Unit Mix	Recently Sold (2020+)	Actively Selling	Closing Price Range		Avg. Price	Unit Size Range		Average Size	Effective PSF		Avg. $/SF
3B/2.5b	Only the total unit count in the neighborhood is known. Data is from recent sales		11	0	$190,750	$389,900	$311,055	1,845	2,562	2,172	$103	$152	$143
3B/3b			2	0	$330,000	$435,000	$382,500	2,503	2,654	2,579	$132	$164	$148
3B/3.5b			4	0	$235,900	$345,000	$298,475	2,125	2,400	2,260	$111	$144	$132
4B/2.5b			4	0	$300,000	$400,900	$341,225	2,348	5,227	3,100	$77	$128	$110
4B/3b			6	0	$275,000	$405,000	$355,250	2,157	2,957	2,427	$127	$137	$146
4B/3.5b			10	0	$300,000	$479,000	$377,958	2,348	3,407	2,827	$128	$141	$134
5B/2.5b			1	0	$475,000	$475,000	$475,000	2,904	2,904	2,904	$164	$164	$164
5B/3.5b			3	1	$319,900	$380,000	$356,633	2,700	3,160	2,903	$118	$120	$123
SUMMARY:	**164**		**41**		**$190,750**	**$479,000**	**$334,875**	**1,845**	**5,227**	**3,536**	**$77**	**$164**	**$95**

to

UNIT FINISHES

Ceiling Height and Finish	Lighting	Flooring	Countertops, Cabinets and Bath Detail	Appliances and Tech	Windows and Balconies	Typical Upgrades	Financing and Incentives
10' Ceilings on Main Floor	Recessed can lighting	3" Plank Shaw® Engineered Hardwood Flooring, ceramic tile in bath	Timberlake® Fairfield Cabinets with 42" Uppers and Crown Molding, Granite Kitchen Countertops	Electrolux® Stainless Steel Appliances including 36" Gas Cooktop, Vent Hood, WaveTouch Double Ovens (Standard and Speed cooking), Ring® Video Doorbell; Samsung SmartThingsTM Hub	Vinyl tilt-in windows with wood returns; a front porch and covered, rear patio.	Not offered	NA

MARKET AUDIENCE

Mix of empty nesters, downsizers, and young professionals/single parents from Atlanta. Typically airport-area workers, including some Delta attendants.

SUMMARY

Previously developed by Ravin Homes (most custom homes); Lennar purchased in 3Q 2017 (production).

SOURCE: Noell Consulting Group

Noell Consulting Group

Exhibit 53

Competitive SFD Community - Apple Orchard (Apple Blossom Lane, Winesap Way, Stayman Park)

COMMUNITY OVERVIEW		SALES PACE	
Developer:	Unknown	**Sales Pace:**	Phased construction began in 1999. All units were delivered by 2004. No active sales. Most recent resale was a 3B/3b for $395,000 which sold in March 2022.
Delivery:	Q1 2001		
Presale:	Unknown		
Type:	49 SFDs on less than 1-acre sites	**Features & Amenities:**	Fees cover grounds maintenance and park area in center of neighborhood
Construction:	Concrete Siding, Stick Built, Wood/Frame		
Parking Type:	Private attached garage in rear of building		
Spaces/Ratio:	Private 2 car garage in rear		
HOA Fees:	Annual Assoc. Fee: $500 ($46/mo.)	**WalkScore®:**	(41) Car-Dependent

PRODUCT PROGRAM

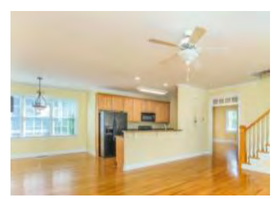
Unit Type	Total Unit Count	Unit Mix	Recently Sold (2020+)	Actively Selling	Closing Price Range		Avg. Price	Unit Size Range		Average Size	Effective PSF		Avg. $/SF
3B/2.5b			4	0	$295,000	$342,000	$318,500	1,704	2,493	2,099	$137	$173	$152
3B/3b			1	0	$395,000	$395,000	$395,000	2,353	2,353	2,353	$168	$168	$168
4B/3b	Only the total unit count in the neighborhood is known. Data is from recent sales		6	0	$343,000	$385,000	$364,000	2,092	3,438	2,765	$112	$164	$132
4B/3.5b			1	0	$365,000	$365,000	$365,000	2,688	2,688	2,688	$136	$136	$136
4B/4.5b			2	0	$340,000	$354,000	$347,000	3,227	3,227	3,227	$105	$110	$108
5B/3b			1	0	$318,000	$318,000	$318,000	3,578	3,578	3,578	$89	$89	$89
5B/4b			1	0	$442,000	$442,000	$442,000	2,901	2,901	2,901	$152	$152	$152
SUMMARY:	**49**		**16**		**$318,000**	**$442,000**	**$380,000**	**2,092**	**3,578**	**2,835**	**$89**	**$168**	**$134**

UNIT FINISHES

Ceiling Height and Finish	Lighting	Flooring	Countertops, Cabinets and Bath Detail	Appliances and Tech	Windows and Balconies	Typical Upgrades	Financing and Incentives
9'+ ceilings	Varies, lighted fans in bedrooms, chandeliers, decorative pendants, decorative track lighting in bath	Wide plank Hw on main, tile in bath, carpet in beds and on second floor if there is one.	Dark granite countertops in kitchen, white granite in bath, framed walk in shower with separate tub in master.	SS appliance package w/electric range, microwave, fireplace	Punch windows, Private patio/deck	None	N/A

MARKET AUDIENCE

Broad mix of mature suburban home owners, some empty-nesters, and maturing families seeking new housing in Fayette County.



SUMMARY

49 custom homes on less than one acre lots. Master's on second floor for some while other homes have master on main floor.

SOURCE: Noell Consulting Group

Exhibit 54

Competitive SFD Community - Trilith (290 Heatherden Ave)

COMMUNITY OVERVIEW

Developer:	Halbert Development / Pinewood Atlanta Studios
Delivery:	Q4 2017
Presale:	Began Q1 2017
Type:	600 SFDs
Construction:	Brick 4 Sided
Parking Type:	Private attached garage
Spaces/Ratio:	Private 2 car garage
HOA Fees:	Typical annual assoc. Fee: $2,400

SALES PACE

Sales Pace:	Construction began in Q2 2015. They are still building, with the construction of Phase 3 of the development underway. Sales pace in 2021 was roughly 3 (2.8) units sold per month.
Features & Amenities:	118 acres of green space Community wellness center 15 miles of pedestrian pathways Gardens and playgrounds Multiple swimming pools
WalkScore®:	N/A

PRODUCT PROGRAM

Unit Type	Unit Count	Unit Mix	Recently Sold (2020+)	Actively Selling	Base Price Range		Avg. Price	Unit Size Range		Average Size	Effective PSF		Avg. $/SF
1B/1b	Only the total unit count in the neighborhood is known. Data is from recent sales		3	0	$212,900	$265,000	$233,933	475	565	527	$448	$469	$444
2B/2b			4	2	$519,900	$679,900	$574,900	1,342	1,343	1,342	$387	$506	$428
2B/2.5b			14	4	$385,000	$599,900	$507,269	1,122	2,178	1,409	$275	$343	$360
3B/2.5b			13	1	$384,000	$729,900	$559,660	1,098	2,178	1,743	$335	$350	$321
3B/3b			2	1	$524,000	$589,900	$556,950	1,680	1,680	1,680	$312	$351	$332
3B/3.5b			6	0	$524,900	$625,000	$566,850	1,488	1,827	1,735	$342	$353	$327
4B/2.5b			3	0	$459,900	$479,900	$466,567	1,748	1,748	1,748	$263	$275	$267
4B/3b			3	1	$774,900	$1,279,000	$1,012,933	2,376	2,391	2,385	$326	$535	$425
4B/3.5b			8	0	$470,302	$1,299,900	$877,807	2,178	2,717	2,568	$216	$478	$342
4B/4b			3	1	$661,500	$977,500	$779,667	2,464	3,149	2,749	$268	$310	$284
4B/4.5b			6	3	$975,150	$1,599,900	$1,273,317	2,506	5,663	3,617	$283	$389	$352
4B/5b			1	0	$1,200,000	$1,200,000	$1,200,000	3,149	3,149	3,149	$381	$381	$381
6B/5.5b			2	0	$1,500,000	$1,650,000	$1,575,000	3,235	3,235	3,235	$464	$510	$487
SUMMARY:	**600**	**100%**	**68**		**$212,900**	**$1,650,000**	**$783,450**	**475**	**5,663**	**2,145**	**$216**	**$535**	**$365**

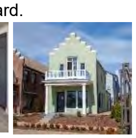
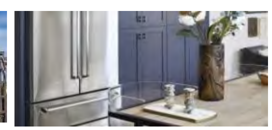
**Currently in Phase 3 of Construction*

UNIT FINISHES

Ceiling Height and Finish	Lighting	Flooring	Countertops, Cabinets and Bath Detail	Appliances and Tech	Windows and Balconies	Typical Upgrades	Financing and Incentives
10' ceilings on main	Custom designer lighting	Wide-plank hardwood flooring	Marble countertops in bathrooms & kitchens. Wood custom cabinetry w/ custom paint or stained finishes. Granite, marble & stone counter top selections & apron front kitchen sink are standard.	Bosch appliance package, plumbing fixtures in popular finishes by Delta. Pre-wired for electric vehicle charging station.	Private courtyards	NA	N/A

MARKET AUDIENCE

Buyers all over; tv stars, investors, from out of town, few families with kids, some empty-nesters, majority from Atlanta metro area.


SUMMARY

600 detached residences, 100 townhomes, and 600 apartments/condos. Massive, multiple-phase mixed-use planned community. Next door to Trilith Studios.

SOURCE: Noell Consulting Group

Exhibit 55

Competitive TH Community - Trilith (290 Heatherden Ave)

COMMUNITY OVERVIEW		SALES PACE	
Developer:	Halbert Development / Pinewood Atlanta Studios	**Sales Pace:**	Construction began in Q1 2017. 1.8 / mo. As of 2022, the rate is less 1 unit a month.
Delivery:	Q4 2017		
Presale:	Began Q4 2017		
Type:	100 THs	**Features & Amenities:**	118 acres of green space Community wellness center 15 miles of pedestrian pathways Gardens and playgrounds Multiple swimming pools
Construction:	Brick 4 Sided		
Parking Type:	Private attached garage		
Spaces/Ratio:	Private 3 car garage		
HOA Fees:	Annual Assoc. Fee: $2,400	**WalkScore®:**	N/A

PRODUCT PROGRAM

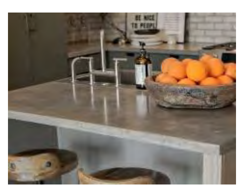
Unit Type	Unit Count	Unit Mix	Recently Sold (2020+)	Actively Selling	Base Price Range		Avg. Price	Unit Size Range		Average Size	Effective PSF		Avg. $/SF
2B/2.5b/TH	Only the total unit count in the neighborhood is known. Unit mix is unknown. Data is from recent sales		1	3	$649,900	$649,900	$649,900	1,214	1,214	1,214	$535	$535	$535
3B/2.5b/TH			14	1	$489,000	$708,507	$632,186	1,754	2,397	1,964	$279	$296	$322
SUMMARY:	**100**	**100%**	**26**	**74%**	**$489,000**	**$708,507**	**$641,043**	**1,214**	**2,397**	**1,589**	**$279**	**$535**	**$403**

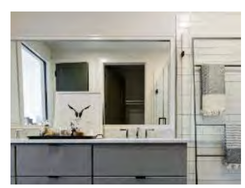
UNIT FINISHES

Ceiling Height and Finish	Lighting	Flooring	Countertops, Cabinets and Bath Detail	Appliances and Tech	Windows and Balconies	Typical Upgrades	Financing and Incentives
10' ceilings on main	Custom designer lighting	Wide-plank hardwood flooring	Marble countertops in bathrooms and kitchens. Solid wood custom cabinetry with custom paint or stained finishes. Granite marble and stone counter top selections and apron front kitchen sink are standard.	Bosch appliance package, plumbing fixtures in popular finishes by Delta. Pre-wired for electric vehicle charging station.	Private front porch	NA	N/A

MARKET AUDIENCE

Buyers all over; tv stars, investors, from out of town, few families with kids, some empty-nesters, majority from Atlanta metro area.





SUMMARY

600 detached residences, 100 townhomes, and 600 apartments/condos. Massive, multiple-phase mixed-use planned community. Next door to Pinewood Atlanta Studios.

SOURCE: Noell Consulting Group

Exhibit 56
Competitive/Analogous Communities - Canoe Club

Community Overview

- Developer: Euram-Macauley One, LLC/Reynolds Capitol Group, LLC
- Lot sales and construction began in 2006, still ongoing
- HOA fees: $700

Community Features

- Master planned community of approximately 600 acres
- 350 homesites along 2 freshwater lakes
- Lake-adjacent cottage with fitness center, pool, coffee bar, addtl.

New Construction Sales from Q4 2019

Beds	AVG Price	AVG SF	AVG $/SF	Avg Lot SF
ALL	$ 525,549	3,364	$ 158.34	66,726
4	$ 517,759	3,247	$ 161.01	70,551
5	$ 561,157	3,899	$ 146.17	49,513

Year	All	Sales 4B	Sales 5B
Q4 2019	9	6	3
2020	20	17	3
2021	10	9	1

Master planned community with custom homes as well as pre-built or pre-designed options. Includes access to 2 freshwater lakes along with wharf docks and canoe storage. Lake cottage includes some traditional amenities like lighted tennis courts, sunroom, coffee bar, fitness center, catering kitchen, and lap pool. Located within convenient driving distance of historic downtown Fayetteville as well as Trilith. All home sites 1 acre or more.

SOURCE: Noell Consulting Group, Metrostudy

Exhibit 57

Competitive SFD Community - Brighton Homes (110 Eastmark Wy, Fayetteville, GA 30214)

COMMUNITY OVERVIEW	
Developer:	Pulte Homes
Delivery:	Q4 2021
Presale:	N/A
Size:	1-2 stories
Construction:	Pour Concreate; Stick Built; some with brick vaneer
Parking Type:	2 car garage parking
Spaces/Ratio:	2 per unit
HOA Fees:	$117 Per mo.

SALES PACE	
Sales Pace:	Recent sales data indicates that five homes were sold in the month of December (2021) alone which is a strong pace. Sales have slowed as construction slowed with the most recent sale was in March of 2022.
Features & Amenities:	None
WalkScore®:	(0) Car-Dependent

PRODUCT PROGRAM

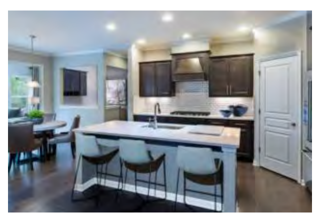
Unit Type	Unit Count	Unit Mix	Recently Sold (2020+)	Actively Selling	Base Price Range		Avg. Price	Unit Size Range		Average Size	Effective PSF		Avg. $/SF
2B/2.5b	Only the total unit count in the neighborhood is known. Complete unit mix is unknown. Data is from recent sales		2	1	$425,325	$458,990	$442,158	2,264	2,430	2,347	$188	$189	$188
4B/2.5b			5	3	$438,569	$477,990	$460,526	2,854	3,140	2,982	$154	$152	$154
5B/4.5b			6	0	$486,110	$642,990	$534,316	3,336	3,581	3,472	$146	$180	$154
SUMMARY:	**75**		**13**	**17%**	**$425,325**	**$477,990**	**$451,658**	**2,264**	**3,581**	**2,923**	**$146**	**$189**	**$155**

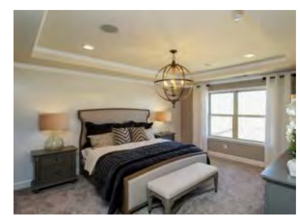
UNIT FINISHES

Exterior	Ceiling / Lighting	Flooring	Cabinets	Countertops	Appliances	Bath	Windows	Outdoor Space	Misc.
Brick/hardy plank	9' ceilings finished, recessed can, track lighting in bath	Hardwood floors in living and kitchen, tile in bath, carpet in bedrooms	Modern designed shaker cabinets, with Brushed nickel pulls	Granite/quartz with tile back splash	Stainless appliances, gas cook top with double ovens, and vent hoods	Quartz, walk-in showers with separate tubs in master	Large double pane windows	Porches and decks	-

MARKET AUDIENCE

Many buyers are empty nesters, 55+, and families. Attracted to convenience to job cores at the Airport, Atlanta, as well as local job cores.





SOURCE: Noell Consulting Group

Exhibit 58

Competitive SFD Community - Annelise Park Drive: Park (Vinings Walk; Annelise Park Drive,)

COMMUNITY OVERVIEW	
Developer:	Multiple Developers
Delivery:	Q1 2004
Presale:	N/A
Type:	75 SFDs custom mini-mansions
Construction:	Cement Siding
Parking Type:	2-3 car garages
Spaces/Ratio:	2-3 car garages
HOA Fees:	Annual Assoc. Fee: $1,000

SALES PACE	
Sales Pace:	Construction began in 2005 and the community has been slowl adding on through the years. As of 2022, there are 22 lots read to build with 3 lots breaking ground. There is no estimated time of delivery.The current data is only resales.
Features & Amenities:	Pool, clubhouse, sports courts
WalkScore®:	(18) Car-Dependent

PRODUCT PROGRAM

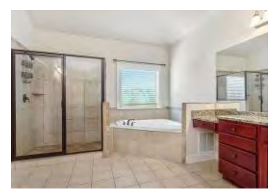
Unit Type	Unit Count	Unit Mix	Recently Sold (2020+)	Actively Selling	Base Price Range		Avg. Price	Unit Size Range		Average Size	Effective PSF		Avg. $/SF
6B/5.5b			6	1	$849,900	$1,425,000	$1,007,483	4,014	9,793	6,754	$146	$212	$149
5B/4b	Only the total unit count in the neighborhood is known. Data is from recent sales		1	1	$875,000	$875,000	$875,000	4,248	4,248	4,248	$206	$206	$206
5B/4.5b			1	0	$880,000	$880,000	$880,000	4,128	4,128	4,128	$213	$213	$213
5B/5b			1	0	$560,000	$560,000	$560,000	5,974	5,974	5,974	$94	$94	$94
5B/7b			1	0	$825,000	$825,000	$825,000	6,755	6,755	6,755	$122	$122	$122
SUMMARY:	**75**		**10**	**13%**	**$560,000**	**$1,425,000**	**$992,500**	**4,014**	**9,793**	**6,904**	**$94**	**$213**	**$144**

UNIT FINISHES

Ceiling Height and Finish	Lighting	Flooring	Countertops, Cabinets and Bath Detail	Appliances and Tech	Windows and Balconies	Typical Upgrades	Financing and Incentives
10' Ceilings on Main Floor; in some cases vaulted ceilings	Recessed can lighting, lighted fans, chandeliers	Hardwood Flooring, ceramic tile in bath, carpet in bedrooms	Custom 42" Uppers and Crown Molding, Granite Kitchen and bathroom countertops. Framed walk in showers, double vanities, large soaking tub in master.	Custom, Stainless Steel Appliances including gas cooktop, Double Ovens, granite island	Large double pane windows with metal returns; porches and covered rear patio.	Previously, upgrades were up to the discretion of the owner. The future phase will be uniform with no upgrades.	NA

MARKET AUDIENCE

Mix of empty nesters and families from local area who work in Atlanta, airport-area workers, including some Delta pilots, and healthcare workers. Most recent inquires have been from out of state, California and New York.



SUMMARY

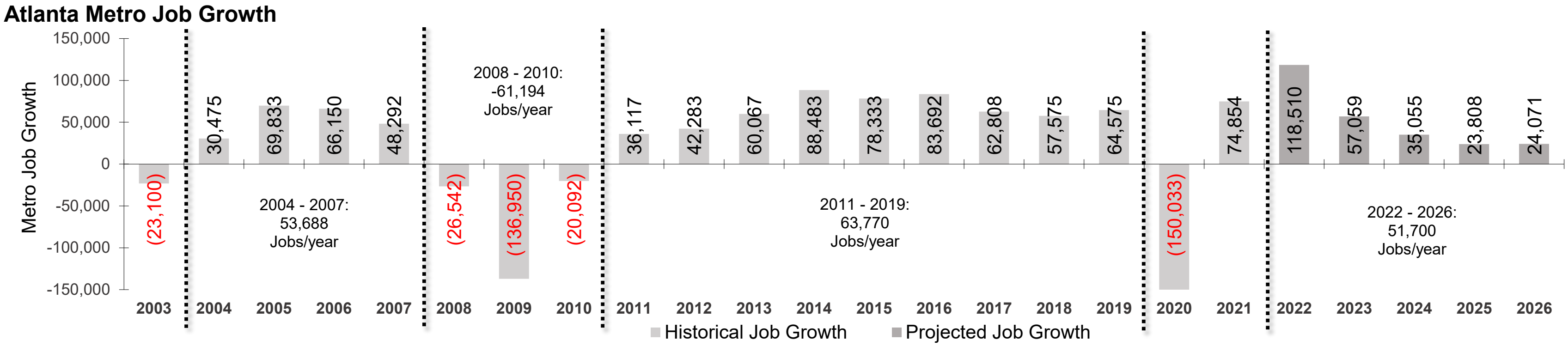
Previously developed by various home builders (most custom homes); Currently being developed by Heather homes.

Rental Product Analysis

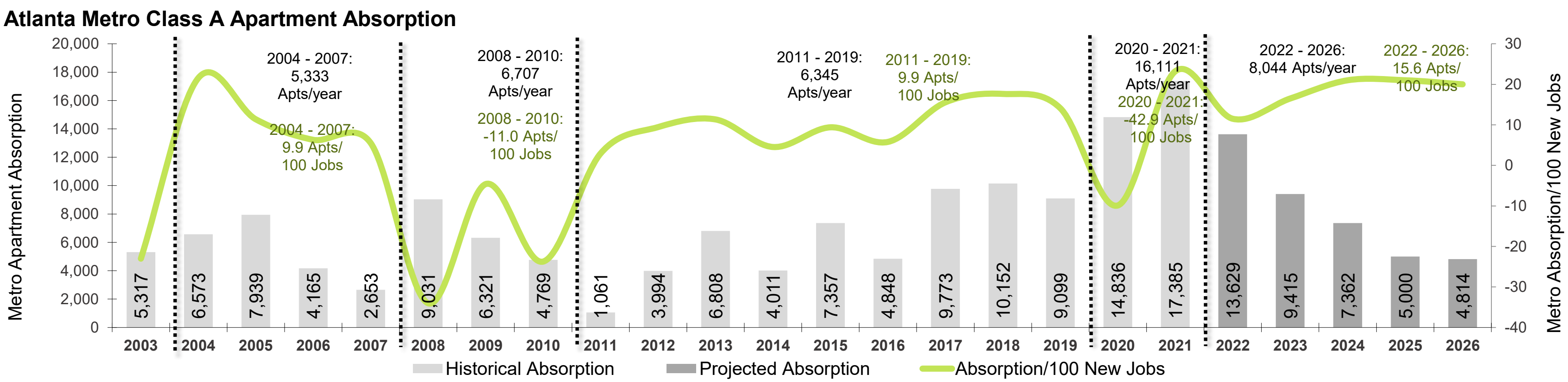
Exhibit 59

Historical and Projected Job Growth to Apartment Absorption Relationship in Atlanta Metro

Note: Class A apartments are defined as CoStar's 3, 4 & 5 Star properties and exclude military, senior, and vacation properties.



The graphs on this page track the relationship between job creation and Class A apartment absorption. While population and wage growth are strongly related to apartment absorption, job growth figures capture many of these trends. Additionally, the relationship between job creation and apartment absorption can illuminate demographic trends and shifts in preferences. This relationship in the Atlanta metro has steadily risen since coming out of the Great Recession as young professionals have put off home ownership and many empty-nesters have sought to downsize with developers meeting this demand, often in urban, walkable areas, with an increasing amount of deliveries (thus net absorption). Despite the jobs fall out from the coronavirus pandemic in 2020, the metro absorbed over 14,800 units, and with a significant rebound in jobs occurring in 2021, an additional record of over 17,000 units were absorbed. Moving forward, NCG projects the net absorption to jobs relationship to grow with continued strong job growth and a lack of for-sale product within the Metro unable to meet demand, particularly at more modest price points, with just over 8,000 apartments absorbed on average per year over the five-year projection period.

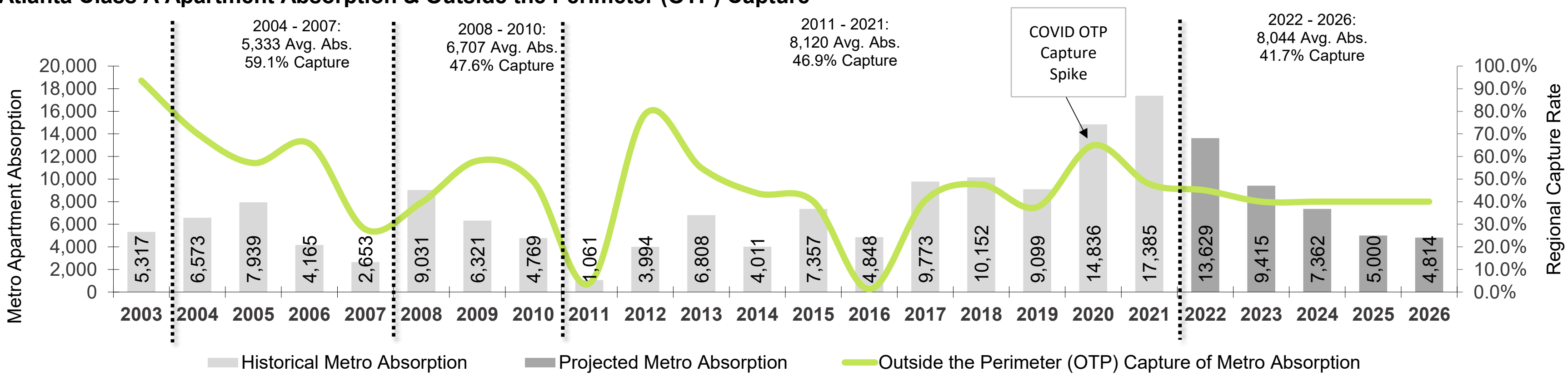


SOURCE: Noell Consulting Group, Costar, Economy.com | Moody's Analytics

Exhibit 60

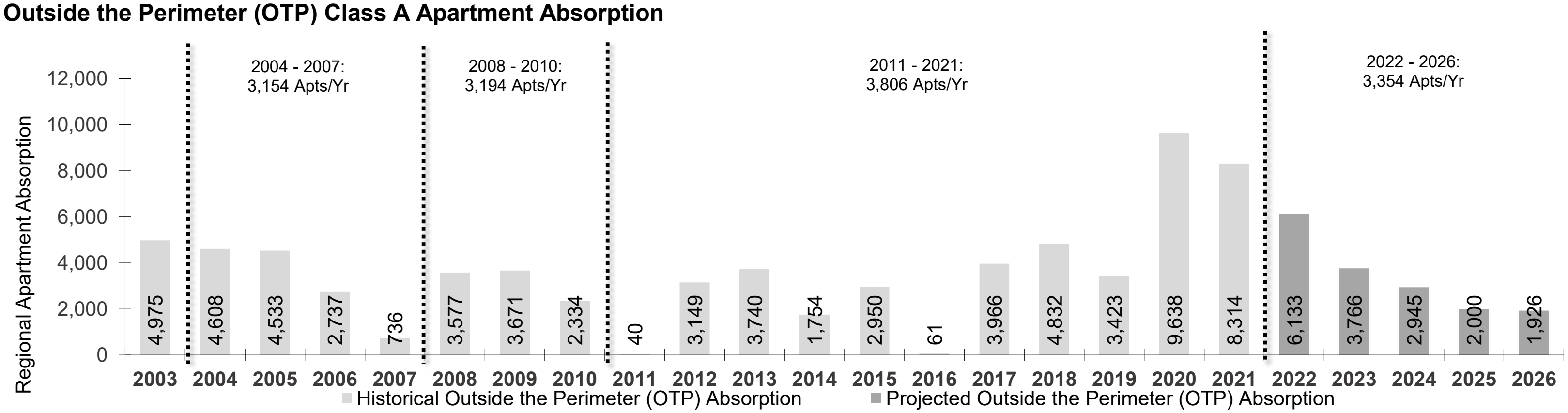
Outside the Perimeter (OTP) Capture of Atlanta Metro Class A Apartment Absorption

Atlanta Class A Apartment Absorption & Outside the Perimeter (OTP) Capture



The Atlanta regional core, defined as "OTP" or Outside the Perimeter (the local reference for Interstate 285 that rings the City of Atlanta), has seen a decreasing share of absorption since 2003 as renters increasingly seek job proximity and dynamic, walkable intown neighborhoods. However, in recent years, there has been a small uptick with apartment units added to several suburban mixed-use developments and historic downtowns. This uptick became more pronounced during the COVID 19 pandemic, as many choose to relocate out of urban areas to save money given a decreased need for commuting. That said, we do believe this was a temporary spike that will gradually cool (as already demonstrated in 2021) as more and more employees are required to go back into the office, even if only for a few days per week, and urbanization trends return. Moving forward, while individual years will vary as the pipeline delivers, we project OTP to capture roughly 42% of metro absorption through 2026. Overall, this equates to an average of just over 3,300 units absorbed annually from 2022 - 2026.

Outside the Perimeter (OTP) Class A Apartment Absorption

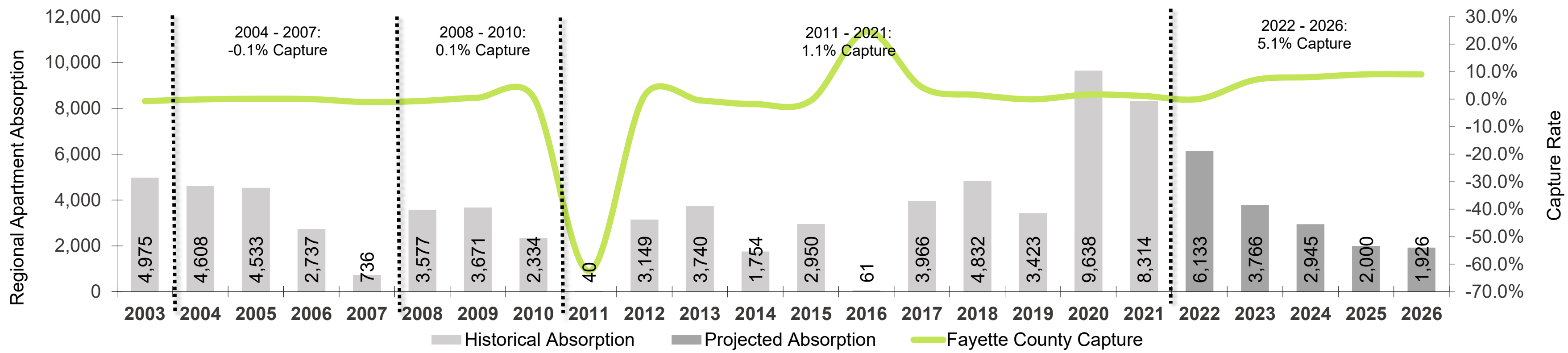


SOURCE: Noell Consulting Group and Costar

Exhibit 61

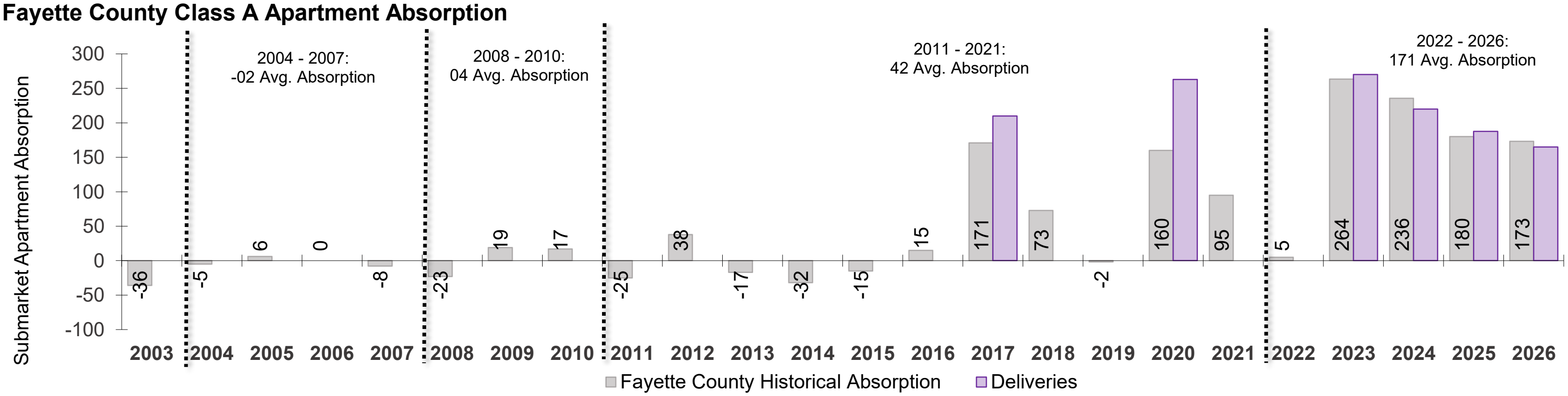
Fayette County Submarket Capture of Outside the Perimeter (OTP) Apartment Absorption

Outside the Perimeter (OTP) Class A Apartment Absorption & Fayette County Capture



Over the past cycle (2011-2021) Fayette County has averaged just 1.1% capture of the OTP market, however in more recent years, new deliveries at mixed-use developments such as the Lofts at Trilith and Downtown walkable deals such as Meridian, have shown the potential to boost the capture. In addition to more of these urban-suburban town centers helping to increase capture going forward, COVID has also helped to spur the increase of the build-to-rent SFD & TH market, much of which is in the pipeline for areas like Fayette County, indicating the demand potential is there going forward. Given these trends, along with an overall push to the suburbs and more affordable markets as a result of more work remote situations, we forecast this capture to have the potential to increase to as high as 5-10% of the OTP market. The result is a forecasted annual average of approximately 170 units per year through 2026.

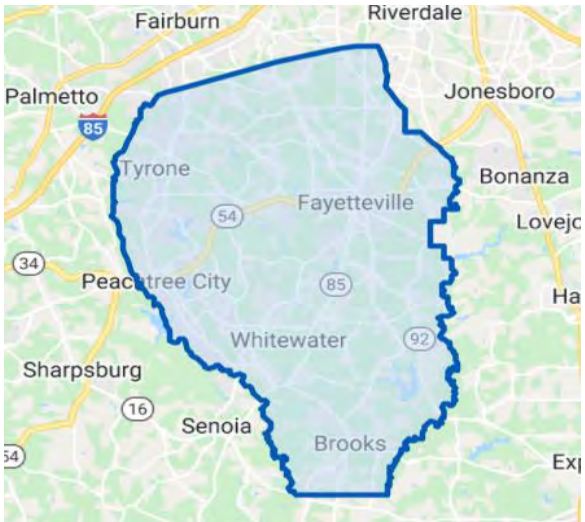
Fayette County Class A Apartment Absorption



SOURCE: Noell Consulting Group and Costar

Exhibit 62 (Page 1 of 2)
Fayette County Apartment Supply and Demand Analysis

	'03-'20 Average	'11-'20 Average	2021	FORECAST 2022	2023	2024	2025	2026	2022- 2026 Average
Employment Growth in the Metro[1]	23,998	42,390	74,854	118,510	57,059	35,055	23,808	24,071	51,700
Projected Jobs to New Apt. Absorption In Metro	27.5	19.2	23.2	11.5	16.5	21.0	21.0	20.0	15.6
Est. Supportable New Apt Absorption in Metro	**6,595**	**8,120**	**17,385**	**13,629**	**9,415**	**7,362**	**5,000**	**4,814**	**8,044**
Outside the Perimeter (OTP) Capture of Metro	51%	47%	48%	45.0%	40.0%	40.0%	40.0%	40.0%	41.7%
Est. Supportable New Apt Absorption Outside the Perimeter (OTP)	3,374	3,806	8,314	6,133	3,766	2,945	2,000	1,926	3,354
Fayette County Capture of New Apt. Abs. w/in OTP	0.6%	1.1%	1.1%	0.1%	7.0%	8.0%	9.0%	9.0%	5.1%
Fayette County New Apartment Absorption	**19**	**42**	**95**	**5**	**264**	**236**	**180**	**173**	**171**



1/ Employment growth from Economy.com
2/ Noell Consulting Group analysis based on larger analysis and trends of the market.
3/ Fayette County submarket shown above

SOURCE: Noell Consulting Group, CoStar, Economy.com

Exhibit 62 (Page 2 of 2)
Fayette County Apartment Supply and Demand Analysis

Fayette County New Apartment Absorption		2022	2023	2024	2025	2026	Total
		5	264	236	180	173	857
5 Year Pipeline							**Total**
Premier Lofts at Trilith (Capstone Communities)		0.25					5
Walton Fayetteville (Walton Communities)			1.00	0.25			270
Meridian on the Square (Miles Hill)				1.00			220
Potential Future Project	These projects added to see how many units the market can support and				1.00		250
Potential Future Project	still maintain supply/demand balance					1.00	250
Total, Projects Known		0.3	1.0	1.3	1.0	1.0	**995**
Matriculation Factor		100%	100%	100%	75%	66%	**843**
Total, All Projects w/Matriculation		0.3	1.0	1.3	1.8	1.2	
Total Deliveries (in units)		0	270	220	188	165	**843**
Total Unmet Demand (After the addition of 500 New Units):		**5**	**-6**	**16**	**-8**	**8**	**15**

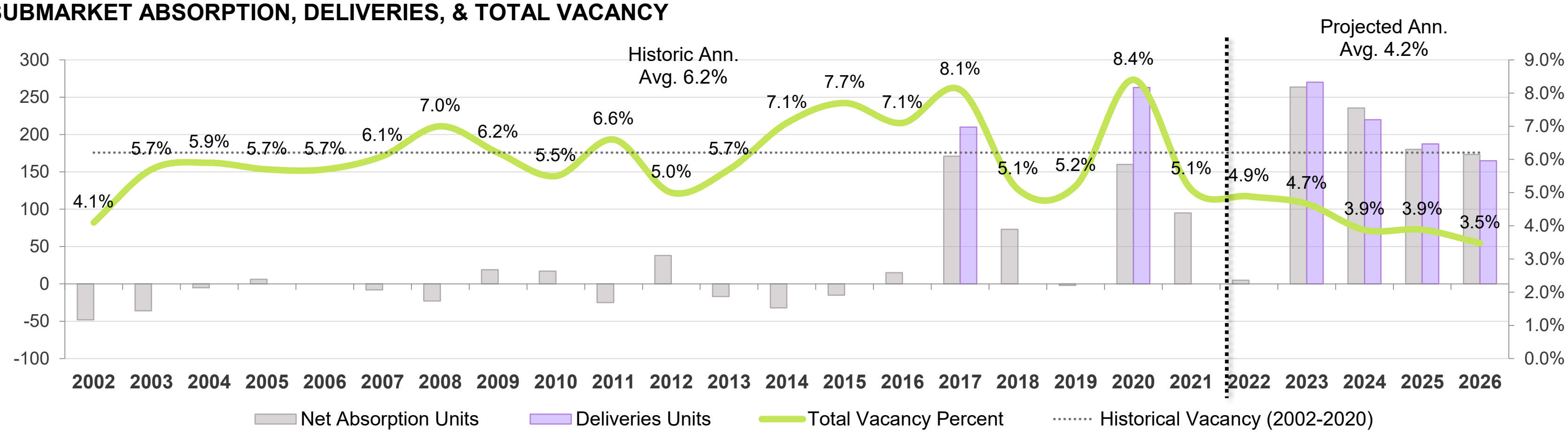
NOTES:

1. The numbers found beneath the year columns for each project indicate the percentage of the year the projects are expected to be in lease-up.
2. Projects that delivered in 2020 or 2021, but were/are currently in lease-up are designated in **PURPLE**, with the number of outstanding units as of January 1st, 2022 listed. Projects that are currently under construction are designated in **GREEN**.
3. Based on our demand forecast we believe there is positive demand for up to an additional 500 units within the City. These may come in a variety of product types - rental TH, rental SFD, multifamily flats, etc. but represent the otal volume the market can support.

SOURCE: Noell Consulting Group, CoStar, Economy.com

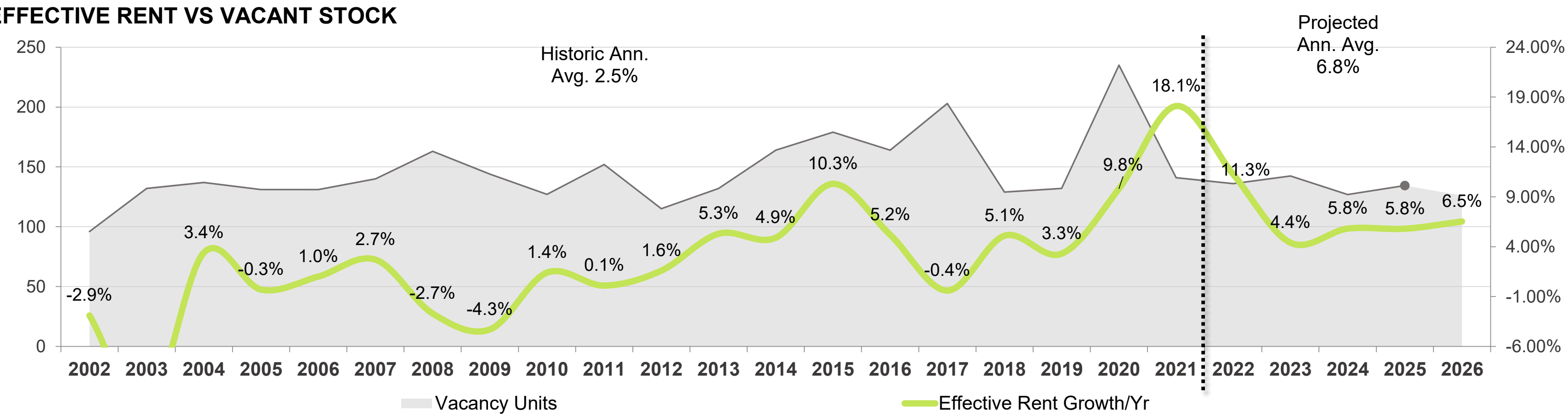
Exhibit 63
Historic and Projected Vacancy and Rent Growth of Class A Properties in the Fayette County Rental Submarket

SUBMARKET ABSORPTION, DELIVERIES, & TOTAL VACANCY



The result of our supply demand analysis can be seen here, with validation that even the addition of an additional 500 units above the current pipeline will still enable the market to maintain lower vacancy rates and push strong rate growth through 2026.

EFFECTIVE RENT VS VACANT STOCK

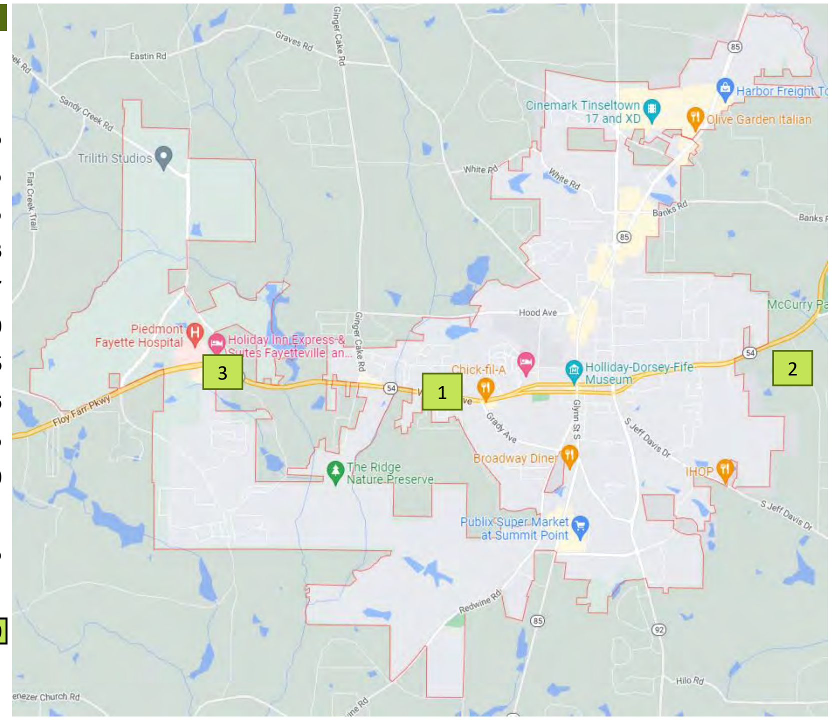


SOURCE: Noell Consulting Group, CoStar

Exhibit 64

Estimated Demand Potential for New Market Rate Independent and Assisted Living Units in the City of Fayetteville

Senior Household Demand	
Total Senior Households (65+) 2022, City of Fayetteville /1	2,368
Seniors 65-84, $50k Income + /1	1,234
% Not already in Nursing Home/Indp.-Assisted Living/Living with Family /2	76%
Preference for Age-Restricted Apartments (55+, IL) /2	66.0%
Annual Turnover /4	11.8%
Total Currently Supportable Age-Restricted Apartments	73
Growth through 2027 of Age/Income-Qualified Seniors Preferring Age-Restr.	17
Total Annual Demand	90
Factoring in Lost Seniors (at 5%) /5	95
Factoring in 10% Vacancy Rate /5	106
City of Fayetteville Capture - Those Remaining in City	85%
Est. Annual Senior Demand in City of Fayetteville	90
Number of Competitive Indp/Ass. Senior Living Facilities in Fayetteville	3
Potential New Development Fair Share Capture	25%
Net Annual Demand Potential at Fair Share Capture (55+ and/or IL)	22
Total Annual Units Supported Assuming Add'l 30% Assisted Living Units /5	29



While limited, demand exists for market rate senior housing (in either 55+ or an IL/AL facility) at an estimated 30 beds per year within the City of Fayetteville. This would likely translate into one new 90 bed facility supported every three years.

1	Heartis Fayetteville
2	zalea Estates of Fayetteville
3	Oaks at Fayetteville

1/ Claritas, Inc. for HHs 65+.
2/ AARP based on National average.
3/ Noell Consulting using modified estimates from the US Census.
4/ US Census Bureau
5/ From previous interviews and research with analogous facilities in the SE.
SOURCE: Noell Consulting, Claritas, AARP, US Census

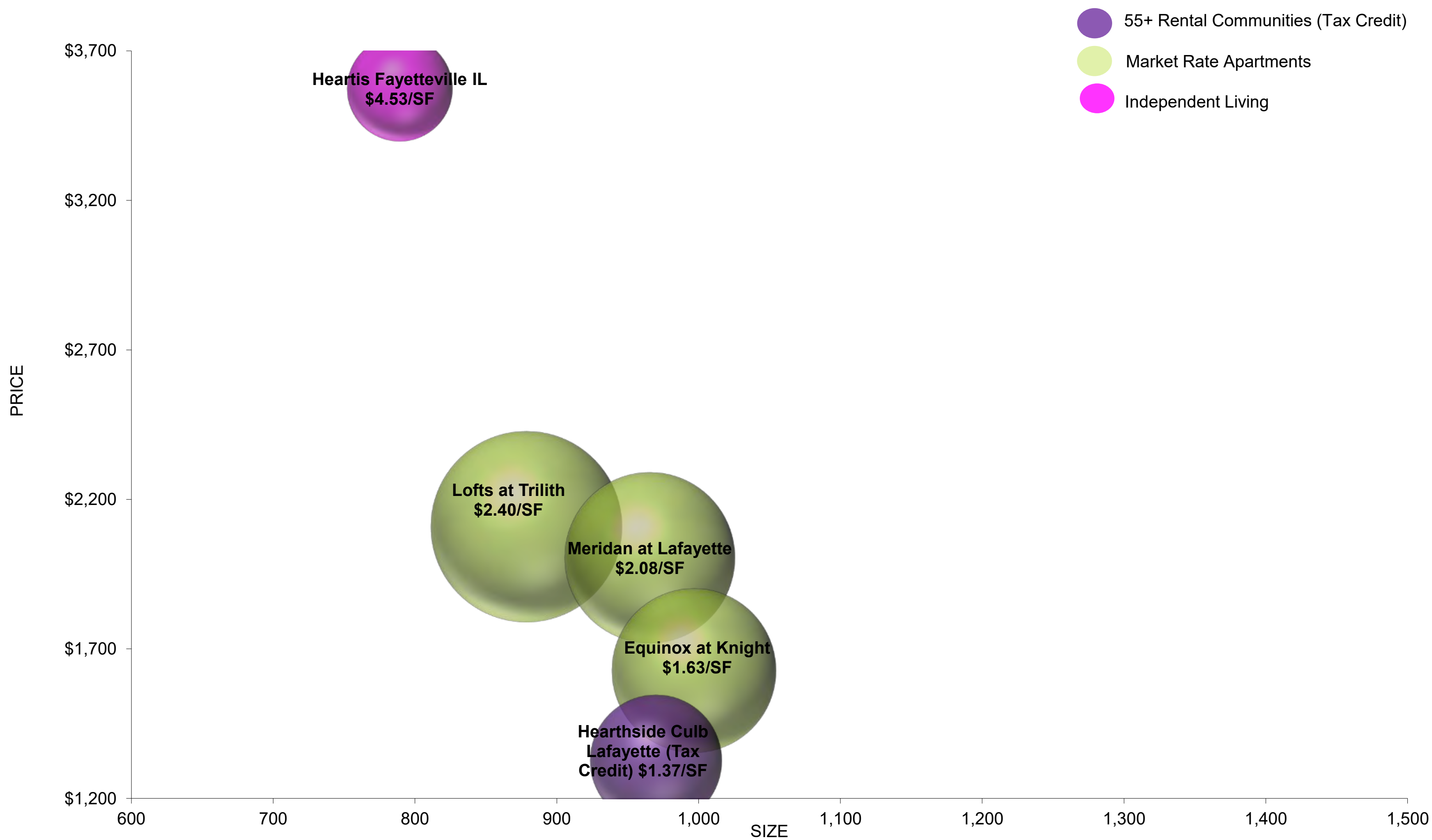
Exhibit 65
Summary of the Competitive Communities by Product Type

ID	Community Name	Product Type	Year Built	% Leased	Total Units	Unit Size Range		Weighted Average Unit Size	Absolute Effective Rent Range		Weighted Average Rent	Weighted Average $/SF	Percent Less than 2B/2b
1	Villages at Lafayette	Market Rate Apts	2014	97%	263	603	1,388	879	$1,600	$2,800	$2,109	$2.40	51%
2	Meridian at Lafayette	Market Rate Apts	2015	100%	210	576	1,369	966	$1,505	$2,485	$2,005	$2.08	35%
3	Equinox at Knight	Market Rate Apts	2016	96%	194	711	1,285	997	$1,438	$1,863	$1,627	$1.63	28%
ID	Community Name	Product Type	Year Built	% Leased	Total Units	Unit Size Range		Weighted Average Unit Size	Absolute Effective Rent Range		Weighted Average Rent	Weighted Average $/SF	Percent Less than 2B/2b
4	Heartis Fayetteville IL	Independent Living	2017	100%	80	654	900	789	$3,134	$3,933	$3,573	$4.53	45%
ID	Community Name	Product Type	Year Built	% Leased	Total Units	Unit Size Range		Weighted Average Unit Size	Absolute Effective Rent Range		Weighted Average Rent	Weighted Average $/SF	Percent Less than 2B/2b
5	Hearthside Club Lafayette	55+ Rental (Tax Credit)	2018	100%	125	717	1,384	970	$800	$2,150	$1,327	$1.37	44%

	Year Built	% Leased	Total Units	Unit Size Range		Weighted Average Unit Size	Absolute Effective Rent Range		Weighted Average Rent	Weighted Average $/SF	Percent Less than 2B/2b
Market Average	2016	99%	174	652	1,265	920	$1,695	$2,646	$2,128	$2.40	41%
Market Rate Apts	2015	98%	222	630	1,347	947	$1,514	$2,383	$1,914	$2.04	38%
Independent Living Average	2017	100%	80	654	900	789	$3,134	$3,933	$3,573	$4.53	45%
55+ Rental (Tax Credit) Average	2018	100%	125	717	1,384	970	$800	$2,150	$1,327	$1.37	44%

SOURCE: Noell Consulting Group, CoStar

Exhibit 66
Comparison of Key Competitive/Analogous Communities For-Sale Product in the Market - Weighted Average



SOURCE: Noell Consulting Group based on surveys of properties.

Exhibit 67
Competitive Rental Community - Premier Lofts at Trilith (301 Veterans Pky)

OVERVIEW

Developer Name	Pace Lynch Corporation	App. + Admin. Fee:	$75/app + $200/admin
Owner Name	Pinewood Forrest Real Estate	Pet Fees:	$350 fee + $30/mo
Property Manager Name	Capstone Companies - Premier Lofts	Other Fees:	$30/mo valet trash
Year Built	2019-2020	Parking Fees:	$50/mo for 2nd vehicle
Number Of Stories	4	Parking Type:	Surface/parking deck
Lease Up Pace:	N/A	Total Spaces	442
Walk Score®:	15 (Car-Dependent)	Spaces/Bed:	1.09

SUMMARY

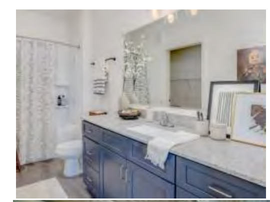
Market Audience:	According to the leasing agent, there is a wide mix of age demographics with many young professionals working at local hospital, airport, and other south Atlanta employers as well retirees and families.
Building Summary:	Multi-phase apartment complex that is part of the Pinewood Forest ecosystem, including for-sale resi, retail, office, and movie studio. Leasing has just begun, with 18 units online and another 18 coming online March 1st. All unit phases are expected to be complete and online by the end of Q3 2020, for a total of 263 units that will also include some Studios and 3B's.

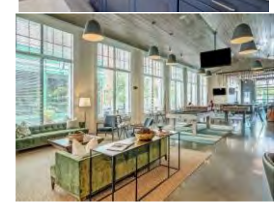
PRODUCT PROGRAM

Unit Type	Unit Count	Unit Mix	Available Units	Percent Leased	Quoted Effective Rent Range		Avg. Rent	Unit Size Range		Weighted Avg. Size	Current Conc.	Effective $/SF Range		Avg. $/SF
Jr. 1B/1b	17	6%	0	100.0%	$1,600	$1,600	$1,600	603	603	603		$2.65	$2.65	$2.65
1B/1b	114	43%	5	95.6%	$1,775	$2,014	$1,922	623	791	701		$2.55	$2.85	$2.74
1B/1b/D	3	1%	1	66.7%	$2,065	$2,095	$2,080	805	805	805		$2.57	$2.60	$2.58
2B/2b	104	40%	0	100.0%	$2,075	$2,550	$2,328	964	1,132	1,040	None	$2.15	$2.25	$2.24
2B/2b/D	13	5%	0	100%	$2,091	$2,091	$2,091	1,059	1,059	1,059		$1.97	$1.97	$1.97
3B/2b	10	4%	1	90%	$2,561	$2,750	$2,706	1,377	1,388	1,387		$1.86	$1.98	$1.95
3B/2.5b	2	1%	0	100%	$2,800	$2,800	$2,800	1,377	1,377	1,377		$2.03	$2.03	$2.03
SUMMARY:	263	100%	7	97.3%	$1,600	$2,800	$2,109	603	1,388	879		$1.86	$2.85	$2.40

FINISHES AND AMENITIES

Ceiling Height and Finish:	9' ceilings
Lighting and Fixtures:	Black track lighting in kitchen/bath, glass pendants in kitchen, lighted fans in living/bedroom
Flooring:	LVT throughout
Cabinets and Hardware:	Shaker cabinets w/ SS pulls
Countertops:	Granite countertops; subway tile backsplash
Appliance Package:	Flat top electric SS appliances with standard SS refrigerator
Laundry and Bath Detail:	Stackable full size washer and dryer
Windows and Balconies:	Large double pane windows
Additional Features:	French doors leading to balcony/patio (in select units)
Community Features and Amenities:	24-hour fitness center, lounge, courtyard, pool, grill stations, clubhouse w/ entertainment room, dog park, on-site retail/restaurant, electric vehicle charging stations





Source: Noell Consulting Group, CoStar

Exhibit 68

Competitive Rental Community - The Meridian at Lafayette (665 Lafayette Ave)

OVERVIEW

Developer Name	-	App. + Admin. Fee:	$85/app + $250/admin
Owner Name	Cowart Building Group	Pet Fees:	$350 fee + $30/mo
Property Manager Name	Matrix - The Meridian at Lafayette	Other Fees:	$45-$85/mo storage
Year Built	2017	Parking Fees:	Free surface, $150/mo garage
Number Of Stories	3	Parking Type:	Surface/assigned garage
Lease Up Pace:	25 units/mo	Total Spaces	317
Walk Score®:	39 (Car-Dependent)	Spaces/Bed:	0.88

SUMMARY

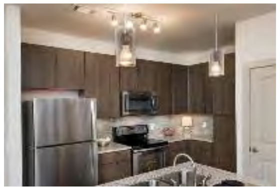
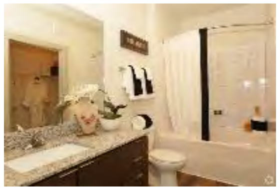
Market Audience:	Primarily 60% local families, with the rest comprising of young professionals working at local hospital, airport, and other south Atlanta employers.
Building Summary:	New apartment community adjacent to Downtown Fayetteville and the price leader in Fayetteville. Offers an updated finished and amenity package and the only community in the competitive set offering dens.

PRODUCT PROGRAM

Unit Type	Unit Count	Unit Mix	Available Units	Percent Leased	Quoted Effective Rent Range		Avg. Rent	Unit Size Range		Weighted Avg. Size	Current Conc.	Effective $/SF Range		Avg. $/SF
1B/1b	74	35%	0	100.0%	$1,505	$1,825	$1,720	576	729	692	None	$2.50	$2.61	$2.49
2B/2b	112	53%	1	99.1%	$1,990	$2,190	$2,098	1,006	1,201	1,063		$1.82	$1.98	$1.97
2B/2b/Den	9	4%	0	100.0%	$2,385	$2,385	$2,385	1,329	1,329	1,329		$1.79	$1.79	$1.79
3B/2b	15	7%	0	100.0%	$2,485	$2,485	$2,485	1,369	1,369	1,369		$1.82	$1.82	$1.82
SUMMARY:	210	100%	1	99.5%	$1,505	$2,485	$2,005	576	1,369	966		$1.79	$2.61	$2.08

FINISHES AND AMENITIES

Ceiling Height and Finish:	9'-10' ceilings
Lighting and Fixtures:	Track in kitchen, pendants over island
Flooring:	Vinyl HW in kitchen, bath and living room. Carpet in bedroom.
Cabinets and Hardware:	42" shaker with vertical pulls
Countertops:	Two packages, cloud white granite or harbor white granite
Appliance Package:	Whirlpool stainless steel with smooth top range
Laundry and Bath Detail:	Full sized, washer/dryer, tub/shower combo, standing showers in select units
Windows and Balconies:	Standard punch windows, balconies in select units
Additional Features:	USB outlets
Community Features and Amenities:	Salt water pool, grilling stations, fire pit, car detailing station, conference room, tenant lounge, pet park, fitness center

Source: Noell Consulting Group, CoStar

Exhibit 69

Competitive Rental Community - Equinox at Knight (100 Knight Way)

OVERVIEW

Developer Name	N/A	App. + Admin. Fee:	$100/app + $300/admin
Owner Name	Boardwalk Wealth	Pet Fees:	$400 fee + $45/mo
Property Manager Name	Alexander Properties - Equinox at Kn	Other Fees:	-
Year Built	1988	Parking Fees:	-
Number Of Stories	3	Parking Type:	Surface
Lease Up Pace:	N/A	Total Spaces	388
Walk Score®:	13 (Car-Dependent)	Spaces/Bed:	1.04

SUMMARY

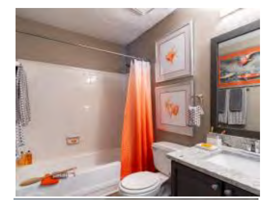
Market Audience:	Roughly equal percentages of healthcare workers, air-line employees, studio workers, and locals. There is a 50/50 split in age demographics
Building Summary:	An old class A apartment community east of Downtown Fayetteville. Currently, the only community in the competitive set offering dens, sunrooms, and patios.

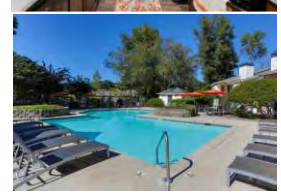
PRODUCT PROGRAM

Unit Type	Unit Count	Unit Mix	Available Units	Percent Leased	Quoted Effective Rent Range	Avg. Rent	Unit Size Range	Weighted Avg. Size	Current Conc.	Effective $/SF Range	Avg. $/SF
1B/1b	54	28%	3	94.4%	$1,438 $1,468	$1,455	711 786	753		$1.87 $2.02	$1.93
2B/1b	30	15%	0	100.0%	$1,513 $1,513	$1,513	932 932	932		$1.62 $1.62	$1.62
2B/b/D	40	21%	2	95.0%	$1,653 $1,653	$1,653	1,027 1,027	1,027	None	$1.61 $1.61	$1.61
2B/2b	30	15%	2	93.3%	$1,748 $1,748	$1,748	1,128 1,128	1,128		$1.55 $1.55	$1.55
3B/2b	40	21%	1	98%	$1,798 $1,863	$1,831	1,208 1,285	1,247		$1.45 $1.49	$1.47
SUMMARY:	194	100%	8	95.9%	$1,438 $1,863	$1,627	711 1,285	997		$1.45 $2.02	$1.63

FINISHES AND AMENITIES

Ceiling Height and Finish:	9'-10' ceilings
Lighting and Fixtures:	Fluorescent light in kitchen, flush lighting in living area, no ceiling fans in bedrooms
Flooring:	Vinyl HW in kitchen, bath and living room. Carpet in bedroom.
Cabinets and Hardware:	42" shaker with SS knobs, subway tile backsplash
Countertops:	Granite throughout
Appliance Package:	Standard black appliances with gas range
Laundry and Bath Detail:	Community washer/dryer, standards tub/shower combo
Windows and Balconies:	Standard punch windows, balconies in select units
Additional Features:	Fire places in every unit, walk-in closets, sunrooms/patios available in select units
Community Features and Amenities:	Swimming pool, Playground, fitness center, sport/activities court, and tennis courts





Source: Noell Consulting Group, CoStar

Exhibit 70

Competitive 55+ Community - Garden Court: Park (Garden Ct., Courtyard Lane, Arbor Way, Wilbanks Drive)

COMMUNITY OVERVIEW	
Developer:	Lennar Homes
Delivery:	Q1 2021
Presale:	February 23 2021
Type:	Master on main 55+ community design
Construction:	Cement Siding, Stick Built
Parking Type:	2 car garages per unit
Spaces/Ratio:	2 car garages per unit
HOA Fees:	$114/mon

SALES PACE	
Sales Pace:	Construction began in Q1 2021 with presales beginning in February 2021. So far 63 have been built with 66 remaining. This is Phase 1 of 5 planned phases.
Features & Amenities:	Clube House and Pool
WalkScore®:	(22) Car-Dependent

PRODUCT PROGRAM

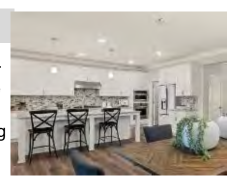
Unit Type	Unit Count	Unit Mix	Recently Sold (2020+)	Actively Selling	Base Price Range		Avg. Price	Unit Size Range		Average Size	Effective PSF		Avg. $/SF
2B/2b	There are three designs with floor plans from 2B's to 3B's. Data is from recent sales		3	2	$376,900	$390,900	$384,883	1,817	2,104	1,968	$186	$207	$196
3B/2b			6	1	$401,900	$446,395	$419,708	2,084	2,759	2,585	$162	$193	$162
SUMMARY:	**129**		**9**		**$376,900**	**$390,900**	**$383,900**	**1,817**	**2,759**	**2,288**	**$162**	**$207**	**$168**

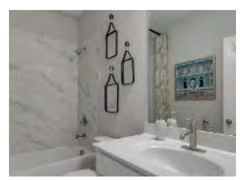
UNIT FINISHES

Ceiling Height and Finish	Lighting	Flooring	Countertops, Cabinets and Bath Detail	Appliances and Tech	Windows and Balconies	Typical Upgrades	Financing and Incentives
9'-10' Ceilings with crown molding	Recessed can lighting, lighted fans in living and bedrooms, chandilers in kitchen, track lighting in bathroom	LVT in living rooms, tile in bath, carpet in bedrooms	modern 42" shaker cabinets in all with brushed nickel pulls, granite/marble throughout, farmless walk in showers, modern tile in bath/shower	SS gas cooktop with seperated double oven, and refrigerators with water/ice dispenser	Standard punch windows, some with back yards, others only have a front yard.	None	$5,000 towards closing If the future owners use their insurance agent.

MARKET AUDIENCE

Mix of empty nesters, retirees, and families. The community was designed for 55+ community but accepts everyone no matter the age. 75% are over 55(60% single 40% couples) with the rest being a mix of families and other audience demographics. According to the listing agent, all tenants are locals who are moving due to downsizing and/or wanting to be close to good schools .





SUMMARY

Quiet neighborhood close to Downtown Fayetteville. Typical product for 55+ communities (master on main with limited two story homes).

SOURCE: Noell Consulting Group

Exhibit 71

Competitive 55+ Community - Garden Court: Park (Garden Ct., Courtyard Lane, Arbor Way, Wilbanks Drive)

COMMUNITY OVERVIEW	
Developer:	N/A
Delivery:	Q1 1992
Presale:	Began selling in 1990
Type:	112 duplexes
Construction:	Cement Siding
Parking Type:	1 car garages per unit
Spaces/Ratio:	1 car garages per unit
HOA Fees:	N/A

SALES PACE	
Sales Pace:	Construction began in 1990 and ended in 1992. Recent sales have the property reselling at around 11 units per year, or almost 1 unit a month.
Features & Amenities:	None
WalkScore®:	(22) Car-Dependent

PRODUCT PROGRAM

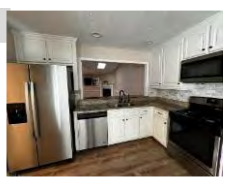
Unit Type	Unit Count	Unit Mix	Recently Sold (2020+)	Actively Selling	Closing Price Range		Avg. Price	Unit Size Range		Average Size	Effective PSF		Avg. $/SF
2B/2b	112	100%	17	0	$134,000	$242,000	$185,682	1,226	1,450	1,285	$109	$167	$145
SUMMARY:	**112**		**17**		**$134,000**	**$242,000**	**$188,000**	**1,226**	**1,450**	**1,338**	**$109**	**$167**	**$141**

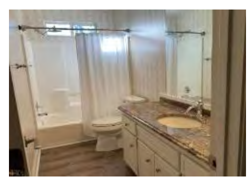
UNIT FINISHES

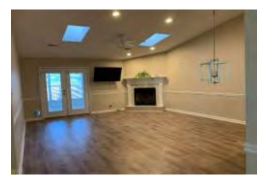
Ceiling Height and Finish	Lighting	Flooring	Countertops, Cabinets and Bath Detail	Appliances and Tech	Windows and Balconies	Typical Upgrades	Financing and Incentives
10' Ceilings	Recessed can lighting, lighted fans, chandeliers	Carpet/LVT in living rooms, LVT's in bath, carpet/LVT in bedrooms	Standard 42" shaker cabinets in all, laminate in lower priced houses granite in higher priced ones	lower level houses with black appliances where the high priced ones have SS appliances and refrigerators with French doors,, fire places in all units	Standard punch windows, some with fenced in back yards, others only have a front yard.	None	Typically lower income

MARKET AUDIENCE

Mix of empty nesters, retirees, 55+. Typical of retirees who don't have a lot of money and don't want to deal with the hassle of having a lot of land which is typical of most SFD's in the Fayetteville area.







SUMMARY

Quiet neighborhood close to Downtown Fayetteville. Typical product for 55+ communities that are of lower economic status.

SOURCE: Noell Consulting Group

Noell Consulting Group

Marketunistic Real Estate Advice

Fayetteville - Hwy 85 Corridor Market Analysis

DETACHED FOR-SALE DEMAND IN COUNTY

- This data shows the historic and future demand potential for single-family detached product in the County
- Strong job growth projections in the Metro for 2022 and 2023 will continue to drive strong demand
- The County's capture of the Metro has been trending up thanks to new developments such as Trilith increasing awareness and inventory

New Single Family Detached Home Sales

Region	2005-2020 Avg. Annual Sales	2015-2020 Avg. Annual Sales	2021-2025 Projected Avg. Annual Sales
Atlanta Metro	18,021	19,800	16,678
Fayette County Share (%)	1.7%	2.2%	2.7%
Fayette County	314	362	421

ATTACHED FOR-SALE DEMAND IN COUNTY

- This data shows the historic and future demand potential for single-family attached product for the County
- Metro wide the percentage of attached new home sales of all new sales has been increasing, primarily as a means of offering greater affordability, but also as growing demographic segments chose more maintenance-free living such as first-time home buyers and Empty Nester downsizers
- While attached product has been rare in the County historically, Trilith and increased lifestyle offerings in Downtown Fayetteville bring new opportunities for buyers to consider the product and we therefore believe it will see increased demand going forward, ultimately matching the metro average of 20-22% of all new home sales being attached. In Fayette County these will likely all be fee-simple townhomes.

New Single Family Attached Home Sales

Region	2005-2020 Avg. Annual Sales	2015-2020 Avg. Annual Sales	2021-2025 Projected Avg. Annual Sales
Atlanta Metro	3,635	3,189	3,888
Fayette County Share (%)	0.1%	0.2%	1.95%
Fayette County	4	5	76

MULTIFAMILY RENTAL RESIDENTIAL DEMAND

- Coweta and Fayette County have seen an increase share of Class A multifamily absorption since 2011
- Absorption in Fayette County has largely been limited by lack of new supply
- Increasing lifestyle environments in Newnan, Trilith, and potential Downtown Fayetteville will increase the market's capture moving forward
- NCG's forecasted demand of 276 units annually from 2021-2025 allows for absorption of the planned deals in the pipeline and up to an additional 250-300 units within the County by 2025

Net New Multifamily Absorption

Region	2011-2020 Avg. Annual Apt Abs.	2015-2020 Avg. Annual Apt. Abs.	2021-2025 Projected Avg. Annual Apt. Abs.
Atlanta Metro	7,187 units	9,349 units	12,561 units
Coweta & Fayette County Share	2.0%	2.5%	3.9%
Coweta & Fayette County	143 units	233 units	494 units
Fayette County Share	25.4%	28.7%	55.9%
Fayette County	36 units	67 units	276 units

Sources: CoStar, NCG

RETAIL DEMAND IN COUNTY

- Nationally, and throughout the Atlanta metro, retail growth has been dwindling as more retail expenditures shift to online sales. That said, net absorption is still seen in areas of increasing population density and as newer retail concepts – primarily in food and beverage and professional services are introduced
- With retail in Fayette's core serving a larger market area than just the county, and strong new household growth in those areas, we forecast the county capture to steadily increase in the coming years

Net New Retail Absorption

Region	2002-2011 Avg. Annual Retail Abs.	2012-2020 Avg. Annual Retail Abs.	2021-2025 Projected Avg. Annual Retail Abs.
Atlanta Metro	5.6 Million SF	2.65 Million SF	1.9 Million SF
Fayette County Capture	3.1%	2.5%	3.87%
Fayette County Absorption	174,000 SF	67,000 SF	73,500 SF

OFFICE DEMAND IN COUNTY

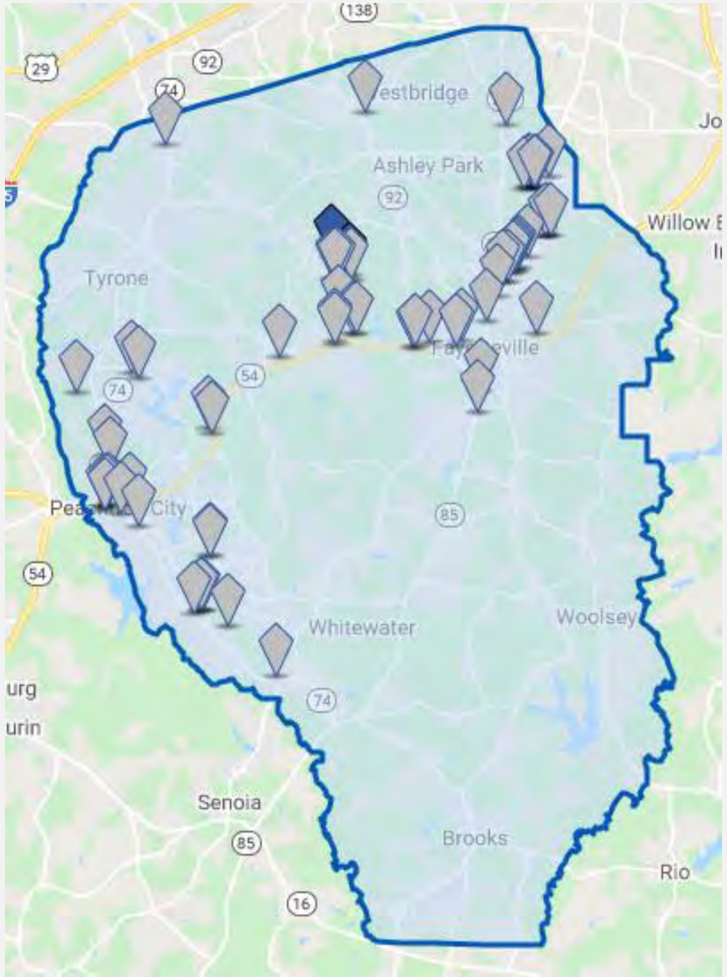
- The local office market has been stagnant in recent years with 3 years showing negative absorption since 2016
    - However, there has been limited new product added to attract prospective users to the market
- NCG estimates the County will absorb close to 62,000 SF of Class A office space annually, Trilith likely to get first several years given existing space
- Given annual absorption levels office product should be provided in the 5,000 - 20,000 SF range, ideally in high value areas such as proximity to retail, parks / trails, with high visibility

Net New Office Absorption

Region	2002-2011 Avg. Annual Office Abs.	2012-2020 Avg. Annual Office Abs.	2021-2025 Projected Avg. Annual Office Abs.
Atlanta Metro	2,150,476 SF	2,351,877 SF	1,033,785 SF
Fayette County Capture	3.9%	1.7%	5.9%
Fayette County Absorption	83,014 SF	40,451 SF	61,362 SF

CORRIDOR CAPTURE AND FORECASTED DEMAND

- Since 2015, approximately 1 million SF of new commercial and multifamily space has been added to the Fayette County market
- Of this, 60,000 SF was within the Highway 85 north corridor, or a 6% capture.
- With Peachtree City limiting development, and Trilith and the Fayetteville LCI increasing market perception/awareness of the Fayetteville market, we believe this capture can grow up to a 10-20% range.



Land Use	2021-2025 Annual Forecasted County Demand	Est. Highway 85 Corridor Capture	2021-2025 Annual Forecasted Highway 85 Demand
Detached For-Sale	421	5%	21
Attached For-Sale	76	20%	15
Multifamily	276	15%	41
Retail	73,500 SF	15%	11,025 SF
Office	61,362 SF	10%	6,136

DEMAND REALIZATION IN THE CORRIDOR

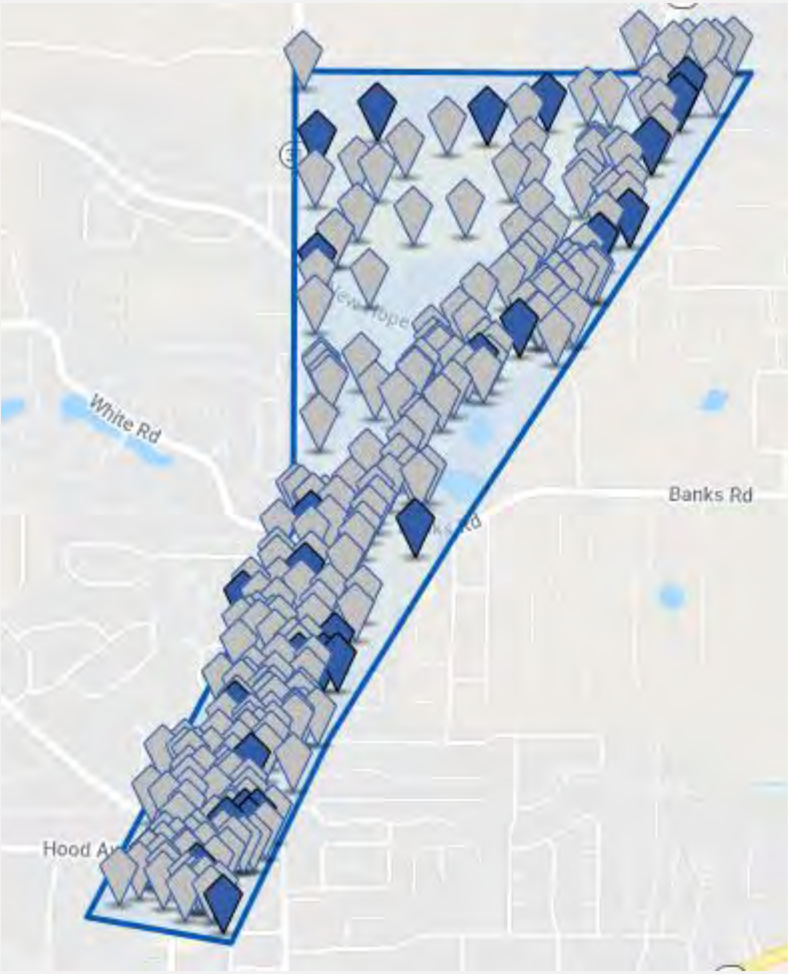
- While demand exists, it is unlikely detached (SFD) homes will be built in the corridor given the lack of remaining greenfield sites. If realized this would be in the form of small lot (35'-55') product.
- While attached/TH demand is limited in the corridor today, we believe pent-up years of demand from 2021-2023 will combine to sell out the new units coming online at Satterfield, then new demand will be available for approximately 30 additional units in 2024-2025.
- Multifamily demand will likely come in the form of one new 200 +/- unit community within the 2021-2025 time frame.
- Most retail demand will continue to be small outparcels and back filling existing tenants that may close – more on this in a few slides.
- Office demand is limited, but potential for adaptive reuse of older retail centers in the corridor. Likely to be one in the 30-40,000 SF range by 2025.

Land Use	2021-2025 Annual Forecasted Highway 85 Demand
Detached For-Sale	21
Attached For-Sale	15
Multifamily	41
Retail	11,025 SF
Office	6,136

OVERVIEW OF HWY 85 CORRIDOR

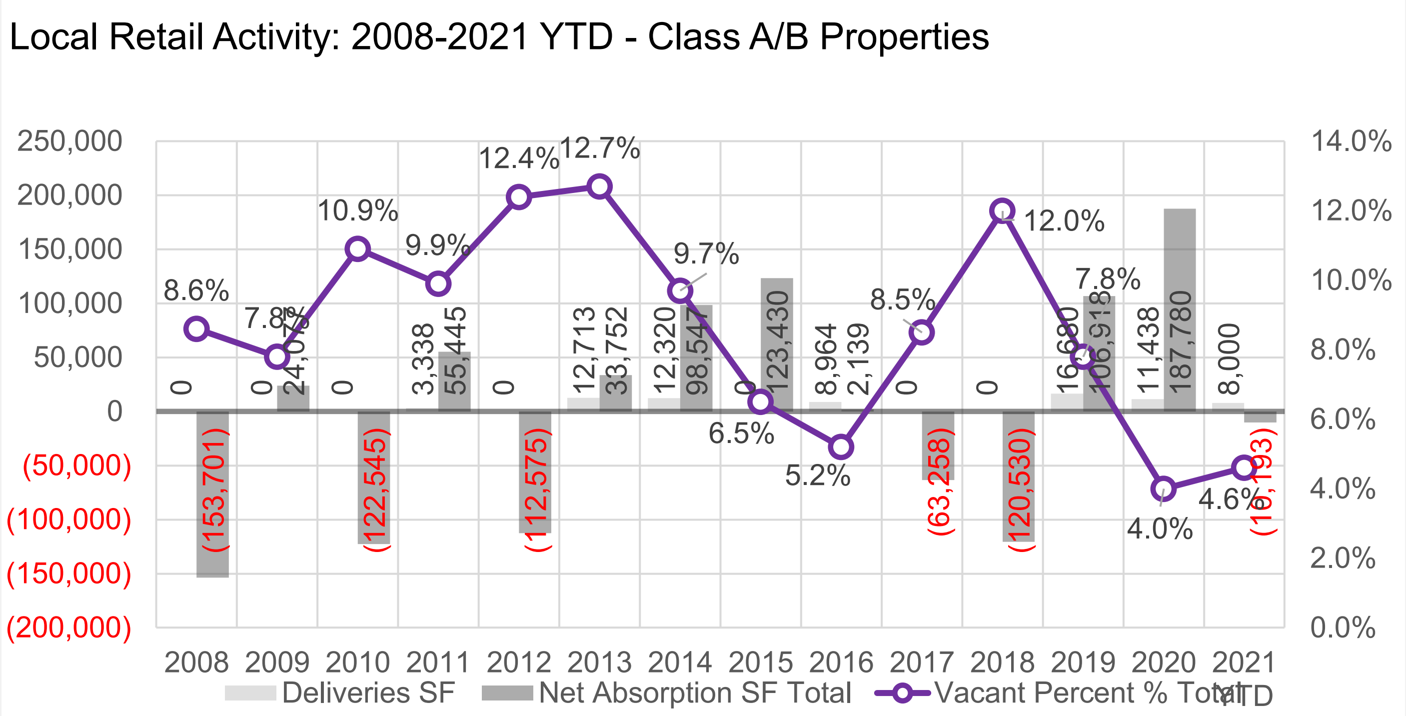
- 3.8 Million SF of commercial space
  - 3.5 M retail
  - 266k office
  - 67.5k industrial/flex
  - 0 MF

- 4,994 jobs
  - 83% pay below $40k
  - 99% commute in



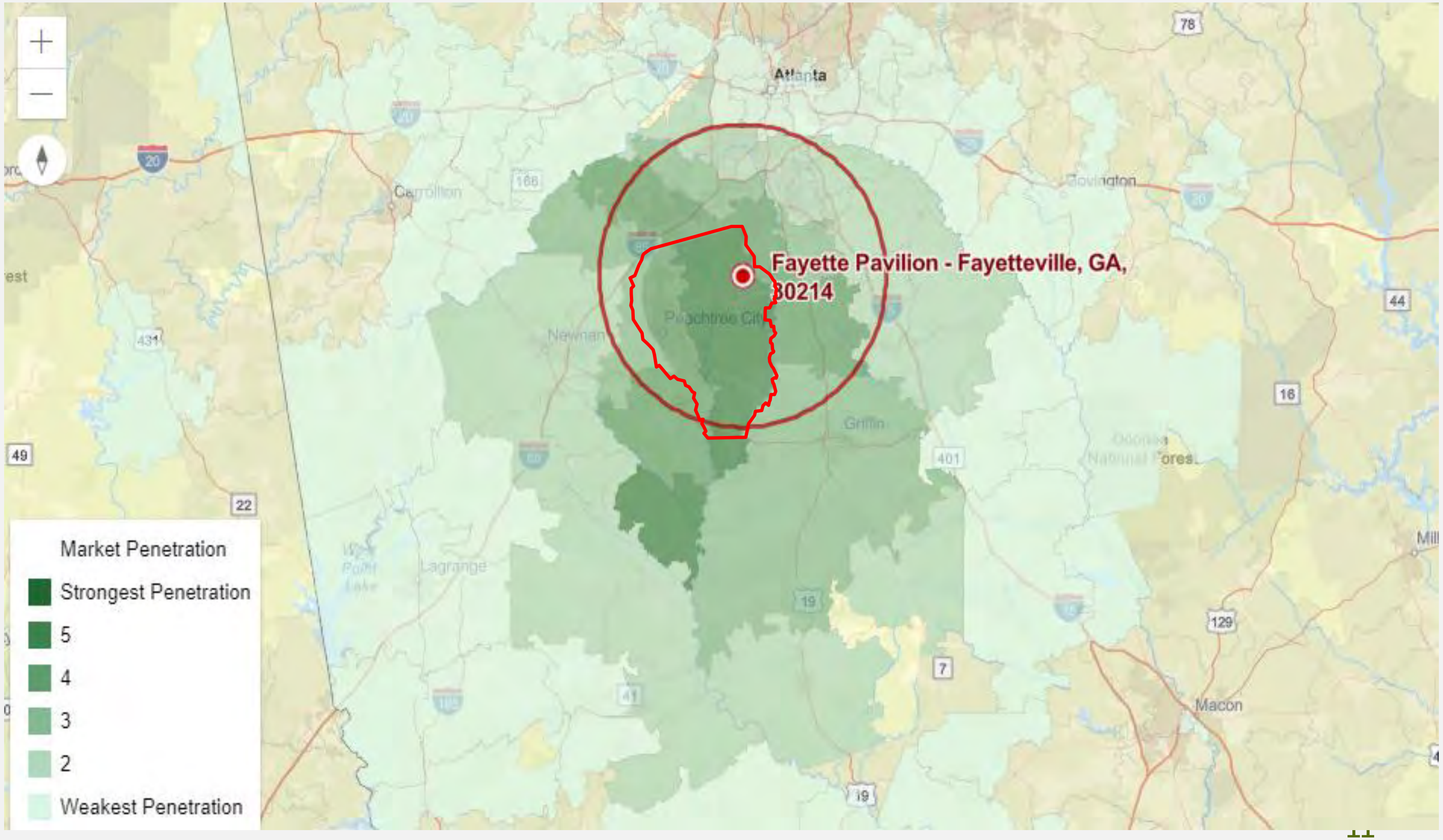
RETAIL MARKET OVERVIEW

- 3.5 Million SF
  - 79% in 15 shopping centers of 20k SF+
  - Over 40% located in Fayette Pavilion alone
- Since 2008, approx. 73k SF added – mostly free standing outparcels
- Net absorption has gone up and down, losing big tenants and then taking 1-2 years to fill
- Total net absorption since 2008 only 49,000 SF
- Vacancy is currently low, but rate growth has been flat for over a decade



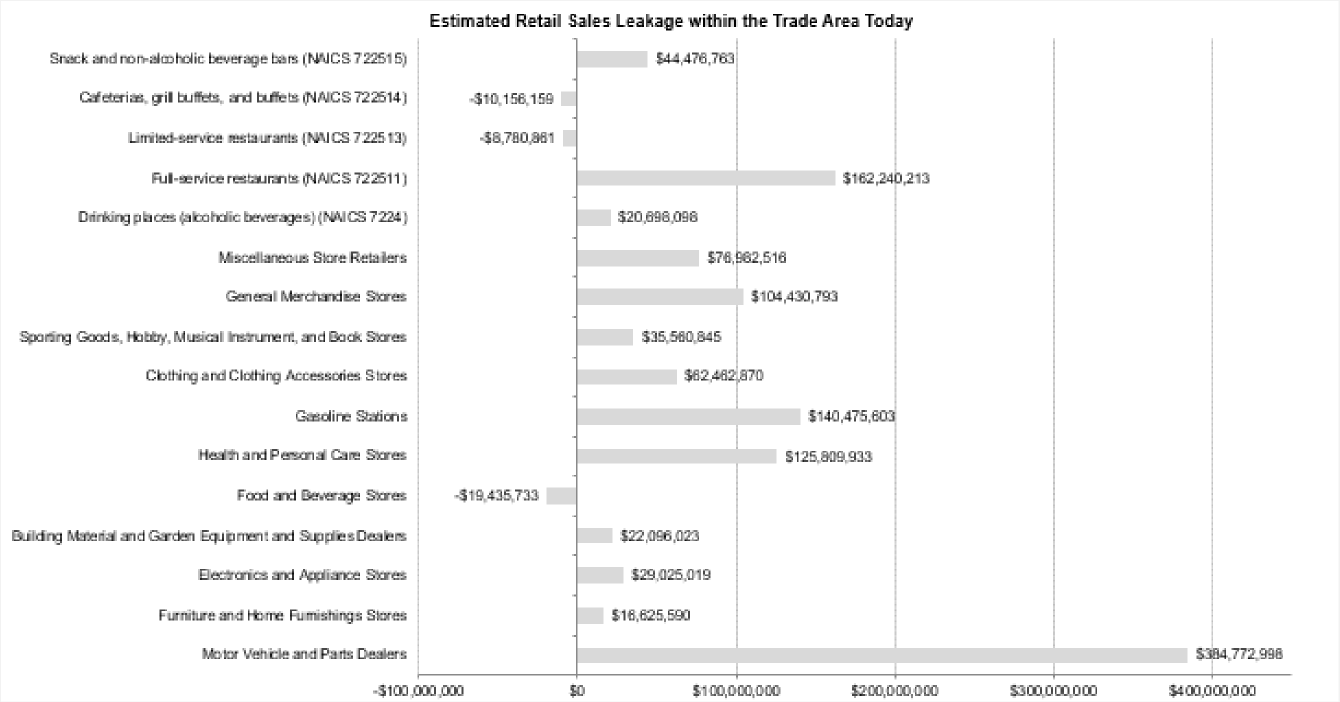
REGIONAL DRAWING TRADE AREA

- Majority of patrons come from within 15-miles
- Most from Fayette County, but also Fairburn, Union City, Senoia



RETAIL SALES LEAKAGE

- Demand potential is high for many store categories, however several are likely less desirable for the corridor:
  - Motor vehicle and parts dealers
  - Gasoline stations
- Strongest acceptable opportunities are for:
  - Full-service restaurants
  - Health and personal care
  - General merchandise
    - These uses tend to be in small boxes on out parcels, or in the case of general merchandise – large anchor boxes (Target, Sam's Club, Costco, etc.)
    - Most out parcels opportunities are gone, and large anchor space does not exist without redevelopment

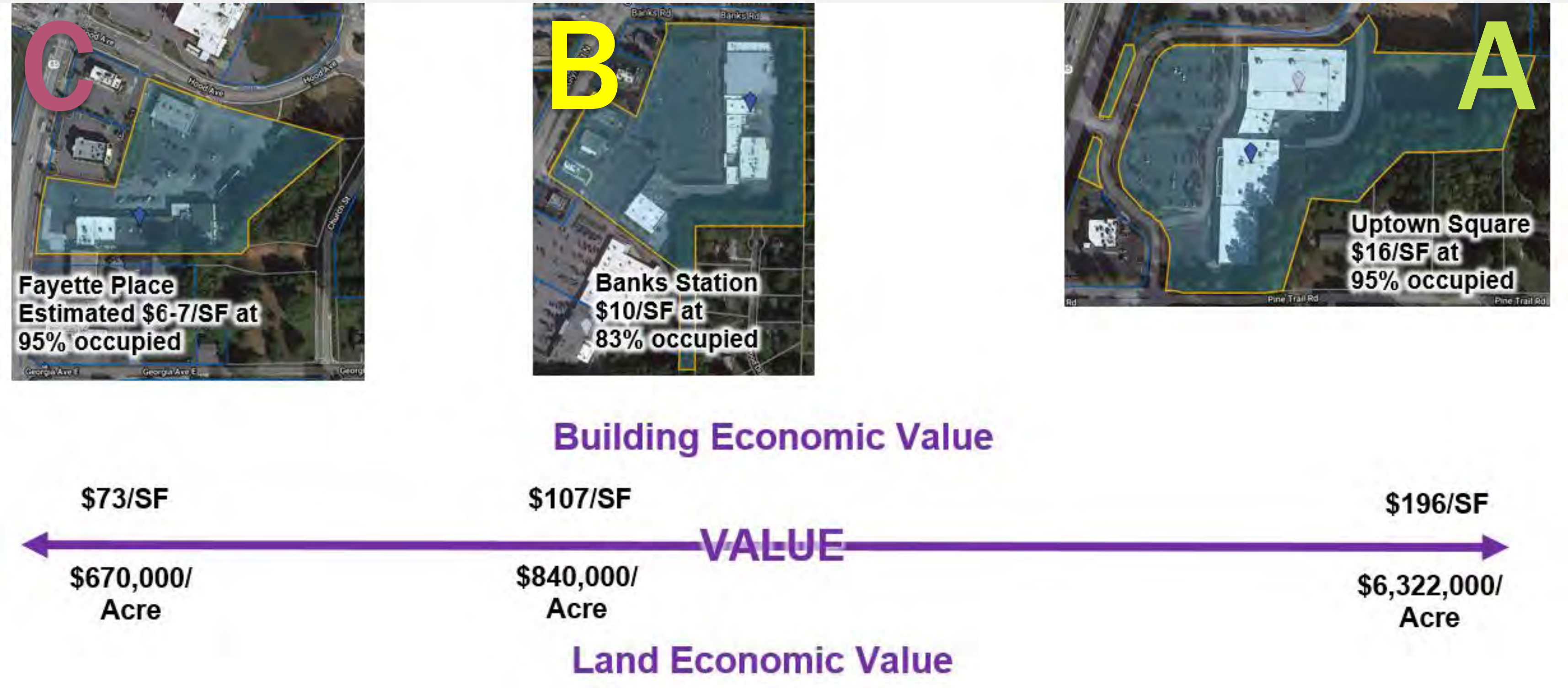


EXISTING RETAIL CENTERS

- We examined the 15 shopping centers along the corridor are rated them for redevelopment potential
- Rating was based on:
  - Age
  - % leased
  - Current rental rates
  - Tenant strength
- A; Strong fundamentals, low redev. opportunity
- B; Moderate fundamentals, redev. 5-10 years
- C; Poor fundamentals, high redev. opportunity

REDEVELOPMENT ECONOMICS

- A properties are in the $150+/SF value and result in a land value to high for redevelopment
- B properties are +/- $100/SF in value and result in a land value that would require high density development
- C properties are less than $100/SF in value and result in a land value under $750k/acre



REDEVELOPMENT ECONOMICS - RESIDENTIAL

- Land values of existing centers along the corridors, even C grade, will not make residential redevelopment feasible. Future residential additions will largely need to be on remaining greenfield sites.

Product Type	Example	Description	Typical Units/Acre	Typical Acreage	PSF Value Needed	Minimum Sales Price	Average Household Income	Typical Dev. Cost Per Unit	Typical Hard Cost Per Unit	Typical Raw Land Value Per Unit	Typical Raw Land Value Per Acre
Luxury Townhomes		3-4 Stories, typically 22'-32' widths, 2-car garage, rooftop or yard, typically alley loaded	8-14	3-15	$300/SF+	$780,000	$195k+	$585,000	$442,000	$78,000	$850k
Urban/Micro Townhomes		3-4 Stories, typically 12'-18' widths, surface or tandem garage	[illegible]	[illegible]	$315/SF+	$441,000	[illegible]	[illegible]	$245,000	$44,100	$700k
Detached Townhomes		2-3 Stories, typically 17'-24' widths, 2-car garage typically front loaded, sometimes w/yard	10-12	[illegible]	[illegible]	[illegible]	[illegible]	$310,500	$225,000	$41,400	$450k
Conventional Townhomes		3-4 Stories, typically 18'-28' widths, 2-car garage typically front loaded, sometimes w/yard	8-12	10+	[illegible]	[illegible]	$95k+	$290,250	$207,000	$38,700	$380k
Entry-Level Townhomes		2 Stories, typically 12'-20' widths, surface parking, some with 1-car garage	8-12	10 to 20	[illegible]	[illegible]	$50-60k	$174,375	$135,000	$23,250	$230k
Attached Patio Homes		1-2 Stories, typically 32'-42' or 46', often duplexes or quads, master on main, w/2-car garage	4-8	[illegible]	[illegible]	[illegible]	[illegible]	$230,625	$165,000	$30,750	$185k
Small Lot SFD		1-2 Stories, lot widths of 40' to 50', garage sometimes detached w/yard	4-6	[illegible]	[illegible]	[illegible]	[illegible]	$258,000	$192,000	$34,400	$170k
Conventional SFD		2-3 Stories, lot widths of 60' to 80', attached garage typically front loaded	[illegible]	[illegible]	$195/SF+	$429,000	[illegible]	[illegible]	$231,000	$42,900	$170k
Starter SFD		1-2 Stories, lot widths of 50' to 60', attached garage typically front loaded	3-6	15+	$170/SF+	$306,000	$75k+	$229,500	$171,000	$30,600	$120k

SOURCE: Noell Consulting Group

REDEVELOPMENT ECONOMICS - COMMERCIAL

- Current office lease rates in the greater Fayette market will make new construction speculative office space difficult unless part of a larger mixed-use development.
- Opportunities do exist to adaptively reuse older retail spaces into creative office and bring to market at lower lease rates that will be accepted.

Product Type	Example	Description	Typical FAR	Typical Acreage	NNN Rent Needed	Average Value Per SF	Typical Dev. Cost Per SF (Incl. TIs)	Typical Land Value Per Bldg. SF	Typical Land Value Per Acre
High-Rise Subterranean Parking		Type I construction above subterranean parking. Typically 300,000 SF+.	6.0-10.0	.25-3	$41.00	$750	$550-650	$44	$15M+
High-Rise Above Parking Podium		Type I construction above parking podium. Typically 200,000 SF+.	4.0-8.0	.25-3	$38.00	$690	$500-550	$40	$10M+
Mid-High Rise, Adjacent Deck		Type I construction, but with adjacent pre-cast deck. Typically 200,000 SF +/-.	0.5-3.0	1-6	$34.00	$620	$450-500	$36	$2.5M+
Low-Mid Rise (2-5 Stories), Surface Parked		Various construction types, but not concrete, with surface parking. Typically 100,000 SF +/-.	0.35-0.75	4	$28.00	$470	$350-400	$28	$600k+
Single Story, Warehouse Conversion		Costs vary considerably based on existing building condition, but typically acquiring warehouse buildings for conversion at $80-100/SF.	0.2-0.5	2-4	$23.00	$400	$275-400	NA	NA
Single Story, Surface Parked		Often steel frame for larger spans, but can be wood. Similar to conventional retail buildings but with more fenestration.	0.1-1.0	1-3	$26.00	$400	$300-325	$24	$200k+
Low-Rise (1-2 Stories) Tilt-Up, Surface Parked		New product type focused on more economical costs through tilt-up construction in suburban locations.	0.2-0.5	8-12	$22.00	$340	$255-275	$20	$200k+
1-3 Story, Wood Frame		Wood frame construction when targeting smaller tenants that don't need large spans.	Under 0.35	Under 1	$23.00	$280	$265	$21	$200k+

SOURCE: Noell Consulting Group

REDEVELOPMENT ECONOMICS - MULTIFAMILY

- Multifamily development is often the primary driver for redevelopment given its strong market demand, and ability to pay higher land prices with increased density. While the current market will not support structured parking (unless subsidized), both Garden-Urban and 3-4 story garden (w/elev) product will justify redevelopment of the B and C grade centers in the corridor.

Product Type	Example	Description	Typical Units/Acre	Typical Acreage	PSF Rent Needed	Typical Unit Rent	Average Household Income	Average Value Per Unit	Typical Dev. Cost Per Unit	Typical Land Value Per Unit	Typical Hard Cost Per Unit	Typical Land Value Per Acre
High Rise		>12 Stories, but realistically any Type I (Concrete or Steel Structure)	>150	1.5 to 3	$3.10	$2,480	$125k+	$560,000	$380,000	$48,000	$264,000	$7M+
Podium		6-12 Stories, but most are 6-7 to remain wood frame above 1-2 floors of parking podium	100-150	3 to 4	$2.50	$2,000	$90k+	$400,000	$300,000	$38,000	$208,000	$4.5M
Wrap		4-5 Stories, around or adjacent to structured parking	60-100	4 to 7	$2.20	$1,760	$75k+	$330,000	$260,000	$33,000	$176,000	$2.5M
Garden-Urban		3-4 Stories, surface parked, typicaly with elevators	40-60	4 to 13	$1.85	$1,480	$55k+	$260,000	$210,000	$27,000	$152,000	$1.4M
Garden With Elevators		3-4 Stories, surface parked	30-40	7 to 15	$1.70	$1,360	$45k+	$230,000	$200,000	$20,000	$148,000	$700k
Garden Without Elevators		2-3 Stories, surface parked	10-30	10 to 30	$1.55	$1,240	$40k+	$210,000	$180,000	$14,000	$136,000	$280k
TH and/or SFD		1-2 Stories, garage or driveway parked	4-10	10 to 30	$1.25	$1,625	$55k+	$270,000	$220,000	$15,000	$162,500	$105k

SOURCE: Noell Consulting Group

INFILL OPPORTUNITIES

- In addition to the full scale redevelopment opportunities examined, we believe there are also opportunities for infill along the corridor.
- The addition of multifamily on underutilized portions of existing centers, can help to enhance them

*Heat map of patron activity at Fayette Pavilion from cell phone use

ADAPTIVE REUSE OPPORTUNITIES

- The low values associated with the Grade B and C properties make them prime for adaptive reuse if their land area is too small for full redevelopment.
- Acquisition of these properties for $100/SF or less allows them to support adaptive reuse budgets of $175-200/SF, and still hit rent levels supported in the market of $20-25/SF.

DEVELOPMENT RECOMMENDATIONS

1. Promote full redevelopment of C grade shopping centers on large land parcels (5 acres+) close to Downtown; Fayette Place (Davis Development?), Fayetteville 85 Center/Fayetteville Center North. Leverage the in-place TAD to make more attractive to developers.
2. Aid adaptive reuse on C grade shopping centers on small land parcels (under 5 acres) close to Downtown; Glynn Hood Plaza. Leverage the in-place TAD to make more attractive to developers.
3. Facilitate select infill multifamily development opportunities where it will strengthen retail support; Fayette Pavilion, Banks Crossing (JC Penny)
4. Continue to allow development of retail outparcels and/or infill residential where feasible

2022 DOWNTOWN VISIONING STUDY

VISION OF FAYETTEVILLE REPORT

Prepared for Fayetteville, Georgia on-site April 28-30, 2022

INTENT

Following up on the work of Moving Fayetteville Forward and the Livable Cities Initiative, a cross-disciplinary team conducted a design vision workshop with city officials. The goal was to create inspiring visions for key streets and critical city parcels of downtown Fayetteville and to outline a strategy for implementation.

Studio pinup. At the end of each day, the team hosted an open feedback session. Suggestions and critiques were immediately incorporated into the next day's work.

SCHEDULE RECAP

On the first day, the team created preliminary designs for improvements to the transportation network and concept plats for priority parcels. The second day was focused on detailed study of the critical parcels and creating an outline regulatory framework to review and permit infill projects within the study area. On the final day, the team refined concepts according to feedback and revised concepts for a final round of presentation and feedback.

Short listing building types. At the feedback sessions, community members helped the team narrow down the list of candidate building types for a pre-approved building program.

PRINCIPAL FINDING

In general, the team finds development prospects in the city are very strong based on the fundamentals. Residential demand is high as indicated in prior reports and reflected by active permits and inquiries. If the city can slow the traffic and codify a system supporting appropriate infill, the vibrant walkable vision for Downtown Fayetteville will become an inspiring reality.

NEXT STEPS

1. Exploratory work plan re: GDOT conversation
   a. Overview call w/ referred traffic engineer
   b. Execute scope to make a schematic case to GDOT.
   c. Goal is to get GDOT to agree to receive an application. Then engage a detailed follow-on scope, including legal counsel.
2. Program outline for pattern zone
   a. Overview call: components, optional integrations, benchmark pricing
   b. Concept program proposal is focused on pocket neighborhoods and main street buildings.
3. Adopt the Unified Development Ordinance (UDO) and Downtown Mixed-Use zone (DMU).
   a. Set the expectation for regular amendment packages.

IMPLEMENTATION FRAMEWORK

NEGOTIATED AGREEMENT WITH GDOT.

Downtown Fayetteville is currently bisected in each cardinal direction by roadways under GDOT jurisdiction. These roads are designed to highway standards and prioritize traffic volume and traffic speed. In contrast, rights-of-way in active downtowns are designed to be streets that accommodate pedestrian movement at least as well as vehicular movement. Execution of a streetscape improvement plan will require a negotiated agreement–or even a transfer of jurisdiction–with GDOT. The team considers this recommendation mission critical to providing the type of living environment the citizens and city officials of Fayetteville want to enjoy and share with future generations. Without significant streetscape changes, Downtown Fayetteville's full potential will remain suppressed.

PARKING

The team recommends the city maximize the use of existing parking and postpone the construction of a parking deck; however the team also identified future sites for planning purposes. Sufficient downtown parking is available but underutilized due to a lack of connecting pedestrian infrastructure such as safe and comfortable sidewalks and adequate lighting. The entire downtown area, including city center and the square, is within a 3 minute walk of existing surface parking lots. The city can address present and future parking needs through shared use agreements with private parking lot owners and construction of parking on streets within existing right-of-way.

PRECISION CODE AMENDMENTS

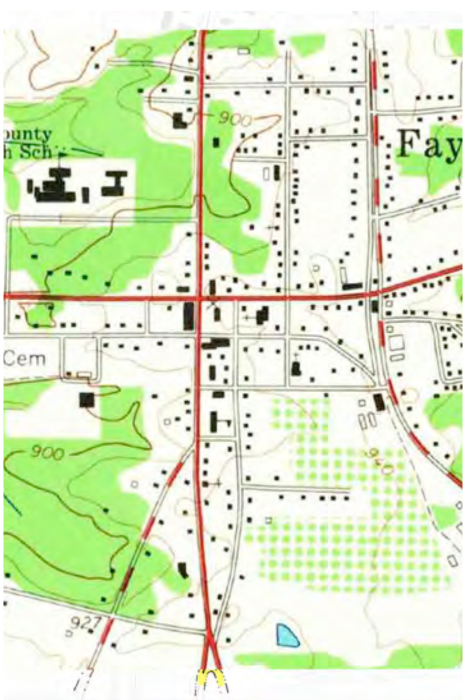
Certain sections of the new UDO and DMU still need to be amended. The team observed that the use unit tables and ADU and cottage court codes may be improved with downtown-focused revisions.

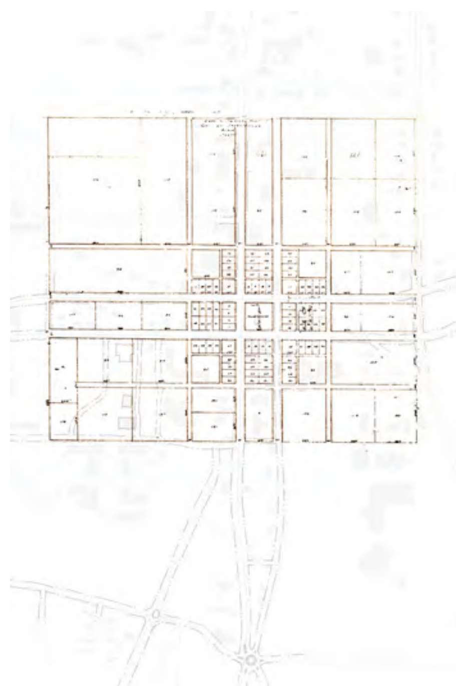
PATTERN ZONE / PRE-APPROVED BUILDING PROGRAM

The proposed UDO and DMU is a substantial step forward and should be adopted as soon as possible. To maximize its impact, combining the DMU with a pre-approved building program would help guide the local market to build appropriate infill development in the right places.

PROACTIVE REPLATS

In the case of large tracts, the team recommends the city replat these parcels for small-scale projects in a proactive manner. Replatting these parcels for traditional lot sizes and arrangements will open a large market of buyers and developers that is currently unaddressed.





STREET IMPROVEMENTS

CONVERSION TO 2-WAY TRAFFIC: LANIER AVE AND STONEWALL AVE

Downtown Fayetteville is presently dominated by high-speed automobile traffic. Conversion of 1-way streets to 2-way traffic has been demonstrated to dramatically improve business revenues and desirability of residences by significantly reducing operating speeds (and therefore road noise) and increasing accessibility by allowing the site to be conveniently accessed from either direction.

LANE REDUCTION AKA ROAD DIET

The team recommends reducing the number of lanes on Glynn St between Grady Ave and Lanier Ave from four travel lanes to two travel lanes with planted medians and left turn pockets or turn lanes. This creates more room for safe pedestrian and cycling facilities and for parking. This configuration can accommodate existing traffic counts if it includes network improvements.

1. Segment A: Between Grady and Stonewall, include a center turn lane.
2. Segment B: Between Stonewall and Lanier, remove the center turn lane in favor of angled parking on both sides of the street.
3. Segment C: North of Lanier, keep four travel lanes but install a tree-lined median in the center turn lane.
4. Major opportunity for network improvement: Roundabout at Grady Ave and Glynn St.
   a. Segment A starts at this roundabout. It's a signal to drivers they are entering downtown.
   b. Lee Street links into the new roundabout. This will help with development on the east and southeast sides of the downtown and reduce pressure on Glynn.
   c. A vehicular connection on Williamsburg Way to Jeff Davis should be considered a high priority connection.

NEGOTIATING WITH GDOT

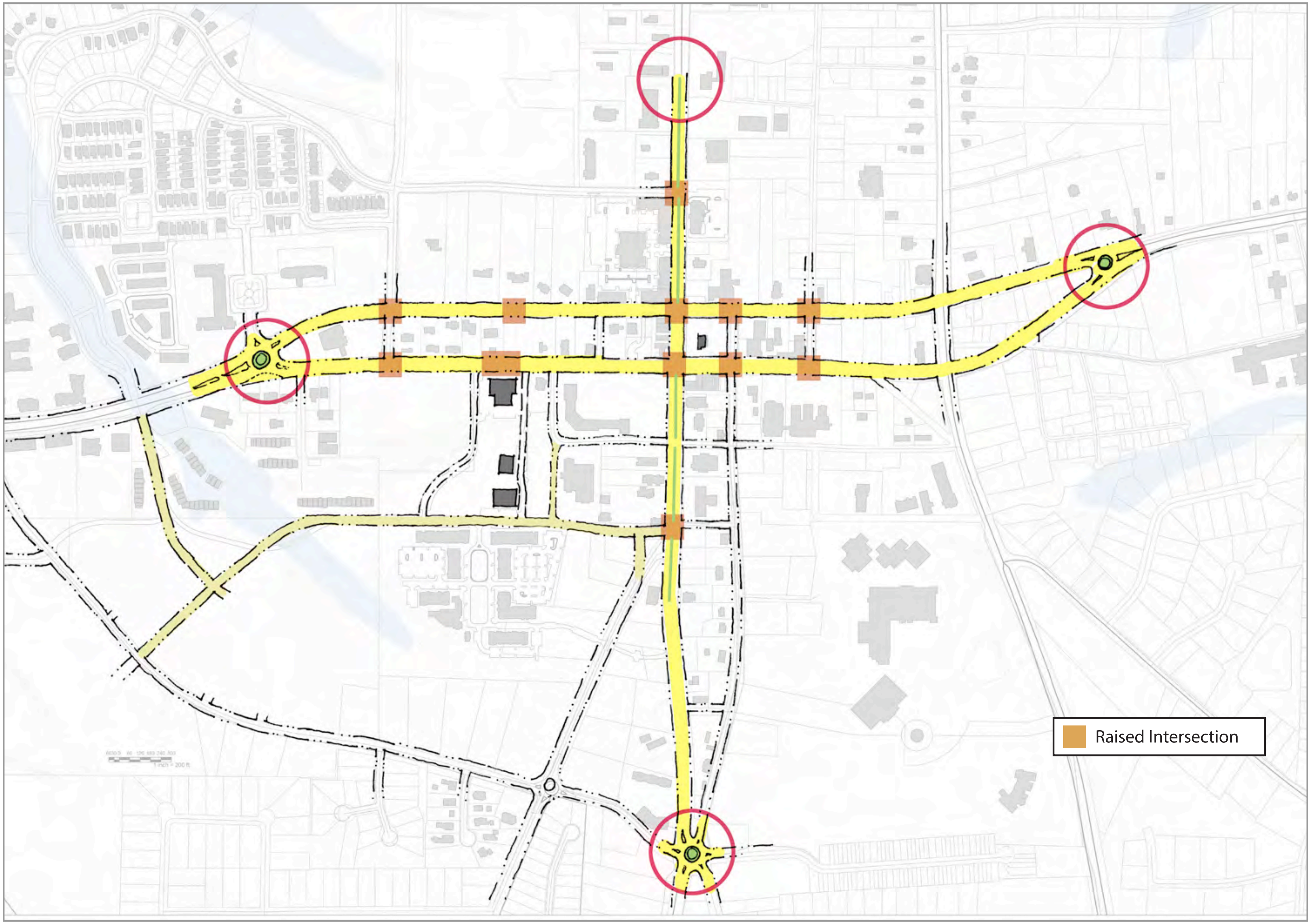
1. Engage a traffic engineer with experience in roundabout design, lane reductions, and 2-way conversions.
2. Prepare for a protracted negotiation as you would with any state agency. Persistence is key.
3. Broach conversations about transferring jurisdiction of the street or changing its designation from a principal highway to a business route.
4. Reference the ITE Context-sensitive Highway Design manual and the NACTO Street Design Guide.

