



CALL TO ORDER

INVOCATION

READING OF MINUTES

- A. Minutes from Regular Meeting on July 22, 2025

REPORTS OF BOARDS AND COMMISSIONS

- B. 2 Appointments - Board of Zoning Appeals, 3-year terms
- C. 1 Appointment - Christmas Commission, 3-year term
- D. 2 Appointments - Cultural Arts Commission, 3-year terms
- E. 2 Appointments - Downtown Development Authority, 4-year terms
- F. 2 Appointments - Ethics Commission, 2-year terms

REPORTS ON OPERATIONS BY CITY MANAGER

REPORTS AND COMMUNICATIONS FROM MAYOR

NEW BUSINESS

- G. Consideration of Ordinance to Set the 2025 Millage Rate
- H. Consideration of Participation in Additional National Opioid Settlements
- I. Consideration of Parking Closures for the 2025 City of Newnan Christmas Parade
- J. Consideration of an Ordinance to Amend the Zoning Ordinance, Section 10-22, Action by Council

UNFINISHED BUSINESS

- K. Consideration of Adoption of Newnan Bicycle and Pedestrian Facilities Plan Update 2025
- L. Consideration of a Resolution for Transmittal of the 2025 update to the Capital Improvements Element (CIE), which includes the Short-Term Work Program (STWP), to the Three Rivers Regional Commission (RC) and the Georgia Department of Community Affairs (DCA)
- M. Public Hearing - Consideration of Amendment to the Zoning Ordinance, Section 3-86 (c) - Temporary Structures - Model Sales Homes

- N. Public Hearing - Consideration of Amendment to the Zoning Ordinance by adding new section 3-14 - Residential Accessory Uses - Short-Term Rentals
- O. 2nd and Final Reading - Consideration of Ordinance to Annex property on State Route 34 Bypass and Roscoe Rd. and Ordinance to Rezone property at 204 Roscoe Rd.

VISITORS, PETITIONS, COMMUNICATIONS & COMPLAINTS

MOTION TO ENTER INTO EXECUTIVE SESSION

- P. Motion to Enter into Executive Session

ADJOURNMENT

The regular meeting of the City Council of the City of Newnan, Georgia was held on Tuesday, July 22, 2025 at 6:30 p.m. in the Richard A. Bolin Council Chambers of City Hall with Mayor Keith Brady presiding.

CALL TO ORDER

Mayor Brady called the meeting to order and delivered the invocation.

PRESENT

Mayor Keith Brady: Council members present: Ray DuBose, Jim Thomasson, Rhodes Shell, Cynthia Jenkins, Paul Guillaume and Dustin Koritko. Also present: City Manager, Cleatus Phillips; Assistant City Manager, Hasco Craver; Assistant City Manager, Meg Kelsey; City Clerk, Megan Shea and City Attorney, Brad Sears.

READING OF MINUTES

A. Minutes from the Regular Meeting on June 17, 2025

Motion by Councilman DuBose, seconded by Councilman Shell to dispense with the reading of the minutes of the Regular Meeting on June 17, 2025 and adopt them as presented.

MOTION CARRIED. (7-0)

B. Minutes from the Work Session on June 17, 2025

Motion by Councilman Shell, seconded by Mayor Pro Tem Thomasson to dispense with the reading of the minutes of the Work Session on June 17, 2025 and adopt them as presented.

MOTION CARRIED. (7-0)

REPORTS OF BOARDS AND COMMISSIONS

C. 1 Appointment – Christmas Commission, 3-year term

Continue to next agenda.

D. 3 Appointments – Cultural Arts Commission, 3-year terms

Motion by Councilman DuBose, seconded by Councilman Koritko to reappoint Jaami Rutledge for another term.

MOTION CARRIED. (7-0)

Continue other appointments to next agenda.

E. 2 Appointments – Ethics Commission, 2-year terms

Continue to next agenda.

F. 1 Appointment – Keep Newnan Beautiful, 3-year term

Motion by Councilman Shell, seconded by Councilman Koritko to reappoint Trent Finnegan for another term.

MOTION CARRIED. (7-0)

Youth Council Attendee

Councilwoman Jenkins introduced the member of the Newnan Youth Council who was in attendance. Kathryn Ross Pass.

NEW BUSINESS

G. Public Hearing – Application for Alcohol Beverage License – Line Creek Brewing Co. dba The Reserve – Manufacturer of Distilled Spirits, Malt Beverages and Wine – 18 Savannah St. – Reason: Addition of Distilled Spirits

Mayor Brady opened a public hearing on the application for a Manufacturer of Distilled Spirits, Malt Beverages and Wine for The Reserve at 18 Savannah St.

A representative of the applicant was present for the hearing. No one spoke for or against the application. Mayor Brady closed the public hearing. The City Clerk advised that all the documentation had been received and everything was in order.

Motion by Councilman Koritko, seconded by Councilman Guillaume to approve the application for a Manufacturer of Distilled Spirits, Malt Beverages and Wine.

MOTION CARRIED. (7-0)

H. Public Hearing – 2025 Update to the Capital Improvements Element, including the Short-Term Work Program

Mayor Brady opened the public hearing.

Chris Cole, Senior Planner, stated that this would be transmitted to the state next month.

No one spoke for or against. Mayor Brady closed the public hearing.

No action was needed.

I. 2024 Budget Amendment Year End Per Audit Purposes

Meg Kelsey, Assistant City Manager, explained this is for two line items that need to be adjusted. The 2024 budget was audited, and the auditor will be at the second meeting in August to give a full report.

Motion by Councilman Shell, seconded by Councilman Koritko to approve the budget amendments as presented.

MOTION CARRIED. (7-0)

J. Consideration of an Intergovernmental Agreement between Coweta County and Certain Cities for the purpose of implementing the provisions of the Official Code of Georgia as they relate to a County Floating Local Option Sales Tax ("FLOST")

City Manager explained that after House Bill 581 was passed, Council decided not to opt out. That gave the City the opportunity to work with the County to call for a referendum this November, for the creation of an additional 1 cent sales tax. The sole purpose of this tax will be to reduce ad valorem taxes and give a break to property owners. This agreement places the referendum on the ballot in November.

Mayor Brady said that this is complicated and the City intends to have many hearings, educational hearings to make sure citizens know what this is and what it means for them.

Motion by Councilman DuBose, seconded by Councilman Shell to approve the agreement as presented.

MOTION CARRIED. (7-0)

K. Consideration of a Resolution Authorizing Participation in an Amicus Brief in the Chang V. City of Milton Appeal

Mayor Brady stated that this has been done before and is to help support another city.

Motion by Councilman Shell, seconded by Councilman Guillaume to adopt the resolution as presented.

MOTION CARRIED. (7-0)

L. Consideration of an Order and Resolution to Acquire Property by Condemnation for the Stillwood Drive and Newnan Crossing Blvd East Round-A-Bout Project

Hasco Craver, Assistant City Manager, stated that 2 of the 3 pieces of property have been negotiated and acquired. The City had conversations with this property owner and have not been able to settle.

Motion by Councilman Guillaume, seconded by Councilman Shell to adopt the order and resolution as presented.

MOTION CARRIED. (7-0)

M. Consideration of Contract Award for Roundabout Construction at Newnan Crossing Blvd East and Stillwood Drive

Michael Klahr, City Engineer, stated that this sets a construction budget and award the contract to Piedmont Paving for \$1,451,206.68. A construction management agreement with ISE, the engineer of record, is also included, not to exceed \$34,020.00. There is also a lighting proposal and recommendation for \$83,500 with Georgia Power.

