

**Town of Sharpsburg 2006-2026 Comprehensive Plan:**  
**Community Agenda**





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## **Introduction**

The Community Agenda is the most important part of the Comprehensive Plan. It presents the community's vision for the future, key issues and opportunities the community chooses to address during the planning period, and the implementation program. The Community Agenda updates the material in the Community Assessment based on public input and includes a vision, a short and long term work program, and a list of policies for decision making.

## **Community Vision**

The Community Vision is intended to paint a picture of what the community desires to become. It provides a complete description of the development patterns to be encouraged in the jurisdiction. The Vision for the Town of Sharpsburg was developed in 2004 as part of the Town's Master Plan. (The plan can be found in Chapter 10 of the Technical Addendum to the Community Assessment). The Vision was refined and updated as part of the Community Participation Program for this Comprehensive Plan Update and is presented below.

### **General Vision Statement**

Sharpsburg preserves and builds on its historic character, maintaining its small-town feel, and growing as a pedestrian-oriented, compact community in which all of one's needs are accessible within a five-minute walk. These needs include living, working, shopping, entertaining, and socializing in a similar fashion as during the early history of Sharpsburg. All future development should reflect the traditional character of small towns in the region that were established from approximately 1826 to 1920 as illustrated in the Town Master Plan.

### **Future Development**

The Future Development Map on the following page delineates the boundaries of the Town's Character Areas and covers the entire community. The Character Areas shown in the Future Development Map are based on the Character Area Map from the Community Assessment. The Future Development Map was refined using community and staff input. The areas requiring special attention in the Community Assessment were also considered when fine-tuning the Future Development Map.<sup>1</sup> There are six distinct Character Areas in Sharpsburg:

- Highway Commercial;
- Historic District;
- Historic Downtown;
- Neighborhood Commercial;
- Traditional Neighborhood;

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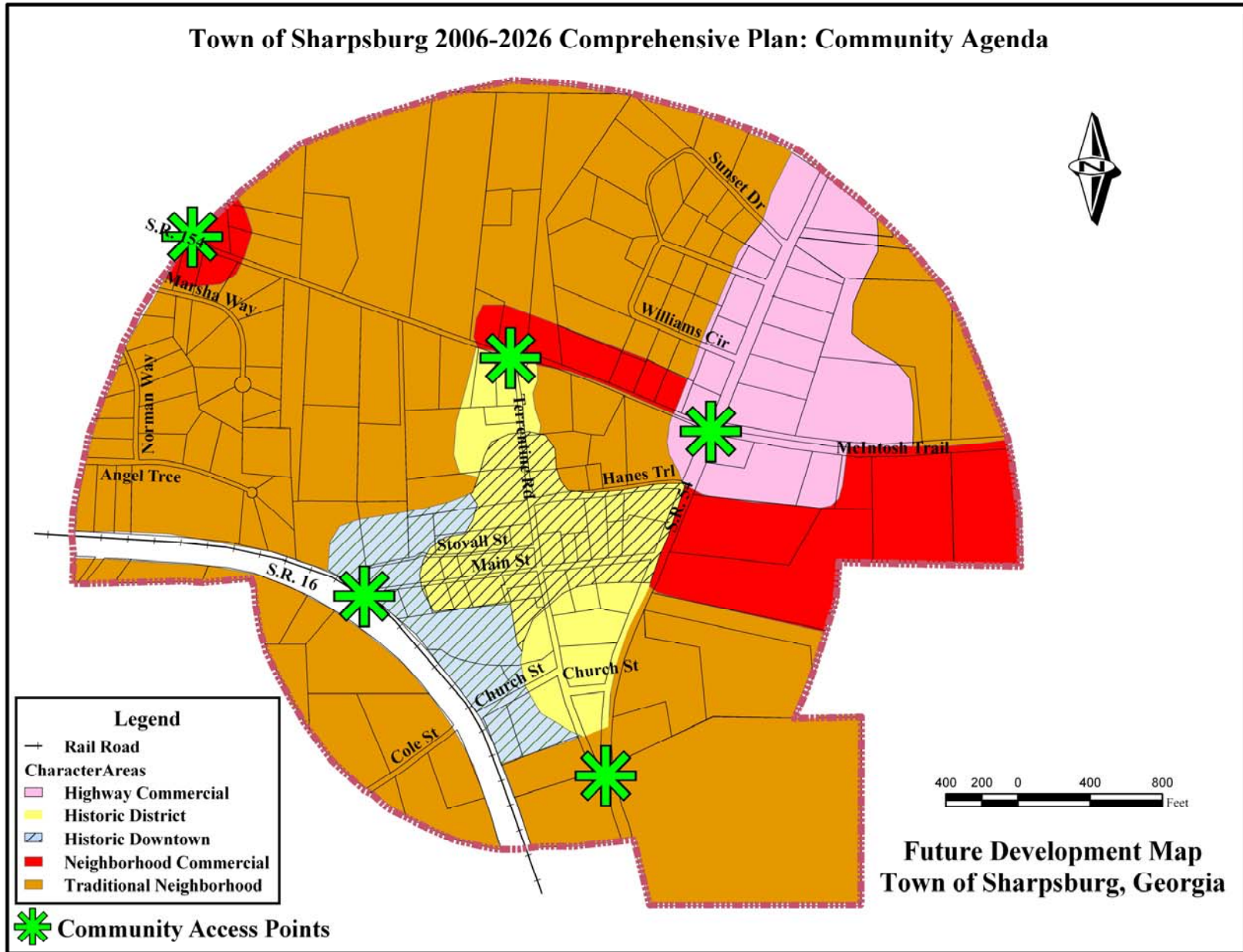
<sup>1</sup> Pleaser refer to the Areas Requiring Special Attention Map in the Community Assessment for more information on these areas.



- Community Access Points.

Each Character Area is described in detail on the pages following the Future Development Map. The descriptions include the patterns of development to be encouraged and specific land uses/zoning categories to be allowed. Implementation Measures and Quality Community Objectives for the Character Areas follow after the Character Area descriptions.

Town of Sharpsburg, Georgia, Future Development Map





**Historic District**

As illustrated on the Future Development Map, the Historic District includes Terrentine Street from SR 154 to SR 54 and the area to the west of SR 54 and south of Haines Trail. Located on Main Street are a number of existing historic buildings which are currently used for antique and crafts shops. The character of these buildings should be preserved through the Historic District regulations in the Zoning Ordinance.

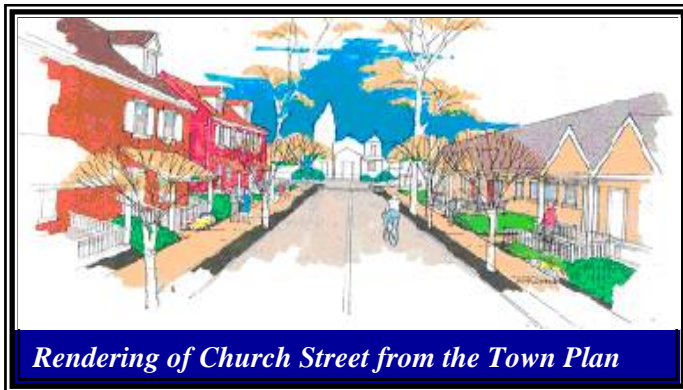


*Antique shop in Sharpsburg's Historic District on Main Street*

In the Historic District, the integrity of historic structures is preserved through specific Historic regulations incorporated in the Zoning Ordinance of Sharpsburg revised September 8, 2005. These regulations apply to certain existing structures. New structures are also regulated within this district. New developments should be of scale and architecture design to fit well into the historic fabric of the area.

Generally, historic structures north of Main Street may continue to be used in their current manner. Future uses shall conform to the approved adaptive uses outlined in the Zoning Ordinance. Historic structures along Terrentine Street south of Main Street will continue their existing uses; however, future uses shall be limited to Single-family detached residences to create a “Thoroughfare of Grand Homes” to complement the South Gateway at the intersection of Terrentine Street and S.R. 54.

Mixed-Use Live-Work Flex units are planned to accommodate residents and businesses along Church Street. These are buildings in which one can have a small shop, studio or



*Rendering of Church Street from the Town Plan*

office on the ground floor and live in the upstairs space of the building, or even in the rear. Church Street will also be the location of the Interim City Hall. The combination of residential, retail, office, and the City Hall together on Church Street allows for easy access to shopping and governmental offices within a short walking distance. A rendering of Church Street from the Town Master Plan is shown to the left.

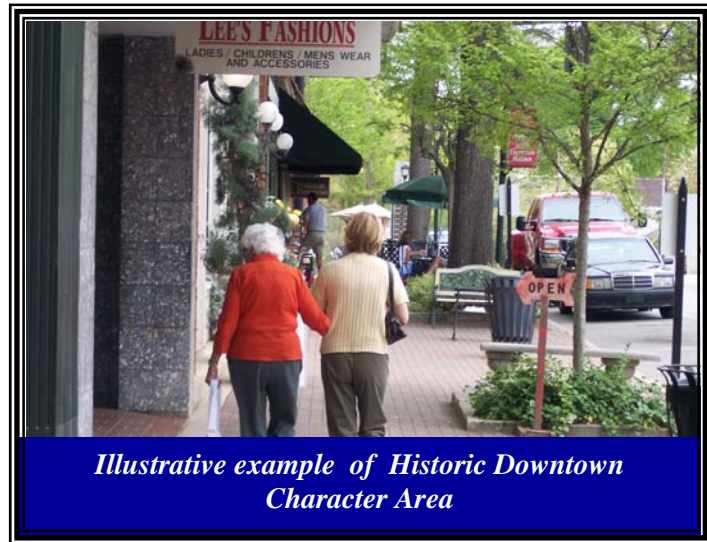




Traditional Neighborhood Commercial, Traditional Neighborhood, and Single Family Residential are the appropriate zoning categories for the Historic District Character Area. Also, the Old Town District Overlay and the Town Center Overlay were developed for much of this Character Area.

### **Historic Downtown**

The Vision for the Historic Downtown is that it will serve as the focal point of Sharpsburg. This Character Area is the “Town Center” of the Town Master Plan. It will function as the central place for gathering, social interactions, and shopping for local residents. Shop-front buildings enclose the Square to create a sense of place. The Historic Downtown is envisioned as a specialty, shopping/living area in a historic environment and will serve a larger trade area. A restaurant district will also be part of the mix. The Town Square will provide a space for numerous civic affairs and will become the heart of future festivals.



Within the Town Center, a number of key features are planned. These include an Antique Center in existing historic structures, a Boutique Center in existing residential structures, and a Civic Center. Other special uses are also planned to be located in existing residential structures north of the Town Center along Terrentine Street. The planned access street to the Civic Center is lined with shop-front buildings which would provide an extended continuous shopping experience from Main Street. For a more detailed look at the Town Center, including planned key features, see Chapter 10 of the Technical Addendum to the Community Assessment.

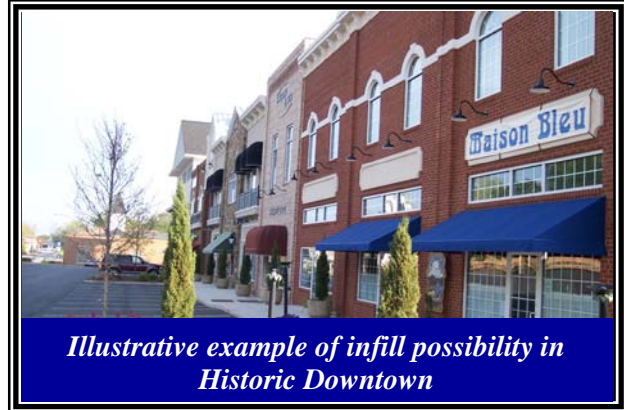


In the Historic Downtown residential development should reinforce the traditional Town Center through a combination of rehabilitation of historic buildings in the downtown area and compatible new infill development. Also, this Character Area should have an enhanced pedestrian friendly environment that includes sidewalks and pedestrian and



bicycle linkages to neighboring communities and major destinations such as schools, parks, libraries, commercial clusters, and neighborhood centers.

Traditional Multi-Family, Traditional Neighborhood Commercial and Single Family Residential are the appropriate zoning categories for the Historic Downtown Character Area. Also, the Old Town Overlay District and the Town Center Overlay District were developed for this Character Area.

