



City of Sennoia

Comprehensive Plan 2021 *DRAFT*

Adopted November 2021

ACKNOWLEDGEMENTS

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INTRODUCTION

The Georgia General Assembly passed the Georgia Planning Act in 1989 (O.C.G.A. Sections 50-8), creating a coordinated planning program for the State of Georgia. The program enables local governments such as, the City of Senoia, to effectively plan for its future and to improve communication with its neighboring communities. The City of Senoia intends to use the comprehensive plan as a guide in the day-to-day decision-making. This plan update was completed in accordance with the Georgia Planning Act of 1989 and the Georgia Department of Community Affairs Minimum Standards and Procedures for Local Comprehensive Plan.

THE PURPOSE: The City of Senoia 2021-2041 Comprehensive Plan is intended to provide city elected and appointed officials, staff, community leaders, and residents of Senoia with a guide for the future growth and development of the city over the next 20-year horizon. The Plan was developed in cooperation and in accordance with the Minimum Planning-Standards and Procedures of the 1989 Georgia Planning Act. The Comprehensive Plan will serve as a guide for making everyday decisions, which are supportive of the community's stated vision for its future.

PROCESS: The Comprehensive Plan process follows the Rules of the Georgia Department of Community Affairs (DCA), O.C.G.A. Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning, which were recently revised to improve the process of developing and adopting a Plan. By allowing local governments' greater flexibility in choosing their Plan's content, the resulting Plan is designed to be more relevant to the unique issues that each community faces, and more useful in supporting day-to-day decisions.

REVIEW PROCESS: The City of Senoia will transmit the plan to the Three Rivers Regional Commission (TRRC) when all three components are complete. The transmittal must also include the community's certification that it has considered both the Regional Water Plan and the Rules for Environmental Planning Criteria. Once it completes its review, the TRRC will forward the plan to the Georgia Department of Community Affairs (DCA) for their review. Once the plan has been found by the DCA to be in compliance with the Minimum Standards and Procedures, the City Council must adopt the approved plan. Adoption must occur at least 60 days, but no more than one year, after submittal to the TRRC for review.

LOCATION: Senoia is located in the southeastern quadrant of Coweta County in the west- central part of Georgia, and bordered to the north by Peachtree City in Fayette County, and approximately 35 miles southwest of Atlanta.

ENVIRONMENTAL CRITERIA: The Environmental Planning Criteria that are part of the Minimum Planning Standards deal specifically with the protection of water supply watersheds, groundwater recharge areas, wetlands, river corridors and mountains, the latter not quite applicable in this region. These criteria were developed by the Department of Natural Resources (DNR) as mandated in Part V of the Georgia Planning Act and in the Mountains and River Corridor Protection Act. The criteria require that local governments identify existing and future water supply watersheds and adopt a water supply watershed protection plan for their jurisdiction. Some uses may be grandfathered such as land uses existing prior to the adoption of a watershed plan, mining activities permitted by DNR, certain utility placements, special forestry or agricultural services. The Environmental guidelines also spell out criteria for the delineation of small and large water supply watersheds, for the protection of groundwater recharge areas, for the protection of wetlands, and for the protection of river

corridors which shall be incorporated into this comprehensive plan and addressed specifically and in more detail through local ordinances and land development code regulations.

The City of Senoia Code of Ordinances Chapter 40 Land Development, Section 40-127, 40- 193, 404-194, 40-195 addresses Watershed Protection/erosion control, drainage. Flood control IN addition, Article XI of the City’s Ordinances addresses Vegetation Protection and Landscape requirements. These Rules for Environmental Planning and the City’s Ordinances were considered when developing the comprehensive plan update for the City of Senoia.

REGIONAL WATER PLAN: Coweta County is part of the Metropolitan North Georgia Water Planning District Watershed Management Plan which was developed as part of the State Water Plan As such, the City of Senoia falls under that jurisdiction and will adhere to all the requirements and regulations governing thereof.

COMMUNITY AND CITIZEN PARTICIPATION: Public participation was an integral part of the planning process. The plan built upon the robust 2016 public input process. Public hearings were held on February 15, 2021, August 30, 2021, and September 20, 2021 to inform the local citizens of preparation and subsequent draft of the plan. In addition, citizens also participated in an online community survey which garnered over 250 responses. The survey summary can be found in the appendix.

Throughout the planning process a Committee of stakeholders that included community leaders, stakeholders, city staff, and interested citizens met to discuss issues they see important to guiding Senoia into the future. This Committee provided valuable feedback, guidance, and recommendations about the comprehensive plan and served the integral role of guiding the update and the content of the resulting document.

2021-2041 SENOIA COMPREHENSIVE PLAN STAKEHOLDER STEERING COMMITTEE MEMBERS

NAME	AFFILIATION
Tom Nolan	Planning Commission
Dorinda Hilbun	Historic Preservation Commission
Allison Garrett	Citizen
Ralph Simmons	Citizen
Tracy Brady	Council Member
Dale Reeder	Council Member
Jennifer Meares	Development Authority

PLAN COMPONENTS: The City of Senoia Comprehensive Plan sets forth a renewed vision for growth, development, and identity for the next 20 years. The plan update utilized a process that assessed the current conditions and needs, set forth updated goals and supporting policies to address those needs, and examined the distinct geographical character areas for future land use.

A SWOT analysis was used to start the discussion on the vision and assessment of needs.

Topic areas include economic development, transportation and mobility, community facilities and services, community development and housing, parks and conservation, sense of place, and governance.

The plan includes additional economic development and housing sections containing supporting data and narrative. A broadband element is also part of the plan and includes a picture of the current state of broadband in Senoia. The Joint Coweta County Comprehensive Transportation Plan serves as the transportation element of the plan. The current plan dates to 2014. The CTA update will occur in the fall of 2021.

Priority projects are part of the community work program and play a key part in the 5-year implementation of the comprehensive plan.



COMMUNITY VISION

SENOIA VISION STATEMENT

The City of Senoia will provide sound and thoughtful growth focusing on sustainable economic development, excellent public services, preservation of historic resources, and continuation of its unique small town atmosphere.

OUR PAST, PRESENT, AND FUTURE



Who we are....

The City of Senoia is a unique, intact, late nineteenth to early twentieth century small community, which developed around the railroad. Senoia's historic residential and commercial districts are its jewel and a big differentiator in Senoia's unique sense of place. To honor Senoia's history and unique sense of place, new development must complement Senoia's historic past.

"The character of a place, be it a town or neighborhood, is determined at the outset in the layout of streets, building lot arrangements, and building setbacks in relation to the natural surroundings found already present. Senoia's character in this sense was determined just after the Civil War by the Savannah, Griffin, and North Alabama Railroad Company (SG&NA) engineers who designed the expansion of the small rural outpost of Reverend Baggarly to accommodate the new railroad line."

"Senoia and similar towns throughout the immediate region provide a wealth of historic structures that have endured the test of time and they are now fit to serve the present and future as beacons of what is right or what has been successful. Only when quality neighborhood patterns are accompanied by quality buildings are truly distinctive and historic places created. Senoia currently has such combinations and this document hopes to cement the continuity of a quality environment in which to live, work, and play."

from Senoia, Georgia Pattern Book, February 22,

Who we want to be...

- ❖ Honor and preserve our identity, architecture, heritage and sense of place.
- ❖ Build upon our grid and remain a walkable, connected, and healthy community.
- ❖ Promote our people through the support of their work, their craft and the entrepreneurship.

ACHIEVING OUR VISION

To achieve the collective vision for the future the stakeholders and citizens of Senoia have chosen the following list of themes as top priorities to address:

- ❖ Keep in check the rate of growth in both commercial and housing sectors
- ❖ Safety, including roadways, intersections, and traffic in key areas of the city
- ❖ Connectivity within Senoia, such as extended sidewalk, multi-use paths, parking, and a connected network of roadways
- ❖ Preservation of the historic charm and sense of place that makes Senoia such a special place to call home



ECONOMIC DEVELOPMENT

GOAL

Senoia will encourage development or expansion of businesses and industries that are suitable for the community. Factors to consider when determining suitability include job skills required; long-term sustainability; linkages to other economic activities in the region; impact on the resources of the area; prospects for creating job opportunities that meet the needs of a diverse local workforce.

Policies and Strategies:

- We will support programs for retention, expansion and creation of businesses that are a good fit for our community's economy in terms of job skill requirements and linkages to existing businesses.
- We will target reinvestment to declining, existing neighborhoods, vacant or underutilized sites or buildings.
- We will seek to balance the supply of housing and employment in our community.
- We will take into account access to housing and impacts on transportation when considering economic development projects.
- We will take into account impacts on infrastructure and natural resources in our decision-making on economic development projects.
- We will consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.
- We will carefully consider costs as well as benefits in making decisions on proposed economic development projects.
- We will work to diversify the economy to increase tax base and revenue sources.
- We will continue to promote the history and heritage of the community as an economic development tool.
- We will partner with service providers, telecommunications companies and utilities for the expansion and enhancement of broadband access.

Needs:

- Future expansion of water and sewer facilities in order to attract new development and economic development opportunities.
- Need to promote revitalization of some parts of our community.
- We would like to create more jobs or economic opportunities in our community.
- Work with the Development Authority's in Senoia regarding the formulation and implementation of a strategic plan.
- Additional medical services.
- Increased diversity of employment, especially high tech.
- Local lodging options that are in keeping with scale and sense of place.

Opportunities:

- Increased industrial expansion at the former baseball and recreation fields.
- Expansion of downtown, infill development, and mixed use.
- Continued focus on capitalizing on community history and heritage for tourism.
- Partnerships with Coweta County and Visitors Bureau.
- Film industry as a tourism opportunity.
- Increased tax base with new businesses.
- Expansion of recreation, parks, and trails.
- Future business incubator.



TRANSPORTATION AND MOBILITY

GOAL

Senoia will address the transportation needs, challenges, and opportunities of all community residents. This may be achieved by fostering alternatives to transportation by automobile, including walking and cycling; employing traffic calming measures throughout the community; requiring adequate connectivity between adjoining developments; or coordinating transportation and land use decision-making within the community.

Policies and Strategies:

- We will make decisions that encourage walking, biking, car-pooling, golf-carts, multi-use trails and

- other alternative transportation choices.
- Our new and reconstructed roadways will be appropriately designed, using context sensitive design considerations, to enhance community aesthetics and to minimize environmental impacts.
- Our new and reconstructed roadways will be designed to accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit (if applicable) as well as local vehicular circulation.
- We will consider the adoption of a Complete Streets policy.
- We will promote connectivity of our road network (such as fostering a grid network of streets, multiple connections between subdivisions).
- We will update the subdivision ordinance and development regulations to support enhanced design and connectivity.
- We support creation of a community-wide pedestrian/bike and multi-use path network connecting neighborhoods and activity centers.
- We will encourage new development that supports and ties in well with planned public transit options in the community.
- We will ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods.
- We will promote the use of existing Coweta County public transit system.

Needs:

- Increased connectivity between neighborhoods through an expanded street grid network.
- East – west connectivity could be improved.
- Address traffic and speeding especially along Rockaway Road.
- Design and implement a sidewalk, multi-use path master plan.
- Installation of electric vehicle charging stations.
- Consider Senoia as a commuter – transit hub to Atlanta.
- Utilize Atlanta Regional Commission – Livable Centers Initiative (LCI) program to assess future connectivity and accessibility.
- Increased connectivity to other cities in Coweta County such as an extended trolley system.
- Improvement of and extension sidewalks.
- Increased ADA accessibility.
- Plan and coordinate with Georgia Department of Transportation on future plans for the GA Highway 16 corridor especially concerning safety and increased traffic.
- Consideration and a feasibility study regarding the development of a bypass.

Opportunities:

- Extension of multi-use paths.
- Norfolk-Southern rail corridor.
- Implementation of the 2012 Senoia Gateway Study recommendations.
- Atlanta Regional Commission – Livable Centers Initiative (LCI) program.



COMMUNITY FACILITIES, INFRASTRUCTURE, AND SERVICES

GOAL

Senoia will ensure that all community residents, regardless of age, ability, or income, have access to critical goods and services, safe and clean neighborhoods, and good work opportunities. This may be achieved by providing services and facilities to support the basic needs of disadvantaged residents; instituting programs to foster better health and fitness; providing all residents the opportunity to improve their circumstances in life and to fully participate in the community.

GOAL

Prerequisites for new development will include proper infrastructure (roads, water, and sewer) to support or direct new growth; ordinances and regulations to manage growth as desired; and leadership and staff capable of responding to opportunities and managing new challenges.

Policies and Strategies:

- Our community will make efficient use of existing infrastructure and public facilities in order to minimize the need for costly new /expanded facilities and services.
 - We will protect existing infrastructure investments (i.e., already paid for) by encouraging infill redevelopment, and compact development patterns.
 - We will ensure that new development does not cause a decline in existing levels of service for the community's residents and employers.
 - We will limit development within our community to areas that can be reasonably served by public infrastructure.
 - We will ensure that capital improvements needed to accommodate future development are provided concurrent with new development.
 - Our community will use planned infrastructure expansion to support development in areas identified (in the comprehensive plan) as suitable for such development.
 - The city will plan new development in accordance with capacity of its utilities.
 - We will invest in parks and open space to enhance the quality of life for our citizens. This will include implementation of elements of the 2011 Park and Recreation Master Plan and routinely updating the master plan.
 - We will work with the local school board to encourage school location decisions that support the community's overall growth and development plans.
- Senoia will continue to enforce and reexamine its stormwater management plan and develop plans to protect environmentally sensitive areas of the city.
 - Senoia will continue to consider growth of its multi-use trail system into its decision- making.
 - We will reevaluate our impact fees annually.

Needs:

- Investments in new state-of-the-art technology.
- Increased fiber optic infrastructure, especially for the expansion of broadband and connectivity.
- Assess the impact of new development to associated infrastructure.
- Additional parking downtown is needed.
- Need to update the 2011 Park and Recreation Master Plan.
- Need to expand city hall with the possibility of relocation.

Opportunities:

- State and Federal grants to fund expansion of infrastructure.
- City-owned land for future city hall.
- Future community events facility such as an amphitheater.



COMMUNITY DEVELOPMENT AND HOUSING

GOAL

Senoia will promote an adequate range of safe, affordable, inclusive, and resource efficient housing in the community. This may be achieved by encouraging development of a variety of housing types, sizes, costs, and densities in each neighborhood; instituting programs to provide housing for residents of all socio-economic backgrounds; coordinating with local economic development programs to ensure availability of adequate workforce housing in the community.

GOAL

Senoia will maximize the use of existing infrastructure and minimize the costly conversion of undeveloped land at the periphery of the community. This may be achieved by encouraging development or redevelopment of sites closer to the traditional core of the community; designing new development to minimize the amount of land consumed; carefully planning expansion of public infrastructure; or maintaining open space in agricultural, forestry, or conservation uses.

Policies and Strategies:

- We are committed to creating walkable, bikeable, safe, and attractive neighborhoods throughout the community, where people have easy access to schools, parks, and necessary services (grocery store, drug store) accessible to multi-use trails and sidewalks. Creation of recreational facilities and set-aside of usable greenspace are important to our community. The city should consider an amendment to the land development ordinance to further protect from the negative effects of timbering and preservation of open space. We are committed to providing pleasant, accessible public gathering places, golf cart access and parks throughout the community.
- We will encourage development of a rational network of commercial nodes (villages, or activity centers) to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.
- We are committed to redeveloping and enhancing existing commercial and industrial areas within our community supported by smart growth development.
- We support appropriate residential and non-residential in-fill developments and redevelopment in ways that complement surrounding areas.
- We support increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density.
- We support new land uses that contribute to protecting the environment and preserving meaningful open space.
- We support new land uses that enhance housing options in our community.

- We are open to land planning and development concepts that may be new to our area but have been successful in other places.
- We would like to redevelop the current public housing to reflect the neighborhood and the dignity of the residents.
- We would like to encourage the inclusion of various price points with new housing development
- We need to promote attainable workforce housing
- We need to coordinate future growth and development strategies with Coweta County and Peachtree City.
- We will consider the revision, enhancement, and amendment of our development codes, zoning, and regulations to support desired growth outcomes.

Needs:

- A master plan for the city, designating future land use, such as new business sectors (software and medical, incubator spaces)
- We need to address the rate of demolition
- Update the annexation plan and coordinate with the County.
- We need to promote new development that reflects the community, sense of place and historic heritage.
- Continue downtown development with a focus on mixed use and the inclusion of both retail, office, and residential use.
- Need to develop vacant or activate under-utilized downtown properties.
- Need to increase wayfinding signage within the downtown
- Increase the amount of greenspace in our community.
- We would like to improve the curb-appeal of some commercial and residential areas.
- We would like to discourage visual clutter (such as excessive signage) along roadways.
- Improve our sign ordinance.

- We would like to increase the mix of housing (by size, type, and price range) in our city.
- Provide more protection of historic resources.
- Coordinated planning with Coweta County for desired future growth outcomes, for consistency with Senoia's vision for growth and outcomes that are mutually beneficial.

CONSERVATION AND PRESERVATION OF SENSE OF PLACE

GOAL

Senoia will promote the efficient use of natural resources and identify and protect environmentally sensitive areas of the community. This may be achieved by promoting energy efficiency and renewable energy generation; encouraging green building construction and renovation; preserving historic structures; utilizing appropriate waste management techniques; fostering water conservation and reuse; or setting environmentally sensitive areas aside as green space or conservation reserves.

GOAL

Senoia will protect and enhance the community's unique qualities. This may be achieved by maintaining the downtown as a focal point of the community; protecting and revitalizing historic areas of the community; encouraging new development that is compatible with the traditional features of the community; or protecting scenic and natural features that are important to defining the community's character.

Policies and Strategies:

- Our decisions on new development will contribute to, not take away from, our planned community's character and sense of place.
- We will encourage development that is sensitive to the historic context, sense of place, and overall setting of the community.
- We want development whose design, landscaping, lighting, signage, and scale add value to our community.
- We will continue to encourage implementation and updating of our 2011 Park and Recreation Master Plan.
- Our gateways and corridors will create a "sense of place" for our community.
- We will encourage the development of downtown as a vibrant center of the community in order to improve overall attractiveness and local quality of life.
- The protection and conservation of our community's resources will play an important role in the decision-making process when making decisions about future growth and development.
- We will minimize inefficient land consumption and encourage more compact development in order to preserve green open space and natural resource areas.
- We will encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.
- We will factor potential impacts on air and water quality in making decisions on new developments and transportation improvements.
- Infrastructure networks will be developed to steer new development away from sensitive natural resource areas.
- We will promote the protection and maintenance of trees and green open space in all new development. We will implement

the Tree Ordinance and amend it to address landscape and land development plans that require maintenance of landscaping.

- We will promote low-impact development that preserves the natural topography and existing vegetation of development sites.
- We will promote enhanced solid waste reduction and recycling initiatives.
- We will ensure safe and adequate supplies of water through protection of ground and surface water sources.
- We will encourage the protection and maintenance of our historic structures by continued support of the Historic Preservation Commission. We will preserve and promote the unique historic heritage and structures and honor our designation on the National Register of Historic Places.

Needs:

- We need to study the feasibility of agricultural and/or rural zoning categories and guidelines.
- Seek to increase residential buffers.
- Increased recycling.
- Need to ensure adequate future water supply.
- Seek increased protection of natural resources through partnerships with conservation organizations.
- Seek increased education of the historic preservation commission and other preservation tools.
- Explore the use to transfer of development rights (TDR).

GOVERNANCE

GOAL

Senoia will cooperate with neighboring jurisdictions to address shared needs and future growth. This may be achieved by actively participating in regional organizations; identifying joint projects that will result in greater efficiency and less cost to the taxpayer; or developing collaborative solutions for regional issues such as protection of shared natural resources, development of the transportation network, or creation of a tourism plan.

Policies and Strategies:

- We will seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.
- We will work jointly with neighboring jurisdictions on developing solutions for shared regional issues (such as growth management, watershed protection).
- We will pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions.
- We will consult other public entities in our area when making decisions that are likely to impact them.
- We will provide input to other public entities in our area when they are making decision that are likely to have an impact on our community or our plans for future development.
- We will engage in cooperative planning between the local government and local school board in regard to the appropriate location and use of schools as community facilities.

Needs:

- Increased coordination with Coweta County, Fayette County, Peachtree City, City of Newnan and neighboring jurisdictions on shared needs and growth strategies.
- We would like to reduce the cost of providing public services/facilities.
- We would like to maintain the quality of life for our citizens by maintaining the friendly and small town atmosphere of Senoia.
- We will continue to work with Coweta County and our neighboring jurisdictions of the Town of Sharpsburg, City of Newnan, Town of Moreland, City of Grantville, Town of Turin and City of Haralson on the joint Comprehensive Transportation Plan.

CHARACTER AREAS

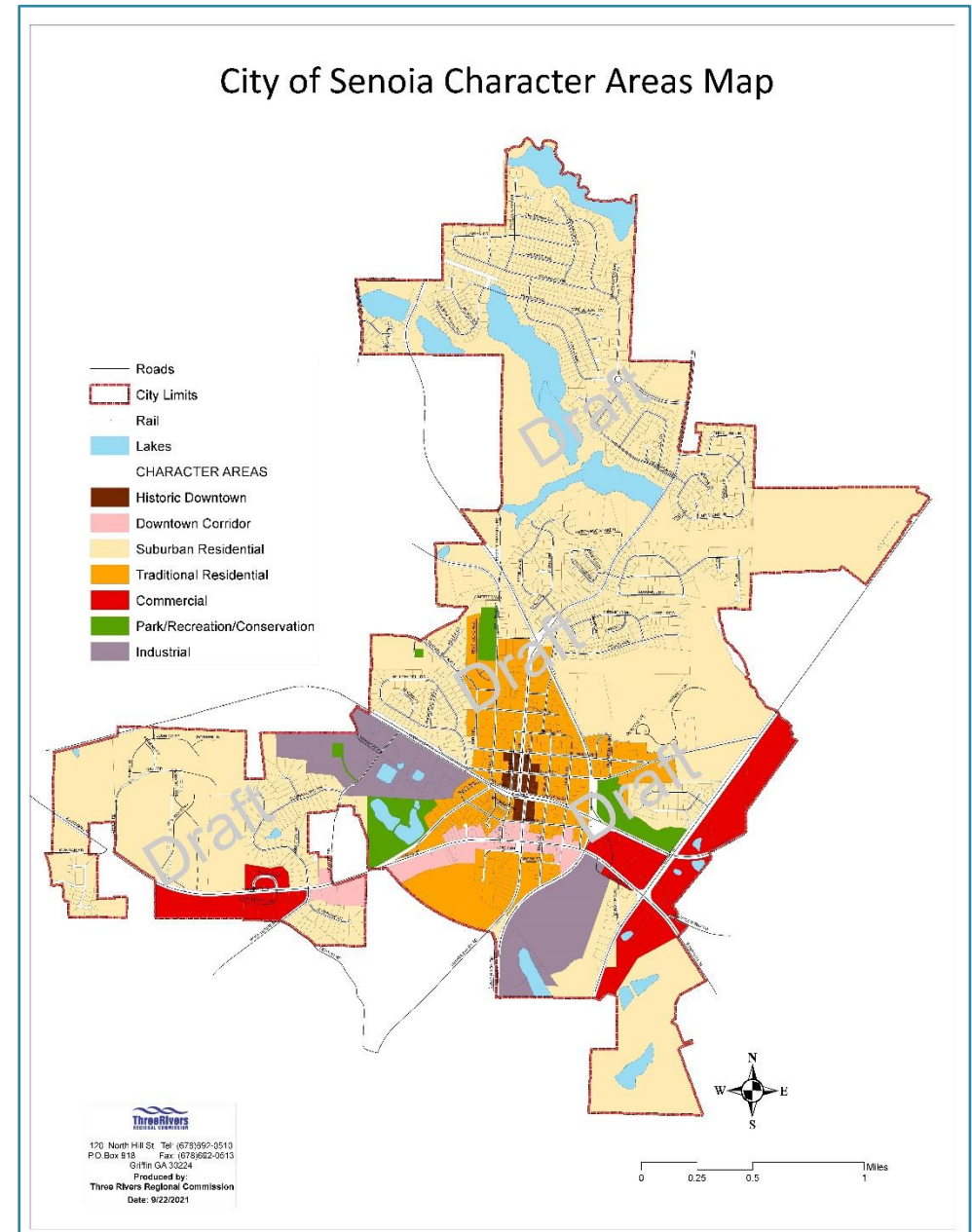
And Future Land Use

Character areas are geographic sub-areas of a community which contain unique characteristics, function, identity and physical form. Character areas have unique or special characteristics to be preserved or enhanced and have potential to evolve into a unique area with more intentional development and guidance. They may require specific attention due to unique development issues.

Character Area and Future Land Use Map:

The Future Land Use Map is intended to be used as a guide for the decision and policy makers in Senoia to implement the growth and development vision within the community. The community stakeholders identified the following character areas with the City of Senoia.

- Historic Downtown
- Downtown Corridor
- Suburban Residential
- Traditional Residential
- Commercial
- Parks, Recreation, Conservation
- Industrial



HISTORIC DOWNTOWN

The historic downtown area is the heart of the City of Senoia and the Senoia National Register Historic District. This is the traditional central business district and contains a mix of retail and civic uses. Historic commercial structures blend in with new and sensitively designed infill development.

The Senoia Downtown Development Authority has taken steps to ensure future development is compatible architecturally. The Senoia Historic Preservation Commission adds an additional layer of design review to ensure any physical changes are appropriate and support the integrity of the historic district.

Land uses categories appropriate for the area include commercial, residential, public and institutional, and parks.

Implementation strategies:

- ❖ Development should be pedestrian oriented
- ❖ Infill should be appropriately designed to fit the district
- ❖ Utilize the historic tax incentives for rehabilitation of historic structures
- ❖ Utilize the Senoia HPC and Historical Society for educational efforts
- ❖ Enforce historic overlay zoning and HPC design review
- ❖ Encourage a mix of uses



DOWNTOWN CORRIDOR

This area of Senoia contains unique development opportunity and transportation accessibility. The corridor traverses GA Highway 16 east and west of Main Street and Luther Bailey Road and is a major gateway into the heart of the community. The corridor currently contains a mix of small commercial outlets and residential parcels. The City of Senoia intends to implement a special overlay along this route to encourage a higher degree of pedestrian access and mixed use development.

Land use categories appropriate in the area include commercial, mixed-use, and institutional.

Implementation strategies:

- ❖ Require streetscape plans for new development
- ❖ Require underground utilities
- ❖ Encourage public street access and rear parking
- ❖ Appropriate building design
- ❖ Encourage two and three story structures
- ❖ Gateway signage
- ❖ Encourage development to locate close to roadways
- ❖ Encourage multi-modal access
- ❖ Pedestrian safety and accessibility
- ❖ Connectivity and multi-use trails



SUBURBAN RESIDENTIAL

This area is the largest character area within the City of Senoia. Suburban residential style development is located adjacent to the traditional residential area and moves outward into the edges of the city limits. The area includes established residential neighborhoods developed in curvilinear street patterns. Limited connectivity exists between developments but cart paths are becoming more common. These paths create increased connectivity for multiple users.

Land uses appropriate in this area are limited to single family residential, parks, and other institutions.

Implementation strategies:

- ❖ Promote the use of conservation subdivisions to preserve greenspace and rural setting
- ❖ Continue multi-use paths between neighborhoods to increase connectivity and reduce car traffic
- ❖ Encourage sidewalk connections to existing network where appropriate
- ❖ Tree canopy preservation
- ❖ Encourage road network connectivity and connections to existing grid
- ❖ Utilize buffers and to protect rural setting where appropriate
- ❖ Promote a mix of housing types and price points



TRADITIONAL RESIDENTIAL

The traditional residential character area surrounds the historic downtown district of Senoia. The majority of housing in this area was constructed before 1950 and are contributing properties to the Senoia National Register District. This area also falls under the historic overlay district. Homes are highly maintained and owner-occupied. Many local residential and church landmarks are located within this area. Recently, vacant lots have been developed with architecturally appropriate housing. This area also falls under the jurisdiction of the Senoia Historic Preservation Commission.