Councilman Koritko asked if the lighting is unified around the City? Mr. Klahr stated there is a standard for roundabout lighting, so they do look uniform. Councilman Koritko also asked about Piedmont's pricing being much lower. Mr. Klahr said the consultant went over everything and confirmed everything with them.

Motion by Councilman Shell, seconded by Councilman Guillaume to approve the contract award as presented.

MOTION CARRIED. (7-0)

UNFINISHED BUSINESS

N. Public Hearing – Annexation Request Annex20025-03 by Greg K. Rogers – 1.1994 + acres on State Route 34 Bypass (portion of tax parcel #073B 033) and 0.4996 + acres on Roscoe Rd. (portion of tax parcel #073B 032) and Rezoning Request RZ2025-05 for 20.0119 + acres at 204 Roscoe Rd. (tax parcel #073B 010) – Requested zoning of RU-7 for the development of 61 single-family detached homes

Mayor Brady opened the public hearing.

Chris Cole, Senior Planner, gave a summary of the report for this project. The two portions requested to be annexed would be combined with the portion for rezoning, for a density of 2.8 units per acre with a total project site of 21.71 acres. The tree management plan meets the City's requirements. The applicant meets 7 of the 8 standards and Mr. Cole gave a summary of those.

The proposed uses are suitable in view of the zoning and development of adjacent and nearby property. The adverse effects are minimal. The annexation and rezoning properties could both be used as currently zoned. Most of the service providers indicated they can meet the demands of this development. Overall, the proposed use is compatible with the Comprehensive Plan. The proposed uses for the site are consistent with the proposed zoning district. There are no new or changing conditions not anticipated by the Comprehensive Plan that would impact the proposal. The project would reflect a reasonable balance between public health, safety, morality and general welfare and the right to unrestricted use of property.

The Planning Commission held a public hearing and then voted 6-0 to recommend approval of the annexation and rezoning with the following conditions; developers work with the planning and beautification staff on the State Route 34 screening, developers should maintain a 30-40 ft buffer between the development and adjoining Cash/Green properties, a fence shall be installed for screening

purposes, project will meet all City requirements in the Tree and Landscape Ordinance and be consistent with the all parts of the application, development limited to 61 units and final plat will reflect combination of all tracts.

Staff added one more condition after the work session and that is for the developer to provide adequate screening adjacent to the rear property line along State Route 34 Bypass, as well as lots 60 and 61 along Roscoe Rd. where there is not satisfactory existing tree cover as determined by the City's Landscape Architect and responsibility for maintenance and replanting of all screening material and/or fencing will be addressed in the covenants and restrictions for the development.

The applicant proffered additional conditions after the work session. The builder will provide, after final grading, a 6-foot shadow box fence, as needed for lots backing to Roscoe Rd or State Rte 34 and fenced lots to include tree plantings as needed.

Mr. Cole showed some renderings of the house types and rear elevations, as previously requested by Council.

Councilwoman Jenkins asked what the square footage is on the houses? Mr. Cole said they will be between 2,000 – 3,200 sq ft and prices will range \$450,000 to \$620,000.

Mayor Brady stated that the applicant would have 15 minutes to present and answer questions.

Applicant:

Mr. Jim Mottola stated that most homes will be 2,400-2,700 sq ft. JR Homes is the builder.

Councilwoman Jenkins commented that the future land use map shows this area as future emerging missing middle residential and she doesn't think this fits. Missing middle is meant to be a different kind of housing type and is usually meant to be more affordable. Mr. Mottola said when this property was annexed into the City it was zoned commercial and therefore was not part of the comprehensive plan at that time. He thinks this works on this property.

For/Against:

Mr. Adam Cash, lives at 150 Roscoe Rd. said that he is in favor of this development. He requested the fence and 35ft undisturbed buffer. The canopy that is there gives some privacy and he would like that to remain. Mr. Cole said the Planning Commission did add a condition that stated 30-40ft buffers between the development and the Cash/Green properties. City Manager clarified that the request is for undisturbed buffers specifically. Mr. Mottola said they were ok with undisturbed specifically. Mr. Cash stated 35ft undisturbed would be his request.

No one spoke against. Mayor Brady closed the public hearing.

Motion by Councilman DuBose, seconded by Councilman Shell to accept the report and recommendation from the Planning Commission to include 35ft undisturbed buffer.

MOTION CARRIED. (7-0)

Motion by Councilman Shell, seconded by Councilman Guillaume to approve the annexation as presented. Opposed: Jenkins.

MOTION CARRIED. (6-1)

Motion by Councilman DuBose, seconded by Councilman Guillaume to adopt the ordinance to rezone the property as presented including the 35ft undisturbed buffer condition. Opposed: Jenkins.

MOTION CARRIED. (6-1)

O. Public Hearing – Zoning Ordinance Text Amendments to Article 3 pertaining to model homes and short-term rentals

Mayor Brady opened the public hearing. He then asked Council for a motion to continue this item to the August 12th Council meeting, due to other lengthy items to be discussed.

Motion by Councilman Shell, seconded by Councilman Guillaume to continue the public hearing to the August 12th Council meeting.

MOTION CARRIED. (7-0)

P. 2nd and Final Reading – Rezoning Request RZ2024-04 for 7.06 + acres at 147 Temple Ave

Mayor Brady asked Mayor Pro Tem Thomasson to read the next two items as he had business conflicts with both.

Motion by Councilman Shell, seconded by Councilman Guillaume to approve the rezoning with conditions as presented.

MOTION CARRIED. (6-0)

Q. 2nd and Final Reading – Rezoning Request RZ2025-04 for 10.48 + acres at 521 and 531 Newnan Crossing Bypass

Motion by Councilman Guillaume, seconded by Mayor Pro Tem Thomasson to approve the rezoning as presented. Opposed: Jenkins, Koritko.

MOTION CARRIED. (4-2)

R. Consideration of Request to Release Bids for Curb and Stormwater Improvements on Woodlane Drive

Mayor Brady explained that this is for Staff to go out for an RFP on this project. This has been discussed previously.

Motion by Mayor Pro Tem Thomasson, seconded by Councilman Guillaume to instruct Staff to proceed with the RFP.

MOTION CARRIED. (7-0)

MOTION EXECUTIVE SESSION

Motion by Mayor Pro Tem Thomasson, seconded by Councilman Koritko that we now enter into closed session as allowed by O.C.G.A. Section 50-14-4 and pursuant to advice by the City Attorney, for the purpose of discussing legal and real estate and that we move, in open session to adopt a resolution authorizing and directing the Mayor or presiding officer to execute an affidavit in compliance with O.C.G.A. Section 50-14-4, and that this body ratify the actions of the Council taken in closed session and confirm that the subject matters of the closed session were within exceptions permitted by the open meetings law at 7:03pm.

MOTION CARRIED. (7-0)

RESOLUTION/MAYOR'S AFFIDAVIT FOR EXECUTIVE SESSION

Motion by Mayor Pro Tem Thomasson, seconded by Councilman Koritko to adopt the resolution authorizing the Mayor to execute the affidavit stating that the subject matter of the closed portion of the Council was within the exceptions provided by O.C.G.A. Section 50-14-4(b).

MOTION CARRIED. (7-0)

ALLEN BROWN AND STATE FARM CLAIM

Motion by Councilman Shell, seconded by Councilman Koritko to deny the Allen Brown and State Farm Claim.

MOTION CARRIED. (7-0)

INTERGOVERNMENTAL AGREEMENT WITH THE DOWNTOWN DEVELOPMENT AUTHORITY

Motion by Councilman Shell, seconded by Councilman DuBose to adopt an IGA with the Newnan DDA for development of the 57 East Broad Street Property in substantially the form of the attached IGA incorporating the memorandum regarding terms exhibited as Exhibit "A" and the framework, terms and conditions attached as Exhibit "B" and instruct staff to put the terms in final form for consideration by the Newnan DDA and to authorize staff, legal counsel and financial advisors to assist the DDA in preparation of ground lease documents, purchase and sale agreements, and all necessary bond financing documents.