GENERAL STREET IMPROVEMENTS

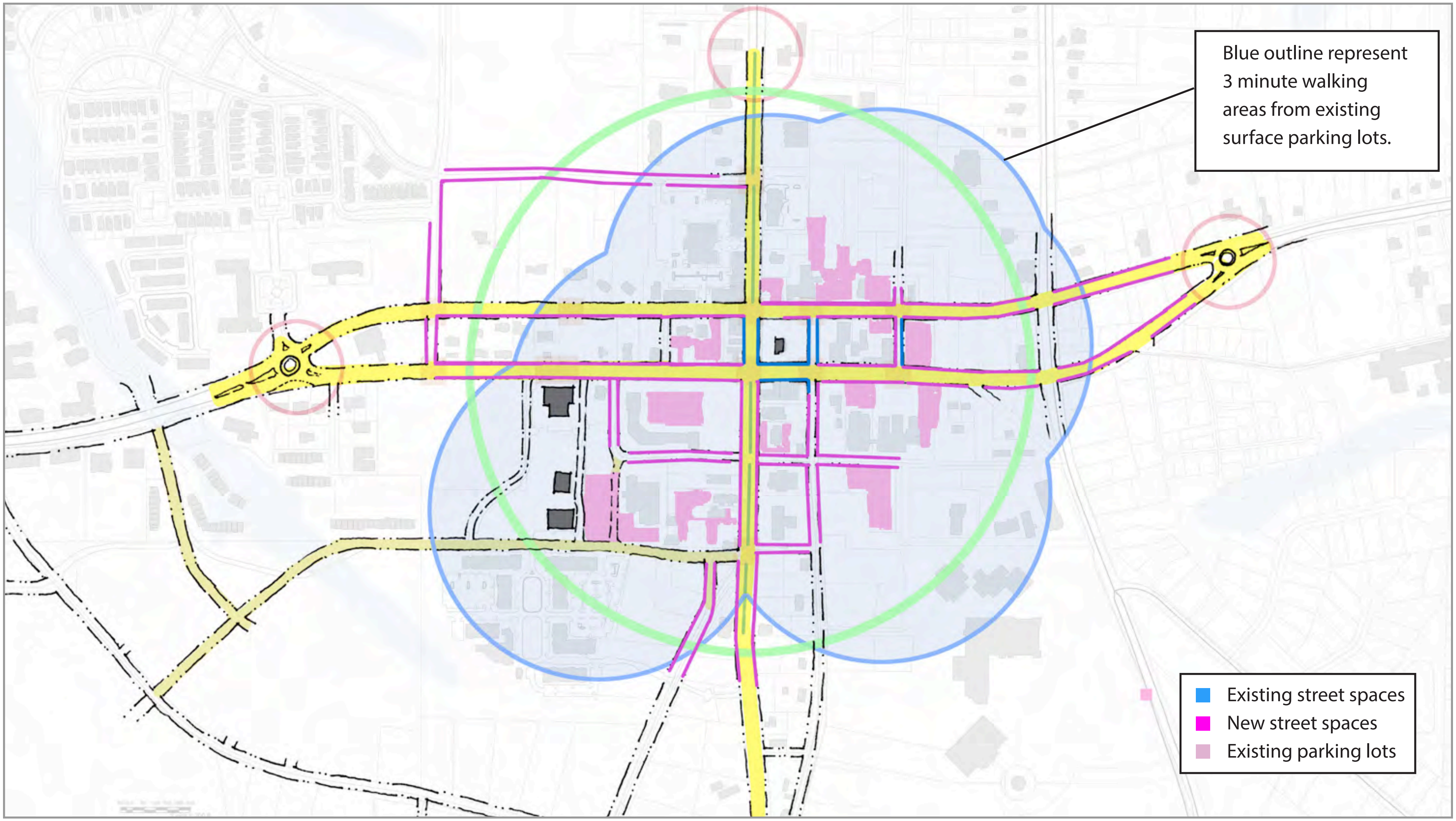
The team recommends the city create an accelerated work plan for the repair and widening of existing sidewalks and installation of new sidewalks, on-street parking, lighting, and street trees, prioritizing and scheduling work on each street. Most downtown streets are of sufficient width to install parallel parking on the existing paved section without reductions in roadway capacity.

1. On some streets, a protected cycling facility may be more appropriate than parallel parking. The team observed the LCI trails map will be complemented by on-street linkages.
2. Returning Stonewall and Lanier to two way operation will require adjustments to traffic signals throughout the downtown network.
3. When feasible, construct raised intersections on Stonewall and Lanier at the square and in other appropriate locations.

CONCEPT: ROUNDABOUT LOCATIONS



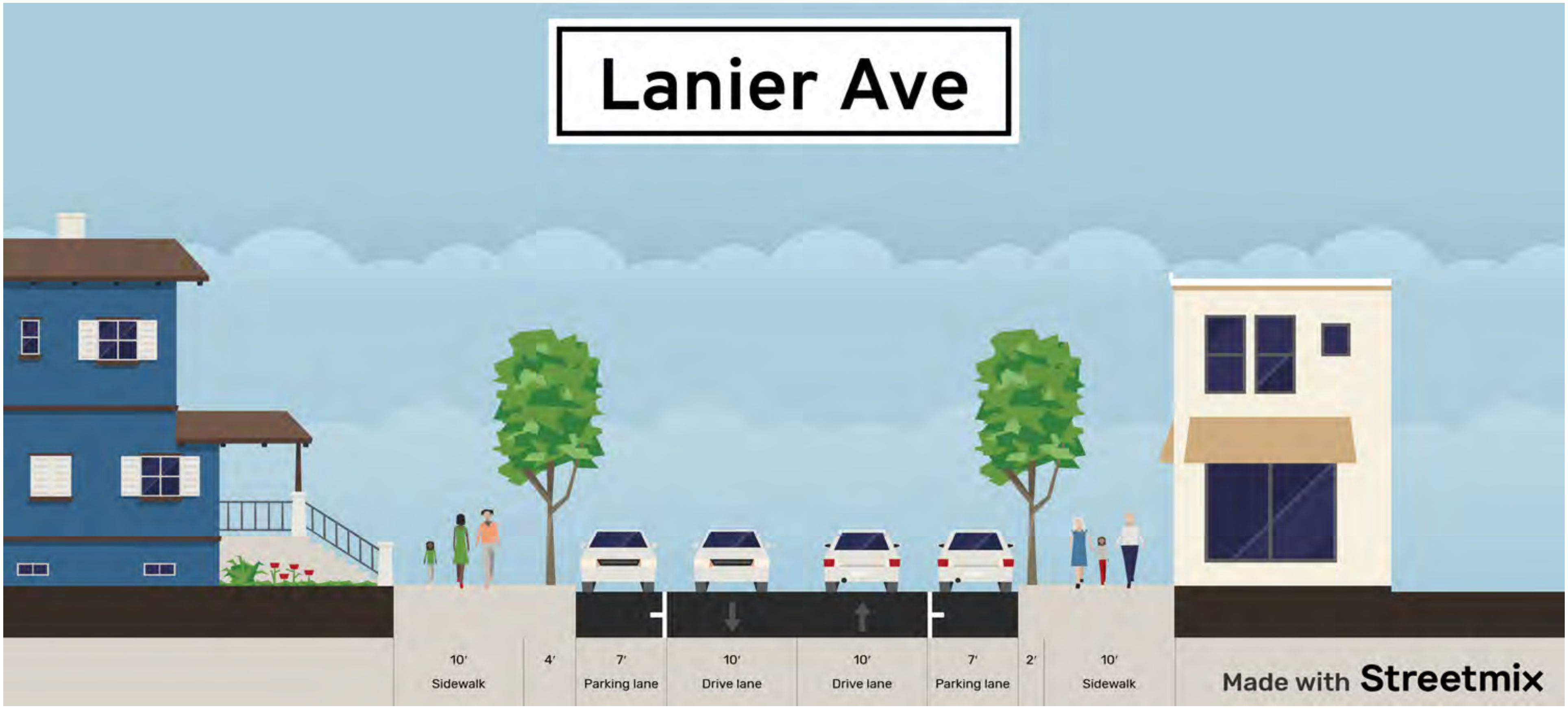
CONCEPT PARKING PLAN



SUMMARY RECOMMENDATIONS

1. Postpone the construction of a parking deck indefinitely. The entire downtown has coverage via existing lots.
2. Link walkability and lighting improvements with effective use of existing parking capacity.
3. Negotiate shared use and management agreements with area churches who own large parking lots in downtown
4. Construct on-street parallel parking on most streets. (designated in pink)

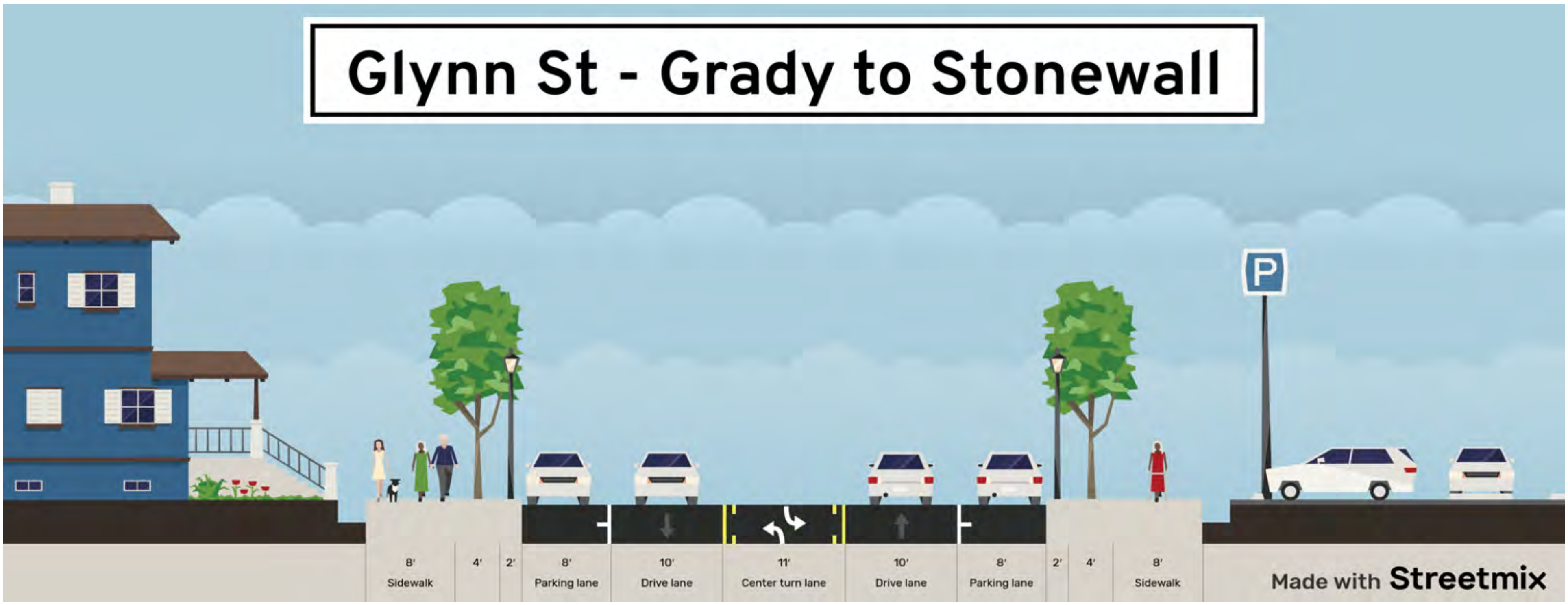
CONCEPT STREET SECTIONS: LANIER AVENUE AND STONEWALL AVENUE



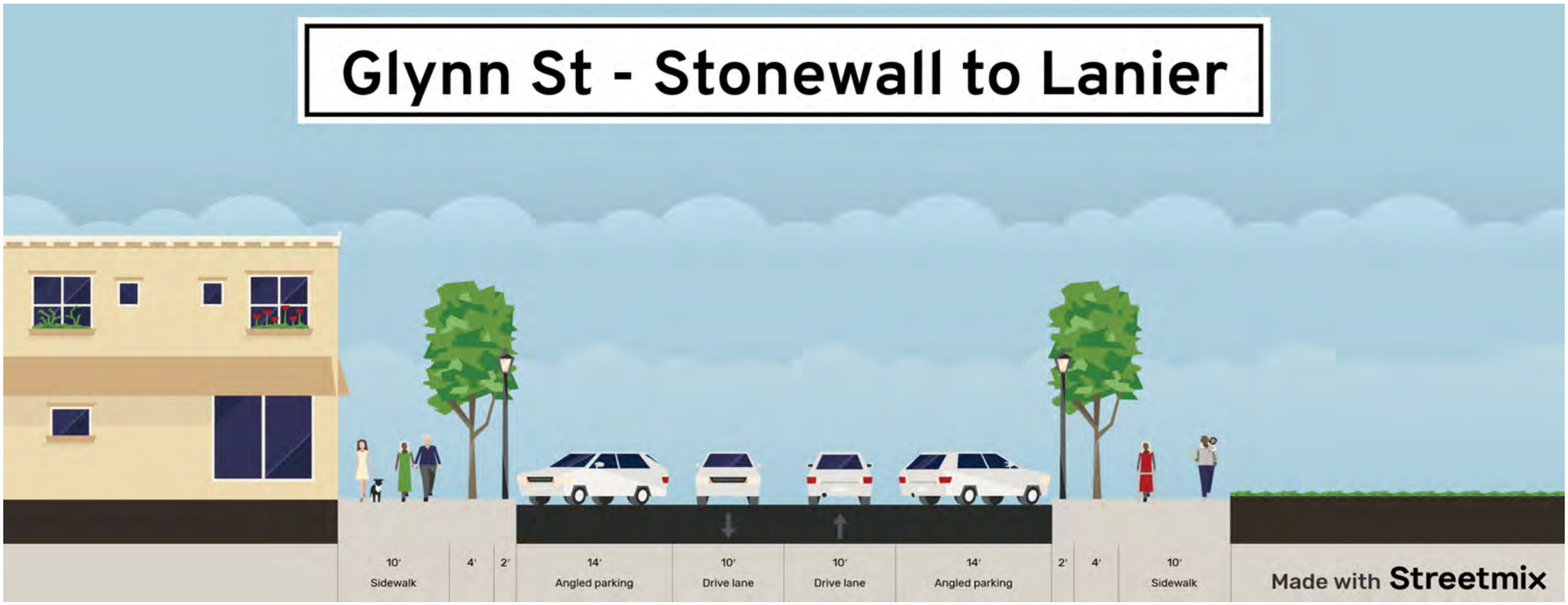
NOTES

1. Stonewall has one fewer lane than Lanier, but the principle is the same.

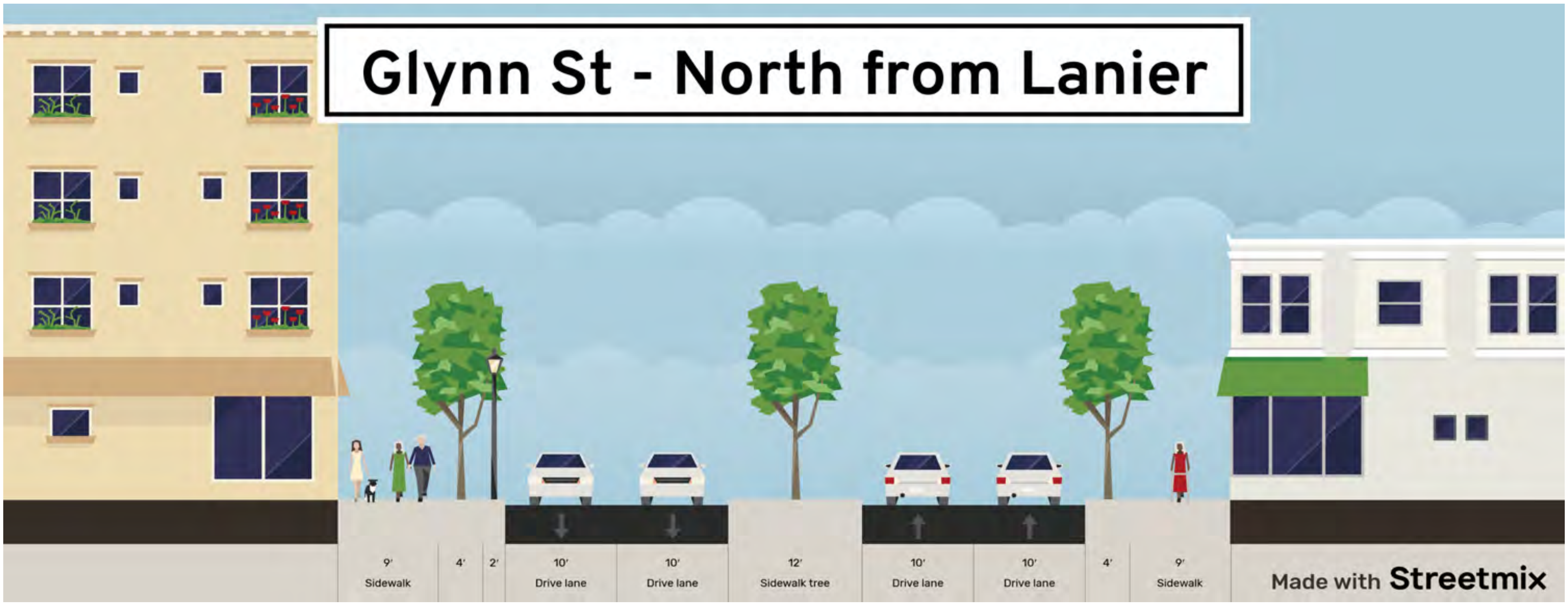
CONCEPT STREET SECTIONS: GLYNN STREET



CONCEPT STREET SECTIONS: GLYNN STREET



CONCEPT STREET SECTIONS: GLYNN STREET



COUNTY ADMINISTRATION BUILDING AND LAND

SUMMARY RECOMMENDATIONS

1. Prioritize adaptive reuse of the existing building. The second floor can undergo a residential conversion. Furthermore, the building's location and depth allows for the interior to be divided into leasehold units and for the back of the building to become a second front.

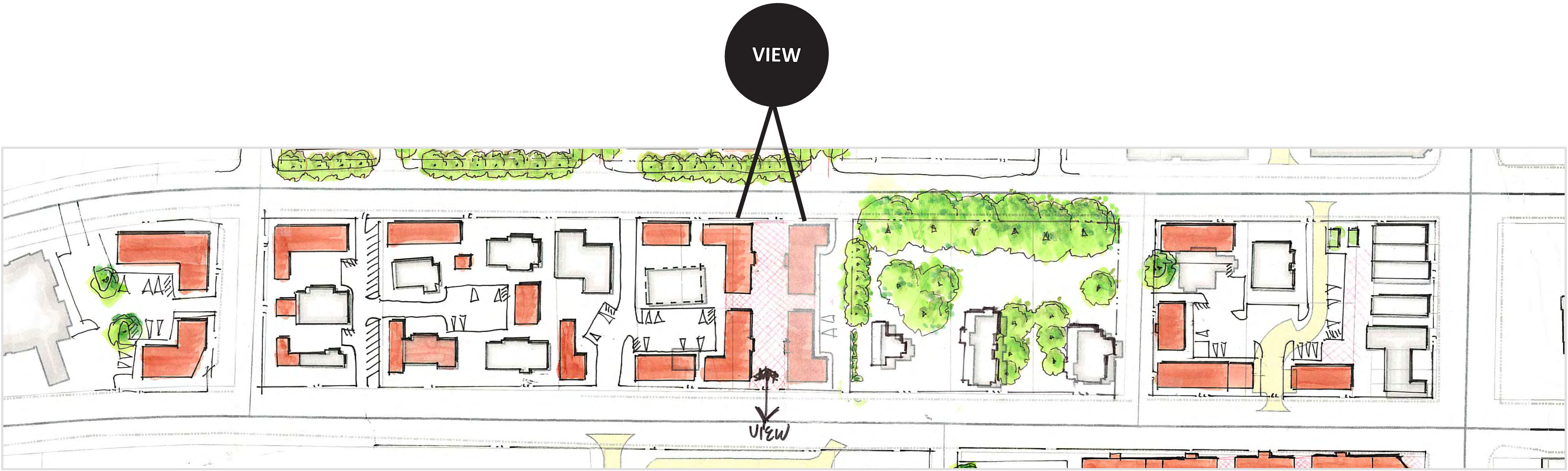
2. Construct modest apartment buildings on the north side of the existing parking lot as liner buildings.

3. Replace the existing, underused parks with apartment and mixed-use buildings in a courtyard format. This maintains the open space concept while providing living space and the associated tax revenue.

4. This model maintains a substantial surface parking lot in the middle of the property. This parking lot could be the site of a parking structure in the future.

VIEW OF NEW CORNER NEXT TO SQUARE

PARCELS WITH DOUBLE FRONTAGE ON STONEWALL AND LANIER



SUMMARY RECOMMENDATIONS

1. Create a new pedestrian street on the parcel in front of city hall framed by substantial, 3-story mixed-use walkup buildings.

2. Retain existing historic houses fronting Stonewall east of city hall and when the timing is right for infill, companion walkup apartment buildings facing Lanier could be constructed.

3. Encourage the renovation of the Masonic Lodge and apartment buildings. Instead of demolishing these assets, pair complementary new construction with renovation and stormwater improvements.

Note: The conversion to 2-way traffic on Stonewall and Lanier is critical to these recommendations.

VIEW: NEW PEDESTRIAN STREET FRAMING VIEW OF CITY HALL

SITE ON GRADY AVE

Development-oriented plan. Using pocket neighborhoods and a smart grid system of new streets and alleys, this plan maximizes the buildable area.

Conservation plan. This uses the same techniques as the development plan but preserves 40% of the total space for conservation.

SUMMARY RECOMMENDATIONS

1. Pre-approve the plan sets with the best market fit:

   Detached and attached single-units, convertible garages and guest suites, 2- and 3- story townhouses, ADU's with carriage variants, apartment houses.

2. Replat and prescribe courtyard and pocket neighborhood formats in critical locations.

3. Permit most building types by right, including walkup buildings Center connection.

PLAN: POCKET NEIGHBORHOOD

VIEW: POCKET NEIGHBORHOOD

PLAN: ENTRY COURT TO GRADY AVE PARCEL

VIEW: ENTRY COURT TO GRADY AVE PARCEL

PARCELS NORTH OF LANIER

SUMMARY RECOMMENDATIONS

1. Pursue coordinated replats and likely street and alley utility layouts with the present property owners so that this land is infill-ready when the owners are ready to execute a new transaction.

2. Plat the project such at one parcel can be developed at a time with subsequent developers completing the frontages on new streets.

3. Focused commercial use and apartment houses may be appropriate adjacent to Lanier Ave, but a majority of the site should be developed with compact single-family building types.

4. Use the northwest corner as a district stormwater facility.

5. The use of pre-approved plans would work well for these parcels, simplifying the permitting process and encouraging the development of city approved plans to create the desired aesthetic for this new neighborhood.

6. Consider companion construction to the west on the Hampton Inn site and to the North on the corner of the school site.

PATTERN ZONE / PRE-APPROVED BUILDING PROGRAM

HOW IT WORKS

A pattern zone is an overlay code that supplements the underlying code by pre-approving specific buildings for construction on specific parcel. The city licenses architectural assets for construction by applicants and associates them with an expedited review process and supplemental criteria for site design and development. Using the plans is voluntary; applicants can still propose custom architecture via conventional review procedures. The result is a program that dramatically reduces

IMPLEMENTATION PHASES

Program and policy design. Short list building types, define applicable areas, outline review processes.

Technical implementation. Short list and select specific buildings, site diagrams, supplemental development criteria, policy and process construction.

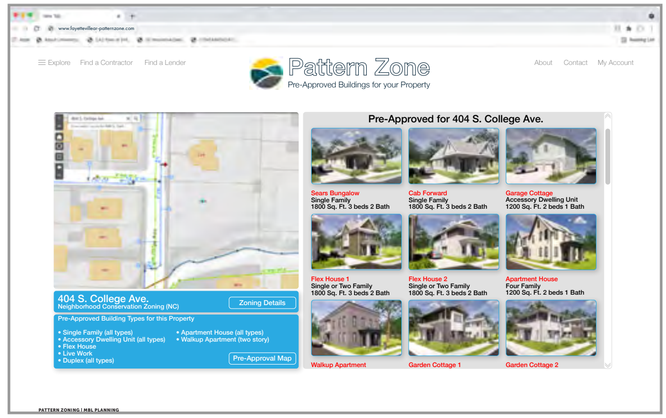
Program launch. Data onboarding, software demonstrations, process testing, launch event, affirmative marketing workplan.

CANDIDATE BUILDING TYPES

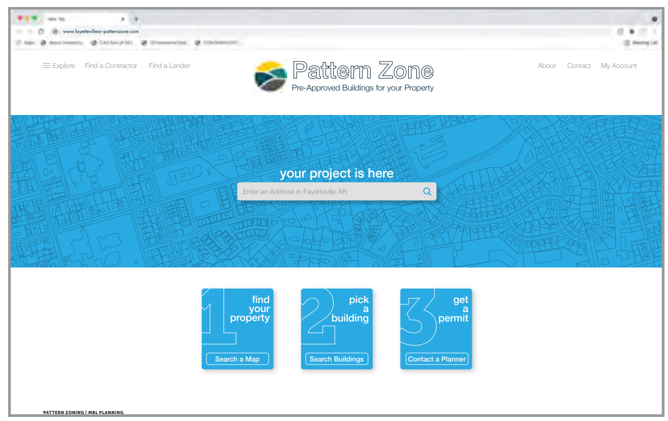
- Cottages w/ carriage variants.
- Guest suites / garage.
- Detached fee simple, small and modest size.
- Attached fee simple.
- ADUs - attached and detached.
- Duplexes.
- Apartment houses (up to 4 units).
- Residential and mixed-use walkups.
- ACUs (Accessory Commercial Units).
- Carriage buildings.

CANDIDATE SITE FORMATS

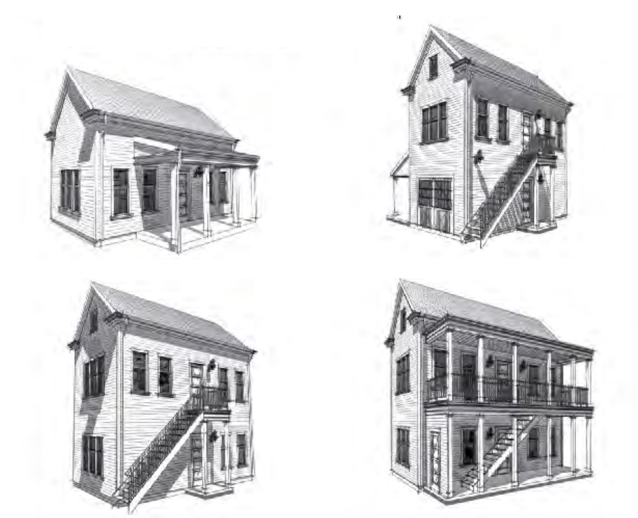
- Fee-simple, primary dwelling (conventional).
- Fee-simple courts, detached and attached.
- Rear yard accessory structures. time-to-market in addition to direct savings.



Pre-approved building program. Multiple buildings are pre-approved for most parcels to ensure variety.



Program platform. An online platform makes accessing and administering the program straightforward.



It's about the pattern. From a single building type four variations were ultimately pre-approved in Bryan, TX. These buildings are also pre-approved for construction in multiple site formats: as a primary dwelling, accessory unit, or pocket neighborhood.
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2021 LCI STUDY

Livable Centers Initiative (LCI) Study for Downtown Fayetteville, Georgia

September 2021

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moving FAYETTEVILLE
FORWARD

Livable Centers Initiative (LCI) Study for Downtown Fayetteville, Georgia

September 2021

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05 Recommendations 104

06 Implementation 200

01 Overview

01.1 Overview

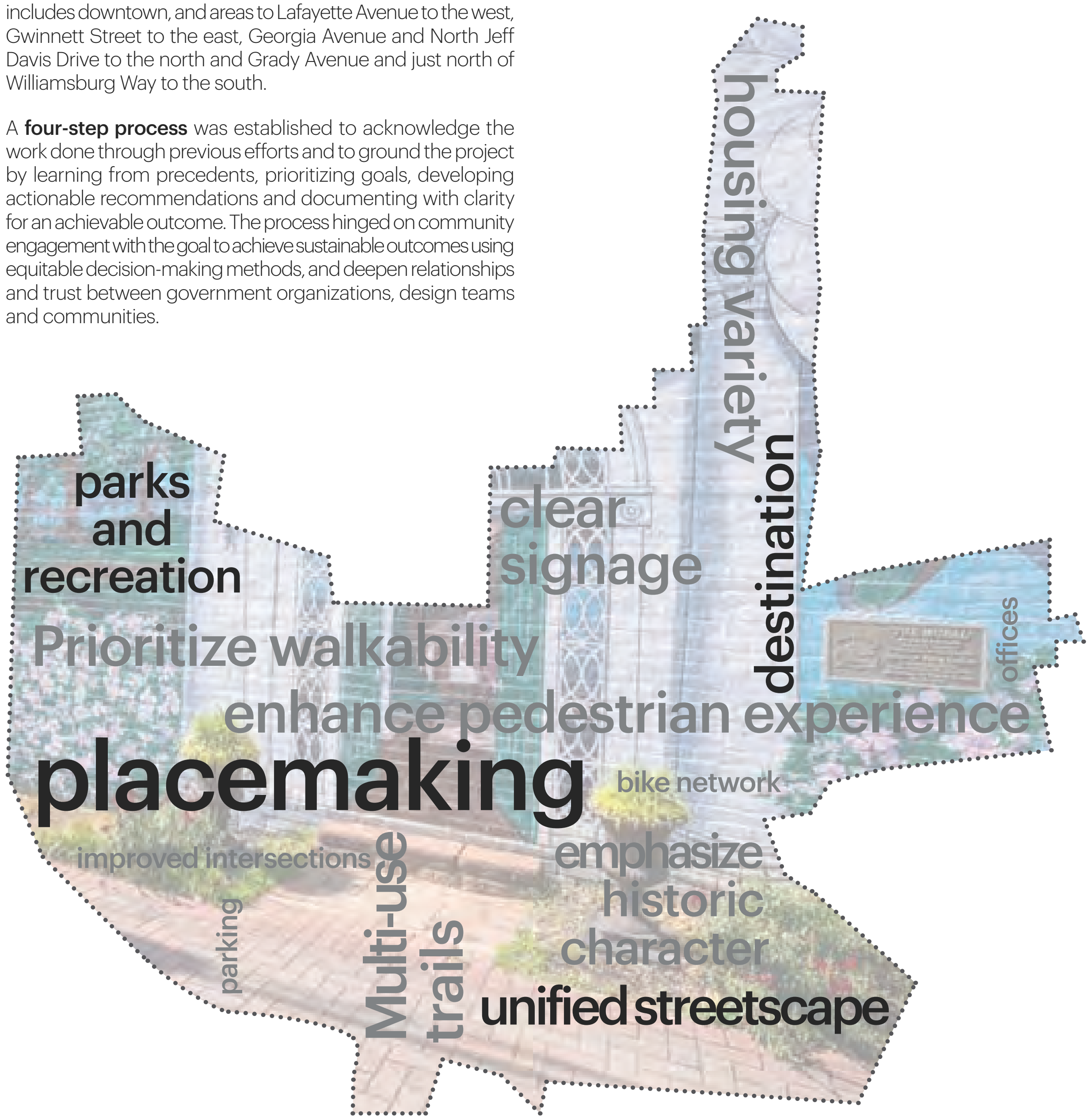
Project Profile

The Atlanta Regional Commission's Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services. The study area encompasses about 900 acres and addresses the Main Street area (sometimes referred to as the historic district) and includes downtown, and areas to Lafayette Avenue to the west, Gwinnett Street to the east, Georgia Avenue and North Jeff Davis Drive to the north and Grady Avenue and just north of Williamsburg Way to the south.

A **four-step process** was established to acknowledge the work done through previous efforts and to ground the project by learning from precedents, prioritizing goals, developing actionable recommendations and documenting with clarity for an achievable outcome. The process hinged on community engagement with the goal to achieve sustainable outcomes using equitable decision-making methods, and deepen relationships and trust between government organizations, design teams and communities.

Process for the study:

Investigate	Explore	Recommend	Document
01	2a	2b	2c



The LCI study is implementation-focused and hence features a multi-disciplinary team that will integrate urban planning & design, existing conditions, community engagement, market analysis, transportation, and zoning, in a collective vision for the Downtown Fayetteville study area. Key questions were asked from the perspective of these disciplines to kick-off the project and were accounted for in the final implementation matrix.

Existing Conditions

How can we use current conditions to lead us to future possibilities?

- VALIDATE — PREVIOUS EFFORTS
- CONSTRAINTS — ENVIRONMENTAL AND PHYSICAL
- FRAMEWORK — ZONING AND LAND USE
- CONNECTIVITY — STREETS AND MOBILITY
- MIX OF USES — MARKET STUDIES
- CHARACTER — ARCHITECTURAL VOCABULARY
- OPEN SPACE — PUBLIC PARKS AND ASSETS
- SYNTHESIS — INFERENCE

Community Engagement

What involvement and engagement opportunities work well in Fayetteville?

- GUIDE — PROJECT MANAGEMENT AND CORE TEAMS
- IMAGINE — COMMUNICATIONS PROGRAM
- ROADMAP — INPUT STRATEGY
- ADVERTISE — INFORMATION EXCHANGE
- LISTEN — COMMUNITY MEETINGS
- INTERACT — CHARRETTE
- FEEDBACK — SUMMARY AND RECOMMENDATIONS

Market Analysis

How can we ensure that our plans are grounded in market and financial reality?

- ASSESS — DEMOGRAPHICS
- EXAMINE — LAND USE PERFORMANCE
- FORECAST — SUPPLY AND DEMAND
- IMPACT — ZONING AND GUIDELINES
- STRATEGY — SUMMARY AND RECOMMENDATIONS

Streets and Mobility

How can we achieve balance between mobility and placemaking?

- OPTIONS — MOBILITY
- MULTI-MODAL — CONNECTIVITY
- EQUITABLE — ACCESSIBILITY
- REFUGE — SAFETY
- VEHICLES — PARKING
- IDENTITY — PLACEMAKING
- STRATEGY — SUMMARY AND RECOMMENDATIONS

Design Guidelines

What are the components for a holistic solution that harmonizes the built environment and the public realm?

- PRECEDENTS — BENCHMARK ANALYSIS
- NEIGHBORHOODS — CHARACTER
- IDENTITY — PLACEMAKING
- GATEWAYS — PORTALS
- PEOPLE-FIRST — PUBLIC REALM
- CLARITY — STREETSCAPE
- EVALUATE — MULTIPLE SCHEMES
- COLLABORATION — PLAN DEVELOPMENT
- FRAMEWORK — STANDARDS AND GUIDELINES

Zoning

What method(s) will lead to the type of development and overall place envisioned for the Main Street District?

- FRAMEWORK — USE BASED
- FRAMEWORK — CHARACTER BASED
- FRAMEWORK — TRANSECT BASED
- FRAMEWORK — FORM BASED: TRANSECT
- FRAMEWORK — FORM BASED: FRONTAGE
- FRAMEWORK — FORM BASED: BUILDING TYPE
- FRAMEWORK — OVERLAY
- ATTRIBUTES — HISTORIC DESIGNATIONS AND DISTRICTS
- INFORM — DESIGN GUIDELINES

02 Analysis

02.1 Existing Conditions

Previous Plan Comparative Narrative

A background analysis was conducted to review relevant background information from previous and on-going plans and studies, planned infrastructure improvements, relevant regulatory documents, and existing conditions documentation of land use, physical design characteristics, transportation systems, environmental features, parks and open space systems, city needs, and historic resources. GIS based data was gathered and evaluated to understand demographics and health information.

Analyzed Plans

- 2002 LCI Downtown Planning Study
- 2010 LCI Supplemental Study
- 2016 Market Study
- 2019 Paths Master Plan

Recurring themes and goals amongst previous plans:

Prioritize Walkability

- Comprehensive sidewalk network
- Multi-use trails -- for improved connectivity with Fayetteville and Fayette County
- A seat at the table for the Fayette County Plan
- Enhance safety

Revitalize Downtown

- Emphasize walkability in street grid and pedestrian scale
- Improve zoning ordinance to permit a mixture of uses
  - » Use code to enhance pedestrian experience
  - » Unified streetscaping (improving aesthetics)
  - » Permit variety of housing types in proximity to downtown core
  - » Codify historic inspiration as a guide for new buildings
- Emphasis on placemaking/Downtown as a destination
- Specific marketing campaign for Downtown

Improve Aesthetics

- Parks, landscaping, trees
- Emphasis on historic character
- Unified signage standards referencing historic character

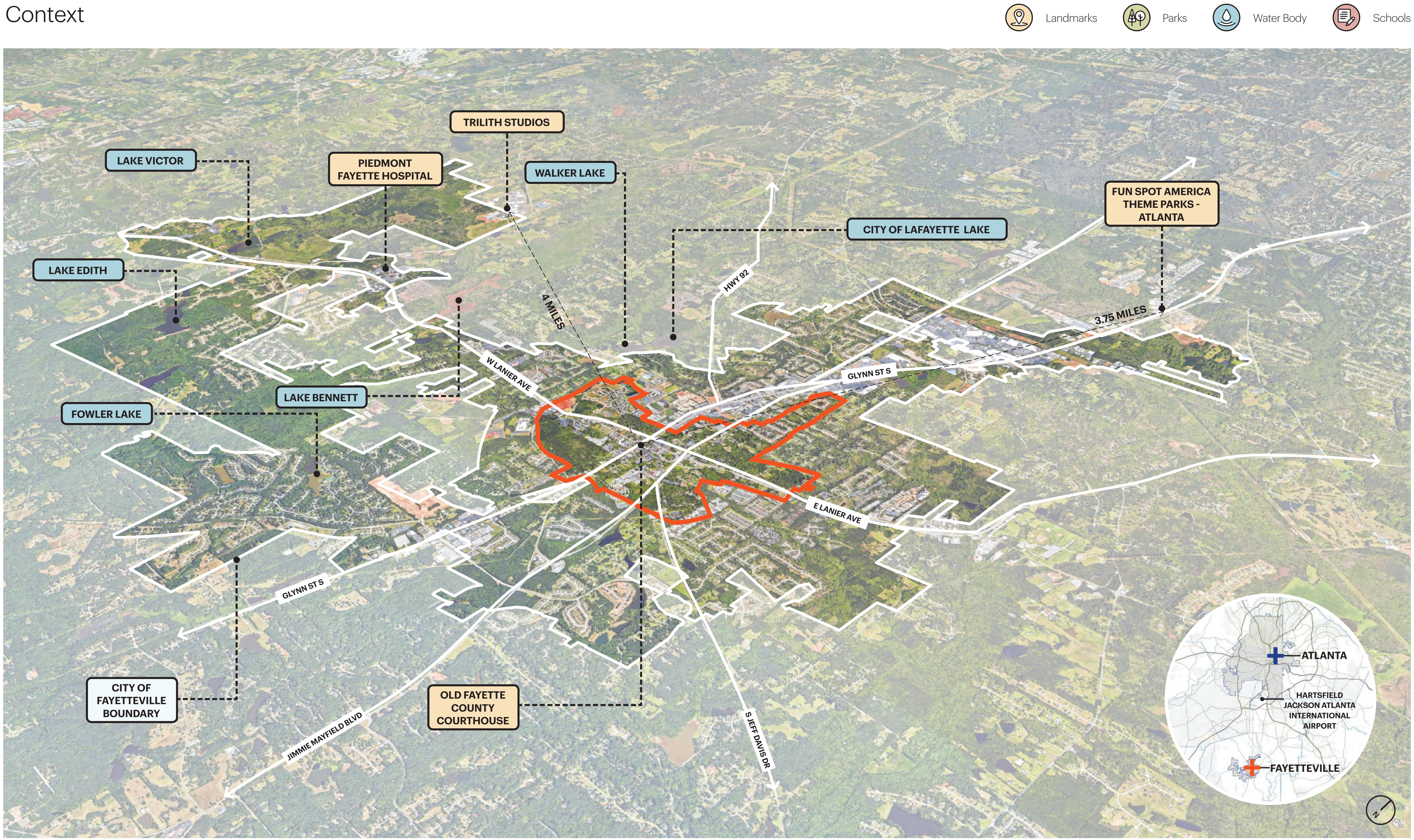
Acquire / Identify Parcels for Redevelopment

- Identify ownership
- Focus on those located in proximity of Downtown core to create unified streetscape

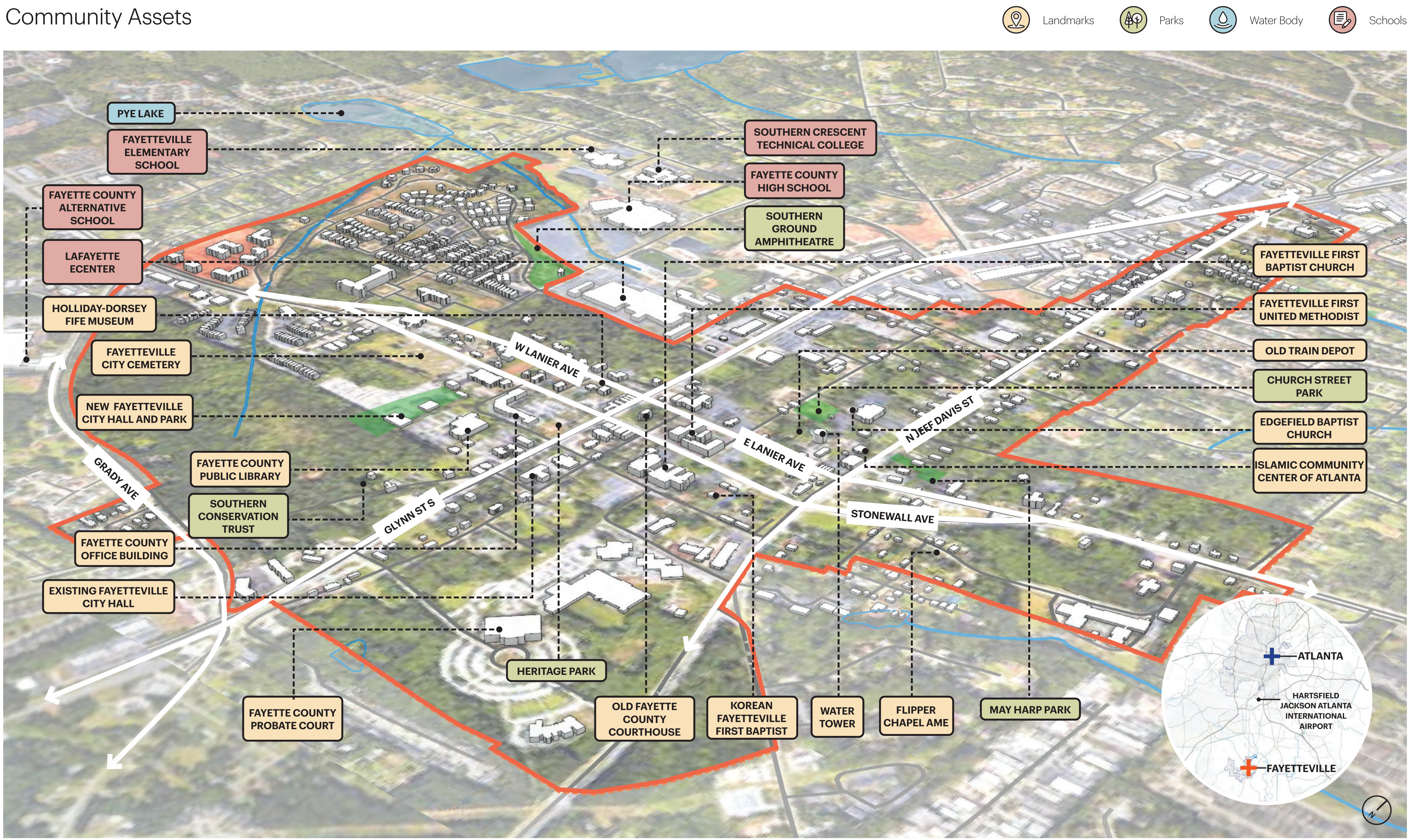
Continuing Needs and Opportunities Moving Forward:

- Identify infill parcels and ownership for redevelopment opportunities
- Create distinct character areas
- Emphasis on parks and recreation
- Facilitate better communication between public and city officials

Context


Landmarks
Parks
Water Body
Schools
TRILITH STUDIOS
LAKE VICTOR
PIEDMONT FAYETTE HOSPITAL
WALKER LAKE
CITY OF LAFAYETTE LAKE
FUN SPOT AMERICA THEME PARKS - ATLANTA
LAKE EDITH
HWY 92
4 MILES
3.75 MILES
W LANIER AVE
GLYNN ST S
LAKE BENNETT
FOWLER LAKE
E LANIER AVE
GLYNN ST S
CITY OF FAYETTEVILLE BOUNDARY
OLD FAYETTE COUNTY COURTHOUSE
JIMMIE MAYFIELD BLVD
S JEFF DAVIS DR
ATLANTA
HARTSFIELD JACKSON ATLANTA INTERNATIONAL AIRPORT
FAYETTEVILLE
N

Community Assets



Parks and Open Space Analysis

Parks and open spaces serve all residents of the community, and provide opportunities for community members of various backgrounds to come together for a variety of purposes

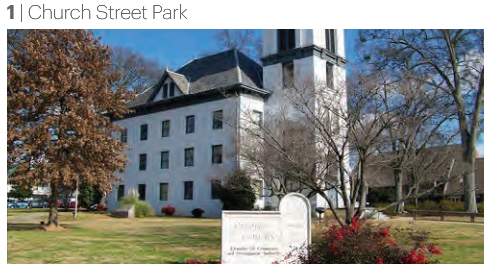
Introduction

Parks and open spaces have been a critical aspect of successful community planning since the beginning of the 20th Century. Ever since the birth of community planning and city design, parks and open space have served as the "glue" that holds the city together by providing pedestrian and vehicle friendly linkages between important nodes in the city, promoting physical health and mental well being for the residents of the community, and providing space for public community events to take place which improves the quality of life for the community residents. Parks and open spaces serve all residents of the community, and provide opportunities for community members of various backgrounds to come together for a variety of purposes.

The City of Fayetteville, GA has made many efforts over the previous years to improve their parks and open spaces, and intentionally plan how these parks and open spaces can compliment the surrounding built environment. This section will address the efforts that have been made in the past to improve parks and open spaces in the city, and what issues and opportunities still exist today.

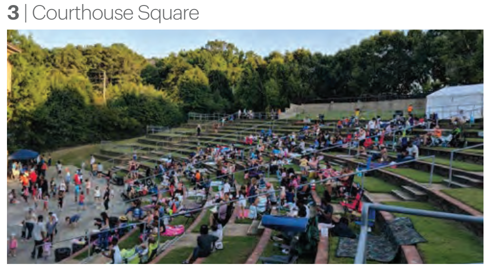
1 | Church Street Park

2 | May Harp Park



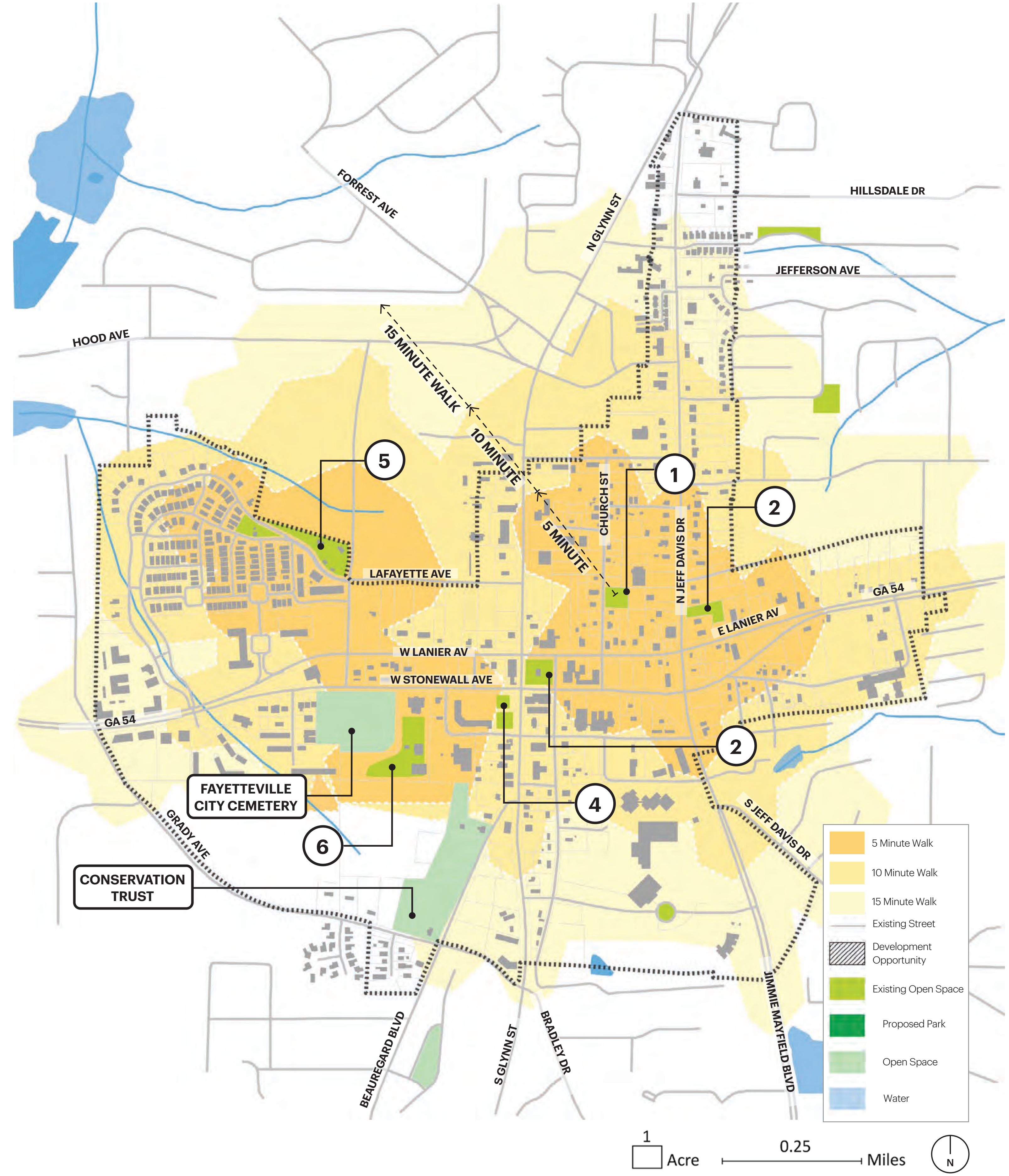
3 | Courthouse Square

4 | Heritage Park



5 | Southern Ground Amphitheater

6 | New City Center Park



The 2002 LCI study identified opportunities for public space, new development, and traffic calming mobility interventions that would be conducive to pedestrian connectivity, community events, and preservation of green space.

2002 LCI Study

In 2002, the City of Fayetteville conducted an LCI Study, and as part of this study the community was engaged as to what issues and opportunities they saw the city facing. During this engagement, the community identified certain issues such as a need for a useful open space in Downtown Fayetteville, and the desire to provide a more pedestrian friendly environment downtown. Some of the opportunities the community identified include reduced traffic congestion, and increased facilities for pedestrians and bicyclists, as well as added public open spaces and green spaces able to host cultural events. At the time of this study, only 3% of the total city acreage was dedicated to parks and open spaces. Some of these areas include a park downtown, a pocket park north of Lanier Avenue on Church St., a cemetery, and an amphitheater constructed in conjunction with The Villages development. This discussion led to the identification of certain future projects that could help add more park space and open space to Downtown Fayetteville including a new Fayetteville Village Green to be surrounded by mixed use development and pedestrian amenities which can be used to host community events, the development of a central open space on Church St. as part of a green way in the Main Street Residential District, preservation of existing green space along Beauregard Blvd., redevelopment of the city park by the county office building, develop a greenway system connecting major city landmarks and residential clusters, and construct landscaped entry gateways at major intersections and nodes into the downtown area.

2010 LCI Study

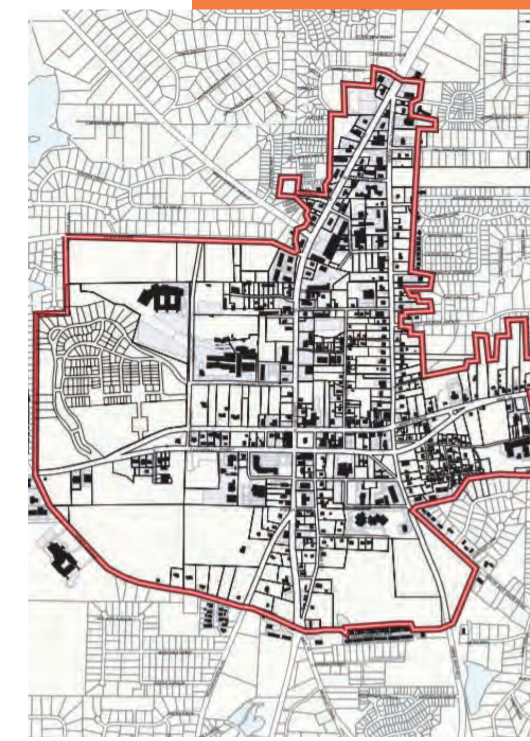
In 2010, an LCI supplemental study was conducted that identified three different development areas within the city. One of these developments, called Market Place at Lafayette, proposed the development of an attractive storm water management area which separates it from the accessing road that also provides a usable green space for the users of the development. In 2016, a Downtown Market Study was conducted to identify the issues and opportunities for downtown development. As part of this study, it was identified there is a need for a downtown square to serve as a starting point for development. This square was proposed to be located by the existing green space surrounding the Old Fayetteville County Courthouse. This study also identified a need for greenway that links the downtown area to the surrounding residential areas of the city. In 2017 the City of Fayetteville conducted a downtown re-development plan identifying three separate parcels for redevelopment potential near Lanier Avenue and Stonewall Avenue. This study included a network of proposed streets to lay the foundation for the future development parcels improving efficiency of pedestrian transportation throughout the area. The proposed layout and design 2 added 6.56 acres of green space to the downtown area connected with pedestrian friendly amenities including street and parking lot trees, rooftop gardens, a village green, a storm water park, a pedestrian tree ally with string lights, open art plazas, bioswales, amphitheater lawn with fountains, tree bosques,rain gardens, and playgrounds.

Within the same year, Fayette County voted to approve Special Local Option Sales Tax (SPLOST) which was meant to fund a variety of improvement projects throughout the city. Some of the projects related to parks and open spaces include the construction of a bridge crossing to connect the Fayette Piedmont Hospital to the existing path system, a master plan design for the expansion of the multi-use path systems, and landscaping medians on Hwy 85.

2017 LCI Study

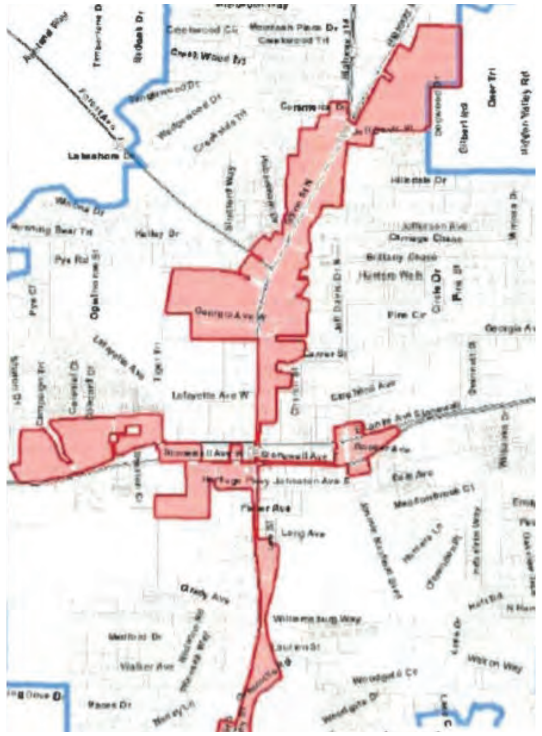
A comprehensive plan for the City of Fayetteville was also produced in 2017, which identified a total of 279.42 acres of land (3.71%) dedicated to parks and open space. Although there have been many planning and design efforts since the 2002 LCI Study, the amount of land still dedicated to parks and open space in 2017 had not increased much since 2002. The Comprehensive Plan identified issues related to parks and open space including the need for more sidewalks and multi-use paths to improve connectivity for improved walk-ability, the need for pedestrian oriented development that creates a safe distinction between the pedestrian and vehicular environments, the need to improve aesthetics around the gateways leading into the downtown area, and the need to increase the amount of parks and green space in the downtown area. It also identified that as an opportunity the city had SPLOST funding available for land acquisition of park space, and expressed the community's desire to improve parks and green space within the city in the community driven goals and objectives. The Comprehensive Plan also identified several projects that would increase the amount of parks and open space in the city including the construction of a new downtown park, a feasibility study for park water features, park improvements at the existing gazebo, park improvements at The Ridge, development of a city trails plan for connectivity, and the continued installation of street trees and landscaped medians. Some of the record of accomplishments identified in the Comprehensive Plan related to parks and open space include the implementation of the Open Space Plan for the development and preservation of parks and green spaces throughout the city, the identification of opportunities to provide green space connectivity, and the development of local and regional partnerships to preserve existing green spaces and develop a regional multi-use trail system.

The 2017 LCI study produced a comprehensive plan for the city of Fayetteville and identified issues related to walkability and pedestrian access.

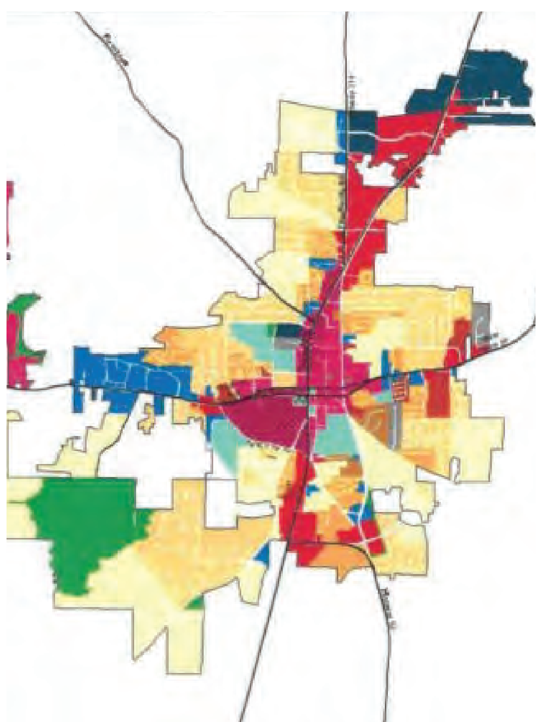


2002 LCI Study Area

2010 LCI Area Potential Development Opportunities Map



City of Fayetteville 2017 Comprehensive Plan
Tax Allocation Districts



City of Fayetteville 2017 Comprehensive Plan
Future Land Use Map

2018 Capital Improvement

The 2018 Capital Improvements Element further expands on how the city intends to provide future land for parks and open spaces with the use of impact fees for future development. It identifies the current parks located within the city as Jack Day Park, Burch Park, Jeff Davis Park, Patriot Park, and Church Street Park. It also identifies The Ridge as a large 308 acre conservation area. The trails located within the city include the Redwine Multiuse Path, the Patriot Park walking trail, and the Lester Road Multi-use Path. This study also identifies future growth projections for parks and open space to increase by approximately 22 acres by 2040 and conservation acres to increase by 234 acres, and identifies the funding methodology to accomplish this goal. One of the projects that this study identifies that will increase park space within the city is the addition of an 8 acre city park to be included within the design of a new City Hall building. The City of Fayetteville 2019 State of the City Address reinforced this desire by announcing the project for a new city center complex that includes amenities for the community to the public. The City of Fayetteville has completed many studies identifying the community's desire for an increase in parks and open space, and these desires are now starting to be developed as the city plans to continue to grow and prosper.

The 2018 Capital Improvement Study builds off of previous LCI studies through thoughtful research while also asking new, relevant questions to provoke innovative solutions for public park space.

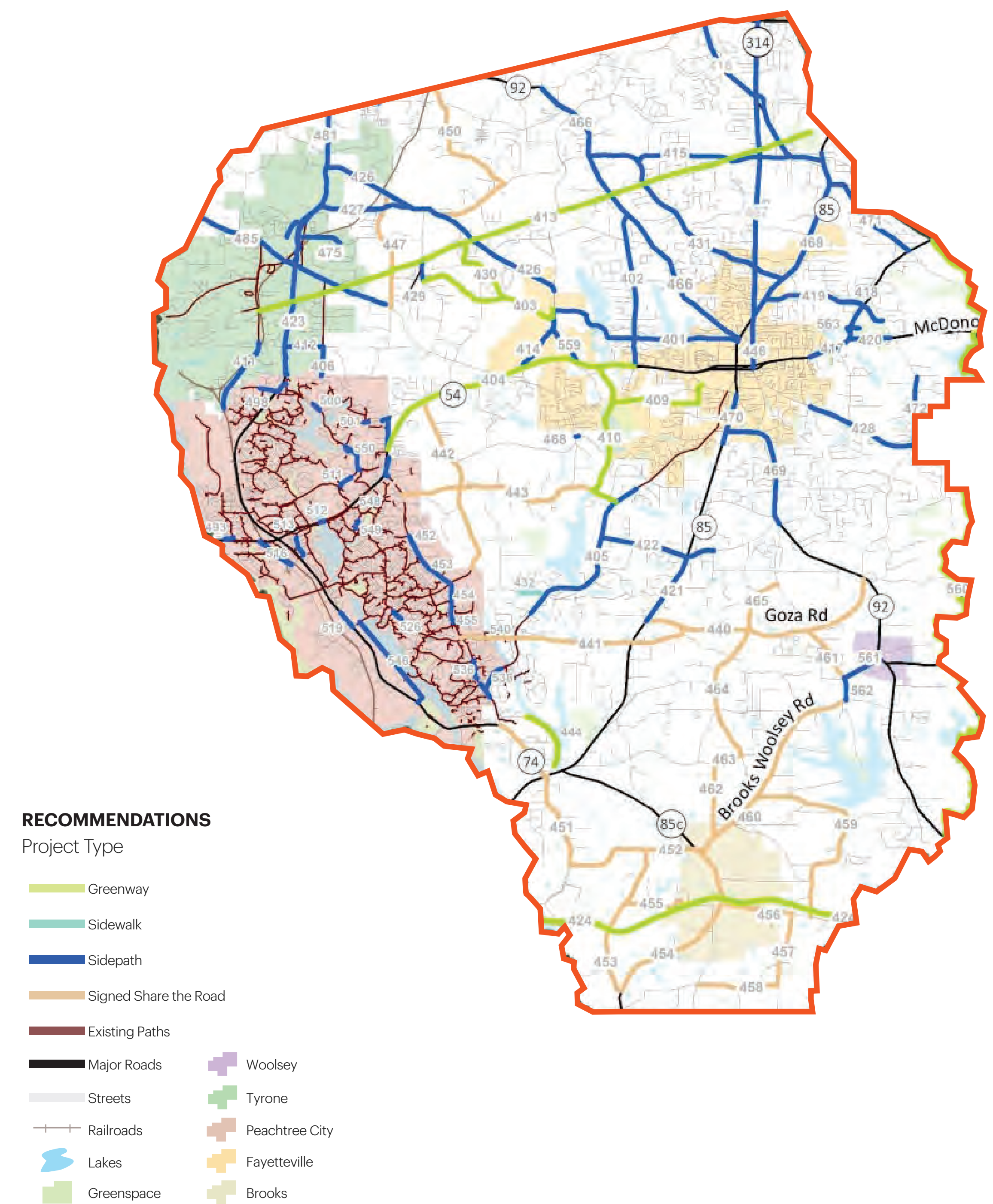
Lunch on the Lawn | Source: City of Fayetteville

The City of Fayetteville has completed many studies identifying the community's desire for an increase in parks and open space, and these desires are now starting to be developed as the city plans to continue to grow and prosper.

2018 Master Path Plan Analysis

In March of 2018, a community stakeholder meeting was conducted that focused on the Master Path Plan and the development of a county-wide network of sidewalks, side paths (bi-directionally multi-use path along side of roadways), greenway trails, and bicycle routes. This meeting brought a variety of community members from various backgrounds together in an effort to identify common community interests. Community desires for various locations for bicycle routes, pedestrian walkways, and golf cart facilities including sidepaths, greenway trails, shoulder bikeways, signed shared roadway, and sidewalks were discussed and cataloged. The meeting generated a significant amount of feedback for desired pathway connections. Common desired connection locations included a sidepath connections between Peachtree City and Fayetteville along Redwine Road, a sidepath on SR 54, and bicycle facilities on Bernhard Road and Brooks Woolsey Road. Common desired connection destinations include a regional trail connection in southern Peachtree City as well as connections to the Starr's Mill school cluster as a starting point for the development of the Master Path Plan. The Master Path Plan includes design guidelines that cover the specifics of the path designs and how they should be constructed in relation to the existing environment. The Master Path Plan discusses a City Hall project that will update land-use, pedestrian transportation networks and traffic patterns within the downtown area, while at the same time being integrated with expansion efforts of paths and sidewalks throughout the city, including enhancing the network of streets connecting SR 54, SR 85, Beauregard Blvd, and Grady Avenue. The City of Fayetteville used SPLOST funding in 2018 to purchase approximately eight acres of land from the Fayette County Board of Education for the development of a city park adjacent to the Fayette County Public Library and new City Hall building providing many opportunities for pedestrian and bicycle connectivity.

> "The MPP will connect population centers, schools, parks, commercial land use, and other recreational opportunities. The MPP will accommodate pedestrians, bicyclists, and golf cart users."
> 2019 Fayette Transportation Plan and Master Path Plan



Recommendations Report November 2019

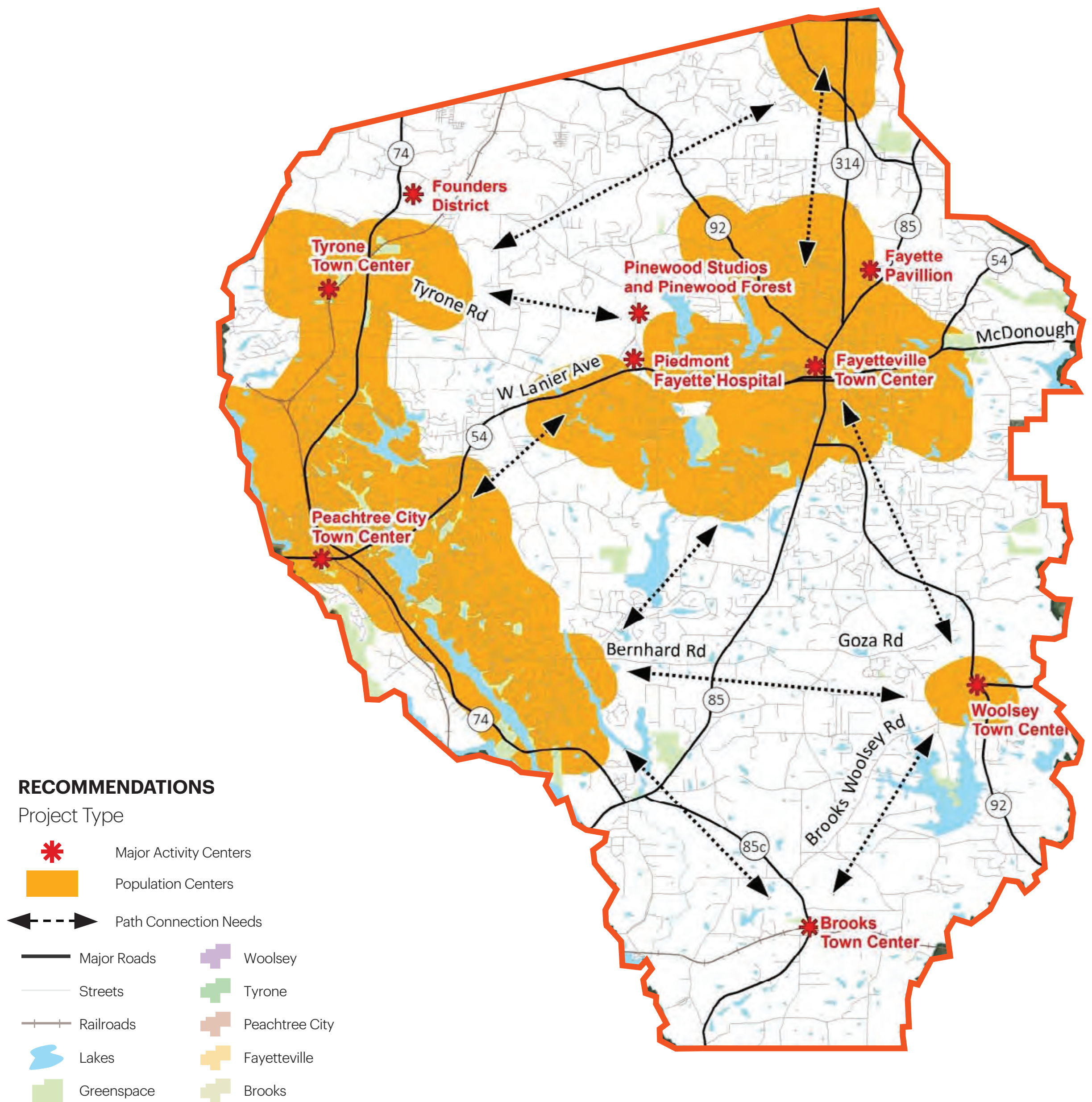
Path Connectivity Needs

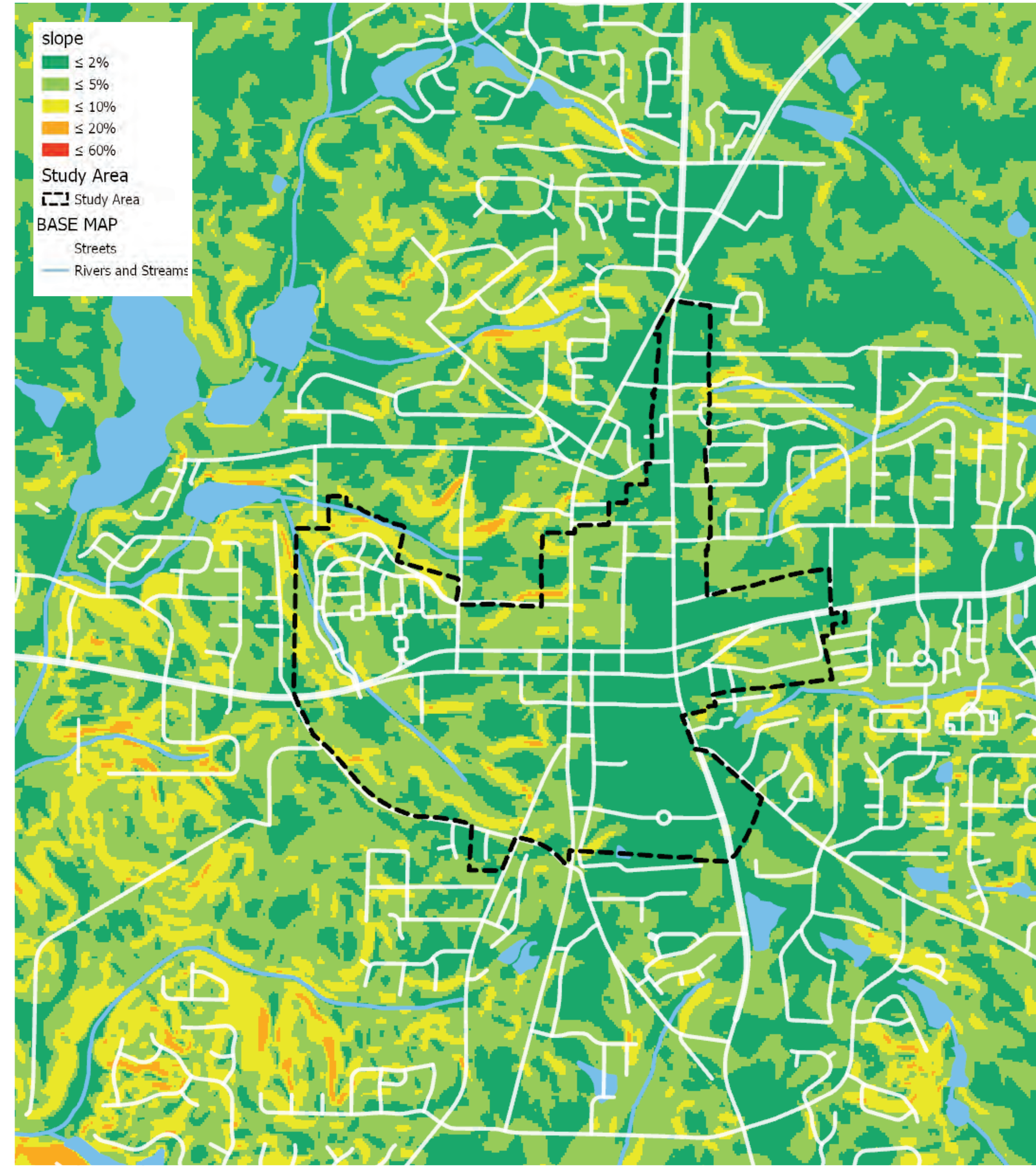
Population Centers

- Peachtree City/Tyrone
- Fayetteville
- Woolsey
- NE Fayette County

Activity Centers

- Town Centers
- Commercial Centers





Slope Analysis Map

Slope analysis illustrates feasibility of future building sites.

Mobility

Mobility System Analysis

Purpose

- To better understand the mobility systems of the LCI study area and the places that they serve within Downtown.
- To understand the operational characteristics of the mobility network.
- To serve as a basis for a discussion about changes and improvements to the mobility network.

Roadway Facilities Map

- Depicts roadway functional classification within the study area
- Illustrates signalized intersections within the study area

Traffic Volumes and Level of Service Map

- Illustrates roadway traffic volumes as identified by GDOT count stations.
- Illustrates roadway level of service based on traffic volumes and roadway characteristics

Active Transportation Facilities Map

- Illustrates bike lanes, multi-use paths, and sidewalks

Questions to Consider

- What gaps exist within the transportation system?
- What information is missing from the existing conditions analysis?
- Where can traveler safety be improved?
- Where are the opportunities to improve bicycle and pedestrian mobility?
- Where are the opportunities to improve access and connections?

Previous Plans Comparative Analysis

Recurring Themes And Goals

1. Aesthetics
   - » Improve downtown street-scape
   - » Unify street-scape along travel corridors into Downtown
2. Prioritize connectivity and walk-ability
   - » Use redevelopment to create smaller blocks
   - » Use redevelopment to develop downtown street grid
   - » Between SR 54/Stonewall Avenue and Grady Avenue
   - » Develop comprehensive sidewalk network
   - » Connect with Fayette County multi-use trail system
   - » Inter-parcel connectivity
3. Incorporate bicycle infrastructure
   - » Widen existing bike lanes from 4 to 6 feet
   - » Extend existing Class II bike facility to Jeff Davis
   - » Connect existing bike facilities with the larger mobility network
   - » Identify additional bicycle infrastructure opportunities
4. Operational and Safety Improvements
   - » Continue intersection improvements
   - » Address access management along SR 54 and SR 85
   - » Extend landscaped median on SR 85/Glynn Street South
   - » Improve Beauregard Boulevard and SR 85/Glynn Street South intersection
5. Parking
   - » Increased need/demand for parking downtown
   - » Explore the potential for shared-use parking
   - » Parking placement for new development

Continuing Needs and Opportunities

- Continue operational improvements
- Continue to enhance traveler safety
- Develop a connected street network
- Support redevelopment and place-making activities
- Develop local bicycle network and infrastructure
- Enhance pedestrian mobility

Summary of Previous Studies

2002 LCI Study

The City of Fayetteville undertook an LCI Study in 2002. The study identified a series of transportation improvements intended to improve connectivity and circulation within Fayetteville's downtown area. The LCI recommendations mainly focused on congestion relief strategies, safety improvements, and non-motorized travel alternatives. Specifically, the study recommended implementing intersection and traffic signal improvements along SR 85/Glynn Street between LaFayette Avenue and SR 54/Stonewall Avenue. The study also recommended safety improvements for SR 85/Glynn Street, namely the installation of medians.

2010 LCI Supplemental Study

The 2010 LCI Supplemental Study is an update to the 2002 LCI Study. Like the 2002 study, the 2010 LCI Supplemental addressed connectivity and circulation within Downtown Fayetteville. The LCI Supplemental placed an increased focused on walk-ability and access management. It also presented concept plans for:

- Extending Hillsdale Drive to SR 85/Glynn Street
- Extending Church Street to Kathi Avenue
- Intersection improvements at SR 92/Forrest Avenue at SR 85/Glynn Street
- Church Street at Kathi Avenue
- Hood Avenue at SR 92/Forrest Avenue Roundabout

2019 Fayette Transportation Plan

The Fayette Transportation Plan is Fayette County's Comprehensive Transportation Plan (CTP) and identifies a set of short-term, intermediate, and long-range transportation system development opportunities. As it relates to the City of Fayetteville, specifically the LCI study area, the Fayette Transportation Plan primarily identifies opportunities to develop the County's Master Path Plan. It envisions a network of multi-use side paths and trails that run through the Downtown, connecting to provide cross-county and regional movement. Additionally, the Fayette Transportation Plan lends support for the City of Fayetteville's use of Special Purpose Local Option Sales Tax (SPLOST) program funding, and the development of the Fayetteville City Center.

2019 Traffic Engineering Study

The 2019 Traffic Engineering Study is an operational analysis of several roadway intersections within the Fayetteville LCI area, focusing on the major roadways entering and exiting Downtown Fayetteville from the north. The Traffic Engineering Study is periodically updated and has been used to identify, prioritize, and program low-cost, easy to implement intersection and signal modifications. Referenced in the 2010 LCI Supplemental Study, the Traffic Engineering Study has been credited with improving vehicular flow through Downtown Fayetteville, reducing delay-based congestion, and improving roadway safety.

Roadway Network Inventory

Downtown Fayetteville's roadway network is not comprised of the traditional grid pattern of streets. Instead, the LCI study area's roadways are organized in loose hierarchical street classification system. These classifications - principal arterials, minor arterials, collectors, and local streets - define a roadway's desired functional and operational characteristics. The Fayetteville LCI study area contains approximately 22 miles of total roadway. Principal and minor arterials, 4.1 miles and 2.5 miles respectively, serve as the primary access routes to Fayetteville's downtown area, and are the principal vehicular travel routes into, out of, and through the LCI study area. Approximately 6.2 miles of collector roads and 9.2 miles of local streets provide for the study area's internal circulation. Functionally classified roadways include:

State Route 54/Lanier Avenue

State Route (SR) 54/Lanier Avenue is functionally classified as a principal arterial. For the entirety of its length across the middle of the LCI study area, SR 54 is a median divided facility. For approximately 1.15 miles through Downtown Fayetteville, SR 54 is split into a one-way pair of east-west streets identified as Lanier Avenue (westbound) and Stonewall Avenue (eastbound). In addition to providing access and thru travel to Downtown, SR 54 connects to residential neighborhoods and commercial development at either end of the study area. West of SR 85/Glynn Road, SR 54/Lanier Avenue hosts a Class II bikeway.

State Route 85/Glynn Street

SR 85/Glynn Avenue traverses Fayetteville from north to south and is a five-lane (four-travel lanes and a two-way left-turn lane) roadway. It is functionally classified by the Georgia Department of Transportation (GDOT) as a principal arterial north of SR 54/Lanier Avenue. South of SR 54/Lanier Avenue, SR 85/Glynn Road is functionally classified as a minor arterial. Along the entirety of its length through the City of Fayetteville, SR 85 primarily serves various commercial land uses.

Jeff Davis Drive

Jeff Davis Drive is a four-lane roadway facility that is functionally classified as a minor arterial roadway. Traversing the city from north to south, Jeff Davis Drive changes design cross-sections and development character several times within the LCI study area.

Through rethinking the role of existing roads, solutions are proposed that provide pedestrian connectivity, traffic-calming, and vehicle access where it is most necessary.

Grady Avenue

Grady Avenue is a two-lane major collector roadway that connects SR 54/Lanier Avenue with Beauregard Boulevard and SR 85/Glynn Street. Grady Avenue's development character is variable over its length, with commercial and office developments located at its nodes with SR 54/Lanier Avenue and SR 85/Glynn Street. Grady Avenue is characterized by residential development and large undeveloped parcels between its two major intersections.

Beauregard Boulevard

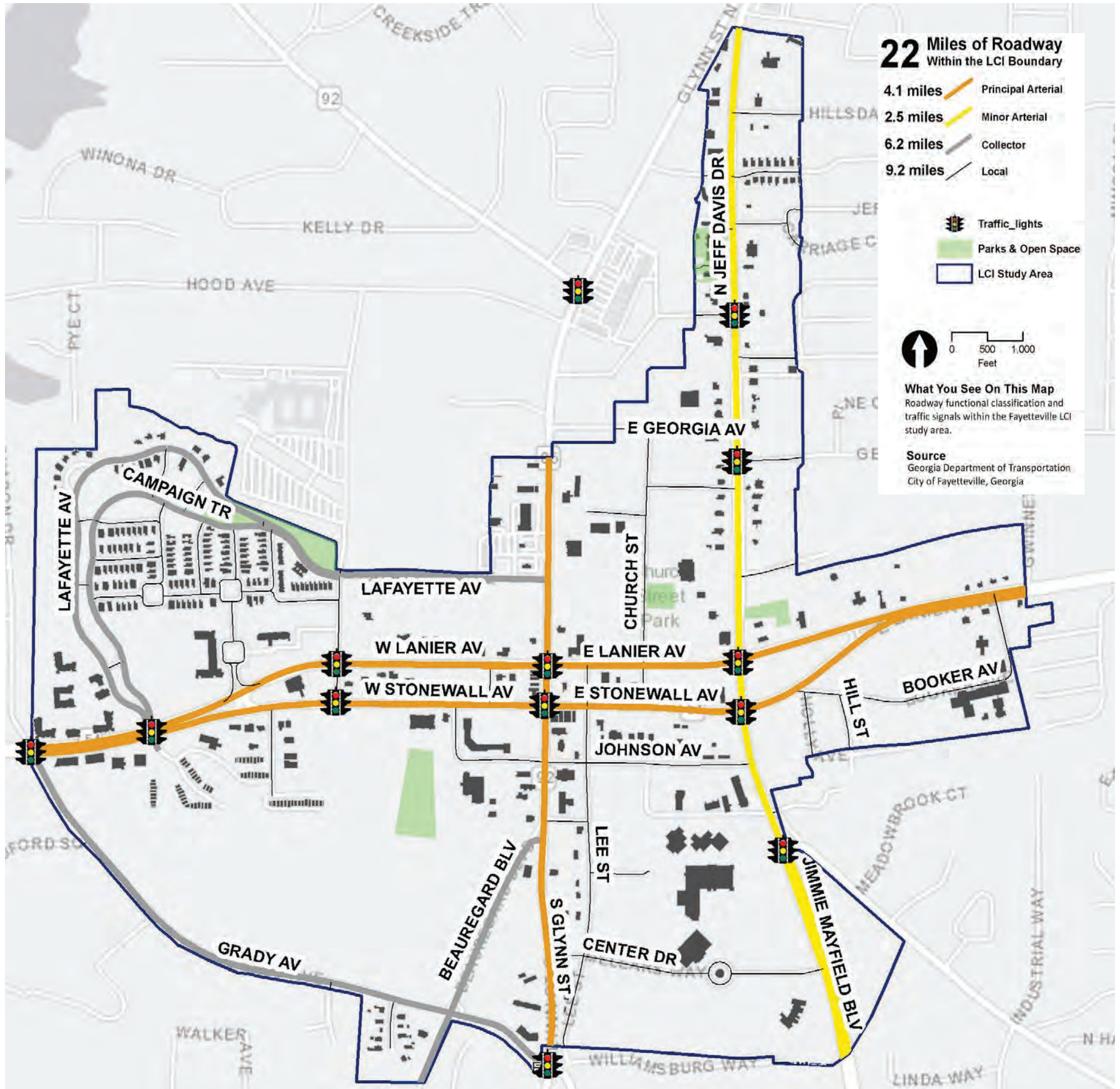
Beauregard Boulevard is a two-lane minor arterial roadway with nodes within the LCI study area at SR 85/Glynn Street and Grady Avenue. Beauregard Boulevard is characterized by large lot residential development and undeveloped land parcels within the study area.

LaFayette Avenue

LaFayette Avenue is an east-west roadway that connects SR 85/Glynn Street and SR 54/Lanier Avenue. Although classified as a local roadway by GDOT, the City of Fayetteville has identified LaFayette Avenue as a collector roadway. The facility is the primary access to the Villages at LaFayette, a planned community. Between SR 85/Glynn Street and Tiger Trail, LaFayette Avenue is a three-lane (two lanes westbound, one lane eastbound) roadway. It serves traffic related to the Fayette County Public Schools as both administrative functions, and the Fayette County High School are located along the street. West of Tiger Trail, LaFayette Avenue becomes a two-lane median divided roadway that primarily serves residential land uses within the Villages at LaFayette planned community. At Campaign Trail, LaFayette Avenue becomes a one-way roadway going westbound toward SR 54/Lanier Avenue. Eastbound one-way traffic travels along Campaign Trail through the Villages at LaFayette. On-street bike lanes are present on both LaFayette Avenue and Campaign Trail.

The LCI study area's roadways are controlled by a variety of traffic control devices. Most intersections internal to residential neighborhoods within the study area are stop controlled by all-way signs. This is consistent with the low-speed and walkable nature of the study area's neighborhoods. The LCI study area, however, does not have a consistent street grid, and the street network is reflective a suburban community whose development follows a linear path along major travel corridors. Traffic signals are present along arterial roadway that traverse the study area and bisect the downtown area. These signals help to facilitate higher volumes of traffic flow at major intersections.

Grady Ave.



Roadway Facilities in the Study Area

Roadway Operations

Since the early 2000s, traffic volumes on SR 54/Lanier Avenue and SR 85/Glynn Street have declined, and appear to have plateaued. 2019 Average Annual Daily Traffic (AADT) taken from GDOT's Traffic Analysis and Data Application (TADA) system shows that AADT along SR 54/Lanier Avenue west of Downtown was 26,700 vehicles per day. West of SR 85/Glynn Street, the SR 54 one-way pair comprised of W. Lanier Avenue (eastbound) and Stonewall Avenue (westbound) has an AADT of 11,500 vehicles per day and 13,100 vehicles per day, respectively. East of SR 85/Glynn Street, Lanier Avenue has an AADT of 11,500 vehicles per day; Stonewall Avenue has an AADT of 10,300 vehicles per day. East of Downtown, SR 54/Lanier Avenue has an AADT of 24,000.

SR 85/Glynn Street, between LaFayette Avenue and SR 54/Lanier Avenue, has an AADT of 32,200 vehicles per day. SR 85, between Stonewall Avenue and Beauregard Boulevard, has an AADT of 25,200 vehicles per day. Between Beauregard Boulevard and Grady Avenue, SR 85 has an AADT of 22,200 vehicles per day.

Jeff Davis Drive near Rabbit Run has an AADT of 17,700 vehicles per day. Grady Avenue near Bradford Square has an AADT of 13,000 vehicles per day. Grady Avenue near Beauregard Boulevard has an AADT of 10,900 vehicles per day.

AADT data were evaluated using the Florida Department of Transportation's General Annual Average Daily Volumes table. This tool is specific to signalized arterials in urbanized areas and considers roadway design characteristics such as thru travel lanes, medians, and exclusive turn lanes. It also considers speed characteristics, directionality, and roadway ownership.

The table below illustrates the AADT versus the available capacity per the volume General Annual Average Daily Volumes.

Data shows that traffic volume has plateaued on major streets. Fayetteville moves forward by considering how streets are not only efficient, but also safe.

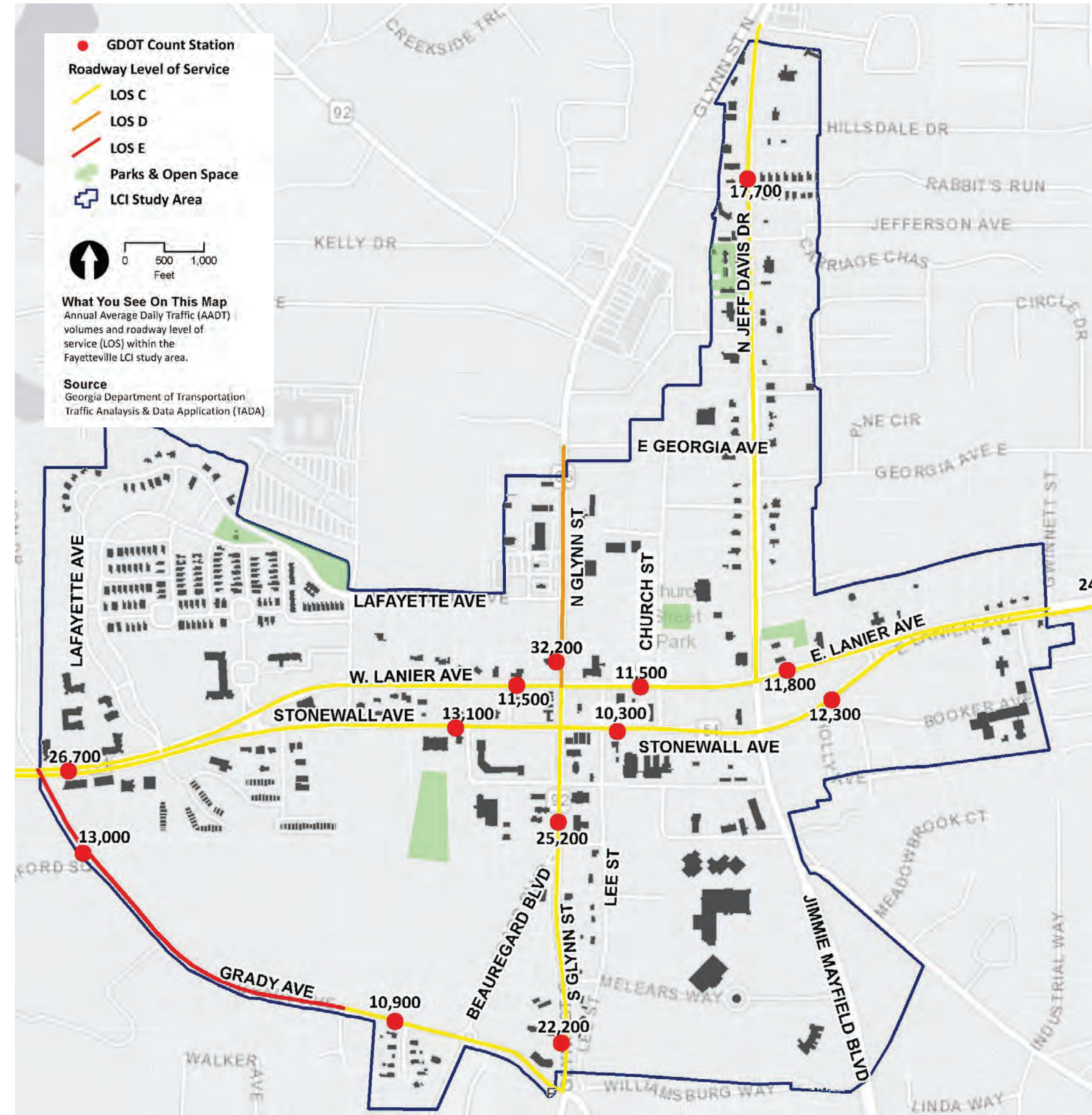
Route	Count Location	Capacity	AADT	LOS
SR 54/E. Lanier Ave	E. of Booker Ave	33,800	24,000	C
SR 54/E. Lanier Ave	E. of Jeff Davis Dr	12,480	11,800	C
SR 54/E. Lanier Ave	W. of Jeff Davis Dr	12,480	11,500	C
SR 54/W. Lanier Ave	W. of SR 85/Glynn St.	12,480	11,500	C
SR 54/W. Lanier Ave	W of Grady Ave	33,800	26,700	C
SR 54/Stonewall Ave W	W. of SR 85/Glynn St.	12,480	13,100	E
SR 54/Stonewall Ave E	E. of Jeff Davis Dr	12,480	12,300	D
SR 54/Stonewall Ave E	W. of Jeff Davis Dr	12,480	10,300	C
SR 85/Glynn St. N	N. of SR 54/Lanier Ave	33,800	32,200	C
SR 85/Glynn St. S	S. of SR 54/Stonewall Ave	33,800	25,200	C
SR 85/Glynn St. S	N of Beauregard Blvd	33,800	22,200	C
Jeff Davis Drive	Near Rabbit Run	30,420	17,700	C
Grady Ave	Near Bradford Square	10,920	13,000	E
Grady Ave	W. of Beauregard Blvd	10,920	10,900	E

Table 1. Roadway Volume vs. Capacity

Local Traffic Counts

Traffic Volume and Level of Service in the Study Area

The 2019 Traffic Engineering Study went further to analyze roadway operations and evaluated several intersections within the LCI area. Because this evaluation process is ongoing and past improvements recommendations have been implemented, most of the intersections analyzed operate sufficiently under existing conditions. The SR 54/Lanier Avenue at Grady Avenue intersection and the SR 85/Glynn Street South at Beauregard Boulevard intersections were the two exceptions. Both intersections operate at a level of Service D, which is not bad but also not good. They are expected to experience significant delays under future conditions without any new development being added to them. The 2019 Traffic Engineering Study is included in the Appendix.



Traffic Volume and Level of Service in the Study Area

Active Transportation Facilities

Pedestrian Accommodations

Sidewalks or shared-use paths are generally present along all streets within the LCI study area, with a few exceptions. The pedestrian experience when traveling on these facilities varies greatly and is dependent on factors such as:

- Traffic volume
- Sidewalk width and physical condition
- Quality of the sidewalk surface
- Obstructions
- The presence of landscaping and street furniture
- Public art (g) building frontages, and
- Neighboring use

W. Lanier Avenue and Stonewall Avenue, between SR 85/ Glynn Avenue N. and Tiger Trail, features a pedestrian realm that accommodates employees and visitors to the area. Street furniture, e.g., sitting benches and landscaping, provide a comfortable pedestrian environment where people are encouraged to stroll, linger, and sit along W. Lanier Avenue and Stonewall Avenue. Sidewalks along the LCI area's other arterial and collector roadways and local streets also facilitate pedestrian travel.

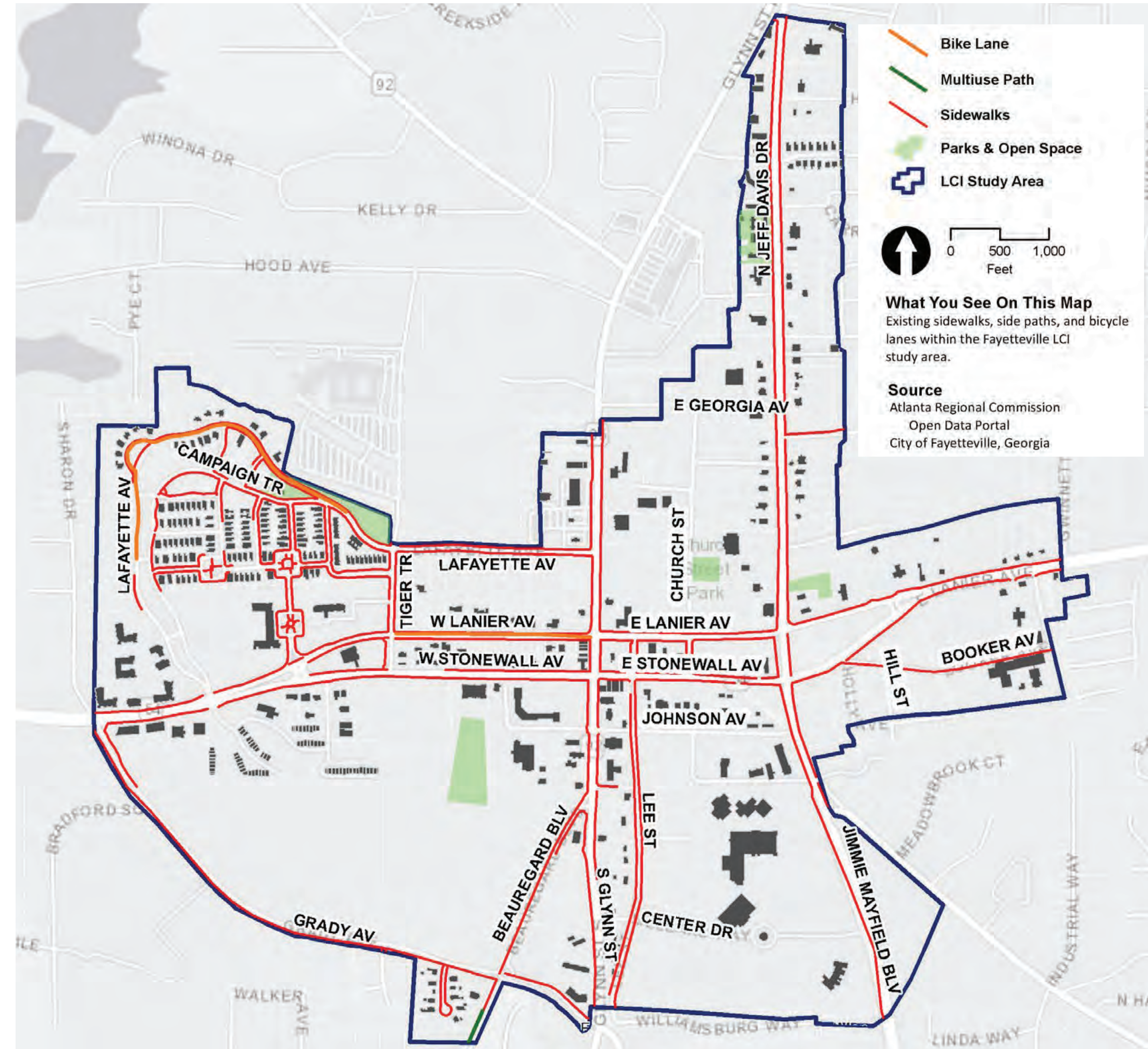
Marked crosswalks facilitate pedestrian crossings at intersections through downtown Fayetteville along the primary travel corridors. Generally, marked crosswalks are present on all legs of signalized or all-way stop-controlled intersections. Some side-street stop-controlled intersections – LaFayette Avenue at SR 85/Glynn Street N. and Beauregard Boulevard/Redwine Road – are missing crosswalks to facilitate movements between sidewalk endings/beginnings.

Some of the pedestrian network challenges include gaps in the network, especially between facilities located on functionally classified roadways and local streets, and between regional facilities entering the study area from different directions. Identified challenges include the brick sidewalk pavers along both Lanier Avenue and Stonewall Avenue. While attractive and adding to the downtown area's historic charm, this decorative surface material could potentially pose risks to mobility challenged individuals, particularly to those who are unsteady on their feet or use mobility assistance devices such as walkers, canes, or wheelchairs. This is especially true if the pavers are not well maintained. Risks to travelers come from loose, tilted, or cracked pavers or large gaps between them. Another identified challenges to travelers using sidewalks and side paths, especially on local streets, is adequate maintenance (or lack thereof) of vegetation adjacent to the facilities. Overgrown bushes, low hanging tree branches, and grass growing onto the path can push travelers off the sidewalk/ sidepath and street.

Bicycle Facilities

There are two Class II bicycle facilities within the LCI study area. Class II facilities, commonly referred to as bike lanes, are dedicated facilities for bicyclists immediately adjacent to automobile traffic. Class II facilities are identified with striping, pavement markings, and signage. The West Lanier Avenue bike lane extends approximately 1,500 feet from SR 85/Glynn Street North to Tiger Trail. The LaFayette Avenue bike lane extends from Tiger Trail to SR 54/W. Lanier Avenue, through the Villages at LaFayette community.

The LCI study area ensures that the pedestrian experience is safe, comfortable, and continuous. Giving people the ability to walk or bike lowers traffic volume and enables them to be healthier through physical activity.



Pedestrian and Bike Network in the LCI Study Area

LaFayette Ave. Bike Lane
Photo Credit: Google Streetview

W. Lanier Ave. Bike Lane & Side Path
Photo Credit: Google Streetview

Bicyclists traveling within the LCI area can utilize the on-street bicycle infrastructure, off-street infrastructure such as shared-use trail facilities, and bicycle-friendly street, i.e., roads that are low-volume and low-speed, to access and move around the study area. At present, there are no public bicycle parking or storage facilities, especially within the downtown area.

Parking

The 2002 LCI Study discussed the need for additional public parking to support commercial and mixed-use land uses. As noted in that study, the existing parking supply for existing commercial and mixed-use parking was underutilized during peak demand periods by an estimated 40-50%. The subsequent 2010 LCI Supplemental Study recommended incorporating shared use parking for new development when feasible, reducing parking requirements as an incentive for redevelopment, and adding bicycle parking. Additionally, the 2010 study recommended making public parking more easily accessible. This sentiment was echoed by City of Fayetteville staff during the project kick-off meeting, particularly during discussions about creating and utilizing civic spaces. City staff shared plans for the new City Hall development pointed out that public parking will be available as a part of this project, renovations to the Fayetteville Library, and the development of the proposed City Center Parkway.

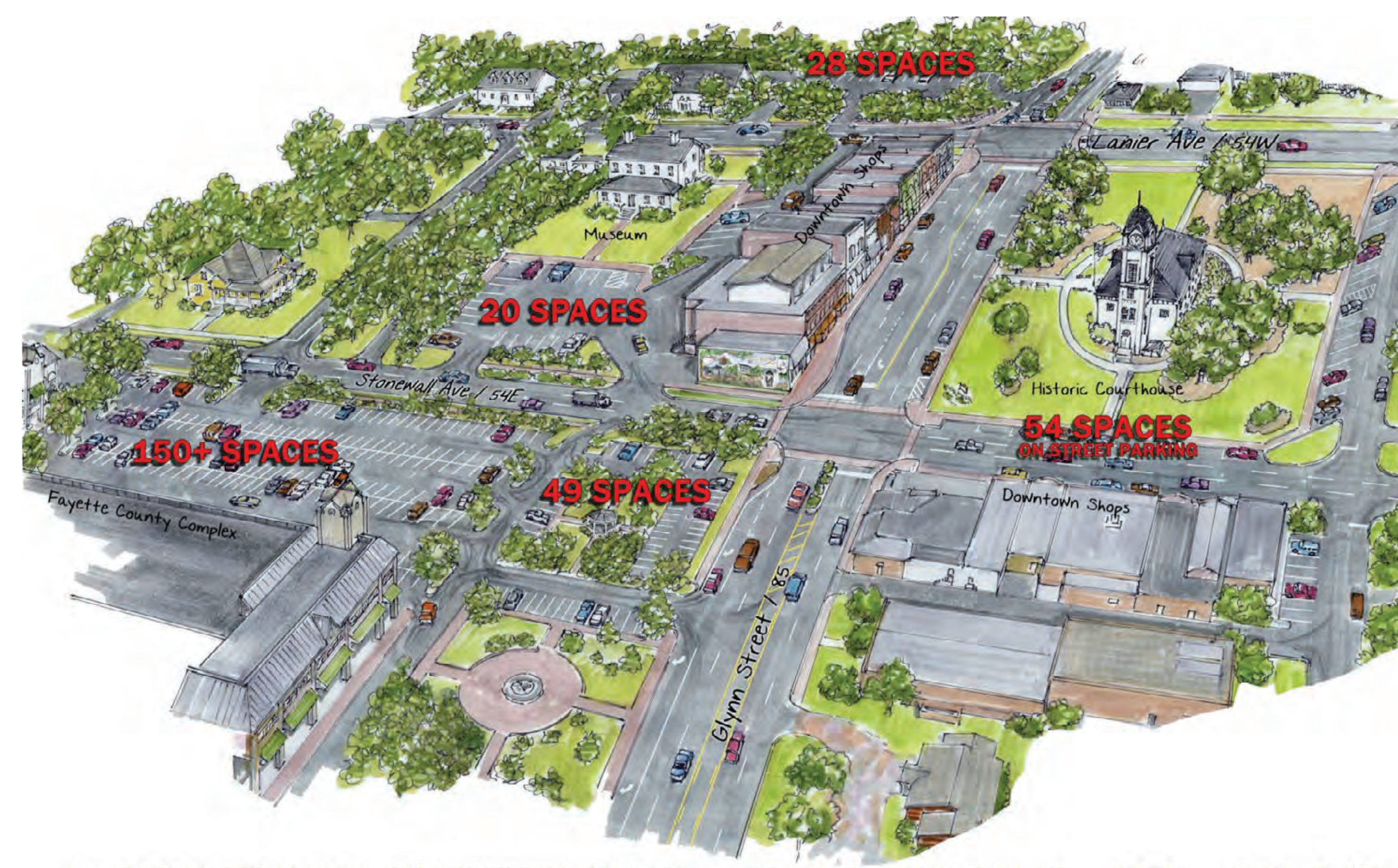
A high-level windshield survey was performed of parking using Google maps and information obtained from the City of Fayetteville's website. The survey was intended to identify existing on-street and public parking supply within Downtown and inform a census of public surface parking. Between SR 85/Glynn Street between Lanier Avenue and Stonewall Avenue and along Stonewall Avenue between SR 85/Glynn Street and Less Street, a total of twenty (20) on-street parking spaces are available to the store front shops. Forty-eight (48) on-street parking spaces also are available around the Historic Courthouse. An estimated 340 parking spaces are available in public surface parking lots within downtown. This includes 224 parking spaces at the Fayette County Annex Complex, 20 spaces at the Holiday Dorsey Five Museum, and 28 spaces at 145 Lanier Avenue. Each of these is within walking distance to downtown attractions and restaurants.

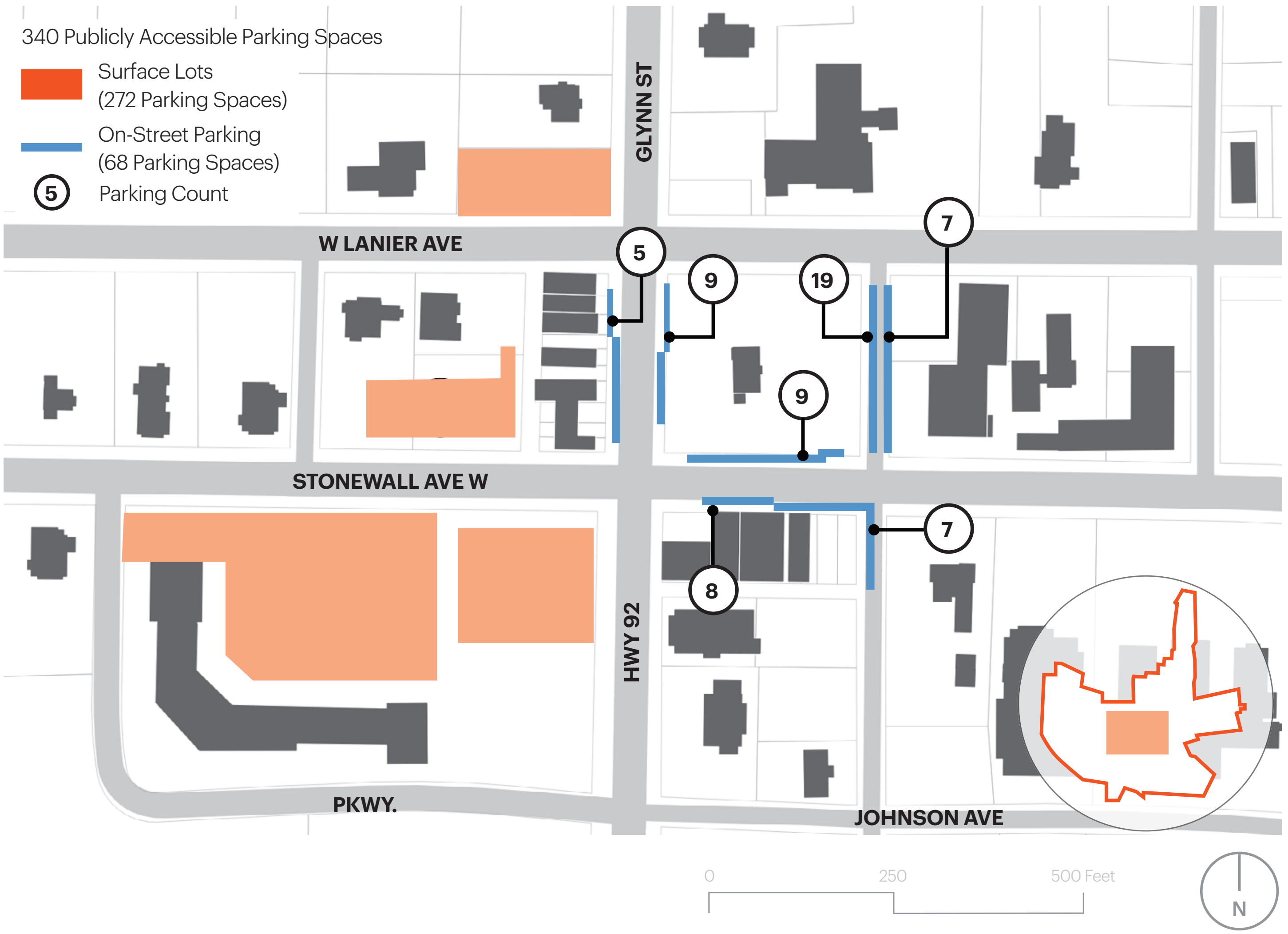
Public Parking in Downtown Fayetteville


Downtown Shops - Stonewall Parking


Fayette County Annex Parking

An estimated 340 parking spaces are available in public surface parking lots within downtown... Each of these is within walking distance to downtown attractions and restaurants.





Historic Courthouse Parking

In addition to the existing on-street and surface parking, the City of Fayetteville will expand its parking inventory in 2021 with the opening of its new City Hall complex. 218 parking spaces are included as a part of this facility's development. The parking will be situated along two parallel driveways located on either side of the new complex. These driveways will enable entry and egress onto Stonewall Avenue and entry and egress onto a new east-west roadway, City Center Parkway, located south of the development. Parking along the driveways will be configured like head-in on-street parking spaces and protected by curb-extensions that frame the driveways' travel lanes. Eight-two (82) parking along the new City Center Parkway also will be head-in parking protected from the travel way by curb extensions. In total, 300 new parking spaces will be created with the new City Hall development and the City Center Parkway's first phase.

Future Downtown Parking

An additional 300 parking spaces will be added to Fayetteville's downtown parking inventory with the opening of the new Fayetteville City Hall complex. 218 surface parking spaces are included on the City Hall campus. 82 on-street spaces are include in the first phase of the new City Center Parkway.