Land uses appropriate for this area include residential and public and institutional.

Implementation strategies:

- ❖ Encourage the use of historic tax incentives for the rehabilitation of structures
- ❖ Enforcement of the historic overlay guidelines and HPC design review
- ❖ Promote infill that is architecturally appropriate and of compatible with the neighborhood
- ❖ Educate new and existing residents of HPC design guidelines
- ❖ Encourage traditional neighborhood design principles
- ❖ Enhanced pedestrian connectivity and multi-use trails



COMMERCIAL

The commercial character areas are located along GA Highway 85 and GA Highway 16. Commercial developments along Highway 85 fall under special commercial overlay zoning. Big box retail store are limited. Both commercial areas are required to include landscaping and meet other site design standards. Much of the land within this area has yet to be developed.

Land uses appropriate for this area include commercial, public and institutional, and mixed-use.

Implementation strategies:

- ❖ Enforce overlay requirements
- ❖ Require connectivity between developments
- ❖ Require multi-use paths to connect to residential neighborhoods
- ❖ Encourage walkability between commercial nodes and to adjacent residential neighborhoods
- ❖ Encourage nodal development versus strip centers





PARKS, RECREATION, CONSERVATION

This character area includes two city greenspaces, Marimac Lakes and Seavy Street Parks. Both parks offer scenic greenspaces and walkable recreation amenities in a rapidly growing area. Both parks also contain spaces for family and community gathering. Seavy Street Park offers future path connections to nearby shopping centers along Highway 85. The City of Senoia library is located along the banks of the lake at Marimac Lakes Park.

Land uses appropriate for this area is limited to passive and active parks, greenspace, and multi-use trails.

Implementation strategies:

- ❖ Encourage increased access via sidewalks and multi-use paths
- ❖ Increase amenities within each space while preserving the natural scenery
- ❖ Ensure proper maintenance of existing facilities

INDUSTRIAL

There are two areas of Senoia that contain existing light industrial activity or the potential for new. The active industrial district is home to two main companies, Winpak and Tencate. These locations are served by rail and local roads but no major highways. Adjacent to Winpak, the City of Senoia plan to convert underused recreation fields into expanded industrial use.

Land uses appropriate for these areas include general light industrial and commercial.

Implementation strategies:

- ❖ Ensure water and sewer infrastructure capacity
- ❖ Place buffers between incompatible uses
- ❖ Ensure roadways are built to accommodate transportation needs
- ❖ Promote partnerships between businesses and local workforce development programs
- ❖ Incorporate landscaping and site design



ECONOMIC DEVELOPMENT

The purpose of this Economic Development section is to identify local economic development trends. Policy decisions should be based on a healthy commercial and industrial tax base, with a focus on the retention of local businesses. This section examines the local economic base, the labor force, economic programs, tools, and resources that are available. This information is analyzed to determine the community's strengths and weaknesses. Given the city's size and population, this can pose a challenge for policy-makers, but it is imperative that well thought out development and review regulations are in place as the city prepares itself for growth from its neighboring jurisdictions.

The quality of life in any community relates to its economic health. The number of jobs in any given community may be a primary indicator of local economic health and vitality. Likewise, while the number of jobs is important, economic development should be about more than just jobs. The City of Senoia should embark on a pro-active vision to take full advantage of SR 16 and designate that area a commercial zone.

As a direct result and demand for development in Coweta County and neighboring jurisdictions, Senoia's local economy will experience increased growth pressure. As the population increases in the next 20 years, demands for services will increase, and the local economy will be forced to respond with new businesses and employment opportunities.

Despite being relatively small, Senoia is a community that is close to the urbanized City of Atlanta, which is just 30 minutes away. The City may want to continue to explore and work collaboratively with its Downtown Development Authority and its Development Authority in actively

pursuing Strategic Economic Development. Through it, the City can consider the types of business it needs to attract to create a healthy economy, how it should attract and retain those businesses, and provide incentives and investment programs. The Three Rivers Regional Commission (TRRC), Economic Development Plan (CEDS), can also serve as a tool for the City. These plans should be led by the DDA and DA but also include participation by the City Government, Newnan Coweta County Chamber of Commerce, neighboring Downtown, Development, and/or Industrial Authorities as well as various City stakeholders.

Senoia can benefit from overall economic health from Coweta County, the neighboring Spalding and Fayette Counties, Peachtree City, and the region as a whole. The continual upgrade and maintenance of roads, infrastructures, sewer and water within the City limits will further place the City in a favorable light and competitiveness.

The City of Senoia continues to play a leading role in the renaissance of its small city sense of place as expressed by the stakeholders during planning process. Gateways into the city are critical and highly visible. Attractive signage can go a long way in bringing attention to the city entry points. Highway 16 and 74/85 are all critical pathways through the City of Senoia. Annexation can be another aspect as well along SR 74/85 and SR 16 and other major thoroughfares within the City, which will provide new opportunities for businesses. Gateways like SR 16, Rockaway Road and SR 85 should be taken advantage off by the city. The annexation boundary (see page 60) shows the limits the City is considering during this planning period.

The City of Senoia should continue to actively work on its identified goals to improve the overall economic development environment of the City. Those goals should include but not limited to:

1. Continued internal and external improvement for the City on a local, sub-regional, regional and national level.
2. Continued development of a broader relationship between the private and public sector.
3. The creation of more opportunities for the residents and a strong workforce for pro- active preparation for the job market.
4. The continued focus by both the DDA and DA in redefining and refining of targeted industries for business recruitment into the city.
5. The creation of a Community and/or Economic Development position to promote the City would be a major boast and benefit to the City.
6. The encouragement and creation of business incubators, and or technology sectors into the City and in particular along SR 16 and 74/85 corridor.
7. The continued partnership between the city and the Downtown Development Authority (DDA) as they play a major role in the redevelopment of the downtown. Similar efforts should be made with the Historic Society as they too play a significant role in the development of the downtown and historic nature of the city. Grant acquisition and administration is also critical to the city's continued prosperity.
8. All parties including major stakeholders and the citizens should play a leading and coordinating role in the land redevelopment efforts.
9. Continued coordination and pro-active approach by the City with Coweta County, Three Rivers Regional Commission (TRRC), Atlanta Regional Commission (ARC),
10. Development of an investment and incentive package for

business development.

11. Consider the development of a strategic plan.

Strengths:

- Historic district, including space to expand the downtown commercial district
- Downtown is not bisected by a state route
- Raleigh Studios
- Tencate plant
- Winpak plant
- Reputation as a great place for recreational bicycling. The City has numerous designated state and county bicycle routes and a potential Senoia to Griffin rail-to-trail
- Proximity to: Peachtree City, Peachtree City – Falcon Field Airport, Atlanta, Hartsfield Maynard -Jackson International Airport
- Strong demand for new housing and growth
- Trending toward higher quality housing
- Highway 16 (best way to get from I-75 to I-85 without going to I-285)
- Two active rail lines
- Sewer system
- Potential for commuter rail to Atlanta
- Liquor by the drink is permitted
- Historical Society
- Downtown Development Authority (DDA) and Development Authority (DA)

Weaknesses:

- No interstate access
- Limited cultural facilities

- Limited educational opportunities in the Community (but it should be noted that Coweta Charter Academy does serve K-8)
- Limited health care facilities or pharmacy
- Limited fiber optics

Film and Television

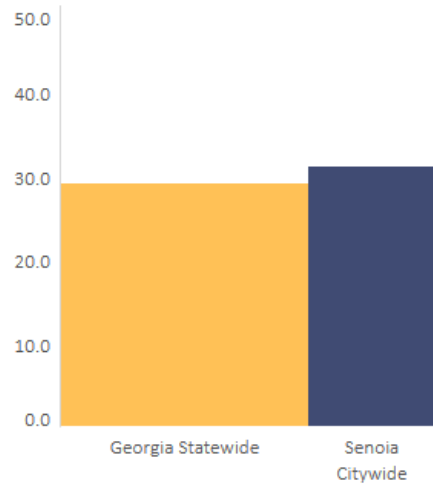
The State of Georgia and in particular the metro Atlanta area is one of the fastest growing areas in the movies and filming industry. It is reported that filming is a \$7 Billion economic business to the state in 2015. Raleigh Studios is located in Senoia and is a state of the art film complex. Several TV shows and major pictures have been filmed in Senoia. The City will continue to work with the film industry in the future.

The State of Georgia has an attractive tax incentive in place for the film industry and the City of Senoia has been very pro-active and will continue to support the State's film tax credit and encourage the continuation and the expansion of the film and movie industry in the City and the State.

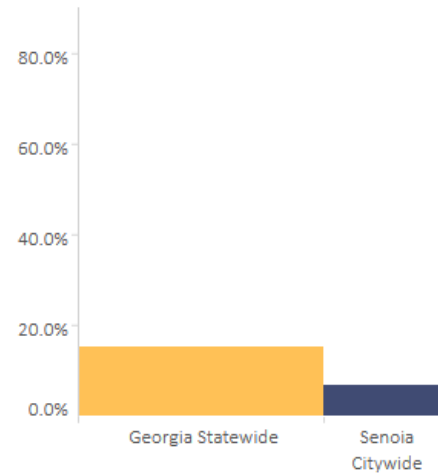
The data on the next few pages (courtesy Georgia Municipal Association) reflects where the city is in comparison to the State of Georgia and can be used as a reference tool in planning and policy decision-making.

ECONOMIC DATA

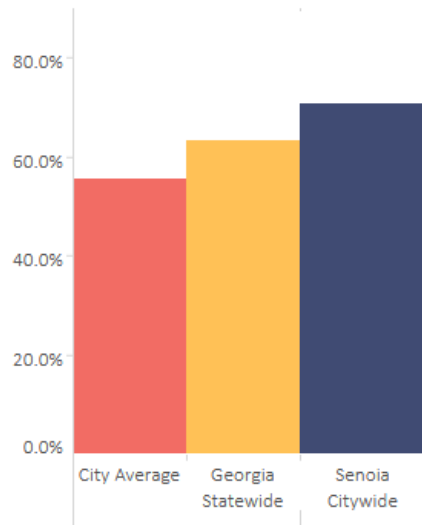
Mean Travel Time to Work in Minutes



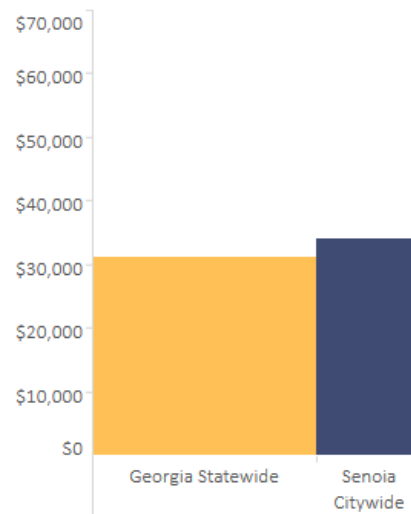
Percentage of Population in Poverty



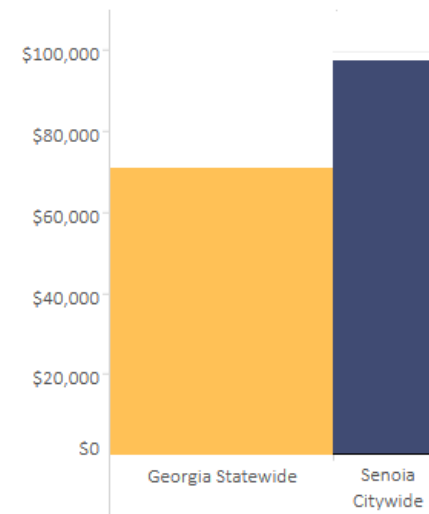
Percentage in Labor Force



Per Capita Income

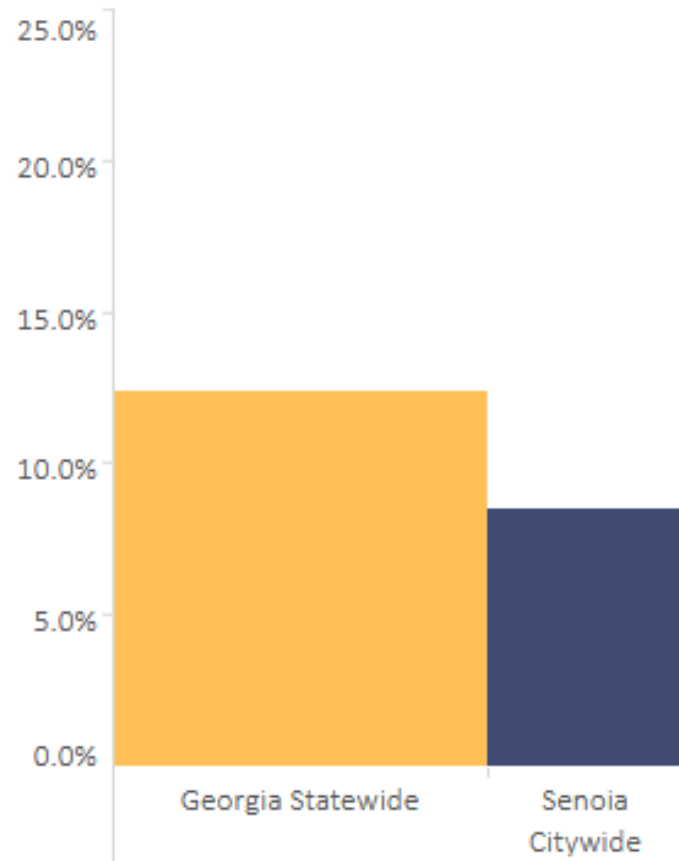


Median Family Income

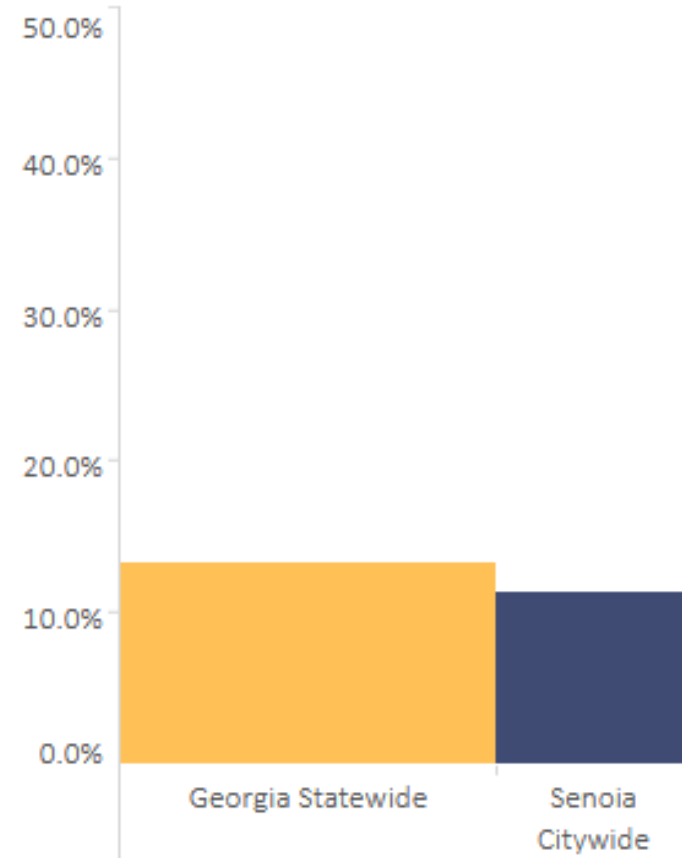


HEALTH DATA

Percentage of Population with a Disability

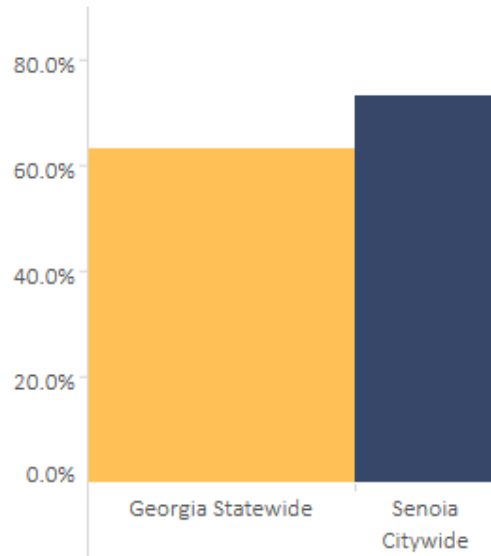


Percentage of Population with No Health Insurance

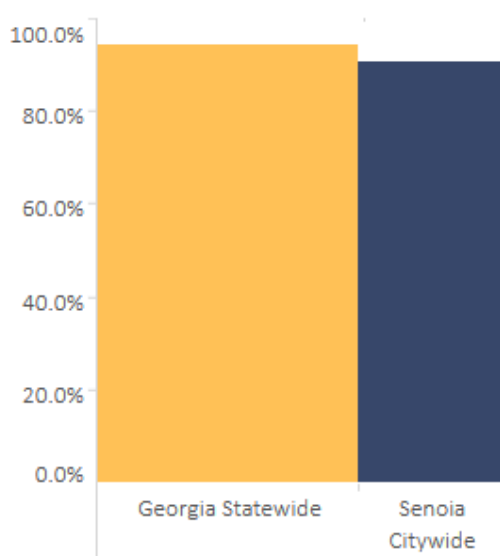


LABOR DATA

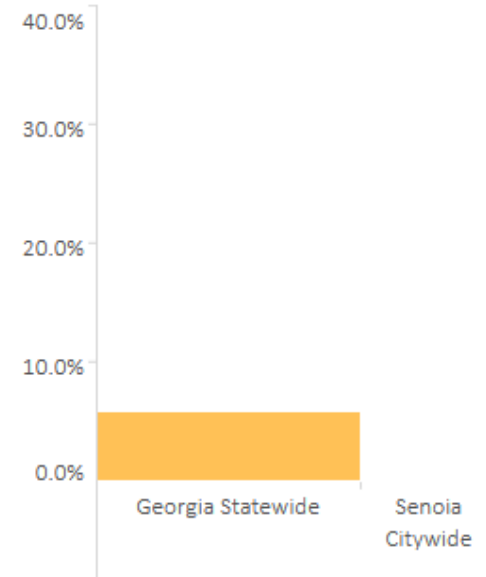
Percent in Labor Force (16 and older)



Percent of Civilian Labor Force Employed



Percent of Civilian Labor Force Unemployed



Jobs by Industry

Darker blues represent higher employment; City Average, Selected City, and Unincorporated County area on separate color scales

	Senoia	Unincorporated Coweta
% Accommodation and Food Services	17.0%	9.8%
% Administrative and Support and Waste Mana..	0.4%	5.9%
% Agriculture, Forestry, Fishing and Hunting	0.0%	0.3%
% Arts, Entertainment, and Recreation	0.7%	1.5%
% Construction	6.0%	4.6%
% Educational Services	6.0%	10.3%
% Finance and Insurance	3.1%	0.8%
% Health Care and Social Assistance	3.6%	12.5%
% Information	0.1%	0.4%
% Management of Companies and Enterprises	0.0%	0.1%
% Manufacturing	39.6%	19.9%
% Mining, Quarrying, and Oil and Gas Extraction	0.0%	0.0%
% Other Services (except Public Administration)	1.5%	2.2%
% Professional, Scientific, and Technical Services	3.6%	2.0%
% Public Administration	0.0%	0.0%
% Real Estate and Rental and Leasing	1.3%	0.9%
% Retail Trade	10.9%	18.4%
% Transportation and Warehousing	1.0%	2.6%
% Utilities	0.0%	1.4%
% Wholesale Trade	1.3%	6.1%

ECONOMIC TRENDS AND OPPORTUNITIES

The City of Senoia lacks sufficient jobs or economic opportunities for local residents. However, given the proximity to Atlanta and the potential in Coweta County to be a growing and diverse county along with possible growth that is expected in the area, the City has an opportunity to plan for the type of jobs that it would like to attract. The importance of developing an economic development plan is critical and would help the City focus its efforts on particular industries and job types and lay the groundwork for continued redevelopment and revitalization. The City recognized that and as part of its pro-active approach the Development Authority (DA) is currently developing a “Strategic Plan.” The City has access to many economic development agencies and tools. The primary resource for economic development should be the Economic Development Authorities (i.e.: County, Region and State). The City staff can also seek assistance directly from the Georgia Department of Community Affairs with the Three Rivers Regional Commission, Atlanta Regional Commission as a starting point.

ECONOMIC BASE

The economic base of any community is referred to as those industry sectors that provide employment and generate taxes where the goods and services that community produces are exported to external markets. Generally, retail industries generate tax revenues, but they tend to circulate economic wealth internal to a market area because of the geographic location of their consumers. Industries such as manufacturing or even film generate wealth external to the local market area. Therefore, these industries form the “economic base” and are known as “basic industries”.

This plan helps to identify industry sectors that employ large numbers of people on high-wage positions, looking at existing industries that would need to be retained, and new industries that can be drawn to the City

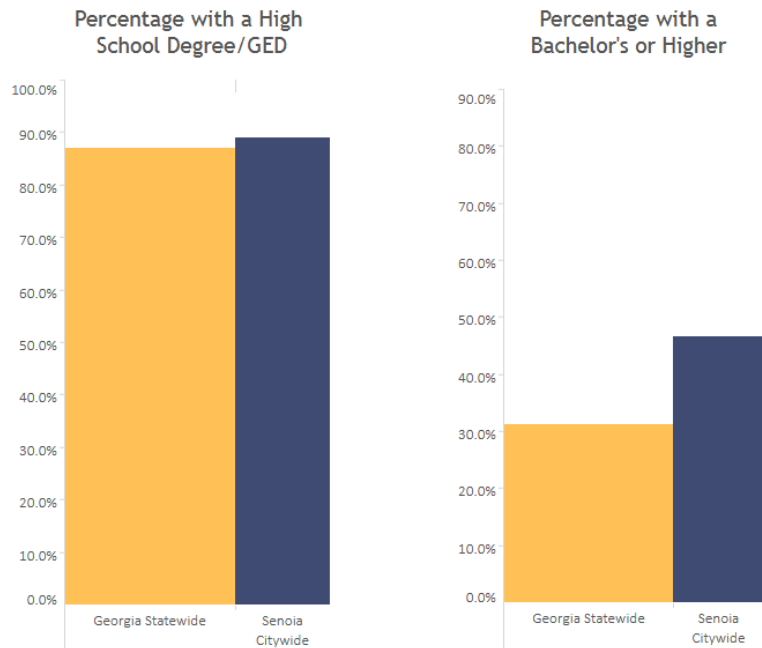
through the necessary appropriate policies, incentives, with sound and decisive planning decisions. Senoia does not have many large tracts of land for such development without annexation, in accordance to its existing annexation policy. However, Senoia does have the opportunity to build on several unique opportunities and industries. The Southern Mills Kevlar plant is one of just two in the United States. The City should consider aggressively working and collaborating with Coweta County, the Newnan/Coweta Chamber of Commerce, DDA, DA and other stakeholders in targeting industries that create products out of Kevlar. Winpak has recently made significant expansions to its plant and operation and as a direct result, the City can benefit from their suppliers and customers as well.

The City also has a reputation as a regional center for recreational bicycling. The City should consider building on that already established reputation with the Senoia to Griffin Rail-to-Trail project, the improvement of bicycle-friendly routes throughout Coweta County, Peachtree City and Fayette and Spalding Counties, and the introduction of golf cart throughout the community and to Peachtree City which is a desired wish of the citizens.

The downtown area is a significant regional and statewide tourist attraction. Currently, there are numerous infill and redevelopment opportunities that if pro-actively planned and designed with a historic feel will be compatible.

The educational data in the tables below reflects the many opportunities available to citizens of Senoia and how such data can be best utilized to both attract and begin a dialogue with these educational institutions to establish an incubator and post-secondary work in Senoia. This can be viewed as positive for Senoia as they can take advantage of the opportunity. The City can also pursue a film training institute and/or technical college classes in the area since the city is a desired destination for television shows and movies and the film industry.

EDUCATION OF THE LABOR FORCE (2019) THREE RIVERS REGIONAL COMMISSION



Age and Educational Attainment

Institution Type	Percent of Total	18-24	25-34	35-44	45-64	65+
Elementary	6.0%	3.2%	3.7%	3.3%	4.7%	17.3%
Some High School	14.7%	20.6%	13.4%	10.8%	13.9%	17.7%
High School Grad/GED	36.8%	39.3%	33.6%	38.2%	38.1%	33.7%
Some College	21.1%	30.3%	24.9%	21.0%	18.7%	14.7%
College Grad 2 Yrs.	5.5%	2.9%	6.8%	7.0%	6.1%	3.3%
College Grad 4 Yrs.	10.5%	3.7%	13.4%	13.3%	11.2%	7.8%
Post Grad Studies	5.4%	0.2%	4.3%	6.4%	7.4%	5.5%

Note: Totals are based on the portion of the labor force between ages 18 – 65+. The “Some College” category represents workers with less than two years of college and no degree.
 Source: U.S. Census Bureau – 2010 Decennial Census. Georgia Department of Labor Area Labor Profile, updated October 2019.

**HIGH SCHOOL GRADUATION RATES 2019 THREE RIVERS
REGIONAL COMMISSION AREA**

Educational Achievement

System Name	2019 Graduation Rate (%)
Butts	83.5
Carroll	93.3
Coweta	86.9
Heard	83.3
Lamar	83.3
Meriwether	82.3
Pike	93.9
Spalding	88.6
Thomaston- Upson	90.9
Troup	86.6

Source: Georgia Department of Education, 2019, 4-year Graduation Rates by District

Three Rivers Region Post-Secondary Educational Institutions

Institution	Website
Brewton-Parker-Newnan	http://www.bpc.edu/newnan/
University of West Georgia-Newnan	http://www.westga.edu/newnan/index.php
Mercer University-Newnan Center	http://workingadults.mercer.edu/location/newnan
Gordon State College	www.gdn.edu
LaGrange College	www.lagrange.edu
Point University	www.point.edu
West Georgia Technical College	www.westgatech.edu
Southern Crescent Technical College	www.sctech.edu
The University of Georgia-Griffin	https://www.griffin.uga.edu/
University of West Georgia	www.westga.edu

Source: Integrated Postsecondary Education Data System (IPEDS).

TRANSPORTATION

The City of Senoia is located in Coweta County. It is considered within the territory of the Atlanta Regional Commission's Metropolitan Planning Organization jurisdiction. As a result, Senoia is required to include a Transportation element in its comprehensive plan as described in the Georgia Department of Community Affairs (DCA) 2014 Rules. The City of Senoia is a very pro-active city and was involved in the development of the Coweta County Joint Comprehensive Transportation Plan Update that was adopted in 2014.