MOTION CARRIED. (7-0)

ADJOURNMENT

Motion by Councilman Koritko, seconded by Mayor Pro Tem Thomasson to adjourn the Council meeting at 8:16pm.

MOTION CARRIED. (7-0)

Megan Shea, City Clerk

Keith Brady, Mayor



To: Mayor and Council
Date: August 12, 2025
Agenda Item: Consideration of Ordinance to Set the 2025 Millage Rate
Prepared By: Meg Kelsey, Assistant City Manager

Purpose:

Ordinance to Establish Millage Rate and Impose Taxes for Budget Year 2025

Background:

Each year, Mayor and Council consider an ordinance to establish the millage rate at which ad valorem taxes will be due and payable. This ordinance is to set the millage rate for the current 2025 Budget.

Staff ran several financial projections and determined the rollback rate of 3.082 will produce revenues necessary to end 2025 in good financial standing.

Funding:

Adoption of the rollback millage will result in an approximate tax billing of \$7,867,859.

Recommendation:

Adopt the ordinance as presented.

Attachments:

1. Ordinance Establishing Millage Rate

Previous Discussion with Council:

n/a

ORDINANCE ESTABLISHING MILLAGE RATE AND IMPOSING TAXES FOR BUDGET YEAR 2025

BE IT ORDAINED, by the City Council of the City of Newnan, Georgia:

SECTION I. That for the purpose of paying its expenses of operation and maintenance from the 1st day of January, 2025 to the 31st day of December, 2025, the City of Newnan, Georgia, a body politic, does hereby impose and levy the following taxes:

On each one thousand (\$1,000.00) dollars of the assessed value of all real estate and all personal property in the City of Newnan, Georgia and in like proportion on less than one thousand (\$1,000.00) dollars in assessed value a tax, in the following amount:

For the general operations of the City of Newnan, the tax rate of seven and nine hundred and two thousandths (7.902) mills is hereby levied upon the real and personal property located within the corporate limits of the City of Newnan. This rate will produce approximately \$20,172,558 in ad valorem taxes. In compliance with the original laws regulating local option sales tax, the sum of \$12,304,699 is hereby deducted from the total levy, leaving a balance to be collected of approximately \$7,867,859, or a reduction in the ad valorem tax levy of four and eighty-two hundredths (4.82) mills. The effective rate of taxation is three and eight-two thousandths (3.082) mills, which is for the general operations of the City of Newnan.

SECTION II. That all taxes imposed or levied by this ordinance shall be due and payable at the office of the Coweta County Tax Commissioner approximately sixty days after billing.

If any tax is not paid on or before the last business day of the month following the billing, interest in the amount of the base prime loan rate plus 3% shall be added and collected by the Tax Commissioner. Additionally, a penalty of 5% shall be added after 120 days, with an additional 5% assessed after each successive 120 days, up to a maximum of 20% of the principle amount due. If the taxes are not paid by the 31st day of March, 2026, the Tax Commissioner may issue a tax execution for the tax, penalty, interest, and execution fee of twelve dollars (\$12.00) against the property of the defaulting taxpayer, directed to the police chief or any other officer or person designated by the City Council for that purpose, who shall proceed to collect the same according to law.

SECTION III. Any taxpayer whose property is under appeal with the Coweta County Tax Assessor may make a partial payment reflecting the tax on the undisputed portion of the appraisal. Taxpayers with pending appeals who make full payment will receive a refund for any reduction in the property valuation resulting from the appeals process. Taxpayers who make partial payments will be liable for penalties on any additional tax due following resolution of the appeals process.

SECTION IV. Any ordinance or parts of ordinances in conflict with or inconsistent with this ordinance are hereby repealed.

DONE, RATIFIED AND PASSED in regular session, on this the _____ day of _____, 2025.

ATTEST:

Megan Shea, City Clerk

L. Keith Brady, Mayor

James J. Thomasson, III, Mayor Pro-Tem

REVIEWED AS TO FORM:

C. Bradford Sears, Jr.,
City Attorney

Cynthia E. Jenkins, Councilmember

Cleatus Phillips,
City Manager

Rhodes H. Shell, Councilmember

Raymond F. DuBose, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember

PUBLIC NOTICE

The City of Newnan does hereby announce that the millage rate will be set at a meeting to be held at the Newnan City Hall on August 12th, 2025 at 2:30 p.m. and pursuant to the requirements of O.C.G.A. § 48-5-32 does hereby publish the following presentation of the current year's tax digest and levy, along with the history of the tax digest and levy for the past five years.

CURRENT 2025 PROPERTY TAX DIGEST AND 5 YEAR HISTORY OF LEVY

City of Newnan		2020	2021	2022	2023	2024	2025
V A L U E	Real & Personal	1,714,241,915	1,800,631,852	2,152,024,245	2,463,764,478	2,541,635,281	2,633,006,208
	Motor Vehicles	9,516,854	7,842,770	7,109,780	6,665,830	5,735,630	4,763,110
	Mobile Homes					2,313	
	Timber - 100%						
	Heavy Duty Equipment						
	Gross Digest	1,723,758,769	1,808,474,622	2,159,134,025	2,470,430,308	2,547,373,224	2,637,769,318
	Less Exemptions	25,729,751	26,168,096	41,779,630	46,632,034	47,304,097	84,927,193
	NET DIGEST VALUE	1,698,029,018	1,782,306,526	2,117,354,395	2,423,798,274	2,500,069,127	2,552,842,125
	Gross Maintenance & Operation Millage	8.0600	8.1200	7.8700	7.2900	7.9750	7.9020
	Less Rollback (Local Option Sales Tax)	4.4200	4.5400	4.8200	4.5400	4.8550	4.8200
R A T E	NET M&O MILLAGE RATE	3.6400	3.5800	3.0500	2.7500	3.1200	3.0820
	NET M&O TAXES LEVIED	\$6,185,920	\$6,369,964	\$6,457,931	\$6,665,445	\$7,800,216	\$7,867,859
	Net Tax \$ Increase		\$184,044	\$87,967	\$207,514	\$1,134,770	\$67,644
	Net Tax % Increase		2.98%	1.38%	3.21%	17.02%	0.87%

PT-32.1 - Computation of MILLAGE RATE ROLLBACK AND PERCENTAGE INCREASE IN PROPERTY TAXES - 2025

COUNTY: Coweta

TAXING JURISDICTION: Newnan

ENTER VALUES AND MILLAGE RATES FOR THE APPLICABLE TAX YEARS IN YELLOW HIGHLIGHTED BOXES BELOW

DESCRIPTION	2024 DIGEST	REASSESSMENT OF EXISTING REAL PROP	OTHER CHANGES TO TAXABLE DIGEST	2025 DIGEST
REAL	2,388,463,120	61,338,823	28,034,228	2,477,836,171
PERSONAL	153,172,161		1,997,876	155,170,037
MOTOR VEHICLES	5,735,630		(972,520)	4,763,110
MOBILE HOMES	2,313		(2,313)	
TIMBER -100%	0		0	
HEAVY DUTY EQUIP	0		0	
GROSS DIGEST	2,547,373,224	61,338,823	29,057,271	2,637,769,318
EXEMPTIONS	47,304,097	30,641,773	6,981,323	84,927,193
NET DIGEST	2,500,069,127	30,697,050	22,075,948	2,552,842,125
	(PYD)	(RVA)	(NAG)	(CYD)
2024 MILLAGE RATE:	3.120		2025 MILLAGE RATE:	3.082