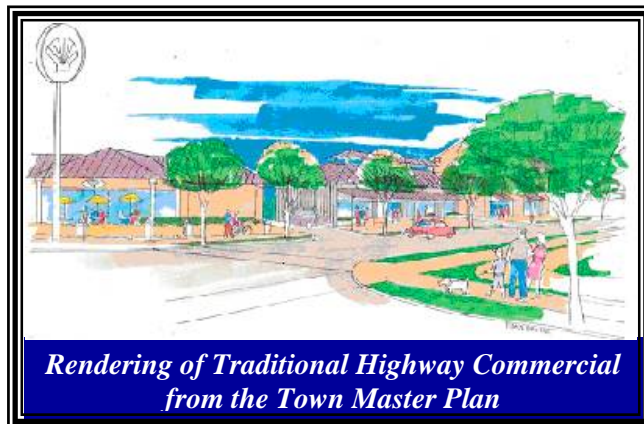


*Illustrative example of infill possibility in Historic Downtown*

**Highway Commercial**

The Highway Commercial Character Area is located on SR 54 north of McIntosh Trail. This Character Area is intended to be located along roadways with higher automobile traffic and is intended to provide for “convenience” shopping by those traveling by car. These uses may also be shop-front type business and may include Live-Work Flex Units.

Traditional Highway Commercial is the appropriate zoning category for this Character Area. The Zoning Ordinance includes regulations for Traditional Highway Commercial uses where buildings have a small footprint and a maximum depth of 150 feet. The regulations require a maximum height of 36 feet and orientation to the front sidewalk. Architectural standards for style, exterior materials, door and window treatments, facades, and parking are included in the Zoning Ordinance.



*Rendering of Traditional Highway Commercial from the Town Master Plan*

Residents support high standards of landscape and sign controls to improve the appearance the Highway Commercial corridor. This Character Area should be connected to nearby residential areas and the nearby Neighborhood Commercial Area to the South. The connections should include pedestrian access and the Highway Commercial Character Area should include pedestrian improvements and crosswalks throughout.





### **Neighborhood Commercial**

In the Neighborhood Commercial Character Area there is a mix of shop-front retail buildings, office uses, and attached housing, such as apartments and town homes. This type of commercial use is located near the Town Square and is easily accessed by pedestrian traffic. Architectural guidelines in the Zoning Ordinance require a minimum height of 2 stories, and a maximum height of 3 stories with the fronts of the buildings oriented to the front sidewalk. Additional guidelines for architectural style,



*Example of shops and restaurants below  
combined with apartments above*

exterior materials, door and window treatments, facades, and parking are included in the Zoning Ordinance for new buildings and changes to existing buildings. Traditional Neighborhood Commercial is the appropriate zoning category for this Character Area.

Developments should be linked in a compact pattern that encourages walking and minimizes the need for auto trips. There should be good vehicular and pedestrian/bicycle connections to retail and commercial services as well as internal street connectivity. Neighborhood Commercial areas should have a high level of connectivity to adjacent properties and subdivisions, and multiple access points.

### **Traditional Neighborhood**

The Traditional Neighborhood Character Area includes future and existing residential neighborhoods that are outside the Historic and Commercial Character Areas. The Town Master Plan provides a model for development of these properties. Future development should be based on a pedestrian-friendly 5-minute walk from the center of a neighborhood. These neighborhoods are a minimum of 30 acres in size and incorporate the design principles of TND's (Traditional Neighborhood Developments).

New development should be master planned with mixed uses, blending residential development containing several housing types with schools, parks, and recreation, and emulate the positive aspects of historic Sharpsburg. There should be good vehicular and pedestrian/bicycle connections to retail and commercial services as well as internal street connectivity. Traditional Neighborhood areas should have a high level of connectivity to adjacent properties and subdivisions, and have multiple access points.

Currently, the majority of this Character Area is zoned Single Family Residential and Rural Residential which do not allow for mixed uses. The Traditional Neighborhood

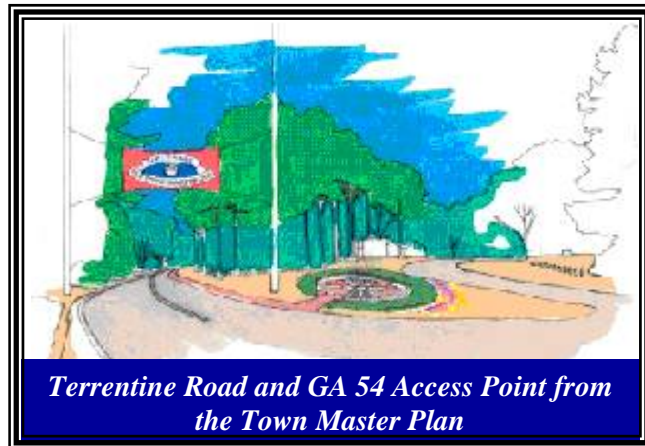


zoning classification allows for mixed uses and should be applied to this Character Area.<sup>2</sup> The following development patterns are to be encouraged in the Traditional Neighborhood Character Area.

- Accessory housing units that provide rental opportunities for small households and income generation for homeowners to increase affordability.
- New residential development that match the mix of housing types and styles of the older residential neighborhoods closer to the Town Center.
- New development that reflects traditional neighborhood design principles, such as smaller lots, orientation to the street, mix of housing types, and pedestrian/bicycle access to neighborhood center and Town Center.

### **Community Access Points**

To welcome visitors to Sharpsburg and in celebration of the historic character of the old town of Sharpsburg, five Community Access Points have been identified. These are the primary entryways into the Historic District and Historic Downtown. They are the first impression visitors will have as they enter the Historic Town Center. These areas should be landscaped, be park-like, have overhead banners, and/or ground-based signage. The focus should be on appearance. Unsightly features should be masked or retrofitted as necessary. The zoning categories and specific land uses for Community Access Points would be the same as for the underlying Character Area.



*Terrentine Road and GA 54 Access Point from  
the Town Master Plan*

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<sup>2</sup> The Traditional Neighborhood zoning classification is included in the Zoning Ordinance adopted in September, 2005.



**Character Area Implementation Measures**

The implementation measures in the table below can be used to ensure that the above Character Areas are preserved or that they will develop with the preferred development patterns. The first table describes all the implementation measures. The tables that follow break out the measures by specific Character Area and are intended to help citizens, developers, and staff who are concerned with a specific location in Sharpsburg.

**Descriptions of Implementation Measures**

<b>Character Area</b>	<b>Implementation Measure</b>	<b>Description</b>
All	Revising zoning and subdivision regulations	Revising land use and development regulations to achieve desired community vision and development patterns.
Historic District, Historic Downtown, Neighborhood Commercial, & Traditional Neighborhood	Mixed Use Zoning	Zoning that allows different types of uses (such as housing, shopping, and offices) to locate within the same district, provided these uses are reasonably related and compatible. (This is included in the 2005 update of the zoning ordinance)
Historic District & Historic Downtown	Overlay Districts	A mapped area where special regulations on development are applied. An overlay is typically superimposed over conventional zoning districts, but may also be used as stand-alone regulations to manage development in desired areas of the community. (This is included in the 2005 update of the zoning ordinance)
Historic District, Historic Downtown, & Neighborhood Commercial	Town center/village zoning	Land development that has a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians.
All	Sign Regulations	Controlling the aesthetic impact of signage on the community by restricting the location, size, and appearance of advertising signs.



Character Area	Implementation Measure	Description
Historic District, Historic Downtown, Neighborhood Commercial, & Traditional Neighborhood	Maximum setback requirement	Requiring the distance between the right-of-way and developments to be at maximum distances versus traditional minimum distances. Setting maximums allows development to come closer to the street for better walkability and traffic calming.
All	Design Review	Reviewing architecture, aesthetics, and site characteristics of new development to achieve compatibility with existing development and maintain community character
All	Design Guidelines	Evaluates the appropriateness of buildings, properties, and land uses to create an architecturally and physically cohesive area of specified character.
All	Design Standards	Community design standards can ensure that the physical appearance of new development or improvements to existing properties is compatible with the existing and/or historic character that makes communities unique. Design standards or guidelines are intended to provide a basis for local planning and zoning boards to evaluate proposals and to address various concerns related to the physical design of development in a specific area. They also provide guidance to developers, property owners and businesses in developing proposals for new construction or for the expansion of existing facilities. (This is included in the 2005 update of the zoning ordinance)



Character Area	Implementation Measure	Description
Traditional Neighborhood	Cluster Zoning	Cluster zoning has been defined as an innovative land use control device for grouping or 'clustering' building to increase densities on some portion of the development area in order to open the remaining area to recreational and other purposes.
Traditional Neighborhood & Neighborhood Commercial	Traditional Neighborhood Development (TND)– Comprehensive TND Ordinance	Comprehensive rewriting of the local development regulations to require all new developments to incorporate TND principles. TNDs typically include small lot single family homes; multi-family residences; and neighborhood commercial developments within easy walking distance of one another. (This is included in the 2005 update of the zoning ordinance)
Traditional Neighborhood	Improvements Required for Subdivisions and Land Development	Establishing minimum design requirements, standards, and specifications for improvements within subdivisions, including sidewalks, curbs and gutters, and street lighting improvements.
Traditional Neighborhood	Retrofitting conventional suburban subdivisions	Redeveloping the suburbs to make them more livable and sustainable: providing more connectivity, pedestrian and bicycle accessibility, open space and amenities.
Historic District, Historic Downtown, & Traditional Neighborhood	Residential Infill Development	Ensures that new infill development is compatible with its neighborhood, maintains harmony and character of existing residential areas, and that development occurs in an orderly and desirable manner.





Character Area	Implementation Measure	Description
Historic Downtown & Historic District	Infill Development Program	A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.
All	Effective development review	A specified development review board reviews all proposed developments to guide the orderly, physical development of the community, while maintaining environmental quality. The board does this by implementing the community's vision as expressed in the Comprehensive Plan and development regulations. Development review and approval can also involve other decision-making bodies such as the planning commission or the city council.
Highway Commercial	Pre-development meeting	Meeting between staff and developer prior to formal application in order to determine if proposal can or may be approved as well as explain application review and approval process.
All	Site plan review	A graphic representation of all of the existing and proposed characteristics of a parcel or parcels of land. The purpose of the site plan review process is to determine compliance of a proposed development with applicable city/county ordinances in a concise, efficient manner.



Character Area	Implementation Measure	Description
All	Planned Unit Developments	Revising land development regulations to encourage developers to propose planned mixed-use developments for sites they choose in the community. Developer's plans are approved only if they meet specified community standards.
Historic District, Historic Downtown, Neighborhood Commercial, and Traditional Neighborhood	Flexible Street Design Standards	Revising street design requirements in local development regulations to tailor streets to the scale of the neighborhood and types of traffic they serve. Revisions may include reducing required street widths, requiring bicycle lanes, or adding on-street parking.
All	Transportation Enhancement Program	Providing grant funds for alternative transportation projects, such as sidewalks, bike trails, rail depot renovations, and streetscape improvements. A diverse array of projects are eligible for funding, including those related to cultural, natural, and scenic elements of the transportation network. (This is included in the 2005 update of the zoning ordinance)
All	Design for walkability	Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. Neighborhood design for walkability is concerned with the extent and size of the sidewalk network, its internal and external connectivity, and the attractiveness and security of the sidewalks and street crossings.



Character Area	Implementation Measure	Description
All	Sidewalk & pedestrian network design	An effective sidewalk and pedestrian network creates healthy neighborhoods and commercial areas. Proper design provides for more pedestrian-friendly street environments, affords appropriate access for bicyclists, and facilitates implementation of the community's multi-modal transportation element of its comprehensive plan.
All	Creating a network of trails & greenway	Trails and greenways positively impact individuals and improve communities by providing not only recreation and transportation opportunities, but also by influencing economic and community development.
All	Develop a bikeway plan to encourage and link network	Providing connectivity to residential neighborhoods, schools, parks, community facilities, and neighborhood-related retail centers and ensuring that bicycling is a convenient, safe, and practical means of transportation throughout the community.
Historic District, Historic Downtown, Traditional Neighborhood, & Neighborhood Commercial	Traffic Calming	Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrower traffic lanes, addition of on-street parking, and landscaped medians.
Historic District, Historic Downtown, & Neighborhood Commercial	Shared Parking	By encouraging property owners to share their parking facilities, the amount of land needed to develop parking lots is greatly reduced. Shared parking works best in mixed use areas where adjacent buildings are used for different purposes.
Traditional Neighborhood	Conservation Subdivision Ordinance	Residential or mixed use developments with a significant portion of site set aside as undivided, protected open space; while houses are clustered on remaining portion of site.