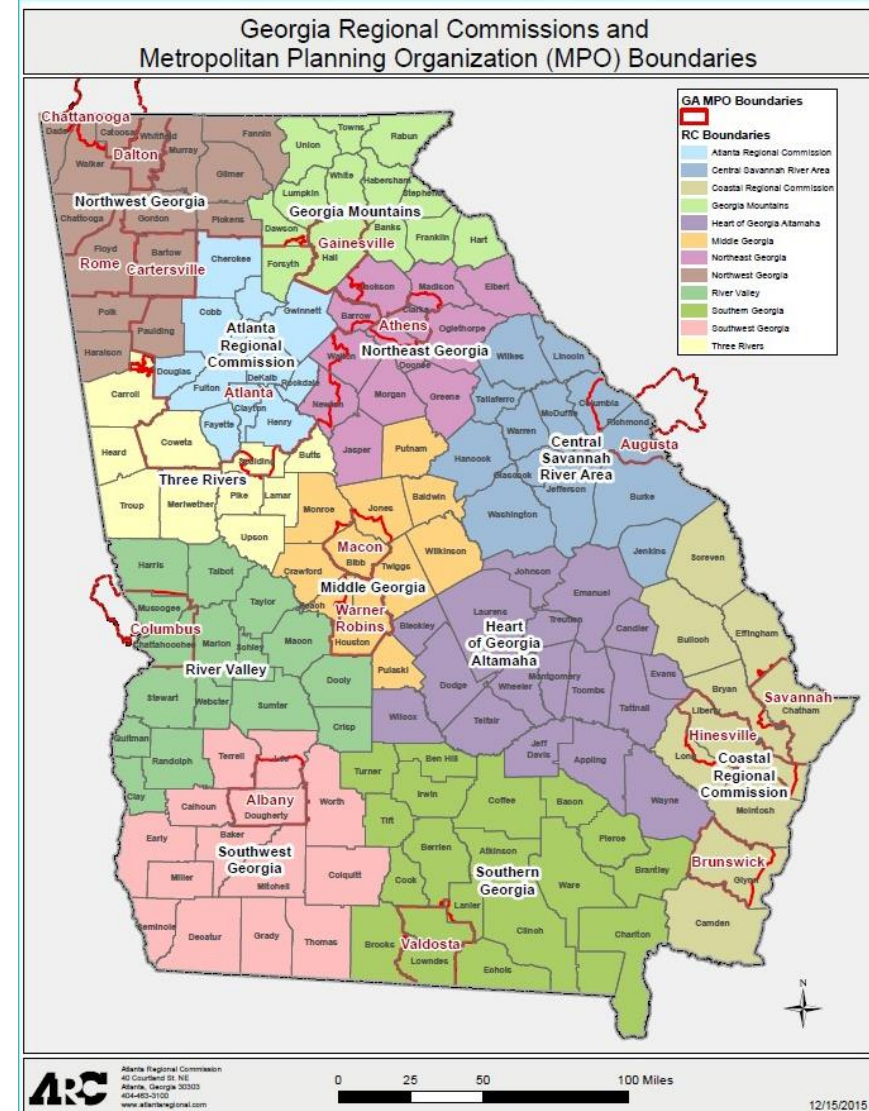
Goals and Objectives

The ultimate goal of the CTP is to develop a plan for a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within and outside of Coweta County. It seeks to:

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

The CTP Plan Summary and supporting technical documentation was adopted by the Coweta County Board of Commissioners on March 4, 2014, followed by adoptions by the various municipalities:

The CTP is currently being updated and will be adopted in the fall of 2021.



HOUSING

One of the most basic of human needs is shelter. The quantity and quality of housing within a community is directly tied to the economic and physical well being of residents. Different segments of the population place various demands on the housing market. The housing stock should provide a range of housing options that suit the needs of the community. This element reviews housing information, identifies key housing issues and provides policy guidance on housing related concerns.

HOUSING BY TYPE

In 2010, the U.S. Census reported there were a total of 1,289 housing units in Senoia. Between 2000 and 2010, the number of housing units in the City increased greatly, as illustrated below. In total, there was an increase of 627 housing units in the City during that time, representing a 48.64% increase. It is estimated in 2019 there were 1,440 housing units, representing an -1% decrease in the number of housing units from 2014-2019.

Housing Units, Senoia, 2000-2019

Entity	2000	2010	2000-2010 % change	2019	2014-2019 % change
Senoia	662	1,289	48.64%	1,440	-1.0%

Source: US Census Bureau, 2019 ACS

The predominate housing type in Senoia is single family, making up 94.3% of housing units in 2019, as reflected in the table below. Multi-family units comprise 5.7% of all housing units within Senoia in 2019.

Housing Units by Type, Senoia, 2019

Housing Unit Type	2019	% of total
Total housing units	1,440	-----
1 unit, detached	1,358	94.3%
1 unit, attached	0	0.0%
Single Family Total	1,358	94.3%
2 Units	0	0.0%
3 or 4 units	0	0.0%
5 to 9 units	40	2.8%
10 to 19 units	0	0.0%
20 or more units	0	0.0%
Mobile home	42	2.9%
Boat, RV, van, etc.	0	0.0%
Multi-family total	82	5.7%

Source: US Census Bureau, 2019 ACS

AGE OF HOUSING UNIT

The table below reflects the overall characteristics of the housing stock in Senoia. Over half of the housing stock within Senoia was constructed after 1990. The peak of home building occurred during the decade between 2000 and 2009.

Age of Housing – Senoia - 2019

Year Structure Built	Housing Units	% of Total
Total	1440	100.0%
2014 or later	132	9.2%
2010 to 2013	158	11.0%
2000 to 2009	553	38.4%
1990 to 1999	388	26.9%
1980 to 1989	123	8.5%
1970 to 1979	0	0.0%
1960 to 1969	15	1.0%
1950 to 1959	0	0.0%
1940 to 1949	27	1.9%
1939 or earlier	44	3.1%

Source: US Census Bureau, 2019 ACS

Rooms of Housing – Senoia - 2019

# of Rooms	Housing Units	% of Total
Total housing units	1,440	100.0%
1 room	0	0.0%
2 rooms	0	0.0%
3 rooms	0	0.0%
4 rooms	99	6.9%
5 rooms	230	16.0%
6 rooms	279	19.4%
7 rooms	274	19.0%
8 rooms	291	20.2%
9 rooms or more	267	18.5%

Source: US Census Bureau, 2019: ACS 5-Year Estimates Data Profiles

S

Bedrooms/Facilities of Housing – Senoia

Bedrooms	Housing Units	% of total
Total housing units	1,387	100.0%
No bedroom	0	0.0%
1 bedroom	0	0.0%
2 bedrooms	106	7.4%
3 bedrooms	648	45.0%
4 or more bedrooms	566	39.3%
5 or more bedrooms	120	8.3%
Lacking plumbing facilities	0	0.0%
Lacking kitchen facilities	0	0.0%
No Telephone Service Availa	54	3.9%

Source: US Census Bureau, 2019: ACS 5-Year Estimates Data Profiles

Most housing units within the City have 3 to 4 bedrooms, with all units having complete plumbing and kitchen facilities. This would indicate that the majority of the households are couples, a parent or parents with a child or children, or roommates.

OCCUPANCY CHARACTERISTICS

Housing tenure refers to whether housing units are occupied by the owner or by a renter. This is an important factor, as neighborhoods with a high rate of owner-occupancy tend to be more stable than neighborhoods with a higher ratio of renter-occupied housing units. Senoia has a mixture of owner and renter occupied housing within the community. According to US Census data, of the total number of housing units in Senoia in 2010, it is estimated that 1,175 or 91.2% are occupied and 114 or 8.8% are vacant.

The 2010 U.S. Census data indicates that 75.6% of occupied units within Senoia are owner-occupied housing units, with the remaining 15.5% renter-occupied housing units. There was a slight decrease in the

percentage of owner-occupied housing units from 78.2% in 2000 to 75.6% in 2010 and a decrease in vacant housing from 8.8% in 2010 to 3.7% in 2019.

Housing Tenure 2010-2019 – Senoia

Housing Tenure	2010	% of Total	2019	% of Total
Owner-occupied housing units	975	75.6%	1,206	75.6%
Renter-occupied housing units	200	15.5%	181	15.5%
Vacant Housing Units	114	8.8%	53	3.7%
Total Housing Units	1,289	100%	1,440	100%

Source: US Census Bureau, 2010 and 2019

HOUSING COST

Housing cost includes analysis of household units with and without mortgages, contract rent and gross rent. The majority of housing units in Senoia fell into the range of \$200,000 to \$299,999 since 2014.

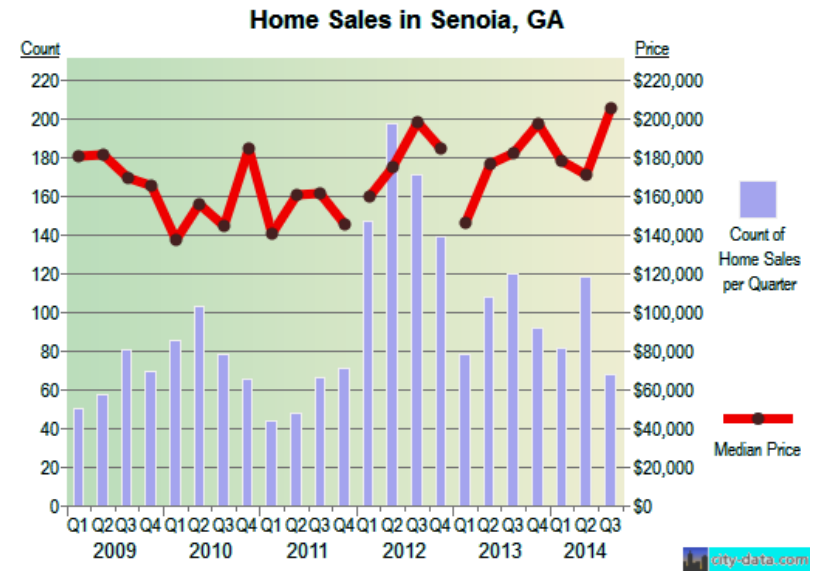
Value of Owner-Occupied Housing Units, 2014 and 2019

Ranges of Value	Senoia 2014	Senoia 2019
Less than \$50,000	6	13
\$50,000 to \$99,999	30	34
\$100,000 to \$149,999	150	109
\$150,000 to \$199,999	272	170
\$200,000 to \$299,999	436	506
\$300,000 or greater	18	374
Total	912	1,206
Median Value (\$)	\$173,300	\$251,300

Source: US Census Bureau, 2010- 2019 ACS

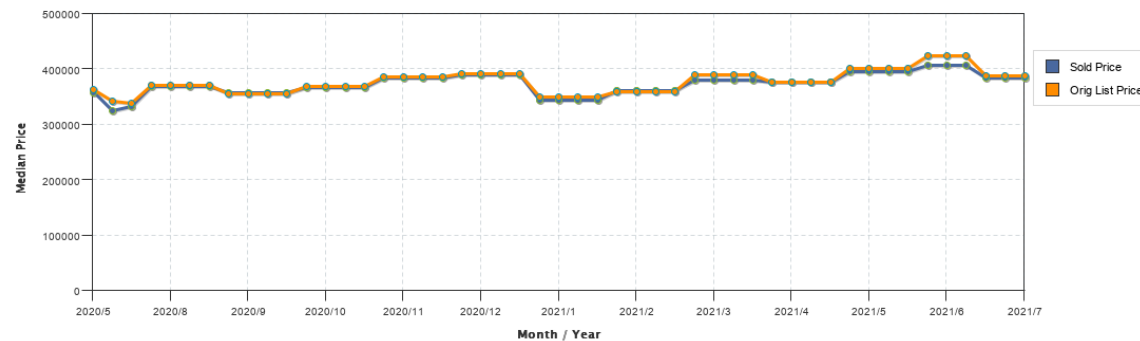
According to the Georgia Multiple Listing Service (MLS), the sale of homes in Senoia peaked in the 2nd quarter of 2012 and began a steep decline until the 1st quarter of 2013.

Senoia Home Sales, 2009-2014



Source: Georgia MLS

Median List Price Versus Sold Price



As stated earlier, 15.5% of housing units within Senoia are renter-occupied households. The table below analyzes the gross rent within Senoia in 2014 and 2019. It is important to note that gross rent allows for those units where landlords may include utilities in the monthly payment.

Gross Rent

Gross Rent	Senoia 2014	Senoia 2019	Coweta 2015-2019
Less than \$200	0	0	105
\$200-299	0	0	253
\$300-\$499	20	0	436
\$500-\$749	45	0	1,589
\$750-\$999	116	14	3,033
\$1,000-\$1,499	185	126	5,494
\$1,500+	23	41	2,483
Total Units with Rent	389	181	14,139
Median Gross Rent	\$1,034	\$1,203	\$1,096

Source: US Census Bureau, 2014/2019 ACS

COST BURDENED HOUSEHOLDS

The census defines “cost burdened” as paying more than 30% of income for housing. This is also known as being considered “house poor” or owing more home than one can afford. Understanding the extent to which households are cost burdened enables jurisdictions to determine whether there is a need for affordable housing and other programs, such as foreclosure assistance programs to assist households. U.S. Census data estimates for 2019, shown in the table below, indicate that Senoia owner-occupied households have a higher rate of mortgages than the state. 85.6% of owner-occupied housing has a mortgage, while only 69.4% of Georgia owner-occupied housing has a mortgage.

Owner-occupied Housing Unit Mortgage Status 2019 (estimated)

Location	Owner-occupied	Housing Unit w/Mortgage	%	Housing Unit w/o Mortgage	%
Senoia	1,206	1,032	85.6%	174	14.5%
Georgia	2,256,703	1,565,587	69.4%	691,116	30.6%

Source: US Census Bureau, 2019 ACS

Selected monthly owner costs, such as mortgage payments and utilities, are a measure of the cost of homeownership. When combined with income, selected monthly owner costs offer an excellent measure of affordability and excessive shelter costs.

2019 Selected Monthly Owner Costs (SMOC) as a Percentage of Household Income (Mortgage)

SMOC	Housing Units	Percent	Coweta County Housing Units	Coweta County Percentage
Less than 20.0%	492	40.7%	14,104	37.3%
20.0 to 24.9%	200	16.6%	4,447	11.7%
25.0-29.9%	119	9.9%	2,646	7.0%
30.0-34.9%	41	3.4%	1,364	3.6%
35.0% or more	167	13.8%	4,155	11%
Unverified	13	1.1%	53	0.1%

Source: US Census Bureau, 2019 ACS

2019 SMOC in dollar amounts with Mortgages

SMOC	Housing Units	Percentage
Less than \$500	0	0.0%
\$500 to \$999	70	6.8%
\$1,000 to \$1,499	361	35.0%
\$1,500 to \$1,999	256	24.8%
\$2,000 to \$2,499	168	16.3%
\$2,500 to \$2,999	150	14.5%
\$3,000 or more	27	2.6%
Median (Dollars)	\$1,644	X

Source: US Census Bureau, 2019 ACS

As seen above, the majority of owner-occupied households in Senoia are not cost burdened based on mortgages as a percentage of household income. More than 40% of home owners pay less than 20% of their income.

The majority of renter-occupied households in Senoia are cost burdened, based on gross rent as a percentage of household income (GRAPI).

Gross Rent as a Percentage of Household Income (GRAPI)

GRAPI %	Housing Units	Percent	Coweta County Housing Units	Coweta County Percentage
Occupied units paying rent	181	100.0%	13,065	100%
Less than 15.0%	14	7.7%	1,674	12.8%
15.0 to 19.9 %	72	39.8%	1,905	14.6%
20.0 to 24.9 %	11	6.1%	1,982	15.2%
25.0 to 29.9 %	42	23.2%	1,093	8.4%
30.0 to 34.9 %	14	7.7%	1,382	10.6%
35.0 % or more	28	15.5%	5,029	38.5%

Source: US Census Bureau, 2019: ACS 5-Year Estimates Data Profiles

HOUSING FOR SENIOR POPULATION

Housing for senior citizens is and will continue to be an important issue for every community. The senior citizen population is expected to continue to grow as the baby boomer generation ages.

2019 Senoia Senior Population

Population	Estimate	% of Total Population
Total Population	4,256	-----
Total Senior Population (65+)	591	13.9%%
Male 65+	258	6.0%
Female 65+	333	7.8%
55-64 male & female	553	12.9%
55+ male & female	1,144	26.9%

Source: US Census Bureau, 2019 ACS

BROADBAND

The City of Senoia is located in an area well served with broadband internet access. Of those surveyed by the US Census, approximately 90% of internet subscribers have broadband service by a cable, fiber, or DSL connection. This is 30% of the total population of Senoia according to the 2019 5-year estimates.

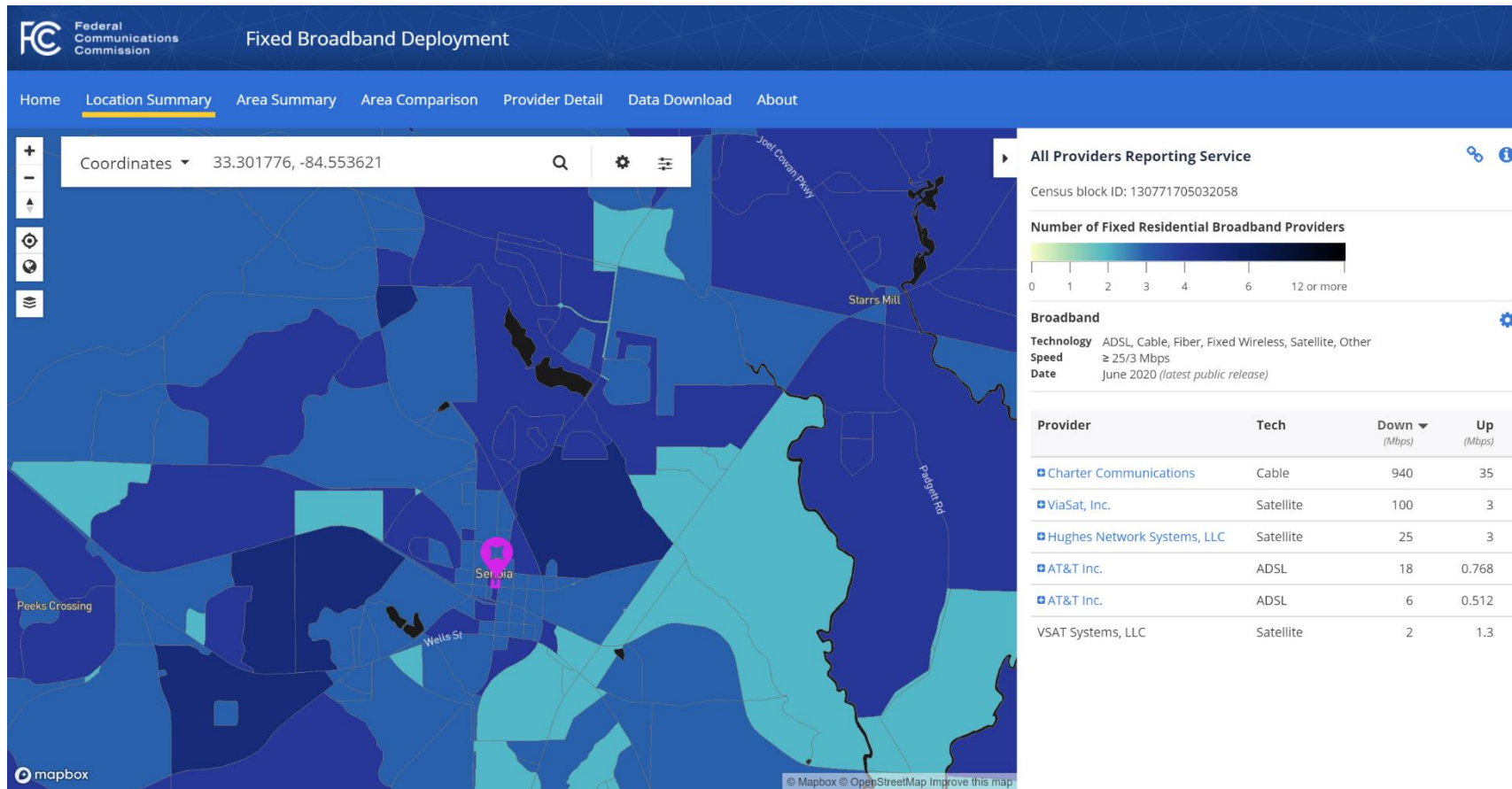
Type of Internet Subscriptions – Senoia - 2019

Type	Total	% of Total
Total Surveyed	1,387	100.0%
Total with an internet subscription	1,322	95.31%
Dial-up	0	0.0%
Broadband (cable, fiber, DSL)	1,193	86%
Satellite	82	6%
Internet Access without a subscription	11	.79%
Homes without internet access	54	3.89%

Source: US Census Bureau, 2019: ACS 5-Year Estimates Subject Tables-
PRESENCE AND TYPES OF INTERNET SUBSCRIPTIONS IN HOUSEHOLD

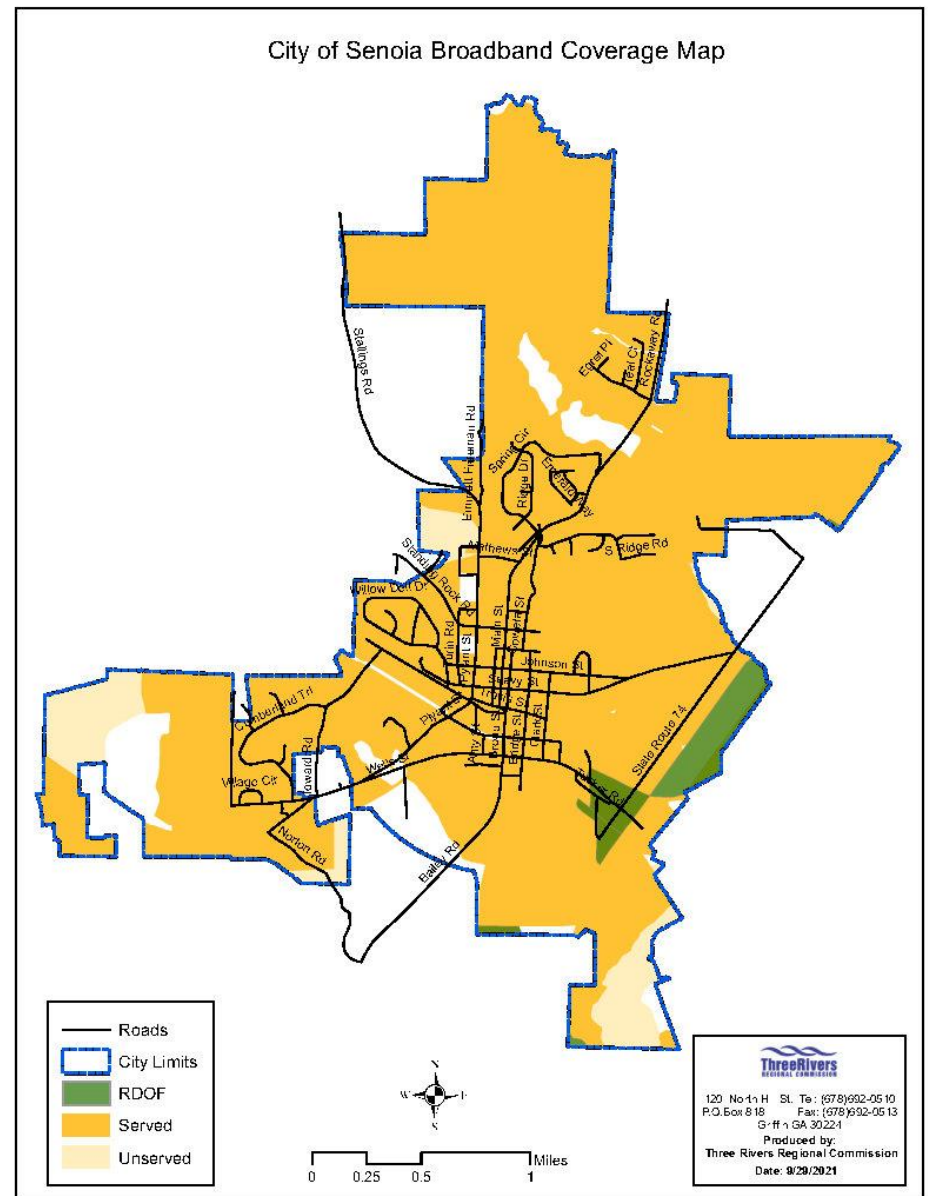
FCC Broadband Deployment Map

The FCC map below shows the majority of the area within the city limits of Senoia have access to one broadband provider with 1G download speeds. Some areas have three or more providers with speeds well above the state and federal standard.



DCA GBDI Availability Map

According to the DCA Georgia Broadband Deployment Initiative (GBDI) data, the vast majority of the City of Senoia is considered served. The one area unserved is located along the eastern side of the GA Highway 16 commercial corridor and is part of the Rural Development Opportunity Fund (RDOF) Phase 1.



COMMUNITY WORK PROGRAM

2016-2021 Report of Accomplishments

2016-2021 Community Work Program		
Activity	Status	Explanation
Community Facilities		
1. Library Access Improvements	Complete	
Recreation		
2. Seavy Street Park Improvements		
a. Multi-purpose Field	Underway	Changed to splash pad in New CWP
b. Pavilions	Underway	Planning underway. Moved to new CWP.

c. Landscaping	Underway	Planning underway. Moved to new CWP.
d. Water Feature	Underway	Part of new splash pad item in new CWP.
3. Leroy Johnson Park		
a. Tennis Courts	Underway	Planning underway. Moved to new CWP.
4. Marimac Lakes Park		
a Gazebo / Restroom	Underway	Planning underway. Moved to new CWP.
b. Events Lawn	Underway	Planning underway. Moved to new CWP.
c. Parking	Underway	Planning underway. Moved to new CWP.
5. Recreational Trails		
a. Cumberland to Cumberland Village	Underway	Planning underway. Moved to new CWP.

b. Seavy St. Park to Stonebridge	Complete	
c. Ivy lane to Seavy Street (PE Only, add RW and CST when approved by ARC)	Underway	Planning underway. Moved to new CWP.
d. Cumberland Village to Leroy Johnson	Underway	Planning underway. Moved to new CWP.
Transportation		
6. Sidewalk Improvements		
a. Broad Street-Morgan to Gin	Underway	Planning underway. Moved to new CWP.
b. Main Street- Seavy to Travis	Underway	Planning underway. Moved to new CWP.
c. Barnes Street	Underway	Planning underway. Moved to new CWP.
7. Annual street repair/resurfacing	Underway	Planning underway. Moved to new CWP.
8. Pylant St. @ SR 16 intersection and Bridge Improvement	Underway	Planning underway. Moved to new CWP.
9. Gateway Signage	Underway	Planning underway. Moved to new CWP.
10. Parking lot - Seavy and Barnes	Complete	

11. Couch Street/Main Street Intersection Improvements	Underway	Planning underway. Moved to new CWP.
12. Downtown Bypass Plan - Barnes and Baggarly	Underway	Also in TIP. Reporting duplicate.
13. Develop Corridor Plan for GA Highway16	Underway	Planning underway. Moved to new CWP.
14. Develop sidewalk connectivity plan	Underway	Planning underway. Moved to new CWP.
Waste Water System		
12. Implement design to eliminate storm water problems:		
a. Coweta and Piedmont Streets	Underway	Planning underway. Moved to new CWP.
b. Downtown Mitigation Plan	Underway	Planning underway. Moved to new CWP.
i. Engineering/Permitting	Underway	Planning underway. Moved to new CWP.
ii. Land acquisition	Underway	Planning underway. Moved to new CWP.
iii. Construction	Underway	Planning underway. Moved to new CWP.
Sanitary Sewer System		

16. Sewer System Improvements increase capacity	Postponed	Postponed until needed.
17. Remove Sludge from ponds	Underway	Planning underway. Moved to new CWP.
Public Water System		
18. Well exploration/Development	Underway	Planning underway. Moved to new CWP.
19. Water Flow Improvements	Underway	Planning underway. Moved to new CWP.
a. Stonebridge to SR 16 / SR 85	Underway	Planning underway. Moved to new CWP.
b. Howard Road / Cumberland	Underway	Planning underway. Moved to new CWP.
20. Review water and sewer rate schedule	Underway	Planning underway. Moved to new CWP.
21. Howard Road Tank	Underway	Planning underway. Moved to new CWP.
22. Hutchinson Lake Improvements	Underway	Planning underway. Moved to new CWP.
24. Water Plant Improvements	Underway	Planning underway. Moved to new CWP.
Land Use and Ordinance		

25. Reevaluate impact fees	Underway	Move to Policies.
26. Evaluate and Amend Land Development and Zoning Ordinances	Underway	Move to Policies.

Transportation Improvement Plan 2016-2021

Activity	Status	Explanation
Signage/Way finding		
Repair and replace missing signs	Underway	Ongoing policy and strategy.
Gateway signage and beautification	Underway	Planning underway with projects slated a few years ahead. Moved to new CWP.
Resurfacing / Deep Patching / FDR		
Stallings Road	Underway	Projects to be completed in the next couple of years. Moved to new CWP.
Pylant Street	Underway	Projects to be completed in the next couple of years. Moved to new CWP.
Couch Street/Standing Rock Road	Underway	Projects to be completed in the next couple of years. Moved to new CWP.
Bridge Street	Underway	Projects to be completed in the next couple of years. Moved to new CWP.
Safety/Intersections/New Roads		

Realign Pylant Street w/ SR 16 replace Pylant St Bridge	Underway	Planning underway. Moved to new CWP.
Soften intersection of Seavy and SR 85	Complete	
Connection Rockaway/SR 85	Underway	Planning underway. Moved to new CWP.
Heritage Pointe Parkway at Rockaway Road	Postponed	Planning underway with projects slated a few years ahead. Moved to new CWP.
Downtown Truck Route (Baggarly and Barnes Improvements)	Underway	Planning underway with projects slated a few years ahead. Moved to new CWP
Bridges/Culverts		
Howard Road @ Cumberland Pkwy	Postponed	Planning underway with projects slated a few years ahead. Moved to new CWP.
Sidewalks and TE projects		
Sidewalk from Main/Broad from Seavy to Morgan St	Complete	
Rockaway Road - Stormwater Imp / TE	Underway	Planning underway with projects slated a few years ahead. Moved to new CWP.