CALCULATION OF ROLLBACK RATE

DESCRIPTION	ABBREVIATION	AMOUNT	FORMULA
2024 Net Digest	PYD	2,500,069,127	
Net Value Added-Reassessment of Existing Real Property	RVA	30,697,050	
Other Net Changes to Taxable Digest	NAG	22,075,948	
2025 Net Digest	CYD	2,552,842,125	(PYD+RVA+NAG)
2024 Millage Rate	PYM	3.120	PYM
Millage Equivalent of Reassessed Value Added	ME	0.038	(RVA/CYD) * PYM
Rollback Millage Rate for 2025	RR - ROLLBACK RATE	3.082	PYM - ME

CALCULATION OF PERCENTAGE INCREASE IN PROPERTY TAXES

If the 2025 Proposed Millage Rate for this Taxing Jurisdiction exceeds Rollback Millage Rate computed above, this section will automatically calculate the amount of increase in property taxes that is part of the notice required in O.C.G.A. § 48-5-32.1(c) (2)

Rollback Millage Rate	3.082
2025 Millage Rate	3.082
Percentage Tax Increase	0.00%

CERTIFICATIONS

I hereby certify that the amount indicated above is an accurate accounting of the total net assessed value added by the reassessment of existing real property for the tax year for which this rollback millage rate is being computed.

Chairman, Board of Tax Assessors Date

I hereby certify that the values shown above are an accurate representation of the digest values and exemption amounts for the applicable tax years.

Tax Collector or Tax Commissioner Date

I hereby certify that the above is a true and correct computation of the rollback millage rate in accordance with O.C.G.A. § 48-5-32.1 for the taxing jurisdiction for tax year 2025 and that the final millage rate set by the authority of this taxing jurisdiction for tax year 2025 is _____

CHECK THE APPROPRIATE PARAGRAPH BELOW THAT APPLIES TO THIS TAXING JURISDICTION

☐ If the final millage rate set by the authority of the taxing jurisdiction for tax year 2025 exceeds the rollback rate, I certify that the required advertisements, notices, and public hearings have been conducted in accordance with O.C.G.A. §§ 48-5-32 and 48-5-32.1 as evidenced by the attached copies of the published "five year history and current digest" advertisement and the "Notice of Intent to Increase Taxes" showing the times and places when and where the required public hearings were held, and a copy of the press release provided to the local media.

☐ If the final millage rate set by the authority of the taxing jurisdiction for tax year 2025 does not exceed the rollback rate, I certify that the required "five year history and current digest" advertisement has been published in accordance with O.C.G.A. § 48-5-32 as evidenced by the attached copy of such advertised report.

Responsible Party Title Date



To: Mayor and Council
Date: August 12, 2025
Agenda Item: Consideration of Participation in Additional National Opioid Settlements
Prepared By: Hasco Craver, Assistant City Manager

Purpose:

Newnan City Council may consider participation in additional National Opioid Settlements

Background:

The City of Newnan, on March 8, 2022, voted unanimously to join nationwide settlement agreements between state and local governments and pharmaceutical distributors and manufacturers. In doing so, the City of Newnan has received funds to be used in the prevention, mitigation and/or remediation of negative conditions resulting from the use of opioids. To date, the City of Newnan is receiving settlement funds from agreements with the following: Janssen, various distributors, Kroger Co., Teva, Allergan, Walmart, Walgreens and CVS.

In accordance with the settlement agreements' allowable uses of funds, the City of Newnan has engaged Coweta FORCE to be the recipient of funds. Thereafter, Coweta FORCE, a private non-profit organization aimed at providing recovery support services, shall expend funds in accordance with all known agreements.

Coweta FORCE has developed a Peer Emergency Department Program, which will employ certain staff members to be located at the Emergency Department of Piedmont Newnan Hospital and provide direct recovery services to individuals visiting the hospital.

In July 2025, the City of Newnan received correspondence from the National Opioids Implementation Administrator related to Settlements with the following: Alvogen, Amneal, Apotex, Hikma, Indivior, Mylan, Sun, Zydus, Purdue and the Sackler Family.

Please note that received funds must be used in accordance with the Settlement agreements. City staff recommends that, if the City Council decides to participate in the new settlements, funds be allocated to support the current program being administered by Coweta FORCE.

If the City of Newnan desires to remain a participant in the receipt of funds, certain documents must be executed.

Please find the attached documents, which pertain to the potential receipt and use of new National Opioid Settlement Funds.

Funding:

N/A

Recommendation:

It is the opinion of City staff that the Newnan City Council consider participating in the new settlements and that the received funds be allocated to Coweta FORCE for their use in managing the Peer Emergency Department Program at Piedmont Newnan Hospital.

Attachments:

1. national_opioid_settlement_notice_settlement_overview_1
2. national_opioid_settlement_notice_settlement_overview_2

Previous Discussion with Council:

Beginning in Spring 2022, Newnan City Council has received information related to the National Opioid Settlements, as described herein.

National Opioids Settlements: Alvogen, Amneal, Apotex, Hikma, Indivior, Mylan, Sun, Zydus
Opioids Implementation Administrator
opioidsparticipation@rubris.com

Newnan city, GA
Rubris Reference Number: CL-1762648

**TO LOCAL POLITICAL SUBDIVISIONS AND SPECIAL DISTRICTS:
THIS NOTICE CONTAINS IMPORTANT INFORMATION ABOUT NATIONAL OPIOID
SETTLEMENTS.**

SETTLEMENT OVERVIEW

Proposed nationwide settlement agreements (“Settlements”) have been reached that would resolve opioid litigation brought by states, local political subdivisions, and special districts against eight opioids manufacturers, Alvogen, Amneal, Apotex, Hikma, Indivior, Mylan, Sun, and Zydus (the “Manufacturers”). Local political subdivisions and special districts are referred to as “subdivisions.”

The Settlements require the settling Manufacturers to pay hundreds of millions of dollars to abate the opioid epidemic. The Settlements will provide a maximum of approximately \$720 million in cash to participating states and subdivisions to remediate and abate the impacts of the opioid crisis. Depending on participation by states and subdivisions, the Settlements require:

- Alvogen to immediately pay up to approximately \$19 million;
- Amneal to pay up to approximately \$74 million over 10 years, and to provide either approximately \$177 million of its generic version of the drug Narcan or up to an additional approximately \$44 million in cash;
- Apotex to immediately pay up to approximately \$65 million;
- Hikma to immediately pay up to approximately \$98 million, and to provide either approximately \$35 million of its naloxone product or up to an additional approximately \$7 million in cash;
- Indivior to pay up to approximately \$75 million over five years, a portion of which, at the election of the state, could be paid in the form of Indivior’s branded buprenorphine and/or nalmefene products with a value of up to \$140 million.;
- Mylan to pay up to approximately \$290 million over nine years;
- Sun to immediately pay up to approximately \$32 million; and
- Zydus to immediately pay up to approximately \$15 million.

The Settlements also contain injunctive relief governing opioid marketing, sale, distribution, and/or distribution practices and require the Manufacturers to implement safeguards to prevent diversion of prescription opioids.

Each of the proposed settlements has two key participation steps.

First, each eligible state decides whether to participate in each Settlement. A list of participating states for each settlement can be found at <https://nationalopioidsettlement.com/>.

Second, eligible subdivisions within each participating state decide whether to participate in each Settlement. The more subdivisions that participate, the more funds flow to that state and its subdivisions. Any subdivision that does not participate cannot directly share in any of the settlement funds, even if the subdivision’s state is settling and other participating subdivisions are sharing in settlement funds. If the state does not participate in a particular Settlement, the subdivisions in that state are not eligible to participate in that Settlement.

