

# CITY OF NEWNAN



## COMPREHENSIVE PLAN

2021-2041

## **TABLE OF CONTENTS**

<b>CHAPTER 1: INTRODUCTION AND OVERVIEW</b>	<b>3</b>
<b>CHAPTER 2: COMMUNITY INVOLVEMENT PLAN</b>	<b>9</b>
<b>CHAPTER 3: NEEDS AND OPPORTUNITIES</b>	<b>20</b>
<b>CHAPTER 4: VISION, GOALS, AND POLICIES</b>	<b>25</b>
<b>CHAPTER 5: COMMUNITY WORK PROGRAM</b>	<b>30</b>
<b>CHAPTER 6: REPORT OF ACCOMPLISHMENTS</b>	<b>34</b>
<b>CHAPTER 7: CAPITAL IMPROVEMENTS ELEMENT</b>	<b>38</b>
<b>CHAPTER 8: LAND USE</b>	<b>72</b>
<b>CHAPTER 9: TRANSPORTATION</b>	<b>77</b>
<b>CHAPTER 10: BROADBAND SERVICES</b>	<b>82</b>
<b>APPENDICES:</b>	<b>85</b>
<b>FUTURE LAND USE MAP</b>	
<b>ECONOMIC DEVELOPMENT</b>	
<b>LINC MASTER PLAN (NEWNAN/COWETA TRAIL PLAN &amp; IMPLEMENTATION STRATEGY)</b>	
<b>SAFE ROUTES TO SCHOOL</b>	
<b>BROADBAND SERVICES MAPS</b>	
<b>HOUSING</b>	
<b>COMPREHENSIVE PLAN INTERACTIVE SURVEY RESULTS</b>	
<b>INTERACTIVE MAPPING EXERCISE RESULTS</b>	
<b>COMMUNITY INVOLVEMENT PLAN SUPPLEMENTAL DOCUMENTS</b>	
<b>CONSIDERATION OF THE REGIONAL WATER PLAN AND THE ENVIRONMENTAL PLANNING CRITERIA</b>	

# 1

## INTRODUCTION AND OVERVIEW

## Purpose

The City of Newnan is the county seat of Coweta County and is approximately 35 miles southwest of Atlanta on Interstate 85. Newnan is approximately 19.74 square miles in size. It is home to six historical districts and values the sense of place that the history provides. Newnan is proud to have a truly historic downtown that features a Carnegie Library and a Historic Courthouse. Through the years, Newnan has modernized while growing residentially, commercially, and industrially.



Downtown Newnan

This Comprehensive Plan serves as a guide for local government officials and other community stakeholders. It was completed in accordance with the Georgia Planning Act of 1989 and the Georgia Department of Community Affairs Minimum Standards and Procedures for Local Comprehensive Planning adopted in 2018. This document was crafted with public input and in coordination with a Steering Committee.

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

## **History**

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

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

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

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

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

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

**Census Data Summary**

	2000 Census	2010 Census	2014 ACS	2019 ACS
Population	16,242	33,039	36,203	39,019
Median Age	31.7	32.3	33.3	35.1
Total Households	5,939	12,439	12,697	15,135
Total Housing Units	6,464	13,275	13,783	15,800
Median Income	36,142	49,786	50,175	63,606

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

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

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

## **Public Participation and the Steering Committee**

The update of the City of Newnan Comprehensive Plan was a process that involved heavy public involvement. The City conducted an interactive survey and held two community-wide drop-in workshops (as well as various pop-up events). Paper copies of the survey were also made available. A detailed survey analysis can be found in the Appendices to this document. The required two public hearings gave stakeholders a chance to find out more information.

The City also created a Stakeholders group consisting of approximately 755 community groups and leaders, as well as interested residents and nonresidents alike. This group provided survey input and received email blasts from the City regarding key milestones in the process.

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

## **Steering Committee Members**

**Board of Zoning Appeals** – Frank Flournoy

**Cultural Arts Commission** – Tracey Brooks

**Development Authority** – Jim Markel

**Downtown Development Authority and City Council** – Ray DuBose

**Keep Newnan Beautiful** – Scott Berta

**Newnan Youth Activities Committee** – Smith Pass

**Parks Commission** – Anne Yancey

**Housing Authority** – Sandra Strozier

**Planning Commission** – Proctor Smith, Clay McEntire

**Water and Light Commission** – Jeff Phillips

**Urban Redevelopment Agency** – Eric Miller

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

**Staff**

Tracy Dunnivant, Planning & Zoning Director  
Chris Cole, Planner

# 2

## COMMUNITY INVOLVEMENT PLAN

## Introduction

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



Interview at a pop-up event

## Required Public Hearings

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

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

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



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

## **Lobby Displays and Informational Collateral**

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

## **Website (including interactive survey) and Social Media**

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

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

The promotional video garnered over 1.7K in people reached on Facebook, 153 post clicks, and over 80 website link clicks directly to [www.newnanplanning.org](http://www.newnanplanning.org).

## **Media Outreach Efforts**

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

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

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

## **Constant Contact Updates**

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

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

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

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

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

## **Virtual Information Session**

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

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

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

## **Pop-Up Events**

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

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



Pop-up participant spinning the prize wheel

## **Stakeholders Group**

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

In addition, the City also was assisted by the Newnan-Coweta Chamber of Commerce, Main Street, and the Carnegie library staff. Each of these groups sent email blasts containing the survey to their members and supporters (creating over one thousand additional stakeholders).

## **Identification of Stakeholders**

Newnan-Coweta Board of Realtors  
Three Rivers Regional Commission  
Newnan-Coweta Historical Society  
Newnan-Coweta Habitat for Humanity  
Newnan-Coweta Chamber of Commerce  
Coweta County NAACP Branch 5189  
United Way of Coweta County  
Community Action for Improvement  
Elevate Coweta Students  
Council on Aging – Tommy Thompson Senior Center  
Coweta County Parks and Recreation  
Newnan/Coweta Boys & Girls Club  
The Rutledge Center  
Coweta County African American Heritage Museum  
Summergrove Community Association  
Coweta County Government  
Coweta County Water & Sewerage Authority  
Coweta County Board of Commissioners  
Coweta County Farm Bureau  
Coweta County Schools  
City of Newnan  
City of Newnan City Council  
City of Newnan Downtown Development Authority  
City of Newnan Planning Commission  
City of Newnan City Attorney  
City of Newnan Board of Zoning Appeals  
Newnan Development Authority  
Main Street Newnan  
Housing Authority of Newnan  
Newnan Urban Redevelopment Agency  
Town of Sharpsburg  
City of Senoia  
Town of Haralson  
Town of Turin  
Town of Moreland  
City of Palmetto  
City of Grantville  
Newnan Utilities  
Newnan-Coweta Art Association  
St. Smyrna Baptist Church  
Newnan Presbyterian Church

Mount Sinai Missionary Baptist Church  
Newnan First United Methodist Church  
Unity Baptist Church  
Healing Waters Outreach Ministry  
SouthCrest Church  
Grace Community Fellowship  
St. George Catholic Church  
Central Baptist Church  
A Place of Refuge  
Tabernacle of Prayer  
Holy Zion Ministries  
Crossroads Church  
Mt. Vernon First Baptist Church  
Zion Hill Baptist Church  
First Baptist Church Newnan  
Summit Church  
Newnan Chapel UMC  
Avery Park at Newnan Community Association  
Homebuilders Association of Midwest Georgia  
Coweta County Development Authority  
Coweta County Convention & Visitors Bureau  
Southern Crescent Area Agency on Aging  
Rotary Club of Newnan  
Pilot Club of Newnan  
Newnan Optimist Club  
Newnan Junior Service League  
Meals on Wheels Coweta  
Chalk Level Neighborhood Association  
Kiwanis White Oak Golden K  
Kiwanis of Newnan  
Kiwanis of Coweta  
Georgia Department of Veterans Service  
VFW Post 2667  
American Legion Post 57  
Bridging the Gap  
Piedmont Hospital  
Parent Resource Center – Coweta County School System  
Family Patterns Matter  
Coweta Samaritan Clinic  
Coweta County Family Connection  
Coweta CASA  
Coweta Public Library System  
One Roof Ecumenical Alliance Outreach  
Coweta County Airport Authority

Coweta County Extension Service  
Coweta County Cattlemen’s Association  
Central Educational Center  
West Georgia RESA  
Odyssey Charter School  
Heritage School  
Trinity Christian School  
Central Christian School  
University of West Georgia – Newnan Campus  
West Georgia Technical College  
Pathways Center Behavioral Health  
Coweta County Environmental Health Department  
Coweta County Public Health Department  
Cancer Treatment Centers of America - Atlanta  
Newnan Times-Herald  
Patrick Malloy Communities  
Jeff Lindsey Communities  
Coweta-Fayette EMC  
Georgia Power  
Woodbury Estates at Newnan Crossing  
Heritage Ridge  
Stonebridge at Newnan Crossing  
Keller Williams  
Interested Citizens/Stakeholders

### **Steering Committee**

The City appointed a Steering Committee to serve as a guide in reviewing and formalizing all the comments received through the community involvement process. In 2021, the Steering Committee met on March 11, April 8, April 22, May 6, and May 13.

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

The Steering Committee focused on the following issues:

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



Steering Committee Meeting

## **Drop-In Public Workshops**

The City conducted two drop-in public workshops. The drop-in public workshops were held on March 16, 2021 at the Carnegie Library and on April 14, 2021 at the Newnan Centre. These locations are roughly six miles apart and were chosen because they represent an effort to hold these workshops in different areas in order to obtain diverse input. Both workshops lasted from 6:00 p.m. until 8:00 p.m. The workshops centered on the theme of *“You Can Make A Difference”* and this proved to be a popular theme with the attendees.

This theme was designed to encourage the attendees to envision how they would like to see the city over the next 20 years. As shown in the picture on the following page, attendees put idea “sticky notes” on category-specific sheets such as Economic Development, Land Use, Transportation, Housing, Population, Intergovernmental Coordination, Natural & Cultural Resources, Community Facilities & Services, and Other. Other stations allowed citizens to place stickers on a map that indicated areas in need of redevelopment or areas that should possibly be considered for annexation.



Ideas exercise at a drop-in public workshop

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

# 3

## NEEDS AND OPPORTUNITIES

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



New residential construction in Newnan

## **Land Use**

### **Needs and Opportunities**

- There is an overall lack of available land for development purposes.
- Several sites around the city need attention including the old EMC site, Papp Clinic, the former Piedmont Hospital site, and the Caldwell Tanks.
- Improving the appearance of corridors & highly traveled areas is an ongoing issue.
- There is an ongoing need to preserve the small-town atmosphere as Newnan continues to grow.
- Continue to promote the significance of preserving historic structures.
- Redevelopment opportunities should be pursued on Greenville Street, Bullsboro Drive, Temple Avenue, and around the Mill Village (including addressing greyfields).
- There is potential for expansion through annexation opportunities.
- Mixed-use developments should be encouraged increasingly as a way to improve overall quality of life (increased housing opportunities, traffic improvement, etc.).
- There is a need to identify food deserts within the city limits.

## **Transportation**

### **Needs and Opportunities**

- Connectivity between the various land uses needs to be taken into consideration.
- There is a lack of alternative transportation options.
- Coordination efforts with Coweta County need to be enhanced.
- Bicycle and pedestrian facilities need to be enhanced.
- There is a need to expand the LINC.
- Safety on the LINC needs to be emphasized.
- The creation of pocket parks is a way for Newnan to enhance its transportation network (providing areas that connect different paths).
- The City will increase transportation effectiveness through future improvements to Lower Fayetteville Road.
- The proposed Andrews Street extension is an opportunity for enhanced traffic flow near downtown.
- There is an opportunity to enhance City regulations to encourage safety and quality design through intersection improvements.
- There is a need to assess truck traffic on our major thoroughfares.

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

## **Economic Development**

### **Needs and Opportunities**

- There is a need to produce/maintain a list of community resource organizations.
- There is an ongoing effort to offer prospective business prospects the right mix of site selection factors.
- All stakeholders should take advantage of opportunities created by the University of West Georgia, West Georgia Technical College, and the Central Educational Center.
- The City should make an effort to utilize publicly owned land in the Central Business District.
- Efforts should be made to explore the commercial potential and the greenspace potential in the downtown area (including alleys).
- Continue to promote through key informational outlets the availability of Newnan's trained workforce.
- There is a need to create a disaster recovery plan.
- There is a need to support opportunities to preserve and expand arts and cultural activities.
- The alleys in downtown Newnan are in various states of need.

## **Capital Improvements**

### **Needs and Opportunities**

- The Newnan Development Authority needs to be better utilized in assisting with capital improvements.
- Efforts need to be made to improve stormwater management.
- Parking in downtown needs to be an ongoing priority.
- Additional parks need to be identified in order to provide more recreational opportunities.
- The City has begun and plans to continue to improve gateways into the city limits.
- The identification of a possible parking deck for downtown is key (possibly partnering with the private sector).

- Additional recreational opportunities should be considered as to the need/feasibility.
- The City will continue to work with Newnan Utilities to ensure that adequate water and wastewater facilities are developed and maintained to meet the needs of current and future users.

## **Housing**

### **Needs and Opportunities**

- Encourage a mixture of housing while protecting residential historic districts.
- Investments should be made in diversifying affordable housing solutions, while maintaining community standards.
- Promote preservation efforts for residential historic districts.
- Explore ways to address gentrification/displacement issues.
- Dilapidated residential housing and poor property maintenance presents an ongoing need.
- The issue of housing for persons recovering from domestic violence, as well as the homeless, needs to be addressed through a coordinated effort with area agencies and organizations.
- Affordable housing opportunities should be identified and promoted (infill within downtown and existing neighborhoods).
- Increased involvement for the Newnan Urban Redevelopment Agency is a viable opportunity.
- The City can encourage a focus on quality building materials to help ensure excellent residential products.
- The City will work to encourage safe, walkable neighborhoods through Public Safety efforts and quality infrastructure design.
- There is a need for high-end housing as more professional-level employment opportunities develop.
- The City will continue working toward reestablishing existing neighborhoods impacted by the tornado of 2021.

# 4

## VISION, GOALS, AND POLICIES

## Vision Statement

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

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

Market Day event in Downtown Newnan



In order to keep the Vision Statement at the forefront of policy decisions over the next 20 years, this chapter also highlights Goals and Policies. In crafting the Goals and Policies, an effort was made to present ideas that would help address the Needs and Opportunities.

## **Goals and Policies**

### **Capital Improvements**

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

- Continuing to maintain existing facilities/infrastructure:
  - Continue to prioritize road resurfacing needs
  - Continued maintenance and use of existing and aging buildings
- Continuing to make stormwater management improvements
- Developing new facility needs:
  - Parking deck
  - Extend sewer to the EMC property for redevelopment
- Creating an integrated transportation system by incorporating alternative transportation modes into existing transportation routes and adding new routes and pathways that connect to the existing:
  - Continuing sidewalk improvements and installation
  - Integrating transportation: trails, paths, greenbelt, etc.
  - Encouraging and developing alternative transportation modes
- Improving entryway corridors
- Continuing to address new transportation needs and congestion issues:
  - Traffic flow on Lower Fayetteville Road and Bullsboro Drive

### **Economic Development**

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

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

- Encouraging and supporting alternative/unique job growth, such as cottage industries, entertainment districts, cultural opportunities, live-work units, food trucks, etc.
- Focusing on being “business friendly”
- Supporting redevelopment opportunities and greyfield areas (such as large spans of parking lots on Bullsboro Drive, Greenville Street, and Temple Avenue)
- Promoting educational opportunities for the workforce
- Promoting a “small-town feel” by emphasizing safety and the arts
- Encouraging the development of a rail project between Newnan and Senoia to enhance tourism

## **Housing**

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

- Considering mill housing redevelopment and infill lots to increase downtown housing stock
- Using amenities, materials, sizes, etc. as key factors in ensuring quality housing development
- Protecting existing historic residential neighborhoods in downtown and the surrounding historic districts
- Encouraging and supporting:
  - Adaptive use/redevelopment
  - Integrating amenities/other uses (mixing of uses)
- Encouraging and supporting opportunities for affordable residential development near accessible amenities and employment centers
- Expanding resources to meet the needs of group/personal care homes/transitional homeless shelter space
- Addressing substandard housing through partnerships
- Encouraging mixed-use development with greenspaces, residential, and commercial/office – live, work, play
- Anticipating and preparing for high-end housing needs
- Considering the adoption of incentives for developments that address specific housing needs within targeted areas of the city
- Identifying grant opportunities that address housing needs within the city

## **Land Use**

We will manage land use through active planning by:

- Considering the City's ability to maintain its level of services while continuing to grow
- Encouraging growth and development that supports a high quality of life for the citizens (sustainability)
- Encouraging redevelopment/greyfield development (large parking lot spans) and use of existing infrastructure, especially water and sewer
- Welcoming the annexation of islands and/or peninsulas
- Encouraging a mixture of uses to promote quality of life and alternative transportation options
- Encouraging higher densities in appropriate locations as a means for continued growth and development
- Supporting advanced manufacturing and Class A office development
- Balancing more intense uses with usable greenspace and amenities in appropriate locations

## **Transportation**

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

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

# 5

## COMMUNITY WORK PROGRAM

The Community Work Program is a key implementation tool, which reflects those activities and strategies that the City of Newnan has chosen to undertake in the current five-year period (2021-2025).

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

## City of Newnan Comprehensive Plan 2021-2041

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

Source: City of Newnan

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

<b>IMPROVEMENTS   STWP ADDENDUM</b> <b>LONG-TERM, INDEFINITE, AND CONTINUOUS ACTIVITIES*</b>						
Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
Develop LINC trail system (remaining phases)	2026	2030	\$27,847,026.90	\$3,000,000	Impact Fees, City, County	City Manager
Improvements to Lower Fayetteville Road	2017	2028	\$67,560,000	\$5,000,000	Impact Fees, City, FHWA	Engineering
Maintain/Resurface Streets	Annual	Continuous	\$1,000,000 annually	\$0	General Fund, SPLOST, LMIG	Engineering, Public Works
Acquire a heavy-duty vehicle for fire department	2026	2026	\$750,000	\$750,000	Impact Fees	Fire
Acquire a heavy-duty vehicle for fire department	2030	2030	\$750,000	\$750,000	Impact Fees	Fire
Acquire a heavy-duty vehicle for fire department	2035	2035	\$750,000	\$750,000	Impact Fees	Fire
Acquire a heavy-duty vehicle for fire department	2040	2040	\$750,000	\$750,000	Impact Fees	Fire
Network Servers, Storage, and Switches	2026	2026	\$250,000	\$0	TBD	Information Technology
City Fiber Ring	2030	2032	\$500,000	\$0	TBD	Information Technology

Source: City of Newnan

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

\*Long-Term means any activity that is to begin in or more than five years (2026) from the current year (2021). All activities that have an indefinite or continuous end date, but a known start date prior to 2026, are included here to have the STWP represent only activities with known start end dates. Also, it is conceivable that many of the activities with unknown end dates are or may become permanently ongoing activities.

# 6

## REPORT OF ACCOMPLISHMENTS

## 2016-2021 REPORT OF ACCOMPLISHMENTS

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

City of Newnan Comprehensive Plan 2021-2041

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

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

# 7

## CAPITAL IMPROVEMENTS ELEMENT

## Introduction

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

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

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

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

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

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

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

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

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

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

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

## Definitions

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

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

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

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

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

***Functional Population:*** the combination of residential population and employment.

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

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

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

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

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

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

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

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

## **Designation of Service Area & Adopted Service Level Standards**

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

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

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

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

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

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

### Facilities Eligible for Impact Fee Funding

	Eligible Facilities	Service Areas	Level of Service Standards
<b>Fire Services</b>	Stations, Fire Engines, Rescue Units, Other Trucks	City Limits	516.71 s.f. & 0.281 vehicles per 1,000 residents
<b>Parks &amp; Recreation</b>	Park Land, Recreation Facilities	City Limits	2.83 acres of parkland per 1,000 residential units
<b>Roads, Streets, and Bridges</b>	Right-of-Way, Roads, & Intersections	City Limits	Class D

Source: City of Newnan Department of Community Development.

### Projection of Needs

In order to accurately calculate the demand for expanded services for the City of Newnan, a set of projections has been prepared. These projections include forecasts for population, housing units, households, and employment for the years 2016 to 2041.

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

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

- Population data and forecasts are used to establish current and future demand for services standards where the LOS is per capita based.
- Housing unit data and forecasts are used to calculate impact. The number of households, defined as *occupied* housing units, is always smaller than the supply of available housing units. Over time, however, each housing unit is expected to

become occupied by a household, even though the unit may become vacant during future resales or turnovers.

- Employment data is combined with population data to produce functional population figures. This represents the total number of persons who receive services from the City.
- The initial projection of needs was based on population projections and employment forecasts developed in the Comprehensive Plan. The projections included in this update are revised to reflect the composition of Newnan more accurately. This component must also indicate those system improvements that will be required to serve the projected growth.

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

**Employment** calculations were based on an average 3.8% employment growth rate based on the year-to-year Census Bureau averages from 2016 to 2019.

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

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

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

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

## Population and Housing Forecasts

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

Source: U.S. Census Bureau and City of Newnan Department of Community Development  
 \*Actual Numbers from Census Bureau

## Fire Services

The Newnan Fire Department currently has an ISO rating of 2 and consists of four stations. The main station/headquarters is located at 23 Jefferson Street and is referred to as NFD1. The second station, Y. Glenn McKenzie Fire Station, is located at 1516 Lower Fayetteville Road and is referred to as NFD2. The third station is located at 138 Temple Avenue and is known as Westside Fire Station. The fourth station is located at 3 Farmer Commercial Park Drive. These stations combined consist of 65 total employees.

### Current LOS: Fire Services Department Vehicles

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

Source: City of Newnan Fire Department

The LOS for fire protection in the City of Newnan is measured in terms of number of engines, tankers, rescue units, and other vehicles with a projected life of greater than ten years, as well as by the number of square feet of fire station space per 1,000 functional population. Functional population is used as a measure because fire protection is a service provided to both residences and businesses in the City. The functional population for the year 2041 is 108,324. The Current LOS is 0.19 vehicles and 443.86 square feet of station space per 1,000 functional population.

**Current LOS: Fire Services Facilities**

Service Unit	Current Units (vehicles or s.f.)
NFD 1 (23 Jefferson Street)	9,202
NFD 2 (1516 Lower Fayetteville Road)	5,505
NFD 3 (138 Temple Avenue)	2,280
Storage Facility	2,000
<b>Facilities built with Impact Fees Since 2016</b>	
NFD 4 (3 Farmer Commercial Drive)	8,870
<b>Total sq.ft. of stations</b>	<b>27,857</b>
LOS = Current Units / 2021 Functional Population * 1,000 Current LOS = 7 vehicles / 62,761 x 1,000 = <b>0.11 vehicles per 1,000 people*</b> Current LOS = 27,857 sq.ft. / 62,761 x 1,000 = <b>443.86 sq.ft. per 1,000 people*</b>	

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

Over the course of the twenty years detailed in this Capital Improvements Element, the Newnan Fire Department may also purchase new vehicles through other funding mechanisms, such as SPLOST or the general fund. These purchases will increase the LOS, which the impact fees will then maintain. Impact fees are designed to maintain the level of service standard of a service area as the population increases. Impact fees will never be used to correct deficiencies in service caused by factors other than population increases. The LOS standards are multiplied by the estimated difference in functional population between the years 2021 and 2041 to produce the expected future demand.

### Future Demand: Fire Services

2021 Functional Population: 62,761
2041 Functional Population: 108,324
2021-2041 Population Difference: 45,563
additional population x LOS standard / 1,000 people = future demand $45,563 \times 0.281 / 1,000 = \mathbf{13}$ additional vehicles needed minus the zero (0) vehicles purchased with impact fees since 2016 = <b>13 additional vehicles needed</b> $45,563 \times 516.71 / 1,000 = 23,543$ sq.ft. of additional space needed minus the 8,870 sq.ft. built with impact fees since 2016 = <b>14,673 sq.ft. of additional                      space needed</b>

Source: City of Newnan Department of Community Development

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

### Parks and Recreation

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

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

**Current LOS: Parks and Recreation**

Park	Acreage
Carl Miller Park	6.8
Cranford Park	0.7
Lynch Park	9.5
Ray Park	1.9
South Street Tot Lot	0.3
Temple Park	2.6
Verona Rosser	0.7
Westgate Park	2.5
CJ Smith Park	12
Greenville Street Park	2.76
Sprayberry Road	6.2
First Avenue Park	3.5
<b>Parks added with Impact Fees Since 2016</b>	
LINC – Phases 1 through 4	4.32
<b>Total sq.ft. of all parks</b>	<b>44.08</b>
Current LOS = Current Units acreage / 2021 Housing Units x 1,000 Current LOS = 44.08 /16,600 units x 1,000 = <b>2.66 acres per 1,000 units</b>	

Source: City of Newnan Department of Community Development

The LOS standards are multiplied by the estimated difference in housing units between the years 2021 and 2041 to produce the expected future demand. See the following table “Parks and Recreation Future Demand” for details.

**Future Demand: Parks and Recreation**

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

Source: City of Newnan Department of Community Development

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

## **Roads, Streets, and Bridges**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Minimum Daily Volume at LOS

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

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

Source: Florida Level of Service and Guidelines Manual for Planning

The demand for future service was determined by calculating the amount of traffic to be generated on all of the vacant land within the City limits. No annexations are considered in calculating future demand.

The first step in determining the future demand is to calculate the amount of vacant non-residential land in the City, by land use, as shown below.

### Vacant Land by Land Use Category

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

Source: City of Newnan Department of Community Development

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

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

Commercial- 521.04 acres x 5,830 sq. ft. = **3,037,663 sq. ft. to be built**

Office/Professional- 78.86 acres x 11,435 sq. ft. = **901,764 sq. ft. to be built**

Industrial- 151.72 acres x 11,075 sq. ft. = **1,680,299 sq. ft. to be built**

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

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

Commercial-  $3,037,663 / 16,659 =$  **182 additional developments**

Office/Professional-  $901,764 / 29,125 =$  **31 additional developments**

Industrial-  $1,680,299 / 58,000 =$  **29 additional developments**

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

Commercial:  $\text{Ln}(T) = 0.65 \text{Ln}(X) + 5.83 =$  **2,118 trips per business**

Office/Professional:  $\text{Ln}(T) = 0.76 \text{Ln}(X) + 3.68 =$  **473 trips per business**

Industrial:  $T = 7.47(X) - 101.92 =$  **331.34 trips per business**

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

Commercial: 2,118 trips per business x 182 businesses = **385,476 trips generated**

Office/Professional: 473 trips per business x 31 businesses = **14,663 trips generated**

Industrial: 331 trips per business x 29 businesses = **9,599 trips generated**

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

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

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

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

8,328 residential units x 9.52 trips per unit = **79,283 trips generated by residential land**

By adding the trips generated by residential and non-residential land, the total traffic generated by all vacant land in the City is **489,021 total average daily trips**.

## Calculation

As can be seen below, the total of all impact fees applicable to a residential unit (includes parks and recreation, fire services, and roads, streets, and bridges) is **\$1,110.84**. When calculating impact fees, the following facts are important to keep in mind:

- The figures used in calculating impact fees are located in the “Population and Housing Forecasts” table.
- The numbers used for non-residential examples are rounded for informational purposes. The true amount levied for a development, matching the examples in size and use, may differ slightly and inconsequentially.
- For some structures (i.e. hotels, self-serve car washes), the factor is not multiplied by square footage but rather by a different unit of measure. For instance, hotels use the number of rooms and self-serve car washes utilize the number of stalls.
- All formulas and multipliers used for computing the number of trips for a development are derived from the Institute of Transportation Engineers (ITE) manual, “Trip Generation, 9<sup>th</sup> edition” or the “Coweta County Impact Fee Methodology Report.” Formulas for a weekday were used when consulting the ITE manual.
- Multipliers represent the average number of employees per unit of measure.
- The multipliers, unit of measures, and trip generation formulas are provided for each land use in the “Multipliers and ITE Formulas” table at the conclusion of this section.
- The amount collected refers to the amount that has been collected *and* is unspent.
- Interest is the amount of interest earned by each category as of May 2021.

## Parks and Recreation

The impact fee for parks is based upon housing units. The amount charged per residential unit is determined by dividing the cost of all remaining impact fee eligible parks and recreation projects (less the amount of impact fees collected and interest earned for parks through May 2021 and credit for SPLOST, if applicable) by the difference in housing units from 2021 until 2041. This number is then charged the 3% administrative fee, allowed by the State of Georgia, to obtain the final fee per residential unit. It is noteworthy that non-residential structures are not charged an impact fee for parks and recreation, as those types of development typically do not impact parks or recreation.

### Impact Fee Calculation: Parks and Recreation

Total cost of remaining impact fee eligible parks and recreation projects: \$5,853,099
Impact fees plus interest earned collected through May 2021 minus projects completed: \$1,218,507.85
SPLOST Credit: \$0
2021-2041 housing unit difference: 5,971
cost of projects - amount collected and interest earned - credit / housing unit difference = fee per residential unit $\$5,853,099 - \$1,218,507 - \$0 / 5,971 = \mathbf{\$776.18}$
fee per residential unit + 3% administrative fee = final fee per residential unit $\$776.18 + \$23.29 = \mathbf{\$799.47}$

Source: City of Newnan Department of Community Development

## Fire Services

The impact fee for fire services is based upon functional population. The amount charged per person is determined by dividing the cost of all remaining impact fee eligible fire services projects (less the amount of impact fees collected and interest earned for fire services through May 2021) by the difference in functional population from 2021 until 2041. This number is then charged the 3% administrative fee, allowed by the State of Georgia, to obtain the final fee per person.

**Impact Fee Calculation: Fire Services**

Total cost of remaining impact fee eligible fire services projects: \$3,800,000
Impact fees collected plus interest earned through May 2021 minus projects completed: \$727,530.61
SPLOST Credit: \$0
2021-2041 functional population difference: 45,563
cost of projects - amount collected and interest earned / functional population difference = fee per person $\$3,800,000 - \$727,530.61 / 45,563 = \$67.43$
fee per person + 3% administrative fee = final fee per person $\$67.43 + \$2.02 = \$69.45$

Source: City of Newnan Department of Community Development

The figures shown in the preceding table are not the amounts charged as impact fees to new developments. Instead, the final fee per person (\$28.77) is the amount charged per person employed by or living on the property being developed. Thus, in order to convert the cost per person into an impact fee for the development, the final fee per person must be multiplied by the estimated number of residents or employees.

For residential structures, the City estimates a household size of 2.8 at the end of the planning period. **Therefore, the residential fire services impact fee for all residential structures is as follows:  $\$69.45 \times 2.8 = \$194.46$ .**

For non-residential structures, the Institute of Transportation Engineers (ITE) has created factors (multipliers, see “Multipliers and ITE Formulas” table below) which are multiplied by the square footage of the structure in order to determine the number of employees. As an illustration, the multiplier for an apparel store is 1.67. Thus, the fire services impact fee charged to a 2,000 square foot apparel store would be as follows:  $\$69.45 \times 2 \times 1.67 = \$231.96$ .

**Roads, Streets, and Bridges**

The impact fee for roads, streets, and bridges is based upon the number of trips generated by the development. The amount charged per trip generated is determined by dividing the cost of all remaining impact fee eligible roads, streets, and bridges projects (less the amount of impact fees collected and interest earned for roads, streets, and bridges through May 2021 and credit for SPLOST) by the trips generated from 2021 until 2041. This number is then charged the 3% administrative fee, allowed by the State of Georgia, to obtain the final fee per trip.

**Impact Fee Calculation: Roads, Streets, and Bridges**

Total cost of remaining impact fee eligible roads, streets, and bridges projects: \$6,300,000
Impact fees collected plus interest earned through May 2021 minus projects completed: \$470,198.08
SPLOST Credit: \$0
2021-2041 trips generated: 515,134
cost of projects - amount collected and interest earned - credit / trips generated = fee per trip \$6,300,000 - \$470,198.08 - \$0 / 489,021 = <b>\$11.92</b>
fee per trip + 3% administrative fee = final fee per trip \$11.92 + \$0.36 = <b>\$12.28</b>

Source: City of Newnan Department of Community Development

As with fire services, the figures shown in the preceding table are not the amounts charged as impact fees to new developments. Instead, the final fee per trip (\$11.79) is the amount charged per trip generated by the property being developed. Thus, in order to convert the cost per trip into an impact fee for the development, the final fee per trip must be multiplied by the estimated number of trips generated. The Institute of Transportation Engineers has developed formulas to help determine how many trips a development generates per day. The formulas used to determine the impact fee based on the number of trips generated depends of the type of development in question.

The formula for a residential structure is fairly simple. The ITE estimates that a residential structure generates 9.52 trips per day. **Therefore, the roads, streets, and bridges impact fee for all residential structures is as follows: \$12.28 x 9.52 = \$116.91.**

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

All formulas are given in the ensuing “ITE Formulas” table. The formula for an apparel store is  $T = 66.4(X)$ . For a 2,000 square foot apparel store, 132.8 trips will be generated per day ( $132.8 = 66.4*2$ ). Thus, the roads, streets, and bridges impact fee charged to a 2,000 square foot apparel store would be as follows: **\$12.28 x 132.8 = \$1,630.78.**

## Multipliers and ITE Formulas

Land Use	New Unit of Measure (1,000 sq. ft. unless noted)	New Formula to Determine Trip Generation	New Multiplier
Residential	Dwelling Unit	$T=9.52(X)$	2.6
Apparel Store		$T=66.4(X)$	1.67
Arena	Acres	$T=33.33(X)$	3.33
Assisted Living	Beds	$T=2.74(X)$	0.67
Athletic Club		$T=2.97(X)$	0.46
Automobile Parts Sales		$T=61.91(X)$	0.96
Bank		$T=148.15(X)$	3.8
Building Materials & Lumber Store		$T=45.16(X)$	1.44
Bowling Alley		$T=33.33(X)$	1
Cemetery	Acres	$T=4.73(X)$	0.06
Church		$T=36.63(X)$	0.52
Clinic		$T=31.45(X)$	4.08
Commercial Airport	Commercial Flights per Day	$T=122.21(X)$	10.90
Convenience Store		$T=737.99(X)$	1.8
Convenience Store w/ Gasoline Pumps		$T=845.6(X)$	1.8
Day Care Center		$T=74.06(X)$	2.6
Discount Club		$T=41.8(X)$	1.36
Drive-in Bank		$T=148.15(X)$	4
Electronics Superstore		$T=45.04(X)$	0.96
Factory Outlet Center		$T=26.59(X)$	1.67
Fast-Food Restaurant with Drive-Through Window		$T=496.12(X)$	10.9
Free-Standing Discount Store		$T=57.24(X)$	1.44
Free-Standing Discount Superstore		$T=50.75(X)$	0.96
Furniture Store		$T=5.06(X)$	0.48
General Aviation Airport	Based Aircraft	$T=5(X)$	0.40
General Heavy Industrial		$T=1.5(X)$	1.82
General Light Industrial		$T=6.97(X)$	2.31
General Office Building		$T=11.03$	3.07
Golf Course	Holes	$T=35.74(X)$	1.9
Golf Driving Range	Tees	$T=13.65(X)$	4.07
Hardware/Paint Store		$T=51.29(X)$	0.96
High-Turnover (Sit-Down) Restaurant		$T=127.15(X)$	7.46
Home Improvement Superstore		$T=30.74(X)$	0.96

City of Newnan Comprehensive Plan 2021-2041

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

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

## Impact Fee Financial Reports

<b>ANNUAL FINANCIAL REPORT FOR 2020</b>					
<b>Public Facility Type</b>	<b>Parks and Recreation</b>	<b>Fire Services</b>	<b>Police Protection</b>	<b>Roads, Streets, and Bridges</b>	<b>Total</b>
<b>Service Area</b>	City of Newnan	City of Newnan	City of Newnan	City of Newnan	
<b>Beginning Impact Fee Fund Balance</b>	\$621,886	\$252,883	\$2	\$231,705	\$1,106,476
<b>Impact Fees Collected</b>	\$147,290	\$79,320	\$0	\$143,357	\$369,967
<b>Accrued Interest</b>	\$2,004	\$822	\$0	\$813	\$3,639
<b>Project Expenditures</b>	(\$309)	(\$2,236)	(\$0)	(\$48,330)	(\$50,875)
<b>Impact Fee Other Financing Activities</b>	\$0.00	\$180,000	\$0.00	\$0.00	\$180,000
<b>Ending Impact Fee Fund Balance</b>	\$770,871	\$510,789	\$2	\$327,545	\$1,609,207
<b>Impact Fees Encumbered</b>	\$0	\$0	\$0	\$0	\$0

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

## Capital Improvements Element Projects

### Capital Improvements Projects: Parks and Recreation

Newnan		Capital Improvements Projects - 2021					
Public Facility				Parks and Recreation			
Service Area				City Limits			
Project Description	Project Start Date	Project End Date	Estimated Cost of Project	Portion Chargeable to Impact Fees	Funding Sources	Responsible Party	Status
Develop LINC trail system (Phases 1-4)	2017	2022	\$10,035,800	\$6,000,000 (spent \$3,146,901 already)	SPLOST 13, Impact Fees, General Fund	City Manager	Under Construction

Source: City of Newnan Planning and Zoning Department

### Capital Improvements Projects: Fire Services

Newnan		Capital Improvements Projects - 2021					
Public Facility				Fire Services			
Service Area				City Limits			
Project Description	Project Start Date	Project End Date	Estimated Cost of Project	Portion Chargeable to Impact Fees	Funding Sources	Responsible Party	Status
Obtain light duty response truck	2018	2021	\$240,000	\$240,000	Impact Fees	Fire	Planning
Acquire a heavy-duty vehicle for fire department	2024	2024	\$560,000	\$560,000	Impact Fees	Fire	Planning

Source: City of Newnan Planning and Zoning Department

**Capital Improvements Projects: Roads, Streets, and Bridges**

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

Source: City of Newnan Planning and Zoning Department

## Wastewater Collection and Treatment

### Introduction

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

Development impact fees will be used to produce the capital requirements for the additional treatment capacity, which includes pumping station expansions, storage ponds,

force mains and easements. This capacity is accessed through the existing collection system, consisting of trunk mains and lines as well as pumping stations located throughout the service areas as appropriate. Pumping stations are necessary when topography prohibits use of gravity flow collection.

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

### **Designation of Service Area and Levels of Service**

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

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

**Drainage Basins and WPCPs**

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

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

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

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

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

**Facilities Eligible for Impact Fee Funding**

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

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

**Current National Pollutant Discharge Elimination System Permit Limitations**

Wastewater Facility	Service Level
Mineral Springs WPCP	1.2 MGD gallons treated per day
Wahoo Creek WPCP	3.00 MGD gallons treated per day

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

**Projection of Needs**

Newnan Utilities is utilizing the population projections developed for the Comprehensive Plan 2021-2041. They refer to this set of projections as “build-out” projections since they do not take annexation into consideration. Concerning commercial and wastewater sources, the *Wastewater System Master Plan Update* has this to say: “Currently none of the industries in Newnan discharge more than 50,000 gallons per day into the public sewers and treatment plants. The largest industrial discharger in Newnan is the William Bonnell Company, which has its own wastewater treatment plant and discharge permit. Commercial development is expected to increase rapidly in the area known as Newnan Crossing.

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

projections in Newnan, the historical flow rates were used for calibration by residential population (gallons per day per capita).”

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

### Wastewater Flow Projections

	<b>Max. Month in MGD</b>	<b>AADF</b>	<b>Peak Hour in MGD</b>
<b>2016</b>	4.17	3.59	9.92
<b>2017</b>	4.27	3.67	10.11
<b>2018</b>	4.37	3.76	10.30
<b>2019</b>	4.47	3.85	10.50
<b>2020</b>	4.57	3.94	10.70
<b>2021</b>	4.68	4.03	10.90
<b>2022</b>	4.79	4.12	11.11
<b>2023</b>	4.90	4.22	11.33
<b>2024</b>	5.01	4.31	11.54
<b>2025</b>	5.13	4.42	11.76
<b>2026</b>	5.25	4.52	11.99
<b>2027</b>	5.37	4.62	12.22
<b>2028</b>	5.50	4.73	12.45
<b>2029</b>	5.63	4.84	12.69
<b>2030</b>	5.76	4.95	12.93
<b>2031</b>	5.89	5.07	13.18
<b>2032</b>	6.03	5.19	13.43
<b>2033</b>	6.17	5.31	13.69
<b>2034</b>	6.31	5.43	13.95
<b>2035</b>	6.46	5.56	14.21
<b>2036</b>	6.61	5.69	14.48
<b>2037</b>	6.77	5.82	14.76
<b>2038</b>	6.93	5.97	15.06
<b>2039</b>	7.09	6.11	15.37
<b>2040</b>	7.27	6.26	15.67
<b>2041</b>	7.44	6.41	15.99

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

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

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

### Schedule of Improvements and Description of Funding Sources

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

Source: Newnan Utilities

All projects planned by Newnan Utilities from 2021-2026 are capital expenditures and paid for through impact fees. The STWP and CIE tables for Wastewater Collection and Treatment, located below, show this. For the most part, the projects given in the STWP and STWP Addendum tables are divided into phases, as Newnan Utilities’ expansion plan is likewise divided. The expansion plan in question can be seen in the ensuing table titled, “Recommended Wastewater Treatment Expansion Plan.”

Wastewater Collection and Treatment - Short-Term Work Program - 2021						
Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
Mineral Springs and Wahoo Creek Upgrade; WRF	2021	2024+	\$3,000,000	\$3,000,000	Impact Fees (100%)	Newnan Utilities
Collection System Improvements	2021+	2024+	\$2,000,000	\$2,000,000	Impact Fees (100%)	Newnan Utilities

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

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

<b>IMPROVEMENTS-STWP ADDENDUM LONG-TERM, INDEFINITE, AND CONTINUOUS ACTIVITIES*</b>						
<b>Project or Activity</b>	<b>Project Start Date</b>	<b>Project Completion Date</b>	<b>Estimated Project Cost</b>	<b>Portion Chargeable to Impact Fees</b>	<b>Sources of Funds (&amp; Share)</b>	<b>Responsible Party</b>
Phase I – Expansion of Mineral Springs WPCP and Wahoo Creek; Conversion to WRF	Indefinite	Indefinite	\$40,513,200	\$40,513,200	Impact Fees (100%), Other Sources	Newnan Utilities
Phase II – Construction of Land Application System	Indefinite	Indefinite	\$14,130,300	\$14,130,300	Impact Fees (100%), Other Sources	Newnan Utilities
Collection System Construction	Indefinite	Indefinite	\$21,532,400.00	\$21,532,400.00	Impact Fees (100%), Other Sources	Newnan Utilities

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

\*Long-Term means any activity that is to end more than five years (2026) from the current year (2021). It is conceivable that many of the activities with unknown end dates are or may become permanently ongoing activities. In addition, the figures are not exact totals for the projects they represent. They are estimates as used in the “Calculation of Impact Fee in 2005” table.

<b>Wastewater Collection and Treatment - Capital Improvements Projects -- 2021</b>						
<b>Public Facility:</b>	<b>Wastewater Collection and Treatment</b>					
<b>Service Area:</b>	<b>City Limits</b>					
<b>Project Description</b>	<b>Project Start Date</b>	<b>Project End Date</b>	<b>Estimated Cost of Project*</b>	<b>Funding Sources</b>	<b>Status</b>	
Wahoo Creek Upgrade Belt Press	2019	2021+	\$1,000,000	Impact Fees (100%)	Construction	
Collection System Improvements	2021	2021+	\$1,000,000	Impact Fees (100%)	Planning	
Compost Site Improvements	2021	2021+	\$250,000	Impact Fees (100%)	Planning	

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

**Recommended Wastewater Treatment Expansion Plan (2021)**

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

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

**Calculation of Impact Fee**

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

“Capital Improvements for Newnan’s wastewater system have been supported by the collection of impact fees from new sewer customers. After the Master Plan was updated in 1998, an impact fee of \$12.12 per gallon was determined in 1999 from the projected future capital costs. The population and flow projections have changed and the plan has been revised to obtain a total capacity of 10 MGD by the year 2050. Newnan Utilities will continue to collect impact fees based off the 2005 Calculation of Impact Fees schedule below.”

**Calculation of Impact Fees in 2005**

PRIOR CAPITAL EXPENDITURES	
EXISTING WAHOO WPCP EXPANSION COSTS (OUTSTANDING PRINCIPAL IN 2005)	\$ 2,962,200.00
RECENT LAND PURCHASES FOR LAND APPLICATION	\$ 4,320,000.00
SUBTOTAL PRIOR TO PHASE I	\$ 7,282,200.00
PHASE I MINERAL SPRINGS WPCP EXPANSION (2001)	\$ 3,407,000.00
COMPLETION (2004)	\$ 2,214,000.00
DECHLORINATION (2005)	\$ 55,000.00
BELT FILTER PRESS	\$ 190,000.00
ENGINEERING	\$ 1,212,000.00
ADMINISTRATIVE	\$ 1,000,000.00
PHASE I MINERAL SPRINGS WPCP SUBTOTAL	\$ 8,078,000.00
PHASE II ESTIMATE	\$ 14,130,300.00
PHASE III ESTIMATE	\$ 6,931,500.00
PHASE IV ESTIMATE	\$ 18,449,800.00
PHASE V ESTIMATE	\$ 15,131,900.00
COLLECTION SYSTEM ESTIMATE	\$ 21,532,400.00
CAPITAL COSTS OF TREATMENT EXPANSIONS (PHASE I-V + PRIOR WAHOO CREEK)	\$ 91,536,100.00
IMPACT FEES COLLECTED FROM 1999 THROUGH AUGUST 30, 2005	\$ 13,623,185.00

BALANCE TO BE COLLECTED	\$ 77,912,915.00
REMAINING CAPACITY @ WPCPs FOR SALE (MGD)	0.15
PROPOSED SYSTEM CAPACITY INCREASE (MGD)	6.25
TOTAL CAPACITY AVAILABLE FOR SALE (MGD)	6.40
<b>RE-FACTORED IMPACT FEE (\$/GALLON)</b>	<b>\$12.17</b>
<b>RESIDENTIAL FEE BASED ON 300 GALLONS PER HOUSE</b>	<b>\$3,652</b>

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

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

# 8

## LAND USE

## **Narrative and Description**

### **Land Use Classification**

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

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

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

## City of Newnan’s Future Land Use Categories

### *Historic Neighborhood*

#### **Category Description:**

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

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

### *Built Community*

#### **Category Description:**

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

### *Planned Development*

#### **Category Description:**

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

### *Emerging Suburban*

#### **Category Description:**

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

**Emerging Missing Middle Residential**

**Category Description:**

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

**Historic Downtown**

**Category Description:**

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

**Business/Office**

**Category Description:**

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

**Mixed Use**

**Category Description:**

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

**Redevelopment Opportunity Areas**

**Category Description:**

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

**Industrial**

**Category Description:**

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

**Public and Institutional**

**Category Description:**

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

**Parks, Recreation, and Conservation**

**Category Description:**

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

# 9

## TRANSPORTATION

## **Transportation**

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

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

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

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



Portion of the LINC

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

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

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

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

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

### **Needs and Opportunities**

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



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

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

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

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

# 10

## BROADBAND SERVICES

## Broadband Services

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

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

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



A 5G pole on Newnan Crossing Bypass

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

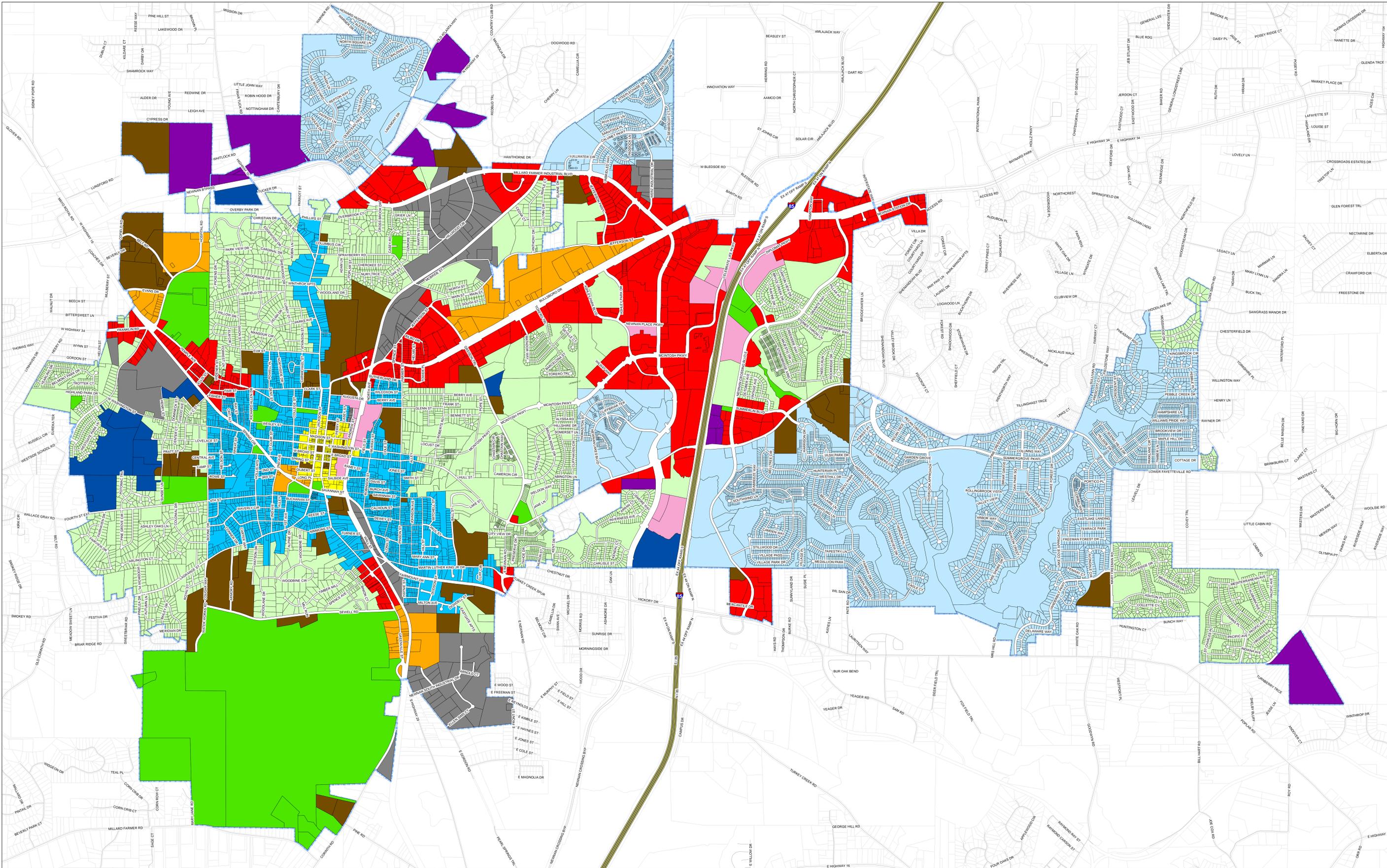
As demonstrated in the Broadband Services Maps in the Appendices, Newnan has outstanding broadband coverage (nearly 100%). As the “Broadband Served vs Unserved” map demonstrates, only one area in the city limits is shown as unserved. The City is confident that if it is not currently served by broadband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

**Broadband Services Action Items:**

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

# APPENDICES

# FUTURE LAND USE MAP



**CITY OF NEWNAN | Future Land Use Map**



CITY OF NEWNAN  
 PLANNING DEPT.  
 25 LAGRANGE STREET  
 NEWNAN, GEORGIA 30263  
[www.CityofNewnan.org](http://www.CityofNewnan.org)  
 8/12/2021

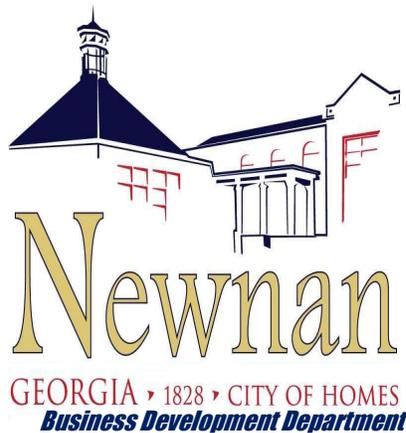
**NORTH**  
 1:12,000  
 1 in = 1,000 ft

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

# ECONOMIC DEVELOPMENT

# Business Development Plan 2013

Creating an Economically  
Sustainable Environment



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

## **Introduction**

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

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

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

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

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

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

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

### **Business Development Plan 2013**

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

### **Business Development Vision**

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

### **Guiding Principles**

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

### **Business Development Mission**

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

### **Business Development Goals**

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

## **Goal 1: Retain & Expand Existing Businesses**

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

*Objective 1: Develop and Maintain a Knowledge Base*

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

*Objective 2: Create Partnership Newnan Team*

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

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

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

## **Goal 2: Recruit Quality Employment and Investment Opportunities**

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

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

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

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

*Objective 2: Lead Development and Prospect Management*

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

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

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

*Objective 4: Aggressively Market the Redevelopment of Existing Commercial Corridors*

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

- Temple Avenue
- Greenville Street South
- Bullsboro Drive

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

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

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

*Objective 6: Develop and Maintain a Property Database*

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

*Objective 7: Support Newnan's Tourism/Hospitality Industry*

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

### **Goal 3: Catalyze Redevelopment of Existing Assets**

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

*Objective 1: Implement Catalytic Development Projects*

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

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

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

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

*Objective 3: Support Strategic Public Investment Opportunities*

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

### **Goal 4: Market Newnan's Competitive Advantages**

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

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

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

*Objective 2: Develop Distinctive Marketing Materials*

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

*Objective 3: Develop a Public Relations Strategy for Business Development*

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

**Goal 5: Improve Capacity of Business Development**

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

*Objective 1: Align Strategies, Operations and Resources of Partners*

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

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

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

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

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

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

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

*Objective 5: Identify Additional Resources for Business Development*

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



# Newnan



<https://www.mainstreetnewnan.com/>

## Downtown Development Authority and Main Street 2018 STRATEGIC PLAN

Commissioned by the Newnan Downtown  
Development Authority and Main Street

Prepared and Submitted by *Georgia Downtowns*



### INSIDE

Introduction .....	2
The Process for Planning .....	3
Recommendations .....	6
Strategic Work Plan ...	8
Monthly Meeting Agenda Template .....	12
Appendices .....	14

### APPENDICES

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



706.973.7362

www.GeorgiaDowntowns.com

GeorgiaDowntowns@gmail.com

P.O. Box 1417 Dahlonega, GA

## INTRODUCTION

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

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

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

—Joel Cordle, Principal, Georgia Downtowns

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

## A NEW MODEL FOR PLANNING

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

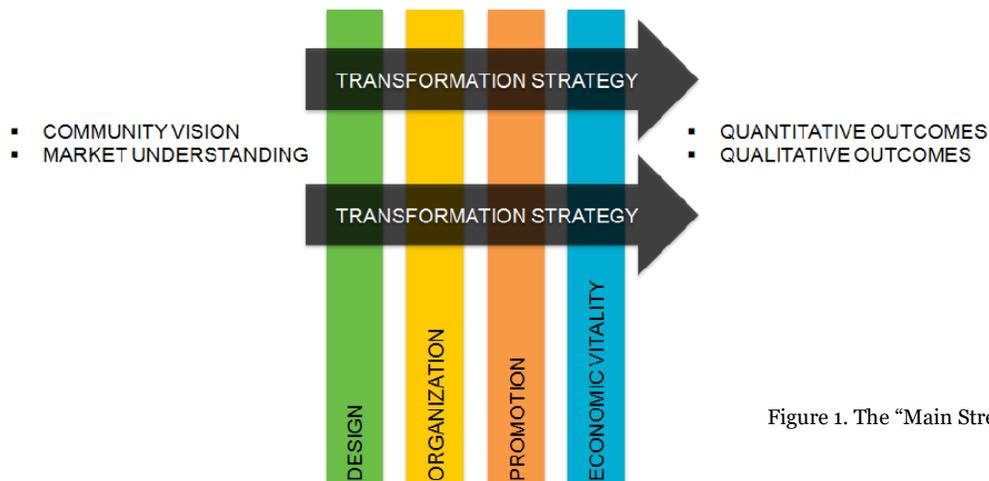
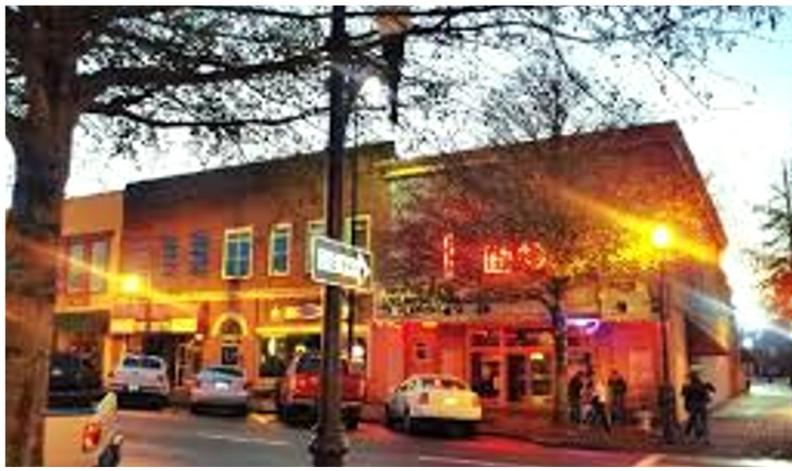


Figure 1. The “Main Street Refresh” Model



<https://www.cnn.com>

## THE PROCESS FOR PLANNING

### RETREAT PLANNING

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

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

### RETREAT

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

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

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

### DIRECTOR'S REPORT

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

## THANK YOU

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

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

### THE VISION

After greeting the group, Joel next presented an overview of the day, then led the discussion for the creation of the group's shared vision for Downtown Newnan in 2024. The following is the group list (Appendix C), set in a cohesive narrative:

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

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

## THE PROCESS FOR PLANNING (...continued)

### PLANNING

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

- Alan Lakein

*Let our advance worrying become advance thinking and planning*

- Winston Churchill

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

- Peter F. Drucker

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

- John F. Kennedy

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

- Margaret Thatcher

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

-Patrice Frey, President  
National Main Street Center



### METHOD FOR SELECTING PRIORITY ECONOMIC DEVELOPMENT PROJECTS

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

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

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

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

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

### TRANSFORMATION STRATEGIES

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

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

One: *Redevelopment for Downtown Business and Residential Expansion*

Two: *Placemaking, to Enrich the Downtown Experience for Locals and Visitors*

### PRIORITY GOALS, OBJECTIVES, AND MILESTONES

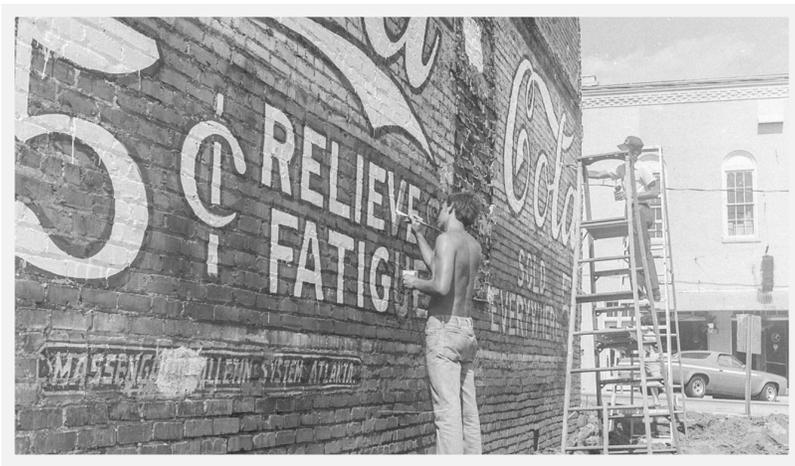
For the sake of discussion and planning:

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

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

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

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



<https://www.mainstreetnewnan.com/>

## NEWNAN'S PRIORITIES

### Priority One

Priority Goal: Redevelop Caldwell (Tank) Property

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

Milestone: Purchase contract

Leader: Jim Thomasson Jr.