<b>Character Area</b>	<b>Implementation Measure</b>	<b>Description</b>
Historic District & Historic Downtown	Historic Preservation	Protecting places, districts, sites, buildings and structures having historic or cultural or aesthetic value.
Historic District & Historic Downtown	Certified Local Government Program: Preservation through Local Planning	Protecting local historic resources with a historic preservation ordinance, preservation commission and local designation.
Historic District & Historic Downtown	Georgia Historic Resource Survey	Collection and recording of information about extant historic buildings, including architectural descriptions, age, history, setting and location.
Historic District & Historic Downtown	Georgia Register of Historic Places Nomination	State's official listing of historic buildings, structures, sites, objects, and districts worthy of preservation. Designation offers eligibility for incentives for preservation and rehabilitation.
Historic District & Historic Downtown	National Register of Historic Places Nomination	Formal recognition of property's historic, architectural, or archaeological significance. Designation offers eligibility for preservation benefits and incentives.
Historic District & Historic Downtown	Historic Resources Design Standards	Requiring infill and material changes to historic properties or districts to follow design standards to maintain historic integrity and significance.
All	Tree Protection Requirements	Requiring preservation of a significant portion of the trees on a new development site.
All	Landscaping and Buffer Requirements	Requiring planting areas to mask unattractive land uses and to provide visual and sound barrier between incompatible adjacent uses.
Traditional Neighborhood, Historic District, Historic Downtown, & Traditional Neighborhood	Pocket Parks	Open spaces owned and managed by local people, providing free, open access to greenspace and protecting wildlife and landscape.



**Historic District Implementation Measures**

<b>Implementation Measure</b>
Revising zoning and subdivision regulations
Mixed Use Zoning
Overlay Districts
Town center/village zoning
Sign Regulations
Maximum setback requirement
Design Review
Design Guidelines
Design Standards
Residential Infill Development
Infill Development Program
Effective development review
Site plan review
Planned Unit Developments
Flexible Street Design Standards
Transportation Enhancement Program
Design for walkability
Sidewalk & pedestrian network design
Creating a network of trails & greenway
Develop a bikeway plan to encourage and link network
Traffic Calming
Shared Parking
Historic Preservation
Certified Local Government Program: Preservation through Local Planning
Georgia Historic Resource Survey
Georgia Register of Historic Places Nomination
National Register of Historic Places Nomination
Historic Resources Design Standards
Tree Protection Requirements
Landscaping and Buffer Requirements
Pocket Parks





**Historic Downtown Implementation Measures**

<b>Implementation Measure</b>
Revising zoning and subdivision regulations
Mixed Use Zoning
Overlay Districts
Town center/village zoning
Sign Regulations
Maximum setback requirement
Design Review
Design Guidelines
Design Standards
Residential Infill Development
Infill Development Program
Effective development review
Site plan review
Planned Unit Developments
Flexible Street Design Standards
Transportation Enhancement Program
Design for walkability
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Traffic Calming
Shared Parking
Historic Preservation
Certified Local Government Program: Preservation through Local Planning
Georgia Historic Resource Survey
Georgia Register of Historic Places Nomination
National Register of Historic Places Nomination
Historic Resources Design Standards
Tree Protection Requirements
Landscaping and Buffer Requirements
Pocket Parks



**Highway Commercial Implementation Measures**

<b>Implementation Measure</b>
Revising zoning and subdivision regulations
Sign Regulations
Design Review
Design Guidelines
Design Standards
Effective development review
Pre-development meeting
Site plan review
Planned Unit Developments
Transportation Enhancement Program
Design for walkability
Sidewalk & pedestrian network design
Creating a network of trails & greenway
Develop a bikeway plan to encourage and link network
Tree Protection Requirements
Landscaping and Buffer Requirements



**Neighborhood Commercial Implementation Measures**

<b>Implementation Measure</b>
Revising zoning and subdivision regulations
Mixed Use Zoning
Town center/village zoning
Sign Regulations
Maximum setback requirement
Design Review
Design Guidelines
Design Standards
Traditional Neighborhood Development (TND)– Comprehensive TND Ordinance
Effective development review
Site plan review
Planned Unit Developments
Flexible Street Design Standards
Transportation Enhancement Program
Design for walkability
Sidewalk & pedestrian network design
Creating a network of trails & greenway
Develop a bikeway plan to encourage and link network
Traffic Calming
Shared Parking
Tree Protection Requirements
Landscaping and Buffer Requirements



**Traditional Neighborhood Implementation Measures**

Implementation Measure
Revising zoning and subdivision regulations
Mixed Use Zoning
Sign Regulations
Maximum setback requirement
Design Review
Design Guidelines
Design Standards
Cluster Zoning
Traditional Neighborhood Development (TND)– Comprehensive TND Ordinance
Improvements Required for Subdivisions and Land Development
Retrofitting conventional suburban subdivisions
Residential Infill Development
Effective development review
Site plan review
Planned Unit Developments
Flexible Street Design Standards
Transportation Enhancement Program
Design for walkability
Sidewalk & pedestrian network design
Creating a network of trails & greenway
Develop a bikeway plan to encourage and link network
Traffic Calming
Conservation Subdivision Ordinance
Tree Protection Requirements
Landscaping and Buffer Requirements
Pocket Parks



**Community Access Points Implementation Measures**

<b>Implementation Measure</b>
Revising zoning and subdivision regulations
Sign Regulations
Design Review
Design Guidelines
Design Standards
Effective development review
Site plan review
Planned Unit Developments
Transportation Enhancement Program
Design for walkability
Sidewalk & pedestrian network design
Creating a network of trails & greenway
Develop a bikeway plan to encourage and link network
Tree Protection Requirements
Landscaping and Buffer Requirements





### Character Area Quality Community Objectives

DCA has established statewide goals and a number of Quality Community Objectives that further elaborate the state goals. These goals and objectives provide targets for local governments in developing and implementing their comprehensive plans. The Quality Community Objectives to be pursued in each Character Area are listed in the table below.

#### Character Area Quality Community Objectives

Character Area						Quality Community Objective
Historic District	Historic Downtown	Highway Commercial	Nbrhood Commercial	Trad Nbrhood	Comm Access Points	
✓	✓	✓	✓		✓	<b>Regional Identity Objective:</b> Regions should promote and preserve an “identity,” defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.
✓	✓	✓	✓	✓		<b>Growth Preparedness Objective:</b> Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.
✓	✓	✓	✓			<b>Appropriate Businesses Objective:</b> The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
✓	✓	✓	✓			<b>Employment Options Objective:</b> A range of job types should be provided in each community to meet the diverse needs of the local workforce.



Character Area						Quality Community Objective
Historic District	Historic Downtown	Highway Commercial	Nbrhood Commercial	Trad Nbrhood	Comm Access Points	
✓	✓			✓	✓	<b>Heritage Preservation Objective:</b> The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.
✓	✓			✓	✓	<b>Open Space Preservation Objective:</b> New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.
				✓		<b>Environmental Protection Objective:</b> Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.
✓	✓	✓	✓	✓		<b>Transportation Alternatives Objective:</b> Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.
✓	✓	✓	✓	✓		<b>Housing Opportunities Objective:</b> Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.



Character Area						Quality Community Objective
Historic District	Historic Downtown	Highway Commercial	Nbrhood Commercial	Trad Nbrhood	Comm Access Points	
✓	✓	✓	✓	✓		<b>Traditional Neighborhood Objective:</b> Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.
✓	✓					<b>Infill Development Objective:</b> Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.
✓	✓	✓	✓	✓	✓	<b>Sense of Place Objective:</b> Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.



## Community Issues and Opportunities

The agreed upon, final list of issues and opportunities that the community intends to address are shown below. They are based on the Issues and Opportunities in the Community Assessment and have been refined and prioritized through the Community Participation Process. Each Issue and Opportunity is addressed in the implementation program presented in the following Section.

1. **Water and Sewer** The Town of Sharpsburg has limited water availability and no sanitary sewer provisions. Sharpsburg obtains water from the adjacent town of Turin. The present demand has consistently been provided through an informal inter-governmental agreement. However, the water system is outdated and needs replacement. Sanitary sewer service is not presently available in Sharpsburg. Historically, septic systems have been used in the Town and in Coweta County with approvals from the State of Georgia. However, recent increased demand for commercial businesses and more diverse housing opportunities have shown that septic systems will not meet the demand of local development. Future growth will require more water than the water supply from Turin and a wastewater management system to replace on-site septic systems. As of May 2006, the Town is working with Coweta County to provide water to Sharpsburg's future annexation areas. The efforts to improve Water and Sewer services are ongoing.
2. **Capital Improvements Planning** Meeting the service demand of the explosive population growth will require careful planning. Sharpsburg is developing a Capital Improvements Program to address this issue.
3. **Pedestrian Network** There are no sidewalks in the Town of Sharpsburg. The Town needs a sidewalk installation program and more funding sources. Sharpsburg has received funding for sidewalks from the USDA and a Transportation Enhancement Grant from TEA-21 administered by the Georgia Department of Transportation. Also, the Town requires multi-use trails to be included in new development. These trails are designed to provide access to parks, schools, and other amenities according to the goals of the 2024 Plan.
4. **Regional Growth Pressure** It is anticipated that future growth in the Coweta/Fayette County areas will profoundly impact the Town of Sharpsburg. The trend of development in the area has been predominantly single-family residential with associated commercial development located along main arterials for convenient automobile access. As properties within Sharpsburg and adjacent to its borders develop, the character of the Town, its infrastructure, and its ability to provide public services will be affected.
5. **Economic Development Program** Coweta County and the City of Newnan have active agencies such as the Development Authority and Chamber of Commerce which have been successful in attracting economic growth to the area, especially over the last decade. It is critical for Sharpsburg to become active in the agencies and programs offered by these agencies. Creating an Economic Development Strategy would encourage and direct economic development in Sharpsburg.



6. **Infill limitations** As part of the Town Plan, higher-density infill development is planned and will require a better method of wastewater management.
7. **Limited Local Economy** Sharpsburg has a limited economy and depends heavily on Coweta County and the region for employment and services. However, as the demand for development increases in the Sharpsburg area, the local economy will experience profound changes. As the population increases, demand for services will increase and the local economy will respond with new businesses and employment opportunities.
8. **Parks and Recreation Facilities** There is not enough park and recreation space in Sharpsburg. The Town Plan addresses this issue with the incorporation of a Town Square and by requiring open spaces in new development.
9. **Mix of Housing Sizes, Types, and Income Levels** There is already a diversity of housing types in Sharpsburg, ranging from single-family detached to multi-family rental units. However, the Town Plan anticipates a significant growth in housing within the present town limits and substantially more with annexation. It will be important to maintain a balanced mix of housing types as the Town grows.

## **Implementation Program**

The implementation program is the overall strategy for achieving the Community Vision and for addressing each of the Community Issues and Opportunities listed in the previous section. It identifies specific measures to be undertaken by the community to implement the plan. The Implementation Program includes a Short Term Work Program and Policies.

### **Short Term Work Program**

The Short Term Work Program identifies specific implementation actions the Town intends to take during the first five-year time frame of the planning period. This includes any ordinances, administrative systems, community improvements or investments, financing arrangements, or other programs or initiatives to be put in place to implement the plan.

Each item in the Short Term Work Program includes a beginning and ending date, a responsible party, a cost estimate, and funding source. The Short Term Work Program for Sharpsburg is presented in the table on the following pages. The List of Accomplishments for the 2004-2024 Plan is included in the Appendix of this Community Agenda.