WHO IS RUBRIS INC. AND WHAT IS THE IMPLEMENTATION ADMINISTRATOR?

The Settlements provide that an Implementation Administrator will provide notice and manage the collection of participation forms. Rubris Inc. is the Implementation Administrator for these new Settlements and was also retained for the prior national opioid settlements.

WHY IS YOUR SUBDIVISION RECEIVING THIS NOTICE?

Your state has elected to participate in one or more of the Settlements, and your subdivision may participate in those Settlements in which your state has elected to participate. This notice is also sent directly to counsel for such subdivisions if the Implementation Administrator has their information.

If you are represented by an attorney with respect to opioid claims, please contact them.

Subdivisions can participate in the Settlements whether or not they filed a lawsuit or are represented.

WHERE CAN YOU FIND MORE INFORMATION?

Detailed information about the Settlements, including each settlement agreement, may be found at: <https://nationalopioidsettlement.com>. This website also includes information about how the Settlements are being implemented in most states and how funds will be allocated within your state.

You are encouraged to review the settlement agreement terms and discuss the terms and benefits with your counsel, your Attorney General's Office, and other contacts within your state. Information and documents regarding the Settlements and your state allocation can be found on the settlement website at <https://nationalopioidsettlement.com/>.

Your subdivision will need to decide whether to participate in the proposed Settlements, and subdivisions are encouraged to work through this process before the **October 8, 2025** deadline.

HOW DO YOU PARTICIPATE IN THE SETTLEMENTS?

The Settlements require that you take affirmative steps to "opt in" to the Settlements.

In the next few weeks, you will receive documentation and instructions from the Implementation Administrator or, in some cases, your Attorney General's Office. In order to participate in a settlement, a subdivision must sign and return the required Participation Form for that settlement.

Please add the following email addresses to your "safe" list so emails do not go to spam / junk folders: dse_na3@docusign.net and opioidsparticipation@rubris.com. Please monitor your email for the Participation Forms and instructions.

All required documentation must be signed and returned on or before **October 8, 2025**.

New National Opioids Settlement: Purdue
Opioids Implementation Administrator
opioidsparticipation@rubris.com

Newnan city, GA
Reference Number: CL-1730618

TO LOCAL POLITICAL SUBDIVISIONS:

THIS PACKAGE CONTAINS DOCUMENTATION TO PARTICIPATE IN THE NEW NATIONAL OPIOIDS SETTLEMENT. YOU MUST TAKE ACTION IN ORDER TO PARTICIPATE.

Deadline: September 30, 2025

A new proposed national opioids settlement has been reached with Purdue (and certain of its affiliates) and the Sackler family. This *Participation Package* is a follow-up communication to the *Notice of New National Opioids Settlement* recently received electronically by your subdivision or special district ("subdivision").

The proposed settlement is being implemented in connection with Purdue's bankruptcy proceedings, and consists of, among other things, a settlement of Purdue's claims against the Sacklers and certain other parties (referred to as the "Purdue Estate Settlement"), and settlements of direct claims against the Sacklers held by States, local governments and other creditors (collectively, the "Purdue Direct Settlement", and together with the Estate Settlement, the "Purdue Settlement"). The Purdue Direct Settlement for States and local governments is documented in the Governmental Entity and Shareholder Direct Settlement Agreement.

You are receiving this *Participation Package* because all eligible States and territories, including Georgia, are participating in the Purdue Direct Settlement.

This electronic envelope contains:

- The *Participation Form* for the Purdue Direct Settlement, including a release of any claims
- The *Memorandum of Understanding* for the Purdue Settlement for subdivisions to execute through the DocuSign process.

The *Participation Form* must be executed, without alteration, and submitted on or before September 30, 2025, in order for your subdivision to be considered for initial participation calculations and payment eligibility under the Purdue Direct Settlement.

Based upon subdivision participation forms received on or before September 30, 2025, the subdivision participation rate will be used to determine whether participation is sufficient for the Purdue Settlement to move forward and whether a state earns its maximum potential payment under the Purdue Direct Settlement. If

the Purdue Settlement moves forward and goes effective, your release will become effective. If the Purdue Settlement does not move forward, that release will not become effective.

Any subdivision that does not participate in the Purdue Direct Settlement cannot directly share in the Purdue Direct Settlement funds, even if other subdivisions in the state are participating and sharing in those Purdue Direct Settlement funds. Any subdivision that does not participate may also reduce the amount of money for programs to remediate the opioid crisis in its state. Please note, a subdivision will not necessarily directly receive Purdue Settlement funds by participating; decisions on how Purdue Settlement funds will be allocated within a state are subject to intrastate agreements or state statutes.

You are encouraged to discuss the terms and benefits of the Purdue Settlement with your counsel, your Attorney General's Office, and other contacts within your state. Many states are implementing and allocating funds for the Purdue Settlement the same as they did for the prior opioids settlements but states may choose to treat the Purdue Settlement differently.

Information and documents regarding the Purdue Settlement, including a complete copy of the Governmental Entity and Shareholder Direct Settlement Agreement, and how it is being implemented in your state and how funds will be allocated within your state can be found on the national settlement website at <https://nationalopioidsettlement.com/purdue-sacklers-settlements/>. This website will be supplemented as additional documents are created.

How to return signed forms:

There are three methods for returning the executed *Participation Form* and any supporting documentation to the Implementation Administrator:

- (1)*Electronic Signature via DocuSign*: Executing the *Participation Form* electronically through DocuSign will return the signed form to the Implementation Administrator and associate your form with your subdivision's records. Electronic signature is the most efficient method for returning the *Participation Form*, allowing for more timely participation and the potential to meet higher settlement payment thresholds, and is therefore strongly encouraged.
- (2)*Manual Signature returned via DocuSign*: DocuSign allows forms to be downloaded, signed manually, then uploaded to DocuSign and returned automatically to the Implementation Administrator. Please be sure to complete all fields. As with electronic signature, returning a manually signed *Participation Form* via DocuSign will associate your signed forms with your subdivision's records.
- (3)*Manual Signature returned via electronic mail*: If your subdivision is unable to return an executed *Participation Form* using DocuSign, the signed *Participation*

Form may be returned via electronic mail to opioidsparticipation@rubris.com. Please include the name, state, and reference ID of your subdivision in the body of the email and use the subject line Settlement Participation Form – [Subdivision Name, Subdivision State] – [Reference ID].

Detailed instructions on how to sign and return the *Participation Form*, including changing the authorized signer, can be found at <https://nationalopioidsettlement.com/purdue-sacklers-settlements/>. You may also contact opioidsparticipation@rubris.com.

YOU MUST PARTICIPATE IN THE PURDUE DIRECT SETTLEMENT BY RETURNING YOUR PARTICIPATION FORM IN ORDER TO RECEIVE THE BENEFITS OF THE PURDUE SETTLEMENT.

Please note that this is NOT a solicitation or a request for subdivisions to submit votes on the Purdue bankruptcy plan. This settlement package only pertains to a decision to participate in the Purdue Direct Settlement. If you receive a package to vote on the plan you should follow the applicable instructions for voting. PLEASE NOTE THAT VOTING ON THE PLAN IS SEPARATE FROM PARTICIPATION IN THE PURDUE DIRECT SETTLEMENT.

The sign-on period for subdivisions ends on September 30, 2025.

If you have any questions about executing the *Participation Form*, please contact your counsel, the Implementation Administrator at opioidsparticipation@rubris.com, or Melissa M. Devine at the Georgia Attorney General's Office at (404) 458-3765 or mdevine@law.ga.gov.