2021-2026 Community Work Program

CITY OF SENOIA									
2021-2026 Community Work Program									
Planning Activity	2021	2022	2023	2024	2025	2026	Cost Estimate	Responsible Party	Funding Source
Community Facilities									
Library									
1. Landscaping	X	X					\$8,000	City	City, SPLOST
Public Works									
2. Water Tower			X	X	X		\$2,000,000	City	City, SPLOST
3. Salt Shed/Material Bins					X		\$30,000	City	City, SPLOST
4. Storage Buildings				X	X		\$100,000	City	City, SPLOST
Police Department									
5. Outdoor Building			X	X	X		\$15,000	City	40% City, 60% Impact fee
6. Carport			X	X	X		\$30,000	City	40% City, 60% Impact fee
7. Awning			X	X	X		\$16,000	City	40% City, 60% Impact fee
8. Landscaping			X	X	X		\$5,000	City	City, SPLOST
City Hall									
9. New City Hall			X	X	X	X	\$1,000,000	City	City, SPLOST

Recreation									
10. Seavy Street Park Improvements									
a. Renovation of the Freeman Sasser Building		X					\$150,000	city/park committee	40% City, 60% Impact fee
b. Splash Pad		X					\$400,000	city/park committee	20% Impact Fees, 80% SPLOST
c. Pavilions				X	X		\$35,000	city/park committee	20% Impact Fees, 80% SPLOST
d. Landscaping		X	X				\$100,000	city/park committee	City, SPLOST
e. Basketball Courts					X		\$80,000	city/park committee	20% Impact Fees, 80% SPLOST
f. Pickle Ball Court				X	X	X	\$80,000	city/park committee	20% Impact Fees, 80% SPLOST
11. Leroy Johnson Park									
a. Construct New Tennis Courts					X		\$80,000	City/County	100% SPLOST
12. Marimac Lakes Park									
a Gazebo / Restroom				X	X	X	\$150,000	City	20% Impact Fees, 80% SPLOST
b. Trail to Road		X	X				\$100,000	City	20% Impact Fees, 80% SPLOST
c. Construct Parking Lot	X						\$55,000	City	20% Impact Fees, 80% SPLOST
d. Landscaping		X					\$25,000	City	City, SPLOST
e. Develop Events Lawn				X	X		\$50,000	City	20% Impact Fees, 80% SPLOST
f. Seavy Street Trail		X	X				\$100,000	City	20% Impact Fees, 80% SPLOST
g. Develop Marimac Lakes Amphitheater			X	X	X	X	\$250,000	City	20% Impact Fees, 80% SPLOST

Recreational Trails									
13. Cumberland to Cumberland Village	X	X					\$60,000	City	20% Impact Fees, 80% SPLOST
14. Rockaway Golf Cart Bridge		X					\$75,000	City	20% Impact Fees, 80% SPLOST
a. Ivy lane to Seavy Street (PE Only, add RW and CST when approved by ARC)	X	X					\$40,000	City/Developer	100% developer
b. Update multi-use trail/sidewalk plan		X	X				Staff time	City	100% City
Transportation									
Sidewalk Improvements									
15. Broad Street-Morgan to Gin			X	X			\$300,000	City	20% SPLOST 80% TE Grant
16. Main Street- Seavy to Travis	X	X	X	X	X		\$35,000/yr	City	70% LMIG / 30%SPLOST
17. Sidewalk from Main/Broad from Seavy to Morgan St	X	X	X	X			\$400,000	City	City/SPLOST/Grants
Street repair/resurfacing									
18. Stallings Road		X					\$30,000	City/LMIG	City/SPLOST
19. Pylant Street		X					\$255,000	City/LMIG	City/SPLOST
20. Couch Street/Standing Rock Road	X						\$185,000	City/LMIG	City/SPLOST
21. Bridge Street	X	X					\$250,000	City/LMIG	City/SPLOST
Other									
22. Gateway Signage and beautification at Entrances into the city			X	X			\$250,000	City	SPLOST

23. Downtown Bypass Plan - Barnes and Baggerly		X	X				\$1,000,000	City	General Fund
24. Couch Street/Main Street Intersection Improvements			X	X			\$25,000	City	General Fund
25. Develop Corridor Plan for GA 16	X	X					\$25,000	City	General Fund
26. Install HAWK and diagonal crossings at Rockaway Rd			X	X			100,000	City	City/SPLOST
27. Install moveable street bumps/tables on select streets					X		100,000	City	City/SPLOST
Bridges/culverts									
28. Howard Road @ Cumberland Pkwy					X		\$535,000	City/County	General Fund
29. Develop sidewalk connectivity plan		X	X				\$100,000	City	General Fund
30. Rockaway Road - Stormwater Imp / TE		X	X	X			\$200,000	City	Grants/City
Safety/intersection/new roads									
31. Connection Rockaway/SR 85				X	X		\$2,000,000	City/GDOT	City/SPLOST
32. Heritage Pointe Parkway at Rockaway Road					X		\$400,000	City	City/SPLOST
33. Andrews Parkway	X						\$12,000	City	City/SPLOST
Waste Water System									
Implement design to eliminate storm water problems:									
34. Coweta and Piedmont Streets		X	X	X			\$250,000	City	100% CITY/ GEFA
35. Downtown Mitigation Plan	X	X	X				\$200,000	City	100% CITY/ GEFA
a. Engineering/permitting	X	X					\$50,000	City	100% CITY/ GEFA
b. Land acquisition	X	X					\$1,350,000	City	100% City / GEFA

c. Construction	X	X					\$2,300,000.00	City	100% City / GEFA
Sanitary Sewer System									
36. Sewer System Improvements increase capacity	X	X	X				\$15,000,000	City	City/Sewer and Water fund/Capital recovery fees
Public Water System									
37. Stonebridge to SR 16 / SR 85 Upgrades	X	X	X				\$150,000	City	Water Fund
38. Public Water System Building Remodel			X				\$300,000	City	Water Fund
39. Well exploration/Development			X	X			\$25,000	City	Capital Rec. Fees
40. Water Flow Improvements	X	X	X				\$200,000	City	Water Fund
41. Hutchinson Lake Improvements				X	X		\$1,000,000	City	Water Fund
42. Water Plant Improvements			X	X	X		\$250,000	City	Water Fund
43. Remove Sludge from ponds				X	X		\$1,000,000	City	Sewer Fund
Community Development									
44. Update HPC design guidelines	X						Staff time	City/HPC	City
45. Apply for Atlanta Regional Commission – Livable Centers Initiative		X	X				\$250,000	City	80% LCI 20%City
46. Update the 2011 Recreation Plan		X	X				\$60,000	City/Consultants	City / General Fund / LCI / Grants

APPENDIX

- ❖ Steering Committee Agendas
- ❖ Public Hearing Agendas
- ❖ Survey Results Summary
- ❖ Annexation Plan
- ❖ 2014 Joint Coweta County Comprehensive Transportation Plan

**City of Senoia
Steering Committee Meeting #1
April 8, 2021**

AGENDA

1. Introductions.
2. Discussion of comprehensive planning process.
3. SWOT exercise.
4. Next meeting Thursday, May 6, 2021 at 4p.m.
5. Adjourn.

**City of Senoia
Steering Committee Meeting #2
May 6, 2021**

AGENDA

1. Discuss Needs & Opportunities
2. Next meeting Thursday, June 10, 2021 at 4p.m.
3. Adjourn.

**City of Senoia
Steering Committee Meeting
June 10, 2021**

AGENDA

1. Discuss Vision, Goals & Policies.
2. Housing Discussion.
3. Public Outreach.
4. Next meeting Thursday, July 8, 2021 at 4p.m.
 - a. Character Areas and Future Land Use
5. Adjourn.

**City of Senoia
Steering Committee Meeting #4
July 8, 2021**

AGENDA

1. Discuss Future Land Use and Character Areas.
2. Next meeting Thursday, July 22, 2021 at 4p.m.
3. Adjourn.

**City of Senoia
Steering Committee Meeting #5
July 22, 2021**

AGENDA

1. Review Future Land Use and Character Areas and revised map.
2. Review priority needs and policies - Community Work Program.
3. Next steps – Second Public Hearing, August 30.
4. Adjourn.

**City of Senoia
Steering Committee Meeting #6
September 13, 2021**

AGENDA

1. Review draft plan, incorporate address public comments and survey results.
2. Discuss additional public hearing – September 20.
3. Adjourn.

AGENDA
FEBRUARY 15, 2021
CITY OF SENOIA
MEETING OF MAYOR AND COUNCIL
505 HOWARD ROAD
7:00 PM

1. WELCOME VISITORS/CALL TO ORDER
 - Pledge of Allegiance
 - Open Meeting Declaration

2. PUBLIC HEARING-Senoia Comprehensive Plan 2021-2041 Update -Presented by Community Development Director, Dina Rimi
 - A. Comments from Applicant
 - B. Comments from Community Development Director
 - C. Comments from Public
 - D. Council Comment and Action

3. PUBLIC HEARING-Chick-Fil-A Variance-Presented by Community Development Director, Dina Rimi
 - A. Comments from Applicant
 - B. Comments from Community Development Director
 - C. Comments from Public
 - D. Council Comment and Action

4. APPROVAL OF FEBRUARY 1, 2021, CITY COUNCIL MEETING MINUTES

5. NEW BUSINESS
 - A. Georgia Power Easement for Tree Trimming- Presented by the City Manager, Harold Simmons
 - B. Senoia Water Protection Plan- -Presented by the City Manager, Harold Simmons
 - C. First Reading: F O G Ordinance-Presented by Community Development Director, Dina Rimi

6. ANNOUNCEMENTS

7. ADJOURN

AGENDA
AUGUST 30, 2021
CITY OF SENOIA
SPECIAL CALLED MEETING OF MAYOR AND COUNCIL
505 HOWARD ROAD
7:00 PM

1. WELCOME VISITORS/CALL TO ORDER
 - Pledge of Allegiance
 - Open Meeting Declaration
2. PUBLIC HEARING - Approval of Short Term Work Program/Comprehensive Plan— Presented by Development Director, Dina Rimi
3. ADJOURN

**AGENDA
SEPTEMBER 20, 2021
CITY OF SENOIA
MEETING OF MAYOR AND COUNCIL
505 HOWARD ROAD
6:00PM WORKSHOP
7:00 PM COUNCIL MEETING**

WORK SHOP

1. DISCUSS COMPREHENSIVE PLAN

COUNCIL MEETING

1. WELCOME VISITORS/CALL TO ORDER

- Pledge of Allegiance
- Open Meeting Declaration

2. PUBLIC HEARING

- A. Variance – Piedmont Medical Facility-Presented by Development Director, Dina Rimi

**3. APPROVAL OF AUGUST 15, 2021, CITY COUNCIL MEETING MINUTES
APPROVAL OF AUGUST 30, 2021 SPECIAL CALLED MEETING MINUTES**

4. CLAIMS AGAINST THE CITY

5. NEW BUSINESS

- A. The Walking Dead-Filming Permits-Presented by Police Chief, Jason Edens
- B. Approval of Comprehensive Plan-Presented by Development Director, Dina Rimi
- C. First Reading Ordinance-Truck Route-Presented by City Manager, Harold Simmons
- D. First Reading Ordinance-Excise Tax on Short Term Room Rentals-Presented by City Manager, Harold Simmons
- E. First Reading Ordinance-Noise Control Ordinance-Presented by City Manager, Harold Simmons

6. ANNOUNCEMENTS

7. ADJOURN



QUICK LINKS

UPCOMING EVENTS

WHAT'S NEW

- Online Payments
- Calendar
- Agendas/Minutes
- Forms & Applications

City Council Meeting (CANCELLED) 07/05/2021 - 7:00pm

Historic Preservation Commission Meeting 07/12/2021 - 7:00pm

City Council Meeting 07/19/2021 - 7:00pm

[View Calendar](#)

[Survey Regarding Senovia Comprehensive Plan Update](#)

RESIDENTIAL AND COMMERCIAL PERMITTING IS NOW ONLINE - LINK CAN BE FOUND IN BUILDING AND ZONING

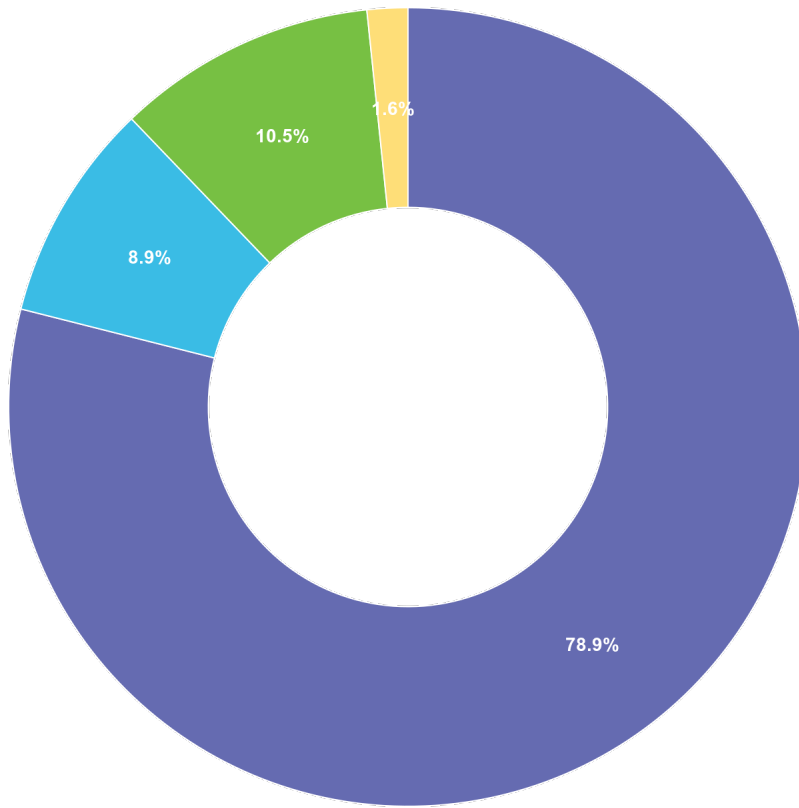
Golf Cart Trail Closed - Howard Road



Sennoia Comp Plan 2021

Thank you for your participation and for taking the time to complete this survey. Your feedback is important. The survey consists of 11 questions and should take less than 10 minutes to complete.

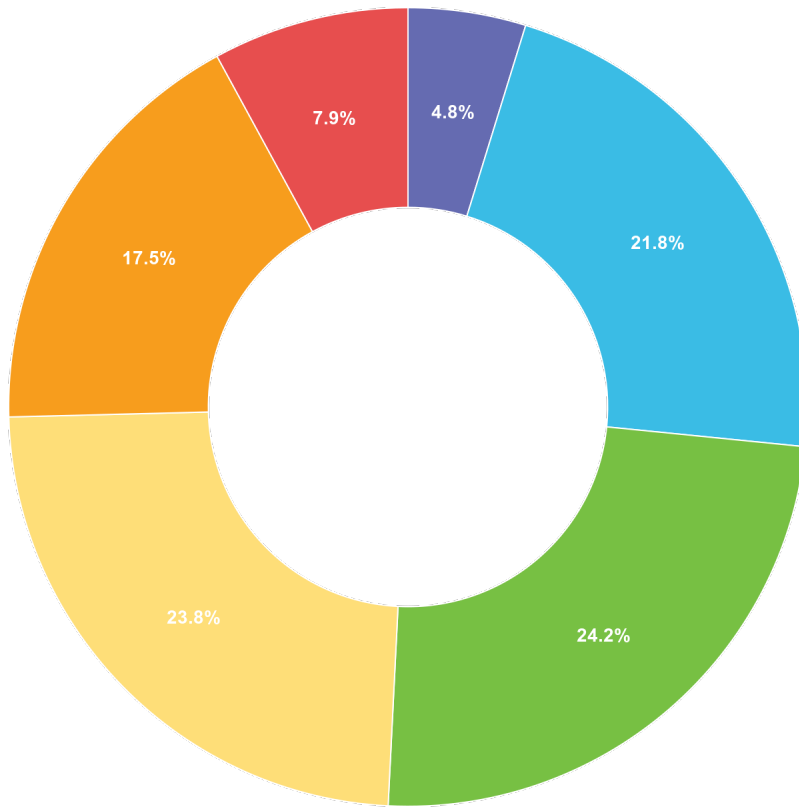
Q1 Check all that apply



Answered: 251 Unanswered: 7

Choice	Total
● I live in Senoia	240
● I work in Senoia	27
● I own a business in Senoia	32
● None of the above	5

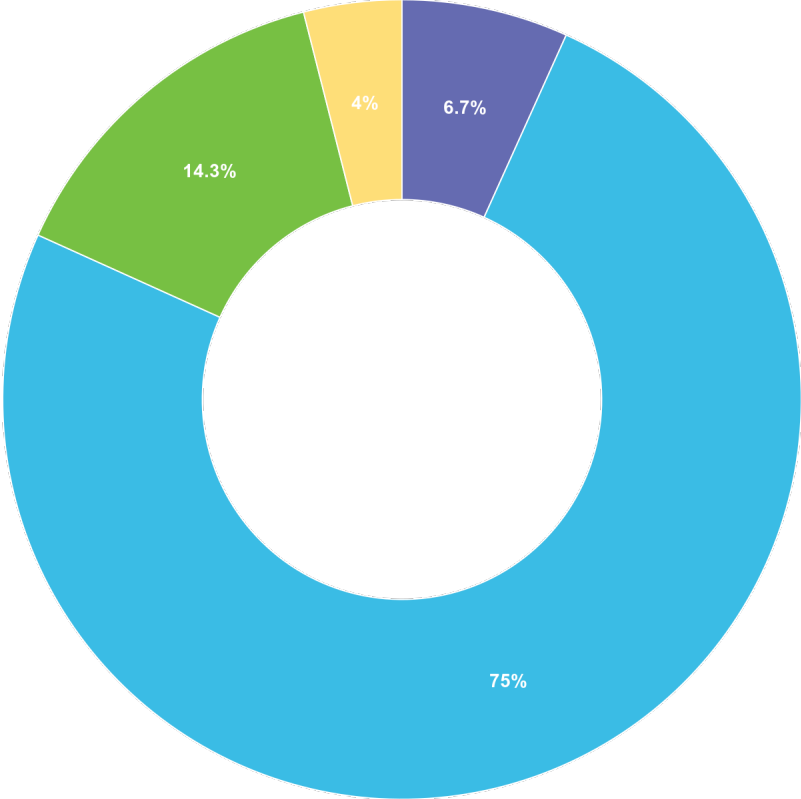
Q2 Select your age group



Answered: 252 Unanswered: 6

Choice	Total
18-29	12
30-39	55
40-49	61
50-59	60
60-69	44
70 or over	20

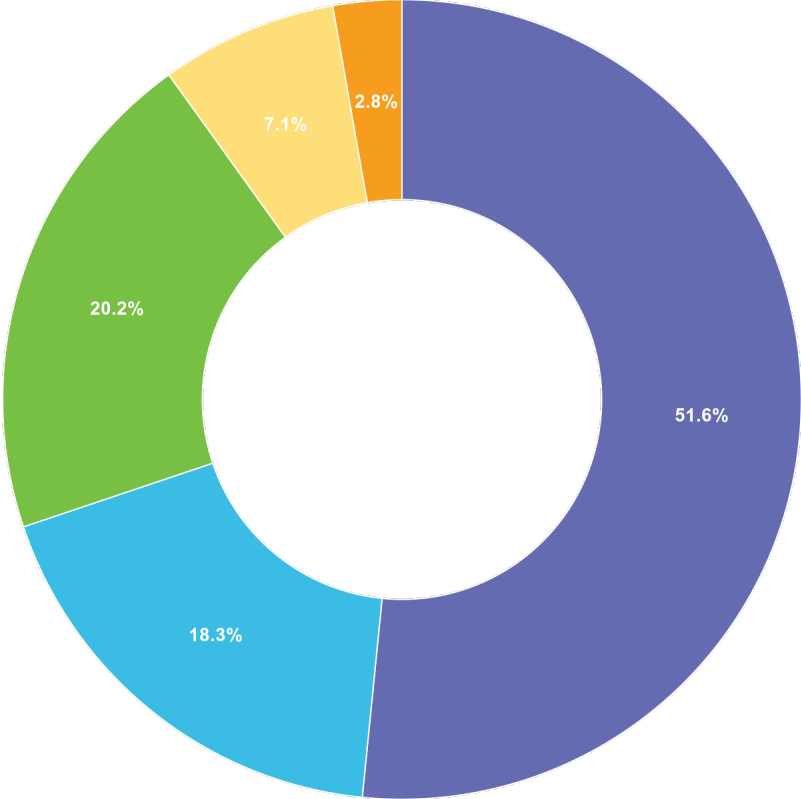
Q3 Number of adults in your household



Answered: 252 Unanswered: 6

Choice	Total
one	17
two	189
three	36
four or more	10

Q4 Number of children in your household



Answered: 252 Unanswered: 6

Choice	Total
None	130
one	46
two	51
three	18
four or more	7

Q5 Please rank the top three reasons you choose to live in Senoia

Saturday, June 26, 2021, 3:19 PM UTC

- 1) Grew up here
 - 2) Small town atmosphere
 - 3) Safety
-

Thursday, June 24, 2021, 8:32 PM UTC

small town, quiet, far from the city

Sunday, June 20, 2021, 9:06 PM UTC

It use to be because it was quiet and not many people. Now it's just bc I don't want to move

Wednesday, June 16, 2021, 12:43 PM UTC

We moved here 4 years ago and loved the small town. The low traffic, the locally owned businesses, and the old small town looks and feels.

Tuesday, June 15, 2021, 8:57 PM UTC

Small town feel, golf cart access, safety

Answered: 241 **Unanswered:** 17

Q6 Please list what you consider to the top three areas of concern facing Senoia in the near future.

Saturday, June 26, 2021, 3:19 PM UTC

- 1) Overdevelopment (commercial and residential) destroying the atmosphere that makes the town attractive
 - 2) Traffic and congestion
 - 3) Chain businesses taking the place of local, family-owned shops
-

Thursday, June 24, 2021, 8:32 PM UTC

overcrowding, traffic, overbuilding

Wednesday, June 23, 2021, 2:13 AM UTC

Need athletic facilities to match the demographics moving in (pool, tennis courts)

Monday, June 21, 2021, 6:16 AM UTC

Roads wont be able to handle greater population and traffic from new neighborhoods

Desire for quicker commute into Atlanta

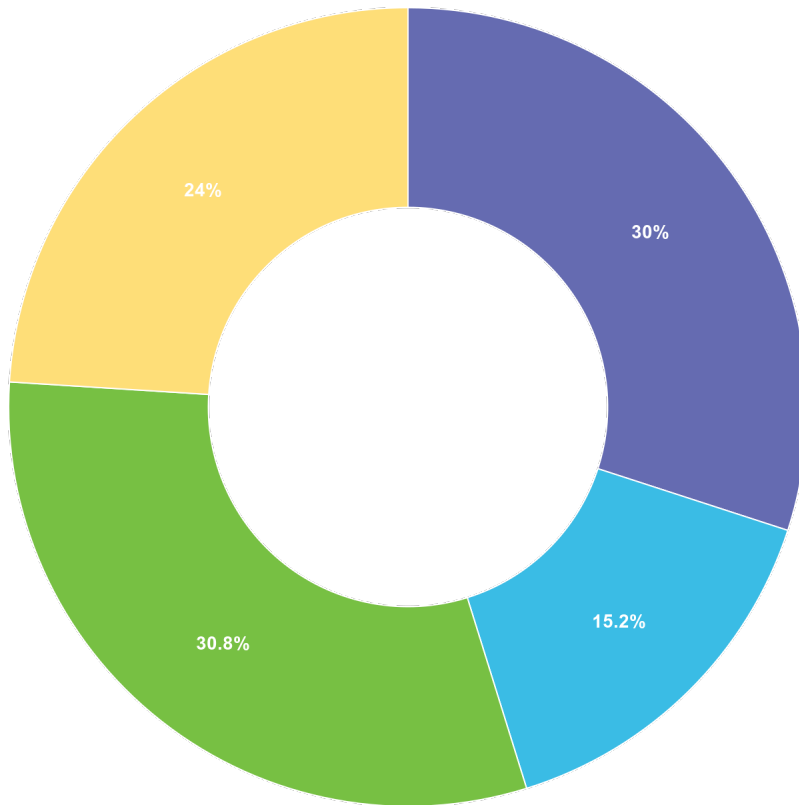
Quicker access to great medical care and amenities

Sunday, June 20, 2021, 9:06 PM UTC





Overcrowding, over commercialization and city council allowing too much growth

Answered: 244 **Unanswered:** 14

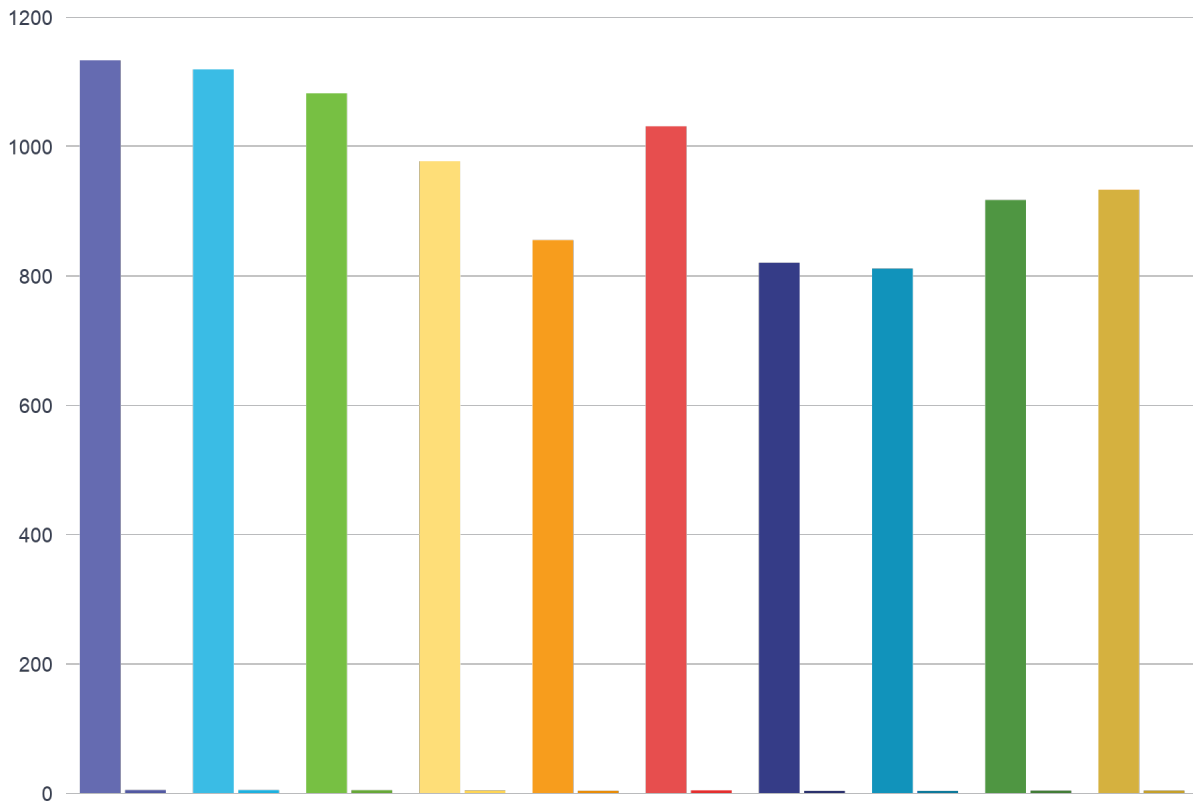
Q7 How do you see the growth of the city along the two state highways.