### Priority Two

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

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

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

Leader: Martha Ann Parks

## THE PLAN

Retreat members used information (including survey data, the 2017 Activities handout, the 2017 planning document, and the group vision) to identify goals that are high-impact, complex, and *transformative*.

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



<https://www.mainstreetnewnan.com/>

## "Economic Development Priority" Brainstorm List

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

- Redevelop Caldwell Tank site (5 votes)
- Focus on walkability and pedestrian-friendly experience (4 votes)\*\*
- Expand and improve the built environment (fountains, art, gathering spaces) (4 votes)\*\*
- Extend the alley campaign (4 votes)\*\*
- Redevelop and cleanup Andrews Street (3 votes)
- Create an entertainment district w/rooftop dining, alcohol ordinance adjustment (2 votes)
- Update the historic district properties list (with interns); set up an Historic Preservation Commission; get Certified Local Government status for grants (0)

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

\*\* The board collapsed these priorities into one.

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

## WORK PLAN RECOMMENDATIONS

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

## CONGRATULATIONS!

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

## RECOMMENDATIONS

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

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



---

*Alone we are smart, but together we are brilliant.*

- Stephen Anderson

---

## OBSERVATIONS AND COMMENDATIONS

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

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

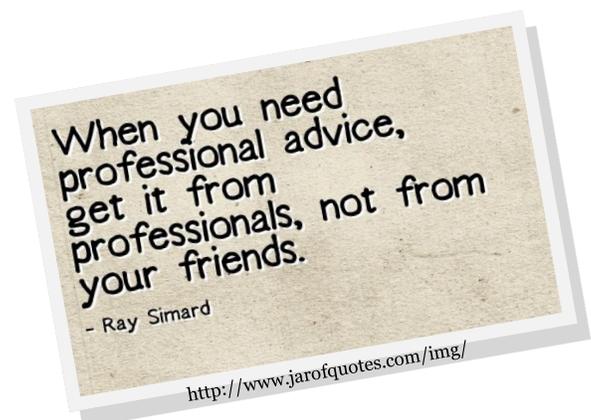
During our visit, we were told about the steady revitalization and investment that has occurred over the past two decades because of good partnerships, planning, and leadership. Years of progress have produced a downtown that has the critical mass and momentum to be resilient and sustainable. Downtown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

## RECOMMENDATIONS

### Management

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

*Continued....*



## RECOMMENDATIONS (...Continued)

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

### Promotions

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

### Market Data

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



### Pedestrian Safety, Traffic Management, Placemaking

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



<https://www.mainstreetnewnan.com/>



# Downtown Newnan

2018

Economic  
Development  
Work Plan

(Pullout Section)

Downtown Newnan Strategic Work Plan Review Form

2018-2019 Annual Work Plan

<p>Vision Statement</p>	<p>Group Vision: <i>Downtown Newnan is active and exciting. The streets and alleys are lit, attractive, clean, and safe. There are high-density living spaces, like townhomes and second floor apartments and hotels for those who want to be downtown 24/7. Downtown offers plenty of parking, rooftop dining, public art, water features, and parks. Thriving businesses are diverse giving plenty of options for dining and retail shopping and established in renovated, well-cared-for historic buildings. People from diverse backgrounds and of all ages are enjoying being downtown. It's where residents and visitors alike, enjoy music, art, trails, and concerts. They are invited to exercise, shop, ride bikes, dine, hike, and socialize on the Courthouse lawn. Residents, including professionals and “the creatives,” are working and living well. They love the “signature” events, like the Farmers Market and Summer NewnanNights, that remind everyone that Downtown Newnan is unique, with plenty to offer all who want to experience its charm and energy.</i></p> <p>Formal Vision: <i>Downtown Newnan is an active and exciting destination, with a variety of offerings for residents and visitors to shop, play, work, and live. They experience downtown's history, activities, and entertainment, while appreciating its uniqueness, historic preservation, and strong sense of place.</i></p>
-------------------------	--

Transformation (implementation) Strategies

Transformation (implementation) Strategy #1:

Redevelopment for Downtown Business and Residential Expansion

Transformation (implementation) Strategy #2:

Placemaking, to Enrich the Downtown Experience for Locals and Visitors

Top Priorities for Year 2018

Status:		Goal (priority) #1
Achieved	In Progress	Stalled
		Redevelop Caldwell (Tank) Property
		Goal (priority) #2
		Plan for placemaking, that is, improve pedestrian safety and experiences and physical and visual features, including alleys.

Comments on Goal/Priority Status

**Priority One**

**Transformation (Implementation) Strategy**

Redevelopment for Downtown Business and Residential Expansion

**Priority Goal:**

Redevelop Caldwell (Tank) Property

**Priority Objective:**

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

**Milestone:**

Purchase contract

Status	Task	Responsible Party	Time Line	Budget	Partners and Resources	Four Points
	Collect research, updates, and recommendations from staff	Jim Thomasson, Jr, Courtney Harcourt	Jul-18		City of Newnan Staff and City Council	Economic Vitality
	Seek accounting and legal advice on tax deduction for partial donation (propose an offer to include a display of the Caldwell Tank history, as an incentive)	Jim Thomasson, Jr City Attorney			City of Newnan Staff and City Council	Economic Vitality
	Hold preliminary talk with owner/seller & try to secure property during due diligence	Jim Thomasson, Jr. Cleatus Phillips. Hasco Craver, Courtney Harcourt			City of Newnan Staff and City Council	Economic Vitality
	Explore steps needed for code enforcement	Ray Dubose, Hasco Craver <u>OR AS ASSIGNED</u>			Code Enforcement Division; City Council	Organization
	Research and list potential (development) partners	Jim Thomasson, Jr, Cleatus Phillips Hasco Craver, Courtney Harcourt <u>OR AS ASSIGNED</u>			Consultant (for example, Dan McRae)	Economic Vitality
	Gather models and concepts for multi-use options on the property (Request for Ideas?)	Jim Thomasson, Jr, Cleatus Phillips Hasco Craver, Courtney Harcourt <u>OR AS ASSIGNED</u>			Georgia Municipal Association	Economic Vitality
	Gather market data regarding potential uses and demand	Courtney Harcourt			GA DCA, MEAG, Elect Cities Foundation	Economic Vitality
	Obtain concept drawings	Courtney Harcourt			DCA, UWG, or UGA	Organization
	Line up financial resources (grants, loans)	Brant Frost, IV <u>OR AS ASSIGNED</u>			GA DCA, Georgia Cities Foundation Three Rivers Reg Com	Organization
	Prepare and issue Request for Proposals, with a deadline of December 1, 2018	Hasco Craver <u>OR AS ASSIGNED</u>			Newnan City Attorney	Organization

## Priority Two

### Transformation (implementation) Strategy

Placemaking, to Enrich the Downtown Experience for Locals and Visitors

### Priority Goal:

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

### Priority Objective:

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

### Milestone:

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

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

# **Newnan Downtown Development Authority and Main Street Program**

Date

## **AGENDA**

**I. Approve previous month's meeting minutes** - ACTION ITEM (5 minutes) – Board Chair

**II. Approve financial report** – ACTION ITEM (5 minutes) – Board Chair or Treasurer

**III. 2018 - 2019 Strategic Plan Projects** – (action items, tasks, reports) (10-15 minutes)

Goal: *Redevelopment for Downtown Business and Residential Expansion*

Jim Thomasson, Jr – Committee Chair

Goal: *Placemaking, to Enrich the Downtown Experience for Locals and Visitors*

Martha Ann Parks – Committee Chair

**IV. City Staff Report** (15 minutes)

**V. Announcements from Partner Agencies**

**VI. Other or New Business**

**VII. Adjourn**

### **ITEMS FOR YOUR CALENDAR:**

*Upcoming Events*

*Upcoming Meetings*

**End of Work Plan pullout section**

# APPENDICES

## Downtown Newnan

Downtown Development Authority and Main Street Program  
June 20, 2018

### Welcome

8:00 am – 8:30 am  
Brief meeting

### Retreat Overview

8:30 am – 8:50 am  
Tour facilities

9:00 am  
Begin retreat

### The Vision: Downtown Newnan in 2024

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

2:00 pm  
Adjourn

#### **Newnan Main Street Mission**

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

### The Plan

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

#### Transformation Strategies

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

### Review

- The Vision
- Next Steps

### Adjourn

**Thank you for your hard work and attention!**



NEWNAN VISION for 2024

June 20, 2018

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

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

VISION LIST

**Who do I see?**

- Professionals
- Creatives
- Children
- Visitors
- All age groups
- Pedestrians
- Investors

**What are they doing?**

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

**What do I see?**

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

- High density
- Trails (LINC)
- Second floor living
- Placemaking

**Organization Membership\***

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

**What is Downtown Newnan’s strongest economic asset?**

Theme

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

Theme

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

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

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

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

- |                              |                                     |
|------------------------------|-------------------------------------|
| - Downtown living (61.54%)   | - Entertainment businesses (23.08%) |
| - Retail businesses (53.85%) | - Arts businesses (15.38%)          |
| - Dining businesses (38.46%) | - Other (0.00%)                     |

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

- |  |   |
|--|---|
| - Board of Realtors                            | - Newnan-Coweta Chamber of Commerce (2)                                       |
| - Boys and Girls Club                          | - Newnan-Coweta Humane Society  |
| - City of Newnan                               | - Newnan Urban Redevelopment Agency   |
| - Coweta County Convention/Visitors Bureau (3) | - Restaurant associations   |
| - Cultural Arts Commission (2)                 | - Retail and restaurant owners  |
| - Downtown Development Authority               | - School System   |
| - Downtown Development Revolving Loan Fund     | - The trolley system from areas outside of downtown to run on a regular basis |
| - Friends of the LINC                          | - University of West Georgia  |
| - Georgia Municipal Association                | - YMCA  |
| - Historical Society                           |   |
| - Main Street Program                          |   |

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

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

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

## 2017 DOWNTOWN NEWNAN ISSUES

## TRANSPORTATION

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

## LAND USE

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

- Multi-use

- Caldwell Tank residential, commercial, assembly

## ECONOMIC DEVELOPMENT

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

## HOUSING

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

## Joel Cordle

Principal, Georgia Downtowns  
Senior Downtown Development Professional



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

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

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

Joel's education and training include

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

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

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

For more information, please visit the Georgia Downtowns [website](#).



## Alice Sampson

Partner, Georgia Downtowns



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

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

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

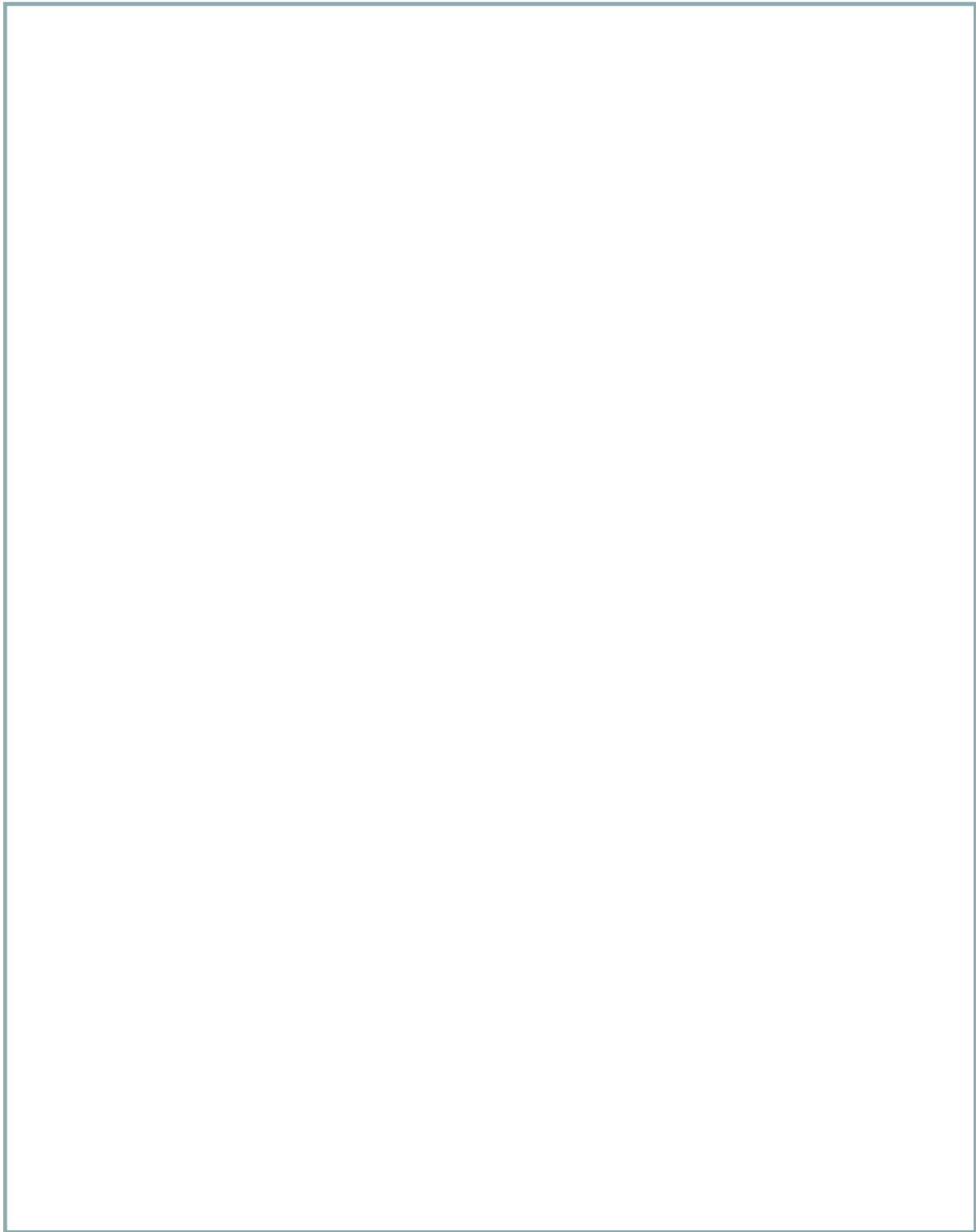
During her last year at the university, Alice served as the interim Associate Dean for the College of Education.

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

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

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





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

# NEWNAN COWETA

## **Newnan/ Coweta Trail Plan & Implementation Strategy**

Adopted May 23, 2017 by  
City of Newnan and  
Coweta County, Georgia

Prepared by:  
PATH Foundation  
KAIZEN Collaborative

# *LINC Master Plan*

## **Newnan/Coweta Trail Plan & Implementation Strategy**

Adopted May 23, 2017

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



**KAIZEN**COLLABORATIVE  
2390 Main Street | Tucker, Georgia | 30084



# Table of Contents

## Executive Summary

<b>1</b>   Introduction	1
<b>2</b>   Methodology	2-4
Planning Process	2
Steering Committee	2
Data Collection and Field Work	2
Establishing Planning Goals	3-4
Master Plan Development	5
Public Meeting	5
<b>3</b>   LINC Master Plan	7-49
Overall Master Plan	6-8
LINC #1   East Broad Street to Greison Trail	9-14
LINC #2   Newnan Crossing Bypass Connection	15-16
LINC #3   Bridge over Interstate 85	17-21
LINC #4   Newnan Centre Connection	22-24
LINC #5   Newnan Crossing Blvd	25-27
LINC #6   Whitlock Park Connection	28-30
LINC #7   Piedmont Newnan Hospital	31-32
LINC #8   Chalk Level Connection	33-34
LINC #9   Downtown to Oak Hill Cemetery	35-37
LINC #10   North Connector	38-39
LINC #11   Central Downtown Connector	40-41
LINC #12   West Downtown Connector	42-43

LINC #13   Carl Miller Park Connection	44-45
LINC #14   South Connector	46-47
LINC #15   Temple Avenue Park Connection	48-49
LINC Cost Summary	50

<b>4</b>   Implementation Strategy	51-55
Overview	52
Steering Committee Transition	52
Creation of Friends Group	52
Implementation Committee	52
Prioritization for Implementation	53-54
Implementation Timeline	54
Implementation Costs and Next Steps	55

<b>5</b>   Branding and Design Standards	56-68
Introduction	57
LINC Trail System Logo	58
Trail Signage Standards	59
Trail Amenities	60-61
Construction Details and Standards	62-68

Appendix: Steering Committee Members	69
--------------------------------------	----

# Executive Summary

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

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

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

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

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

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



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

# Introduction

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

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

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

The time is now to the *LINC*!



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



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

# Methodology

## Planning Process

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

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

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

## Steering Committee

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

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



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

## Data Collection and Field Work

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

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

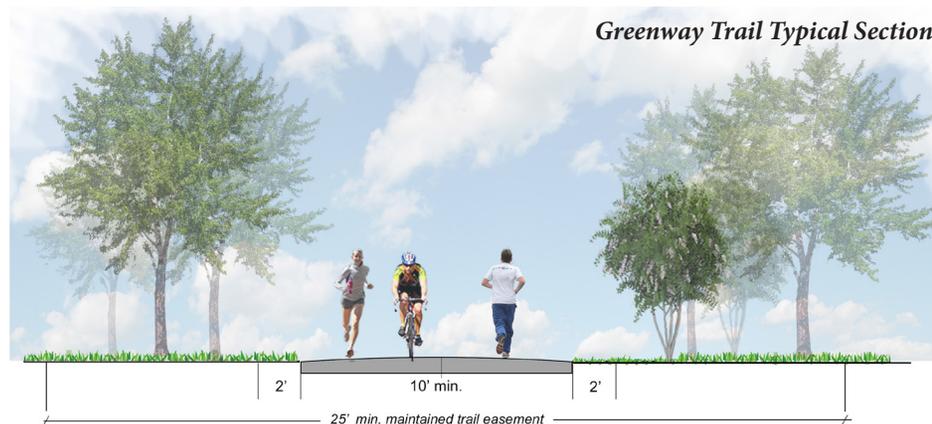
Over a four-month period, PATH/KAIZEN's design team conducted field work and analyzed data to determine if the proposed trail routes were feasible, appealing, safe, and destination driven. The design team recorded and transferred all information onto field maps and into ArcGIS once validated by the steering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

## Establishing Planning Goals

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

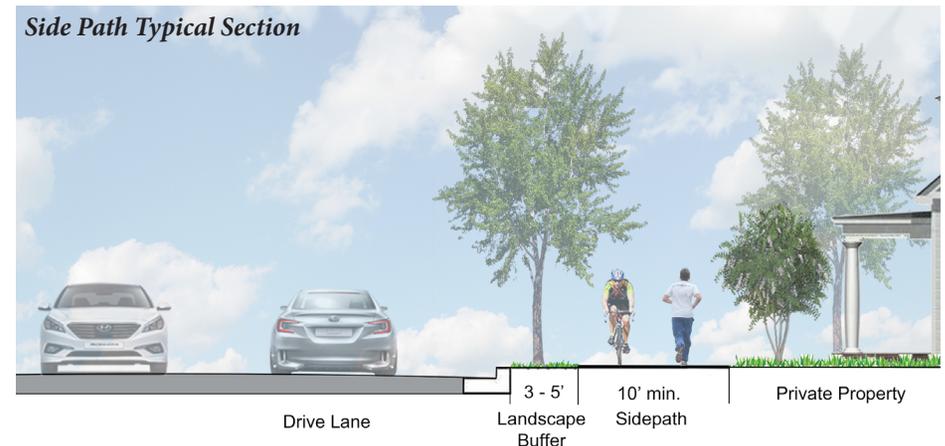
When planning for bicyclists, the PATH/KAIZEN team is aware that only 9% of the population feel comfortable riding in traffic, whereas more than sixty percent of the population will consider riding on a well-planned, well-built trail (*Four Types of Cyclists, Roger Geller, Bicycle Coordinator, Portland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

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



## Greenway Trails:

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



## Side Paths:

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

### *Neighborhood Greenway:*

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

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

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



*Neighborhood Greenway example showing traffic calming elements which slow vehicle speeds*



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

## Master Plan Development

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

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

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

## Public Meeting

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

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



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



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

# EQ



03

**LINC  
Master Plan**

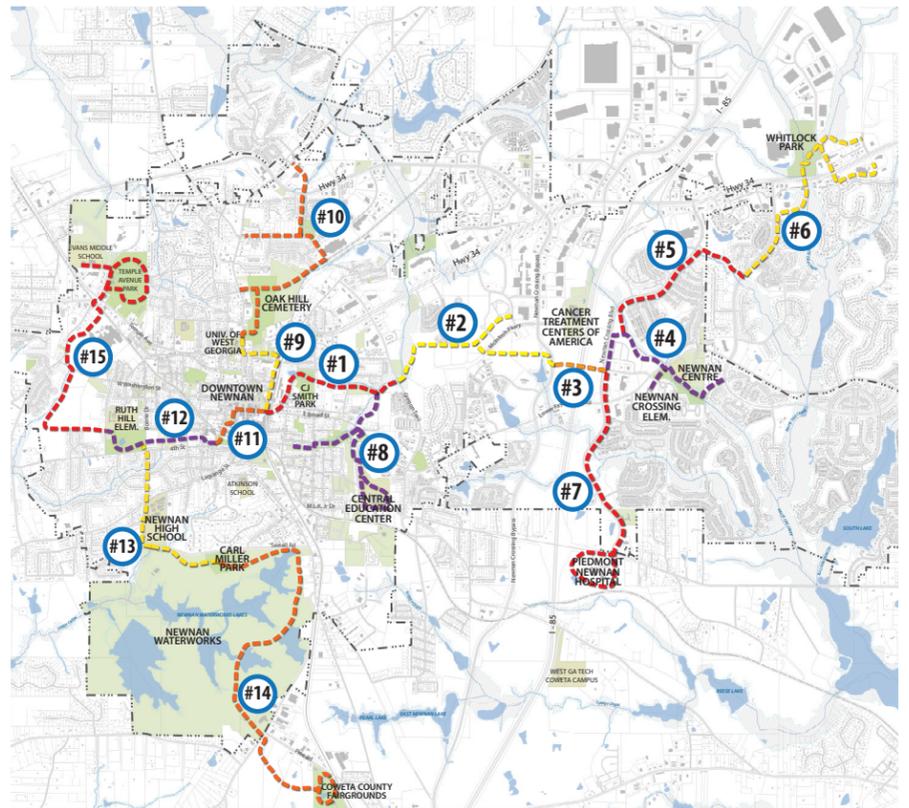
# LINC Master Plan

## Overview

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

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

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



Key Map for the LINC Master Plan - Trail Segments



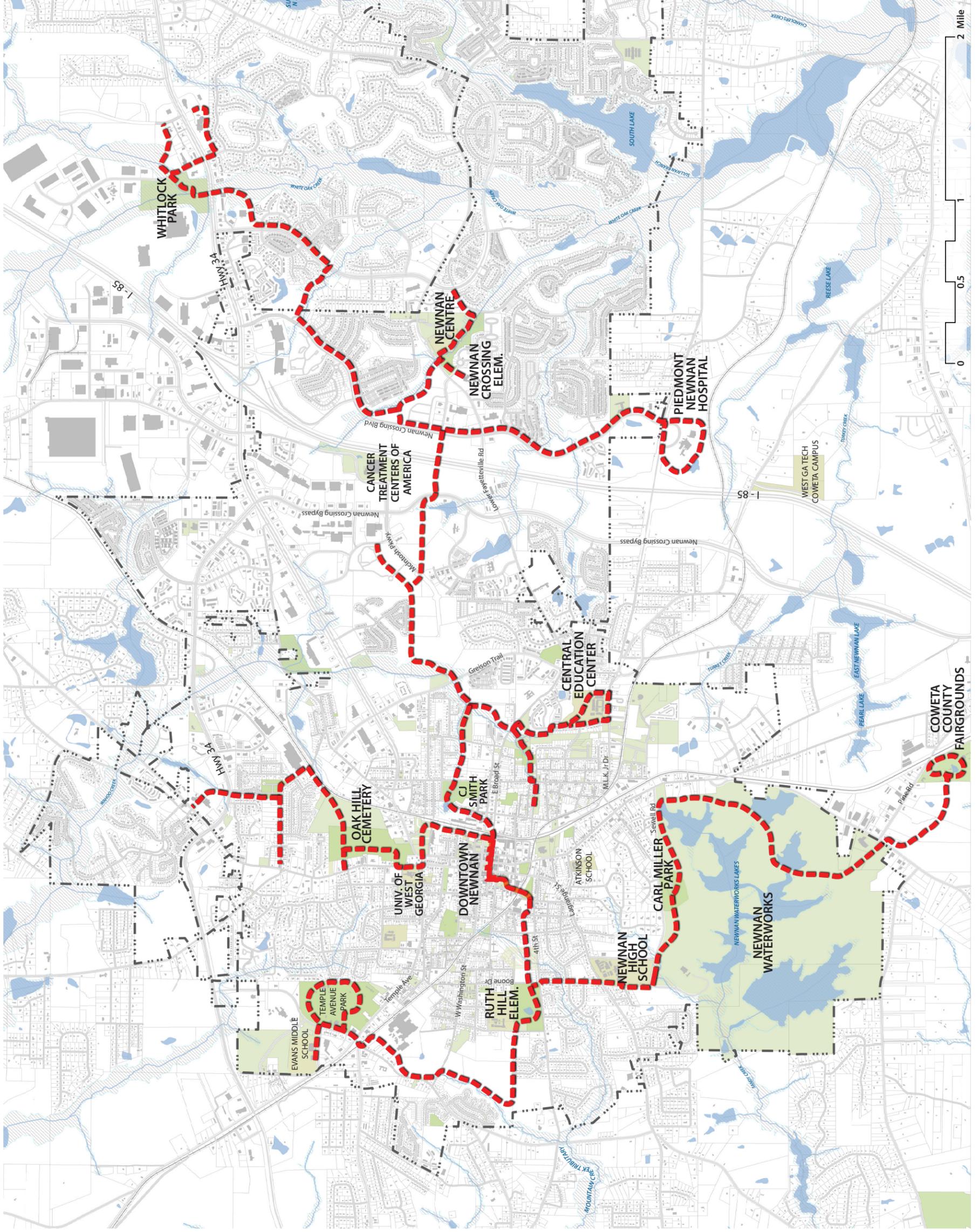
Date: May 23, 2017  
Prepared by: PATH Foundation and KAIZEN COLLABORATIVE  
Prepared for: City of Newnan and Coweta County, Georgia



# Newnan/Coweta LINC Master Plan

**Legend**

- Proposed Trail Alignment
- City Limits
- City/County Owned
- Parks
- Schools
- 100-yr Floodplain



# LINC #1 | East Broad Street to Greison Trail

**Description:**

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

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

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

**Overview:**

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

**Begins:** East Broad Street at Historic Train Depot

**Ends:** Box culvert under Greison Trail

**Distance:** 6,825 LF (1.3 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

- Easement Acquisition between E. Washington Street and Glenn Street

**Estimated Cost for Implementation:**

LINC #1   East Broad Street to Greison Trail	
Planning & Engineering	\$ 216,080.00
Construction Cost (2017)	\$ 1,846,800.00
Contingency @15%	\$ 326,053.20
Construction Management	\$ 110,808.00
<b>Total Cost to Implement</b>	
	<b>\$ 2,499,741.20</b>

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

# LINC #1 | East Broad Street to Greison Trail

Master Plan



## 1 Proposed Trail crossing Railroad

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

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



① Proposed Trail crossing Railroad (Future development)

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

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



## ② Proposed Boardwalk over Detention Pond

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

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



③ Proposed trail going under Farmer Street Roadbed

**Left:** Existing condition of Farmer Street at CJ Smith Park.

**Below:** Proposed greenway trail going under Farmer Street through a box culvert tunnel.



# LINC #2 | Newnan Crossing Bypass Connection

**Description:**

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

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

**Overview:**

**Connecting Destinations:** Residential developments to commercial shopping and dining areas.

**Begins:** Greison Trail  
**Ends:** Newnan Crossing Bypass

**Distance:** 8,904 LF (1.7 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

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

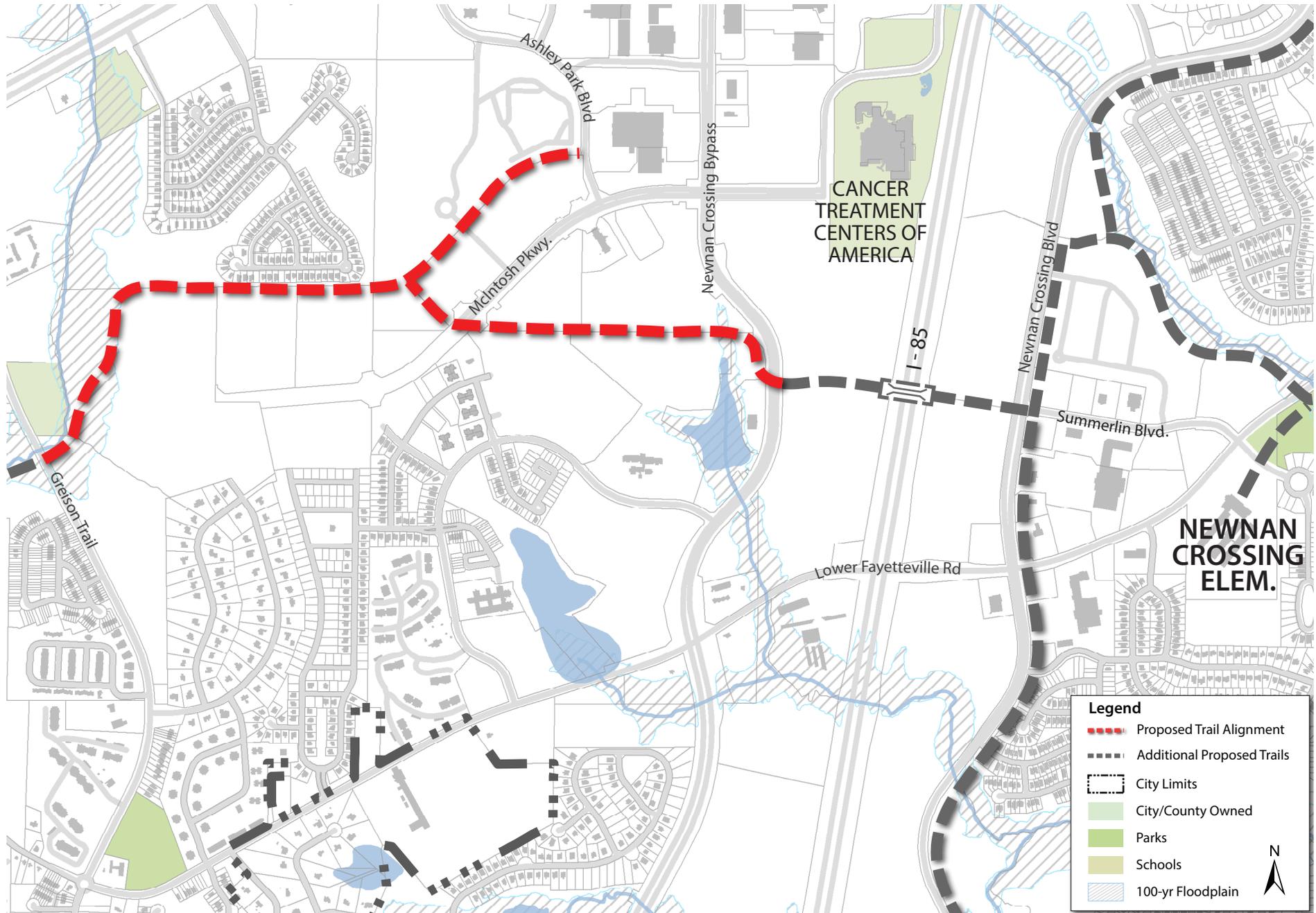
**Estimated Cost for Implementation:**

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

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

# LINC #2 | Newnan Crossing Blvd Connection

Master Plan



# LINC #3 | Bridge over Interstate 85

**Description:**

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

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

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

**Overview:**

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

**Begins:** Newnan Crossing Bypass

**Ends:** Newnan Crossing Blvd

**Distance:** 1,905 LF (0.4 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

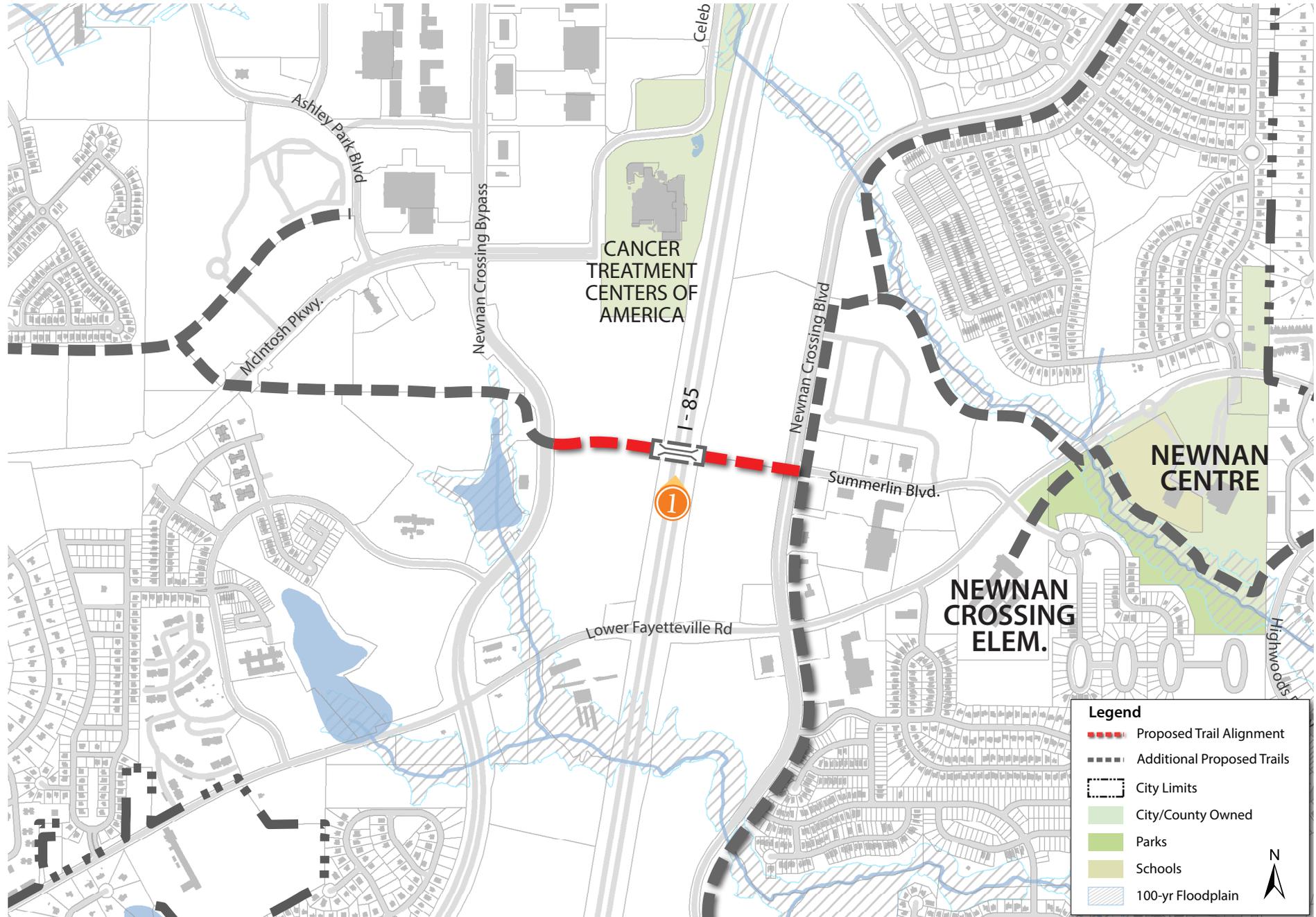
- Easements from private property owners
- Approval by Georgia Department of Transportation and Federal Highway Administration
- Funding for iconic bridge design and construction

**Estimated Cost for Implementation:**

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

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

# LINC #3 | Bridge over Interstate 85



Master Plan

① Proposed Bridge over Interstate 85

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

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



① Proposed Bridge over Interstate 85

**Left:** View north along Interstate 85.

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





① Proposed Bridge over Interstate 85

**Left:** View north along Interstate 85.

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



# LINC #4 | Newnan Centre Connection

**Description:**

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

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

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

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

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

**Overview:**

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

**Begins:** Newnan Crossing Blvd. and Summerlin Blvd.

**Ends:** Shenandoah Blvd. and Highwoods Pkwy.

**Distance:** 8,223 LF (1.6 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

- Acquisition needed to provide connection along creek corridor.

**Estimated Cost for Implementation:**

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

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

# LINC #4 | Newnan Centre Connection



① Proposed Trail going under Lower Fayetteville Road

**Left:** Existing condition of Lower Fayetteville Road.

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



# LINC #5 | Newnan Crossing Blvd

**Description:**

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

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

**Overview:**

**Connecting Destinations:** Newnan Crossing Commercial shopping area to residential neighborhoods

**Begins:** Newnan Centre Connection along the creek

**Ends:** Shenandoah Blvd

**Distance:** 7,266 LF (1.4 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

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

**Estimated Cost for Implementation:**

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

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

# LINC #5 | Newnan Crossing Blvd

Master Plan





### ① Proposed trail along Newnan Crossing Boulevard

**Left:** Existing condition looking north on Newnan Crossing Boulevard.

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



# LINC #6 | Whitlock Park Connection

**Description:**

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

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

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

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

**Overview:**

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

**Begins:** Shenandoah Blvd

**Ends:** Spurs to GRTA Park & Ride and YMCA

**Distance:** 12,232 LF (2.3 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

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

**Estimated Cost for Implementation:**

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

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

Master Plan

# LINC #6 | Whitlock Park Connection



① Proposed Trail under Highway 34

**Left:** Existing conditions of White Oak Creek under Highway 34.

**Below:** Proposed retaining structure with railing to allow trail passing seamlessly under the highway bridge and into Whitlock Park area.



# LINC #7 | Piedmont Newnan Hospital Connection

**Description:**

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

**Overview:**

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

**Begins:** Newnan Crossing Blvd at Summerlin Blvd.

**Ends:** Newnan Piedmont Hospital Campus

**Distance:** 12,948 LF (2.5 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

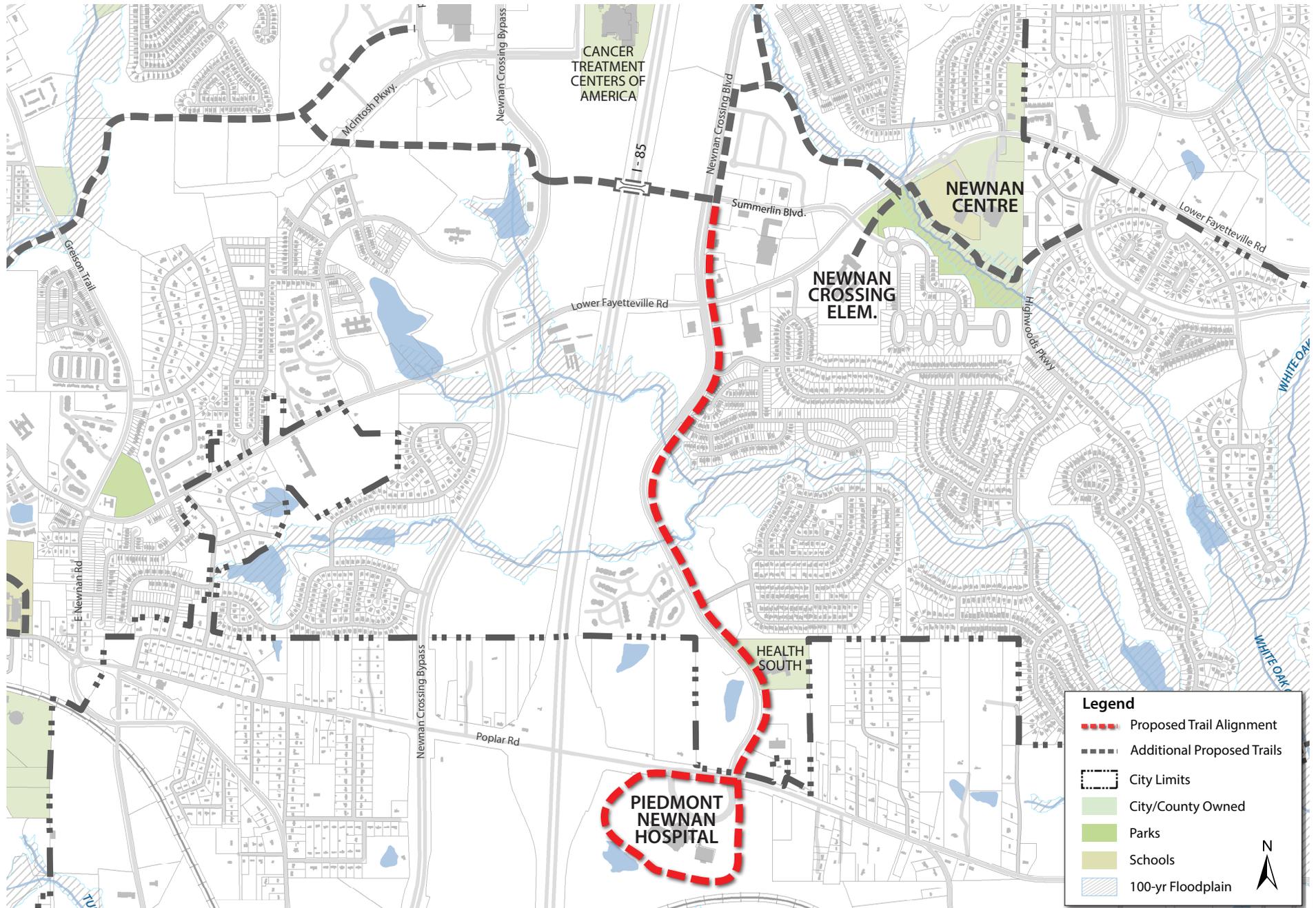
- Coordination with Newnan Piedmont Hospital for loop trail on their campus.

**Estimated Cost for Implementation:**

LINC #7   Piedmont Newnan Hospital	
Planning & Engineering	\$ 263,620.00
Construction Cost (2017)	\$ 1,942,200.00
Contingency @15%	\$ 348,352.80
Construction Management	\$ 116,532.00
<b>Total Cost to Implement</b>	
	<b>\$ 2,670,704.80</b>

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

# LINC #7 | Piedmont Newnan Hospital Connection



Master Plan

## LINC #8 | Chalk Level Connection

### Description:

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

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

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

### Overview:

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

**Begins:** Eastside of Creek at the East Broad Street to Greison Trail *LINC*

**Ends:** West Georgia Tech Loop Trail and Howard Warner School

**Distance:** 10,745 LF (2.0 miles)

### Opportunities and Benefits:

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

### Potential Obstacles:

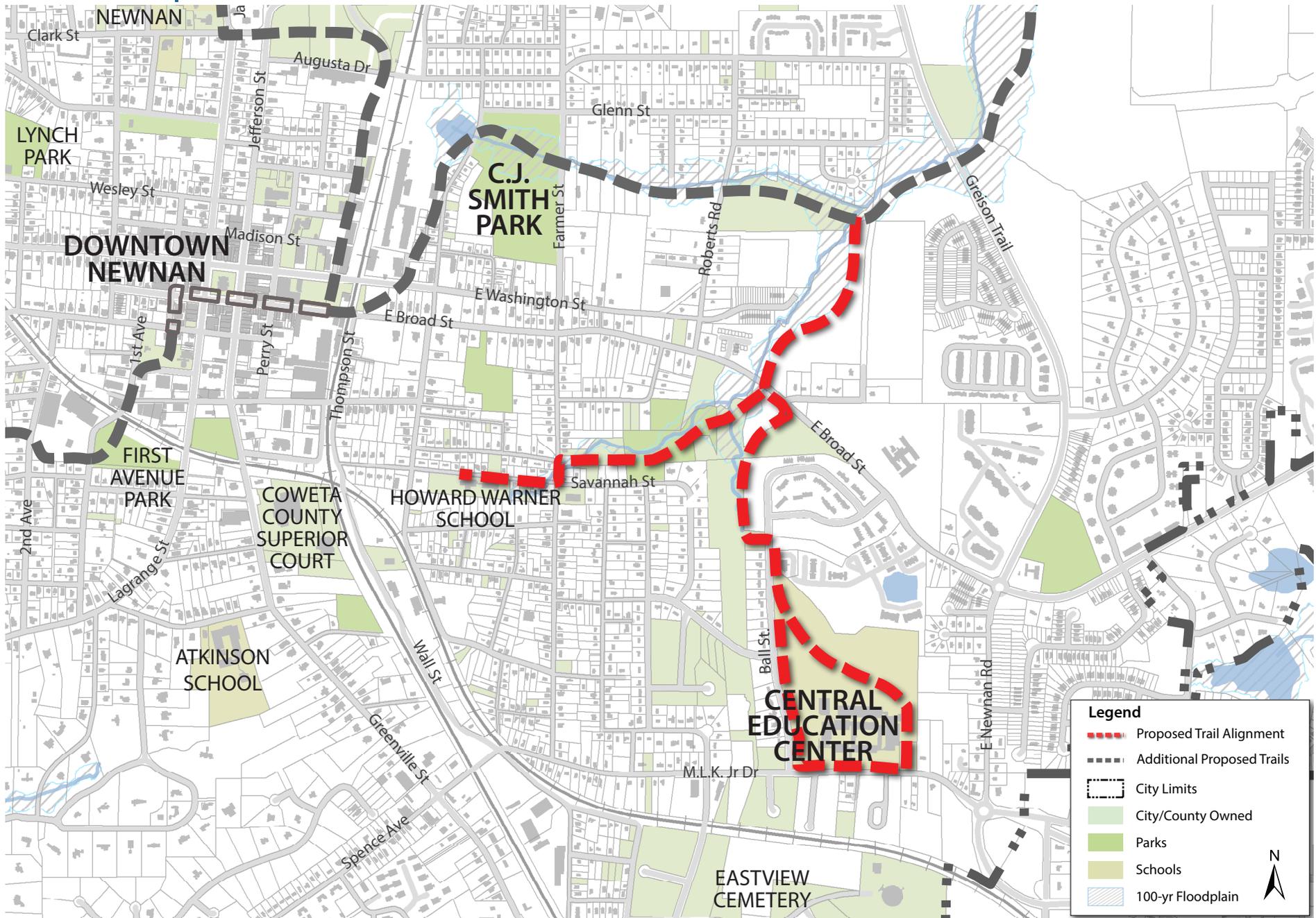
- Acquisition required between the East Broad to Greison Trail *LINC* and E. Broad Street.
- Limited right-of-way and undeveloped land at Farmer Street and Savannah Street.