Thank you,

Implementation Administrator for the Purdue Direct Settlement

The Implementation Administrator is retained to provide the settlement notice required by the Purdue Direct Settlement to manage the collection of the participation forms for it.

EXHIBIT K
Subdivision Participation and Release Form

Governmental Entity: Newnan city	State: GA
Authorized Signatory:	
Address 1:	
Address 2:	
City, State, Zip:	
Phone:	
Email:	

The governmental entity identified above (“*Governmental Entity*”), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to that certain Governmental Entity & Shareholder Direct Settlement Agreement accompanying this participation form (the “*Agreement*”)¹, and acting through the undersigned authorized official, hereby elects to participate in the Agreement, grant the releases set forth below, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the Agreement, and agrees that by executing this Participation and Release Form, the Governmental Entity elects to participate in the Agreement and become a Participating Subdivision as provided therein.
2. The Governmental Entity shall promptly after the Effective Date, and prior to the filing of the Consent Judgment, dismiss with prejudice any Shareholder Released Claims and Released Claims that it has filed. With respect to any Shareholder Released Claims and Released Claims pending in *In re National Prescription Opiate Litigation*, MDL No. 2804, the Governmental Entity authorizes the Plaintiffs’ Executive Committee to execute and file on behalf of the Governmental Entity a Stipulation of Dismissal with Prejudice substantially in the form found at <https://nationalopiodsettlement.com>.
3. The Governmental Entity agrees to the terms of the Agreement pertaining to Participating Subdivisions as defined therein.
4. By agreeing to the terms of the Agreement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning following the Effective Date.
5. The Governmental Entity agrees to use any monies it receives through the Agreement solely for the purposes provided therein.
6. The Governmental Entity submits to the jurisdiction of the court in the Governmental Entity’s state where the Consent Judgment is filed for purposes limited to that court’s role as and to the extent provided in, and for resolving disputes to the extent provided in, the

¹ Capitalized terms used in this Exhibit K but not otherwise defined in this Exhibit K have the meanings given to them in the Agreement or, if not defined in the Agreement, the Master Settlement Agreement.



Agreement. The Governmental Entity likewise agrees to arbitrate before the National Arbitration Panel as provided in, and for resolving disputes to the extent otherwise provided in, the Agreement.

7. The Governmental Entity has the right to enforce the Agreement as provided therein.
8. The Governmental Entity, as a Participating Subdivision, hereby becomes a Releasor for all purposes in the Agreement, including without limitation all provisions of Article 10 (Release), and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in his or her official capacity whether elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Subdivision Releasor, to the maximum extent of its authority, for good and valuable consideration, the adequacy of which is hereby confirmed, the Shareholder Released Parties and Released Parties are, as of the Effective Date, hereby released and forever discharged by the Governmental Entity and its Subdivision Releasors from: any and all Causes of Action, including, without limitation, any Estate Cause of Action and any claims that the Governmental Entity or its Subdivision Releasors would have presently or in the future been legally entitled to assert in its own right (whether individually or collectively), notwithstanding section 1542 of the California Civil Code or any law of any jurisdiction that is similar, comparable or equivalent thereto (which shall conclusively be deemed waived), whether existing or hereinafter arising, in each case, (A) directly or indirectly based on, arising out of, or in any way relating to or concerning, in whole or in part, (i) the Debtors, as such Entities existed prior to or after the Petition Date, and their Affiliates, (ii) the Estates, (iii) the Chapter 11 Cases, or (iv) Covered Conduct and (B) as to which any conduct, omission or liability of any Debtor or any Estate is the legal cause or is otherwise a legally relevant factor (each such release, as it pertains to the Shareholder Released Parties, the “Shareholder Released Claims”, and as it pertains to the Released Parties other than the Shareholder Released Parties, the “Released Claims”). For the avoidance of doubt and without limiting the foregoing: the Shareholder Released Claims and Released Claims include any Cause of Action that has been or may be asserted against any Shareholder Released Party or Released Party by the Governmental Entity or its Subdivision Releasors (whether or not such party has brought such action or proceeding) in any federal, state, or local action or proceeding (whether judicial, arbitral, or administrative) (A) directly or indirectly based on, arising out of, or in any way relating to or concerning, in whole or in part, (i) the Debtors, as such Entities existed prior to or after the Petition Date, and their Affiliates, (ii) the Estates, (iii) the Chapter 11 Cases, or (iv) Covered Conduct and (B) as to which any conduct, omission or liability of any Debtor or any Estate is the legal cause or is otherwise a legally relevant factor.
9. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Shareholder Released Claims or Released Claims against any Shareholder Released Party or Released Party in any forum whatsoever, subject in all respects to Section 9.02 of the Master Settlement Agreement. The releases provided for herein (including the term “Shareholder Released



Claims” and “Released Claims”) are intended by the Governmental Entity and its Subdivision Releasors to be broad and shall be interpreted so as to give the Shareholder Released Parties and Released Parties the broadest possible release of any liability relating in any way to Shareholder Released Claims and Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The Agreement shall be a complete bar to any Shareholder Released Claim and Released Claims.

10. To the maximum extent of the Governmental Entity’s power, the Shareholder Released Parties and the Released Parties are, as of the Effective Date, hereby released and discharged from any and all Shareholder Released Claims and Released Claims of the Subdivision Releasors.
11. The Governmental Entity hereby takes on all rights and obligations of a Participating Subdivision as set forth in the Agreement.
12. In connection with the releases provided for in the Agreement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

General Release; extent. A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Shareholder Released Claims or such other Claims released pursuant to this release, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Shareholder Released Claims or such other Claims released pursuant to this release that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities’ decision to participate in the Agreement.

13. Nothing herein is intended to modify in any way the terms of the Agreement, to which Governmental Entity hereby agrees. To the extent any portion of this Participation and Release Form not relating to the release of, or bar against, liability is interpreted differently from the Agreement in any respect, the Agreement controls.
14. Notwithstanding anything to the contrary herein or in the Agreement, (x) nothing herein shall (A) release any Excluded Claims or (B) be construed to impair in any way the rights and obligations of any Person under the Agreement; and (y) the Releases set forth herein shall be subject to being deemed void to the extent set forth in Section 9.02 of the Master Settlement Agreement.



I have all necessary power and authorization to execute this Participation and Release Form on behalf of the Governmental Entity.

Signature: _____

Name: _____

Title: _____

Date: _____



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**State of Georgia and Local Governments: Memorandum of Understanding
Concerning National Settlement with Purdue**

Foreword

This Memorandum of Understanding between the State of Georgia *ex rel.* Chris Carr, Attorney General (the “State”), and certain Georgia Local Government entities (“LGs”) concerns the harms visited upon Georgia’s citizens and the State itself by certain manufacturers, distributors, and pharmacies (“Opioid Defendants”) of prescription opioids.

To address these harms, the State and certain LGs separately initiated litigation meant to hold Opioid Defendants accountable.

On December 31, 2021, the State entered into settlements with Opioid Defendants McKesson Corporation, AmerisourceBergen Corporation, Cardinal Health, Inc., Johnson & Johnson, Janssen Pharmaceuticals, Inc., Ortho-McNeil-Janssen Pharmaceuticals, Inc., and Janssen Pharmaceutica, Inc. (together, the “National Distributor and J&J Settlements”).

Thereafter, the State and participating LGs entered into a Memorandum of Understanding to memorialize an agreement that would enable them to maximize the monetary help received from the National Distributor and J&J Settlements to address harms visited upon Georgia’s citizens and the State itself in the opioid crisis (the “2022 MOU”).