Built Environment and Zoning

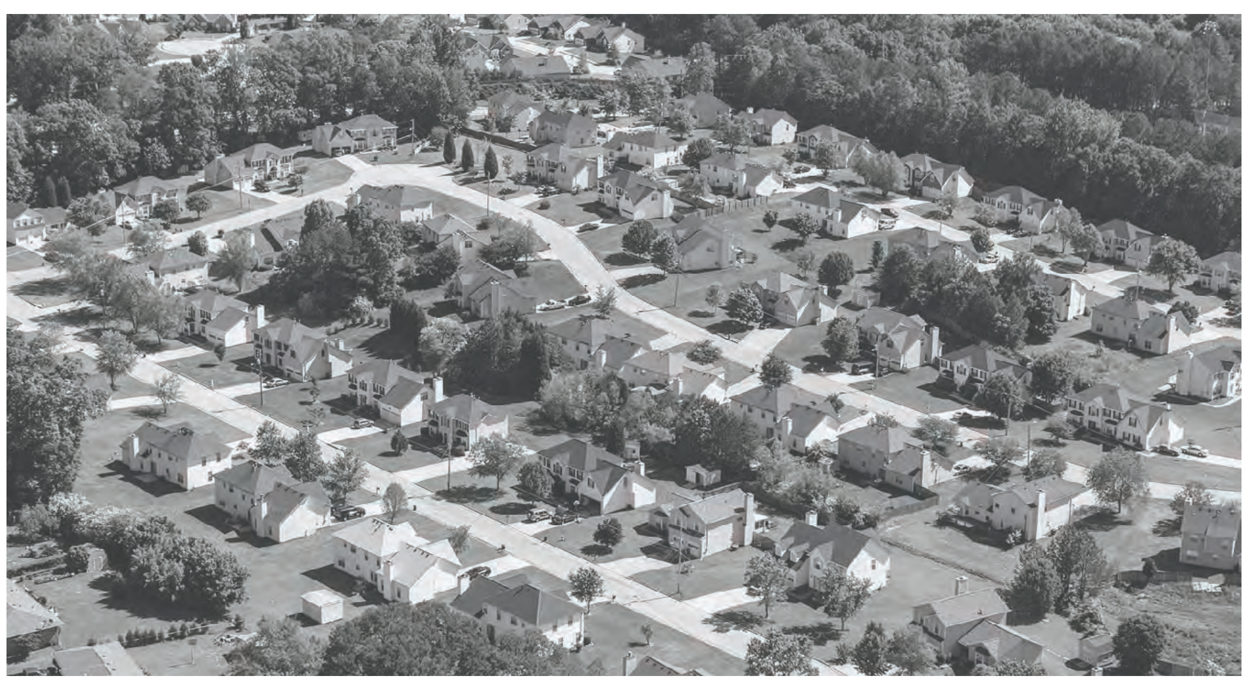
Existing Character Analysis

Purpose

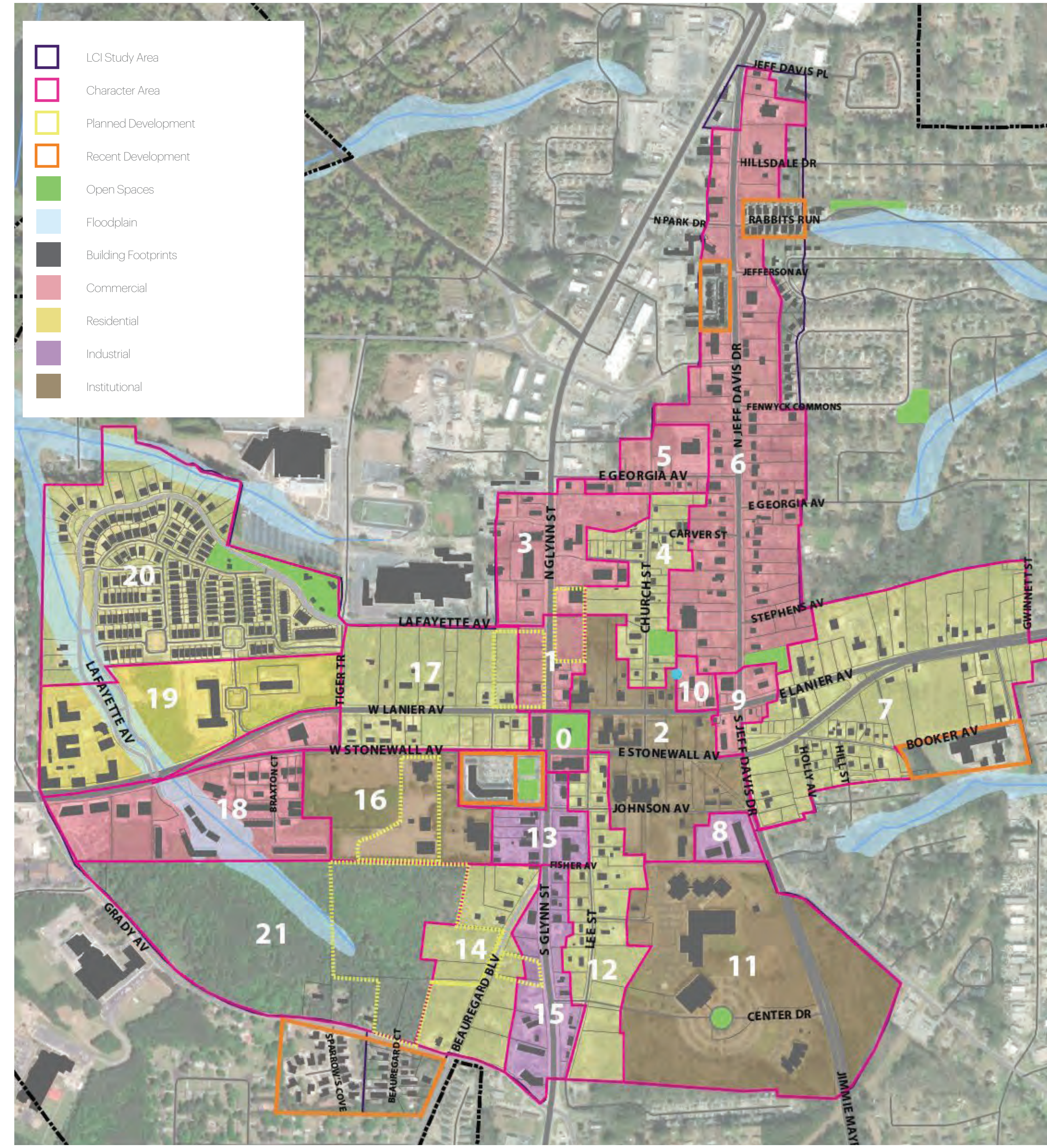
- To gain a better understanding of the built and natural characteristics of the Downtown study area and the various places that they create within Downtown.
- To observe how recent and new developments impact or will impact the prevailing character of their surroundings.
- To serve as a basis for a discussion with the City about the prevailing character areas and their future treatment through zoning.

Existing Map & Table

- Depict "character areas" based on common: building forms, orientation of buildings toward streets, setbacks, front yard treatment, street characteristics, property lines, and land uses.
- The table assigns a number and descriptive name for each character area, along with identifying the type of place it is (a District, Corridor, Node, or Neighborhood). The numbers on the map correspond with those in the accompanying table.
- The colors of the character areas correspond with the predominant land use (red for commercial, yellow for residential, purple for industrial, and brown for institutional) the predominant building type present, the zoning districts that currently apply, along with many character attributes.



The Villages at Lafayette Park



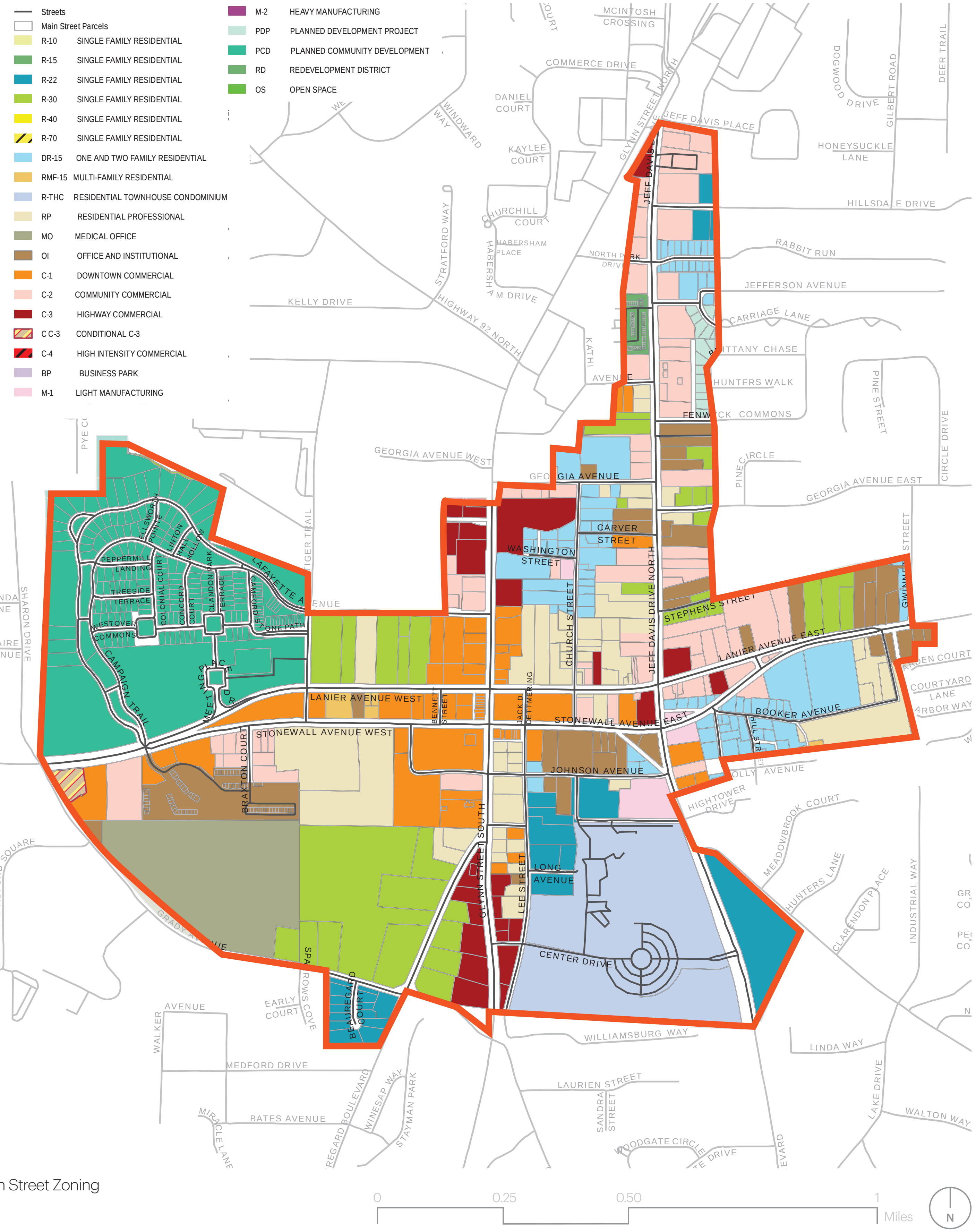
Existing Character Areas Map
The numbers on the map correspond with those in the accompanying table.

0 0.25 1 Mile N

Character Area Description

No.	Character Area Name	Streets	Place Type	Predominant Building Type	Existing Zoning	Land Uses	Typical Parcel Size (ft)	Street Cross-Section	Sidewalk Width (ft)	Streetscape Amenities	Building Setback (ft)	Front Yard	Building Dimensions	Landmarks
0	Old Town	N Glynn St & Stonewall Ave	District	Attached Downtown Row	C-1	Retail	22 X 85	P _ _ @ _ _ P	5	Planters, Orn. Street lights, Trash Receptacles	0	N/A	2 Stories	Old Courthouse & Square
1	N Glynn Mixed	N Glynn St	Corridor	Commercial	C-1	Commercial, Residential, Vacant	95 X 200	_ _ @ _ _ _ _ | _ _	7 Sb / 5 Nb	Pavers (Sb), Orn. Street lights (Sb)	30-66	Lawn, Parking	1-2 Stories	
2	Church District	Lanier Ave, Stonewall Ave, Johnson Ave, Lee St, Church St	District	Churches, Garden Apartments	C-1	Religious, Hotel, Residential	Varies	Multiple Streets	5	Pavers, Orn. Street lights	0-56	None, Parking	N/A	First United Methodist Church, Holiday Inn Express
3	N Glynn Strip Commercial	N Jefferson	Corridor	Retail Pads	C-3, C-2, Dr-15	Retail	150 X 330	_ _ | _ _	4	N/A	70	Lawn	1 Story	Ford Dealership
4	Church St Mixed Corridor	Booker Ave, Hill Street, Holly Ave	Corridor	Churches	Dr-15	Religious, Residential, Park	70 X 130	_ _	5	N/A	34-40	Lawn	1 Story	Church St Park
5	E Georgia Mixed Corridor	E Georgia Ave	Corridor	Detached Houses	Dr-15	Commercial, Government, Residential	150 X 140	_ _	5	N/A	30	Lawn, Parking	1-2 Stories	Post Office
6	N Jefferson Davis Office Corridor	N Jefferson Davis Dr	Corridor	Converted Houses	Rp, O-I, C-2, C-1	Profession Offices, Medical Offices	120 X 300	_ _ @ _ _ _ _ | _ _	4	Grass Verge	90	Lawn	1-2 Stories	United Community Bank
7	Lanier/Booker Neighborhood	E Lanier Ave & Booker Ave, Hill St, Holly Ave	Neighborhood	Detached Houses	C-2, R-30, Dr-15, O-I	Residential	120 X 300	Multiple Streets	6	N/A	40-50	Lawn	1 Story	N/A
8	S Jefferson Davis Industrial Node	S Jefferson Davis Ave	Node	Industrial Garage	M-1	Industrial	360 X 230	_ _ @ _ _	N (Sb)	N/A	83	Grass Berm, Parking	1 Story	Mask Tire

No.	Character Area Name	Streets	Place Type	Predominant Building Type	Existing Zoning	Land Uses	Typical Parcel Size (ft)	Street Cross-Section	Sidewalk Width (ft)	Streetscape Amenities	Building Setback (ft)	Front Yard	Building Dimensions	Landmarks
9	E Lanier & S Jefferson Corner	E Lanier Ave & S Jefferson Ave	Node	Gas Stations	C-3, C-2	Retail, Religious	238 X 245	_ _@_ _ _ _ _	5, 5	Pavers	0-100	Parking	1 Story	Islamic Community Center
10	Old Train Depot	W Lanier Ave	Node	Attached Downtown Row	Rp	Retail, Commercial	27 X 245	_ _ _P	10	Pavers	0	N/A	1 Story	Water Tower
11	Courthouse Square	S Jefferson Davis Dr, Center Dr	District	Courthouses, Offices	C-1, O-I, R-22, Dr-15	Institutional	N/A	_ _|_ _ _ _	6, 4	N/A	N/A	Parking	3 Stories	Municipal Court
12	Lee St Homes	Lee St	Corridor	Detached Houses	C-3, C-1, Rp	Residential	115 X 160	_ _	4-5	Orn. Streetlights	20-60	Lawn	2 Stories	N/A
13	S Glynn Offices	S Glynn St	Corridor	Converted Houses	C-2, C-1, Rp	Commercial, Government	160 X 260	_ _@_ _	5	Pavers, Double-Arm Orn. Streetlights	45-50	Lawn	1-2 Stories	Fire Department
14	Beauregard Blvd Homes	Beauregard Blvd	Corridor	Detached Houses	C-3-, C-1, R-30	Residential	250 X 270	_ _	4 (Sb)	N/A	120	Lawn	2 Stories	Tree Cover
15	S Glynn Industrial Strip	S Glynn St	Corridor	Industrial Box	C-3, C-1, Rp	Commercial	280 X 250	_ _@_ _	7 (Nb), 5 (Sb)	N/A	30-100	Parking	1 Story	Fayette Mower



Main Street Zoning

Existing Zoning District Designations Study

The following district designations are from the City's zoning regulations (Sec. 94-31) and are meant to be referenced with the Existing Zoning column in the Existing Character Areas Table.

Zoning Districts Located Within Downtown

RP Residential Professional
This district is created to provide an area in which residential, business, professional, educational, and institutional uses can be compatibly mixed while maintaining a healthful living environment for residents of the district.

OI Office-Institutional
This district is created to provide areas in which business, professional, educational, and institutional uses can be compatibly mixed in close proximity to residential land uses. Intensive commercial land uses are restricted or prohibited so as to maintain a healthful living environment for residents of adjacent residential districts.

MO Medical/Office
This district is created to provide a campus like setting that allows for the establishment of local and regional medical centers. The medical/office zoning district also provides the opportunity for allied health services, as well as necessary support businesses, to locate within the MO district.

C-1 Downtown Historic Mixed-Use District
This district is created to enhance and protect the central business district of the city by providing for those commercial uses requiring a central location.

The existing LCI study area has many zoning districts which makes it harder to create a unified vision of Downtown Fayetteville. Consolidating zoning districts is essential to implement the UDO plan.

C-2 Community, Commercial
This district is created to provide and protect areas for community shopping and service facilities convenient to residential neighborhoods.

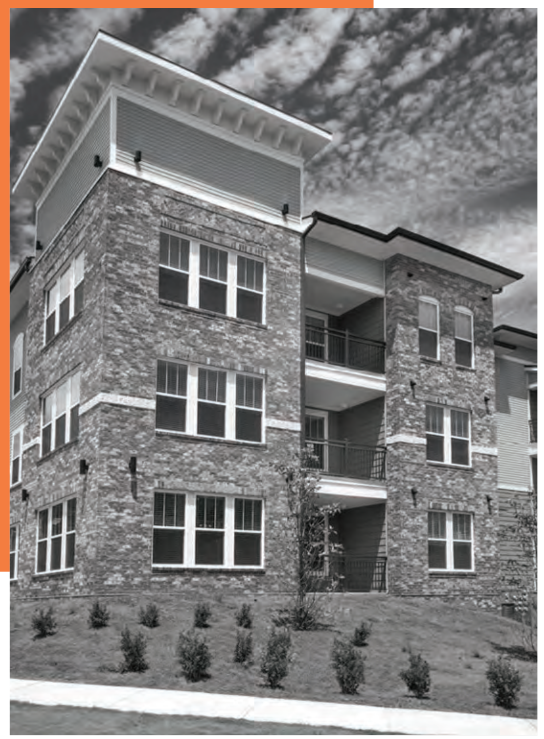
C-3 Highway Commercial
This district is created to provide retail trade and service establishments compatible with surrounding residential and office-institutional areas, and for business activities which primarily cater to the traveling public. The C-3 district requires larger yard areas, greater setbacks, and lower building densities than are permitted in the downtown commercial district.

C-4 High Intensity Commercial
This district is created to provide a location for intense retail commercial land uses, requiring large tracts of land and a location away from residential land uses. The C-4 district allows for retail business with a gross floor area greater than 75,000 square feet; however, centers which have these large retail stores must conform to a higher level of development standards. Properties zoned C-4 must entirely abut a minimum of two, four-lane state highways. The four-lane section of the highway shall be at least five miles in length.

M-1 Light Manufacturing
This district is created to provide a location for those light industrial uses which are able to meet comparatively rigid specifications for nuisance-free operation and which do not create excessive noise, odor, smoke, or dust or possess other objectionable characteristics which might be detrimental to surrounding neighborhoods, or to the other uses permitted in the district.

MS Main Street Architectural Overlay
This district is created to promote the beautification of the city, preserve the historic and distinctive architecture and design qualities of the downtown area of the city, and to recognize and protect the unique character and integrity of the downtown area while also allowing for productive land use. This district may overlay any zoning district.

OS Open Space
This district is created to limit development on certain water bodies, watercourses, floodplains, wetlands, groundwater recharge areas, and lands which serve important environmental functions and provide recreational opportunities and open areas for residents. The district is also created to protect lands of natural beauty, tracts of forests, and areas of archaeological and historical significance; and to prevent commercial, residential, and



The Meridian Apartments located in the Planned Community Development zoning district (PCD)

Retail at Stonewall Avenue and Glynn Street located in the Downtown Commercial zoning district (C-1)

industrial development from encroaching into flood zones, lands with severe grades of 15 degrees and more, naturally dangerous areas, and to protect the undeveloped nature of lands within the district from the adverse impacts of development. No property shall be zoned OS when said property contains man-made water bodies individually in excess of 500 acres in size.

R-30 Medium Density Single Family Residential
This district is created to provide single-family residential areas with minimum lot sizes of 30,000 square feet protected from the depreciating effects of small lot development and high density and from the encroachment of those uses which are incompatible with a desirable residential environment.

DR-15 Two-Family Residential
This district is created to provide areas for high density one- and two-family residential uses with minimum lot sizes of 15,000 square feet for single-family residences and 18,000 square feet for duplexes.

Zoning Districts Not Located Within Downtown

R-70 Low Density Single-Family Residential
This district is created to provide single-family residential areas with a lot size of no less than 87,120 square feet protected from the depreciating effects of small lot development and high density and from the encroachment of those uses which are incompatible to desirable residential environment.

R-40 Low Density Single-Family Residential
This district is created to provide single-family residential areas with a minimum lot size of 43,560 square feet, protected from the depreciating effects of small lot development and high density and from the encroachment of those uses which are incompatible to desirable residential environment.

R-22 Medium Density Single-Family Residential
This district is created to provide single-family residential areas with minimum lot sizes of 22,500 square feet where a central system for the collection of sewage and distribution of water is provided. Said areas being protected from the depreciating effects of small lot development and high density and from the encroachment of those uses which are incompatible with a desirable residential environment.

R-15 High Density Single-Family Residential
This district is created to provide for site-built housing, or industrialized building which complies with all requirements of the zoning ordinance. With this district, the city seeks to provide for single-family residential areas with higher population densities and lot sizes of 15,000 square feet.

RMF-15 Multifamily Residential
This district is created to provide orderly development of high-density residential areas for one-family, two-family, and multifamily dwellings with minimum lot sizes of 15,000 square feet for single-family detached dwellings and 8,000 square feet for first unit, 5,000 square feet for each additional unit for multifamily development, but in no event shall the number of bedrooms exceed 16 per acre.

R-THC Residential Townhouse-Condominium
This district is created to provide for high density, single-family, attached fee simple residential development. The minimum size of a R-THC development is five acres and the density of residential development shall be limited to a maximum of six dwelling units per acre.

MHP Mobile Home Park
The mobile home district provides for the establishment of mobile home parks located on unsubdivided land which has single ownership and control, and for mobile home subdivisions where private lots are available for sale to individual mobile homeowners.

M-2 Heavy Manufacturing.
This district is created to provide and protect areas for those industrial uses which cannot comply with the more restrictive requirements of the M-1 district.

BP Business Park
The business park zoning district is created to provide planned, mixed use development along major thoroughfare or expressway corridors, so that accesses onto these corridors are kept to a minimum in order to protect these corridors as expressways and so that persons entering the city along those corridors will receive a good first impression, and to maintain a quality appearance which will stabilize or increase property values.

Recent Developments in Study Area

The following images depict representative building types of the "Recent Developments" as highlighted in the Existing Character Areas Map. The new developments that are currently under construction or planned may add new building types, architectural styles, and open spaces to Downtown. Furthermore, new developments outside of Downtown, such as Trilith, also will add new building types, architectural styles, and open spaces to the City.


Rabbit's Run

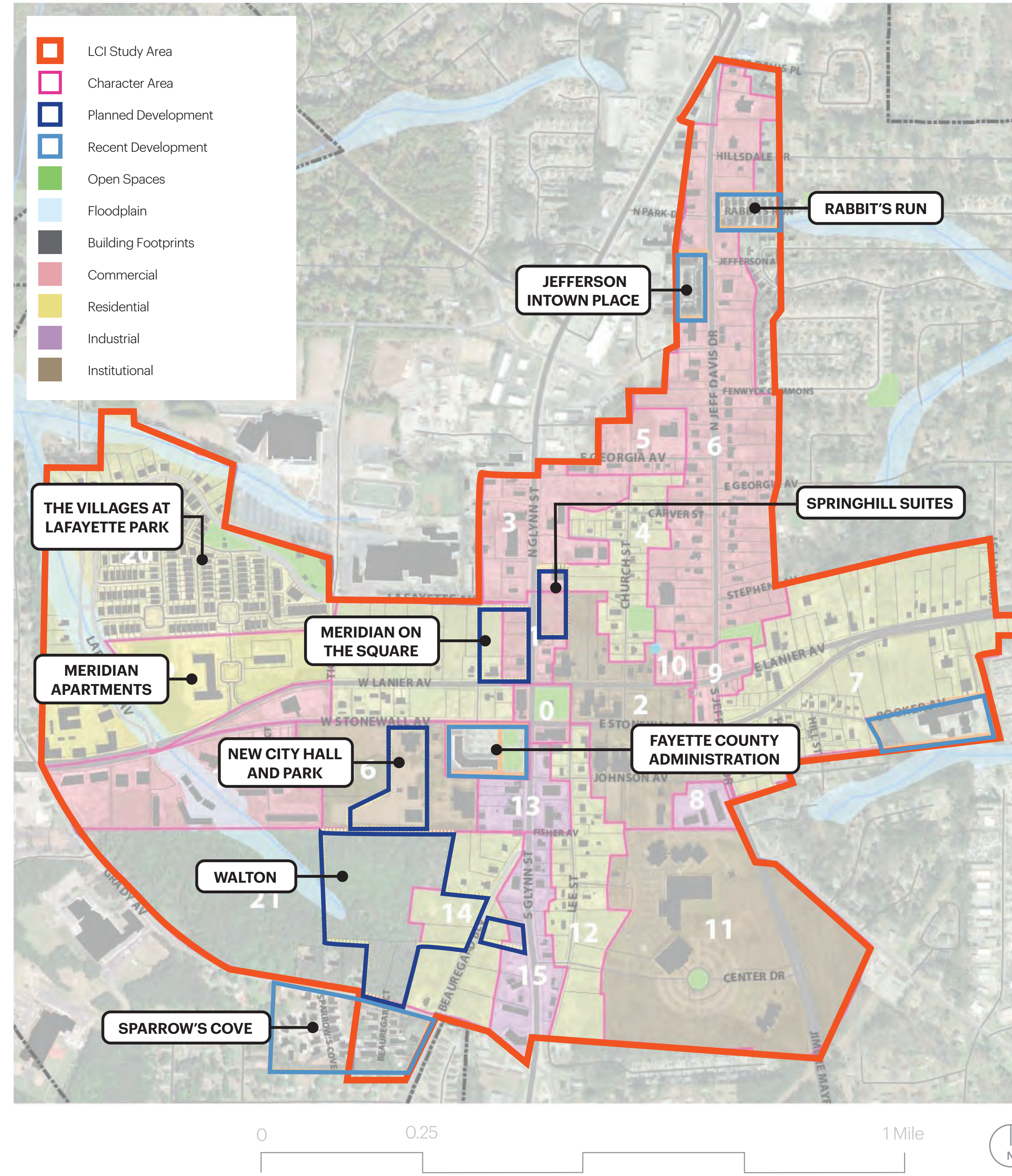

The Village at Lafayette Park


Fayette County Administration


The Meridian Apartments


Jefferson Intown Place


Sparrow's Cove



Study of Character based on Program

The existing land uses and character of the study area has been extensively documented and described across a number of documents over the last 20 years: The 2003 Downtown LCI Planning study, the 2016 Conceptual Downtown Master Plan, and the 2017 Fayetteville Comprehensive Plan. While some new structures have been built in the study area during this time, the outdated zoning resolution from the 1990s still guides development and building form standards today. Thus, the existing character and land uses have not changed substantially since these studies were conducted.

This hybrid map groups existing land uses according to geographical proximity and existing zoning. This map was created subjectively through a combination of on-the-ground observations of the study area, known patterns of existing zoning in the study area, and geographic proximity between similar uses and building forms. While not a perfect or scientific means of classification, breaking down the study area into thematic sections will help to identify specific goals and organize priorities in later phases of the study. Below is a description of the rationale behind each of the existing 'character areas' as defined by the existing character/existing land use hybrid map:

Historic Core

This area is defined by the historic character of the structures, including the Old Fayette county courthouse. Land uses in this area include County and City government buildings, the library, and churches.

Small Scale Commercial and Office

These areas are roughly bounded by Lanier Avenue and Stonewall Avenue on either side of the Historic Core district. Land uses in these areas consist of smaller commercial or office uses, which are often in repurposed single-family home structures.

Medium Scale Commercial and Office

These areas are located further from the downtown core on the far eastern and western sides of the study area. Land uses in these areas consist of dedicated professional office parks and buildings that were constructed for commercial uses.

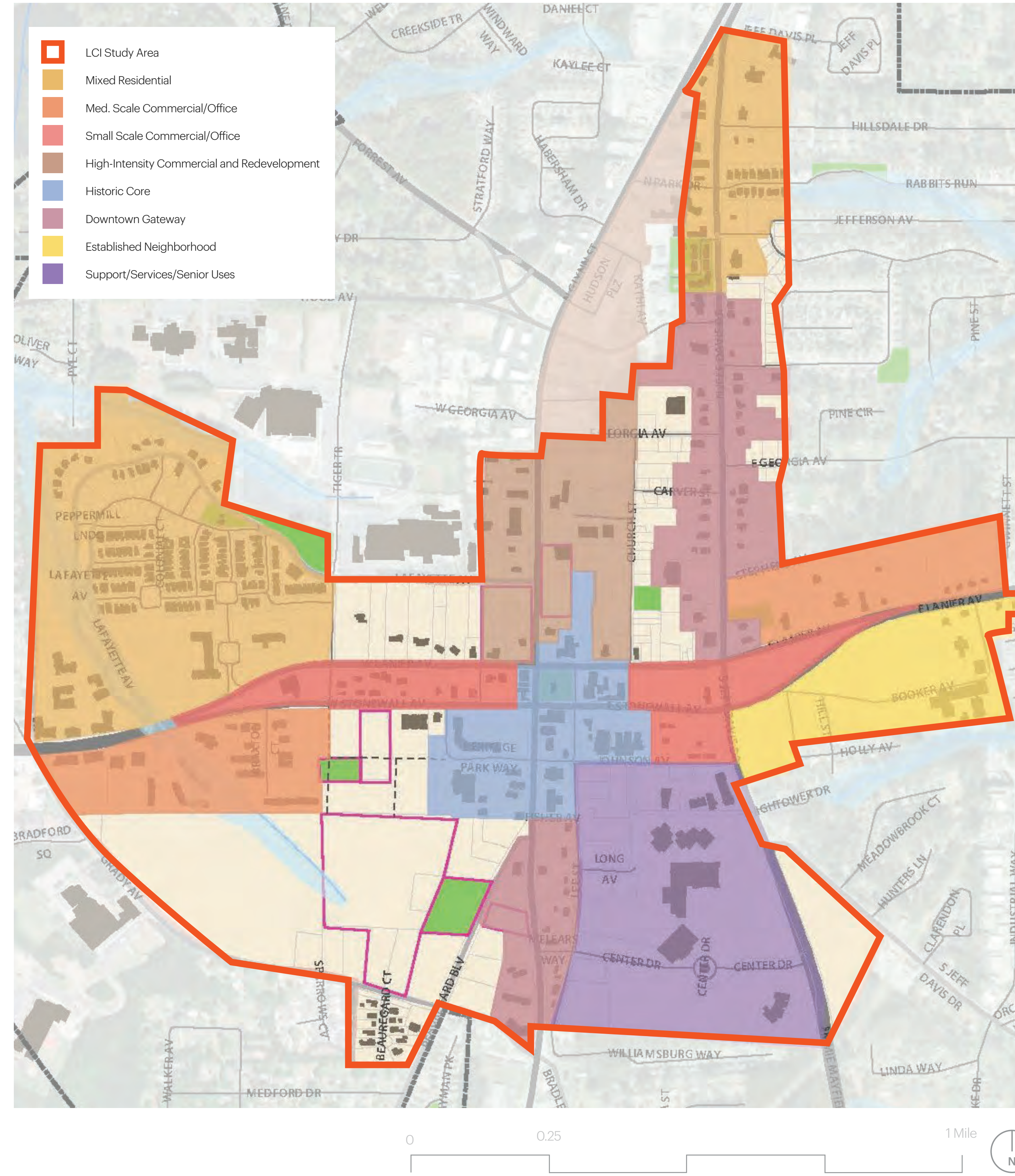
High-Intensity Commercial

This area is located due north of the Historic Core district on either side of N Glynn Street. This area is characterized by the higher-intensity commercial uses such as drive-thrus, shopping centers, car-dealerships and other auto-oriented uses that require significant amounts of impervious coverage. The land use and character of the North Glynn corridor is in stark contrast with the Historic Core it abuts at the south end.

Established Neighborhoods

This area is bounded by the edges of the study area on the south and east, by E Lanier Avenue to the north, and S Jeff Davis Drive to the west. Land uses in this area consist of smaller, single-family residential structures or compatible uses, such as schools.

Breaking down the study area into thematic sections helps to identify project goals and organize priorities in later phases of the LCI study.



Historic Core

Olf Fayette County Courthouse | Source: Shutterstock

Downtown Gateway

The downtown gateway character areas are located along N Jeff Davis drive to the north and S Glynn Street to the south of the Historic Core character area. The northern extent of this character area is characterized by smaller businesses in detached or historic structures. The southern extent of this character area is characterized by older commercial uses on an auto-oriented scale. Both of these areas exist as geographical gateways to the Historic Core, and are grouped together under the assumption that the same type of redevelopment and emphasis on streetscaping, traffic calming, and walkability could be of benefit here.

PCD/Mixed Residential

These are broad character areas located in the northwestern corner and northern extent of the study area. These areas are currently comprised of primarily residential uses with residential zoning districts, however, there are other uses mixed sporadically throughout. This district allow for a more specific, distinct planning vision to guide future development.

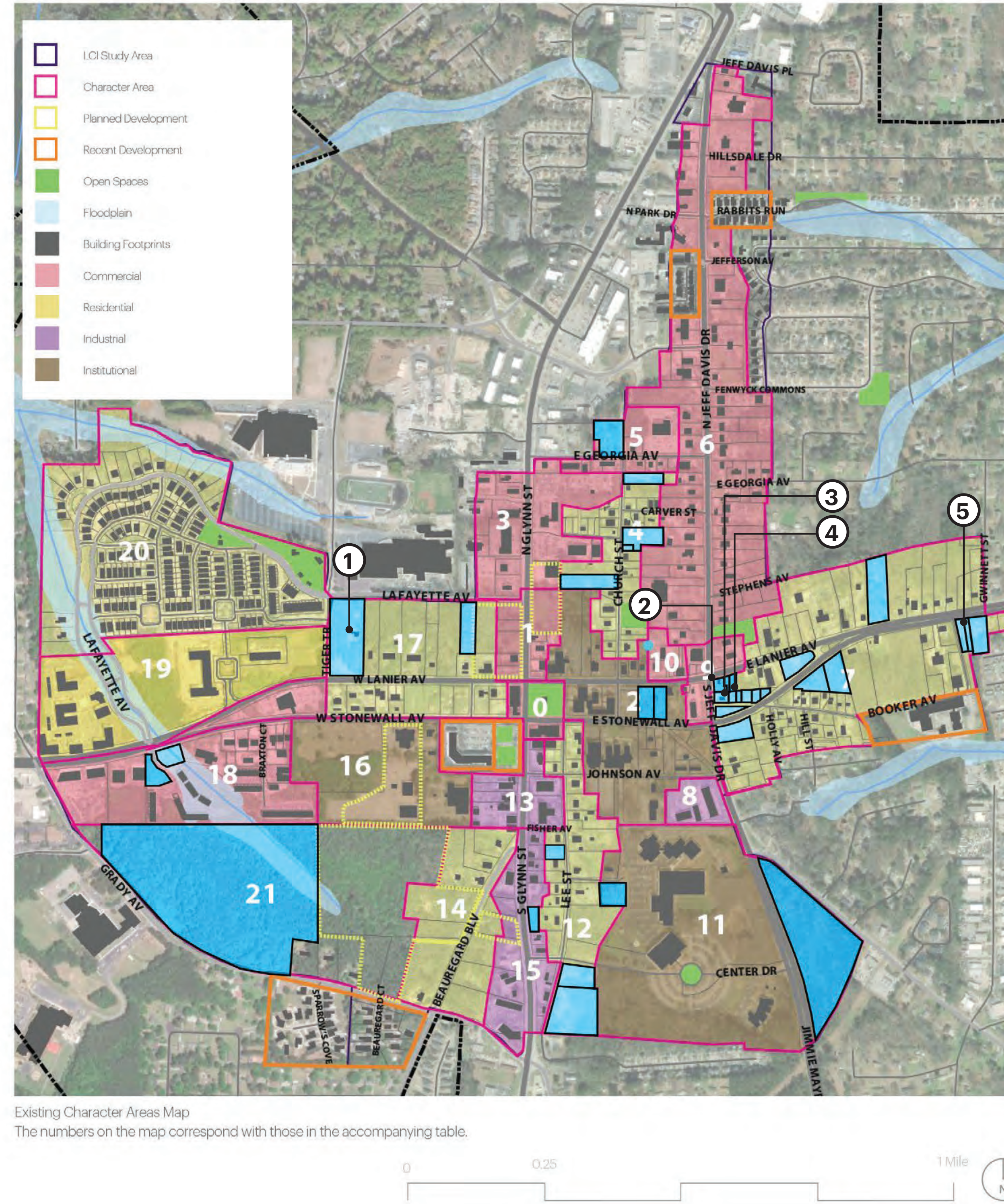
Support/Services/Senior Uses

This character area is less categorically defined than others and is better defined in geographical terms. This character consists of the southeastern extent of the study area, roughly bounded by Lee Street on the west and Johnson Avenue to the north. Existing, larger-scale structures also help to define this character area, including the senior center, the Court building, and the sheriff's department. south and east, by E Lanier Avenue to the north, and S Jeff Davis Drive to the west. Land uses in this area consist of smaller, single-family residential structures or compatible uses, such as schools.

Source: Atlanta Home Trends

Existing Buildings on Abandoned lots and Vacant Lot Opportunities

Identification of sites where new development can occur indicates opportunities for immediate application of the LCI recommendations.



Existing Character Areas Map
The numbers on the map correspond with those in the accompanying table.

02.2 Market Study

Summary Of Forecast Demand By Product Type (2020-2025)

Small Lot Single Family Detached

Demand in 2021-25: 100 units/year
Estimated Pricing: $400,000 - $600,000
Estimated Density: 4-6 units/acre
Parking: 2-car front/rear entry garages
Notes: Strong land value, good transitional use, great for all household types. Likely to run into land limitations.

Townhomes

Demand in 2021-25: 15 units/year
Estimated Pricing: $300,000 - $375,000
$425,000 - $475,000
Estimated Density: 8-14 units/acre
Parking: 2-car front/rear entry garages
Notes: Mix of conventional and luxury townhomes. High land value, limited depth. Good transitional use, great for ENs & starter families.

Rental Apartments

Demand in 2021-25: 250-300 units above pipeline.
Estimated Pricing: $1.45/SF | THs $2.15/SF | 55+
$1.75/SF | Conv.
Estimated Density: 25-45 units/acre
Parking: 1.5/unit OR 1/bed
Notes: Opportunity to leverage existing downtown environment & provide for "missing middle" housing options & grow workforce housing.

Office

Demand in 2021-25: + / - 25,000 SF
Estimated Pricing: $20-$25/SF Full Service
Estimated Density: 10,000 SF/acre
Parking: 4/1,000 SF
Notes: Population servicing office uses including medical and smaller private firms.

Retail / Service

Demand in 2021-25: 90,000 - 140,000 SF
Estimated Pricing: $20-25/SF NNN
Estimated Density: 8,000 SF/acre
Parking: 5/1,000 SF
Notes: Potential for small-format grocer / hardware store, majority is F&B & service-oriented w/ pharmacy / drug store.

Development Impacts

	Single Family/ Townhomes	Multifamily Rental	Condo	Retail	Office
All development can remove unwanted uses, increase city tax digest/improve services, & increase property values					
Pros	Low intensity use in/near neighborhoods Opportunities for new residents / existing residents to downsize	Greatest retail support More eyes on street, increased safety Strongest attainability	More residents frequenting establishments More eyes on street	More services / amenities in area Local jobs	More jobs Living wages Workers frequent and support retail
Cons	Low intensity use in urban environment Does not provide significant retail support	More transient population Increased density	Increased Density Often geared towards wealthy due costs	Might get undesirable retail Jobs are not high wages	Creates dead zones at night
All uses will increase property values (higher taxes) and traffic					

THE MERIDIAN APARTMENTS

FROM FAYETTEVILLE CITY MANAGER'S WEEKLY REPORT

COVID-19 Impact

- The Atlanta metro lost over 100,000 jobs due to the pandemic
- Much of these in retail, hospitality, and population servicing industries
- Most jobs projected to recover starting in late 2021 and back to pre-pandemic levels by year end 2022
- The for-sale residential market has remained strong particularly at higher sales prices result of historic low supply delivered since the Great Recession
- The rental market metro-wide has remained strong with highest level of absorption in its history, however, rental rate growth has slowed and absorption has been strongest in the suburbs as well as value-oriented properties
- Mixed-use environments both urban and suburban continue to be in high demand, with the lack of these environments in the suburbs pushing demand even further for suburban town centers
- Rising home prices and a lack of supply coupled with changing tenure preferences has created new rental product types including professionally managed rental townhomes and rental single-family developments
- The pandemic has exacerbated retail trends of the shift away from big box stores to more online shopping and less need for brick & mortar locations.
- While many stores still desire a brick & mortar location to engage customers, these spaces need to be "right-sized" as there is less inventory need and a desire to keep absolute rents low
- A result is an increasing mix of food & beverage as "anchors" to any retail development along with support from population servicing retail
- Experiential / destination retail has become extremely important in creating successful retail environments
- Similar to retail, the pandemic has exacerbated office trends that were already in place which were a shift to more remote / flexible work environments
- While this might lead to less office space needed per employee this could be offset by a shift away from dense office settings
- While more remote work scenarios could reduce demand for office space, this trend is very sector
- Hospitality has been hit hardest by the pandemic and will take years to recover with many companies currently limiting business travel and large gatherings.

02.3 Lessons from Analysis

Parks and Open Space

- The City of Fayetteville has completed many studies identifying the community's desire for an increase in parks and open space.
- Open space aesthetics, identity, gateways, and streetscapes are a priority given previous studies. Next steps are to identify specific opportunities for existing open space improvements and locations for new proposed spaces.

Mobility

- Past analyses emphasize the need for infrastructure to optimize walking and biking. This LCI study should reinforce the Master Path Plan while considering a bold vision of a highly networked open space that is independent of the road system.
- Community feedback for parking is pivotal for a deeper study and consideration.

Market Analysis

- The analysis indicates significant demand for single family and attached townhouses. The identification, prioritization, and policy incentives that encourage the desired scale and character of development should be evaluated to align with the overall vision of the Downtown Fayetteville LCI Study.
- Demand for office space is limited as only 19% of residents work in Fayetteville in comparison to 35% of residents that commute over 25 miles to work. Future studies should identify work and lifestyle changes as a result of the COVID-19 pandemic.

Other Questions / Comments

- Fayetteville leadership should determine whether to prioritize attracting major employers or improving quality of life and local amenities to benefit local residents and attract others.
- The LCI study should focus on engaging marginalized and underserved residents to be benefited by the plan without displacement.

03 Engagement

03.1 Engagement Timeline

Overview

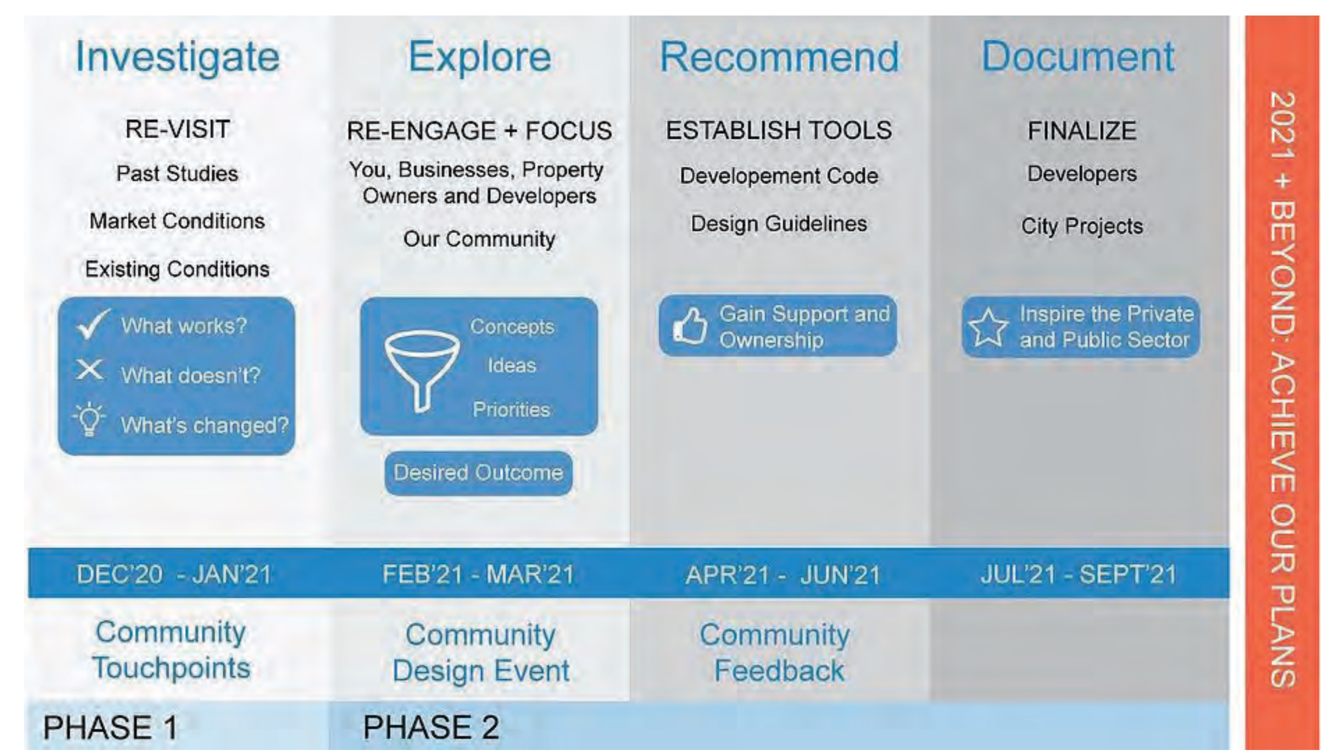
The project process was divided into four phases as outlined below. Starting with outreach and communications activities to build study awareness and excitement within the community, laying the groundwork for meaningful input and community engagement during the next phases, and initiating a strong following by community members.

Investigate
The study process began with a soft kick-off of the project via the City's multiple communications channels. This work was carried out through the release of a study flyer in late December 2020 that communicated the project goals and process and informed the community of input opportunities that would debut in early 2021.

Explore
In this phase, a virtual community charrette was conducted to craft a collective vision for the LCI study area.

Recommend
The teams recommendations were presented to the community via a hybrid setting.

Document
This phase was to document and finalize the recommendations including the community engagement process and input.



03.2 Investigate

Re-visit

Overview

The first few months of the LCI study process included a flurry of outreach and communications activities to help position the project for success. These activities focused on building study awareness and excitement within the community, laying the groundwork for meaningful input and community engagement during the next phase, and initiating a strong following by community members.

Soft Project Kick-off

The study process began with a soft kick-off of the project via the City's multiple communications channels. This work was carried out through the release of a study flyer in late December 2020 that communicated the project goals and process and informed the community of input opportunities that would debut in early 2021.

Study Website Launch

Early January 2021 saw the launch of the study website:

www.fayettevillelcistudy.com

This site will serve as the information hub for study information as well as a centralized location for all outreach activities. The City's Planning and Zoning page links directly to the site: https://fayetteville-ga.gov/city-departments/community-development/planning-and-zoning/livable-centers-initiative-lci/, furthering ease of access to project information.

Photo Scavenger Hunt Initiation

Early January 2021 also marked the start of a fun, web-based photo scavenger hunt. Community members can take photos from anywhere in the Downtown study area, capturing characteristics they feel best fits with their response to the hashtags of:

#MoreOfThisDowntown
– a photo to display something they like to see more of in Downtown

#LessOfThisDowntown
– a photo to display something they would like to see less of in Downtown

#MyFayettevilleFavorite
– a photo that shows their favorite place/thing in Fayetteville

Participants submit responses via email or social media and are entered for a raffle prize from local businesses. Photos and raffle winners will be featured at the February Design Charette, creating a bridge between the project kick-off and the February community meetings.

Charrette Save the Date & Promotions

The Community Design Charrette – a community work session where community members are asked to roll up their sleeves and help plan for Downtown's next phase – was scheduled for February 11th and 12th. An online registration tool was established on the project website – giving community members the option to participate in one or both 1.5-hour sessions (to be held on Thursday evening and Friday mid-day).

Core Team Establishment & Welcome

The City established, confirmed, and welcomed a 17-member "Core Team" to serve as champions of the study process and help guide the plan's outcomes. The project team delivered a formal welcome via email the first week of February, encouraging members to participate in the charrette and scavenger hunt while helping get the word out about the process.

Advertising and Communications Activities

During the Investigate stage, the study, its goals, and current/upcoming activities were promoted in multiple ways, including via the City's Facebook and Instagram accounts, Next Door, weekly eblasts, and monthly City News publication. The team also established a project updates email sign-up on the study website and sent out its first update to the group.

Questions from Analysis and Site Visits

Questions	*Targeted towards Community*	*Targeted towards Client*
What are the community acceptable levels of density? How do you interpret density –by height or other?	x	
How does the community feel about rental product versus ownership product? Does this vary by product type? (Rental townhomes / cottages vs conventional apartments)	x	
Are there demographics and/or household types / housing types missing in the community? Young professionals? Opportunity for households to downsize?		x
Would the community support a shared centralized parking deck? A centralized shared parking deck would unlock the development potential of many sites given the costs of parking and current rent levels of many uses		x
What types of retail and/or services do you have to leave the community for? And where do you go for this retail and / or services?	x	
What is Fayetteville missing?	x	x
In 5 years from now what other Atlanta regional community do you envision Fayetteville looking like?		
What character areas should be preserved?		x
How should the character areas be treated where there has been recent new development or where there is development planned?		x
The 2018 Future Land Use Map shows much of the Downtown study area as "Walkable Mixed-Use." Is this desirable and feasible given the Existing Character Map and Table? Should the Downtown study area be more variable in character?		x
What parts of the downtown area should be preserved into the future?	x	
What parts of the downtown area do you want to see change or improve in the future?	x	
What is your opinion of the new residential development that's taken place in downtown Fayetteville? (i.e., The Village, The Meridian, scattered new housing subdivisions). Could you see yourself moving there soon or in the future? If you already live in downtown, what made you choose to live there?	x	

Questions	*Targeted towards Community*	*Targeted towards Client*
What are some of your favorite downtowns in Georgia or in other states and why?	x	
What are the positive and negative characteristics of the existing parks and open spaces? What is desirable, what is undesirable?		x
What activities do you want to take place within future and existing parks and open space (recreation, community gathering, event planning, physical health, economic development, nature appreciation, etc.)?		x
How should the character areas be treated where there has been recent new development or where there is development planned?		x
What types of amenities and nodes are desired for greenspace connections (pocket parks, bike paths, walking trails, multi-use pathways, seating areas, water features, plazas, community gathering spaces with commercial partnership, dog parks, etc.)?		x

03.2 Explore

Re-Engage + Focus

Virtual Community Design Charrette (February 11-12, 2021)

Overview

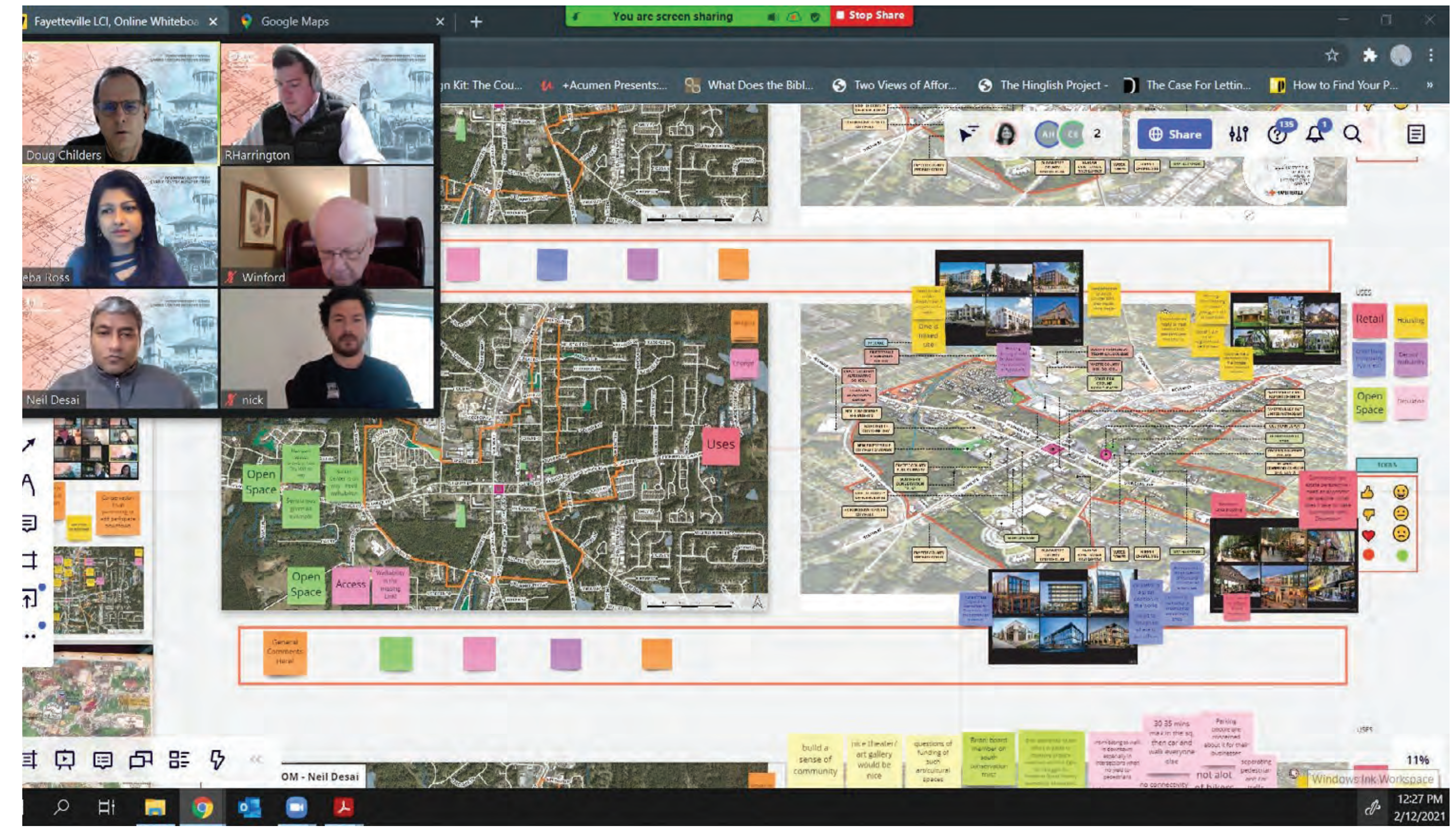
A virtual community charrette was conducted on February 11th and 12th, 2021 to craft a collective vision for the downtown study area of Fayetteville by taking the lessons learned from history and past efforts and reimagine a future that engages all the stakeholders and is healthy for the environment and the community. Participants shared input on areas to preserve and change as well as perspectives on future land uses, Downtown access and mobility, and open space. Both meetings were conducted virtually via zoom.

Re-engage

The first day was to re-engage the community..

Focus

The second day was built on discussion and input provided and collected from the first day.



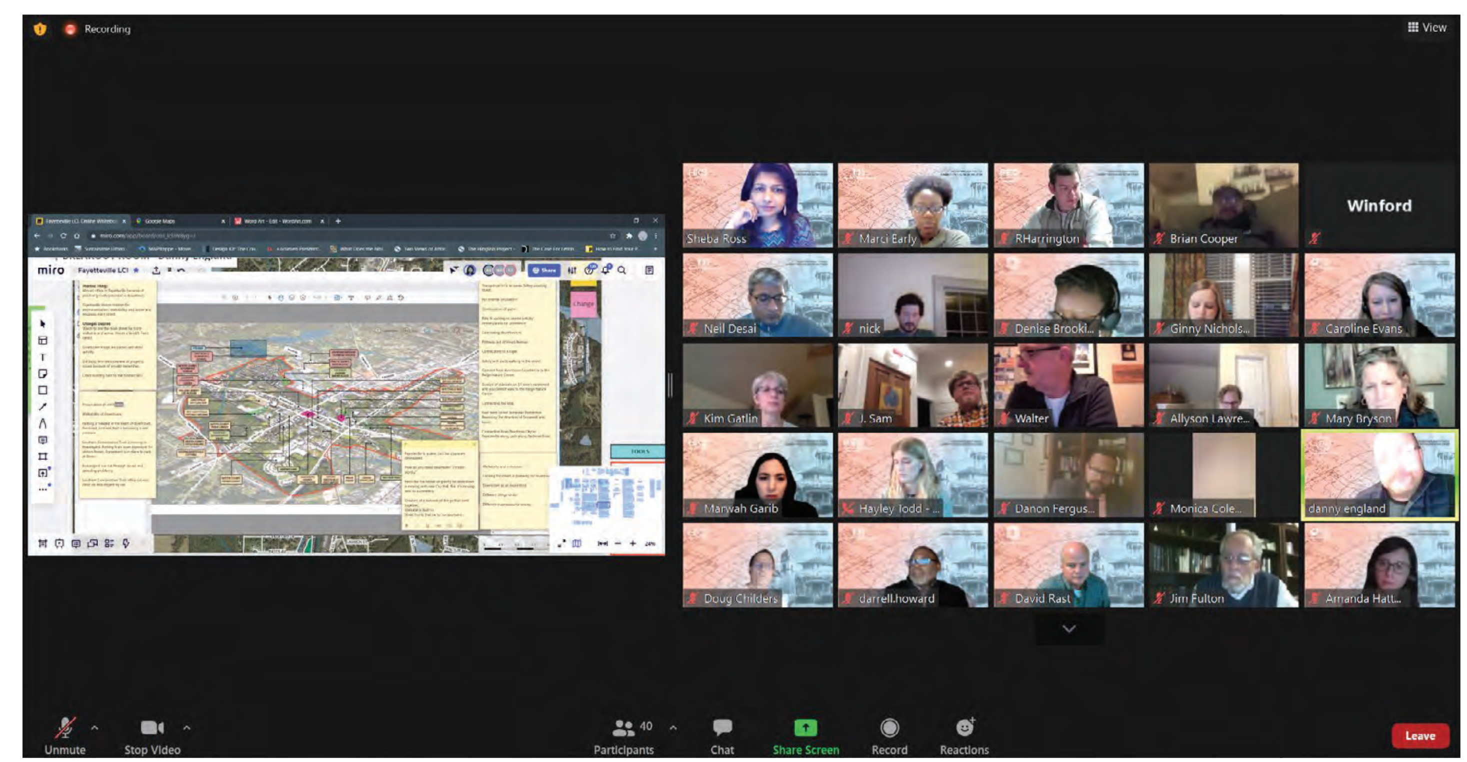


Photo Scavenger Hunt

Photo Scavenger Hunt Photos

I'm a new to Fayetteville and have only lived here for a year. However, I enjoy Community Car Shows that are free to the public and offer food vendors vendors. Generally the event would charge a small car entry fee, allow the public to vote for their top car(s) and the winner receives a community plaque and money can be raised by charging vendors for booths.

Park Exercise Equipment

Ginny Nicholson
January 25 at 11:09 AM

One of my favorite childhood memories is the pumpkin walk from Spring Hill Elementary to Downtown Fayetteville and the Fall Festival. We did it every year and it might be reason I love Halloween and fall so much today! This is definitely one of the things Fayetteville needs to continue doing for future generations! #moreofthisdowntown #myfayettevillefavorite

Join the Photo Scavenger Hunt to win and have a say on what the future of downtown Fayetteville looks like! https://www.fayettevillelcistudy.com/...

Photo Scavenger Hunt Word

One of my favorite childhood memories is the pumpkin walk from Spring Hill Elementary to Downtown Fayetteville and the Fall Festival. We did it every year and it might be reason I love Halloween and fall so much today! This is definitely one of the things Fayetteville needs to continue doing for future generations!

public transportation

Fayette County Courthouse

A Community Delicious Desserts Day - Have local bakeries and ice cream shops showcase and offer their products for sale.

A Community Family Fun Fest - Provide games and activities for families (yard games - horse shoes, corn hole, volleyball, etc.) and have a homemade lantern parade to conclude the event.

Community Car Shows that are free to the public and offer food vendors and other vendors

Pickle ball courts

A community pool

Improved park equipment

Family Picnic in the park day

A Community Market Day - where vendors in the community showcase and sell their products and services.

A Community Swap Meeting where people gather to sell and barter goods and services and donate remaining items to charity.

#MoreOfThisDowntown

Needs to be a lot more pedestrian friendly

More events that brings people further into downtown!

Pickle ball courts

A community pool

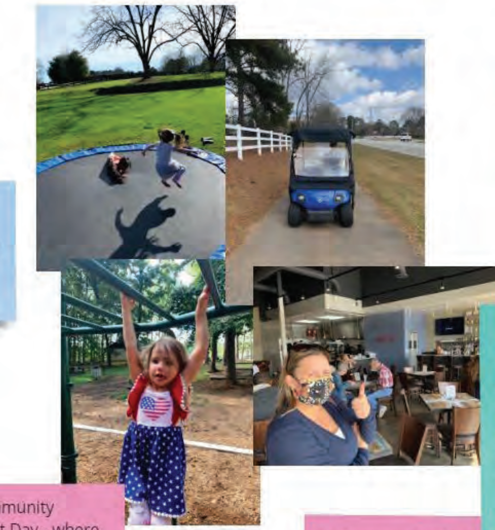
Improved park equipment

I've seen the town square/grassy area in other cities use their green space for bands to play during lunch on weekdays. People bring chairs and blankets and sit on the grass and listen to music and shop at the stores on the square. I've also seen the town square area used for holiday events like Santa visits, markets, etc.

Downtown cohesive look would be nice! similar sidewalks, light fixtures, and other design elements!

historic character of the area back with people using the long log benches outside the courthouse for more than just the pumpkin walk.

Having a community "Arts" space that could have paintings and statues come in for people to enjoy together would be very nice.



Family Picnic in the park day

Here are a few examples of what we would like to see. Just a summary but more local parks and green space, more local businesses and restaurants like wild caught seafood, gremlin growlers, tribal chick as well as more golf cart paths. Look forward to the meetings.

A Community Family Fun Fest - Provide games and activities for families (yard games - horse shoes, corn hole, volleyball, etc.) and have a homemade lantern parade to conclude the event.

A Community Market Day - where vendors in the community showcase and sell their products and services.

Community Car Shows that are free to the public and offer food vendors and other vendors

A Community Swap Meeting where people gather to sell and barter goods and services and donate remaining items to charity.

A Community Delicious Desserts Day - Have local bakeries and ice cream shops showcase and offer their products for sale.

#LessOfThisDowntown

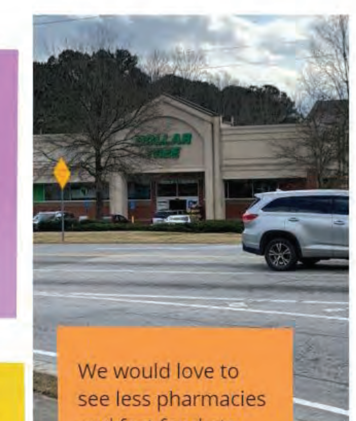
Way too much traffic and too car oriented!

I think the area around the old courthouse would need to be more pedestrian friendly. It would help if the parking area for the government offices transitioned to the area around the courthouse square to make it more pedestrian friendly which could bring people to events at the courthouse square.

disappointed that all the trees are gone in the area that the new business center is being built.

Tearing down houses and buildings in the Historic District, There isn't going to be any "Old Fayetteville" left.

There are some art and craft fairs that happen around the courthouse, but it is very crowded and parking is very difficult. The little Margret Mitchel Library needs to be played up a bit so that people know and come and see it.

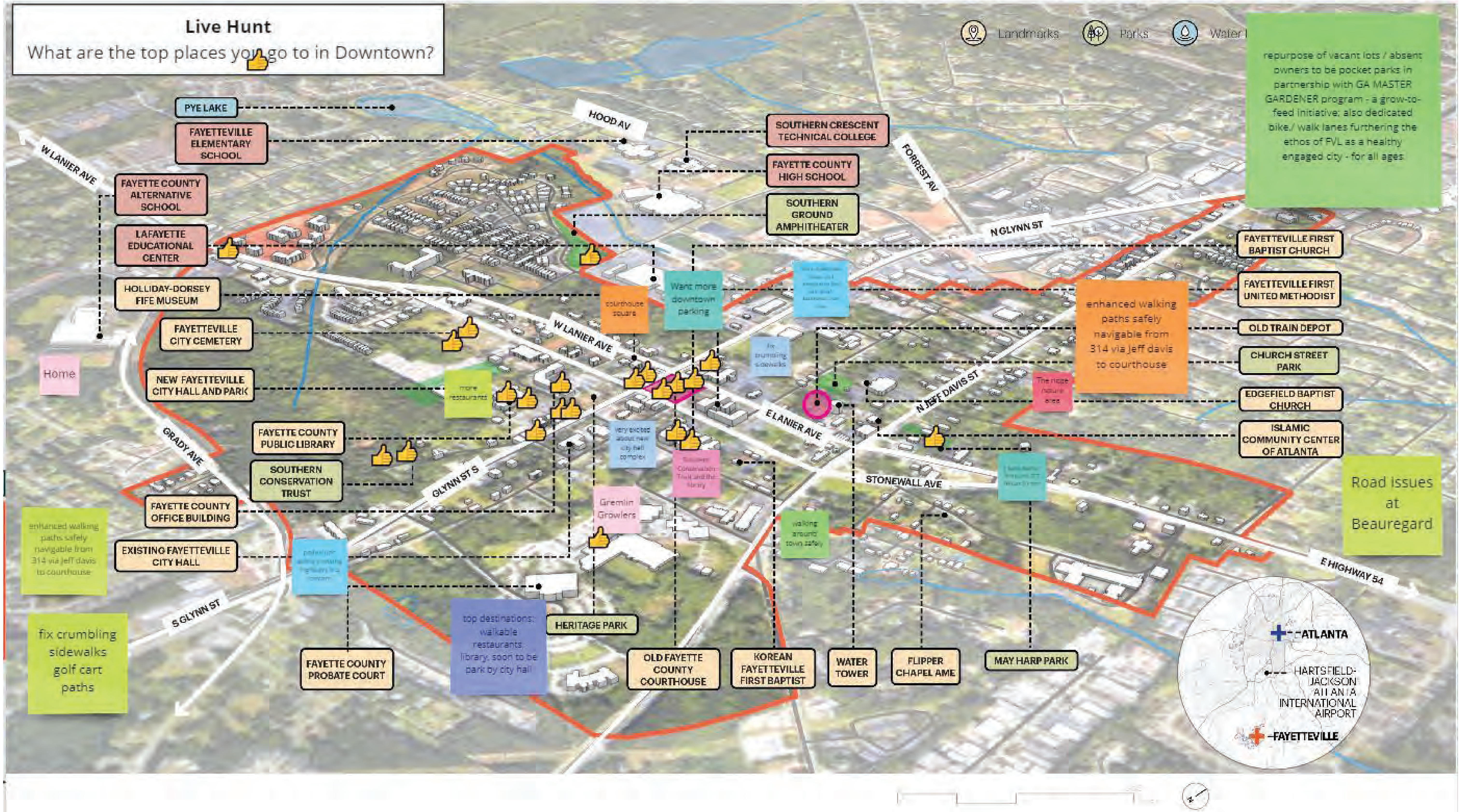


We would love to see less pharmacies and fast food etc. More local all the way. The pavilion is close enough.

#MyFayettevilleFavorite

One of my favorite childhood memories is the pumpkin walk from Spring Hill Elementary to Downtown Fayetteville and the Fall Festival. We did it every year and it might be reason I love Halloween and fall so much today! This is definitely one of the things Fayetteville needs to continue doing for future generations!

Fayette County Courthouse


Live Hunt
What are the top places you go to in Downtown?
Landmarks
Parks
Water
repurpose of vacant lots / absent owners to be pocket parks in partnership with GA MASTER GARDENER program - a grow-to-feed initiative; also dedicated bike / walk lanes furthering the ethos of FVL as a healthy engaged city - for all ages
PYE LAKE
FAYETTEVILLE ELEMENTARY SCHOOL
FAYETTE COUNTY ALTERNATIVE SCHOOL
LAFAYETTE EDUCATIONAL CENTER
HOLLIDAY-DORSEY FIFE MUSEUM
FAYETTEVILLE CITY CEMETERY
NEW FAYETTEVILLE CITY HALL AND PARK
FAYETTE COUNTY PUBLIC LIBRARY
SOUTHERN CONSERVATION TRUST
FAYETTE COUNTY OFFICE BUILDING
EXISTING FAYETTEVILLE CITY HALL
FAYETTE COUNTY PROBATE COURT
HERITAGE PARK
OLD FAYETTE COUNTY COURTHOUSE
KOREAN FAYETTEVILLE FIRST BAPTIST
WATER TOWER
FLIPPER CHAPEL AME
MAY HARP PARK
SOUTHERN CRESCENT TECHNICAL COLLEGE
FAYETTE COUNTY HIGH SCHOOL
SOUTHERN GROUND AMPHITHEATER
FAYETTEVILLE FIRST BAPTIST CHURCH
FAYETTEVILLE FIRST UNITED METHODIST
OLD TRAIN DEPOT
CHURCH STREET PARK
EDGEFIELD BAPTIST CHURCH
ISLAMIC COMMUNITY CENTER OF ATLANTA
Home
W LANIER AVE
HOOD AV
FORREST AV
N GLYNN ST
W LANIER AVE
E LANIER AVE
N JEFF DAVIS ST
STONEWALL AVE
GRADY AVE
GLYNN ST S
S GLYNN ST
E HIGHWAY 54
courthouse square
Want more downtown parking
fix crumbling sidewalks
more restaurants
very excited about new city hall complex
Southern Conservation Trust and the library
Gremlin Growlers
walking around town safely
The ridge nature area
enhanced walking paths safely navigable from 314 via Jeff davis to courthouse
Road issues at Beauregard
enhanced walking paths safely navigable from 314 via Jeff davis to courthouse
fix crumbling sidewalks golf cart paths
top destinations: walkable restaurants, library, soon to be park by city hall
ATLANTA
HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT
FAYETTEVILLE

WHAT WE HEARD

OPEN SPACES

PRESERVE
- Existing parks, open and green spaces such as courthouse square and the amphitheater.
- Current community events and activities.

CHANGE
- Heritage Park and May Hart parks need updates and improvements.
- Current park network lacks connectivity.

IMAGINE
- More parks and open spaces with programming and memorial spaces (sports courts, equipment, roller skating, arts, veteran and African American memorial space).
- More community events such as fests, community swaps, car shows, movie nights.
- Dedicated multi-use paths connecting to activity nodes and green network to enhance connectivity and pedestrian and bike safety.

USES

PRESERVE
- Existing local businesses and restaurants and shops.

CHANGE
- Less chains and big businesses.
- Less car dealerships.

IMAGINE
- More local small businesses, shopping and restaurants in downtown.
- Mixed income housing for different demographics (affordable, middle income, young and older families).
- Mixed-use developments and diversity in uses and amenities (commercial, office + housing).
- New uses such as meeting space, art gallery, outdoor dining in downtown.
- Attract residents and businesses to downtown.

MOBILITY

PRESERVE
- Senior services have good programs, but could be built up and improved.

CHANGE
- Less auto-centric; more pedestrian and bike friendly by improving safety and infrastructure.
- Less traffic congestion and high speeds in downtown.
- Parking in downtown is limited, need clear signing to make it less confusing.

IMAGINE
- More parking in downtown.
- Relieving traffic through road diets.

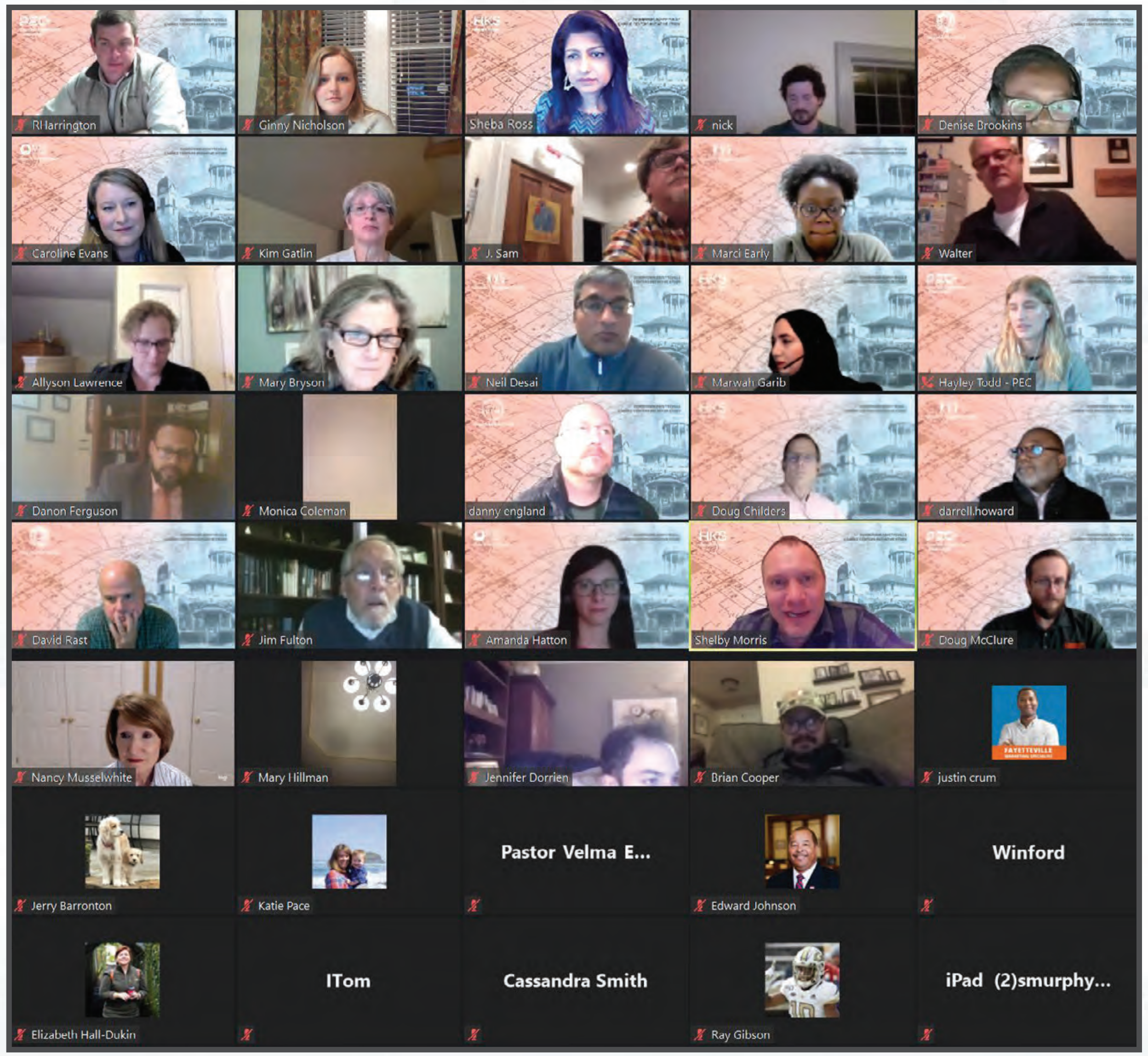
BUILDINGS

PRESERVE
- Preserve historic character and old buildings.

CHANGE
- Old houses are deteriorated, lack of maintenance,
- Downtown shops are vacant and need activity.

IMAGINE
- Infill developments to provide density and walkable to downtown.
- Re-purpose unused buildings re-purpose and improve existing buildings.
- New developments to be compatible with historic character

What is your vision for Fayetteville?



"Preserve neighborhood and small town feel."

"No jobs for young professionals; current commute time is very long."

"Fayetteville as an inviting, affordable and authentic town with a sense of pride."

"Fayetteville should be the heart not an artery."

"Providing growth opportunities."

"Pinterest Worthy."

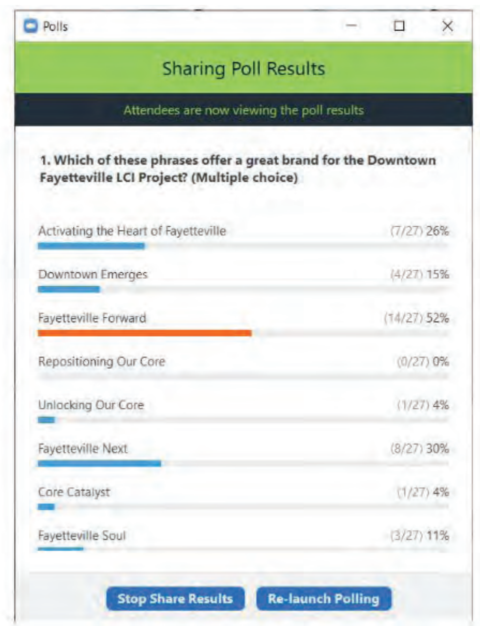
"Need sustainability element to be incorporated into plan!"

"Infill Development."

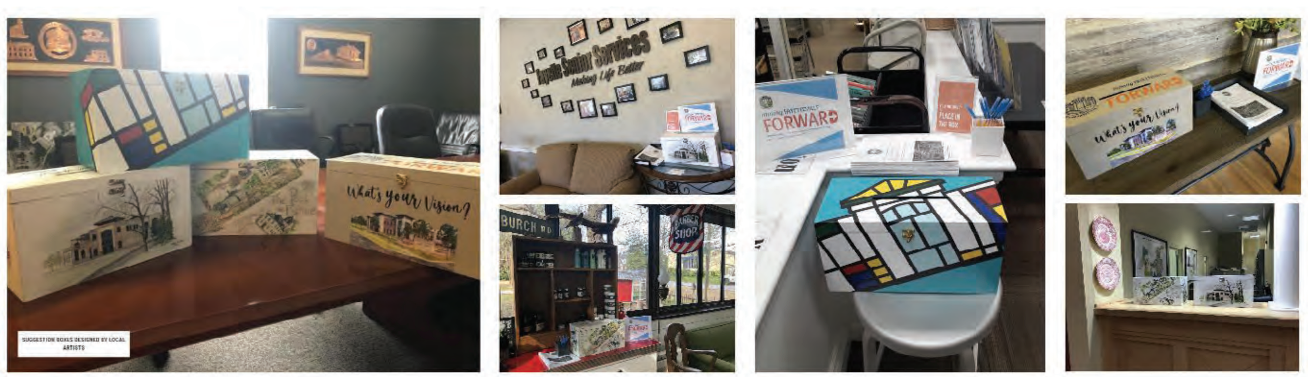
"Repurpose unused property and buildings."

The Birth of '*moving* Fayetteville Forward'

During the community charrette, participants were asked for suggestions regarding naming the LCI initiative. The top choice was Fayetteville Forward. The word 'moving' was later added by the team to suggest active motion.



Suggestion Boxes Designed by Local Artists



Input boxes were designed and decorated by a group of Fayetteville local artists. The boxes were used to receive feedback from the community and were strategically places in accessible locations in the city including the Fayette County Library, City Hall and Church Street Park.

Survey Results

WHAT WE HEARD

ONLINE AND PAPER SURVEY

Downtown

TOP PLACES TO GO DOWNTOWN
1. Restaurants and Bars
2. Fayette County Public Library
3. Courthouse Square

57% WANT TO SEE MORE VARIETY DOWNTOWN

49% WANT MORE GREENSPACE DOWNTOWN

82% WANT MORE SHOPS AND RESTAURANTS DOWNTOWN

TOP PRIORITY
More patios and outdoor cafe dining

Mobility

TOP PRIORITY
Expand and connect to Fayetteville multi-use path network

33% WANT TO EXPAND DEDICATED BIKE LANES

24% WANT TO EXTEND SIDEWALKS TO ADDRESS GAPS IN THE SIDEWALK NETWORK

YES To additional off-street parking

NO To the addition of a parking deck

Open Spaces

29% Want to see more ***recreational activities***

39% Want to see more ***pop-up markets and food booths***

YOU WANT TO SEE MORE
1. Multi-use Pathways
2. Pocket Parks
3. Water Features

23% WANT MORE OPEN SPACE

21% WANT MORE LIGHTING

TOP PRIORITY
Keep Downtown Authentic

Housing

42% Are supportive of adding more ***cottages*** on limited sized lots as a housing option

TOP HOUSING OPTIONS
1. Cottages
2. Townhomes
3. Entry level housing

40% Of people thought ***empty-nesters*** could utilize additional housing options

TOP PRIORITY
More afforable housing options for young professionals

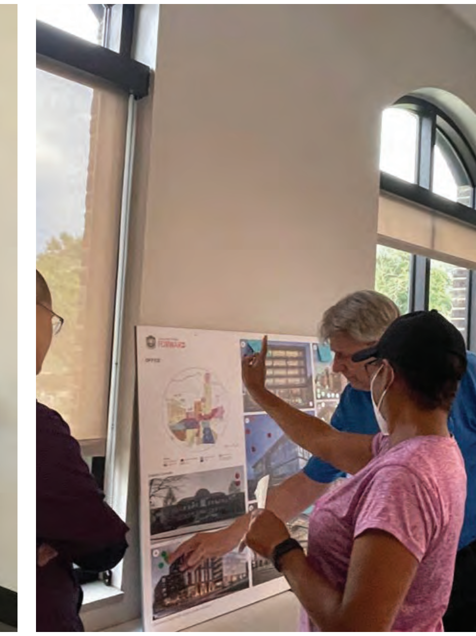
04.3 Recommend and Document

Hybrid Community Meeting

A Community Town Hall meeting was attended by elected officials and several local residents in June 2021. Presenters reported on months of research and community feedback and gave recommendations to the City regarding many quality-of-life infrastructure improvements . Participants engaged in-person and online.

Part 1 of the meeting focused on the Presentation of Project Overview and Progress including Connections and Nodes, Mobility , Codifying the place and the impact of feedback and preferences. Part 2 engaged the audience online through break-out rooms and in-person through large printed boards to garner feedback and preferences.

This section highlights the main takeaways from the Explore and Recommend Community Meeting.



MULTIFAMILY HOUSING

General push back regarding tall and big buildings. Modern aesthetic desired, however, not too eclectic as in image G.

OFFICE

Small scale office buildings with 1-3 stories serving small businesses are mostly prefered, (similar to image E). Unlike images (B),(C) and (G), contemporary facades with less glass and modern brick patterns are preferred (Similar to images A and D). General support for adaptive reuse.

Note: Images highlighted in green indicate most desired and images indicated in red were the least desired images.

MIXED-USE MULTIFAMILY HOUSING

Lower scale and aesthetic similar to image (B) are most preferred especially with restaurants and active rooftop spaces. Large monolithic developments are not desired (as in images A and E). Glass and contemporary styles / materials are not preferred (as in image D).

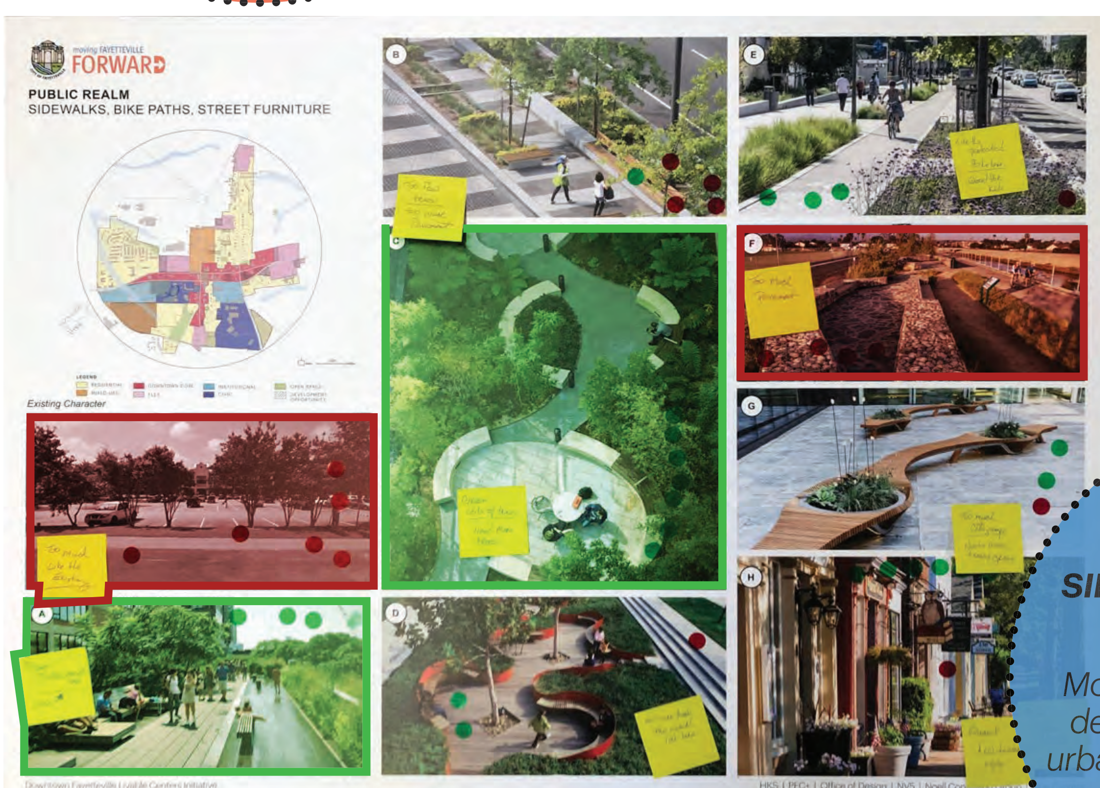
RETAIL + ACTIVE EDGE

Wide sidewalks, overhangs and outdoor dining spaces are desired. The group liked more colorful facades, such as in image (F). Collonade structures are generally not preferred.

PUBLIC REALM:

PARKS + OPEN SPACES

There is a general apprehension towards large paved areas. Sidewalks and buffers with more trees and landscape were preferred.



Note: Images highlighted in green indicate most desired and images indicated in red were the least desired images.

PUBLIC REALM:

SIDEWALKS, BIKE PATHS + STREET FURNITURE

Most participants indicated a desire to have a more active urban feel as well as separating cyclists and pedestrians with wide planting buffers.

"Future materiality should complement and blend with current character and heritage of Fayetteville."

General Comments

"More natural settings."

NO

Too much concrete, garden-style apartment buildings, large impervious surfaces, overpowering buildings.

"Build upon current small town feel, yet modernize!"

"Active rooftop spaces and usable parklets will be wonderful"

YES

Quaint architectural style, diverse flexible spaces, context-sensitive wayfinding, Brick facades.

"Love the idea of planning a space for activities such as food trucks or open air markets."

04 Vision

04.1 The Big Idea

***moving* Fayetteville Forward**

Vision

Through deep community engagement, this project was named: moving Fayetteville Forward. In doing a vested exploration of what the opportunities are for Downtown Fayetteville, it was determined that the movement that was desired needed to be multi-directional. To demonstrate this aspiration , the team tapped into the visual of a compass to create the guiding principles that will illustrate the priorities of the study and identify the performance metrics that will help maintain the accountability of the process for the Livable Centers Initiative.

The Vision for moving Fayetteville Forward is to reimagine the possibilities in Downtown through catalytic equitable placemaking, enhanced legibility of the built environment, and creative guidelines for healthy, sustainable developments that will empower its diverse communities.

Guiding Principles

The guiding principles for a project are tenets that will be a tool for decision making and accountability. The cardinal directions of North, South, East and West of a compass have been adapted to indicate the priorities of the study:

Nature, Social, Economy and Walkability.

This aligns with the goals that the Atlanta Regional Commission has while investing in such initiatives for the cities. The guiding principles inform an actionable framework on which the recommendations are built. Character themes portray the individual identity of different zones in the area where key nodes are inserted for the community to meaningfully gather. The places and spaces are intentionally connected through a network of links that offer the legibility and access indicated in the over-arching vision.

RESPECT

NATURE

Maintain the authenticity of Fayetteville

Preserve natural assets

Leverage Parks, landscaping, trees

Elevate access for improved mental health and emotional well-being

Emphasize historic character

Unify signage standards referencing historic character

PRIORITIZE

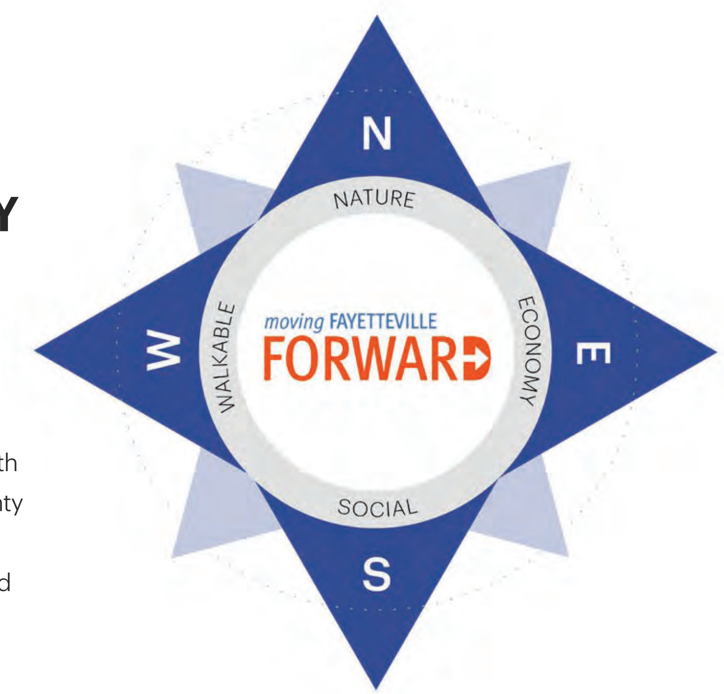
WALKABILITY

Improve walk scores

Integrate sidewalks with public realm

Incorporate Multi-use trails and improve connectivity with Fayetteville and Fayette County

Focus on Downtown core accessibility to create unified streetscape



REVITALIZE

ECONOMY

Diversify economy

Imagine new developments creatively to revitalize the economy

Strengthen economic impact by mixing uses

Plan feasible developments aligned with market study

Promote small businesses and art+culture organizations

ENHANCE

SOCIAL

Emphasize spaces for community interaction

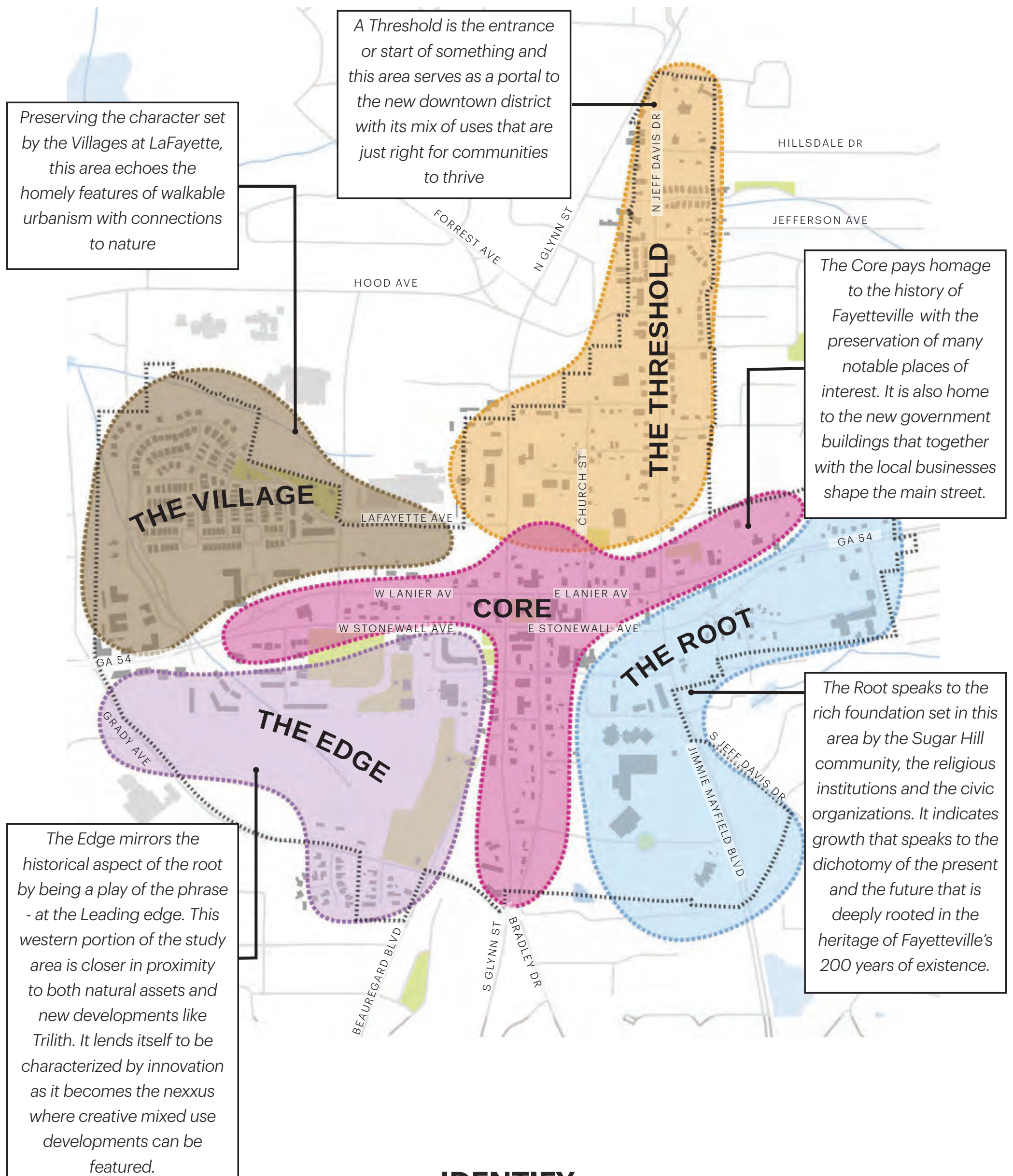
Enhance safety

Empower Community - led action

Celebrate Social, racial and intergenerational diversity

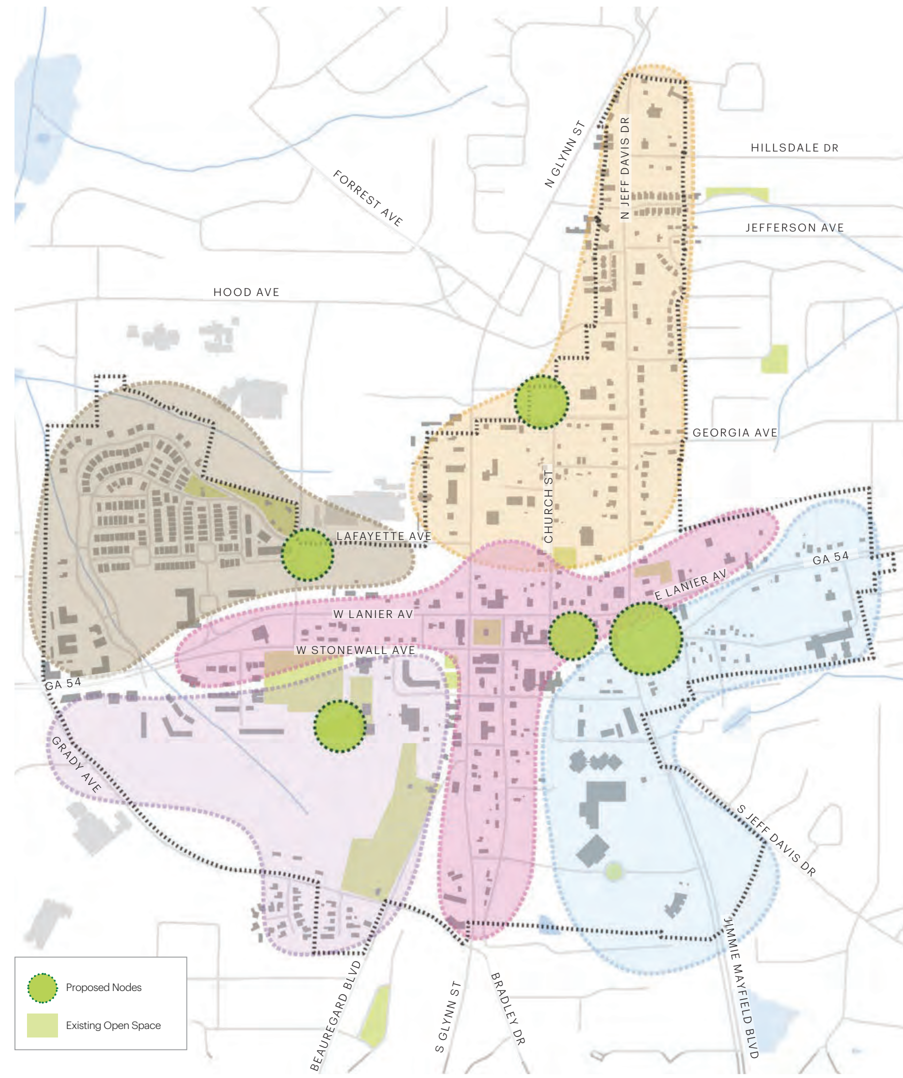
Promote shared, flexible spaces

The Framework



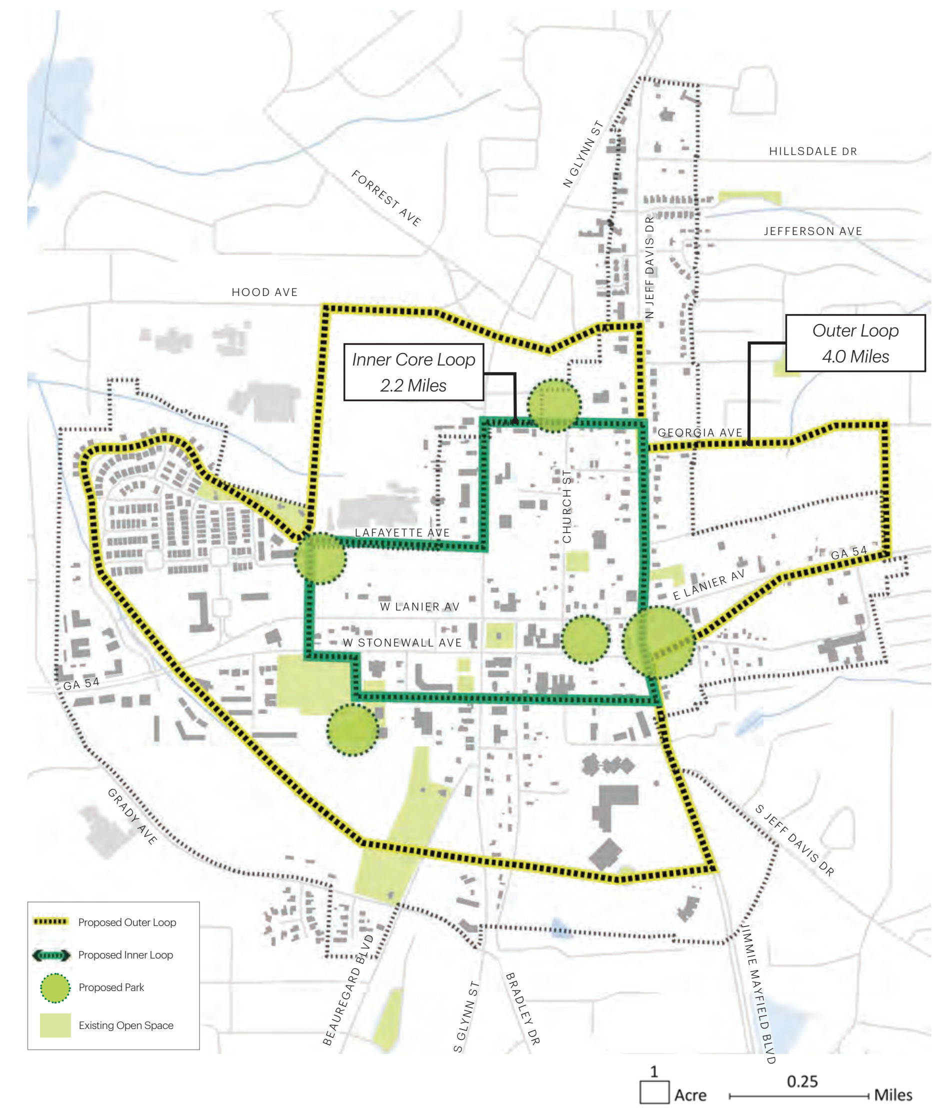
IDENTIFY
CHARACTER THEMES

Areas distinguished by common characteristics based on physical environment analysis and community perception



GATHER
NODES

Strategic focus points for orientation, pause, celebration and engagement. New nodes provide placemaking opportunities unique to each character area.



CONNECT
LINKS

Routes along which people move throughout the city that offer legibility and access.

05 Recommendations

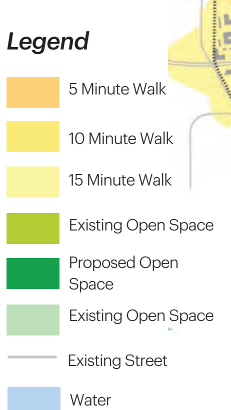
05.1 Parks and Open Space

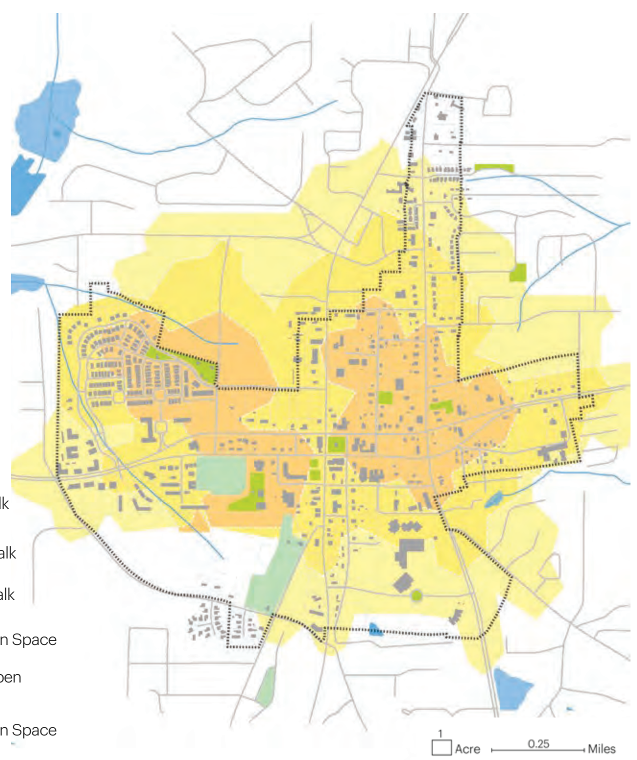
Recommendations

Introduction

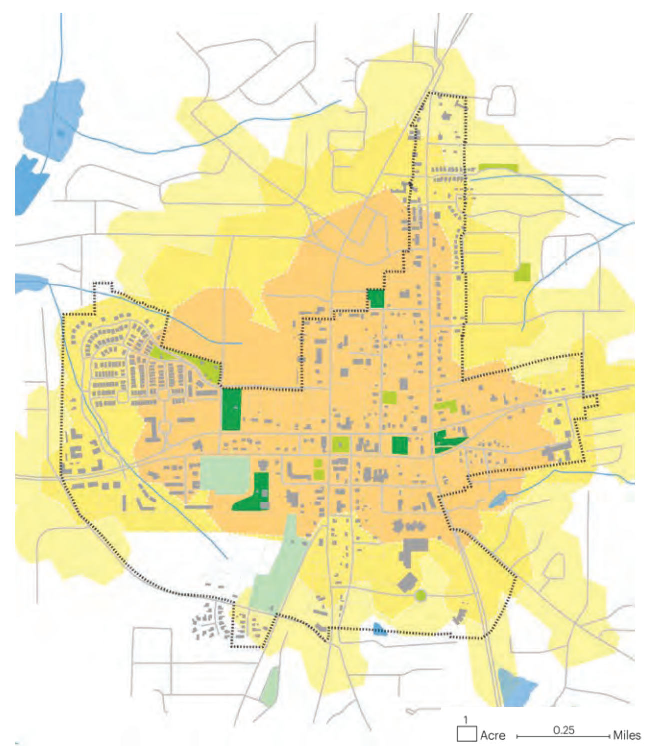
As stated earlier in this document, Fayetteville needs more programmed open spaces. In addition to preserving the existing parks and open spaces, there are four proposed new parks as shown on the map on the opposite page.

The analysis below shows how the proposed parks close the walkshed gaps with the LCI study area. This ensures all of the residents of the LCI study area are within at least 15 minute walk to a park or programmed open space. The next spread details the proposed parks and public spaces as well as streetscape enhancements.



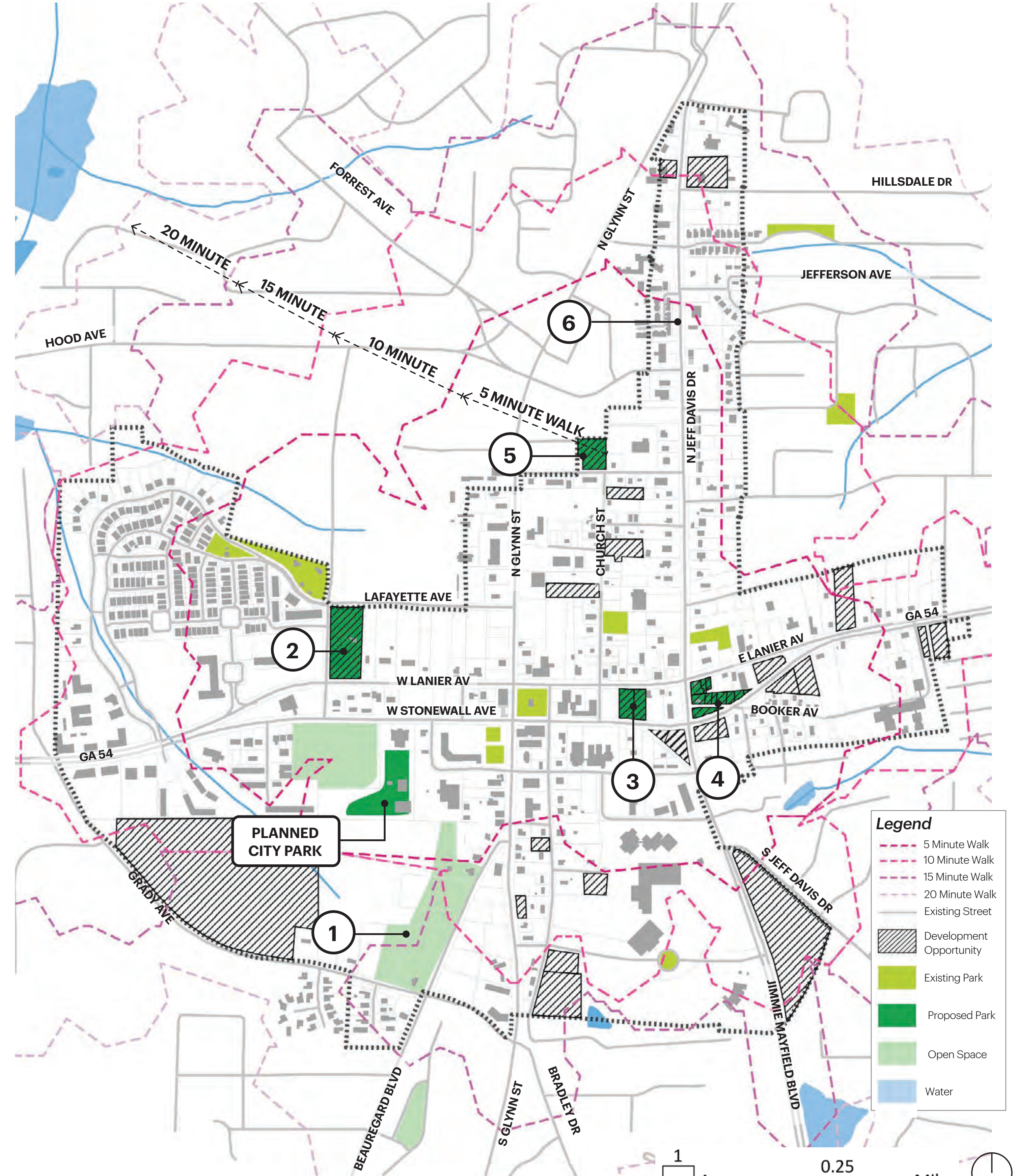


Walkshed Analysis of Existing Parks and Open Spaces



Walkshed Analysis of Proposed Parks and Open Spaces within the LCI boundary.

Four new parks are proposed to ensure all residents of the study area are within a 15-minute walk to a park.



Proposed Parks and Open Spaces

1

Southern Conservation Trust Preserve

Continue Preservation of forest land next to the Southern Conservation Trust. The vacant parcel west of the Southern Conservation Trust could be developed in a way where conditions exist requiring the developer to connect trail systems in the development by the stream to the Southern Conservation Trust as well as the planned community green space on the Fisher Avenue extension.

- Outdoor education opportunities
- Natural walking trails that take advantage of the stream.
- Health and exercise
- Disc golf
- Playgrounds for children

2

Outdoor Public / Park Space to transition between amphitheater & downtown

The vacant lot adjacent to the existing amphitheater provides a great opportunity to create linkage between the amphitheater and the residential area leading to downtown. This could be done with a combination of park space that is more of a natural feel than a developed feel with the following programming:

- Walking trails
- Community event space
- Playground for children
- Dog park
- Mixed use of small scale commercial (dining and or shopping) on the edges facing the street.
- A place for people to enjoy the city before or after going to an event at the amphitheater.
- Pedestrian connection through the residential area linking this vacant area to the downtown.

3

Potential Public Gathering space / small park

The vacant spaces between E Lanier Avenue and E Stonewall Ave provide a great opportunity for a mixed-use development that provides an open park space linkage between the two streets.

- Open green spaces provide opportunities for community events close to the downtown area.
- Adding mixed use options makes the place more easily inhabitable which creates public interest.
- Potential to be used as a public park when not being used for community events.

4

Transitional Park

The vacant space along E Lanier Avenue and S Jeff Davis Drive, and also along Booker Avenue, provide an excellent opportunity to provide transition space between the residential community in this area to the downtown commercial area.

This could be accomplished in a variety of ways, but adding public park space in this area that provides a variety of functions would work well.

- Playgrounds for children
- Dog Park
- Open spaces for community events
- Physical and mental health
- This would also potentially serve as a node of connection between the enhanced pedestrian gateway along N Jeff Davis Drive and the residential community.
- Small scale commercial development for the use of restaurants or shopping could also be incorporated into the park space.
- Abernathy Greenway along Abernathy Road in Roswell is a good example of a liner park alongside of a vehicular roadway.

5

Pocket Park

- Public space node
- Gateway to north 85 corridor
- Possible location for a community garden, playground for children or other neighborhood initiatives.

6

Streetscape

The historic homes purposed for commercial use along N Jeff Davis Drive provide a good opportunity to begin a gateway into the downtown area.

Pedestrian activity could be enhanced with more of a separation between the sidewalk and the road with enhanced low maintenance landscaping within the landscape strip.

- Seating nodes within the enhanced pedestrian pathways should be designed appropriately to connect to the local businesses. Perhaps there is an incentive for business owners to provide enhanced seating nodes along the sidewalk that lead into their place of business and also provide a nice feature for the users of the sidewalk. Pocket parks with private partnership
- There was strong desire for more local outdoor dining options. The large front yards of these old historic homes facing N Jeff Davis provide a great opportunity to meet this desire.
- Historic Roswell, GA on Canton Street is good example of this.

05.2 Mobility

Recommendations

Introduction

More tourists and locals are expected to visit and live in the city's downtown area with this influx in population, creating a need for better and safer downtown amenities to support its residents and visitors. There is a need for public spaces where people can interact and define the community's aesthetic quality, economic activity, health, and sustainability. New design strategies should therefore be implemented to develop a strong framework for the infrastructure amenities needed to get people out of their cars to socialize, interact with their environment, and discover other mobility options.

A Mobility Framework, detailed below, was formulated by NV5 to guide the future development and growth of Downtown Fayetteville. The overarching goal of this framework is to implement the desired public infrastructure investments within the city's existing specifications for streets and roadways. These investments are needed to support more private developments in the downtown area and ensure all users of transportation networks leading to or from these developments can travel safely, reliably, and independently between them in adequate and accessible ways. The proposed framework should be used to rethink how existing street networks and public rights-of-way can be re-purposed or better utilized to move Fayetteville Forward into a future and prosperous community.