**2006-2011 Short Term Work Program**

<b>Community Facilities</b>				
<b>Project or Activity</b>	<b>Responsible Party</b>	<b>Cost Estimate</b>	<b>Funding Source</b>	<b>Year</b>
Complete Capital Improvements Program, Capital Improvements Elements, and adopt Impact Fees.	Mayor, Town Council and Staff	\$12,500	General Fund	2006
Water System Improvements and Supply	Staff	\$2,000,000	GEFA, Private Source, & Bonds	2006-2007
Water Department	Staff	\$100,000	Enterprise Fund, GEFA, Revenue Bonds	2006-2007
Continue efforts to secure sewer services as indicated in Capital Improvements Element	Mayor, Town Council and Staff	\$5,000,000	Private Source	2006-2008
Expansion of administration office space at existing Town Hall	Mayor and Town Council	\$50,000	General Fund & SPLOST	2007
Enterprise Computer System	Mayor and Town Council	\$65,000	Private Source	2007
Planning Department at existing Town Hall	Mayor and Town Council	\$50,000	General Fund	2008
Acquire land for neighborhood park	Mayor, Town Council, and Staff	\$50,000	General Fund	2008
New City Hall	Mayor and Town Council	\$300,000	General Fund, SPLOST, & Private Source	2008
Purchase additional library volumes	Mayor, Town Council and Staff	\$100,000	Impact Fees	2010-2011
Establish Public Works Department	Mayor, Town Council and Staff	\$200,000	General Fund	2011
<b>Economic Development</b>				
<b>Project or Activity</b>	<b>Responsible Party</b>	<b>Cost Estimate</b>	<b>Funding Source</b>	<b>Year</b>
Adopt Zoning Ordinance Revisions and Development Ordinances	Mayor, Town Council	\$10,000	General Fund	2006-2009



<b>Economic Development (continued)</b>				
<b>Project or Activity</b>	<b>Responsible Party</b>	<b>Cost Estimate</b>	<b>Funding Source</b>	<b>Year</b>
Implement Town Plan and monitor development trends in accordance with established policies.	Mayor, Town Council and Staff	\$15,000	staff hours	2006-2011
Participate in local economic development agency programs.	Mayor, Town Council and Staff	\$0	Undetermined	2006-2011
Promote Sharpsburg with an aggressive marketing approach through the Chamber of Commerce	Mayor, Town Council and Staff	\$1000	General Fund	2006-2011
Research and prepare and adopt alternative revenue strategies.	Mayor, Town Council and Staff	\$0	n/a	2006-2011
Utilize Coweta County Visitors Bureau and others to contact media and arrange tours.	Staff	\$0	n/a	2006-2011
Prepare an Economic Development Strategy that includes retaining professional planning consultation.	Mayor, Town Council and Staff	\$1000	General Fund	2007
Establish the Better Home Town program office	Mayor, Town Council and Staff	\$50,000	General Fund	2008
Install Town Lighting	Mayor and Town Council	\$50,000	TE Program	2008
Town of Sharpsburg Signage	Mayor and Town Council	\$110,000	SPLOST	2008
<b>Housing</b>				
<b>Project or Activity</b>	<b>Responsible Party</b>	<b>Cost Estimate</b>	<b>Funding Source</b>	<b>Year</b>
Develop strategies for infill development	Mayor, Town Council and Staff	\$0	n/a	2006-2008



<b>Land Use</b>				
<b>Project or Activity</b>	<b>Responsible Party</b>	<b>Cost Estimate</b>	<b>Funding Source</b>	<b>Year</b>
Work with new developers on design plans for new annexation areas.	Mayor and Town Council	Undetermined	General Fund	2006-2011
<b>Natural and Cultural Resources</b>				
<b>Project or Activity</b>	<b>Responsible Party</b>	<b>Cost Estimate</b>	<b>Funding Source</b>	<b>Year</b>
Drainage Improvements in Asphalt Company Parking Lot and Terrentine/Church Street ditch reconstruction	Mayor and Town Council	\$33,000	SPLOST	2007
Acquire Holiday Lighting and Decorations	Mayor, Town Council and Staff	\$100,000	General Fund	2008
New Library	Mayor, Town Council and Staff	\$200,000	Impact Fees	2011
Focus on specific issues such as water and sewer expansion in cooperation with adjacent local governments and state agencies where feasible.	Mayor, Town Council and Staff	\$40,000	General Fund	2006-2007
Develop citizen recycling education programs.	Mayor, Town Council and Staff	Undetermined	State Agencies	2008-2009
Multi-Use Recreational Trails	Mayor, Town Council and Staff	\$300,000	Impact Fees, General Fund, & SPLOST	2009-2011
<b>Transportation</b>				
<b>Project or Activity</b>	<b>Responsible Party</b>	<b>Cost Estimate</b>	<b>Funding Source</b>	<b>Year</b>
Re-submit application for Livable Centers Initiative to Atlanta Regional Commission for an Alternative Transportation System to connect the Town Center with residential areas.	Mayor and Town Council	\$1,500	General Fund	2006-2007
Provide sidewalks along Main Street and Terrentine Street	Mayor and Town Council	\$450,000	Impact Fees, General Fund, & SPLOST	2006-2010



<b>Transportation (continued)</b>				
<b>Project or Activity</b>	<b>Responsible Party</b>	<b>Cost Estimate</b>	<b>Funding Source</b>	<b>Year</b>
Form a collaborative venture with Coweta County and its municipalities to work jointly on strategies to reduce air pollution and improve air quality.	Mayor, Town Council and Staff	\$0	n/a	2006-2011
LCI Study/Alternative Transportation System Plan	Mayor and Town Council	\$100,000	General Fund & Grants	2007
Install Traffic Calming Measures	Mayor, Town Council and Staff	\$40,000	Impact Fees	2010
Terrentine Street improvements (sidewalks and SR 154 intersection)	Mayor, Town Council and Staff	\$530,000	Impact Fees, General Fund, & SPLOST	2011

## **Policies**

The following policies are designed to help local governments in the decision-making process to achieve the Town’s Vision and address community issues. They are based on the DCA’s State Planning Recommendations, community input, and the Town Master Plan.

## **Economic Development**

The Town Master Plan envisions tremendous growth in the near future as development pressures increase in the area. The population is expected to grow significantly as described in the Community Assessment. As the town grows in conformance to the design principles outlined in the Town Master Plan, land values will increase and revenue from other sources will grow. This has been proven over the past ten years across the country in communities that have Traditional Neighborhood Design guidelines. The guidelines have helped to create significant and steady growth in market demand and property values. The policies below will guide Sharpsburg toward greater property values and economic opportunities.

- Continue to implement the Town Master Plan.
- Encourage Infill development.
- Be active in local economic development programs offered by other jurisdictions and the State of Georgia.
- Promote tourism.
- Promote the unique characteristics of Sharpsburg to attract specialty shoppers and elevate the public image of Sharpsburg as a quaint small town with a thriving economy.



- Ensure that all new development conforms to specific architectural, building, and development standards for new infill development and future annexation area development.

### **Natural and Cultural Resources**

During the numerous public involvement workshops held in the development of this plan, preserving the town's unique character emerged as one of the most important components of Sharpsburg's vision for the future. Also, with Coweta County and its municipalities falling into non-compliance with the Clean Air Act, a coordinated strategy with the County, Sharpsburg, and other municipalities for protecting air quality is needed. The Town Master Plan for Sharpsburg contains land use and development design principles that will assist in reducing automobile travel and related air pollution.

The following policies will help the Town of Sharpsburg as it makes decisions that impact the Town's natural and cultural resources.

- Continue to implement the Town Master Plan
- Protect and conserve the community's natural and historic resources.
- Develop and manage land and transportation networks to ensure the quality of the air and water.
- Incorporate the connection, maintenance and enhancement of greenspace in all new development.
- Encourage new development in suitable locations in order to protect valuable historic and cultural resources from human encroachment through land development regulations and/or incentives.

### **Facilities and Services**

Town residents have expressed the need for additional active and passive recreation opportunities in Sharpsburg as well as the need for maintaining open spaces for festival parking. In addition, residents and visitors to downtown have requested sidewalks and traffic calming to provide for a more pedestrian-friendly environment. Others have expressed the desire to establish a greenway or alternative transportation corridor along the railway should it become abandoned in the future. The Town Master Plan has incorporated these concerns into the overall design.

The most critical need for Sharpsburg is the implementation of sewer and water system improvements. Future growth will require more water than currently available from Turin and future growth will require a wastewater management system in lieu of on-site septic systems.

The policies listed below will help guide future decisions regarding facilities and services.



- Make efficient use of existing infrastructure as well as future investments and expenditures for capital improvements and long-term operation and maintenance costs.
- Ensure that new development does not cause a decline in locally adopted levels of service and that capital improvements or other strategies needed to accommodate the impacts of development are made concurrent with new development.
- Invest in parks and open space to encourage private reinvestment in the Town Center.

### **Housing**

As shown in the Community Assessment, Sharpsburg anticipates a significant growth in housing within the present town limits and substantially more with annexation. By using the policies listed below as guidelines, decision-makers will help ensure that housing in Sharpsburg continues to be well-suited to its residents.

- Improve the overall quality of housing within Sharpsburg and ensure that new development meets high quality standards and provides a diversity of housing.
- Maintain reasonably low property tax rates.
- Provide housing opportunities for a diverse population at all stages of life and health.
- Ensure that all new development conforms to specific architectural, building and development standards for new infill development and future annexation area development.
- Development should provide for a variety of residential types and densities.
- Stimulate infill housing development in existing neighborhoods.
- Provide for access to schools, parks, residences and businesses through walkways, bike paths, and roads.
- Encourage common open space, walking paths, and bicycle lanes that are easily accessible.
- Encourage parks and community facilities to be located as focal points in neighborhoods.

### **Land Use**

Sharpsburg's Vision is that new development will come in the form of traditional neighborhoods, traditional commercial and business areas, and a town center, all located within walking distance of citizens living within the present town limits. The policies below will help decision-makers guide the Town toward its Vision.

- Facilitate the implementation of the Town Master Plan
- Provide a balance of housing choices.
- Increase the amount of open spaces within the current town limits and provide for required open spaces in newly developed areas.
- Increase recreational opportunities, both passive and active.





- Provide for social and civic interaction throughout the town, especially in the downtown historical area.
- Promote efficient use of land by promoting well-designed, more pedestrian friendly, development patterns with a mix of uses and an efficient, creative use of land.
- Encourage developments that provide a mix of shopping, housing and jobs.
- Encourage the use of landscaping, lighting, signage, underground utilities and building design to add value to the community.
- Create a "sense of place" for the community with gateways and corridors.
- Reduce the adverse visual impact of the automobile in both commercial and residential areas of the community.
- Guide appropriate residential and non-residential in-fill development and redevelopment in a way that complements surrounding areas.
- Employ innovative planning concepts to achieve desirable and well-designed neighborhoods, protect the environment, preserve meaningful open space, improve traffic flow, and enhance the quality of life in our community.

### **Transportation**

The Town Master Plan addresses transportation with the basic concept that downtown Sharpsburg should remain pedestrian-friendly. Although the main roadways, S.R. 54, S.R. 154/McIntosh Trail, and S.R. 16 continue to function as arterials, the local streets are to be enhanced with sidewalks, street lights, and streetscaping. The design of the roadway system in the Town Master Plan maintains narrow roadways to provide a traffic-calming affect and includes traffic-circles (roundabouts) and a Town Square to provide for further traffic-calming. It is not anticipated that any roadway will need widening in Sharpsburg because the concept of using narrow streets to slow traffic is part of the design criteria for the Town Master Plan. Sharpsburg recognizes that the Coweta County Transportation Plan was developed as a Countywide plan that includes the Town. The Coweta County Transportation Plan is included at Appendix III of this Community Agenda and will be adopted along with the rest of Sharpsburg's Comprehensive Plan.

- Address the location, design, landscaping, and furnishing of residential and non-residential streets as one of the community's most important components contributing to the character, structure, and development pattern of the community.
- Ensure that vehicular traffic will not harm the residential nature of our neighborhoods.
- Encourage walking, biking, car-pooling, and sustainable transportation choices.
- Encourage connectivity with a system of local trails between neighborhoods, commercial areas, and community facilities.

### **Intergovernmental Coordination**

The provision of services for new development will be critical in the implementation of the Town Master Plan. Population projections indicate that population will increase from 339 in 2005 to over 5,500 in 2026 and only a small percentage of that population growth will



occur inside the current town limits. Substantial annexation of surrounding areas is envisioned by the year 2026. Better coordination on a number of issues between Sharpsburg, Coweta County and the Town of Turin is necessary to further the implementation of each local government's long-range goals. The policies below will help Sharpsburg improve relationships and communication with other jurisdictions.

- Share services and information with other public entities within the jurisdiction.
- Establish coordination mechanisms with adjacent local governments to provide for exchange of information.
- Pursue joint processes for collaborative planning and decision-making.



# **Capital Improvements Element**

**Town of Sharpsburg, Georgia**





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## **Introduction**

The current population of the town is expected to grow from 329 persons to well over 5,500<sup>3</sup>. This projection is based on infill of vacant lots and annexation of some surrounding parcels of property and their development. Most recently the city has been under negotiation for annexation of a development that will include nearly 800 homes when completed. Though this will significantly add to Sharpsburg's tax base, there will be a need to provide basic town services to these new residents. Non-residential development will further stress government services.

To meet this new growth demand Sharpsburg needs to expand their general services beyond those offered to their existing citizens. This will include parks and recreation, library services, administrative services, local transportation needs, and general maintenance of the Sharpsburg's infrastructure. The town leadership also desires to provide its citizens with adequate water and wastewater services.

During the development of the 2004 Comprehensive Plan, Sharpsburg created a short term work program (STWP). The STWP has been modified as part of the 2006 update of the Comprehensive Plan. This program provides a listing of activities the town desires to undertake over the next five years. The Capital Improvement Element (CIE) looks at the activities associated with developing significant infrastructure for the 2006-2026 Comprehensive Plan.

## **Projection of Needs**

The "Projection of Needs" forms the basis for determining public facilities for the Town of Sharpsburg. The process includes an analysis of their existing population, employment, community facilities, and level of service; and then projecting future needs based on the anticipated population and employment growth. The "Projection of Needs" utilizes the guidelines described in "Planners Estimating Guide – Projecting Land-Use and Facility Needs" by Arthur C. Nelson. The calculations have been adjusted for the Town of Sharpsburg.