On June 17, 2025 the Governmental Entity Settlement Agreement was filed in In re: Purdue Pharma, L.P. et al., Case No. 19-23649-shl in the United States Bankruptcy Court for the Southern District of New York, Doc. 7592, (the “Purdue Opioid Settlement” or “Opioid Settlement”) that the State of Georgia and LGs are eligible to join.

During May 2025, the State opted into the Opioid Settlement. The LGs have until September 30, 2025 to opt in to the Opioid Settlement.

This Memorandum of Understanding (“Memorandum” or “2025 MOU”) aims to memorialize an agreement between the State and certain LGs that will enable them to maximize the monetary funds received from the Opioid Settlement to remediate the harms caused by the opioid crisis. The processes outlined in this Memorandum in large part replicate processes required under the 2022 MOU. Except where the terms



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are different, the processes used in administration of the 2022 MOU shall be utilized for administration as required under this Memorandum.

I. Definitions

Capitalized terms shall have the same definitions as in the 2022 MOU with the exception of:

- a. “Legislative Bar” means O.C.G.A. § 10-13B-1 *et seq.*
- b. “Local Government Opioid Funds” means the funds allocated to local governments pursuant to Section II of this Memorandum.
- c. “Opioid Funds” means the total monetary amounts obtained through the Purdue Opioid Settlement as defined in this 2025 MOU which are allocated to Georgia and its Participating Local Governments under the Purdue Opioid Settlement.
- d. “Opioid Settlement” or “Purdue Opioid Settlement” means the Governmental Entity Settlement Agreement dated June 17, 2025 filed in In re: Purdue Pharma, L.P. et al., Case No. 19-23649-shl in the United States Bankruptcy Court for the Southern District of New York, Doc. 7592.
- e. “Parties” shall mean the State and the Participating Local Governments.
- f. “Participating Local Governments” shall mean:
 - (i.) all litigating subdivisions listed on Exhibit “C” of the Opioid Settlement, and
 - (ii.) nonlitigating subdivisions listed on Exhibit “G” of the Opioid Settlement
 that choose to sign on to the Opioid Settlement and this Memorandum.
- g. “Released Entities” means the entities defined as such in the Opioid Settlement.



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- h. “State Opioid Funds” means the funds allocated to the State pursuant to Section II of this Memorandum.
- i. “Trust” means the Georgia Opioid Crisis Abatement Trust, approved by the Gwinnett County Superior Court on February 16, 2023.
- j. “Trustee” means the Trustee of the Georgia Opioid Crisis Abatement Trust.

II. Allocation between State and Local Governments

- a. The Participating Local Governments shall collectively receive 25% of the Opioid Funds as their full allocation of Local Government Opioid Funds for all claims past and future of the Participating Local Governments. Local Government Opioid Funds shall be paid to a Settlement Fund Administrator as defined in the Opioid Settlement and distributed pursuant to the Opioid Settlement, with the following additional conditions:
 - (i) If a county which is a Participating Local Government under this Memorandum has a sheriff who is a Litigating Subdivision listed in the Opioid Settlement, at least 9.45% of the Opioid Funds paid to that county under the terms of the Opioid Settlement in which the sheriff agreed to participate shall be allocated to that county’s sheriff to be used for Approved Purposes;
 - (ii.) If a county which is a Participating Local Government under this Memorandum has a hospital which is a Litigating Subdivision listed in the Opioid Settlement, at least 2% of the Opioid Funds paid to that county under the terms of the Opioid Settlement in which the hospital agreed to participate shall be allocated to the hospital to be used for Approved Purposes; and
 - (iii.) If a county which is a Participating Local Government under this Memorandum has a school district which is a Litigating Subdivision listed in the Opioid Settlement, at least 1% of the Opioid Funds paid to that county under the terms of the Opioid Settlement in which the school district agreed to participate shall



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be allocated to the school district to be used for Approved Purposes.

- b. The State shall receive 75% of the Opioid Funds as its full allocation of State Opioid Funds.
- c. Of the State's 75% share, after the payment of litigation fees and costs owed to the State's outside counsel pursuant to the agreement entered into on September 10, 2018 or as may be amended, 60% of the remaining funds shall be transferred by the receiving state agency through the Office of Planning and Budget to the State Treasury and spent at the direction of the State Legislature for Approved Purposes by appropriation and in compliance with the terms of the Opioid Settlement and this Memorandum. The remaining 40% after payment of fees and costs shall be transferred to the Trust by the receiving state agency and shall be expended by the Trustee on a regional basis ("Regional Distribution") as set forth in the Declaration of Trust, the 2022 MOU, and this 2025 MOU.
 - (i.) For purposes of the Regional Distribution under the Opioid Settlements, the Regions shall be the same as established pursuant to the 2022 MOU, including Qualifying Block Grantees.
 - (ii.) Each Qualifying Block Grantee shall receive its allocation of the Regional Distribution via a direct block grant so long as it certifies that it has sufficient infrastructure to provide opioid abatement services.
 - (iii.) The Trustee shall use the same allocation model as used under the 2022 MOU for the Regional Distribution.
 - (iv.) The Regional Advisory Councils established pursuant to the 2022 MOU shall have the same duties and responsibilities in connection with the funds allocated to the Trust pursuant to this 2025 MOU as under the 2022 MOU, including reporting requirements and making themselves available to consult with the Government Participation Mechanism and with Participating



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Local Governments to best determine how funds will be spent for opioid remediation within the established Regions. In every instance the Trustee shall retain final authority over Regional Distributions.

III. Funds to be used for Approved Purposes; Clawback and Recoupment

- a. With the exception of administrative expenses as allowed under the Opioid Settlement, funds set aside for attorneys' fees and costs for State of Georgia outside counsel, and funds set aside for attorneys' fees for Local Government outside counsel pursuant to Section VI of this Memorandum, State Opioid Funds and Local Government Opioid Funds shall be used for Approved Purposes.
- b. Funds are to primarily (no less than 70 percent) be used for future abatement purposes. Funds used to reimburse the Parties for past abatement expenses may not be used to reimburse past Medicaid expenses or any other expense that would be subject to a federal clawback, recoupment, or similar mechanism.
- c. The State and Participating Local Governments shall work cooperatively to ensure the funds are spent within the spirit of this Memorandum and the Opioid Settlement, and shall further work cooperatively to actively defend the funds from federal clawback and/or recoupment, including, but not limited to, actively participating in any administrative procedure or other case or process related to defense of the funds from federal clawback and/or recoupment. In the event the federal government initiates and successfully claws back any Opioid Funds related to the Settlement, such amounts shall first be deducted from the total disbursements to be made to both the State and Local Governments in the calendar year the clawback claim is successfully made and shall thereafter be deducted from the total disbursements to be made in any subsequent calendar year if necessary. After such deduction, the allocation between the State and Participating Local Governments described in Section II of this Memorandum shall be applied to the remaining funds for the current calendar year or any subsequent calendar year if applicable. Deduction of amounts from the total disbursements shall include reimbursement of any amounts paid



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by the State or withheld from amounts due to the State as the result of a clawback and/or recoupment.