### Estimated Cost for Implementation:

LINC #8   Chalk Level Connection	
Planning & Engineering	\$ 171,893.00
Construction Cost (2017)	\$ 2,041,550.00
Contingency @15%	\$ 350,390.40
Construction Management	\$ 122,493.00
Total Cost to Implement	\$ 2,686,326.40

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

# LINC #8 | Chalk Level Connection



Master Plan

# LINC #9 | Downtown to Oak Hill Cemetery

**Description:**

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

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

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

**Overview:**

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

**Begins:** East Broad Street at the Historic Train Depot  
**Ends:** Cavender Street

**Distance:** 4,144 LF (0.8 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

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

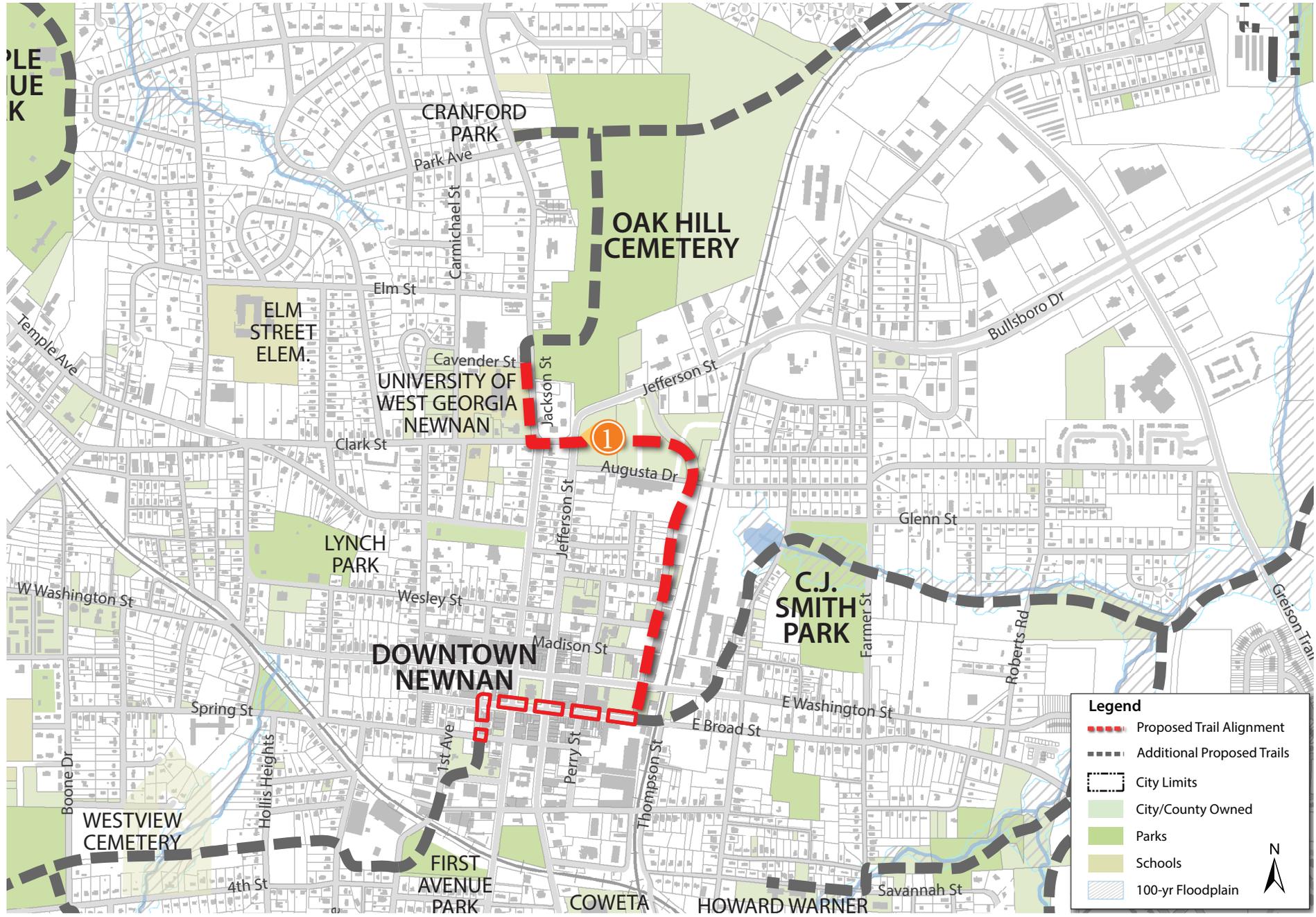
**Estimated Cost for Implementation:**

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

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

# LINC #9 | Downtown to Oak Hill Cemetery

Master Plan



**Legend**

- Proposed Trail Alignment
- Additional Proposed Trails
- City Limits
- City/County Owned
- Parks
- Schools
- 100-yr Floodplain

N

# 1 Proposed Neighborhood Greenway to Oak Hill Cemetery

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

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



# LINC #10 | North Connector

**Description:**

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

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

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

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

**Overview:**

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

**Begins:** Cavender Street and Jackson Street

**Ends:** Jackson Street / Hwy 29

**Distance:** 12,808 LF (2.4 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

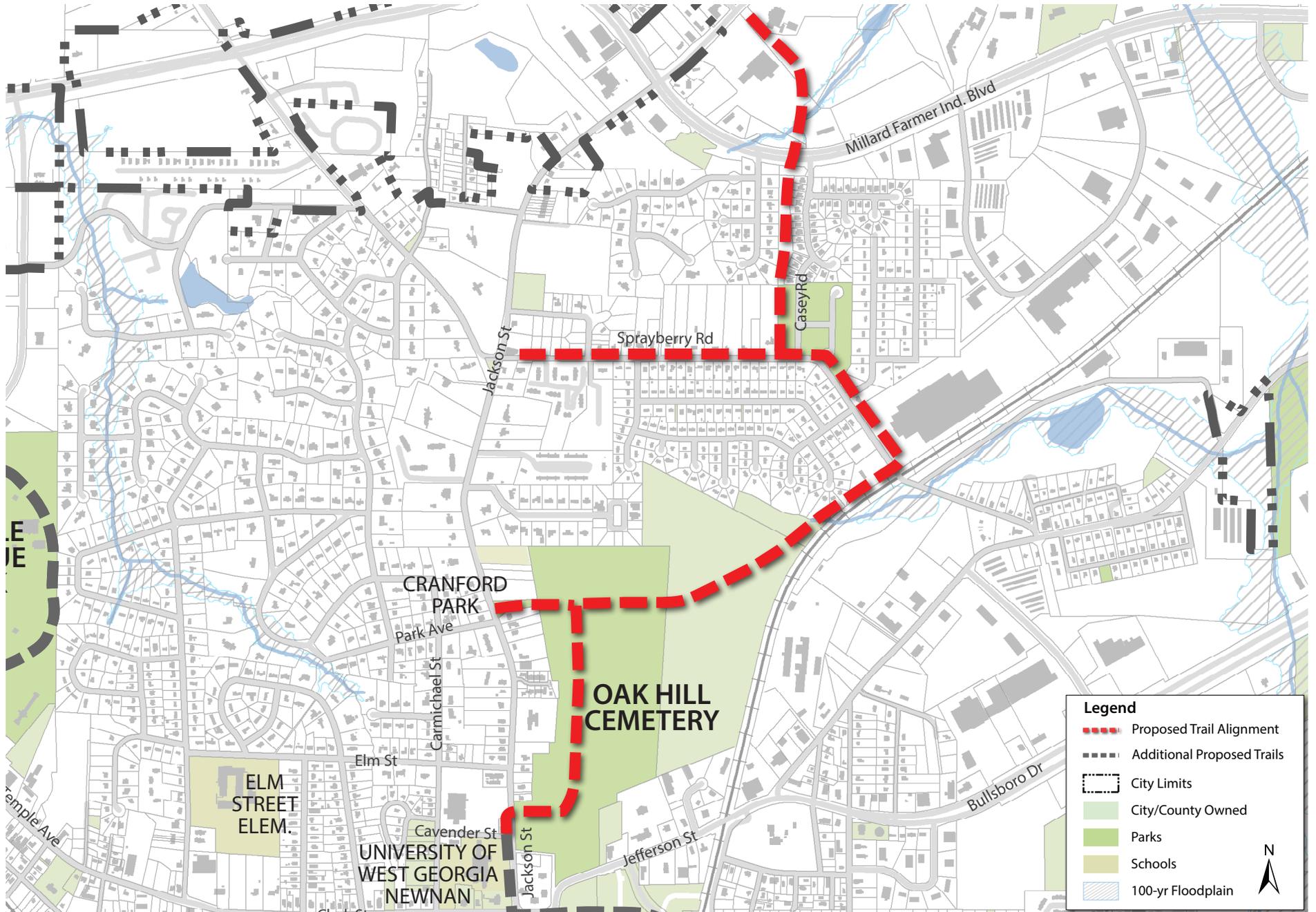
- Acquisition required between the city property and Sprayberry Road adjacent to the railroad right-of-way.

**Estimated Cost for Implementation:**

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

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

# LINC #10 | North Connector



Master Plan

# LINC #11 | Central Downtown Connector

**Description:**

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

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

**Overview:**

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

**Begins:** City Hall Complex at Brown Street and Spring Street

**Ends:** First Avenue Park

**Distance:** 1,575 LF (0.3 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

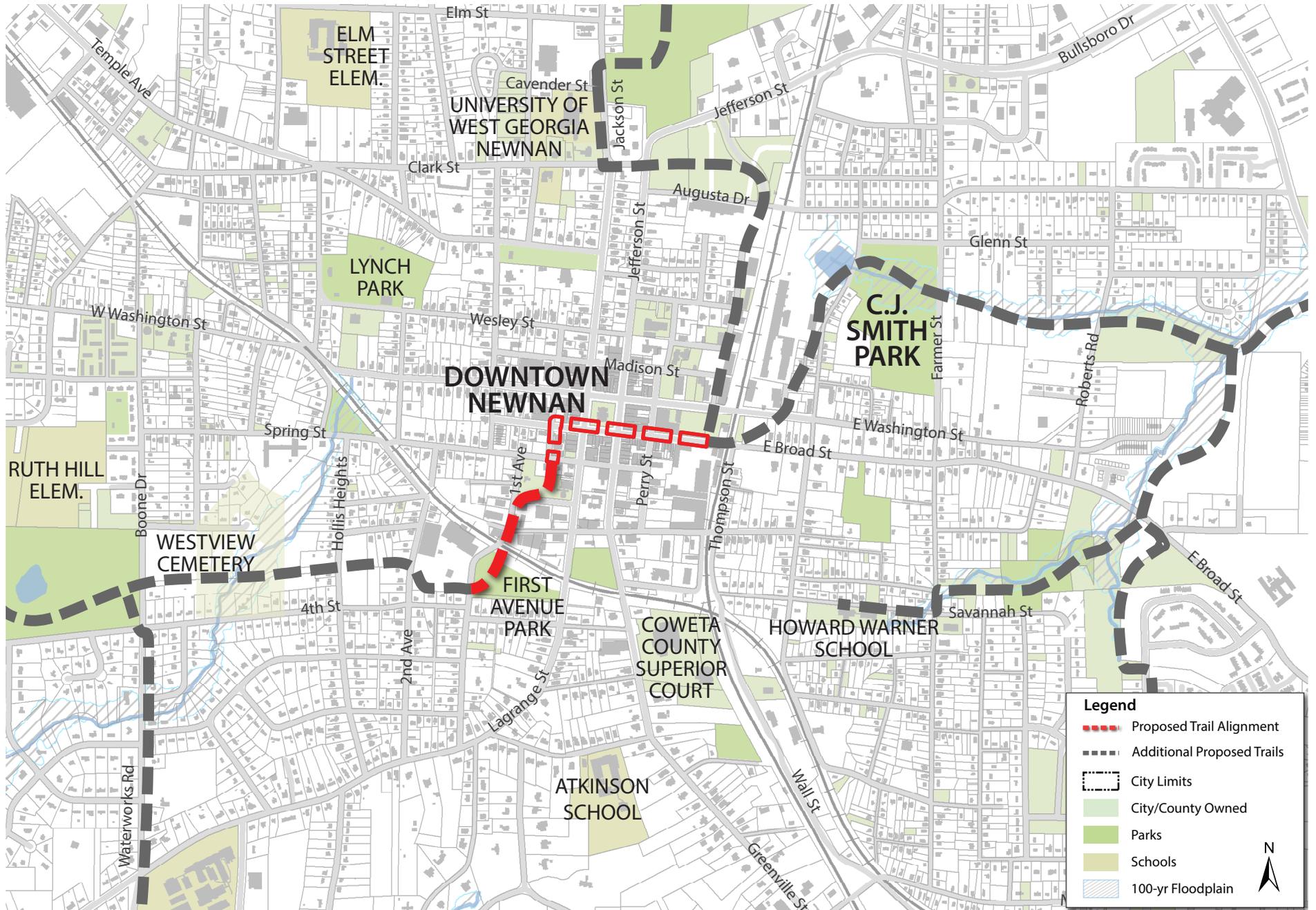
- 1st Avenue crossing of the railroad will require widening of the road crossing.

**Estimated Cost for Implementation:**

LINC #11   Central Downtown Connector	
Planning & Engineering	\$ 37,000.00
Construction Cost (2017)	\$ 252,000.00
Contingency @15%	\$ 45,618.00
Construction Management	\$ 15,120.00
<b>Total Cost to Implement</b>	<b>\$ 349,738.00</b>

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

# LINC #11 | Central Downtown Connector



Master Plan

# LINC #12 | West Downtown Connector

**Description:**

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

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

**Overview:**

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

**Begins:** First Avenue Park

**Ends:** Ruth Hill Elementary school at Sunset Drive

**Distance:** 4,901 LF (0.9 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

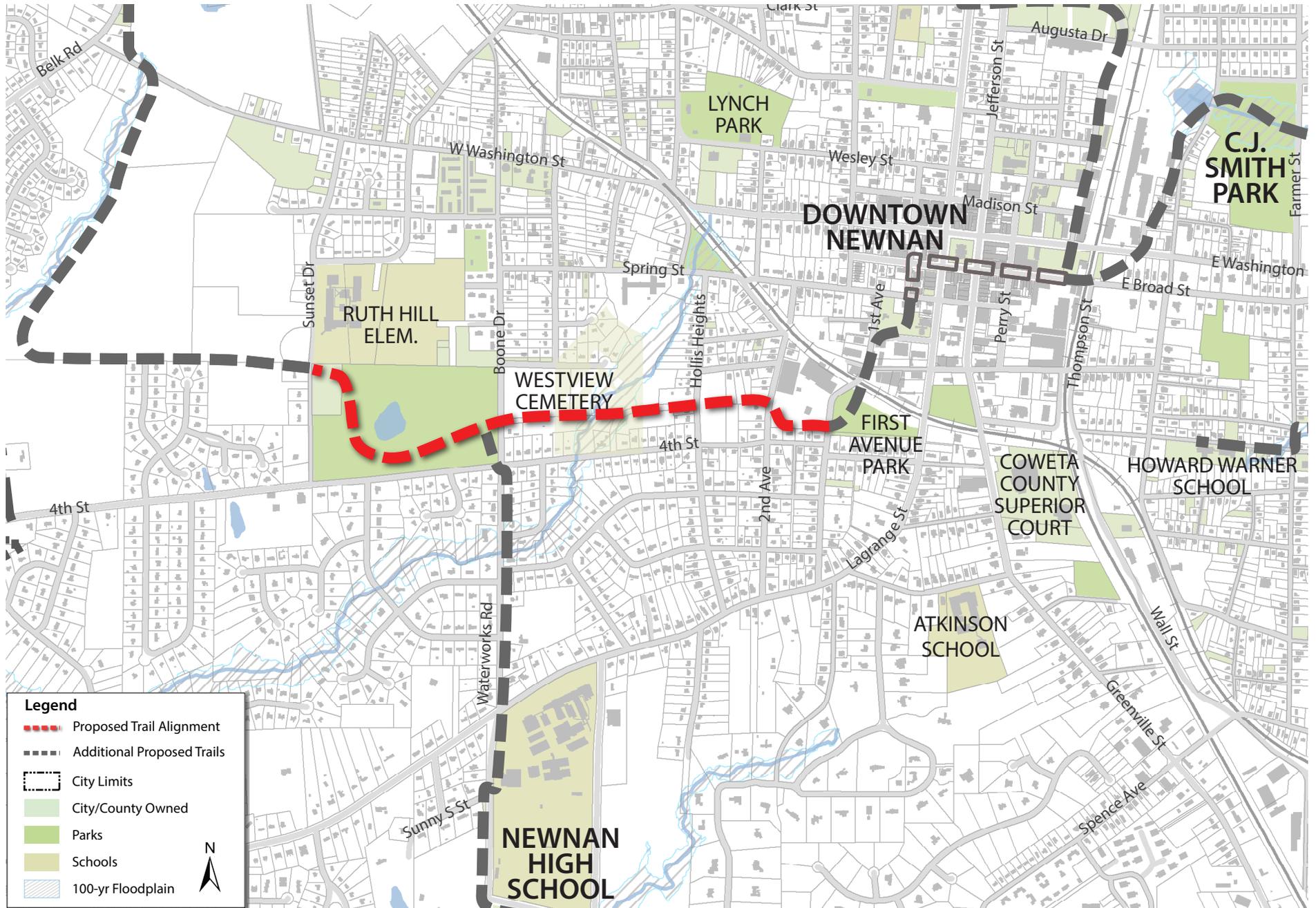
- Acquisitions required between 1st Avenue and Boone Drive.

**Estimated Cost for Implementation:**

LINC #12   West Downtown Connector	
Planning & Engineering	\$ 115,719.00
Construction Cost (2017)	\$ 931,190.00
Contingency @15%	\$ 165,417.06
Construction Management	\$ 55,871.40
<b>Total Cost to Implement</b>	
	<b>\$ 1,268,197.46</b>

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

# LINC #12 | West Downtown Connector



# LINC #13 | Carl Miller Park Connection

**Description:**

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

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

**Overview:**

**Connecting Destinations:** Newnan High School, Carl Miller Park

**Begins:** Westside of Boone Drive

**Ends:** Carl Miller Park

**Distance:** 7,326 LF (1.4 miles)

**Opportunities and Benefits:**

- Provides connectivity to the Newnan High School campus.

**Potential Obstacles:**

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

**Estimated Cost for Implementation:**

LINC #13   Carl Miller Park Connection	
Planning & Engineering	\$ 198,435.00
Construction Cost (2017)	\$ 1,648,350.00
Contingency @15%	\$ 291,852.90
Construction Management	\$ 98,901.00
<b>Total Cost to Implement</b>	
	<b>\$ 2,237,538.90</b>

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

# LINC #13 | Carl Miller Park Connection



Master Plan

# LINC #14 | South Connector

**Description:**

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

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

**Overview:**

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

**Begins:** Carl Miller Park

**Ends:** Coweta County Fairgrounds Loop Trail

**Distance:** 18,556 LF (3.5 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

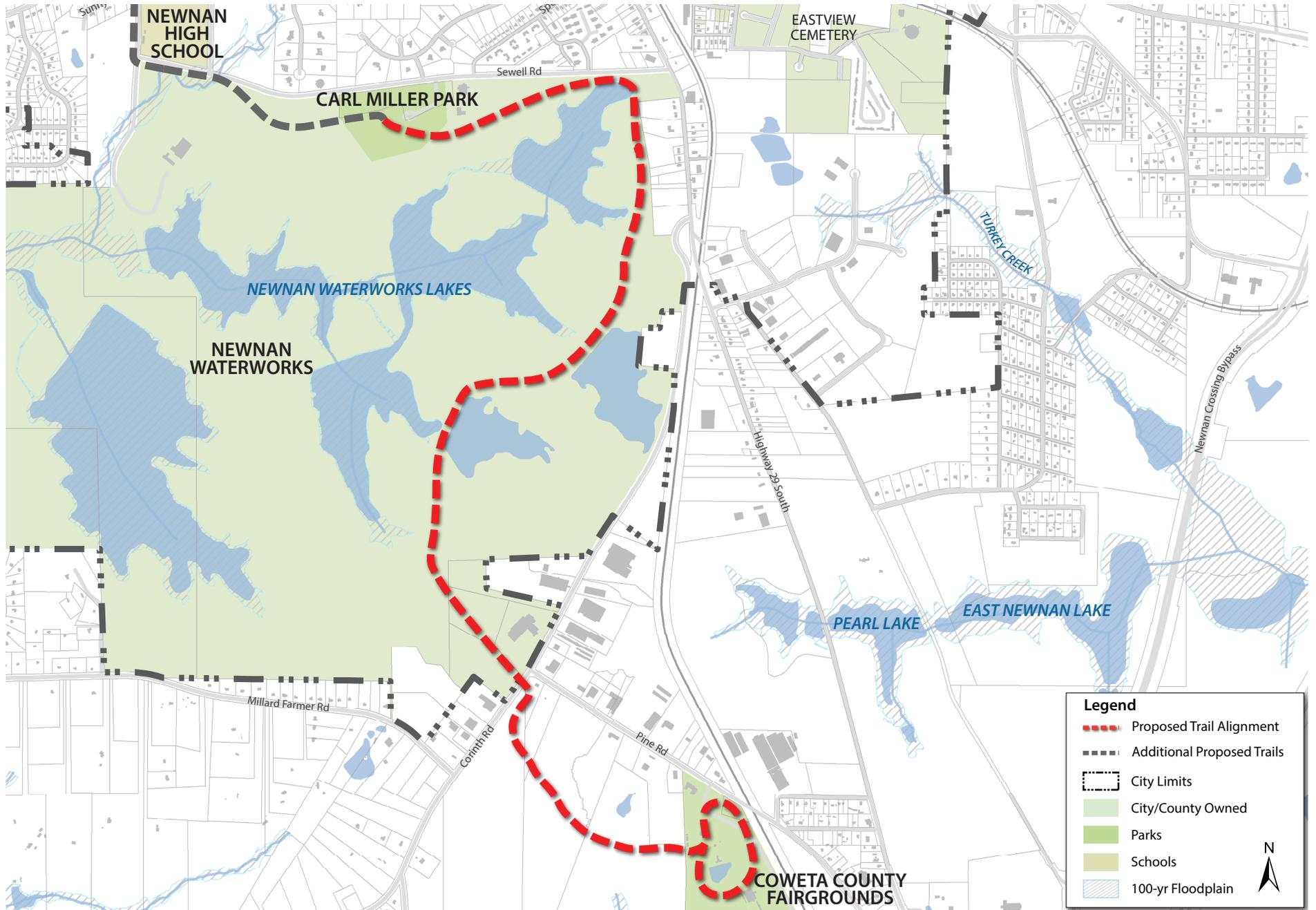
- Coordination and approval of trail within Newnan Waterworks property.

**Estimated Cost for Implementation:**

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

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

# LINC #14 | South Connector



Master Plan

# LINC #15 | Temple Avenue Park Connection

**Description:**

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

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

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

**Overview:**

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

**Begins:** Ruth Hill Elementary School

**Ends:** Temple Avenue Park and Evans Middle School

**Distance:** 16,291 LF (3.1 miles)

**Opportunities and Benefits:**

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

**Potential Obstacles:**

- Acquisition is required.

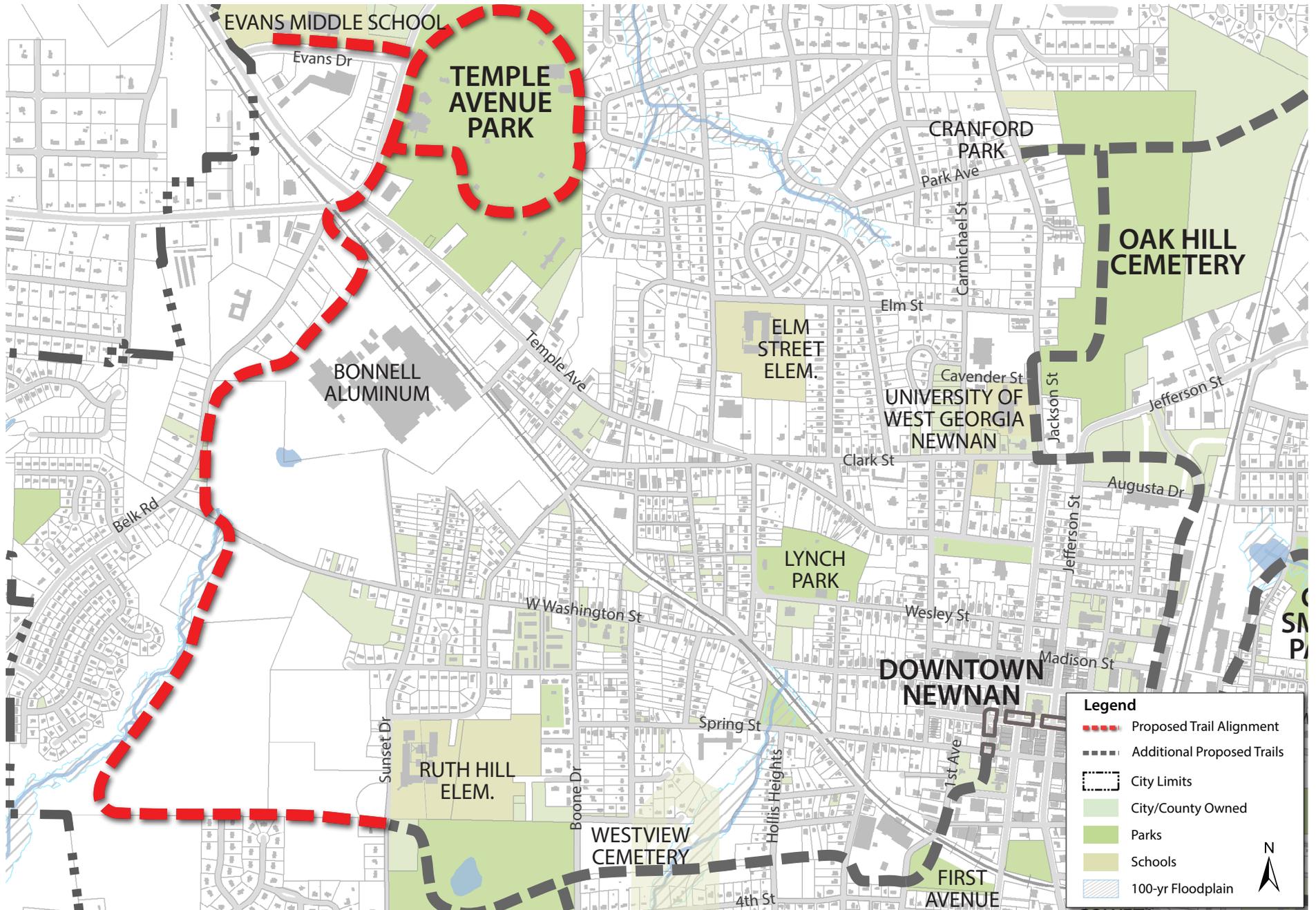
**Estimated Cost for Implementation:**

LINC #15   Temple Avenue Park Connection	
Planning & Engineering	\$ 296,357.60
Construction Cost (2017)	\$ 2,769,470.00
Contingency @15%	\$ 484,799.37
Construction Management	\$ 166,168.20
<b>Total Cost to Implement</b>	
	<b>\$ 3,716,795.17</b>

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

Master Plan

# LINC #15 | Temple Avenue Park Connection



## LINC - Cost Summary

Segment	Trail Name	ROW	P&E	Construction	Contingency	Subtotal	Const. Mgt.	Total
#1	East Broad Street to Greison Trail	\$ -	\$ 216,080.00	\$ 1,846,800.00	\$ 326,053.20	\$2,388,933.20	\$ 110,808.00	\$2,499,741.20
#2	Newnan Crossing Bypass Connection	\$ -	\$ 203,264.00	\$ 1,624,640.00	\$ 288,807.36	\$2,116,711.36	\$ 97,478.40	\$2,214,189.76
#3	Pedestrian Bridge over Interstate 85	\$ -	\$ 215,280.00	\$ 2,064,800.00	\$ 360,595.20	\$2,640,675.20	\$ 123,888.00	\$2,764,563.20
#4	Newnan Centre Connection	\$ -	\$ 199,368.00	\$ 1,615,680.00	\$ 286,798.32	\$2,101,846.32	\$ 96,940.80	\$2,198,787.12
#5	Newnan Crossing Blvd	\$ -	\$ 159,889.00	\$ 1,264,890.00	\$ 225,100.86	\$1,649,879.86	\$ 75,893.40	\$1,725,773.26
#6	Whitlock Park Connection	\$ -	\$ 212,769.60	\$ 1,957,120.00	\$ 343,097.52	\$2,512,987.12	\$ 117,427.20	\$2,630,414.32
#7	Piedmont Newnan Hospital	\$ -	\$ 263,620.00	\$ 1,942,200.00	\$ 348,352.80	\$2,554,172.80	\$ 116,532.00	\$2,670,704.80
#8	Chalk Level Connection	\$ -	\$ 171,893.00	\$ 2,041,550.00	\$ 350,390.40	\$2,563,833.40	\$ 122,493.00	\$2,686,326.40
#9	Downtown to Oak Hill Cemetery	\$ -	\$ 130,888.00	\$ 932,400.00	\$ 167,884.80	\$1,231,172.80	\$ 55,944.00	\$1,287,116.80
#10	North Connector	\$ -	\$ 302,152.00	\$ 2,433,520.00	\$ 432,252.48	\$3,167,924.48	\$ 146,011.20	\$3,313,935.68
#11	Central Downtown Connector	\$ -	\$ 37,000.00	\$ 252,000.00	\$ 45,618.00	\$334,618.00	\$ 15,120.00	\$349,738.00
#12	West Downtown Connector	\$ -	\$ 115,719.00	\$ 931,190.00	\$ 165,417.06	\$1,212,326.06	\$ 55,871.40	\$1,268,197.46
#13	Carl Miller Park Connection	\$ -	\$ 198,435.00	\$ 1,648,350.00	\$ 291,852.90	\$2,138,637.90	\$ 98,901.00	\$2,237,538.90
#14	South Connector	\$ -	\$ 322,716.80	\$ 2,968,960.00	\$ 520,472.16	\$3,812,148.96	\$ 178,137.60	\$3,990,286.56
#15	Temple Avenue Park Connection	\$ -	\$ 296,357.60	\$ 2,769,470.00	\$ 484,799.37	\$3,550,626.97	\$ 166,168.20	\$3,716,795.17
<b>TOTALS</b>		<b>\$0</b>	<b>\$3,045,432.00</b>	<b>\$20,555,140.00</b>	<b>\$3,632,220.90</b>	<b>\$26,613,718.50</b>	<b>\$1,233,308.40</b>	<b>\$27,847,026.90</b>

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

# PLAN



04

**Implementation  
Strategy**

# Implementation Strategy

## Overview

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

## Steering Committee Transition

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

## Creation of Friends Group

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

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

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

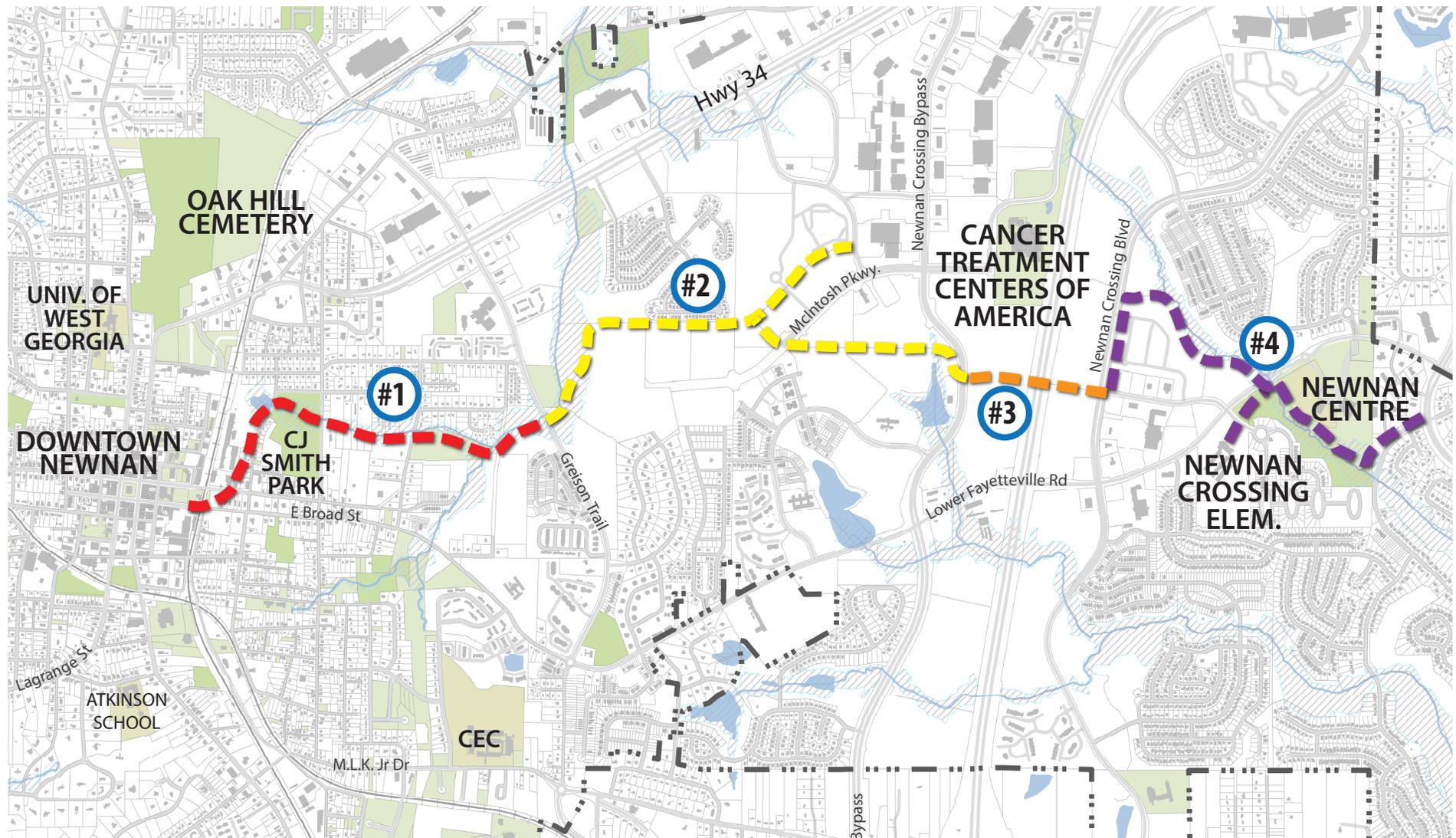
## Implementation Committee

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

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

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

### LINC - 3-Year Prioritization Trail Segments



## Prioritization for Implementation

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

### LINC - Implementation Timeline

Implementation

LINC	Description	2017			2018			2019		
#4	Newnan Centre Connection		Acquisition	P & E	Construction					
#1	East Broad Street to Greison Trail		Acquisition	P & E	Construction					
#3	Pedestrian Bridge over Interstate 85		Acquisition	P & E	Construction					
#2	Newnan Crossing Bypass Connection				Acquisition	P & E	Construction			

**LEGEND**

- Acquisition
- P & E
- Construction

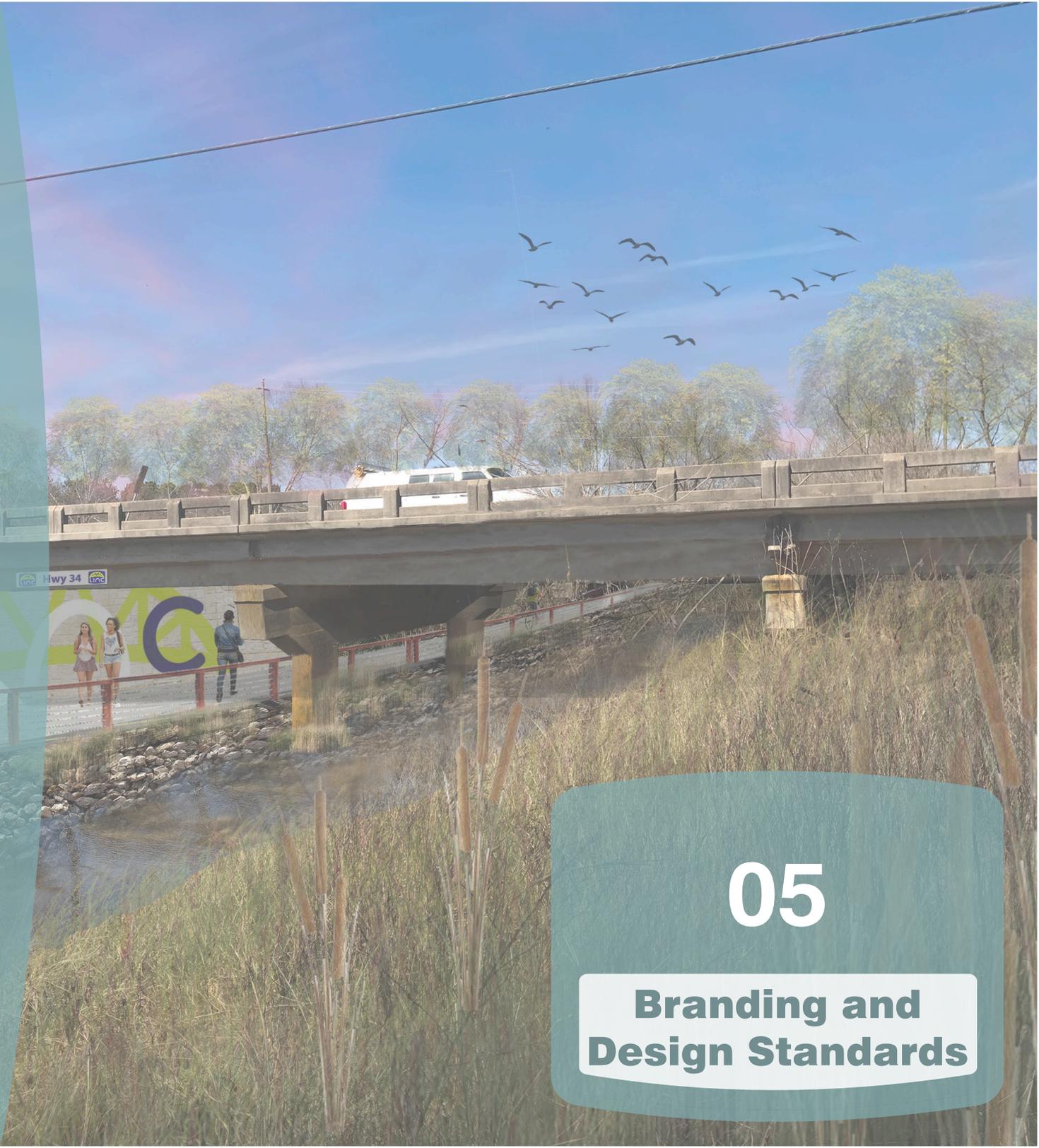
## LINC - 3 Year Implementation Strategy

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

## Next Steps

- Acceptance of the Master Plan by the Steering Committee and recommendation to the elected officials from the committee and planning department for adoption
- Adoption by the Newnan City Council and Coweta County Board of Commission (*Adopted May 23, 2017*)
- Implementation Committee organizes and meets to stage implementation
- Model Mile project advanced to construction
- Advance ordinances re: fines for motorized use of trails and land uses adjacent to trail
- Review prioritization plan and advance 2nd segment toward implementation
- Identify funding for acquisition of key parcels in plan
- Acquire key parcels
- Apply for federal and state funding for segments to be constructed in 2022 and beyond
- Set up 'Friends' group to organize marketing, programs, events, etc

# EQ



05

**Branding and  
Design Standards**

# B

## randing / Design Standards

### Introduction

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

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

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

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

### Trail System Naming and Logo

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

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



*Proposed Logo for LINC Trail System*

# LINC Logo Standards

Primary Logo



Reversed Logo



Friends of LINC Logo

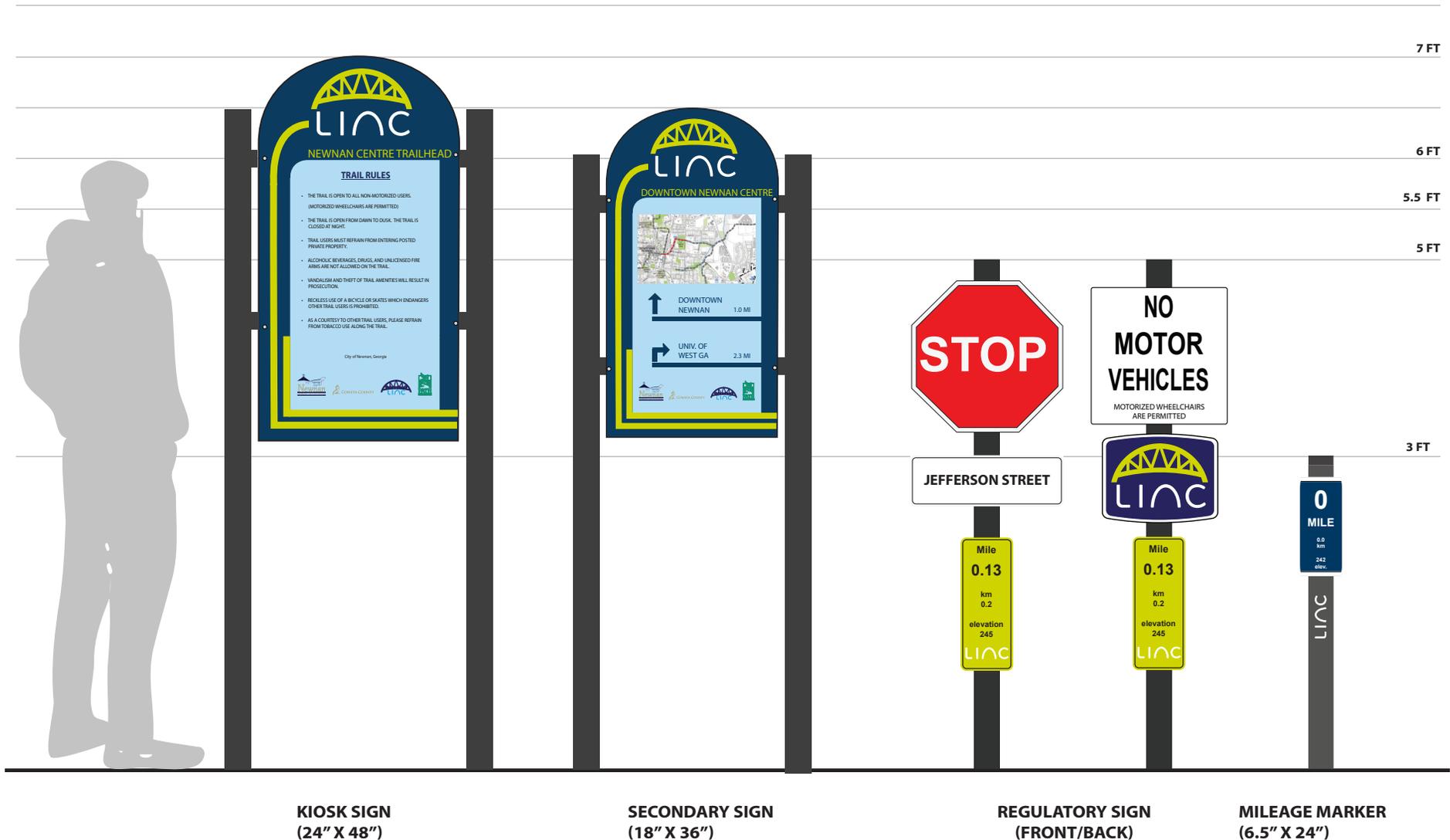


Logo Color Palette

	C=100% M=100% Y=31% K=22%		C=29% M=2% Y=100% T K=0%
	C=76% M=25% Y=0% K=0%		WHITE

## Proposed Trail Signage

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



### Trail Amenities

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



### Cycle Sentry Collection by Victor Stanley

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



### Framers Modern Collection by Victor Stanley

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

### Pet Drinking Fountain by BYO Recreation

Description: Push button chrome-plated brass valve, Push button recessed in 3/8” steel plate, Adjustable flow regulation, Welded bottom plate.



### Deluxe Single Pull Dog Station by Jazzy

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

### Iron Sites Collection by Victor Stanley

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



## Bike Parking and Fixit Station

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



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

## Cycle Shelter Station by Dero

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



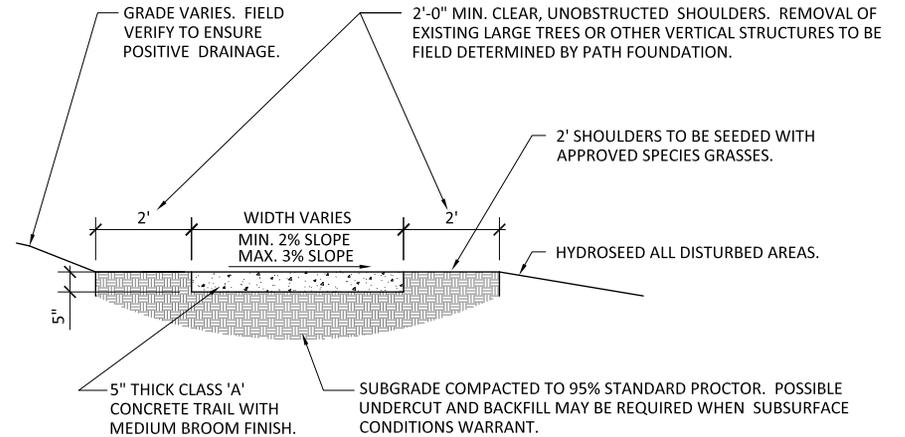
## Fixit Service Station by Dero

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

# Construction Details and Standards



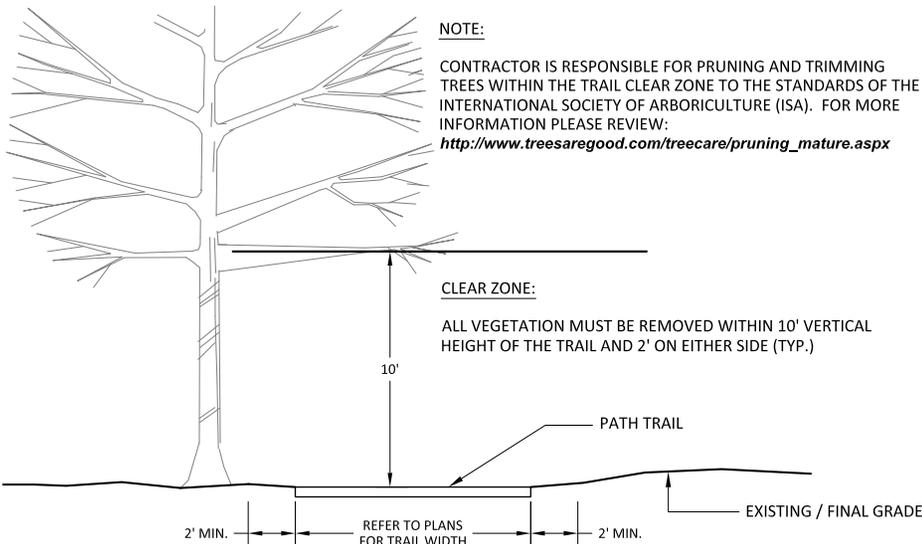
Multi-use trails with a 12-foot wide concrete surface provide for low long-term maintenance.



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

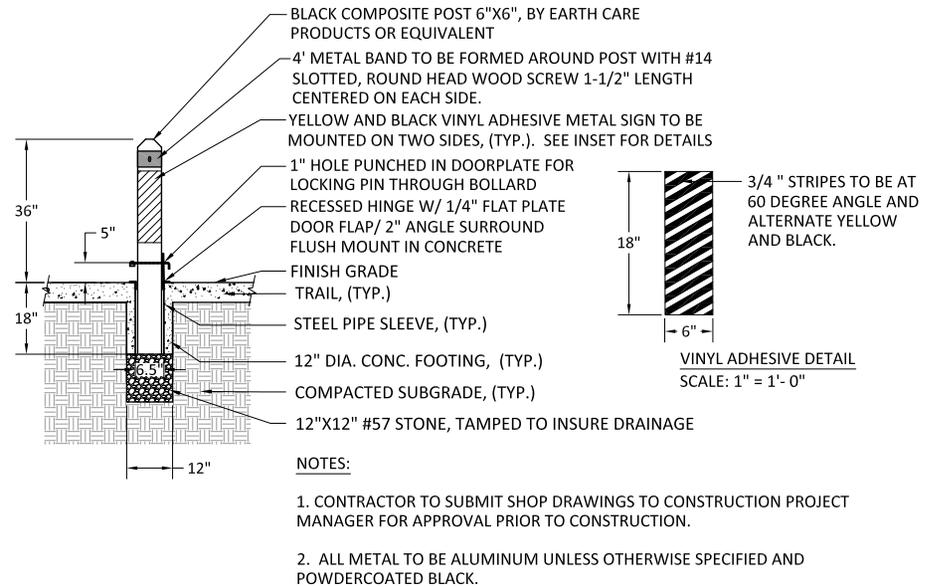
## TRAIL TYPICAL SECTION

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



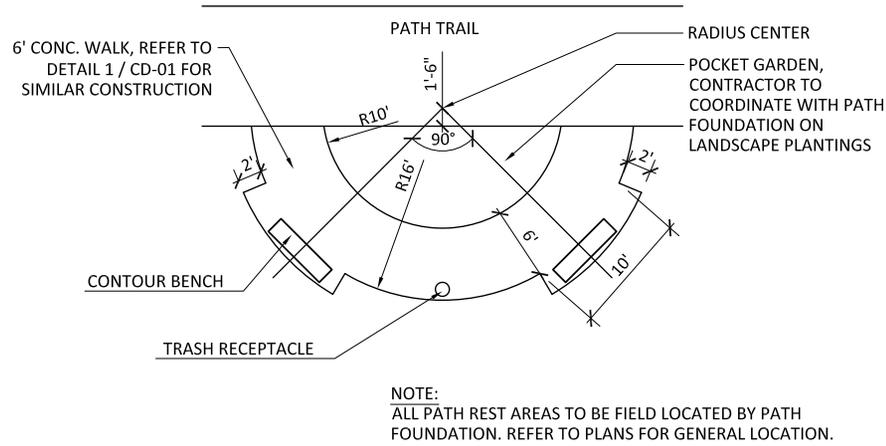
## CLEAR ZONE

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



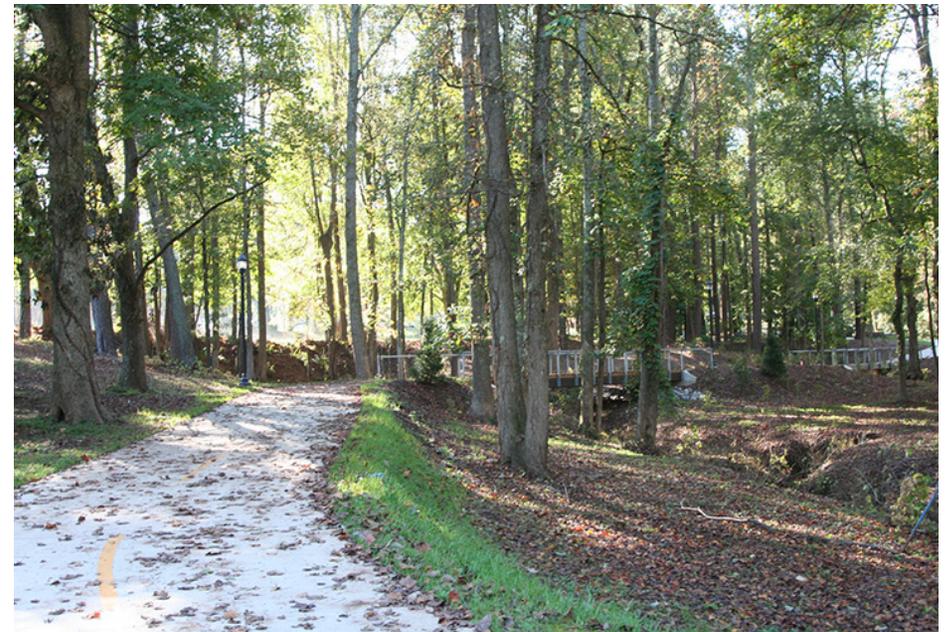
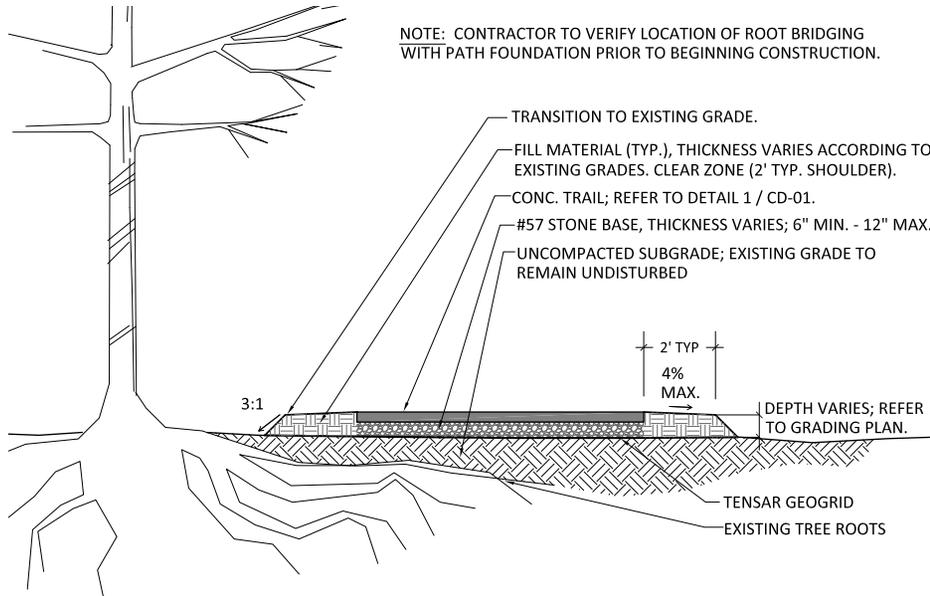
## REMOVABLE DOOR PLATE BOLLARD

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



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

**POCKET PARK**  
SCALE: 1/8" = 1'-0"

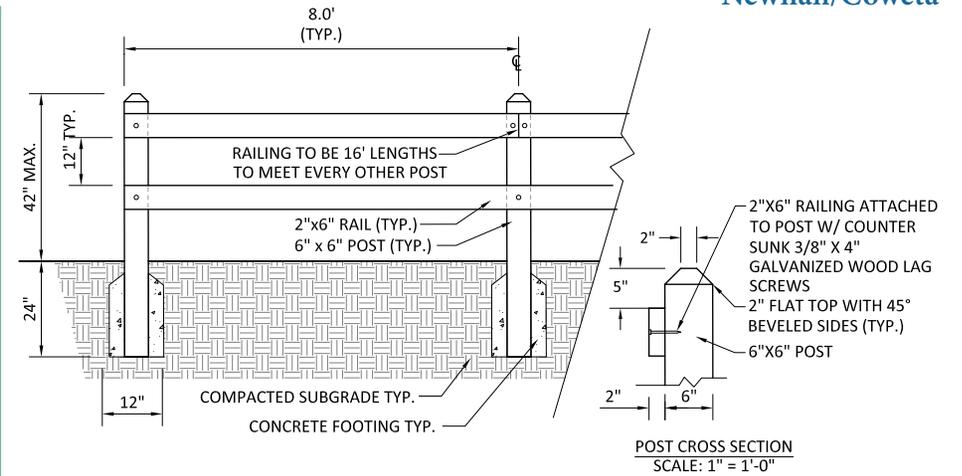


Root bridging insures protection of existing trees and allows the trail to blend into a wooded setting.

**ROOT BRIDGING DETAIL**  
SCALE: 1/4" = 1'-0"



Two-panel wood fence along side the trail.



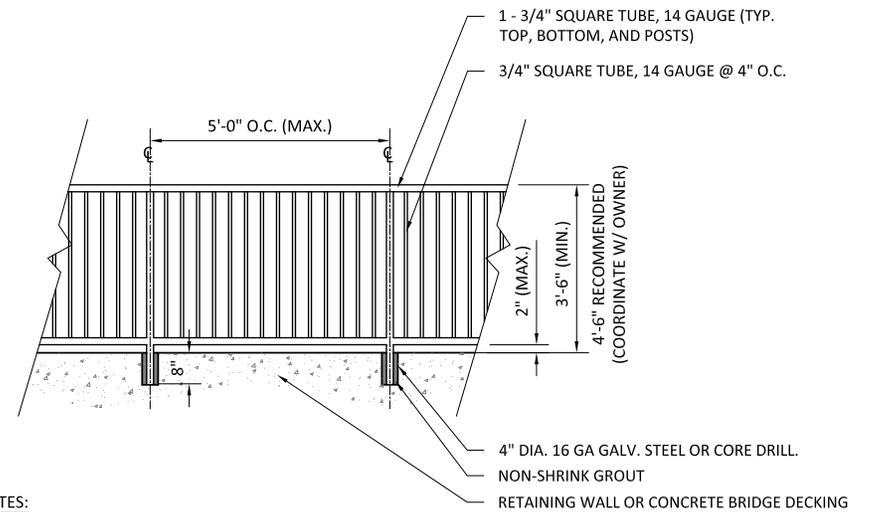
NOTES:

1. FENCE TO BE CONSTRUCTED WITH PRESSURE TREATED WOOD.
2. RAILING TO MEET FLUSH WITH OUTSIDE EDGE OF LAST POST.
3. REFER TO CONSTRUCTION PLANS FOR FENCE LOCATIONS.