## **Functional Population**

Table 1 provides the population and employment projections for the Town of Sharpsburg. These figures are adjusted to reflect functional population. Functional population is used to determine public facility needs. The 24/7 Functional Population is generally used for public safety and general government facilities. The Daytime Functional Population is generally used for Parks and Recreation, Libraries, Community Centers and Recreational Centers.

### **Table 1: Projection of Functional Population**

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<sup>3</sup>The Town of Sharpsburg "Comprehensive Plan 2026" projection Scenario 4.



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	2004			2026		
	Total	24/7 Functional Population	Daytime Functional Population	Total	24/7 Functional Population	Daytime Functional Population
Persons	329	212	158	5,699	3,945	2,944
Employment	80	34	69	350	69	138
<b>Total</b>		<b>246</b>	<b>227</b>		<b>4,014</b>	<b>3,082</b>

The projection of households is a function of average household size. Sharpsburg has experienced a steady decline of the average household size over the past few decades. This is due to smaller families and a greater percentage of single person households. However, it is assumed that this trend has bottomed out and household size will remain at about 2.5 persons for the planning horizon. Table 2 depicts the households and employment projected for 2026.

**Table 2: Projection of Households and Employment**

	2004	2026
Households	130	2,280
Persons per Household	2.5	2.5
Employment	80	350
Non-Residential Square Feet	60,000	262,500

**Facility Needs**

As discussed previously, the 24/7 Functional Population is used to determine general government facilities. A projection of need is not performed for Public Safety facilities since Coweta County provides this service to Sharpsburg’s residents. The general government need is calculated in Table 3. Sharpsburg only has a single building for all its government functions. The building and land are prorated based on how it is currently utilized.



**Table 3: General Government Needs**

<i>General Government Facilities Needed</i>	<b>Existing 2004</b>	<b>Needed 2026</b>
<i>24/7 Functional Population</i>	246	4,014
<i>Buildings</i>		
Facility Sq. Ft.	1,000	
Sq. Ft. Per Functional Population	4.07	
Adopted Facility Sq. Ft. Per Functional Population	0.90	
Facility Sq. Ft. Needed to Meet LOS	221	3,613
<b>Additional Facility Sq. Ft. Needed to Meet LOS</b>	<b>0</b>	<b>2,613</b>
<i>Land Area</i>		
Land Area Acres	0.21	
Land Area Sq. Ft.	9,148	
Land Area Sq. Ft. Per Functional Population	37.19	
Adopted Land Area Sq. Ft. Per Functional Population	3.50	
Gross Land Adjustment Factor	25%	
Gross Land Needed	4.38	
Land Area Sq. Ft. Needed to Meet LOS	1,076	17,561
Land Area Acres Needed to Meet LOS	0.02	0.40
Additional Land Area Sq. Ft. Needed to Meet LOS	0	8,414
<b>Additional Acres Needed to Meet LOS</b>	<b>0.00</b>	<b>0.19</b>

Community Centers, Recreational Centers, Libraries and Parks use the Daytime Functional Population to determine facility needs. Tables 4 through 7 provide the calculations for each of these facility categories.





**Table 4: Community Center Needs**

<i>Community Center Facilities Needed</i>	<b>Existing 2004</b>	<b>Needed 2026</b>
<b><i>Daytime Functional Population</i></b>	227	3,082
<i>Buildings</i>		
Facility Sq. Ft.	1,000	
Sq. Ft. Per Functional Population	4.41	
Adopted Facility Sq. Ft. Per Functional Population	0.75	
Facility Sq. Ft. Needed to Meet LOS	170	2,312
<b>Additional Facility Sq. Ft. Needed to Meet LOS</b>	<b>0</b>	<b>1,312</b>
<i>Land Area</i>		
Land Area Acres	0.21	
Land Area Sq. Ft.	9,148	
Land Area Sq. Ft. Per Functional Population	40.30	
Adopted Land Area Sq. Ft. Per Functional Population	4.00	
Gross Land Adjustment Factor	25%	
Gross Land Needed	5.00	
Land Area Sq. Ft. Needed to Meet LOS	1,135	15,410
Land Area Acres Needed to Meet LOS	0.03	0.35
Additional Land Area Sq. Ft. Needed to Meet LOS	0	6,262
<b>Additional Acres Needed to Meet LOS</b>	<b>0.00</b>	<b>0.14</b>

**Table 5: Recreational Center Needs**

<i>Recreational Center Facilities Needed</i>	<b>Existing 2004</b>	<b>Needed 2026</b>
<b><i>Daytime Functional Population</i></b>	227	3,082
<i>Buildings</i>		
Facility Sq. Ft.	1,000	
Sq. Ft. Per Functional Population	4.41	
Adopted Facility Sq. Ft. Per Functional Population	0.55	
Facility Sq. Ft. Needed to Meet LOS	125	1,695
<b>Additional Facility Sq. Ft. Needed to Meet LOS</b>	<b>0</b>	<b>695</b>
<i>Land Area</i>		
Land Area Acres	0.21	
Land Area Sq. Ft.	9,148	
Land Area Sq. Ft. Per Functional Population	40.30	
Adopted Land Area Sq. Ft. Per Functional Population	2.40	
Gross Land Adjustment Factor	25%	
Gross Land Needed	3.00	
Land Area Sq. Ft. Needed to Meet LOS	681	9,246
Land Area Acres Needed to Meet LOS	0.02	0.21
Additional Land Area Sq. Ft. Needed to Meet LOS	0	98
<b>Additional Acres Needed to Meet LOS</b>	<b>0.00</b>	<b>0.00</b>



**Table 6: Library Needs**

<i>Library Facility Needs</i>	<b>Existing 2004</b>	<b>Needed 2026</b>
<i>Daytime Functional Population</i>	227	3,082
<i>Volumes</i>		
Volumes	2,500	
LOS Per Functional Population	11.01	
Adopted LOS Per Functional Population	2.00	
Volumes Needed to Meet LOS	454	6,164
<b>Additional Volumes Needed to Meet LOS</b>	<b>0</b>	<b>3,664</b>
<i>Buildings</i>		
Facility Sq. Ft.	600	
Sq. Ft. Per Functional Population	2.64	
Adopted Facility Sq. Ft. Per Functional Population	0.60	
Facility Sq. Ft. Needed to Meet LOS	136	1,849
<b>Additional Facility Sq. Ft. Needed to Meet LOS</b>	<b>0</b>	<b>1,249</b>
<i>Land Area</i>		
Land Area Acres	0.13	
Land Area Sq. Ft.	5,445	
Land Area Sq. Ft. Per Functional Population	23.99	
Adopted Land Area Sq. Ft. Per Functional Population	2.00	
Gross Land Adjustment Factor	25%	
Gross Land Needed	2.50	
Land Area Sq. Ft. Needed to Meet LOS	568	7,705
Land Area Acres Needed to Meet LOS	0.01	0.18
Additional Land Area Sq. Ft. Needed to Meet LOS	0	2,260
<b>Additional Acres Needed to Meet LOS</b>	<b>0.00</b>	<b>0.05</b>



**Table 7: Park Needs**

<i>Park Facility Needs</i>	<b>Existing 2004</b>	<b>Needed 2026</b>
<i>Daytime Functional Population</i>	227	3,082
<i>Neighborhood Park</i>		
Existing Land Acreage	0.00	
Land Area Acreage Per 1000 Functional Population	0.00	
Adopted Land Area Acreage Per 1000 Functional Population	1.25	
	0.28	3.85
Gross Land Adjustment Factor	20%	20%
Gross Land Needed	0.34	4.62
<b>Additional Acres Needed to Meet LOS</b>	<b>0.34</b>	<b>4.62</b>
<i>Community Park</i>		
Existing Land Acreage	0.00	
Land Area Acreage Per 1000 Functional Population	0.00	
Adopted Land Area Acreage Per 1000 Functional Population	5.50	
	1.25	16.95
Gross Land Adjustment Factor	25%	25%
Gross Land Needed	1.56	21.19
<b>Additional Acres Needed to Meet LOS</b>	<b>1.56</b>	<b>21.19</b>

**Table 8: Summary of Facility Needs**

<b>Facility</b>	<b>New Space (Sq Ft)</b>	<b>New Land (Acreage)</b>	<b>Books</b>
General Government	2,613	0.19	
Community Center	1,312	0.14	
Recreational Center	695	0.00	
Parks		25.81	
Library	1,249	0.05	3,664
<b>Total</b>	<b>5,868</b>	<b>26.2</b>	<b>3,664</b>

**Special Considerations**

There are some public facility needs that are estimated differently from using functional population projections. These include computer hardware/software, transportation system improvements, multi-use recreational trails, water and wastewater, and public works storage. They are discussed in detail below.

Computer hardware/software has had significant advances in helping governments provide services to their communities over the past two decades. Advances in accounting software, geographical information system, asset management system and other tools allow staff to work more efficiently in the handling of public information. The current system utilized by the Town of Sharpsburg is more than adequate to serve the existing residents and business



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owners. However, the existing system will need to be upgraded to manage the data from the planned annexation of a 900 building lot development and other expected growth during the planning horizon.

The transportation system was described in detail earlier in the Comprehensive Plan. Since Coweta County falls within the non-attainment zone for air quality standards, there are restrictions on how transportation projects are implemented. In an effort to reduce air pollution, the Town of Sharpsburg is pursuing a government grant to perform an interconnected multimodal transportation study. It is desired that the study show how multiple modes can be incorporated within the transportation system to offer a variety of efficient ways of travel.

The road system is currently functioning adequately except for two intersections on State Route 154 at Terrentine Street and State Route 54. These intersections will need to be upgraded to serve both existing travelers and planned growth. Since these are state routes, they will be funded primarily by the Georgia Department of Transportation, however, the projects are associated with a regional transportation plan and remaining funding needs will be provided by Coweta County<sup>4</sup>.

Assuming an average of 50 trips per 1000 square feet for non-residential and 9 trips per residential unit provides the following projected trips. These assumptions are based on the Institute of Transportation Engineers Trip Generation Manual.

**Table 9: System-Wide Vehicle Trip Projections**

<b>Trips</b>	<b>2004</b>	<b>2026</b>	<b>New Trips</b>	<b>Percent of Total</b>
Residential	1,170	20,516	19,346	66%
Non-Residential	3,000	13,125	10,125	34%
Total	4,170	33,641	29,471	100%

Main Street and Terrentine Street serve the downtown area; they have a typical rural road profile with no curb & gutter nor sidewalks and they adequately serve a community of 300 plus persons. The annual average daily traffic is below 250 vehicles per day. Pedestrians walk within the travel way, sharing the road with vehicles.

In order to meet the new roadway demands that will occur from new growth as well as the safety issues of added vehicles and pedestrians in close proximity, these streets will need to be upgraded to include sidewalks and traffic calming measures<sup>5</sup>. Table 9 provides street classes based on volume. The estimated traffic in 2026 for these roads will be in the 2,000

<sup>4</sup> Impact fees for roads will be discussed later in this document, please note that road impact fees are only calculated on local road improvements.

<sup>5</sup> The sidewalks will allow for higher capacities allowing the road facility to operate as a collector, the traffic calming measures will help reduce speed and discourage cut-through traffic to help maintain the road at a collector status.



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to 3,000 on an average day<sup>6</sup>, requiring an upgrade of these streets to a collector. The road is adequate for the community at existing volumes; new growth will force an upgrade of the facilities within the planning time horizon. Additionally, Stoval Street is currently a gravel road with less than 50 vehicles per day use. Anticipated growth on this street will require an upgrade of the facility to be a paved access street.

**Table 10: Street Classifications by Road Volume<sup>7</sup>**

Class	Usual Daily Traffic
Gravel Road	0 - 50
Access Street	0 - 250
Sub-Collector	250 – 1,000
Collector	1,000 – 3,000

During the public involvement portion of the Comprehensive Plan development, the community indicated the desire to have a multi-use recreational trail system similar to that of Peachtree City. This facility would allow for pedestrian, bicycle, and golf carts and would link the surrounding neighborhoods to the downtown area, community parks and other major attractors. A target Level of Service of 6 feet per daytime residential population will require a trail length of over 18,000 feet by 2026. Since this satisfies a park & recreation need, the land area provided will be used to address capacity needs.

An engineering report by G. Ben Turnipseed Engineers, Inc dated July 2004 provides for proposed water system improvements for the Town of Sharpsburg. The projects are listed within this CIE. The discussion on projection of needs is available within the cited report.

Currently, the Town of Sharpsburg has minimal storage facilities. As the town expands, additional equipment for maintaining new facilities will be required.