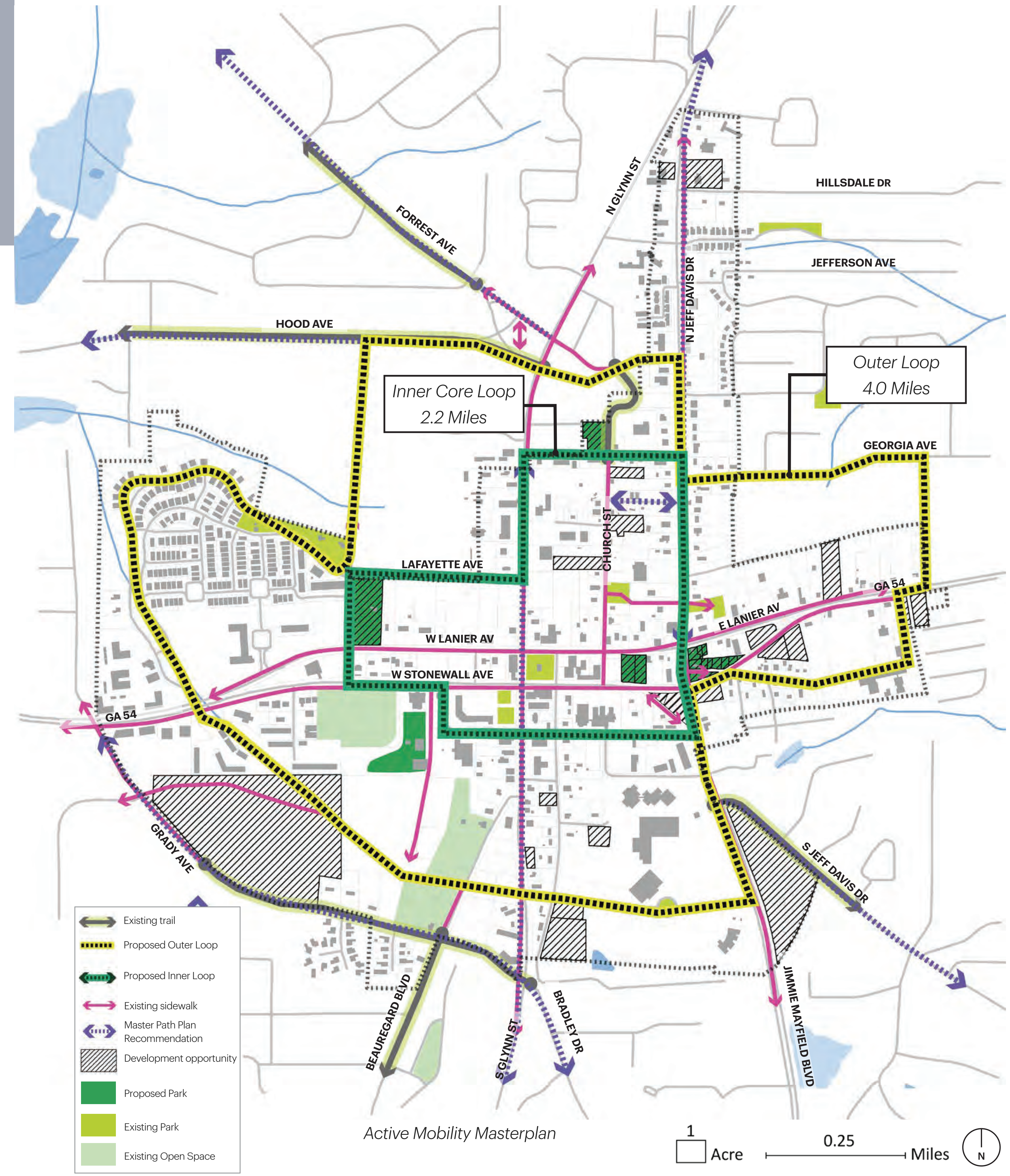
The proposed Mobility Framework for Fayetteville:

1. ***Recognizes*** the physical constraints, context, and character of the surrounding built and natural environment. It recommends policies and projects that strengthen the pedestrian, bicycle, and vehicle transportation network within the LCI study area.
2. ***Defines*** ideal standards for Complete Streets in local areas. "Complete Streets" refer to the concept that roadways should be designed with all users in mind, not just motorists. These standards apply context-sensitive design approaches to roadway redesign that enable safe, convenient, and comfortable travel or access for users of all ages and abilities regardless of their mode of transportation. This effort will support walking and bicycling within Fayetteville.
3. ***Advocates*** for (re)developing Fayetteville's core transportation network to work for the city's residents, businesses, and visitors. This requires flexibility in its design application and implementation so that mobility priorities and guidance for transportation investments are identified to improve resident's quality of life and access to goods or services.

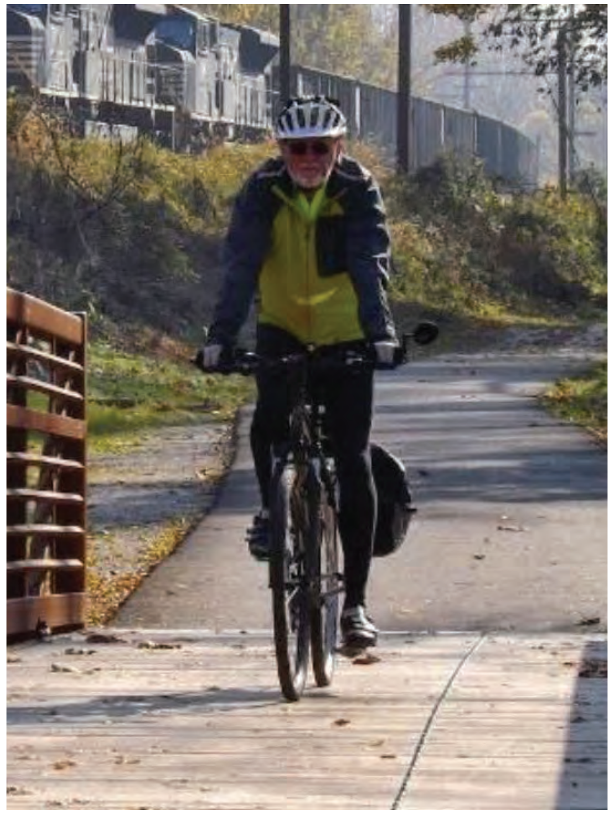
Existing Pedestrian and Cycling Network

Legend

- Existing Bike Lane
- Existing Sidewalk
- Existing Street
- Existing Open Space
- Existing Open Space
- Water



Active Mobility Masterplan



These three Mobility Framework guidelines will assist city staff with identifying a street design hierarchy so that mobility investments and place-making strategies are prioritized and applied within the LCI study area. Doing so will create unique pedestrian and storefront opportunities in targeted redevelopment locations as well as present several project recommendations that can enhance local mobility. This includes improved pedestrian and bicycle capacities through downtown, connecting residential and commercial areas with parks and open space, and creating stronger linkages to neighboring communities. Applying these approaches to Downtown Fayetteville will position the city for any future public transit investments and advance the city's livability goals.

Purpose And Application

The recommendations within the Mobility Framework are intended to provide a broad vision for streets within downtown Fayetteville and the LCI study area. It is intended to supplement and provide a baseline for decision-making on a case-by-case basis using the professional judgment of the designer. The recommendations provided herein offer directions for incorporating Complete Street principles and practices, especially as the city looks to finalize its Unified Development Ordinance (UDO) and update its Public Works Design Manual, other standards, and practices. Although these street typologies are focused on the LCI study area, they also may have wider application.

The built up character of the Fayetteville's downtown area present unique challenges for implementing changes to its streets. However, new development on vacant parcels and redevelopment of existing land offer opportunities few cities will experience to remake their street system. It should be noted that implementation of the Mobility Framework's recommendations is not one size fits all, and the recommendations provide a range of feasible, cost-effective approaches to achieving mobility facility design objectives. The street typologies presented are intended to illustrate how different travel modes can be balanced within an existing right-of-way while minimizing modification of the curb and drainage system, thereby minimizing cost of implementation. At the same time the street typologies offer preferred dimensions and treatments that may only be applicable when a roadway is being rebuilt. In practice, a specific design may more strongly emphasize some street design objectives while providing baseline treatments for others.

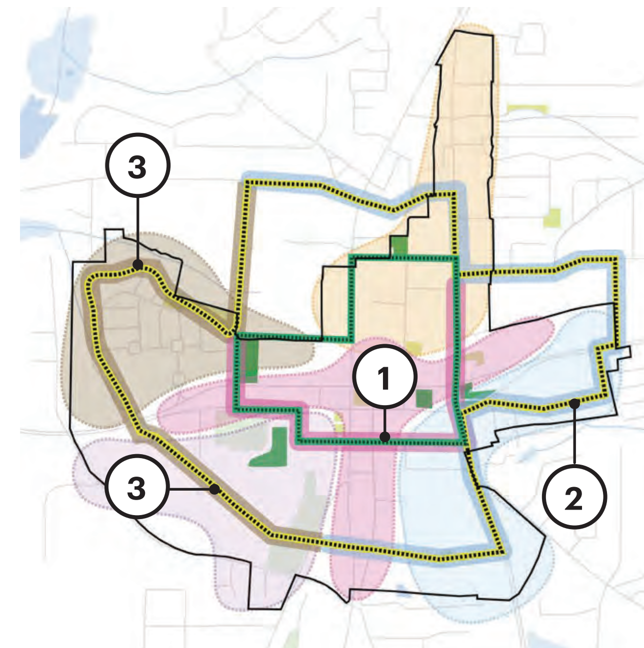
Project decisions will continue to be made through the combination of expert and community input, City Council direction, available resources, site conditions and other factors. Opportunities to reduce environmental impacts should be routinely considered, along with other project objectives. Broadly speaking, the city will seek to cost-effectively maximize the benefits to the public, to distribute street improvements equitably and to serve all members of the community.

Southern Conservation Trust Trail

Trailhead's are an important introduction to a facility. Their design can either support an overall theme for a trail or convey a story for a trail segment. Trailheads often include amenities such as trail maps, benches, trash receptacles, portalets , bike repair stations, etc. They also can be designed so that they provide parking for hikers who might arrive by car.

Inner and Outer Loop Segments

The Inner and Outer Loops are an assemblage of existing sidewalks and trails that enable travelers to walk, run, or bike around downtown Fayetteville's inner core, connecting with the city's cultural and historic assets. The loop system aims to connect the different sections of the downtown mixed use district through a cohesive pedestrian and cyclist paths that connect to the existing and proposed open spaces. As both loops path through the various character theme areas (see Section 04: Vision) , the trails would have a similar character in the respective areas as detailed below.



Trail Loops Character Map

1 ***Inner Loop: Historic Core Trail Segment (The Core)***

This inner loop is envisioned to be identified by a unique wayfinding signage system, emphasized by markers and signage of historic properties, landmark and events.

The Outer Loop is envisioned to be identified by a unique wayfinding signage system and divided into two (2) distinctive segments: the Community Trail and the Ecology Trail.

2 ***Outer Loop: Community Trail Segment (The Root)***

This section would have opportunities to highlight local art, artists and community members and groups including veterans and civil rights activists.

Photo Courtsey of Pannier Graphics.com

3 ***Outer Loop: Ecology Trail Segment (The Edge + The Village)***

This section connects Fayette Elementary School and the Fayette County High school to the Southern Conservation Trust passing along the Pye Lake Watershed. This section of the outer loop would have synergy with the schools, including students using it for commute, opportunities for student work exhibitions. Also, there is an opportunity to connect with Southern Conservation Trust educational mission by providing educational markers and signage of natural landscapes such as flood plains and wetlands, as well as habitats and ecosystems.

Roadway Network Policy Recommendations

Framework

Policy Recommendations

Adopt a Complete Street Policy
"Complete streets" refers to the concept that roadways should be designed with all users in mind, not just motorists. The policy should include language that addresses all users and travel modes, applies to all types of transportation projects, recognizes the importance of a complete street network, directs designers to use the latest design guidance, identifies specific implementation steps, and creates measurable performance standards to evaluate whether the policy is meeting its goals.

Establish a Street Typology
The traditional functional classifications of streets provide a hierarchy that correlates traffic flow to land access. Traffic volume, speed, and level of service provide the basis for roadway design criteria. However, this classification system falls short in considering non-vehicular users of the public right-of-way (pedestrians, bicyclists, and transit) and is void of context for how the street impacts adjacent land uses and vice versa.

Street Typologies

A Street Typology can augment the traditional roadway functional classification method by providing a user-oriented classification system that goes beyond considering the street system as a mere conveyor of automobiles. The typology classification system focuses on contextual approaches to roadways that consider nearby land uses and multiple user groups that create a sense of place rather than solely focusing on traffic volumes and speeds as functional roadway design parameters.

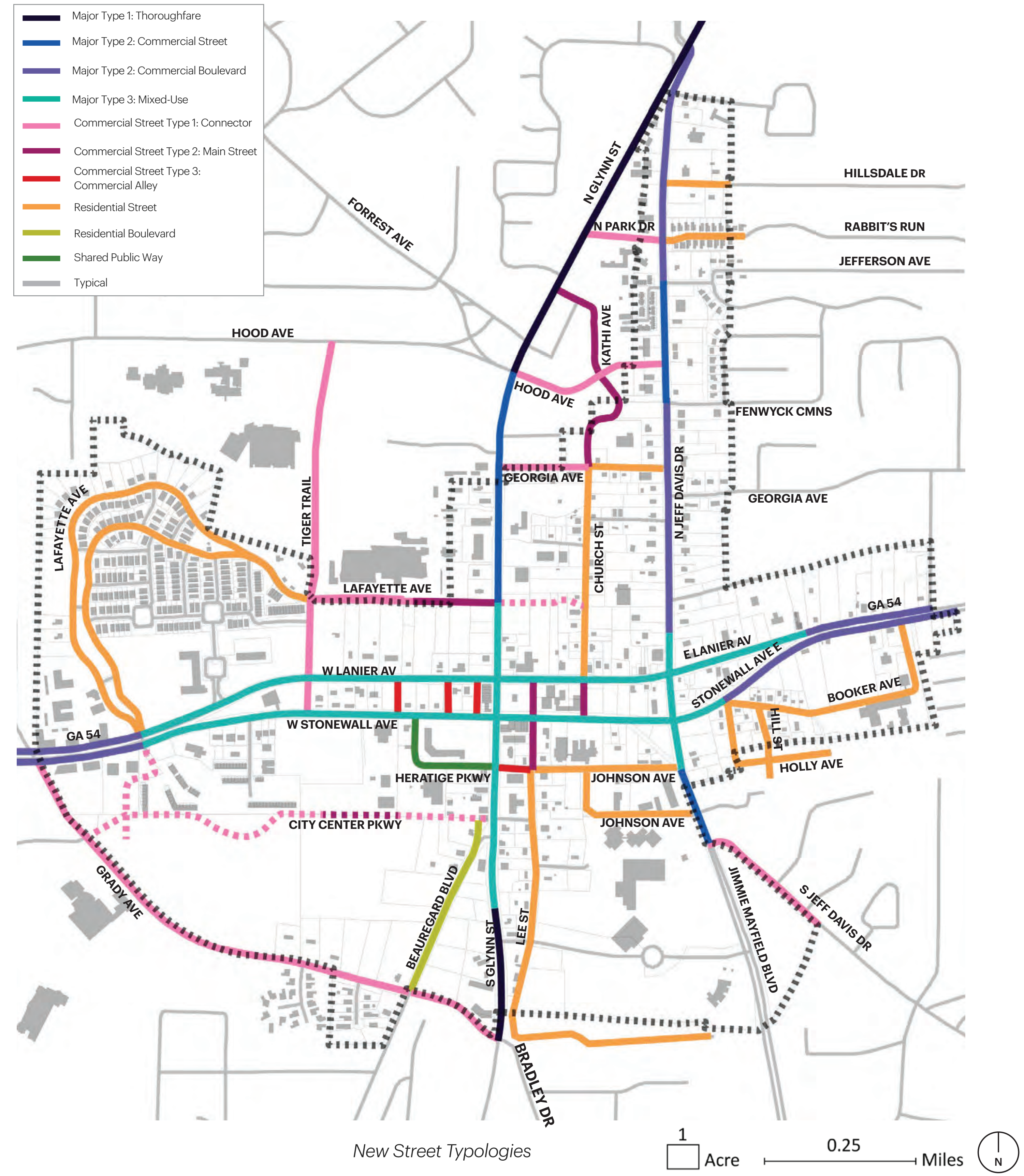
UDO Streets
The City of Fayetteville, through their Unified Development Ordinance (UDO), prepared a simplified three (3) tiered street hierarchy, classifying all streets, roads, and highways[1] as:

» Major Streets. Major Streets are intended to provide swift and safe movement of traffic through the community.

» Collector Streets. Collector Streets channel local traffic into the major/minor collector and arterial system. Collectors provide circulation within residential subdivisions or commercial and industrial areas.

» Minor Streets. Minor Streets are used for local circulation in residential areas providing access to abutting property.

1 Unified Development Ordinance (Draft), City of Fayetteville, GA. Chapter 300 - Land Development. Article 1. Street, Sidewalks, and Public Paces. Section 301.1-301.4. pp. 103-112. City of Fayetteville, GA, January 2021.



New Street Typologies

The UDO street hierarchy establishes prerequisite minimums for roadway and street design to include dimensional requirements for right-of-way (ROW), surface pavement, and sidewalks. The UDO street hierarchy also establishes access requirements. It is within the boundaries of the UDO street hierarchy and typologies that the Fayetteville LCI's proposed Mobility Framework sits.

In addition to establishing a street hierarchy, the UDO also establishes five (5) street typologies. They include:

1. Major Streets. A street that provides swift and safe movements of traffic through the community.
2. Industrial Streets. A street serving primarily industrial developments.
3. Commercial Streets. A street serving primarily commercial development.
4. Residential Streets. A street primarily function to provide access to residential uses.
5. Alleys. A public thoroughfare or way that provides a secondary means of access to abutting property.

Mobility Framework Streets.
The Mobility Framework's proposes eleven (11) street design typologies for four (4) of the five (5) UDO street typologies (Industrial Streets were not included). The design variations have been matched to their principal UDO street typology to provide continuity between the UDO right-of-way and minimum pavement width requirements, and the Framework's street design concepts. Each of the street typology variations is intended to provide design flexibility and to inform the reimagining and overall (re)design of streets, specifically within the LCI study area. Table 1 illustrates how the street design variations align with the City of Fayetteville's existing UDO street classification hierarchy and street typology.

	UDO Street Types	Description	Transportation Function
	Major Streets		
Major Streets	Major Type 1: Major Thoroughfare	Auto-oriented street characterized by moderate to high amounts of traffic, and emphasis on throughput.	Emphasizes throughput
Major Streets	Major Type 2A: Major Commercial	Auto-oriented street characterized by large scale commercial land uses and moderate to high amounts of traffic that emphasizes throughput.	Emphasizes throughput
Major Streets	Major Type 2B: Major Boulevard	Auto-oriented street characterized by a mix of smaller scaled commercial land uses and housing, moderate to high amounts of traffic, and that seeks to balance throughput and access.	Balances access and throughput
Major Streets	Major Type 3: Mixed-Use	Street characterized by a diverse mix of retail, housing, office and/or institutional land uses serving people using several transportation modes to circulate, but with increased motor vehicle demand.	Balances access and throughput

	UDO Street Types	Description	Transportation Function
	Collector Streets		
Commercial	Commercial Street Type 1: Connector	A secondary street network characterized by moderate traffic emphasizing moving people through and between neighborhood and access to property.	Emphasizes throughput
Commercial	Commercial Street Type 2: Main Street	Streets characterized by a diverse mix of retail and office fronting the street, heavy foot traffic, and people using several types of transportation to circulate.	Balances access and throughput; pedestrians are priority
Commercial	Commercial Street Type 3: Commercial Alley	Small scale pedestrian-oriented streets characterized by low traffic and low speeds, a diverse mix of retail and office fronting the street, heavy foot traffic, bikes, and both non-motorized and micro-mobility travel modes	Emphasizes access
Industrial	N/A	N/A	N/A
Residential Street	Residential Street	Streets primarily serving residential areas characterized by relatively low traffic and low speeds, housing, separated walkways, and sometimes on-street parking	Emphasizes access; pedestrians are priority
Residential Street	Residential Boulevard		
	Minor Streets		
Residential Street	Residential Street	Streets primarily serving residential areas characterized by relatively low traffic and low speeds, housing, separated walkways, and sometimes on-street parking	Emphasizes access
Alleys	Residential Alley	A small-scale street or alley with no curbs primarily used for vehicular access to adjacent residential properties either through individual garages, shared surface parking, or shared-multi vehicle parking facilities.	Emphasizes access
Alleys	Shared Public Way	A small-scale pedestrian-oriented street or alley with no curbs or separate areas for various types of transportation characterized by delivery vehicles, heavy foot traffic, bikes, and both and non-motorized and micro-mobility travel modes.	Emphasizes non-motorized access; pedestrians are priority

Table 1. UDO/Mobility Framework Street Typology Matrix

Place Types

Place types represent the context of the surrounding area and are simplified categories that combine land use, development patterns, and density. Identifying the most appropriate place type—considering the existing and future context of an area—is the first step in selecting an appropriate street type. Individual projects may pass through several place types, which may require transitioning between multiple street types along the corridor.

The Fayetteville LCI area includes a variety of development patterns and land uses. A highly-simplified set of place types has been assembled in an attempt to capture and summarize development characteristics and describe their mobility attributes. The proposed zoning districts and place types are presented in Table 2 below along with descriptions of the idealized mobility characteristics.

DMU Sub-District(s)	Place Type	Mobility Description
Historic Core Mixed-Use Core	Activity Center	Areas with high amounts of circulation across and along streets, with a high proportion of people accessing buildings by walking or on bike
	Mixed-Use	Areas or corridors with a mix of uses, with people accessing buildings using multiple modes of transportation
Transitional Residential Mixed Use Neighborhood Neighborhood Residential	Residential Neighborhood	Areas with single and multi-family homes, oftentimes with adjacent schools and parks
Gateway Commercial Boulevard Commercial	Commercial Center/Corridor	Areas oriented toward automobile traffic, with parking lots placed between streets and buildings

Table 2. Place Types

Street Type Selection & Design

The conventional approach to street design is based primarily on a roadway's functional classification (arterial, collector, local, etc.). Functional classification is a surrogate for motor vehicle traffic volume and speed. Higher classifications (e.g., arterial streets) tend to carry higher volumes of traffic at higher speeds. Lower classifications (e.g., local streets) tend to carry lower volumes of traffic at lower speeds.[1] However, there are several limitations to this approach, primarily:

Lack of Context Sensitivity

The current approach lacks a consistent method for making street designs respond appropriately to the surrounding context. Take for example SR 54/Lanier Avenue West and North Jeff Davis Drive. Both roadways are classified as major streets, but exist in vastly different development contexts and should thus be designed differently. Under the current approach, it can be challenging to design major streets that support walkable, vibrant places.

Access versus Throughput

The current approach assumes a constant relationship between the amount of car traffic and the function of the street. However, two streets can carry the same amount of traffic but serve different functions. Streets through activity centers located near Fayetteville's downtown core might emphasize access and lower speeds, while streets along the LCI study area's periphery might emphasize throughput (the quick and efficient movement of people) at higher speeds.

Preparing for the Future

As Fayetteville continues to grow, it is important that streets are designed to be compatible with new development types (ex. walkable mixed use). The current street design approach is less conducive to designing streets that respond to and support such development patterns.

Note: The Mobility Framework's street typologies do not replace the traditional functional classification system which should still be used for federal funding and design purposes or where the city code requires it be utilized. All design parameters are subject to engineering review to ensure the safety and functionality of each system.

Street Type Selection Approach

The recommended approach to street design will first take into consideration (1) the existing hierarchical street classification; (2) the context of the surrounding area (in the case of a greenfield or redevelopment project – the expected context of the surrounding area), and; (3) the intended function of the street. Ideally, this approach will result in streets designed to serve all anticipated users. The street type selection approach is comprised of three steps.

Step 1 - Place Type

Place types represent the context of the surrounding area and are simplified categories that reflect land use, development patterns, and density. The first step in selecting the appropriate street type is identifying the most appropriate place type. Planners and/or designers should take into consideration both the existing and future context of an area. Keep in mind that individual street projects may pass through multiple place types. This means that it may be necessary to transition between multiple street types along the corridor.
The City of Fayetteville anticipates adopting new character-based zoning districts within the LCI study area as a part of this work effort. The zoning districts encompass several place types and potential future land uses. Note, however, that place types relate to, but do not replace, the city's zoning districts.

Step 2 - Transportation Function

The transportation function of a street is determined first by identifying place type and secondly by conventional factors (e.g., traffic demand). Transportation function exists on a spectrum with one end emphasizing throughput and the other end emphasizing local access and small-scale, localized circulation. Throughput describes the efficient movement of people at greater distances, often at higher speeds. Safely maximizing throughput typically requires physically separating modes and limiting the number of intersections and driveways along a corridor. Access describes peoples' ability to reach destinations and individual properties along a street by any mode. Access-oriented streets are typically lower-speed with higher levels of foot traffic.

Transportation function may be determined by answering the following questions:

» Are there several destinations along the street?

» How much foot or bike traffic (currently or potentially) is present?

» Is the street an important cross-town travel link?

Step 3 - Street Types

Street types, as applied herein, represent common combinations of place types and transportation functions. The street types presented within the Mobility Framework provide, offering a shortcut to address common street design situations with flexibility so that the LCI's objectives might be implemented as envisioned. The street cross-section layouts included herein serve as starting points for the design of individual streets and include a range of parameters and set of priorities for the inclusion of various street elements (e.g., bike lanes versus on-street parking).

1 Street Types Selection and Design Parameters. Complete Street Ames. June 15, 2018.

Street Type Application

The relationship between these place type, street function, and street type is shown in Figure 1. Street types are selected by first identifying the appropriate place type for the context, choosing the appropriate transportation function, and then selecting the resulting street type produced by the matrix. In some situations, multiple street type options are appropriate. Selecting between the multiple options requires considering the fine-grained context and constraints within the corridor.

Place Type	Throughput Emphasis	Balanced Access and Throughput	Emphasis Access
	Transportation Function		
Activity Center	N/A	Major Type 3: Mixed-Use Commercial Street Type 2: Main Street	Commercial Street Type 3: Commercial Alley Shared Public Way
Mixed-Use	N/A	Major Type 2: Major Boulevard Major Type 3: Mixed-Use Commercial Street Type 2: Main Street	Commercial Street Type 3: Commercial Alley Residential Boulevard Shared Public Way
Residential	Major Type 2: Major Boulevard Commercial Street Type 1: Connector	Residential Street Residential Boulevard	Residential Alley
Commercial Center/ Corridor	Major Type 1: Thoroughfare Major Type 2: Major Commercial	Major Type 3: Mixed-Use Commercial Street Type 1: Connector	Commercial Street Type 2: Main Street Commercial Street Type 3: Commercial Alley
			Street Types

Table 3. Place Types

Case-by-case design flexibility is built into the Mobility Framework and can be applied to any of the included street typologies by shifting street elements within the UDO right-of-way standards. The design parameters established by the UDO for each street type include minimum values which in most cases can accommodate the desired street design. In cases where values outside of the parameters are necessary or desirable to accommodate elements such as bicycles, paths, and on-street parking, the design engineer should consider and balance the needs of all modes, emphasizing safety above all else, and especially pedestrians and bicyclists.

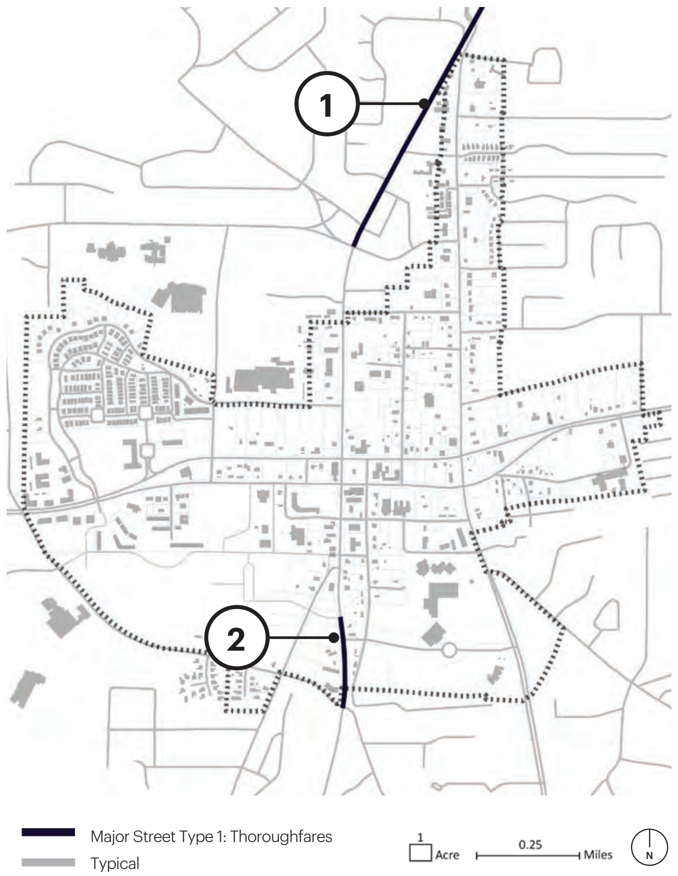
As mentioned in Step 1, land use contexts (and therefore place types) can change across the length of a corridor, and multiple street types may be applied to different segments of a single roadway. For example, a corridor may be primarily categorized as an Arterial Street, however a commercial node along it may result in a segment being classified as a Mixed Use Street. The street design elements will change accordingly, reflecting the designated street type and its economic and mobility objectives.

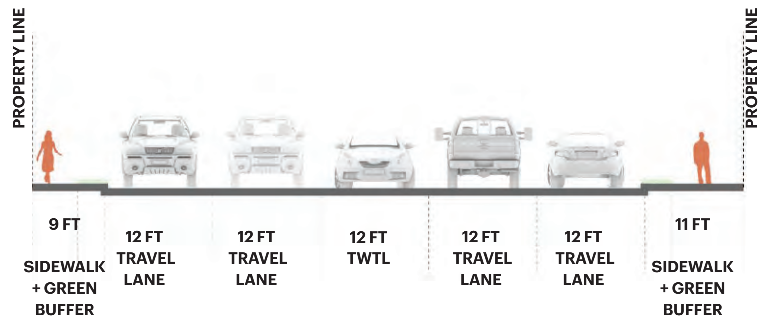
Mobility Framework Street Types	ROW Width (min)	# of Travel Lanes	Pavement Width (min)	Center Turn Lane / Median	Bikeway Type	On-Street Parking	Place-Type
Major Street Type 1: Thoroughfare	80 ft	2-6	24 ft	Standard	Bike lane or shared-use path	None	Commercial Center/ Corridor
Major Street Type 2A: Major Commercial **Major Street Type 2B: Major Boulevard**	80 ft	2-4	24 ft	Optional	Bike lane or shared-use path	Optional	Commercial Center/ Corridor
Major Street Type 3 Mixed-Use	80 ft	2-4	24 ft	Optional	Bike lane or Shared roadway or shared-use path	Optional, parallel pref.	Activity Center Mixed-Use Commercial Center/ Corridor
Commercial Street Type 1: Connector	60 ft	2	24 ft	Not preferred	Bike lane or Shared roadway	None	Commercial Center/ Corridor Residential
Commercial Street Type 2: Main Street	60'	2	26 ft	Optional, Not preferred	Bike lane or Shared roadway	Parallel pref., angled	Activity Center Mixed-Use Commercial Center/ Corridor
Commercial Street Type 3: Commercial Alley	50'	No Centerline	20 ft	Not compatible	Shared roadway	None	Activity Center Mixed-Use Commercial Center/ Corridor
Industrial Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Residential Street	50 ft	No Centerline	20 ft	Not compatible	Shared roadway	Non-delineated	Residential
Residential Boulevard	50 ft	No Centerline	20 ft	Standard	Shared roadway	Non-delineated	Mixed-Use Residential
Residential Alley	20 ft	No Centerline	10 ft	Not compatible	N/A	None	Residential
Shared Public Way	20 ft	No Centerline	10 ft	Not compatible	N/A	None	Activity Center Mixed-Use

Table 3. Street Typology Standards

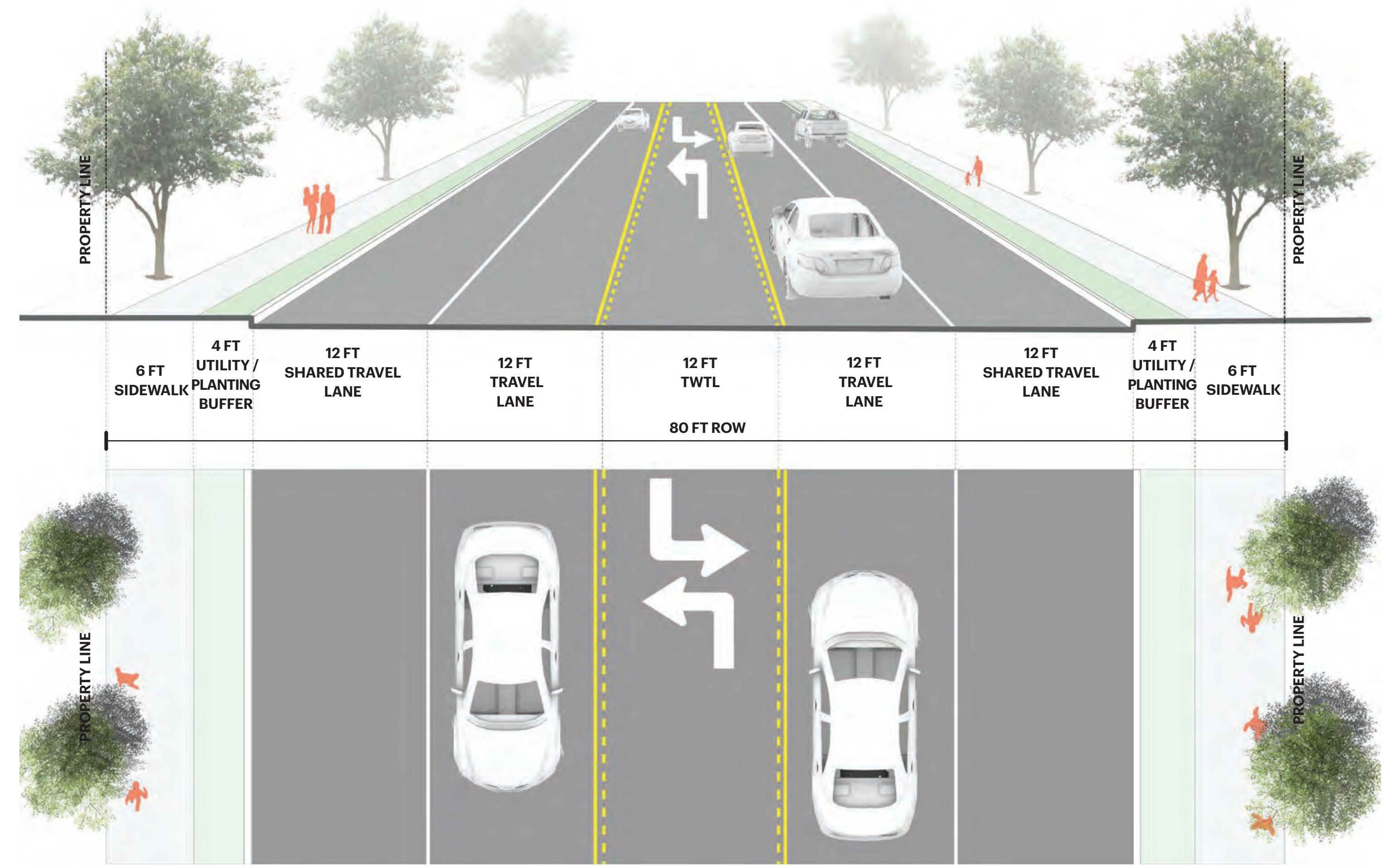
1. MAJOR STREET

1.1 Thoroughfare





Glynn Street North of Hood Ave Existing Condition



Major Street Thoroughfare Street Section Example

1.1.1 Description

Thoroughfares are are characterized by their size, high traffic volumes of fast-moving traffic, and emphasis on through-traffic.

1.1.2 Priority Design User

Vehicles

(Future) Public Transit

1.1.3 Place Type

Commercial Center/Corridor

1.1.4 Zoning DMU Sub-Districts

Gateway Commercial (DMU-GC)

Boulevard Commercial (DMU-BC)

1.1.5 Transportation Function

Throughput Emphasis

1.1.6 Considerations

Traffic volume and speeds

Access management (driveway consolidation)

Bicycle mobility and safety

Pedestrian comfort and safety

Future transit service access/mobility

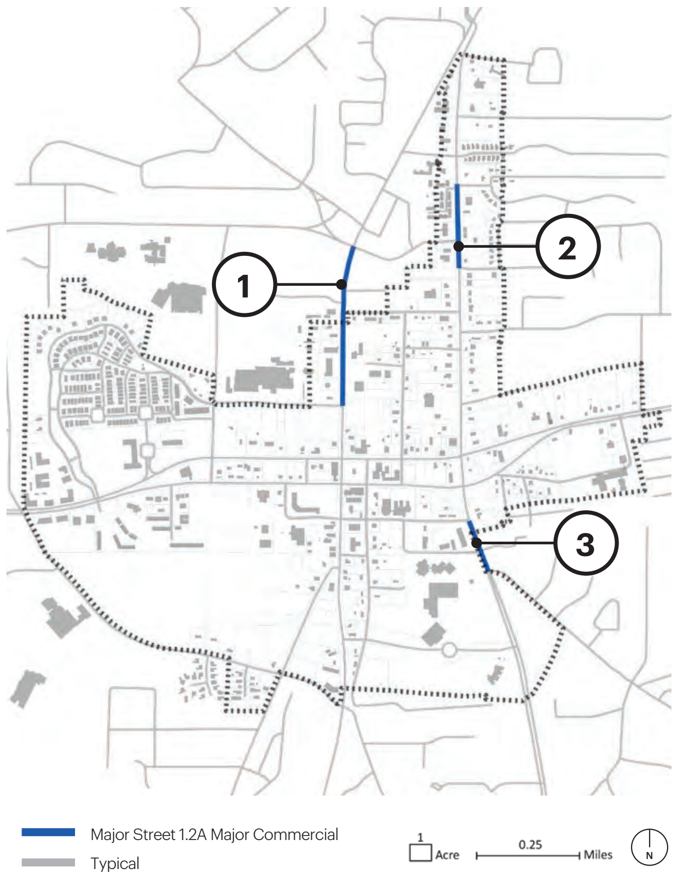
1.1.7 Local Examples

1 SR 85/Glynn St north of Hood Ave

2 SR 85/Glynn St south of Beauregard Blvd

1. MAJOR STREET

1.2A Major Commercial



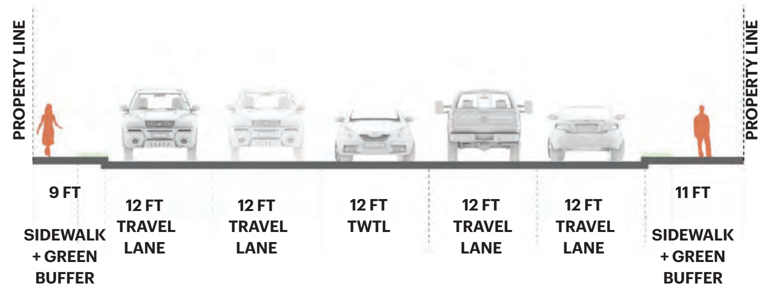
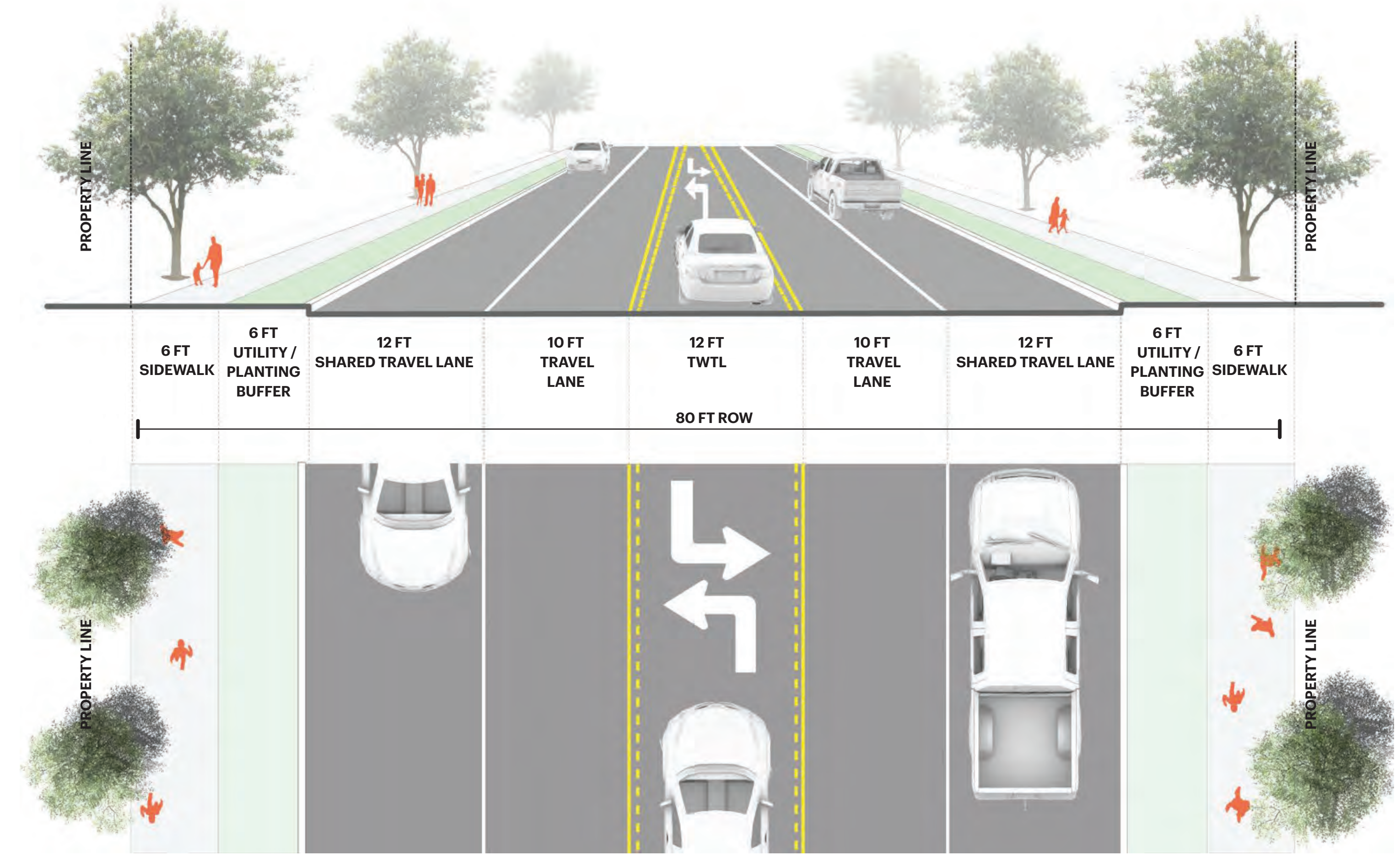


Image via Google Streetview

South Jeff Davis Existing Condition.



Major Commercial Street Section and Plan

1.2A.1 Description

Major Commercial Streets are are characterized by their size, high traffic volumes, fast-moving traffic, emphasis on through-traffic, and adjacency to dense concentrations of commercial land uses.

1.2A.2 Priority Design User

Vehicles

(Future) Public Transit

1.2A.3 Place Type

Commercial Center/Corridor

1.2A.4 Zoning DMU Sub-Districts

Gateway Commercial (DMU-GC)

Boulevard Commercial (DMU-BC)

1.2A.5 Transportation Function

Throughput Emphasis

1.2A.6 Considerations

Traffic volume and speeds

Access management (driveway consolidation)

Bicycle mobility and safety

Pedestrian comfort and safety

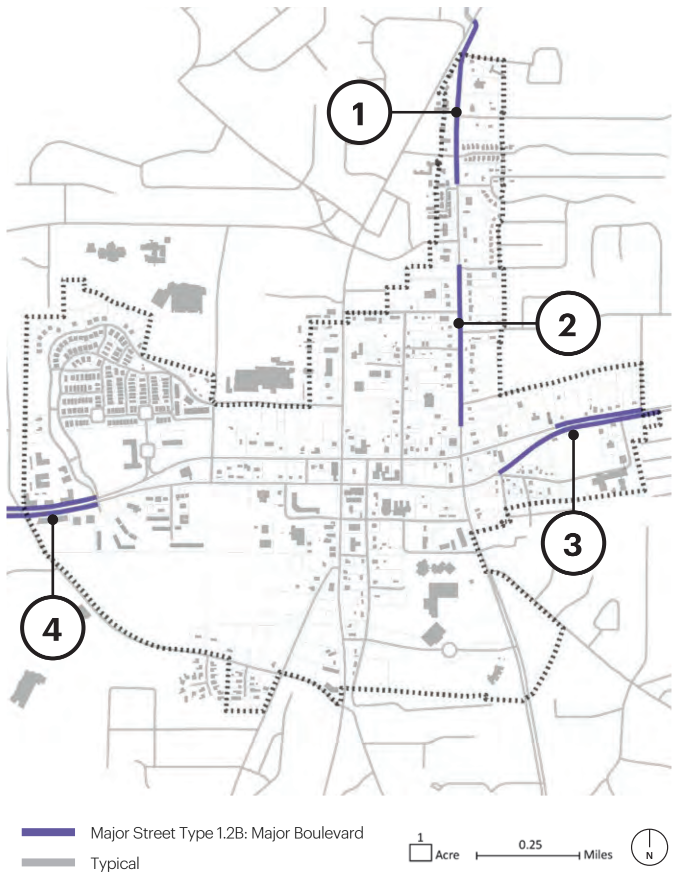
Future transit service access / mobility

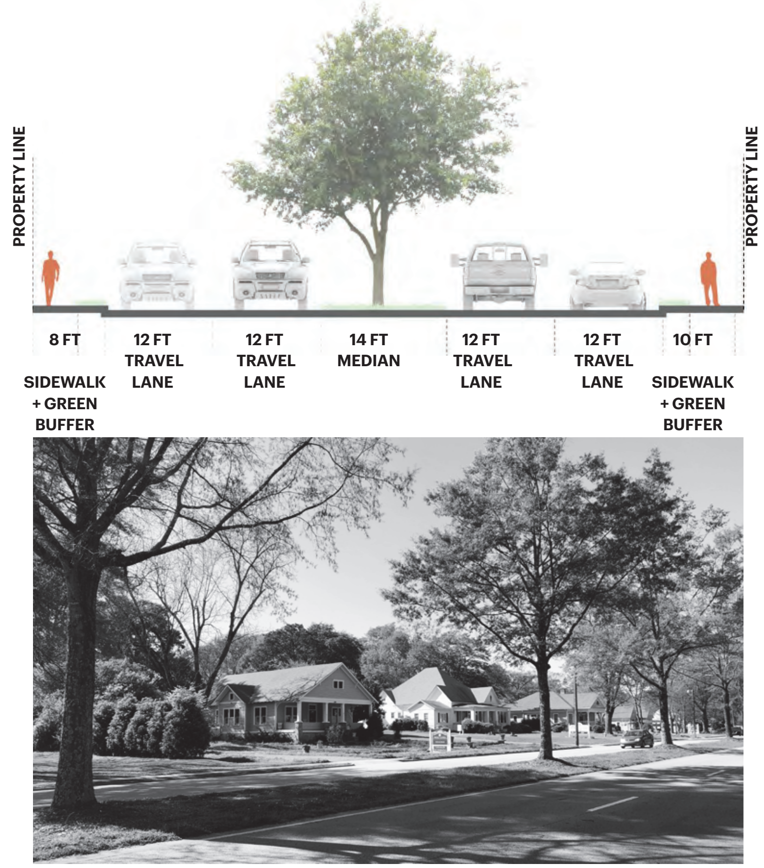
1.2A.7 Local Examples

1. SR 85/Glynn St between Hood Ave to LaFayette Ave
2. Jeff Davis Dr between Jefferson Ave and Fenwyck Comns
3. Jeff Davis Dr. between Johnson Ave and Jimmie Mayfield Blvd

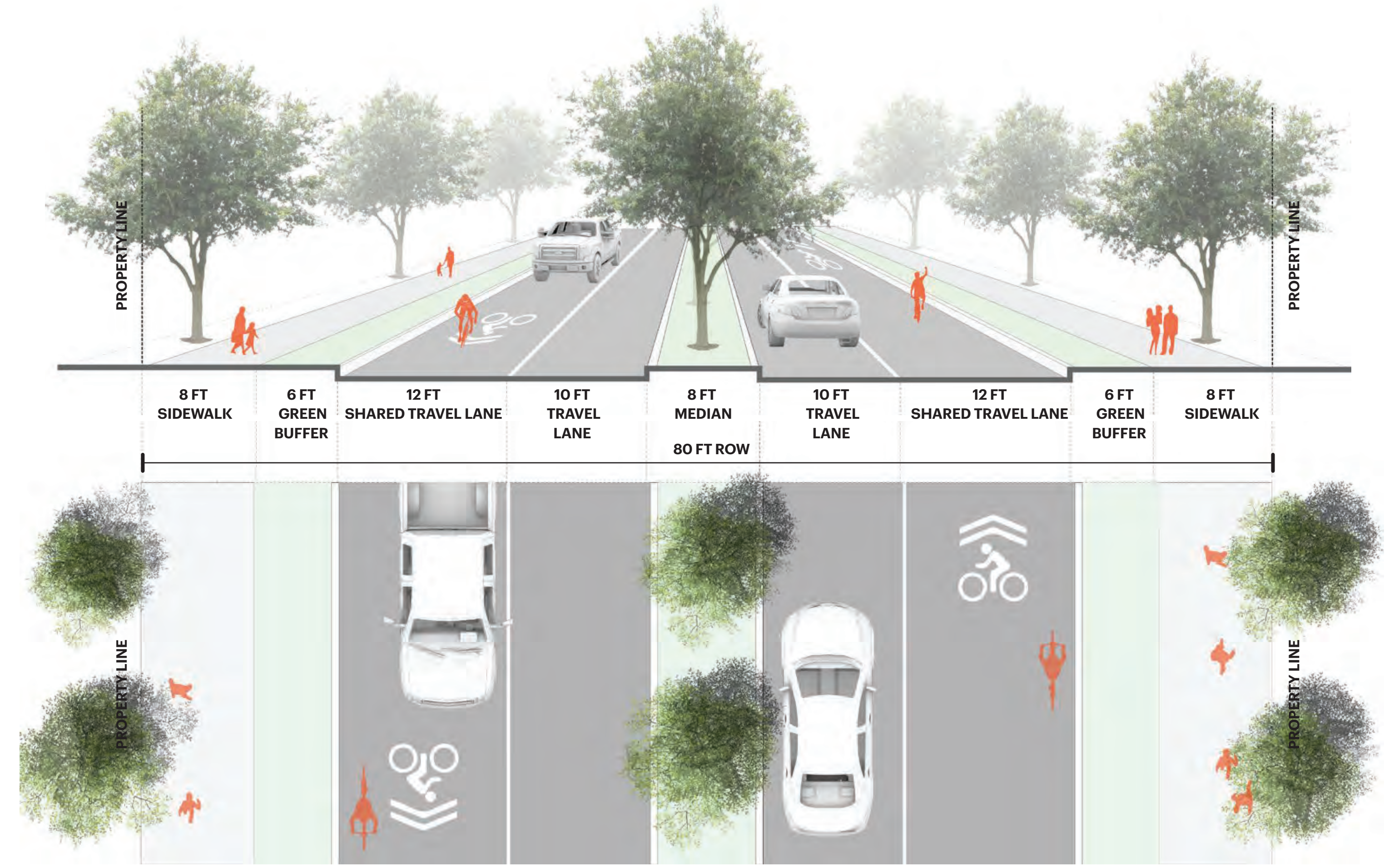
1. MAJOR STREET

1.2B Major Boulevard





North Jeff Davis Existing Condition.



Major Boulevard Section and Plan

1.2B.1 Description

Major Boulevard is are characterized by its size, high traffic volumes, fast-moving traffic, adjacency to dense concentrations of commercial land uses, and a center median. Major Boulevards emphasis both access to property and vehicular mobility.

1.2B.2 Priority Design User

- Vehicles
- Non-motorized Travelers

1.2B.3 Place Type

- Mixed-use
- Residential

1.2B.4 Zoning DMU Sub-Districts

- Mixed-Use Core (DMU-MUC)
- Mixed-Use Neighborhood (DMU-MUN)
- Transitional Residential (DMU-TR)

1.2B.5 Transportation Function

- Access and Throughput Balance

1.2B.6 Considerations

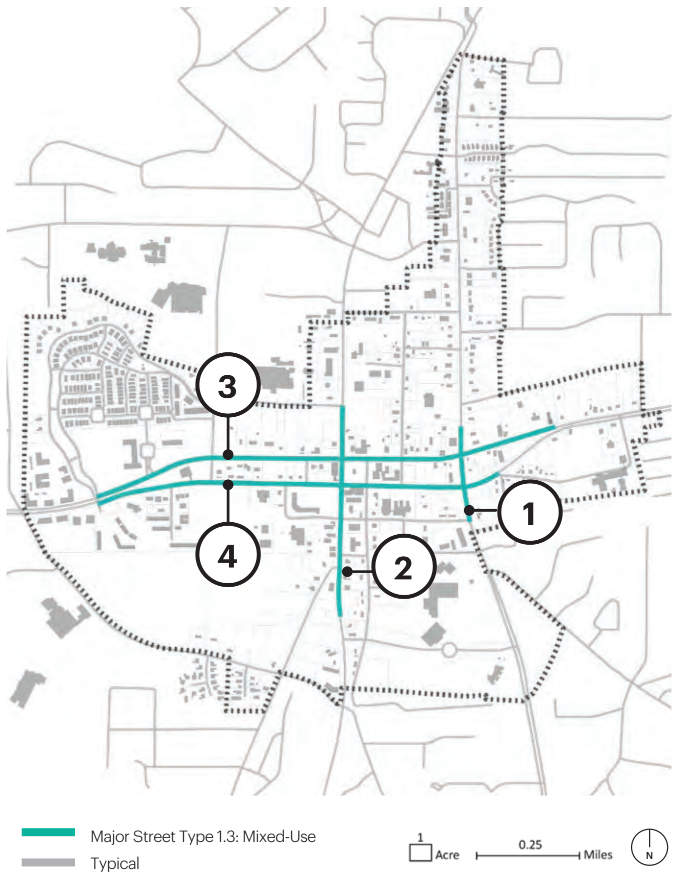
- Traffic volume and speeds
- Access management (driveway consolidation)
- Bicycle mobility and safety
- Pedestrian comfort and safety
- Future transit service access / mobility

1.2B.7 Local Examples

1. Jeff Davis Dr from SR 85 to Jefferson Ave
2. Jeff Davis Dr from Fenwyck Comns to Johnson Ave
3. SR 54 from East Study Area Boundary to Rising Star Montessori Academy
4. SR 54 from West Study Area Boundary to LaFayette Ave

1. MAJOR STREET

1.3 Mixed-Use



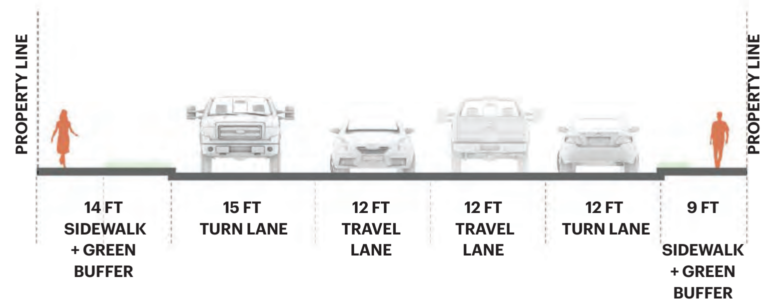
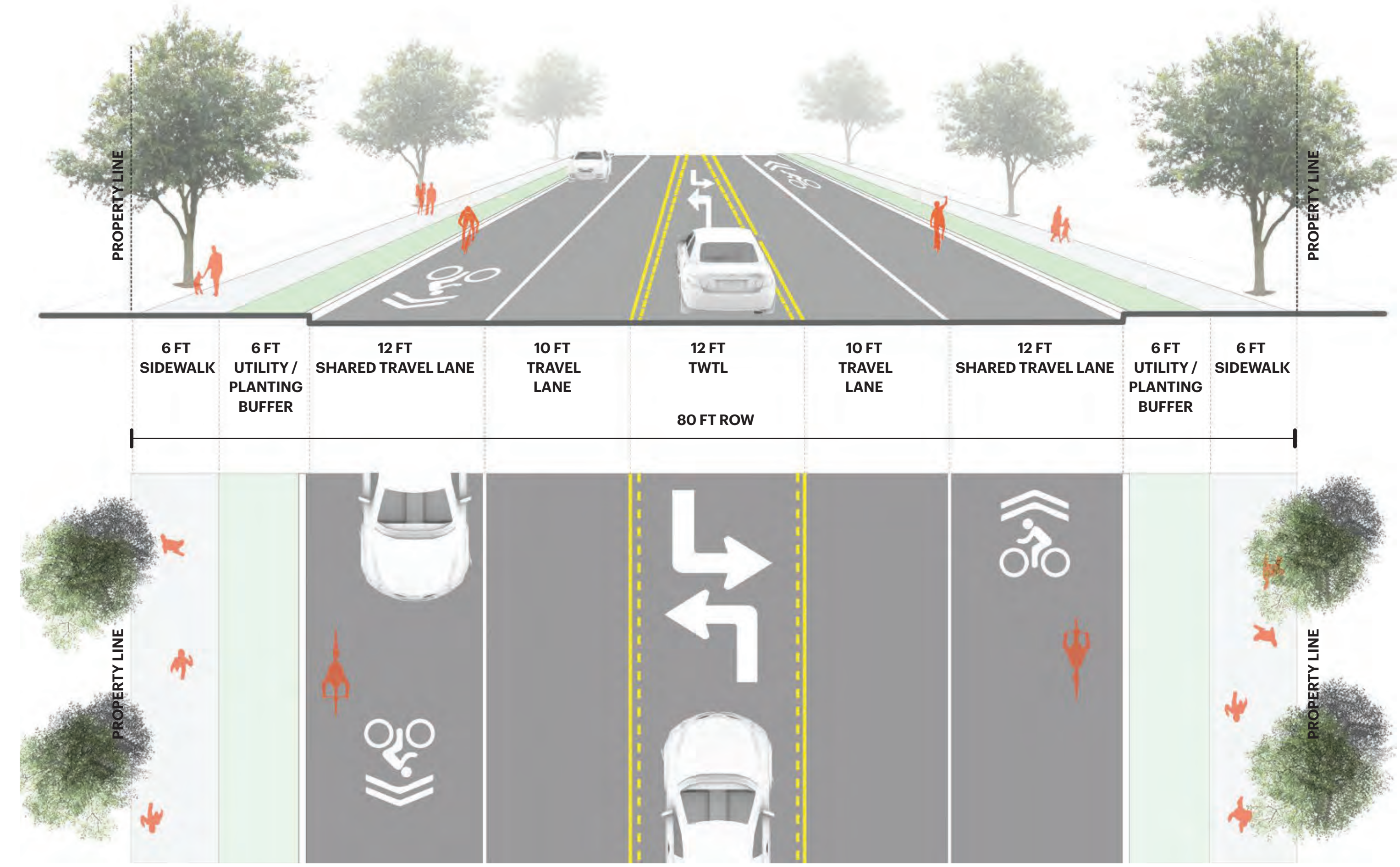


Image via Google Streetview

Stonewall Ave West Existing Condition.



Mixed-Use Street Section and Plan

1.3.1 Description

Mixed-Use Streets are are characterized by their emphasis on access to property and vehicular mobility and serve a variety of land uses ranging from low-intensity industrial uses to residences, shops, services, and offices. Mixed-use streets' land uses and development character are constantly changing.

1.3.2 Priority Design User

- Vehicles
- Non-motorized Travelers
- (Future) Public Transit

1.3.3 Place Type

- Activity Center
- Mixed-use
- Commercial Center / Corridor

1.3.4 Zoning DMU Sub-Districts

- Historic Core (DMU-HC)
- Mixed-Use Core (DMU-MUC)
- Gateway Commercial (DMU-GC)

1.3.5 Transportation Function

- Access and Throughput Balance

1.3.6 Considerations

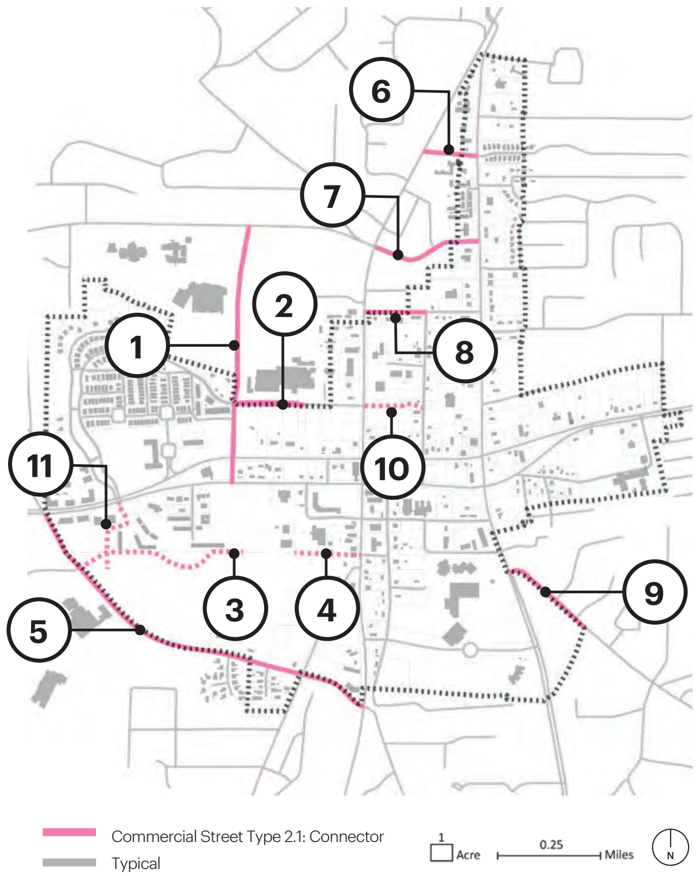
- Traffic volume and speeds
- Local business access and freight loading/unloading
- Access management to minimize vehicle/pedestrian conflicts
- Bicycle mobility and safety
- Pedestrian comfort and safety
- Design flexibility to support land development
- Aesthetics, lighting, and street furnishing
- Integration of civic/public and green spaces

1.3.7 Local Examples

1. Jeff Davis between Our Father's House Florist and Johnson Ave
2. SR 85/Glynn St between LaFayette Ave and Beauregard Blvd
3. SR 54/Lanier Ave between Rising Star Montessori Academy and LaFayette Ave
4. SR 54/Stonewall Ave between LaFayette Ave and Booker Ave

2. COMMERCIAL STREET

2.1 Connector



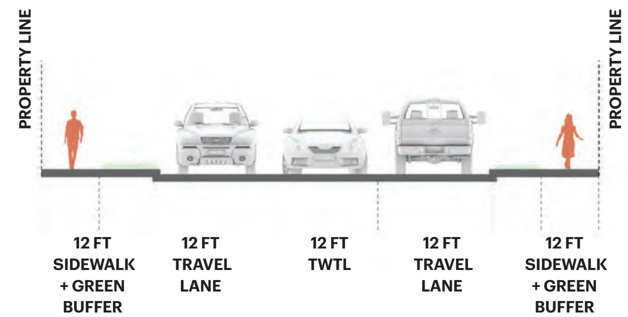


Image via Google Streetview

LaFayette Ave Existing Condition.

2.1.1 Description

Connectors are streets that move people through and between neighborhoods. They connect to surrounding areas and land uses together. Connectors provide continuous walking and bicycling routes, becoming a secondary network of streets to the arterial street systems.

2.1.2 Priority Design User

Vehicles

2.1.3 Place Type

Residential

Commercial Center / Corridor

2.1.4 Zoning DMU Sub-Districts

Transitional Residential (DMU-TR)

Mixed-Use Neighborhood (DMU-MUN)

Gateway Commercial (DMU-GC)

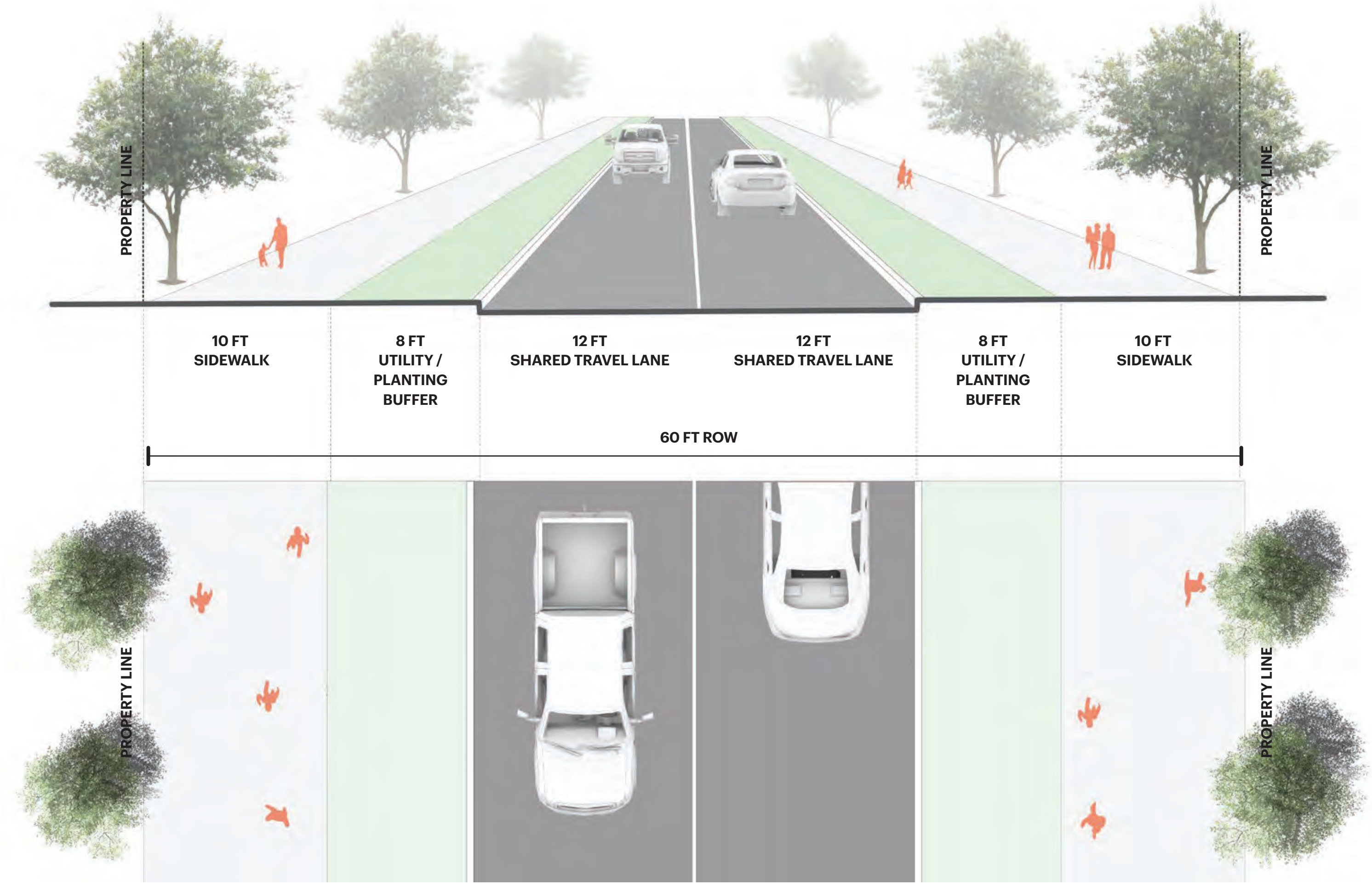
2.1.5 Transportation Function

Throughput Emphasis

2.1.6 Considerations

Property Access

Traffic Speeds



Connector Section and Plan

Efficient vehicle movements/vehicle progression

Access management to minimize vehicle/pedestrian conflicts

Bicycle mobility and safety

Pedestrian comfort and safety

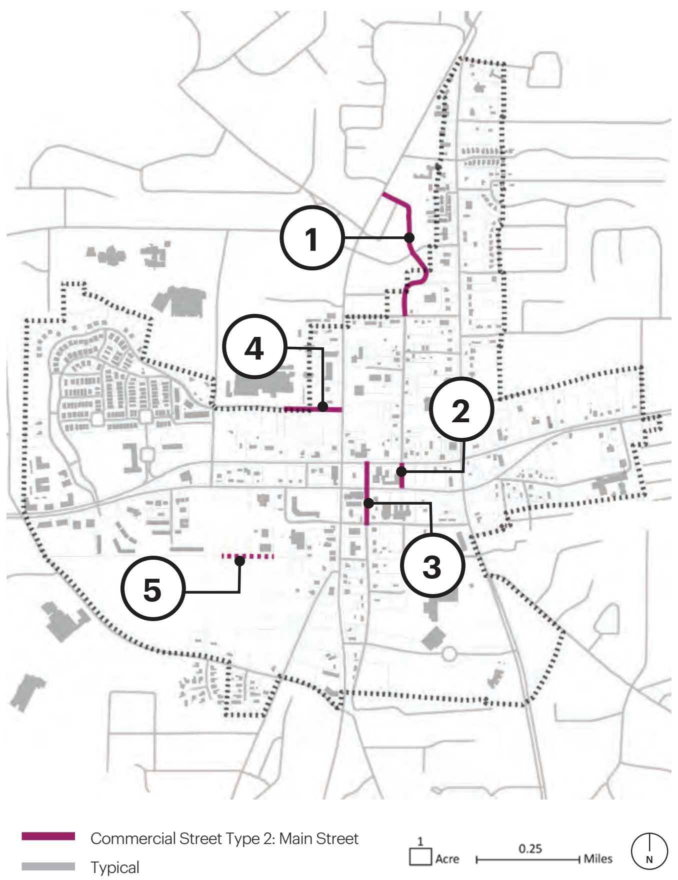
Aesthetics, lighting, and street furnishing

2.1.7 Local Examples

1. Tiger Trail from SR 54/Stonewall Ave to Hood Ave
2. LaFayette Ave from Fayette County BOE Driveway to Tiger Trail
3. City Center Pkwy | from Grady Ave to City Hall West Driveway (Future)
4. City Center Pkwy | from City Hall East Driveway to SR 85/Glynn St South (Future)
5. Grady Ave | from SR 54 to SR 85/Glynn St South
6. North Park Drive | from SR 85/Glynn Street North to North Jeff Davis Drive
7. Kathi Ave/Hood Ave/Forrest Ave | from Hood/Forrest Ave Roundabout to N. Jeff Davis Drive
8. Georgia Avenue | from SR 85/Glynn Street North to Church Street
9. S. Jeff Davis Drive from Jimmie Mayfield Boulevard to End of Study Area
10. LaFayette Avenue Extension | from SR 85/Glynn Street North to Church Street (Future)
11. LaFayette Avenue Extension | from SR 54-Stonewall Avenue to City Center Parkway

2. COMMERCIAL STREET

2.2 Main Street



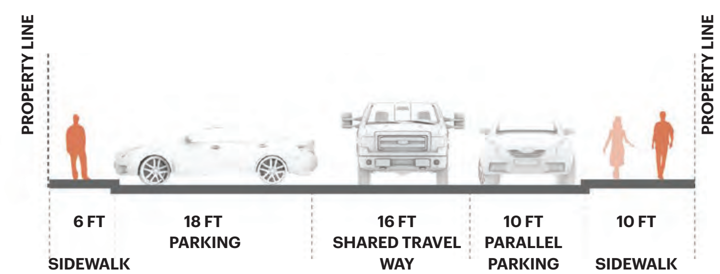
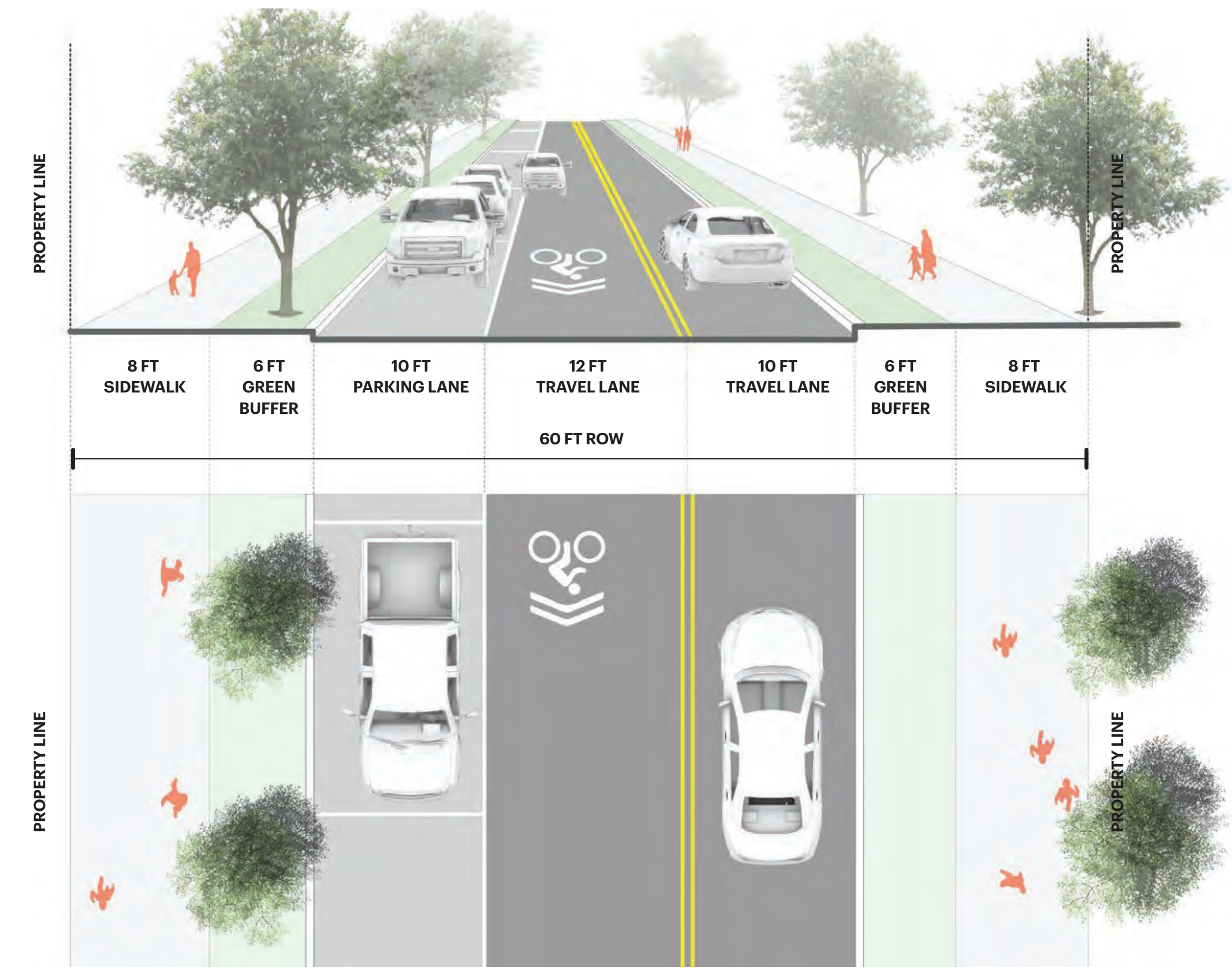


Image via Google Streetview

Lee Street North of Stonewall Ave Existing Condition.



Main Street Section and Plan

2.2.1 Description

Main Streets are defined by the character of the varied land uses surrounding them. These are generally oriented towards non-motorized travel and commercial store frontages serving people conducting daily errands, meeting with friends, shopping, and playing. Main Streets should comfortably accommodate many users, including pedestrians, bicyclists, and drivers.

2.2.2 Priority Design User

- Vehicles
- Non-motorized Travelers

2.2.3 Place Type

- Activity Center
- Mixed-Use
- Commercial Center / Corridor

2.2.4 Zoning DMU Sub-Districts

- Historic Core (DMU-HC)
- Mixed-Use Core (DMU-MUC)

2.2.5 Transportation Function

- Access and Throughput Balance
- Access Emphasis (in commercial corridors / nodes)

2.2.6 Considerations

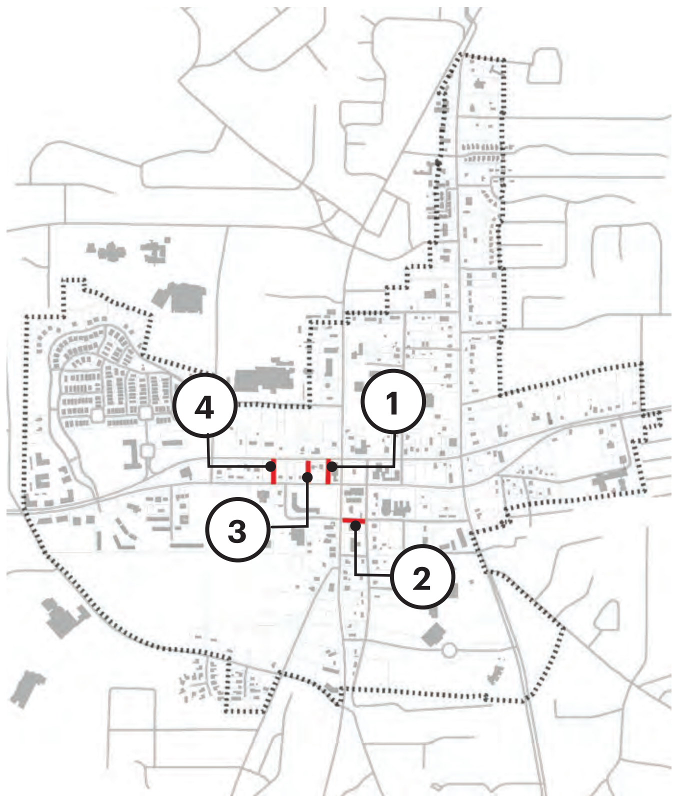
- Local business access and deliveries
- Pedestrian comfort and safety
- Design flexibility to support land development
- Aesthetics, lighting, and street furnishing

2.2.7 Local Examples

1. Church St from SR 85 to Georgia Ave
2. Church St from North of SR 54/Lanier Ave to SR 54/Stonewall Ave
3. Lee St from SR 54/Lanier Ave to Johnson Ave
4. LaFayette Ave from SR 85/Glynn St North to Fayette County BOE Driveway
5. City Center Pkwy from City Hall West Driveway to City Hall East Driveway (Future)

2. COMMERCIAL STREET

2.3 Commercial Alley



Commercial Street Type 2.3: Commercial Alley
Typical

1 Acre 0.25 Miles N

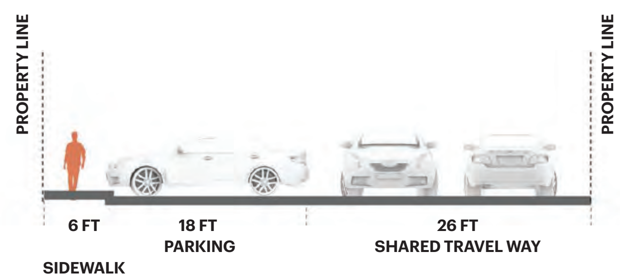
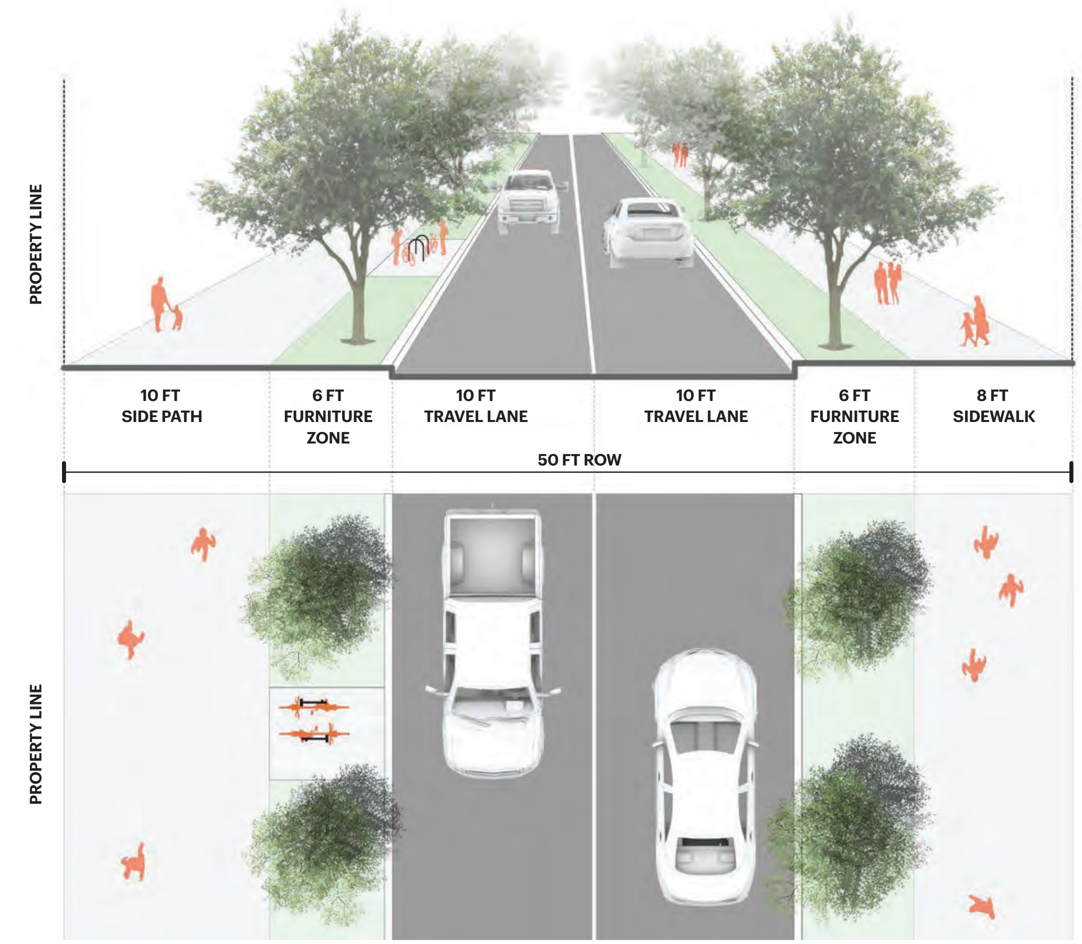


Image via Google Streetview

Bennett Street North of Stonewall Ave Existing Condition.



Commercial Alley Section and Plan

2.3.1 Description

Commercial Alleys are low-speed small-scale streets oriented towards pedestrians and adjacent commercial land uses. Vehicles may use Commercial Alleys, but typicaly only in small numbers.

2.3.2 Priority Design User

Non-motorized Travelers

2.3.3 Place Type

Activity Center

Mixed-Use

2.3.4 Zoning DMU Sub-Districts

Historic Core (DMU-HC)

Mixed-Use Core (DMU-MUC)

2.2.5 Transportation Function

Access Emphasis

2.2.6 Considerations

Local business access and deliveries

Pedestrian comfort and safety

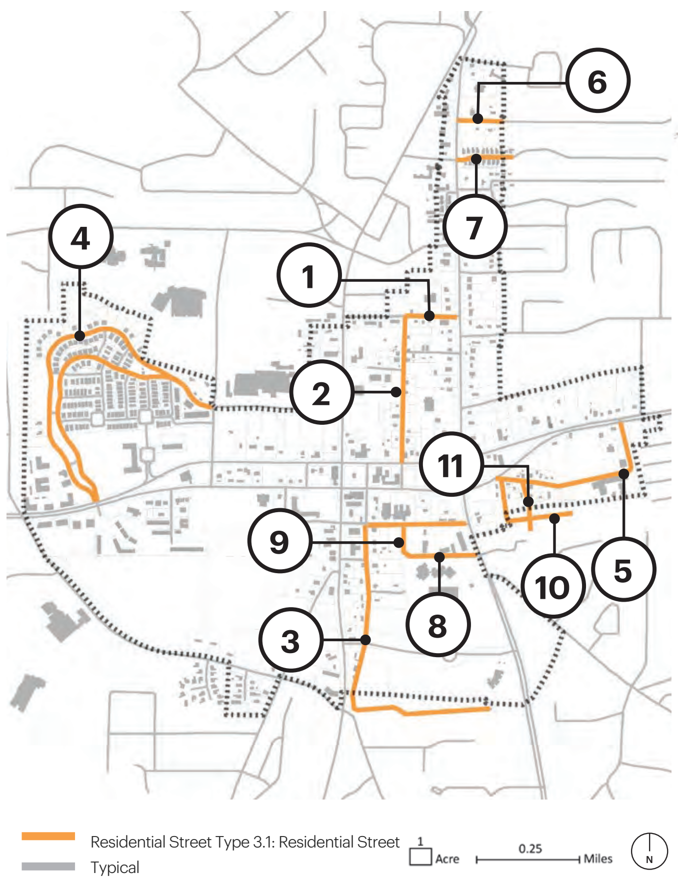
Aesthetics, lighting, and street furnishing

2.2.7 Local Examples

1. Twisted Taco Alley from SR 54 W. Lanier Ave to SR 54 W Stonewall Ave
2. Johnson Ave from SR 85/Glynn St South to Lee St
3. Bennett St from SR 54 W. Lanier Ave to SR 54 W Stonewall Ave
4. City Hall Exit Extension from SR 54 W. Lanier Ave to SR 54 W Stonewall Ave

3. RESIDENTIAL STREET

3.1 Residential Street



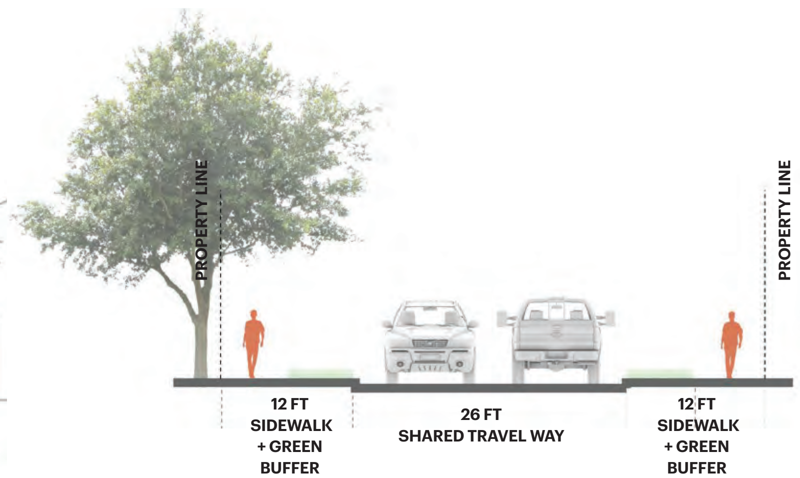
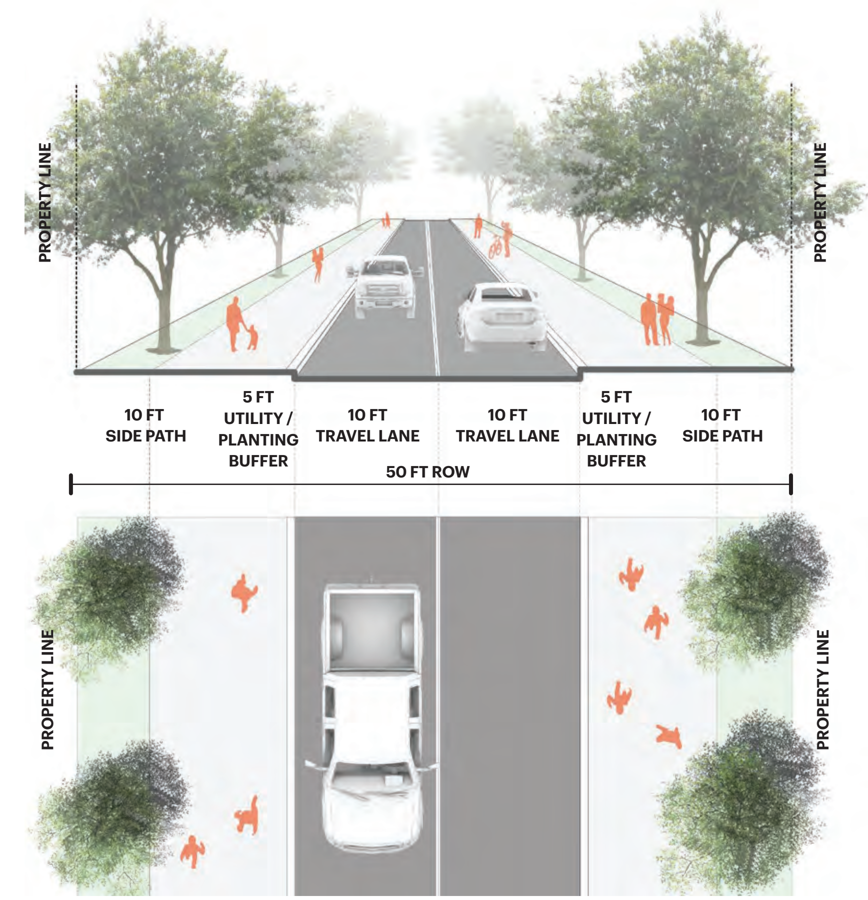


Image via Google Streetview

Church Street North of Lanier Ave Existing Condition.



Residential Street Section and Plan

3.1.1 Description

Residential Streets primarily serve neighborhoods. They are quieter than mixed-use and connector streets, and have relatively low traffic volumes and low speeds. Though they have minimal activity relative to other street types, Residential Streets play a key role in supporting the social life of a neighborhood.

3.1.2 Priority Design User

Non-motorized Travelers

3.1.3 Place Type

Residential

3.1.4 Zoning DMU Sub-Districts

- Transitional Residential (DMU-TR)
- Mixed-Use Neighborhood (DMU-MUN)
- Neighborhood Residential (DMU-NR)
- Open Space / Conservation

3.1.5 Transportation Function

Access Emphasis

3.1.6 Considerations

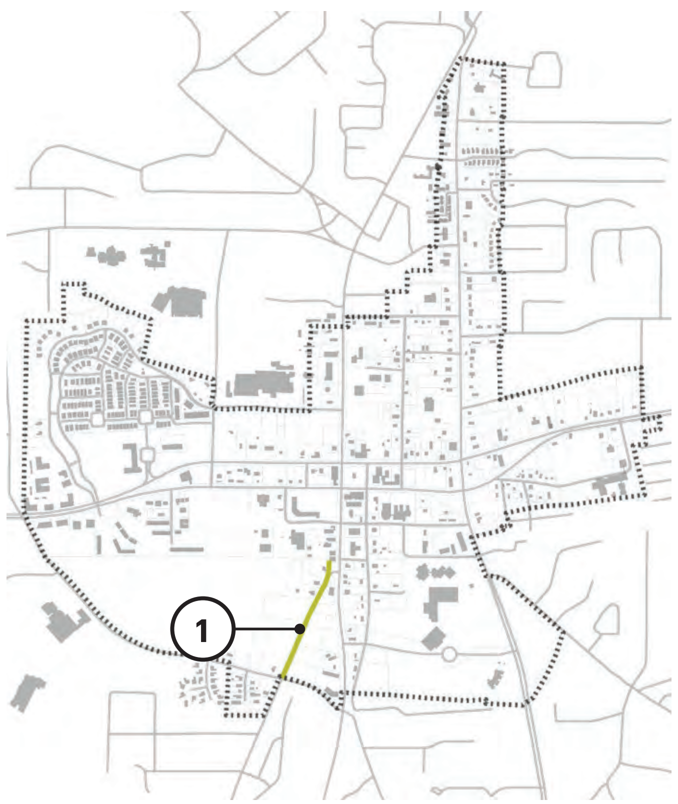
- Traffic Speeds
- Property Access
- Pedestrian comfort and safety
- Integration of Public and Green Spaces
- Aesthetics, lighting, and street furnishing

3.1.7 Local Examples

1. Georgia Ave from Church St to East Study Area Boundary
2. Church St from Georgia Ave to North of SR 54/Lanier Ave
3. Lee St from Johnson Ave to Roadway End
4. LaFayette Ave from SR 54/Lanier Ave to Tiger Trail
5. Booker Ave from SR 54 to SR 54
6. Hillsdale Drive | from North Jeff Davis to East Study Area Boundary
7. North Park
8. East/West Johnson Avenue from Johnson Avenue to Jeff Davis Drive
9. North/South Johnson Avenue from Johnson Avenue to Jeff Davis Drive
10. Holly Avenue
11. Hill Street

3. RESIDENTIAL STREET

3.2 Residential Boulevard



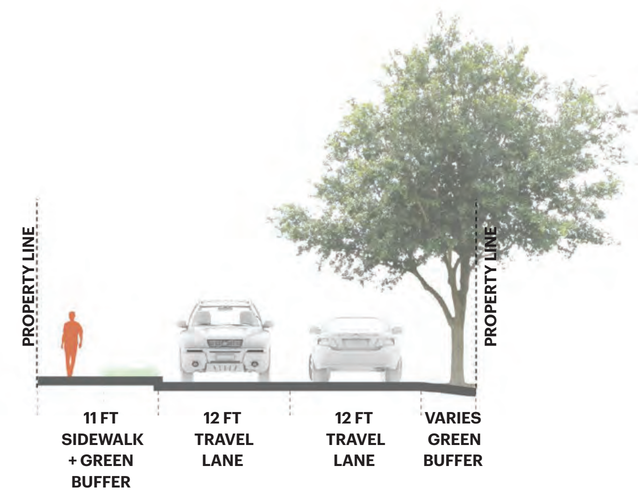
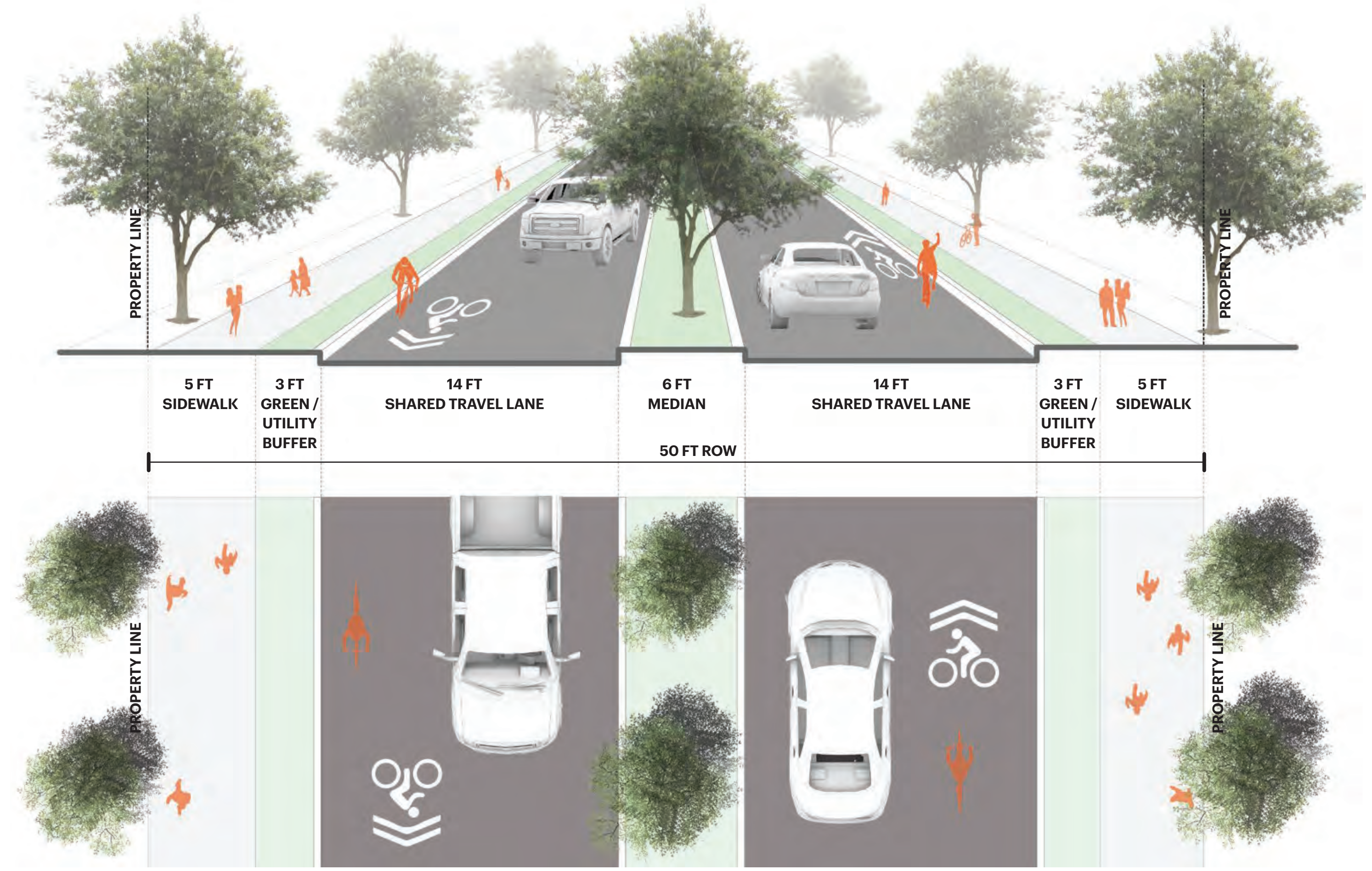


Image via Google Streetview

Beauregard Boulevard North of Grady Avenue Existing Condition.



Residential Boulevard Section and Plan

3.2.1 Description

Residential Boulevards primarily serve neighborhoods. They are quieter than mixed-use and connector streets, and have relatively low traffic volumes and low speeds. Like Residential Streets, Residential Boulevards play a key role in supporting the social life of a neighborhood.

3.2.2 Priority Design User

Non-motorized Travelers

3.2.3 Place Type

Residential

3.2.4 Zoning DMU Sub-Districts

- Transitional Residential (DMU-TR)
- Mixed-Use Neighborhood (DMU-MUN)
- Neighborhood Residential (DMU-NR)
- Open Space / Conservation

3.2.5 Transportation Function

Access Emphasis

3.2.6 Considerations

- Traffic Speeds
- Business Access
- Bicycle mobility and safety
- Pedestrian comfort and safety
- Integration of Public and Green Spaces
- Aesthetics, lighting, and street furnishing

3.2.7 Local Examples

1 Beauregard Boulevard | from City Center Parkway to Grady Avenue

4. ALLEYS

4.1 Residential Alley

4.1.1 Description

Residential Alleys are small-scale streets that typically only carry low numbers of vehicles accessing adjacent properties.

Note: This street typology to be incorporated in new developments or subdivisions.

4.1.2 Priority Design User

Vehicles

4.1.3 Place Type

Residential

4.1.4 Zoning DMU Sub-Districts

Mixed-Use Neighborhood (DMU-MUN)

Neighborhood Residential (DMU-NR)

Transitional Residential (DMU-TR)

4.1.5 Transportation Function

Access Emphasis

4.1.6 Considerations

Residential Density

Accessibility / connectivity at more than one street

Sight lines/visibility

Integration of informal recreational / gathering spaces

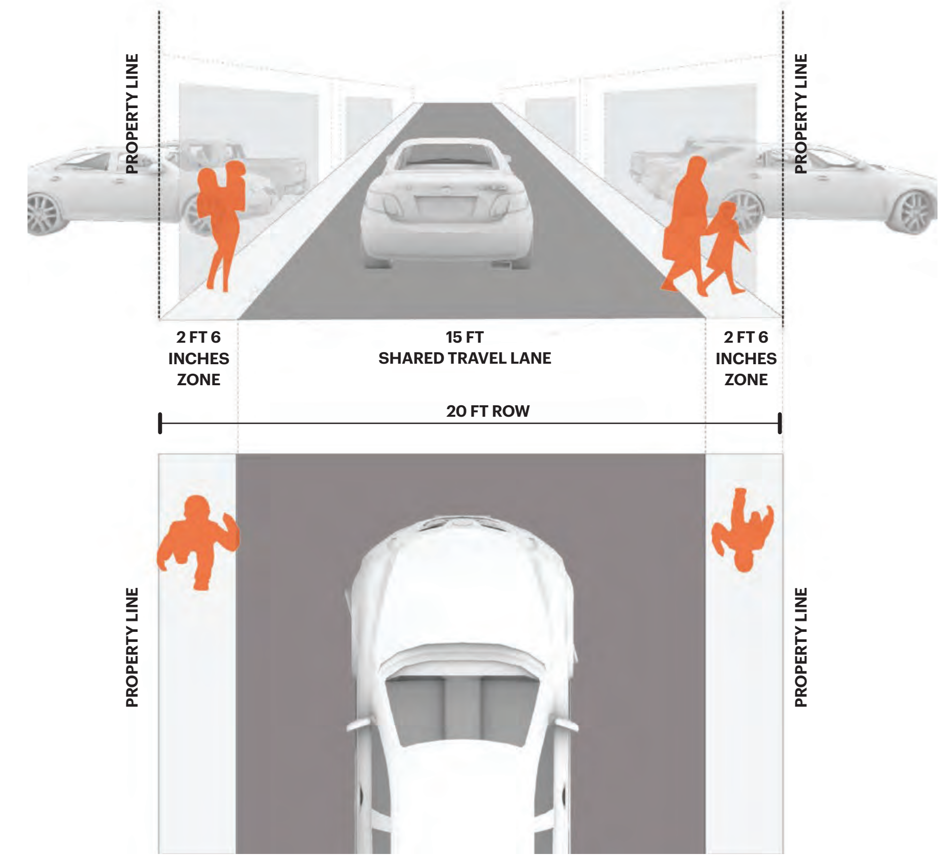
Property access and deliveries

Lighting

Utility services, e.g., Trash pickup

4.1.7 Local Examples

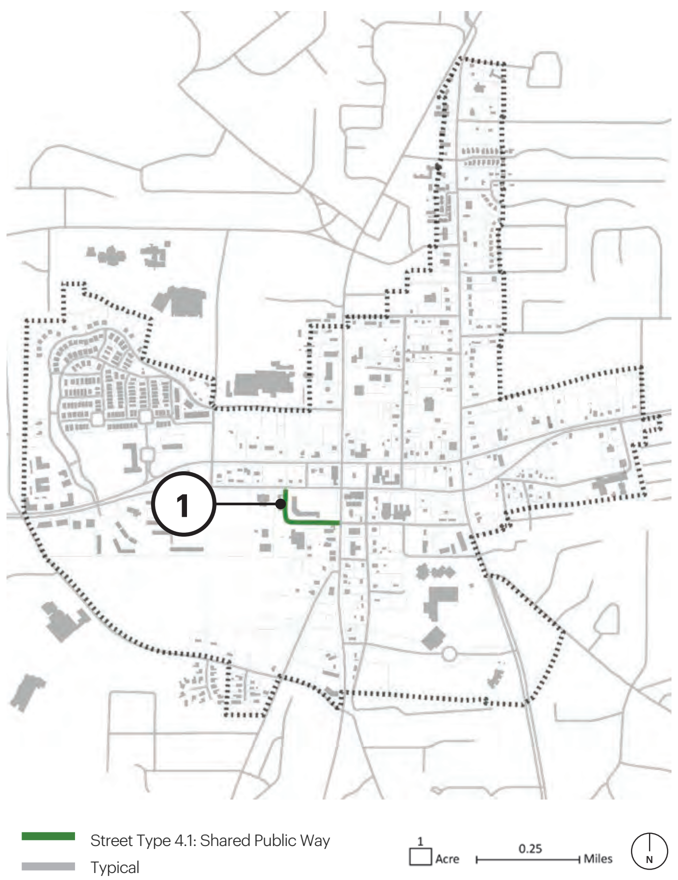
Any new residential neighborhood or subdivision to include mixed-use development



Residential Alley Section and Plan

4. ALLEYS

4.2 Shared Public Way



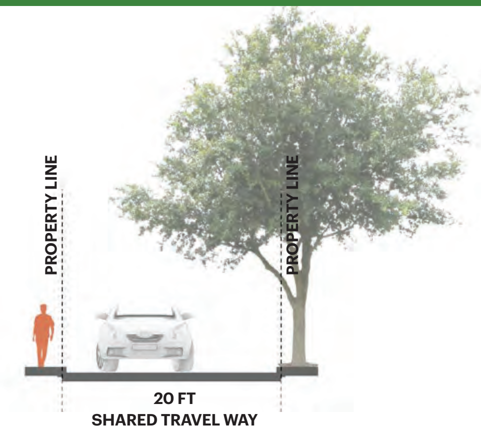
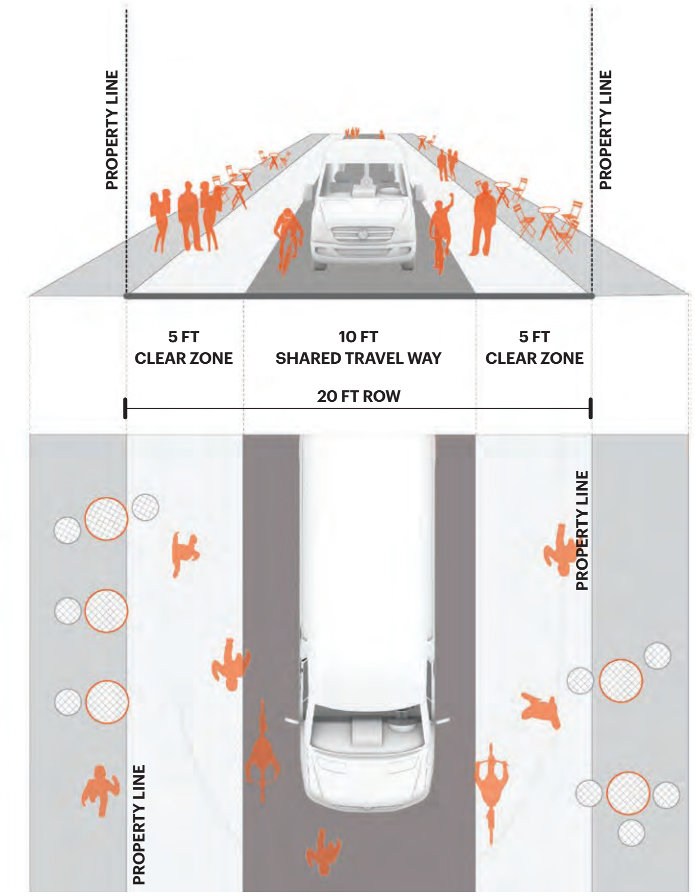


Image via Google Streetview

Heritage Parkway Existing Condition.



Shared Public Way Section and Plan

4.2.1 Description

Shared public ways are public right-of-ways designed for pedestrian use. Small delivery vehicles and bicycles are also permitted to share the open space, but are not the emphasized user of these areas.

4.2.2 Priority Design User

Pedestrians

4.2.3 Place Type

Activity Center

Mixed-Use

4.2.4 Zoning DMU Sub-Districts

Historic Core (DMU-HC)

Mixed-Use Core (DMU-MUC)

Mixed-Use Neighborhood (DMU-MUN)

4.2.5 Transportation Function

Access Emphasis

4.2.6 Considerations

Local business access and deliveries

Pedestrian comfort and safety

Aesthetics, lighting, and street furnishing

4.2.7 Local Examples

1 Heritage Pkwy from SR 54/Stonewall Ave to SR 85/Glynn St South

05.3 Capital Improvements

Recommendations

In the absence of a Fayetteville street-specific design manual, the Mobility Framework recommends the Georgia Department of Transportation's (GDOT) Pedestrian and Streetscape Guide be used to provide direction with best design practices for streets and roadways intended to support multi-modal travel. Further, the GDOT Plan Development Process[1] and Plan Presentation Guide[2] should also be consulted to ensure consistency across federal-aid, state and locally-funded transportation and streetscape projects.

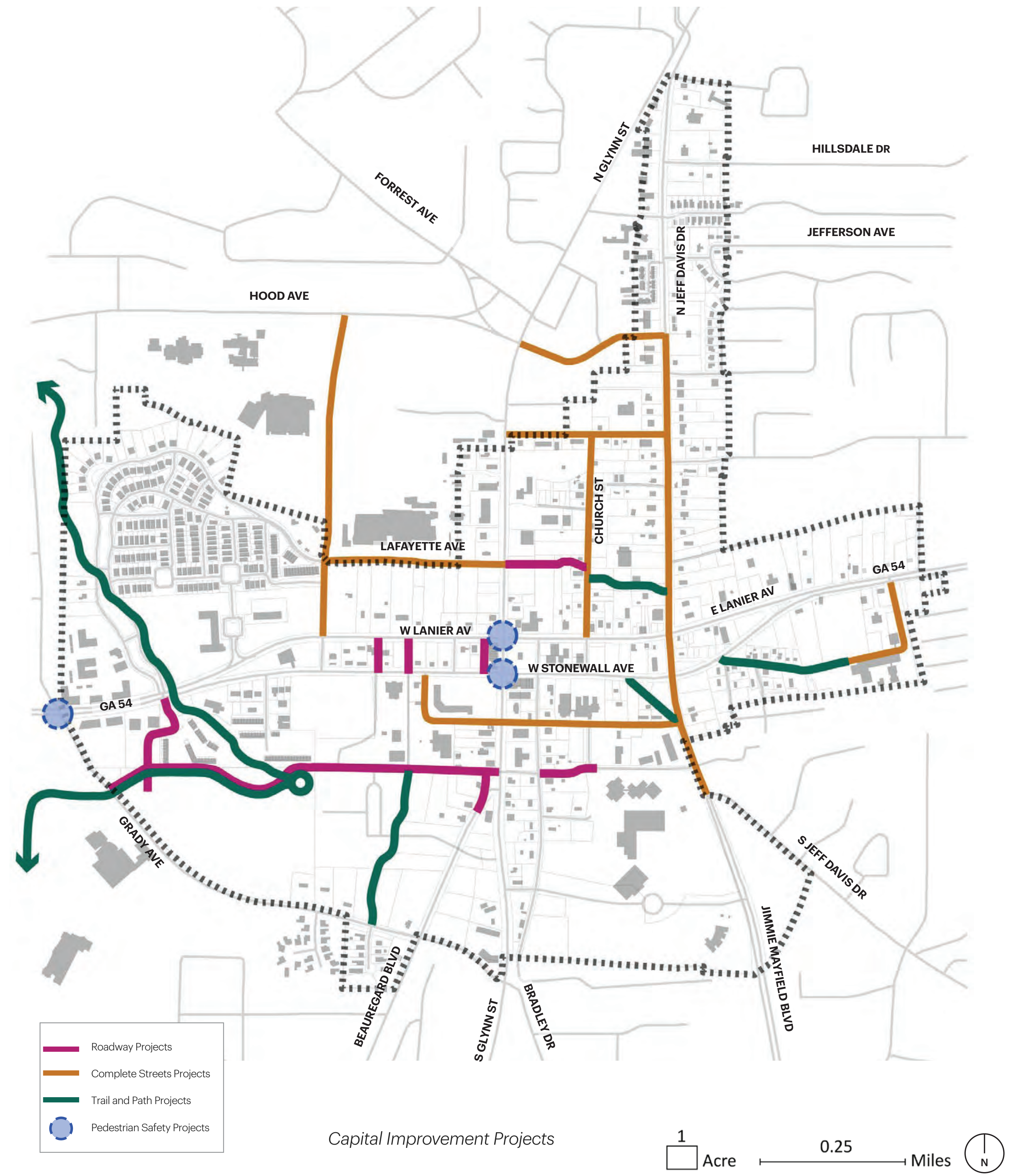
The recommendations that follow are based on existing transportation conditions analyzed and input gathered by the LCI project's core team from public in-person and virtual meetings with the local community.

Implement the following Capital Improvement Projects:

1. New Roadway Connections
2. Complete Street Enhancements
3. Paths & Trails
4. Pedestrian Safety Projects
5. Inner and Outer Pedestrian Loops for Circulation Flow

Descriptions for potential projects associated with each improvement project type, mentioned above, are illustrated in the image to the right and also detailed in the following pages.