**2 PANEL WOOD FENCE**  
SCALE: 1/2" = 1'-0"



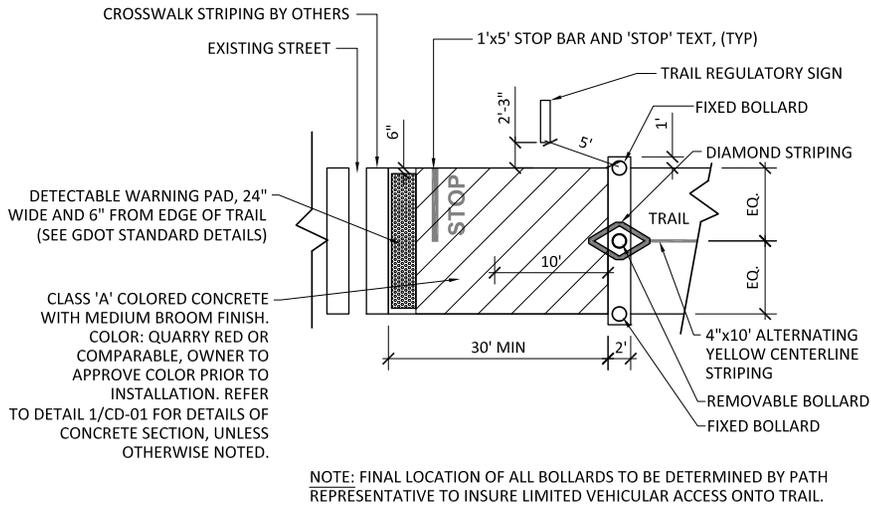
Black powder coated rail along a small bridged portion of the trail.



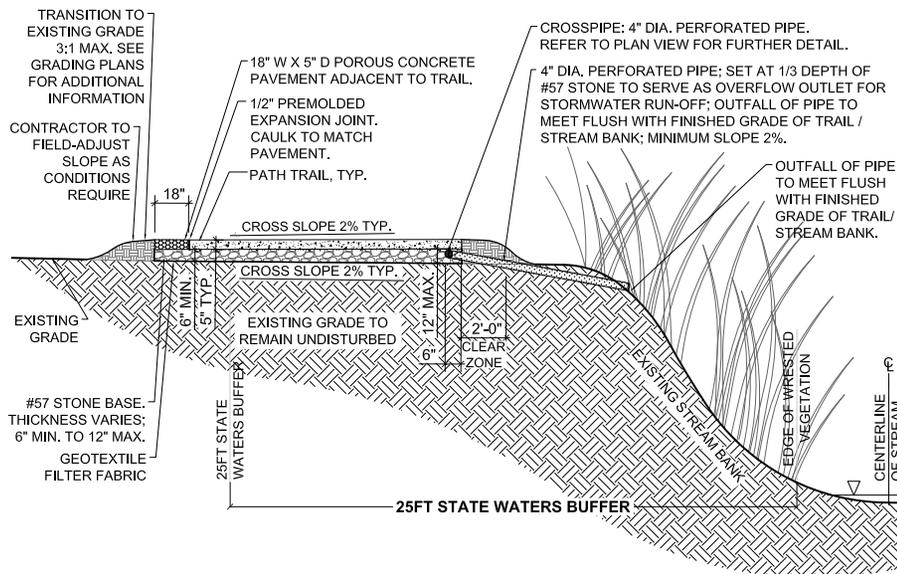
NOTES:

1. ALL STEEL TO BE POWDER COATED BLACK.
2. ALL POSTS SHALL BE PLUMB AND RAILS PARALLEL TO THE GROUND.

**HANDRAIL DETAIL**  
SCALE: 1/2" = 1'-0"



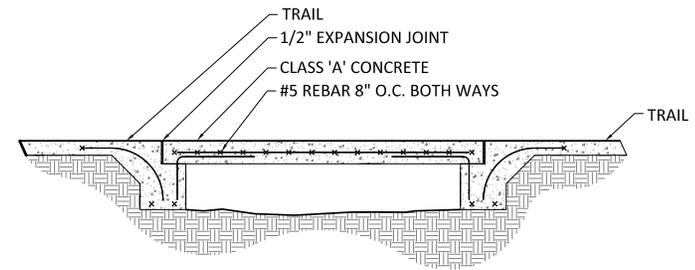
Typical trail intersection with signage, bollards, and pavement striping.



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



Structural slab constructed to allow drainage under the trail.



NOTES:

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



**STRUCTURAL SLAB CROSSING**

SCALE: 3/8" = 1'-0"



Custom steel bridge with handrail to span existing drainage swale.



*Wooden Boardwalk structure for crossing lakes and wetlands.*



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



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



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



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



*Canopy protective structure over trail when going under rail roads.*



*Multi-use trail going beneath an existing road bridge.*



*Multi-use trail going beneath an existing road bridge.*

## Appendix: Steering Committee Members

### City of Newnan

Hasco Craver  
Tracy Dunnavant  
Mike Furbush  
Cynthia Jenkins  
Michael Klahr  
Cleatus Phillips  
Scott Tolar

Business Development  
Community Development  
Beautification  
Mayor Pro Tem  
Public Works  
City Manager  
Newnan Utilities

### Coweta County

Michael Fouts  
Clint Richmond

County Administrator  
Geographic Information Systems

Parks Avery  
Tamarkus T. Cook  
Deb Kalish  
Jim Thomasson  
Sandy Wisenbaker  
Jean Wyant

# SAFE ROUTES TO SCHOOL

# Safety Walk: Newnan Area Schools

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

August 26, 2020



Prepared by: Patti Pittman

**Georgia**

GEORGIA DEPARTMENT OF TRANSPORTATION

# Participants

Day of Walk

8/26/2020

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

Alternate Day Area Observations (Covid-19 response)

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

# Table of Contents

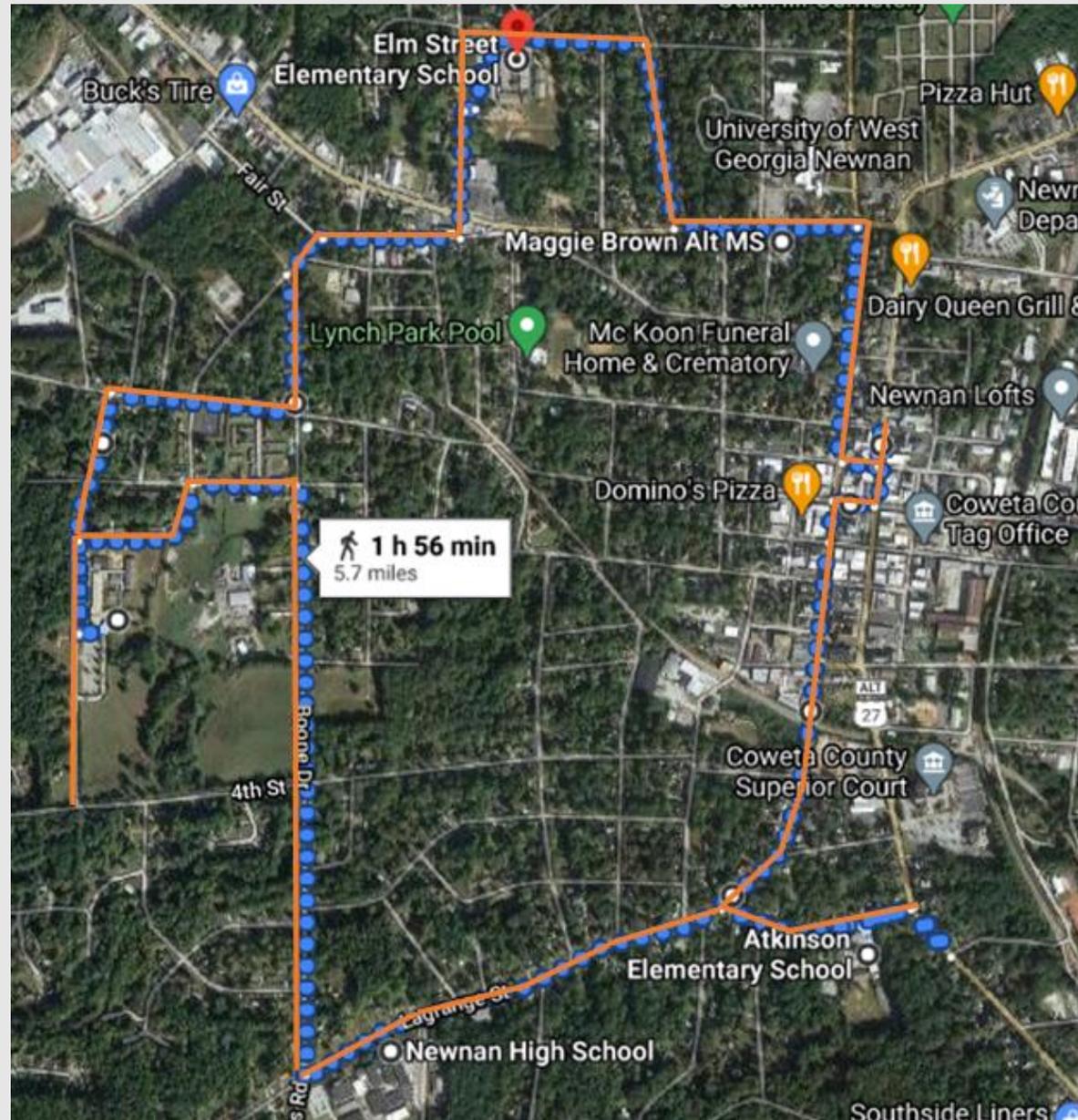
4. Walk Routes
5. Area Overview and General Notes
7. Elm Street Elementary
8. Elm St.
9. Carmichael St./  
Atkinson St. and Elm St. Intersection
10. Carmichael St.
11. Clark St. (Alt 27/16/34) and Carmichael St. Intersection
12. Clark St.
13. Clark St. (Alt 27/16/34) and Jackson St. (Alt 27/29/16/34/14)  
Intersection
14. Jackson St. (Alt 27/29/16/34/14)
15. Jackson St. (Alt 27/29/16/34/14) and  
Madison St.  
Intersection
16. Madison St.
17. Madison St. and Jefferson St. (Alt 27/29/16/34/14)  
Intersection
18. Jefferson St. (Alt 27/29/16/34/14)
19. Newnan Square Area: Jefferson St (Alt 27/29/16/34/14),  
N. Court Square, Jackson St (Alt 27/29/16/34/14), S.  
Courthouse Square
20. LaGrange St. (Alt 27/16/14)
22. Nimmons St.
23. Atkinson Elementary
24. Greenville St. (16) and Nimmons St. Intersection
25. Newnan High School
26. Boone Dr./ Waterworks Rd. and LaGrange St. Intersection
27. Boone Dr.
28. Lovelace St.
29. Pratt St.
30. Pratt St. and Sunset Ln. Intersection
31. Ruth St. Elementary
32. Sunset Lane
33. W. Washington St. and Sunset Ln. Intersection
34. W. Washington St.
35. Hamilton Bohannon Dr./ Boone Dr. and  
W. Washington St. Intersection
36. Hamilton Bohannon Dr.
37. VC St.
38. Fair St.
39. Dixon St. and Temple Ave. Intersection
40. Dixon St.
41. Crash Data

\*Please note, this document contains a brief overview based on initial observations.

# Walk Route

## Walk Route (in orange at right)

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



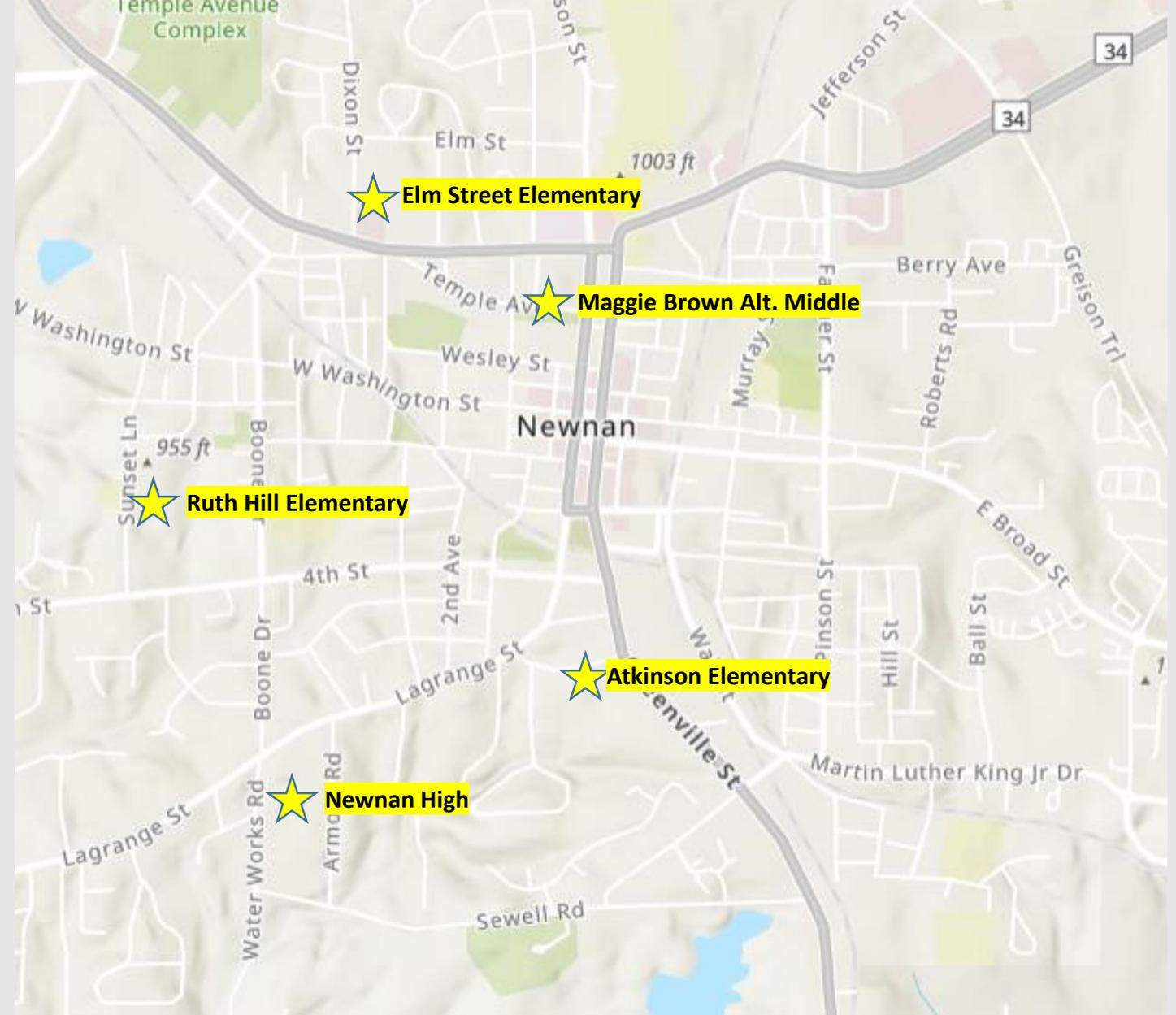
[https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-](https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573)

[84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573](https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573)

# Observation Area

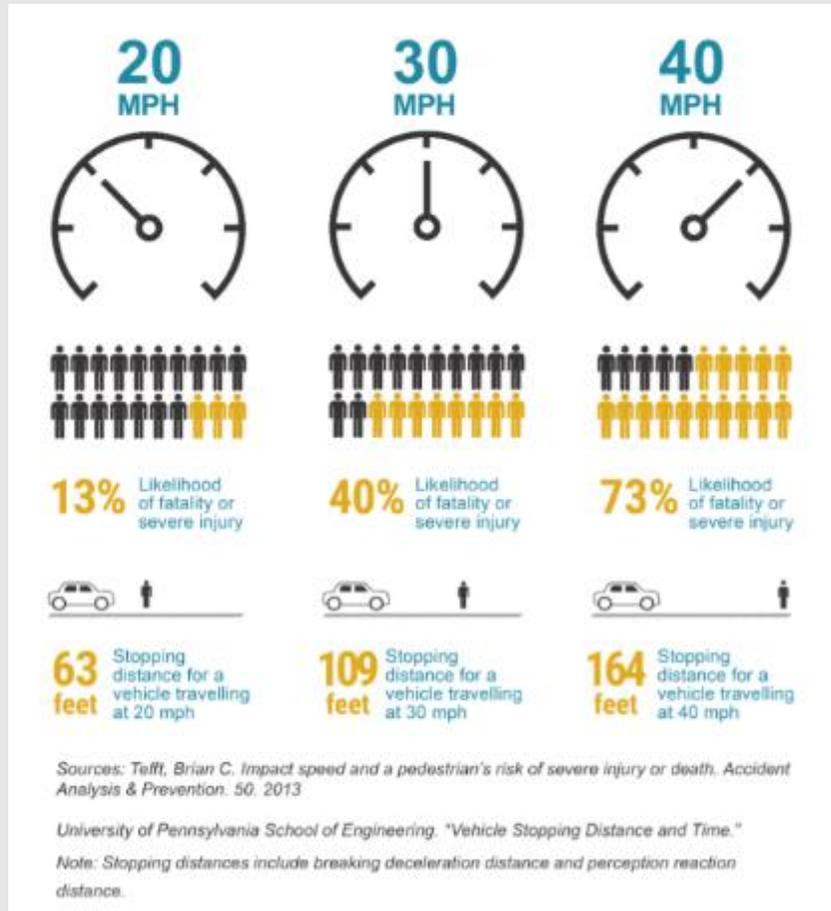
## General Notes

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



# Observation Area General Notes

- Consider educating students and the community on pedestrian and bike laws, driver responsibilities, safety, and best practices.
  - Consider school partnerships with Safe Routes to School for assistance in encouraging walking and bicycling and for ongoing support in education and best practices.
- [www.saferoutesga.org](http://www.saferoutesga.org)
- Email [pattip@saferoutesga.org](mailto:pattip@saferoutesga.org) for more information and to establish the schools with a free partnership.
- Consider adding bike racks at the schools to encourage students' active transportation.
- Consider scheduling walk/bike to school days to encourage student's active transportation.
- Consider adding Park and Walk programs and locations to help reduce traffic around the schools at arrival and dismissal times.
  - Partner with locations such as the old Papp Clinic Parking lot for parent parking.
  - Information on Park and Walk programs may be found at: <http://saferoutesga.org/sites/default/files/u12/GA%20SRTS%20Park%20and%20Walk%20Parkng%20Signs.pdf>.



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



## What is a PARK & WALK Location?

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

**Benefits**

- Reduces traffic congestion around a school.
- Encourages physical activity for parents and children.
- Includes families who live too far from the school to walk or who do not have a safe route to school.
- Increases neighborhood involvement in Safe Routes to School programs.

**Quick Steps to Formalizing a Park and Walk Location:**

- Locate a parking lot within walking distance of the school, seek permission from the owner to use.
- Map a safe route to school from parking area.
- Send a volunteer or have parents walk with their children.
- Promote the park and walk location.
- Hold an event to kick off the location.
- Track participation.
- Make changes to the activity as needed.

**Safety Considerations:**

- Requires identifying a safe route from the parking area to the school.
- Requires parents and parents need to know pedestrian safety behaviors.
- Requires parents or designated adult volunteers to walk children from the parking area to school.

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

# Elm Street Elementary Observations and Suggestions

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



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



# Elm St. Observations and Suggestions

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



2-Lane Roadway (Bike Lane Option)



2-Lane Roadway (Separated Bike Lane Option)



[https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)

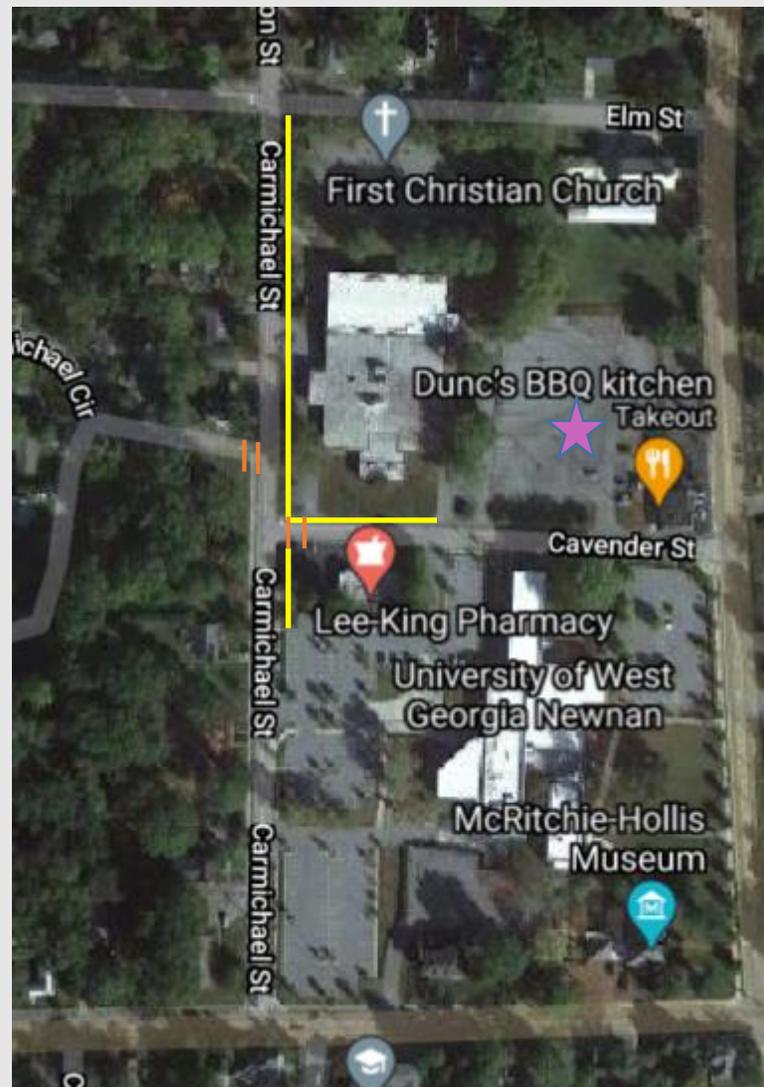
# Carmichael St./ Atkinson St. and Elm St. Intersection Observations and Suggestions

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



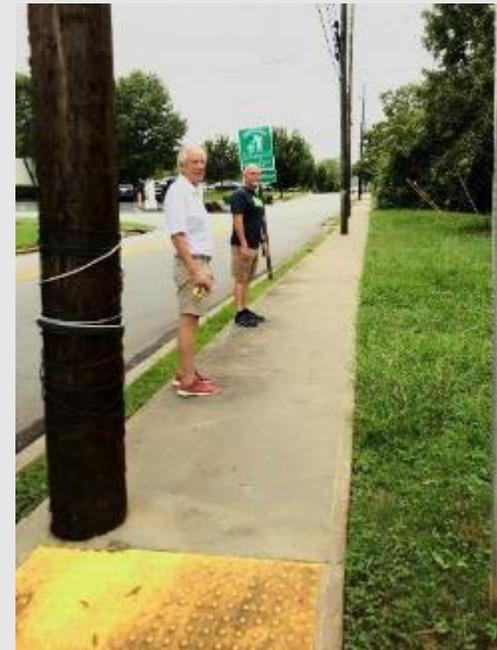
# Carmichael St. Observations and Suggestions

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



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

<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



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

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



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>

### Countermeasure: Rectangular Rapid-Flashing Beacon (RRFB)

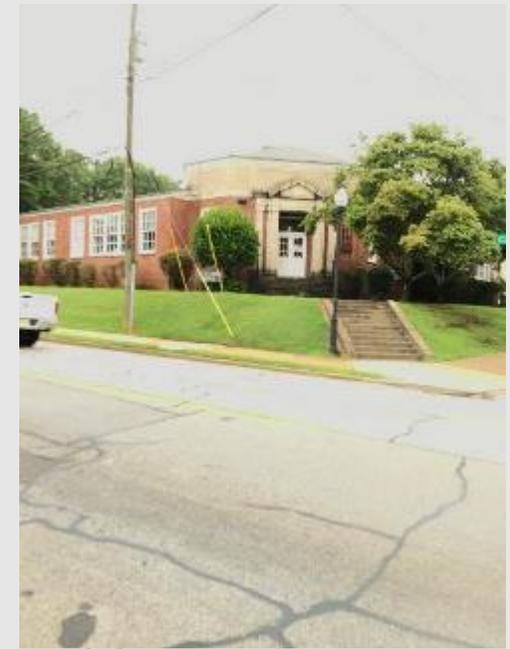
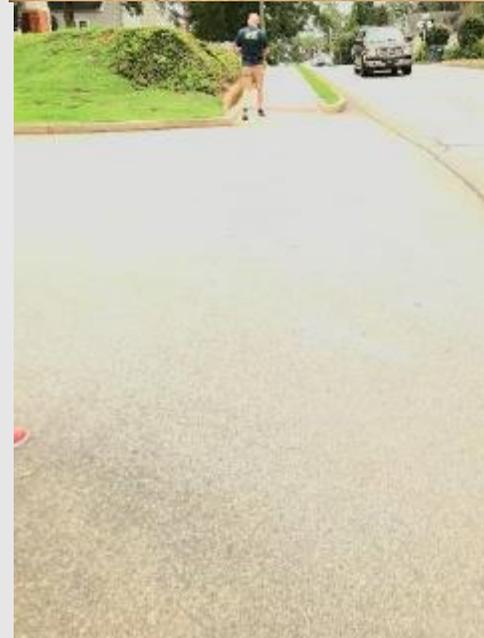


[https://safety.fhwa.dot.gov/ped\\_bike/step/resources/docs/fhwsa18018.pdf](https://safety.fhwa.dot.gov/ped_bike/step/resources/docs/fhwsa18018.pdf)



# Clark St. Observations and Suggestions

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



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

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



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

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



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

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



# Madison St. Observations

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



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

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



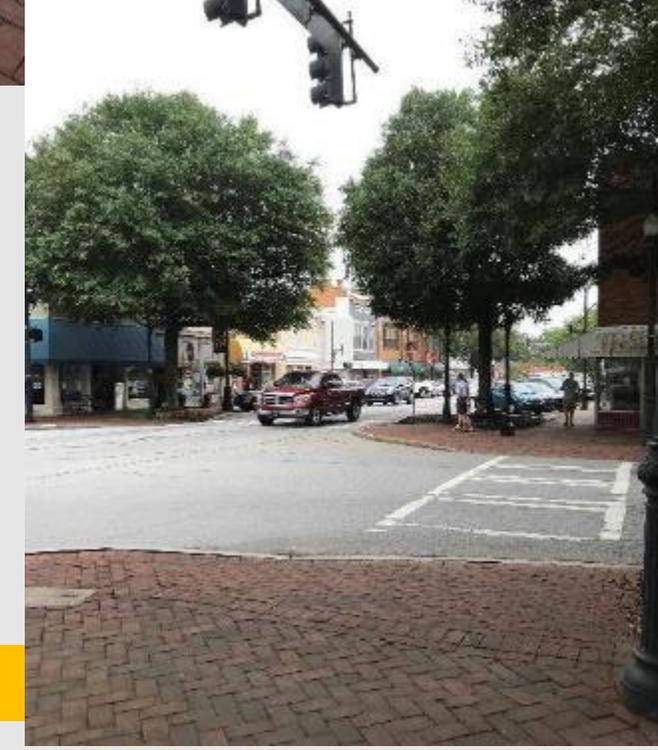
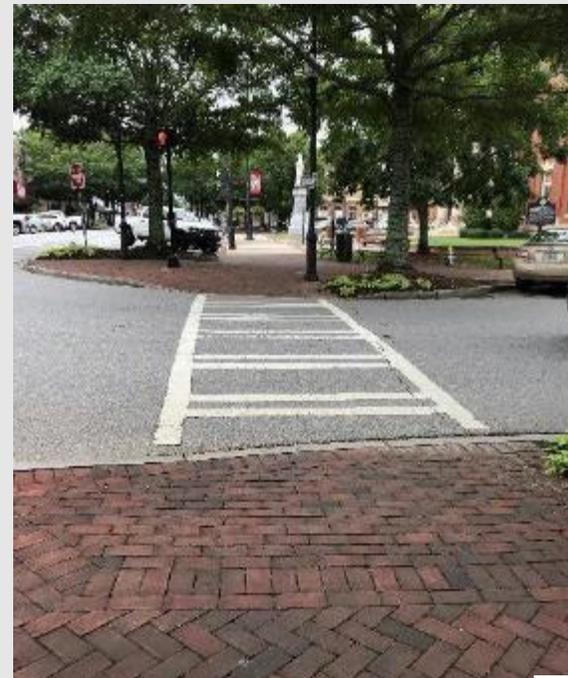
# Jefferson St. (Alt 27/29/16/34/14) Observations and Suggestions

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



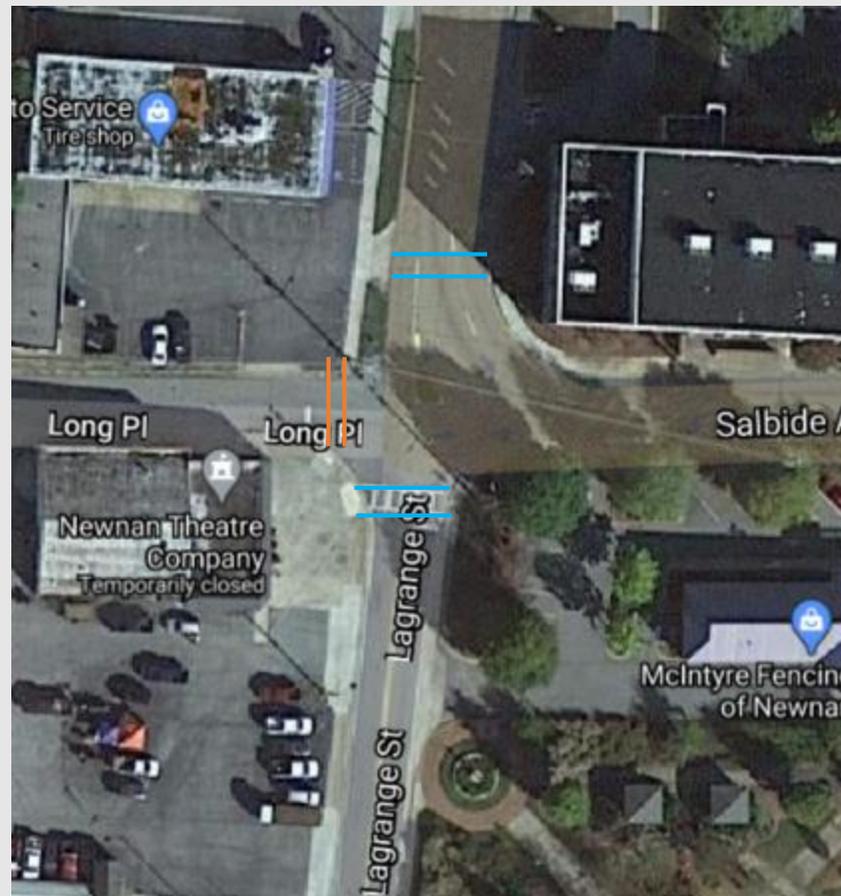
# Newnan Square Area: Jefferson St (Alt 27/29/16/34/14), N. Court Square, Jackson St (Alt 27/29/16/34/14), S. Courthouse Square Observations and Suggestions

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



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

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

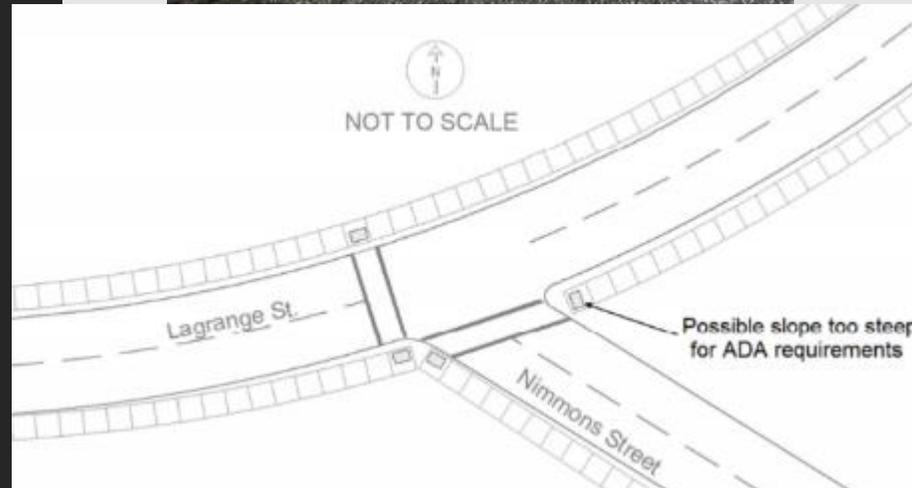


<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



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

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



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

# Nimmons St. Observations and Suggestions

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



# Atkinson Elementary Observations and Suggestions

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



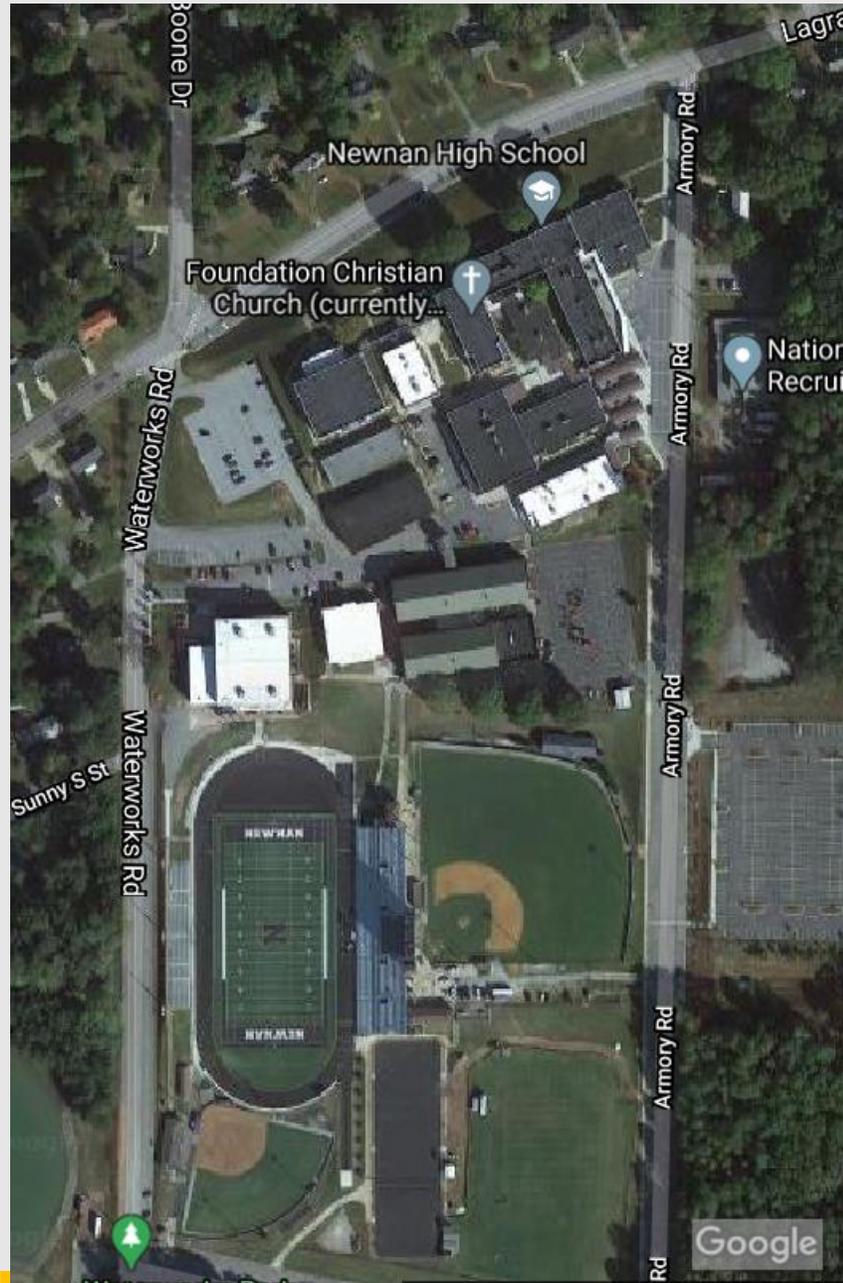
# Greenville St. (16) and Nimmons St. Intersection Observations and Suggestions

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



# Newnan High School Observations

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



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>

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

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



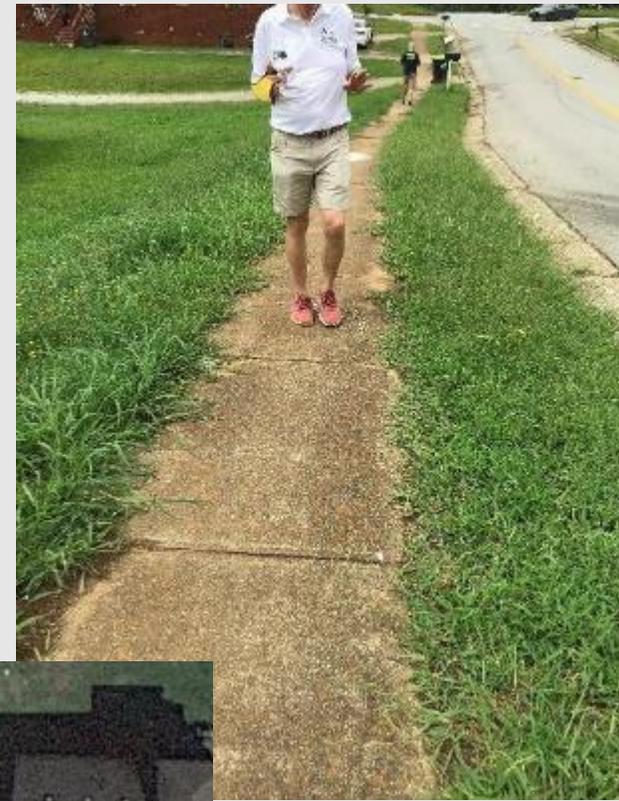
# Boone Dr. Observations and Suggestions

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



# Lovelace St. Observations and Suggestions

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



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>

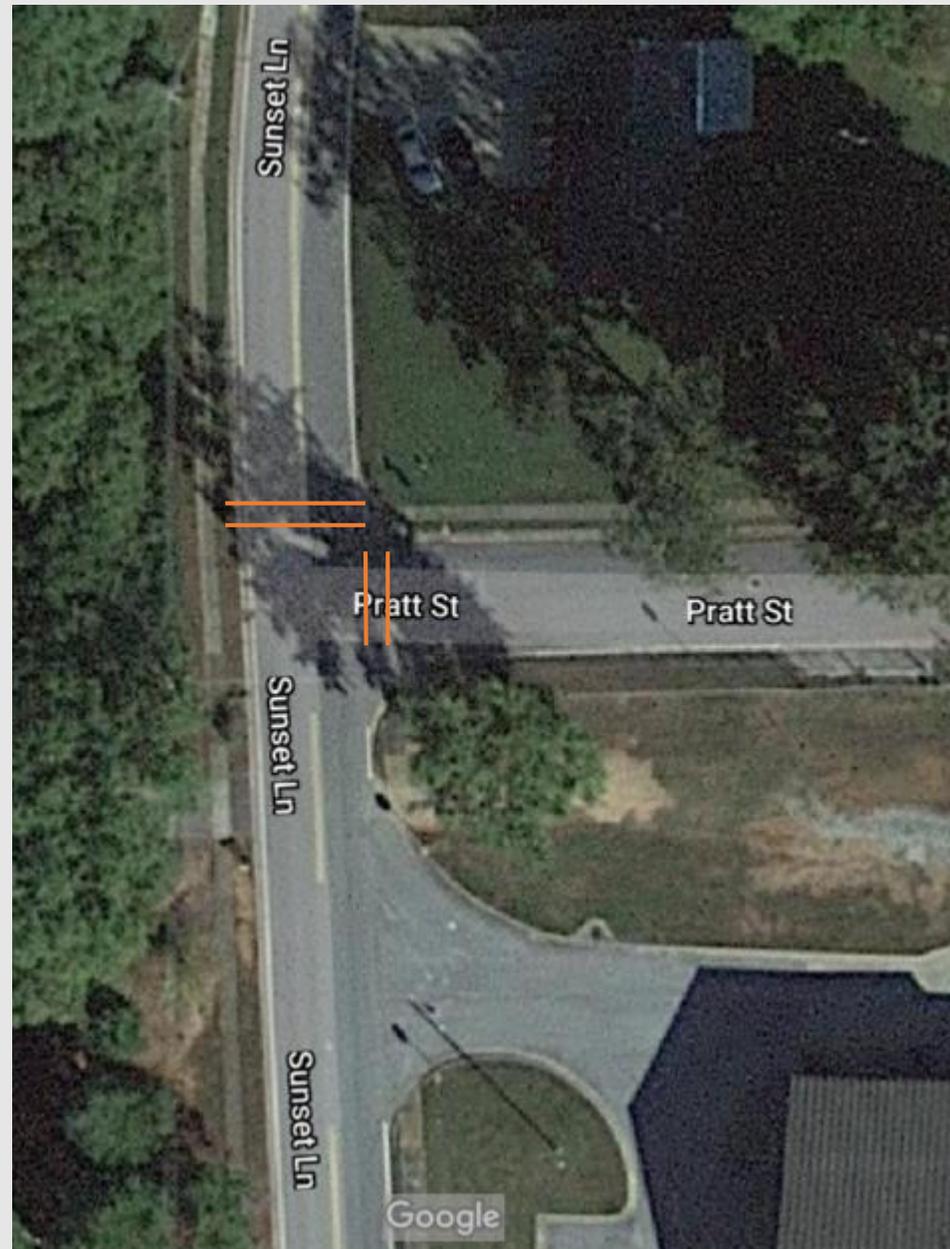
# Pratt St. Observations and Suggestions

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



# Pratt St. and Sunset Ln. Intersection Observations and Suggestions

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



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



# Ruth St. Elementary Observations and Suggestions

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

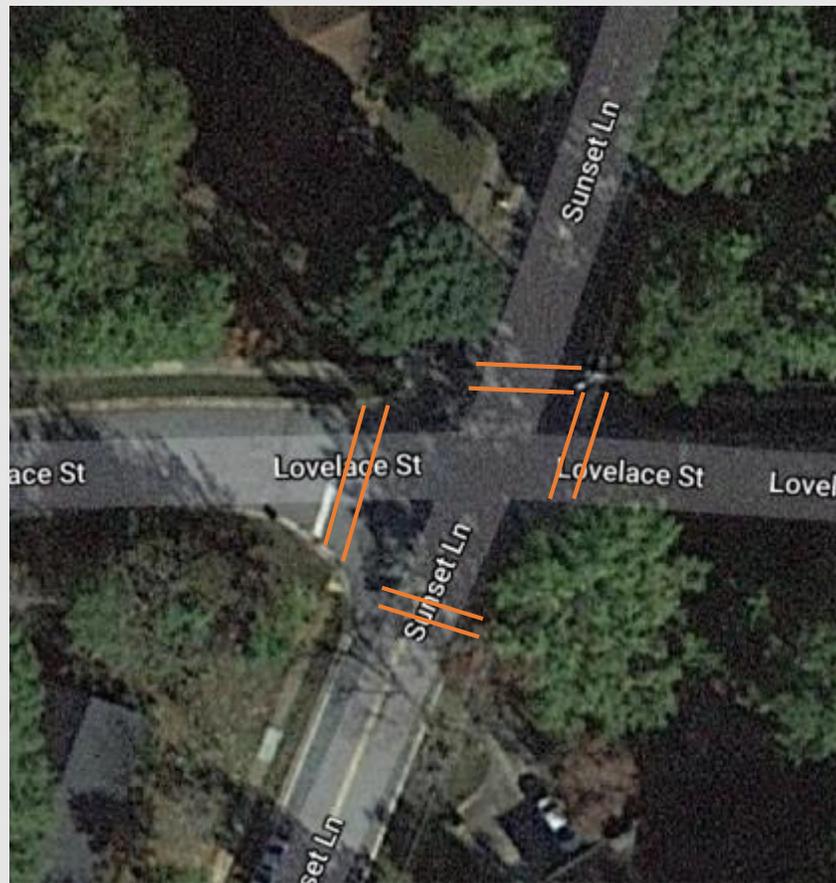


<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



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

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

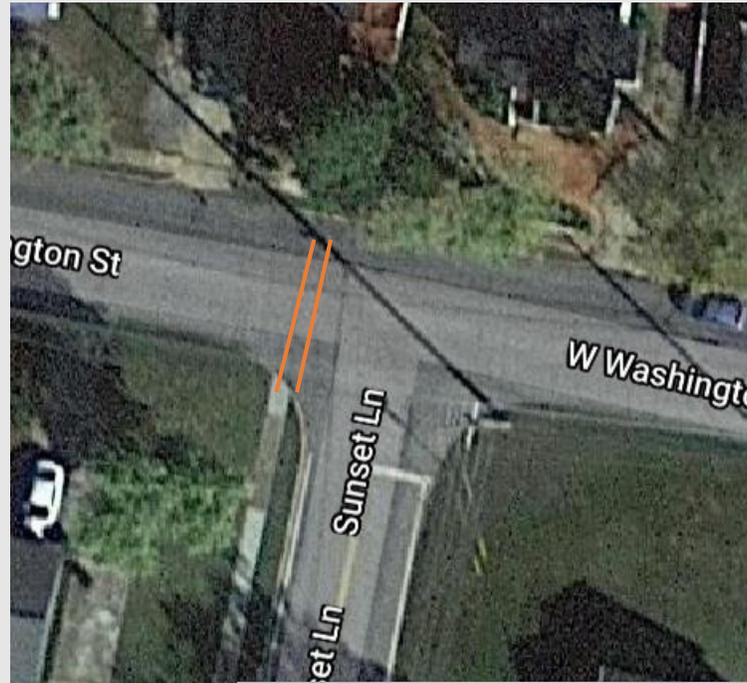


<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



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

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



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



# W. Washington St. Observations and Suggestions

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



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

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



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>

# Hamilton Bohannon Dr. Observations and Suggestions

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



# VC St. Observations and Suggestions

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



[http://www.pedbikesafe.org/pedsafe/countermeasures\\_detail.cfm?CM\\_NUM=66](http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=66)

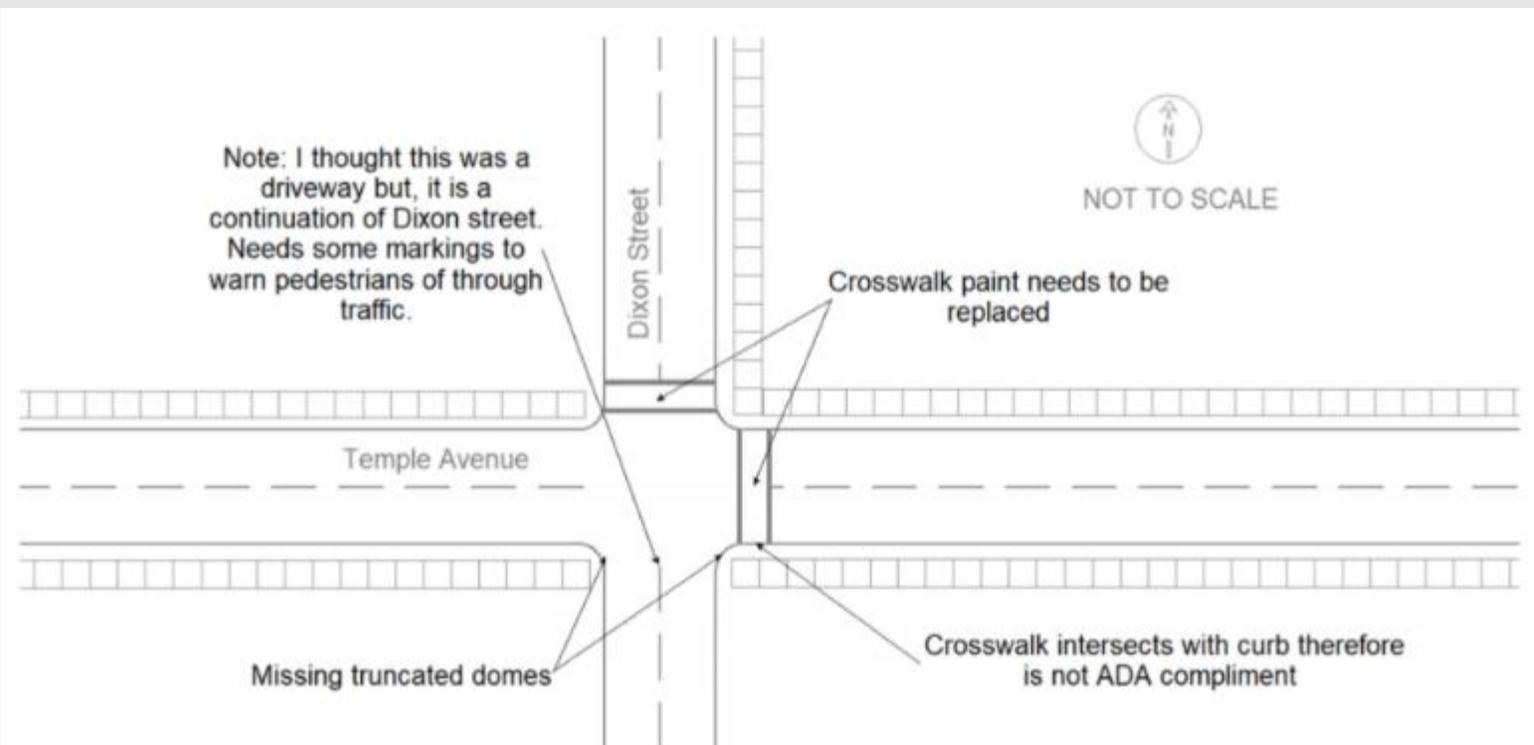
# Fair St. Observations and Suggestions

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



# Dixon St. and Temple Ave. Intersection Observations and Suggestions

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



# Dixon St. Observations and Suggestions

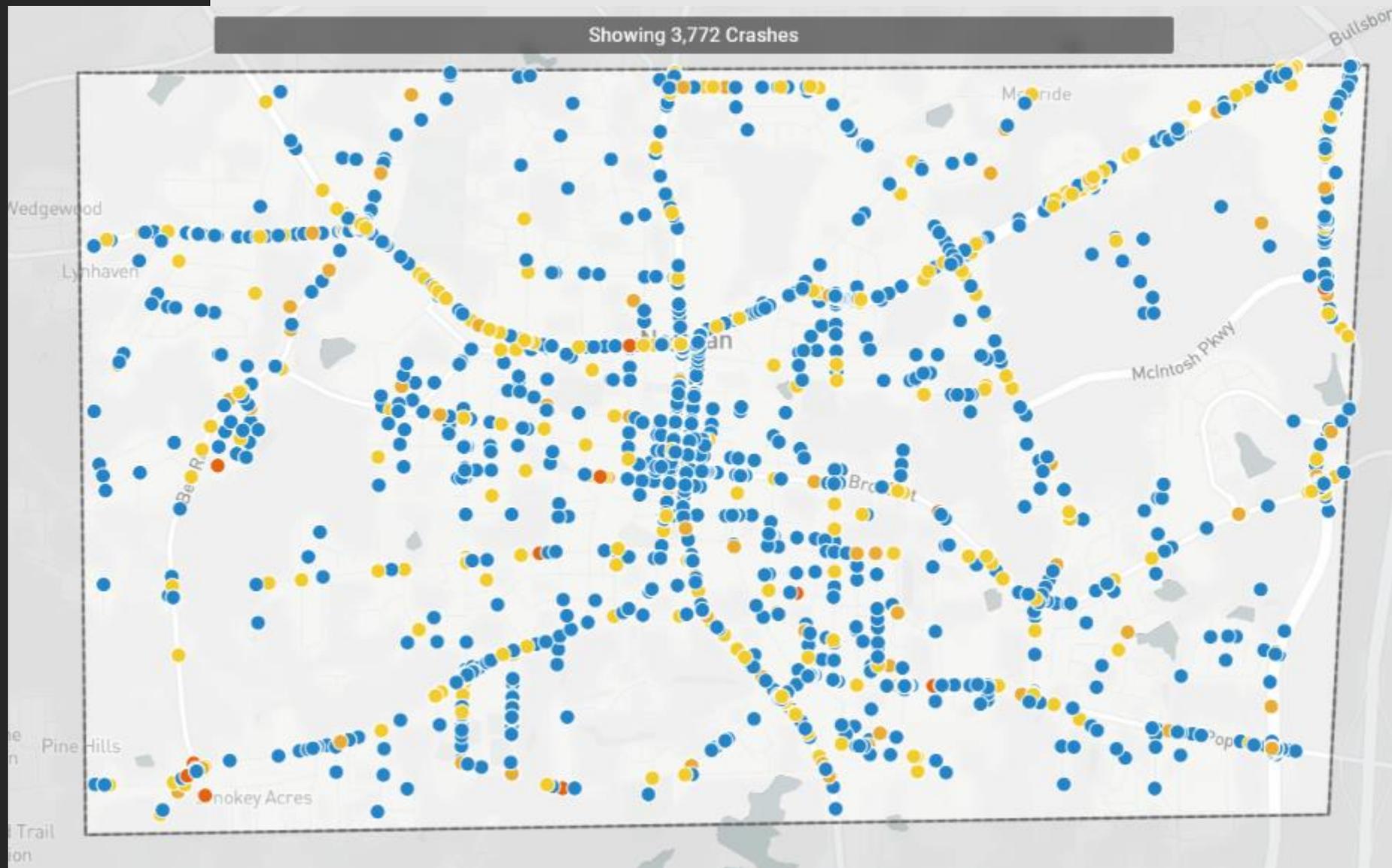
- Current speed limit is 30 mph.
- Sidewalk exists on east side
  - Consider painting crosswalks at apartment and business drives to bring attention to children walking.
- School zone speeds are posted - 20 mph.
- Cracks and uneven spots are present in the sidewalk.
  - Consider evaluating for repairs.