**Project List**

Based on these projections of needs the following list of projects has been developed. They address the needs of the Town of Sharpsburg resulting from new growth. The projects have been developed to maintain an acceptable level of service for all residents and business owners; existing and new.

<sup>6</sup> It is assumed between 5% and 10% of new trips will occur in the downtown area.

<sup>7</sup> Residential Streets 2<sup>nd</sup> Edition by American Society of Civil Engineers, National Association of Home Builders and the ULI – Urban Land Institute 1990 except for Gravel road data which is from guidelines provided by the Kentucky Transportation Center.



**Table 11: Project Listing**

<b>Project Description</b>	<b>Projects Grouping</b>	<b>Planning Cost Estimates</b>	<b>Capacity Added<sup>8</sup></b>
Administration Offices (Expansion at existing Town Hall)	Community Facility	<b>50,000</b>	
City Hall	Community Facility	<b>300,000</b>	
Enterprise Computer System	Community Facility	<b>65,000</b>	
Library Building (beyond the expansion at Garden Club)	Community Facility	<b>200,000</b>	1,250 sq ft building and 2,260 sq ft land
Library Volumes	Community Facility	<b>200,000</b>	3,670 volumes
Planning Department	Community Facility	<b>50,000</b>	
Public Works Department	Community Facility	<b>200,000</b>	
Town Square Civic Center	Community Facility	<b>1,000,000</b>	
Better Home Town Office	Cultural	<b>50,000</b>	
Holiday Lighting/Decorations	Cultural	<b>100,000</b>	
Asphalt Company Parking Lot Improvements	Drainage	<b>17,000</b>	
Turrentine/Church Street Ditch Reconstruction	Drainage	<b>16,000</b>	
Town Lighting	Economic	<b>50,000</b>	
Town Signage	Economic	<b>110,000</b>	
CIE Development	General	<b>12,500</b>	
CIE Updates (20 years at \$2000 each update)	General	<b>40,000</b>	
Community Park	Recreational	<b>200,000</b>	8.5 acres
Multi-use Recreational Trails	Recreational	<b>1,000,000</b>	18,000 linear feet of trail (8.2 acres)
Neighborhood Park	Recreational	<b>100,000</b>	
Park Amenities	Recreational	<b>200,000</b>	Play Fields, Tables, Benches, Restrooms, Open Space
Interconnected Alternative Transportation System Study	Transportation	<b>100,000</b>	
Main Street add sidewalks	Transportation	<b>400,000</b>	Collector Road Classification
TE for Main St and Terrentine St	Transportation	<b>350,000</b>	
Terrentine Street add sidewalks	Transportation	<b>400,000</b>	Collector Road Classification
Traffic Calming Measures	Transportation	<b>40,000</b>	Collector Road Classification
Pave Stoval Street	Transportation	<b>50,000</b>	Access Road Classification
Downtown Parking	Transportation	<b>50,000</b>	
On Site Wastewater	Wastewater	<b>5,000,000</b>	
Alternative water supply	Water	<b>2,000,000</b>	
Water Department	Water	<b>100,000</b>	
<b>Total</b>		<b>12,450,500</b>	

<sup>8</sup>The Capacity Added column is for impact fee eligible project only discussed later in this document.



## **Description of Funding Sources**

This section describes the funding sources available to the Town of Sharpsburg for constructing their capital projects. There are two general sources of funds currently utilized by the Town of Sharpsburg. They are Local/Private sources and State/Federal sources. They are described in detail in the following sections. The Development Impact Fee is a new funding source under consideration. It is a source of funds contributed from new development for their share of capital public facilities. It is also described in detail later in this document.

### **Local/Private**

The Local/Private sources of funds include many of the traditional sources that cities and towns use to pay for their public facilities. They include donations from generous persons or corporations, property taxes, sales taxes, and fees. Currently, Sharpsburg has fees for business licenses, alcohol and use of the community center. They desire to include impact fees to augment their funds for projects. Impact fees are discussed later in this document. The largest sources of general fund dollars are listed below.

*Property Taxes* – Property tax receipts will go up due to the addition of new homes and businesses as well as appreciation of existing properties. In general property taxes are used for the general operation of the government. Any excess can be used for capital projects or paying of bonds or loans.

*Local Option Sales Tax (LOST)* – This tax will increase with the growth of Coweta County. The amount is prorated among the other cities and the county based on population. The proportion is adjusted after the decennial census is taken.

*Special Purpose Local Option Sales Tax (SPLOST)* - This is a special tax by voter referendum for specific construction projects. It is for the entire county and is prorated based on agreements with the other municipalities and the county. The Town of Sharpsburg is anticipating approximately \$500,000 over the next six years from SPLOST.

*Community Center Rental* – Rent received for allowing organizations and/or individuals to use the Bridges Recreation Center for events.

*Alcoholic Beverage Excise Tax* – A sales tax on alcoholic beverages sold within the Town of Sharpsburg's limits.

*Insurance Premiums Tax* – Taxes on insurance premiums written within the state of Georgia and distributed to communities on a population prorated basis.





## **State/Federal**

There are several state and federal sources of funds that the Town of Sharpsburg can apply for. The grants are very competitive and may require a certain income level within the community; several applicable for Sharpsburg's use are listed below. Additional grants and details are provided in the Catalog of State Financial Assistance Programs (Available from DCA).

- Community Development Block Grant,
- Employee Incentive Program,
- Empowerment Zones/Enterprise Communities,
- Georgia Heritage Grants,
- Historic Preservation Fund Survey and Planning Grants,
- Land and Water Conservation Fund,
- Local Development Fund,
- Public Library Materials Grants,
- Recreation Assistance Fund,
- Recreational Trails Program,
- Recycling and Waste Reduction Grants,
- State Aid, Local Assistance Road Program,
- Transportation Enhancement Grants,

Low interest loans are also available and include the Downtown Development Revolving Loan Fund and the Georgia Fund. These loans typically offer better than market interest rates and payment terms.

## **Impact Fees**

The Development Impact Fee is a charge to new development for the impact they have on public facilities. The Town of Sharpsburg does not currently collect impact fees, however, in order to charge an impact fee, Sharpsburg must include in their Comprehensive Plan a Capital Improvement Element, develop the necessary ordinances and forms, and track all the fees collected to ensure proper expenditure.

The existing roads and libraries are adequate to serve the existing residents and businesses of the Town of Sharpsburg. No increase in capacity is required. As such, growth impacts to these services will require projects to address 100% growth related demands.

The parks and recreation service does not adequately serve the existing residents and business of the Town of Sharpsburg. As such, only a percentage of capacity generating projects can be charged to new development. The functional population is expected to grow from 227 to 3,082, making approximately 92% associated to new growth. This was rounded to 90% for calculating the proportion of the impact fee eligible parks & recreation projects that could be recovered from impact fees.



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Sharpsburg will collect road, park & recreation, and library impact fees to help defer the cost of improvements due to new development. Additionally, the cost to develop and maintain the CIE can be recovered through impact fees. Since the CIE benefits both existing and new growth the proportion of the cost is set at 90%. These fees are calculated in the following tables.

**Table 12: Parks & Recreation**

Eligible Projects	Local Costs	Percent of Project to Serve New Development	
		Percent of Project to Serve New Development	Impact Fees
Multi-use Recreational Trails	\$1,000,000	90%	\$900,000
Park Acreage	200,000	90%	180,000
Park Amenities	200,000	90%	180,000
<b>Total</b>	<b>\$1,400,000</b>		<b>\$1,260,000</b>
New Development	Added Units or Sq. Ft.	Proration of Demand	
Residential	2,150	91.5%	\$1,152,900
Non-Residential	202,500	8.5%	107,100
			\$1,260,000
Cost Comparison	Added Units or Sq. Ft.	Impact Cost	
Residential (Per Unit)	2,150	\$1,152,900	\$536.23
Non-Residential (Per 1000 Sq Ft)	202,500	\$107,100	\$528.89

**Table 13: Library**

Eligible Projects	Local Costs	Percent of Project to Serve New Development	
		Percent of Project to Serve New Development	Impact Fees
Library Building (beyond the expansion at Garden Club)	\$200,000	100%	200,000
Library Volumes	\$200,000	100%	200,000
<b>Total</b>	<b>\$400,000</b>		<b>\$400,000</b>
New Development	Added Units or Sq. Ft.	Proration of Demand	
Residential	2,150	100.0%	\$400,000
Non-Residential	202,500	0.0%	\$0
			\$400,000
Cost Comparison	Added Units or Sq. Ft.	Impact Cost	
Residential (Per Unit)	2,150	\$400,000	\$186.05
Non-Residential (Per 1000 Sq Ft)	202,500	\$0	\$0.00



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**Table 14: Roads**

Eligible Projects	Local Costs	Percent of Project to Serve New Development	Impact Fees
Main Street add sidewalks	\$50,000	100%	\$50,000
Pave Stoval Street	50,000	100%	50,000
Terrentine Street add sidewalks	50,000	100%	50,000
Traffic Calming Measures	40,000	100%	40,000
<b>Total</b>	<b>\$190,000</b>		<b>\$190,000</b>
New Development	Added Units or Sq. Ft.	Proration of Demand	Impact Cost
Residential	2,150	66.0%	\$125,400
Non-Residential	202,500	34.0%	\$64,600
			\$190,000
Cost Comparison	Added Units or Sq. Ft.	Impact Cost	Cost per unit
Residential (Per Unit)	2,150	\$125,400	\$58.33
Non-Residential (Per 1000 Sq Ft)	202,500	\$64,600	\$319.01

**Table 15: CIE Related Costs**

Eligible Projects	Local Costs	Percent of Project to Serve New Development	Impact Cost
CIE Preparation	\$12,500	90%	\$11,250
CIE Updates	40,000	90%	36,000
<b>Total</b>	<b>\$52,500</b>		<b>\$47,250</b>
Impact Fee Portion Prorated by CIE Projects Eligible for Impact Fees	Impact Fee Costs	Percent of Total	Impact Cost
Residential			
Parks & Recreation	\$1,152,900		
Roads	125,400		
Library	400,000		
<b>Subtotal</b>	<b>\$1,678,300</b>	<b>91%</b>	<b>\$42,865</b>
Non-Residential			
Parks & Recreation	\$107,100		
Roads	64,600		
Library	0		
<b>Subtotal</b>	<b>\$171,700</b>	<b>9%</b>	<b>\$4,385</b>
<b>Total</b>	<b>\$1,850,000</b>	<b>100%</b>	<b>\$47,250</b>
Cost Comparison	Added Units or Sq. Ft.	Impact Cost	Cost per unit
Residential (Per Unit)	2,150	\$42,865	\$19.94
Non-Residential (Per 1000 Sq Ft)	202,500	\$4,385	\$21.66



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Recoupment costs are charged for excess capacity not being used. Since the Library and Recreational Facilities have excess capacity, the proportion that can be used for new development can be assigned a value and a fair amount collected through impact fees. These funds, since they have already been expended by the town, can be given back to the General Fund for any purpose. The following tables provide the recoupment calculation for Libraries and Parks & Recreation.

**Table 16: Recoupment Values**

Facility	Existing Space (Sq Ft)	Excess Space (Sq Ft)	Total Value	Recoupment Value
Recreational Center	1,000	875	\$84,223	\$73,708
Community Center	1,000	830	\$84,223	\$69,884
Library	600	464	\$34,100	\$26,359
<b>Total</b>		<b>2,169</b>	<b>\$202,547</b>	<b>169,952</b>

**Table 17: Parks & Recreation Recoupment Calculation**

Parks & Recreation Recoupment	Recoupment Value	Percent of Project to Serve New Development	Impact Fees
Parks & Recreation	\$143,592	100%	143,592
<b>Total</b>	<b>\$143,592</b>		<b>\$143,592</b>
New Development	Added Units or Sq. Ft.	Proration of Demand	Impact Cost
Residential	2,150	91.5%	\$131,387
Non-Residential	165,000	8.5%	12,205
			\$143,592
Cost Comparison	Added Units or Sq. Ft.	Impact Cost	Cost per unit
Residential (Per Unit)	2,150	\$131,387	\$61.11
Non-Residential (Per 1000 Sq Ft)	165,000	\$12,205	\$73.97



**Table 18: Library Recoupment Calculation**

Library Recoupment	Recoupment Value	Percent of Project to Serve New Development	Impact Fees
Library	\$26,359	100%	26,359
<b>Total</b>	<b>\$26,359</b>		<b>\$26,359</b>
New Development	Added Units or Sq. Ft.	Proration of Demand	Impact Cost
Residential	2,150	100.0%	\$26,359
Non-Residential	165,000	0.0%	0
			\$26,359
Cost Comparison	Added Units or Sq. Ft.	Impact Cost	Cost per unit
Residential (Per Unit)	2,150	\$26,359	\$12.26
Non-Residential (Per 1000 Sq Ft)	165,000	\$0	\$0.00

The credit calculation is provided in Table 19. The credit is applied on the net present value of expenditures from the General Fund towards the impact fee eligible projects on the CIE. The portion paid by new growth is provided as a credit to avoid double charging a new resident or business owner for the same facility (once through impact fee and a second time through general taxation).