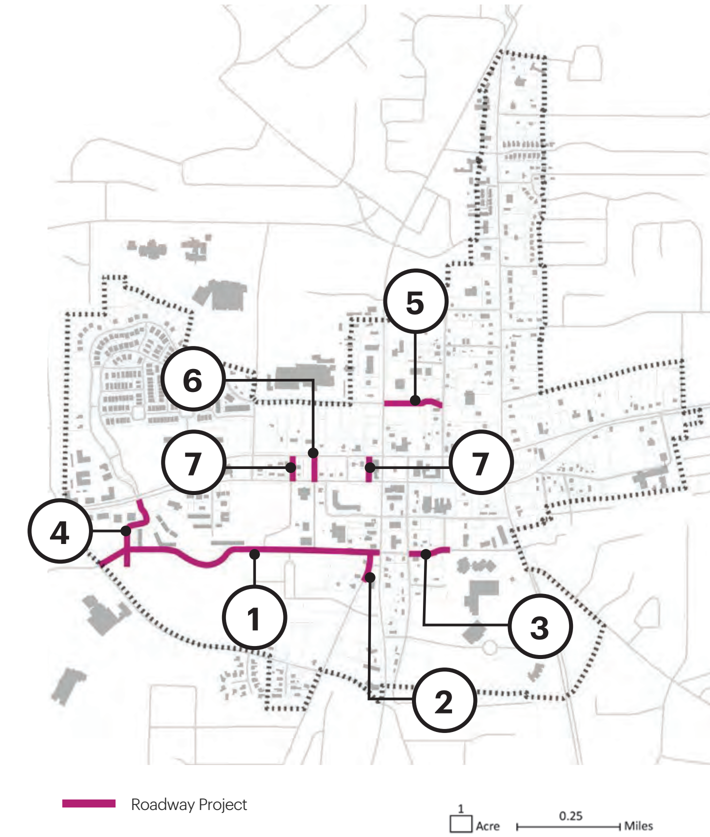
[1] State of Georgia Department of Transportation (2021). Plan Development Process Rev 3.3. Available from: http://www.dot.ga.gov/PartnerSmart/DesignManuals/PDP/PDP.pdf
[2] State of Georgia Department of Transportation (2017). Plan Presentation Guide Rev 2.8. Available from: http://www.dot.ga.gov/PartnerSmart/DesignManuals/Plan/Plan_Presentation_Guide.pdf



Capital Improvement Projects

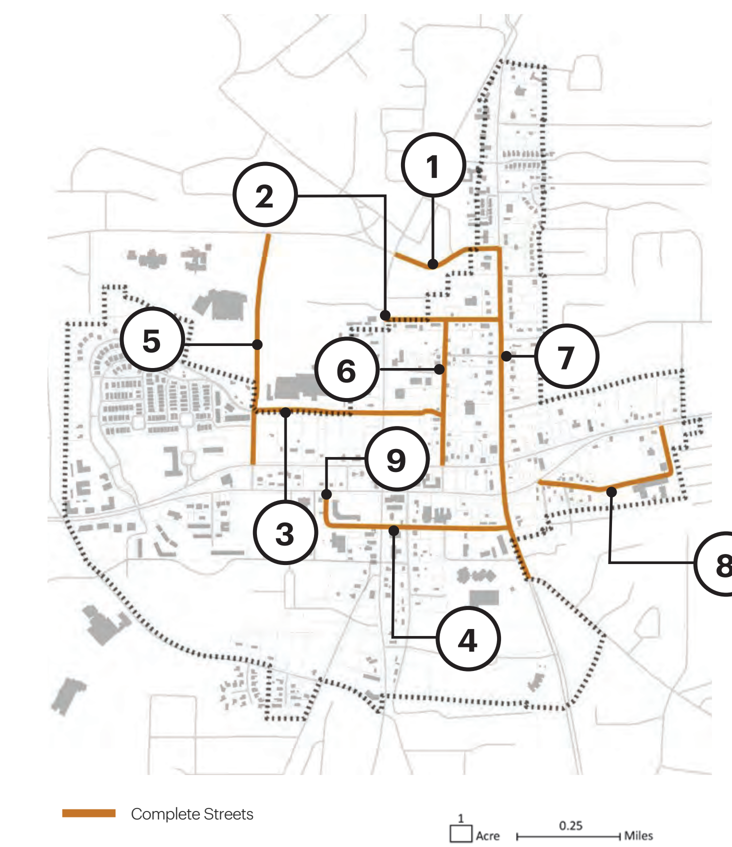
New Roadway Connections

No.	Project Name	From	To	Description
1	City Center Parkway	Fisher Ave at SR 85/Glynn St S	Grady Ave	New roadway serving the Fayetteville City Hall complex, Walton Fayetteville Development and undeveloped land parcel
2	Beauregard Blvd Realignment	Beauregard Blvd	City Center Parkway	Realignment of Beauregard Boulevard from SR 85/Glynn Street to City Center Parkway
3	Fisher Avenue Extension	Lee St	Johnson Ave	Extend existing Fisher Avenue from Lee Street termini to Johnson Avenue
4	LaFayette Avenue South Extension	SR 54/Lanier Ave W	City Center Pkwy	New roadway connecting existing LaFayette Avenue Magnolia Office Park to City Center Parkway
5	LaFayette Avenue East Extension	SR 85/Glynn St	Church Ave	Extend existing LaFayette Avenue from SR 85/Glynn Street to Church Street
6	City Hall Drive Extension	SR 54/Lanier Ave W	SR 54/Stonewall Ave	New roadway connecting SR 54 /Lanier Avenue westbound to existing City Hall Driveway
7	Fayetteville Alleyway Project	SR 54/Lanier Ave W	SR 54/Stonewall Ave	New Alleyway between SR 54/Lanier Avenue and SR 54/ Stonewall Avenue, behind retail buildings.



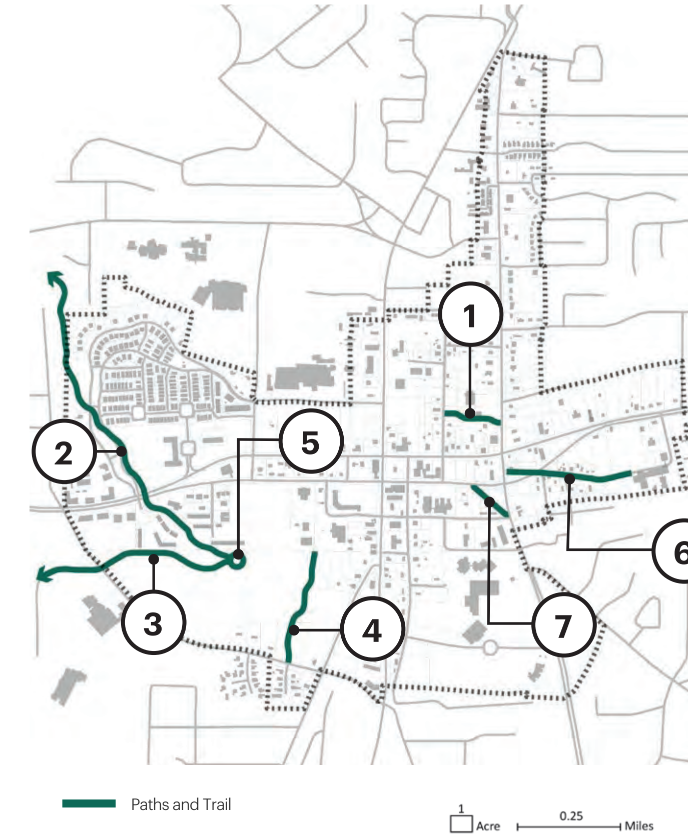
Complete Streets Enhancements

No.	Project Name	From	To	Description
1	Hood Avenue/Kathi Avenue	SR 85/Glynn St N	Jeff Davis Dr	Bike lane / sharrow
2	West Georgia Avenue	SR 85/Glynn St N	Jeff Davis Dr	Close sidewalk gaps; sharrow
3	LaFayette Avenue	Campaign Tr	Church St	Bike lane / sharrow
4	Johnson Avenue	SR 85/Glynn St S	Jeff Davis Dr	Close sidewalk gaps; add sharrow
5	Tiger Trail	Hood Ave	SR 54 / Stonewall Ave W	Close sidewalk gap between Lanier Ave and Stonewall Ave; add sharrow
6	Church Avenue	Georgia Ave	SR 54 / Lanier Ave E	Sidewalk repair/improvement; sharrow
7	Jeff Davis Drive	Kathi Ave	Jimmie Mayfield Blvd	Upgrade sidewalk to sidepath; widen planting strip buffer; sharrow; formalize median with raised curb
8	Booker Avenue	SR 54 / Lanier Ave W	East Fayette Elementary	Sidewalk repair / improvement; pedestrian crossing at SR 54/ Stonewall Ave E
9	Heritage Parkway Shared Street	SR 54 / Stonewall Ave E	SR 85 / Glynn St S	Formalize as Commercial Shared Public Way



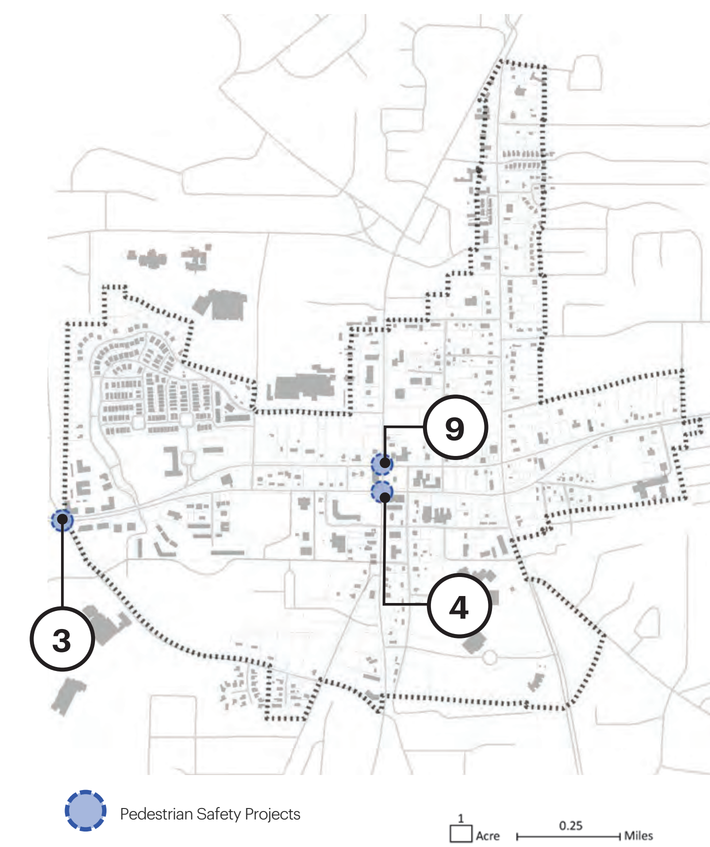
Paths and Trails

No.	Project Name	From	To	Description
1	Church Street Park Path	Church Street Park	Jeff Davis Dr	Multi-use pathway
2	Pye Lake Trail	City Center Pkwy	Pye Lake	Greenway trail, multi-use trail; side path
3	Bradford - Manassas Trail	City Center Pkwy	The Ridge Nature Preserve	Extend existing Fisher Avenue from Lee Street termini to Johnson Avenue
4	Southern Conservation Trust	City Center Pkwy	Grady Ave	Multi-use trail
5	City Center Trailhead	Pye Lake Trail at City Center Pkwy	Bradford-Manassas Trail at City Center Pkwy	Trailhead with parking
6	Booker Avenue Path	SR 54/Stonewall Ave E	Jeff Davis Dr / Booker Ave	Multi-use pathway
7	Fayetteville First Baptist Path	SR 54/Stonewall Ave E	Jeff Davis Dr	Multi-use pathway
8	Inner and Outer Loop Project			Assemblage of existing and proposed sidewalks and trails that enable travelers to walk, run, or bike around downtown Fayetteville's inner core. For description of the project, see page 111.



Pedestrian Safety Projects

No.	Project Name	From	To	Description
1	Ped Crossing Improvement	SR 54 / Lanier Ave W	Grady Ave	High-visibility crosswalk
2	Ped Crossing Improvement	SR 54 / Lanier Ave W	SR 85 / Glynn St S	High-visibility crosswalk; signal improvement
3	Ped Crossing Improvement	SR 54 / Stonewall Ave W	SR 85 / Glynn St S	High-visibility crosswalk; signal improvement



Other Project Recommendations

Establish Street Frontage Typologies, Improve Public Space Domains

Street Frontage Typologies are inherent to identifying the function and purpose of streets in their area. Frontage Types are integral in creating the appropriate nexus between public and private realms within streets and blocks. Frontages types regulate how the private realm relates to the public domain, ensuring harmony between the two. Frontage type regulations determine what building types, public realm elements, and building elements are permitted or required based on the street's development character. Frontage typologies include standards for sidewalks, street furniture, landscaping, outdoor retail displays, cafe areas, utilities, etc. Such standards allow the vision and goals articulated herein to be realized over time through incremental development practices and changing architectural styles and materials. The Built Environment and Zoning recommendations describe the frontage typologies and their locational application in more detail.

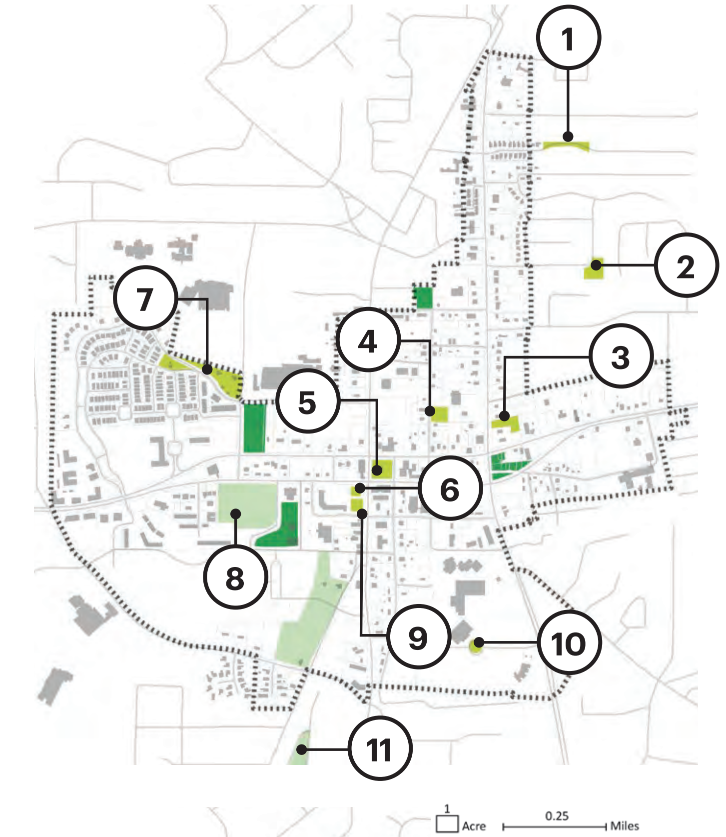
Pursue Shared Parking Ordinances

The City of Fayetteville should pursue shared parking agreements with the Fayette County Annex, the Fayetteville First Baptist Church, First United Methodist Church, and the Fayetteville First United Methodist Church as a cost-effective alternative to the construction of a new structured parking facility. Additional analysis of Downtown Fayetteville's parking inventory and parking demands is needed to determine existing parking demand peak hours, surplus and deficits in available spaces, and optimal time frames for public or private events.

IMPROVEMENT PROJECTS: PUBLIC SPACES

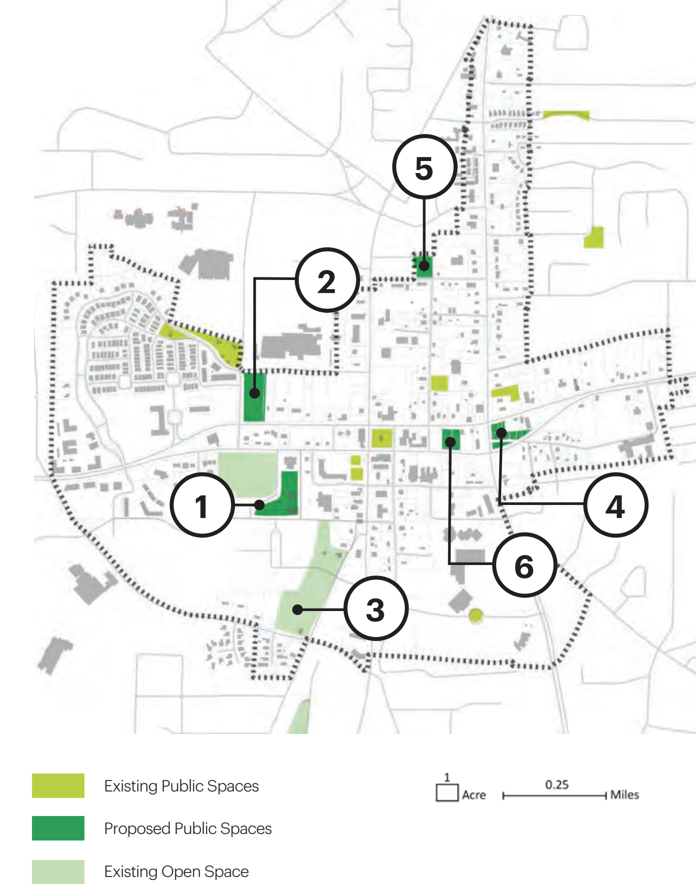
Existing

1. Rabbits Run
2. Fenwyck Clubhouse
3. May Harp Park
4. Church Street Park
5. Historic Fayette County Courthouse Lawn
6. Heritage Park Gazebo
7. Southern Ground Amphitheater
8. Fayetteville City Cemetery
9. Heritage Park Lawn
10. Fayette County Superior Courthouse Lawn
11. Winesap Way Public Space



Proposed

1. City Hall Greenway
2. Tiger Trail Park
3. Southern Conservancy Park
4. Booker Pocket Parks
5. Kathi Park
6. Stonewall Park



Improvement Projects: Street Parking

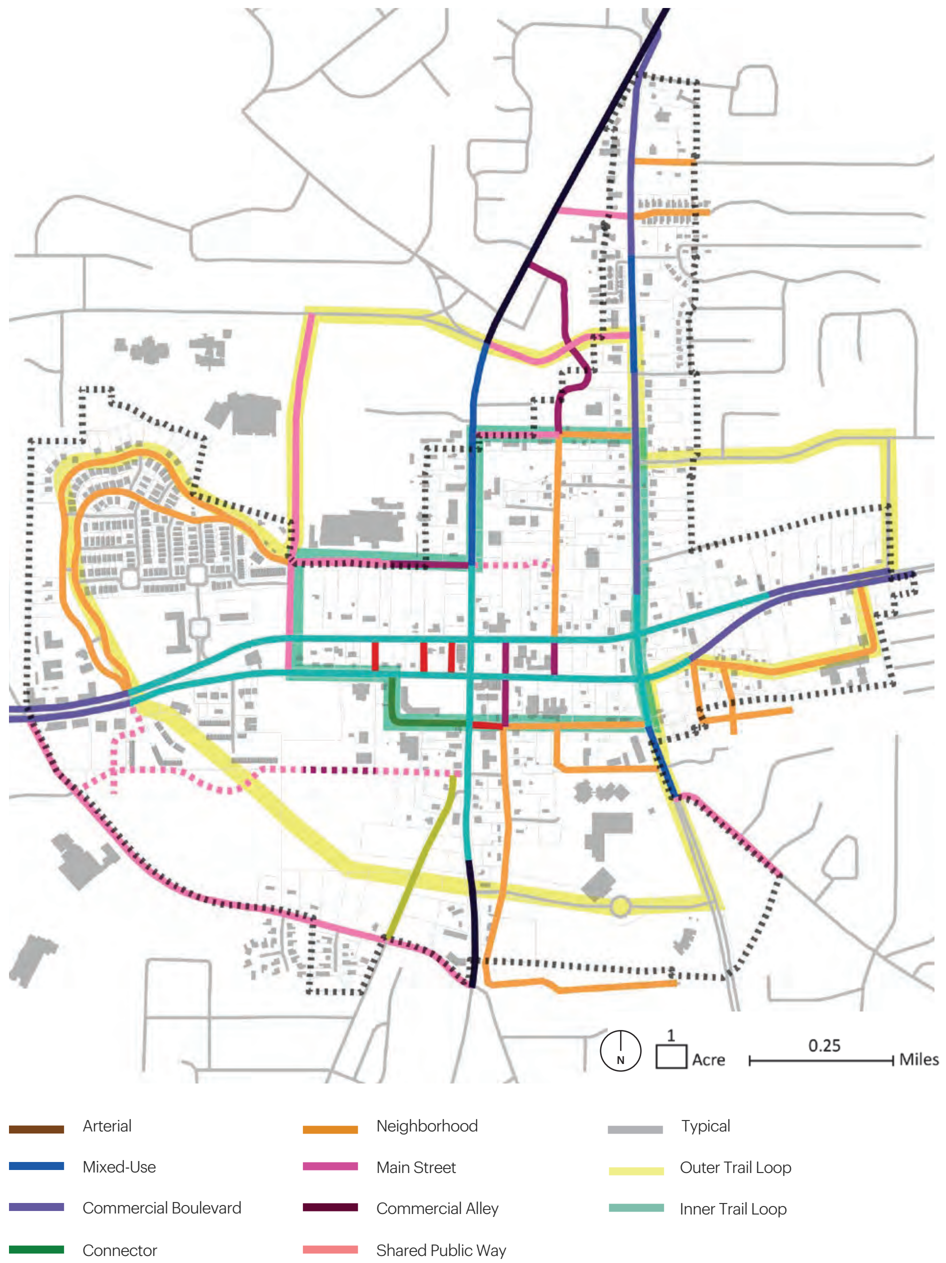
No.	*Street Parking Locations and Spaces*	*Existing*	*Proposed*
1	City Hall, Entrance Drive	0	112
2	City Hall, Exit Drive	0	67
3	City Center Parkway	0	123
4	Glynn Street, southbound direction	5	9
5	Glynn Street, northbound direction	7	7
6	Stonewall Street, facing courthouse	9	9
7	Stonewall Street, facing storefronts	5	7
8	Lee Street, facing courthouse	14	18
9	Lee Street, facing UMC	7	7
10	Lee Street, facing storefronts	7	7
Total Available Parking Spaces		**54**	**366**

Improvement Projects: Shared Parking

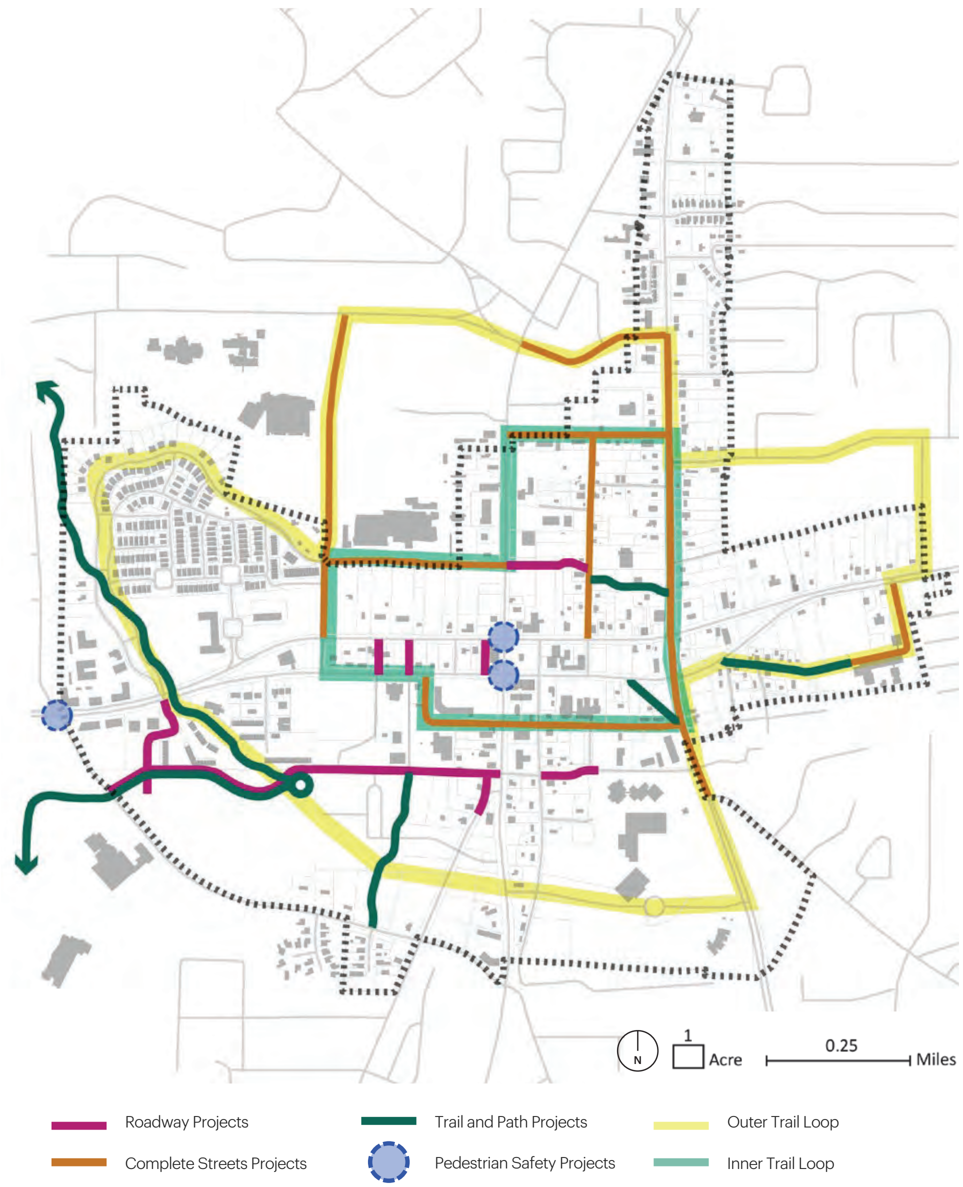
No.	*Surface Parking Locations and Spaces*	*Existing Public Spaces*	*Proposed Shared Spaces*
1	Library Lot	157	157
2	Fayette County Facility Lot	0	206
3	Lanier Avenue Lot	28	32
4	Fayetteville FBC Lot	0	51
5	Fayetteville UMC Lot 1	0	21
6	Fayetteville UMC Lot 2	0	71
7	Fayetteville UMC Lot 3	0	42
Total Available Parking Spaces		**185**	**580**

Circulation Flow Summary

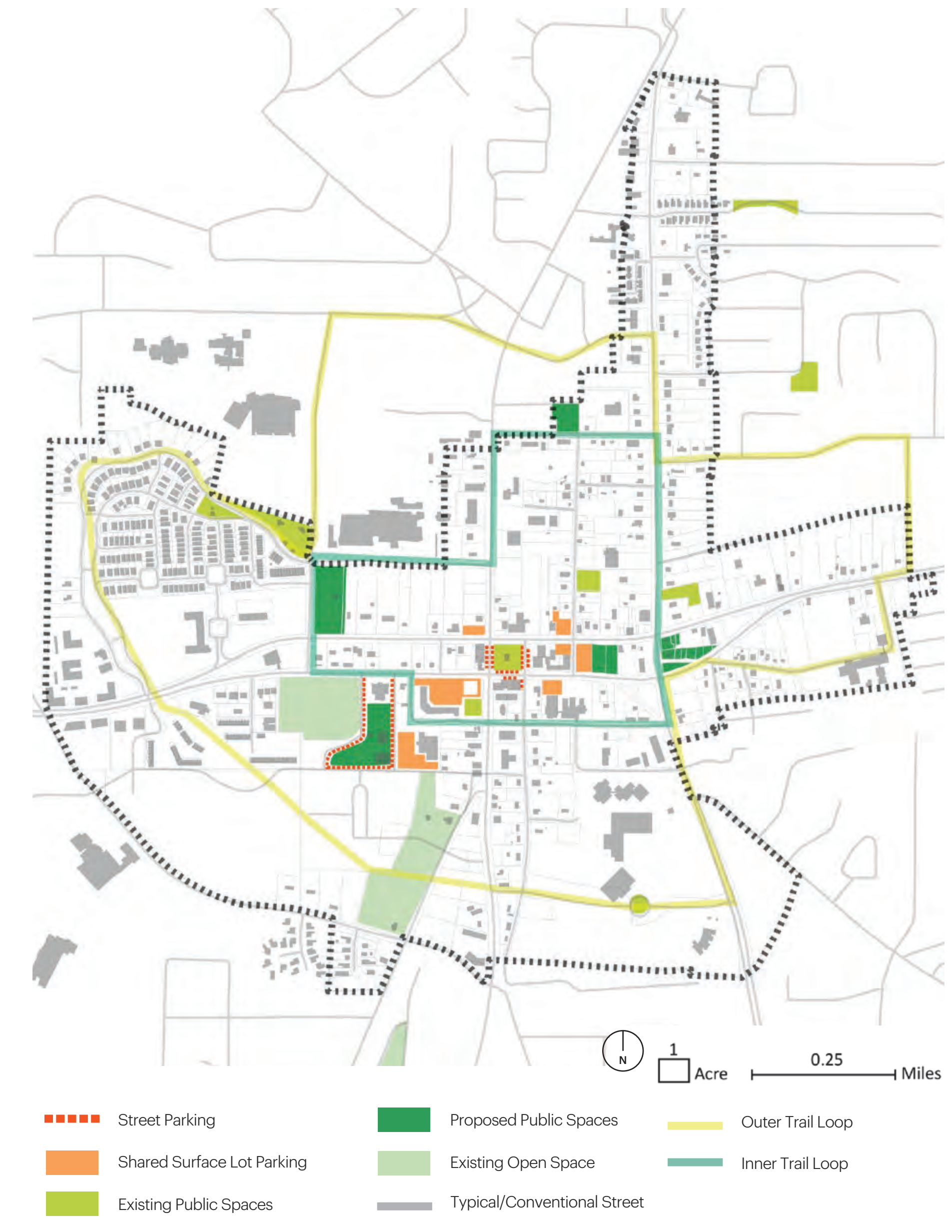
NEW STREET TYPOLOGIES



CAPITAL IMPROVEMENT PROJECTS



PUBLIC DOMAIN & PARKING



05.4 Built Environment

Zoning Update Overview

Introduction

Purpose

The Downtown Mixed Use Zoning Code is intended to implement the overall aims of the Downtown Mixed Use District as set forth in the Unified Development Ordinance (cite), which is based on the City's 2017 Comprehensive Plan vision for walkable, mixed use Downtown. The subdistricts that comprise the Downtown Mixed Use Zoning Code have their roots in the analyses depicted in the Moving Fayetteville Forward Living Cities Initiative Plan.

Structure & Organization

The Downtown Mixed Use Zoning Code is not a conventional zoning code like the zoning in other parts of the City. The subdistricts within Downtown Mixed Use Zoning Code are based on the existing and/or future character and built form of sections of Downtown rather than on the predominant type of land use permitted in that area. The Downtown Mixed Use Zoning Code regulates more aspects of the built environment than a conventional zoning code typically regulates.

Each subdistrict has an intent statement that describes the general vision for the future of that subdistrict with respect to development, scale, open spaces, and other attributes.

The opposite page show the proposed zoning map. The next pages describe the intents of each zoning district and the permitted building types within each district as well as outline the regulations within each zoning sub-district and provide architectural character references.

How To Apply The Development Guidelines?

The LCI Zoning encompasses four layers: the overall Downtown Mixed Use District, the character themes outlined in Section 04: Vision, the Downtown Sub-Districts, and the Regulations for each Permitted Building Type within a Sub-District. For each zoning district , development guidelines are detailed pertaining to the following:

Zoning District Intent - The intent of the zoning regulations with respect to the form and character of development.

Character Reference Area - The character(s) of the zoning district

Adjacent Street Typologies - Which street typologies outlined in the mobility section are proposed within the said zoning district to understand the synergies between the street typologies, permitted building types and uses.

Character Reference - This section outlines the desired building character in the district including architectural design guidelines.

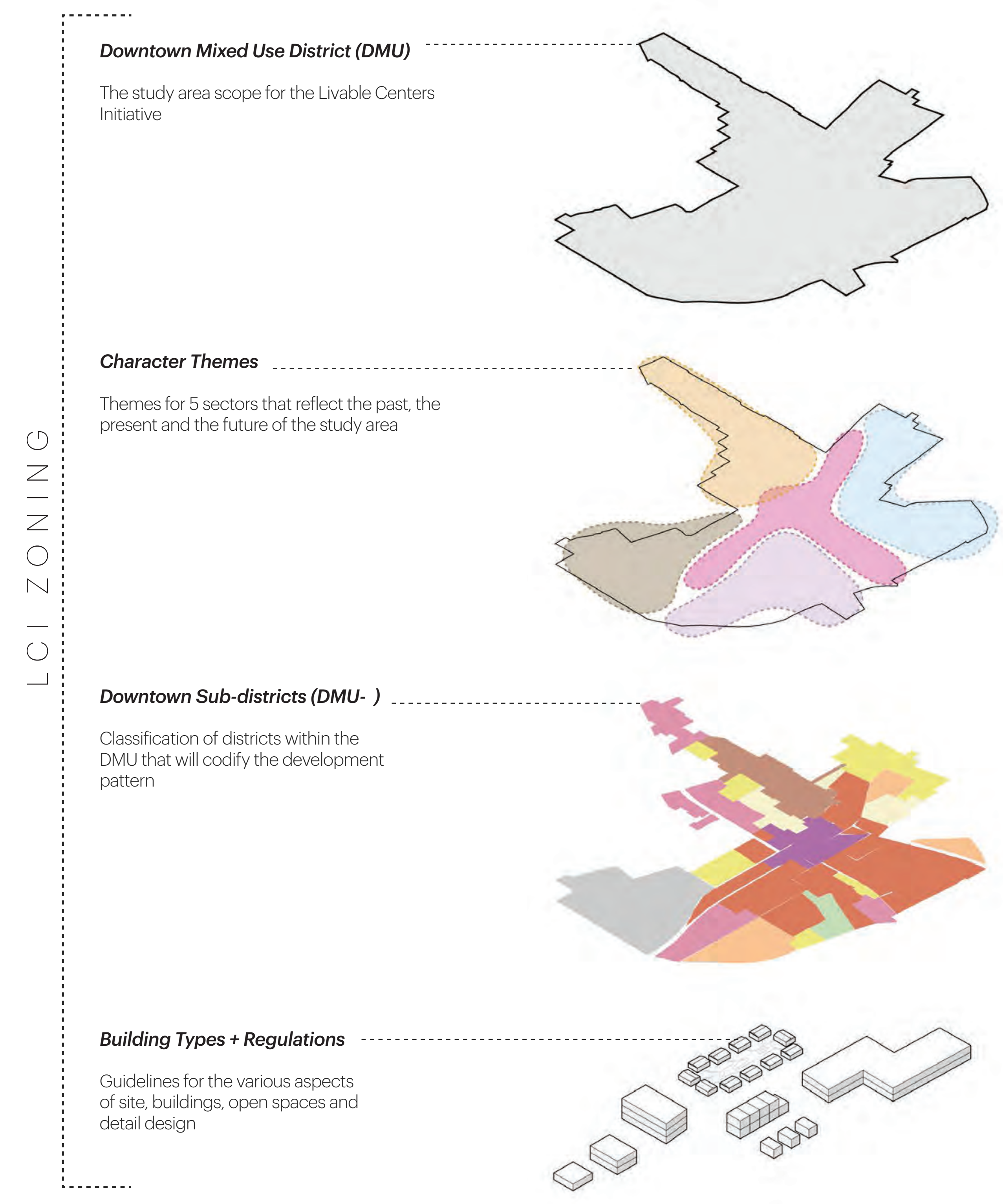
Permitted Building Types - This is a list of building typologies permitted

Building Placement - Location of the building on the lot, including setbacks.

Building Form - Recommended height and massing of a building

Site and Parking Access - Pedestrian and vehicular access to the building including parking and entrance location

Supplemental Standards from Unified Development Ordinance (UDO) - Other relevant standards that should be followed in accordance to the UDO.



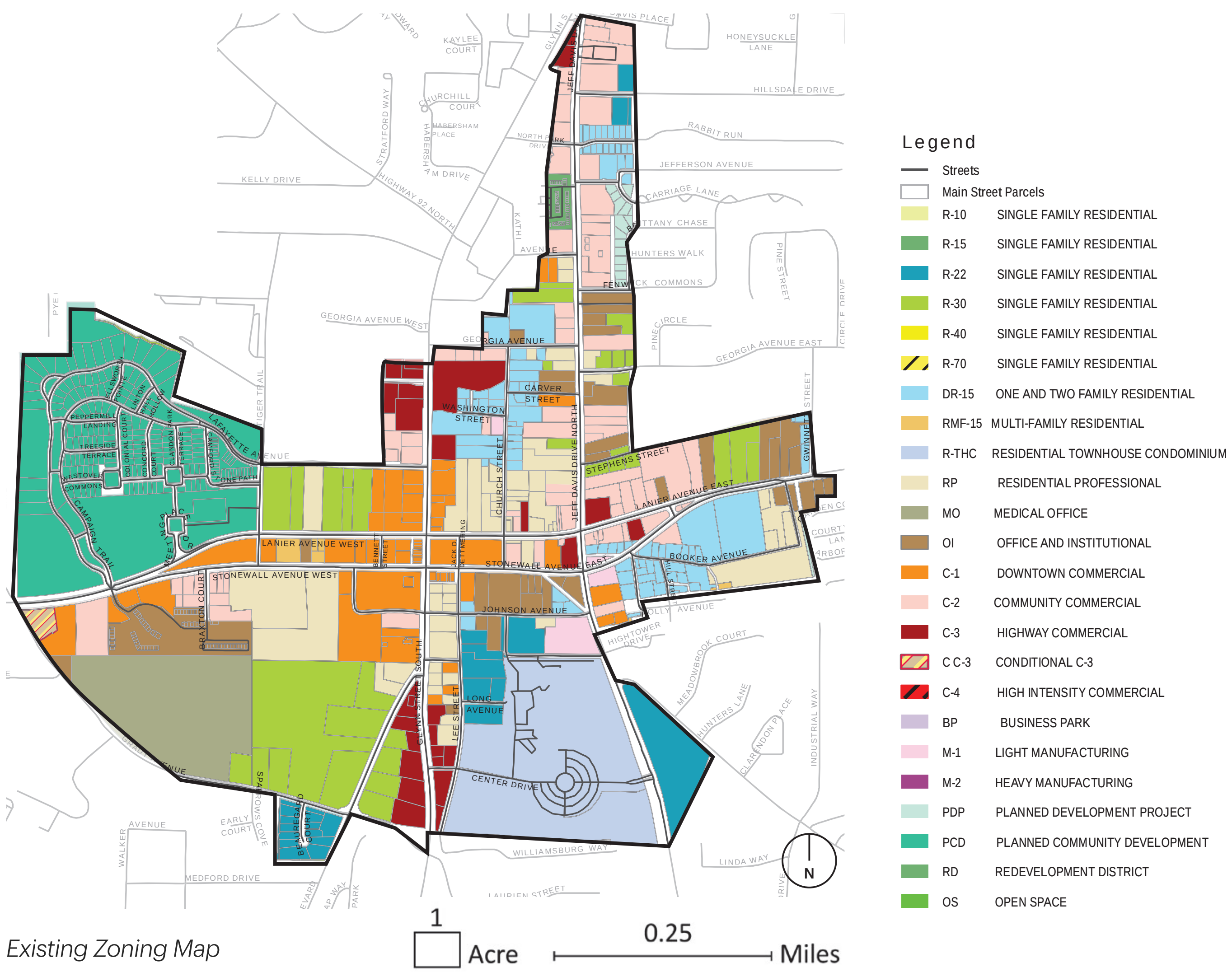
The four layers of Fayetteville LCI zoning

Zoning Map

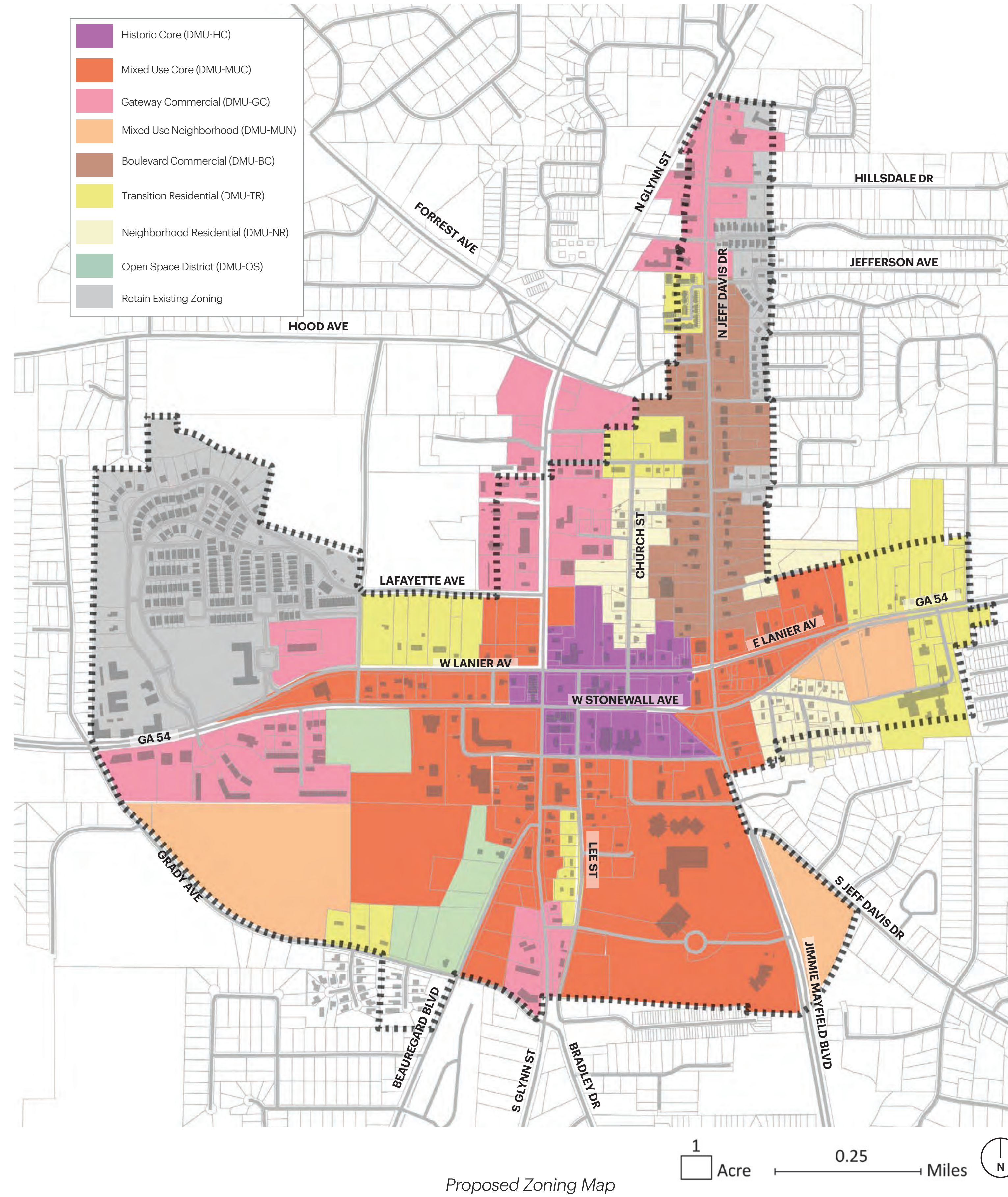
The following sub-districts are established for development within downtown areas and are collectively called the Downtown Mixed Use Zoning Code. These sub-districts achieve the purpose of consolidation while also maintaining the characteristic features of the different areas.

1. Historic Core (DMU-HC)
2. Mixed Use Core (DMU-MUC)
3. Gateway Commercial (DMU-GC)
4. Mixed Use Neighborhood (DMU-MUN)
5. Boulevard Commercial (DMU-BC)
6. Transition Residential (DMU-TR)
7. Neighborhood Residential (DMU-NR)
8. Open Space Conservation

The existing and new zoning maps have been illustrated for comparison so that the changes can be tracked as the ordinance gets enforced. The following pages are a comprehensive guide to both public officials and private developers to ensure that all new development is cohesive and represents the vision of the livable centers initiative both in the built environment and the public realm.

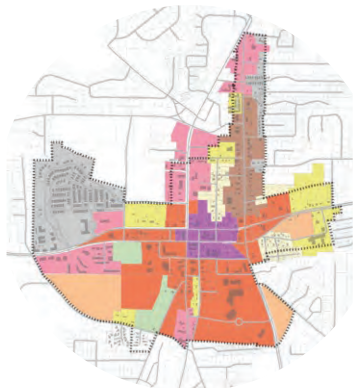
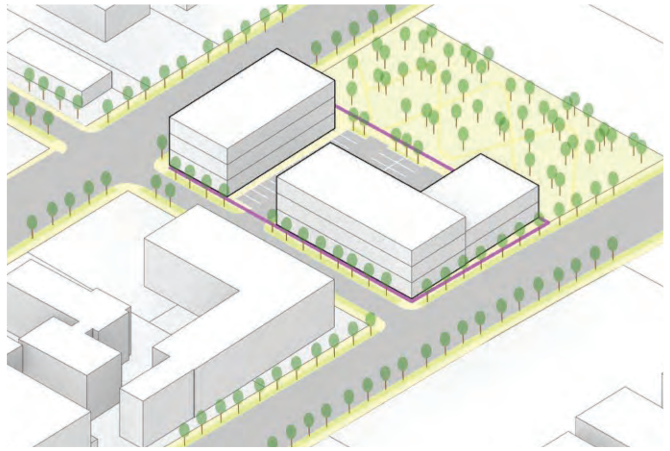
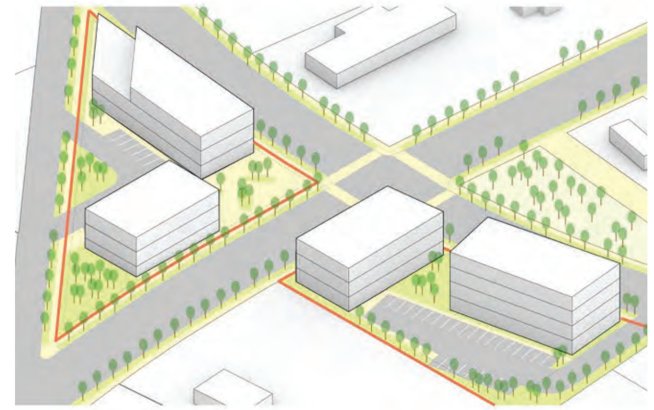
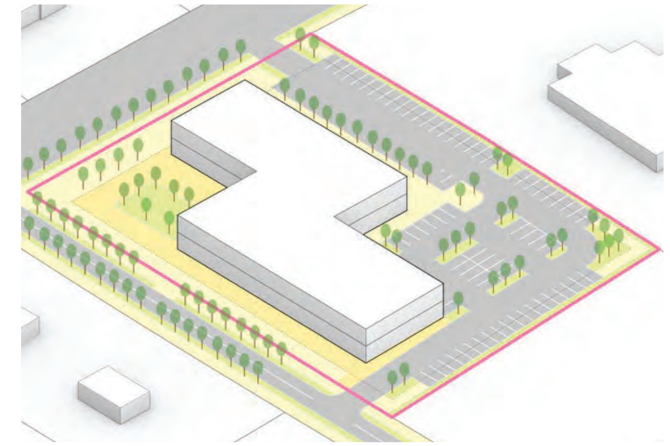
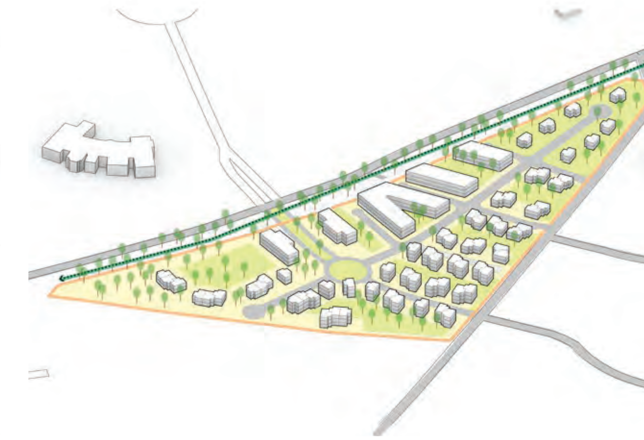


Existing Zoning Map

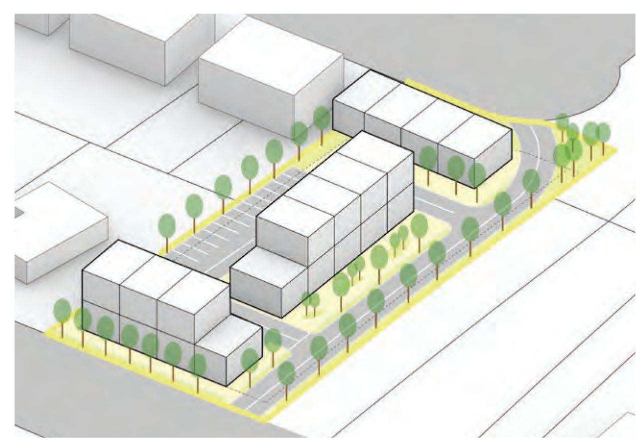
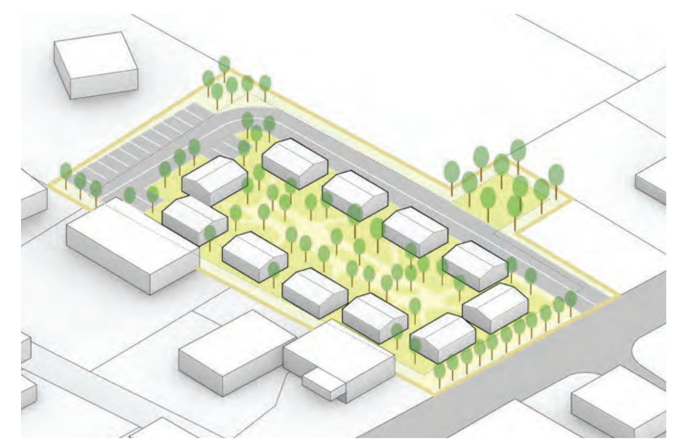
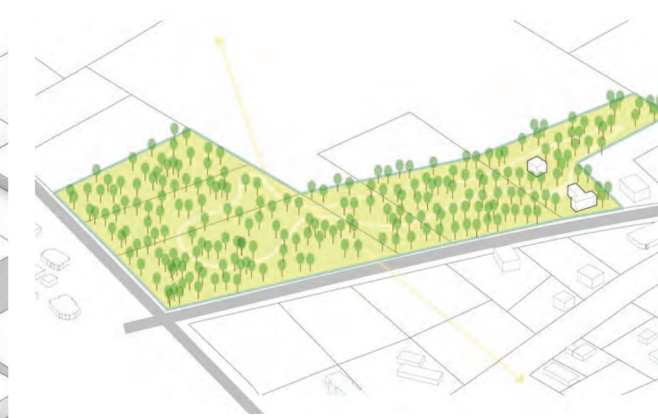


Proposed Zoning Map

Zoning Intent

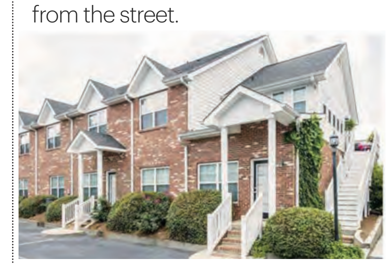






Zoning District	***Historic Core (DMU-HC)***	***Mixed Use Core (DMU-MUC)***	***Gateway Commercial (DMU-GC)***	***Mixed Use Neighborhood (DMU-MUN)***
Character Theme Area	The Core	The Edge, The Core, The Gateway, The Root	The Gateway, The Edge, The Root	The Root, The Edge
Intent	The intent of this subdistrict is to preserve the historic character and scale of this area as expressed through the form and architecture of the existing historic building stock. New development in this area will be scaled and designed to complement the buildings located around the Old Fayette County Courthouse.	The intent of this subdistrict is to continue the evolution of this part of Downtown, in combination with the Historic Core, as the center of civic, commercial, social, cultural, and spiritual life in the City, where people can undertake a wide variety of activities, enjoy public open spaces, and walk safely and comfortably. New development in this district may be scaled slightly larger than the traditional mixed use buildings in the Historic Core and include a mix of uses with commercial activity on the ground level and residential units on upper levels.	These subdistricts are located at or near the edges of Downtown along one of the major corridors. The intent of this subdistrict is to encourage the development of prominent buildings with attractive facades and appealing commercial uses that would create a lively ambiance as people arrive into Downtown.	The intent of this subdistrict is to create pocket neighborhoods where a sufficient amount of land is available. Pocket neighborhoods are primarily residential in nature, consisting of a variety of residential building types along with some mixed use buildings with community-serving amenities, all of which are situated within a network of shared open spaces.

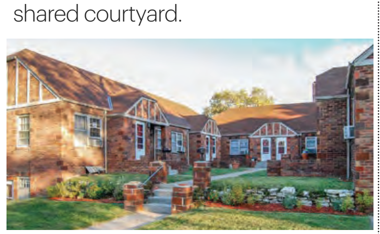





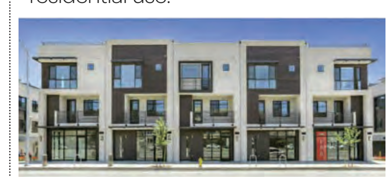
Zoning District	***Boulevard Commercial (DMU-BC)***	***Transition Residential (DMU-TR)***	***Neighborhood Residential (DMU-NR)***	***Open Space District (DMU-OS)***
Character Theme Area	The Gateway	The Edge, The Core, The Gateway, The Root, the Village	The Root, The Gateway	The Edge
Intent	The intent of this subdistrict is to preserve the existing character and form of the buildings and landscapes of the section of the N. Jeff Davis Drive corridor that is characterized by converted or purpose-built buildings with residential architectural styles containing commercial uses.	The intent of this subdistrict is to serve as a transition between a mixed use or commercial district and a low-intensity residential area through the development of multi-unit residential buildings.	The intent of this subdistrict is to preserve the character and scale of longstanding residential neighborhoods of detached houses while allowing for new residential building types including cottage houses, cottage courts, and duplexes	This district is intended to protect and preserve valued environmental, scenic, and historic resources within the city, as well as to accommodate agricultural and horticultural uses that require areas of open land on which to operate in order to minimize potential impacts upon neighboring uses.

Building Matrix	Historic Core (DMU-HC)	Mixed Use Core (DMU-MUC)	Gateway Commercial (DMU-GC)	Mixed Use Neighborhood (DMU-MUN)	Boulevard Commercial (DMU-BC)	Transition Residential (DMU-TR)	Neighborhood Residential (DMU-NR)	Open Space District
Residential Building Types								
HOUSE A detached structure consisting of one residential unit located on a lot. 							●	
CARRIAGE HOUSE An accessory residential unit located to the side or rear of a house on the same lot.  Image Credit: Platt Builders					●		●	
COTTAGE COURT A series of detached houses arranged around a shared open space.  Image Credit: rosschapin.com							●	

Building Matrix	Historic Core (DMU-HC)	Mixed Use Core (DMU-MUC)	Gateway Commercial (DMU-GC)	Mixed Use Neighborhood (DMU-MUN)	Boulevard Commercial (DMU-BC)	Transition Residential (DMU-TR)	Neighborhood Residential (DMU-NR)	Open Space District
Residential Building Types								
DUPLEX A structure on a lot consisting of two residential units attached vertically or stacked horizontally. 				●		●	●	
MULTIPLEX (FOURPLEX) A detached structure on a lot containing four dwelling units, two on the ground floor and two on the second floor, with shared or individual entrances from the street. 	●	●		●		●		
MULTIPLEX (FIVE TO TWELVE) A detached structure on a lot containing from five to twelve dwelling units, two on the ground floor and two on the second floor, with shared or individual entrances from the street. 		●						

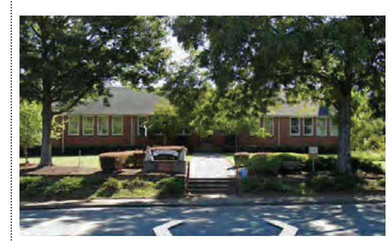
Note: Building Type Guidelines should be studied along with Zoning District Guidelines. (insert link)

Building Matrix	Historic Core (DMU-HC)	Mixed Use Core (DMU-MUC)	Gateway Commericial (DMU-GC)	Mixed Use Neighborhood (DMU-MUN)	Boulevard Commercial (DMU-BC)	Transition Residential (DMU-TR)	Neighborhood Residential (DMU-NR)	Open Space District
Residential Building Types								
TOWNHOUSES (ATTACHED) Three or more residential units that are attached vertically and that each have separate entrances. 	●			●		●		
TOWNHOUSES (STACKED) Three or more residential units that arestacked horizontally. 	●	●		●		●		
COURTYARD BUILDING Multiple attached or stacked residential units with access from a shared courtyard.  Credits: Missing Middle Housing				●				

Building Matrix	Historic Core (DMU-HC)	Mixed Use Core (DMU-MUC)	Gateway Commericial (DMU-GC)	Mixed Use Neighborhood (DMU-MUN)	Boulevard Commercial (DMU-BC)	Transition Residential (DMU-TR)	Neighborhood Residential (DMU-NR)	Open Space District
Mixed Use Building Types								
MAIN STREET BUILDING An attached 2- to 3-story building with ground floor commercial space and residential or commercial space on upper floors. 	●							
LIVE/WORK BUILDING An attached or detached structure consisting of one residential unit above or behind a fire-separated, flexible ground floor with a non-residential use. 	●	●						
MIXED USE BUILDING A building with ground floor commercial use and residential units on upper floors. 		●		●				

Note: Building Type Guidelines should be checked along with zoning districts. (insert link)

Building Matrix	Historic Core (DMU-HC)	Mixed Use Core (DMU-MUC)	Gateway Commercial (DMU-GC)	Mixed Use Neighborhood (DMU-MUN)	Boulevard Commercial (DMU-BC)	Transition Residential (DMU-TR)	Neighborhood Residential (DMU-NR)	Open Space District
Commercial Building Types								
COMMERICAL HOUSE A converted house or purpose-built building designed like a house that contains a commercial use. 					●			
COMMERCIAL BUILDING (PROMINENT) A stately commercial building, typically a bank, designed with traditional architectural features. 	●		●		●			
COMMERCIAL BUILDING (SMALL) A single-story building containing a commercial use. 	●	●	●					
MIXED COMMERCIAL BUILDING A two-story building consisting of the same or multiple commercial uses. 			●					

Building Matrix	Historic Core (DMU-HC)	Mixed Use Core (DMU-MUC)	Gateway Commercial (DMU-GC)	Mixed Use Neighborhood (DMU-MUN)	Boulevard Commercial (DMU-BC)	Transition Residential (DMU-TR)	Neighborhood Residential (DMU-NR)	Open Space District
FLEX COMMERCIAL BUILDING A building with taller ceilings than a typical commercial building that can accommodate a variety of commercial and light industrial activities. 			●					
Public Building Types								
CIVIC BUILDING (SMALL) A minor government or institutional building. 	●						●	
CIVIC BUILDING (PROMINENT) A distinctive government or institutional building. 	●	●						

Note: Building Type Guidelines should be checked along with zoning districts. (insert link)

Building Design Principles

Buildings design should take into account the following design principles as per the UDO:

a. Size - the relationship of the project to its site.

b. Scale - the relationship of the building to those around it.

c. Massing - the relationship of the building's various parts to each other.

d. Fenestration - the placement of windows and doors.

e. Rhythm - the relationship of fenestration, recesses and projection.

f. Setback - the relation to setback of immediate surroundings.

g. Materials - their compatibility with the surrounding developments.

h. Context - the overall relationship of the project to its surroundings.

General Design Guidelines

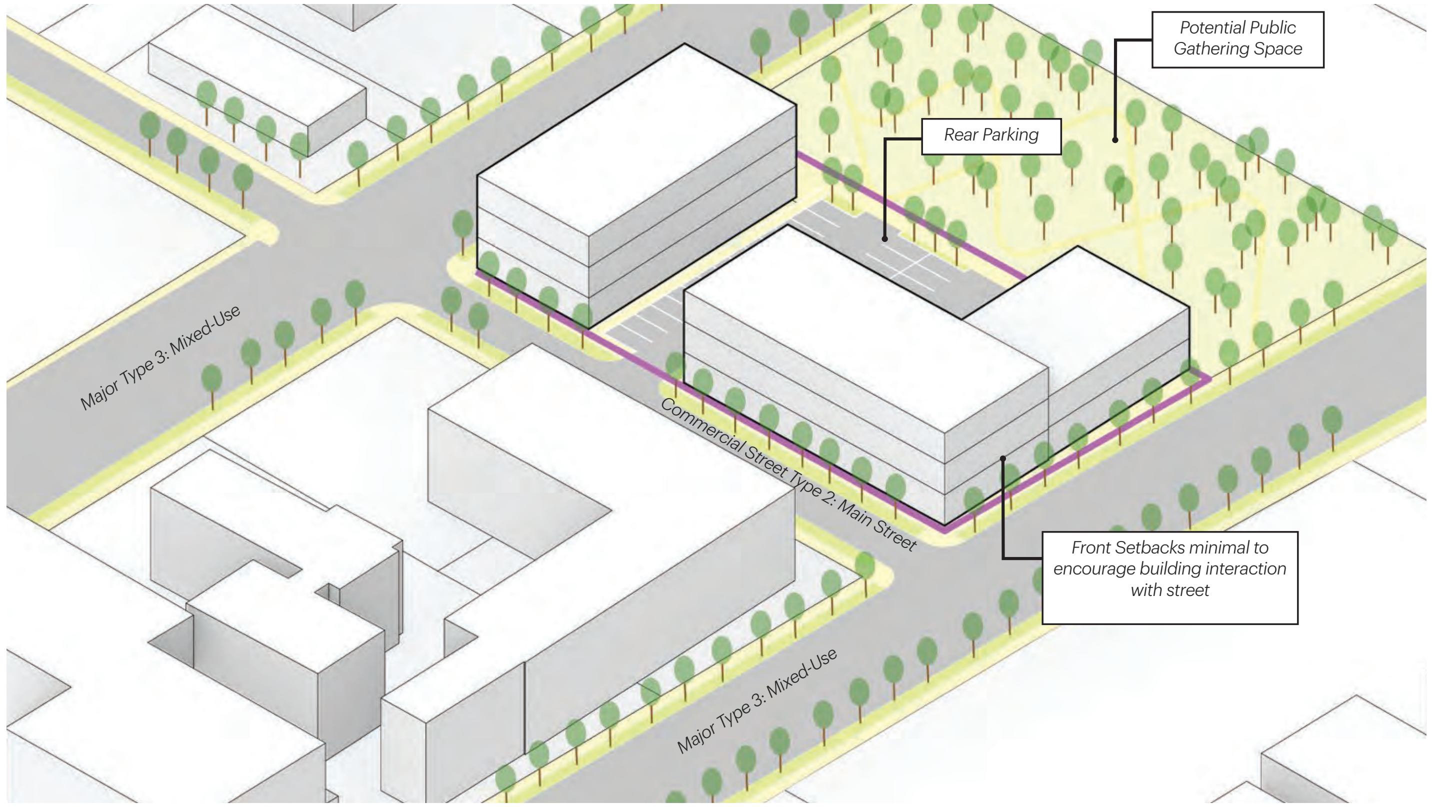
The following guidelines apply to all districts :

- A building's massing should relate to its site location, use, and architectural context. The massing of a building can be defined as the overall geometry (length, width and height) of its perceived form. Massing is a significant factor that contributes to establishing the character of a specific building. Of particular importance in defining the massing of a building is the overall height of the form, both actual and perceived, as well as the geometry of the roof.
- Continuous, street-facing facades shall have additional design elements such as variations in the width, height, and rhythm at the street level to add interest, enhance the building appearance, establish greater depth in the facade, and enliven the pedestrian realm. Blank walls that can be seen from any street (public or private) are prohibited.
- Façade composition and color should be mindful of the existing context with no sharp contrast.
- Roofs shall be expressed in a visually interesting manner that complements the existing buildings. With the exception of single-family residences, the use of awnings on buildings is encouraged to provide protection from sun, wind, and rain, and to improve aesthetics of the building exterior.
- Franchise architecture for single or multiple buildings within a development should be avoided in order to create buildings that complement one another. Franchises or national chains should follow the guidelines to be compatible with the development in which it is located, utilizing similar architectural design, building materials or color selections to blend with the surrounding development.
- Monotnous repetition of the same architecture expression is discouraged, especially any wall surface over 30 feet in length should include at least one change in plane. Larger buildings shall be divided into bays of 25 to 40 foot widths that are articulated by pilasters, piers, differentiation in material, texture, or color, or by variations in the wall plane.
- Styles that are not recommended include faux colonial reproductions employing the use of false columns and accent pieces along storefronts.
- Materials should be selected based on their visual characteristics, quality, and durability. Carbon sequestering (the process of capturing and storing atmospheric carbon dioxide to reduce the amount of carbon dioxide in the atmosphere with the goal of reducing global climate change), urban heat island reducing, and locally sourced/ ethically made materials are ideal like lighter colored pavements/ white sealed asphalt where applicable. For examples of preferred materials, visit the mindful materials resource. The mindful materials Library aggregates product sustainability information while minimizing redundant effort on the part of both manufacturers and designers. Building Materials: Primary Materials: Not less than 80 percent of each street-facing Facade shall be constructed of one or more primary materials comprised of tested and proven, high quality, durable, and natural products. For Facades over 100 square feet, more than one Primary Material shall be used. Changes between Primary Materials must occur only at inside corners. The following are considered acceptable Primary Materials: Brick masonry; Native stone; Glass curtain wall. Accent Materials: The following Accent Materials may make up no more than 20% of the surface area on each Façade. Accent Materials are limited to: Pre-cast masonry (for trim and cornice elements only); Gypsum Reinforced Fiber Concrete (GFRC—for trim elements only); Recycled Metal (for beams, lintels, trim elements and ornamentation, and exterior architectural metal panels and cladding only); Glass block.
- These materials should not be used without prior approval: Metal building without a masonry base course or other architectural features; Prefabricated steel panels; Highly reflective, shiny, or mirror-like materials; Mill-finish (non-colored) aluminum metal windows or doorframes; Aluminum, vinyl or fiberglass siding or roofing materials; Un-faced or painted concrete block; Pre-cast concrete panels or exposed, unfinished foundation walls; or Exposed plywood or particle board.
- The architecture and landscape design should represent cues from local climate, topography, history, and character, and incorporate modern, climate-sensitive, and environmentally-conscious design considerations to create healthier, more productive, and more sustainable places to live, work, play and rest.

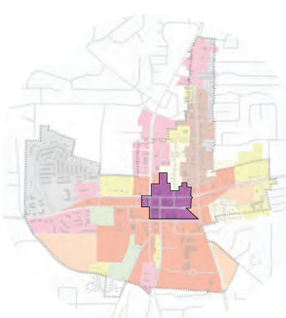
The Vision for moving Fayetteville Forward is to reimagine the possibilities in Downtown through catalytic equitable placemaking, enhanced legibility of the built environment, and creative guidelines for healthy, sustainable developments that will empower its diverse communities.

The Zoning ordinance and Design guidelines for each district have been graphically respresented in response to this vision. This provides a toolkit not only for developers and investors targeting specific development opportunities, but also for the Planning & Facilities Department of the City Of Fayetteville in terms of the permiting and approval process. The sheets are intended to be read in conjunction with the Unified Development Ordinance as they mutually inform each other.

1. Historic Core (DMU-HC)



1.01 Intent



The intent of this subdistrict is to preserve the historic character and scale of this area as expressed through the form and architecture of the existing historic building stock. New development in this area will be scaled and designed to complement the buildings located around the Old Fayette County Courthouse.

1.02 Character Areas

The Core

1.03 Open Space

Common*

* Except for Attached Townhouses open space requirement is Private space

1.04 Street Typologies

Major Type 1.3: Mixed-Use

Commercial Street Type 2.2: Main Street

Commercial Street Type 2.3: Commercial Alley

Residential Street Type 3.1 Residential Street

1.05 Character

Reference:

Recommended

Discouraged

Design Guidelines:

Massing & Scale

- The preservation of existing historical building massing should be prioritized where possible.
- When applicable, adaptive reuse should be considered after the structural integrity can be assessed.
- Buildings need to conform to a three-part – base, middle, top – configuration.
- Buildings shall feature an architecturally distinct base to address and enhance the meeting of the building and ground.
- The massing of new construction in this district must be in the interest of walkability; ex. no large set backs from the sidewalk

Active Frontage

- Storefront windows shall utilize a bulkhead or other design feature to transition the building to the ground and establish depth and interest in the façade.
- Building entrances shall be easily identifiable. When appropriate, buildings should incorporate changes in mass, surface, lighting, or finish to emphasize entranceways.
- Buildings should incorporate alcoves, arcade, awnings, covered walkways, porticoes, or roofs that protect pedestrians from the rain and sun.

Facade Composition

- Fenestration rhythm should not be extreme in difference to the existing vernacular of adjacent buildings.
- Trim materials, glass, and details should appropriately match the character and quality of existing historic facades.
- High transparency at the ground level with visual connection to activity is strongly recommended in this district.

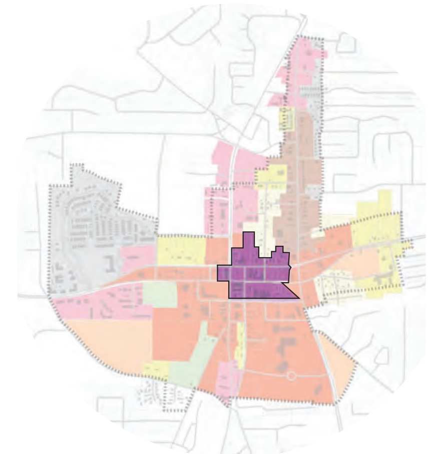
Roof Lines

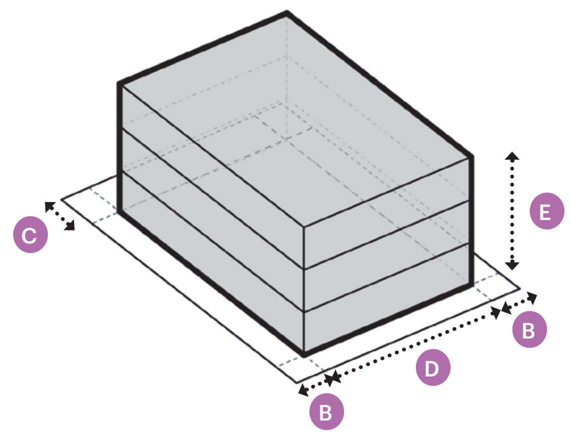
- Roof forms of new buildings should be kept consistent with existing buildings. Gabled and hipped roofs are not appropriate for new structures in this district.
- Gutters and downspouts of new construction should be kept consistent in appearance with historic gutters and downspouts. They should not obstruct windows or architectural details.

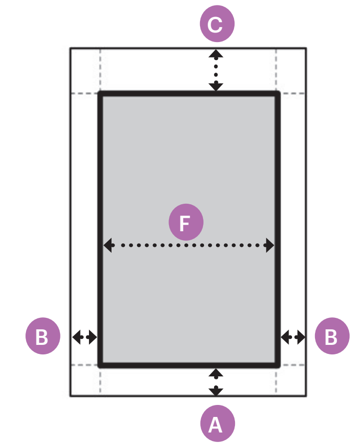
Style & Materiality

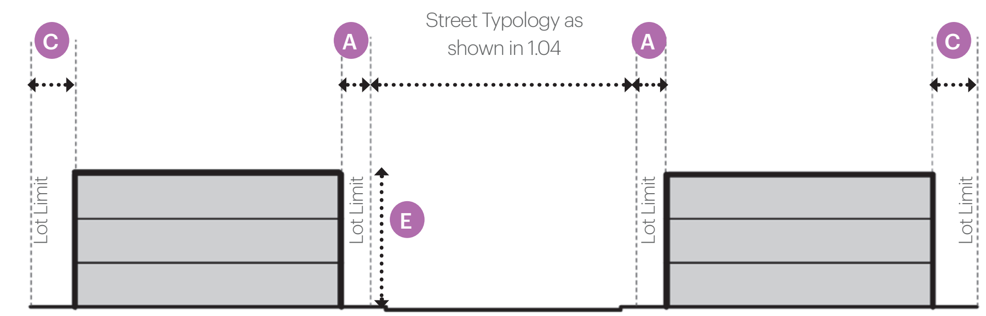
- New construction shall utilize materials common on surrounding historic buildings where possible.
- Innovative use of regular materials such as brick and stone is encouraged but not required. For example, An expressive pattern can be created in the front façade by offsetting the bricks used to create the typical bond, so they project from the surface or different color combinations can be used.

1. Historic Core (DMU-HC)









1.06 Permitted Bldg. Types	1.07 Building Placement			1.08 Building Form				1.09 Site/Parking Access & Open Space		
	A *Front Setback (min/max)*	B *Side Setback (min)*	C *Rear Setback (min)*	D *Front Lot Line Coverage (min)*	E *Building Height (min/max)*	F *Building Width (max)*	*Impervious Coverage of Lot (max)*	*Vehicular Access*	*Parking Location & Type*	*Pedestrian Access*
Commercial Building (Small)	0 ft/10 ft	5 ft	15 ft	75%	1.5 stories	150 ft	80%	Rear Alley, Side Street, or Front	Rear Yard, Side Yard	Primary Entrance from Front
Commercial Building (Prominent)	0 ft/10 ft	10 ft	15 ft	75%	2 stories / 2.5 stories	150 ft	80%	Rear Alley, Side Street, or Front	Rear Yard, Side Yard	Primary Entrance from Front
Main Street Building / Live/Work Building	0 ft/10 ft	5 ft	5 ft	90%	2 stories / 3 stories	150 ft	90%	Rear Alley or Side Street	Rear Yard	Primary Entrance from Front
Civic Building (Small)	0 ft/10 ft	10 ft	10 ft	N/A	1.5 stories / 2 stories	N/A	80%	Rear Alley, Side Street, or Front	Rear Yard, Side Yard	Primary Entrance from Front
Civic Building (Prominent)	0 ft/10 ft	15 ft	15 ft	N/A	2.5 stories / 5 stories	N/A	60%	Rear Alley, Side Street, or Front	Rear Yard, Side Yard	Primary Entrance from Front
Townhouses (Attached)	0 ft/10 ft	0 ft between units, 10 ft min between buildings	25 ft	85%	2 stories / 3 stories	150 ft	70%	Rear Alley or Side Street	Rear Yard	Primary Entrances from Front
Multiplex (Fourplex)	0 ft/10 ft	5 ft	25 ft	85%	2 stories / 2.5 stories	50 ft	70%	Rear Alley Side Street	Rear Yard	Primary Entrance from Front

1.10 Supplemental Standards

A. See Article 6. of UDO (Conditional Uses) for Conditional Uses.

B. See Section 401.23. of UDO (Projections into Required Yards.) for Structural and Architectural Projections.

C. See Section 401.29. of UDO (Accessory Buildings.) for Accessory Building Regulations.

D. See Section 401.35. of UDO (Fences and Walls) for Fencing and Wall Regulations.

E. See Section 401.36. of UDO (Height Exceptions.) for Height Limitation Exceptions.

F. See Section 402.8 of UDO (Off-street automobile parking) for Off-Street Parking Requirements

G. See Section 402.43 of UDO (Loading area requirements) for Loading Requirements

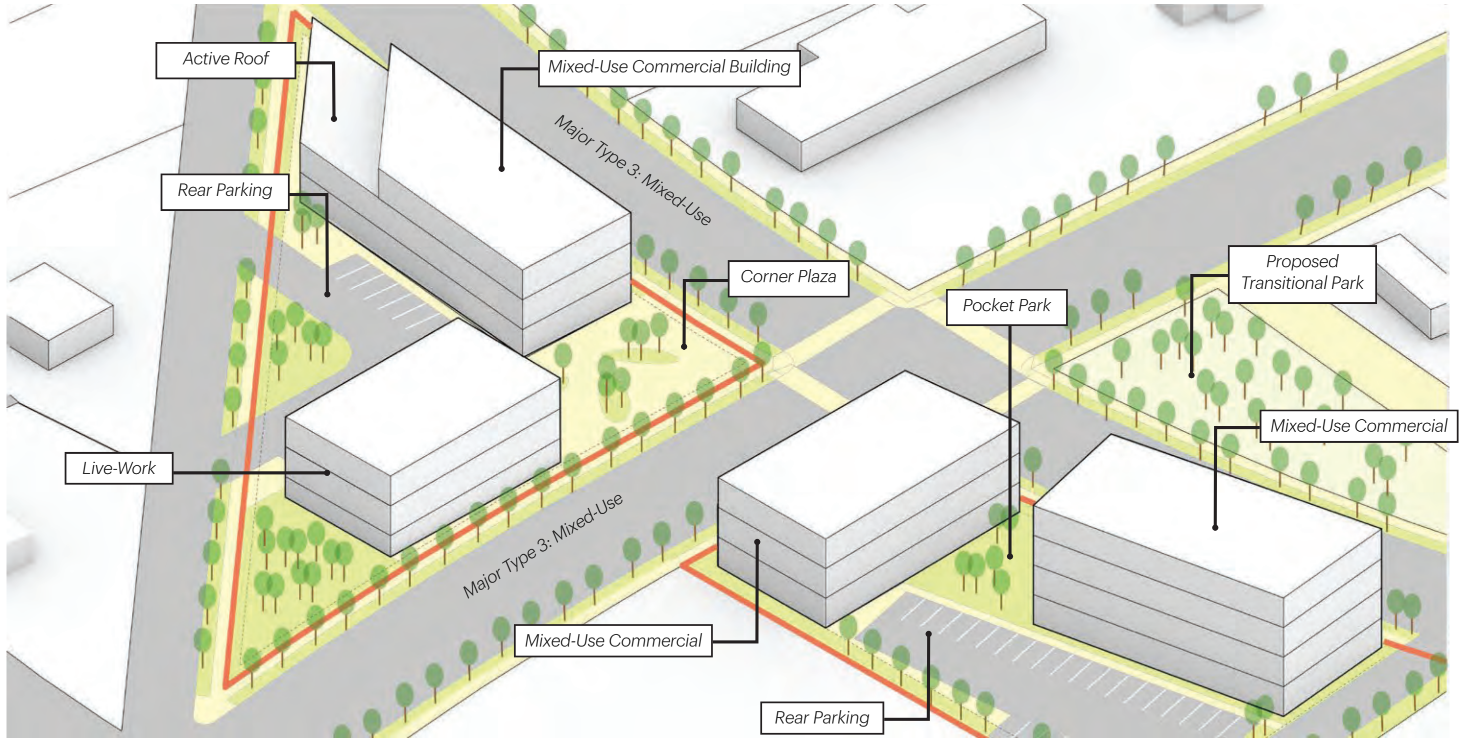
H. See Section 403.19 of UDO (Site Design.) for Landscaping Requirements

I. See Section 404.13. of UDO (Screening of Utilities and Trash Enclosures - Design Standards) for Screening Standards.

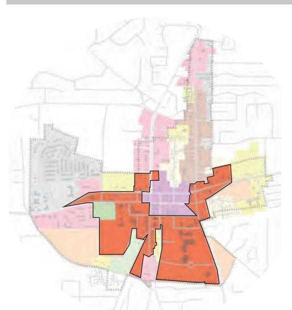
J. See Chapter 400, Article 5. of UDO (Building and Site Lighting) of for Lighting and Fixture Requirements, Illumination Levels, and Fixture Mounting Height.

H. See Section 406.18. of UDO (Signange - Downtown Mixed Use District) for Signage Regulations and Requirements

2. Mixed Use Core (DMU-MUC)



2.01 Intent



The intent of this subdistrict is to continue the evolution of this part of Downtown, in combination with the Historic Core, as the center of civic, commercial, social, cultural, and spiritual life in the City, where people can undertake a wide variety of activities, enjoy public open spaces, and walk safely and comfortably. New development in this district may be scaled slightly larger than the traditional mixed use buildings in the Historic Core and include a mix of uses with commercial activity on the ground level and residential units on upper levels.

2.02 Character Areas

- The Core
- The Edge
- The Root
- The Threshold

2.03 Open Space

Common*

* Except for Mixed Use Building open space requirement is Common (at top of building)

2.04 Street Typologies

- Major Type 1.2A: Major Commercial
- Major Type 1.2B: Major Boulevard
- Major Type 1.3: Mixed-Use
- Commercial Street Type 2.1: Connector
- Commercial Street Type 2.3: Commercial Alley
- Residential Street Type 3.1: Residential Street
- Residential Street Type 3.2: Residential Boulevard
- Alley Type 4.2: Shared Public Way

2.05 Character Reference

Reference:

Recommended

Discouraged

Design Guidelines:

Massing & Scale

- Buildings shall be located, designed, and programmed to activate open spaces, promote pedestrian activities, provide visual interest, and create an enjoyable, vibrant, and mixed- use environment
- Development located at signalized intersections of major streets shall include pedestrian-oriented, community serving commercial uses such as a bookstore, coffee shop, or local market.
- Buildings shall be designed to accommodate a minimum first floor finished ceiling height of twelve feet (12') to allow for retail commercial uses at the ground floor. The minimum interior depth of these commercial spaces shall be 25 feet.
- Upper floors of mixed-use buildings shall be stepped back when adjacent to single-family residences to ensure and protect privacy.
- In order to integrate new buildings with the existing urban fabric, new buildings are encouraged to incorporate pocket parks and attractive plaza areas between buildings that allow light to reach adjacent buildings.

Active Frontage

- Storefront windows shall utilize a bulkhead or other design feature to transition the building to the ground and establish depth and interest in the facade. Entrances have to be defined.
- Provide a transitional design feature(s) such as an opaque wooden barrier between public spaces and residential spaces at the ground floor to distinguish between the public and private realms.
- The fenestration at the first floor of Mixed Use Core buildings should be composed of a 70% of window area in order to promote pedestrian-oriented uses with a high degree of transparency along the street. Uses shall be readily discernible to passers-by. Visually extend interior spaces outside through paving and glazing to create the concept of an indoor/ outdoor room
- Upper stories, which are less likely to be occupied by retail tenants may have a smaller percentage of window opening area with window proportions different from ground level.

Facade Composition

- Variations in the width, height, and rhythm of street-facing facades are encouraged along any block face.
- Street-facing facades shall have additional design elements at the street level to add interest, enhance the building appearance, establish greater depth in the facade and enliven the pedestrian realm.

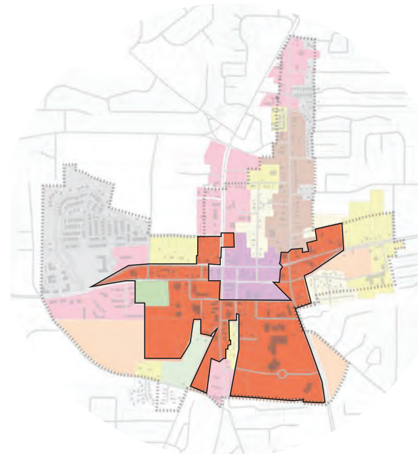
Roof Lines

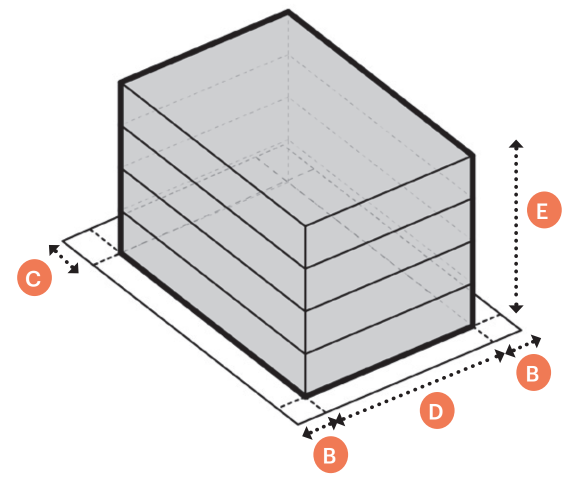
- Green roofs and gardens are highly encouraged.
- Activate any podium upper level with open stairwells and lively programs (Ex. Restaurants, entertainment, retail, etc.)

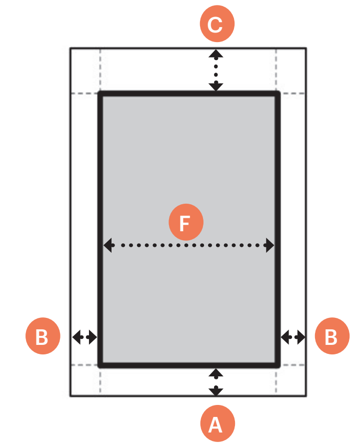
Style & Materiality

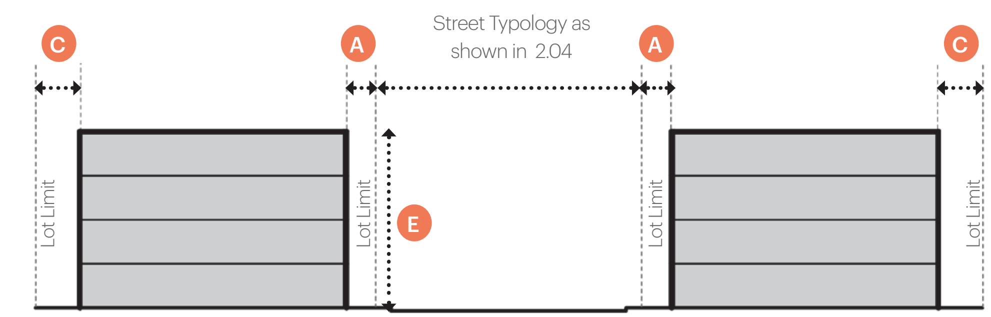
- This district can include a mix of architecture styles ranging from contemporary to traditional.
- The monotonous repetition of details on the building facade is not recommended.

2. Mixed Use Core (DMU-MUC)









2.06 Permitted Bldg. Types	2.07 Building Placement			2.08 Building Form				2.09 Site/Parking Access		
	A *Front Setback (min/max)*	B *Side Setback (min)*	C *Rear Setback (min)*	D *Front Lot Line Coverage (min)*	E *Building Height (min/max)*	F *Building Width (max)*	*Impervious Coverage of Lot (max)*	*Vehicular Access*	*Parking Location & Type*	*Pedestrian Access*
Mixed Commercial Building	5 ft / 15 ft	5 ft	5 ft	75%	2 stories / 3 stories	200 ft	75%	Rear Alley, Side Street, or Front	Rear Yard, Side Yard	Primary Entrance from Front
Commercial Building (Prominent)	10 ft / 20 ft	10 ft	15 ft	N/A	2 stories / 2.5 stories	200 ft	75%	Rear Alley, Side Street, or Front	Rear Yard, Side Yard	Primary Entrance from Front
Mixed Use Building	5ft / 15 ft	10 ft	25 ft	90%	3 stories / 5 stories	200 ft	90%	Rear Alley, Side Street, or Front	Rear Yard, Side Yard	Primary Entrance from Front or Corner
Live/Work Building	5 ft / 15 ft	5 ft	5 ft	90%	2 stories / 3 stories	200 ft	90%	Rear Alley, Side Street, or Front	Rear Yard, Side Yard	Primary Entrance from Front
Civic Building (Prominent)	20 ft / No max	15 ft	5 ft	90%	3 stories / 4 stories	200 ft	70%	Rear Alley, Side Street, or Front	Rear Yard, Side Yard	Primary Entrance from Front or Side
Multiplex (Five to Twelve)	5ft / 15 ft	5 ft	25 ft	N/A	2 stories / 2.5 stories	80 ft	70%	Rear Alley, Side Street, or Front	Rear Yard	Primary Entrances from Front
Townhouses (Stacked)	5ft / 15 ft	5 ft	25 ft	N/A	3 stories / 4 stories	200 ft	70%	Rear Alley, Side Street, or Front	Rear Yard	Primary Entrance from Front

2.10 Supplemental Standards

A. See Article 6. of UDO (Conditional Uses) for Conditional Uses.

B. See Section 401.23. of UDO (Projections into Required Yards.) for Structural and Architectural Projections.

C. See Section 401.29. of UDO (Accessory Buildings.) for Accessory Building Regulations.

D. See Section 401.35. of UDO (Fences and Walls) for Fencing and Wall Regulations.

E. See Section 401.36. of UDO (Height Exceptions.) for Height Limitation Exceptions.

F. See Section 402.8 of UDO (Off-street automobile parking) for Off-Street Parking Requirements

G. See Section 402.43 of UDO (Loading area requirements) for Loading Requirements

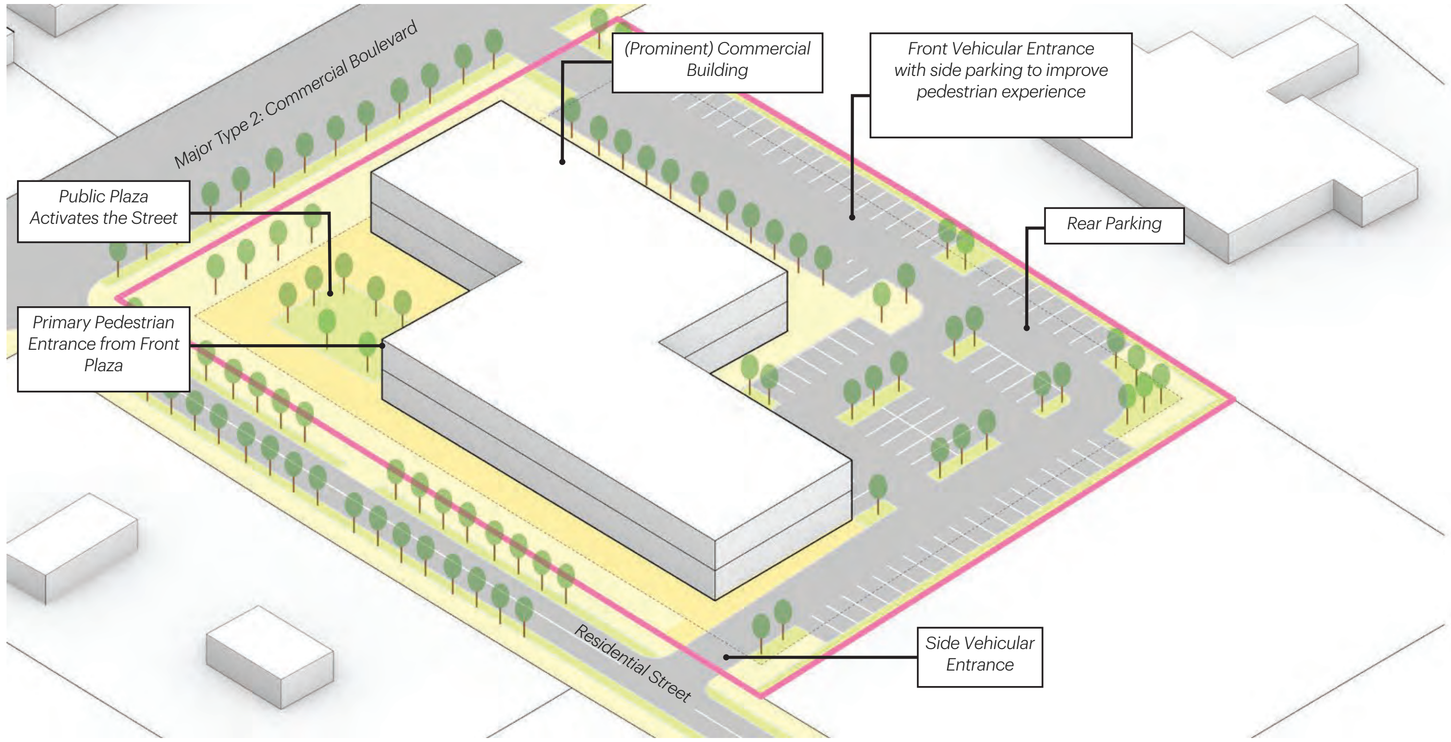
H. See Section 403.19 of UDO (Site Design.) for Landscaping Requirements

I. See Section 404.13. of UDO (Screening of Utilities and Trash Enclosures - Design Standards) for Screening Standards.

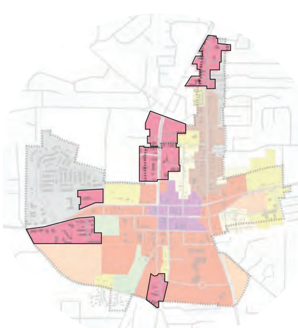
J. See Chapter 400, Article 5. of UDO (Building and Site Lighting) of for Lighting and Fixture Requirements, Illumination Levels, and Fixture Mounting Height.

H. See Section 406.18. of UDO (Signange - Downtown Mixed Use District) for Signage Regulations and Requirements

3. Gateway Commercial (DMU-GC)



3.01 Intent



These subdistricts are located at or near the edges of Downtown along one of the major corridors. The intent of this subdistrict is to encourage the development of prominent buildings with attractive facades and appealing commercial uses that would create a lively ambiance as people arrive into Downtown.

3.02 Character Areas

- The Threshold
- The Edge
- The Root

3.03 Open Space

- Common

3.04 Street Typologies

- Major Type 1.1: Thoroughfare
- Major Type 1.2A: Major Commercial
- Major Type 1.2B: Major Boulevard
- Major Type 1.3: Mixed-Use
- Commercial Street Type 2.1: Connector

3.05 Character Reference

Reference:

Recommended

Discouraged

Design Guidelines:

Massing & Scale

- Building widths have to be broken into multiples of 50' along major street and 100' along secondary street to respond to pedestrian scale. For maximum width, refer zoning table.

Activate Frontage

- For buildings on a parcel abutting a primary street, the primary building entrance must face either: a.The primary street sidewalk; or b. A pedestrian-oriented outdoor space such as a public square, plaza, or courtyard
- The ground-floor building walls facing a primary street shall provide transparent windows or doors with views into the building for a minimum of 60% of the building frontage between 2½ and 7 feet above the sidewalk and 90% of the transparent windows or doors area shall remain clear to allow views into the building unless the proposed use has unique operational characteristics which preclude building openings.
- Buildings shall feature an architecturally distinct base to address and enhance the meeting of the building and ground.
- Building entrances shall be easily identifiable. When appropriate, buildings should incorporate changes in mass, surface, lighting, or finish to emphasize entranceways.

Facade Composition

- Storefront windows shall utilize a bulkhead or other design feature to transition the building to the ground and establish depth and interest in the façade.
- Provide human scaled architectural features is particularly important in areas where pedestrian activity is occurring or encouraged. The highest level of detail shall occur close to pedestrian areas, near streets and entries and around the ground floor.

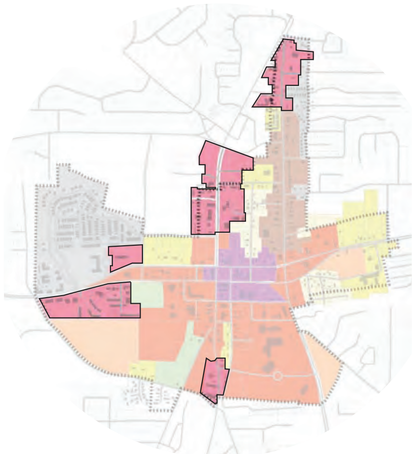
Roof Lines

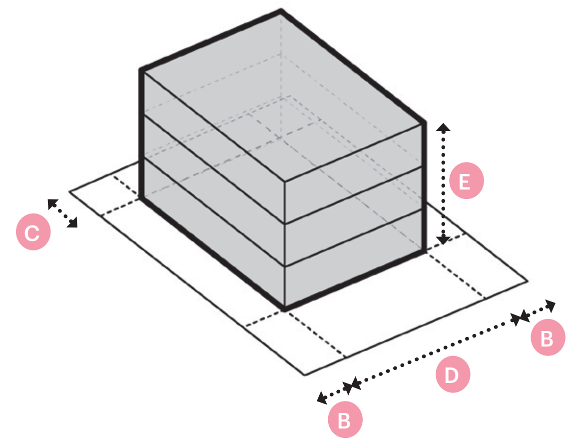
- Green roofs and use of solar panels are highly encouraged in these low scale buildings.
- Activate any podium upper level with open stairwells and lively programs (Ex. Restaurants, entertainment, retail, etc.)
- Roof forms may be flat or sloped. All flat roofs shall employ trim, variation in brick coursing, a projecting cornice or projecting parapet to visually "cap" the building.

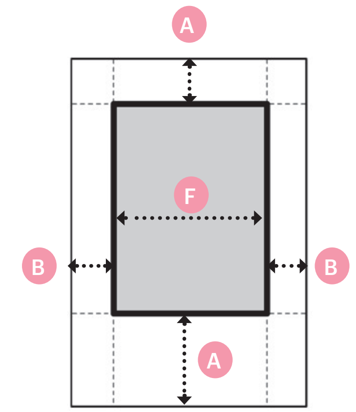
Style & Materiality

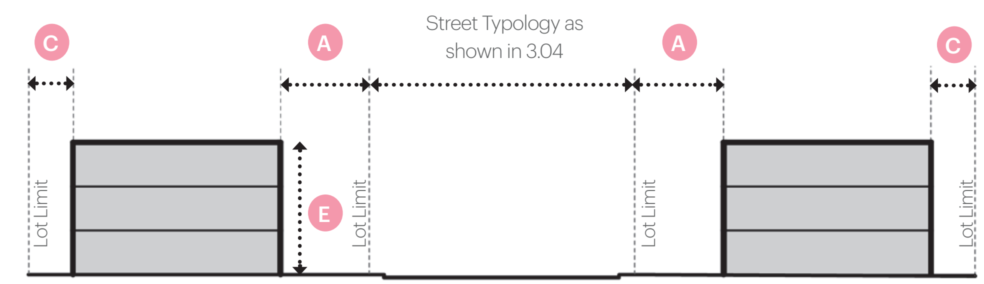
- This district should have a predominant architecture style that is contemporary and less traditional
- The monotonous repetition of details on the building facade is not recommended and visual interest with mix of two primary materials is encouraged.

3. Gateway Commercial (DMU-GC)









3.06 Permitted Bldg. Types	3.07 Building Placement			3.08 Building Form				3.09 Site/Parking Access		
	A Front Setback (min)	B Side Setback (min)	C Rear Setback (min)	D Front Lot Line Coverage (min)	E Building Height (min/max)	F Building Width (max)	Impervious Coverage of Lot (max)	Vehicular Access	Parking Location & Type	Pedestrian Access
Commercial Building (Small)	30 ft	15 ft	15 ft	40%	1 story / 1.5 stories	N/A	60%	Side Street or Front	Rear Yard, Side Yard	Primary Entrance from Front
Commercial Building (Prominent)	30 ft	15 ft	15 ft	40%	2 stories / 2.5 stories	N/A	60%	Side Street or Front	Rear Yard, Side Yard	Primary Entrance from Front
Mixed Commercial Building	30 ft	15 ft	15 ft	40%	2 stories / 3 stories	N/A	60%	Side Street or Front	Rear Yard	Primary Entrance from Front
Flex Commercial Building	30 ft	15 ft	15 ft	40%	1 story / 3 stories	N/A	60%	Side Street or Front	Rear Yard, Side Yard	Primary Entrance from Front

3.10 Supplemental Standards

A. See Article 6. of UDO (Conditional Uses) for Conditional Uses.

B. See Section 401.23. of UDO (Projections into Required Yards.) for Structural and Architectural Projections.

C. See Section 401.29. of UDO (Accessory Buildings.) for Accessory Building Regulations.

D. See Section 401.35. of UDO (Fences and Walls) for Fencing and Wall Regulations.

E. See Section 401.36. of UDO (Height Exceptions.) for Height Limitation Exceptions.

F. See Section 402.8 of UDO (Off-street automobile parking) for Off-Street Parking Requirements

G. See Section 402.43 of UDO (Loading area requirements) for Loading Requirements

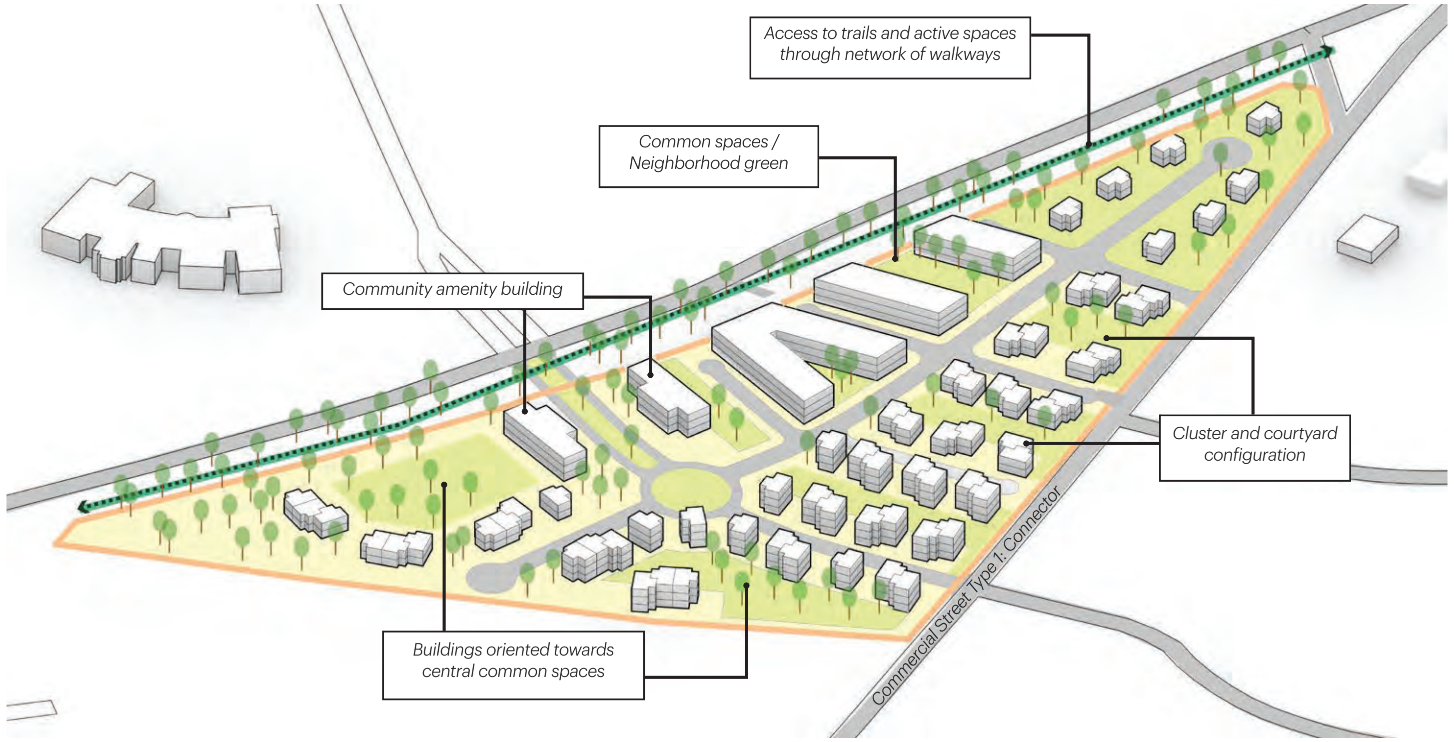
H. See Section 403-19 of UDO (Site Design.) for Landscaping Requirements

I. See Section 404.13. of UDO (Screening of Utilities and Trash Enclosures - Design Standards) for Screening Standards.

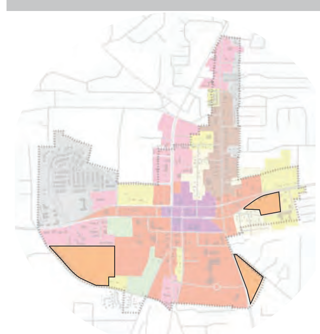
J. See Chapter 400, Article 5. of UDO (Building and Site Lighting) of for Lighting and Fixture Requirements, Illumination Levels, and Fixture Mounting Height.

H. See Section 406.17. of UDO (Signange - Downtown Mixed Use District) for Signage Regulations and Requirements

4. Mixed Use Neighborhood (DMU-MUN)



4.01 Intent



The intent of this subdistrict is to create pocket neighborhoods where a sufficient amount of land is available. Pocket neighborhoods are primarily residential in nature, consisting of a variety of residential building types along with some mixed use buildings with community-serving amenities, all of which are situated within a network of shared open spaces.

4.02 Character Areas

The Edge
The Root

4.03 Open Space

Open space that is commonly owned and managed by all residents of a pocket neighborhood is a key feature in fostering community. It is intended that it be adequately sized and centrally located with individual dwelling entrances oriented towards the open space.

At least 75 percent of the dwelling units of a pocket neighborhood shall abut a common open space; and all of the dwelling units shall be within 60 feet walking distance measured from the nearest entrance of the dwelling along the shortest safe walking route to the nearest point of the common open space. The common open space shall have dwellings abutting at least two sides.

4.04 Street Typologies

Major Type 1.2B: Major Boulevard
Commercial Street Type 2.1: Connector
Residential Street Type 3.1: Residential Street
Alley Type 4.1: Residential Alley
Alley Type 4.2: Shared Public Way

4.05 Character Reference

Reference:

Recommended

Image Credit: rosschapin.com

Discouraged

Design Guidelines:

Massing & Scale
- Each cluster shall contain a minimum of four and a maximum of twelve dwellings to encourage a sense of community.
- It is recommended to raise cottages off the ground. When cottages are clustered close together, a few steps up to a porch allows for a visual separation between community space and private space.

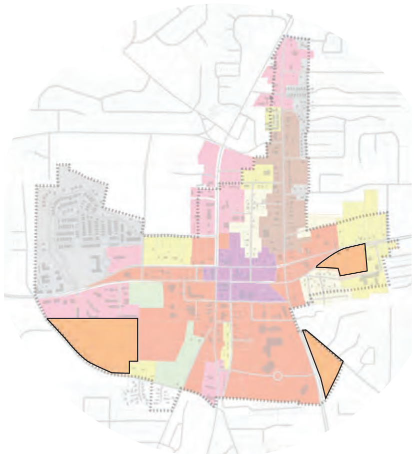
Activate Frontage
- From each residential unit, clear access to any existing/future trail and sidewalk network is strongly recommended.
- Every dwelling shall have a covered entry porch oriented toward the common open space or street. This porch shall be open on at least two sides, and shall not be enclosed. An exception is in mixed-use buildings that may have covered entry porches located off of an access alley lane
- High transparency at the ground level with visual connection to activity is strongly recommended in this district for mixed use buildings
- For residential units on the ground level, direct access to the sidewalk is recommended but not required.

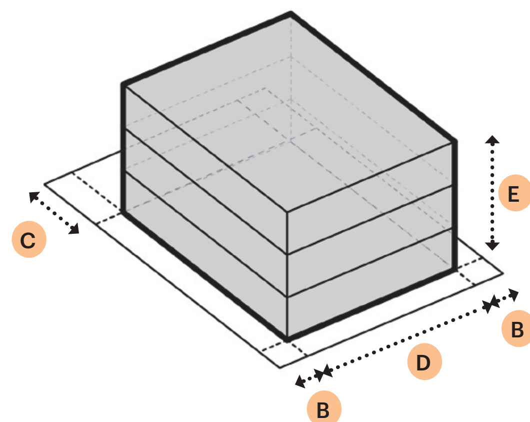
Facade Composition
- Nested Houses configuration is encouraged to increase privacy in a cluster. Layout of homes should be with an open side and a closed side so that neighboring homes 'nest' together - with no window peering into a neighbor's living space.
- Fenestration rhythm should not be extreme in difference to the adjacent development. For example mixed use buildings should follow the windows and opening style of adjacent residential buildings.
- Trim materials, glass, and details should complement the character and quality of the residential vernacular.

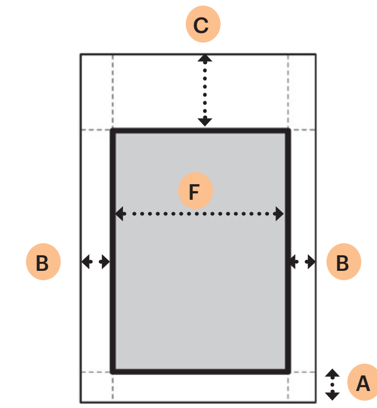
Roof Lines
- Gabled and hipped roofs are permitted. A mix of flat and sloped roofs are encouraged for diversity.
- Gutters and downspouts of new construction should be kept consistent in appearance with other residential buildings in this district.

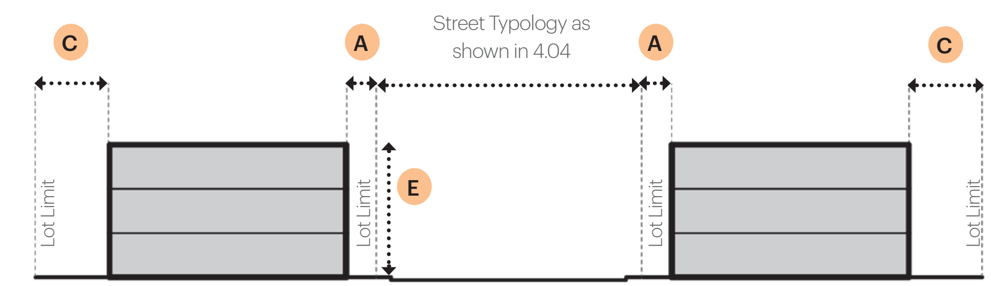
Style & Materiality
- New construction following a specific architectural vernacular is not required but should respect the existing buildings in the area.
- Use of transparent material including but not limited to glass should be limited in this district for residential uses.

4. Mixed Use Neighborhood (DMU-MUN)









4.06 Permitted Bldg. Types	4.07 Building Placement			4.08 Building Form				4.09 Site/Parking Access & Open Space		
Note: No more than 20% of lots in this district may be developed as duplexes to promote diverse housing	**A** *Front Setback from Common Open Space or Street (min)*	**B** *Side Setback (min)*	**C** *Rear Setback (min)*	**D** *Front Lot Line Coverage (min)*	**E** *Building Height (min/max)*	**F** *Building Width (max)*	*Impervious Coverage of Lot (max)*	*Vehicular Access*	*Parking Location & Type*	*Pedestrian Access*
Mixed Use Building	10 ft	10 ft	25 ft	N/A	2 stories / 4 stories	150 ft	75%	Rear Alley, Side Street, or Front	Rear Yard or Shared Facility	Primary Entrance from Front
Duplex	10 ft	5 ft	25 ft	N/A	1.5 stories / 2 stories	50 ft	75%	Rear Alley	Rear Yard or Shared Facility	Primary Entrance from Front
Multiplex (Fourplex)	10 ft	5 ft	25 ft	N/A	2 stories / 2.5 stories	50 ft	75%	Rear Alley	Rear Yard or Shared Facility	Primary Entrance from Front
Multiplex (Five to Twelve)	10 ft	5 ft	25 ft	N/A	2 stories / 2.5 stories	80 ft	75%	Rear Alley	Rear Yard or Shared Facility	Primary Entrance from Front
Townhouses (Attached)	10 ft	10 ft	25 ft	N/A	2 stories / 3 stories	150 ft	75%	Rear Alley	Rear Yard or Shared Facility	Primary Entrance from Front
Townhouses (Stacked)	10 ft	10 ft	25 ft	N/A	3 stories / 3.5 stories	150 ft	75%	Rear Alley	Rear Yard or Shared Facility	Primary Entrance from Front
Courtyard Building	10 ft	10 ft	25 ft	N/A	3 stories / 3.5 stories	100 ft	75%	Rear Alley	Rear Yard or Shared Facility	Primary Entrances from Front

4.10 Supplemental Standards

A. See Article 6. of UDO (Conditional Uses) for Conditional Uses.

B. See Section 401.23. of UDO (Projections into Required Yards.) for Structural and Architectural Projections.

C. See Section 401.29. of UDO (Accessory Buildings.) for Accessory Building Regulations.

D. See Section 401.35. of UDO (Fences and Walls) for Fencing and Wall Regulations.

E. See Section 401.36. of UDO (Height Exceptions.) for Height Limitation Exceptions.

F. See Section 402.8 of UDO (Off-street automobile parking) for Off-Street Parking Requirements

G. See Section 402.43 of UDO (Loading area requirements) for Loading Requirements

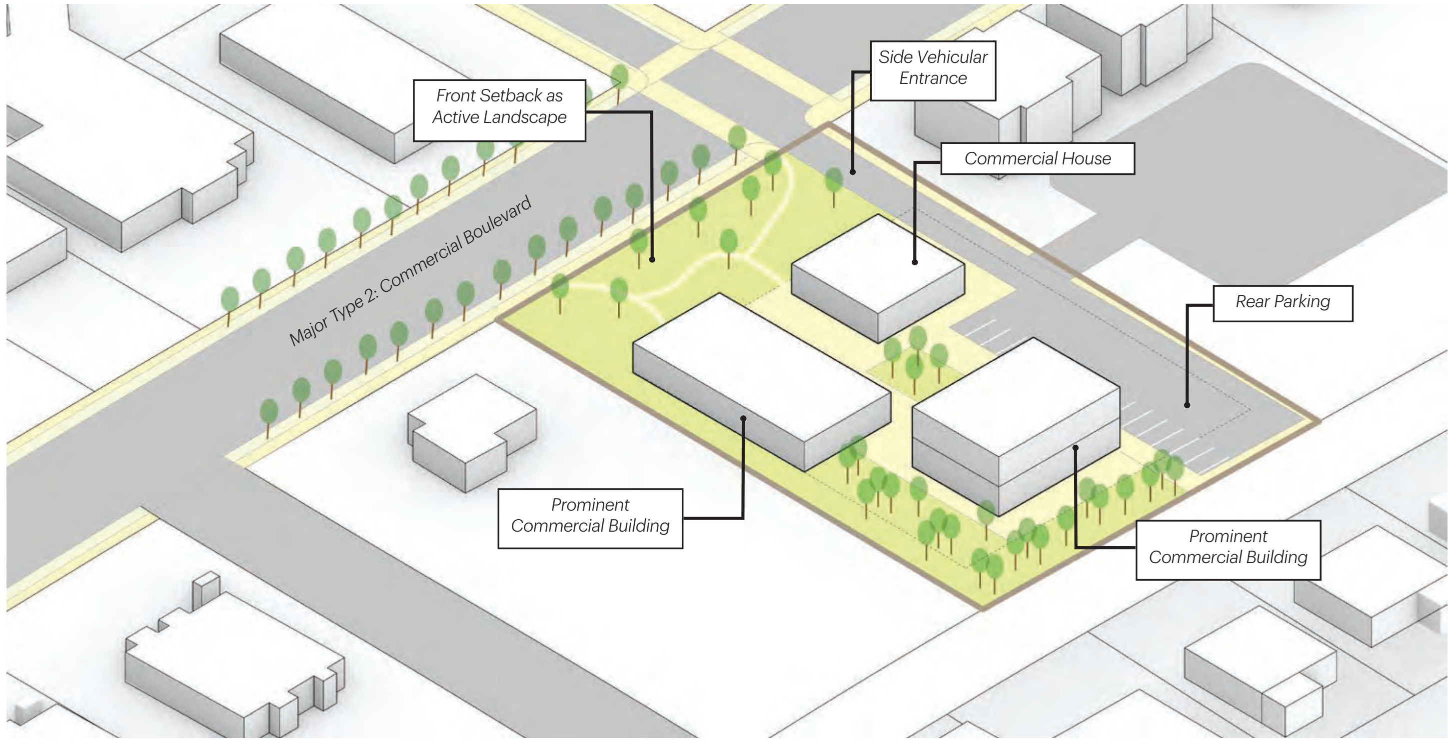
H. See Section 403-19 of UDO (Site Design.) for Landscaping Requirements

I. See Section 404.13. of UDO (Screening of Utilities and Trash Enclosures - Design Standards) for Screening Standards.

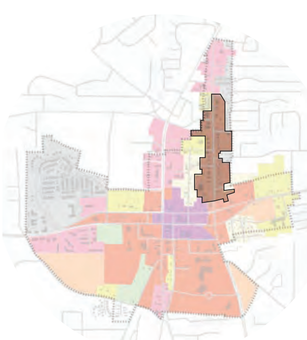
J. See Chapter 400, Article 5. of UDO (Building and Site Lighting) of for Lighting and Fixture Requirements, Illumination Levels, and Fixture Mounting Height.