# Crash Data Area Overview All Crash Types

January 2015 through June 2019

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



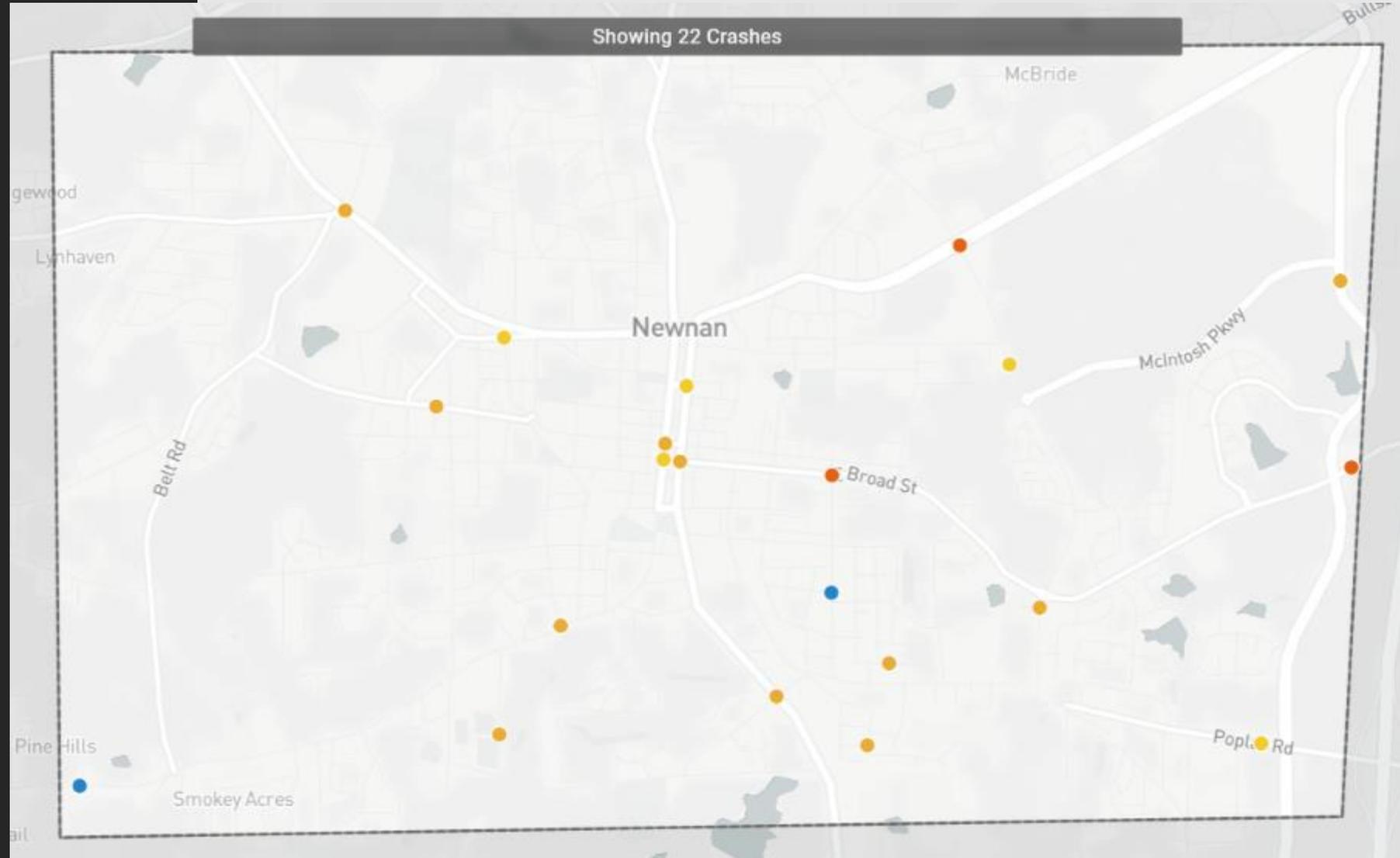
\*Please note, this data may not be comprehensive due to incidents unreported, under-reported, or reports without geographic data.

<https://gdot.numetric.com/crash-query#/metrics>

# Crash Data Area Overview Pedestrian Crashes

January 2015 through June 2019

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



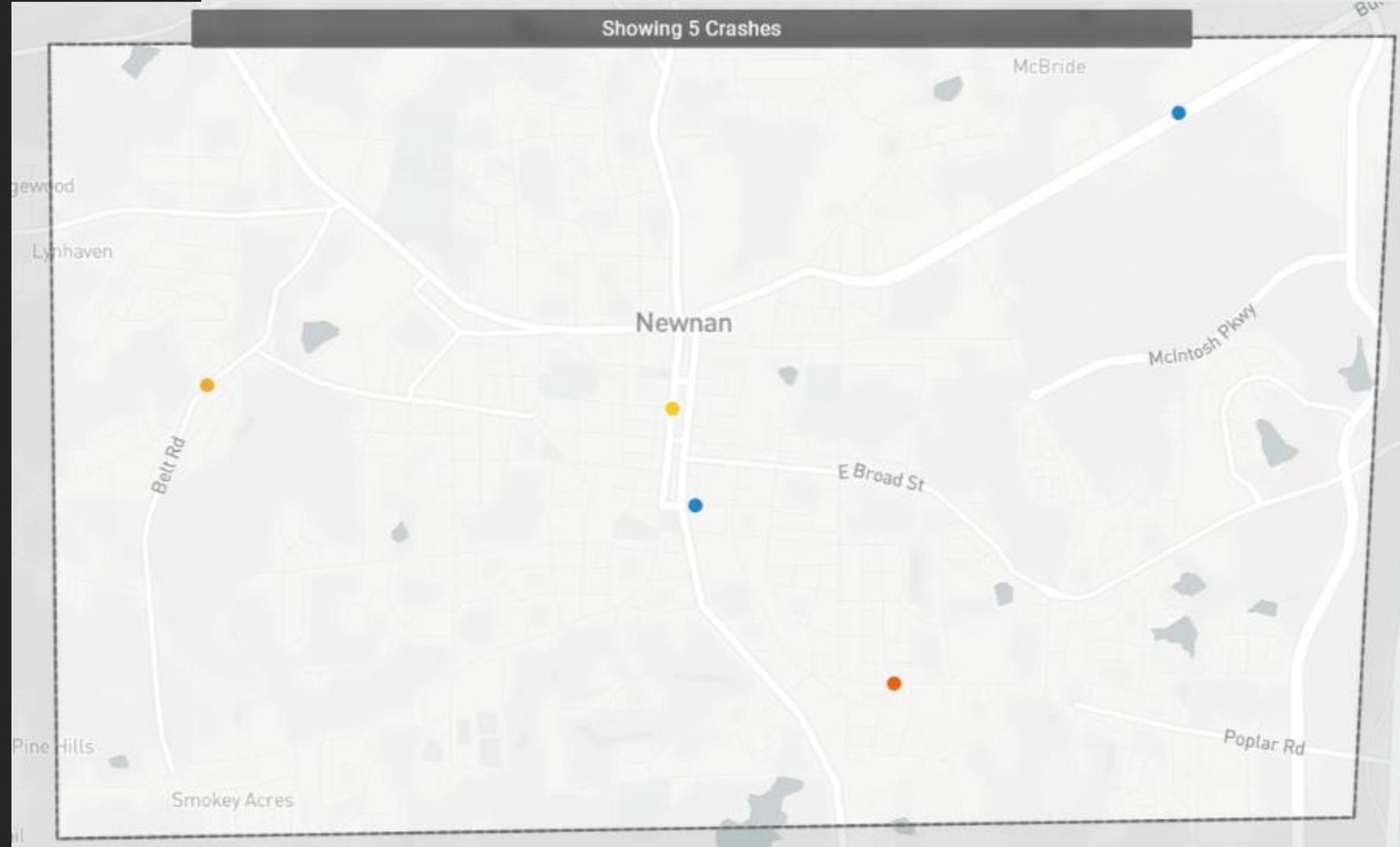
\*Please note, this data may not be comprehensive due to incidents unreported, under-reported, or reports without geographic data.

<https://gdot.numetric.com/crash-query#/metrics>

# Crash Data Area Overview Bicycle Crashes

January 2015 through June 2019

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



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

<https://gdot.numetric.com/crash-query#/metrics>

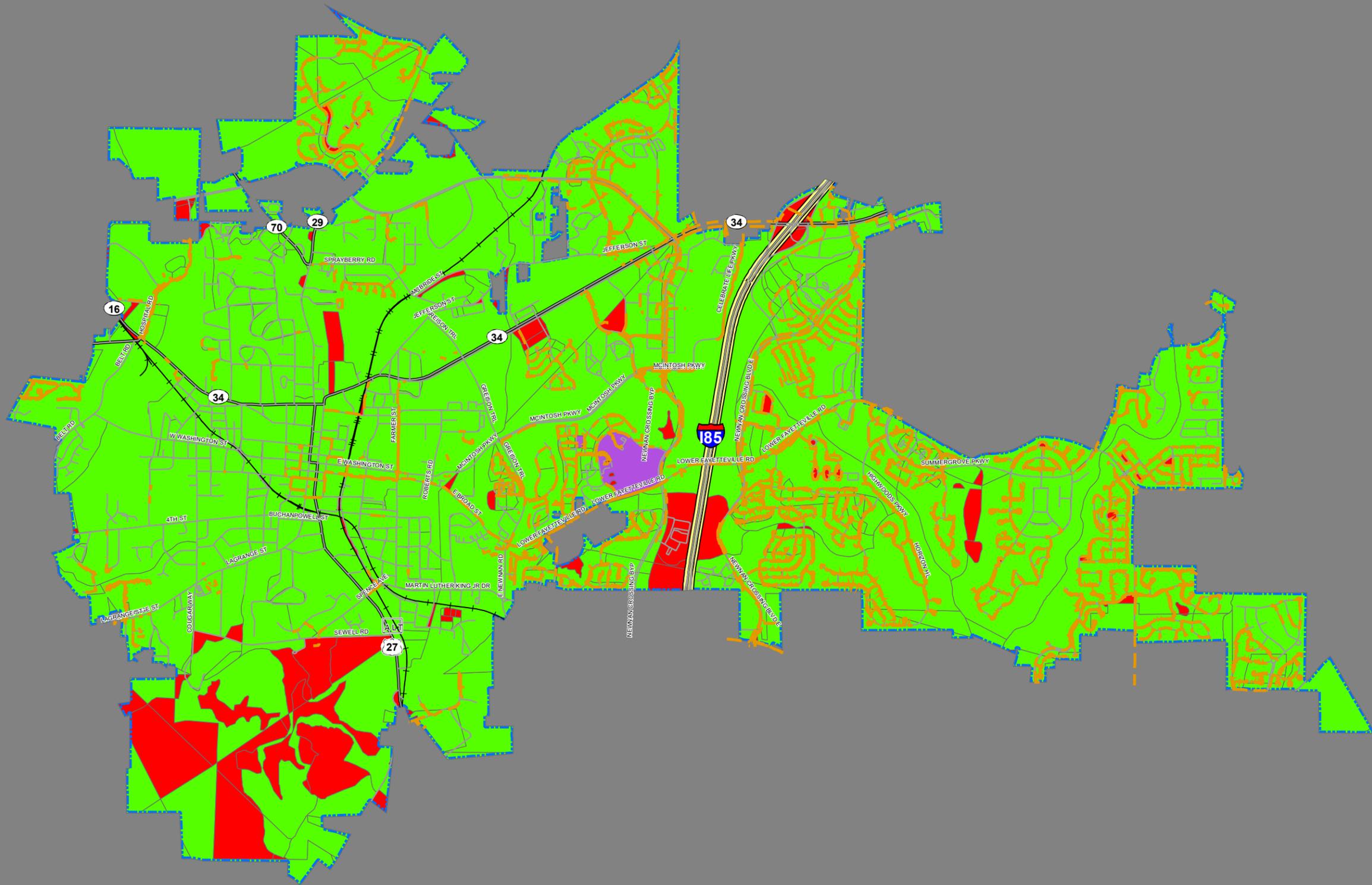
# Overview of Georgia SRTS Resource Center



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

**For more information, visit our website at  
[www.saferoutesga.org](http://www.saferoutesga.org)**

# BROADBAND SERVICES MAPS



# CITY OF NEWNAN |



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

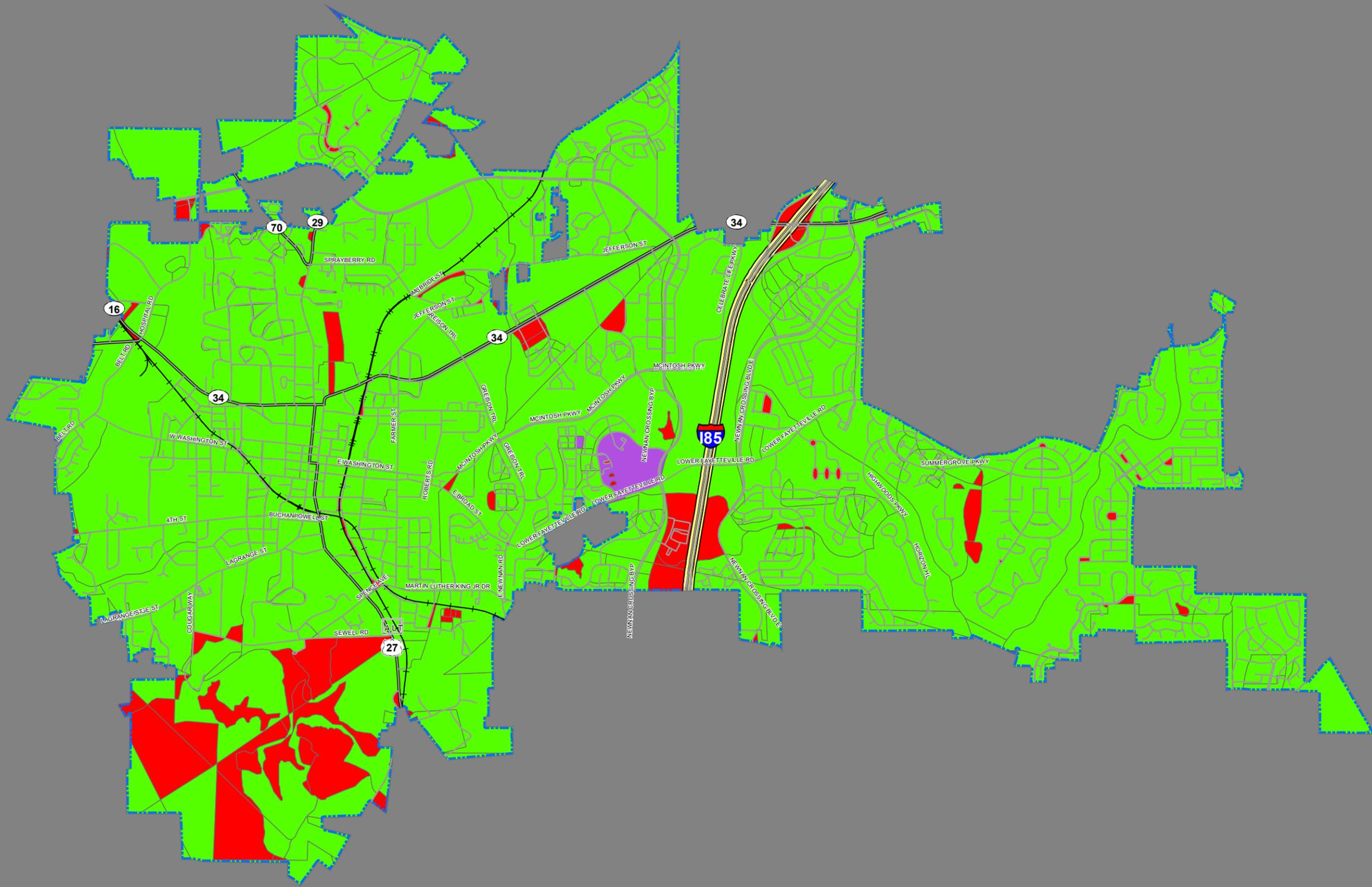
## Broadband Served vs Unserved

- No Locations
- Served
- Unserved

- County/Unincorporated
- Underground Tele-Cable
- City Limits

Underground Tele-Cable Source  
 City of Newnan GIS

Broadband Served vs Unserved Source  
<https://broadband.georgia.gov/maps>



# CITY OF NEWNAN |



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

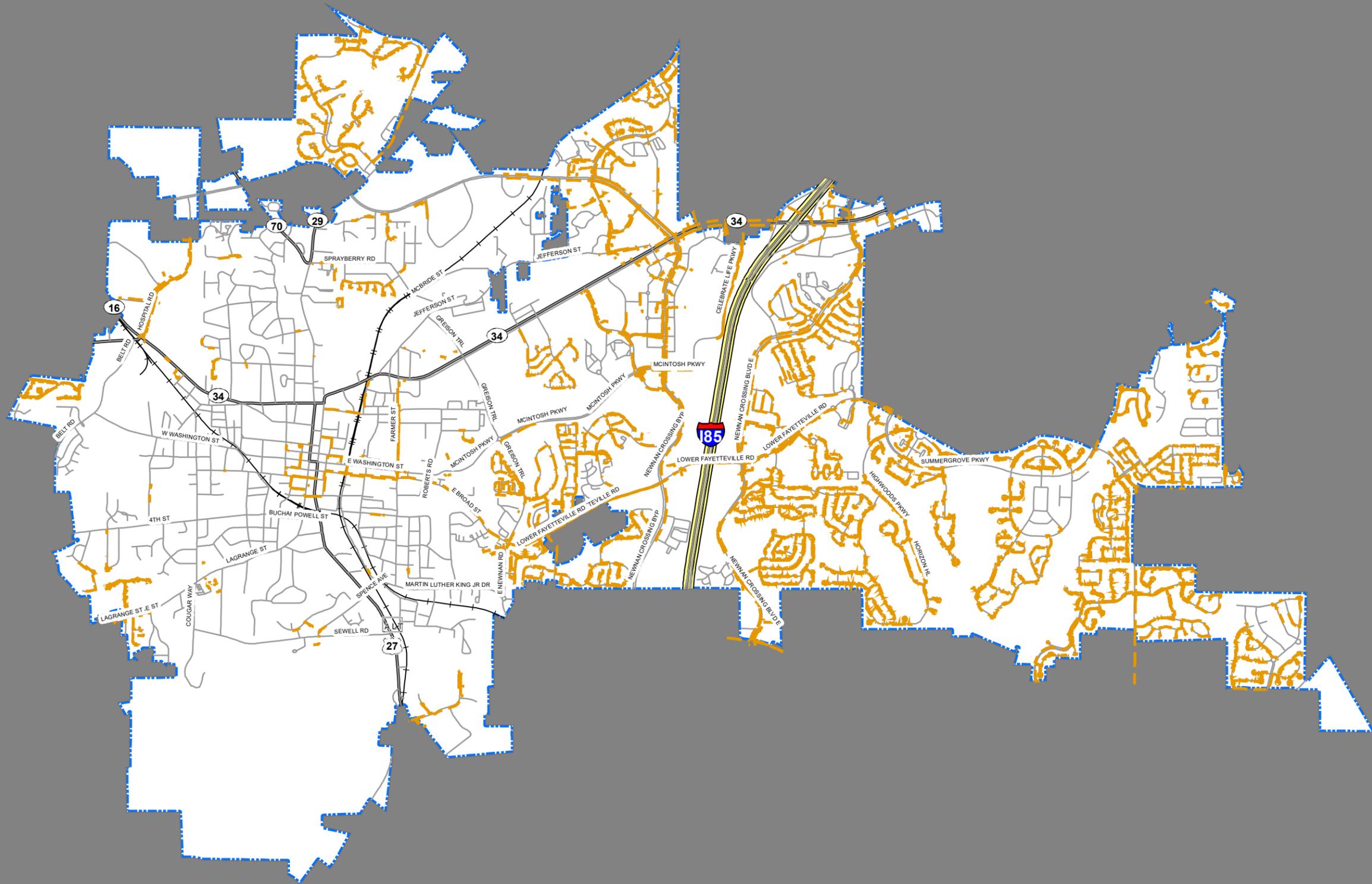
## Broadband Served vs Unserved

- No Locations
- Served
- Unserved

County/Unincorporated

City Limits

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



**CITY OF NEWNAN | City Verified Underground Broadband**



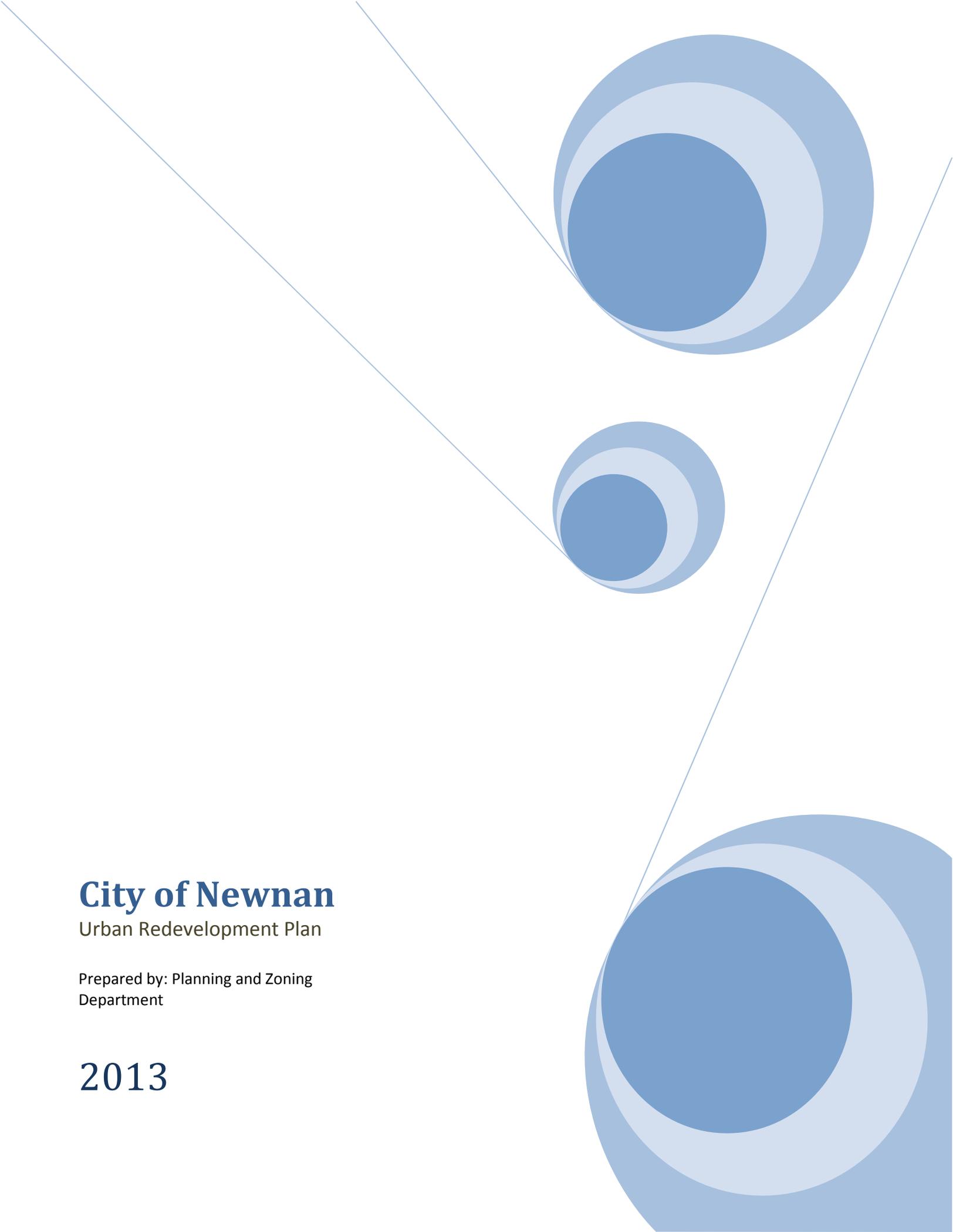
CITY OF NEWNAN  
 PLANNING DEPT.  
 25 LAGRANGE STREET  
 NEWNAN, GEORGIA 30263  
 www.cityofnewnan.org  
 Date: 7/6/2021

-  County/Unincorporated
-  Underground Tele-Cable
-  City Limits

Underground Tele-Cable Source  
 City of Newnan GIS

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

# HOUSING



# City of Newnan

Urban Redevelopment Plan

Prepared by: Planning and Zoning  
Department

2013

## Table of Contents

<b>Introduction</b> .....	<b>1</b>
<b>Designation of Redevelopment Entity</b> .....	<b>3</b>
<b>Consistency with Comprehensive Plan</b> .....	<b>4</b>
<b>Boundaries of Redevelopment Area</b> .....	<b>7</b>
<b>Explanation of Negative Conditions</b> .....	<b>8</b>
<b>Land Acquisition, Demolition, Rehabilitation, and Construction</b> .....	<b>10</b>
<b>Planning, Zoning, and Building Regulations</b> .....	<b>10</b>
<b>Displacement and Relocation</b> .....	<b>11</b>
<b>Relationship to Local Objectives</b> .....	<b>12</b>
<b>Opportunity for Private Enterprise</b> .....	<b>15</b>
<b>Appendices</b> .....	<b>17</b>
<i>A. Finding of Necessity</i>	
<i>B. Adoption Resolution</i>	
<i>C. Agency Creation Ordinance</i>	

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

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

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

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

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

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

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

# Designation of Redevelopment Entity

---

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

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

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

## *Redevelopment Agency Commissioners:*

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

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

# Consistency with Comprehensive Plan

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

## *"Identification of Potential Issues and Opportunities*

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

## *Analysis of Existing Development Patterns: Areas Requiring Special Attention*

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

## *Community Vision: Traditional Neighborhood*

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

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

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

#### *Community Issues and Opportunities: Housing*

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

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

#### *Implementation Program: Housing Short and Long-Term Work Program*

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

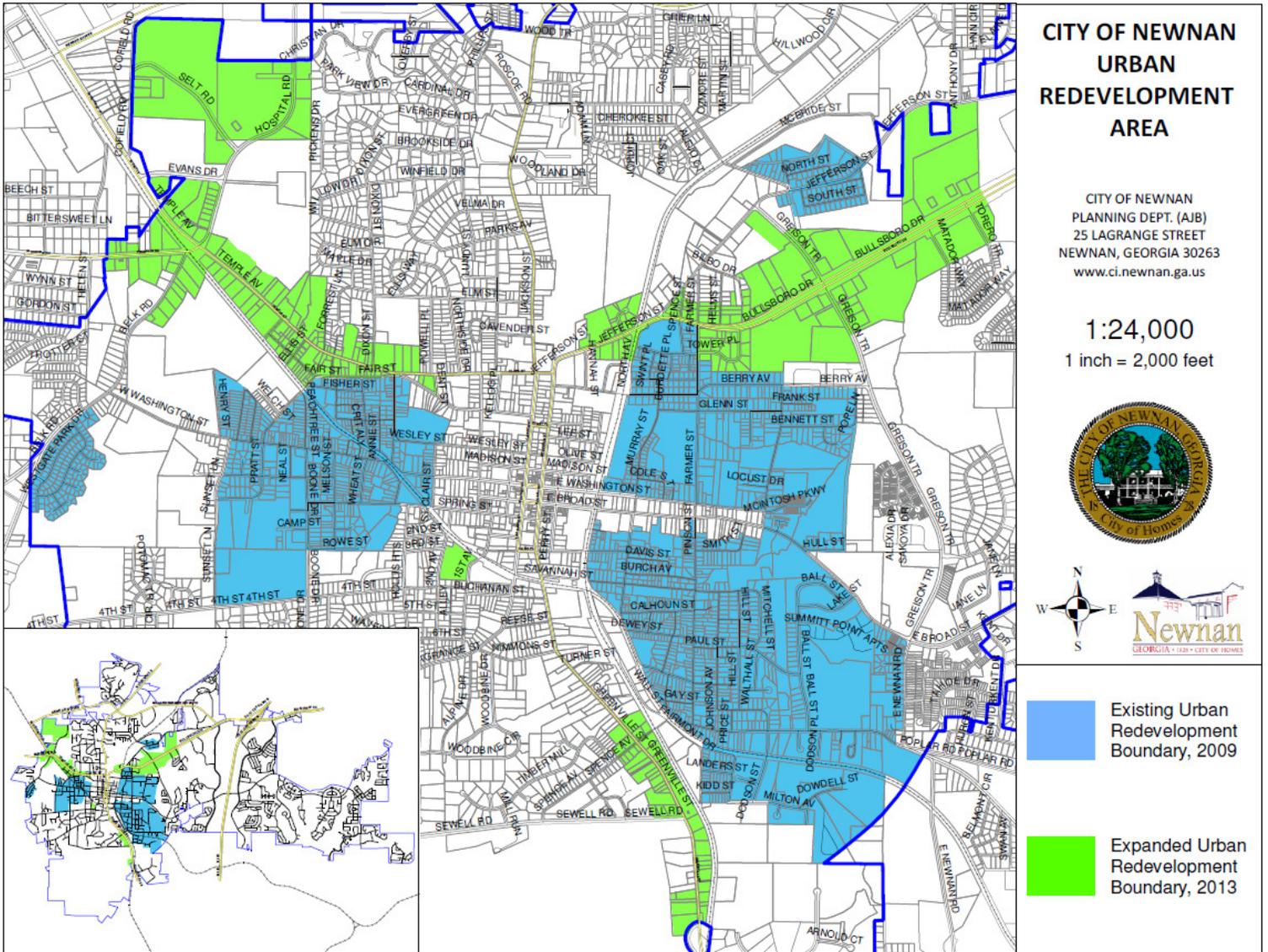
#### *Implementation Program: Housing Policies*

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

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

# Boundaries of Redevelopment Area

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



# Explanation of Negative Conditions

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

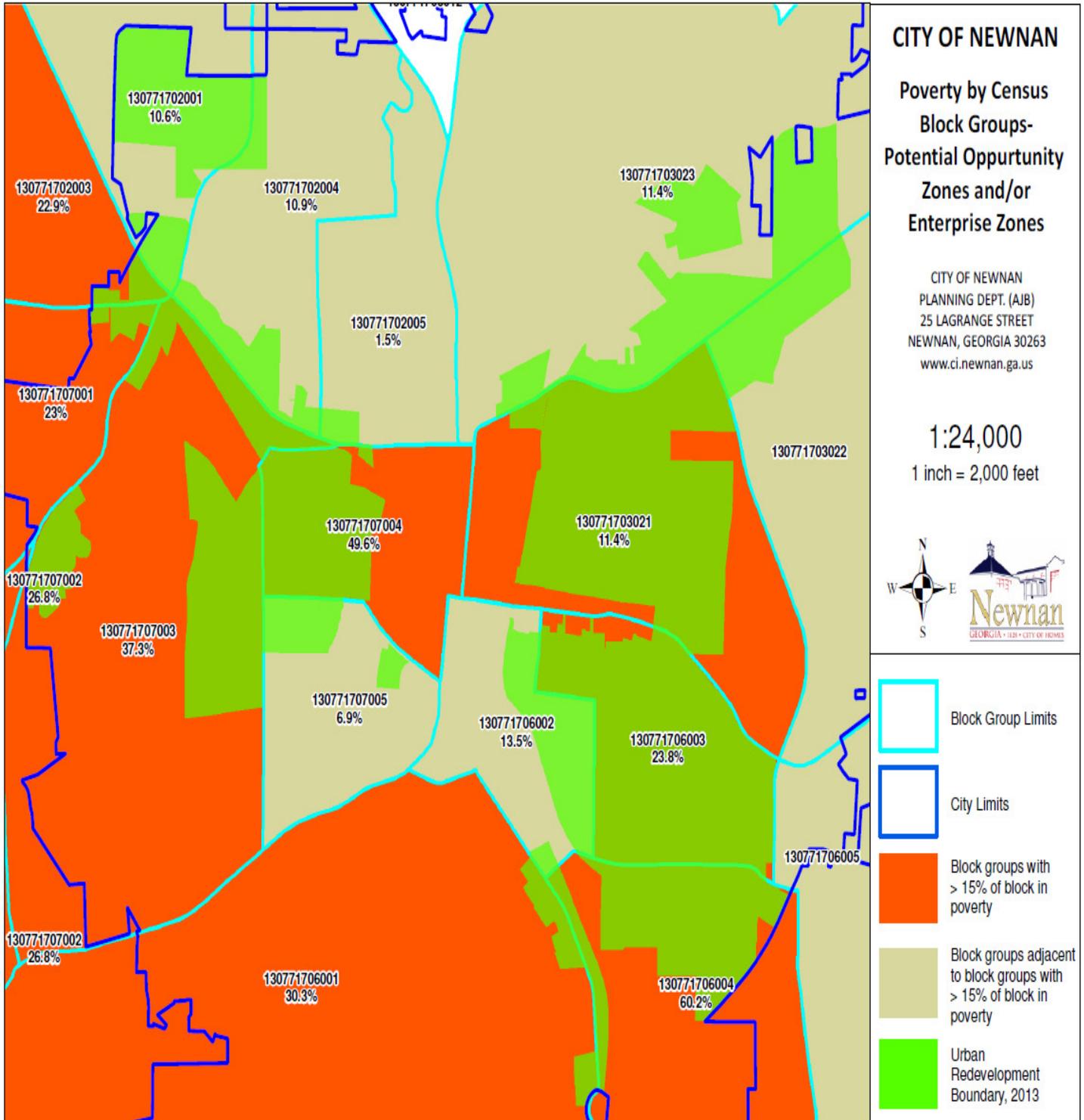


characteristic of several or all neighborhoods found within its boundaries. These conditions cause the redevelopment area to meet the statutory definition of “slum” as

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

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





# Land Acquisition, Demolition, Rehabilitation, and Construction

---

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

many details that must be worked out by the agency.

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

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

## Planning, Zoning, and Building Regulations

---

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

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

## Displacement and Relocation

---

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

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

# Relationship to Local Objectives

---

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

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

## “Residential

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

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

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

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

balanced, orderly, convenient, and attractive residential area.

### *RU-2: Townhouse Residential Dwelling District*

This district shall no longer allow new designation through rezoning.

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

### *RML: Residential Multiple Family Dwelling District, Lower Density*

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

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

### **Commercial and Industrial**

#### *CUN: Urban Neighborhood Commercial District*

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

#### *CGN: General Commercial District*

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

#### *OI-1: Low Density Office and Institutional District*

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

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

#### *CHV: Heavy Commercial District*

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

#### *IHV: Heavy Industrial District*

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

### **Mixed Use**

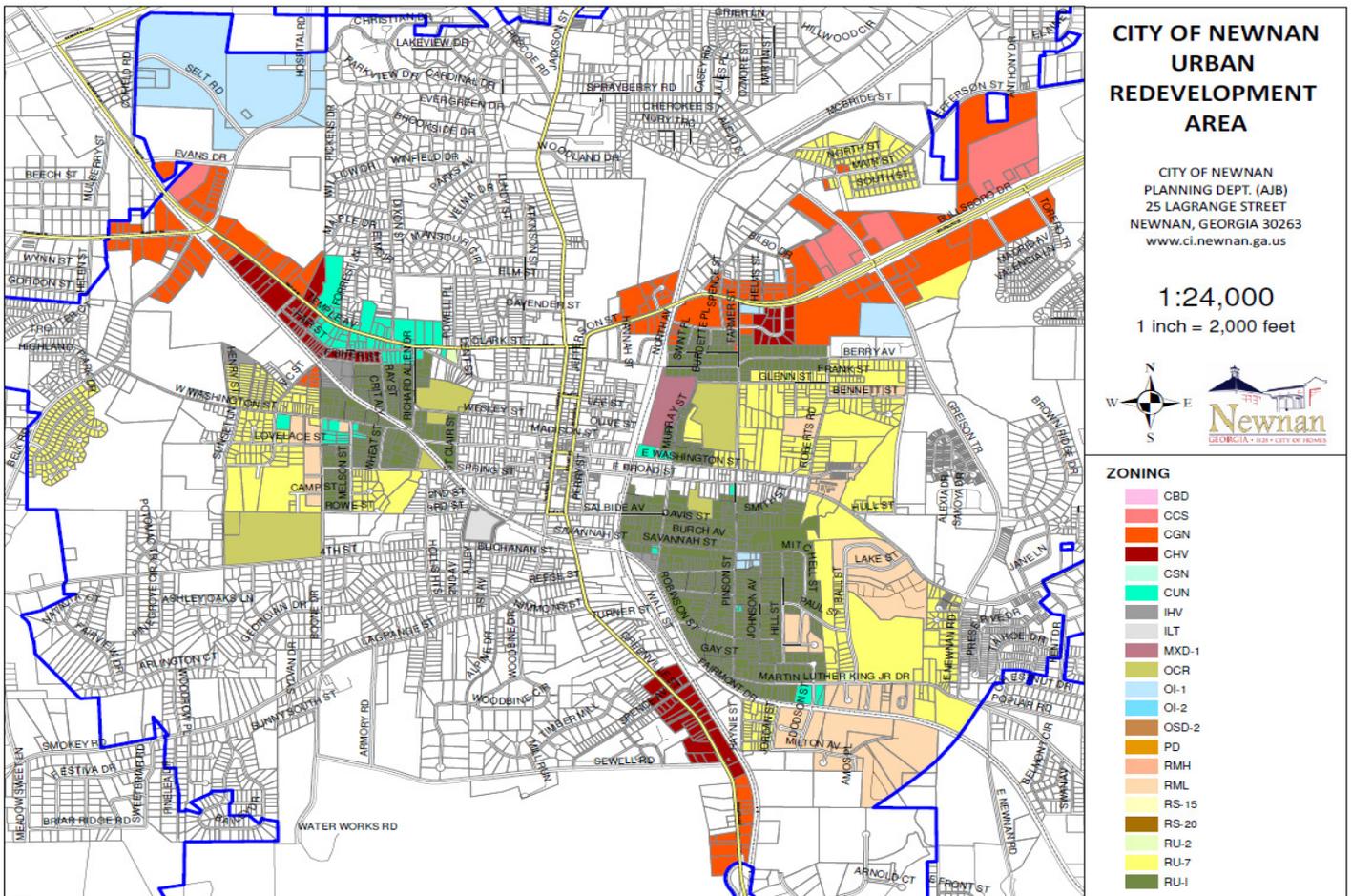
#### *MXD-1: Urban Mixed Use Development District*

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

### Open Space

*OCR: Open Space, Conservation, and Recreation District*

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



# Opportunity for Private Enterprise

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

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

## **Opportunity Zones:**

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

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

## **Job Tax Credits:**

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

## **Enterprise Zones:**

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

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

***Bond Allocation Program:***

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

***Tax Allocation Districts (TAD):***

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

# Appendices

---

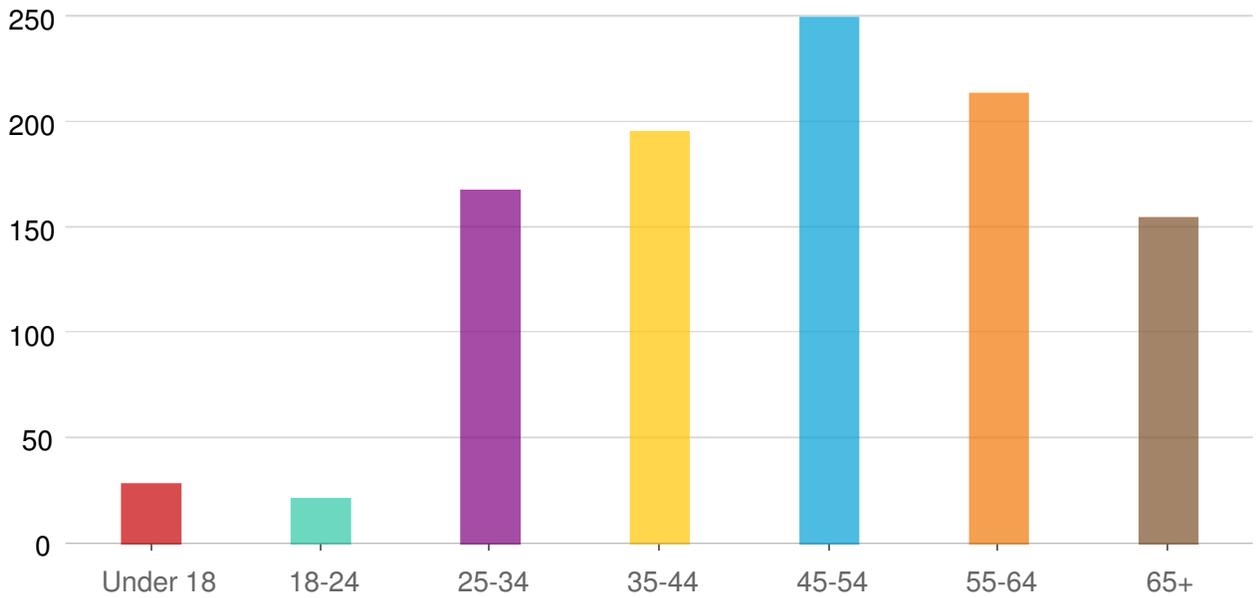
- A. Finding of Necessity
- B. Adoption Resolution
- C. Agency Creation Ordinance

# COMPREHENSIVE PLAN SURVEY RESULTS

# City of Newnan Comprehensive Plan 2021-2041

## Interactive Survey Results

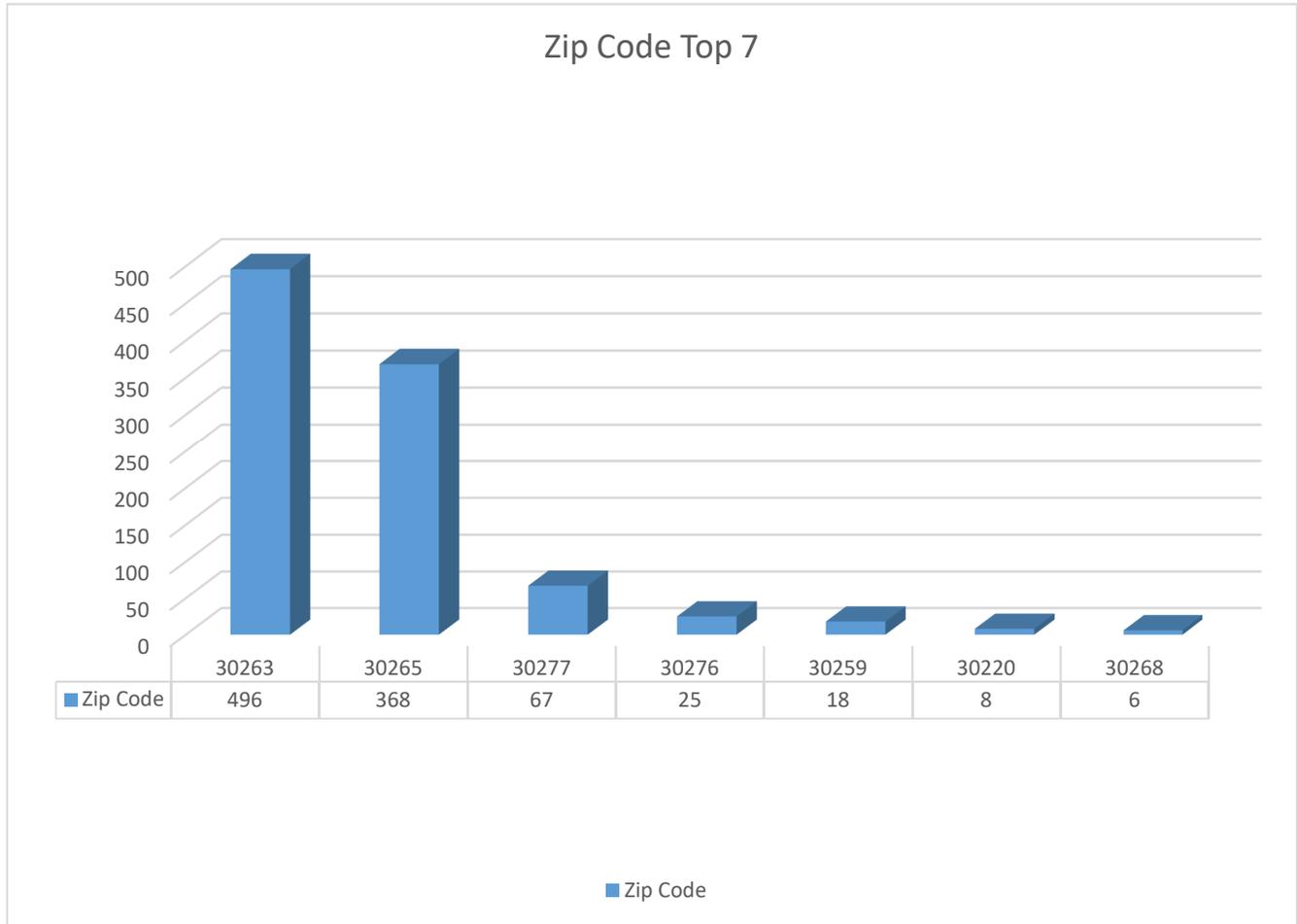
### 1. Which age range do you fall into? (Select one)



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

Answered: 1,034 Skipped: 3

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



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

30264	3	0.29%
30251	2	0.19%
30230	2	0.19%
30170	2	0.19%
302063	1	0.10%
30265	1	0.10%
30263-2609	1	0.10%
30163	1	0.10%
30117	1	0.10%
30265-3150	1	0.10%
30263 <sup>4</sup>	1	0.10%
30187	1	0.10%
30096	1	0.10%
Newnan	1	0.10%
30265-2395	1	0.10%
30116	1	0.10%
30308	1	0.10%
302665	1	0.10%
30265-6027	1	0.10%
30292	1	0.10%
30265-3147	1	0.10%
30217	1	0.10%
30289	1	0.10%
30363	1	0.10%
30215	1	0.10%
263	1	0.10%
30240	1	0.10%
30277-2386	1	0.10%
30263-1945	1	0.10%
30273	1	0.10%
30213	1	0.10%
30218	1	0.10%
<b>Total</b>	<b>1033</b>	

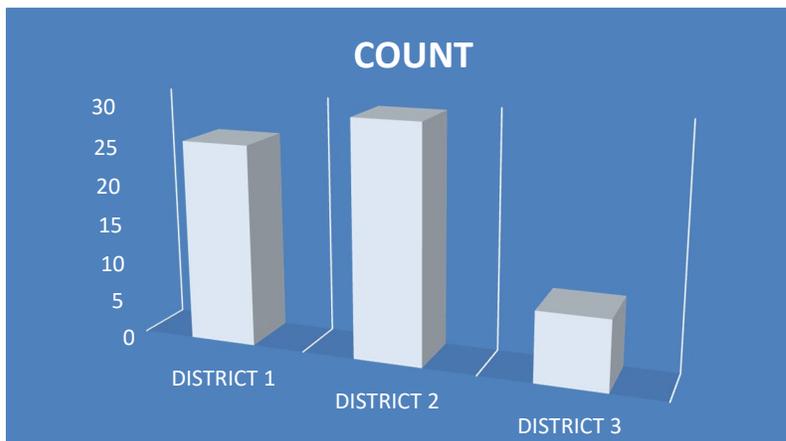
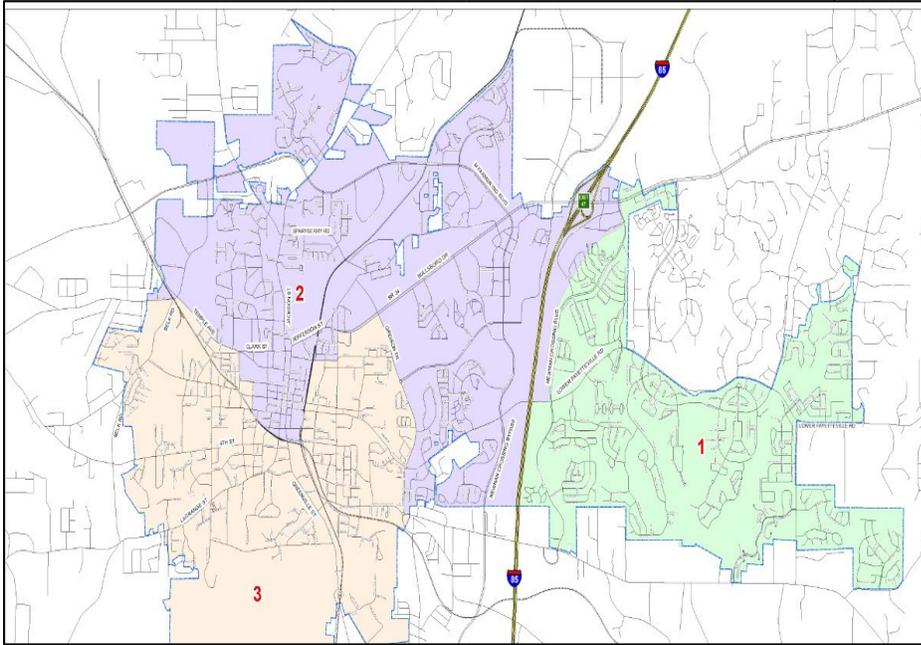
Answered: 1,033 Skipped: 4

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

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

**Total Answered**

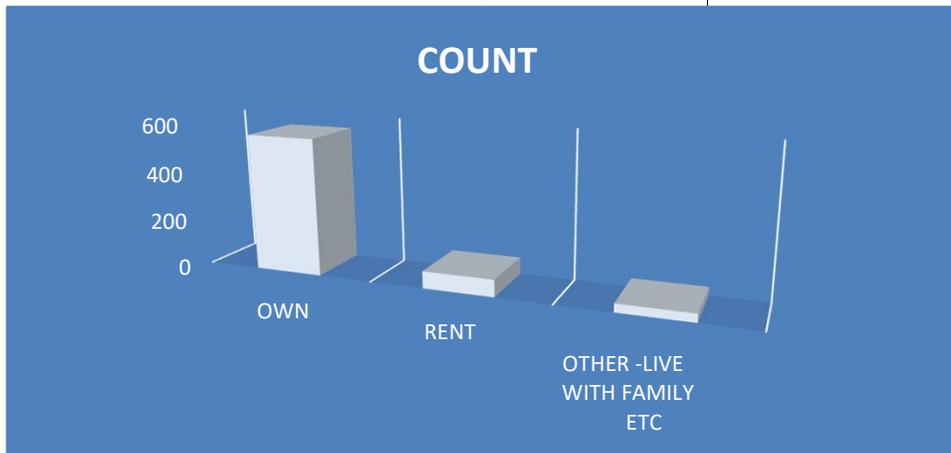
**634**



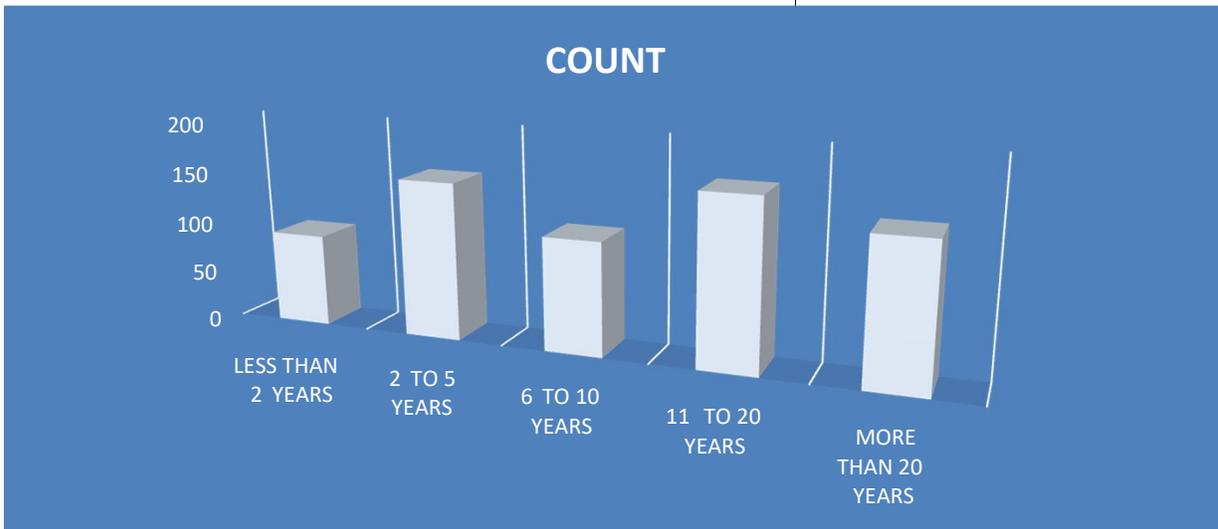
4. If you live in the city limits of Newnan, do you own or rent the place where you live?	Count	Percentage
Own	551	84.25%
Rent	69	10.55%
Other - live with family etc.	34	5.20%

**Total Answered**

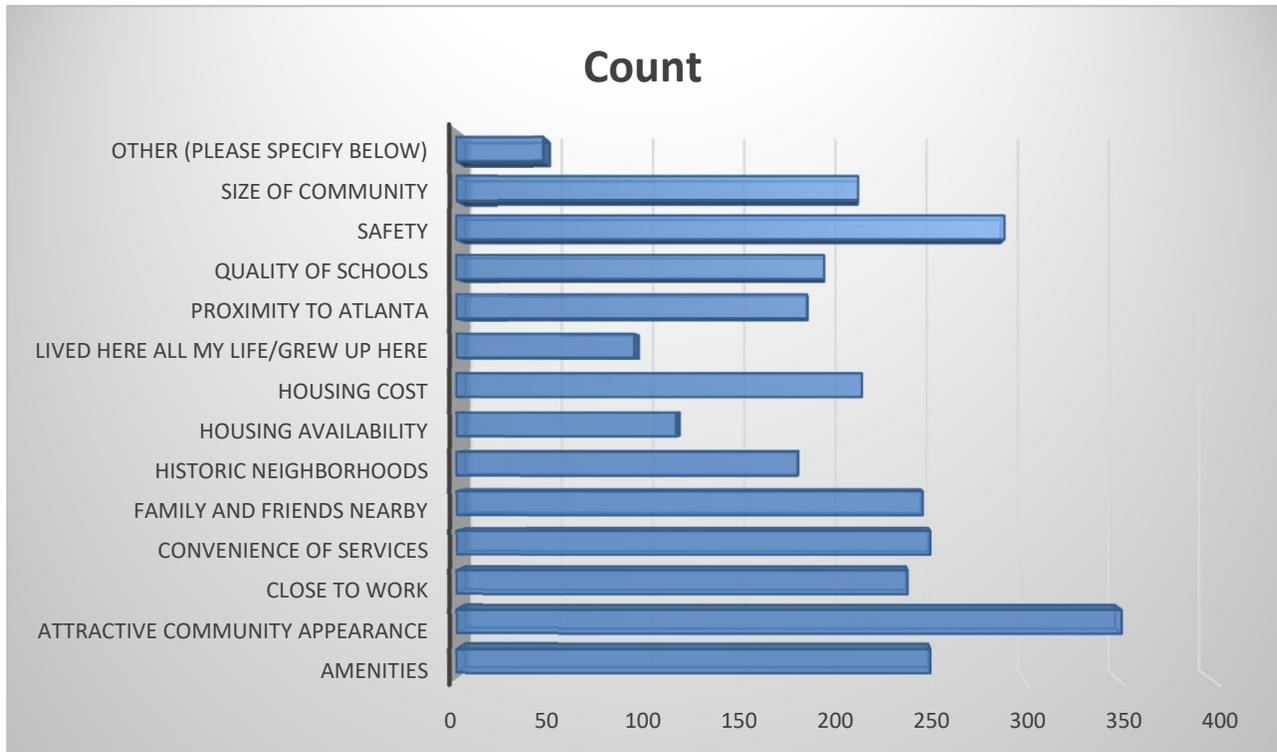
**654**



5. If you live in the city limits of Newnan, how long have you lived here?	Count	Percentage
Less than 2 years	89	13.71%
2 to 5 years	152	23.42%
6 to 10 years	109	16.80%
11 to 20 years	162	24.96%
More than 20 years	137	21.11%
<b>Total Answered</b>		<b>649</b>



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



**6. Other Comments**

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

We found the size yard we wanted.

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

Wanted to be near or in downtown

Walking distance to the Square.

Walking distance to school and downtown square

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

Small town feel not too busy

---

Small town feel

---

Small town and not a lot of traffic.

---

Rural nature of the community. The abundance of trees and wildlife.

---

Rural country living. All gone now.

---

Relocated to area for work

---

Recently sold our home and needed housing. We are enjoying the springs.

---

Quaintness & Small town feel. Newnan seemed to plan before developing.