Answered: 250 Unanswered: 8

Choice	Total
 Consider some new development /growth provided it is done in a quality manner	75
 Recognize that growth is inevitable and align development with that of the surrounding areas	38
 Develop these area to encourage walkability to the established businesses	77
 Other	60

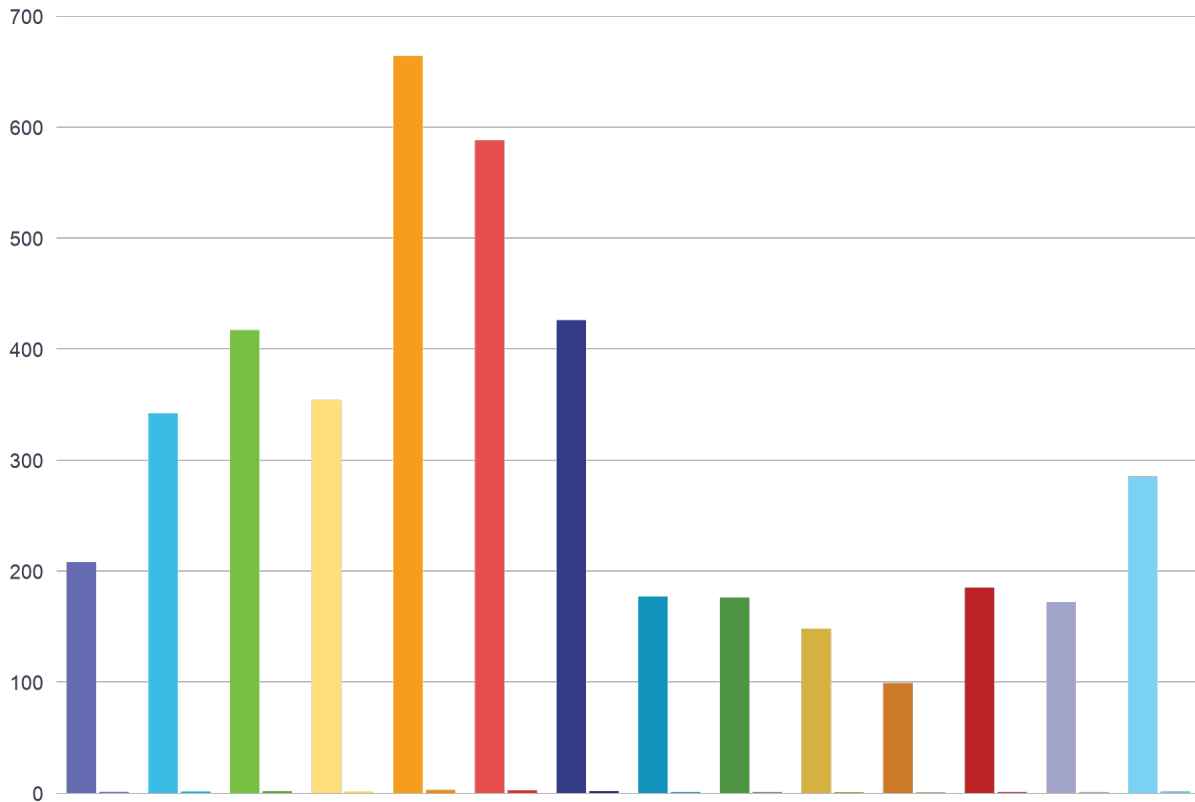
Q8 How important are the following factors to the quality of life in Senoia (Check one box that applies to each factor)



Answered: 249 Unanswered: 9







Choice	Score	Average
Safe Place to live	1133	4.55
Clean and attractive	1119	4.49
Hometown atmosphere	1082	4.35
Vibrant Downtown area	977	3.92
Selection of Housing	855	3.43
Quality of schools	1031	4.14
Shopping opportunities	820	3.29
Outdoor entertainment	811	3.26
Walkability	917	3.68
Parks and recreation	933	3.75

Q9 17. Which of the following types of developments would you like to see more of in Senoia, keep at the same level, or see fewer of? (Check one for each development type)

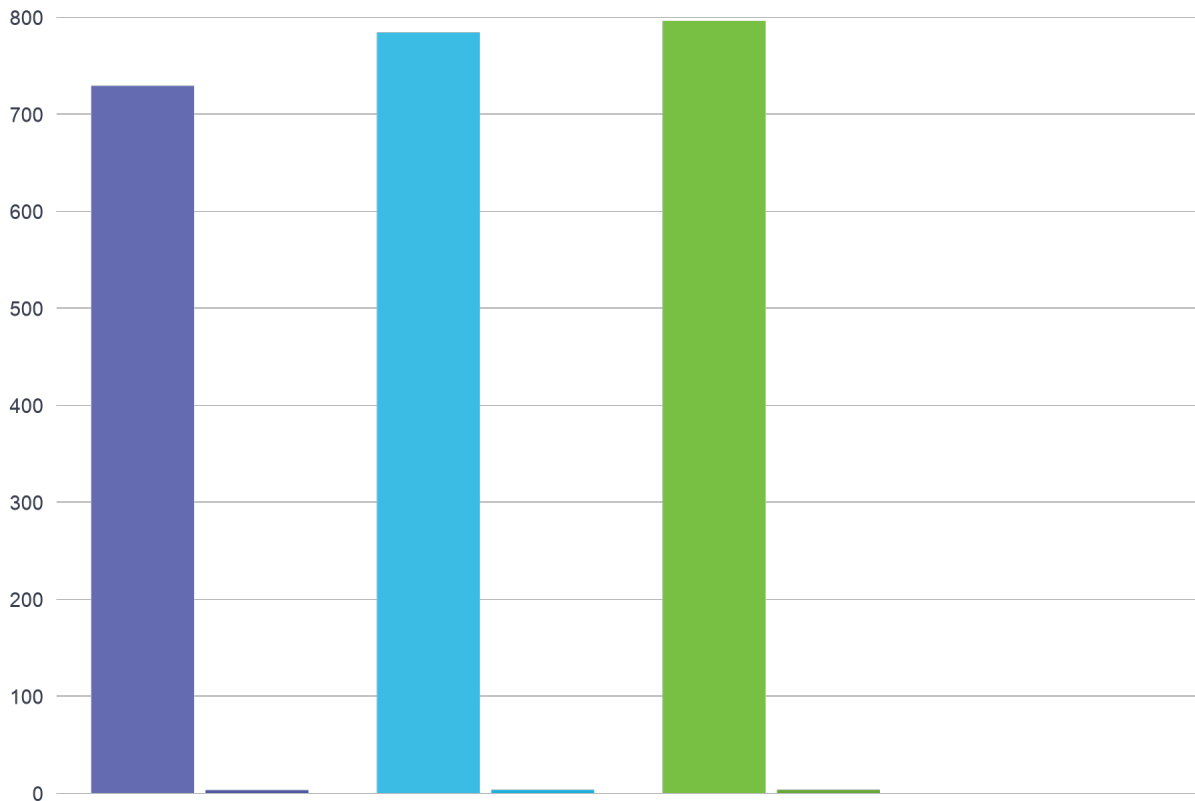


Answered: 249 **Unanswered:** 9

Choice	Score	Average
Office buildings	208	0.84
Retail centers	342	1.37
Neighborhood service retail	417	1.67
Mixed Use Developments (live/work)	354	1.42

Choice	Score	Average
 Restaurants	664	2.67
 Entertainment/attractions	588	2.36
 Grocery stores	426	1.71
 Hotels/motels	177	0.71
 Industry	176	0.71
 Business parks	148	0.59
 Apartments	99	0.4
 Townhouses	185	0.74
 Condominiums	172	0.69
 Retirement/Assisted Living Housing	285	1.14

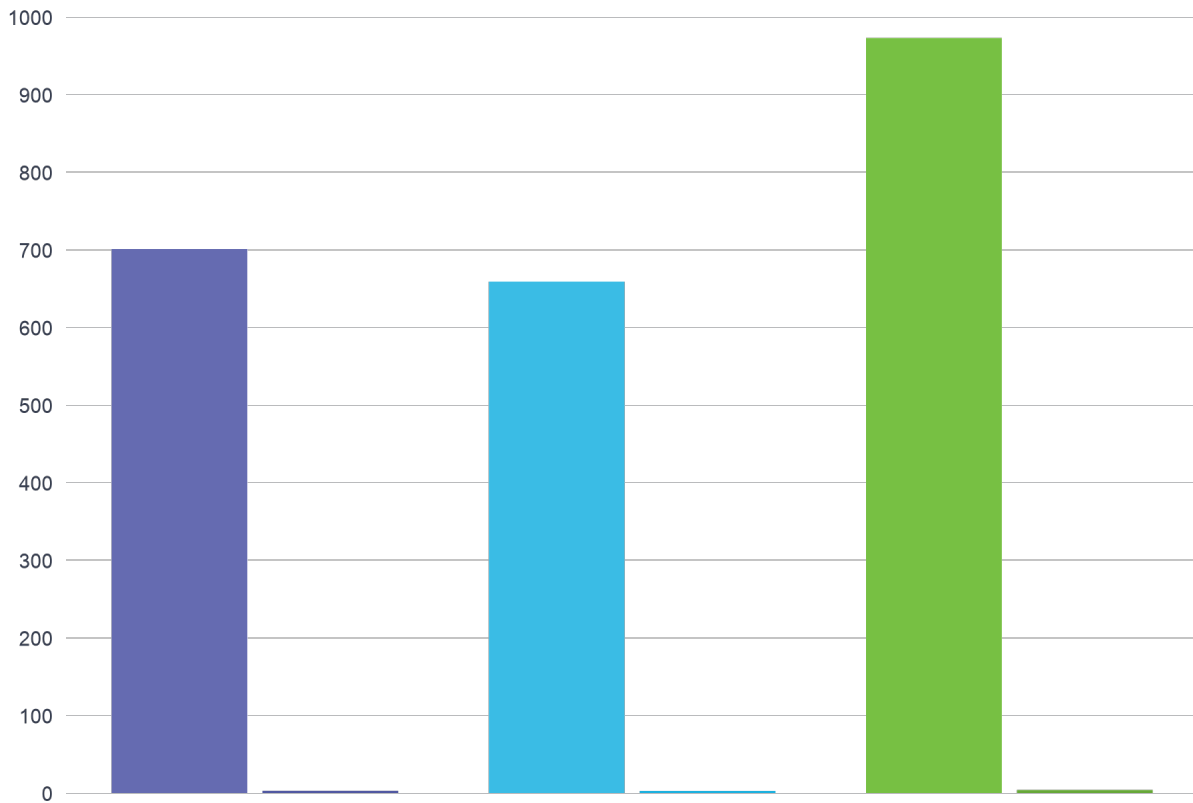
Q10 My elected officials



Answered: 245 Unanswered: 13

Choice	Score	Average
● Make plans with its residents' best interest in mind	729	2.98
● Works with local business owners to improve public and shared spaces to create a sense of community	784	3.2
● Are working to create a positive future for the downtown area	796	3.25

Q11 When it comes to my community, I am...



Answered: 247 Unanswered: 11

Choice	Score	Average
Excited by the changes and plans I feel are happening	701	2.84
Aware of opportunities to engage with my community leaders	659	2.67
Interested in the opportunity to provide feedback to my community leaders	973	3.94

Annexation Policy - City of Senoia

Adopted as an addendum to the comprehensive plan in 2006*.

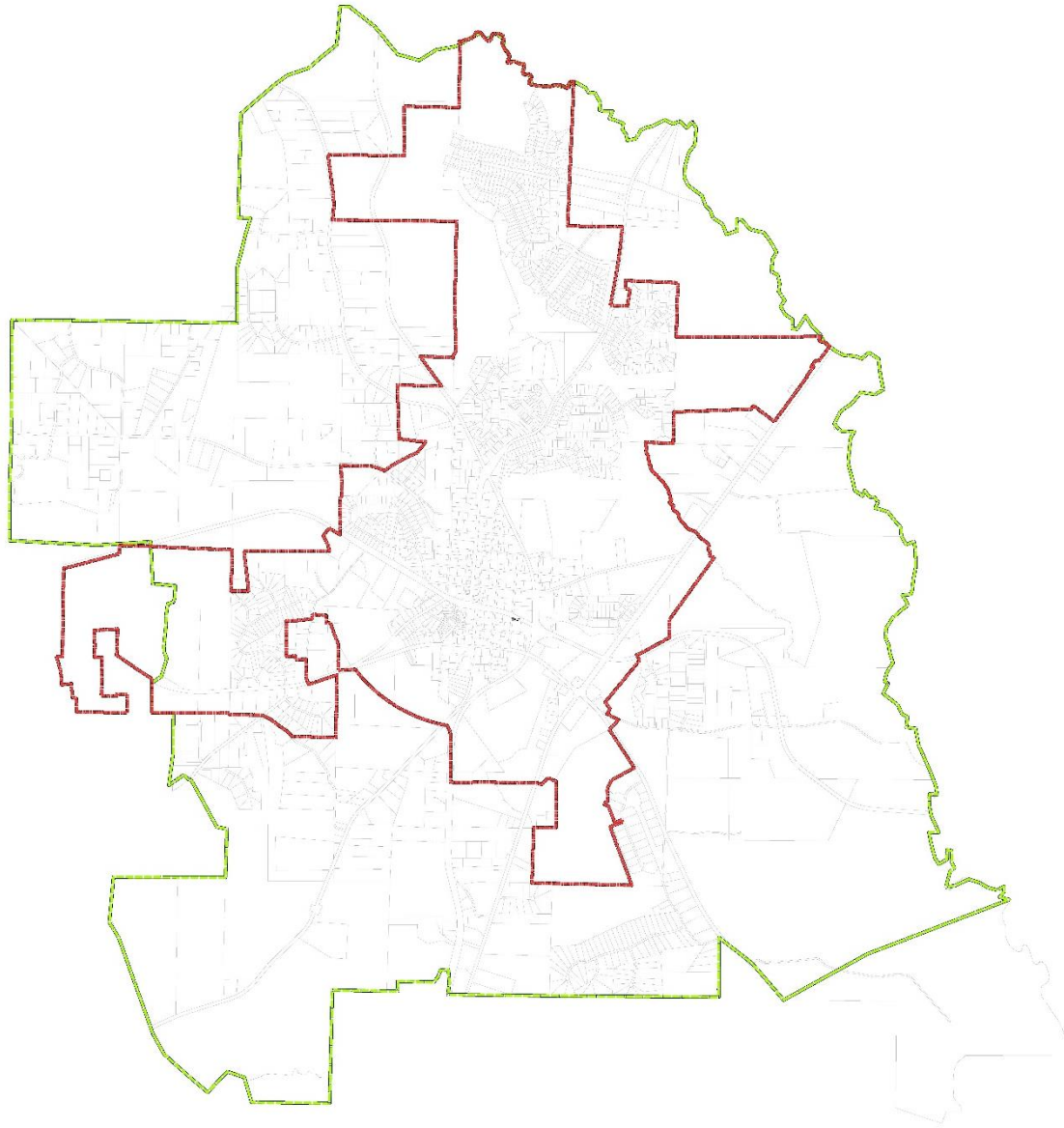
**Policy statements were not updated as part of the 2021 planning process.*

- Property being considered for annexation shall be located within the planned developed areas on the Future Development Map. Annexation of the “Rural/Open” areas should be avoided. This boundary shall be reviewed and revised accordingly on a regular basis.
- Senoia will plan for the expansion of City services to the planned developed areas, and will work with Coweta County to establish any necessary intergovernmental agreements.
- Annexed land should be served by City services. The City should only annex land where it has the ability, or can commit, to provide services.
- Annexed land shall be served by sewer. Where sewer is planned, but not yet available, the area should be developed on dry sewer.
- Annexed land should have a positive financial impact on the City. Areas of the County that are considered a liability should be avoided, unless they are of strategic priority or they benefit the City in some way that mitigates the financial impact.
- Annexed land should promote a compact and contiguous City. Unincorporated islands, enclaves, and peninsulas should be annexed.
- Annexations of areas larger than 5 acres are strongly encouraged to avoid the smaller, piecemeal annexations of individual lots. A number of smaller, contiguous parcels may apply collectively for annexation to reduce piecemeal and fragmented annexation.
- Annexation should be considered where, without annexation, potential development activity is likely to have an adverse fiscal or environmental impact on the City.
- All annexations shall comply with applicable state law and any intergovernmental agreements such as those included within the latest Service Delivery Strategy.
- All annexations should prove that they will contribute to services that are needed for development.
- All annexations should provide connectivity to other areas of the city.
- All annexations should be in compliance with the goals and objectives outlined by the Senoia Comprehensive Plan.

The consultants and authors of this document cannot dictate to the city what can and cannot be entered as part of their annexation policy. Overall, the city does continue to include in their plan specific policy guidance for annexation and the scope of future annexed areas that will be considered for municipal services. The map on the following page represents a plausible pattern of annexation and represents the most current annexations within the City of Senoia.

The map on the following page was updated in 2021 and reflects the current city boundaries.

Senoia Proposed Future Annexation Map

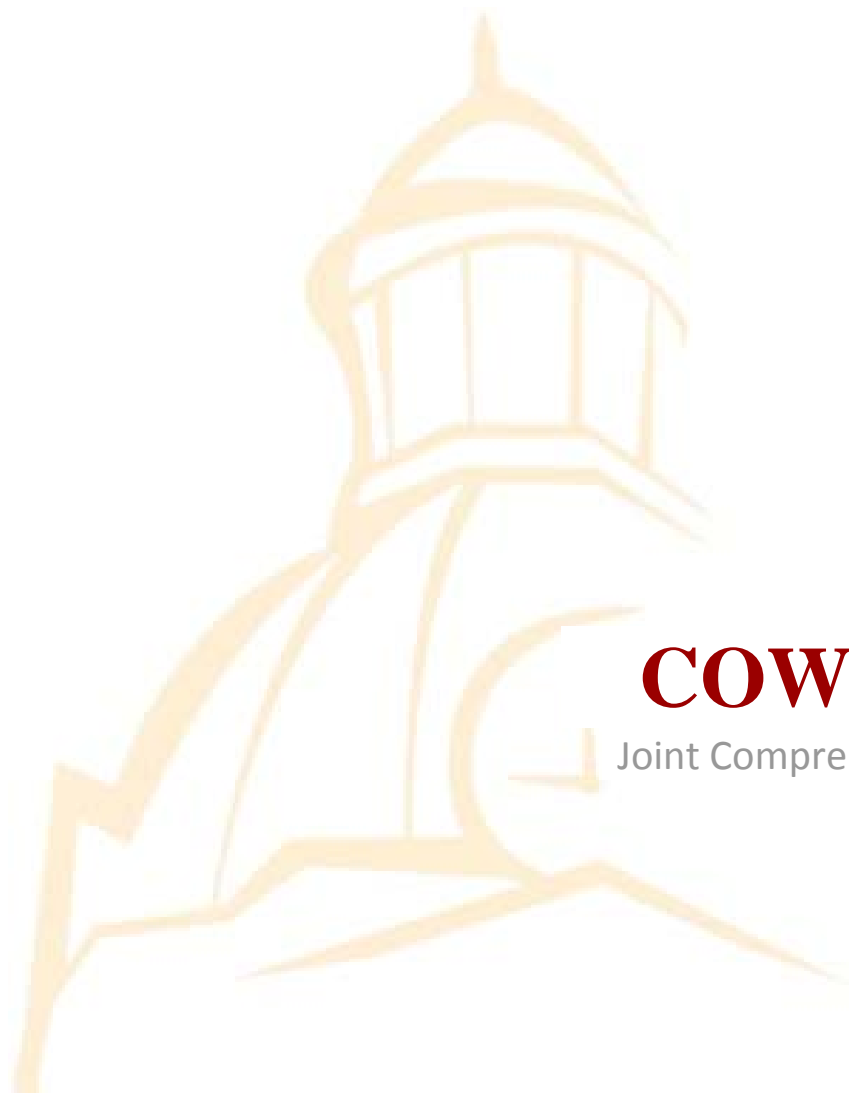



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Date: 9/22/2021



0 0.25 0.5 1 Miles

-  City Limits
-  Future Annexation
-  Parcels



COWETA COUNTY

Joint Comprehensive Transportation Plan Update

Plan Summary

March 4, 2014



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The ultimate goal of the CTP Update is to develop a plan for a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within and outside of Coweta County.

Introduction

PLANNING PROCESS AND PURPOSE

In 2005, the Atlanta Regional Commission (ARC) initiated a program to encourage counties and their municipalities to develop joint long-range transportation plans. Coweta County and the municipalities of Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg and Turin completed a *Joint Comprehensive Transportation Plan (CTP)* in 2006. The jurisdictions came together again to complete the Joint CTP Update, which was initiated in October 2012 and completed in December 2013.

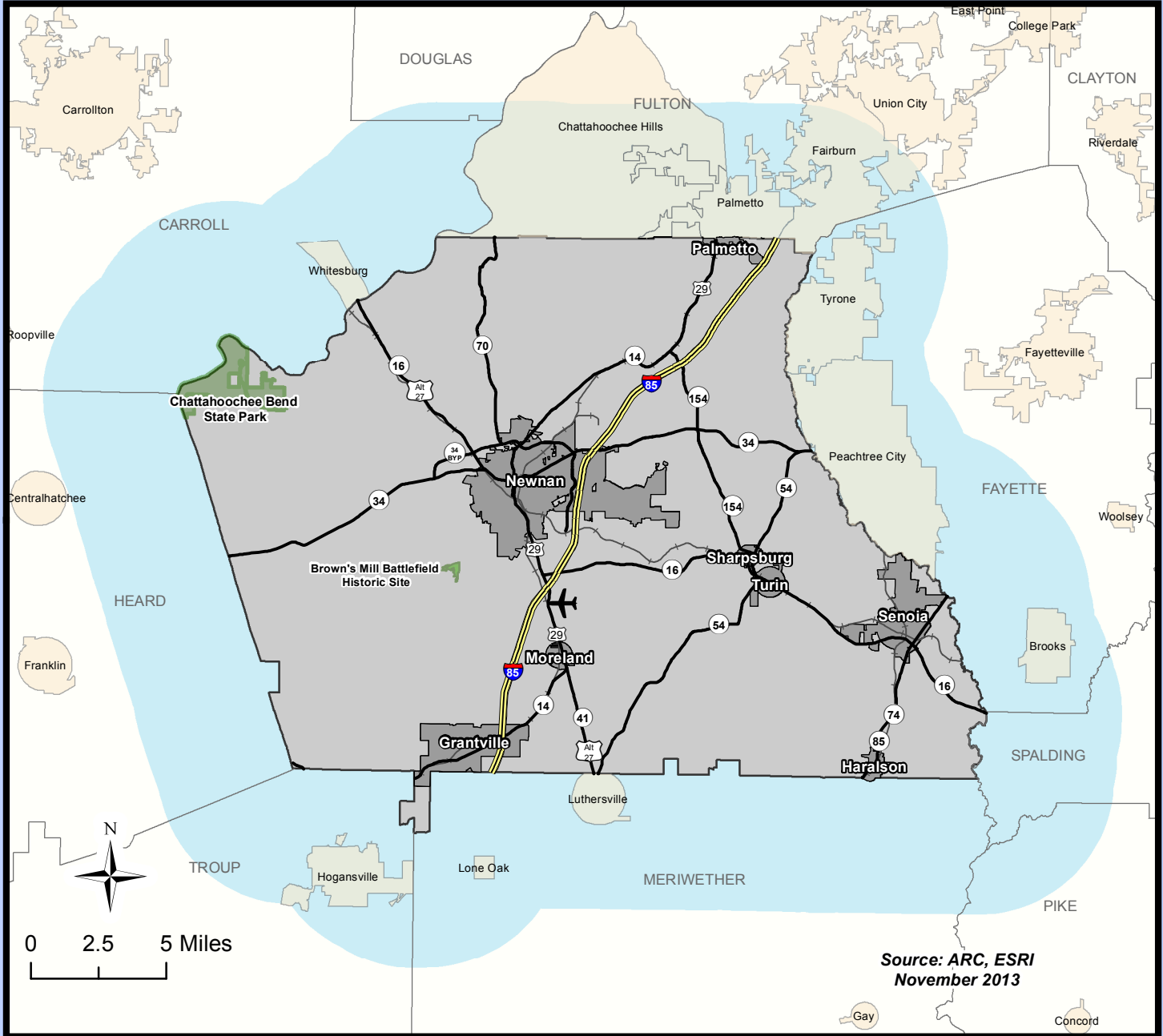
Building on the 2006 CTP, the Update assesses changes in demographics and transportation conditions over the intervening seven years in order to identify transportation needs and prioritize a suite of multimodal projects and strategies to meet those needs through year 2040. During the update process, Coweta County coordinated with other planning partners, including adjacent counties, the Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority, (GRTA), Three Rivers Regional Commission (TRRC), and ARC.

A CTP serves several important purposes. First, it provides a means of tying growth to infrastructure, pacing transportation improvements to when the growth actually occurs. It is a guide for ensuring the transportation system that needs to be in place to support existing and future growth is known and used when preparing project programs and funding. It also relates proposed improvements to “real world” funding availability. The CTP furthers the relationship between planning and programming at the local, regional and state level. The CTP Update process included a review of transportation and related plans and programs completed and/or adopted by the County and its jurisdictions over recent years. This provides for continuity in planning efforts, community goals, and desired results.

STUDY AREA



The CTP study area, shown on the next page, includes all of Coweta County and its seven municipalities. The City of Palmetto, located in both Fulton and Coweta counties, conducts its planning primarily with Fulton County and as such was included in the recent *South Fulton CTP*. A “buffer” area stretching several miles into adjacent counties ensured consideration of transportation conditions in areas that directly impact one another.

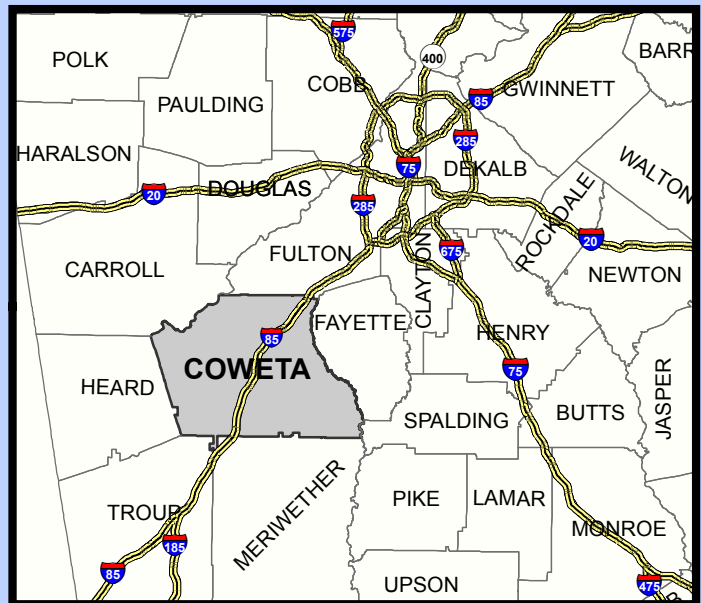
Coweta County Joint CTP Study Area



Source: ARC, ESRI
November 2013

Legend

-  Study Area
-  Bordering Cities
-  Coweta Cities
-  Coweta County
-  Expressways
-  Brown's Mill Battlefield Historic Site
-  Chattahoochee Bend State Park
-  Newnan- Coweta County Airport



Vision & Goals

OVERALL CTP VISION

The vision can best be defined as how the community sees itself in the future and the role of the transportation system in achieving its ideal. At the start of the transportation planning process, it is necessary to develop an overarching “community vision” that guides goals and objectives, and eventually, transportation project needs. Together, the vision and goals create a means of identifying and monitoring county transportation system performance and needs.

The CTP update effort began by relooking the vision and goals established during the 2006 CTP. Through coordination with staff representing Coweta County and its jurisdictions, as well as input from stakeholders, the 2006 CTP’s vision and goals were revised slightly so as to be more reflective of current conditions. The overall vision of the Coweta County Joint CTP Update is highlighted at right.