H. See Section 406.17. of UDO (Signange - Downtown Mixed Use District) for Signage Regulations and Requirements

5. Boulevard Commercial (DMU-BC)



5.01 Intent



The intent of this subdistrict is to preserve the existing character and form of the buildings and landscapes of the section of the N. Jeff Davis Drive corridor that is characterized by converted or purpose-built buildings with residential architectural styles containing commercial uses.

5.02 Character Areas

The Threshold

5.03 Open Space

Common

5.04 Street Typologies

Major Type 1.2A: Major Commercial

Major Type 1.2B: Major Boulevard

5.05 Character Reference

Reference:

Recommended

Discouraged

Design Guidelines:

Massing & Scale

- The massing of new construction in this district must be in the interest of walkability. Existing sidewalk networks should be well connected to new construction.

Activate Frontage

- From each parcel, clear access to any existing/future trail and sidewalk network is strongly recommended.
- Porches and outdoor areas within the commercial parcels that are within sight lines of the existing sidewalk network should be mindful of the pedestrian experience.
- If applicable, landscaping and native planting for larger front-yards is recommended with indication of type of business with clear signage.

Facade Composition

- Façade composition and color should be mindful of existing buildings on Jeff Davis Drive and respond to traditional facade elements as seen in current conditions.
- Fenestration rhythm should not be extreme in difference to the existing vernacular.
- Trim materials, glass, and details should attempt to best match the character and quality of the commercial vernacular

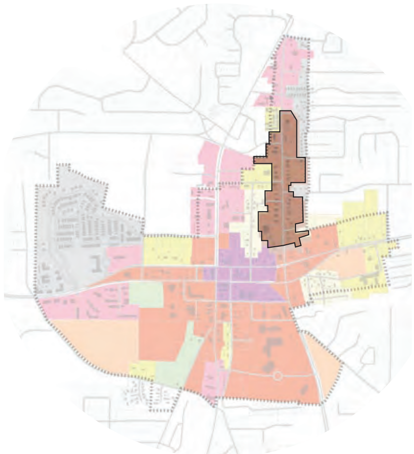
Roof Lines

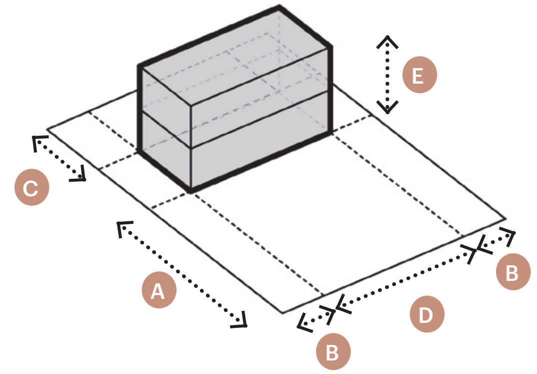
- A variety of pitched roofs are permitted to respect the residential character.
- Gutters and downspouts of new construction should be kept consistent in appearance with other commercial buildings in this district.

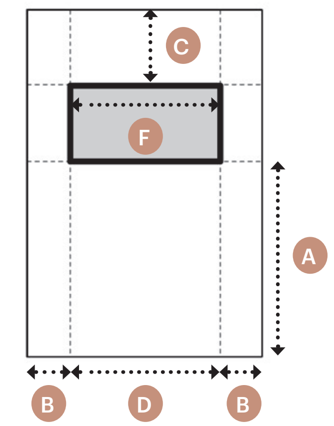
Style & Materiality

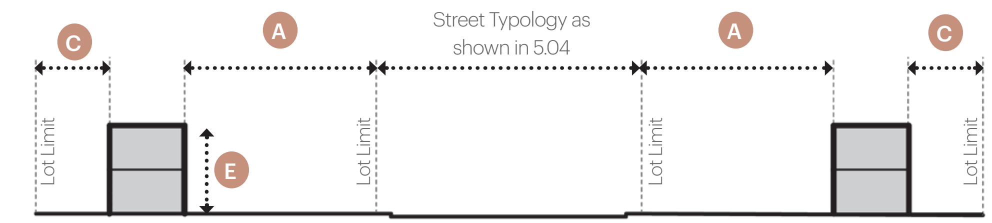
- The predominantly white and grey combination of colors and materials to be complemented with new development.
- Innovative use of common materials such as brick, stone, and metal is encouraged.
- The use of transparent material (glass) should be limited in this district.

5. Boulevard Commercial (DMU-BC)









5.06 Permitted Bldg. Types	5.07 Building Placement			5.08 Building Form				5.09 Site/Parking Access & Open Space		
	A *Front Setback (min)*	B *Side Setback (min)*	C *Rear Setback (min)*	D *Front Lot Line Coverage (min)*	E *Building Height (min/max)*	F *Building Width (max)*	*Impervious Coverage of Lot (max)*	*Vehicular Access*	*Parking Location & Type*	*Pedestrian Access*
Commercial House	65 ft	15 ft	25 ft	N/A	1 story /1.5 stories	N/A	75%	Front	Rear Yard	Primary Entrance from Front
Commercial Building (Prominent)	65 ft	15 ft	25 ft	N/A	2 stories / 2.5 stories	N/A	75%	Front	Rear Yard	Primary Entrance from Front
Carriage House (See UDO Sec. 206.63 Accessory Dwelling Unit)										

5.10 Supplemental Standards

A. See Article 6. of UDO (Conditional Uses) for Conditional Uses.

B. See Section 401.23. of UDO (Projections into Required Yards.) for Structural and Architectural Projections.

C. See Section 401.29. of UDO (Accessory Buildings.) for Accessory Building Regulations.

D. See Section 401.35. of UDO (Fences and Walls) for Fencing and Wall Regulations.

E. See Section 401.36. of UDO (Height Exceptions.) for Height Limitation Exceptions.

F. See Section 402.8 of UDO (Off-street automobile parking) for Off-Street Parking Requirements

G. See Section 402.43 of UDO (Loading area requirements) for Loading Requirements

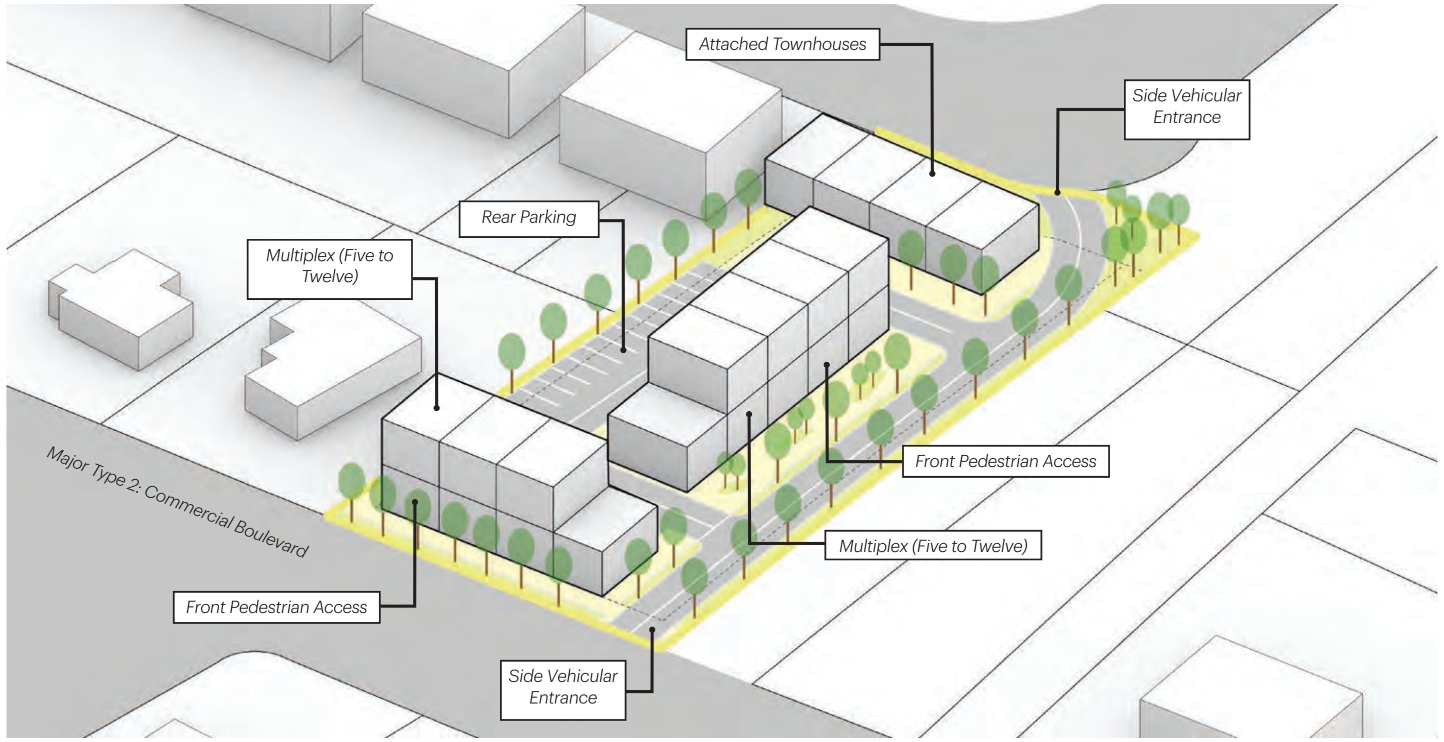
H. See Section 403.19 of UDO (Site Design.) for Landscaping Requirements

I. See Section 404.13. of UDO (Screening of Utilities and Trash Enclosures - Design Standards) for Screening Standards.

J. See Chapter 400, Article 5. of UDO (Building and Site Lighting) of for Lighting and Fixture Requirements, Illumination Levels, and Fixture Mounting Height.

H. See Section 406.17. of UDO (Signange - Downtown Mixed Use District) for Signage Regulations and Requirements

6. Transitional Residential (DMU-TR)



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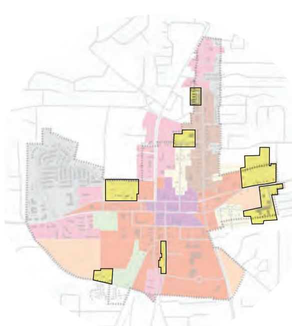


The intent of this subdistrict is to serve as a transition between a mixed use or commercial district and a low-intensity residential area through the development of multi-unit residential buildings.

6.02 Character Areas

The Core
The Edge
The Root
The Threshold
The Village

6.03 Open Space

Common
* Except with Duplex and Townhouses (Attached), open space is to be Private

6.04 Street Typologies

Major Type 1.2A: Major Commercial
Major Type 1.2B: Major Boulevard
Commercial Street Type 2.1: Connector
Residential Street Type 3.1: Residential Street
Alley Type 4.1: Residential Alley

6.05 Character Reference

Reference:

Recommended

Discouraged

Design Guidelines:

Massing & Scale

- Break up long, monotonous, uninterrupted walls if the buildings front the public realm, through at least one of the following methods :
- Locate multiple buildings along any given block face.
- Utilize a segmented facade treatment on larger buildings.
- Vary the articulation of the massing.
- Differentiate between the base of the building and the top of the building to enhance the pedestrian realm. Base treatments shall be cohesive across facades and integrated with the architectural character of the building.

Activate Frontage

- Provide a transitional design feature(s) between common spaces (lobbies, corridors, etc.) and residential spaces at the ground floor to distinguish between the public and private realms.
- Porches, outdoor areas, and active frontages facing pedestrian areas are encouraged.
- Front doors or common vestibules shall face a street or a courtyard that provides a publicly accessible and direct walkway to a street. Such courtyards shall be landscaped, shall generally exclude vehicles, and shall be visible from a street where feasible.

Facade Composition

- Changes in wall planes, layering, horizontal datums, vertical datums, building materials, color, or fenestration shall be incorporated to create simple and visually interesting buildings in attached settings..

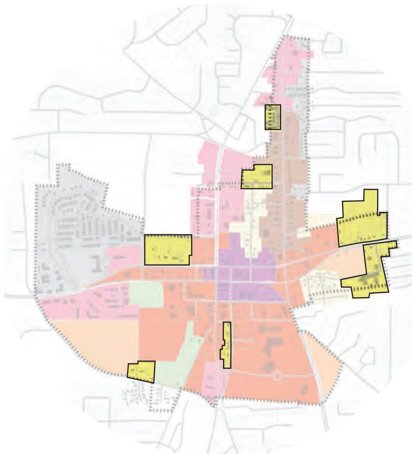
Roof lines:

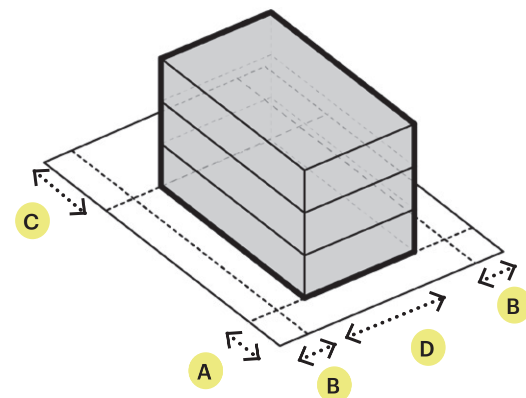
- Roof features, such as solar collectors, shall be designed and placed in a manner that is compatible and harmonious with the roof slope and overall architectural character of the building.

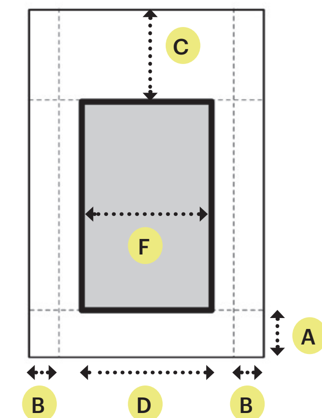
Style & Materiality

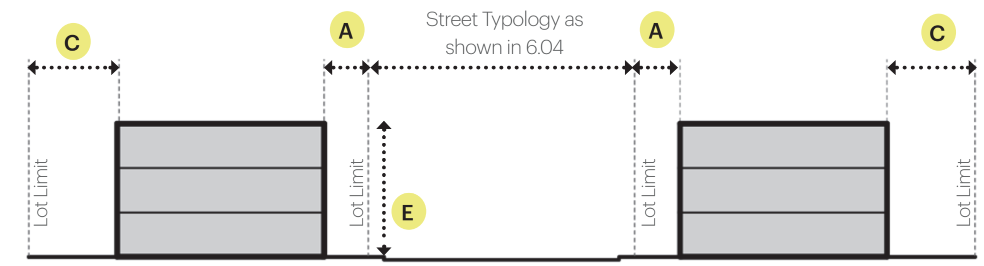
- The predominant building material may be complimented with other secondary materials used in limited areas of the facade to highlight architectural features.
- Accent materials, which would generally not be acceptable on large areas of the facade, may be used in limited areas of the facade to highlight architectural features.

6. Transitional Residential (DMU-TR)









Note: On parcels with an area of 2 acres or more, at least 30 percent of the lots shall be developed as a Multiplex building type.

6.06 Permitted Bldg. Types	6.07 Building Placement			6.08 Building Form				6.09 Site/Parking Access & Open Space		
	A *Front Setback (min/max)*	B *Side Setback (min)*	C *Rear Setback (min)*	D *Front Lot Line Coverage (min)*	E *Building Height (min/max)*	F *Building Width (max)*	*Impervious Coverage of Lot (max)*	*Vehicular Access*	*Parking Location & Type*	*Pedestrian Access*
Duplex	15 ft	10 ft	30 ft	N/A	1.5 stories / 2.5 stories	50 ft	70%	Rear Alley, Side Street, or Front	Rear Yard	Primary Entrance from Front
Multiplex (Fourplex)	15 ft	10 ft	30 ft	N/A	2 stories / 2.5 stories	50 ft	70%	Rear Alley, Side Street, or Front	Rear Yard	Primary Entrance from Front
Multiplex (Five to Twelve)	15 ft	10 ft	30 ft	N/A	2 stories / 3.5 stories	80 ft	70%	Rear Alley or Side Street	Rear Yard	Primary Entrance from Front
Townhouses (Attached)	15 ft	10 ft	30 ft	N/A	2 stories / 3.5 stories	150 ft	70%	Rear Alley, Side Street, or Front	Rear Yard	Primary Entrance from Front
Townhouses (Stacked)	15 ft	10 ft	30 ft	N/A	3 stories / 4 stories	150 ft	70%	Rear Alley, Side Street, or Front	Rear Yard	Primary Entrance from Front

6.10 Supplemental Standards

A. See Article 6. of UDO (Conditional Uses) for Conditional Uses.

B. See Section 401.23. of UDO (Projections into Required Yards.) for Structural and Architectural Projections.

C. See Section 401.29. of UDO (Accessory Buildings.) for Accessory Building Regulations.

D. See Section 401.35. of UDO (Fences and Walls) for Fencing and Wall Regulations.

E. See Section 401.36. of UDO (Height Exceptions.) for Height Limitation Exceptions.

F. See Section 402.8 of UDO (Off-street automobile parking) for Off-Street Parking Requirements

G. See Section 402.43 of UDO (Loading area requirements) for Loading Requirements

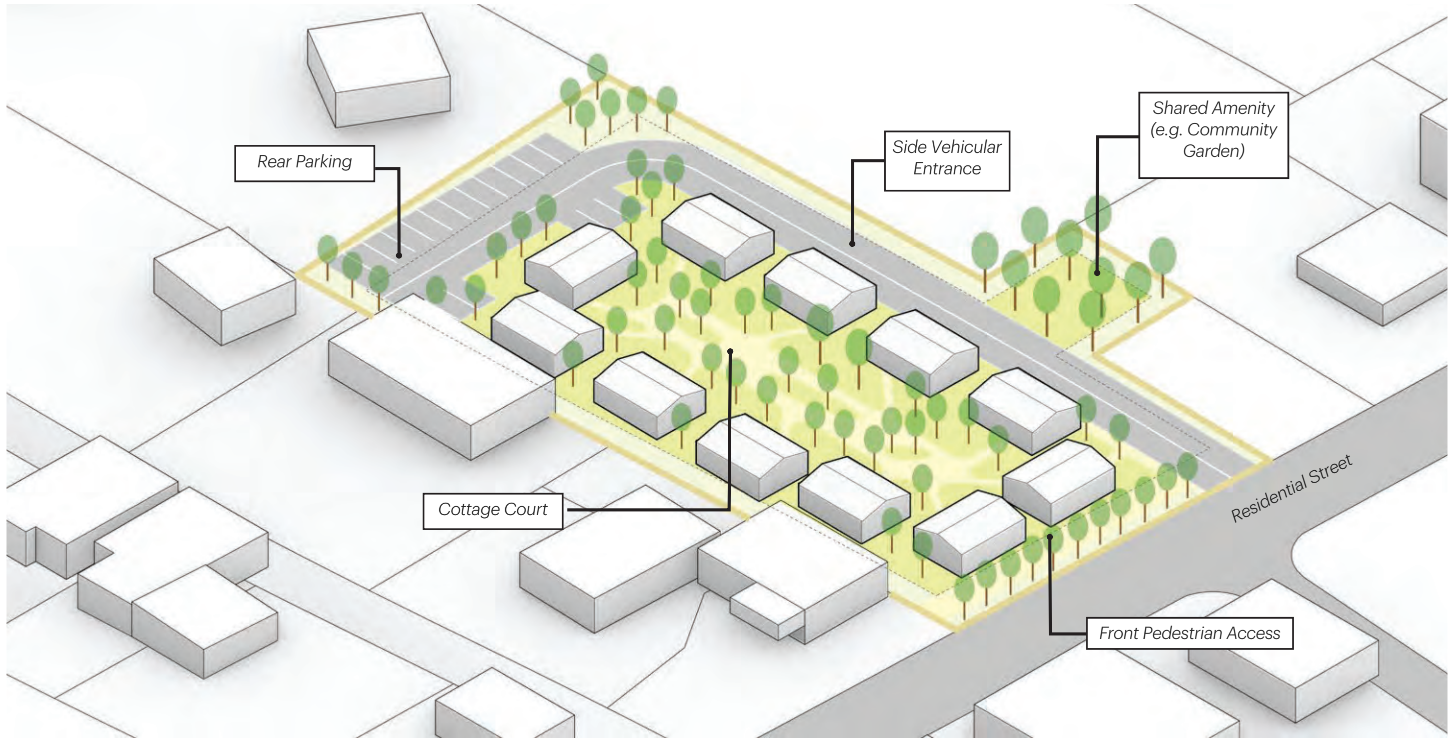
H. See Section 403.30 - 403.31 of UDO (Street Tree and Internal Landscaping Requirements for New Subdivisions.) for Tree Placement and Landscaping Requirements.

I. See Section 404.13. of UDO (Screening of Utilities and Trash Enclosures - Design Standards) for Screening Standards.

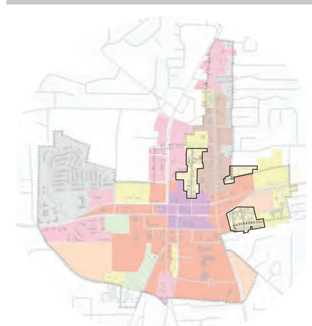
J. See Chapter 400, Article 5. of UDO (Building and Site Lighting) of for Lighting and Fixture Requirements, Illumination Levels, and Fixture Mounting Height.

H. See Section 406.17. of UDO (Signange - Downtown Mixed Use District) for Signage Regulations and Requirements

7. Neighborhood Residential (DMU-NR)



7.01 Intent



The intent of this subdistrict is to preserve the character and scale of longstanding residential neighborhoods of detached houses while allowing for new residential building types including cottage houses, cottage courts, and duplexes

7.02 Character Areas

The Threshold
The Root

7.03 Open Space

Building Type	***Open Space***
House	Private
Cottage Court	Shared Courtyard
Duplex	Private or Common

7.04 Street Typologies

Residential Street Type 3.1: Residential Street
Alley Type 4.1: Residential Alley

7.05 Character Reference

Reference:

Recommended

Discouraged

Design Guidelines:

Massing & Scale

- Avoid and modulate long, monotonous, uninterrupted walls if the buildings front the public realm.
- Differentiate between the base of the building and the top of the building to enhance the pedestrian realm. Base treatments shall be cohesive across facades and integrated with the architectural character of the building.

Activate Frontage

- Provide a transitional design feature(s) between public spaces and residential spaces at the ground floor to distinguish between the public and private realms.
- Porches, outdoor areas, and active frontages facing pedestrian areas are encouraged.

Facade Composition

- Changes in wall planes, layering, horizontal datums, vertical datums, building materials, color, or fenestration shall be incorporated to create simple and visually interesting buildings.
- Blank, windowless walls in excess of 750 square feet are prohibited when facing a public street unless required by the Building Code.
- In instances where a blank wall exceeds 750 square feet, it shall be articulated or intensive landscaping shall be provided.

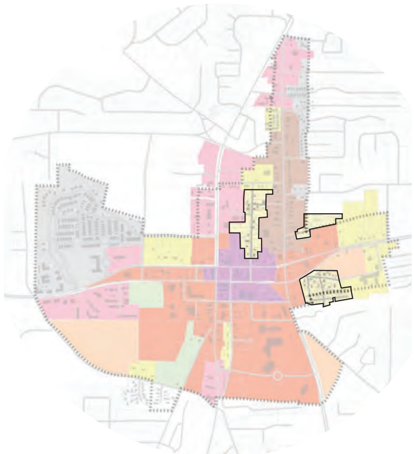
Roof Lines

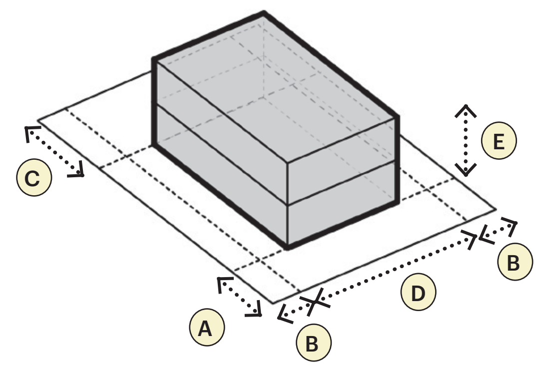
- Gabled and hipped roofs are encouraged. If applicable, research on the desired vernacular is highly recommended.

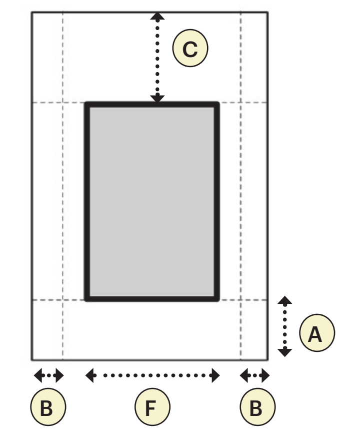
Style & Materiality

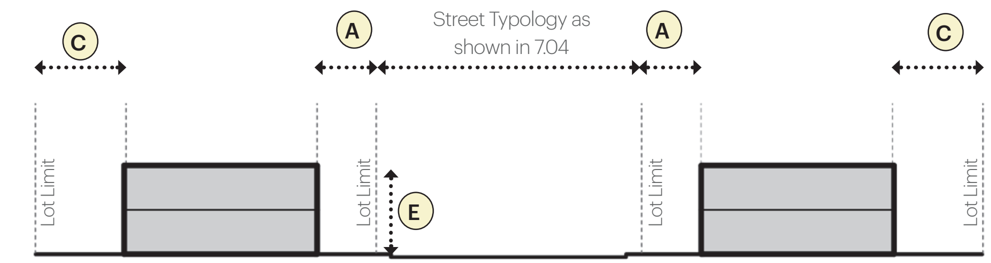
- The architecture of new buildings should complement the vernacular architecture
- The use of metal panel is discouraged.
- Homogenous and monotonous architectural expressions not recommended.
- Styles that are not recommended include faux colonial reproductions employing the use of false columns and accent pieces along storefronts

7. Neighborhood Residential (DMU-NR)









7.06 Permitted Bldg. Types	7.07 Building Placement			7.08 Building Form				7.09 Site/Parking Access & Open Space		
	A	B	C	D	E	F				
Note: On parcels with an area of 2 acres or more, at least 30 percent of the lots shall be developed as a permitted building type other than House.	***Front Setback (min)***	***Side Setback (min)***	***Rear Setback (min)***	***Front Lot Line Coverage (min)***	***Building Height (min/max)***	***Building Width (max)***	***Impervious Coverage of Lot (max)***	***Vehicular Access***	***Parking Location & Type***	***Pedestrian Access***
House	20 ft	10 ft	30 ft	N/A	1 story / 2.5 stories	50 ft	70%	Rear Alley, Side Street, or Front	Rear Yard, Side Yard	Primary Entrance from Front
Cottage Court	20 ft	10 ft	25 ft	N/A	1 story / 1.5 stories (up to 2 stories for rear building)	N/A	70%	Rear Alley, Side Street	Rear Yard	From Front through Shared Courtyard
Duplex	20 ft	10 ft	25 ft	N/A	1.5 stories / 2.5 stories	50 ft	70%	Rear Alley, Side Street, or Front	Rear Yard	Primary Entrance from Front

7.10 Supplemental Standards

C. See Section 401.29. of UDO (Accessory Buildings.) for Accessory Building Regulations.

D. See Section 401.35. of UDO (Fences and Walls) for Fencing and Wall Regulations.

E. See Section 401.36. of UDO (Height Exceptions.) for Height Limitation Exceptions.

F. See Section 402.8 of UDO (Off-street automobile parking) for Off-Street Parking Requirements.

G. See Section 402.43 of UDO (Loading area requirements) for Loading Requirements.

H. See Section 403.30 - 403.31 of UDO (Street Tree and Internal Landscaping Requirements for New Subdivisions.) for Tree Placement and Landscaping Requirements.

I. See Section 404.13. of UDO (Screening of Utilities and Trash Enclosures - Design Standards) for Screening Standards.

J. See Chapter 400, Article 5. of UDO (Building and Site Lighting) of for Lighting and Fixture Requirements, Illumination Levels, and Fixture Mounting Height.

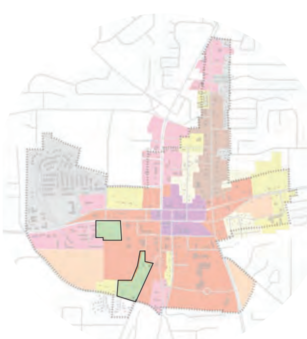
H. See Section 406.17. of UDO (Signange - Downtown Mixed Use District) for Signage Regulations and Requirements.

I. See Section 206.63. of UDO (Accessory Dwelling Unit (ADU)) for Residential Accessory Dwelling Unit Regulations and Requirements.

J. See Section 206.64. of UDO (Cottage Court for Tiny Homes) for Regulations and Requirements of Cottage Courts.

8. Open Space District (DMU-OS)

8.01 Intent



This district is intended to protect and preserve valued environmental, scenic, and historic resources within the city, as well as to accommodate agricultural and horticultural uses that require areas of open land on which to operate in order to minimize potential impacts upon neighboring uses.

8.02 Character Areas

The Edge

8.03 Street Typologies

Commercial Street Type 2.1: Connector

Residential Street Type 3.2: Residential Boulevard

8.05 Character Reference

Reference:

Recommended

Discouraged

Design Guidelines:

- Preservation of natural landscapes and maintenance of areas for public interaction for health, wellness and recreational benefits
- Impervious Surface Area limited to 10% beyond which no alteration of natural landscape is permitted
- Plant species native to the Piedmont Region of Georgia only.
- Singlular non-native species such as grass lawns are not permitted.
- Potential compatible Programs: Nature Preservation, Education, Horticulture, Play Areas
- Environmental and geotechnical assessment have to be completed before any programmatic intervention.

8.05 Supplemental Standards

A. See Section 205.6. of UDO (Open Space District) for Open Space District Regulations, including Permitted Uses, Land Distrubance and Landscaping.

B. See Chapter 200, Article 6. of UDO (Conditional Uses) for Conditional Uses.

C. See Chapter 300, Article 2 (Watershed Management) Of Udo For Watershed Development Standards And Additional Design Requirements.

D. See Section 401.23. of UDO (Projections into Required Yards.) for Structural and Architectural Projections.

E. See Section 401.35. of UDO (Fences and Walls) for Fencing and Wall Regulations.

F. See Section 401.36. of UDO (Height Exceptions.) for Height Limitation Exceptions.

G. See Section 402.8 of UDO (Off-street automobile parking) for Off-Street Parking Requirements.

H. See Section 402.43 of UDO (Loading area requirements) for Loading Requirements.

I. See Section 403.8 - 403.14 of UDO (Tree Protection Standards.) for Tree Protection and Preservation Standards.

J. See Section 404.13. of UDO (Screening of Utilities and Trash Enclosures - Design Standards) for Screening Standards.

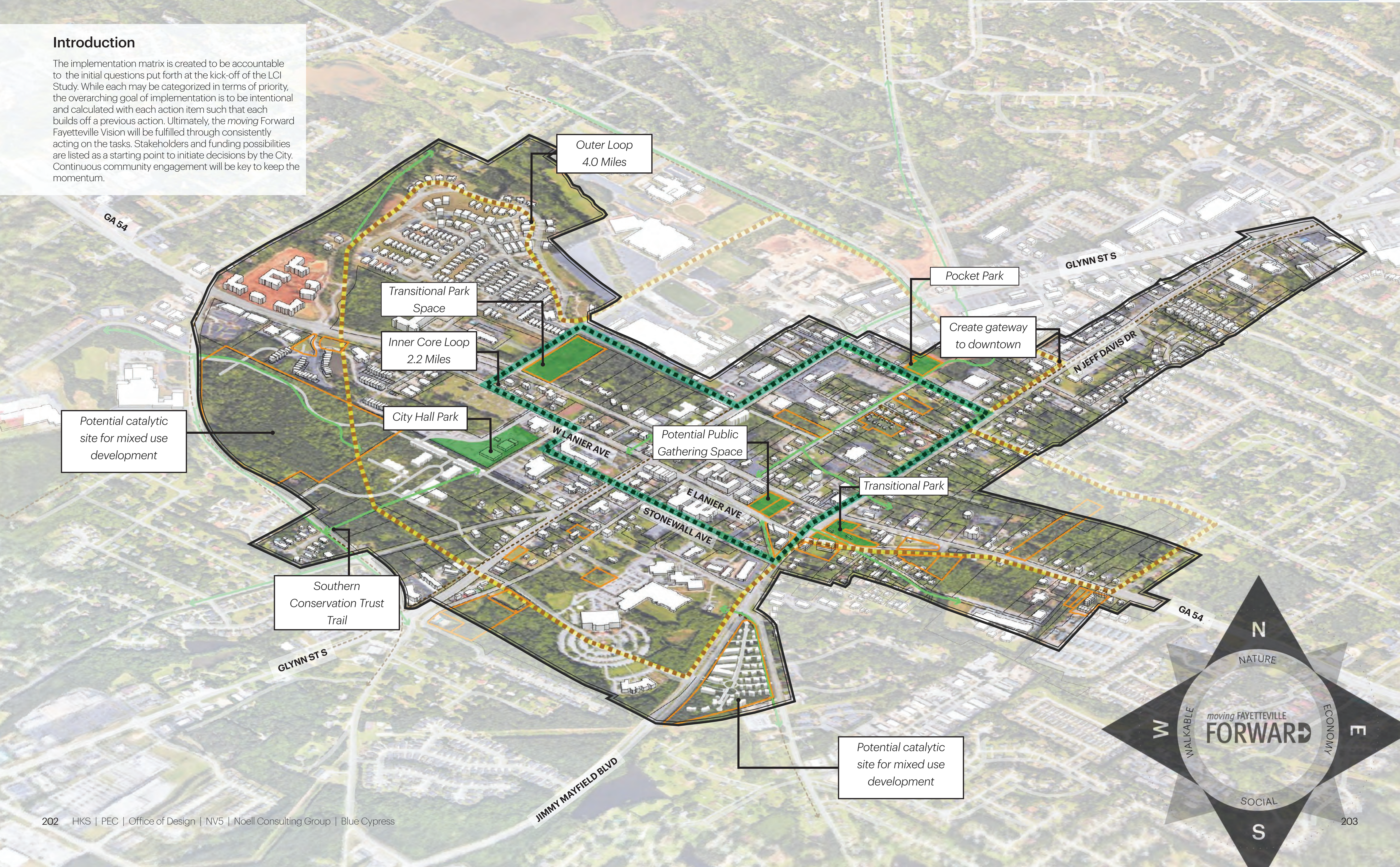
K. See Chapter 400, Article 5. of UDO (Building and Site Lighting) of for Lighting and Fixture Requirements, Illumination Levels, and Fixture Mounting Height.

L. See Section 406.18. of UDO (Signange - Downtown Mixed Use District) for Signage Regulations and Requirements.

06 Implementation

Introduction

The implementation matrix is created to be accountable to the initial questions put forth at the kick-off of the LCI Study. While each may be categorized in terms of priority, the overarching goal of implementation is to be intentional and calculated with each action item such that each builds off a previous action. Ultimately, the *moving* Forward Fayetteville Vision will be fulfilled through consistently acting on the tasks. Stakeholders and funding possibilities are listed as a starting point to initiate decisions by the City. Continuous community engagement will be key to keep the momentum.



EC. Existing Conditions

How can we use current conditions to lead us to future possibilities?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
EC.01	Planning	Continue to ensure that the City of Fayetteville is adequately staffed and fully empowered to act					
EC.02	Public Realm	Continue preservation of forest land next to the Southern Conservation Trust					
EC.03	Development	Perform feasibility study of existing buildings and vacant or underutilized lots					
EC.04	Development	Continue to create relationships with future business owners and developers					
EC.05	Planning	Continue coordination with Georgia Main Street program to commit to neighborhood and downtown revitalization					
EC.06	Public Realm	Rabbit's Run Improvement Project		●		City of Fayetteville, landscape architect	General funds

How can we use current public space to lead us to future possibilities?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
EC.07	Public Realm	Fenwyck Clubhouse Improvement Project					
EC.08	Public Realm	May Harp Park Improvement Project		●		City of Fayetteville, landscape architect	General funds
EC.09	Public Realm	Church Street Park Improvement Project	●			City of Fayetteville, landscape architect	General funds
EC.10	Public Realm	Historic Fayette County Courthouse Lawn Improvement Project					
EC.11	Public Realm	Heritage Park Gazebo Improvement Project					
EC.12	Public Realm	Southern Ground Amphitheater Improvement Project	●			City of Fayetteville, landscape architect	Fundraiser events, general funds
EC.13	Public Realm	Fayetteville City Cemetery Improvement Project					
EC.14	Public Realm	Heritage Park Lawn Improvement Project	●			City of Fayetteville, landscape architect	General funds
EC.15	Public Realm	Fayette County Superior Courthouse Lawn Improvement Project		●		City of Fayetteville, landscape architect	General funds
EC.16	Public Realm	Winesap Way Public Space Improvement Project		●		City of Fayetteville, landscape architect	

Immediate Short-Term Long-Term

SM. Streets & Mobility

How can we achieve balance between mobility and placemaking?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
SM.01	Public Realm	Create public/park space between amphitheater and downtown	●			City of Fayetteville, landscape architect	General funds
SM.02	Public Realm	Create park space between E. Lanier Ave and S Jeff Davis Dr.	●			City of Fayetteville, landscape architect	General funds
SM.03	Public Realm	Create transitional park along E. Lanier Ave and S Jeff Davis Dr.		●		City of Fayetteville, landscape architect	General funds
SM.04	Public Realm	Create pocket park, playground, or community garden		●		City of Fayetteville, landscape architect	General funds
SM.05	Public Realm	Create gateway into downtown by improving N. Jeff Davis Dr. streetscape		●		City of Fayetteville, Downtown Improvement Partnership, landscape architect	REBC, general funds, improvement district funding
SM.06	Mobility	Establish street frontage typologies		●		City of Fayetteville Planning Department, landscape architect	General funds, LCI
SM.07	Public Realm	Improve public space domains		●		City of Fayetteville, Downtown Development Authority (DDA)	TSPLOST, general funding, DDA
SM.08	Mobility	Pursue shared parking ordinances	●			City of Fayetteville Planning Department	General funds

REBC = Roadside Enhancement and Beautification Council grant

TSPLOST = Transportation Special Purpose Local Option Sales Tax

TAP = Transportation Alternatives Program

LMIG = Local Maintenance & Improvement grant

HSIP = Highway Safety Improvement Program

STBG = Surface Transportation Block Grant Program

How can we achieve balance between mobility of roadways and placemaking?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
SM.09	Mobility	City Center Parkway - Fisher Ave at SR 85/Glynn St S to Grady Ave	●			Already underway. Developer and City of Fayetteville	Developer
SM.10	Mobility	Beauregard Blvd Realignment	●			Developer and City of Fayetteville	TSPLOST**, developer
SM.11	Mobility	Fisher Avenue Extension			●	City of Fayetteville	TSPLOST, general funds
SM.12	Mobility	LaFayette Avenue South Extension		●		Developer and City of Fayetteville	TSPLOST, developer
SM.13	Mobility	LaFayette Avenue East Extension		●		City of Fayetteville	TSPLOST
SM.14	Mobility	City Hall Drive Extension		●		City of Fayetteville	TSPLOST, general funds
SM.15	Mobility	Fayetteville Alleywall Project	●			City of Fayetteville and Downtown Development Authority (DDA)	TSPLOST, general funds/DDA funding

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Immediate Short-Term Long-Term

SM. Streets & Mobility

How can we achieve balance between complete streets and placemaking?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
SM.16	Mobility	Hood Avenue/Kathi Avenue Bike Lane/Sharrow		●		City of Fayetteville	TAP, LMIG, general funds
SM.17	Mobility	West Georgia Avenue Sidewalk/ Sharrow	●			City of Fayetteville	TAP, LMIG, TSPLOST, general funds
SM.18	Mobility	LaFayette Avenue Bike Lane/Sharrow		●		City of Fayetteville	TAP, LMIG, TSPLOST, general funds
SM.19	Mobility	Johnson Avenue Sidewalk/Sharrow		●		City of Fayetteville	TAP, LMIG, general funds
SM.20	Mobility	Tiger Trail Sidewalk/Sharrow		●		City of Fayetteville	TAP, general funds
SM.21	Mobility	Church Avenue Sidewalk Improvement/Sharrow	●			City of Fayetteville	TAP, LMIG, general funds
SM.22	Mobility	Jeff Davis Drive Sidewalk Upgrades, Planting Strip Buffer, Sharrow, Raised Curb	●			City of Fayetteville	TAP, REBC, general funds
SM.23	Mobility	Booker Avenue Sidewalk Upgrades, Pedestrian Crossing	●			City of Fayetteville	TAP, TSPLOST, general funds
SM.24	Mobility	Heritage Parkway Shared Street Commercial Shared Public Way	●			City of Fayetteville and Downtown Development Authority (DDA)	TAP, TSPLOST, general funds/DDA funding

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STBG = Surface Transportation Block Grant Program

How can we achieve balance between paths, trails, and placemaking?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
SM.25	Mobility	Church Street Park multi-use pathway	●			City of Fayetteville, landscape architect	TAP, GA Rec. Trails
SM.26	Mobility	Pye Lake Trail greenway, multi-use trail, and sidepath	●			Southern Conservation Trust, landscape architect	TAP, Recreational Trails
SM.27	Mobility	Bradford-Manassas Trail			●	Southern Conservation Trust, landscape architect	TAP, Recreational Trails
SM.28	Mobility	Southern Conservation Trust multi-use trail	●			Southern Conservation Trust, landscape architect	TAP, Recreational Trails
SM.29	Mobility	City Center Trailhead and parking	●			City of Fayetteville, Developer, Southern Conservation Trust, landscape architect	Developer, TAP, general funds
SM.30	Mobility	Booker Avenue multi-use pathway		●		City of Fayetteville Fayette County, landscape architect	TAP, TSPLOST

How can we achieve balance between pedestrian safety and placemaking?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
SM.31	Mobility	SR-54/Lanier Ave W to Grady Ave-visibility crosswalk	●			City of Fayetteville and GDOT	HSIP, TAP, LMIG, TSPLOST
SM.32	Mobility	SR-54/Lanier Ave W to SR-85/ Glynn St S-visibility crosswalk and signal improvement	●			City of Fayetteville and GDOT	HSIP, TAP, LMIG, TSPLOST
SM.33	Mobility	SR-54/Stonewall Ave W to SR-85/ Glynn St S-visibility crosswalk and signal improvement	●			City of Fayetteville and GDOT	HSIP, TAP, LMIG, TSPLOST

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Immediate Short-Term Long-Term

How can we achieve balance between proposed public space and placemaking?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
SM.34	Public Realm	Proposed City Hall Greenway	●			City of Fayetteville, landscape architect	General funds
SM.35	Public Realm	Proposed Tiger Trail Park		●		City of Fayetteville, landscape architect	General funds
SM.36	Public Realm	Proposed Southern Conservancy Park	●			City of Fayetteville, landscape architect	General funds
SM.37	Public Realm	Proposed Booker Pocket Parks		●		City of Fayetteville, landscape architect	General funds
SM.38	Public Realm	Proposed Kathi Park		●		City of Fayetteville, landscape architect	General funds
SM.39	Public Realm	Proposed Stonewall Park		●		City of Fayetteville, landscape architect	General funds

How can we achieve balance between street parking and placemaking?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
SM.40	Mobility	City Hall, Entrance Drive	●			City of Fayetteville	General funds
SM.41	Mobility	City Hall, Exit Drive	●			City of Fayetteville	General funds
SM.42	Mobility	City Center Parkway	●			City of Fayetteville	General funds, developer
SM.43	Mobility	Glynn Street southbound			●	City of Fayetteville, GDOT	LMIG, STBG
SM.44	Mobility	Glynn Street northbound			●	City of Fayetteville, GDOT	LMIG, STBG
SM.45	Mobility	Stonewall Street facing courthouse		●		City of Fayetteville, Downtown Development Authority (DDA), GDO	LMIG, STBG, general fund/DDA funding
SM.46	Mobility	Stonewall Street facing storefronts		●		City of Fayetteville, Downtown Development Authority (DDA), GDO	LMIG, STBG, general fund/DDA funding
SM.47	Mobility	Lee Street, facing courthouse			●	City of Fayetteville, Downtown Development Authority (DDA)	General fund/DDA funding
SM.48	Mobility	Lee Street, facing UMC			●	City of Fayetteville, Downtown Development Authority (DDA)	General fund/DDA funding
SM.49	Mobility	Lee Street, facing storefronts		●		City of Fayetteville, Downtown Development Authority (DDA)	General fund/DDA funding
SM.50	Mobility	Library Lot	●			City of Fayetteville, Fayette County Library System, Downtown Development Authority (DDA)	City/County general funds, DDA Funding
SM.51	Mobility	Fayette County Facility Lot	●			City of Fayetteville, Fayette County Government, Downtown Development Authority (DDA)	City/County general funds, DDA funding.
SM.52	Mobility	Lanier Avenue Lot	●			City of Fayetteville, Downtown Development Authority (DDA)	General fund/DDA funding
SM.53	Mobility	Fayetteville FBC Lot		●		City of Fayetteville, Downtown Development Authority (DDA)	General fund/DDA funding
SM.54	Mobility	Fayetteville UMC Lot		●		City of Fayetteville, Downtown Development Authority (DDA)	General fund/DDA funding
SM.55	Mobility	Fayetteville UMC Lot 2			●	City of Fayetteville, Downtown Development Authority (DDA)	General fund/DDA funding
SM.56	Mobility	Fayetteville UMC Lot 3			●	City of Fayetteville, Downtown Development Authority (DDA)	General fund/DDA funding

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Immediate Short-Term Long-Term

CE. Community Engagement

What involvement and engagement opportunities work well in Fayetteville?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
CE.01	Community	Create digital platform for community to leave comment on future projects to be implemented					
CE.02	Community	Strategize how to involve community comment on future projects to be implemented					
CE.03	Community	Create framework for guiding how community can be involved in future project implementation					
CE.04	Community	Host annual events to establish relationships with developers					
CE.05	Community	Create a portion of website dedicated for prospective business owners					

MA. Market Analysis

How can we ensure that our plans are grounded in market and financial reality?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
MA.01	Planning	Perform inventory of existing funding, pipeline funding, and opportunities for funding					
MA.02	Development	Create strategy for land acquisition for capital improvements					
MA.03	Development	Strategize recruitment of third parties to examine market conditions of first-degree priority projects					
MA.04	Development	Create RFQs for project developers					
MA.05	Development	Create RFPs for architectural design of key catalytic sites					

DG. Design Guidelines

What are the components for a holistic solution that harmonizes the built environment and the public realm?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
DG.01	Planning	Establish a street typology guide					
DG.02	Planning	Adopt architectural design guidelines					
DG.03	Planning	Adopt a Complete Street policy					

Z. Zoning

What method(s) will lead the type of development and overall place envisioned for the Main Street District?

Item No.	Work Type	Project	Priority			Responsible Parties	Potential Funding Sources
			High	Med	Low		
Z.01	Planning	Establish code to align with City's ordinance structure as Sec 202.6, Downtown Mixed-Use Zoning	●			City of Fayetteville	Recommend hiring third party zoning consultant.
Z.02	Planning	Modify schedule of land uses within UDO to account for each of the DMU subdistricts; Remove placeholders within tables throughout UDO dedicated for the DMU districts; Change the language under Sec 202.6 to refer to the Downtown Mixed-Use Zoning document	●			City of Fayetteville	Recommend hiring third party zoning consultant.
Z.03	Planning	Revise the UDO	●			City of Fayetteville	Recommend hiring third party zoning consultant.
Z.04	Planning	Adopt Downtown Mixed-Use Zoning Ordinance and Revised UDO	●			City of Fayetteville	Recommend hiring third party zoning consultant.

Short-Term vs. Long-Term Projects in Moving Fayetteville Forward

When faced with implementation, it is often viewed as a direct relationship between money and impact. However, in the collective vision for Fayetteville, it is possible to flip that script: **what happens if actionable items become prioritized by the center of the vision compass?**

As each action item in the previous tables was evaluated, it was determined that some were addressing a specific direction of the vision compass, while others were located toward the center, able to address every direction. The radial priority matrix seeks to address that the actionable items in the center need the most immediate attention and can happen much faster than the other items: many of these items are policy-based recommendations that other action items might play off of.

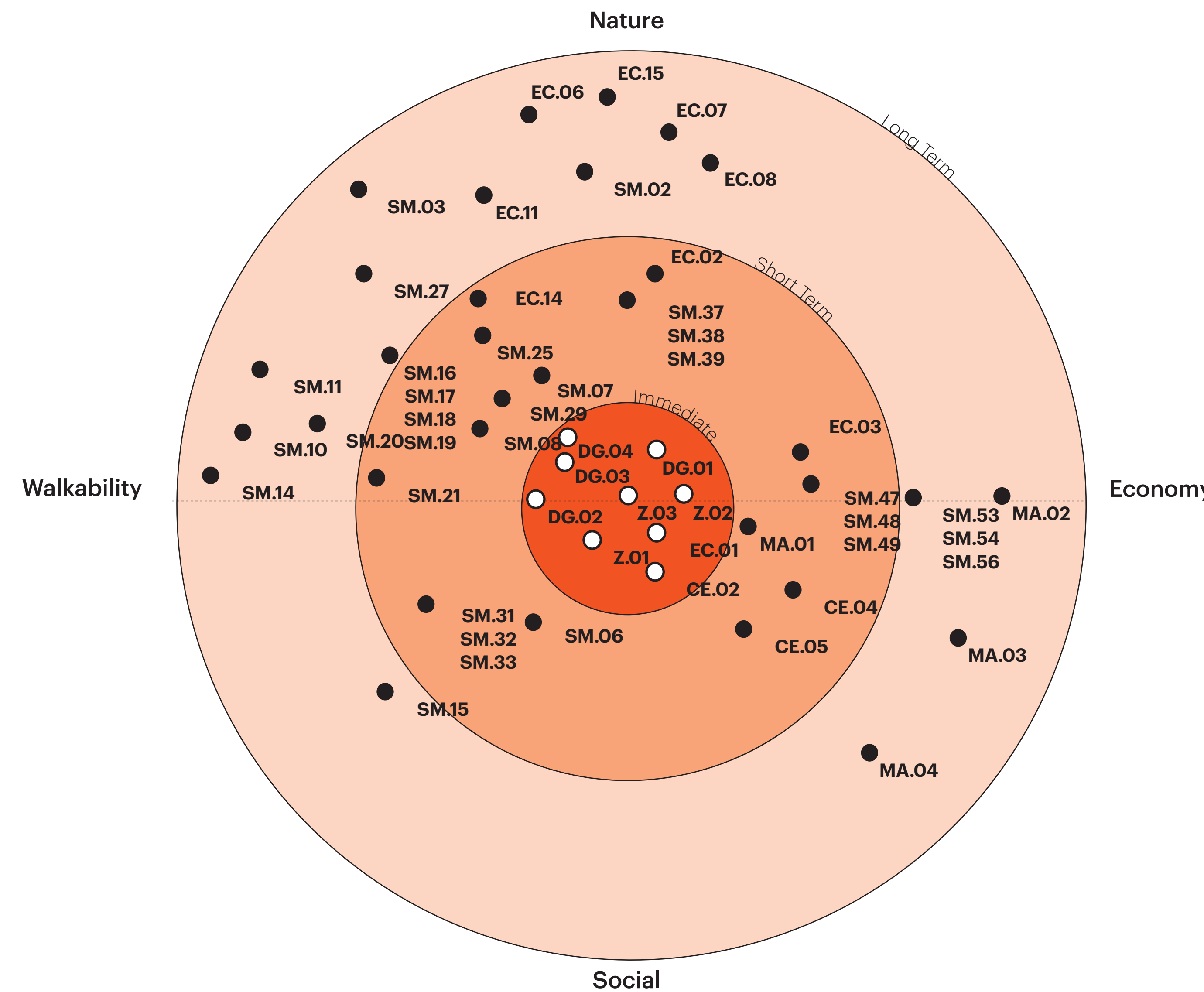
Within the matrix, each high priority item falls within a zone: "Long Term", "Short Term", and "Immediate." Immediate items are listed at the bottom as they are the most important first steps toward implementation. Other items that are important but might take more time/planning, such as many items that fall under mobility, are located on the outer rings.

The matrix allows the city, as well as stakeholders, to visualize each action item's place on the matrix while seeing how each is able to be tied directly back to the original vision. While it is ideal that each project is able to be implemented eventually, the radial priority matrix takes the highest priority items from the table and shows that each may take a different amount of time.

To keep the **momentum** initiated by the moving Fayetteville Forward implementation matrix, it is critical to consider both the importance and timeframe of the tasks.

Time-Based Implementation Relationship with Vision Compass

[Note: only "high" priority classified projects represented below]



DG.01
Establish a street typology guide

DG.02
Adopt architectural design guidelines

DG.03
Adopt a Complete Street policy

EC.01
Continue to ensure that the City of Fayetteville is adequately staffed and fully empowered to act.

CE.02
Strategize how to involve community comment on future projects to be implemented

Z.01
Establish code to align with City's ordinance structure as Sec 202.6, Downtown Mixed-Use Zoning

Z.02
Modify schedule of land uses within UDO to account for each of the DMU subdistricts; remove placeholders within tables throughout UDO dedicated for the DMU districts; change the language under Sec 202.6 to refer to the Downtown Mixed-Use Zoning document

A

Appendix : Market Study

Metro Atlanta

Overview

The Atlanta metro consists of 29 counties surrounding the city of Atlanta, the economic and cultural hub of the region, and is the 9th largest metro in the country at 6 million people. There are tend central "core" counties that belong to the Atlanta Regional Commission (ARC), the regional planning and intergovernmental coordination agency for the metro, which harbor most of the metro's population and jobs. The metro's economy is the 9th largest in the country with a GDP of $397.3 billion and home to 30 Fortune 1000 companies.

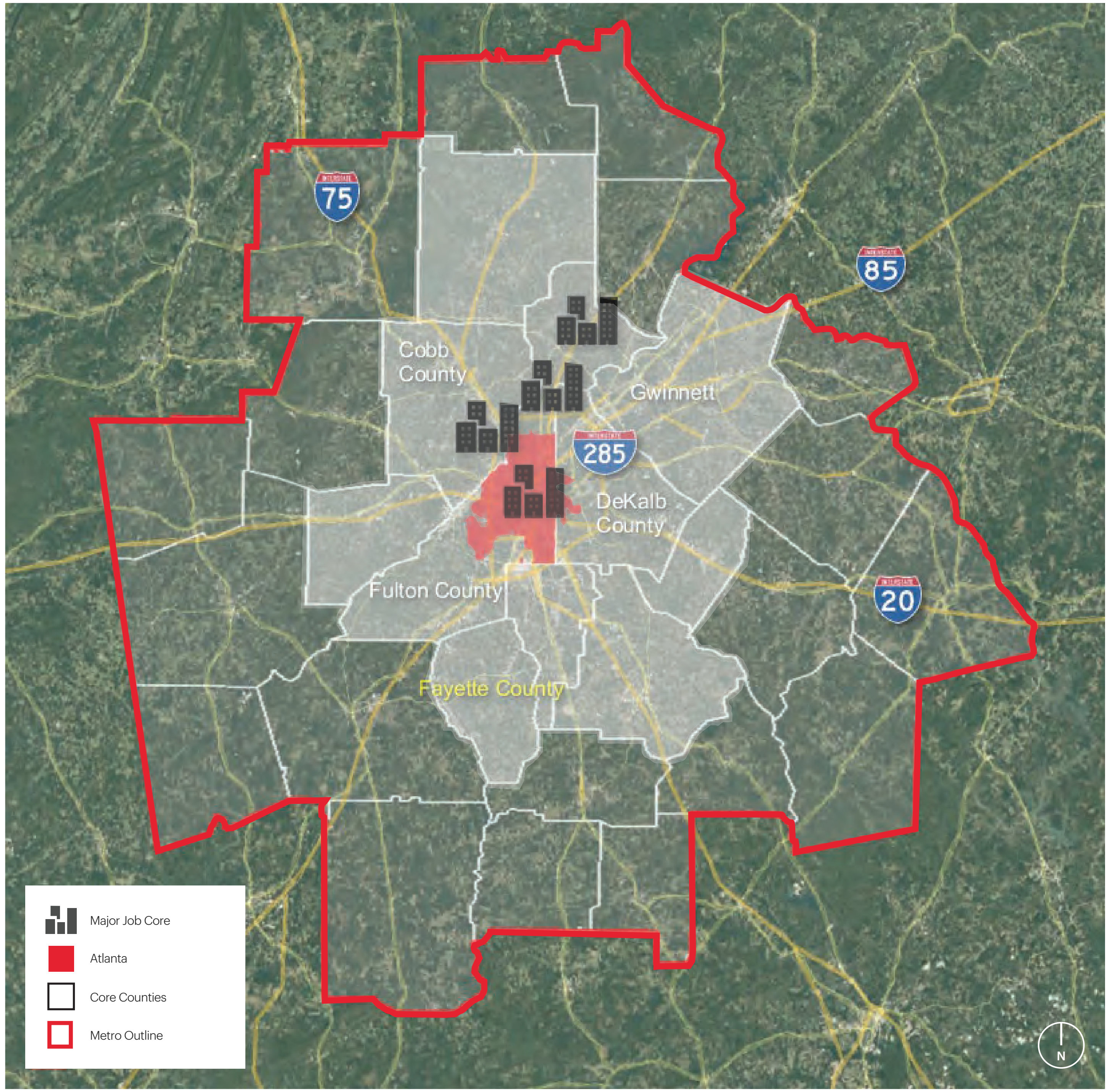
Metro Atlanta Demographic Overview

The ten-county core (ARC) accounted for 75% of all population growth from 2010-2019, up from 66% the previous decade. More urban counties such as Fulton and DeKalb were the main beneficiaries of this growth as younger & older households have increasingly sought vibrant, walkable communities in both urban & suburban areas w/ proximity to jobs & lifestyle amenities Despite consisting of 1.9% of the metro population, Fayette County saw its share of growth decrease from 1.6% (2000-2010) to 1.1% since. Overall, the trend in the south metro, including Fayette County and Fayetteville, has been decreasing growth rates and a decreasing share of the metro's population growth.

	Land Area		Population		Annual Growth		Annual % Growth		Growth Share	
Geography	SQ Miles	% of CBSA	2019	% of CBSA	2000-10	2010-19	2000-10	2010-19	2000-10	2010-19
Cherokee County	422	4.9%	258,773	4.3%	7,244	4,936	4.2%	2.1%	7.1%	6.1%
Clayton County	142	1.6%	292,256	4.9%	2,291	3,648	0.9%	1.3%	2.2%	4.5%
Cobb County	340	3.9%	760,141	12.6%	8,033	8,007	1.2%	1.1%	7.8%	9.8%
DeKalb County	268	3.1%	759,297	12.6%	2,603	7,489	0.4%	1.0%	2.5%	9.2%
Douglas County	200	2.3%	146,343	2.4%	4,023	1,549	3.7%	1.1%	3.9%	1.9%
Fayette County	194	2.2%	114,421	1.9%	1,530	873	1.6%	0.8%	1.5%	1.1%
Fulton County	527	6.1%	1,063,937	17.7%	10,458	15,928	1.2%	1.6%	10.2%	19.5%
Gwinnett County	430	5.0%	936,250	15.6%	21,687	14,548	3.2%	1.7%	21.2%	17.8%
Henry County	322	3.7%	234,561	3.9%	8,458	3,404	5.5%	1.6%	8.3%	4.2%
Rockdale County	130	1.5%	90,896	1.5%	1,510	631	2.0%	0.7%	1.5%	0.8%
10-County Arc Core	**2,974**	**34.2%**	**4,656,875**	**77.4%**	**67,837**	**61,014**	**1.8%**	**1.4%**	**66.3%**	**74.8%**
Exurban Counties	**5,712**	**65.8%**	**1,363,489**	**22.6%**	**34,492**	**20,501**	**3.5%**	**1.6%**	**33.7%**	**25.2%**
CBSA Total	**8,686**	**100.0%**	**6,020,364**	**100.0%**	**102,329**	**81,515**	**2.2%**	**1.5%**	**100.0%**	**100.0%**
South Atlanta Metro	3,823	44.0%	1,201,148	20.0%	21,199	12,011	2.2%	1.1%	20.7%	14.7%
Fayetteville	13	0.1%	17,991	0.3%	480	227	3.6%	1.4%	0.5%	0.3%

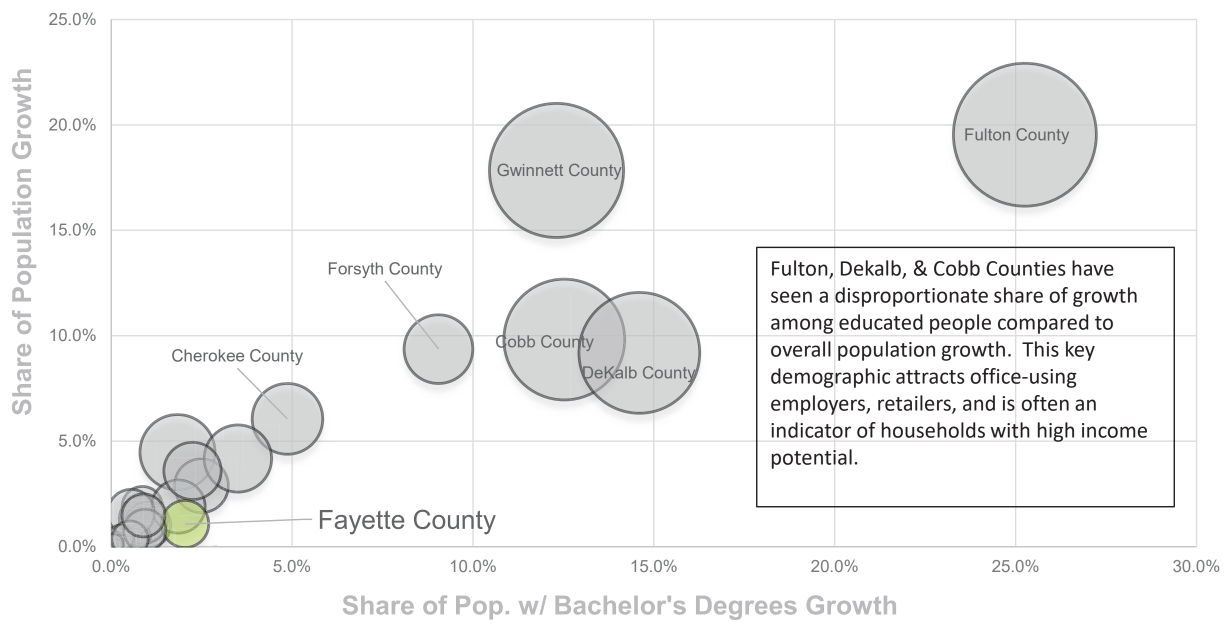
Source: NCG, U.S. Census Bureau

Overall, the trend in the south metro, including Fayette County and Fayetteville, has been **decreasing growth rates and a decreasing share of the metro's population growth**.



Growth Visualized

County Share of Population Growth & Educated Population Growth



Sources: NCG, U.S. Census Bureau

Local Population Growth Comparison

Region	2000	2010	2019	2021	2026	2000-'10 Ann. % Growth	2010-'21 Ann. % Growth	2021-'26 Ann. % Growth
City of Fayetteville	11,148	15,945	17,991	18,567	19,611	3.64%	1.35%	1.10%
Fayette County	91,262	106,567	114,421	115,897	121,187	1.56%	0.79%	0.90%
Atlanta Metro	4,263,447	5,286,728	6,020,364	6,137,994	6,489,854	2.17%	1.45%	1.12%
Georgia	8,186,491	9,687,653	10,617,423	10,769,971	11,272,730	1.70%	1.02%	0.92%

* Population estimates and projections for 2021 & 2026 are provided by Claritas w/ 2000, 2010, & 2019 U.S. Census Bureau Data

** The Atlanta Metro is defined as the Atlanta-Sandy Springs-Alpharetta, GA Core-Based Statistical Area (CBSA)

Atlanta Metro Population Density

Overall, Fayette County has a relatively low population density when put into a regional context, with most of the metro population concentrated to the north. Population density plays an important role:

- Many regional retailers seek a central location with regional access and high population counts within 10-20 miles when focusing on site selections.
- Most office users seek proximity to diverse population centers with access to a variety of housing types in order to attract employees.

Population Density, 2018 (5-Year American Community Survey)
Sources: NCG, U.S. Census Bureau

Proximity to High Income Households

While all regions in the metro have relatively affluent areas, the northern suburbs of Atlanta tend to have the greatest concentration of affluence with notable concentrations in the eastern and northern portions of the city of Atlanta. Concentrations of affluent households attract employers seeking highly educated workers and retailers seeking proximity to high spending households. Fayette County, particularly in Peachtree City, has the highest concentration of affluent households in the south Atlanta metro.

Median Household Income, 2018 (5-Year American Community Survey)

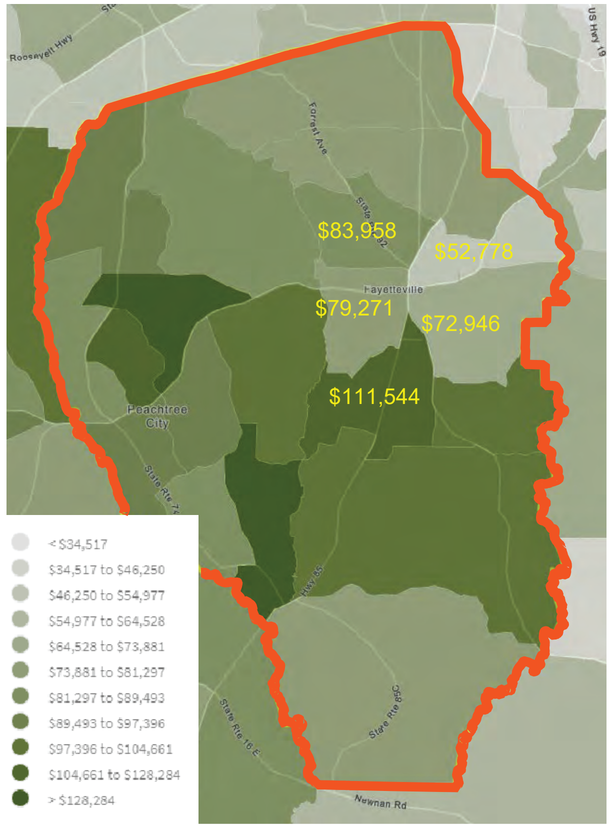
Median Income

- Local median incomes have a wide range from $52,000 to $111,500.
- Median income in Fayetteville is $73,526, a 25.8% increase since 2010, and 7.6% higher than metro median incomes.
- Median income in Fayette County tends to be highest in and around Peachtree City due to quality schools and a predominately large single-family product type.
- Median incomes in Fayette County are 32% higher than the metro.
- Fayette County median income growth has significantly lagged behind regional growth.

Household Median Income

Region	2010	2019	2010-2019 % Change
City of Fayetteville	$58,438	$73,526	25.8%
Fayette County	$82,216	$90,145	9.6%
Atlanta Metro	$57,550	$68,316	18.7%
Georgia	$49,347	$58,700	19.0%
United States	$51,914	$62,843	21.1%

Sources: NCG, U.S. Census Bureau



Median incomes in Fayette County are **32% higher than the metro**.

Proximity to Educated Households

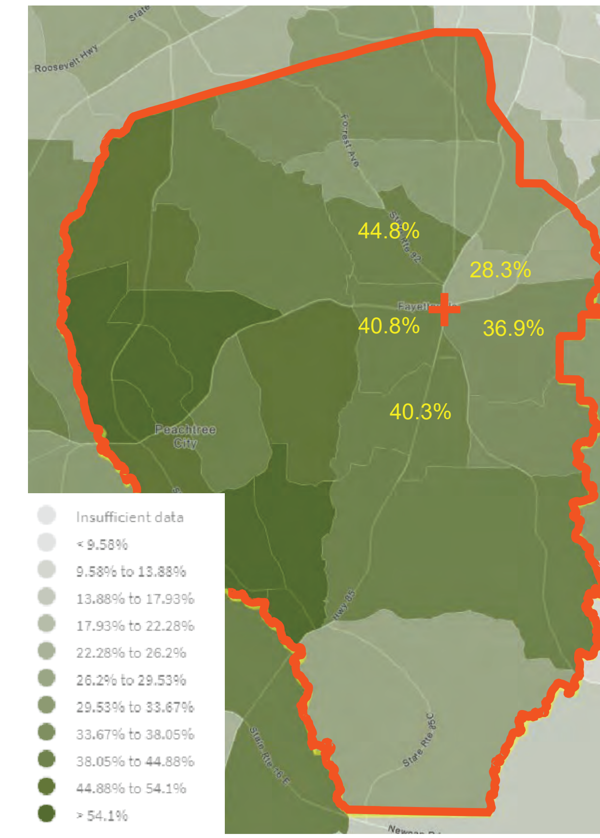
Concentrations of highly educated households are attractive to both office-using employers and retailers. Many office users desire proximity to a highly educated workforce and retailers often use educational attainment levels as a key metric when determining site locations. Additionally, households with high educational attainment levels have high income potential and are strong indicators of neighborhood stability.

The northern & eastern portions of the city of Atlanta and the north metro suburbs have the highest concentrations of high educational attainment households. In the south, Fayette County stands out, but a lack of high concentrations of educated households has limited major office growth and relocation locally and on the south side of Atlanta.

Population 25+ with Bachelor's Degree or More, 2018 (5-Year American Community Survey)

Educational Attainment

- Fayette County has a higher percentage of population w/ college degrees than the metro as a whole.
- The highest concentrations of people w/ college degrees in Fayette County are found in and around Peachtree City.
- In Fayetteville 28% - 45% of people have college degrees, with the city's overall percentage of 38.7% in-line w/ the metro.
- Growth among college educated population in Fayetteville has lagged behind the region.



Percentage of Population (25+ Years) with Bachelor's Degree

Region	2010	2019	2010-2019 % Change
City of Fayetteville	36.0%	38.7%	7.5%
Fayette County	41.5%	46.2%	11.3%
Atlanta Metro	34.4%	38.6%	12.2%
Georgia	27.2%	31.3%	15.1%
United States	27.9%	32.1%	15.1%

Sources: NCG, U.S. Census Bureau

Growth among college educated population in Fayetteville has **lagged behind the region** by 4.7%.

Household Types and Current Local & Regional Rental Stock

As a percentage, Fayette County has half as many renter households compared to the region and nation While Fayetteville has nearly 29% renter households, this is still significantly less than the metro, state, and national percentage of 36-37%.

Nearly 50% of rental product in Fayetteville consists of older single-family homes and duplexes / quadplexes. Roughly 20% of rental product is newer Class A product that is most attractive to the younger, affluent, educated population ~500 units of Class A product will deliver in Downtown Fayetteville along w/ ~300 units in Trilith, bringing more desirable product to market that will attract affluent renter audiences.

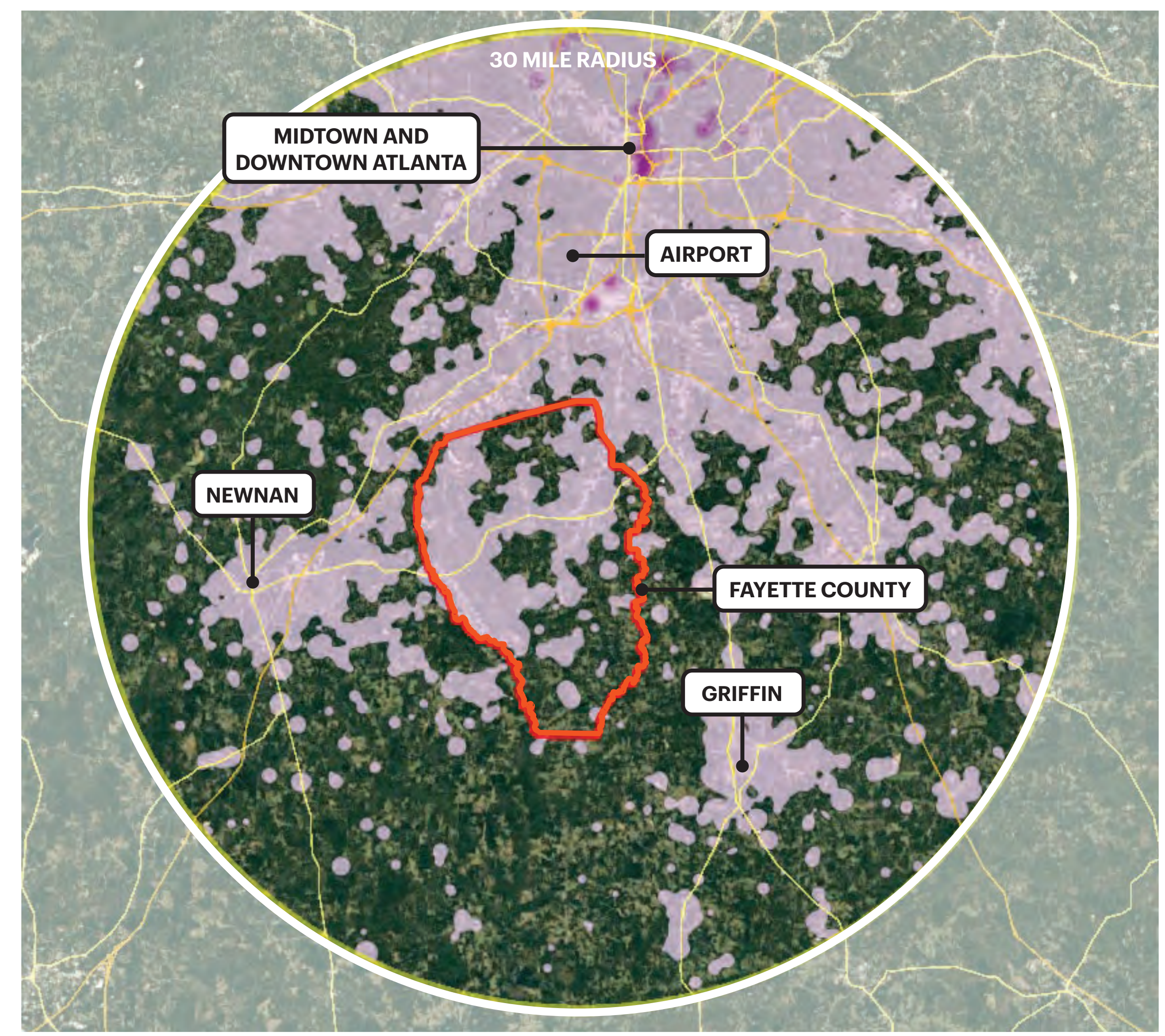
Region	Total Households	Owner Households	Renter Households	Renter Occ. %
City of Fayetteville	6,833	4,860	1,973	28.9%
Fayette County	40,285	33,015	7,270	18.0%
Atlanta Metro	2,104,360	1,331,251	773,109	36.7%
Georgia	3,758,798	2,377,773	1,381,025	36.7%
United States	120,756,048	77,274,381	43,481,667	36.0%

City of Fayetteville Product Type	Unit Count	Percentage of Rental Housing
Single Family Attached & Detached	917	36.9%
Duplexes & Quadplexes	298	12.0%
Class B & C	794	32.0%
Class A	210	8.5%
Class A in Mixed-Use	263	10.6%
Total	2,482	100%

Proximity & Connection of the Subject Area to Jobs

Most high paying jobs ($40,000+) are in Downtown / Midtown Atlanta, edge cities such as Perimeter & Cumberland, and northern suburbs. Outside of the airport area, most jobs are 30+ miles away. 45% of $40,000+ jobs located within 30-miles. 25% of high-paying jobs within 30-miles are in transportation, manufacturing, and wholesale trade sectors. These industries are concentrated heavily south of the city of Atlanta due to the major interstates which links Atlanta and the airport to Port of Savannah.

Industry Sector	
Transportation and Warehouse	12.2%
Professional, Scientific, and Technical Services	10.9%
Healthcare and Social Assistance	10.7%
Educational Services	10.5%
Public Administration	7.9%
Manufacturing	6.7%
Wholesale Trade	6.1%
Information	5.4%
Finance and Insurance	5.4%
Construction	4.4%



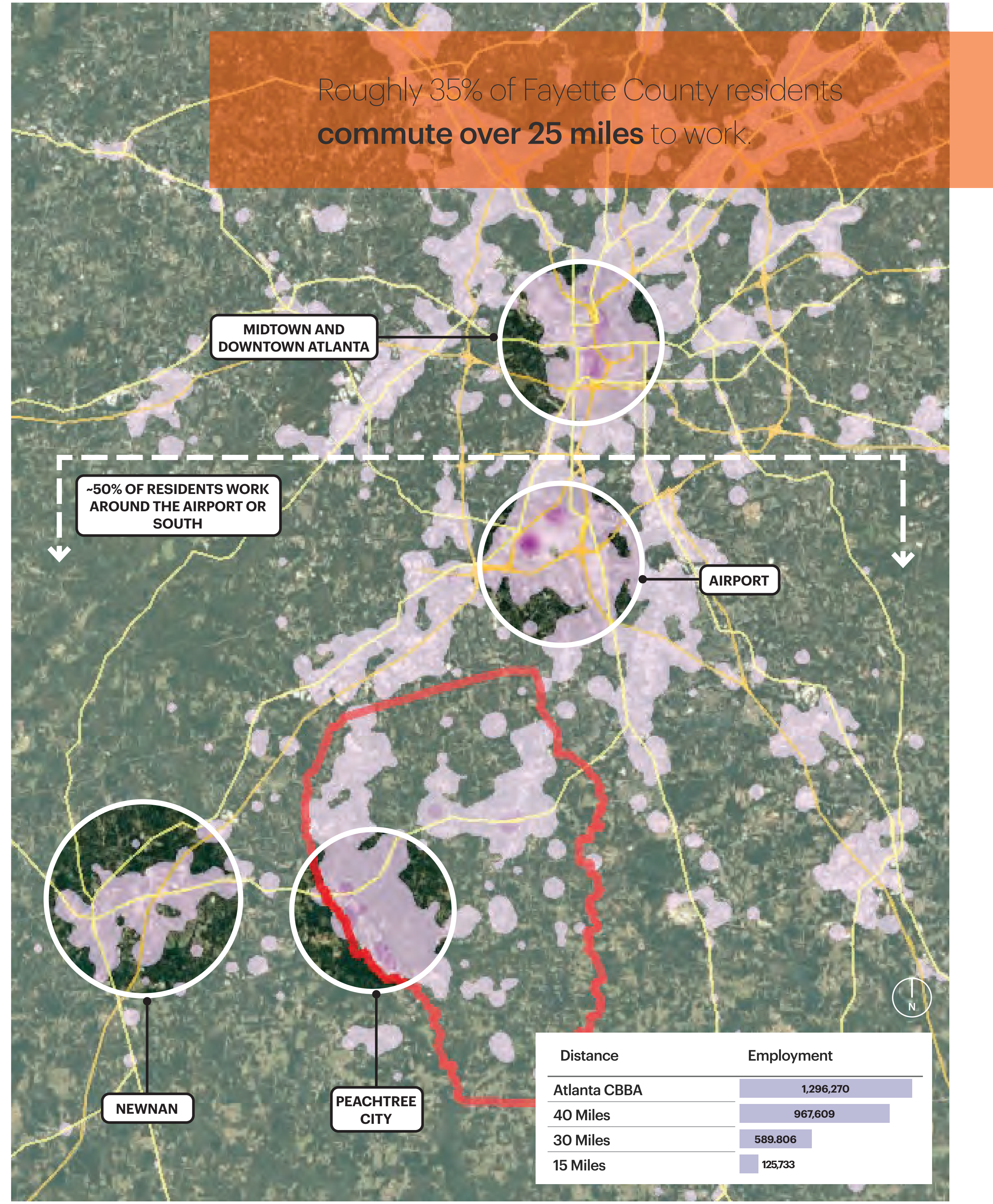
Employees Earning More than $40,000 (2018)

Work Destination of Fayette County Residents

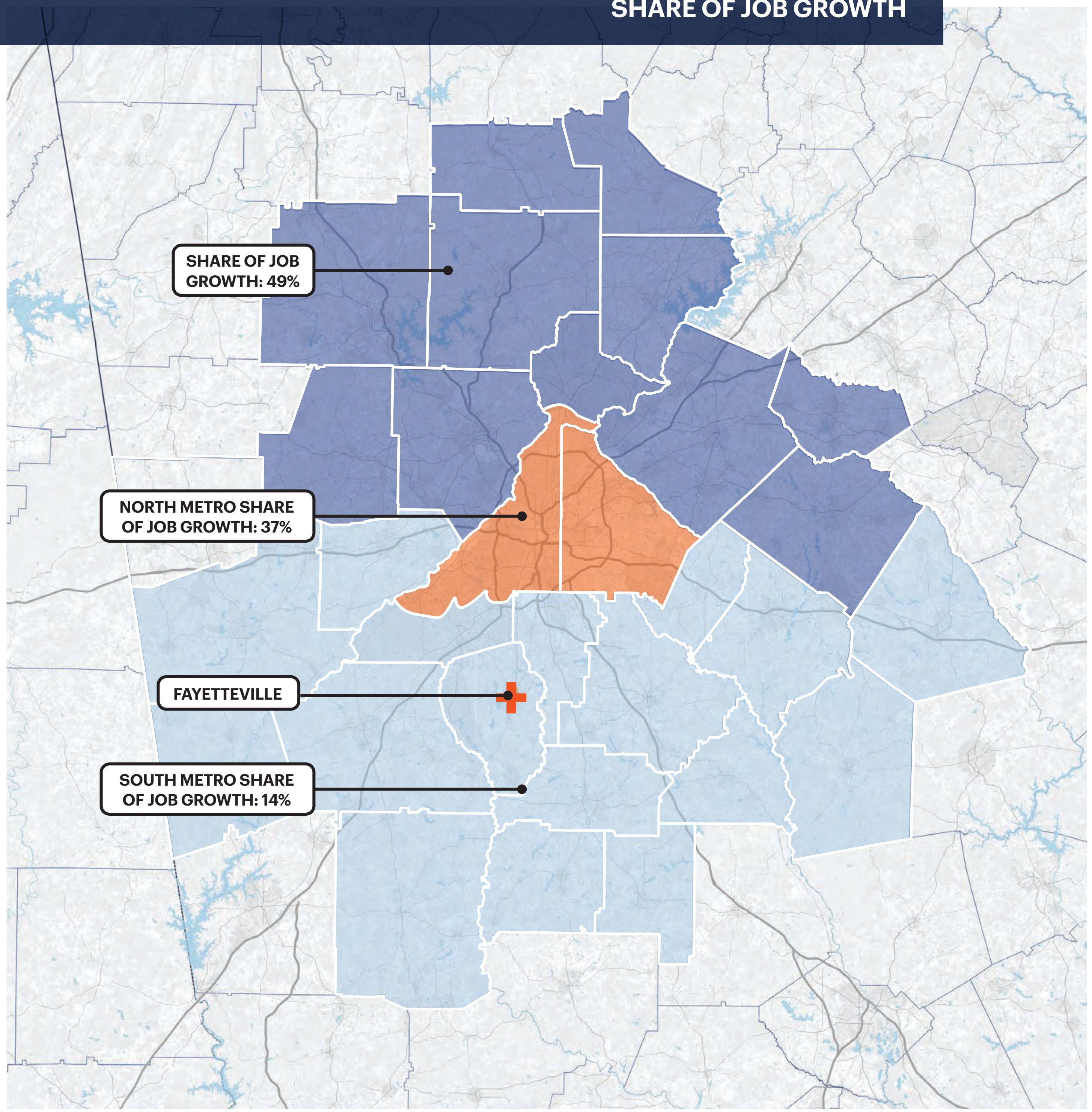
Roughly 50% of Fayette County residents work in and around the airport or south. The greatest concentrations of employment are at the airport, in Peachtree City / Fayette County, and then Downtown / Midtown with the rest of employment scattered through out the metro. With the airport and adjacent areas being a significant draw for Fayette County workers, future growth at and around the airport will serve as a significant demand driver for Fayette County and the subject area. Roughly 35% of Fayette County residents commute over 25 miles to work, which is significantly higher than the metro average of 22%. Only 22% commute less than 10 miles, compared to metro average of 35%. These figures indicate county serves primarily as a bedroom community.

Top Work Destinations

Location	Share
Airport	20.9%
Downtown / Midtown Atlanta	10.3%
Fayette County	10.3%
Peachtree City	8.5%
Coweta County	2.8%
Cumberland	2.5%
Perimeter Center	2.3%
Clayton County	2.2%
South Fulton	2.1%
Buckhead	1.2%



SHARE OF JOB GROWTH



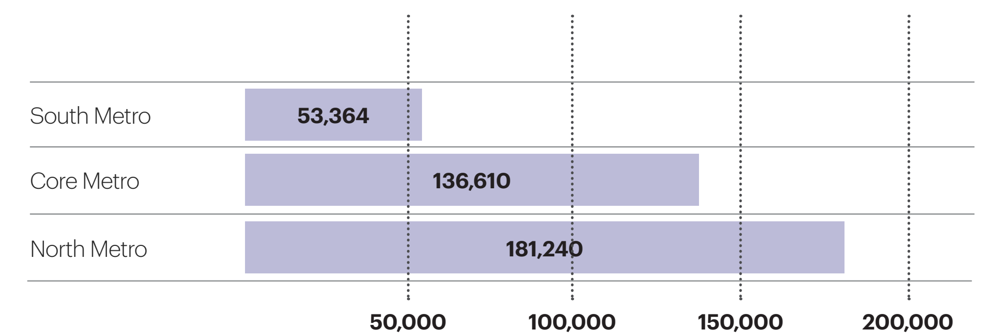
* Job data provided by U.S. Census Bureau's Longitudinal Employer-Household Dynamic data and includes private jobs only w/ salaries $40,000

0 12.5 25 50 Miles N

Where Jobs Are Being Created, 2010-2018 (Private Jobs Only)

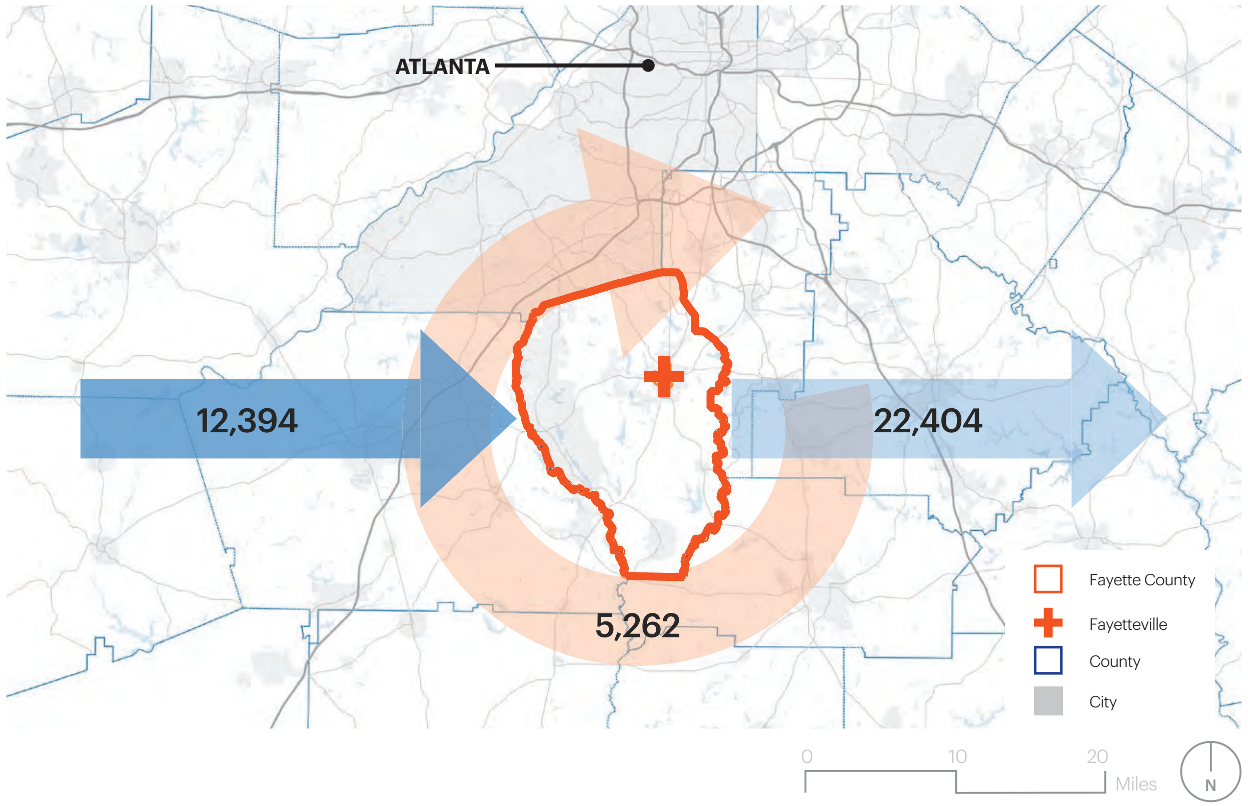
While Metro Atlanta has seen significant job growth, this growth has not been equally spread. Since 2010, growth among $40,000+ jobs has primarily occurred in the Atlanta core and northern suburbs. The lack of job growth in southern metro suburbs is a contributing factor to declining population growth rates. Chicken & egg story. South metro needs more educated workers to attract more high-paying jobs, however these workers want to be located near existing jobs and in high lifestyle areas.

Total Jobs Gained



While Metro Atlanta has seen significant job growth, **this growth has not been equally spread.**

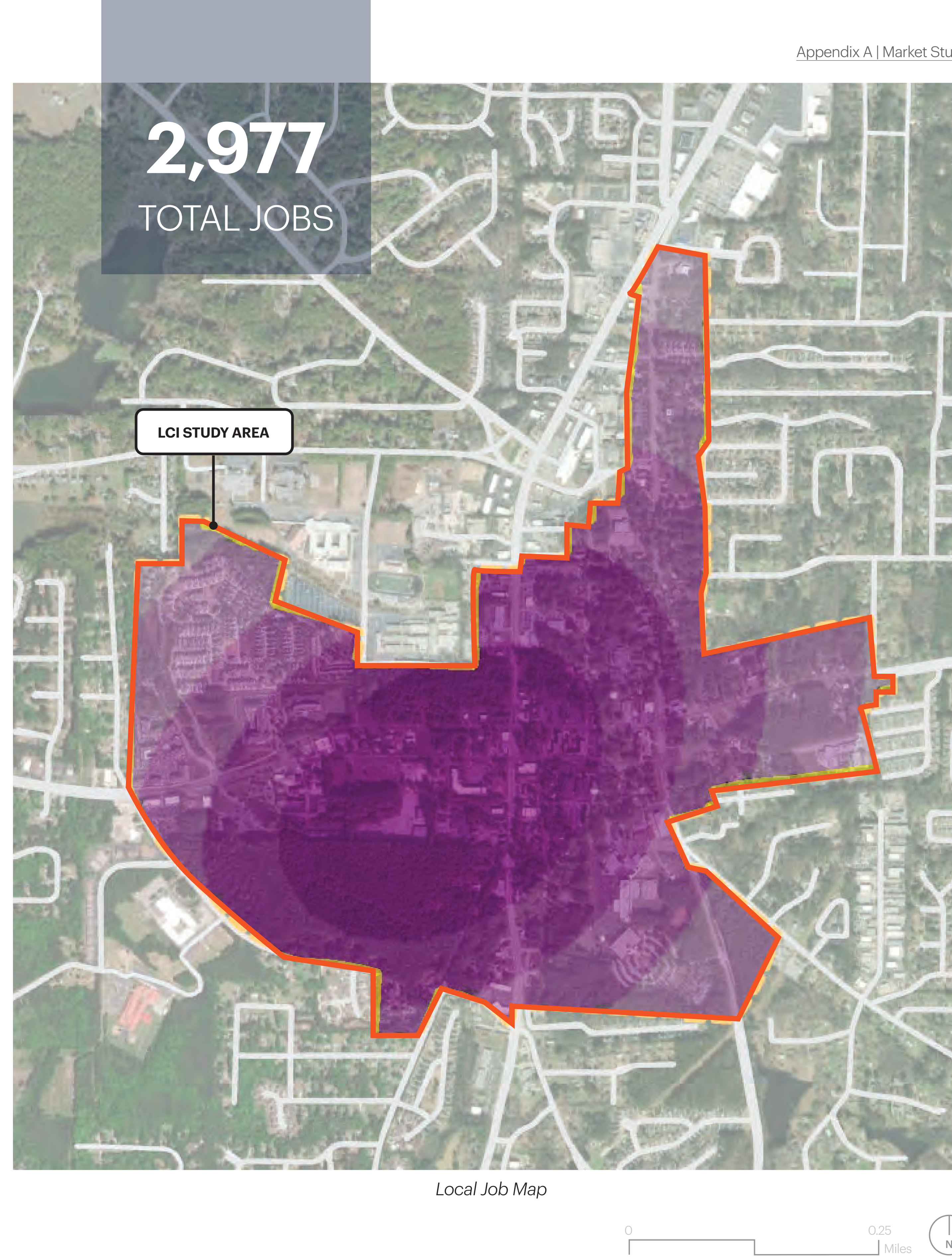
Inflow / Outflow Of $40,000+ Workers



19% of Fayette County residents work in Fayette County. Increasing housing variety and creating / improving unique lifestyle options will increase this percentage.

29.8% of people working in Fayette County who earn over $40,000 live in Fayette County, which is significantly less than other comparable metro counties. This percentage most likely is low due to limited urban typologies offered in Fayette County. 19% of Fayette County residents work in Fayette County, which is in-line with comparable counties. This could be tough to improve without significantly increasing local job offerings which would be a challenge.

County	% of Workers Living in County	% of Residents Working in County
Forsyth	31.7%	17.3%
Cherokee	42.0%	16.0%
Coweta	47.5%	21.2%
Average	40.4%	18.2%
Fayette	29.8%	19.0%



Local Job Map

Top 10 Industry Sectors in Study Areas

Sector	Share
Public Administration	39%
Educational Services	23%
Healthcare and Social Assistance	9%
Accommodation and Food Services	8%
Retail Trade	6%
Finance and Insurance	5%
Other Services (Excluding Public Administration)	3%
Professional, Scientific, and Technical Services	2%
Transportation and Warehousing	1%
Administration and Support	1%

Total Jobs by Annual Earnings

Annual Earnings	Employment
$40,000 +	53.6%
$15,001 - $39,999	29.7%
< $15,000	16.7%

Please note that this data is based on federal employment data and these jobs are not always located at the addresses reported, for example, teachers are often shown working at the board of education address, not the specific school they're working at.

Local Schools

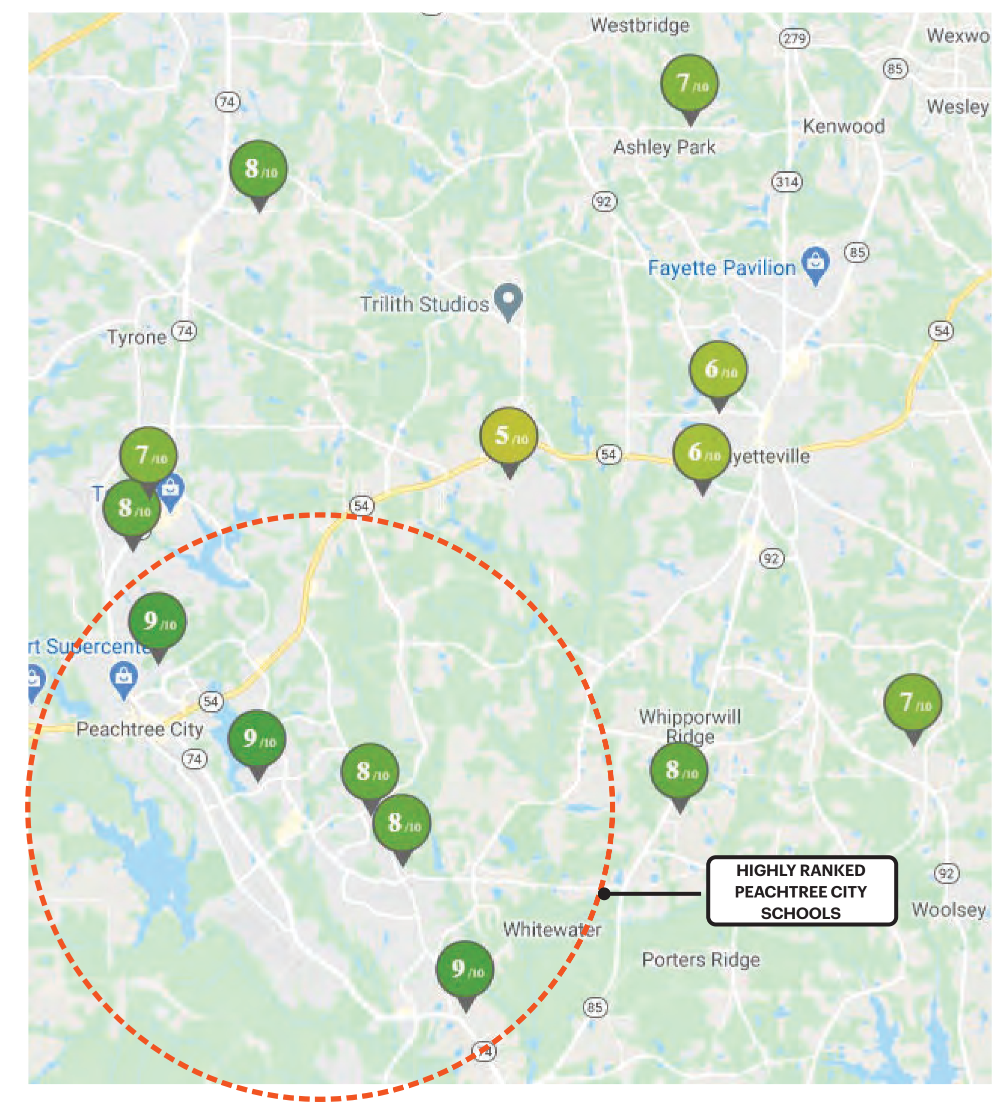
Fayette County has one of the best school systems in the metro and is a major asset in attracting residents, particularly those seeking single family housing. Schools near the study area tend to be ranked lower than schools elsewhere in the county which could limit housing premiums as homeowners seek to be located in more desirable districts.

2020 BEST SCHOOLS NICHE

Fayette County Public Schools Ranked #6 Best School District in Georgia by Niche

School Digger

Fayette County Public Schools Ranked #8 Best School District in Georgia by School Digger



Fayette County GreatSchool.org Elementary School Rankings

Demographic Overview

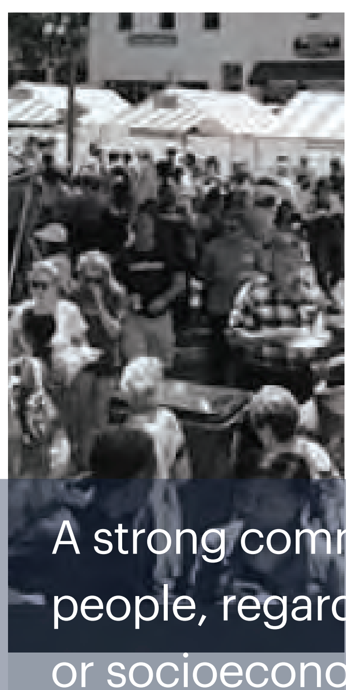
LCI Study Area

The local area is fairly affluent, with median incomes well above the state and metro average, however, significantly below that of the county. The area has seen limited growth among households / population, primarily due to limited new development in the area. Nearly 24% of the households are renter households, well above the county's average, however below that of the metro and national averages.

Population		
2021 Estimate	1,588	
2010 Census	1,474	
Growth 2010-2021	7.73%	
Growth 2010-2021, Annualized	0.70%	
Average Age	45.7	
Households		
2021 Estimate	544	
2010 Census	481	
Growth 2010-2021	13.10%	
Growth 2010-2021, Annualized	1.19%	
Owner Occupied	414	
Renter Occupied	130	
Percent Renter Occupied	23.9%	
2021 Average Household Income	$104,004	
2021 Median Household Income	$77,748	
Housing		
Median Home Value	$234,761	
Median Year Built	1990	
Average Household Size	2.24	
Households By Income (2020)		**Share**
< $24,999	56	10%
$25,000 - $34,999	35	6%
$35,000 - $49,999	74	14%
$50,000 - $74,999	98	18%
$75,000 - $99,999	72	13%
$100,000 - $124,999	58	11%
$125,000 - $149,999	45	8%
$150,000 - $199,999	50	9%
$200,000 - $249,999	27	5%
$250,00+	29	5%

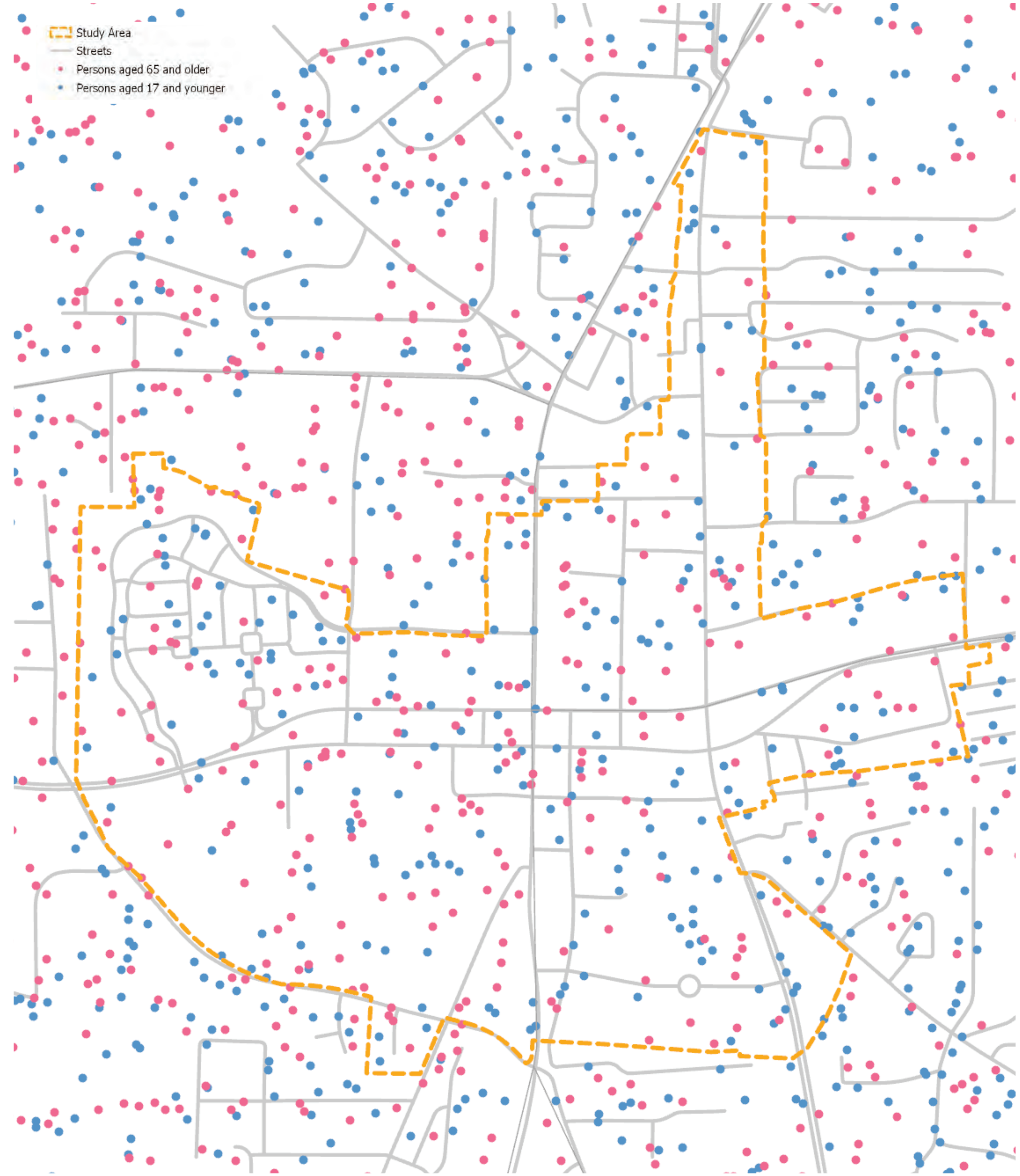
Youth and Senior Citizens

A strong community is one where all people, regardless of age, gender, race or socio-economic status, play a role. In such a community, everyone has something to offer and something to receive from each other. This interdependence is possible by leveraging the unique strengths of different social groups. This map recognizes the mix of generations.



A strong community is one where all people, regardless of age, gender, race or socioeconomic status, play a role.

Source: The Citizen



Youth and Senior Citizens

0 0.25 0.50 1 Miles

N

Health Analysis

Top Health Risks

Leading causes of age-adjusted death:

1. Ischemic Heart and Vascular Disease
2. Cancer
3. Cerebrovascular Disease
4. All Other Mental and Behavioral Disorders
5. Alzheimer's Disease

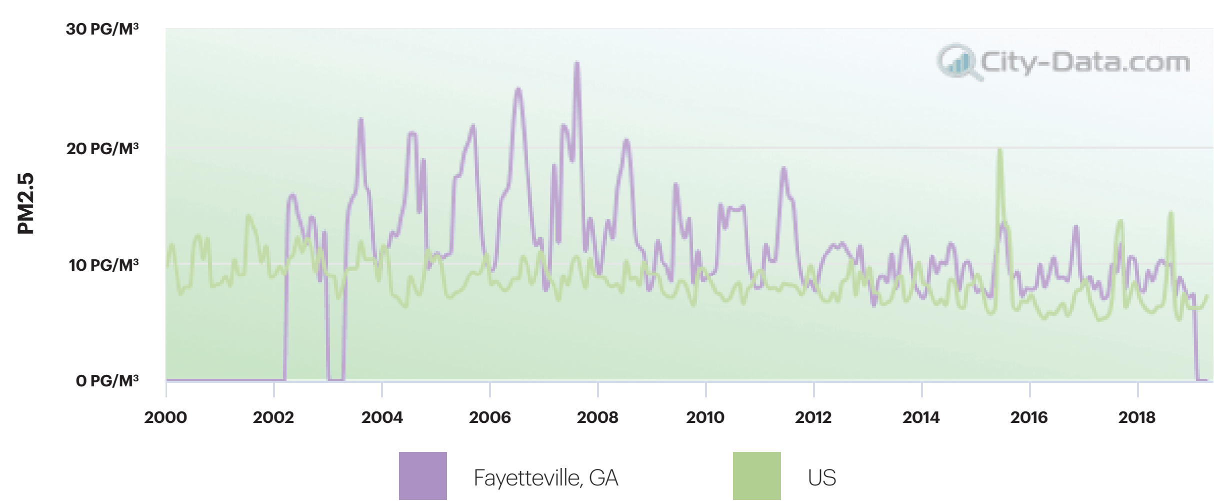
Leading causes of premature death:

1. Ischemic Heart and Vascular Disease
2. Motor Vehicle Crashes
3. Suicide
4. Cancer of the Trachea, Broncus, and Lung
5. Accidental Poisoning

Data in Fayette County. Source: Piedmont Fayette Hospital Community Needs Assessment

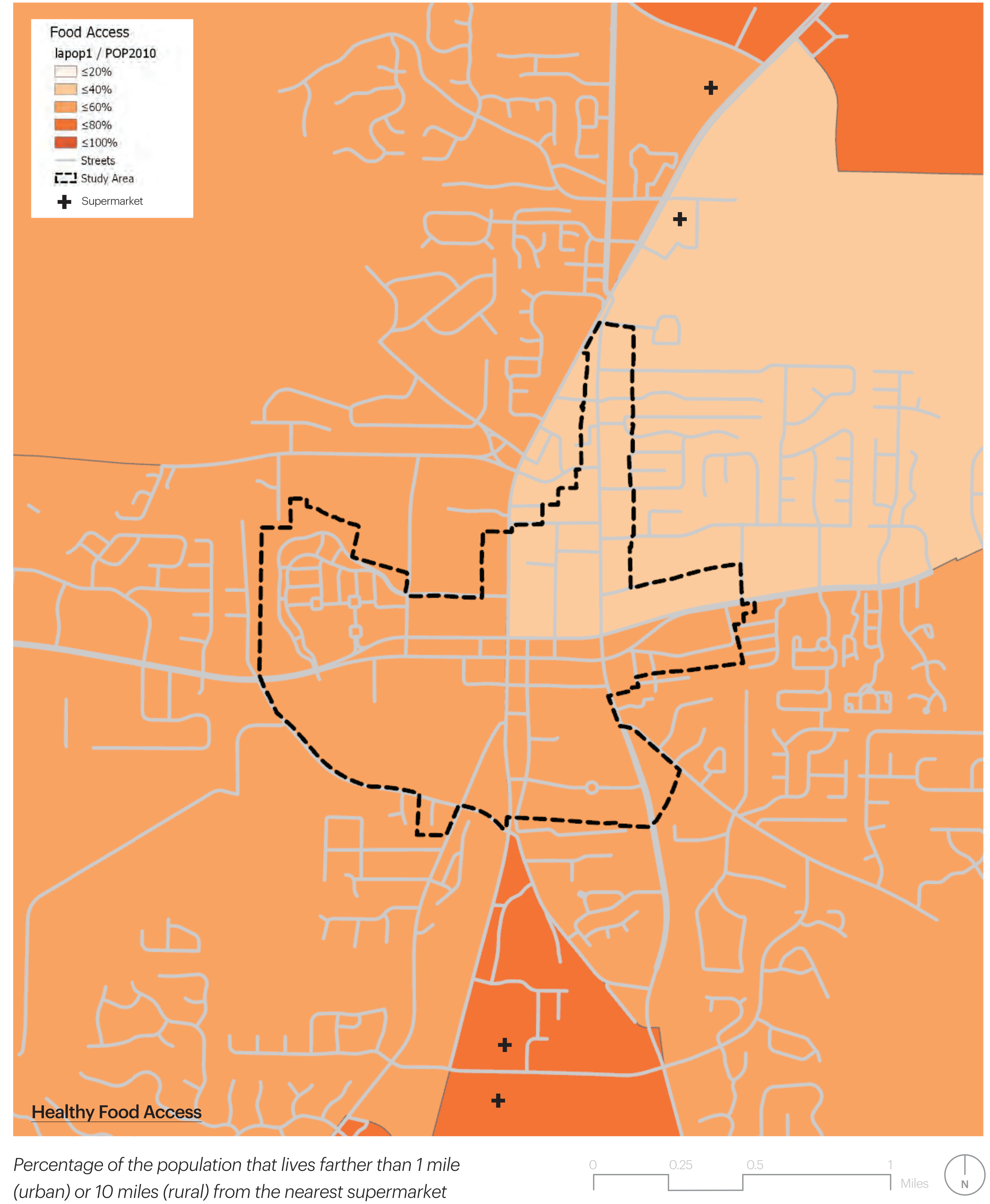
Air Quality

PARTICULATE MATTER LEVEL



Particulate Matter (PM2.5) level in 2018 was 8.69. This is about average. Closest monitor was 11.7 miles away from the city center.

http://pics4.city-data.com/sgraphs/city/air-pollution-pm2-5-Fayetteville-GA.png



Percentage of the population that lives farther than 1 mile (urban) or 10 miles (rural) from the nearest supermarket with healthy food

Strengths, Challenges, And Opportunities

Strengths

The subject area is in a moderately affluent, established suburban county with a quality school district and several local employment anchors (primarily government), and an established square with historic courthouse offering a walk-able, urban grid not found locally. There exist numerous underutilized parcels near the downtown square prime for redevelopment or infill.