---

Proximity to the airport

---

Promotes small business

---

Privacy

---

Potential of the City to grow and progress

---

Please quit trying to turn Coweta County into Atlanta

---

No traffic going into Atlanta!!!!

---

Nicest part of town clean

---

Newnan is the midpoint between where my fiancée (Columbus) and I (Lawrenceville) are from

---

Needed a house with land

---

Moved here by my husband's job. Then retired here.

---

More space and privacy in neighborhoods

---

Medical Facilities

---

Lots of land and new house

---

It was less developed

---

---

i'm a child i had no say

---

I was looking for an affordable place in Newnan (close to the interstate) that I felt safe living alone.

---

I was born here

---

God Blessing

---

Ex Wife and Son

---

employment

---

Easily accessible to shopping medical interstate.

---

Ease to get to the Airport

---

ease of access to golf courses and clubs shopping healthcare and other services

---

Diverse neighborhood

---

country feel without being too far out

---

Close to Newnan Hospital

---

Close to interstate entrance

Close to downtown / ashley park

---

Came with family

---

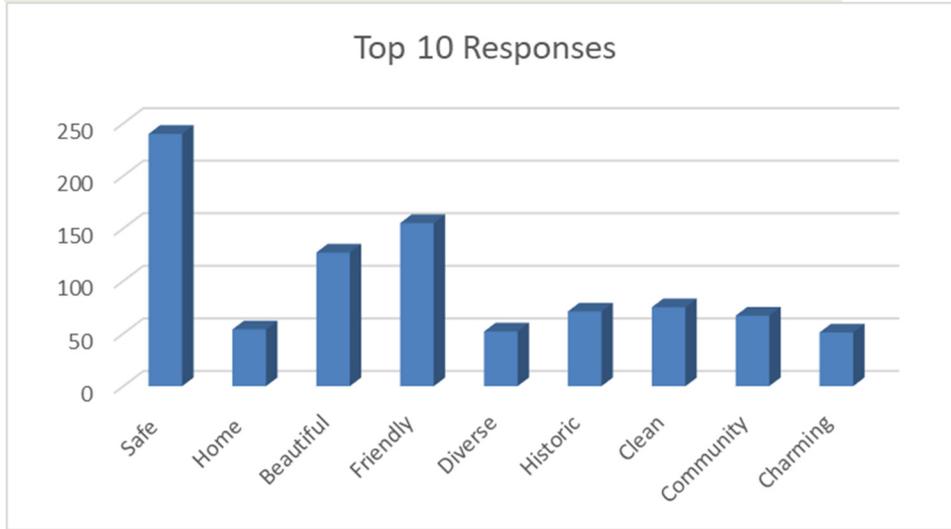
Airport

---

Accessibility to stores I frequently go.

---

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



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

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

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

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

Community-focused	1	0.04%
Healthy	6	0.22%
Open	5	0.18%
Great	4	0.15%
Family-oriented	7	0.26%
Meals on wheels	1	0.04%
Uncrowded	4	0.15%

another small town  
that looks like any  
small town that the  
big box stores took  
over

	1	0.04%
--	---	-------

Good quality of life	2	0.07%
City of Homes	3	0.11%
Survived 2020	1	0.04%
Newnan is a Destination	1	0.04%
Dynamic	6	0.22%
cozy	2	0.07%
Bustling	2	0.07%
Unique charm	1	0.04%
Non industrial	1	0.04%
Smart	3	0.11%
Safest	1	0.04%
Well planned.	1	0.04%
More things to do	2	0.07%

More family  
activities businesses  
to open

	1	0.04%
--	---	-------

Safety	14	0.51%
Evolving	2	0.07%
Connected	4	0.15%

The best Library  
(more than 1)

	1	0.04%
--	---	-------

Optimistic	1	0.04%
------------	---	-------

Great trail  
connectivity

	1	0.04%
--	---	-------

Bicycle	1	0.04%
---------	---	-------

Survived	1	0.04%
better planning on development	1	0.04%
People	1	0.04%
Gentrification	1	0.04%
City of Healing	1	0.04%
Awesome downtown	1	0.04%
not too big	3	0.11%
Desirable	4	0.15%
Greenspace	4	0.15%
Gorgeous	1	0.04%
We'll planned	1	0.04%
businesses more spread out	1	0.04%
Equality	4	0.15%
Defined	1	0.04%
Authentic	1	0.04%
Paths	1	0.04%
Great schools	12	0.44%
Outdoor Destination	1	0.04%
family friendly	13	0.47%
Safe and secure	1	0.04%
Racially Inclusive	1	0.04%
relaxing	5	0.18%
Residential	1	0.04%
Electric	1	0.04%
Family Oriented	10	0.36%
Nice town	1	0.04%
Parking	3	0.11%
Unique	15	0.55%
Bedroom	2	0.07%
Very walkable	1	0.04%
Greenspaces	1	0.04%
Lots	1	0.04%
Lovely	2	0.07%
Colorful	1	0.04%
Trendy	3	0.11%
Planned growth	1	0.04%
Entertaining	6	0.22%

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

compacted	1	0.04%
Accepting	3	0.11%
Artsy	1	0.04%
Small town atmosphere	2	0.07%
Growth	6	0.22%
Mature	2	0.07%
Laid-back	1	0.04%
Tech	1	0.04%
Hisytic	1	0.04%
Wonderful	5	0.18%
Things to do	2	0.07%
Vibrant downtown area	1	0.04%
controlled growth	1	0.04%
Spacious	8	0.29%
picture postcard	1	0.04%
Large	1	0.04%
independent	1	0.04%
controlled growth/infrastructure	1	0.04%
Hometown Feel	3	0.11%
Tasteful	1	0.04%
Relaxed	5	0.18%
Inviting	12	0.44%
Nature-oriented	1	0.04%
family town	2	0.07%
Nature	2	0.07%
Small-town	3	0.11%
Hospitable	5	0.18%
Still city of homes not apartments , neighborly	1	0.04%
Alive	4	0.15%
Much lower crime	1	0.04%
Big	1	0.04%
growing with a plan	1	0.04%
Lower crime	1	0.04%
educated	4	0.15%

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

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

Great place to live and shop	1	0.04%
Town of homes	1	0.04%
Contemporary	1	0.04%
Faith	3	0.11%
Quite conscientious	3	0.11%
Well developed	1	0.04%
Neighborhoods	2	0.07%
Sustainability	1	0.04%
Wholesome	1	0.04%
4		0.15%

equality(education and employment)	1	0.04%
Busy	4	0.15%
value	1	0.04%

Infrastructure has kept up with growth	1	0.04%
Shopping	3	0.11%
Reconstruction	1	0.04%
accessible	10	0.36%

Modernly preserved history	1	0.04%
Live	1	0.04%
Destination	3	0.11%
Great shopping	1	0.04%
Trail	1	0.04%
Celebrated	1	0.04%
Strong Downtown	1	0.04%
Low crime	5	0.18%
loving.	1	0.04%

Well managed government	1	0.04%
Distinguished	1	0.04%
High end homes	1	0.04%
Intersting	1	0.04%
Fair	3	0.11%
Strategic	1	0.04%
low cost of living	1	0.04%
Like to	1	0.04%
values	2	0.07%

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

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

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

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

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

Up-coming	1	0.04%
Diverse shopping	1	0.04%
Settled	1	0.04%
Restored	1	0.04%
Maintained	1	0.04%
Moving	1	0.04%
loving	5	0.18%
Progressive & Equitable	1	0.04%
apartments.... - _ - (City of Homes)	1	0.04%
Christian	1	0.04%
Sufficient	1	0.04%
Upbeat	1	0.04%
Inexpensive	1	0.04%
wooded	1	0.04%
a lot of trees	1	0.04%
Community recognition poverty	1	0.04%
Everything under one community	1	0.04%
Happiness	1	0.04%
Great place to have a family	1	0.04%
Homeownership	1	0.04%
Preserved it's history	1	0.04%
Nice people	1	0.04%
Smalltown	1	0.04%
Really friendly people	1	0.04%
Friend	1	0.04%
Valuable	1	0.04%
A place for all	1	0.04%
cosmopolitan	1	0.04%
Sustainable community	1	0.04%
Feel	1	0.04%
Trendsetter	1	0.04%
Opportunities	3	0.11%

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

Here	1	0.04%
well kept	1	0.04%
Old-fashioned	1	0.04%

Was able to to preserve its heritage while appropriately growing	1	0.04%
Stable	1	0.04%

Current - culture- unique variety of restaurants and businesses	1	0.04%
Southern-Charm	1	0.04%
Managed	1	0.04%
Community centered	1	0.04%

Good transportation	1	0.04%
New Age	1	0.04%
well-planned	1	0.04%
Americana	1	0.04%
Events	1	0.04%
Playgrounds	1	0.04%
noisy	1	0.04%
Not too big, not too small.	1	0.04%
Recreational	1	0.04%

Embraced and Learned from their southern history	1	0.04%
Wealthy	1	0.04%

We need a Krog street, Ponce city amenity in downtown	1	0.04%
non-RMH	1	0.04%

Beautiful architecture In Town square	1	0.04%
Good living costs	1	0.04%

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

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

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

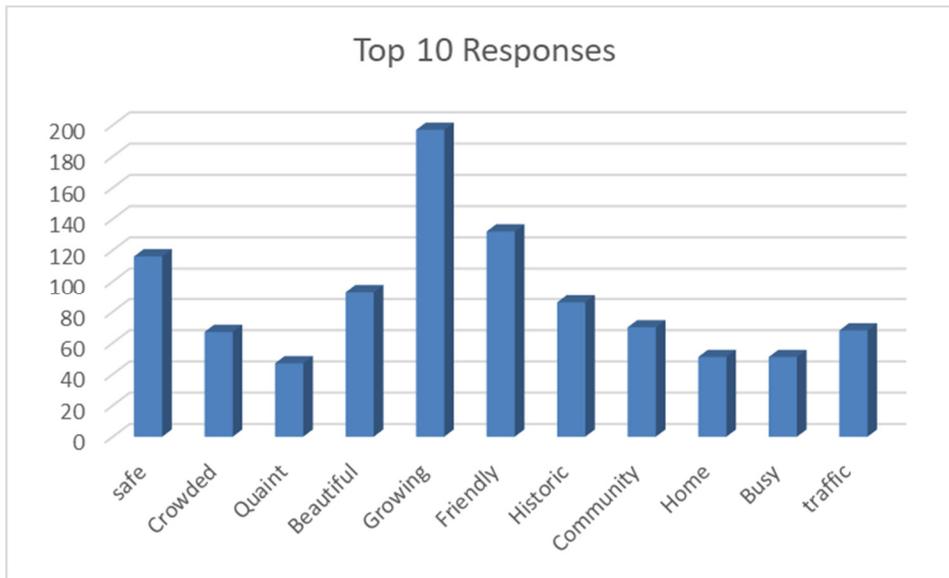
serene	1	0.04%
undeveloped land	1	0.04%
green pastures	1	0.04%
families	1	0.04%
dead	1	0.04%
Southern Charm	1	0.04%
Revived	1	0.04%
historic/rural	1	0.04%
Populated	1	0.04%
friendly community	1	0.04%
Home town, Friendly feeling that we have now	1	0.04%
popular	1	0.04%
Productive	1	0.04%
increased residential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

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

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

Answered: Batch 1 925 Skipped: 112  
 Answered: 946 Skipped: 91  
 Answered: 959 Skipped: 78

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



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

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

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

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

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

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

Great place to live! Glad I moved here 25 years ago. No longer live downtown on College Street because I'm retired and decided to sell and move out or I could rent a house. For simplicity

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Accepting	1	0.04	%
Built-up	1	0.04	%
Evolving	1	0.04	%
Drugs	1	0.04	%
Shopping/Dining opportunities	1	0.04	%
Loosing it's identity	1	0.04	%
gentrifying	1	0.04	%
Crap Infrastructure	1	0.04	%
Tranquility and family oriented	1	0.04	%
worth saving	1	0.04	%
COMMUTERS	1	0.04	%
Neighbors	1	0.04	%
Protective	1	0.04	%
definitely NOT a city of Homes	1	0.04	%
clean/beautiful/well maintained	1	0.04	%
transitional	1	0.04	%
Crime has risen drastically over the past 10 years.	1	0.04	%
Getting to be too much traffic	1	0.04	%
N/A	1	0.04	%
Pet-friendly	1	0.04	%
Apartments grrr	1	0.04	%
Green space	1	0.04	%
Over-apartmented	1	0.04	%
Small-town feel	1	0.04	%
Atlanta	1	0.04	%
mid sized	1	0.04	%
Apprehensive	1	0.04	%
Innovated	1	0.04	%
Fun place to live	1	0.04	%
Priorities in the wrong places	1	0.04	%
homey feel	1	0.04	%
Not crowded	1	0.04	%
Littering is increaing. County road areas are not kept up. Grass is not cut. I am often embarrassed by how unkempt the city of Newnan is becoming.	1	0.04	%
Unremarkable	1	0.04	%
Retail	1	0.04	%
Too many fast food	1	0.04	%
Uptight	1	0.04	%

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

Community involvement	1	0.04	%
Medical town	1	0.04	%
Trying	1	0.04	%
Managed growth	1	0.04	%
Up & coming	1	0.04	%
resources	1	0.04	%
stable	1	0.04	%
Liveable	1	0.04	%
Heartfelt	1	0.04	%
Decent school systems	1	0.04	%
Taxes	1	0.04	%
Overcrowded and still on the move	1	0.04	%
Worried about increasing crime	1	0.04	%
To fast	1	0.04	%
Divisive	1	0.04	%
Excellent government services	1	0.04	%
Christian Community	1	0.04	%
massive neighborhoods with no plan for roads to handle the traffic	1	0.04	%
friendly communities	1	0.04	%
sprawled	1	0.04	%
Low crime	2	0.07	%
Sophisticated yet rural feel	1	0.04	%
Classy	2	0.07	%
small-town charm	1	0.04	%
sustainable	1	0.04	%
Urban-sprawl	1	0.04	%
Thoughtfully planned	1	0.04	%
Nice overall small city.	1	0.04	%

WHY IS THERE SUCH A BIG DEAL WHEN A PERSON OF COLOR HAVE A PLACE FOR PEOPLE TO MEET AND GREET

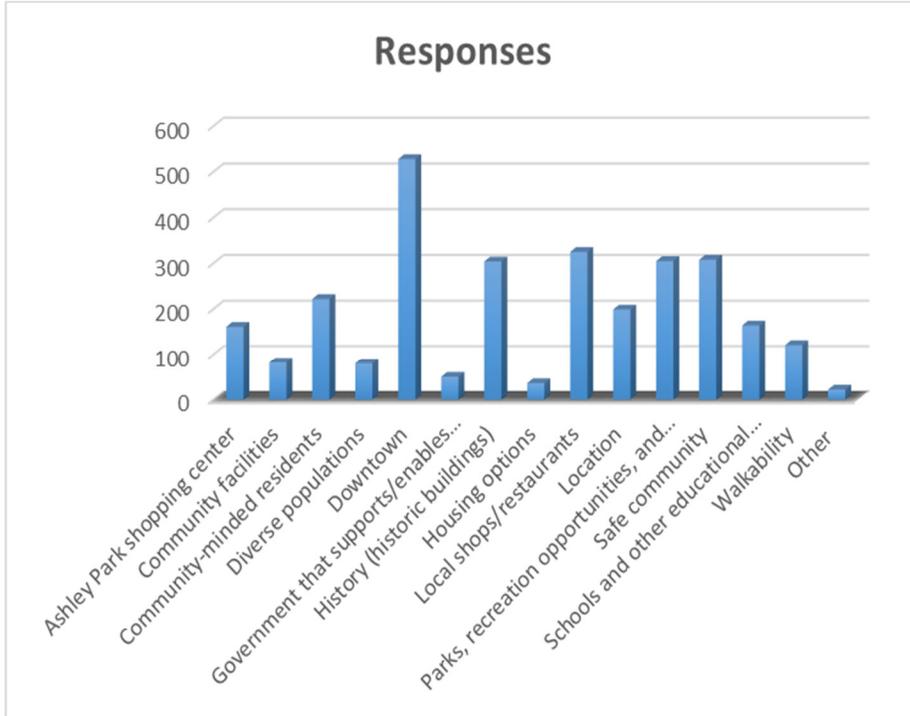
WHY IS THERE SUCH A BIG DEAL WHEN A PERSON OF COLOR HAVE A PLACE FOR PEOPLE TO MEET AND GREET	1	0.04	%
concentration of business is not overwhelming for any particular locations	1	0.04	%
Young	1	0.04	%
Beleaguered	1	0.04	%
limited opportunity with unlimited potential	1	0.04	%
Sprawl	1	0.04	%
Traffic concerns	1	0.04	%
Progress	1	0.04	%

Answered Batch 1 930 Skipped 107

Answered: Batch 2 916 Skipped: 121

Answered: Batch 3 896 Skipped: 141

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



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

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

**9. Other (please specify below)**

NEWNANSTRONG!!!

Healthcare

Just far enough from Atlanta...

Manageable traffic and quaintness of town

My family

Conservative

My commute

Cheap housing and freeway

Residential areas... Keep warehouses out! No cement factories on SR 85

Golf Carts

Public School System

You can go from a city-type / town environment to country surroundings and never be far from home

I would love Newnan more if you would STOP building . It's getting way too busy like Atlanta.

I grew up here

Medical availability

My family is here and we love it.

hometown feel

Green forests around

Nixon Centre for Performing & Visual Arts

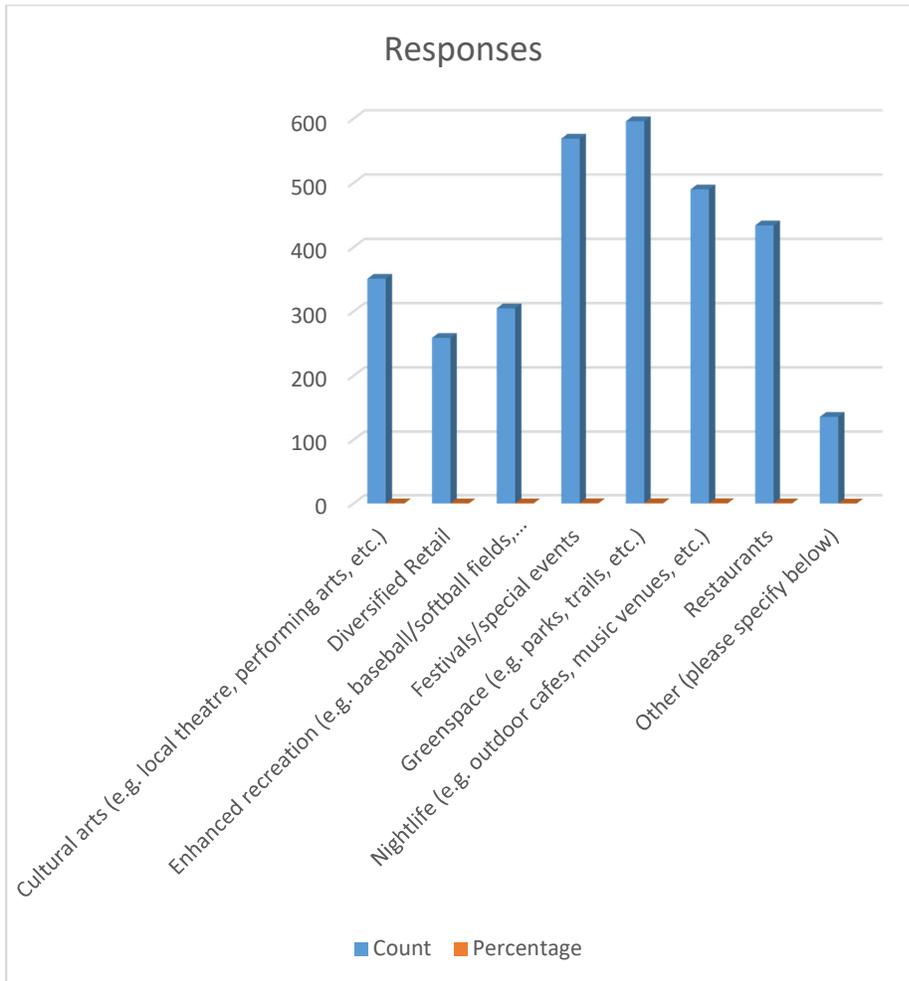
I love the feel of the town but it is on the decline. We need to add something unique to the town (maybe golf cart trails). Please don't introduce more apartments or affordable housing. We have seen our crime rate increase with each one that is added.

What's left of country living. Not much else.

Gardening

Answered: 1024 Skipped: 13

### 10. What amenities does Newnan need more of?



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

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

Answered: 1,019 Skipped: 18

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

Expanded public transportation

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

A Museum featuring local citizens and their works

Higher income housing

More housing aimed at younger demographic and individuals without sizable families

Public transit

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

Sightseeing / funky transportation such as trolleys

Liquor Sales

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

Some sort of produce/dairy store

Continue to focus on the LINC

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

Needs more government officials who want less apartments and other rentals. open spaces more bike and walk trails family oriented festivals festivals

More corporate headquarters and higher paying jobs NOT warehouses

Activities like Top Golf

More places like Dave and busters and other fun activities

activities for seniors

Traffic relief

Affordable Housing

Fewer and better stoplights more roundabouts

Museums

Sidewalks on roads outside of downtown

Thoughtful Community Development

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

Minor League Baseball

---

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

---

Walkability and better private property upkeep make floodplain areas park areas

---

Would love more unique restaurants and less chains

---

Local restaurants. Not chains!

---

Less parks

---

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

---

Sidewalks

---

less traffic less people slow the growth

---

Baseball team

---

Better public library

---

Walk and bike infrastructure

---

Sidewalks!!!

---

No more chain restaurants- unique dining

---

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

---

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

---

Affordable independent living housing for Seniors

---

Grocery

---

Nicer restaurants rather than a lot of fast food

---

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

---

Safer and reduced taxes

---

Affordable housing

---

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

---

local/non-chain restaurants

---

Kid and family orientated entertainment places like maybe Dave n busters

---

Affordable housing

---

Trader Joe's Whole Foods

---

Sno cone stands ;) particularly WOW sno

---

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

---

Krispy Kreme

---

sidewalks

---

Better land use planning

---

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

---

Parking

---

Single Family Homes

---

Art

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

LOCAL non chain restaurants

Historic preservation with architecture firms and supporting professionals

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

Affordable housing

Parking

stop cutting trees everywhere!!

Less chain restaurants and retail

Walkability and transportation

Bigger roads

Better shopping stores

Sidewalks in District 1: Sullivan Road

roundabouts instead of traffic lights

Transportation

Community Center

More stores less apartments!

None

better roads for traffic

Properly funded visual arts in elementary schools

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

Better traffic conditions

Weekly farmers' market

Roads

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

Affordable housing

Restaurants that do not fall under fast food.

Krispy Kreme

less people less apartments less subdivisions

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

Pool complex for high school use for swim teams.

unique restaurants and shops

Golf cart paths

Walking distance

Preservation of Trees and undeveloped areas

---

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

---

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

---

Better traffic management

---

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

---

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

---

Liquor sales

---

Diverse restaurants and public school improvements

---

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

---

Countywide bike paths and sidewalks

---

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

---

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

---

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

---

no more building

---

non-chain restaraunts

---

diversification

---

Independently-owned businesses

---

more eating establishments that are not chain type.

---

More diverse affordable updated housing

---

Better restaurants not just chains

---

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

---

public transportation

---

Nothing else we are busting at the seams.

---

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

---

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

---

Chef driven restaurants

---

Train service to and from Atlanta

---

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

---

Prioritize building for people not cars

---

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

---

resources for single moms childcare

---

Facilities for seniors

---

Trees

---

---

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

---

Public transportation to Atlanta

---

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

---

Parking

---

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

---

Nicer retail like Trader Joe's

---

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

---

Better roads!!!

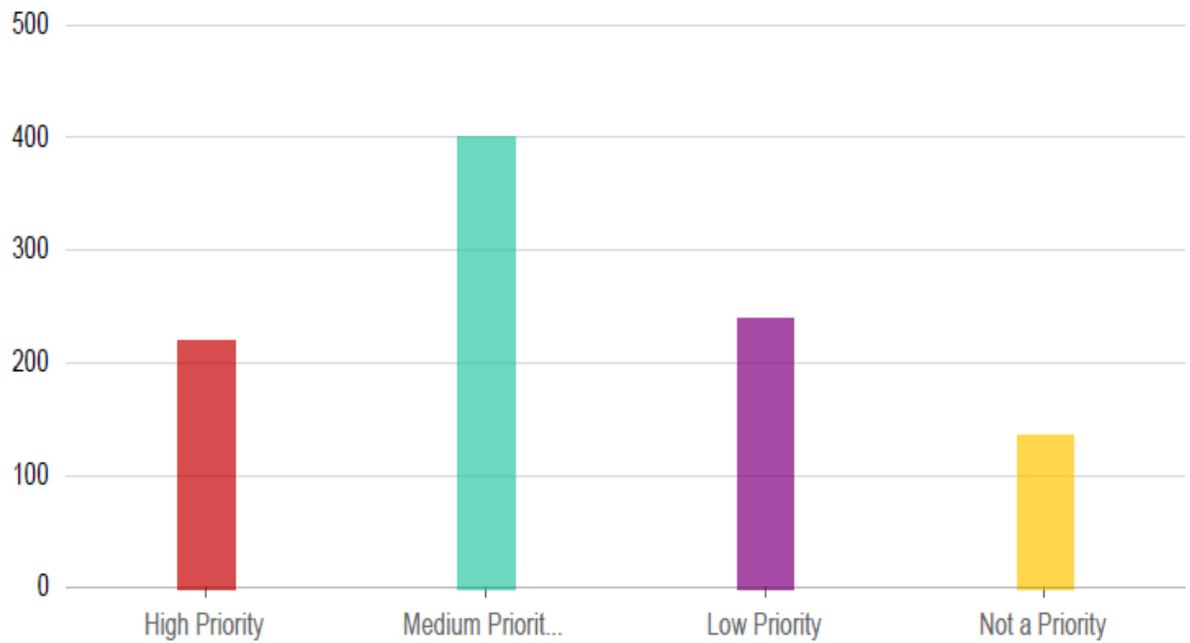
---

**11. What areas should Newnan seek to IMPROVE in the next 20 years?** (Select either **High Priority**, **Medium Priority**, **Low Priority**, or **Not a Priority** for each item below)

**Greater emphasis on senior living**



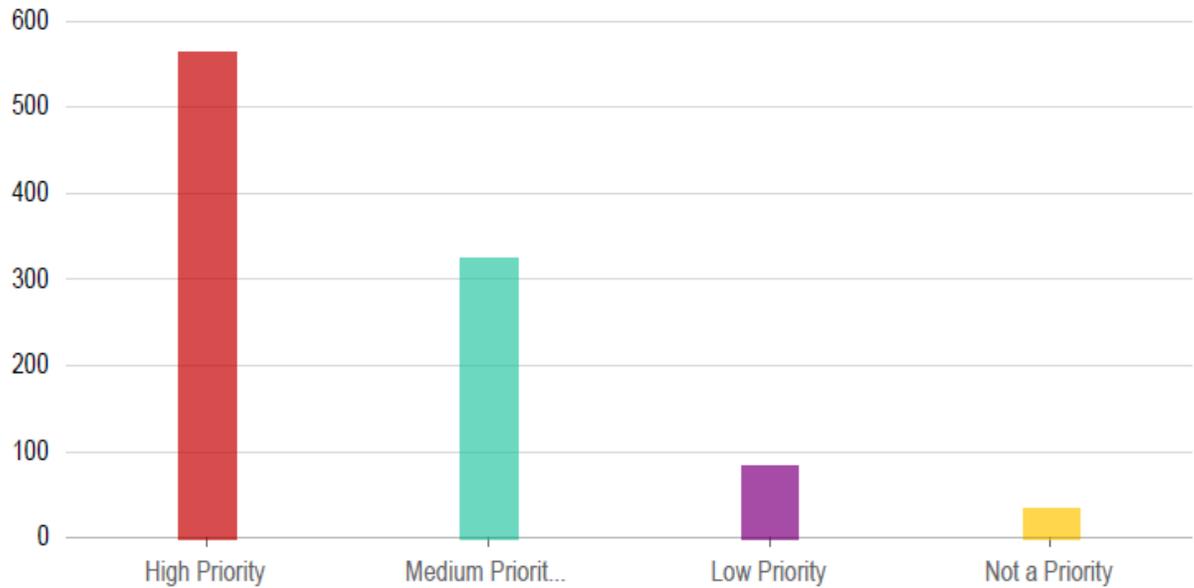
○ Creating amenities as a regional attraction



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

Answered: 1,000 Skipped: 37

○ Education and child care



**Answers**

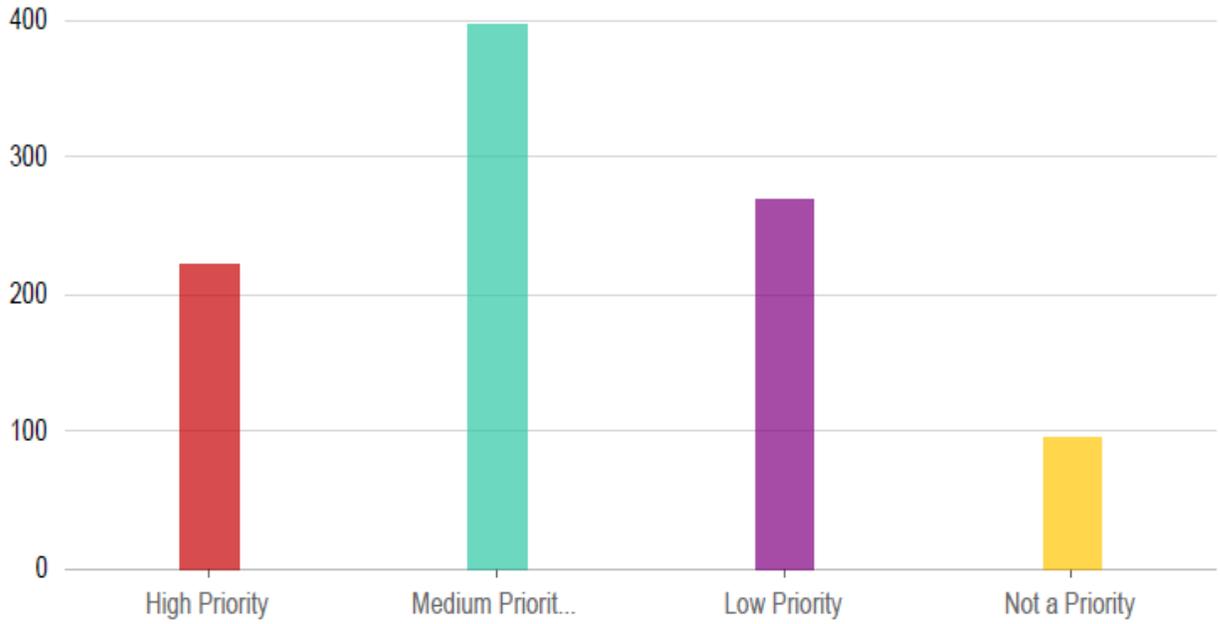
**Count**

**Percentage**

High Priority	564	54.39%
Medium Priority	325	31.34%
Low Priority	85	8.2%
Not a Priority	34	3.28%

Answered: 1,008 Skipped: 29

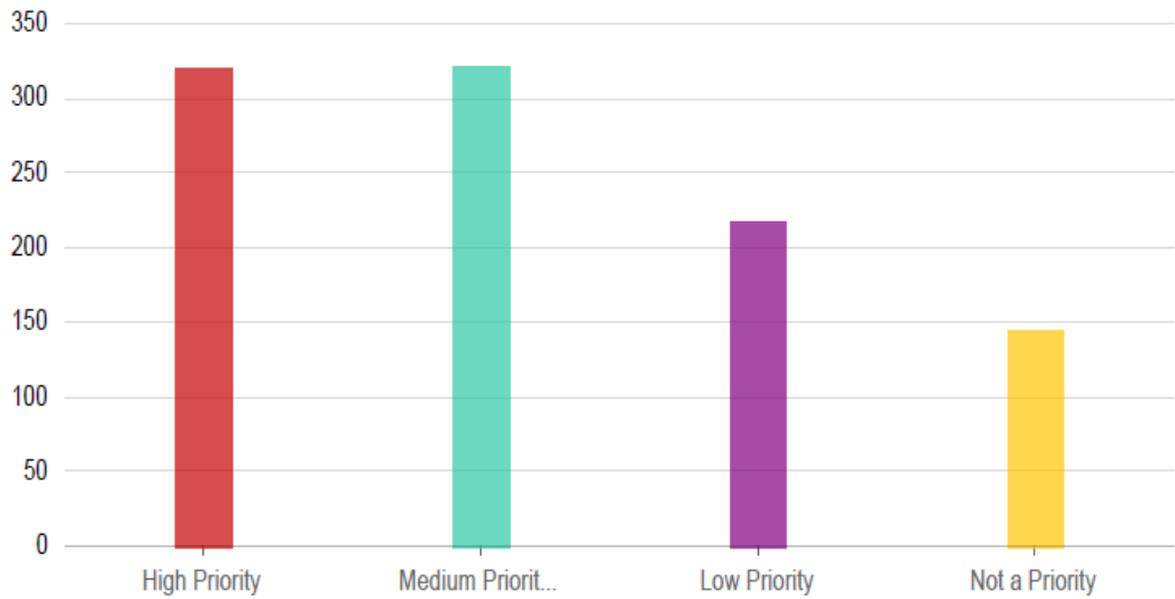
**Gateway, streetscape, district branding**



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

Answered: 989 Skipped: 48

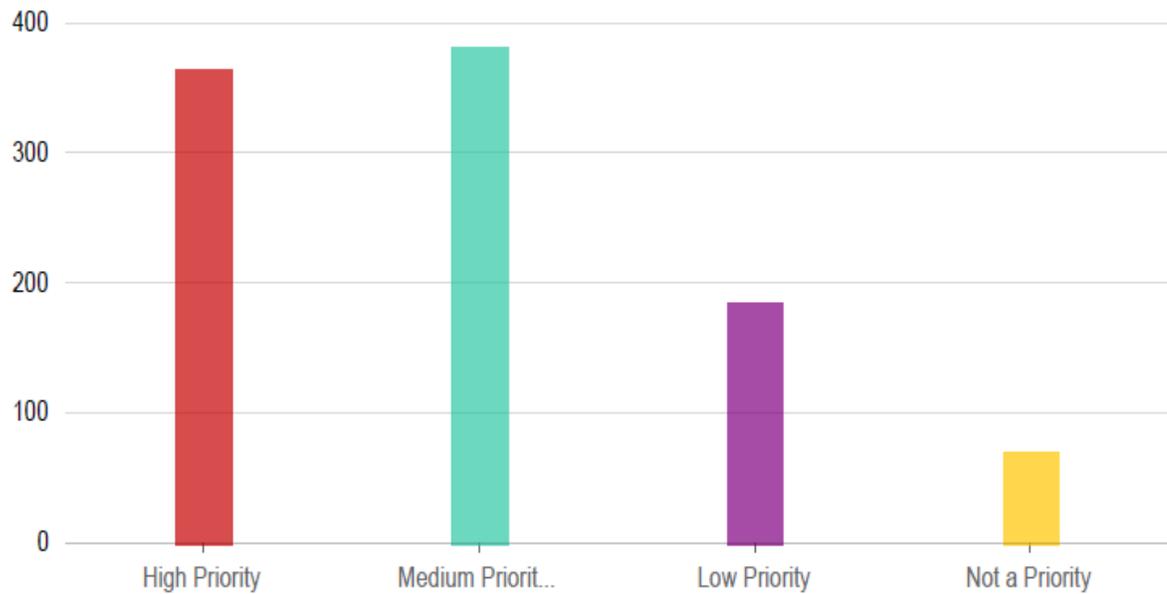
○ Housing affordability, condition, and availability



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

Answered: 1,004 Skipped: 33

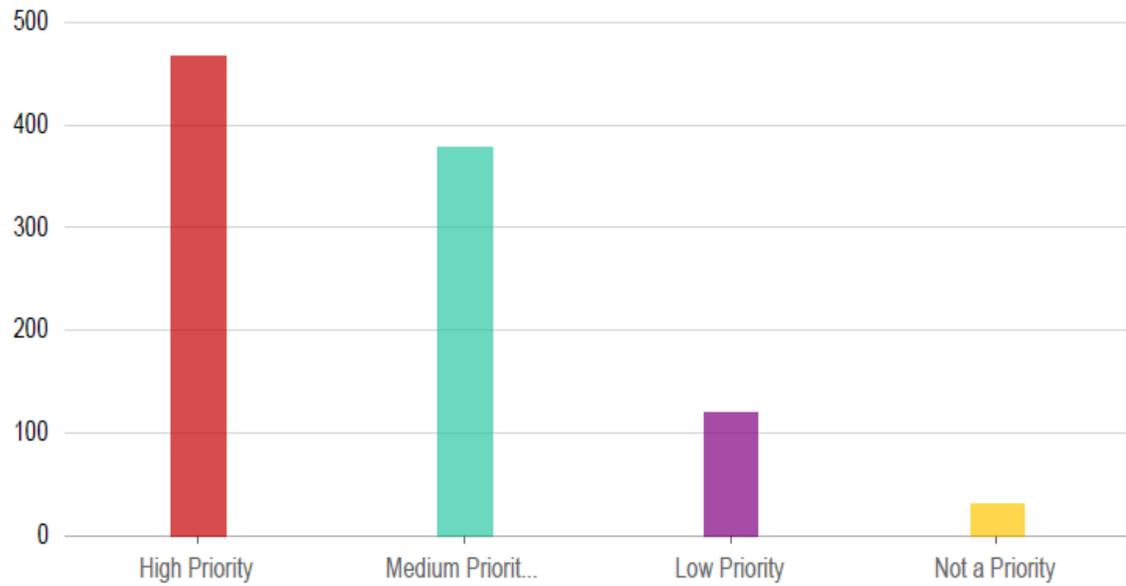
○ More jobs and more diverse kinds of jobs



Answers	Count	Percentage
High Priority	365	35.2%
Medium Priority	382	36.84%
Low Priority	186	17.94%
Not a Priority	71	6.85%

Answered: 1,004 Skipped: 33

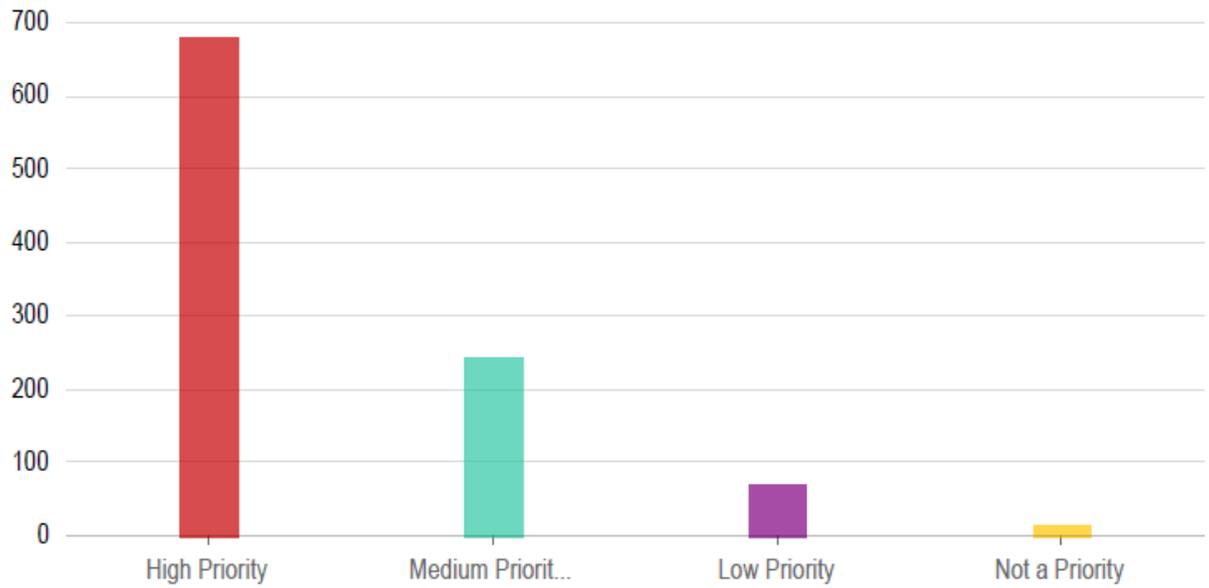
## Neighborhood parks and recreation



Answers	Count	Percentage
High Priority	468	45.13%
Medium Priority	379	36.55%
Low Priority	121	11.67%
Not a Priority	32	3.09%

Answered: 1,000 Skipped: 37

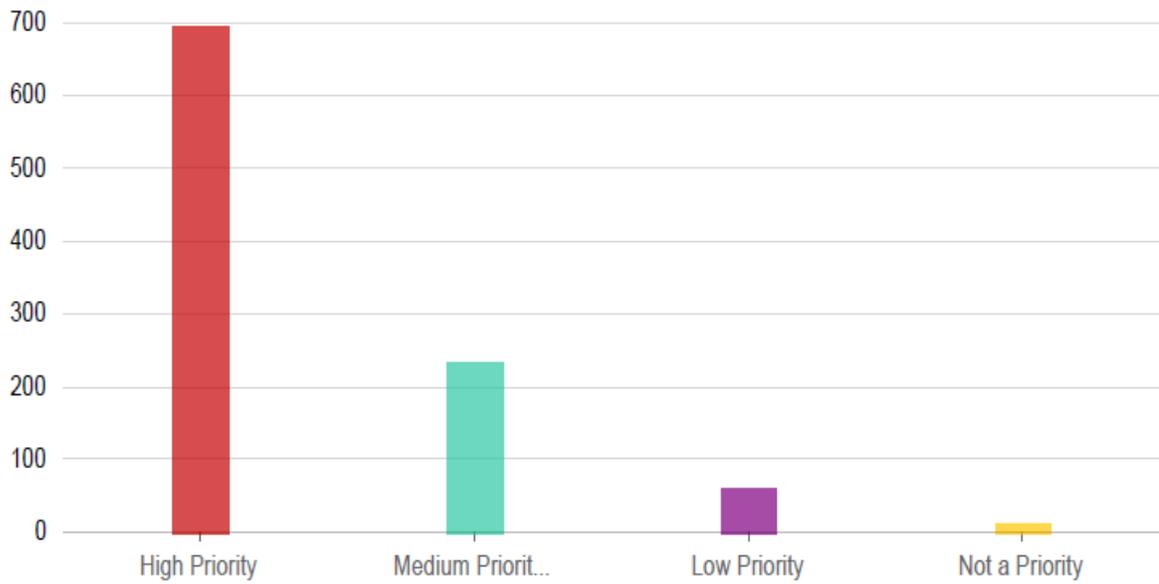
○ Safer neighborhoods and business districts



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

Answered: 1,013 Skipped: 24

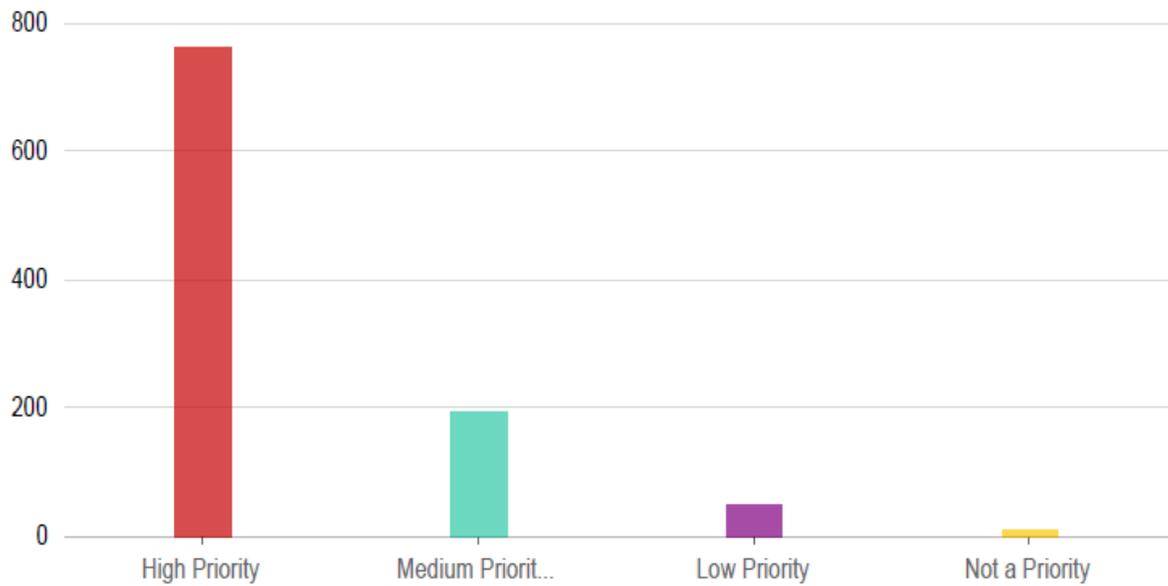
○ Safer streets (for drivers, pedestrians, and cyclists)



Answers	Count	Percentage
High Priority	697	67.21%
Medium Priority	234	22.57%
Low Priority	61	5.88%
Not a Priority	14	1.35%

Answered: 1,006 Skipped: 31

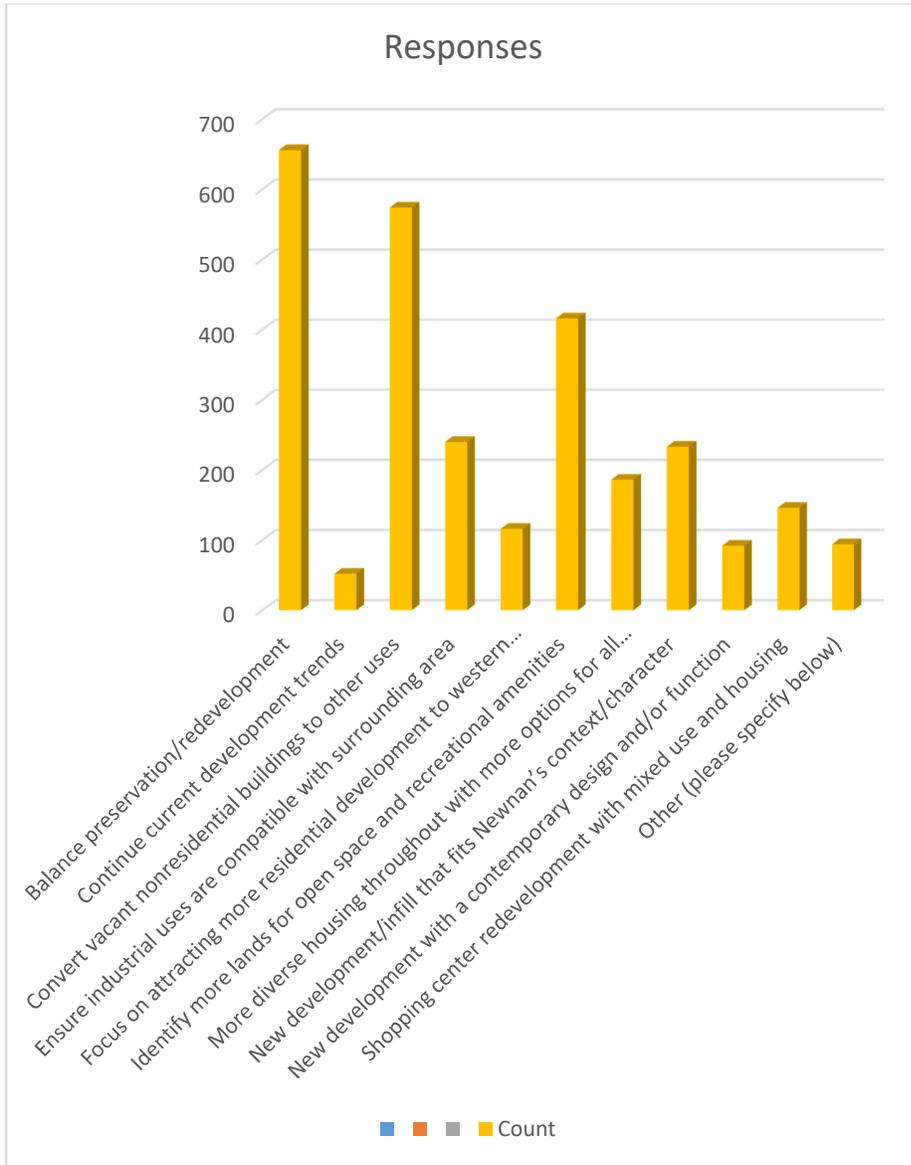
### Traffic circulation, congestion, parking



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

Answered: 1,021 Skipped: 16

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



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

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

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

---

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

---

No more apartments. No more cookie cutter subdivisions

---

less new housing

---

Identity green places but don't throw up more neighborhoods

---

Fewer apartments - It's beginning to look like Marietta

---

Consider tiny home community.

---

More high end homes-

---

NO MORE APARTMENTS

---

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

---

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

---

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

---

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

---

No more apartments

---

Quit with all the building

---

Downtown development - Food- Music- festivals

---

MORE GREEN LESS BAD IMPACT ON THE ENVIROMENT WILDLIFE CONSERVATION

---

No more apartments.

---

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

---

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

---

More HOMES fewer apartment complexes.

---

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

---

More family based amenities entertainment centers

---

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

---

Bike lanes (not motorcycle)

---

Streets & Street Lights

---

take care of what is here. Rural small town atmosphere here is better than crowds

---

Raise housing cost and taxes. Redo broad st (Next Comment Removed for inappropriate Language)

---

Limit dense pack development on every plot of land

---

More cool outdoor spaces/eating areas

---

Dont mix Residential and Commercial or Industrial Zones

---

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

---

---

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

---

No multi tenant or small foot print houses

---

stop clear cutting on all residential building

---

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

---

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

---

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

---

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

---

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

---

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

---

Keeping Green land space and not over building

---

Please stop the development

---

New high school

---

Traffic Flow

---

**BUILD NOTHING UNTIL YOU UPGRADE THE ROADS TO SUPPORT IT.**

---

Not to over develop land with subdivisions with houses close together

---

Additional high school

---

traffic is horrific STOP building apartments and neighborhoods

---

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

---

**STOP BUILDING APARTMENT BUILDINGS!**

---

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

---

Less new apartment complexes and new houses

---

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

---

Future development must maintain rural character not become overcrowded Atlanta

---

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

---

Slow down growth

---

No more apartments

---

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

---

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

---

---

Slow down residential development

---

stop building you are destroying our small town.

---

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

---

Newnan is turning into Atlanta :{

---

Use zoning for resident's wishes and not developers

---

Enforcing zoning laws by not offering variances to established clientele.

---

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

---

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

---

Eliminate so many apartment complexes

---

More housing downtown

---

add a destination - amphitheater and golf cart trails.

---

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

---

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

---

Multi-generational housing opportunities

---

No more apartments

---

stop housing area development

---

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

---

NO MORE RESIDENTIAL DEVELOPMENT

---

More trees

---

Stop building apartments

---

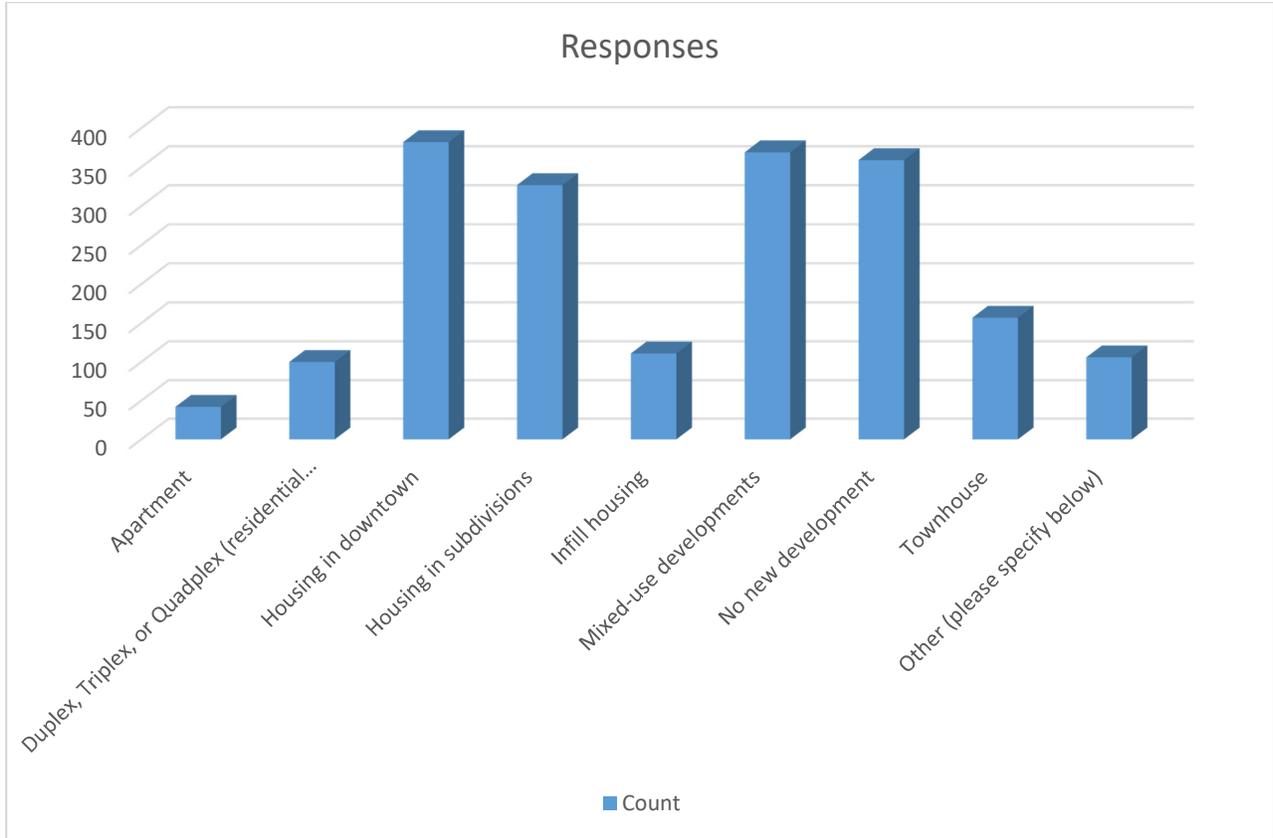
Balance new housing with upgrading roads

---

Answered: 1,020 Skipped: 17

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

(Select all that apply)



Response	Count	Percentage
Apartment	42	4.05%
Duplex, Triplex, or Quadplex (residential buildings consisting of two, three, or four units, respectively)	100	9.64%
Housing in downtown	382	36.84%
Housing in subdivisions	327	31.53%
Infill housing	111	10.70%
Mixed-use developments	369	35.58%
No new development	359	34.62%
Townhouse	157	15.14%
Other (please specify below)	106	10.22%
<b>Total</b>	<b>1953</b>	

13. Other (please specify below)

- ---

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

No low cost housing. Build upscale houses Keep value up and crime down.