Coweta County will strive to develop a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within, into, and out of Coweta County.

It will support economic development through enhanced access to job centers and other destinations, and will improve the operational efficiency of the existing transportation system through investments that are coordinated with local land use plans and policies.

The transportation system will provide multiple modes including public transit, multi-use trails, sidewalks, and bicycle lanes as viable alternatives to the automobile, and will focus on commute alternatives such as additional public transit, carpools, and vanpools for the citizens of the County and its municipalities.



CTP UPDATE GOALS

The goals, objectives and strategies are:

1. Promote coordination of land use and transportation

- Integrate transportation and land use planning
- Limit/control access and development that will negatively impact transportation corridors

2. Support economic and community development

- Develop a transportation system that supports the highest quality sustainable growth and new development opportunities
- Adopt appropriate policies, standards, and guidelines related to transportation system safety, access, efficiency, and sustainability
- Leverage transportation improvements to opportunities to attract businesses to the community

3. Improve accessibility, connectivity, and safety, for the movement of people and goods

- Assure the preservation, maintenance, and operations of existing multimodal transportation system
- Ensure adequate mobility and access to job centers and new development
- Promote improved freight movement to industrial parks and the interstate
- Prioritize and improve transportation corridors
- Improve east/west connectivity
- Create a distributed network that improves interconnectivity of major travel corridors
- Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
- Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households



Goals are the long-term general outcomes of the CTP, consistent with the established vision.

They are supported by *objectives* (specific and measurable statements relating to the attainment of goals) and *implementation strategies* (actions undertaken to achieve the goals and objectives).

4. Develop a multimodal transportation system that maximizes community and regional support

- Identify realistic funding opportunities
- Include a sound financial plan and approach to phasing of projects
- Preserve and enhance the multimodal transportation system that includes public transportation
- Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households
- Integrate the CTP into the regional and state transportation planning efforts
- Improve interagency collaboration and communication between Coweta County and jurisdictions within and adjacent to the County
- Collaborate with federal, state, regional, local, and non-governmental partners
- Accurately classify roads and address potential infrastructure and land use changes associated with new interchanges on I-85 and other major improvements

5. Preserve and enhance the natural and social environment

- Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
- Identify and preserve local, rural, scenic routes and state corridors

Community Outreach & Input

ADVISORY COMMITTEES

The Coweta County Joint CTP Update incorporated guidance from three committees: the Stakeholder Advisory Committee (SAC), Technical Advisory Committee (TAC), and Transit Technical Advisory Committee (TTAC). Each committee met three times, at key milestones, over the course of the study. The committees served as a check and balance on plan development in terms of political consensus and meeting the diverse needs of a broad-based constituency.

The SAC represented the larger community, helping to build partnerships and share information with major stakeholders. The SAC provided a continuing forum for direct input into the planning process, focusing on education, exchange, understanding, questioning and clarification.

The TAC included representatives from key transportation planning agencies, including Coweta County, its municipalities, regional planning partners (GDOT, ARC, GRTA and TRRC), and neighboring jurisdictions. It was formed to provide input and guidance on technical aspects.

The TTAC was assembled specifically to support the supplemental *Transit Needs and Feasibility Study*. Conducted simultaneous with the CTP Update, the study's focus was to identify and quantify transit needs and define investment strategies. Committee members represented public transit and human services transportation related agencies in Coweta, including the current operator of Coweta's demand response service, GRTA, ARC, TRRC, Southern Crescent Area Agency on Aging, and the Department of Human Services.

LOCAL JURISDICTIONS

Coordination with local jurisdictions occurred throughout the CTP Update process. Local staffs and officials were an important source of information on current and future land use and transportation system conditions, deficiencies and needs. Local jurisdiction representatives participated in TAC/SAC meetings, one-on-one meetings, small group meetings for local jurisdictions only, and the public open house meetings. Their staffs played a key role in clarifying transportation conditions, needs and improvement opportunities, as well as in responding to comments and questions from the general public. They also provided insight into ongoing and recent studies, including the *Newnan Livable Centers Initiative (LCI) Study* within downtown and nearby neighborhoods and the Town of Moreland's *Blueprints* plan with the Georgia Conservancy.

The Coweta Joint CTP Update incorporated guidance from three committees (the SAC, TAC, and TTAC), local jurisdiction representatives, and the general public.



GENERAL PUBLIC

Public participation is the foundation for any planning effort, and efforts must be made to encourage active and widespread participation. This is especially true with transportation planning, which must take into account different types of users, travel modes, geographic areas, and development patterns.

Public information meetings were conducted at two critical points in the CTP Update process. The County also maintained a web page devoted to the CTP Update on its website, where study materials were posted for review and an email address provided for comments.

An initial round of public meetings was conducted between July 25 and August 1, 2013. Hosted by the County Commissioner for each district, the five meetings were held over three evenings at the East Coweta Senior Center, Central Library, Madras Middle School, Newnan Centre, and Grantville Library. The public was informed of the study process and key findings to date, and asked to comment on the potential projects developed to respond to identified needs. A variety of handouts and maps, a formal presentation with Q&A period, and a comment form were provided. A total of 63 general citizens attended, with 12 comment forms received.

Immediately following the meetings, a “Virtual Public Information Meeting (PIM)” was posted to the County’s website. An eight-minute video summarized the key points presented during the actual meetings, including the maps and project lists. People were encouraged to submit comments through an online survey tool during the two-week comment period immediately following the public meetings. A total of 46 people submitted comments online.

A final public open house was held on November 7, 2013, at the Coweta County Fairgrounds Conference Center to present draft project recommendations. A brief presentation summarized the study process and recommendations, while project recommendations were identified by project type and geography on handouts and maps. The comment form included a place for attendees to list their top three priorities. A total of 23 individuals attended the meeting, including members of the public, city and county staff, and elected officials.

A summary of all comments received through the public meeting Q&A and comment forms and Virtual PIM online survey are included as appendices to the CTP’s technical reports.



Land Use & Growth

A primary goal of the CTP process is to coordinate and integrate land use and transportation.

Transportation needs must be considered within the larger context of community dynamics with regards to population and employment trends, land use and development characteristics, and associated factors. Essentially, the needs of the people who comprise the community translate into travel patterns, travel demand, and transportation facility needs. Furthermore, the broader plan for future development described in the local Comprehensive Plans provides a strong basis for projecting future needs.

One of the greatest determinants of transportation need is total population and population density. Transportation needs in sparsely populated rural areas are generally less than those of highly populated areas due to less demand. Coweta County has historically had a rural, agriculturally based economy and community structure, but this has changed dramatically in recent decades. ARC forecasts for 2040 show Coweta at nearly 250,000 in population, which equates to a 95 percent increase above the 2010 population of 127,317. According to projections, population and employment densities will likely continue to grow in the central and northeastern portion of Coweta while the southern and western portion remains less populous.



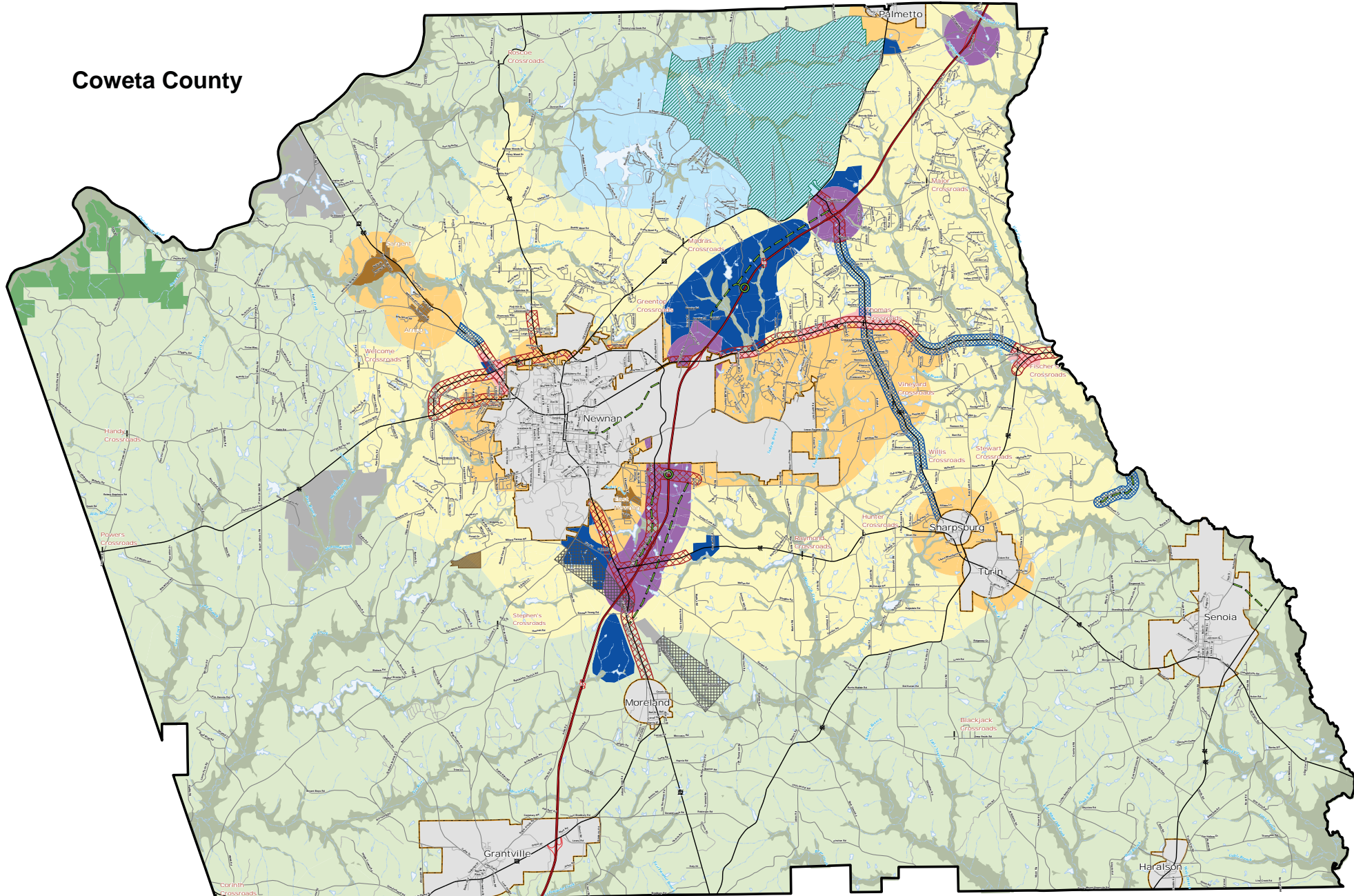
Coweta's population is concentrated in an area from Newnan northward and eastward to the county lines. In 2010, Coweta's population density was 511 people per square mile in this area, while the rural areas to the west and south had a density of 90 people per square mile.

Coweta County has also experienced growth in employment. However, employment growth since 2000 has been significantly reduced in comparison to 1990-2000 growth and has not kept pace with the rate of population growth. Discussions with local staff indicate the expectation for more aggressive employment growth in coming years, reflecting the community's ongoing efforts to promote additional economic development, particularly in the medical and education sectors.




Although Coweta's established land use patterns generally favor a vehicle-oriented transportation system, the Coweta County Future Development Map recommends that new development concentrate in compact, mixed use and crossroads service centers. These centers, which include the cities and towns, are intended to accommodate a mix of residential, commercial and institutional uses that reduce the need for automobiles and encourage walking and biking. Internal job growth can also positively impact transportation needs since shorter trips have a greater likelihood to be made by alternate modes.

Coweta County




**Coweta County 2006-2026
Comprehensive Plan**



JORDAN JONES & GOULDING

8



Future Development Map

Amended April 17, 2007

<ul style="list-style-type: none"> Planned Interchange Planned Roadway Crossroads Service Center Mill Village Interstate Gateway 	<ul style="list-style-type: none"> Runway Protection Zone Commercial Corridor Neighborhood Institutional and Service Corridor <p>Future Land Use</p> <ul style="list-style-type: none"> Employment Center - Commercial/Office Employment Center - Industrial 	<ul style="list-style-type: none"> Infill Neighborhood Low Density Infill Neighborhood Medium Density Transportation/Communication/Utilities Lakeside Residential Conservation Rural Conservation 	<ul style="list-style-type: none"> Interstate Ramp State Highway County Road Road River/Stream 	<ul style="list-style-type: none"> Brown's Mill Battlefield Lake/Pond Cedar Creek Zoning District Boundary Chattahoochee Bend State Park City Boundary County Boundary
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Existing Conditions & Identified Needs

ROADWAYS & BRIDGES

A number of improvements to the roadway network have occurred since the previous CTP, including new/upgraded traffic signals, intersection geometric improvements, and additional capacity through new roadways and widening. While there are some areas where traffic volumes exceed capacity, overall the roadway network continues to operate at acceptable levels of service under existing and projected 2040 conditions. Locations where notable volumes or deficient levels of service exist are within the City of Newnan limits and on major state routes throughout the county, including SR 154, SR 34, and SR 16.

Intersections and roadway segments experiencing operational or safety deficiencies remain a top priority. In coordination with Georgia DOT, bridges are also closely monitored to identify and prioritize any requiring rehabilitation or replacement.

FREIGHT

Freight is a critical element of the transportation system that increasingly imposes significant mobility, safety, economic, and quality of life impacts on the county. Primary truck corridors in Coweta include I-85, US 27 Alt/ SR16, US 29, SR 16, SR 34, and SR 74/85. Several freight issues to be addressed include: funding for maintenance, rehabilitation, and replacement of transportation facilities that carry a majority of the freight in the county; conflict of truck traffic with local commercial and residential traffic; degradation of roads and bridges due to truck traffic; and continued coordination/outreach on ways to improve the existing freight system and allow for positive freight growth in the future.

PUBLIC TRANSPORTATION

Transportation mobility has improved in and around Coweta County since inception of two transit services available to all within the county. GRTA operates the Xpress commuter bus service weekdays between Newnan and Midtown/ Downtown Atlanta. Countywide demand response service is offered by Coweta Transit Dial-A-Ride. The utilization of current transit hints at opportunities to expand the fleet and services.



Coweta County continues to experience growth in employment, medical facilities, shopping centers, educational institutions, public and private services, and recreational amenities. Connecting citizens geographically with economic opportunity centers will be challenging under current conditions, particularly for those seeking alternatives to private vehicles and/or those without access to personal transportation.

The primary transit enhancement needs include:

- Increasing the Coweta Transit Dial-A-Ride fleet to accommodate growing travel demands
- Expanding and connecting local transit service to local and regional activity centers
- Connecting the GRTA Park & Ride Lot via expanded local circulator services

BICYCLE NETWORK & PEDESTRIAN FACILITIES

Bicycle facilities in Coweta have essentially not changed since the previous CTP, although significant work has occurred in planning for expanded bicycling infrastructure. Together, the *Coweta County Bicycle Plan* and *Coweta County Greenway Master Plan* serve as the foundation for future bicycle improvements. Securing capital funds for implementation remains the challenge.

Newer and recently upgraded sidewalks are in good condition, although some older sidewalks have deteriorated. Except in subdivisions and commercial developments, sidewalks are minimal, particularly outside the cities. As a result, the biggest need regarding pedestrian facilities is the need to add them. Additionally, most existing sidewalks in the cities do not meet Americans with Disabilities Act (ADA) requirements. If Coweta County wants to encourage walking, emphasis is needed for more aggressive development regulations and a larger local match to capture additional external funds for construction.

Overall, stakeholders identified safety as the first priority when discussing the needs of bicycle and pedestrian facilities in Coweta County. It was also recognized that the needs of bicyclists are different from those of pedestrians. Finally, the jurisdictions expressed the need for additional sidewalks to connect the gaps in the existing network and link to activity centers, particularly within the downtowns.



LAND USE & TRANSPORTATION

In recent years, Coweta County, Newnan and Senoia have adopted ordinances and development guidelines that promote important aspects of land use and transportation coordination. During this time, development activity has been significantly less than in prior years. As development begins to ramp up again, it will be important to implement adopted regulations, track their effectiveness, and refine regulations based on practical outcomes.

Coweta's Comprehensive Land Use Plan encourages growth to develop in a compact fashion and in population centers to maximize efficient expansion of infrastructure.

To realize the *Coweta County Comprehensive Plan's* goal of concentrating new development in mixed use centers and infill neighborhoods, mobility enhancements will be important. Priority should be given to roadway enhancements complementary to the Future Development Map, particularly within and connecting mixed use and infill areas. Expanded transit service where feasible, as well as bicycle and pedestrian facilities connecting between and within activity centers, will be needed. Coordination of land use, transportation and future expansion of sewer infrastructure, in concert with a sewer service area strategy, can further encourage the desired development outcome.

Recommendations

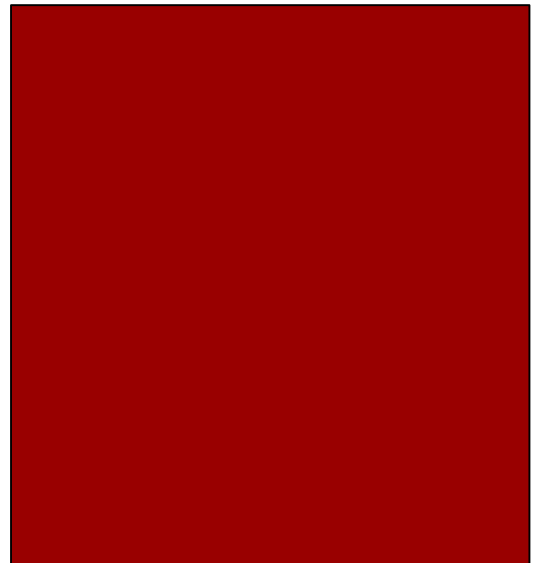
PROJECT IDENTIFICATION

A comprehensive list of potential projects to address the identified needs was developed and then refined to form a list of recommended projects. The project lists included in the currently adopted 2006 Coweta County Joint CTP, Coweta County SPLOST, and ARC short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Plan (RTP) were the primary sources for existing project recommendations. Due to the long horizon period of many planning studies (often as much as 30 years), only a small fraction of recommended projects are typically completed within the relatively short update interval (every 5-8 years) of a CTP. As such, many recommended but as yet incomplete projects remain viable improvements and are carried forward into subsequent plans. Recommendations included within other planning efforts at the regional, local, and subarea levels are also important resources for project identification.

Stakeholder coordination and public involvement are important resources for project identification.

Combined with background socioeconomic and land use data, the travel demand model utilizes data on current and projected future traffic volumes and roadway characteristics and capacities to forecast current and future conditions across Coweta's entire roadway network. Through this process, locations with deficient operations can be readily identified for further analysis. Crash statistics also indicate locations for which increased safety may be achieved through targeted improvements. However, quantitative data alone cannot provide a sufficiently complete picture of existing and future conditions and needs, so qualitative assessments are also used.

Importantly, the stakeholders' and public's daily experiences using the transportation network can confirm what the data indicates. They ensure that problem areas do not get overlooked and that the community's vision and goals remain at the forefront during the prioritization process.



COMPARATIVE EVALUATION OF PROJECTS

Five key “factors” were used to comparatively evaluate individual roadway and bridge projects. Each factor consists of several “considerations,” which helped to highlight relative differences between similar projects.

The evaluation factors tie back to the overall CTP vision and goals, thereby ensuring a continued connection between goals and recommendations.



The factors and their considerations are:

1. Mobility

- Delay/constriction
- Congestion
- Access management

2. Safety

- Crashes
- Bridge condition
- Bicycle/pedestrian interactions

3. Connectivity

- Cross-county/inter-county connectivity
- Subarea connectivity (activity centers)
- “Fill the gaps”
- Transit access

4. Economic Development

- Freight routes
- Improved access to commercial/industrial/job sites

5. Community & Environment

- Consistent with land use
- In another approved plan
- Access to alternate modes and community facilities

Individual projects were scored for each factor on a low-to-high scale of 1 to 5. As a way for some factors to provide relatively more impact on the total score than others, the factors were weighted from 3 (maximum) to 1 (minimum), as follows: 3=mobility and safety; 2=connectivity and economic development; 1=community and environment. When complete, a project’s total score ranged from 11 to 55, with higher scores indicating relatively greater need for the project.

This scored approach to project evaluation was a primary input to the prioritization process for roadway and bridge recommendations. However, additional knowledge gained from local staff and professional experience, stakeholder coordination and public outreach also played an important role in project prioritization.

This type of scored evaluation was not conducted for freight, bicycle/pedestrian, or transit recommendations. There are a number of reasons for this, several of which are: (1) prioritization and implementation may primarily be done locally by the county and the towns/cities; (2) funding limitations and schedule requirements necessitate extreme flexibility in project selection and initiation, and (3) other regional considerations and partners are involved.

ROADWAYS & BRIDGES

The list of proposed roadway recommendations includes projects to improve the safety and operational efficiency of the roadway network while decreasing congestion. Projects are categorized as follows:



- Capacity Additions = 18
 - New Interchange (I) = 2
 - New Location Roadway (N)= 11
 - Road Widening/Capacity (C) = 5
- Operations Improvements = 65
 - Operational Upgrade* (OP) = 25
 - Intersection Modification (M) = 40
- Corridor Improvements** (COR) = 7
- Bridge Upgrades (B) = 30
- Railroad Crossings (R) = 7

* Examples include safety/shoulder/intersection radii improvements and addition of sidewalks/bike lanes

**Further detailed analysis required; could include a combination of widening, operational upgrades, intersection modifications and new location roadways

ROADWAY & BRIDGE PROJECT LIST

Map ID	Roadway/Location	Jurisdiction	Phase
NEW INTERCHANGES			
I1	Poplar Rd at I-85 (Mile Marker 44) and widening from Newnan Crossing Bypass to Newnan Crossing Blvd	Coweta Co	Short
I2	Amlajack Interchange at I-85 (Mile Marker 49)	Coweta Co	Short
NEW LOCATION ROADWAY			
N1	Coweta Industrial Pkwy Extension from Coweta Industrial Pkwy terminus to Amlajack Blvd Extension (2 lanes)	Coweta Co	Short
N2	Madras Connector from Amlajack Blvd Extension to US 29 and Happy Valley Cir (2 lanes)	Coweta Co	Mid
N3	Amlajack Blvd Extension from Amlajack Blvd termini to Coweta Industrial Pkwy (2 lanes)	Coweta Co	Short
N4	Hollz Pkwy Extension from Hollz Pkwy termini to Amlajack Blvd Extension (4 lanes)	Coweta Co	Short
N5	McIntosh Pkwy Extension from McIntosh Pkwy termini near Newnan Crossing Bypass to McIntosh Pkwy termini near Farmer St (4 lanes)	Newnan	Short
N6	Andrew St Extension from Augusta Dr to East Washington St (2 lanes)	Newnan	Short
N7	Campus Dr Extension from Campus Dr termini/Turkey Creek Rd to SR 16 (2 lanes)	Coweta Co	Long
N8	Newnan Bypass Extension from Turkey Creek Rd to SR 16 (4 lanes)	Coweta Co	Short
N9	US 29 Connector from US 29 north of Moreland to Bethlehem Church Rd (2 lanes)	Coweta Co	Mid
N10	Vernon Hunter Pkwy from McIntosh Trail to TDK Blvd Extension	Coweta Co	Mid
N11	New roadway north of Senoia from end of Ivy Ln to SR 74/85 (2 lanes)	Senoia	Long

Map ID	Roadway/Location	Jurisdiction	Phase
ROADWAY WIDENING/CAPACITY			
C1	SR 154 from SR 34 to US 29 (to 4 lanes)	Coweta Co	Mid
C2	SR 154 from Lower Fayetteville Rd to SR 34 (to 4 lanes)	Coweta Co	Mid
C3	Lower Fayetteville Rd (Phase 1) from Newnan Lakes Blvd to Shenandoah Blvd (to 4 lanes)	Newnan	Mid
C4	Newnan Crossing Blvd East from Stillwood Dr to Poplar Rd (to 4 lanes)	Newnan	Mid
C5	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
C6	SR 16 from US 29 to I-85 (to 4 lanes)	Coweta Co	Short
OPERATIONAL UPGRADE			
OP1	Thomas Powers Rd/Hewlette South Rd from SR 34 to Bud Davis Rd	Coweta Co	Long
OP2	Bud Davis Rd from Mt. Carmel Rd/ Hewlette South Rd to Chattahoochee Bend State Park entrance	Coweta Co	Long
OP3	Mt. Carmel Rd from Bud Davis Rd to Payton Rd	Coweta Co	Long
OP4	Payton Rd from Mt. Carmel Rd to Boone Rd	Coweta Co	Long
OP5	Boone Rd from Payton Rd to Wagers Mill Rd	Coweta Co	Long
OP6	Wagers Mill Rd from Boone Rd to SR 16/Alt 27	Coweta Co	Long
OP7	Macedonia Rd/Buddy West Rd from SR 16 to Happy Valley Cir, including intersection modification at SR 70	Coweta Co	Mid
OP8	Happy Valley Cir from Buddy West Rd to Hal Jones Rd	Coweta Co	Mid
OP9	Cannongate Rd from Palmetto-Tyrone Rd to Collinsworth Rd (CR548), with intersection realignment at Collinsworth Rd	Coweta Co	Mid
OP10	Fischer Rd (CR 40) from SR 54 to Palmetto-Tyrone Rd	Coweta Co	Short
OP11	SR 34 from Jefferson St/Ashley Park to SR 154	Newnan/ Coweta Co	Long
OP12	SR 54 from SR 154 to SR 34	Sharpsburg/ Coweta Co	Long
OP13	Poplar Rd from Newnan Crossing Blvd to SR 16	Coweta Co	Mid
OP14	Sullivan Rd from Lower Fayetteville Rd to SR 34 East	Newnan/ Coweta Co	Long
OP15	Marion Beavers Rd from SR 16 to SR 154	Coweta Co	Long
OP16	SR 154 from Old Hwy 16 to Lower Fayetteville Rd	Sharpsburg/ Coweta Co	Long
OP17	SR 154 from Old Hwy 16 to SR 54	Sharpsburg	Long
OP18	Willis Rd/Stewart Rd from SR 154 to SR 54	Coweta Co	Long
OP19	Reese Rd from McIntosh Trl to SR 54	Coweta Co	Long
OP20	McIntosh Trl from SR 54 to Stallings Rd	Sharpsburg/ Coweta Co	Mid
OP21	Stallings Rd from Couch St to McIntosh Trl	Senoia/ Coweta Co	Long
OP22	US 29/27Alt from I-85 to Airport Rd	Coweta Co	Mid
OP23	US 29 from SR 41 to Church St	Moreland	Long
OP24	Railroad St from Main St to Harris St, including College St to Us 29 and Harris St to cemetery	Moreland	Mid
OP25	US 29 from LaGrange St to Griffin St/Clarence McCambry Rd, including CSX RR overpass bridge	Grantville	Long