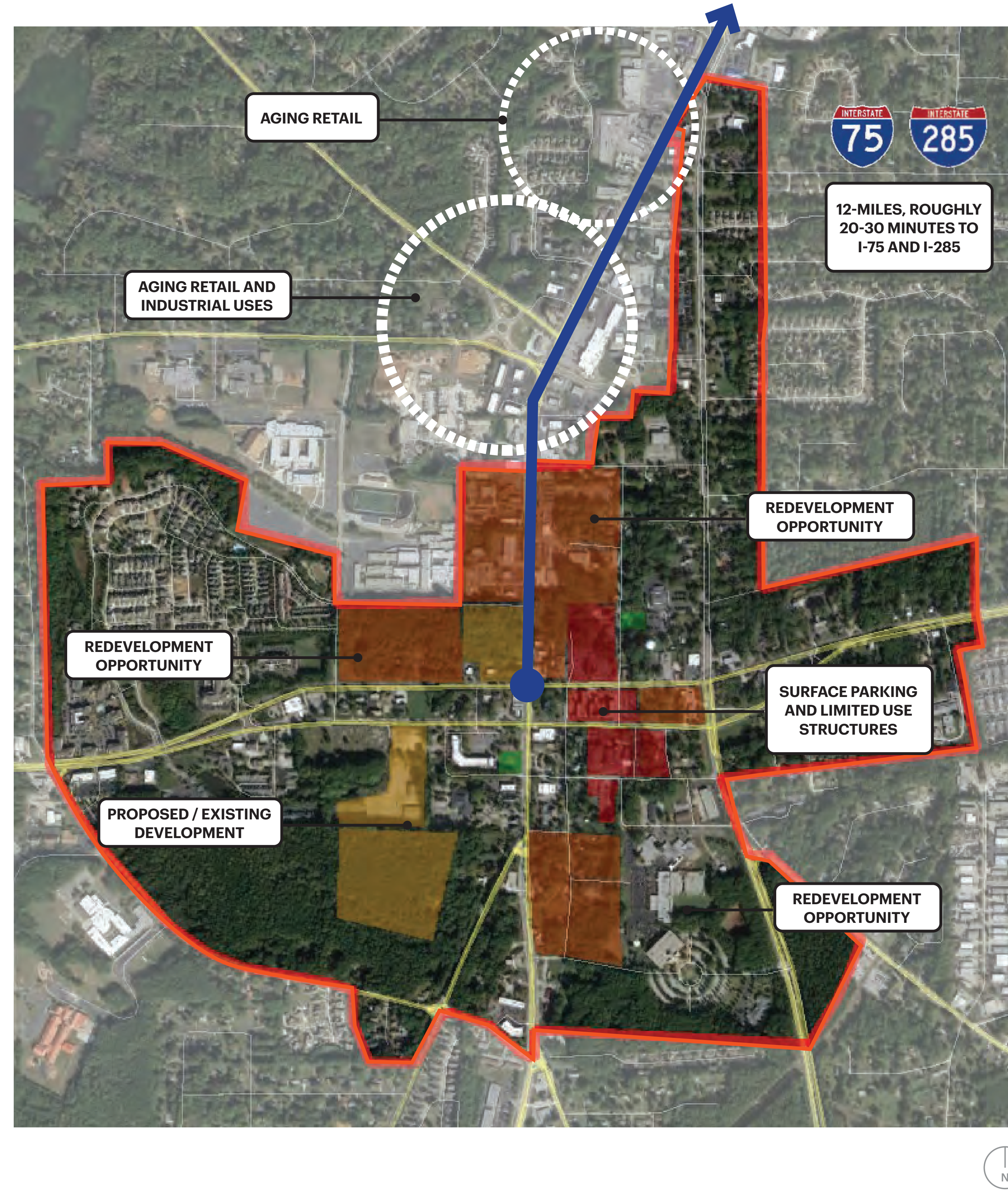
Challenges

Trilith (formerly Pinewood Forest) and Peachtree City soak up a significant amount of local demand for residential and new retail with Trilith offering quality housing in an urban, walk-able format with significant park and recreational space. Downtown has limited park space, which should be addressed, and much of the eastern portion of the historic square is occupied by surface parking and churches who limit vibrancy. Overall limited amount of undeveloped land, and many existing uses still economically viable and not yet ripe for redevelopment.

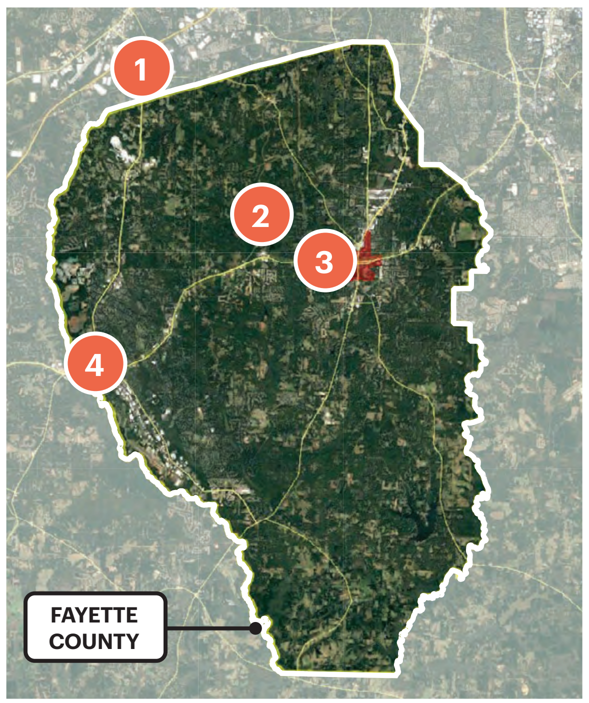
Opportunities

Downtown Fayetteville can leverage the city's established grid to provide unique to market for-sale and rental product in a walk-able format at a price discount to competing areas such as Trilith. Due to entitlement challenges elsewhere in the county, much of this demand can be captured by Downtown Fayetteville. Smaller lots can be utilized as residential infill in the form of town homes with larger mixed-use developments focused on providing ground floor commercial space for local serving retail and office where appropriate.

Downtown Fayetteville can leverage the city's established grid to provide unique to market for-sale and rental product in a walk-able format at a price discount to competing areas such as Trilith.



Multifamily Rental Residential



Comparables

In order to assess the opportunity for multifamily rental product within the study area, NCG examined the newest and best performing comps in the local area.

1. The Dylan at Fairburn (formerly Crofthouse)
2. Premiere Lofts at Trilith (formerly Pinewood)
3. The Meridian at Lafayette
4. Camden Peachtree City

In order to assess the opportunity for multifamily rental product within the study area, NCG examined the newest and best performing comps in the local area. Premiere Lofts at Trilith is the newest delivery and located in a mixed-use environment. Product currently commands $1.77 / SF, an ~18% premium to the market. New multifamily product within the study area most likely would command around $1.70 - $1.80 / SF with premiums primarily generated by the walkable environment of Downtown Fayetteville.

Product Type	Year Built	TotalUnits	Vacancy	Avg. Unit Size (SF)	Avg. Unit Price	$/SF	Comment
The Dylan	2020	276	26%	897	$1,385	$1.54	In lease up, avg 17 units / mo
Premiere Lofts at Trilith	2020	263	41%	955	$1,692	$1.77	In lease up, avg. 15.5 units / mo
The Meridian at Lafayette	2017	210	1%	966	$1,471	$1.52	Located in study area
Camden Peachtree City	2001	399	4%	1,027	$1,499	$1.46	

Sources: CoStar, NCG

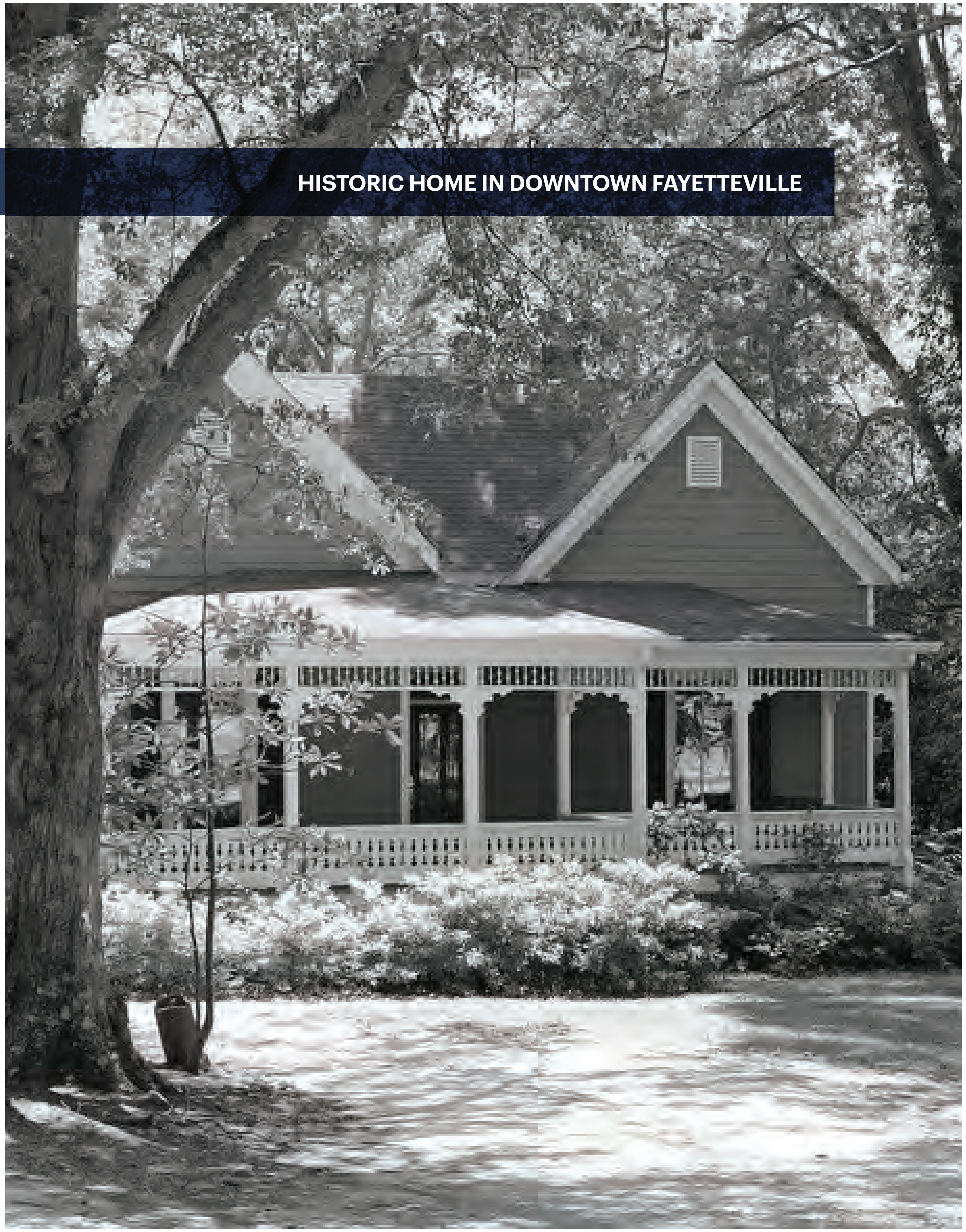
Demand

Coweta and Fayette County have seen an increase share of Class A multifamily absorption since 2011. Absorption in Fayette County has largely been limited by lack of new supply. Increasing lifestyle environments in Newnan, Trilith, and potential Downtown Fayetteville will increase the market's capture moving forward. NCG's forecasted demand of 243 units annually from 2021-2025 allows for absorption of the planned deals in the pipeline and up to an additional 250-300 units within the study area.

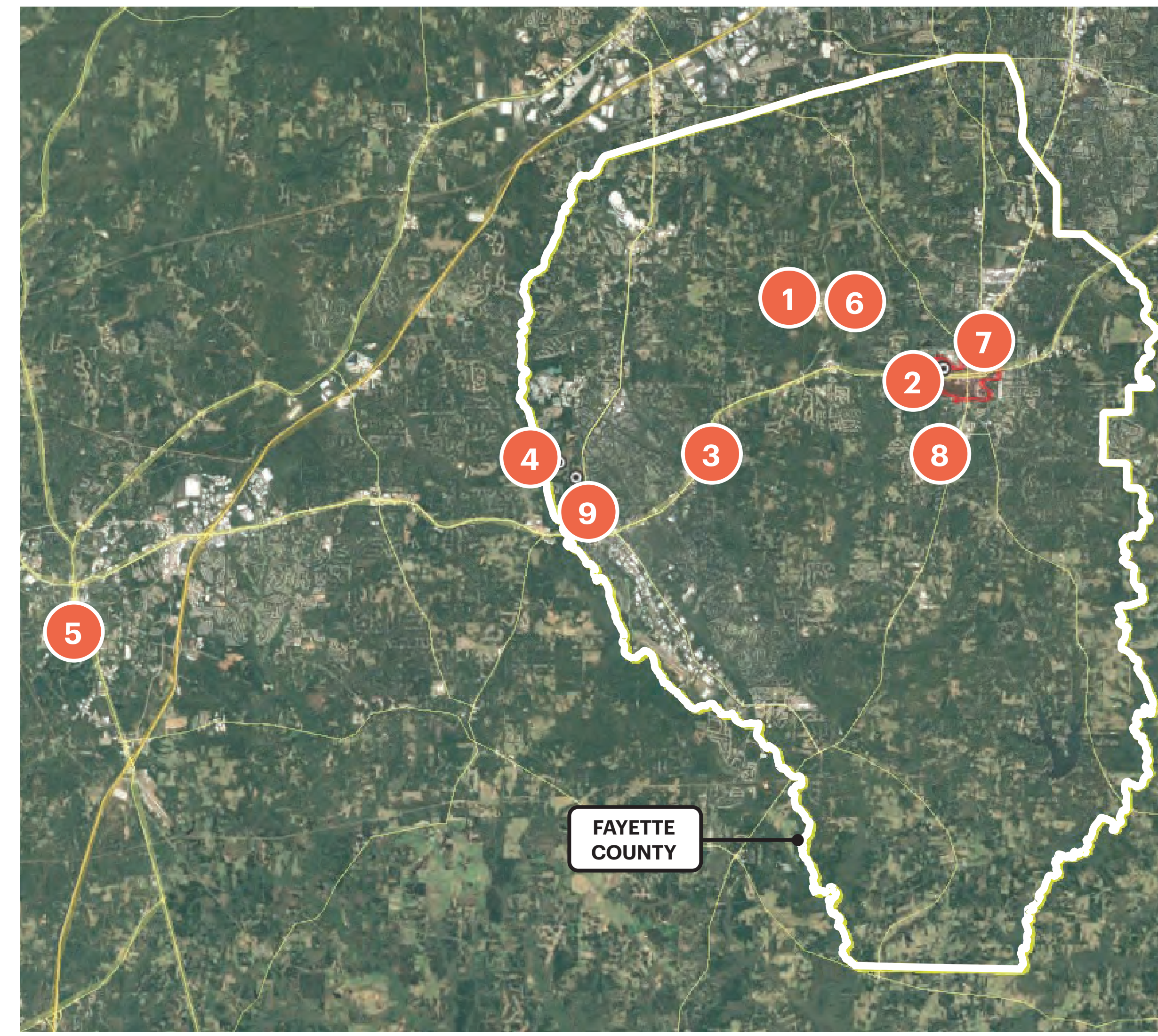
Region	2011-2020 Avg. Annual Apt Abs.	2015-2020 Avg. Annual Apt. Abs.	2021-2025 Projected Avg. Annual Apt. Abs.
Atlanta Metro	7,602 units	9,133 units	10,228 units
Coweta & Fayette County Share	1.9%	2.4%	4.1%
Coweta & Fayette County	137 units	222 units	419 units
Fayette County Share	28.8%	32.4%	58.1%
Fayette County	39 units	72 units	243 units

Sources: CoStar, NCG

Class A multifamily absorption in Fayette County has largely been **limited by lack of new supply.**



For-Sale Residential Comparables



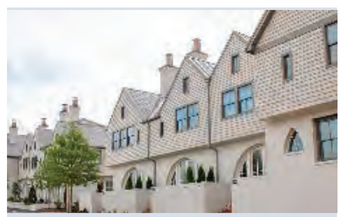
Attached Product (Town Homes)

1. Trilith
2. Villages at Lafayette Park
3. Lexington Village
4. Everton Creekside

Detached Product

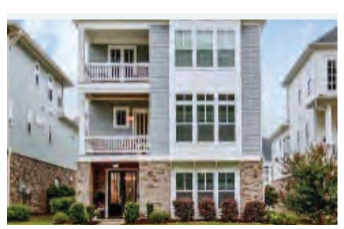
5. Newnan Vines
6. Trilith
7. Villages at Lafayette Park
8. Oakleigh Manor
9. Everton Creekside

For-Sale Attached Comparables

Community	Picture	Years Active	Unit Types	Size Range (SF)	Avg. Unit Size (SF)	Price Range	Avg. Price	$/SF
Trilith		2018+	3-4 Bed / 2.5-3.5 Bath	1,712 - 2,397	1,820	$434,900 - $679,900	$526,685	$290
Villages at Lafayette Park		2003-2004	3 Bed / 2.5-3.5 Bath	1,792 - 2,243	2,071	$190,750 - $245,000	$223,108	$108
Lexington Village		2007-2012	3 Bed / 3.5 Bath	1,732 - 2,192	2,034	$275,000 - $308,200	$292,619	$145
Everton Creekside*		2020+	3 Bed / 2.5-3.5 Bath	2,218 - 2,404	2,287	$296,000 - $317,000	$308,000	$135
Newnan Views		2019+	3 Bed / 3.5 Bath	2,052 - 3,653	2,586	$465,000 - $674,491	$537,674	$213

* All data is sourced from RedFin & MetroStudy using demonstrated sales except Everton Creekside which uses current listings

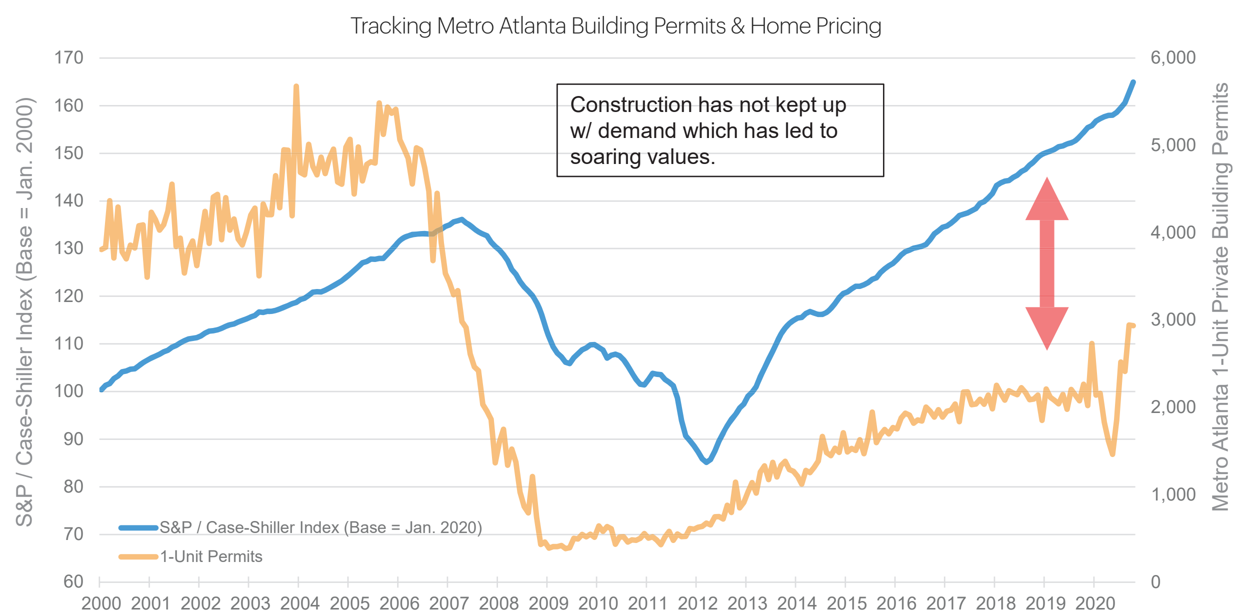
For-Sale Detached Comparables

Community	*Picture*	*Years Active*	*Unit Types*	*Size Range (SF)*	*Avg. Unit Size (SF)*	*Price Range*	*Avg. Price*	*$/SF*
Trilith		2018+	2-6 Bed / 1.5-5.5 Bath	1,098 - 3,349	1,862	$384,000 - $1,200,000	$589,580	$320
Villages at Lafayette Park*		2017+	3-5 Bed / 2.5-3.5 Bath	2,256 - 3,407	2,661	$292,300 - $400,000	$328,825	$124
Oakleigh Manor		2017+	3-5 Bed / 2-4.5 Bath	2,358 - 3,984	3,443	$350,000 - $545,541	$435,634	$129
Everton Parkside		2016+	3-5 Bed / 3-4.5 Bath	2,682 - 3,998	3,225	$464,000 - $632,455	$525,676	$164

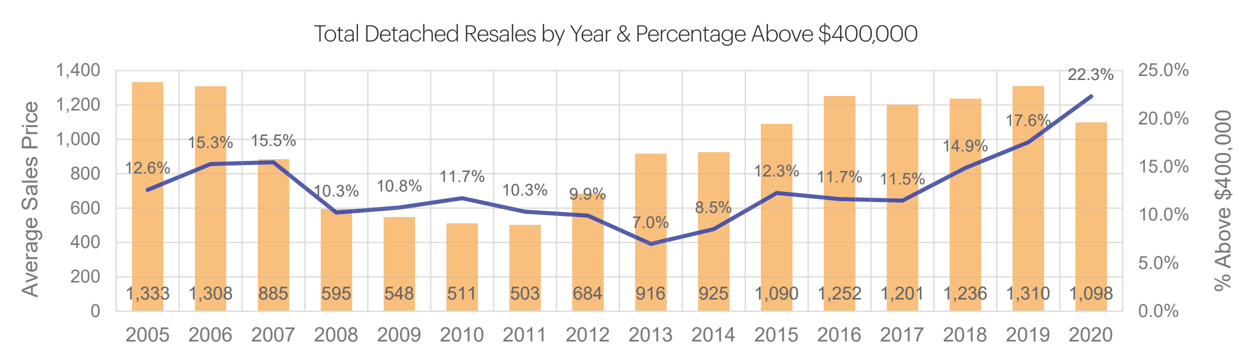
NOTE: All data is from homes built 2015+ and sold within last 2 years. Data is provided by RedFin and MetroStudy

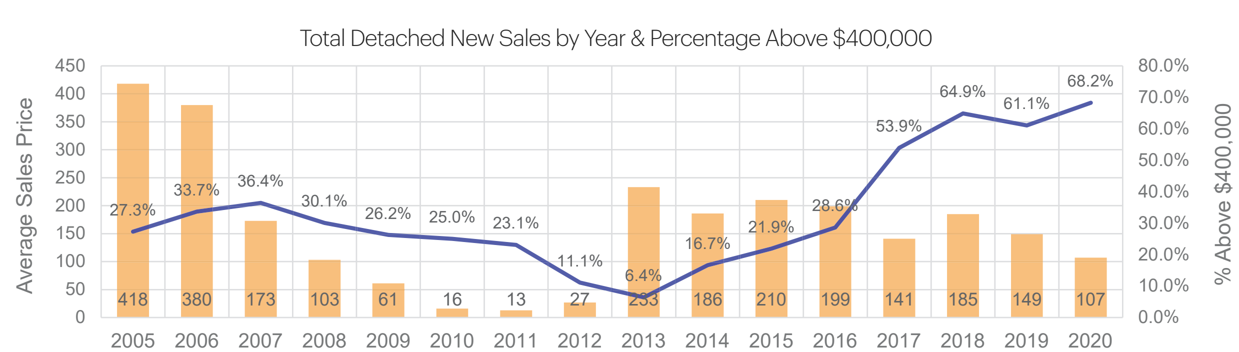
* Villages at Lafayette Park stalled halfway during The Great Recession and saw new development & sales begin in earnest in 2017+

Building Permits

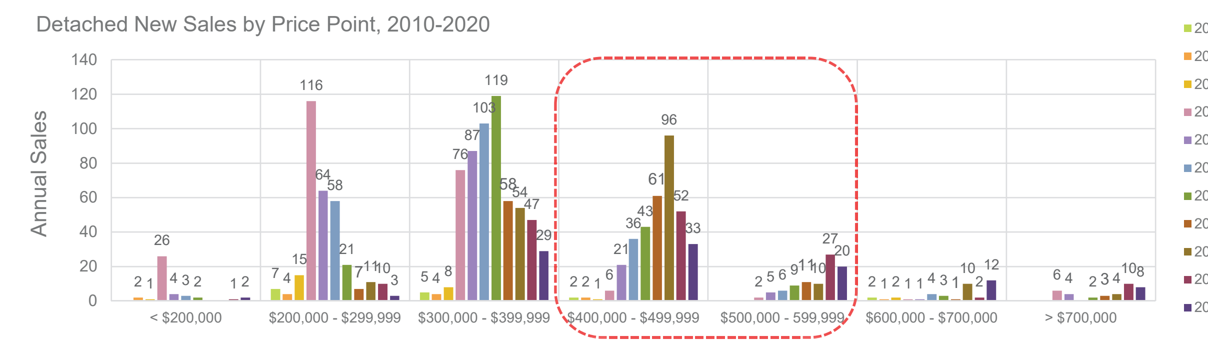


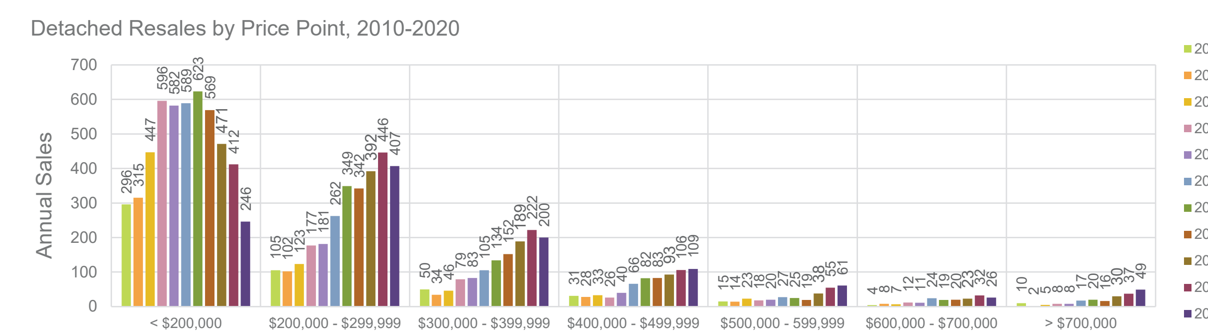
Total Sales & Percentage Above $400,000 In Primary Market Area





Detached Sales By Price Point In Primary Market Area





Detached For-Sale Demand In Primary Market Area

This data shows the historic and future demand potential for single-family detached product for the Primary Market Area (PMA) which consists of the ZIP Codes 30214 & 30215.

Given Downtown Fayetteville's unique lifestyle offering within the market NCG estimates the LCI study area could potentially capture up to 50% of the PMA demand, although this number may be limited based on the availability of sites and land costs.

Region	2005-2020 Avg. Annual Sales	2015-2020 Avg. Annual Sales	2021-2025 Projected Avg. Annual Sales
Atlanta Metro	17,871	16,212	16,678
Fayette County Share (%)	1.8%	2.2%	3.0%
Fayette County	314	361	500
PMA Share (%)	51.8%	45.8%	40.5%
PMA	163	165	203

New Single Family Detached Home Sales

Attached For-Sale Demand In Primary Market Area

This data shows the historic and future demand potential for single-family attached product for the Primary Market Area (PMA) which consists of the ZIP Codes 30214 & 30215.

Given Downtown Fayetteville's unique lifestyle offering within the market NCG estimates the study area could potentially capture up to 50% of the PMA demand.

Region	2005-2020 Avg. Annual Sales	2015-2020 Avg. Annual Sales	2021-2025 Projected Avg. Annual Sales
Atlanta Metro	3,733	3,449	4,544
Fayette County Share (%)	0.1%	0.2%	0.8%
Fayette County	4	7	35
PMA Share (%)	50.0%	90.0%	90.0%
PMA	2	6	31

New Single Family Attached Home Sales

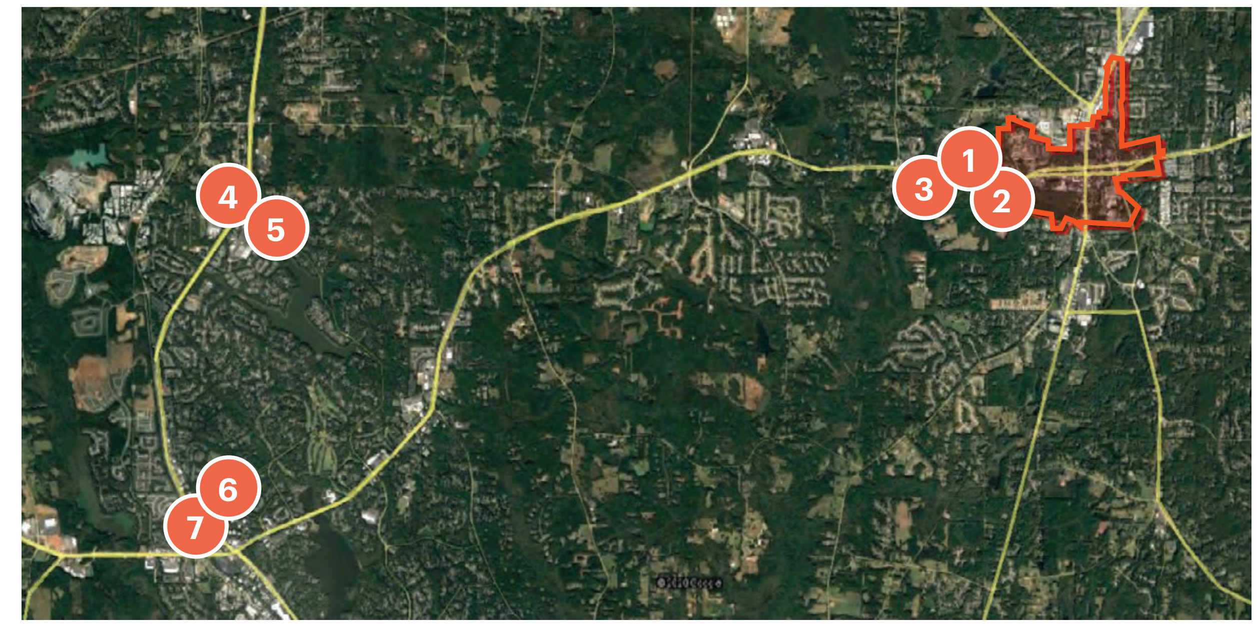
WOODSTOCK WEST BY WALTON

Source: City Of Fayetteville

Office Comparables

Existing office space within the market was primarily built prior to the recession with rents ranging from $18 - $24 Full Service / SF. Vacancy of the buildings profiled averages 18.1% with an average parking ratio of 4.3 spaces per 1,000 SF.

There is limited market activity with a new speculative office building recently delivered in Pinewood Forest with estimated rents around $30 / SF Full-Service. Additional activity includes an in-market employer building and occupying a build-to-suit space.



	Property Name	Address	Floors	Size	Rent	Rent Type	Vacancy Rate	Parking Ratio	Year Built
1	741 W Lanier Ave.	741 W Lanier Ave	2	22,420	$16.00	NNN	13.3%	4.00	2005
2	Grady Village - Bldg 100	600 W Lanier Ave	1	15,525	$14.00	NNN	8.1%	5.00	2009
3	Prestige Park	874 W Lanier Ave	2	41,450	$20.50	MG	10.5%	4.80	2007
4	100 World Dr	100 World Dr	2	35,000	$23.00	FS	26.1%	7.72	2007
5	Gateway Plaza	101 World Dr	4	60,000	$22.00	FS	0%	4.32	2001
6	Commerce Center	500 Westpark Dr	3	39,130	$24.00	FS	56.2%	4.00	1999
7	Commerce Point	525 Westpark Dr	4	52,000	$24.00	FS	12.6%	4.00	2008

The local market has been stagnant in recent years with 3 years showing negative absorption since 2016. However, there has been limited new product added to attract prospective users to the market.

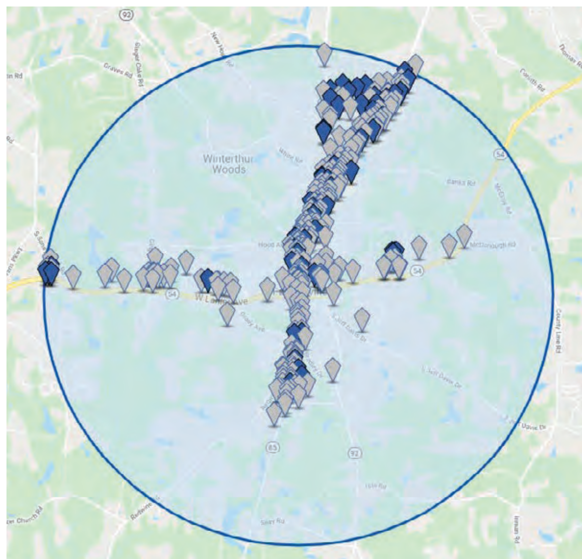
320 W Lanier Ave | Source: Showcase.com

Office Demand In Local Area

The above table tracks local market office growth driven by conventional market activity within the local area (ZIP Codes 30214 & 30215). The local market has been stagnant in recent years with 3 years showing negative absorption since 2016. However, there has been limited new product added to attract prospective users to the market. NCG estimates the local area will absorb 13,000 - 14,000 SF of Class A office space annually, Trilith likely to get first 3 years given existing space. This would indicate 25,000 SF - to 30,000 SF of additional unmet demand through 2025. Given annual absorption levels office product should be provided in the 5,000 - 20,000 SF range, ideally in high value areas such as proximity to retail, parks / trails, with high visibility.

Region	2002-2011 Avg. Annual Office Abs.	2012-2020 Avg. Annual Office Abs.	2021-2025 Projected Avg. Annual Office Abs.
Atlanta Metro	1,997,415 SF	2,310,388 SF	1,460,486 SF
South Atlanta Share	16.6%	9.5%	10.3%
South Atlanta Absorption	330,915 SF	218,385 SF	150,462 SF
Local Share	13.9%	6.6%	9.1%
Local Absorption	46,086 SF	14,380 SF	13,683 SF

Local Retail History

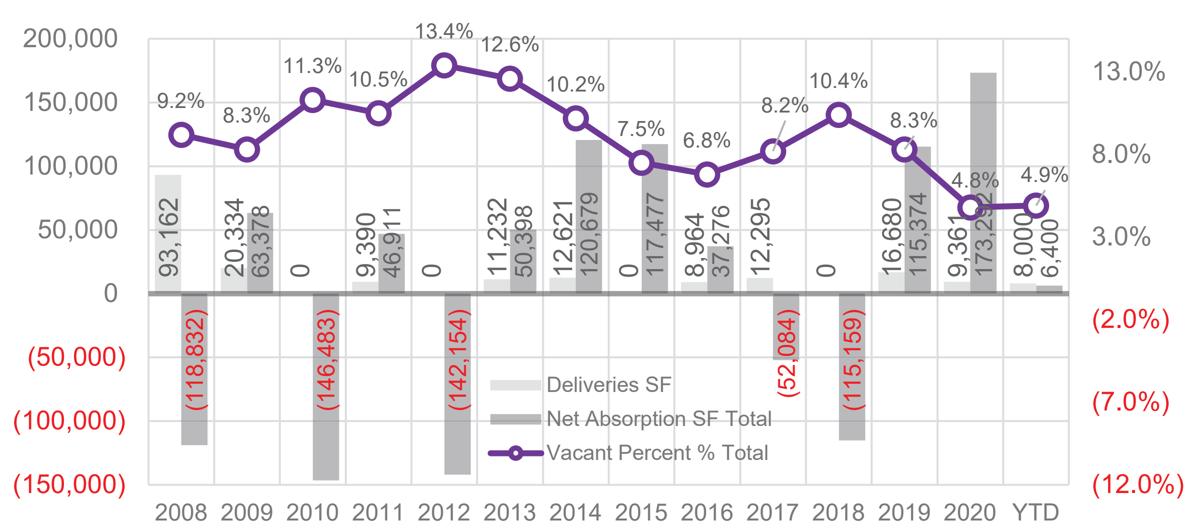


4.8 million SF of Existing Retail

4.8 million of retail space exists within 3-miles of the subject area, primarily located along Glynn St N (Route 85) with Fayette Pavilion being a major regional retail center.

Since the recession, the local retail sector has seen significant retail compression due to limited new deliveries and consistent absorption.

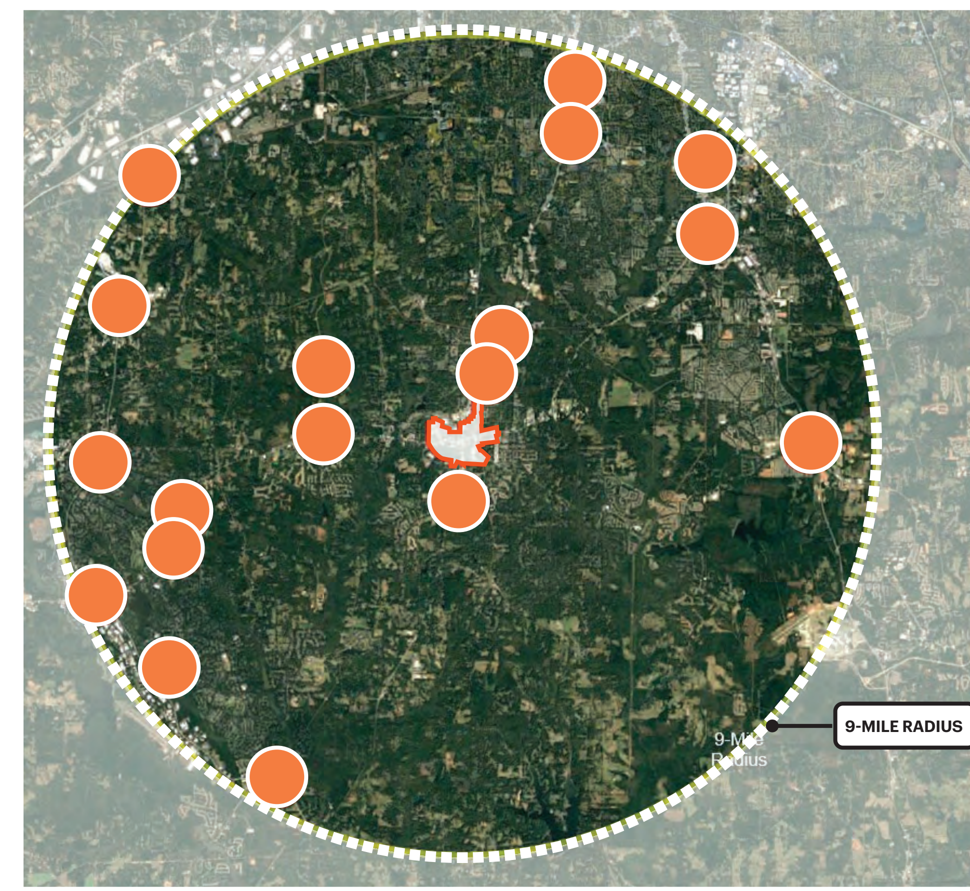
Major recent leases include Ashley HomeStore (30,000 SF), DSW (23,370 SF), Shoppers World (30,000 SF), and Burlington (49,000 SF).



Local Retail Activity: 2008-2021 YTD

Retail Demand Local Trade Area

For the purpose of retail supply and demand analysis NCG utilized a 9-mil trade area radius. Additionally, competing retail centers / cores were considered (highlighted in red) when determining potential capture rates of current unmet demand.



Estimated Retail Demand In Local Trade Area

Store Type (Excl. General Merch. & Gas)	Demand Potential[1]	Supply	Leakage (Inflow)	Per Capita	% in Non-Regional CTrs[2]	Sales in Non-Reg Ctrs	% Local Sales[2]	Local Sales in Non-Reg Ctrs	Est. Sales/SF	Capture Rate of Trade Area	Subject Site Core Capture
Furniture and Home Furnishings	$72,025,004	$61,131,418	$10,893,586	$272	30%	$21,607501	50%	$10,803,750			2,145
Furniture Stores	$43,350,088	$25,609,15	$17,740,930	$164	30%	$13,005,026	50%	$6,502,513	$218	5%	1,489
Home Furnishing Stores	$28,674,915	$35,522,261	($6,847,346)	$108	30%	$8,602,475	50%	$4,301,237	$328	5%	656
Electronics & Appliance Stores	$60,941,261	$45,858,543	$15,082,718	$230	50%	$30,470,631	25%	$7,617,658	$518	5%	735
Bldg. Materials, Garden Equipment & Supply	$291,372,849	$217,937,467	$73,435,382	$1,102	75%	$218,529,636	80%	$174,823,709			38,391
Bldg. Materials & Supply Stores	$355,720,762	$200,286,939	$55,433,823	$967	75%	$191,790,572	80%	$153,432,457	$218	5%	35,126
Lawn & Garden Equipment	$35,652,086	$17,650,529	$18,001,557	$135	75%	$26,739,065	80%	$21,391,252	$328	5%	3,265
Food & Beverage Stores	$613,606,627	$640,552,372	($56,945,745)	$2,320	80%	$490,885,302	85%	$417,252,506			44,327
Grocery Stores	$556,606,856	$620,948,495	($64,341,639)	$2,105	80%	$445,285,485	85%	$378,492,662	$475	5%	39,841
Specialty Food Stores	$15,344,760	$6,067,745	$9,277,015	$58	80%	$12,275,808	85%	$10,434,437	$270	5%	1,931
Beer, Wine & Liquor Stores	$41,655,011	$13,536,133	$28,118,878	$158	80%	$33,324,009	85%	$28,325,407	$554	5%	2,555
Health & Personal Care	$274,728,924	$212,473,326	$62,255,598	$1,039	90%	$247,256,032	80%	$197,804,825	$641	5%	15,425
Clothing & Clothing Accessories	$154,286,423	$107,615,965	$46,670,458	$583	33%	$50,914,520	33%	$16,801,791			2,124
Clothing Stores	$109,519,282	$92,527,339	$16,991,943	$414	33%	$36,141,363	33%	$11,926,650	$402	5%	1,484
Shoe Stores	$24,566,177	$8,603,112	$15,963,065	$93	33%	$8,106,838	33%	$2,675,257	$287	5%	466
Jewelry, Luggage & Leather Goods	$20,200,964	$6,485,514	$13,715,450	$76	33%	$6,666,318	33%	$2,199,885	$631	5%	174
Sporting Goods, Hobby, Book & Music	$51,749,619	$27,404,796	$24,344,823	$196	50%	$25,874,810	50%	$12,937,405			2,364
Sporting Goods, Hobby, Musical Instrument	$47,009,827	$26,395,183	$20,614,644	$178	50%	$23,504,914	50%	$11,752,457	$273	5%	2,152
Book & Music Stores	$4,739,792	$1,009,613	$3,730,179	$18	50%	$2,369,896	50%	$1,184,948	$280	5%	212
General Merch. Stores	$556,820,425	$419,429,034	$137,391,391	$2,100	70%	$391,788,260	80%	$313,430,608			21,196
Department Stores	$39,733,936	$22,053,474	$17,680,462	$150	10%	$3,973,394	80%	$3,178,715	$310	5%	513
Warehouse Clubs and Superstores	$517,086,488	$397,375,561	$119,710,927	$1,955	75%	$387,814,866	80%	$310,251,893	$750	5%	20,683
Miscellaneous Store Retailers	$86,649,376	$40,169,344	$46,480,032	$328	75%	$64,578,710	85%	$54,626,023			11,177
Florists	$3,991,646	$1,261,275	$2,730,371	$15	90%	$3,592,481	100%	$3,592,481	$316	5%	568
Office Supplies, Stationery & Gifts	$18,682,606	$27,322,213	($8,639,607)	$71	75%	$14,011,955	95%	$13,311,357	$283	5%	2,353
Used Merchandise Stores	$12,457,396	$11,460,936	$996,460	$47	100%	$12,457,396	95%	$11,834,526	$283	5%	2,092
Other Miscellaneous Store Retailers	$51,517,728	$124,920	$51,392,808	$195	67%	$34,516,878	75%	$25,887,658	$210	5%	6,164
Food Service & Drinking Places	$483,845,521	$359,431,733	$124,413,788	$1,830	80%	$387,076,417	38%	$147,890,131			51,102
Full-Service Restaurants	$228,240,388	$134,578,548	$93,661,840	$863	80%	$182,592,310	25%	$45,648,078	$431	25%	26,466
Limited-Service Eating Places	$207,578,248	$216,347,184	($8,768,936)	$785	80%	$166,062,598	50%	$83,031,299	$279	5%	14,902
Drinking Places (Alcoholic)	$16,221,973	$3,588,494	$12,633,479	$61	80%	$12,977,578	50%	$6,488,789	$400	25%	4,055
Snack / Non-Alcoholic Drink Places	$31,804,912	$4,917,507	$26,887,405	$120	80%	$25,443,930	50%	$12,721,965	$560	25%	5,679
TOTAL	**$2,646,026,029**	**$2,132,003,998**	**$514,022,031**	**$10,006**	**73%**	**$1,928,981,816**	**70%**	**$1,353,988,406**	**$385**		**188,987**

Summary Of Estimated Retail Demand

Retail demand exists for a building material & supply store. Lowe's and Home Depot are both located north of the subject area, so a candidate would most likely be an Ace Hardware / neighborhood serving type store. Demand exists within the trade area for a smaller grocery, with most of this demand coming from south and east of the subject area where households are under served. Given the nearby grocers a full-service large-scale national brand grocer is unlikely, but a smaller grocer such as a Lidl.

There are small amounts of demand across various store types. While not enough for a standalone store, these uses could potentially fill stalls or portions of boutique lifestyle brand stores. Food service is the major driver of retail today and there appears to be significant demand for full-service restaurants as well as some demand for limited-service restaurants, a bar, and snack / drink shops such as a smoothie store or coffee shop. While not shown, NCG estimates an additional 10,000 - 15,000 SF of currently under-served population servicing businesses such as hair salon, banks, and child day care facilities.

Local Retail Rents

Property Name	Address	SF Leased	Price/SF	Rent Type
125-127 Pavilion Parkway	Shoppers World	30,000	$7.00	NNN
119-123 Pavilion Parkway	Ashley HomeStore	30,000	$7.30	NNN
125-127 Pavilion Parkway	Burlington	49,000	$11.00	NNN
725 E Lanier Ave	Farmers Insurance	1,250	$14.50	FS
1307 Glynn St	State Farm	1,400	$15.00	NNN
834 Glynn St	Ionic VR	1,820	$16.00	NNN
1240 Highway 54 W	The Skin Society	1,826	$18.50	NNN
105-113 Pavilion Parkway	BurgerIM	2,397	$29.00	NNN
100 Promenade Parkway	T-Mobile	3,000	$33.60	NNN
270 Glynn St N	Available	1,000 – 7,000	$14.50	NNN
535 Glynn St N	Available	1,200 – 6,300	$20.50	NNN

Store Type (Excl. General Merch. & Gas)	Existing Population in Local Trade Area	Typical Store SF	Market Depth for Adequate Store Size	Estimated SF Demand for Subject Area
Furniture and Home Furnishings	2,145		0	0
Furniture Stores	1,489	7,969	0	0
Home Furnishing Stores	656	4,214	0	0
Electronics & Appliance Stores	735	6,577	0	0
Bldg. Materials, Garden Equipment & Supply	38,391		35,126	35,126
Bldg. Materials & Supply Stores	35,126	25,000	35,126	25,000
Lawn & Garden Equipment	3,265	4,200	0	0
Food & Beverage Stores	44,327		0	20,000
Grocery Stores	39,841	45,000	0	20,000
Specialty Food Stores	1,931	1,988	0	0
Beer, Wine & Liquor Stores	2,555	3,196	0	0
Health & Personal Care	15,425	12,544	12,544	12,544
Clothing & Clothing Accessories	2,124		0	0
Clothing Stores	1,484	3,500	0	0
Shoe Stores	466	2,950	0	0
Jewelry, Luggage & Leather Goods	174	1,494	0	0
Sporting Goods, Hobby, Book & Music	2,364		0	0
Sporting Goods, Hobby, Musical Instrument	2,152	2,713	0	0
Book & Music Stores	212	2,674	0	0
General Merch. Stores	21,196		0	0
Department Stores	513	30,000	0	0
Warehouse Clubs and Superstores	20,683	80,000	0	0
Miscellaneous Store Retailers	11,177		6,164	6,164
Florists	568	1,424	0	0
Office Supplies, Stationery & Gifts	2,353	3,578	0	0
Used Merchandise Stores	2,092	2,500	0	0
Other Miscellaneous Store Retailers	6,164	2,000	6,164	6,164
Food Service & Drinking Places	51,102		51,102	51,102
Full-Service Restaurants	26,466	3,212	26,466	26,466
Limited-Service Eating Places	14,902	2,400	14,902	14,902
Drinking Places (Alcoholic)	4,055	2,000	4,055	4,055
Snack / Non-Alcoholic Drink Places	5,679	2,100	5,679	5,679
TOTAL	188,987		104,936	124,936

B Appendix : Community Survey

Community Engagement Survey

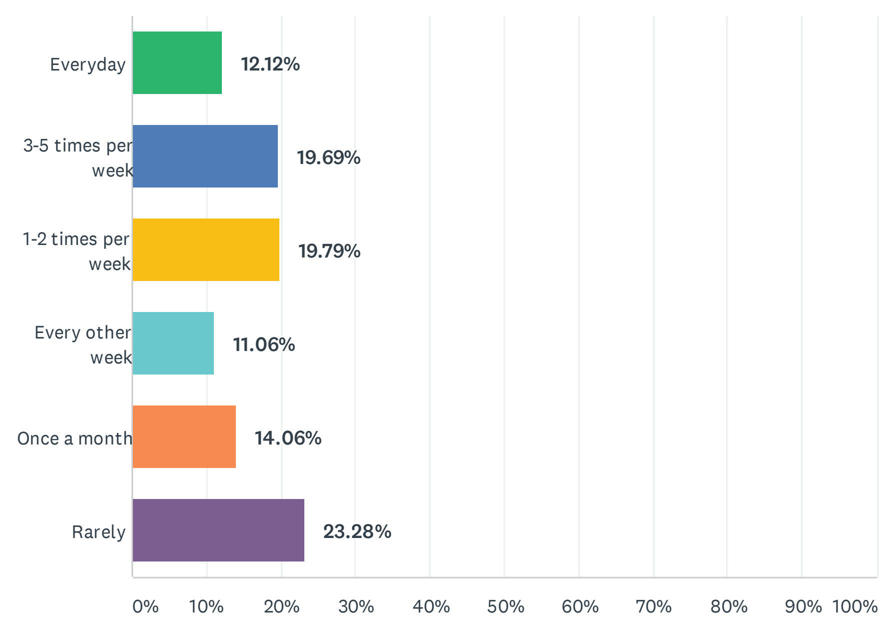
Comprehensive Results

Overview

The community survey conducted in February 2021 yielded input from over a 1000 participants.

Q1: How Often do you go to Downtown Fayetteville?

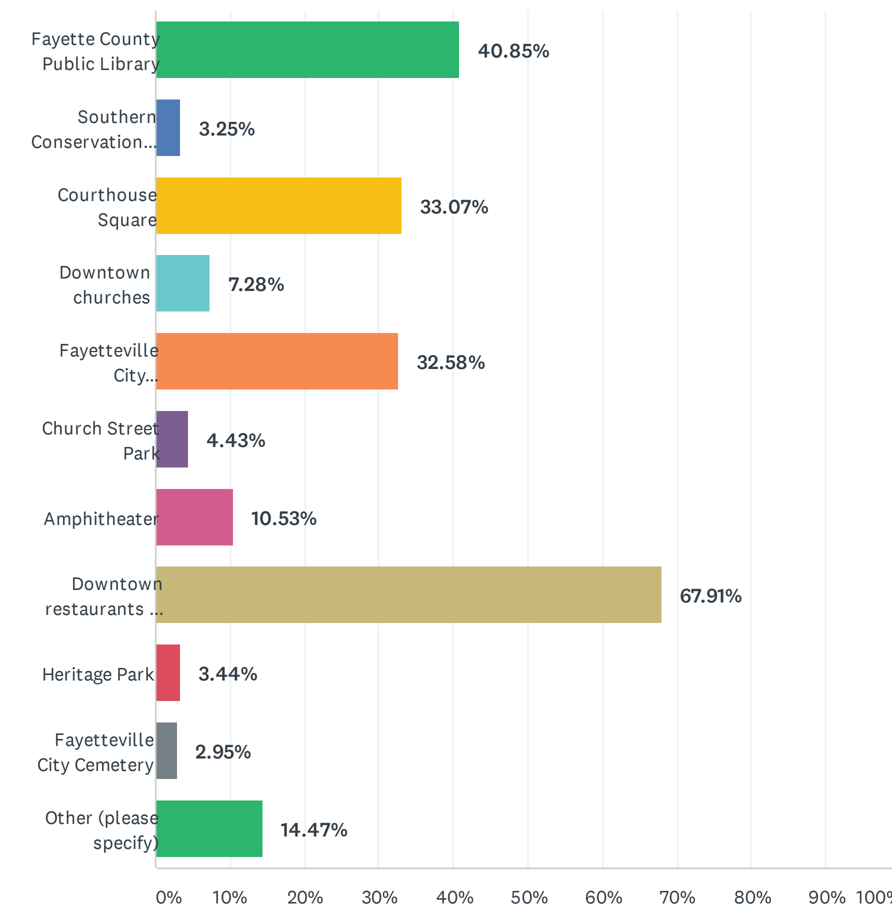
Answered: 1,031 Skipped: 10



ANSWER CHOICES	RESPONSES	
Everyday	12.12%	125
3-5 times per week	19.69%	203
1-2 times per week	19.79%	204
Every other week	11.06%	114
Once a month	14.06%	145
Rarely	23.28%	240
TOTAL		1,031

Q2 What are the top places you go to in Downtown? (select three)

Answered: 1,016 Skipped: 25



ANSWER CHOICES	RESPONSES	
Fayette County Public Library	40.85%	415
Southern Conservation Trust	3.25%	33
Courthouse Square	33.07%	336
Downtown churches	7.28%	74
Fayetteville City Hall/Fayette County Government Complex	32.58%	331
Church Street Park	4.43%	45
Amphitheater	10.53%	107
Downtown restaurants and bars	67.91%	690
Heritage Park	3.44%	35
Fayetteville City Cemetery	2.95%	30
Other (please specify)	14.47%	147
Total Respondents: 1,016		

#	OTHER (PLEASE SPECIFY)	DATE

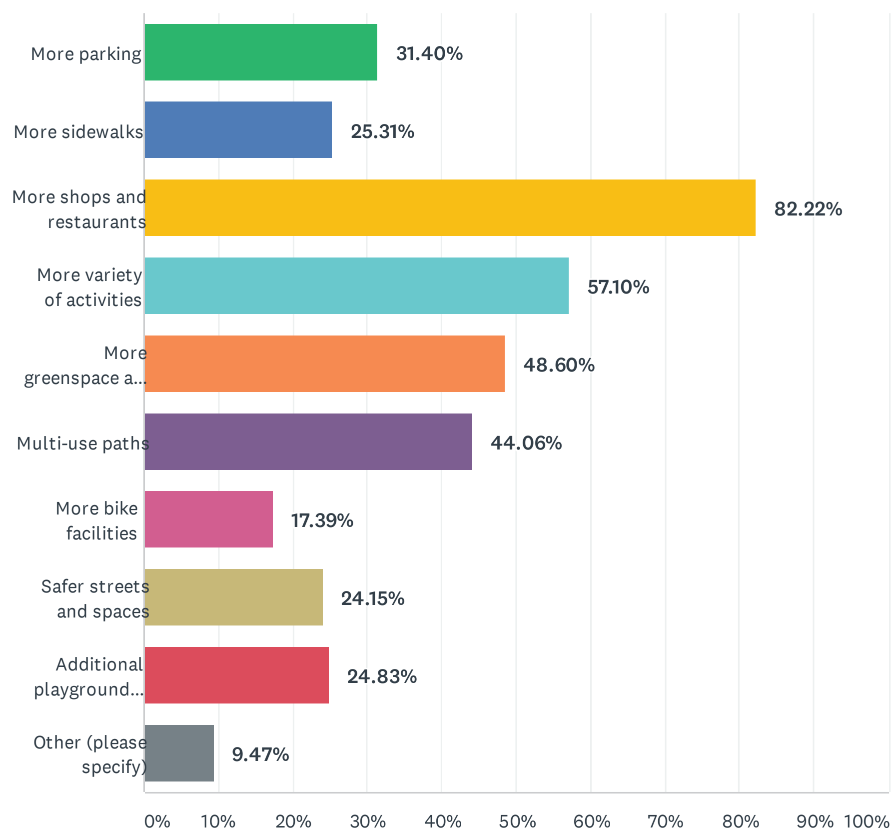
1	Restaurants Gremlin Growlers	3/19/2021 4:01 PM
2	Restaurants Diggers	3/19/2021 1:50 PM
3	Icca Islamic community center	3/18/2021 8:47 PM
4	Parks/Open Spaces mcdonough park, pavillion	3/17/2021 7:14 PM
5	Restaurants Restaurants	3/13/2021 10:39 AM
6	Log Cabin	3/12/2021 6:22 PM
7	My workplace My office	3/12/2021 11:03 AM
8	mall The Mall	3/9/2021 5:44 PM
9	barbershop/salon Barbershop	3/6/2021 6:07 PM
10	Downtown area Walk around the downtown area	3/6/2021 11:26 AM
11	post office post office, bank	3/5/2021 9:37 PM
12	No Comment/None No comment	3/5/2021 6:51 PM
13	Stores Stores	3/5/2021 9:46 AM
14	Stores Junk Mammas Store	3/5/2021 9:37 AM
15	bank Heritage Bank	3/5/2021 8:05 AM
16	Restaurants City Cafe	3/4/2021 8:33 PM
17	barbershop/salon Hair Salon	3/4/2021 5:00 PM
18	Downtown area American Legion log cabin	3/4/2021 7:46 AM
19	Stores Downtown shops	3/3/2021 11:40 AM
20	Stores Home Depot	3/3/2021 11:34 AM
21	post office Post office	3/3/2021 9:28 AM
22	Restaurants Twisted taco	3/3/2021 8:36 AM
23	Doctor/Dentist Piedmont Hospital	3/2/2021 8:15 PM
24	No Comment/None None of the above	3/2/2021 8:13 PM
25	Doctor/Dentist Dentists	3/2/2021 4:50 PM
26	Parks/Open Spaces Fayetteville Pavilion	3/2/2021 4:04 PM
27	Museum History museum	3/2/2021 12:04 PM
28	barbershop/salon Barber Shop (Sam's)	3/2/2021 10:54 AM
29	Restaurants Dunkin Donuts right off the square	3/2/2021 10:20 AM
30	bank The Southern Credit Union	3/2/2021 10:05 AM
31	Stores Crystal Store	3/2/2021 9:10 AM
32	Stores Shopping	3/2/2021 9:04 AM
33	Doctor/Dentist chiropractor/massage	3/2/2021 7:49 AM
34	My workplace Work and Home	3/2/2021 7:19 AM
35	post office post office	3/1/2021 10:49 PM
36	post office Post office and drycleaners	3/1/2021 9:29 PM
37	Stores Kroger and Publix grocery store	3/1/2021 8:03 PM
38	Stores Stores and parks	3/1/2021 4:21 PM
39	Parks/Open Spaces walking routine	3/1/2021 9:28 AM
40	My Home Residence in Lafayette Park Subdivision	2/28/2021 9:17 PM
41	post office Post Office	2/28/2021 6:23 PM
42	barbershop/salon Hair Salon-Hair At the Square	2/27/2021 8:27 AM
43	bank Credit Union	2/26/2021 4:36 PM

44	Just passing through Driving Thru	2/26/2021 11:44 AM
45	Downtown area Downtown is not an happening place needs a new look	2/26/2021 8:48 AM
46	barbershop/salon Shenanigan's hair salon	2/26/2021 1:07 AM
47	Restaurants Gremlin Growlers	2/25/2021 8:41 PM
48	Stores Uniquely Gifted	2/25/2021 8:29 PM
49	Restaurants Gremin Growlers	2/25/2021 8:28 PM
50	Doctor/Dentist Stores Great Frame Up, Dentist	2/25/2021 7:02 PM
51	Restaurants Sam Burch's	2/25/2021 6:39 PM
52	Stores I LIVE IN THE CITY SO I WALK, SHOP AND VISIT NEIGHBORS THROUGHOUT	2/25/2021 5:28 PM
53	Government Offices County Government Offices	2/25/2021 5:08 PM
54	My workplace I work at Ballard Law Office	2/25/2021 4:55 PM
55	Just passing through Passing through	2/25/2021 3:01 PM
56	My workplace Work at the LEC	2/25/2021 2:53 PM
57	Parks/Open Spaces Run/Walk through it.	2/25/2021 12:43 PM
58	Government Offices Board of Education	2/25/2021 8:55 AM
59	Stores Dirty south strength and conditioning	2/25/2021 5:27 AM
60	School School	2/24/2021 9:44 PM
61	Restaurants City Cafe	2/24/2021 9:04 PM
62	My workplace I work right next to the cemetary	2/24/2021 5:13 PM
63	Stores May visit SCT wen open	2/24/2021 3:04 PM
64	Just passing through Just driving through	2/24/2021 1:31 PM
65	Just passing through Only transit the area North and South bound	2/24/2021 11:37 AM
66	bank Government Offices Restaurants GOP HQ, bank, trstsurants	2/24/2021 10:41 AM
67	My Home I live in the orange area	2/24/2021 8:20 AM
68	Restaurants City Cafe	2/24/2021 8:16 AM
69	Restaurants Stores Junk Mamas store, city cafe	2/24/2021 7:30 AM
70	No Comment/None None	2/24/2021 7:03 AM
71	Spa Spa	2/24/2021 6:22 AM
72	Parks/Open Spaces Only time I visit downtown is when the county had the events like neon light night and vaccinate your dog day. It not a lot to do downtown that is kid friendly. I hope with this project there is more to do with families with small kids.	2/24/2021 5:21 AM
73	Government Offices Tag office/voting	2/24/2021 12:36 AM
74	Stores Businesses	2/24/2021 12:00 AM
75	Doctor/Dentist Chiropractor stores	2/23/2021 11:37 PM
76	My workplace My office	2/23/2021 11:28 PM
77	Restaurants Eating	2/23/2021 11:11 PM
78	Parks/Open Spaces General walking around the whole area	2/23/2021 11:01 PM
79	Stores Junk Mama's	2/23/2021 10:54 PM
80	Doctor/Dentist Stores Mask Tire and Dentist	2/23/2021 10:46 PM
81	Stores Specialty shops- antiques etc	2/23/2021 10:36 PM
82	My workplace Own a business there	2/23/2021 10:19 PM
83	Stores Shops	2/23/2021 9:32 PM
84	Stores Junk Mamas General Store	2/23/2021 8:57 PM
85	Stores Junk Mama's General Store	2/23/2021 8:50 PM

86	Stores Gas station	2/23/2021 8:46 PM
87	Stores Shops	2/23/2021 8:11 PM
88	Stores Junk Mama's General Store	2/23/2021 7:53 PM
89	Parks/Open Spaces Playing Pokemon Go in the Square	2/23/2021 7:00 PM
90	Restaurants Restaurants	2/23/2021 4:54 PM
91	No Comment/None None	2/23/2021 2:44 PM
92	School FCHS	2/23/2021 2:38 PM
93	bank Banking	2/23/2021 2:17 PM
94	My workplace Work	2/23/2021 1:48 PM
95	Stores Shopping	2/23/2021 1:08 PM
96	Just passing through drive through to get to work/ daughter's school	2/23/2021 12:12 PM
97	Government Offices FCBOE	2/23/2021 11:57 AM
98	Parks/Open Spaces May Harp Park	2/23/2021 11:52 AM
99	Doctor/Dentist Chiropractor	2/23/2021 10:30 AM
100	My workplace Work	2/23/2021 10:28 AM
101	Restaurants Dunkin' Donuts	2/23/2021 10:05 AM
102	Government Offices city offices	2/23/2021 9:44 AM
103	No Comment/None No	2/23/2021 9:41 AM
104	Restaurants fast food	2/23/2021 9:30 AM
105	My Home Parks/Open Spaces My home is located downtown- on Grady Ave. we are walking/biking/playing in this area all the time.	2/23/2021 9:24 AM
106	Spa Spa	2/23/2021 9:10 AM
107	Stores Junk mamas, Shearnanigans salon	2/23/2021 9:08 AM
108	Stores Junk Mamasy	2/23/2021 8:21 AM
109	Restaurants Restaurant	2/23/2021 7:50 AM
110	Stores Reigning Victory Dance Studio	2/23/2021 7:42 AM
111	Restaurants Twisted Taco	2/23/2021 7:26 AM
112	My Home Parents home	2/23/2021 6:40 AM
113	School Fayette High	2/23/2021 6:32 AM
114	No Comment/None Other stuff	2/23/2021 6:27 AM
115	Stores Reigning Victory Dance Studio	2/23/2021 5:43 AM
116	Restaurants Stores Restaurants and stores	2/23/2021 3:09 AM
117	Government Offices Courthouse (new, not old)	2/23/2021 2:03 AM
118	Parks/Open Spaces May Harp Park	2/23/2021 1:10 AM
119	Restaurants gremlin growlers	2/23/2021 12:10 AM
120	My workplace Work Place	2/23/2021 12:06 AM
121	Restaurants Gremlin Growlers	2/22/2021 11:55 PM
122	My workplace Work	2/22/2021 11:54 PM
123	bank BANK	2/22/2021 11:48 PM
124	Restaurants Gremlins Growlers	2/22/2021 11:39 PM
125	Restaurants Gremlin growlers	2/22/2021 11:36 PM
126	bank post office Stores Bank, post office, store	2/22/2021 11:27 PM
127	post office Post office	2/22/2021 11:15 PM
128	Just passing through Drive through	2/22/2021 10:59 PM
129	My Home I live smack in the city	2/22/2021 10:52 PM
130	Doctor/Dentist Simply Chiropractic	2/22/2021 10:47 PM
131	My Home My property	2/22/2021 10:00 PM
132	Stores Shopping	2/22/2021 9:42 PM
133	Restaurants Dunkin Donuts	2/22/2021 9:40 PM
134	Stores Local stores	2/22/2021 9:23 PM
135	My Home Parks/Open Spaces I live within that downtown area and I walk almost daily.	2/22/2021 8:41 PM
136	School Fayette County High School	2/22/2021 8:32 PM
137	Parks/Open Spaces Pavilion	2/22/2021 8:07 PM
138	bank Bank	2/22/2021 7:59 PM
139	post office Horrendous post office	2/22/2021 7:31 PM
140	My workplace Work	2/22/2021 7:27 PM
141	Government Offices Historical society	2/22/2021 7:14 PM
142	Restaurants Resturants	2/22/2021 6:40 PM
143	Stores Junk Mama's	2/22/2021 6:04 PM
144	My Home home	2/22/2021 4:35 PM
145	barbershop/salon J Sam's Barbershop	2/22/2021 12:27 PM
146	Stores Jewelry store	2/19/2021 11:07 PM
147	Government Offices Fayettte County Tag Office	2/19/2021 7:52 AM

Q3 Which of the following would encourage you to come to Downtown more often? Select all that apply.

Answered: 1,035 Skipped: 6



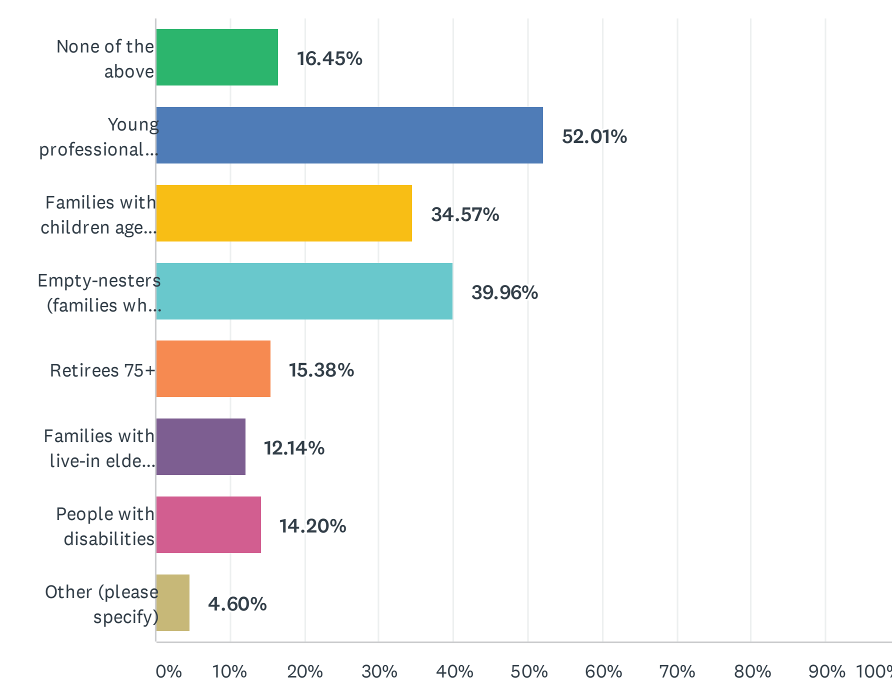
ANSWER CHOICES	RESPONSES	
More parking	31.40%	325
More sidewalks	25.31%	262
More shops and restaurants	82.22%	851
More variety of activities	57.10%	591
More greenspace and access to nature	48.60%	503
Multi-use paths	44.06%	456
More bike facilities	17.39%	180
Safer streets and spaces	24.15%	250
Additional playground facilities	24.83%	257
Other (please specify)	9.47%	98
Total Respondents: 1,035		

#	OTHER (PLEASE SPECIFY)	DATE
1	Dog Park Pet Friendly spaces.	3/17/2021 6:31 PM
2	Traffic easier/less congested crosswalks (square area not very pedestrian friendly)	3/16/2021 6:00 PM
3	Traffic Do something with traffic speed and volumn. Can't walk around without danger of being hit be cars.	3/16/2021 5:51 PM
4	Dog Park Dog Park	3/12/2021 9:02 PM
5	Traffic Much, much less traffic	3/11/2021 7:07 PM
6	Traffic Traffic Conditions	3/9/2021 5:44 PM
7	Crime Less crime from more apartments	3/9/2021 3:47 PM
8	Paths and exercise Mountain bike trails	3/6/2021 6:07 PM
9	Restaurants and bars Cool restaurants/outdoor dining	3/4/2021 5:00 PM
10	Dog Park Dog park	3/3/2021 11:20 PM
11	Pool and splashpad Pool	3/3/2021 6:52 PM
12	Crime Traffic No more apartments! You are ruining Fayetteville! So much crime and traffic!	3/3/2021 1:00 PM
13	Design More inviting..aesthetically pleasing area, more driving space, less congestion between Stonewall, Lanier and Glynn. When entering the downtown area I would think nice shape lamp poles every so many feet apart. and turned on every night	3/3/2021 12:17 PM
14	Restaurants and bars More bars	3/3/2021 12:14 PM
15	Pool and splashpad Splashpad	3/3/2021 11:40 AM
16	Family Events more family activities	3/3/2021 11:16 AM
17	Pool and splashpad Community pool	3/2/2021 4:04 PM
18	Culture and Events Maybe a social committee to promote social activities (obviously while following DCD guidelines of social distancing, etc.)	3/2/2021 12:56 PM
19	Culture and Events Museums, art galleries	3/2/2021 12:04 PM
20	Dog Park dog park	3/2/2021 11:25 AM
21	Culture and Events Less racism!!	3/2/2021 9:10 AM
22	Dog Park Dog park!!!!!!	3/2/2021 7:12 AM
23	Culture and Events Fayetteville is growing faster than ever now. The large influx of new cultures and opportunities shows that Fayetteville could be on the path of exponential growth.	3/1/2021 11:33 PM
24	Paths and exercise outdoor eating, walkable	3/1/2021 10:49 PM
25	Playgrounds Playgrounds! Biking! Food!	3/1/2021 10:16 PM
26	Paths and exercise More outdoor dining options and pedestrian spaces	3/1/2021 10:06 PM
27	Culture and Events More activities for young adults	3/1/2021 7:34 PM
28	Dog Park More dog parks.	3/1/2021 5:13 PM
29	Traffic Less reckless drivers speeding.	3/1/2021 4:21 PM
30	Paths and exercise Public Basketball Gym or rec center	3/1/2021 4:07 PM
31	Culture and Events Events	2/28/2021 9:05 PM
32	Paths and exercise Make golf cart use accessible	2/27/2021 11:19 AM
33	Dog Park dog park	2/27/2021 11:14 AM
34	Traffic Easier traffic patterns	2/26/2021 9:43 AM
35	Dog Park Dog park	2/26/2021 4:20 AM
36	Dog Park Dog Park	2/26/2021 12:14 AM
37	Dog Park We need a dog park	2/25/2021 8:41 PM
38	Retail liquor shop (bottle shop)	2/25/2021 7:02 PM
39	Design Better Lighting -Jack Demmering Way	2/25/2021 5:08 PM
40	Traffic less traffic congestion	2/25/2021 3:01 PM
41	Restaurants and bars Getting the brewery that's been approved	2/25/2021 12:59 PM
42	Dog Park DOG PARK!!!!	2/25/2021 12:43 PM

43	Retail more retail - wider sidewalks - mask mandate	2/25/2021 8:38 AM
44	Dog Park Dog park	2/24/2021 7:47 PM
45	Pool and splashpad Splash pad!!!	2/24/2021 6:59 PM
46	Traffic Better traffic flow, less traffic.	2/24/2021 4:52 PM
47	Wheelchair Accessibility If it was more wheelchair accessible	2/24/2021 1:39 PM
48	Culture and Events Turn Old Courthouse into Arts Center, for classes and exhibits	2/24/2021 1:31 PM
49	Dog Park Dog parks. Look at	2/24/2021 11:44 AM
50	Paths and exercise More pedestrian friendly areas--like in Europe with their walkplatz center squares	2/24/2021 11:37 AM
51	Paths and exercise Golf cart paths	2/24/2021 11:06 AM
52	Dog Park Dog park	2/24/2021 10:48 AM
53	Paths and exercise Pedestrian only areas	2/24/2021 9:53 AM
54	Family Events Outdoor community space for concerts in park, community festivals, family fun events	2/24/2021 8:59 AM
55	Paths and exercise Cart path connection down redwine	2/24/2021 8:04 AM
56	Traffic Removing the 2 highways that run through.	2/24/2021 7:12 AM
57	Paths and exercise Downtown needs to make visitors safe and welcome; moms with strollers don't even feel comfortable walking around downtown with their kids right now as things are!	2/24/2021 6:32 AM
58	Crime Less crime	2/24/2021 12:00 AM
59	Design Better maintained sidewalks, TRASH CANS and lighting	2/23/2021 11:01 PM
60	All the above	2/23/2021 10:36 PM
61	Paths and exercise Golf cart paths	2/23/2021 10:34 PM
62	Culture and Events A theater	2/23/2021 9:49 PM
63	Paths and exercise Bike lanes	2/23/2021 8:45 PM
64	Pool and splashpad Splash park	2/23/2021 3:26 PM
65	Culture and Events Art , Fine wine and food ,and music events. Modern look	2/23/2021 3:20 PM
66	Playgrounds Parks and playgrounds, picnic area	2/23/2021 12:58 PM
67	Restaurants and bars A brewery!! Or two	2/23/2021 12:24 PM
68	Shipping Container Shops for Small Businesses	2/23/2021 11:52 AM
69	Traffic Less traffic. It's aweful	2/23/2021 11:16 AM
70	Traffic Less traffic.	2/23/2021 10:22 AM
71	Family Events More family friendly events	2/23/2021 10:17 AM
72	Paths and exercise side walks that would connect. There are sidewalks that just end. I would walk to downtown if I would not have to walk on the side of the road with no sidewalks!	2/23/2021 9:57 AM
73	Pool and splashpad Splash pad or other outdoor gathering spaces	2/23/2021 9:53 AM
74	Traffic Better traffic control. The traffic at 54/85 just keeps getting worse and worse. Also, better accessibility for the disabled.	2/23/2021 9:30 AM
75	Pool and splashpad Splash pad- we have 3 small kids	2/23/2021 9:24 AM
76	Restaurants and bars Less "chain" restaurants; must stress more variety of activities	2/23/2021 9:17 AM
77	Restaurants and bars Need more restaurants and I know people like food trucks	2/23/2021 9:10 AM
78	Family Events More family friendly businesses. More night life options for date nights.	2/23/2021 9:01 AM
79	Restaurants and bars More restaurants	2/23/2021 7:34 AM
80	Restaurants and bars Good restaurants not fast food chains	2/23/2021 7:29 AM
81	Restaurants and bars Non-chain shops and restaurants	2/23/2021 7:01 AM
82	Paths and exercise Golf cart patas, gated playgrounds	2/23/2021 1:56 AM
83	Culture and Events Evening food trucks	2/23/2021 1:10 AM
84	Dog Park Dog park	2/22/2021 11:39 PM
85	Public transport that could get me there	2/22/2021 11:15 PM
86	Dog Park Dog friendly	2/22/2021 11:12 PM
87	Culture and Events More diverse businesses and fewer Confederate-looking eateries. More culture is needed in doento. It's not a museum nor do we need to be reminded of "old town" Fayetteville.	2/22/2021 11:01 PM
88	More interesting housing options. Big houses, courtyard communities, true lofts.	2/22/2021 10:20 PM
89	Paths and exercise Golf Cart Path	2/22/2021 9:43 PM
90	Culture and Events Entertainment venues	2/22/2021 8:57 PM
91	Retail liquor store	2/22/2021 8:54 PM
92	Paths and exercise Golf Cart Paths	2/22/2021 8:48 PM
93	Paths and exercise more Greenspace so you dont always have to be adjacent to the extremely loud roads. Some pretty quiet areas to have picnics with friends and grab a coffee or sweets. Activities in a quieter place than the courthouse square. Seasonal activities like ice skating.	2/22/2021 8:41 PM
94	Culture and Events Art Center	2/22/2021 8:18 PM
95	Wheelchair Accessibility Wheelchair accessible parking and access to restaurants	2/22/2021 8:16 PM
96	Culture and Events farmer's market, bagel shop, outside exercise or yoga classes, dog park, bike racks	2/21/2021 12:16 AM
97	Paths and exercise Wider Sidewalks. Eliminate the four parking spaces in front of businesses on Glynn Street for wider pedestrian spaces and outdoor seating.	2/20/2021 9:45 PM
98	Wheelchair Accessibility WHEELCHAIR ACCESSIBLE FEATURES (playground, picnic benches, gazebos and anything else you put in there!!)	2/19/2021 6:59 PM

Q4 Which of the following segments of the Fayetteville community, if any, do you feel could be better supported by additional housing options Downtown?

Answered: 1,021 Skipped: 20



ANSWER CHOICES	RESPONSES	
None of the above	16.45%	168
Young professionals (recent high school and college graduates)	52.01%	531
Families with children ages 18 and younger	34.57%	353
Empty-nesters (families where children have grown up and moved out)	39.96%	408
Retirees 75+	15.38%	157
Families with live-in elderly family members	12.14%	124
People with disabilities	14.20%	145
Other (please specify)	4.60%	47
Total Respondents: 1,021		

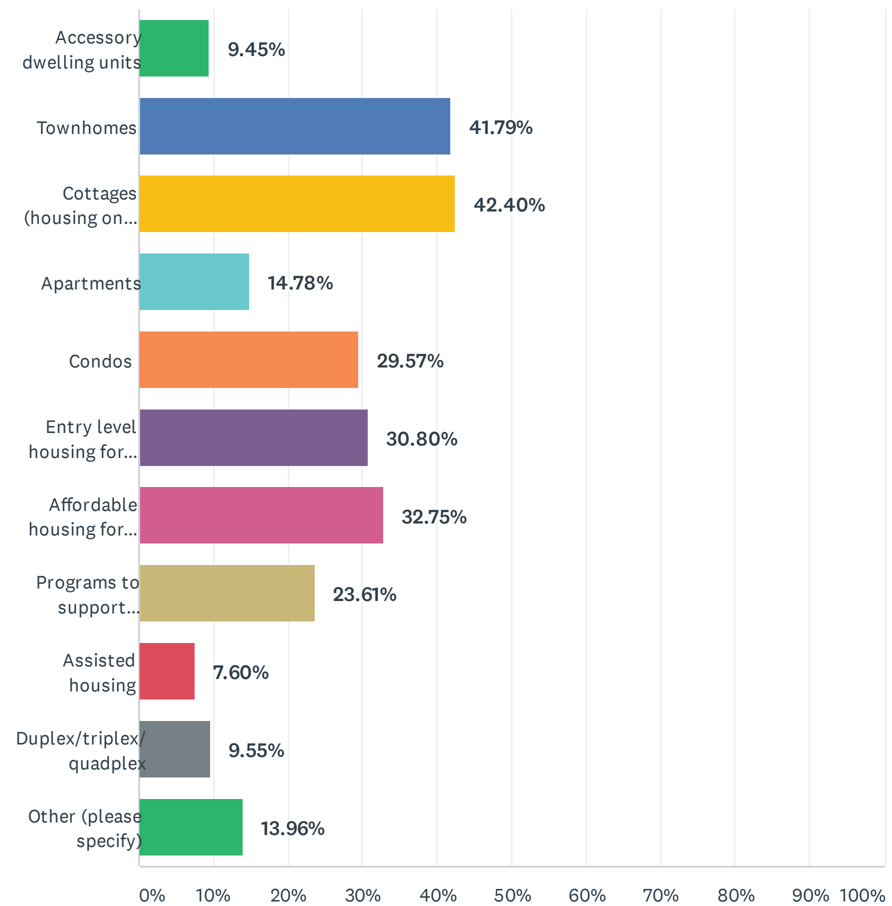
#	OTHER (PLEASE SPECIFY)	DATE
1	Mid age professionals	3/17/2021 8:15 PM
2	Low Income Low income	3/5/2021 8:43 AM
3	No More Housing Prefer limited additional housing in downtown	3/5/2021 8:31 AM
4	No More Housing No more housing downtown, crowded enough	3/3/2021 3:17 PM
5	Depends on job type and locations	3/2/2021 12:57 PM
6	Retirees Retirees especially need community within easy access	3/2/2021 12:04 PM
7	Couples Double Income No Kid couples	3/2/2021 7:49 AM
8	Low Income The individuals who are less fortunate in Fayetteville. As of now, all the places are hidden away where no one goes. Just a bit of a push of support for them to become more stable.	3/1/2021 11:33 PM
9	We need everyone.,.,.,.,to comment an be heard	3/1/2021 8:17 PM
10	Diversity of ethnicity	3/1/2021 8:03 PM
11	Depends on the housing built.	3/1/2021 7:04 PM
12	Singles (any age) Single adults with dogs.	3/1/2021 5:13 PM
13	No More Housing Do you believe we need more housing options in Downtown? We wouldn't like to have a nightmare downtown, but a balance between a city and an urban community.	3/1/2021 4:21 PM
14	Hi	2/28/2021 9:17 PM
15	No opinion	2/27/2021 11:19 AM
16	Disabled Retirees Affordable Housing for Elderly and Disabled	2/26/2021 1:02 PM
17	Singles (any age) Single individuals that work for Fayette County	2/26/2021 6:43 AM
18	Low Income Facilities for people in need, homeless, abused	2/25/2021 5:35 PM
19	empty lot between DD and Ford would be great location for a smaller housing unit for people without children who would enjoy walking to downtown. I am not sure we should be adding housing on a larger scale than that.	2/25/2021 8:38 AM
20	Housing 100k-150k	2/24/2021 7:58 PM
21	Singles (any age) Single MOMS!!!	2/24/2021 6:59 PM
22	Couples Couples who have decided to not have children, singles of any age	2/24/2021 4:27 PM
23	High school students. No jobs no recreation	2/24/2021 11:44 AM
24	Low Income Poor people, like me, who have college degrees and jobs and still can't afford more than $800/mth apartments	2/23/2021 7:00 PM
25	Politicians and developers	2/23/2021 6:28 PM
26	a mix of all of the above	2/23/2021 4:01 PM

26 a mix of all of the above 2/23/2021 4:01 PM

#	OTHER (PLEASE SPECIFY)	DATE
27	No More Housing NO to housing!	2/23/2021 2:38 PM
28	No More Housing NO MORE APARTMENTS	2/23/2021 11:16 AM
29	White collar professionals looking for luxury living close to retail and without home maintenance.	2/23/2021 10:25 AM
30	You need much more night life before young folks will want to live there	2/23/2021 9:10 AM
31	No More Housing I do not think the city center is well suited for housing	2/23/2021 7:35 AM
32	Singles (any age) Singles and middle age without children.	2/23/2021 6:46 AM
33	Just be inclusive	2/23/2021 4:46 AM
34	Anything except apartments	2/23/2021 3:09 AM
35	Low Income Affordable homes for younger families	2/23/2021 1:56 AM
36	High income housing	2/23/2021 1:30 AM
37	Singles (any age) Singles and 28 to 55 year olds	2/22/2021 11:01 PM
38	All	2/22/2021 9:47 PM
39	No More Housing Downtown should be a quaint business district, keep high density housing out	2/22/2021 8:57 PM
40	Couples Young college educated married couples with good income	2/22/2021 8:18 PM
41	No More Housing Stop building dense housing.	2/22/2021 8:00 PM
42	No More Housing Don't want to see housing in downtown.	2/22/2021 7:31 PM
43	Film Industry Employees	2/22/2021 6:15 PM
44	Low Income We need lower cost housing options. Teachers, cops, etc. need affordable housing options, too.	2/22/2021 5:54 PM
45	Couples young newlyweds without kids	2/21/2021 12:16 AM
46	I believe all of the above groups could benefit from appropriate housing and facilities in the downtown district. But young people/families will provide growth for our town and need to be a priority.	2/20/2021 9:45 PM
47	People-oriented housing and walkable neighborhood design should be encouraged in general. All the above groups of people should be accommodated for. Fayette County is losing young people at an alarming rate, so a concentrated focus on them is important.	2/20/2021 9:45 PM

Q5 Taking into account your answer to question 4, which of the following housing types and/or programs would you support seeing more of (or being incorporated into) Downtown?

Answered: 974 Skipped: 67



ANSWER CHOICES	RESPONSES	
Accessory dwelling units	9.45%	92
Townhomes	41.79%	407
Cottages (housing on limited size lots)	42.40%	413
Apartments	14.78%	144
Condos	29.57%	288
Entry level housing for recent graduates	30.80%	300
Affordable housing for retirees	32.75%	319
Programs to support existing homeowners (such as rehabilitation)	23.61%	230
Assisted housing	7.60%	74
Duplex/triplex/quadplex	9.55%	93
Other (please specify)	13.96%	136
Total Respondents: 974		

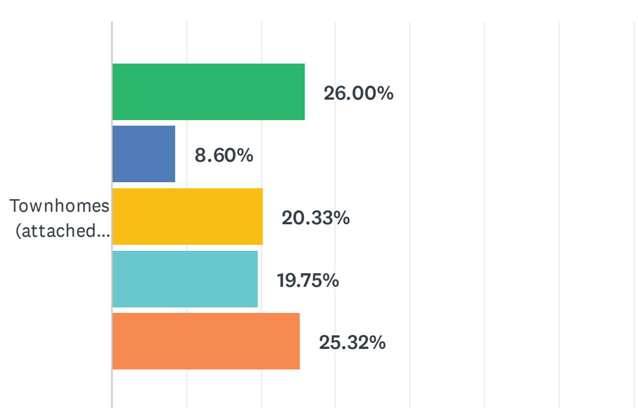
#	OTHER (PLEASE SPECIFY)	DATE
1	No More Housing No more housing. Traffic and crime is a nightmare!	3/19/2021 1:50 PM
2	No More Housing None	3/18/2021 8:43 PM
3	Mixed Use Housing Cooperatives	3/16/2021 3:33 PM
4	No More Housing None	3/16/2021 7:47 AM
5	No More Housing too crowded now	3/14/2021 12:39 AM
6	Owner-occupied Housing Properties that have to be owned not rented	3/9/2021 3:47 PM
7	No More Housing None. Plenty of options outside of downtown.	3/8/2021 12:09 PM
8	live/work spaces	3/7/2021 12:30 PM
9	Affordable Housing Mixed Affordable Housing	3/5/2021 9:46 AM
10	Tiny Homes Tiny homes	3/5/2021 8:43 AM
11	No More Housing None	3/4/2021 7:40 PM
12	Affordable Housing Housing with inlaw suites	3/3/2021 9:14 PM
13	No More Housing None	3/3/2021 6:52 PM
14	No More Housing Don't want anymore	3/3/2021 5:22 PM
15	No More Housing No more housing	3/3/2021 3:17 PM
16	No More Housing none	3/3/2021 2:32 PM
17	Single Family Homes Houses only	3/3/2021 1:00 PM
18	No More Housing None too many houses being built on small lots being built.	3/3/2021 12:35 PM
19	No More Housing No housing in downtown area	3/3/2021 12:17 PM
20	Single Family Homes Quality 3Br 2ba homes for young families in good districts	3/3/2021 11:40 AM
21	No More Housing none of the above	3/3/2021 11:16 AM
22	Affordable Housing Affordable housing for the group you'd like to attract.	3/3/2021 4:37 AM
23	No More Housing None	3/2/2021 8:13 PM
24	No More Housing No housing should be downtown	3/2/2021 5:19 PM
25	Tiny Homes Tiny homes	3/2/2021 12:57 PM
26	No More Housing None.	3/2/2021 12:56 PM
27	elevators or no stairs	3/2/2021 12:04 PM
28	No More Housing No additional housing	3/2/2021 11:43 AM
29	No More Housing NONE traffic already bad	3/2/2021 7:19 AM
30	Only high in living complexes	3/2/2021 6:48 AM
31	No More Housing none	3/2/2021 5:45 AM
32	No More Housing None	3/2/2021 1:04 AM
33	Lofts Lofts apartment	3/1/2021 10:00 PM
34	No More Housing None	3/1/2021 8:18 PM
35	No More Housing I don't think we need more housing downtown.	3/1/2021 7:04 PM
36	No More Housing None	3/1/2021 5:17 PM
37	single room occupancy housing.	3/1/2021 5:13 PM
38	No More Housing Fayetteville is growing too fast. I don't want to see it in 10 years over crowded with all the problems big cities have.	3/1/2021 4:21 PM
39	No More Housing No more apartments, townhomes-this causes increase in traffic, congestion of space. Preserve and restore what's there.	3/1/2021 3:20 PM
40	No opinion	2/27/2021 11:19 AM
41	Single Family Homes Single family residence	2/26/2021 8:39 PM

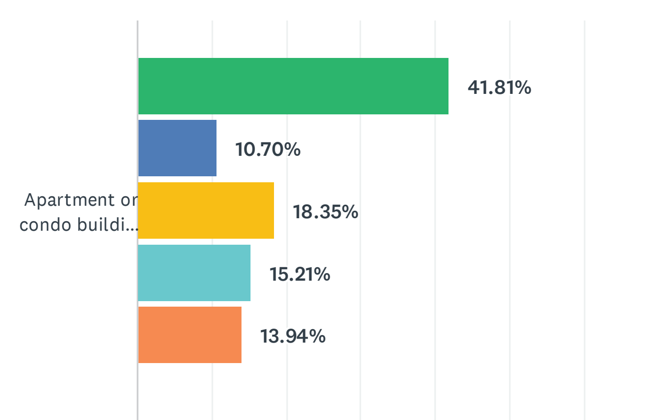
42	No More Housing Why destroy the town square? We moved to this town for what it was.. Not what you are doing to it.	2/26/2021 9:43 AM
43	No More Housing None of the above	2/26/2021 8:46 AM
44	Affordable Housing Affordable housing for singles	2/26/2021 6:43 AM
45	Affordable Housing Airedale housing in general for current Fayetteville residents	2/26/2021 6:03 AM
46	No More Housing none	2/26/2021 5:55 AM
47	No More Housing would prefer to see more businesses, not housing downtown. while I understand the need to bring in the work/play/live aspect - I feel like more retail/restaurants, greenspace would benefit this town.	2/25/2021 11:10 PM
48	No More Housing None	2/25/2021 9:16 PM
49	No More Housing Too crowded now - don't need any more housing in downtown area.	2/25/2021 6:01 PM
50	See answer above	2/25/2021 5:35 PM
51	No More Housing do not support, traffic too bad already	2/25/2021 3:01 PM
52	Affordable Housing Tiny Homes An affordable tiny house development for young adults	2/25/2021 2:53 PM
53	No More Housing None. I think there is plenty of housing around Fayetteville City, there is just nothing to do in the city.	2/25/2021 12:43 PM
54	No More Housing I don't think we need any more housing	2/25/2021 10:51 AM
55	if we add apartments it should be on a smaller scale	2/25/2021 8:38 AM
56	Affordable Housing Affordable Housing for Teachers and Families	2/24/2021 7:58 PM
57	No More Housing Non of the above, too crowded already. Plenty of spaces to live outside of the downtown area.	2/24/2021 4:52 PM
58	No More Housing None of the above	2/24/2021 3:17 PM
59	No More Housing More residential density always leads to more traffic, so less quality of downtown business enjoyment -- Downtown Fayetteville was never meant to be an urban center.	2/24/2021 1:31 PM
60	Single Family Homes Single family homes	2/24/2021 8:41 AM
61	No More Housing None....too much congestion	2/24/2021 8:41 AM
62	No More Housing None	2/24/2021 7:12 AM
63	No More Housing None. Build up downtown with no living spaces. Would add traffic and extra cars to the area.	2/24/2021 7:10 AM
64	Mixed Use Housing I would love to see multi use buildings with retails shops on the ground level and apartments above	2/24/2021 6:32 AM
65	No More Housing The square does not need anymore housing	2/24/2021 4:53 AM
66	Anything that interest the young people	2/24/2021 1:16 AM
67	No More Housing No housing	2/23/2021 10:19 PM
68	Live/work spaces	2/23/2021 10:07 PM
69	No More Housing Do not add any	2/23/2021 8:46 PM
70	No More Housing None	2/23/2021 8:31 PM
71	Affordable Housing Make it AFFORDABLE	2/23/2021 7:00 PM
72	No More Housing No new high density development	2/23/2021 6:28 PM
73	No More Housing None of the above.	2/23/2021 2:49 PM
74	No More Housing There is no place for additional housing. To crowed now	2/23/2021 2:44 PM
75	No More Housing NO to housing!	2/23/2021 2:38 PM
76	No More Housing Full size homes.	2/23/2021 1:30 PM
77	No More Housing None	2/23/2021 12:43 PM
78	Single Family Homes Single family homes with garages	2/23/2021 12:24 PM
79	No More Housing Single Family Homes Tiny Homes No apartments, condos, duplex, or tiny homes. Single family only with at least 1 acre lots.	2/23/2021 11:55 AM
80	Mixed Use Housing Live, work, play village's.see Berry Farm south of Franklin TN.	2/23/2021 11:40 AM
81	No More Housing none there is enough housing already	2/23/2021 11:13 AM
82	No More Housing Standard homes with at least ½ acre lots	2/23/2021 10:42 AM
83	Affordable Housing Affordable apartments/lofts above storefronts	2/23/2021 10:30 AM
84	No More Housing None.. Fayetteville does not need to grow. We have too much traffic now.	2/23/2021 10:22 AM
85	No More Housing None I'd rather have more activities not housing. It will cause even more traffic/side street parking	2/23/2021 9:53 AM
86	No More Housing None	2/23/2021 9:22 AM
87	No More Housing NONE- the streets can't take the extra traffic	2/23/2021 8:40 AM
88	No More Housing None. We need more restaurants and activities and less housing downtown.	2/23/2021 8:34 AM
89	No More Housing Don't want housing in Downtown	2/23/2021 8:15 AM
90	No More Housing Don't see a problem with out housing	2/23/2021 7:51 AM
91	No More Housing None	2/23/2021 7:41 AM
92	No More Housing I do not think the city center is well suited for housing	2/23/2021 7:35 AM
93	No More Housing None.	2/23/2021 7:14 AM
94	Stop letting churches in and hospice centers	2/23/2021 6:33 AM
95	Mixed Use Housing Live/work/play setup would be most efficient!	2/23/2021 6:20 AM
96	No More Housing none	2/23/2021 5:36 AM
97	No More Housing None	2/23/2021 5:35 AM
98	Mixed Use Housing Mixed use development- move county complex !	2/23/2021 5:12 AM
99	No More Housing None	2/23/2021 3:29 AM
100	Affordable Housing Single Family Homes Tiny Homes Affordable family homes	2/23/2021 1:56 AM
101	No More Housing None of these. They lower the income bracket and attract the wrong type of residence	2/23/2021 1:30 AM
102	No More Housing Housing above street level businesses. Or no housing at all. Traffic sucks.	2/23/2021 1:10 AM
103	No More Housing No more buildings!	2/23/2021 12:07 AM
104	No More Housing None	2/22/2021 11:55 PM
105	No More Housing No housing downtown	2/22/2021 11:44 PM
106	No More Housing None.	2/22/2021 11:31 PM
107	No More Housing None	2/22/2021 11:27 PM
108	Mixed Use Housing Live/work with the 1st floor business & the remaining floors residences	2/22/2021 11:12 PM
109	Single Family Homes Rowhouses/Townhomes for Single-Family living. 2 luxury apartments maybe by Post Properties; make both types of dwellings gated communities	2/22/2021 11:01 PM
110	Affordable Housing Affordable housing for all. I can't buy a house for me and my children. Prices are outrageous and unobtain	2/22/2021 10:34 PM
111	No housing, more variety in the types of businesses, more restaurants- no chain restaurants. Outdoor dining, more would love to see a weekly farmer's market similar to the one in PTC.	2/22/2021 9:58 PM
112	No More Housing None	2/22/2021 9:22 PM
113	No More Housing None	2/22/2021 8:57 PM
114	Single Family Homes Standard single houses	2/22/2021 8:53 PM
115	Lofts Lofts	2/22/2021 8:47 PM
116	Mixed Use Housing I would only support apartments or condos that are multi use (stores on the bottom, housing on top)	2/22/2021 8:41 PM
117	No More Housing None, we need more and varied activities for downtown, not more housing	2/22/2021 8:32 PM

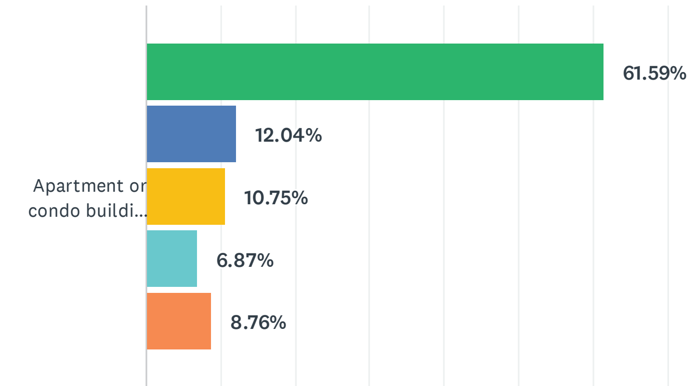
118	No More Housing No housing	2/22/2021 8:29 PM
119	Single Family Homes Single Family housing like Apple Orchard	2/22/2021 8:18 PM
120	Single Family Homes Larger acreage lots and single family homes	2/22/2021 8:07 PM
121	This has to do with question 4, not 3. Same answer, stop building dense housing	2/22/2021 8:00 PM
122	Mixed Use Housing Mixed use live above retail/restaurant	2/22/2021 7:56 PM
123	No More Housing None of the above	2/22/2021 7:32 PM
124	No More Housing No housing please. This area can't support the additional traffic.	2/22/2021 7:31 PM
125	No More Housing NA would like shopping and restaurants but not housing	2/22/2021 7:28 PM
126	No More Housing None	2/22/2021 7:14 PM
127	Single Family Homes Single family housing	2/22/2021 7:12 PM
128	No More Housing None of the above no need for housing downtown	2/22/2021 6:55 PM
129	Mixed Use Housing Live/work combo	2/22/2021 6:29 PM
130	No More Housing None	2/22/2021 6:11 PM
131	Single Family Homes Single family	2/22/2021 6:08 PM
132	No More Housing Not interested in housing being placed Downtown	2/22/2021 5:50 PM
133	Lofts Apple orchard style, Alexandria VA or Pinewood Forest, possibly single story Loft on top of storefronts - - not cookie cutter mass produced housing or multi-story that will detract from charm of Town Square)	2/21/2021 12:16 AM
134	Mixed Use Housing I would LOVE to see multi-use buildings on the square/downtown grid (shops on bottom and apartments on top). I also think more of the higher density condos (like the spencer square subdivision by ihop) would thrive in Fayetteville.	2/20/2021 9:45 PM
135	Single Family Homes It is easy to do one of the extremes of providing high density apartments or large single family homes. Where most people want to be is in the "missing middle" of housing options. I support all varieties of housing downtown, but a concentrated effort on ADU's duplexes, triplexes, quadplexes, and six-plexes should be sought.	2/20/2021 9:45 PM
136	Lofts Loft style above businesses; no large apartment or condo complexes	2/20/2021 12:58 PM

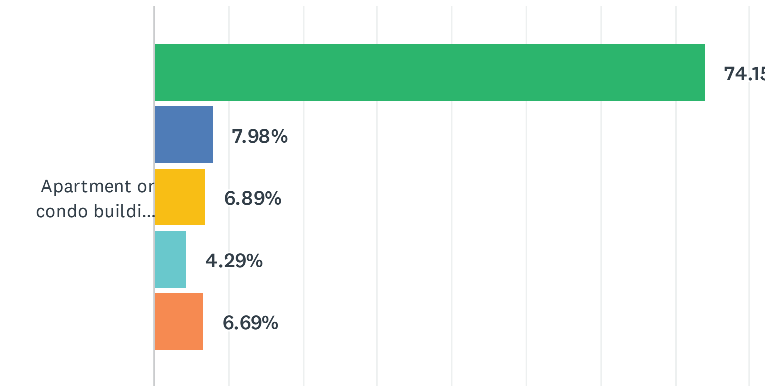
Q6 On a scale of 1 to 5 (with 1 being not supportive and 5 being very supportive), how supportive are you of furthering the development of the following housing types downtown.

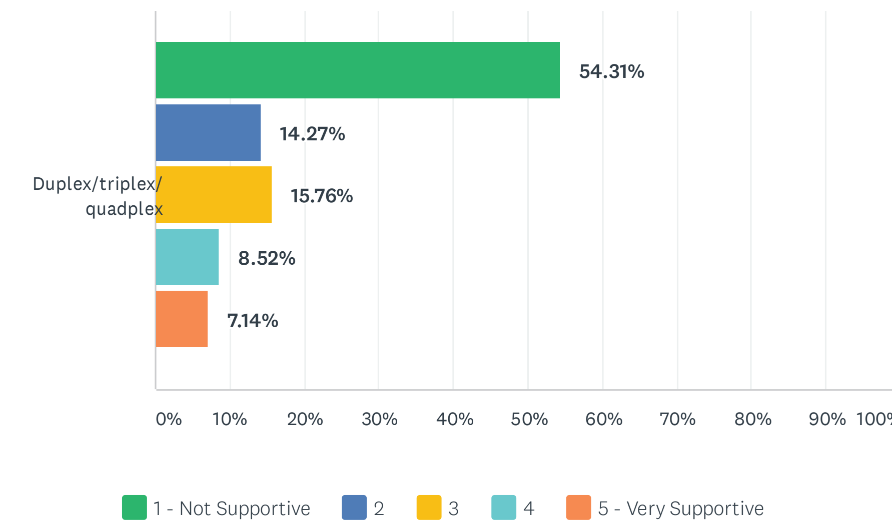
Answered: 1,034 Skipped: 7







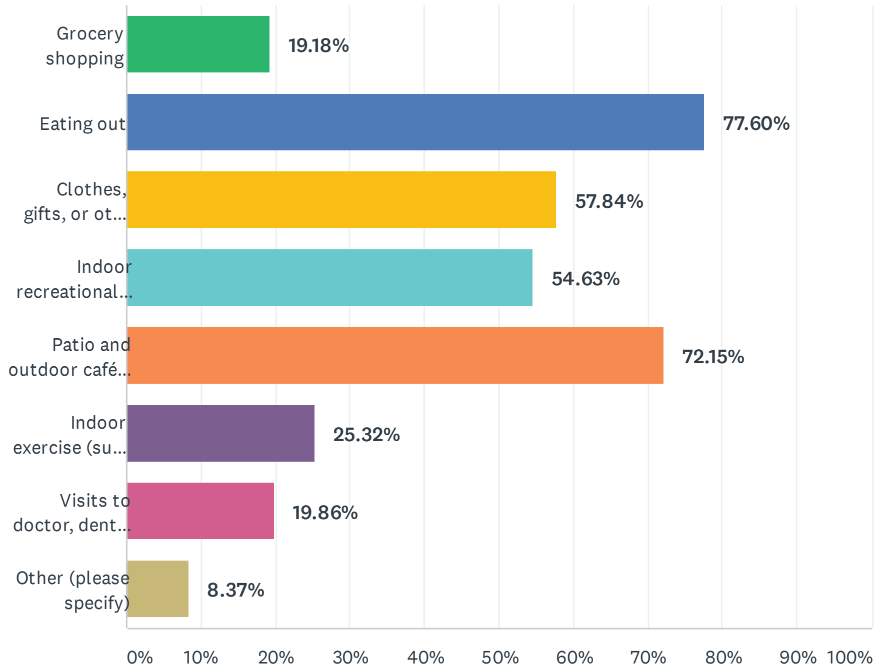




	1 - NOT SUPPORTIVE	2	3	4	5 - VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
Townhomes (attached single family homes)	26.00% 266	8.60% 88	20.33% 208	19.75% 202	25.32% 259	1,023	3.10
Apartment or condo buildings (2-3 stories)	41.81% 426	10.70% 109	18.35% 187	15.21% 155	13.94% 142	1,019	2.49
Apartment or condo buildings (4-6 stories)	61.59% 619	12.04% 121	10.75% 108	6.87% 69	8.76% 88	1,005	1.89
Apartment or condo buildings (6-8 stories)	74.15% 743	7.98% 80	6.89% 69	4.29% 43	6.69% 67	1,002	1.61
Duplex/triplex/quadplex	54.31% 548	14.27% 144	15.76% 159	8.52% 86	7.14% 72	1,009	2.00

Q7 Currently, for what types of retail and/or services do you leave Fayetteville for, but would like to be able to do in Downtown in the future? Select all that apply.