Enough taking down trees and loss of wildlife.

Housing with 1-5 acre lots

The current roads (Lower Fayetteville specifically) cannot handle any more traffic. Traffic on Lower Fayetteville Monday thru Friday at 5:00 pm is terrible.

condos you purchase

Senior. Housing

Codes for mixed-use that allow for sno cone stands to operate near neighborhoods

Poplar road housing very disappointed quality. Thought it was going to be nicer

There are too many apartments in Newnan

Fix up older homes be creative in cleaning up messy areas NO NEW HOUSING!!

Upscale infill housing designed to fit the surrounding neighborhood with respect to architectural design

White people and educated black people with nice homes it's heading that way now so kudos

Newnan is turning into Peach Tree City at this rate of development

Preserve downtown

Focus on single family homes in downtown that fit the look feel and character of the historic neighborhoods.

Preserve some of the open areas. We love the feel of country close to town. We need more affordable housing for ALL income levels.

Single family house - 1 acre lots or larger! Upscale Senior Communities with all amenities (Del Webb or similar)

More neighborhoods versus subdivisions. Improved opportunities for affordable housing at all income levels.

Large lots homes

it's like Atlanta now why would you want more of the same?

Control the development by making good decisions.

Affordable senior housing

Senior living

if you have ever lived in a townhome you know you don't want to again. more affordable single family homes with decent yards for a kid or two to play in. even making roughly 38 000 a year as a single dad i cannot move out on my own

Adult autistic group homes

Houses only! Stop bringing in all these low income people who just cause danger. There are nearby towns for them to live in that are overrun by people like them - we don't want to turn into that kind of community but we're on a fast track there.

NO MORE

affordable decent houses for people just starting out aka starter homes

Keep out low-income housing and apartments. Newnan has too much low-income housing as it is. The school system will be ruined and real estate values will drop if more low-income housing is added.

less new development of all housing

Some new development but not at the current pace.

Subdivisions but only if houses are not too close together

Houses on acreage

don't need any more apartments or subdivisions

Housing in subdivisions but low density- one house per acre or half acre.

Spread out housing. Quit building everything one top of one another.

No Low Income Housing and NO MORE APARTMENTS

No low income housing. No more apartments.

Affordable 55+ communities. Similar to Timberbrook but more affordable.

No more apartments and less zero lot line developments. Newnan and Coweta should be about open property and green areas.

Less transient housing (apartments) that adds to congestion close to already congested areas.

more affordable single-family homes (rent for a family should not have to be over 1k)

No more large apartment complexes!!!!

Please quit with all the building ! Coweta county used to be peaceful !

There is a critical need for decent residential options on the west side. Temple Ave. Franklin Hwy Belk Rd and 27N up towards Sargent look like dead areas.

Houses being built on more land

Housing in Western Newnan that is spaced out and not built so close together.

I would like to see the use of buildings that we already have that are currently vacant.

NONE

Starter homes for young professionals

anything affordable! The places exists but they are TOO EXPENSIVE!! People who can afford to live here dont work here! they work in atlanta to have a semi-new/nice home. Cost of living is not supported by jobs in the area.

We need for homes for sell; My mother wanted to move into a larger house in newnan and there are none.

Whatever the free market provides.

Only single family homes including modular

Housing with land and acreage minimum and square footage minimum

Use buildings that already exist and convert to housing and shops like old mills and warehouses. Also do things like this in more blighted areas to draw in more diverse community and create community and civic pride.

Affordable Senior Communities

Single family homes

Tiny house community

Affordable and safedevlopment for the average person however it comes.

Repurpose warehouses etc for housing

None

For God's sakes can someone build some simple ranch-style homes that a lower income family or young adults could possibly afford?

NONE

We're full.

All new development should be planned with the preserving the character of Newnan and without spreading into the county.

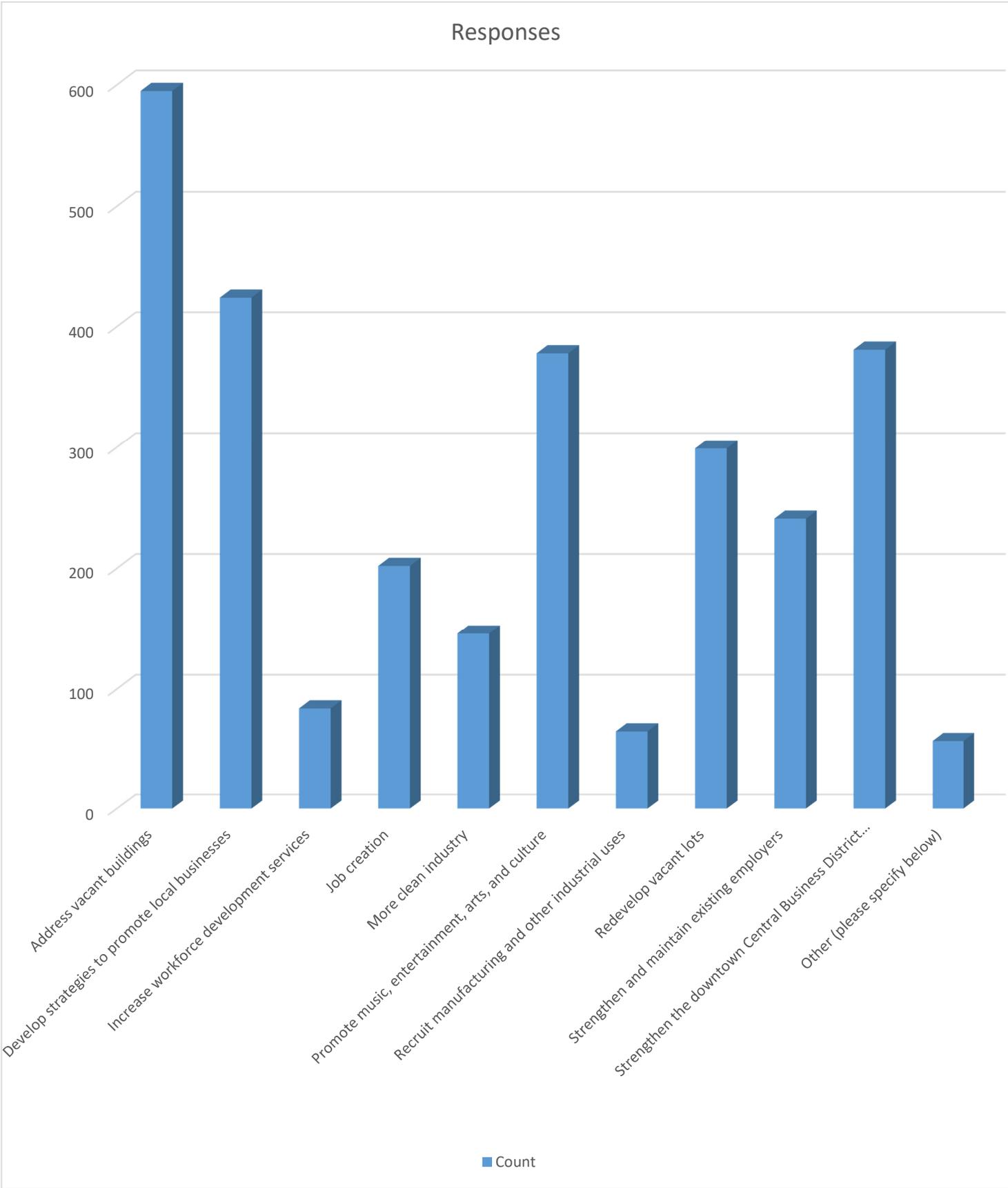
Attention to tree loss restoration and landscape in tornado aftermath

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

Answered: 1,017 Skipped: 20

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

(Select up to three in no particular order)



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

14. Other (please specify below)
Nothing
Code enforcement on substandard properties as above consider traffic issues with development improve walkability
Historic Preservation
Recruit corporations with higher paying jobs like Peachtree City has AFFORDABLE HOUSING. Without it we cannot continue to attract employers.
Create better traffic patterns to ease congestion
Infrastructure must support development. Maintaining dignity of what attracts people to Newnan. Small town feel. Well planned. Not selling out our character for \$\$\$
Make Newnan accessible and attractive
Make downtown affordable for businesses to occupy those buildings slow the growth slow the traffic
No more apartment complexes!
Traffic and road conditions
More "white collar" businesses and attracting employees for these types of businesses

Open opportunities for include Black contractors and businesses in the bidding and awarding of lucrative development contracts.

Schools

Downtown parking

Quality affordable low-income housing to strengthen local neighborhoods (ie: Habitat for Humanity)

Farming and ranching

Give us more green and less concrete and tar

Affordable housing. People who work here should be able to afford to live here.

Bringing in businesses that are on the north side. There is nothing unique or different about newnan. I have to drive into Atlanta all the time for something different. Stop with all the chains gas stations and car washes.

repurpose more vacant lots for community uses such as community gardens (with education & support) to increase neighborhood food independence spaces for community gatherings & cultural events & other green uses

More parks for children - newnan is more than the link . Kids play in the streets by ASE school per NO parks

Relaxed overlay district restrictions—less micromanagement

Sidewalks & Additional Lanes on Lower Fayette RD & other Throughways

Improve roads for all the traffic you are creating

Code enforcement against substandard housing and unkempt yards

No more restaurants it's ridiculously stuffed with these redneck places. Maybe I'm living in the wrong place. I don't like Newman that much.

Develop strategies to promote all small business groups (e.g. local women and minority-owned)

more housing in the mid 200-low 300. Small but well built and designed. 3-4br

Award at least +/- ratio of Black contractors = to % of residents in Newnan

Improve infractions (roads sidewalks sewer lighting etc) to catch up with the significant amount of large new housing and apartment projects. Original residents will no longer enjoy Newnan as population explodes without infrastructre adjustments.

Attract businesses that employ more "white collar" career paths along with "blue collar jobs". Careers would be created versus only "blue collar" jobs with little to no upward mobility.

Traffic

Do not approve any affirmative further fair housing

Class A business

Stop building apartments!

More non-chain restaurants. Local pubs fine dining etc.

DO NOT make it overcrowded with multifamily housing!!!

add a parking deck to downtown newnan

Good schools and affordable housing is driving growth—continue and better investing

Make it more affordable

To not overpopulate the area for the sake of profit destroying the quality of life for residents

Expand and attract business to the east side of Newnan

Maintain home value and rural living that attracted people here to begin with

We need for the old Newnan Hospital buildings on hospital road to be turned into a children's hospital for the children already living in and around Newnan.

Recruit Professional jobs in IT Finance Engineering ETC.

More \$\$ allocation to parks and rec

Walk/bike accessible housing near jobs and amenities

Create another dog park The new one has been great.

Redevelop Existing Vacant Strip Centers

Keep overdevelopment out of newnan.

Develop more services/information/technology-based opportunities not more manufacturing Or warehousing

Improve education of ALL children in this area.

Public transit to and from Atlanta as well as local. We could use trolleys to brand and keep it cute and charming while using larger mass transit to get to Atlanta to drop off at Marta station. Would help with congestion. Include Park and Rides.

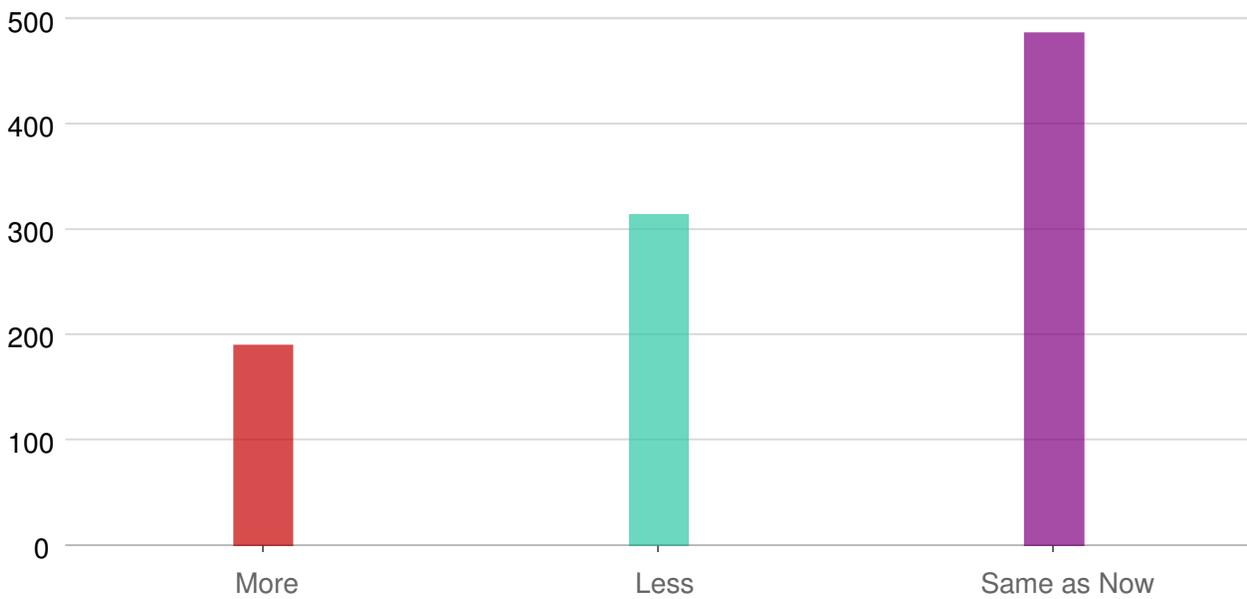
Fix the traffic

Answered: 1,026 Skipped: 11

**15. What type of development/redevelopment do you feel that Newnan needs more or less of?**

(Select either **More**, **Less**, or **Same as Now** for each item below)

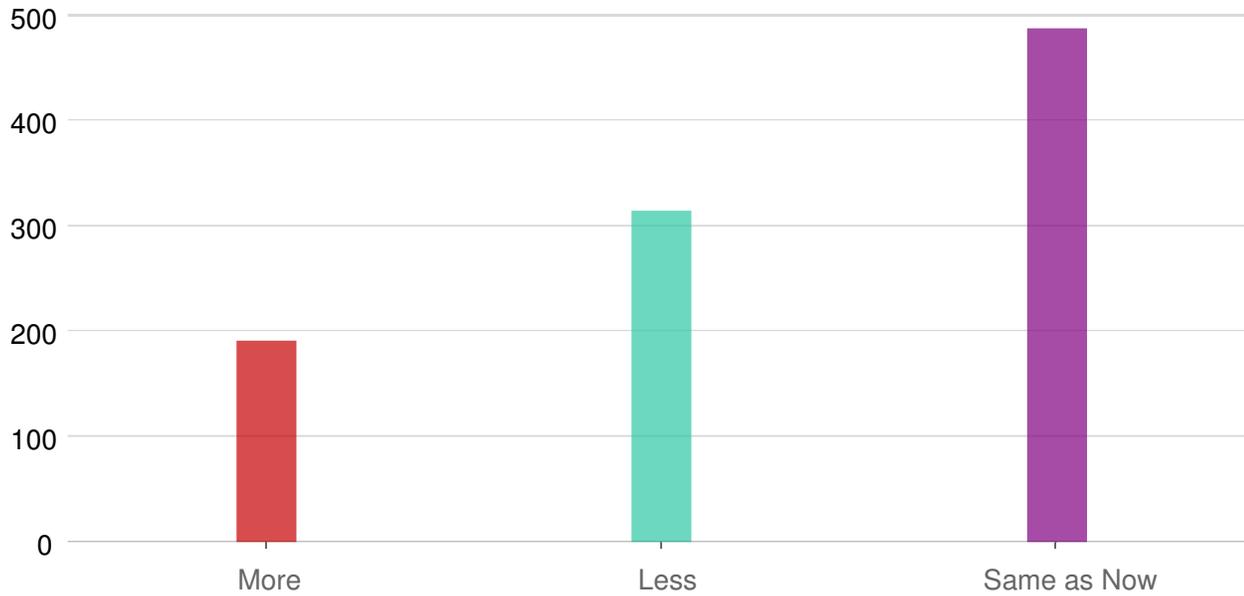
**Commercial Development**



More	191	18.42%
Less	315	30.38%
Same as Now	487	46.96%

Answered: 993 Skipped: 44

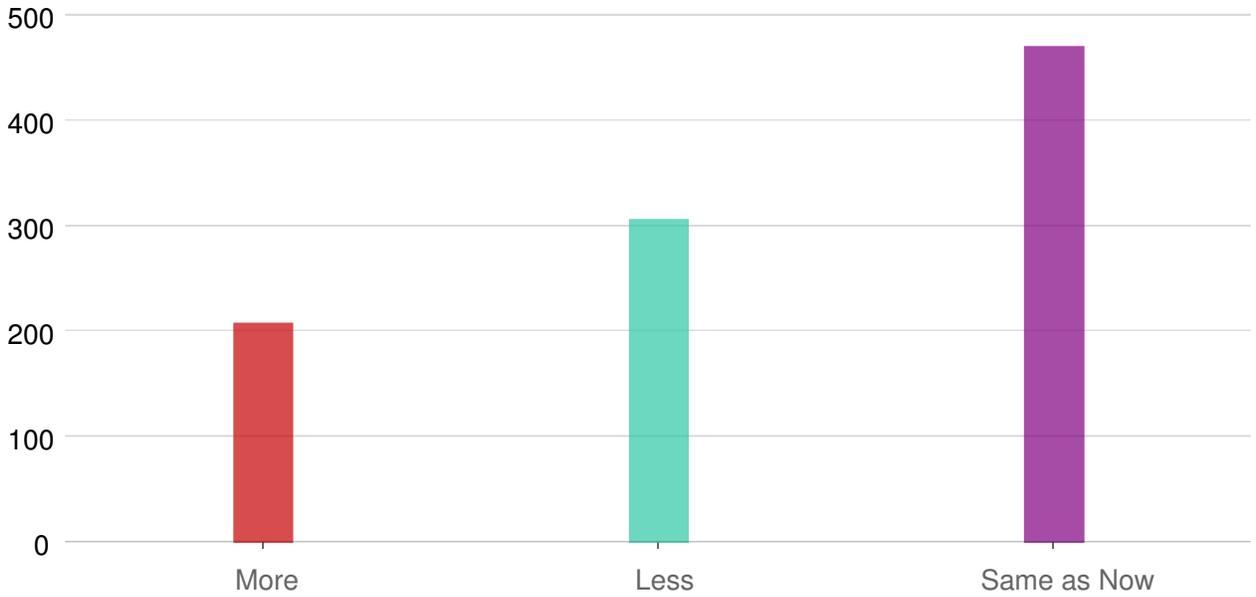
## ○ Office Development



Answers	Count	Percentage
More	191	18.42%
Less	315	30.38%
Same as Now	487	46.96%

Answered: 993 Skipped: 44

### Industrial/Light Manufacturing Development



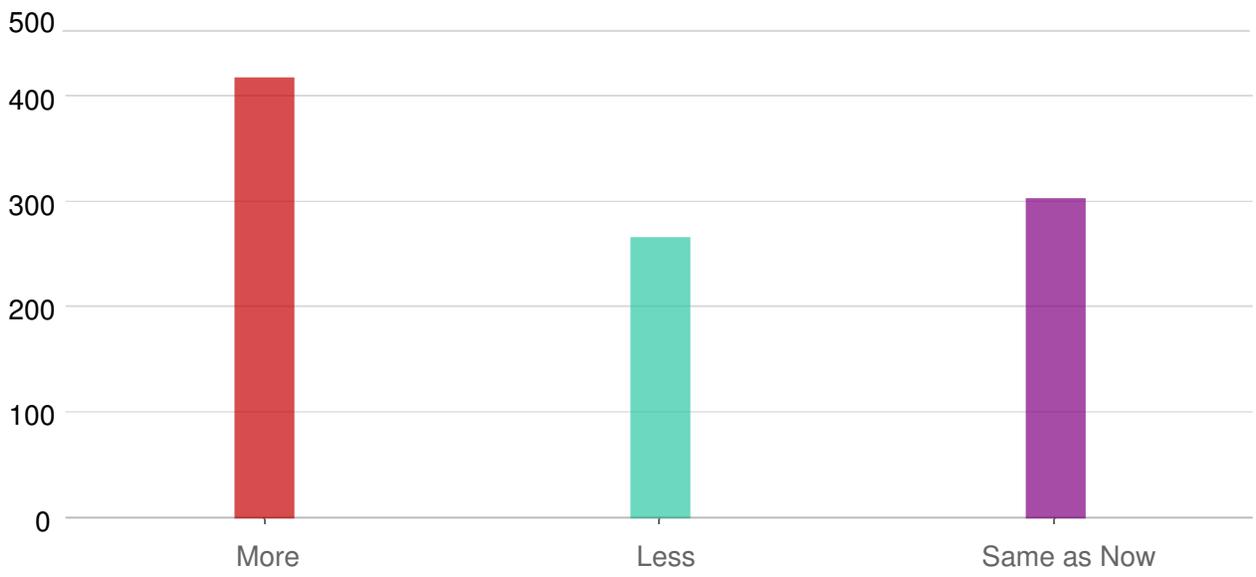
Answers	Count	Percentage
---------	-------	------------

More	208	20.06%
Less	307	29.6%
Same as Now	471	45.42%

Answered: 986 Skipped: 51

○

### Mixed-Use Development (Commercial + Residential)



**Answers**

**Count**

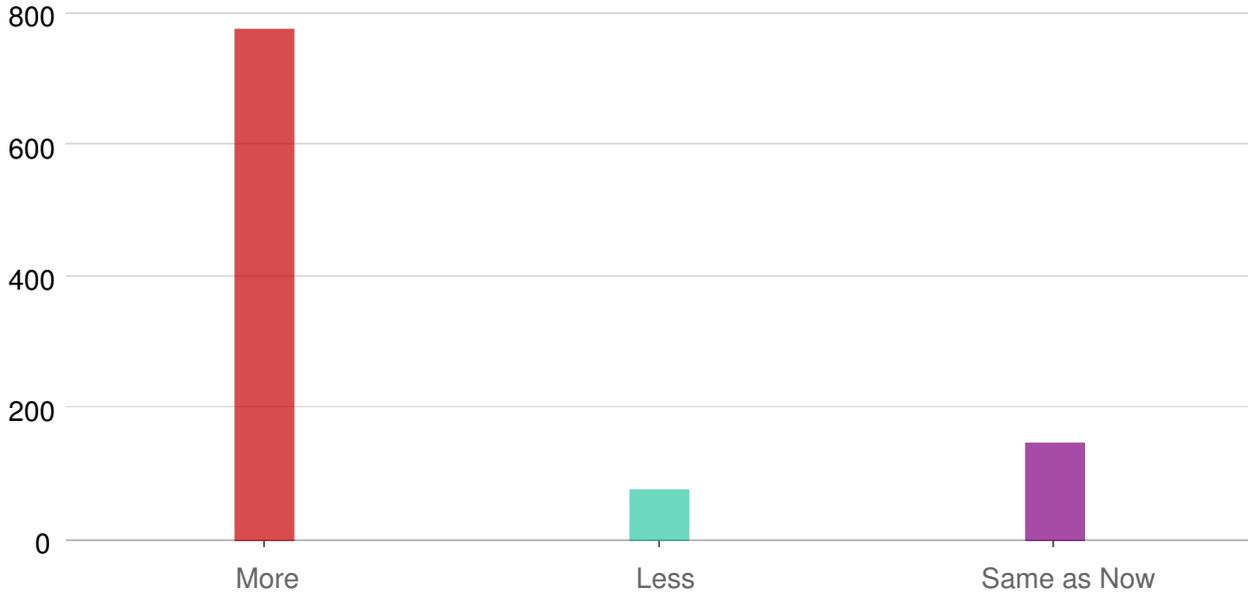
**Percentage**

More	418	40.31%
Less	267	25.75%
Same as Now	304	29.32%

Answered: 989 Skipped: 48

o

### Redevelopment of existing areas

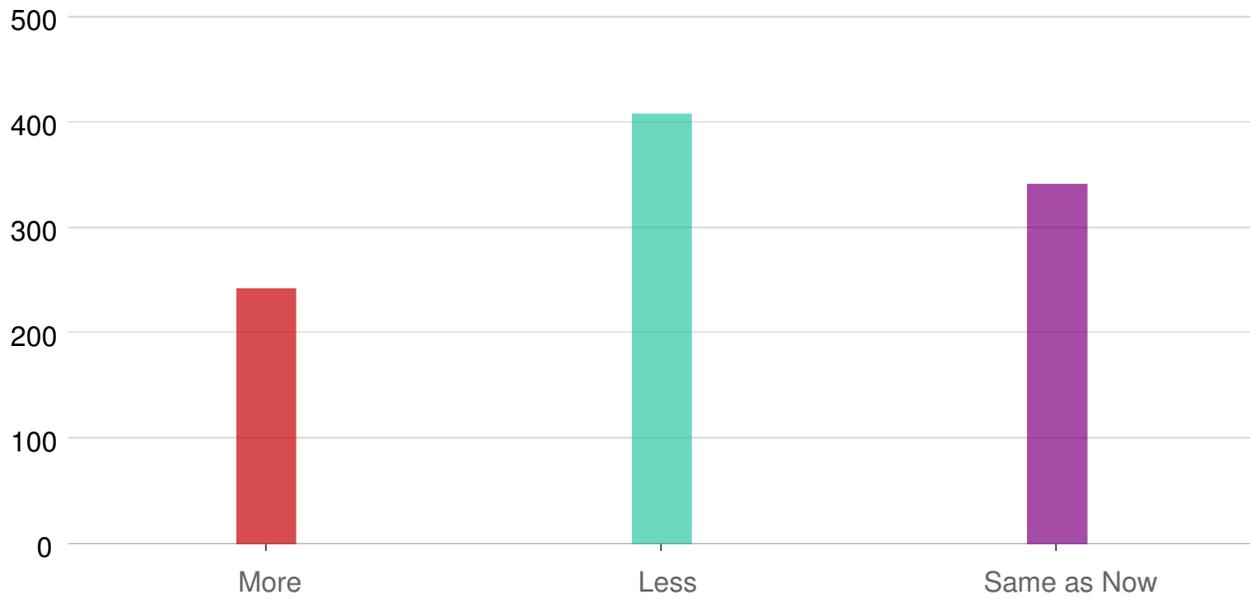


Answers	Count	Percentage
More	777	74.93%
Less	78	7.52%
Same as Now	149	14.37%

Answered: 1,004 Skipped: 33

o

## Residential Development



### Answers

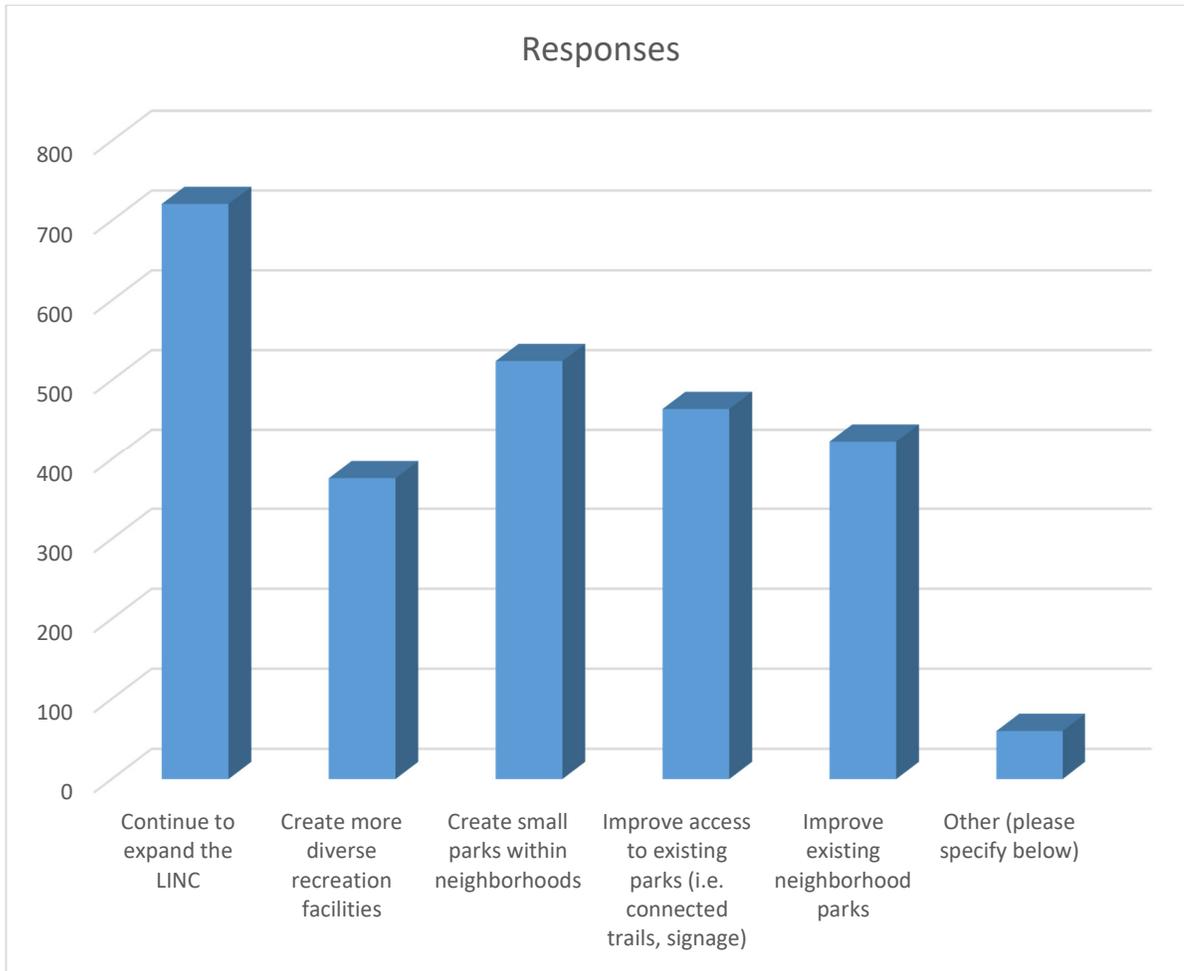
### Count

### Percentage

More	243	23.43%
Less	409	39.44%
Same as Now	342	32.98%

Answered: 994 Skipped: 43

**16. What are the biggest priorities for the future of Newnan’s PARKS, RECREATION, and PUBLIC GREENSPACE?** (Select up to three in no particular order)



<b>Answers</b>	<b>Count</b>	<b>Percentage</b>
Continue to expand the LINC	721	69.53%
Create more diverse recreation facilities (i.e. sports fields/courts) and programming (i.e. organized team activities)	376	36.26%
Create small parks within neighborhoods currently underserved	524	50.53%
Improve access to existing parks (i.e. connected trails, signage)	464	44.74%
Improve existing neighborhood parks (i.e. add amenities such as playgrounds, basketball hoops, outdoor game tables)	423	40.79%
Other (please specify below)	60	5.79%
<b>Total</b>	<b>2568</b>	

## 16. Other (please specify below)

### 16. Other (please specify below) -

Just leave some undeveloped space!

I would love to see more outdoor recreation facilities for concerts festivals etc.

Park in Coletown

maintain and improve safety in community parks would like to see downtown parks gated both to decrease late night activities and keep small children from running into the street

recreation opportunities for active seniors

more sidewalks in communities an access to local vendors

Quit wasting the taxpayer's money in high crime areas. The City will build a park in a section 8 neighborhood for people that aren't even paying taxes. The taxpayers that paid for that park will never use it because of the high crime areas.

PUBLIC POOLS!

Established a trail for other use of transportation such as golf cart.

Add a side walk to Sullivan Road

provide additional larger greenspace areas

Use existing open space such as floodplains for recreation activities

Create a community park like Paloma Community Park in Peoria AZ. It's very impressive!

Water feature ponds fountains fishing lake.

Improve sidewalks leading into downtown Newnan. Jackson Street

There are so many athletic parks it would be great if some of these had a dedicated dog park within.

Event space

Parking! Where are LINC lots?

We should invest in better qualities of parks and rec like compatible to the water parks on the north side that are a part of their taxes. Maybe a soccer complex to attract new residents. We need to amp up the vibe to attract business professionals.

Have city planners and developers with input from underserved Black neighborhoods get buy-in from community and include Black architects in process.

need more wildlife sanctuaries

Create golf cart paths

Add Neighborhood parks in middle class areas another community swimming pool add events similar to the old Beach Street Walk/festival.

Leave this to the private sector and focus on infrastructure and safety

more dog friendly open spaces for those that choose to live downtown and have limited greenspace for dogs to run

STOP we the linc ! 80Percent of us don't even live close to it

Enforce code to improve substandard housing which will improve neighborhoods and make people more likely to use the parks

Sports complex for volleyball basketball etc

Build food truck courts

Improve access to LINC (e.g. connect existing LINC paths together)

---

Bring educational and medical development to Westside/Temple Ave-Carrollton Hwy and Hospital Road Node. Expand UWG.

---

More on West side of 85 and out towards Senoia... Parks Recreation Residential

---

Having an aquatics center (lap pool) to promote swim meets for local high schools and the community.

---

Additional pickle ball courts (fastest growing sport in US) in other Newnan parks; Lights in parks for safety. Develop vacant land into parks - not dense housing!

---

Restrooms need to be added to the LINC trail.

---

Build new and better recreational facilities for sports and other activities. Improve and invest in current facilities.

---

Improve bike lanes

---

Parking

---

Create a park district and park space w/ playgrounds local art fountains promote diversity side walk on Sullivan Road

---

the line serves a good purpose but what does it even really connect to? from what I have been told most of your walk is through the woods i thought it was supposed to essentially go around the city

---

Fitness loop around Happy Valley Circle

---

don't need anything else built here

---

Stop wasting money on dog parks

---

Create a large (100+ acre) mixed use park with attractions that Newnan can become known for.

---

What we already have in our Newnan parks & builds needs to be fixed

---

More dog parks and more RV storage areas that are covered and not ridiculously expensive

---

The Linc is dangerous crossing the street with families. A child almost got hit. Very high traffic area

---

better resources to find the parks in Coweta so we don't have to visit separate websites (county vs city vs neighborhood)

---

Preserve and Protect undeveloped natural spaces

---

Linc!! Yes!

---

As mentioned above - amphitheater

---

Build a swimming pool all three high schools can use to train.

---

Build another dog park.

---

Expand the Linc/walking and bike trails through the west side of Newnan

---

Basketball is a growing sport without amenities. We need the facilities.

---

Open Lynch Park Pool

---

Pool or splash pad

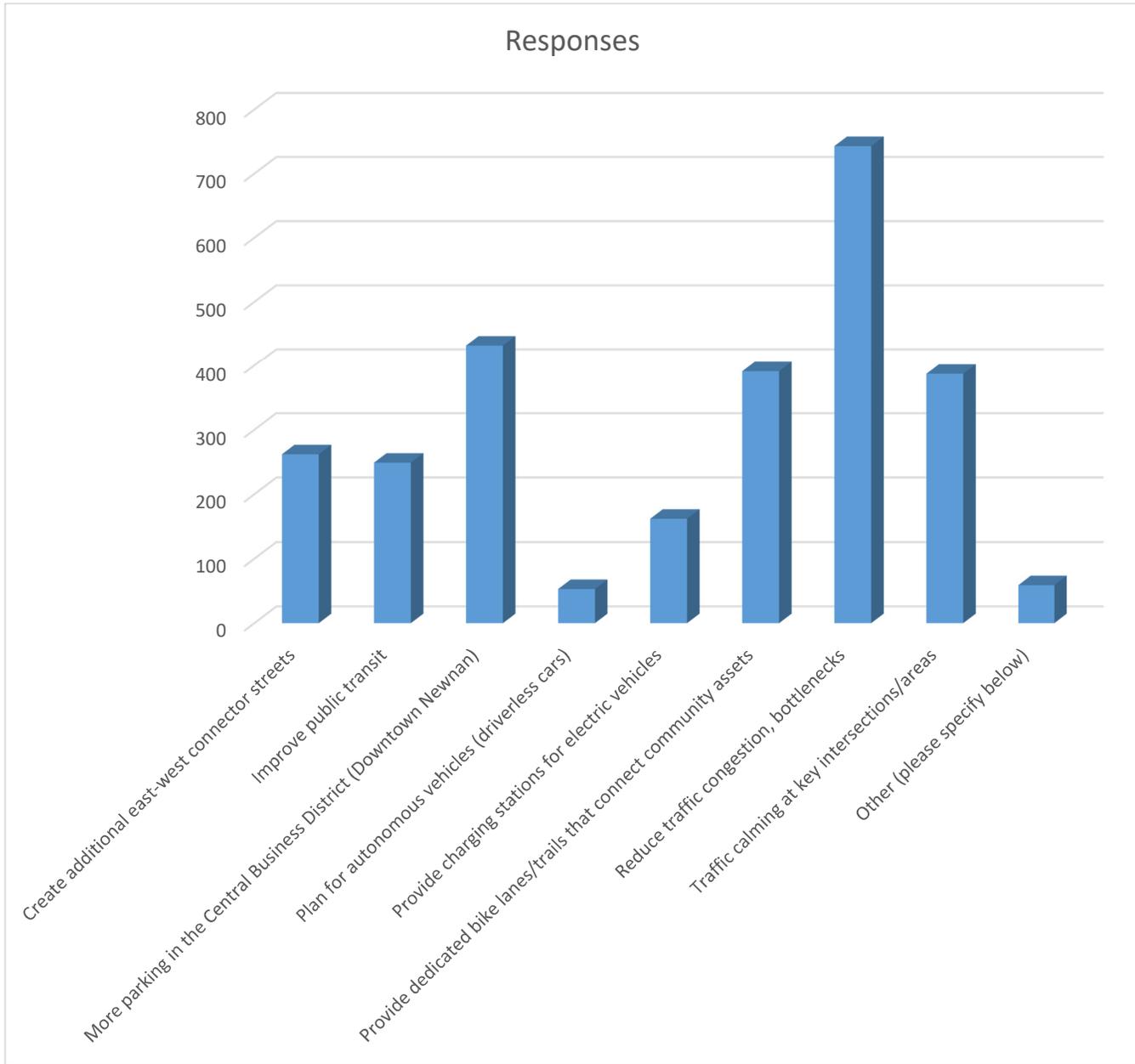
---

Create a downtown Community Bazaar out of the Caldwell Tanks buildings to house local art studios events markets pop-up shopping stalls daily with a community garden/orchard/greenspace.

---

**17. What are the most important things to consider for Newnan’s FUTURE TRANSPORTATION?**

(Select up to three in no particular order)



Answers	Count	Percentage
Create additional east-west connector streets	262	25.27%
Improve public transit	249	24.01%

More parking in the Central Business District (Downtown Newnan)	432	41.66%
Plan for autonomous vehicles (driverless cars)	53	5.11%
Provide charging stations for electric vehicles	162	15.62%
Provide dedicated bike lanes/trails that connect community assets	391	37.70%
Reduce traffic congestion, bottlenecks	743	71.65%
Traffic calming at key intersections/areas (e.g. bump-outs, increased greenspace)	387	37.32%
Other (please specify below)	59	5.69%

**17. Other (please specify below)**

plan for current and future developements by budgeting for infrastructure imporvements (widening of streets and upgrading infrastructure)

Quit building and annexation

Another off ramp on 85

Golf Cart Trails

More traffic circles

Use the old Cole Shop abandoned area for a Parking Deck.

Re-route Temple/Clark to Bullsboro intersection to improve flow eliminate need to use Posey as a cut-through

Roundabouts in areas like Salbide and Greenville Streets to improve traffic movement

We need more roundabouts

Our stoplights are stupid and wasteful. Get rid of them

Road & Traffic planning. Bypass/Newnan Crossing was built before developing. Poplar road needs to be widened before development continues. It is already showing signs of poor flow SW of hospital where round about was placed. Widen Lower Fayetteville Rd.

create east-west and north -south flow.

Provide some sort of speed reducing ridges or bumps at key intersections to protect pedestrians and keep people from overlooking red lights and running them.

FOR THE LOVE OF GOD DO NOT BRING IN MORE PUBLIC TRANSPORTATION .

limit growth = limit traffic

Increased visibility at intersections downtown

Have consistency at all intersections.

---

Us that live on the downtown side of Clark St/Temple Ave have no safe way to cross the street. It is entirely unsafe as cars do in excess of 40-50mph. Can we please see a cross walk at Dent St across Clark and maybe flashing lights or a speed breaker.

---

No more roundabouts. They are dangerous and this is not Europe

---

No public transit!!!!

---

Keep moving on bullboro is the biggest joke I've ever seen

---

More Lanes & Street Lights

---

Stop light at Hwy 16 and Macadonia Road

---

**Comment Removed for inappropriate Language**

---

Stop all the bump outs and roundabouts. Use traffic lights.

---

I Like bike trails and walking trails there should be golf cart paths. We are so close to a beautiful community such as Peachtree city. Why not continue beauty and let the public Go places using golf carts.

---

Consider golf carts and paths for less road congestion. Tired of seeing one person in each car to go 1 mile up road to Publix

---

Bring infrastructure (roads etc) up to meet all new housing and commercial projects approved and installed over the past 3 years.

---

Lower Fayetteville Rd widening

---

I would like to see Newnan expand it's sidewalks/walkway/trail systems to make the City more walkable and environmentally friendly. In some areas of Newnan the sidewalks are badly damaged or are too narrow.

---

Infrastructure is extremely important. The development on Poplar Rd is concerning. Southeast of hospital road needs to be widened prior to development.

---

replace traffic lights with roundabouts

---

Widen Lower Fayetteville Rd please

---

Provide Publix transportation buses

---

Improve traffic flow in front of Poplar Road Elem School

---

Golf cart paths

---

Frontage roads on 34

---

No more roundabouts

---

More turn lanes at intersections more center lanes for left turns to wait without backing up traffic.

---

Implement gulf carts in Newnan to include cart paths.

---

Alleviate traffic and coordinate signals on Lower Fayetteville Road.

---

The future is EV charging stations. Also more avenues to cross I-85 to reduce HWY154 and I-85/HWY34 traffic patterns

---

Slow residential building until you have roads that can handle the traffic.

---

Quit building more stores apartments and houses which causes more traffic !

---

reduce round-abouts

---

Stop cutting down the street with the beautiful trees lining them. Sullivan and Lower Fayetteville Rd☹

---

We need more roads to lessen the traffic rush hour. Going on 34 east to west is horrible!

---

more dedicated turn lanes (middle lane for either side to use) especially down 154 towards 85 (northgate traffic will be even worse when the districts change again) widen roads already existing

---

---

Parking garage outside core of downtown and make downtown pedestrian and bike only  
Stop building with the infrastructure to support all these people. Or better yet stop  
building.

---

Paved Clark street for God's sake

---

Improve Traffic flow on highway 154. Especially interaction at hwy 154 and hwy 29 red  
light at railroad crossing. Very dangerous!

---

Educate drivers on roundabouts

---

Improve traffic flow for West to East access to Bullsboro

---

STOP building in EVERY space available!

---

Parking and inclusion/favor toward properly licensed governed Customized utility vehicles

---

I think the first one could help solve a lot of the traffic.

---

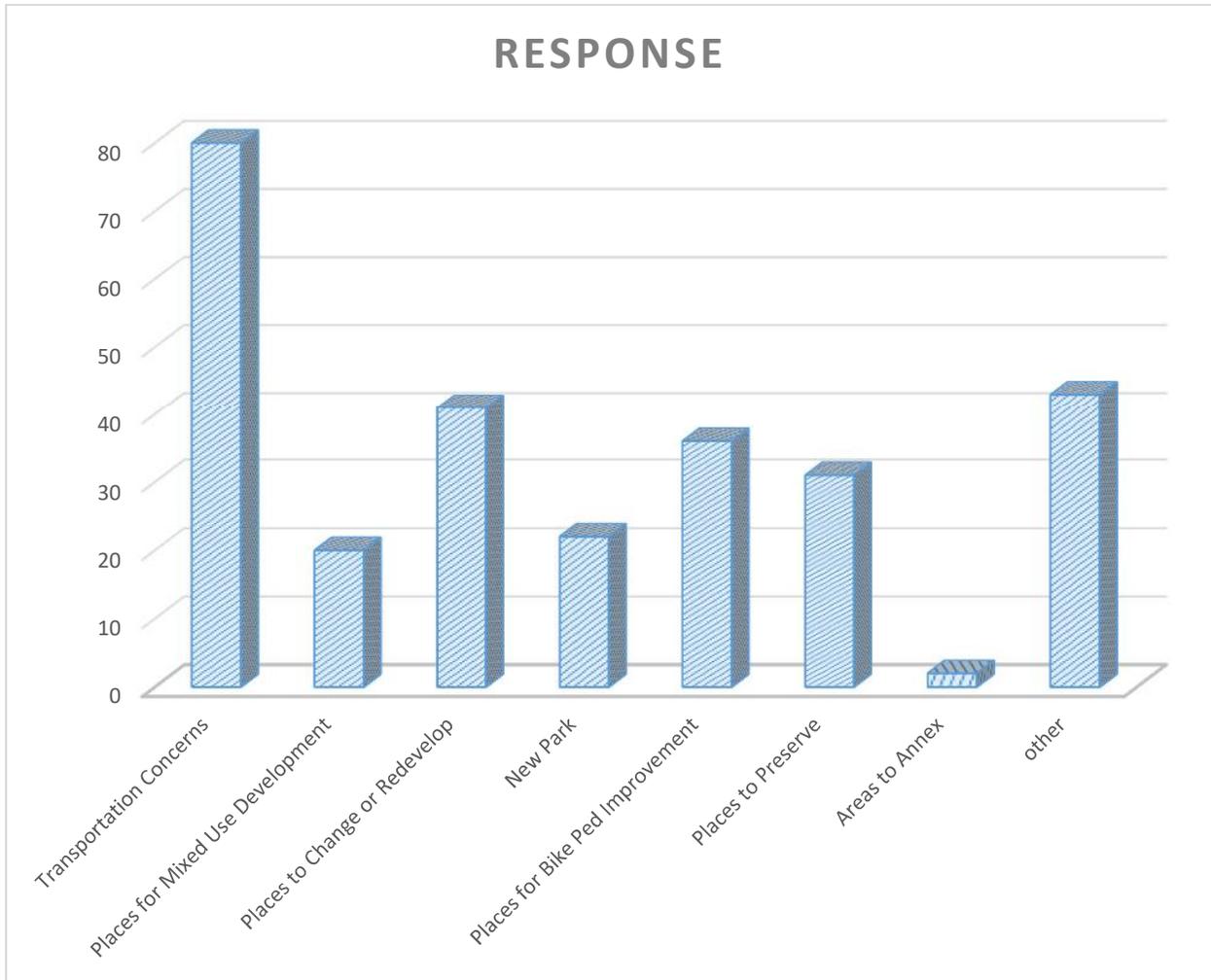
Widen roads that are most congested

---

Answered: 1,016 Skipped: 21

# INTERACTIVE MAPPING EXERCISE RESULTS

## Online Mapping Exercise Newnan Comprehensive Plan 2021-2041



Response	Count	Percentage
Transportation Concerns	80	29.09%
Places for Mixed Use Development	20	7.27%
Places to Change or Redevelop	41	14.91%
New Park	22	8.00%
Places for Bike Ped Improvement	36	13.09%
Places to Preserve	31	11.27%
Areas to Annex	2	0.73%
other	43	15.64%

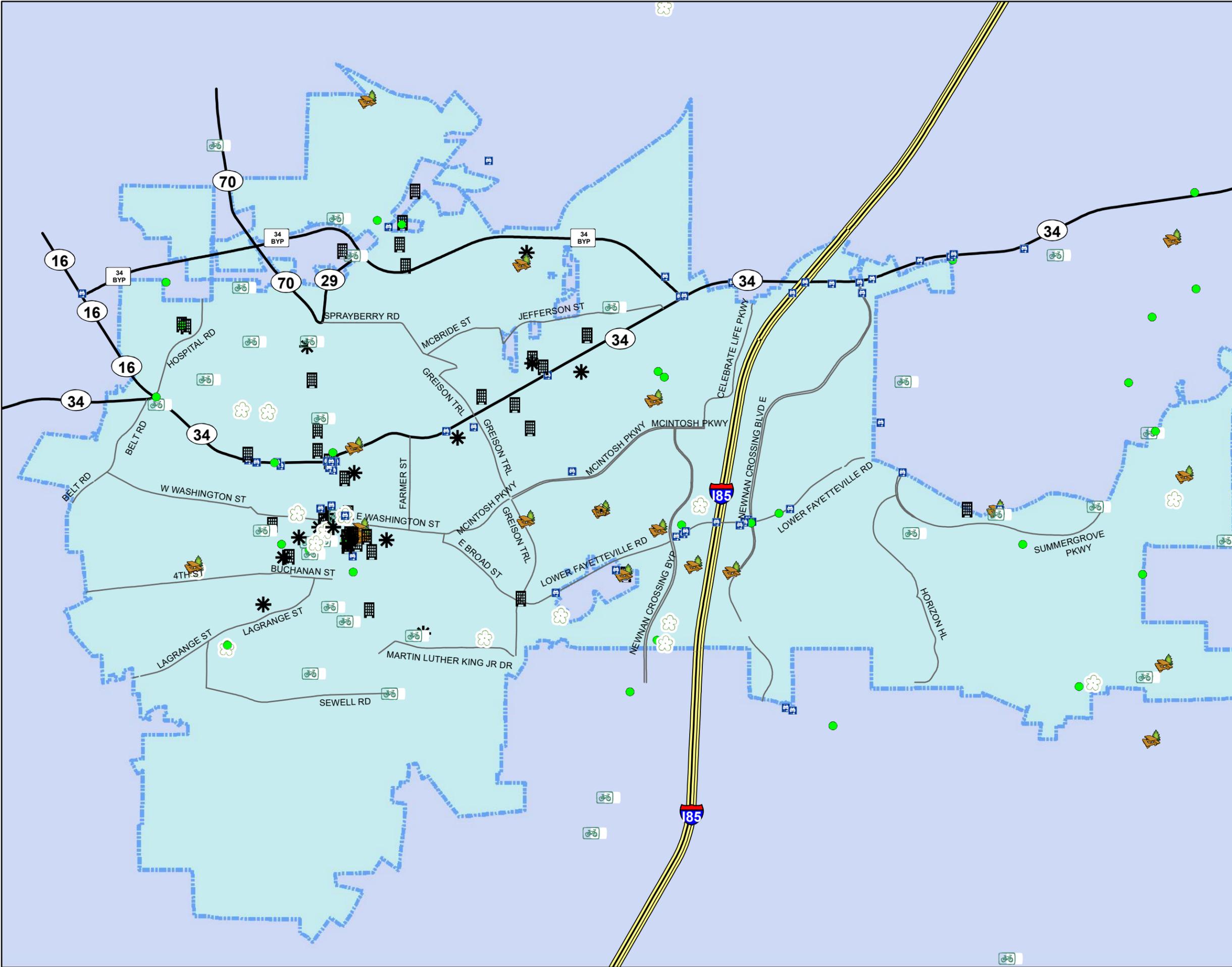
**Total 275**

<b>Other Responses - Step 2</b>
Community center
AT&T Building installed Super Bright LED flood lights with inadequate hoods. Even though this building is 250 yards from my house, the bright lights ruin my view of Downtown at night. The City's planning should try to mitigate light pollution.
Build double turn lanes from 34 to Shenandoah
Fewer apartments, more development targeting home ownership
Add sidewalks to Sullivan Road. Possibly Bike path.
create and widen from E Broad St to MLK
There needs to be more parking in Downtown for special events for example a 3 story parking garage. It can also feature a modern design and have easy ways to get to events and businesses.
It would help rush hour traffic if there were more lanes on Lower Fayetteville Road from Newnan Crossing Bypass to at least Shenandoah, maybe even Sullivan.
Widen Sullivan road too narrow and dangerous
Golf cart paths
Crosswalk
Two northbound green lights with a yield sign?!?
Speed table desperately needed please!
Green light way too short going going south to north
We just hoping for the earth to swallow this and make it go away? Carrol County simply better at negotiating and creating a compelling case than us?
Not sure what options for the old bridge are. Cerate walking/bike bridge? I know this apparently isn't where the ""cool kids"" live that are getting Linc but some love on this side of town would be nice.
Affordable housing
Affordable housing
It was stupid to build so many houses and build tiny roundabouts for the traffic too many people too many cars
Need broader night life options to bring life and prosperity to downtown.
Trails!
Parks for kids and recreation as this area grows with higher dollar houses. No Industrial development as higher end homes are being built in that area
Heavy traffic growing
Parking deck
More stores needed!!!!!!
side walks on Sullivan Rd would provide a safe path to walk to the LINC that begins in Summergrove
More stores/boutiques - Forever 21, Victoria's Secret, Finish Line, Bass Pro Shops, etc.
Coming from NCES towards downtown Newnan, this intersection is unsafe. It is difficult to see cars coming when turning left here, even with the arrow one wants to be able to see oncoming traffic to assure a safe turn.
No one can repair Clark Street or Temple Ave. The streets in the city are terrible.
Both sides of Baker Road. The signage and lack of landscaping is an eye sore. CVS has planted trees and very nice landscape. Who approves of signs made from PVC pipes? These two buildings need brick/stone signage and nice landscaping immediatley!
Leave this beautiful area alone

School
sidewalks
We depend on our elected and non elected government to be wise and selective on approving businesses wanting to come to our town. We depend on you to require strict design guidelines and greenery to replace what is taken down.
We need you to approve a variety of businesses. Example: instead of more of the same grocery stores, you prusue Trader Joes, Whole Foods, or Fresh Market. Newnan can support nicer restruants, not just the same fast foods.
You must stop approving multi family units. You are killing us with more traffic with no road improvement until the traffic is already here! The rental give no property revenue so the burden falls on the few homes that are left. NO subsidsed housing!!
Traffic is horrible and way too many accidents. As a school bus driver this is a dangerous area and the intersection to and from hwy 29 is very dangerous at any given time for us.
additional single family residential
new single family residential development
Old motel that needs torn down
Expand linc trail to to avery park
This area is a total mess. The project at the corner of Ashmore/Poplar appears stalled, as the lot really does not fit with the plans. The owner has left this place a TOTAL eyesore. We now have feral cats, which have brought coyotes at night. Help

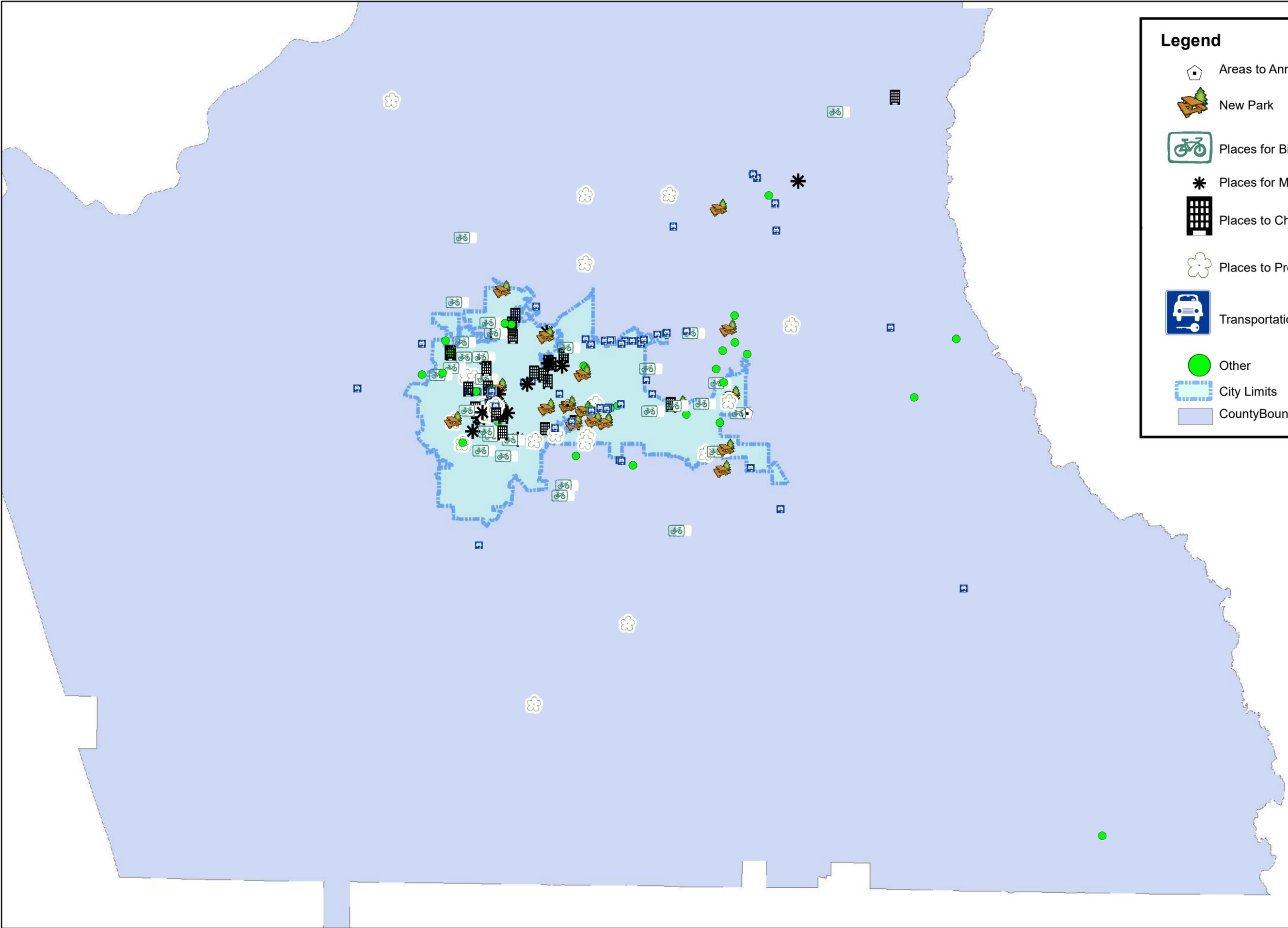
### Legend

-  Areas to Annex
-  New Park
-  Places for Bike Ped Improvement
-  Places for Mixed Use Development
-  Places to Change or Redevelopment
-  Places to Preserve
-  Transportation Concerns
-  Other
-  City Limits
-  County Boundary

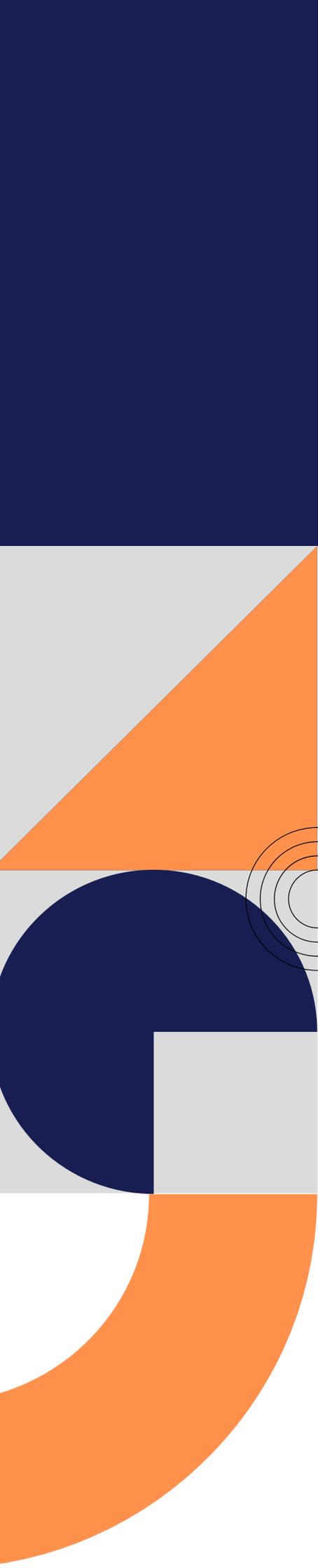


**Legend**

-  Areas to Annex
-  New Park
-  Places for Bike Ped Improvement
-  Places for Mixed Use Development
-  Places to Change or Redevelopment
-  Places to Preserve
-  Transportation Concerns
-  Other
-  City Limits
-  CountyBoundary



COMMUNITY INVOLVEMENT PLAN  
SUPPLEMENTAL DOCUMENTS



# CITY OF NEWNAN COMPREHENSIVE PLAN 2021-2041

## YOU CAN MAKE A DIFFERENCE!

### WHAT IS THE COMPREHENSIVE PLAN?

The Comprehensive Plan is a blueprint for the City's future. It is a statement of the City's vision that is intended to guide the City for the next 20 years. The Comprehensive Plan is updated every five years and it promotes the City's goals and policies related to planning for orderly growth and development. The Comprehensive Plan covers topics such as housing, land use, transportation, and economic development.