**Table 19: Credits**

Credit Calculation			
Total Dollars Expended From General Fund for Capital Projects	\$1,139,538	Net Present Value (NPV)	
Percent of Dollars used for Impact Fee Eligible Projects	23%		
Percent Attributable to New Growth	90%		
<b>Total NPV Contributed From New Growth</b>	<b>\$235,884</b>		
New Development	Added Units or Sq. Ft.	Proration of Credit	Impact Cost
Residential	2,150	89.8%	\$211,752
Non-Residential	202,500	10.2%	\$24,132
			\$235,884
Cost Comparison	Added Units or Sq. Ft.	Impact Cost	Cost per unit
Residential (Per Unit)	2,150	\$211,752	\$98.49
Non-Residential (Per 1000 Sq Ft)	202,500	\$24,132	\$119.17

Table 20 summarizes the fee schedule for residential and non-residential developments. A 3% administration fee is added onto the amounts shown to help fund the time needed to properly track the collection and expenditures of the impact fee. The impact fees are levied based on a specific unit of measurement, i.e. residential unit, acres, 1000 sq. ft. etc.



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Table 21 shows the projects with their estimated funding source identified. Please note that the enterprise fund is a funding source available to revenue producing services such as water and wastewater. The water and wastewater projects are listed here but should not affect the general fund cash flow.

In order to charge impact fees to various types of developments, the fee is calculated per trip, for roads, and per person or employee for Libraries and Parks & Recreation. Assuming an average of 50 trips per 1000 square feet of non-residential, the per trip cost is \$5.35 and includes the credit. Assuming an average of 9 trips per housing unit for residential, the per trip cost is \$1.47 including the credit. The person/employee calculations assume a 2.5 person per household average and 2.49 employees per 1000 square feet. The result is \$77.82 per person for Libraries and \$227.04 per person/employee for parks & recreation. These costs includes all project cost associated to new development, the CIE development and updates, recoupment of excess capacity and subtracting the appropriate credit.



**Table 20: Fee Schedule**

<b>INDUSTRIAL / AGRICULTURAL 100-199</b>						<b>Impact Fee Per Unit</b>		
<b>ITE CODE</b>	<b>LAND USE</b>	<b>Employees</b>	<b>Trip Rate</b>	<b>New Trip Factor</b>	<b>Units Used</b>	<b>Roads</b>	<b>Library</b>	<b>Parks &amp; Recreation</b>
110	General Light Industrial	2.31	6.97	92%	1000 sq. ft gross floor space	\$34.31		\$524.46
150	Warehousing	0.04	4.96	92%	1000 sq. ft gross floor space	24.41		9.08
151	Mini-Warehouse	0.18	2.50	92%	1000 sq. ft gross floor space	12.31		40.87

<b>RESIDENTIAL 200 - 299</b>						<b>Impact Fee Per Unit</b>		
<b>ITE CODE</b>	<b>LAND USE</b>	<b>Persons</b>	<b>Trip Rate</b>	<b>New Trip Factor</b>	<b>Units Used</b>	<b>Roads</b>	<b>Library</b>	<b>Parks &amp; Recreation</b>
210	Single-Family Detached Housing	2.70	9.57	100%	dwelling units	\$14.07	\$210.11	\$613.01
220	Apartment	2.30	6.63	100%	dwelling units	9.75	178.99	522.19
221	Low-Rise Apartment	2.10	6.59	100%	dwelling units	9.69	163.42	476.78
222	High-Rise Apartment	2.30	4.20	100%	dwelling units	6.17	178.99	522.19
223	Mid-Rise Apartment	2.30	5.86	100%	dwelling units	8.61	178.99	522.19
230	Residential Condominium / Townhouse	2.50	5.86	100%	dwelling units	8.61	194.55	567.60
232	High-Rise Residential Condo / Townhouse	2.40	4.18	100%	dwelling units	6.14	186.77	544.90
252	Congregate Care Facility	1.70	2.15	100%	dwelling units	3.16	132.29	385.97
260	Recreational Homes	2.50	3.16	100%	dwelling units	4.65	194.55	567.60
270	Residential Planned Unit Development	2.50	7.50	100%	dwelling units	11.03	194.55	567.60





<b>LODGING 300 - 399</b>						<b>Impact Fee Per Unit</b>		
<b>ITE CODE</b>	<b>LAND USE</b>	<b>Employees</b>	<b>Trip Rate</b>	<b>New Trip Factor</b>	<b>Units Used</b>	<b>Roads</b>	<b>Library</b>	<b>Parks &amp; Recreation</b>
310	Hotel	0.62	8.92	59%	Rooms	\$28.16		\$140.76
311	All suites Hotel	0.71	6.24	59%	Rooms	19.70		161.20
312	Business Hotel	0.1	7.27	59%	Rooms	22.95		22.70
320	Motel	0.71	9.11	59%	Rooms	28.76		161.20

<b>RECREATIONAL 400 - 499</b>						<b>Impact Fee Per Unit</b>		
<b>ITE CODE</b>	<b>LAND USE</b>	<b>Employees</b>	<b>Trip Rate</b>	<b>New Trip Factor</b>	<b>Units Used</b>	<b>Roads</b>	<b>Library</b>	<b>Parks &amp; Recreation</b>
416	Campground / Recreational Vehicle Park	0.07	74.38	85%	Camp Site	\$338.24		\$15.89
430	Golf Course	0.25	5.04	85%	Acres	22.92		56.76
435	Multipurpose Recreational Facility	0.50	90.38	85%	Acres	411.00		113.52
443	Movie Theater	1.50	78.06	85%	1000 sq. ft.	354.98		340.56
460	Arena	3.33	33.33	85%	Acres	151.57		756.04
480	Amusement Park	9.09	75.76	85%	Acres	344.52		2,063.79
491	Tennis Courts	0.24	16.26	85%	Acres	73.94		54.49
492	Racquet Club	0.36	17.14	85%	1000 sq. feet gross floor area	77.94		81.73
494	Bowling Alley	1.00	33.33	85%	1000 sq. feet gross floor area	151.57		227.04
495	Recreational Community Center	0.84	22.88	85%	1000 sq. feet gross floor area	104.05		190.71



<b>INSTITUTIONAL 500-599</b>						<b>Impact Fee Per Unit</b>		
<b>ITE CODE</b>	<b>LAND USE</b>	<b>Employees</b>	<b>Trip Rate</b>	<b>New Trip Factor</b>		<b>Roads</b>	<b>Library</b>	<b>Parks &amp; Recreation</b>
521	Private School K-12	8.09	5.50	80%	1000 sq. ft. PEAK	\$23.54		\$1,836.75
565	Day Care Center	2.24	79.26	74%	1000 sq. feet gross floor area	313.79		508.57
591	Lodge / Fraternal Organization	1.00	46.90	90%	Employees	225.82		227.04

<b>MEDICAL 600-699</b>						<b>Impact Fee Per Unit</b>		
<b>ITE CODE</b>	<b>LAND USE</b>	<b>Employees</b>	<b>Trip Rate</b>	<b>New Trip Factor</b>	<b>Units Used</b>	<b>Roads</b>	<b>Library</b>	<b>Parks &amp; Recreation</b>
610	Hospital	3.25	16.78	77%	1000 sq. feet gross floor area	\$69.13		\$737.88
620	Nursing Home	0.65	3.24	75%	Bed	13.00		147.58
630	Clinic	1.00	7.75	77%	1000 sq. feet gross floor area	31.93		227.04

<b>OFFICE</b>						<b>Impact Fee Per Unit</b>		
<b>ITE CODE</b>	<b>LAND USE</b>	<b>Employees</b>	<b>Trip Rate</b>	<b>New Trip Factor</b>	<b>Units Used</b>	<b>Roads</b>	<b>Library</b>	<b>Parks &amp; Recreation</b>
710	General Office Building	3.32	11.01	92%	1000 sq. feet gross floor area	\$54.19		\$753.77
714	Corporate Headquarters Building	3.40	7.72	92%	1000 sq. feet gross floor area	38.00		771.94
715	Single Tenant Office Building	3.20	11.57	92%	1000 sq. feet gross floor area	56.95		726.53
720	Medical-Dental Office Building	4.05	36.13	77%	1000 sq. feet gross floor area	148.84		919.51
760	Research and Development Center	2.93	2.77	92%	1000 sq. feet gross floor area	13.63		665.23



<b>RETAIL</b>						<b>Impact Fee Per Unit</b>		
<b>ITE CODE</b>	<b>LAND USE</b>	<b>Employees</b>	<b>Trip Rate</b>	<b>New Trip Factor</b>	<b>Units Used</b>	<b>Roads</b>	<b>Library</b>	<b>Parks &amp; Recreation</b>
812	Building Materials and Lumber Store	1.47	39.71	81%	1000 sq. feet gross floor area	\$172.08		\$333.75
813	Free-Standing Discount Superstore	0.96	46.96	75%	1000 sq. feet gross floor area	188.43		217.96
814	Specialty Retail Center	1.82	40.67	49%	1000 sq. feet gross floor area	106.62		413.21
815	Free-standing Discount Store	1.96	56.63	61%	1000 sq. feet gross floor area	184.81		445.00
816	Hardware / Paint Store	0.96	51.29	40%	1000 sq. feet gross floor area	109.76		217.96
817	Nursery (Garden Center)	1.63	36.08	81%	1000 sq. feet gross floor area	156.35		370.08
818	Nursery (Wholesale)	1.67	39.00	81%	1000 sq. feet gross floor area	169.01		379.16
820	Shopping Center	1.67	42.92	81%	1000 sq. feet gross floor area	185.99		379.16
823	Factory Outlet Center	1.67	26.59	81%	1000 sq. feet gross floor area	115.23		379.16
831	Quality Restaurant	7.46	89.95	82%	1000 sq. feet gross floor area	394.61		1,693.72
832	High-Turnover (Sit-Down) Restaurant	7.46	130.34	79%	1000 sq. feet gross floor area	550.88		1,693.72
834	Fast-Food Restaurant	10.90	496.12	54%	1000 sq. feet gross floor area	1,433.29		2,474.74
837	Quick Lubrication Vehicle Shop	2.10	40.00	83%	Servicing positions	177.62		476.78
841	New Car Sales	1.77	37.50	79%	1000 sq. feet gross floor area	158.49		401.86
843	Auto Parts Store	0.96	61.91	83%	1000 sq. feet gross floor area	274.91		217.96
847	Self-Service Car Wash	0.20	108.00	40%	Stalls	231.12		45.41



<b>RETAIL</b>						<b>Impact Fee Per Unit</b>			
<b>ITE</b>	<b>CODE</b>	<b>LAND USE</b>	<b>Employees</b>	<b>Trip Rate</b>	<b>New Trip Factor</b>	<b>Units Used</b>	<b>Roads</b>	<b>Library</b>	<b>Parks &amp; Recreation</b>
848		Tire Store	1.28	24.87	83%	1000 sq. feet gross floor area	110.44		290.61
849		Wholesale Tire Store	1.28	20.36	83%	1000 sq. feet gross floor area	90.41		290.61
850		Supermarket	1.27	111.51	63%	1000 sq. feet gross floor area	375.84		288.34
851		Convenience Market (Open 24 Hours)	1.80	737.99	40%	1000 sq. feet gross floor area	1,579.30		408.67
852		Convenience Market (Open 15-16 Hours)	1.75	31.02	40%	1000 sq. feet gross floor area	66.38		397.32
853		Convenience Market with Gasoline Pumps	1.80	845.60	40%	1000 sq. feet gross floor area	1,809.58		408.67
860		Wholesale Market	0.82	6.73	61%	1000 sq. feet gross floor area	21.96		186.17
861		Discount Club	1.30	41.80	61%	1000 sq. feet gross floor area	136.41		295.15
862		Home Improvement Superstore	0.96	35.05	75%	1000 sq. feet gross floor area	140.64		217.96
863		Electronics Superstore	0.96	45.04	81%	1000 sq. feet gross floor area	195.18		217.96
870		Apparel Store	1.67	66.40	49%	1000 sq. feet gross floor area	174.07		379.16
881		Pharmacy/Drugstore	1.67	88.16	49%	1000 sq. feet gross floor area	231.11		379.16
890		Furniture Store	0.42	5.06	81%	1000 sq. feet gross floor area	21.93		95.36