Answered: 1,027 Skipped: 14



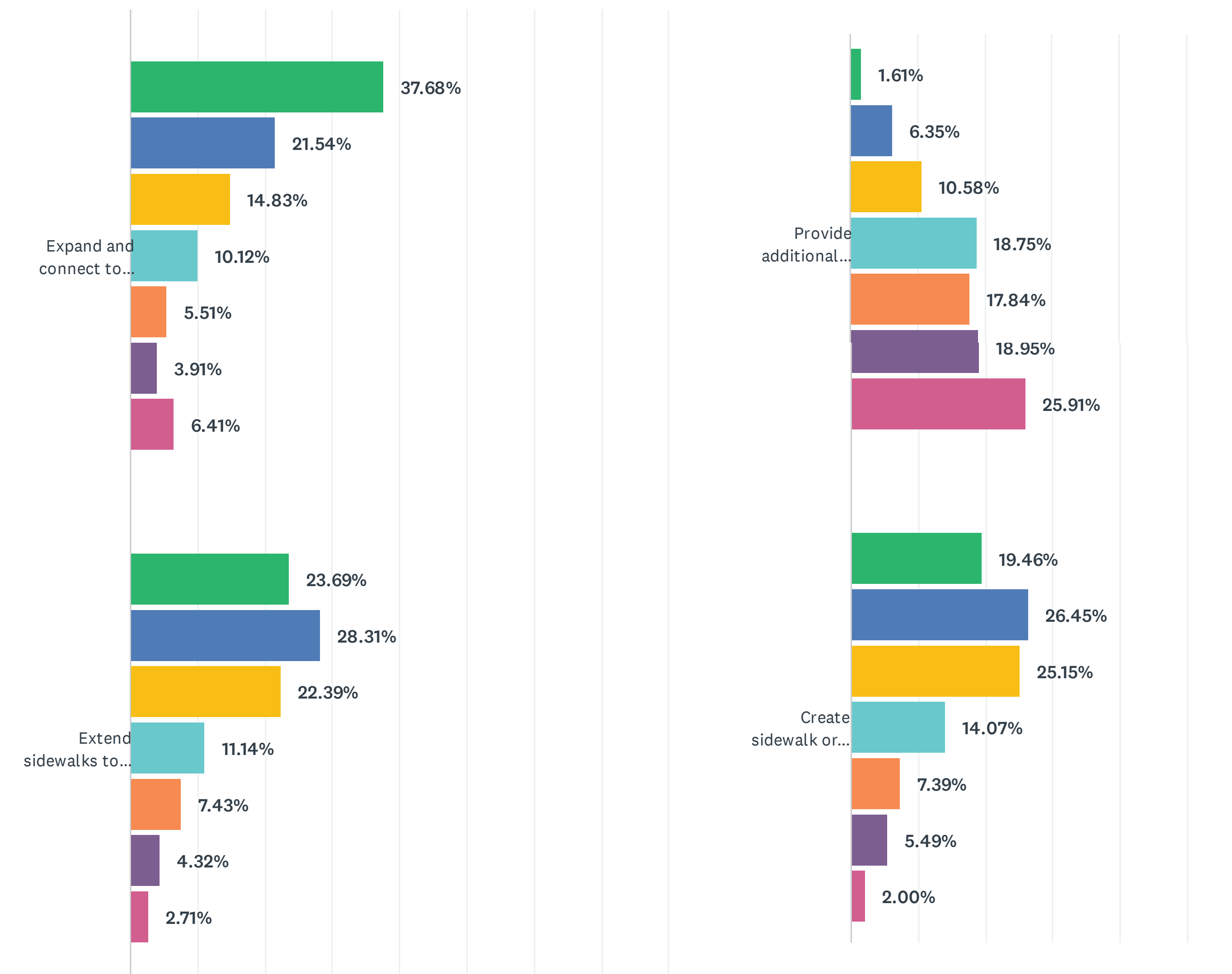
ANSWER CHOICES	RESPONSES	
Grocery shopping	19.18%	197
Eating out	77.60%	797
Clothes, gifts, or other general shopping	57.84%	594
Indoor recreational activities, such as shows, theatres, or movies	54.63%	561
Patio and outdoor café dining	72.15%	741
Indoor exercise (such as yoga, indoor training, gym, etc.)	25.32%	260
Visits to doctor, dentist or other personal services	19.86%	204
Other (please specify)	8.37%	86
Total Respondents: 1,027		

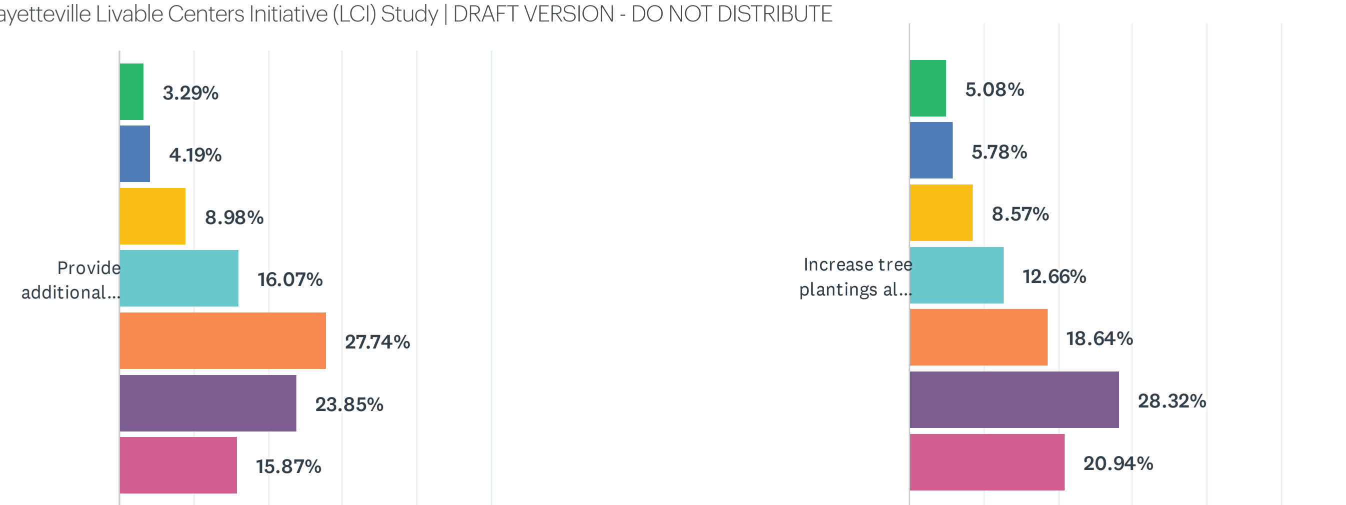
#	OTHER (PLEASE SPECIFY)	DATE
1	Organic food stores specifically-ORGANIC grocery stores	3/17/2021 7:14 PM
2	Restaurants Better Resturants (e.g., Houstons, Ruth Chris)	3/16/2021 7:02 PM
3	Restaurants Non franchised restaurants	3/16/2021 1:03 PM
4	Arts & Culture Activities that are more cultural; activities for children	3/14/2021 7:48 PM
5	Liquor Store Alcohol purchase	3/5/2021 9:37 AM
6	Outdoor Activities Outdoor exercise	3/5/2021 8:43 AM
7	Restaurants Stores Coffee shop	3/4/2021 8:33 PM
8	Restaurants Fine dining	3/4/2021 7:29 AM
9	Restaurants Stores Coffee shops and indoor children's activities	3/4/2021 7:03 AM
10	Arts & Culture Art classes	3/3/2021 11:20 PM
11	Bookstore Bookstore, greeting card stores	3/3/2021 9:14 PM
12	NA-Downtown has it all Don't leave. Everything I want is here	3/3/2021 5:22 PM
13	NA-Downtown has it all none	3/3/2021 3:17 PM
14	Organic food stores Fayetteville is lacking in organic foods, & general options	3/3/2021 11:40 AM
15	Outdoor Activities Outdoor activities	3/3/2021 11:02 AM
16	Organic food stores Trader joe's, or whole foods	3/2/2021 12:57 PM
17	Outdoor Activities outdoor playground for kids	3/2/2021 11:00 AM
18	Liquor Store Liquor Store	3/2/2021 10:54 AM
19	Liquor Store Liquor Store	3/2/2021 10:07 AM
20	Breweries Restaurants micro brewery with out door recreation	3/2/2021 7:49 AM
21	Arts & Culture Car Shows	3/2/2021 7:19 AM
22	Restaurants Places like Truetts Luau where eateries are familiar but different	3/1/2021 11:33 PM
23	Outdoor Activities Restaurants walkable spaces. Go for a walk, stop at cafe	3/1/2021 10:49 PM
24	Dog Park Parks	3/1/2021 9:44 PM
25	Dog Park More dog parks, biking and hiking paths.	3/1/2021 5:13 PM
26	Outdoor Activities Passive recreational areas	3/1/2021 4:21 PM
27	Liquor Store Liquor Store	3/1/2021 3:44 PM
28	Restaurants I think more so the luxury/formal items that are usually at the major malls. I think that would be a good investment to have to be well rounded. Maybe a few more mid level dining options-enough of the fast food chains!	3/1/2021 3:20 PM
29	Outdoor Activities Walking/Biking Paths	2/28/2021 6:23 PM
30	Stores nail salon	2/28/2021 6:23 PM
31	Stores Tattoo shops, indoor activities like ax throwing	2/26/2021 4:38 PM
32	Liquor Store Package Store	2/26/2021 11:44 AM
33	Organic food stores How about justake the stores we have not have rotten food or almost past due meat..	2/26/2021 9:43 AM
34	Dog Park Dog Park / Water Pad for kids	2/26/2021 4:20 AM
35	Dog Park Dog Park	2/26/2021 12:14 AM
36	Dog Park Dog park	2/25/2021 8:41 PM
37	Breweries Breweries!	2/25/2021 7:55 PM
38	Organic food stores Health food conscious grocery stores	2/25/2021 5:35 PM
39	Arts & Culture Arts and Culture	2/25/2021 5:22 PM
40	Outdoor Activities Restaurants Stores play space for kids outdoors, coffee shop	2/25/2021 4:53 PM
41	EVERYTHING	2/25/2021 12:43 PM
42	Arts & Culture Theatre (Movie and Live)	2/25/2021 12:20 AM
43	Arts & Culture Dancing, etc	2/24/2021 9:06 PM
44	Outdoor Activities Green spaces	2/24/2021 7:58 PM
45	Stores Local fine arts and artisan shops.	2/24/2021 4:52 PM
46	Arts & Culture Arts and Crafts Center	2/24/2021 1:31 PM
47	Arts & Culture Evening entertainment like dancing or live music	2/24/2021 11:44 AM
48	Bookstore Stores Bookstore	2/24/2021 4:54 AM

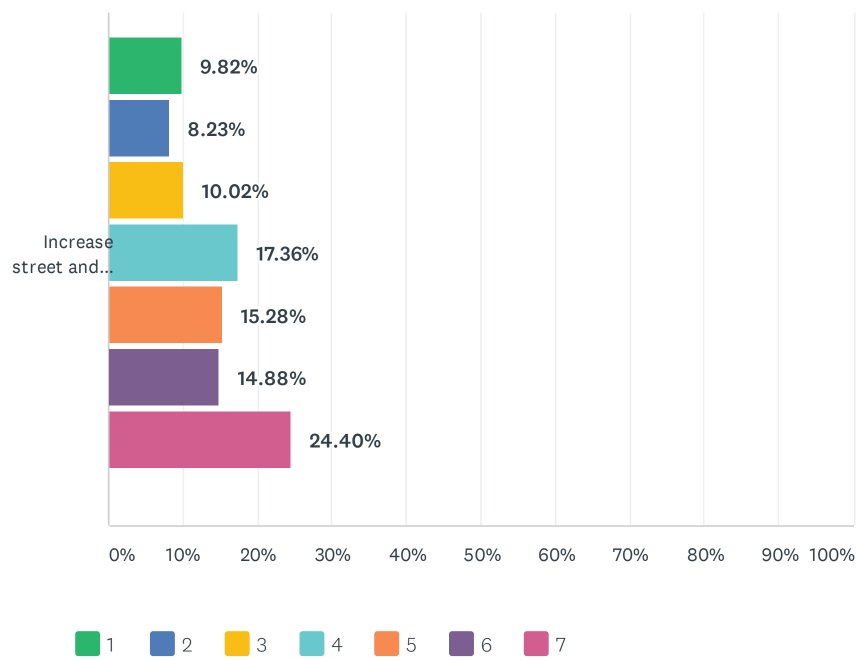
49	Arts & Culture Art classes	2/24/2021 12:00 AM
50	Restaurants Microbrewery	2/23/2021 10:40 PM
51	Liquor Store Liquor store	2/23/2021 9:33 PM
52	Stores Container store	2/23/2021 9:01 PM
53	NA-Downtown has it all Fayetteville has everything	2/23/2021 8:46 PM
54	Arts & Culture Nightlife Nightlife	2/23/2021 8:46 PM
55	Stores Cycling shops	2/23/2021 8:45 PM
56	Work	2/23/2021 5:21 PM
57	Outdoor Activities Green spaces.	2/23/2021 4:51 PM
58	NA-Downtown has it all None. More development is inviting Riverdale/Clayton county residents into fayette.	2/23/2021 12:43 PM
59	Arts & Culture More of a Ponce City Market and Little Five Points feel	2/23/2021 11:52 AM
60	Stores None. I shop online.	2/23/2021 10:18 AM
61	Dog Park Playground!!! We often drive all the way to Newnan, Senioa or Peachtree City to get to a really good park.	2/23/2021 9:24 AM
62	Arts & Culture Nightlife Night life. Date nights with live music. Live music	2/23/2021 9:01 AM
63	NA-Downtown has it all I would prefer no expan soon or increase in downtown fayetteville. I moved here because it was a bedroom community.	2/23/2021 8:59 AM
64	Grocery store Small grocer with affordable pricing	2/23/2021 8:15 AM
65	Breweries Locally owned and operated drinking/dining/brewery	2/23/2021 8:11 AM
66	Liquor Store Plant store, home decor, antiques	2/23/2021 7:09 AM
67	Stop letting churches in and hospice centers	2/23/2021 6:33 AM
68	Stores Spa/massage and Art/photography/music/sewing/computing classes	2/23/2021 1:10 AM
69	NA-Downtown has it all I don't want to do any of these in Fayetteville.	2/23/2021 12:07 AM
70	Privite owned, no "chains"	2/22/2021 11:55 PM
71	Dog Park Dog park	2/22/2021 11:04 PM
72	NA-Downtown has it all None really...	2/22/2021 10:56 PM
73	Organic food stores Specialty food - deli, bread bakery, imported goods	2/22/2021 10:42 PM
74	No more drive through eateries	2/22/2021 8:56 PM
75	Liquor Store Liquor!!! Good lord let us have a liquor store	2/22/2021 8:54 PM
76	Dog Park Dog Park	2/22/2021 8:53 PM
77	Organic food stores Outdoor Activities the biking (golf cart) trails in PTC. Quiet walking trails at lake horton. Really nice playground in Senoia. Farmers market in PTC.	2/22/2021 8:41 PM
78	Arts & Culture Bookstore Stores Bookstores, more small businesses, a theatre with live shows	2/22/2021 8:32 PM
79	Liquor Store Package Store	2/22/2021 8:03 PM
80	Arts & Culture Breweries Entertainment. Brewery's, restaurants with live music	2/22/2021 7:56 PM
81	Dog Park Parks and playgrounds	2/22/2021 7:02 PM
82	Stores Big box shopping	2/22/2021 6:04 PM
83	Liquor Store Book store like Books A Million. And a Gym with a pool	2/22/2021 8:41 AM
84	Liquor Store Stores upscale grocery, shoe store, tennis, healthy eating place, Italian restaurant, vinyl records, art places like pottery & wood painting, wine shop	2/21/2021 12:16 AM
85	Stores Boutique shops; community theater and/or graphic arts venues; NOT large strip mall shopping or large cinema complexes	2/20/2021 12:58 PM
86	Pool accessible pool, splash pad	2/19/2021 6:59 PM

Q8 Prioritize ways to improve walkability in Downtown by ordering the below options from 1 to 7, putting the highest priority first and lowest priority last. You can order the options by either using the drop down menu next to each option or by dragging each option into your preferred order using your mouse.

Answered: 1,018 Skipped: 23



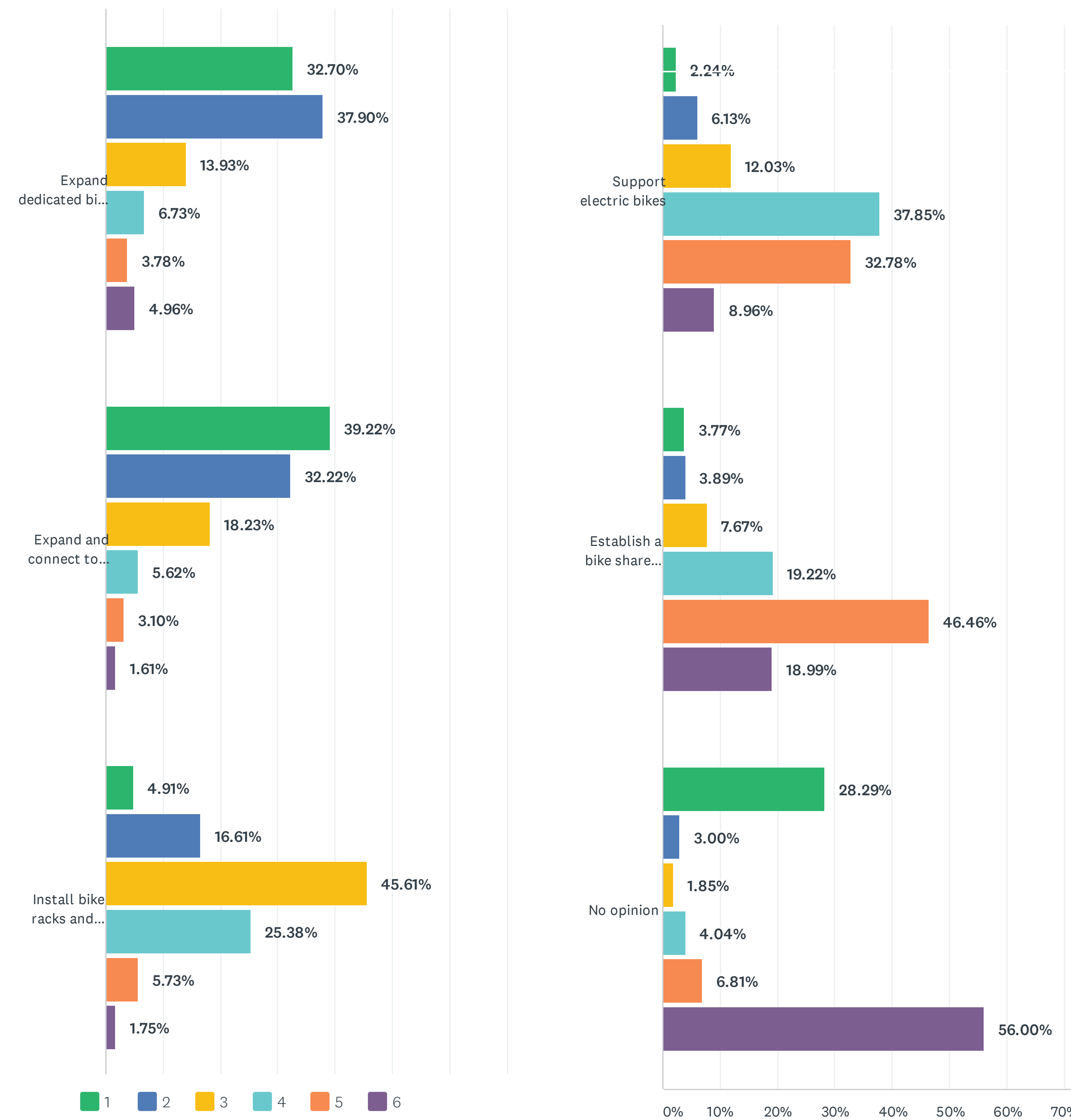




	1	2	3	4	5	6	7	TOTAL	SCORE
Expand and connect to Fayetteville's multi-use path network	37.68% 376	21.54% 215	14.83% 148	10.12% 101	5.51% 55	3.91% 39	6.41% 64	998	5.38
Extend sidewalks to address gaps in sidewalk network	23.69% 236	28.31% 282	22.39% 223	11.14% 111	7.43% 74	4.32% 43	2.71% 27	996	5.26
Provide additional pedestrian-level directional signage	1.61% 16	6.35% 63	10.58% 105	18.75% 186	17.84% 177	18.95% 188	25.91% 257	992	2.95
Create sidewalk or trail connections between major destinations in Downtown	19.46% 195	26.45% 265	25.15% 252	14.07% 141	7.39% 74	5.49% 55	2.00% 20	1,002	5.12
Provide additional seating locations	3.29% 33	4.19% 42	8.98% 90	16.07% 161	27.74% 278	23.85% 239	15.87% 159	1,002	3.04
Increase tree plantings along sidewalks	5.08% 51	5.78% 58	8.57% 86	12.66% 127	18.64% 187	28.32% 284	20.94% 210	1,003	2.97
Increase street and sidewalk lighting	9.82% 99	8.23% 83	10.02% 101	17.36% 175	15.28% 154	14.88% 150	24.40% 246	1,008	3.38

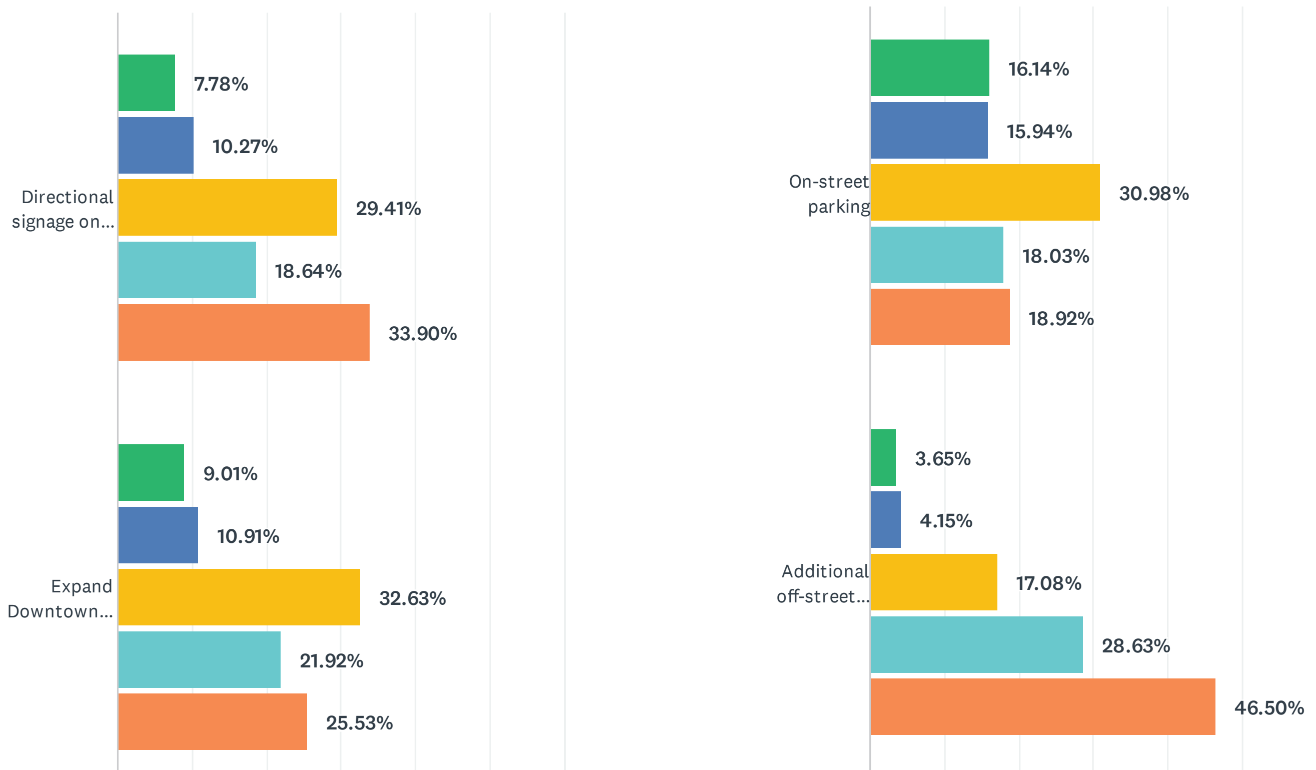
Q9 Prioritize ways to support the local biking community in Downtown by ordering the below options from 1 to 6, putting the highest priority first and lowest priority last. You can order the options by either using the drop down menu next to each option or by dragging each option into your preferred order using your mouse.

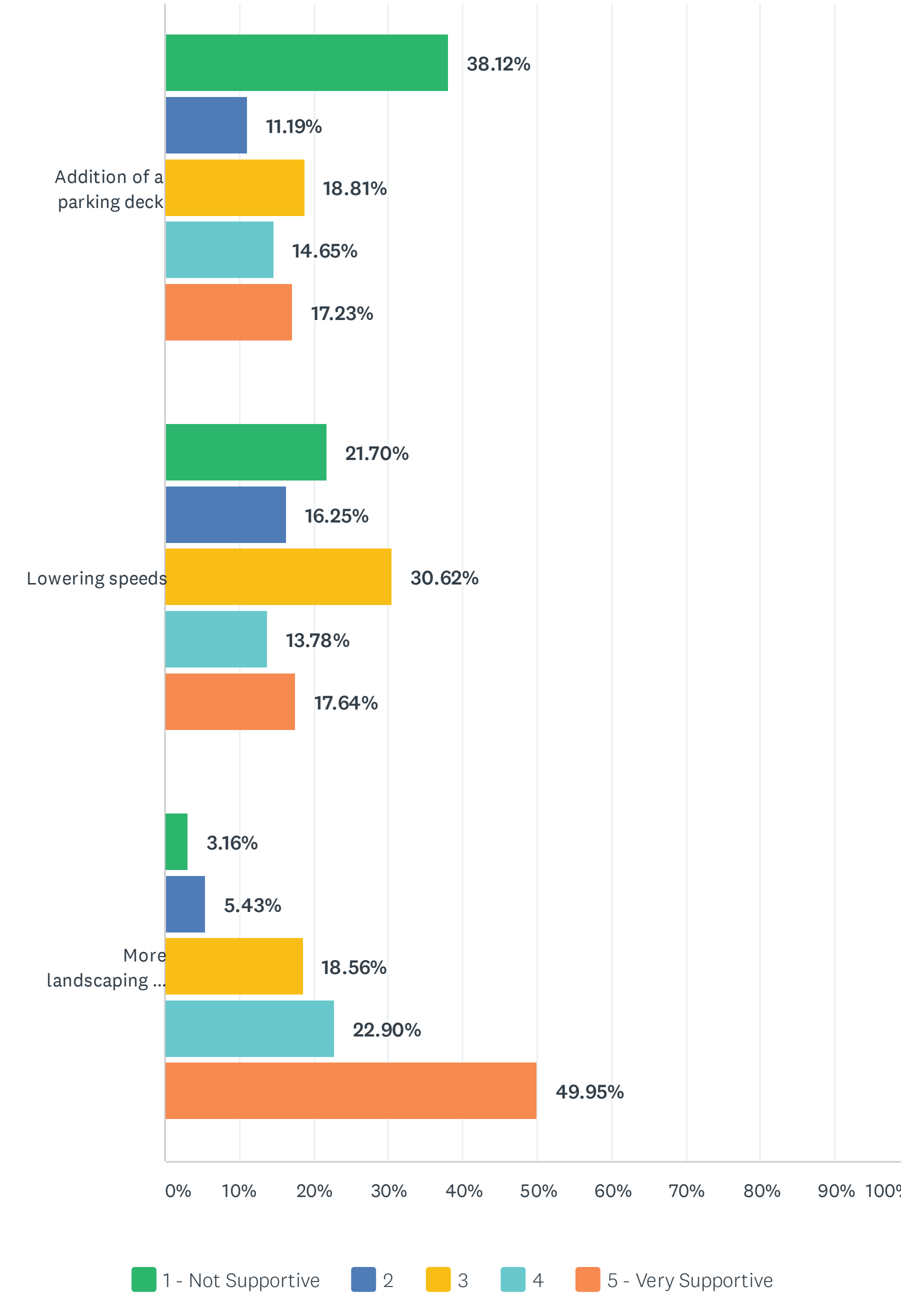
Answered: 977 Skipped: 64



	1	2	3	4	5	6	TOTAL	SCORE
Expand dedicated bike lanes	32.70% 277	37.90% 321	13.93% 118	6.73% 57	3.78% 32	4.96% 42	847	4.74
Expand and connect to Fayetteville's multi-use path network	39.22% 342	32.22% 281	18.23% 159	5.62% 49	3.10% 27	1.61% 14	872	4.94
Install bike racks and storage	4.91% 42	16.61% 142	45.61% 390	25.38% 217	5.73% 49	1.75% 15	855	3.84
Support electric bikes	2.24% 19	6.13% 52	12.03% 102	37.85% 321	32.78% 278	8.96% 76	848	2.80
Establish a bike share program	3.77% 32	3.89% 33	7.67% 65	19.22% 163	46.46% 394	18.99% 161	848	2.42
No opinion	28.29% 245	3.00% 26	1.85% 16	4.04% 35	6.81% 59	56.00% 485	866	2.74

Q10 On a scale of 1 to 5 (with 1 being not supportive and 5 being very supportive), how would the following solutions improve your experience driving in Downtown?



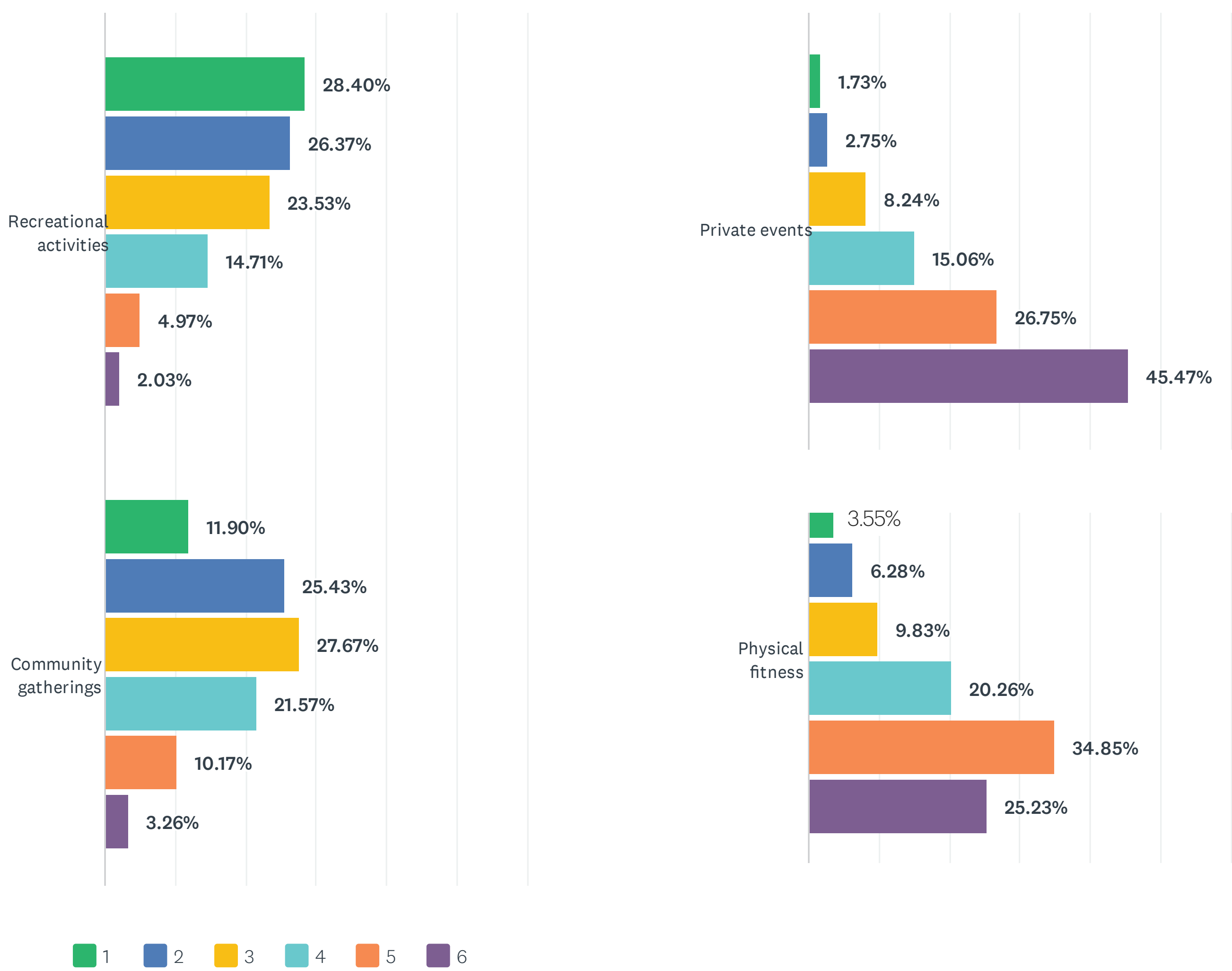


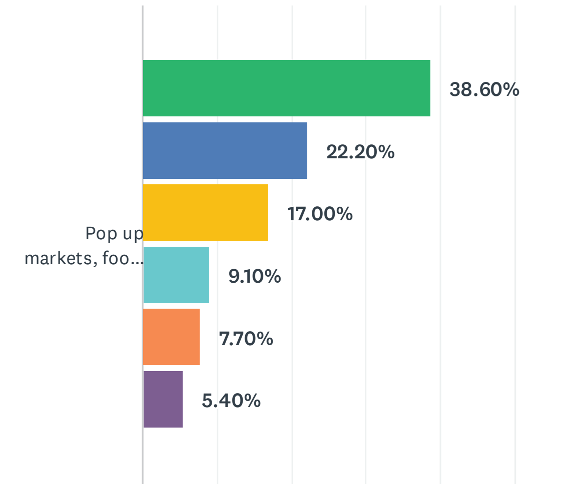
	1 - NOT SUPPORTIVE	2	3	4	5 - VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
Directional signage on where to park	7.78% 78	10.27% 103	29.41% 295	18.64% 187	33.90% 340	1,003	3.61
Expand Downtown wayfinding signage	9.01% 90	10.91% 109	32.63% 326	21.92% 219	25.53% 255	999	3.44
On-street parking	16.14% 162	15.94% 160	30.98% 311	18.03% 181	18.92% 190	1,004	3.08
Additional off-street public parking	3.65% 37	4.15% 42	17.08% 173	28.63% 290	46.50% 471	1,013	4.10
Addition of a parking deck	38.12% 385	11.19% 113	18.81% 190	14.65% 148	17.23% 174	1,010	2.62
Lowering speeds	21.70% 219	16.25% 164	30.62% 309	13.78% 139	17.64% 178	1,009	2.89
More landscaping and greenery	3.16% 32	5.43% 55	18.56% 188	22.90% 232	49.95% 506	1,013	4.11

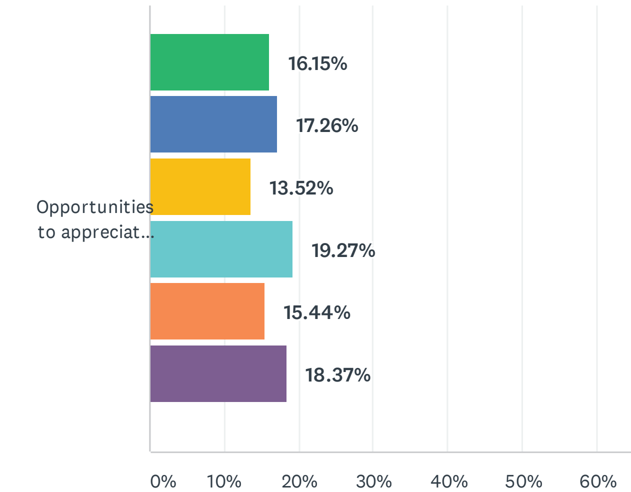
#	OTHER (PLEASE SPECIFY)	DATE
1	Dog-friendly Dog Friendly Designated Areas	3/12/2021 9:02 PM
2	Signage & Lighting Moving store signage a little closer to street.	3/12/2021 7:49 AM
3	Traffic flow diversion To improve the experience of driving downtown .. do something about the congestion between Stonewall, Lanier and Glynn	3/3/2021 12:17 PM
4	Other It depends on what it is; if it is self sustainable, sure. Otherwise it is a budget drain.	3/3/2021 11:40 AM
5	Traffic flow diversion have the lights where they allows traffic to flow better	3/3/2021 11:16 AM
6	Mutli-use path Pedestrian bridge over Glynn Street!	3/3/2021 9:28 AM
7	Other No parking decks downtown but the hospital area needs to be able to build parking decks.	3/3/2021 9:12 AM
8	Traffic flow diversion Traffic lights suck	3/3/2021 2:16 AM
9	Eco-friendly ideas trees for shaded spots in the parking lots. solar panel shades are a better choice.	3/2/2021 6:32 PM
10	Land uses You must have a local coffee shop	3/2/2021 1:43 PM
11	Traffic flow diversion coordinated lights to improve traffic flow and bypass suggestions to side roads	3/2/2021 7:49 AM
12	Traffic flow diversion It's not fixable due to traffic squeeze from road design. You shouldn't be adding more people into this close ended congested area.	3/2/2021 1:04 AM
13	Traffic flow diversion Reroute GA 85. bigger turn lane from 85 south to west 54	3/1/2021 10:49 PM
14	Land uses More outdoor dining options!	3/1/2021 10:06 PM
15	Mutli-use path Wider sidewalks for golf carts	2/27/2021 11:19 AM
16	Mutli-use path We should encourage people to ride bikes	2/25/2021 8:41 PM
17	Land uses Picnic tables	2/25/2021 8:29 PM
18	Other Expand downtown. We need to support our local economy. The more area shops and restaurants that open near down town the better.	2/25/2021 8:28 PM
19	Other too much central planning & rules can eliminate entrepreneurial small shop/restaurant	2/25/2021 7:02 PM
20	Other Redevelop/eliminate the ugly open retail spaces that line SR 85 North	2/25/2021 6:21 PM
21	Mutli-use path Golf cart path/lane & golf cart parking	2/25/2021 5:35 PM
22	Recreation we really need a play ground	2/25/2021 4:53 PM
23	Dog-friendly Dog Park	2/24/2021 7:47 PM
24	Traffic flow diversion Get rid of the one way pair	2/24/2021 4:27 PM
25	Traffic flow diversion two-way streets; radar signs showing your speed; narrowing lane widths	2/24/2021 2:16 PM
26	Traffic flow diversion Lowering speed limits would create better walkability, bike-abilty, as well as decreasing volume of traffic noise to afford more enjoyable outdoor dining experiences.	2/24/2021 1:31 PM
27	Traffic flow diversion Divert through (i.e., transit or not-stopping) traffic away from downtown area, to assist with congestion	2/24/2021 11:37 AM
28	Other More parking for what? There is nothing to do in Fayette Downtown and no room to grow. Like usual Fayetteville has built everything at street level which doesn't allow for any expansion of bike paths, walking paths, etc.	2/24/2021 7:17 AM
29	Other Public transportation	2/24/2021 5:53 AM
30	Other Stop wasting money on things which don't produce value. If you aren't sure what I mean, feel free to reach out to me. My husband is a developer and I am an executive consultant for Fortune 100 companies across the country.	2/24/2021 12:05 AM
31	Signage & Lighting The signage downtown looks too urban . The previous signage was more fitting for the historic district . Probably too late to give an opinion but moving forward if we could just keep more of a historical feel to downtown and not try to urbanize the signage, street lighting, etc	2/23/2021 10:19 PM
32	Traffic flow diversion Sincrenize traffic lights better	2/23/2021 9:04 PM
33	Signage & Lighting Expand lighting to side streets	2/23/2021 8:45 PM
34	Traffic flow diversion Lowering speed doesn't fix the people who don't abide by the speed limit XD	2/23/2021 7:00 PM
35	Other Think Decatur and Athens Ga Downtown	2/23/2021 11:52 AM
36	Parking Parking deck near the library/BoE/Govt complex	2/23/2021 8:11 AM
37	Parking Centralized parking lots. Don't build decks. They're eyesores, potential crime attractors and expensive.	2/23/2021 7:26 AM
38	Mutli-use path Bike racks.	2/23/2021 6:33 AM
39	Other Stop letting churches in and hospice centers	2/23/2021 6:33 AM
40	Signage & Lighting Signs don't help much when a huge majority can't/won't read. Perhaps pictographs.	2/23/2021 4:46 AM
41	Other More places to go and things to do	2/23/2021 12:40 AM
42	Parking only support a 2 level parking deck.	2/22/2021 11:48 PM
43	Traffic flow diversion Develop another way to drive around the square, instead of driving into the square as the only option.	2/22/2021 11:31 PM
44	Other Edible plants/trees/greenery only There's poverty here	2/22/2021 10:34 PM
45	Mutli-use path Golf Cart Paths	2/22/2021 8:48 PM
46	Parking Additional parking will only be needed if fayetteville actually implements all the amazing downtown development plans we always hear about. At the moment, additional parking is not needed because there are not enough cool businesses and green spaces to draw in people.	2/22/2021 8:41 PM
47	Other Decorative Lighting in trees	2/22/2021 7:59 PM
48	Parking Parking for larger vehicles with higher height clearances	2/22/2021 6:30 PM
49	Other more benches, tables or way to stop and enjoy the outdoors downtown	2/21/2021 12:16 AM
50	Other Downtown is currently NOT pedestrian friendly and does NOT encourage me to walk around and patronize local businesses. I go to other city's downtowns and feel safe walking around their squares. Our downtown sidewalks are small, uneven, and constantly have poles/manholes/objects blocking ADA ramps. The cars are so close to the sidewalks that I feel unsafe walking along the stretch of shops. I think the parallel parking in front of the shops should be turned into wider sidewalk for bistro tables/seating and added buffer from cars. Slowing the cars would be beneficial as well.	2/20/2021 9:45 PM
51	Parking Off-street parking should not occupy prime street-frontage that could otherwise be the site of new development downtown; a deck, would allow parking to go vertical and occupy less real estate. On-street parking is great, but the priority in streetscape design needs to be on PEOPLE, not cars. I know a major component is getting GDOT to recognize this, but the latest on-street parking improvement project along Stonewall Avenue was definitely still an auto-centric design. People-oriented design was not the preeminent issue for that project. Pedestrians actually are now forced to share storm water infrastructure as part of the design. . . Just food for thought.	2/20/2021 9:45 PM

52	Parking I would be very supportive of an underground parking facility, but not construction of a large above ground parking deck	2/20/2021 12:58 PM
53	Traffic flow diversion Traffic calming, grid street netrowk, potentially additional traffic lights w dedicated pedestrian crossings,	2/18/2021 12:39 PM

Q11 Prioritize the activities you would like to see future and existing parks and open space in Downtown used for by ordering the below options from 1 to 6, putting the highest priority first and lowest priority last. You can order the options by either using the drop down menu next to each option or by dragging each option into your preferred order using your mouse.

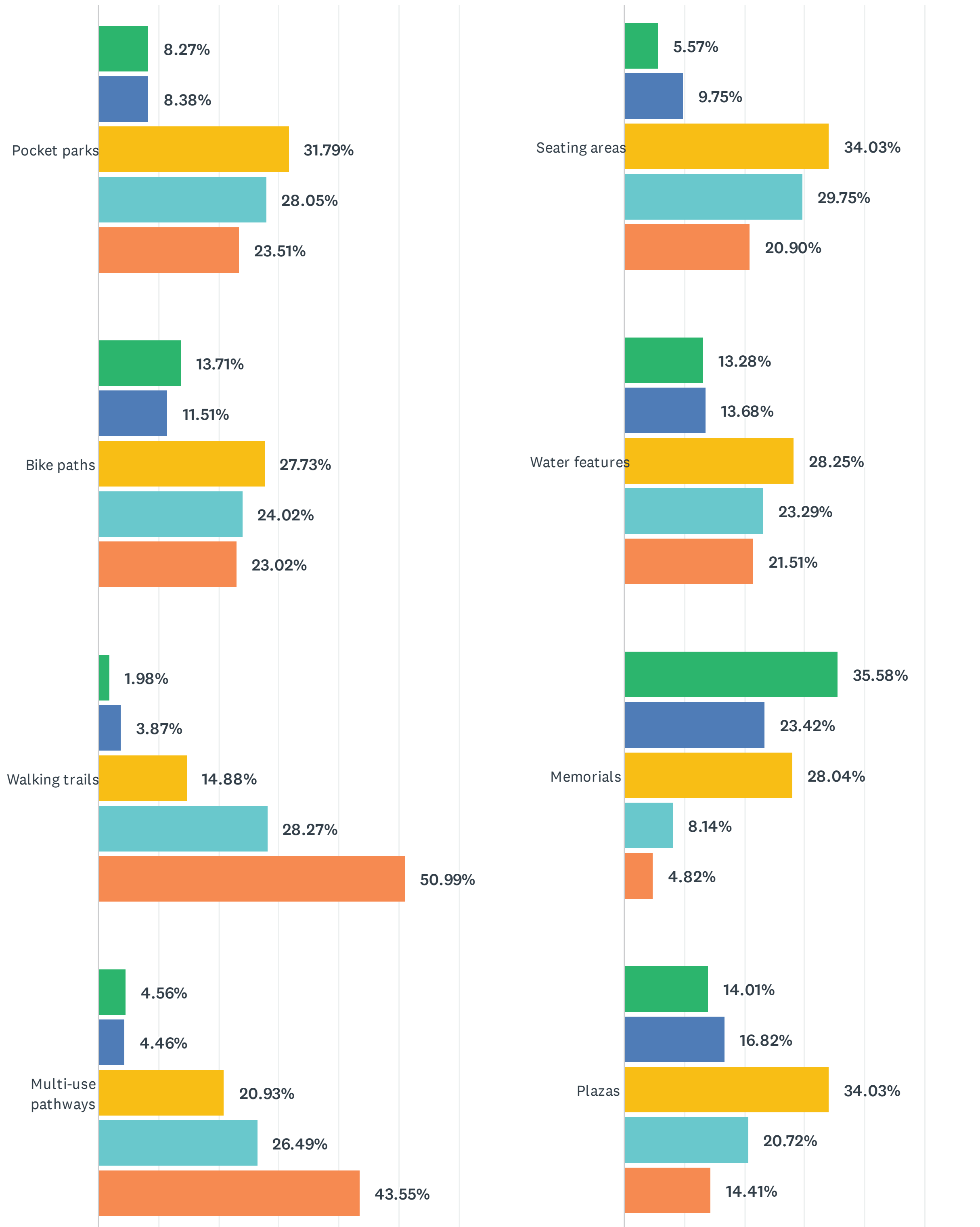


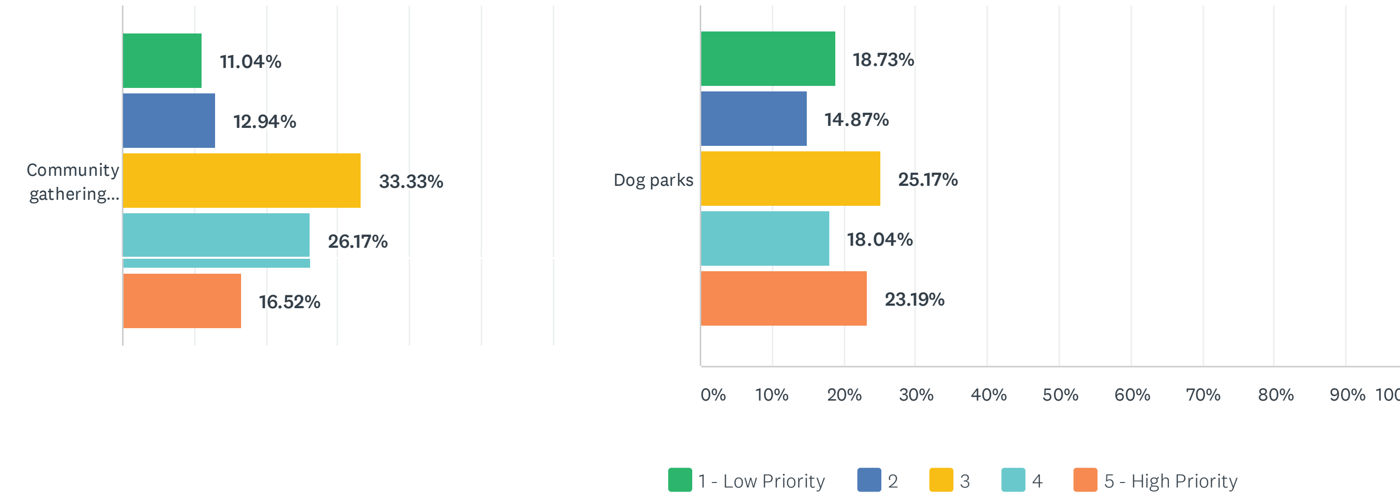




	1	2	3	4	5	6	TOTAL	SCORE
Recreational activities	28.40% 280	26.37% 260	23.53% 232	14.71% 145	4.97% 49	2.03% 20	986	4.52
Community gatherings	11.90% 117	25.43% 250	27.67% 272	21.57% 212	10.17% 100	3.26% 32	983	3.98
Private events	1.73% 17	2.75% 27	8.24% 81	15.06% 148	26.75% 263	45.47% 447	983	2.01
Physical fitness	3.55% 35	6.28% 62	9.83% 97	20.26% 200	34.85% 344	25.23% 249	987	2.48
Pop up markets, food booths, or other commercial activities to accommodate visitors	38.60% 386	22.20% 222	17.00% 170	9.10% 91	7.70% 77	5.40% 54	1,000	4.59
Opportunities to appreciate nature (via enhanced landscaping, special plantings, benches for nature viewing, etc.)	16.15% 160	17.26% 171	13.52% 134	19.27% 191	15.44% 153	18.37% 182	991	3.44

Q12 On a scale of 1 to 5 (with 1 being low priority and 5 being high priority), how much would you like to see the following amenities incorporated within Downtown's greenspace and other public spaces?



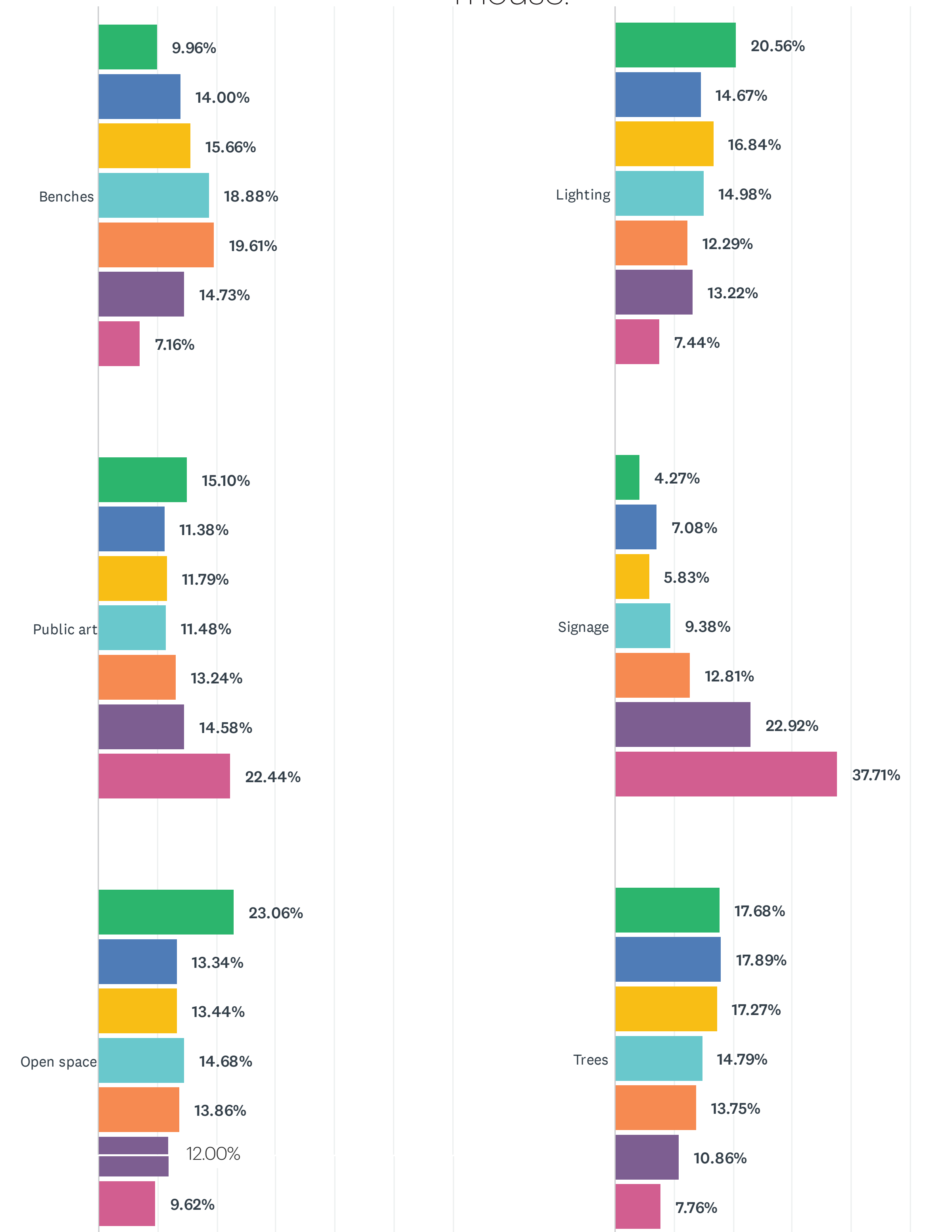


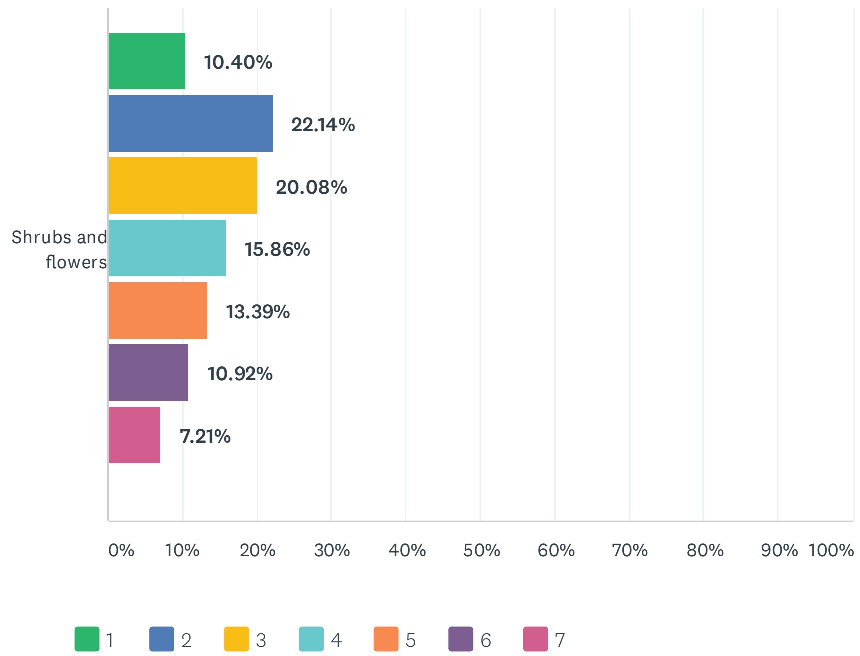
	1 - LOW PRIORITY	2	3	4	5 - HIGH PRIORITY	TOTAL	WEIGHTED AVERAGE
Pocket parks	8.27% 82	8.38% 83	31.79% 315	28.05% 278	23.51% 233	991	3.50
Bike paths	13.71% 137	11.51% 115	27.73% 277	24.02% 240	23.02% 230	999	3.31
Walking trails	1.98% 20	3.87% 39	14.88% 150	28.27% 285	50.99% 514	1,008	4.22
Multi-use pathways	4.56% 46	4.46% 45	20.93% 211	26.49% 267	43.55% 439	1,008	4.00
Seating areas	5.57% 56	9.75% 98	34.03% 342	29.75% 299	20.90% 210	1,005	3.51
Water features	13.28% 134	13.68% 138	28.25% 285	23.29% 235	21.51% 217	1,009	3.26
Memorials	35.58% 354	23.42% 233	28.04% 279	8.14% 81	4.82% 48	995	2.23
Plazas	14.01% 140	16.82% 168	34.03% 340	20.72% 207	14.41% 144	999	3.05
Community gathering spaces with commercial partnerships	11.04% 111	12.94% 130	33.33% 335	26.17% 263	16.52% 166	1,005	3.24
Dog parks	18.73% 189	14.87% 150	25.17% 254	18.04% 182	23.19% 234	1,009	3.12

#	OTHER (PLEASE SPECIFY)	DATE
1	Outdoor recreation Splash pad	3/3/2021 11:40 AM
2	Outdoor recreation people need a place to excercise outdoors via a pathway loop. We don't need more "memorials"	3/2/2021 6:32 PM
3	Outdoor recreation Child friendly places always include a public bathroom!!!!	3/2/2021 1:43 PM
4	Outdoor recreation bike paths that bypass the square for through traffic	3/2/2021 7:49 AM
5	Dog Park We NEED a dog park. People are going to peachtree city for dog parks and they end up spending their money for food and other dog items in peachtree city. We have a Petsmart and Hollywood feed that would benefit from a dog park and put money in our local economy	2/25/2021 8:28 PM
6	Other Memorials? Whose? How long before some woke movement turn thumbs-down?	2/25/2021 7:02 PM

7	Dog Park DOG PARKS PLEASE	2/25/2021 12:43 PM
8	Other Community Garden projects	2/24/2021 7:58 PM
9	Dog Park Yes, Dog Park!!!	2/24/2021 7:47 PM
10	Outdoor recreation Extend sidewalks out just a little further into the community do we can access the paths into downtown. There is little to no parking on the outskirts to provide access to entry into the sidewalk system.	2/24/2021 5:20 PM
11	Other Again, besides the old courthouse, where is there greenspace? And to call May Harp Park a "park" is laughable.	2/24/2021 7:17 AM
12	Other We need a YMCA!!!	2/23/2021 10:54 PM
13	Outdoor recreation Playground, splash pads, community pool	2/23/2021 9:31 PM
14	Outdoor recreation Parks! Parks parks. We need at least one big nice park. With old growth trees, not trees pulled down and then replanted with dumb little tiny trees.	2/23/2021 7:00 PM
15	Other Outdoor live music other than Southern Ground	2/23/2021 10:25 AM
16	Outdoor recreation A really good playground!!!!!!	2/23/2021 9:24 AM
17	Other Make it look like savanaha- nice infrastructure, parks, walking, biking - you have to give folks a reason to want to be there - shopping, eating, entertainment	2/23/2021 9:10 AM
18	Dog Park No dog parks! Breeding ground for germs; liability for the city/ county. People don't monitor their dogs. This is a BAD idea!	2/23/2021 7:26 AM
19	Other Stop letting churches in and hospice centers	2/23/2021 6:33 AM
20	Pool / Splash pad Can we PLEASE GET A POOL . I've been waiting for 20+ years. Global warming is getting here!!	2/23/2021 1:10 AM
21	Pool / Splash pad splash pad	2/22/2021 11:04 PM
22	Pool / Splash pad Public pool	2/22/2021 10:34 PM
23	Pool / Splash pad Splash pad	2/22/2021 10:26 PM
24	Outdoor recreation playgrounds!!	2/22/2021 8:54 PM
25	Outdoor recreation Golf Cart Parking/Paths	2/22/2021 8:48 PM
26	Outdoor recreation We need child friendly activities. It's sad that we have to leave our town and support another town to play, swim, watch fireworks and parades	2/22/2021 8:47 PM
27	Other Downtown feels like concrete and cars right now. Landscaping is badly needed to hide the cars from spaces and make downtown more pleasant and beautiful.	2/22/2021 8:41 PM
28	Dog Park A dog park is a MUST. I also encourage descision making members to actually walk around downtown (not drive) and experience what it is like for a walker/biker in our city.	2/20/2021 9:45 PM

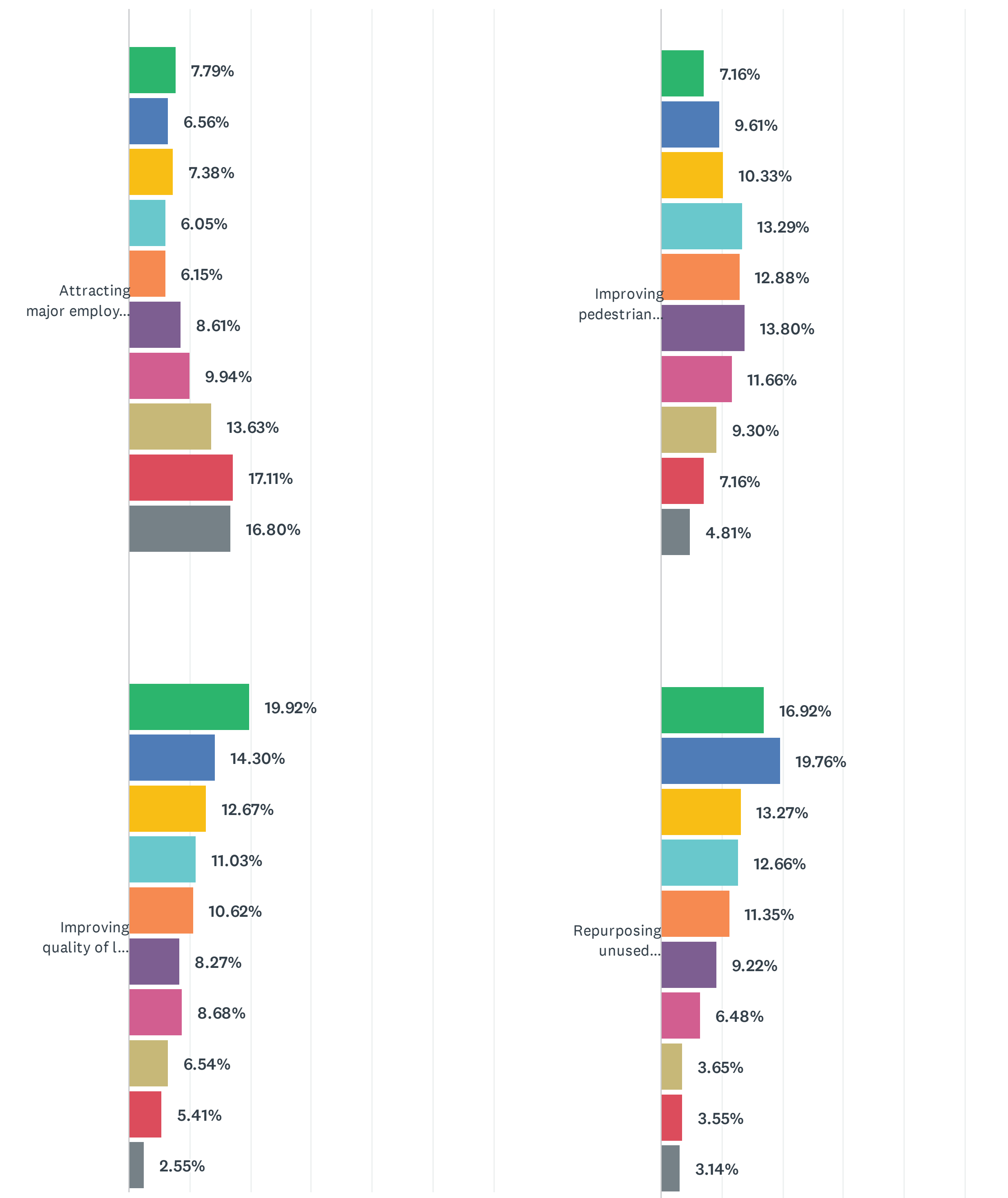
Q13 Prioritize the features you would like to see more of in Downtown by ordering the below options from 1 to 7, putting the highest priority first and lowest priority last. You can order the options by either using the drop down menu next to each option or by dragging each option into your preferred order using your mouse.

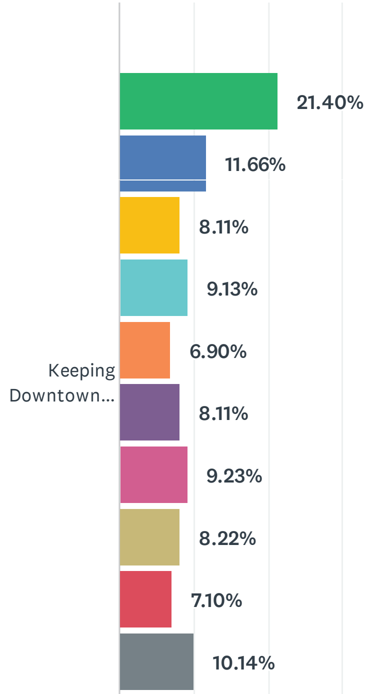


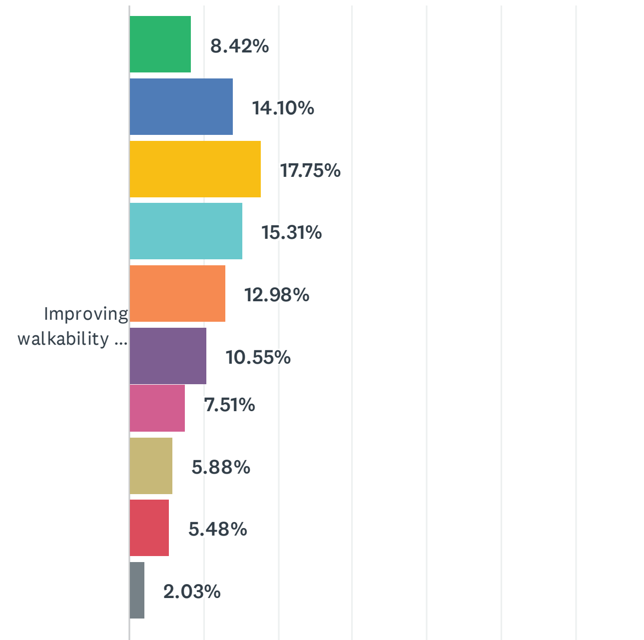


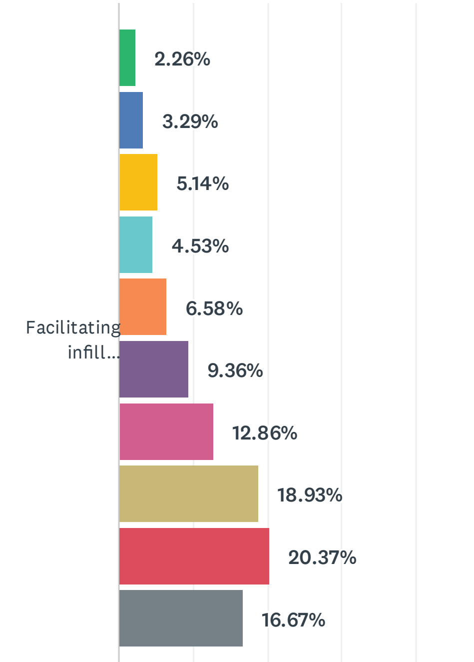
	1	2	3	4	5	6	7	TOTAL	SCORE
Benches	9.96% 96	14.00% 135	15.66% 151	18.88% 182	19.61% 189	14.73% 142	7.16% 69	964	4.03
Public art	15.10% 146	11.38% 110	11.79% 114	11.48% 111	13.24% 128	14.58% 141	22.44% 217	967	3.70
Open space	23.06% 223	13.34% 129	13.44% 130	14.68% 142	13.86% 134	12.00% 116	9.62% 93	967	4.43
Lighting	20.56% 199	14.67% 142	16.84% 163	14.98% 145	12.29% 119	13.22% 128	7.44% 72	968	4.47
Signage	4.27% 41	7.08% 68	5.83% 56	9.38% 90	12.81% 123	22.92% 220	37.71% 362	960	2.61
Trees	17.68% 171	17.89% 173	17.27% 167	14.79% 143	13.75% 133	10.86% 105	7.76% 75	967	4.47
Shrubs and flowers	10.40% 101	22.14% 215	20.08% 195	15.86% 154	13.39% 130	10.92% 106	7.21% 70	971	4.39

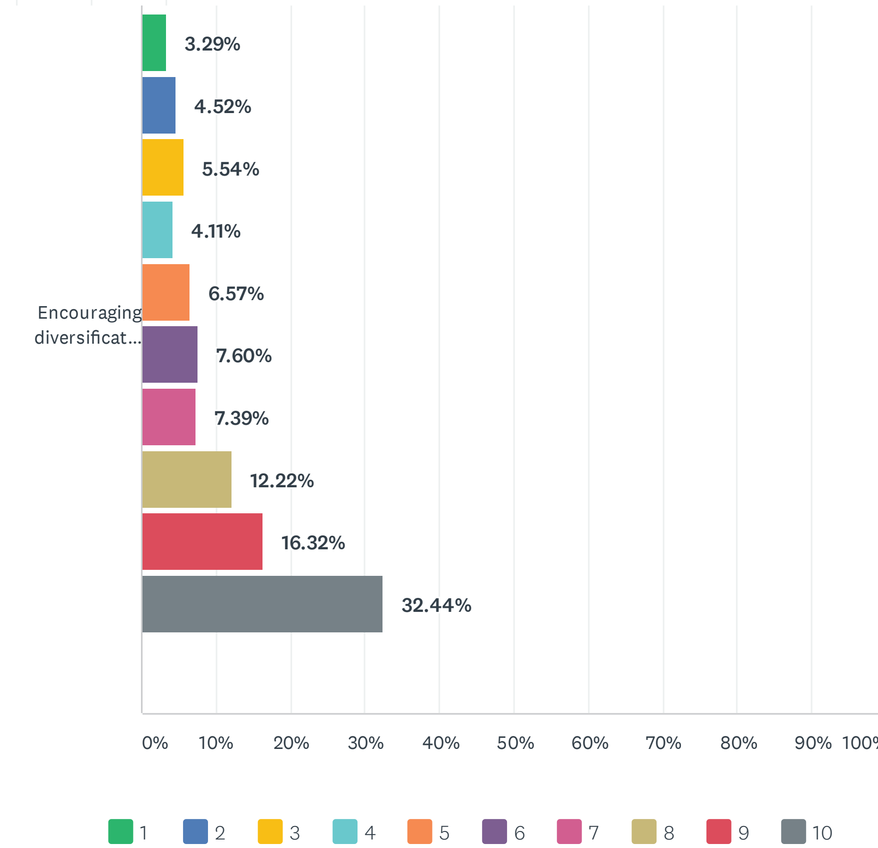
Q14 Prioritize the following actions/investments for Downtown by ordering the below options from 1 to 10, putting the highest priority first and lowest priority last. You can order the options by either using the drop down menu next to each option or by dragging each option into your preferred order using your mouse.

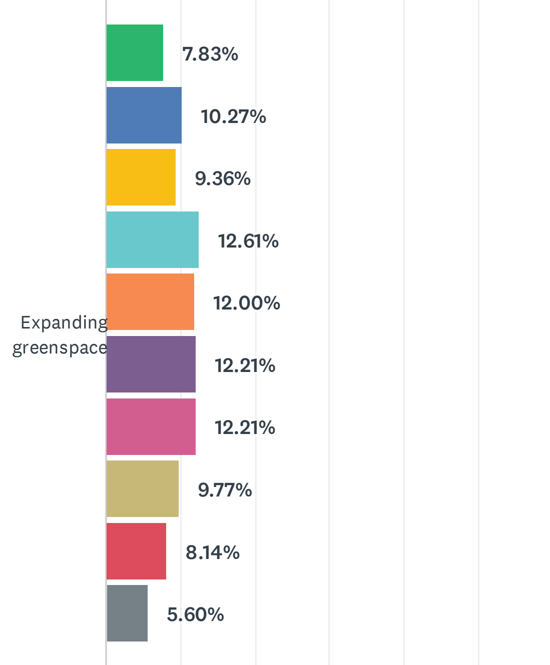


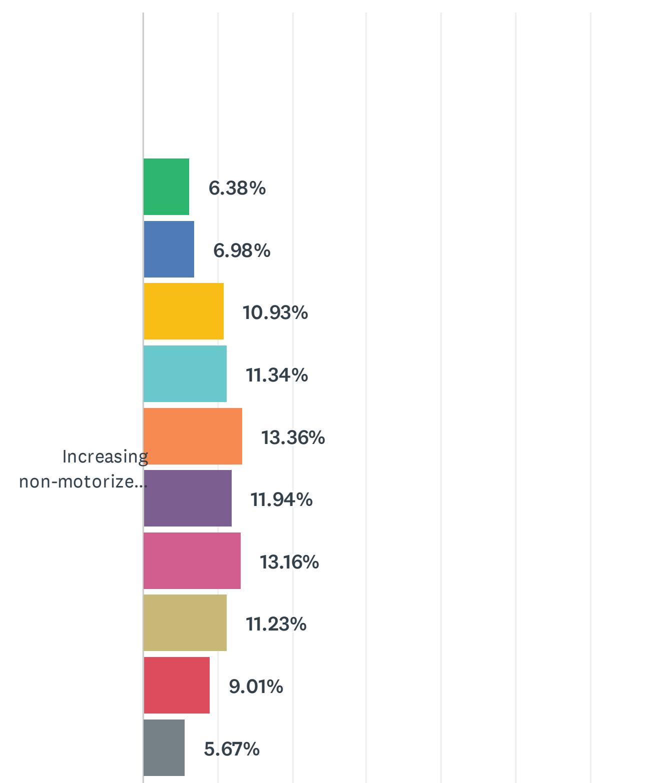






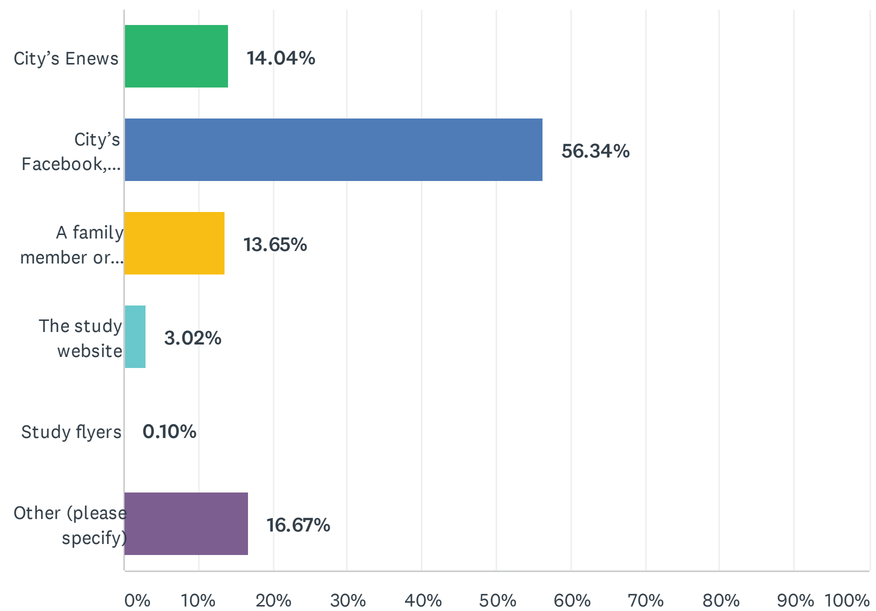






	1	2	3	4	5	6	7	8	9	10	TOTAL
Attracting major employers to Downtown	7.79% 76	6.56% 64	7.38% 72	6.05% 59	6.15% 60	8.61% 84	9.94% 97	13.63% 133	17.11% 167	16.80% 164	976
Improving quality of life and local amenities to benefit current residents and attract more residents	19.92% 195	14.30% 140	12.67% 124	11.03% 108	10.62% 104	8.27% 81	8.68% 85	6.54% 64	5.41% 53	2.55% 25	979
Improving pedestrian safety	7.16% 70	9.61% 94	10.33% 101	13.29% 130	12.88% 126	13.80% 135	11.66% 114	9.30% 91	7.16% 70	4.81% 47	978
Repurposing unused properties and buildings	16.92% 167	19.76% 195	13.27% 131	12.66% 125	11.35% 112	9.22% 91	6.48% 64	3.65% 36	3.55% 35	3.14% 31	987
Keeping Downtown authentic	21.40% 211	11.66% 115	8.11% 80	9.13% 90	6.90% 68	8.11% 80	9.23% 91	8.22% 81	7.10% 70	10.14% 100	986
Expanding greenspace	7.83% 77	10.27% 101	9.36% 92	12.61% 124	12.00% 118	12.21% 120	12.21% 120	9.77% 96	8.14% 80	5.60% 55	983
Improving walkability and pedestrian connections	8.42% 83	14.10% 139	17.75% 175	15.31% 151	12.98% 128	10.55% 104	7.51% 74	5.88% 58	5.48% 54	2.03% 20	986
Increasing non-motorized access to Downtown	6.38% 63	6.98% 69	10.93% 108	11.34% 112	13.36% 132	11.94% 118	13.16% 130	11.23% 111	9.01% 89	5.67% 56	988
Facilitating infill development	2.26% 22	3.29% 32	5.14% 50	4.53% 44	6.58% 64	9.36% 91	12.86% 125	18.93% 184	20.37% 198	16.67% 162	972
Encouraging diversification of housing types	3.29% 32	4.52% 44	5.54% 54	4.11% 40	6.57% 64	7.60% 74	7.39% 72	12.22% 119	16.32% 159	32.44% 316	974

Q15 How did you find out about this survey?



ANSWER CHOICES	RESPONSES	
City's Enews	14.04%	144
City's Facebook, Twitter, or Instagram accounts	56.34%	578
A family member or friend	13.65%	140
The study website	3.02%	31
Study flyers	0.10%	1
Other (please specify)	16.67%	171
Total Respondents: 1,026		

#	OTHER (PLEASE SPECIFY)	DATE
1	Library	3/19/2021 5:12 PM
2	Email Email	3/18/2021 8:47 PM
3	Email I subscribe to City of Fayetteville	3/17/2021 7:56 PM
4	Word of Mouth Denise Brookins personally came to my house...very impressive	3/17/2021 6:08 PM
5	x	3/17/2021 8:59 AM
6	Community Center Senior Center	3/16/2021 5:51 PM
7	Community Center Services Center	3/16/2021 3:48 PM
8	Community Center Library	3/16/2021 3:33 PM
9	work	3/16/2021 8:57 AM
10	Email Facebook Group Word of Mouth HOA communication	3/13/2021 9:24 PM
11	Email Facebook Group Word of Mouth HOA COMMUNTIES	3/13/2021 2:12 PM
12	Email Facebook Group Word of Mouth HOA	3/13/2021 12:56 PM
13	Email Email	3/11/2021 7:32 PM
14	Nextdoor App Nextdoor app	3/9/2021 10:28 PM
15	Nextdoor App Nextdoor app	3/6/2021 6:07 PM
16	Nextdoor App Nextdoor app	3/5/2021 6:51 PM
17	Nextdoor App Nextdoor	3/5/2021 5:55 PM
18	Facebook Group Homeowners group	3/5/2021 9:37 AM
19	Nextdoor App Next Door FB page	3/5/2021 8:05 AM
20	Facebook Group Facebook group	3/5/2021 5:57 AM
21	Email email	3/4/2021 8:33 PM
22	Nextdoor App Nextdoor	3/4/2021 7:40 PM
23	Newspaper AJC	3/4/2021 3:25 PM
24	Word of Mouth Neighbor	3/4/2021 11:47 AM
25	Nextdoor App Nextdoor website	3/4/2021 8:44 AM
26	Nextdoor App Nextdoor app	3/4/2021 8:04 AM
27	Newspaper Community newsletter	3/4/2021 7:46 AM
28	Word of Mouth Next door neighbor	3/4/2021 7:29 AM
29	Nextdoor App Nextdoor app	3/4/2021 7:03 AM
30	Nextdoor App Nextdoor	3/4/2021 5:54 AM
31	Nextdoor App Next door App	3/3/2021 11:20 PM
32	Google Google	3/3/2021 9:06 PM
33	Newspaper AJC	3/3/2021 6:52 PM
34	Nextdoor App Nextdoor	3/3/2021 5:22 PM
35	Nextdoor App Next door	3/3/2021 4:59 PM
36	Nextdoor App Nextdoor neighborhood group	3/3/2021 2:02 PM
37	Nextdoor App Nextdoor app	3/3/2021 1:52 PM
38	Nextdoor App Next door apt	3/3/2021 12:35 PM
39	Word of Mouth Neighborhood Network	3/3/2021 12:17 PM
40	Nextdoor App nextdoor.com	3/3/2021 12:14 PM
41	Nextdoor App Nextdoor.com post	3/3/2021 11:40 AM
42	Newspaper AJC	3/3/2021 11:16 AM
43	Google Internet	3/3/2021 11:02 AM
44	Nextdoor App Nextdoor	3/3/2021 9:51 AM
45	Nextdoor App Nextdoor	3/3/2021 9:50 AM
46	Newspaper AJC	3/3/2021 9:46 AM
47	Nextdoor App NextDoor	3/3/2021 9:32 AM
48	Nextdoor App Nextdoor	3/3/2021 9:12 AM
49	Nextdoor App Nextdoor	3/3/2021 9:10 AM
50	Facebook Group Neighborhood post	3/3/2021 8:36 AM
51	Nextdoor App Next Door	3/3/2021 8:31 AM
52	Google Google news	3/3/2021 8:02 AM
53	Google Google	3/3/2021 5:48 AM
54	Google Google	3/3/2021 2:16 AM
55	Newspaper AJC	3/3/2021 12:17 AM
56	Newspaper Ajc.com	3/2/2021 10:36 PM

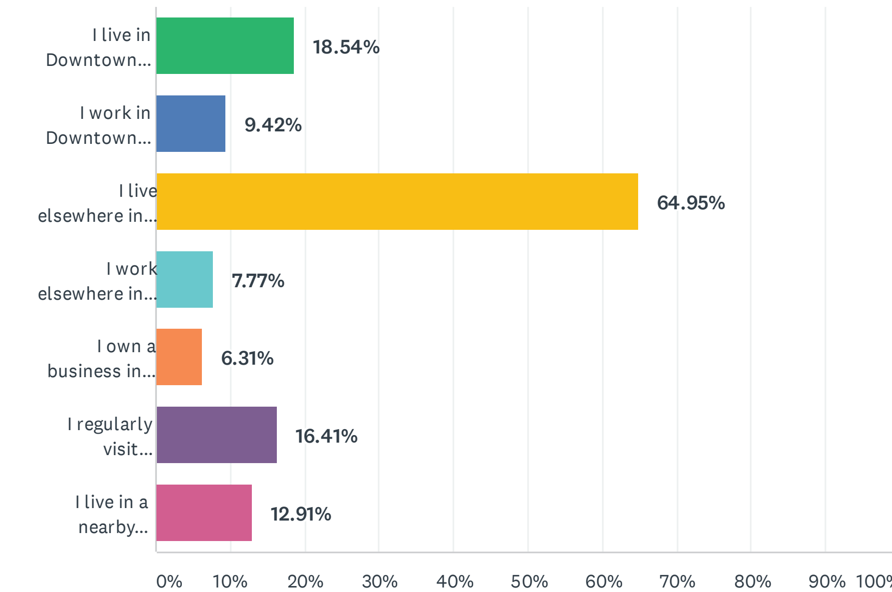
57	Google	Google	3/2/2021 9:44 PM
58	Google	Google	3/2/2021 8:15 PM
59	Newspaper	AJC	3/2/2021 8:13 PM
60	Facebook Group	Facebook friend	3/2/2021 6:32 PM
61	Newspaper	Atlanta Journal Southside article	3/2/2021 5:19 PM
62	Newspaper	AJC	3/2/2021 4:11 PM
63	Google	Google feed	3/2/2021 3:37 PM
64	Facebook Group	Facebook friend	3/2/2021 1:56 PM
65	Newspaper	AJC	3/2/2021 11:52 AM
66	Google	google news	3/2/2021 11:25 AM
67	Google	Google News	3/2/2021 11:22 AM
68	Newspaper	Atlanta Journal Constitution	3/2/2021 10:40 AM
69	Newspaper	AJC	3/2/2021 10:20 AM
70	Email	Email. Newsletter	3/2/2021 10:07 AM
71	Google	Google	3/2/2021 9:54 AM
72	Google	Google	3/2/2021 8:37 AM
73	Newspaper	Ajc	3/2/2021 8:22 AM
74	Newspaper	AJC online article	3/2/2021 8:11 AM
75	Newspaper	AJC	3/2/2021 7:50 AM
76	Facebook Group	city council rep on facebook	3/2/2021 7:49 AM
77	Google	Google feed	3/2/2021 6:50 AM
78	Newspaper	AJC	3/2/2021 6:45 AM
79	Google	Google	3/2/2021 6:14 AM
80	Google	Internet story	3/2/2021 6:06 AM
81	Google	Internet news site	3/2/2021 1:04 AM
82	Google	Online	3/1/2021 11:01 PM
83	Google	news.google.com	3/1/2021 10:49 PM
84	Newspaper	Ajc	3/1/2021 10:16 PM
85	Google	Google news	3/1/2021 10:04 PM
86	Google	Google news	3/1/2021 9:29 PM
87	Newspaper	Ajc	3/1/2021 9:25 PM
88	Google	Google	3/1/2021 8:47 PM
89	Newspaper	News article	3/1/2021 8:18 PM
90	Newspaper	Ajc	3/1/2021 7:34 PM
91	Newspaper	Atlanta Journal Constitution	3/1/2021 7:27 PM
92	Google	Google main page	3/1/2021 6:27 PM
93	Newspaper	Ajc	3/1/2021 4:21 PM
94	Newspaper	Ajc	3/1/2021 4:07 PM
95	Facebook Group	HOS	3/1/2021 3:53 PM
96	Google	Google	3/1/2021 3:44 PM
97	Word of Mouth	participant in the study	3/1/2021 3:29 PM
98	Google	Google stories	3/1/2021 3:20 PM
99	Google	Google	3/1/2021 2:27 PM

100	Newspaper	ajc	3/1/2021 2:06 PM
101	Word of Mouth	City Councilman, Joe Clark	2/28/2021 6:23 PM
102	Email	Email	2/26/2021 8:39 PM
103	Word of Mouth	Relative	2/26/2021 1:02 PM
104	Facebook Group	On Facebook group living in fabulous Fayetteville	2/26/2021 8:49 AM
105	Facebook Group	Social media	2/26/2021 6:04 AM
106	Facebook Group	Gremlin Growler Facebook post	2/25/2021 8:25 PM
107	Facebook Group	Facebook	2/25/2021 8:17 PM
108	Facebook Group	Gremlin Growler shared FB post	2/25/2021 6:04 PM
109	Facebook Group	Shared post via Facebook	2/25/2021 4:55 PM
110	Google	Gremlin Gowlers website	2/25/2021 4:44 PM
111	Facebook Group	Living in Fabulous Fayetteville Facebook page	2/25/2021 3:56 PM
112	Word of Mouth	neighbor	2/25/2021 12:43 PM
113	Facebook Group	Facebook friend	2/25/2021 5:27 AM
114	Word of Mouth	Joe Clark	2/24/2021 9:20 PM
115	Word of Mouth	Joe Clark !	2/24/2021 6:20 PM
116	Email	email	2/24/2021 2:16 PM
117	Facebook Group	Joe Clark FB post	2/24/2021 11:44 AM
118	Facebook Group	Facebook	2/24/2021 11:37 AM
119	Facebook Group	Facebook post by Joe Clark	2/24/2021 9:46 AM
120	Email	email	2/24/2021 8:04 AM
121	Facebook Group	Facebook page Living in Fabulous Fayetteville	2/24/2021 12:00 AM
122	Facebook Group	Lafayette Park Facebook page	2/23/2021 10:21 PM
123	Facebook Group	Facebook group	2/23/2021 10:07 PM
124	Facebook Group	Someone shared it to the Fabulous Fayetteville group	2/23/2021 9:49 PM
125	Facebook Group	Fabulous Fayetteville Facebook	2/23/2021 9:33 PM
126	Facebook Group	Facebook group- Living in Fabulous Fayetteville	2/23/2021 9:33 PM
127	Facebook Group	Facebook	2/23/2021 9:19 PM
128	Word of Mouth	FROM A CITY EMPLOYEE	2/23/2021 8:35 PM
129	Facebook Group	Facebook	2/23/2021 4:51 PM
130	Facebook Group	Fayetteville Facebook group	2/23/2021 3:41 PM
131	Facebook Group	Facebook	2/23/2021 3:26 PM
132	Nextdoor App	Nextdoor app	2/23/2021 1:03 PM
133	Facebook Group	Facebook	2/23/2021 12:56 PM
134	Email	Email	2/23/2021 12:34 PM
135	Facebook Group	Living in Fab Fayetteville FB page	2/23/2021 12:15 PM
136	Facebook Group	Fayette Community Page	2/23/2021 10:17 AM
137	Facebook Group	Living Fabulous in Fayetteville	2/23/2021 10:05 AM
138	Facebook Group	Oakleigh Manor Facebook page	2/23/2021 9:44 AM
139	Facebook Group	family member shared on facebook	2/23/2021 9:36 AM
140	Facebook Group	Fabulous Fayetteville Facebook page	2/23/2021 9:10 AM
141	Nextdoor App	Nextdoor	2/23/2021 8:48 AM
142	Facebook Group	Fayette County GA Community Discussion facebook	2/23/2021 8:40 AM

143	Facebook Group Fayette Facebook group	2/23/2021 8:26 AM
144	Facebook Group Posted on HOA website	2/23/2021 8:16 AM
145	Nextdoor App Nextdoor app	2/23/2021 8:12 AM
146	Facebook Group Facebook	2/23/2021 7:50 AM
147	Facebook Group Neighborhood Facebook post	2/23/2021 7:46 AM
148	Facebook Group Fabulous in Fayetteville Facebook page	2/23/2021 7:42 AM
149	Nextdoor App Neighborhood App	2/23/2021 7:26 AM
150	Word of Mouth Local business owner I'm friends with	2/23/2021 6:33 AM
151	Nextdoor App Nextdoor	2/23/2021 5:48 AM
152	Word of Mouth Someone on a city page suggested it	2/23/2021 1:56 AM
153	Facebook Group Facebook group	2/23/2021 12:07 AM
154	Facebook Group Living in Fayetteville Facebook Page	2/22/2021 11:51 PM
155	Facebook Group Link on Facebook	2/22/2021 10:20 PM
156	Facebook Group Neighborhood social media	2/22/2021 9:43 PM
157	In	2/22/2021 9:24 PM
158	Word of Mouth Neighbor	2/22/2021 9:09 PM
159	Facebook Group HOA Facebook Page	2/22/2021 9:06 PM
160	Nextdoor App Nextdoor.com	2/22/2021 8:48 PM
161	Facebook Group Our community Facebook page	2/22/2021 8:23 PM
162	Word of Mouth SAW IT ON HERE AND DOVE IN WANT TO SEE FAYETTEVILLE GROW	2/22/2021 7:57 PM
163	Facebook Group Facebook post with link	2/22/2021 7:43 PM
164	Nextdoor App Nextdoor	2/22/2021 7:31 PM
165	Facebook Group Fayette community discussion Facebook	2/22/2021 7:28 PM
166	Nextdoor App Nextdoor	2/22/2021 6:08 PM
167	Nextdoor App Nextdoor	2/22/2021 6:04 PM
168	Word of Mouth Serve as residential committee member	2/22/2021 4:35 PM
169	Nextdoor App NextDoor posting	2/21/2021 11:15 PM
170	Email email	2/21/2021 12:16 AM
171	Word of Mouth Denise made me do it.	2/18/2021 12:39 PM

Q16 What is your relationship to the City of Fayetteville?

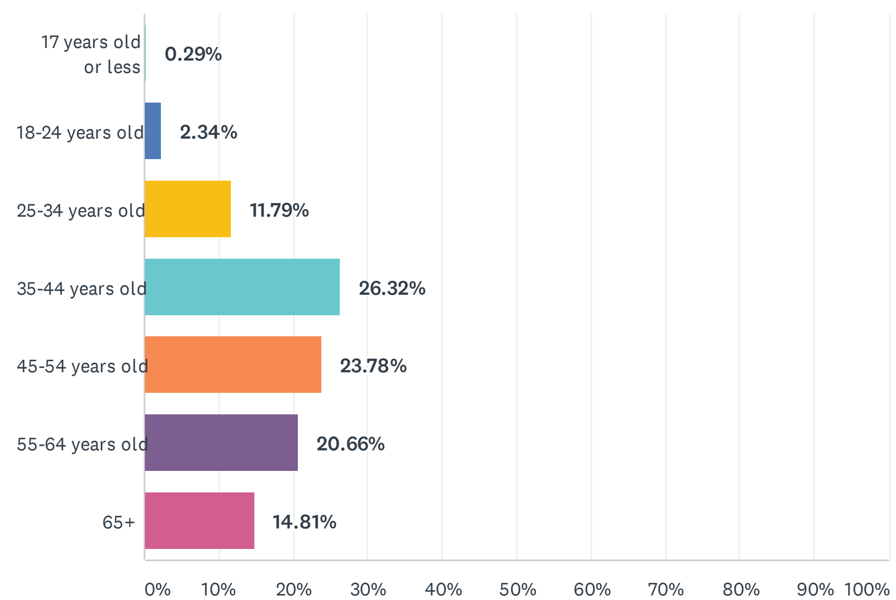
Answered: 1,030 Skipped: 11



ANSWER CHOICES	RESPONSES	
I live in Downtown Fayetteville.	18.54%	191
I work in Downtown Fayetteville.	9.42%	97
I live elsewhere in Fayetteville.	64.95%	669
I work elsewhere in Fayetteville.	7.77%	80
I own a business in Fayetteville.	6.31%	65
I regularly visit Fayetteville.	16.41%	169
I live in a nearby community.	12.91%	133
Total Respondents: 1,030		

Q17 What is your age?

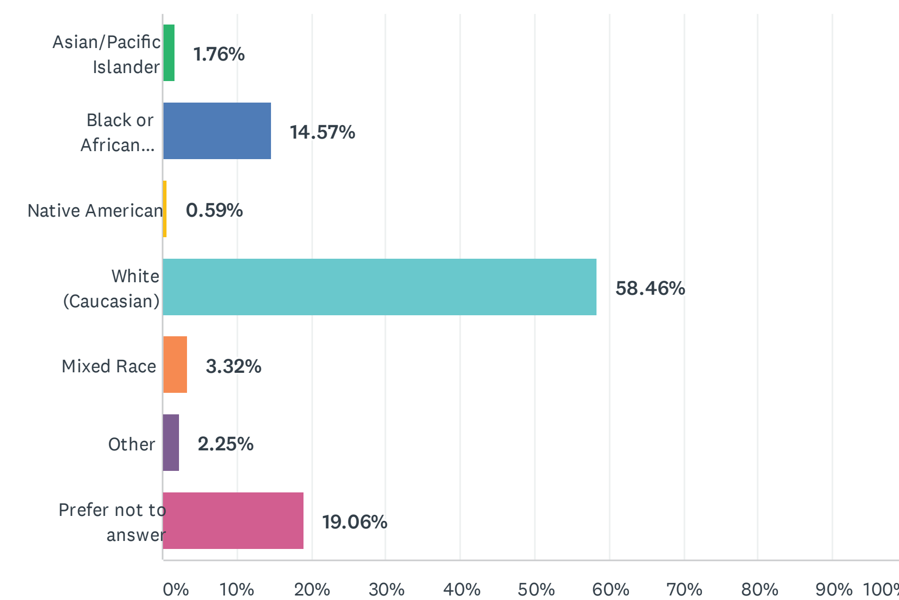
Answered: 1,026 Skipped: 15



ANSWER CHOICES	RESPONSES	
17 years old or less	0.29%	3
18-24 years old	2.34%	24
25-34 years old	11.79%	121
35-44 years old	26.32%	270
45-54 years old	23.78%	244
55-64 years old	20.66%	212
65+	14.81%	152
TOTAL		1,026

Q18 What is your race?

Answered: 1,023 Skipped: 18



ANSWER CHOICES	RESPONSES	
Asian/Pacific Islander	1.76%	18
Black or African American	14.57%	149
Native American	0.59%	6
White (Caucasian)	58.46%	598
Mixed Race	3.32%	34
Other	2.25%	23
Prefer not to answer	19.06%	195
TOTAL		1,023

moving FAYETTEVILLE

FORWARD

The Vision for moving Fayetteville Forward is to reimagine the possibilities in Downtown through catalytic equitable placemaking, enhanced legibility of the built environment, and creative guidelines for healthy, sustainable developments that will empower its diverse communities.

Livable Centers Initiative (LCI) Study for Downtown Fayetteville, Georgia

September 2021

HKS | PEC | Office of Design | NV5 | Noell Consulting Group | Blue Cypress

FAYETTEVILLE'S CAPITAL IMPROVEMENTS ELEMENT







Capital Improvements Element

2022 Annual Update

FY 2021 Financial Report & Community Work Program

Fayetteville, Georgia

Adopted: June 6, 2022

This Capital Improvements Element Annual Update has been prepared based on the rules and regulations pertaining to impact fees in Georgia, as specified by the *Development Impact Fee Act* (DIFA) and the Department of Community Affairs (DCA) documents *Development Impact Fee Compliance Requirements* and *Standards and Procedures for Local Comprehensive Planning*. These three documents dictate the essential elements of an Annual Update, specifically the inclusion of a financial report and a schedule of improvements.

According to DCA's Compliance Requirements, the Annual Update:

> "… must include: 1) the Annual Report on impact fees required under O.C.G.A. 36-71-8; and 2) a new fifth year schedule of improvements, and any changes to or revisions of previously listed CIE projects, including alterations in project costs, proposed changes in funding sources, construction schedules, or project scope." (Chapter 110-12-2-.03(2)(c))

The Annual Update Financial Report covers FY 2021, while the Community Work Program is based on the most recent City of Fayetteville *Capital Improvements Element*, which was adopted July 19, 2018.

Financial Report

The Financial Report included in this document is based on the requirements of DIFA, specifically:

> "As part of its annual audit process, a municipality or county shall prepare an annual report describing the amount of any development impact fees collected, encumbered, and used during the preceding year by category of public facility and service area." (O.C.G.A. 36-71-8(c))

The required FY 2021 financial information for each public facility category appears in the main financial table (page 2); each of the public facility categories has a single, city-wide service area. The status of all impact fee projects, by public facility category, is shown on the tables on pages 3, 4 and 5.

The City's fiscal year runs from August 1 to July 31.

Schedule of Improvements

In addition to the financial report, the City has prepared a five-year schedule of improvements—a community work program (CWP)—as specified in DCA's Compliance Requirements (Chapter 110-12-2-.03(2)(c)), which states that local governments that have a CIE must "update their entire Short Term [i.e., Community] Work Programs annually.")[1]

According to DCA's requirements,[2] the CWP must include:

- A brief description of the activity;
- Legal authorization, if applicable;
- Timeframe for undertaking the activity;
- Responsible party for implementing the activity;
- Estimated cost (if any) of implementing the activity; and,
- Funding source(s), if applicable.

All of this information appears in the Community Work Program portion of this document, beginning on page 6.

[1] Note that DCA's Compliance Requirements specify that the work program is to meet the requirements of Chapter 110-12-1-.04(7)(a), which is a reference to the work program requirements in a previous version of the *Standards and Procedures for Local Comprehensive Planning*. The correct current description is found at Chapter 110-12-1-.04(2)(b)1.

[2] Chapter 110-12-1-.03(3).

City of Fayetteville, GA	Annual Impact Fee Financial Report - Fiscal Year 2021

Public Facility	Parks & Recreation	Fire Protection	Police	Roads	Admin-istration	CIE Prep [2]	TOTAL
Service Area	City-wide	City-wide	City-wide	City-wide			
Impact Fee Fund Balance August 1, 2020	**$ 670,116.82**	**$ 1,259,068.35**	**$ 360,060.18**	**$ 513,172.98**	**$ 58,685.35**	**$ -**	**$ 2,861,103.68**
Impact Fees Collected (August 1, 2020 through July 31, 2021)	$ 195,861.40	$ 202,666.11	$ 138,120.08	$ 252,288.71	$ 23,059.50	$ -	**$ 811,995.80**
Accrued Interest	$ 1,635.53	$ 1,692.36	$ 1,153.37	$ 2,106.73	$ 192.56	$ -	**$ 6,780.55**
Subtotal: Fee Accounts	*$ 867,613.75*	*$ 1,463,426.82*	*$ 499,333.63*	*$ 767,568.42*	*$ 81,937.41*	*$ -*	**$ 3,679,880.03**
(Impact Fee Refunds) [1]	$ -	$ -	$ -	$ -	$ (8,608.33)	$ -	**$ (8,608.33)**
(Expenditures)	$ (72,002.50)	$ (140,015.00)	$ (75,000.00)	$ -	$ (7,500.00)	$ -	**$ (294,517.50)**
Impact Fee Fund Balance July 31, 2021	**$ 795,611.25**	**$ 1,323,411.82**	**$ 424,333.63**	**$ 767,568.42**	**$ 65,829.08**	**$ -**	**$ 3,376,754.20**
Impact Fees Encumbered	$ 795,611.25	$ 1,323,411.82	$ 424,333.63	$ 767,568.42			$ 3,310,925.12

[1] The refund was made in FY21 to address a collection error made in FY20 that was described in the Annual Impact Fee Financial Report - Fiscal Year 2020.

[2] CIE Prep is the cost of creating the original Capital Improvements Element, subsequent Annual Updates, and Amendments.

PROJECT FINANCIAL TABLES: Fiscal Year 2021

Public Facility:	**Parks & Recreation**									
Responsible Party:	Public Services Department									
Service Area:	City-wide									
Project Description	**Project Start Date**	**Project End Date**	**Local Cost of Project***	**Maximum Percentage of Funding from Impact Fees**	**Maximum Funding Possible from Impact Fees**	**FY 2021 Impact Fees Expended**	**Impact Fees Expended (Previous Years)**	**Total Impact Fees Expended to Date**	**Impact Fees Encumbered**	**Status/Remarks**
Carry-Over Projects**										
P.K. Dixon Park (219 acres)	2003	**	$ 499,265.64	44.0%	$ 248,763.62	$ -	$ -	$ -	$ -	Debt Service**
Holiday Dorsey Fife House	2003	**	$ 1,564,823.95	100.0%	$ 1,826,287.00	$ 36,001.25	375,603.10	$ 411,604.35	$ 397,805.63	Debt Service**
Amphitheater	2003	**	$ 2,560,364.00	49.7%	$ 1,365,726.17	$ 36,001.25	435,685.05	$ 471,686.30	$ 397,805.62	Debt Service**
Total Carry-Over Projects			**$ 4,624,453.59**		**$ 3,440,776.79**	**$ 72,002.50**	**$ 811,288.15**	**$ 883,290.65**	**$ 795,611.25**	

New Park Lands										
Park Acres	2019	2040	$ 2,759,071.89	100.0%	$ 2,759,071.89	$ -	$ -	$ -	$ -	
New Recreation Facilities										
Picnic Pavillion	2016	2022	$ 24,663.74	76.07%	$ 18,763.09	$ -	$ -	$ -	$ -	Complete
Playground (Tot Lot)	2016	2022	$ 10,276.56	76.07%	$ 7,817.96	$ -	$ -	$ -	$ -	Complete
Gazebo	2018	2022	$ 10,223.03	76.07%	$ 7,776.66	$ -	$ -	$ -	$ -	Complete
Community Building	2019	2025	$ 1,465,058.54	76.07%	$ 1,114,470.03	$ -	$ -	$ -	$ -	
Splash Pad	2019	2021	$ 522,551.49	43.21%	$ 225,770.76	$ -	$ -	$ -	$ -	Complete
Other Improvements 1	2016	2030	$ 193,815.89	76.07%	$ 147,446.65	$ -	$ -	$ -	$ -	
Other Improvements 2	2018	2030	$ 95,074.16	76.07%	$ 72,322.91	$ -	$ -	$ -	$ -	
New Trails										
The Ridge Trails 1	2016	2024	$ 3,699.83	100.0%	$ 3,699.83	$ -	$ -	$ -	$ -	
The Ridge Trails 2	2018	2025	$ 10,631.95	100.0%	$ 10,631.95	$ -	$ -	$ -	$ -	
The Ridge Boardwalk	2018	2024	$ 205,278.40	100.0%	$ 205,278.40	$ -	$ -	$ -	$ -	
Other Trails	2025	2040	$ 99,591.01	100.0%	$ 99,591.01	$ -	$ -	$ -	$ -	
Total New Projects			**$ 5,399,936.49**		**$ 4,672,641.14**	**$ -**	**$ -**	**$ -**	**$ -**	
Total Parks & Recreation			**$10,024,390.08**		**$ 8,113,417.93**	**$ 72,002.50**	**$ 811,288.15**	**$ 883,290.65**	**$ 795,611.25**	

* Actual figures related to impact fee funding shown for completed projects. See CIE for Maximum Funding calculation. All figures are shown in Net Present Value.

When impact fees were initially calculated for the carry-over projects, their actual construction costs were already known. Because each project created capacity to serve future growth and development, the percentage of the cost that is impact fee eligible was calculated based on the Level of Service standards in the Capital Improvements Element, which yielded the proportion of the project that was required to meet the needs of future growth and development.

** The noted projects are eligible for impact fee funding but were initially financed through the issuance of GO bonds. The City is recouping the impact fee share of the portion of the debt service attributable to the projects, to the extent of the percentage of the costs that created new capacity to serve new growth and development, but limited to the extent of impact fee collections and accumulations on hand. Because the pace of impact fee collections cannot be predicted, the date at which the recoupment will be completed cannot be determined

NOTE: For projects that are not 100% impact fee funded, funding may be provided from the General Fund, the Capital Projects Fund, SPLOST or other local taxation sources, as determined each year during the annual budget adoption process.

Public Facility:	Fire Protection									
Responsible Party:	Fire Department									
Service Area:	City-wide									
Project Description	**Project Start Date**	**Project End Date**	**Local Cost of Project***	**Maximum Percentage of Funding from Impact Fees**	**Maximum Funding Possible from Impact Fees**	**FY 2021 Impact Fees Expended**	**Impact Fees Expended (Previous Years)**	**Total Impact Fees Expended to Date**	**Impact Fees Encumbered**	**Status/Remarks**
New Fire Truck (Quint)*	2016	2025	$ 1,005,779.06	100%	$ 1,005,779.06	$ 89,072.68	$ 548,721.27	$ 637,793.95	$ 89,072.68	Lease-Purchase
New Station 93 (14,997 sf)	2018	2024	$ 7,454,430.00	83.8%	$ 6,248,292.56	$ -	$ -	$ -	$ 879,312.74	Site selection being finalized
New Fire Engine*	2018	2025	$ 606,889.41	100.00%	$ 606,889.41	$ 50,942.32	$ 200,920.69	$ 251,863.01	$ 355,026.40	Lease-Purchase
Station 91 Expansion (1,254 sf)	2019	2025	$ 126,247.08	100.00%	$ 126,247.08	$ -	$ -	$ -		
New Station 94 (4,846 sf)	2026	2028	$ 2,203,386.00	43.9%	$ 967,022.56	$ -	$ -	$ -		
New Fire Trucks (2)	2026	2028	$ 1,390,915.05	100.00%	$ 1,390,915.05	$ -	$ -	$ -		
			$ 11,781,867.54		**$ 9,339,366.66**	**$ 140,015.00**	**$ 749,641.96**	**$ 889,656.96**	**$ 1,323,411.82**	

* The Quint and Engine were purchased in 2016 and 2018, respectively, with lease-purchase financing, and are included in the impact fee calculations for recoupment. All dollar figures are shown in Net Present Value.
NOTE: For projects that are not 100% impact fee funded, funding may be provided from the General Fund, the Capital Projects Fund, SPLOST or other local taxation sources, as determined each year during the annual budget adoption process.

Public Facility:	Police Department									
Responsible Party:	Police Department									
Service Area:	City-wide									
Project Description	**Project Start Date**	**Project End Date**	**Local Cost of Project***	**Maximum Percentage of Funding from Impact Fees**	**Maximum Funding Possible from Impact Fees**	**FY 2021 Impact Fees Expended**	**Impact Fees Expended (Previous Years)**	**Total Impact Fees Expended to Date**	**Impact Fees Encumbered**	**Status/Remarks**
Carry-Over Project Police (HQ)	2006	**	$ 6,746,135.00	38.1%	$ 1,817,803.74	$ 75,000.00	$1,458,440.13	$ 1,533,440.13	$ 75,000.00	Debt Service**
Crime Scene Vehicle	2018	2024	$ 101,148.24	68.1%	$ 68,925.18	$ -	$ -	$ -	$ 68,925.18	
Office space expansion (6,218 sf)	2021	2025	$ 626,796.27	100.0%	$ 626,796.27	$ -	$ -	$ -	$ 280,408.45	
Expansion (7,372 sf)	2027	2030	$ 3,391,932.23	100.0%	$ 3,391,932.23	$ -	$ -	$ -	$ -	
			$ 6,746,135.00		**$ 5,905,457.42**	**$ 75,000.00**	**$ 1,458,440.13**	**$ 1,533,440.13**	**$ 424,333.63**	

* Actual figures related to impact fee funding shown for completed projects. See CIE for Maximum Funding calculation. All dollar figures are shown in Net Present Value.
When the impact fee was initially calculated for this project (the Police Headquarters), its actual construction cost was already known. Because the project created capacity to serve future growth and development, the percentage of the cost that is impact fee eligible was calculated based on the Level of Service standards in the Capital Improvements Element, which yielded the proportion of the project that was required to meet the needs of future growth and development.
** The Police Headquarters is eligible for impact fee funding but was initially financed and constructed through the issuance of a GO bond. The City is recouping the impact fee share of the portion of the debt service attributable to the project, to the extent of the percentage of the cost that created new capacity to serve new growth and development, but limited to the extent of impact fee collections and accumulations on hand. Because the pace of impact fee collections cannot be predicted, the date at which the recoupment will be completed cannot be determined
NOTE: The portion of the Police Headquarters project that is not eligible for impact fee funding was provided from taxes levied and applied to the bond issue sinking fund.
NOTE: For projects that are not 100% impact fee funded, funding may be provided from the General Fund, the Capital Projects Fund, SPLOST or other local taxation sources, as determined each year during the annual budget adoption process.

Public Facility:	Road Improvements										
Responsible Party:	Public Services Department										
Service Area:	City-wide										
Project Description	**Project Start Date**	**Project End Date**	**Local Cost of Project**	**Maximum Percentage of Funding from Impact Fees**	**Maximum Funding Possible from Impact Fees**	**FY 2021 Impact Fees Expended**	**Impact Fees Expended (Previous Years)**	**Total Impact Fees Expended to Date**	**Impact Fees Encumbered**	**Status/Remarks**	
Lafayette Ave Extension	Ongoing	2026	$ 952,090.12	37.437%	$ 356,436.87	$ -	$ 8,873.37	$ 8,873.37	$ -		
Lafayette/Glynn Street	Ongoing	2026	$ 257,622.51	37.437%	$ 96,446.92	$ -	$ 8,873.37	$ 8,873.37	$ 87,573.55	Partially Engineered	
Jeff Davis Shoulder	Ongoing	2025	$ 492,786.47	37.437%	$ 184,485.97	$ -	$ 20,820.25	$ 20,820.25	$ -		
Stonewall/85 Left Turn	Ongoing	2024	$ 142,234.04	37.437%	$ 53,248.59	$ -	$ 8,873.38	$ 8,873.38	$ 35,000.00		
LaFayette/Tiger Trail	Ongoing	2024	$ 1,228,345.38	37.437%	$ 459,859.39	$ -	$ 50,307.07	$ 50,307.07	$ 100,000.00		
Highway 54/Gingercake	Ongoing	2024	$ 11,752.53	37.437%	$ 4,399.83	$ -	$ -	$ -	$ -		
Hood Ave Conn/SR92	Done	2017	$ 7,709,121.05	37.437%	$ 2,886,087.05	$ -	$ 676,574.68	$ 676,574.68	$ -	Completed	
Highway 85 Median Design	Ongoing	2023	$ 80,130.88	37.437%	$ 29,998.84	$ -	$ -	$ -	$ 29,998.84		
Highway 85 Medians Phase 1	Ongoing	2023	$ 89,054.60	37.437%	$ 33,339.64	$ -	$ -	$ -	$ 33,339.64		
Highway 85 Medians Phase 2	Ongoing	2023	$ 89,054.60	37.437%	$ 33,339.64	$ -	$ -	$ -	$ 33,339.64		
Highway 85 Medians Phase 3	Ongoing	2023	$ 89,054.60	37.437%	$ 33,339.64	$ -	$ -	$ -	$ 33,339.64		
Highway 85 Streetscape	Ongoing	2023	$ 30,231.78	37.437%	$ 11,317.96	$ -	$ -	$ -	$ 11,317.96		
Redwine/Ramah Road Roundabout	Ongoing	2024	$ 1,282,094.04	37.437%	$ 479,981.44	$ -	$ -	$ -	$ 100,000.00		
Veterans Pkwy Large Roundabout	Done	2022	$ 1,451,580.34	37.437%	$ 543,432.54	$ -	$ -	$ -	$ -	Completed	
Veterans Pkwy Small Roundabout (Sndy Crk)	Ongoing	2025	$ 1,004,940.23	37.437%	$ 376,222.53	$ -	$ -	$ -	$ -		
Veterans Pkwy 4-lane expansion (1.5 mile)	Ongoing	2025	$ 8,932,802.07	37.437%	$ 3,344,200.23	$ -	$ -	$ -	$ -		
Habersham Extension	Ongoing	2025	$ 1,004,940.23	37.437%	$ 376,222.53	$ -	$ -	$ -	$ -		
Fischer Road Extension (Downtown Expan.)	Ongoing	2024	$ 16,026,175.47	37.437%	$ 5,999,767.97	$ -	$ -	$ -	$ 203,659.15		
Highway 54/Grady Avenue	Ongoing	2024	$ 783,827.24	37.437%	$ 293,443.78	$ -	$ -	$ -	$ 100,000.00		
			$ 41,657,838.17		**$ 15,595,571.36**	**$ -**	**$ 774,322.12**	**$ 774,322.12**	**$ 767,568.42**		

NOTE: All dollar figures are shown in Net Present Value.
NOTE: For projects that are not 100% impact fee funded, funding may be provided from the General Fund, the Capital Projects Fund, SPLOST or other local taxation sources, as determined each year during the annual budget adoption process.

2022-2026 COMMUNITY WORK PROGRAM[3]
Impact Fee Projects only

Project	Start Year	Comp. Year	Cost Estimate	Funding Source(s)	Responsible Party
Impact Fee Related Projects					
FIRE PROTECTION					
New Fire Truck (Quint)	2016	2025	$1,005,779	100% Impact Fees	Fire Department
Design/Construct New Fire Station 93	2018	2024	$7,454,430	83.8% Impact Fees; 16.2% SPLOST	Fire Department
Fire Apparatus - Engine	2018	2025	$606,889	100% Impact Fees	Fire Department
Fire Station 91 Expansion	2019	2025	$126,247	100% Impact Fees	Fire Department
Construct Fire Station 94	2026	2028	$967,023	43.9% Impact Fees; 56.1% SPLOST	Fire Department
Fire Apparatus - 2 Engines	2026	2028	$1,390,915	100% Impact Fees	Fire Department
POLICE DEPARTMENT					
Crime Scene Vehicle	2018	2024	$101,148	68.1% Impact Fees; 31.9% General Fund (CP)	Police Department
Police Dept. Office Space Expansion	2021	2025	$626,796	100% Impact Fees	Police Department
PARKS & RECREATION					
Park Land Acquisitions	2019	2040	$2,759,071	100% Impact Fees	Public Services
Park improvements: Community Building	2019	2025	$1,465,059	76.1% Impact Fees; 23.9% General Fund (CP)	Public Services
Park improvements: The Ridge Phase 1	2016	2030	$193,816	76.1% Impact Fees; 23.9% SPLOST and/or General Fund (CP)	Public Services

[3] Projects included in the most recently adopted Capital Improvements Element (7/19/18).

Project	Start Year	Comp. Year	Cost Estimate	Funding Source(s)	Responsible Party
Park improvements: The Ridge Phase 2	2018	2030	$95,074	76.1% Impact Fees; 23.9% SPLOST and/or General Fund (CP)	Public Services
The Ridge Trails 1	2016	2024	$3,700	100% Impact Fees	Public Services
The Ridge Trails 2	2018	2025	$10,632	100% Impact Fees	Public Services
The Ridge Boardwalk	2018	2024	$205,278	100% Impact Fees	Public Services
Other Trails	2025	2040	$99,591	100% Impact Fees	Public Services
ROAD IMPROVEMENTS					
Lafayette Ave Extension	On-going	2026	$952,090	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Lafayette/Glynn Street	On-going	2025	$257,623	37.4% Impact Fees; General Fund (CP)	Public Services
Jeff Davis Shoulder	On-going	2025	$492,786	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Stonewall/85 Left Turn	On-going	2024	$142,234	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Lafayette/Tiger Trail	On-going	2024	$1,228,345	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Highway 54/Gingercake	On-going	2024	$11,753	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Highway 85 Median Design	On-going	2023	$80,131	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Highway 85 Medians Phase 1	On-going	2023	$89,055	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Highway 85 Medians Phase 2	On-going	2023	$89,055	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Highway 85 Medians Phase 3	On-going	2023	$89,055	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services

Project	Start Year	Comp. Year	Cost Estimate	Funding Source(s)	Responsible Party
Highway 85 Streetscape	On-going	2023	$30,232	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Redwine/Ramah Road Roundabout	On-going	2024	$1,282,094	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Veterans Pkwy Small Roundabout (Sandy Creek)	On-going	2025	$1,004,940	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Veterans Pkwy 4-lane expansion (1.5 mile)	On-going	2025	$8,932,803	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Habersham Extension	On-going	2025	$1,004,940	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Fischer Road Extension (Downtown Expansion)	On-going	2024	$16,026,175	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services
Highway 54/Grady Avenue	On-going	2024	$783,827	37.4% Impact Fees; 62.6% General Fund (CP)	Public Services