### WE NEED TO HEAR FROM YOU!

Please help the City of Newnan by providing your feedback as we begin preparing our Comprehensive Plan. Your answers will help direct the City's growth for the next 20 years! The purpose of the survey is to collect your input regarding current conditions and the future vision for the City of Newnan. Questions will relate to a variety of areas including land use, economic development, housing, transportation, recreation amenities, and overall quality of life aspects within Newnan.

To learn more and to take our survey, please go to [www.newnanplanning.org](http://www.newnanplanning.org) or call us at 678-673-5488.

Paper copies of the survey are available at the City of Newnan Planning & Zoning Department.

# City of Newnan

## Comprehensive Plan Review: 2021-2041

Meeting Date – Tuesday, March 16, 2021

Meeting Location – Carnegie Library (Downtown Newnan)

### You Can Make a Difference...Economic Development

- Public Transportation to allow lower income people get to jobs
- Non-chain restaurants
- Continue to encourage small business
- Restore and/or remove older and dilapidated buildings
- Train high school kids on how to use finance apps (Acorns, E-trade, Robinhood, etc.)

### You Can Make a Difference...Land Use

- PLEASE!! Be sure to maintain an above-average amount of greenspace. (See Miami as an example of over-development)
- Expand the Link
- Parks every few miles
- Sidewalks/bike paths Everywhere or Every Opportunity
- Large man-made lake with stocked fish (stock the lake with fish for fishing)
- Landscape all streets (crepe myrtles, cherry trees, pear trees, etc.)
- A PATTERN LANGUAGE. Read it. Use it.
- I am opposed to the City's annexing more land from the county. We are losing our rural space.
- I am concerned that Jefferson Street heading from Bullsboro in town toward Publix is getting too developed. I am also concerned about people who live in small houses there getting pushed out.
- Re: "Apartment Row" – Force developers to design a grid approach to roads-think NYC: millions of people, but multiple paths to anywhere. – Downtown Newnan vs any of the twisted developments.
- Maintain low-density housing where possible to maintain "charm" of the city.
- I would like to see more of the areas with just trees/green space to stay as is.

### You Can Make a Difference...Transportation

- Lower Fayetteville @ Shennandoah
- Lower Fayetteville @ Mary Freeman
- I live at 15 Wesley Street. The issue is people speed way too much on my street and play music way too loud. What can you do?

- Trolley pick-up stations at the extreme end of the Link trail. In between, the ends would be helpful.
- NO DRONES for delivery services. Note: I am a licensed drone pilot
- Traffic congestion on Bullsboro and Lower Fayetteville Roads
- On Autonomous Cars. Please keep in mind those of us who still love to drive on our own, and not be driven by a robot! ☺
- We still have problems with drivers' not yielding to pedestrians in downtown. Enforcement of the laws would be the most effective solution. Also, the walk signal does not work in at least one direction at the intersection of Salbide Avenue and Greenville Street.
- 3 lane roads, control speed, better than 4 lanes
- Public transportation is a must – to get to jobs, to get to grocery store, to get to dr. appts.

### You Can Make a Difference...Housing

- More affordable ranch style homes (less than 400,000)
- Newnan is the City of HOMES (please limit the number of apartments)
- More affordable housing cannot run low income away. Many "working poor" cannot afford to live near their jobs. \$1200/month rents – too much for those making \$15/hr. 7.25/hr. impossible.
- Pockets of high-density surrounded by mixed-use. See A PATTERN LANGUAGE for how to do all of this
- Must make plans for the homeless. Bill Headley's Aruco/Sarg property cannot be done solely on NFP's. Transportation could help.
- Too many small home communities. Over crowding
- I am concerned that with new, dense development (which I'm opposed to), that older neighborhoods will have their residents pushed out. This was a concern of residents on I believe Pinson Street and nearby when a developer wanted to build a larger complex on East Broad Street. I have the same concern about Jefferson Street.
- I prefer for us to have single-family homes on good-sized lots. For any multi-unit structures, I would prefer more traditional architecture (Georgian, etc.). I think that the units recently built across the bridge on LaGrange Street are an eyesore.

### You Can Make a Difference...Population

- Keep population at average
- Monitor and control population to keep it within the constraints of our roadways.
- I think that we need to drastically slow down the growth. We have become too dense in our residential and commercial building. We do not need to continue building.

### You Can Make a Difference...Intergovernment Coordination

- Work together on: roads, housing, transportation
- Road development that meets the needs of increased housing development and increased population

### You Can Make a Difference...Natural and Cultural Resources

- Large man-made lake, stocked with fish for the purpose of fishing.
- Great job w/all of the parks and green spaces. Keep our water supply secure.
- More support/coord. Between Arts Council and local art orgs. Think old-style elementary schools – each homeroom presented a performance/year. Do the same with NTC, Backstreet, Masterworks, etal.
- It would be great to have an area similar to Line Creek Nature Area.

### You Can Make a Difference...Community Facilities & Services (including Broadband Services)

- 5G Expansion
- LINC Could we have low-maintenance (ex. Non-mechanical) workout stations on the LINC?
- I would rather see soccer fields on the west side or elsewhere near downtown rather than more commercial or residential development. There used to be soccer fields at the Coweta Rec Center on Hospital Road.

### You Can Make a Difference...Other

- Public Transportation is # 1!!!!
- Mental Health Services. Funding for non-police response to mental health crisis.
- Carroll County seems to win out over Coweta County. Tanner vs. Piedmont. Unemployment Office. Mental Health Hospital.
- Public space to express civic pride. Pride in community. Pride in country. Pride in military and first responders.
- More opportunities for kids to take tours/learning experiences of interesting businesses, or firefighter or police stations.

# City of Newnan

## Comprehensive Plan Review: 2021-2041

Meeting Date – Wednesday, April 14, 2021

Meeting Location – Newnan Centre

### ECONOMIC DEVELOPMENT

1. Ensure good consistent architectural codes for development
2. Mixed land use for residential/shopping/walkable communities/areas
3. Continue to develop downtown
4. Encourage local businesses as much as the national chains
5. The Newnan Centre should invest in building a small hotel or property across the street for the venue to use for guests and visitors
6. Keep the flavor of Newnan for new development in town

### LAND USE

1. Love the new leaf community garden (only community garden outside of Atlanta)
2. Love the LINC please continue to prioritize walkable communities
3. Create "pocket parks" from some of the vacant lots rather than sell at tax auction
4. Pocket parks good idea
5. Pocket parks are nice
6. MORE GREEN SPACE
7. Turn the abandoned warehouses into cultural bizarre with artist lofts, marketing museum, gallery, maybe even housing lofts

### TRANSPORTATION

1. Expansion of sidewalks on bike paths, don't want to hit people going to work on the street
2. Improve traffic light coordination
3. Improve Broad and East Washington
4. Public transit use trolleys for it to keep the charm
5. Jackson street/Clark street intersection
6. Continue to invest in the LINC
7. Speed on Jackson street too fast

### HOUSING

1. As a CASA, I hear a main barrier is affordable housing for families to leave unsafe living arrangements
2. More affordable housing (80K – 120K)

3. Would love a tiny house/lofts community in mixed use area or residences with young singles/couples or empty nesters (affordable/rent to own)
4. Support Habitat for Humanity or work to own programs (see Birmingham's Build UP )
5. High quality apartments are fine
6. Work with developers to build neighborhoods that styles of homes that add to culture (i.e. Historic looking construction)
7. Improve or remove abandoned housing
8. Less apartments
9. Restrict cluster homes/developments
10. Utilize alternative building methods (container homes & tiny homes) to provide more affordable multi-family and single family near downtown in vacant lots.
11. Smaller homes/units for smaller families, singles, couples, empty nesters
12. Don't force renters into large apartment complexes – they want to be in neighborhoods with yards as alternatives
13. Include small multifamily rental with single family
14. Missing middle housing – focus on filling of vacant lots
15. Redevelop some of the dilapidated houses near downtown as multi-family housing for the younger families, singles, etc.
16. AFFORDABLE, AFFORDABLE housing for purchase (75K – 130K)
17. Address homeless issues
18. Create free/commercial housing for homeless and most vulnerable
19. Affordable rental property for young people
20. Keep chalk-level affordable for current residents

## POPULATION

1. Encourage/promote professional people moving to Coweta county/Newnan (jobs particularly)
2. Review housing study from 2018 – 2019. Focus has been off base
3. Encourage young couples, empty nesters into downtown area – they go out and spend money in shops and restaurants

## INTERGOVERNMENT COORDINATION

1. More work with District 4 public health and local hospitals to improve community health outcomes
2. More support/visibility of foster care, DFACS, and CASA bringing them to the "table"
3. More access to affordable healthcare
4. Work with county to set aside wildlife corridors and green space

5. Can small local community churches help their neighbors build relationships and awareness of the needs of those around them – sort of a “social neighborhood watch
6. Enforce existing codes for home and yard maintenance. It is important that yards look neat
7. Don't wait for complaints to enforce the rules that are already on books – a good investment

## NATURAL & CULTURAL RESOURCES

1. Please stop cutting down trees and partner with trees Atlanta to plant more where they are down (for LINC and shopping areas)
2. Encourage more events at Wadsworth! More diversity
3. TREES
4. More downtown activity and events
5. TREES/GREEN SPACE
6. WATER FEATURES (i.e. fountains)
7. Art house cinema
8. Cherry trees downtown
9. FESTIVALS (music, art, literature, history)
10. Develop destinations (parks, museums – in courthouse – art, studios)
11. Take part of Caldwell tanks and create a working artist's studio space (see D'art center/Norfolk, VA)

## COMMUNITY FACILITIES & SERVICES (INCLUDING BROADBAND SERVICES)

1. Ensure all have good wi-fi connection this year (2020-2021) shows we need that
2. Go underground with utilities
3. Move toward in-ground utilities

## OTHER

1. Educational/health/society/wildflowers along LINC (Trees Atlanta boy scouts) Habitat?
2. GET RID OF THE CONFEDERATE SOLDIER!! (There is a reason the Nazis came here)
3. Ask and push for faith community involvement in foster care, DFACS and CASA
4. Continue to encourage downtown events, drinks to go, music, etc. Carefully being considerate of neighbors
5. More social media usage for community programming need volunteers or community clean up days (see LaGrange Instagram)
6. Don't take advantage of tornado to gentrify chalk level and other underused communities

7. Use movie money to offset costs of living increases: for example affordable housing or other cultural stuff that makes up Newnan, invest in the existing communities (that are currently underserved) without gentrification

# City of Newnan

## Comprehensive Plan Review: 2021-2041

Meeting Location – Market Day (Court Square)

Meeting Date – Saturday, April 3, 2021

### 1. Do you live in the City limits of Newnan?

- YES – 54
- NO – 56

### 2. What do you LOVE most about Newnan?

- Events, LINC, Downtown, Ashley Park
- A lot to do, Shopping/Restaurants
- Love the town – Good area to raise kids, Downtown Variety (Variety of Restaurants), Safety, School System, Poplar Road Interchange, LINC
- Downtown Events – Art Walk, Jazz in the Park, Ashley Park, LINC, Dog Park
- Proximity to Atlanta, Small town feel, Amenities here (Carl Miller Park, Neighbor Park), CJ Smith
- Small town feel, Downtown
- Downtown area, Parks & LINC (Water Works), Closing College/Temple for Halloween, Carnegie
- Neighborhoods, Small town feel, Community, Schools, Proximity to Atlanta, LINC, Positive Growth (Dog Park, Parks)
- Small town feel, Ashley Park
- Small town, Downtown, LINC
- Everything
- Food (Variety), Downtown, Waterworks
- Convenient location – Far enough
- Low Crime, Festivals (Taste of Newnan), Shops, People, Ashley Park
- Small town, Downtown/Small Shops/Local, Uniqueness of Downtown
- Downtown Square, Small town feel
- Small town (Work Together), Downtown, Events/Locally owned Business, LINC, Dog Park, Good
- Starbucks, Mixture in Downtown, Local but good variety
- Downtown Square, Accessibility to Atlanta & Airports, LINC, Brown's Mill, Open Container
- Market Days (Like the Setup), Events, LINC
- Community, Downtown/Historical Area, Ashley Park (Mix)
- Downtown Activities (Community), LINC, Skate Park, Dog Park
- Sense of Community

- Small town feel, Historic Downtown
- Square
- Community, Everything close by (food, beer, shops)
- Homes, community, cute place
- Small town feel, Market Day, Mom & Pop instead of chains, Beauty (Parks, Trees, LINC)
- Art, Food
- Small town feel, New stuff that's coming, Ashley Park
- The entire town (how developed), Close to Downtown & Different Restaurants (Not Chains), Old feel to town (Civil War era Homes), Small town feel even though big
- Walkability
- Community, Small town but big town
- The People (Community), Downtown Shops & Restaurants, Small town feel but Big Town (Dillard's too)
- Everything, Small town feel
- Community, Cultural, Diversity, Promotion, Developing recreation opportunities, bring together
- Downtown, Friendly/Community, Restaurants, Local Stuff, Love Newnan, Love the Upscaling of it
- Family Atmosphere, Good Schools, Downtown
- People, Comfortable, Ashley Park
- Small town/Know Everything, West Side/Old Corinth, Dog Park, LINC, Atmosphere/Friendly/Incredible Sense of Community
- People, Friendly, Downtown Square, Ashley Park
- Dog Park, Downtown, Ashley Park
- Lee Goodrum Pharmacy, Downtown (Good Variety), Greenville/First Avenue, LINC
- Quaintness, Downtown, Ashley Park
- Downtown/Court House/Historic Buildings, Community feel, Regulations that keep it historic, Safe
- Small town feel, Downtown/Historic
- Sign/Construction Standards, Sense of Community, LINC, Downtown Square, Shopping (Variety)
- Community, Downtown
- Downtown, Small town feel, Convenient to Ashley Park, Sense of Community
- The Toys
- The Charm, The Parks, The amount of Family Events
- The big city convenience with a small town feel, Square, Historic Buildings, The People, LINC
- The Square, Mountain Bike Trails, LINC, Old Houses (Historic)
- Downtown
- Hometown feel, Restaurants, Parks (Carl Miller, First Avenue)
- Downtown/Small town charm, Activities, Friendly People, Variety of Restaurants, LINC
- Downtown

- Downtown, Ashley Park
- Beautiful City, Love Downtown, Embodies Southern town, Cuisine here (restaurants), Donut (Heirloom), Excellent church (Newnan City Church)
- Quiet, Charm/Beautiful
- Downtown, Diversity of Shops/Restaurants, Activities (October Fest, Newnan Art Walk)
- Access to shopping, Parks, Ashley Park, Quaintness of Downtown
- Shopping/Eating (Good Variety), Downtown, Newnan in General, Parks (Greenville/First Avenue)
- I love to see history of Newnan. This city made us special to see everybody together.
- Stores, Market Day, Activities, Community Pride (Feel & Help)
- Downtown, Community, Shops, Art, Charm, LINC
- Small town feel, Walkability
- Accessibility
- Community Coming Together
- Scenic
- Quiet, Community
- Quaintness
- People, Downtown
- Girls
- Small home town feel, Convenient to other area/cities
- Community, Heart of the People
- Small town feel
- Small town feel, Community, Downtown Area, LINC
- Downtown
- Community, Closeness
- Small town
- Square, the feel, art, stores, local artist, Lack of Traffic
- People
- Restaurants, Shops
- Comes together, Great Schools, Activities
- Downtown Building
- Atmosphere, Old town small town, restaurants, stores, The People
- Friendly People, Downtown, Parks, Market Square, Great place to live
- Activities, Historic houses, like the...
- Small town, Downtown vibrant stabilizing and draw, People, Ashley Park Area
- Atmosphere, Historic buildings, The People
- Older buildings, History
- Downtown, Not over populated – still country areas, Main Street Events
- So nice
- Small town feel, Community
- Downtown Area, Community (Everyone knows everyone)

- Historical buildings, Parks (Greenville, Carl Miller), Ashley Park (Good Mix)
- Downtown Square, Local Business, Community, LINC
- Shopping, Restaurants, Downtown Events, Well Kept – Continuing growing
- Close Community, Downtown, People that care, Downtown
- Outdoor things
- Old time feel, Sense of Community, People
- Hometown feel, Ashley Park – accessibility & outdoor access, Good mix, Dog Park
- Downtown Square, Ashley Park
- Cute Downtown, Ashley Park, Market Day, Pretty Mix
- Downtown Area (well kept), Walkability
- Downtown area, small town feel
- Downtown, Ashley Park
- Good mix of country/city, Downtown, Farmer's Market
- The Square, The People

### 3. What areas should Newnan seek to IMPROVE in the next 20 years?

- Expand the LINC a lot more, Houses not apartments
- Traffic on Bullsboro
- Traffic around Bullsboro, Keep things Downtown, Variety of Shopping, LINC expanded, More Parks/Trails
- More lights needed on Bullsboro around Chick-fil-a, More sidewalks on Bullsboro, Start recreation department
- Traffic on Bullsboro, Healthier Food Options/Less fast food, More stores for children (boutique), Expand LINC to Avery Park area, More Options for Avery Park area/Millard Farmer
- Train, Calhoun Street-clean up (City Owned) lots needs to be addressed (trash), Something to tell where parks are, Addresses too much rental/vacancies
- Less Bullsboro retail, Address vacant building
- More outdoors (family opportunities), Sidewalk in Featherston Heights
- Promote the medal of honor recipients, Infrastructure (roads, Lower Fayetteville Road), Existing Walmart intersection, New Chick-fil-a left hand turning
- Irish Pub, Outdoor & Rooftop
- Slow downtown traffic, More away parking/employee parking
- Need more restaurants, Parking Deck
- Expensive at Ashley Park, Needs better mix at Ashley Park (more for blue collar people), Traffic
- Make sure crime stays low, Less rental apartments
- Opportunities for financing to fill vacant buildings, Traffic on Bullsboro, Signal light at Poplar & I-85 (from Newnan Bypass to Newnan Crossing) Sensors need to be trigger lights, More businesses for vacant structures, Mixture of income in housing developments
- Another Dog Park, More LINC

- Larger lots for homes, Tapped out on apartments
- Traffic, Wetter Community (liquor store), Another public pool, More bike trails
- 2 Lane Roads, Expand LINC, Sprouts/Whole Foods/Trader Joes, Healthy food option—less fast food
- Traffic, Combining City/County Government
- Modernizing (but keep historic)
- Grow & Develop (more diverse restaurants), Policies to encourage
- Apartments (too many in one area) – Lower Fayetteville Road
- Traffic, traffic lights
- Young People, Social events for young, Social venues
- Cleanliness due to more people
- Traffic, Area in new/old worked on revitalize bring together, Keep green spaces
- LINC trail a plus (glow it), Less apartment complexes
- Traffic, the liquor laws
- Areas of town (low income housing cleaned up), Traffic, Timing of Lights (between Wal-Mart and Chick-fil-a – Joelle’s or on that side of road – Not enough transition
- Less abandoned buildings “Less dead” places, More open on Sunday’s (Like restaurants)
- Traffic
- Traffic
- More parks, Traffic
- Allowing more multi-use building
- Old Atlanta Highway area improve, Improve Pinson Street / Savannah / Calhoun
- Traffic – Lower Fayetteville Road
- More soul food places, West side (more variety of restaurants), More affordable housing
- Traffic congestion, Growing too quick, Decrease in apartments
- Associations / Homeowner Associations
- Open the cinemas, Address congestion
- Expand the LINC, Less crime in certain areas, Too many kids at Ashley Park
- Parking Downtown, Amphitheatre, Variety of Stores, More Christmas Lights
- Number of rental units, Growth, Concerns for water/sewer capacity, School Growth, Make sure infrastructure in place, More connector roads
- Parking, Too much growth
- Expand the LINC, Less chain restaurants, More ethnic foods on the square, Trees to close to the roads, More tunnels under LINC
- Change flow of traffic
- Information on touring for historic areas (general information), More information on Maps
- More parks and recreation, More nature cons, More butterflies!
- Traffic, Parking, Young people things up to 20s (no bars)
- Strict/Enforce cleanliness of homes (better on code enforcement)
- The Caldwell Tank Area, Speed limits slower Downtown
- Sidewalks – more on Bullsboro and Lower Fayetteville Road, Carnegie open hours

- Less growth, traffic congestion
- Expand the LINC, More local type of businesses, Traffic (Lower Fayetteville Road & Bullsboro) (widen), More planned growth to traffic, Leadership courage to maintain charm
- Adding redlights (Coggin Farm/154)
- Traffic
- Traffic
- More art walk type events (family)
- Traffic improvements (34 & 85), Great schools, Low crime rate
- Slow the growth, slow the traffic, Traffic calming
- Need support more local stores, Need more activities like throw ax
- More trails, bike, and pedestrian paths
- Not build so many houses, Not to modernize, New Parks
- Roads (infrastructure before building)
- More bike paths throughout community (outdoors)
- Streets
- Road Access
- Traffic lights not synced (Lower Fayetteville Road)
- Traffic, Nice high end restaurants
- Roads (pot holes), Downtown Parking
- More traffic lights (Harley Davidson)
- Need more parking
- Traffic (entire 34/Bullsboro/Bypass), Downtown traffic/roads
- Traffic
- Traffic
- Traffic
- Every public building should have solar panels, Energy efficient windows should be used (could save 25% to 35% (like a firehouse)
- Parking
- Clean up after dogs at dog park, Keep the historic homes
- Traffic flow
- Leave as is, Downtown-historic registration
- Stop apartments
- Parking, More family/friendly places and activities
- Infrastructure (more curbs- leaving space for cars when emergency cars come by)
- Keep it small
- Traffic, Cost of Living, More quality affordable housing
- No need more improvements
- Parking
- More walkability, Connecting LINC
- Traffic light at Clark/Temple/Jackson
- Downtown Parking

- Parking Downtown
- Too much development
- More support for small business, more LINC legs, Instead of patching roads/repave (fix potholes), Better cycling access, More walkability
- Getting too big, Parking around the square, Need parking deck close to square
- Maybe more stuff for little
- Traffic
- Traffic on Bullsboro, Less fast food
- Growing too fast, Add a few more restaurants
- Traffic congestion (Bullsboro)

4. What type of development/redevelopment do you feel that Newnan needs more or less of?

- Brown Steele (Greenspace), Bullsboro Kroger to Ashley Park to Downtown
- Remain same downtown
- Bullsboro Area – Where Kmart needs to be, Fill vacant big boxes
- Food Depot area on Bullsboro
- More downtown residential, just
- Less commercial development, More small locally own, Less fast foods or commercial restaurants
- Long-term funding from developers, Slow down multi-family developments, For new developments make streets wider (emergency access) including dedicate land for new schools paid for by developers, 19 foot driveway is too short, Use local catering for film industry
- Shopping centers on Bullsboro
- Caldwell project, Keep historic downtown
- Brown Steel building, Bullsboro
- Too much development concentrated in heavily congested areas – spread it out!!
- See areas as we improve
- Focus on areas hit by tornado
- Address empty plazas
- Bigger lots, Community Parks
- Reuse existing buildings instead of building
- Apartments are needed (people can't afford to work and live here)
- More parks in East Newnan
- More entertainment, More events, More things for younger people (young adults)
- Lower priced homes, Fine with Apartments or Multi-family
- Less Apartments, more activities (kids) (date nights other than bars)
- Reuse existing shopping plaza and office areas
- Unique downtown residential choices, Special touches like brick, Park development
- Soften requirements for Downtown Living, Offer limited and exclusive tours of the historic court house (charged fees can go toward improvements)
- LINC continuation, Vacant rehabilitation

- More little shops (local shops)
- Less apartments coming in (congestion – takes away small town)
- Less of the same (restaurants, oil change places, car washes), More things for kids to do
- No more apartments
- More parks, More places for kid activities, No buildings
- Less hotels, Affordable housing need, Resources for kids and family that want to be helped (development needs to better themselves)
- More rural preservation, More downtown shops etc., Less apartments
- MLK area, Old Newnan Hospital Building
- Krispy Kreme
- Augusta Drive – Mill Building
- Fix up the older areas
- Pinson Street area
- Areas where the tornado hit, Brown Steel –not housing
- Bullsboro, Temple, Greenville
- Thomas Crossroads Area
- Health Food Store, Sprouts/Trader Joes, Minor League Team
- Mixture of housing consideration
- Community Resources (“Human” resources – clothing, food)
- Less big business, More small business
- The Caldwell Tanks (Similar to Ponce or Magnolia in Texas)
- Less housing development, More gentrification-old neighborhood
- Trader Joe’s or similar places
- None
- Westside, Greenville Street-Hwy 29, Slower growth—smart growth plan for transportation improvements
- More public parks-skate park, Places for people to connect
- Trader Joe’s
- More community events, Building up parks
- Less chain restaurants, Bring baseball stadium
- Not overpopulating
- Need to development more bike
- Redevelopment of Brown Steel
- Less housing development (not on top of each other), Krispy Kreme
- Maybe like Serenbe – like communities (Greenspace)
- City of Homes historic, Broaden Coweta history, tourism
- No more zero lot line approvals, South of Poplar don’t do any more multi-family
- Less housing
- Continue working on Downtown, Improve open container laws
- Mount housing to ground – Make sure they are up to code
- More activities for kids (kid-friendly)

- Water Park, Adult Entertainment
- High end homes with property of acre or more
- Marietta vibe (downtown), Neat scene more involvement, More events around the town and parks, Drinking live after 5
- More shops/restaurants to walk around (open area), Mix development for Caldwell Tank
- Brown Steel building apartments
- More dog parks, walking trails
- Building minor league field, Keep gentrifying, Keep bringing art and statues in (showcase art)
- Saving greenspace
- Old building behind police department (Mul Tec building)
- More new and unique restaurants, Better shoe places
- Brown Steel—minimal development
- Brown Steel
- Keep historic homes as is—redoing to keep structure, More greenspace, More brick buildings
- Kid's water park
- Less apartments, Less cracker jack houses (closeness), More outdoor restaurants/patio seating
- Cheesecake Factory!
- Water Park, Baseball Park
- Maxxio's Pizza Building
- Something for teenagers (activities)
- Golf Frisbee, Golf Carts, No More Apartments
- Less Apartments, Less Car Dealers/tire stores
- More grocery stores (big name) South town!
- Condos on tops with restaurants
- Less traffic, Less houses
-

# City of Newnan

## Comprehensive Plan Review: 2021-2041

Meeting Location – The LINC Trailhead

Meeting Date – Monday, April 6, 2021

### 1. Do you live in the City limits of Newnan?

- YES – 15
- NO – 4
- NOT ANSWERED - 1

### 2. What do you LOVE most about Newnan?

- Southern hospitality, Proximity
- LINC, Everything's close
- LINC, Schools
- LINC, Madras, Park System, School System (Public), Downtown (local restaurants), People, Non-profits
- LINC, Downtown, Walkability, People
- LINC, Downtown, Good mix of activities (both active & passive)
- LINC, Dog Park
- LINC
- Shops, LINC, Accessibility to things, Downtown
- LINC, Parks, Ashley Park
- Spiritual Community, Friendly People, Sense of Community, LINC
- LINC, Small town charm, People, Downtown (quaint restaurants)
- LINC, Parks (cleanliness), Friendliness
- LINC, Parks (Eastside) – Playground (Splash Pad) and Pool/Gazebo & Shade
- People, Access to business, Hospital
- LINC, Downtown, Shopping Centers
- LINC, Good Energy, Carl Miller Park, Ashley Park (Calm Atmosphere), Friendly People
- Community (Support), Newnan High School, LINC

### 3. What areas should Newnan seek to IMPROVE in the next 20 years?

- Entertainment and sports for kids
- Highlands at Newnan Crossing (provide LINC access), Improve Diplomat and Newnan Crossing Blvd intersection to come to the LINC, More parks and recreation (like Chastain Park), Crossing from Diplomat/Highlands is difficult on the LINC
- Bike Trails

- Move money on the LINC (expand), Bike Trails, Sidewalks; great walkability, Growth too fast—worried about the traffic congestion, Update more stores downtown
- More City Activities, Traffic-Ashley Park area
- Explosive development, Keep more greenspace
- Lights on Bullsboro
- Traffic (Lower Fayetteville Road), More outdoor spaces
- Traffic
- Less boutiques
- Water fountain/water refill station
- Getting too crowded
- More restaurant diversity, More senior housing/all inclusive, Traffic congestion
- More bike trails, Clean up after dogs, Don't like the dog park—(too many parasites and attacks)
- Traffic lights synced, Longer crosswalk signals, Too many fast food restaurants, Post something regarding dog attacks at the dog park), Bathroom at the LINC/Trailhead
- More roads
- Traffic
- Expanded in the future
- Growth/Development, Expand the LINC—more trails, Bike trails, Traffic (Bullsboro), Nature activities for kids and adults, Redistrict for schools
- Promote the transit system—make people aware, Speed control (15 mph nonenforcement issue)

4. What type of development/redevelopment do you feel that Newnan needs more or less of?

- Botanical Garden, Like Ponce de Leon, Museum of Historic Places
- Empty buildings in downtown, Alleys and side streets
- Food Depot Shopping Center, Bring Buildings up to the road and parking behind, City cares about development
- Area outside of downtown Newnan
- Expand the LINC
- Minor League Baseball

# City of Newnan

## Comprehensive Plan Review: 2021-2041

Meeting Location – Whit's on Temple Avenue

Meeting Date – Friday, April 9, 2021

### 1. Do you live in the City limits of Newnan?

- YES – 24
- NO – 11

### 2. What do you LOVE most about Newnan?

- People
- Downtown, County Park at Temple
- Options (Variety), Downtown improvement overtime
- Hometown
- Hometown Feel
- Historical Homes (History)
- Ashley Park
- Restaurants
- More Restaurants, Downtown, Ashley Park
- Closest to her home, Downtown
- Restaurants & Shopping, Parks (Carl Miller Park/Greenville Street), Downtown, Ashley Park
- Quiet compared to bigger cities
- Diversity in People, Convenient to shops/shop center/food, Clean, Don't see crimes or homeless people, serene, quiet, peaceful
- Still has a little rural/amenities
- Family Place, Ashley Park
- How nice everyone is, Downtown, Meet n Greet, Presbyterian Church School, Love house they live in, House tour with Presbyterian Church, LINC
- Comfortable and Friendly, Ashley Park, Greenville Street Park
- Small town feel but city life, Downtown
- Downtown, Quaint
- Simply Life, Carl Miller Park
- Small town with amenities, Downtown
- Everything, Roundabouts
- Homeliness, Friendly people
- Good place to live, People, Restaurants, Downtown
- School system, LINC, Downtown, Small town feel

- Downtown, Ashley Park
- Affordable taxes, Daughters live here, Love the response (tornado)
- Clean, Peaceful
- Quiet, Safe
- Small town feel, Downtown, Ashley Park, Parks
- Small town feel, Downtown Newnan, Quiet
- Ashley Park, Downtown
- Ashley Park, Downtown, Friendly People
- Small town, Peaceful/Quiet, Sharpsburg Area, Ashley Park
- Parks

### 3. What areas should Newnan seek to IMPROVE in the next 20 years?

- Appearance of older areas
- Temple Park (County – good park, just improve), Improve/Merge old zoning with new zoning (economy zoning), Parking
- Traffic improvement
- Traffic
- Add recreational athletics, Slow growth, Make builders pay for schools, Upgrade youth tournaments (athletics)
- Roads
- Navigating streets (Minor)
- Too much traffic on Square and Bullsboro, Less growth, Wish more small town
- Amphitheatre
- Downtown Needs
- Miss the small town feel, Need more local restaurants and shops
- Noise, Traffic
- Public transportation, More sidewalks, lighted sidewalks, Community centers for children/teens, More work programs for teens
- More lanes on Bullsboro
- Westside
- Attend to abandoned building, Clean up litter (get schools involved), Not pay for recycle, Expand LINC
- More walking trails, Temple Avenue better paved
- More bike paths, more bike racks, More LINC connections
- Traffic (Bullsboro)
- Ashley Park congestion
- Tear down RD Cole –make it amphitheater/Ponce City market
- Traffic, Red lights are too long
- Less apartments
- Diversity of businesses/restaurants (ethnic)
- Eastside of Newnan – Chalk Level

- Things moving slow after tornado, Needs road cleared from trees (Chastain Park & Greison) – hard park
- More restaurant variety – more ethnic choices (diversity)
- Too much growth, Traffic on Bullsboro
- Variety restaurants, More movies under stars
- Too crowded/less growth, S curve, Lower taxes, Property prices too high, More workforce housing
- Gym closer to Bypass, Whole Foods/Sprouts
- Congestion

4. What type of development/redevelopment do you feel that Newnan needs more or less of?

- More space for small/medium size buildings (2,000-5,000 square feet) with flex zoning, no more living spaces (apartments/condos)
- Redevelop older shopping centers
- Grocery store by the new fairgrounds
- Temple Avenue – redevelopment
- Unique restaurants, Garlic restaurants (less chains)
- Problem now – cramming in small spaces
- Tornado areas
- Something for the tweens
- Playgrounds for children
- More of communities for assisted living, more affordable, less of trees due to tornado
- Continue Greenville Street (going south) as part of one way system (like in downtown)
- Senior adults housing – like the retired
- Children's hospital
- Caldwell Tank – Park or Drive-In Movie Theater
- Ice skating rink, Drive-in Theater
- Caldwell Tank redevelopment
- More water falls downtown
- Roads to handle congestion
- Sonic, Krispy Kreme
- Amphitheater (like LaGrange)
- More shopping centers
- East side looks nice, Give downtown facelift, Attract more medical facilities
- Westside of Newnan
- Water Parks
-

# City of Newnan Comprehensive Plan Review: 2021-2041

Meeting Location – Newk's on March 10, 2021; Meeting Location – Downtown on March 12, 2021

## 1. Do you live in the City limits of Newnan?

- YES – 29
- NO – 25
- Not Answered - 10

## 2. What do you LOVE most about Newnan?

- Restaurants, Downtown, Traffic
- Downtown, Cops are Helpful, Good Directional Signs
- Downtown
- Small town, Downtown Square, Pickleball
- Restaurants, Walkability, Clean, Family & Friends
- Courthouse Square
- Downtown, Parks
- Golden's
- Tour of Homes – highlight (history), Downtown's one of the Best
- Downtown Square – Shopping & Food, Ashley Park, Pretty, Size is Great
- Vibe! People
- Square
- Comradery
- Square
- Square
- Square, riding (motorcycles)
- Friendly, clean
- Shopping, Walkability, Downtown, Market, Schools
- Small southern town, Lights on the trees
- Country, Food, Parks
- Friendly, historic
- Variety of Shops, Downtown, Diversity, Expansion of LINC
- Carnegie, Library, Downtown, Small town, Character, Younger Vibe
- Restaurants, Walkability, LINC
- Quaintness, Golden's, Downtown, Ashley Park
- Downtown, Small town vibe, Growth, LINC, Parks
- Town Square, People, Small town, Lights on Trees, LINC
- Quaintness, Small town look and feel, LINC, New business, Downtown living (townhomes), Ashley Park
- Cute little town, Downtown, Parks

- Downtown, Parks, Active at Night
- Downtown, Activities (Main Street – downtown events), Ashley Park
- Restaurants and shopping, Downtown
- Everything close by, Downtown
- Downtown
- Sense of Community, Shopping, Small town feel, LINC & Parks
- Downtown, Parks
- Downtown, restaurants
- Love downtown, parks, Ashley Park
- Restaurants, Parks
- Downtown, Buzz & Energy in Downtown
- Downtown, Walkability
- Work close to home, Modern medical facility, schools, love going downtown, Ashley Park, Hometown feel, LINC
- Shopping, Small town, downtown, restaurants
- Small-town feel
- Peacefulness
- Born and raised (5<sup>th</sup> generation)
- Ashley Park
- Wholesome
- Small-town feel
- Shopping, restaurants
- Shopping areas
- Availability of shopping
- Downtown! Access to I-85.
- Ashley Park
- Safe. Clean. Shopping. Like the restaurants. Like bars downtown. Raising family here. Small town feel. LINC. Enjoy downtown parks.
- LINC. Downtown. Shopping – stores more up to date and easy access. Downtown. Boutiques/less chains and more local.
- Variety. Historic and modern. Get what you want from shopping. Loved school system. Medical access. Love dog park.
- Downtown. Traffic still not bad. Good schools. Still not overdeveloped. LINC.
- Downtown. Small town feel. Transportation is good. Proximity to Atlanta. Shopping Ashley Park. Medical is great.
- Downtown. Friendly. Clean. Safe. Proximity to Atlanta.
- Shopping. Downtown
- Small town feel. Old houses. Infrastructure has been kept up. Convenience. Dog Park.

3. What areas should Newman seek to IMPROVE in the next 20 years?

- Traffic (I-85 and 34)

- More Sidewalks (in the vicinity just past NHS towards Smokey Road)
- Addressing noise pollution
- Too much developments (gas stations, food), too fast of
- Small-town feel
- More recreation opportunity
- Traffic
- Parking
- More "kids" idea, Outdoor Opportunities
- Railroad tracks – Sprayberry Road, Developments, Traffic on Square
- Western part of town, Keeping Small town (clean)
- Traffic
- Regulate Apartments
- Traffic
- Thoughtful Development (better quality)
- More "cultural" restaurants
- None, flow of traffic!
- More dog parks
- Traffic, Need more parks/walking trails
- Too much growth, Too many apartments, Don't want public transportation (Marta Bus)
- Nothing
- Congestion and lack of parking, Too much growth
- High density locations, rentals, traffic issues (LFR), revisit polling locations
- Historical Statue (anti federalist vs confederates – writing), Traffic at busy times, Maintenance of older buildings, More plantings, Updated buildings
- Pawn shops (Car Dealers), More restaurants (unique)
- Traffic, Parking areas (designated from cars/trucks), more housings, housing costs/affordable and all age groups
- More downtown living, Traffic calming, Complete streets (bikes), Set aside percent of space for greenspace
- Traffic, Too many neighborhoods
- More restaurants (independent/not chains), More outdoor dining, Micro brewery, Don't need more apartments
- Ashley Park – middle school crowd, Trolley, Uneven sidewalks and designated lanes, More restaurant and shopping choices (different)
- Like it all
- Getting worse (traffic) 34/54 repaved come to Coweta, Too many apartments/subdivisions, Too much growth on Poplar Road, Subdivision clear/cut, Too much semi
- More handicap parking, traffic
- Traffic, More growth has caused issues
- Unique business and restaurants

- Traffic (congestion), Alternative routes, public transportation, affordable housing
- Tough parking at times, More events downtown
- Traffic, School System
- More restaurants, more ice cream shop
- Connect downtown to other places/parks through paths
- Traffic, Parking downtown, More entertainment districts
- Playgrounds along LINC, hiking trails in the areas
- Developmental planning, fast, more parks, more things for kids
- Access on Interstates congestion
- Roads (traffic)
- No more Apartments!!
- More apartments
- More industry (jobs)
- Traffic on Bullsboro
- More and different restaurants
- Shows, concert venues (indoor and outdoor)
- Access to recreation activities (including schools)
- Density
- Roads (congestion), Pot holes
- Transportation is ok – Poplar Road. More healthy options for restaurants.
- Wish there were more parks/swimming pools. Not enough affordable housing/but not necessarily apartments. Golf cart communities.
- Needs more restaurant choices. Continue to emphasize greenspace. 34 is getting bad (traffic).
- More outdoor dining. More restaurant choices.
- Slow growth. Traffic issues on weekends. Walmart area doesn't feel safe.
- Traffic on 34 and Poplar Road and Lower Fayetteville Road.
- Traffic on 34. Golf cart access. More outdoor recreation/events. Water park – Great Wolf Lodge. Videography studio. Big attractions.
- Less apartments. Townhouses perimeter downtown. Liquor store.
- Need to redevelop Caldwell Tank – nice places. Angle parking in downtown is dangerous.

4. What type of development/redevelopment do you feel that Newnan needs more or less of?

- Keep shops downtown
- Trader Joe's (2)
- Parks, Greenspace, Kid/Friendly
- Don't build much more housing
- Krispy Kreme, Varsity, Push for small business (incentives)
- None
- Redevelop old site!
- Ponce City Market like venue, Bring in more traffic from younger audiences

- Less traffic, roads (design)
- Parks
- Roof-top Restaurants
- Roof-top Restaurants
- N/A
- Parks like Newnan Utilities
- Good
- Downtown the same, Courthouse the same
- More food choices
- No more apartments
- Expansion of LINC
- Expansion of LINC – make it downtown more safe as transition
- Expand LINC, No more houses, No more spreading
- Expansion of LINC
- Minor league team/stadium, LINC connected to Downtown
- NCG is nice, More cultural arts events and venues
- Downtown to stay the same
- Diversity, Establish Newnan culture
- More pedestrian friendly/plaza with family areas, Create a sense of community
- Golf carts
- Tram ?
- Less growth and more open space
- Greenspace (preserve what we have)
- More parks
- Retail/bottom and residential up top (roof top)
- Eat-in buffet style restaurant
- More public transportation options
- No more apartments, more home ownership, monitor density (subdivision)
- Less traffic
- Aquatic facility
- Northern downtown – redevelop. Caldwell Tanks – townhomes.
- Closing of stores in Ashley Park area.
- Good mix of housing options.
- Concerns that not safe because...
- Restaurant choices.
- Very affordable.

## 5. Other

- Lots of visitors to the Ashley Park

## **Virtual Information Session**

**March 18, 2021**

**6:00 p.m. to 7:00 p.m.**

### **LOVE ABOUT NEWNAN**

1. Small neighborhood “feel”
2. Downtown
3. Park at Newnan Utilities office
4. Greenville Street Park

### **EVENTS TO ADD**

1. Farmers Market
2. Amphitheatre
3. More events at the Wadsworth Auditorium

### **THINGS TO IMPROVE**

1. Traffic/congestion
2. Lower Fayetteville Road (for the Stonebridge Community)
3. Motorcycle rider awareness (with a thank you for the existing Blue Star Memorial)

### **HOUSING TYPES**

1. Affordability is the key
2. More affordable housing (maybe duplexes, not so many apartments)

### **GENERAL**

1. Traffic is bad from 2:30 p.m. to 6:00 p.m. from Wal-Mart to the Summit building
2. Commercial growth is a concern (example – Lower Fayetteville Road at the intersection with Newnan Crossing Boulevard)
3. The City could utilize the vacant land on Newnan Crossing Boulevard just north of Lower Fayetteville Road.

## City of Newnan Comprehensive Plan 2021-2041 Pop-Up Event Responses

### Do you live in the city limits of Newnan?

Yes	122
No	96
No Answer	11

### What do you love most about Newnan?

People	63
Downtown/Parks	57
Hometown Feel	112
History	53
Ashley Park	73
Restaurants	51
Hospital	12
Family	13
Nightlife	11
Schools	22
Affordable	7
Roundabouts	6
Everything	9
Affordable	6
Churches	6

### What areas should Newnan improve?

Appearance	21
Restaurants	22
Parks	26
Downtown	10
Traffic	118
Grocery Stores	9
Roads	15
Westside	5
Ampitheatre	2
No More Apts	30
Public Transportation	7
Community Center	3
Medal of Honor	1
Entertainment	8
Small Town Feel	5
Parking	48
No Public Transportation	12
Polling Locations	2
Schools	3
Liquor Stores	1
More Industry	2

What type of development/redevelopment do you feel Newnan needs less of?

No more Apts/Condos	15
Ampatheatre	10
Redevelop Old Stores	63
Downtown	79
Grocery stores	102
Something for Teens	7
Parks	80
More Assisted Living	7
Children's Hospital	3
Ice Skating Rink	2
Drive-in	8
Waterfalls	2
Sonic/Restaurants	73
Krispy Kreme	12
Water Park	2
Minor League Baseball	2
Varsity	1
Trader Joes	1
Less Traffic	54
Aquatic Facility	2
Public Transporation/Golf Carts	15

Other

Lots of Visitors to Ashley Park	1
---------------------------------	---

*Pop-up events were held in March and April of 2021 at Newk's, Downtown Newnan, Market Day, the LINC, and Whit's Frozen Custard.*

**The City conducted roughly 230 interviews at five different locations/events as a way to obtain additional public participation. The following reflects the most common responses from those conversations.**

**What do you love about Newnan?**

- Downtown
- Small town feel/charm
- Restaurants and shops
- Parks
- Walkability
- Ashley Park
- Safe
- Quiet
- Clean
- LINC
- Proximity to Atlanta
- Sense of Community
- History
- Schools

**What needs to be improved?**

- Traffic (congestion & sync traffic lights)
- Too much growth (apartments and housing)
- Greater diversity of businesses/ restaurants/retail
- Downtown parking
- More activities for kids/families
- Bike trails
- More transit options
- More outdoor dining options
- Address vacant structures
- More affordable housing

**What are the City's development/redevelopment needs?**

- More parks/greenspace
- Continue to expand the LINC
- More cultural arts venues/programs
- Redevelop/repurpose vacant buildings (Brown Steel/Caldwell Tanks site, Bullsboro area, Andrews Street mill building, old hospital building, etc.)
- Additional grocery store near downtown/westside of town
- Maintain existing communities intact/address gentrification issues

# 2021-2041 Comprehensive Plan Communication Plan

## Marketing/PR Communications Schedule



Audience (Who)	Deliverable	Intent (What/Why)	Media (How)	Frequency	Person(s) Responsible
Public	Comprehensive Plan Website Content	To provide residents and the public with information about the plan, a schedule of events and updates regarding the plan	City Website Social Posts	As needed Launch Date: March 1	Ashley C. Randy H.
Public	Kick-Off / Comp Plan Drop-in Workshop #1	To provide residents the opportunity to learn about the city's Comprehensive Plan and all that it has to offer for the future of Newnan	In-Person Social Posts	March 4, 2021 Newnan Carnegie Library 6:00 pm – 8:00 pm	Chris C. Tracy D. Ashley C.
Public	Pop-Up Interviews #1	To reach residents in outside of the downtown Newnan area about their ideas, plans and goals for Newnan through an interactive activity, message board and on the spot interview sessions.	In-Person Social Posts Video	March 10, 2021 Newk's 11:30am – 1:30 pm	Chris C. Tracy D. Ashley C.
Public	Pop-Up Interviews #2	To reach residents in the downtown Newnan area about their ideas, plans and goals for Newnan through interactive activity, message board and on the spot interview sessions	In-Person Social Posts Video	March 12, 2021 Main Street Newnan (Downtown) 5:00 pm – 7:00 pm	Chris C. Tracy D. Abigail S. Ashley C.
Public	Pop-Up Interviews #3	To reach residents in the area south of downtown Newnan about their ideas, plans and goals for Newnan through interactive activity, message board and on the spot interview sessions.	In-Person Social Posts Video	March 18, 2021 Oasis Bar & Grill 11:30 am – 1:30 pm	Chris C. Tracy D. Ashley C.
Public	Pop-Up Interviews #4	To reach residents who have an interest in recreational activities (i.e., biking, walking, running) and often use the LINC	In-Person Social Posts Video	March 25, 2021 LINC 5:00 pm – 7:00 pm	Chris C. Tracy D. Kim L. Ashley C.
Public	Pop-Up Interviews #5	To reach residents in the city limits north of Bullsboro Drive area about their ideas, plans and goals for Newnan through interactive activity, message board and on the spot interview sessions.	In-Person Social Posts Video	March 27, 2021 Wal-Mart 2:00 pm – 4:00 pm	Chris C. Tracy D. Ashley C.

<b>Public</b>	Pop-Up Interviews #6	To reach residents living in the downtown Newnan area about their ideas, plans and goals for Newnan through an interactive activity, message board and on the spot interview sessions.	In-Person Social Posts Video	April 3, 2021 Market Day 9:30 am – 1:00 pm	Chris C. Tracy D. Abigail S. Ashley C.
<b>Public</b>	Comp Plan Drop-In Workshop #2	To provide residents living in the downtown or East Newnan area the opportunity to learn about the city’s Comprehensive Plan and all that it has to offer for the future of Newnan.	In-Person Social Posts Video	April 8, 2021 Howard Warner Building 6:00 pm – 8:00 pm	Chris C. Tracy D. Ashley C.
<b>Public</b>	Comp Plan Drop-In Workshop #3	To provide residents living along the Lower Fayetteville area the opportunity to learn about the city’s Comprehensive Plan and all that it has offer for the future of Newnan.	In-Person, Virtual, Social Posts, Video	April 22, 2021 Newnan Centre 6:00 pm – 8:00 pm	Chris C. Tracy D. Ashley C.

CONSIDERATION OF THE  
REGIONAL WATER PLAN AND THE  
ENVIRONMENTAL PLANNING  
CRITERIA



# *The City of Newnan, Georgia*

*Office of City Engineer*

---

July 1, 2021

Re: Regional Water Plan and Environmental Planning Criteria:

---

I have reviewed the Regional Water Plan and the Environmental Planning Criteria and have determined that the City of Newnan is in compliance with both.

The City of Newnan is a member of the Metropolitan North Georgia Water Planning District and serves as advisory to the Technical Coordinating Committee. The Committee provides data and information to support the District's work in the areas of water supply and conservation, wastewater management, stormwater and watershed management, and education and public awareness.

The City of Newnan follows all required local watershed management plan items, including Ordinances, as well as some of the optional plan items, where applicable. Our compliance with the plan is documented and reported to the Environmental Protection Division, annually.

In addition, the City of Newnan has adopted the minimum environmental planning criteria for small water supply watersheds. These criteria are reflected in our current zoning ordinance.

William M. Klahr, PE, CFM

Director of Engineering