Map ID	Roadway/Location	Jurisdiction	Phase
INTERSECTION MODIFICATIONS			
M1	US 29 at Tommy Lee Cook Rd	Palmetto	Long
M2	Collinsworth Rd at Weldon Rd	Palmetto	Short
M3	Fischer Rd (CR 40) at Andrew Bailey Rd	Coweta Co	Short
M4	Herring Rd at US 29 and CSX Railroad	Coweta Co	Short
M5	SR 16 at Witcher Rd and Glover Rd	Coweta Co	Short
M6	SR 34 West at SR 34 Bypass and Ishman Ballard Rd (roundabout)	Coweta Co	Long
M7	SR 34/Franklin Rd at Belt Rd and Norfolk Southern Railroad	Newnan	Long
M8	SR 34/Franklin Hwy at Pete Davis Rd and Thigpen Rd	Coweta Co	Long
M9	SR 34/Franklin Hwy at Welcome Rd	Coweta Co	Long
M10	Old Corinth Rd and Belk Rd at Smokey Rd	Coweta Co	Short
M11	Greenville St/US 29 at Sewell Rd	Newnan	Long
M12	Five Points Intersection Reconfiguration—East Newnan Rd at Poplar Rd, Turkey Creek Rd, and Martin Luther King, Jr. Dr (roundabout)	Newnan/ Coweta Co	Short
M13	SR 16 at Pine Rd	Coweta Co	Short
M14	SR 34/Bullsboro Dr at Amlajack Blvd and Parkway North	Coweta Co	Short
M15	I-85 Southbound Off Ramp at SR 34/Bullsboro Dr	Newnan	Short
M16	SR 34 at Baker Rd and Sullivan Rd	Coweta Co	Long
M17	Lora Smith Rd at SR 34	Coweta Co	Short
M18	Lora Smith Rd at Lower Fayetteville Rd	Coweta Co	Short
M19	Lower Fayetteville Rd at Fischer Rd/SR 34 East	Coweta Co	Mid
M20	Lower Fayetteville Rd at Parks Rd	Coweta Co	Short
M21	US 29 at Corinth Rd	Newnan	Long
M22	Poplar Rd at Parks Rd	Coweta Co	Short
M23	SR 16 at Turkey Creek Rd	Coweta Co	Long
M24	SR 154 at Old Hwy 16 (roundabout)	Sharpsburg	Long
M25	SR 154 at Terrentine St	Sharpsburg	Long
M26	SR 16 at SR 54 (roundabout)	Turin	Short
M27	SR 54 at Johnson Rd	Coweta Co	Long
M28	SR 16 at Elders Mill Rd	Coweta Co	Long
M29	SR 16 at Pylant St	Senoia	Short
M30	Rockaway Rd at Heritage Point Pkwy	Senoia	Short
M31	SR 74/85 at Seavy St	Senoia	Long
M32	Eastside School Rd at Old Hwy 85	Coweta Co	Short
M33	Gordon Rd at Elders Mill Rd	Coweta Co	Short
M34	SR 74/85 at Gordon Rd	Haralson	Long
M35	Line Creek Rd at Shaddix Rd	Haralson	Short
M36	Line Creek Rd at Main St	Haralson	Short
M37	SR 14 at SR 41 (roundabout)	Coweta Co	Long
M38	Corinth Rd at West Grantville Rd, Earl North Rd, and Hannah Rd	Coweta Co	Short
M39	US 29 at Lowery Rd	Grantville	Long
M40	Griffin St at Charlie Patterson Rd (roundabout)	Grantville	Short

Map ID	Roadway/Location	Jurisdiction	Phase
CORRIDOR IMPROVEMENTS			
COR1	SR 16 from location in Carroll County to SR 34 Bypass	Coweta Co	N/A
COR2	SR 34 Bypass from SR 34 (Franklin Highway) to US 27 Alt/SR 16 (Carrollton Hwy)	Coweta Co	N/A
COR3	Ishman Ballard Rd from Smokey Rd to SR 34	Coweta Co	N/A
COR4	Southwest Newnan Bypass from US 29 to Smokey Rd at Ishman Ballard Rd	Coweta Co	N/A
COR5	SR 16 from I-85 to Poplar Rd	Coweta Co	N/A
COR6	SR 16 from Poplar Rd to Carl Williams Rd	Sharpsburg/ Turin/ Senoia/ Coweta Co	N/A
COR7	SR 16 from Carl Williams Rd to location in Spalding Co	Coweta Co	N/A
BRIDGE UPGRADES			
B1	Payton Rd , 9.2 miles NW of Newnan	Coweta Co	N/A
B2	Boone Rd , 8.9 miles NW of Newnan	Coweta Co	N/A
B3	Mt. Carmel Rd at Thomas Creek	Coweta Co	Short
B4	Summers McKoy Rd at Thomas Creek	Coweta Co	Short
B5	Main St , 2.5 miles NW of Newnan over railroad	Coweta Co	N/A
B6	Henry Bryant Rd at Wahoo Creek	Coweta Co	N/A
B7	Duncan Rd at Cedar Creek Tributary	Coweta Co	Short
B8	Happy Valley Cir , 6.0 miles N of Newnan	Coweta Co	N/A
B9	J.D. Walton Rd at Caney Creek	Coweta Co	Short
B10	Corinth Rd at New River	Coweta Co	N/A
B11	Chandler Rd , 4.0 miles SW of Newnan	Coweta Co	N/A
B12	Holbrook Rd at Sandy Creek	Coweta Co	Short
B13	Potts Rd at Sandy Creek	Coweta Co	Short
B14	Bobo Banks Rd at Messiers Creek	Coweta Co	N/A
B15	Bohannon Rd at Messiers Creek	Coweta Co	Short
B16	Minnie Sewell Rd at Yellow Jacket Creek	Coweta Co	Short
B17	Bexley Rd at Yellow Jacket Creek	Coweta Co	Short
B18	Bradbury Rd at Yellow Jack Creek	Coweta Co	N/A
B19	Lowery Rd Extension , 2.5 miles E of Grantville	Coweta Co	N/A
B20	Allen Rd , 0.5 miles N of Grantville	Coweta Co	N/A
B21	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
B22	Hines Rd , 4.0 miles S of Moreland	Coweta Co	N/A
B23	Gordon Rd at White Oak Creek	Coweta Co	N/A
B24	Gordon Rd at Abandoned Railroad	Coweta Co	N/A
B25	Moore Rd at Little White Oak Creek	Coweta Co	Short
B26	McDonald Rd at Pine Creek (box culvert replacement)	Coweta Co	Short
B27	Lower Fayetteville Rd at Shoal Creek Tributary (culvert replacement)	Coweta Co	N/A
B28	SR 54 at Shoal Creek	Coweta Co	N/A
B29	McIntosh Trl at Keg Creek	Coweta Co	N/A
B30	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
B31	SR 74/85 at Central of Georgia rail line between SR 16 and Seavy St	Senoia	Short
B32	Gray Girls Rd , 4.0 miles SE of Senoia	Coweta Co	N/A

Map ID	Roadway/Location	Jurisdiction	Phase
RAILROAD CROSSING			
R1	Walt Sanders Rd (Railroad crossing 050420R) (add warning device)	Coweta Co	N/A
R2	Walt Sanders Rd (Railroad crossing 050419W) (add warning device)	Coweta Co	N/A
R3	Johnson Cir (Railroad crossing 050408J) (add warning device)	Coweta Co	N/A
R4	Main St (Railroad crossing 050458M) (upgrade crossing)	Grantville	N/A
R5	Seavy St at CSX (upgrade crossing)	Senoia	N/A
R6	Johnson St at CSX (upgrade crossing)	Senoia	N/A
R7	Seavy St at Norfolk Southern (upgrade crossing)	Senoia	N/A
OTHER			
N/A	Signage inventory and wayfinding study	Coweta Co and Cities	N/A
N/A	Parking study	Moreland	N/A
N/A	Off-system safety improvements at 10 locations in Coweta and Heard Co.	GDOT	N/A

Phasing: short-term=2014-2020; mid-term = 2021-2030; long-term = 2031-2040

Note: N/A is shown in the Phase column for bridge and rail crossing projects because those projects are prioritized and selected for funding based on safety and rail crossing programs administered by GDOT.

FREIGHT, RAIL & AVIATION

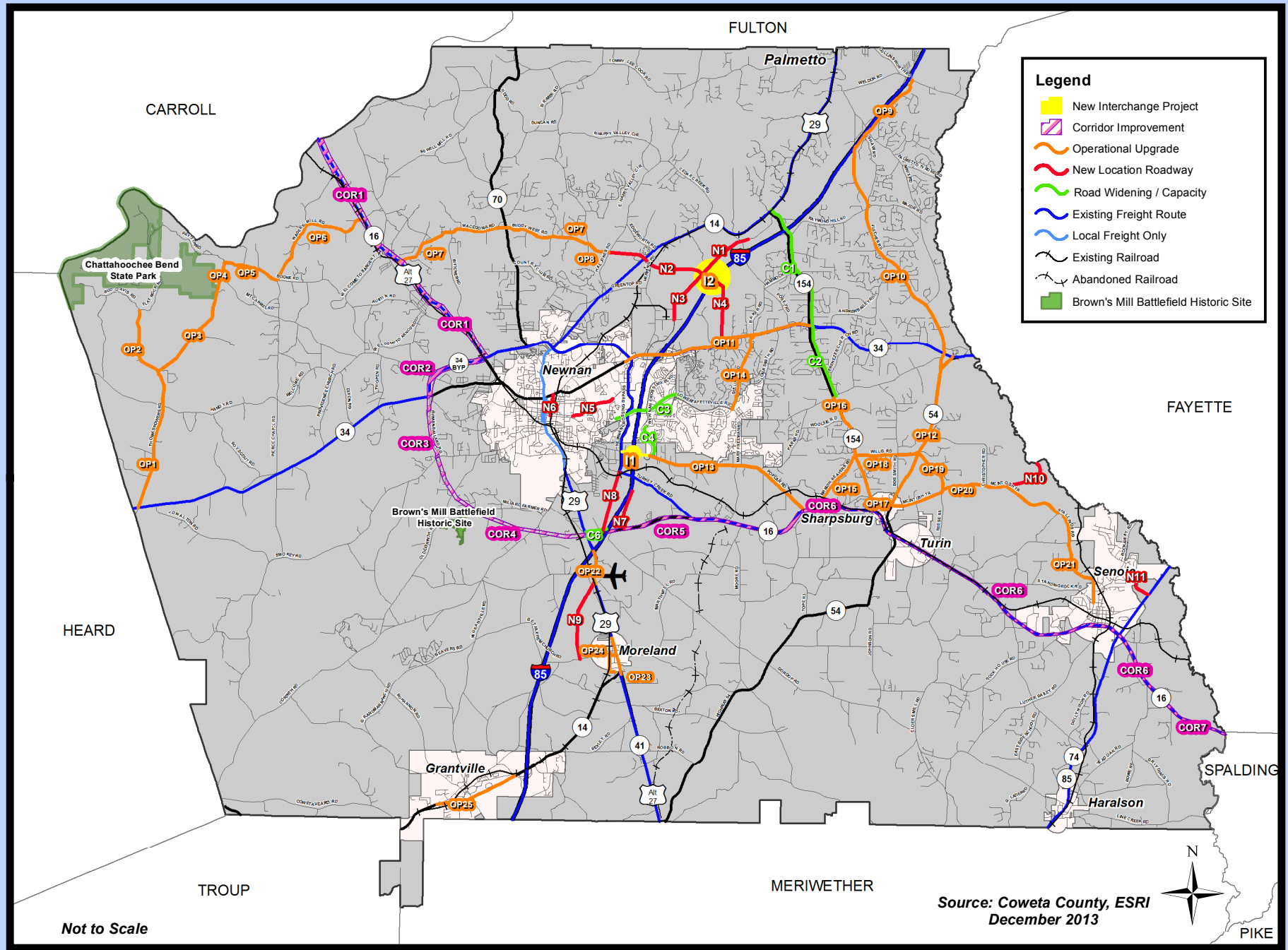
Freight movement in Coweta predominantly involves trucking and railroads. The CTP's freight recommendations are designed to respond to several specific needs:

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

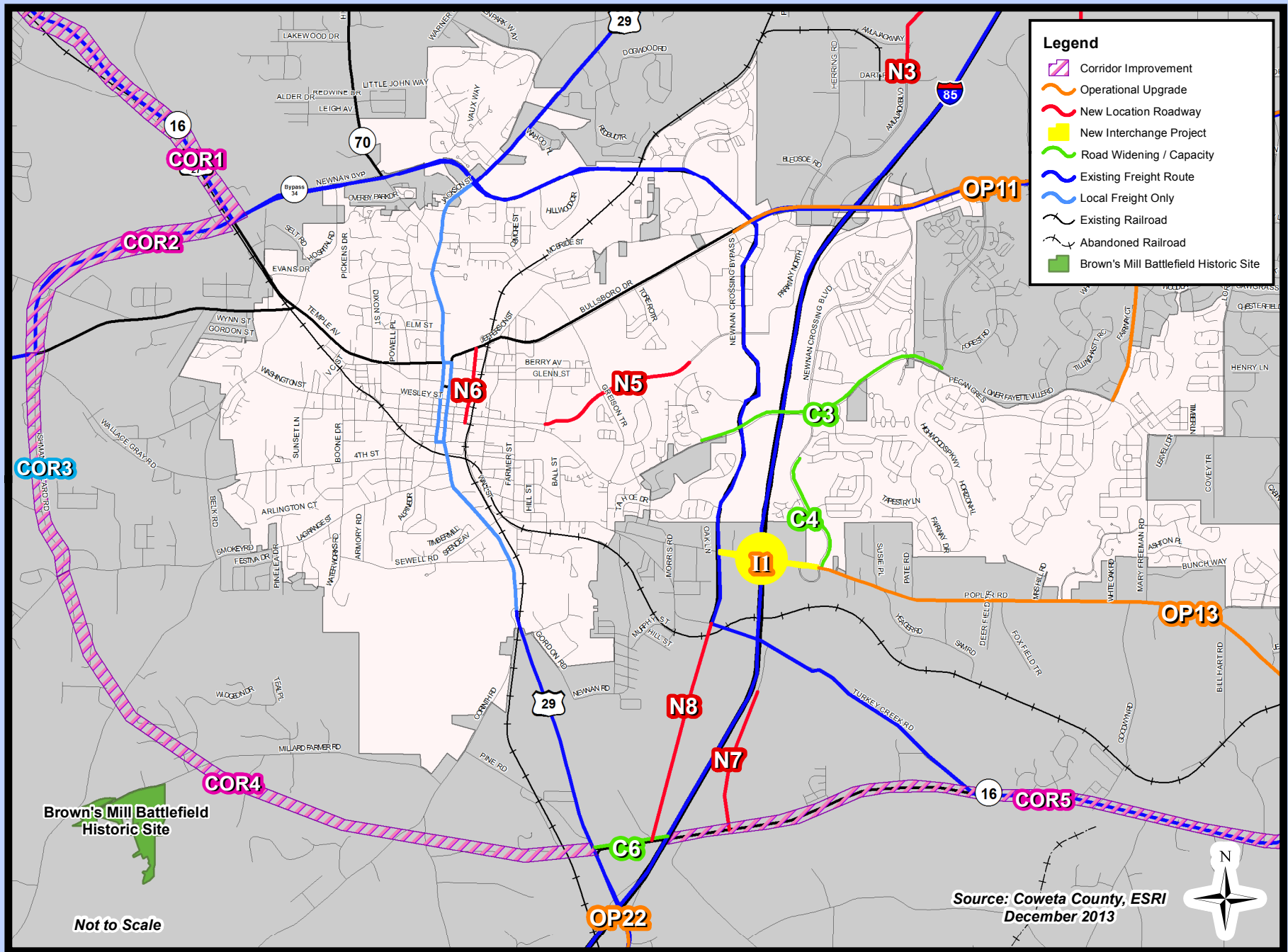


The CTP freight recommendations are:

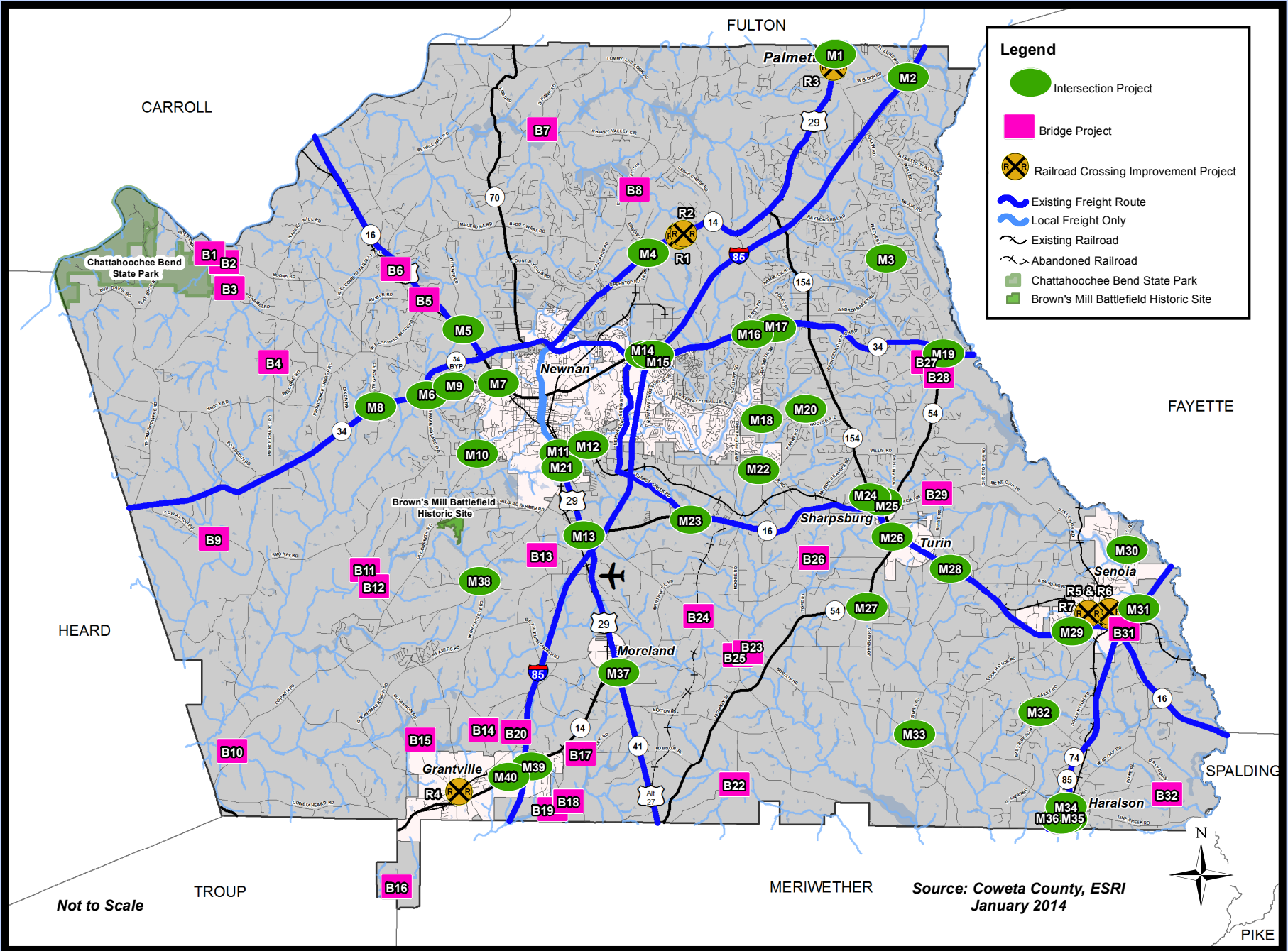
- Develop a Local Freight Route Network to include designated State/Regional Freight Routes and other critical freight corridors
- Designate Local Freight Routes as appropriate
 - Hwy 154 from I-85 westward to US 29
 - Collinsworth Road/Weldon Road from I-85 westward to US 29
 - When Amlajack Boulevard Interchange is constructed, add Amlajack Boulevard, Coweta Industrial Parkway, and Holz Parkway
- When Newnan Bypass Extension is constructed, revise Regional Truck Route Network to add Newnan Bypass Extension from Turkey Creek Road to SR 16 and SR 16 from I-85 to US 29, and remove Turkey Creek Road
- Periodically evaluate Regional Truck Route Network in Coweta with ARC and GDOT
- Continue to monitor at-grade rail crossings to evaluate whether changing conditions in roadway traffic volumes or rail traffic volumes result in greater potential for conflicts
- Upgrade at-grade railroad crossings at key vehicular traffic locations to improve safety and mobility for roadways and rail (refer to Railroad Crossings in the roadway recommendations list for specific locations)



**Coweta County Joint Comprehensive Transportation Plan Update
Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (Coweta County)**



**Coweta County Joint Comprehensive Transportation Plan Update
Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (City of Newnan)**



Coweta County Joint Comprehensive Transportation Plan Update
Bridge, Railroad Crossing, and Intersection Modification Projects (Coweta County)

Strategically located along US 29 and adjacent to I-85, the Newnan-Coweta Airport is a transportation facility that supports economic growth in Coweta County.



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

TRANSIT STRATEGIES

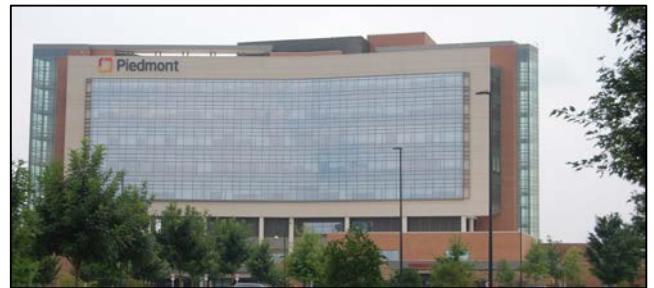
The focus of transit activities was on developing broad “strategies” covering many different service types to increase access to public transportation opportunities. Strategies fall into one of three categories—expanded service, new service, and service coordination and optimization—and include fixed-route transit circulators/shuttles, vanpool/ rideshare programs, and subscription services.

Expanded Services

- Increase demand response service to high demand areas
- GRTA service to Hartsfield-Jackson Atlanta International Airport
- Add park and ride lot at Exit 51 (serviced as part of existing Newnan Xpress bus service)

New Services

- Fixed route/route deviation service—Downtown Newnan to/from intown neighborhoods and Piedmont Newnan Hospital/West Georgia Technical College
- Newnan Trolley shuttle service—Downtown Newnan/Newnan Centre/Ashley Park
- Express connector service—Downtown Newnan/Bullsboro Corridor/Newnan Crossing/Ashley Park, with morning/afternoon connection to GRTA Xpress park and ride lot
- Circulator service—Ashley Park/Newnan Crossing/Piedmont Newnan Hospital/West Georgia Technical College
- Express shuttle service—Senoia/Sharpsburg/Bullsboro Corridor/Downtown Newnan
- Shuttle service—University of West Georgia’s Newnan and Carrollton (main) campuses

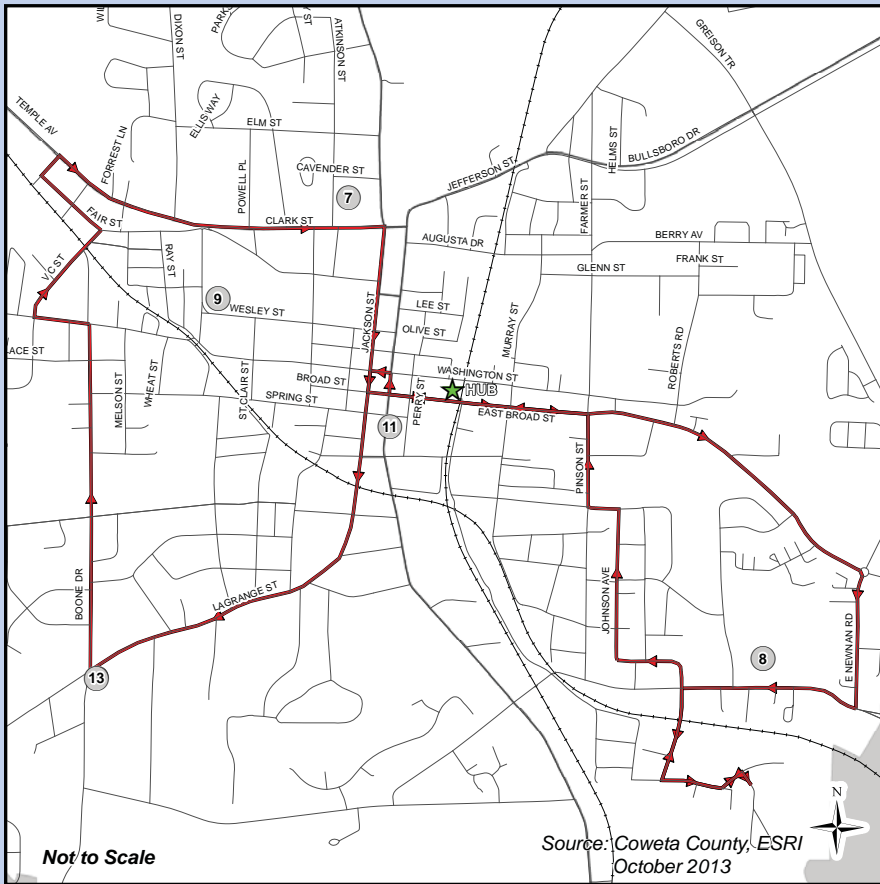
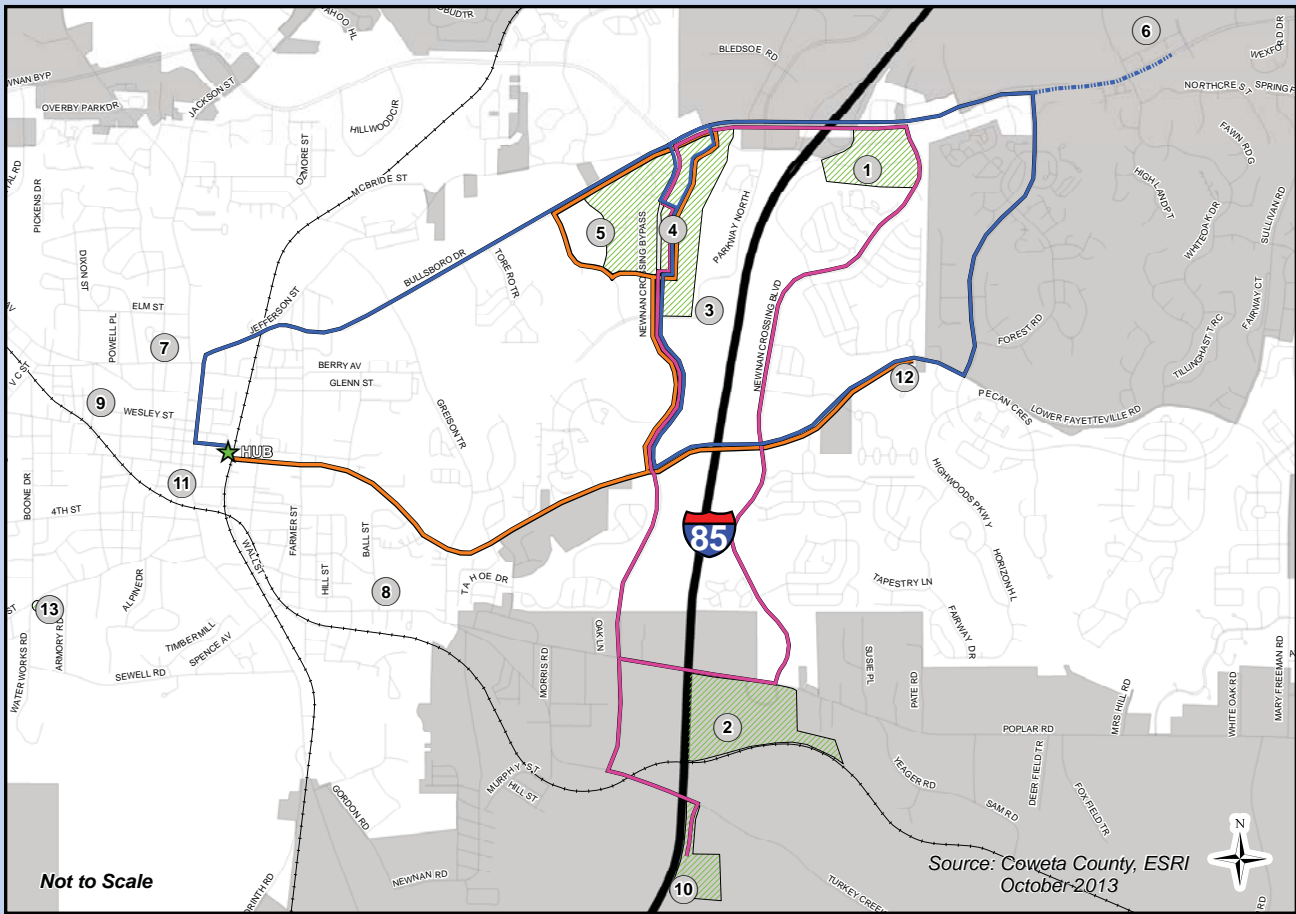


Service Coordination and Optimization

- Mobility Manager
- Private sector partnerships
- Marketing and service referral program

Full implementation of recommended strategies is likely to be accomplished in a phased fashion over the next 15-25 years, with continued assessment of the type and geographical distribution of needs.