<b>SERVICES 900-999</b>						<b>Impact Fee Per Unit</b>		
<b>ITE CODE</b>	<b>LAND USE</b>	<b>Employees</b>	<b>Trip Rate</b>	<b>New Trip Factor</b>	<b>Units Used</b>	<b>Roads</b>	<b>Library</b>	<b>Parks &amp; Recreation</b>
912	Drive-in Bank	3.64	265.21	61%	1000 sq. feet gross floor area	\$865.51		\$826.43

**Table 21: Project Listing Showing Sources of Funds Anticipated**

<b>Project Description</b>	<b>Projects Grouping</b>	<b>Planning Cost Estimates</b>	<b>General Fund/ SPLOST</b>	<b>Enterprise Fund</b>	<b>Impact Fees/ Connection Fees</b>	<b>Grants /State Assistance</b>	<b>Private Contributions</b>
Administration Offices (Expansion at existing Town Hall)	Community Facility	<b>50,000</b>	50,000	0	0	0	0
City Hall	Community Facility	<b>300,000</b>	250,000	0	0	0	50,000
Enterprise Computer System	Community Facility	<b>65,000</b>	0	0	0	0	65,000
Library Building (beyond the expansion at Garden Club)	Community Facility	<b>200,000</b>	0	0	200,000	0	0
Library Volumes	Community Facility	<b>200,000</b>	0	0	200,000	0	0
Planning Department	Community Facility	<b>50,000</b>	50,000	0	0	0	0
Public Works Department	Community Facility	<b>200,000</b>	200,000	0	0	0	0
Town Square Civic Center	Community Facility	<b>1,000,000</b>	1,000,000	0	0	0	0
Better Home Town Office	Cultural	<b>50,000</b>	50,000	0	0	0	0
Holiday Lighting/Decorations	Cultural	<b>100,000</b>	100,000	0	0	0	0
Asphalt Company Parking Lot Improvements	Drainage	<b>17,000</b>	17,000	0	0	0	0
Turrentine/Church Street Ditch Reconstruction	Drainage	<b>16,000</b>	16,000	0	0	0	0
Town Lighting	Economic	<b>50,000</b>	10,000	0	0	40,000	0



**Town of Sharpsburg, Georgia**  
**2006-2026 Comprehensive Plan Update**

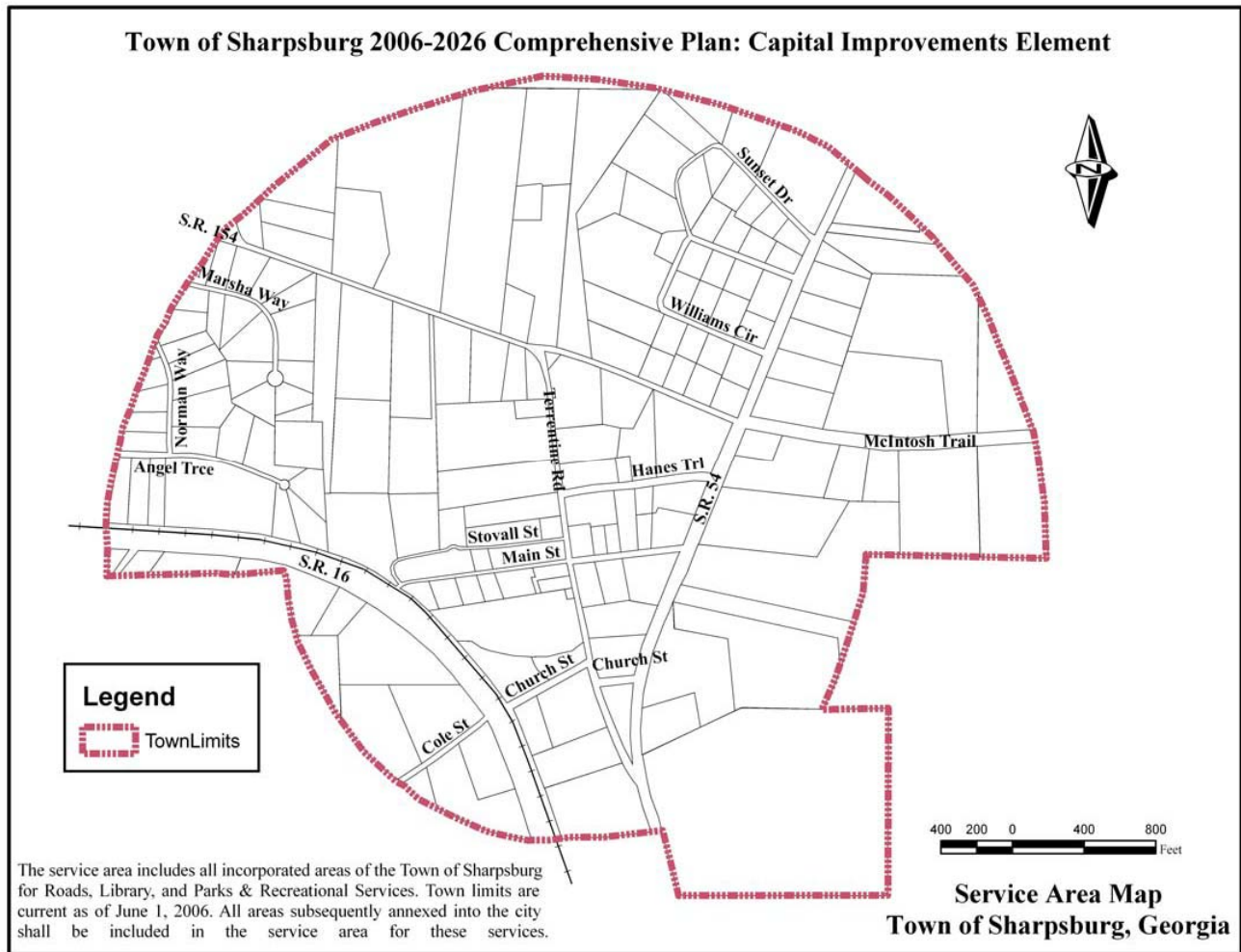
**Capital Improvements Element**

<b>Project Description</b>	<b>Projects Grouping</b>	<b>Planning Cost Estimates</b>	<b>General Fund/ SPLOST</b>	<b>Enterprise Fund</b>	<b>Impact Fees/ Connection Fees</b>	<b>Grants /State Assistance</b>	<b>Private Contributions</b>
Town Signage	Economic	<b>110,000</b>	110,000	0	0	0	0
CIE Development	General	<b>12,500</b>	1,250	0	11,250	0	0
CIE Updates (20 years at \$2000 each update)	General	<b>40,000</b>	4,000	0	36,000	0	0
Community Park	Recreational	<b>200,000</b>	20,000	0	180,000	0	0
Multi-use Recreational Trails	Recreational	<b>1,000,000</b>	100,000	0	900,000	0	0
Neighborhood Park	Recreational	<b>100,000</b>	10,000	0	0	90,000	0
Park Amenities	Recreational	<b>200,000</b>	20,000	0	180,000	0	0
Interconnected Alternative Transportation System Study	Transportation	<b>100,000</b>	20,000	0	0	80,000	0
Main Street add sidewalks	Transportation	<b>400,000</b>	0	0	50,000	350,000	0
TE for Main St and Terrentine St	Transportation	<b>350,000</b>	50,000	0	0	300,000	0
Terrentine Street add sidewalks	Transportation	<b>400,000</b>	0	0	50,000	350,000	0
Traffic Calming Measures	Transportation	<b>40,000</b>	0	0	40,000	0	0
Pave Stoval Street	Transportation	<b>50,000</b>	0	0	50,000	0	0
Downtown Parking	Transportation	<b>50,000</b>	50,000	0	0	0	0
On Site Wastewater	Wastewater	<b>5,000,000</b>	0	0	0	0	5,000,000
Alternative water supply	Water	<b>2,000,000</b>	0	2,000,000	0	0	0
Water Department	Water	<b>100,000</b>	0	100,000	0	0	0
Total		<b>12,450,500</b>	<b>2,128,250</b>	<b>2,100,000</b>	<b>1,897,250</b>	<b>1,210,000</b>	<b>5,115,000</b>



## Designation of Service Areas

The designation of service areas is required in order to charge impact fees. Therefore only the impact fee related projects have a service area designation. The following map depicts the Sharpsburg Town Limits as of June 1, 2006.



The following lists service areas for the described service.

- Roads – All **local roads** within Sharpsburg Town Limits not including development specific roads.
- Parks & Recreation – All **Community Parks and Recreational Trails** within Sharpsburg Town Limits
- Libraries – All **Local Libraries** within Sharpsburg Town Limits





*The service area for all impact fee eligible services are defined to be within the Town Limits of Sharpsburg.* Service areas shall extend into any subsequent annexation of land into the Town of Sharpsburg for all services.

## Schedule of Improvements

With the projects identified and the funding sources determined, a project schedule can be determined. This may require an iterative approach if a project is absolutely necessary sooner than it's available funding. It may be necessary to move other projects or change the projects funding source. This CIE shows all the projects, costs, funding sources and project schedule. It is anticipated that the projects may move based on feed back from the Town Council and the public.

Table 22 on the following pages show the proposed project schedule. The projects in bold red font will need a general obligation bond or other type of loan to be built as scheduled. The dollar amounts are local contributions only and do not include private donations or state/federal assistance. Full project costs are listed in Table 16 on the previous pages. The library materials and multiuse recreational trails are phased-in over several years.

**Table 22: Project Schedule**

Project Description	Projects Grouping	General Fund/ SPLOST	Enterprise Fund	Impact Fees/ Connection Fees	Year
TE for Main St and Terrentine St	Transportation	50,000	0	0	2006
Interconnected Alternative Transportation System Study	Transportation	20,000	0	0	2006
Asphalt Company Parking Lot Improvements	Drainage	17,000	0	0	2007
Turrentine/Church Street Ditch Reconstruction	Drainage	16,000	0	0	2007
Enterprise Computer System	Community Facility	0	0	0	2007
Administration Offices (Expansion at existing Town Hall)	Community Facility	50,000	0	0	2007
Planning Department	Community Facility	50,000	0	0	2007
Alternative water supply	Water	0	2,000,000	0	2007
Water Department	Water	0	100,000	0	2007
Downtown Parking	Transportation	100,000	0	0	2008
Better Home Town Office	Cultural	50,000	0	0	2008
Town Lighting	Economic	50,000	0	0	2008
Neighborhood Park	Recreational	100,000	0	0	2008



Project Description	Projects Grouping	General Fund/ SPLOST	Enterprise Fund	Impact Fees/ Connection Fees	Year
Town Signage	Economic	110,000	0	0	2008
City Hall	Community Facility	250,000	0	0	2008
On Site Wastewater	Wastewater	0	0	0	2008
Holiday Lighting/Decorations	Cultural	100,000	0	0	2009
Multi-use Recreational Trails	Recreational	10,000	0	90,000	2009
Pave Stoval Street	Transportation	0	0	50,000	2009
Main Street add sidewalks	Transportation	0	0	50,000	2010
Multi-use Recreational Trails	Recreational	10,000	0	90,000	2010
Library Volumes	Community Facility	0	0	50,000	2010
Traffic Calming Measures	Transportation	0	0	40,000	2010
<b>Public Works Department</b>	Community Facility	200,000	0	0	2011
Multi-use Recreational Trails	Recreational	10,000	0	90,000	2011
Library Volumes	Community Facility	0	0	50,000	2011
<b>Library Building (beyond the expansion at Garden Club)</b>	Community Facility	0	0	200,000	2011
<b>Terrentine Street add sidewalks</b>	Transportation	0	0	50,000	2011
Multi-use Recreational Trails	Recreational	10,000	0	90,000	2012
Library Volumes	Community Facility	0	0	50,000	2012
Community Park	Recreational	0	0	200,000	2013
Park Amenities	Recreational	0	0	200,000	2013
Library Volumes	Community Facility	0	0	50,000	2013
Multi-use Recreational Trails	Recreational	10,000	0	90,000	2013
Multi-use Recreational Trails	Recreational	10,000	0	90,000	2014
<b>Town Square Civic Center</b>	Community Facility	1,000,000	0	0	2015
Multi-use Recreational Trails	Recreational	10,000	0	90,000	2015
Multi-use Recreational Trails	Recreational	10,000	0	90,000	2016
Multi-use Recreational Trails	Recreational	10,000	0	90,000	2017
Multi-use Recreational Trails	Recreational	10,000	0	90,000	2018

The CIE is a useful planning document to identify how communities can pay for their projects over time. The CIE should be updated on an annual basis to confirm the assumptions used in projecting needs and sources of funds.