The success of current Coweta County Transit and GRTA Xpress services, combined with continuing requests for additional services, indicates the need to expand existing public transit services as warranted by demand.



- ### Points of Interest
1. Walmart Shopping Center
 2. Piedmont Newnan Hospital
 3. Cancer Treatment Centers of America
 4. Newnan Crossing Shopping Center
 5. Ashley Park Shopping Center
 6. GRTA Park and Ride Lot
 7. Future Location of UWG - Newnan Campus
 8. Central Education Center (Current location of W. Georgia Technical College)
 9. Newnan/Coweta Boys and Girls Club of America
 10. New Campus of West Georgia Technical College
 11. Newnan Post Office
 12. The Newnan Centre
 13. Newnan High School

- ### Legend
- Points of Interest
 - HUB
 - Bullsboro Express
 - GRTA Xpress Connection
 - Bullsboro/Poplar Circulator
 - Newnan Centre/Ashley Park Trolley
 - Intown Neighborhood Loop
 - Existing Railroad
 - Abandoned Railroad

Coweta County Joint Comprehensive Transportation Plan Update Potential Transit Routes

BICYCLE NETWORK & PEDESTRIAN FACILITIES

Coweta County has undertaken efforts in recent years to expand its bicycle and pedestrian network, most notably through the approved Greenway Master Plan. Bicycle and pedestrian facility recommendations aim to tie together existing and proposed facilities by connecting points of interest and upgrading/rehabilitating the existing network. The focus of the CTP Update’s bicycle/pedestrian recommendations is to:

- “Fill the gaps” in the sidewalk network in cities/towns and activity centers
- Prioritize Greenway Master Plan multi-use path segments for construction
- Where feasible and appropriate, evaluate applicable roadway widening and repaving projects using “Complete Streets” criteria to consider adding bicycle lanes/sidewalks
- Install “Share the Road” signage along designated bicycle routes
- Provide for bicycle racks at commercial and industrial developments



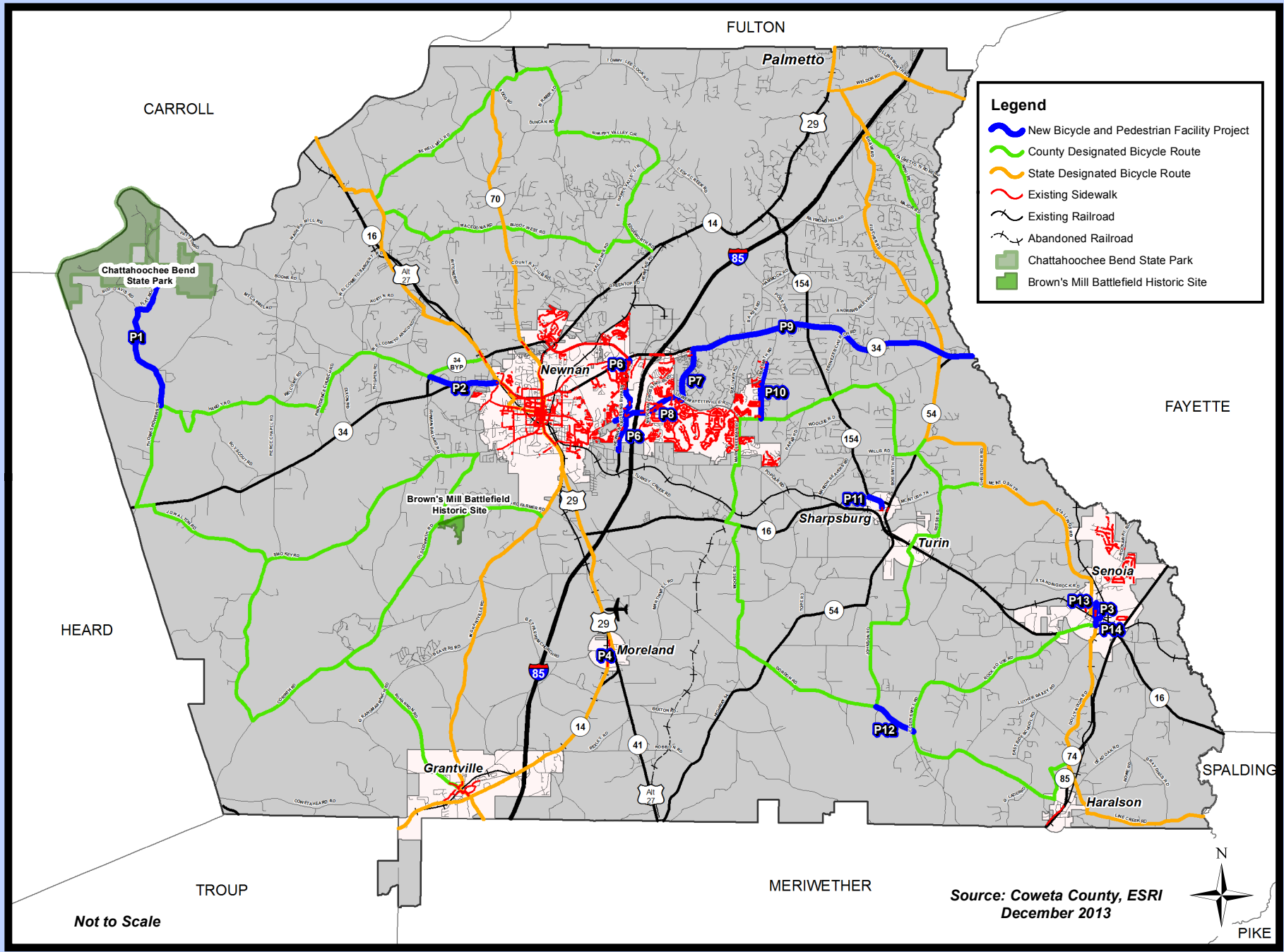
Together with these general strategies, the CTP Update recommends 14 specific bicycle and pedestrian projects to improve connections on existing and proposed facilities.

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

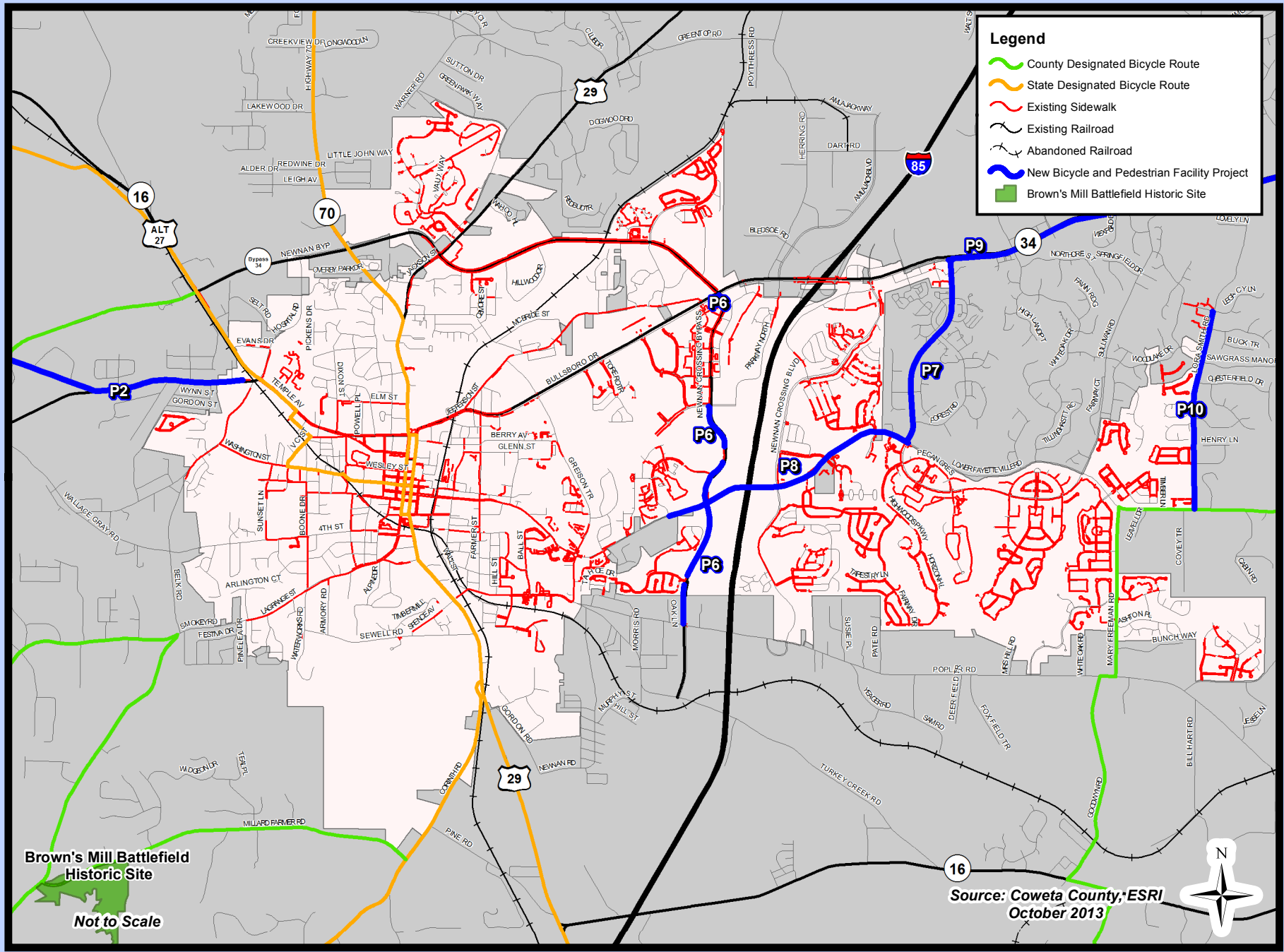
BICYCLE & PEDESTRIAN PROJECT LIST

P1	Bike route connection to Chattahoochee Bend State Park
P2	Extend existing bike route along Franklin Road to Newnan city limits
P3	Rehabilitate non-vehicular use bridge over railroad on Bridge Street at Senoia city limits (bicycle/pedestrian/golf cart use only)
P4	Sidewalks in Moreland between existing sidewalks on Railroad and Church Streets
P5	Chattahoochee Hill Country Regional Greenway Trail System Pilot Project (<i>exact project location yet to be finalized</i>)
P6	Sidewalks along SR 34 Bypass and Newnan Crossing Bypass to connect key destinations
P7	Sidewalks along Shenandoah Boulevard
P8	Sidewalks or bike paths along Lower Fayetteville Road
P9	Multi-use path along SR 34 from Newnan to Peachtree City
P10	Sidewalks along Lora Smith Road to connect two schools to subdivisions along roadway
P11	Sidewalk connection between existing sidewalks in downtown Sharpsburg and East Coweta High School
P12	Bike route on Gordon Road between Johnson Road and Elders Mill Road to connect two existing bike routes
P13	Sidewalk connection on Main Street in Senoia from Couch Street to Johnson Street to connect two existing sidewalks
P14	Sidewalks from Main Street in downtown Senoia to SR 16 (Broad Street)

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



**Coweta County Joint Comprehensive Transportation Plan Update
Bicycle and Pedestrian Facility Projects (Coweta County)**



Legend

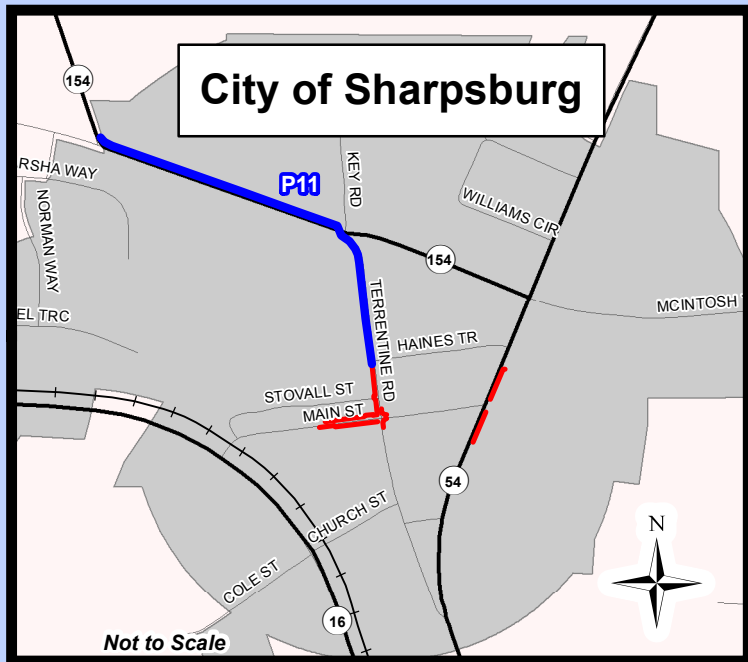
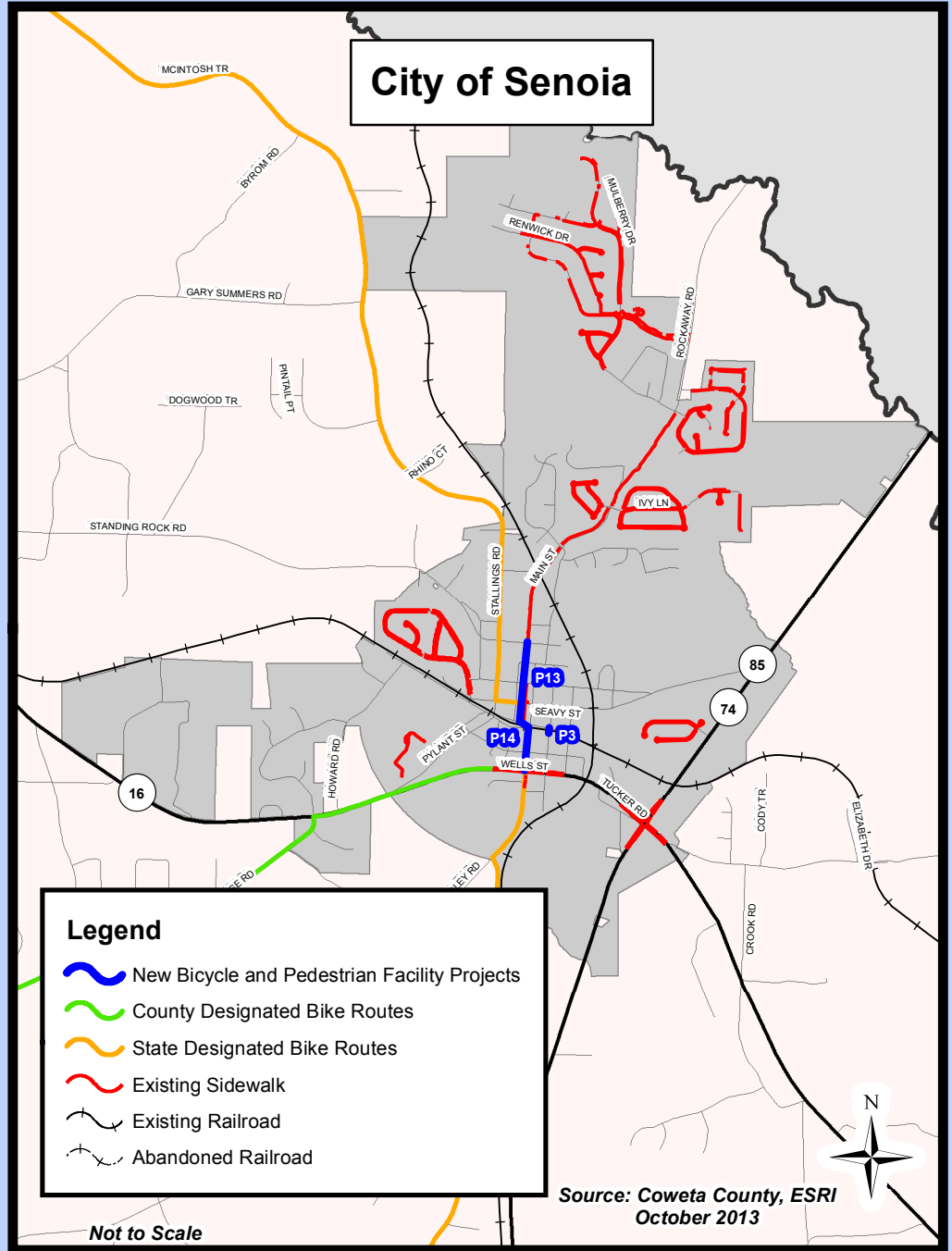
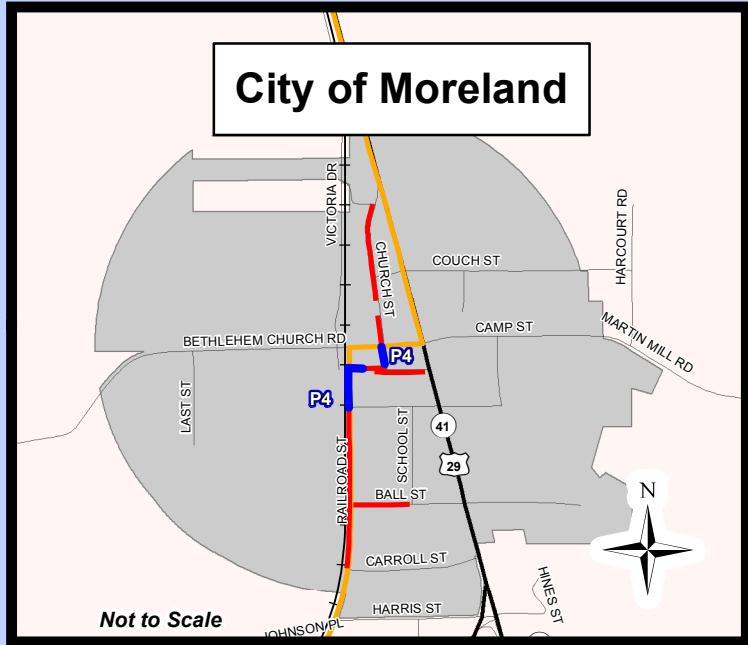
- County Designated Bicycle Route
- State Designated Bicycle Route
- Existing Sidewalk
- Existing Railroad
- Abandoned Railroad
- New Bicycle and Pedestrian Facility Project
- Brown's Mill Battlefield Historic Site

**Brown's Mill Battlefield
Historic Site**
Not to Scale

Source: Coweta County, ESRI
October 2013



Coweta County Joint Comprehensive Transportation Plan Update Bicycle and Pedestrian Facility Projects (City of Newnan)



**Coweta County Joint Comprehensive Transportation Plan Update
Bicycle and Pedestrian Facility Projects (Moreland, Senoia and Sharpsburg)**

COSTS & PHASING

Costs for all the roadway and bridge project recommendations total an estimated \$673.4 million, broken down by project type as follows:

- New Interchanges = \$70.8 million
- New Location Roadways = \$156.1 million
- Road Widening/Capacity = \$98.3 million
- Operational Upgrades = \$105.0 million
- Intersection Modifications = \$55.9 million
- Corridor Improvements = \$159.5 million
- Bridge Upgrades = \$26.4 million
- Railroad Crossings = \$1.4 million

Prioritization of projects took into consideration several primary factors, including: nature, degree and estimated timing of need, continuity with adjacent improvements, and anticipated funding levels and sources. Projects were prioritized into three implementation time periods:

- Short-term = 2014-2020
- Mid-term = 2021-2030
- Long-term = 2031-2040

Roadway and bridge projects programmed in the ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST compose the majority of short-term projects. They include 9 ARC TIP projects (\$104.3 million) and 13 remaining Coweta County SPLOST projects (\$7.3 million), with another 5 projects planned in the SPLOST should sufficient funding become available (\$12.7 million).

An additional 17 projects were prioritized into the “gap” years (2018-2020) remaining in the short-term period, assuming inclusion in the next ARC TIP or Coweta County SPLOST (if voter approved). These include several key mobility and economic development projects, such as those connected to the new Amlajack interchange, as well as a number of intersection improvements on locally maintained roads throughout Coweta. These 17 projects total an estimated \$90.8 million.

The 15 projects prioritized into the mid-term period consist mostly of new/widened roadways and corridor operational improvements on both the Federal/State and locally maintained roadway network. They have a total estimated cost of \$183.7 million.

The long-term projects predominantly include corridor operational improvements across the network, as well as intersection modifications on the Federal/State system. These 36 projects have a total estimated cost of \$94.9 million.

Several types of roadway improvements were not included within this prioritization due to the nature of the project and how they are traditionally funded. This includes the “corridor improvements,” bridges (non-programmed only), and railroad crossing upgrades.

As mentioned previously, the 7 projects identified as corridor improvements will require further detailed analysis by the Georgia DOT and/or the ARC to determine the exact nature of the improvement, which could include a combination of widening, operational upgrades, intersection modifications and new location roadways. These projects are all located along SR 16 as it crosses Coweta from Carroll to Spalding counties and including the proposed Southwest Bypass to the west and south of Newnan.

With the exception of any bridge and railroad crossings currently programmed in the ARC TIP or Coweta County SPLOST, it was assumed that all future improvements would be funded under State or regional programs dedicated to bridge upgrades and railroad crossing safety. Georgia DOT maintains a strict monitoring system of all bridges and railroad crossings statewide, and programs improvements as necessary based on need and available funding.

FUNDING

Project funding is categorized into federal, state, and local sources. Locally, SPLOSTs and impact fees are common ways to fund transportation improvements beyond what is available through general funds. Local sources may also include quasi-governmental agencies (school boards/development authorities) and the private sector (business/community improvement organizations and developers/property owners). Federal, state and regionally maintained programs fund specific types of improvements, ranging from bridges and transit to those focused on air quality and safety.

The only CTP projects with committed funding are those in the short-term ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST. Funding availability through 2040 remains uncertain at all levels. Because of this uncertainty, assumptions were made based on current funding levels to derive the fiscally constrained plan of projects.

Total estimated funding by prioritization period is:

- Short-term (2013-2020) = \$160.7 million
 - ARC 2012-2017 TIP = \$104.3 million
 - Coweta 2013-2018 SPLOST = \$7.3 million
 - “Gap” ARC (2018-2020) = \$26.8 million
 - “Gap” SPLOST (2019-2020) = \$22.3 million
- Mid-term (2021-2030) = \$131.6 million
 - ARC RTP = \$34.4 million
 - Coweta SPLOST = \$97.2 million
- Long-term (2031-2040) = \$123.6 million
 - ARC RTP = \$34.4 million
 - Coweta SPLOST = \$89.2 million

These amounts assume current sources and levels continue mostly unchanged through 2040. As such, SPLOST funding of \$11.15 million per year was assumed for all but four years through 2040. Although Coweta voters have been supportive of the SPLOST in recent years, those four years allow for occasional breaks between SPLOST periods.

Similarly, the ARC funding amount in the short-term “gap” years equals the 2012-2017 TIP value for federal and state sources only, annualized, for three years. In the mid-term period, ARC funding equals the amount already allocated to the one project currently in the RTP. The long-term period funding assumes the same value as currently allocated in the RTP in those years.

Several additional notes should be made regarding funding assumptions. First, future estimated SPLOST amounts do not account for funding set-asides that some ongoing roadway rehabilitation, striping and maintenance programs currently receive. Additionally, several other types of CTP project recommendations, such as bicycle/pedestrian and transit, are not included in this costing, phasing or funding analysis. Finally, federal/state funding typically requires a local match of no less than 20 percent, which Coweta has funded in recent years with SPLOST revenues.

Achieving funding at estimated levels will require significant efforts on the part of Coweta County staff and officials. Local funding, primarily through the SPLOST, necessitates a continued commitment to ensuring that public funds are spent as efficiently and effectively as possible, and that the citizens are aware and supportive of those efforts and projects. Additionally, lean economic times mean that state and regional funding is limited and highly competitive. Coweta County officials and staff must continue to be proactive in efforts to inform regional and state planning partners of the County’s transportation needs and priorities, as well as in stridently promoting the County’s interests in the competition for any available funding.

Municipality Snapshots



CITY OF GRANTVILLE

Located on Coweta's southern border adjacent to Troup and Meriwether counties, the City of Grantville has a population of over 3,000 and area of 5.2 square miles. Grantville area projects are:

- Operational improvements on US 29 between LaGrange Street and Griffin Street
- Intersection modifications on US 29 at Lowery Road and Griffin Street at Charlie Patterson Road
- 7 bridge upgrades over the Messiers and Yellow Jacket creeks
- Railroad crossing upgrade on Main Street
- Sidewalks connecting key destinations

CITY OF HARALSON

The small community of Haralson, on the southeast border with Meriwether and Spalding counties, has a population of 166 and area of 0.7 square miles. CTP projects in/near Haralson are:

- Intersection modifications to SR 74/85 at Gordon Road and Line Creek Road at Shaddix Road and Main Street
- Additional sidewalk to connect downtown destinations and residential areas



TOWN OF MORELAND

South of Newnan in central Coweta County, the Town of Moreland has a population of almost 400 and area of 0.9 square miles. CTP projects located in and around Moreland include:

- Operational improvements on US 29 between SR 41 and Church Street, and on Railroad Street from Main Street to Harris Street
- Intersection modification at SR 14 and SR 41
- New two-lane roadway connecting from US 29 north of Moreland near the airport to Bethlehem Church Road to the west of town
- Sidewalk to connect the gaps in existing facilities along Railroad and Church streets and link other downtown destinations



CITY OF NEWNAN

The City of Newnan is Coweta's county seat and largest city in both population and size, with more than 33,000 residents and a land area of over 18 square miles. Not surprisingly, a number of CTP projects are located in Newnan and adjacent unincorporated areas of the county. Several key CTP projects around Newnan include:

- New I-85 interchanges at Poplar Road and Amlajack Boulevard
- Additional capacity on Lower Fayetteville Road and Newnan Crossing Boulevard East
- New roadway extensions to McIntosh Parkway and Andrews Street
- Various intersection modifications, including realignment of the Five Points intersection
- Sidewalks and multi-use paths connecting key destinations



CITY OF SENOIA

Located in southeastern Coweta adjacent to Fayette County, Senoia has a population of 3,300 and area of 4.7 square miles. The CTP includes a wide variety of projects in and around Senoia:

- New two-lane roadway connecting the end of Ivy Lane to SR 74/85
- Operational improvements along Stallings Road from Couch Street to McIntosh Trail
- Intersection modifications on SR 16 at Pylant Street, Rockaway Road at Heritage Point Parkway, and SR 74/85 at Seavy Street
- Upgrade the bridge over the rail line on SR 74/85 between SR 16 and Seavy Street
- Rehabilitate the bridge over the railroad on Bridge Street for non-vehicular use
- Railroad crossing improvements along Seavy Street and Johnson Street
- Sidewalks along Main Street and in downtown to SR 16 and other key destinations

TOWN OF SHARPSBURG

The Town of Sharpsburg is located in eastern-central Coweta County, along SR 16 between Newnan and Senoia. It has a population of approximately 341 residents and a land area of 0.6 square miles. A number of improvements are recommended in the vicinity of Sharpsburg:

- Intersection modifications on SR 154 at Old Hwy 16 and at Terrentine Street
- Operational improvements along SR 54, SR 154, and McIntosh Trail to the north and east
- Sidewalks to connect downtown with East Coweta High School and other residential destinations

TOWN OF TURIN

Immediately southeast of Sharpsburg along SR 16, the Town of Turin has 274 residents within its 1.3 square miles. The CTP recommends around Turin:

- Intersection improvements on SR 16 at SR 54
- Further detailed analysis along the SR 16 corridor to determine the best combination of specific improvements
- Sidewalk connections to destinations in downtown and residential areas



CTP Documentation

The Coweta County Joint CTP Update was a 15-month study, over the course of which a number of interim and final deliverables were produced. These supplemental study products, listed below, provide more detailed descriptions of study activities, technical analyses and findings. Copies can be requested from the Coweta County Transportation & Engineering Department.

- Project Management Plan
- Public Involvement Plan
- Inventory of Existing Conditions
- Needs Assessment Report
- Recommendations Report
- Final Joint Comprehensive Transportation Plan Technical Report
- Transit Needs and Feasibility Study