IV. Compliance and Reporting

- a. The Trustee shall provide an up-to-date accounting of payments into or out of the Trust and/or its subaccounts upon written request of the State or a Participating Local Government. The State, together with the Trustee, shall provide an annual report detailing: (1) the amounts received by the State and deposited into the State Treasury and the amounts remitted to the Trust; (2) the allocation of any awards approved, listing the recipient, amount awarded, programs funded, and disbursement terms; and (3) the amounts actually disbursed. The State and Trustee shall also include an assessment of how well resources have been used by the State and the Participating Local Governments to abate opioid addiction, overdose deaths, and the other consequences of the opioid crisis. The State shall publish its annual report and all Regional Advisory Council annual reports on its website.
- b. Expenses of the Trustee shall be deducted first from interest earned on funds held by the Georgia Opioid Crisis Abatement Trust, and then, if necessary, may be deducted from the corpus of Trust funds. Administrative expenses of the State shall be paid from or reimbursed out of State Opioid Funds as allowed under the terms of the Opioid Settlement.
- c. The Trustee and the State shall endeavor to keep such expenses reasonable in order to maximize the funding available for opioid abatement.
- d. Each Regional Advisory Council shall provide a report annually to the Trustee and Government Participation Mechanism detailing: (1) the amount received by each local government within the Region; (2) the allocation of any awards approved, listing the recipient, amount awarded, programs funded, and disbursement terms; and (3) the amounts actually disbursed and approved allocations. Each Participating Local Government within each Region shall provide any



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information necessary to facilitate such reporting to a single regional delegate selected by the Region to provide its annual report.

- e. If the State believes that any Participating Local Government has used funds for a non-approved purpose, it may request in writing the documentation underlying such alleged improper use of funds. If any ten (10) Participating Local Governments believe the State has used funds for a non-approved purpose, they may request jointly in writing the documentation underlying such alleged improper use of funds.
- f. The State and Participating Local Governments may object in writing to the Trustee to an allocation or expenditure on the basis that the allocation or Trust expenditure is inconsistent with Section III of this Memorandum or violates Section IV.c of this Memorandum regarding reasonable expenses of the Trustee.
- g. Any party to this Memorandum who receives a written request sent pursuant to IV.f or IV.e shall have 21 days to respond to such request, which may be extended by mutual consent.
- h. A party who makes a written request pursuant to IV.f may file an action in the Superior Court of Gwinnett County within one year of its objection seeking a determination as to the validity of the objection.
- i. If, after a written objection made pursuant to IV.e, it appears to the State that a Participating Local Government has spent funds on non-approved purposes, the State may seek and obtain an injunction in the Superior Court of Gwinnett County prohibiting the Participating Local Government from spending further funds on non-approved purposes, and ordering the return of monies spent on non-approved purposes. So long as any such action is pending, distribution of any funds to the relevant Participating Local Government shall be suspended and held in trust by the Trustee or national Settlement Fund Administrator and shall only resume after the action is resolved. Once the action is resolved, suspended payments to the Participating Local Government shall resume, less any amounts ordered returned that have not yet been returned as of the date of the resumption of suspended payments.



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- j. Attorney's fees and costs are not recoverable in actions brought under this Section.

V. Litigation Bar

- a. All Parties expressly acknowledge that this 2025 MOU qualifies under O.C.G.A. § 10-13B-2(a)(4)(E) and that the Opioid Settlement is a state-wide opioid settlement as that term is defined in O.C.G.A. § 10-13B-2(4).

VI. Attorney's Fees; Costs and Expenses

- a. Section VII of the 2022 MOU is incorporated by reference as though fully set forth herein.

VII. Future Agreements and Negotiations

- a. Nothing in this Memorandum shall bind the Parties concerning any future opioid settlements other than the ones expressly contemplated in (1) this Memorandum or (2) any amendments to this Memorandum made pursuant to Section VIII.b. Other than those Released Entities who are parties to the Opioid Settlement, the Parties are free to engage in settlement negotiations with any Opioid Defendants without prior consent or participation of any other party to this Memorandum.
- b. The Parties shall endeavor, insofar as is reasonably practicable, to keep each other apprised of future negotiations concerning future opioid settlements. Nothing in this provision shall require the parties to violate any duty, obligation, or promise of confidentiality, non-disclosure agreement, common interest agreement, court order concerning non-disclosure, or similar non-disclosure obligation concerning negotiations regarding future opioid settlements. For the avoidance of doubt, LGs shall not be required to disclose, among other things, any information relating to negotiations between groups of local governments and Opioid Defendants, and the State shall not be required to disclose, among other things, any information relating to negotiations between states or groups of states and Opioid Defendants.



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VIII. Miscellaneous

- a. This Memorandum shall be governed by Georgia law.
- b. The Parties may make amendments to this Memorandum as necessary. Amendments shall be in writing and shall require the consent of all Parties to this Memorandum. Proposed amendments shall be circulated to all Parties through designated contacts provided in their Acknowledgement, after which Parties shall have 30 days to agree or object to the proposed amendment. Parties who do not respond shall be deemed to have consented to the amendment for purposes of this Section VIII.b.
- c. Jurisdiction and venue regarding any disputes between or among the Parties concerning this Memorandum or the interpretation thereof shall lie in the Superior Court of Gwinnett County, Georgia.
- d. This Memorandum terminates automatically with respect to the Opioid Settlement in the event the Opioid Settlement is terminated by the parties to it.
- e. By entering into this Memorandum, a local government agrees to participate in the Opioid Settlement.
- f. If less than 65% of the litigating LGs participate in the Opioid Settlement, this Memorandum is voidable by the State.

* * * * *



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ATTACHED EXHIBITS:

EXHIBIT 1: ACKNOWLEDGEMENT AND AGREEMENT TO BE
 BOUND TO MEMORANDUM OF UNDERSTANDING



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EXHIBIT 1

**ACKNOWLEDGEMENT AND AGREEMENT
TO BE BOUND BY MEMORANDUM OF UNDERSTANDING**

WHEREFORE, the undersigned, as a duly-appointed representative of the below-referenced entity, acknowledges the following:

- Newnan city has received the **State of Georgia and Local Governments: Memorandum of Understanding Concerning National Settlement with The Kroger Co.**
- The undersigned is a duly-appointed representative of Newnan city, and has the authority to execute this document and bind Newnan city to the Memorandum.
- Newnan city is either represented by legal counsel, or has the ability to obtain advice from legal counsel, concerning the contents and implication of the Memorandum.
- The undersigned, on behalf Newnan city, understands and acknowledges the terms of the Memorandum, and Newnan city agrees to be bound by its terms.
- No party is under duress or undue influence.

/s/_____

Name: _____

Title: _____

Date: _____

Entity: Newnan city, GA

Designated Contact for Purposes of Section VIII.b:

Name: _____

Title: _____

Address: _____

Email: _____





To: Mayor and Council

Date: August 12, 2025

Agenda Item: Consideration of Parking Closures for the 2025 City of Newnan Christmas Parade

Prepared By: Andrew Moody, Special Projects Manager

Purpose:

To request the closure of parking spaces along West Court Square for the 2025 City of Newnan Christmas Parade.

Background:

The City of Newnan's annual Christmas Parade has become one of the most highly anticipated community events of the year, drawing large crowds from across the region. The parade route currently extends from Cavender Street to Salbide Avenue, with the majority of public attendance and activity centered around the downtown area, particularly near West Court Square.

As the popularity of the event has continued to grow, so too has the size of the crowd, creating an increased need for proactive safety measures. In recent years, attendance levels have exceeded expectations, resulting in significant pedestrian congestion along the parade route. To maintain a safe environment for both spectators and participants, the City has implemented safety barricades along critical portions of the route. However, the placement and effectiveness of these barricades are often hindered by the presence of parked vehicles.

To ensure public safety, improve emergency access, and enhance the overall parade experience, strategic parking closures have become necessary along and near the parade route. These closures will support the effective installation of barricades, allow for improved crowd flow, and provide an unobstructed line of sight for families and children attending the event. By restricting parking in the recommended area, the City of Newnan can continue to offer a festive, enjoyable, and above all, safe Christmas Parade for all who attend.

Funding:

N/A

Recommendation:

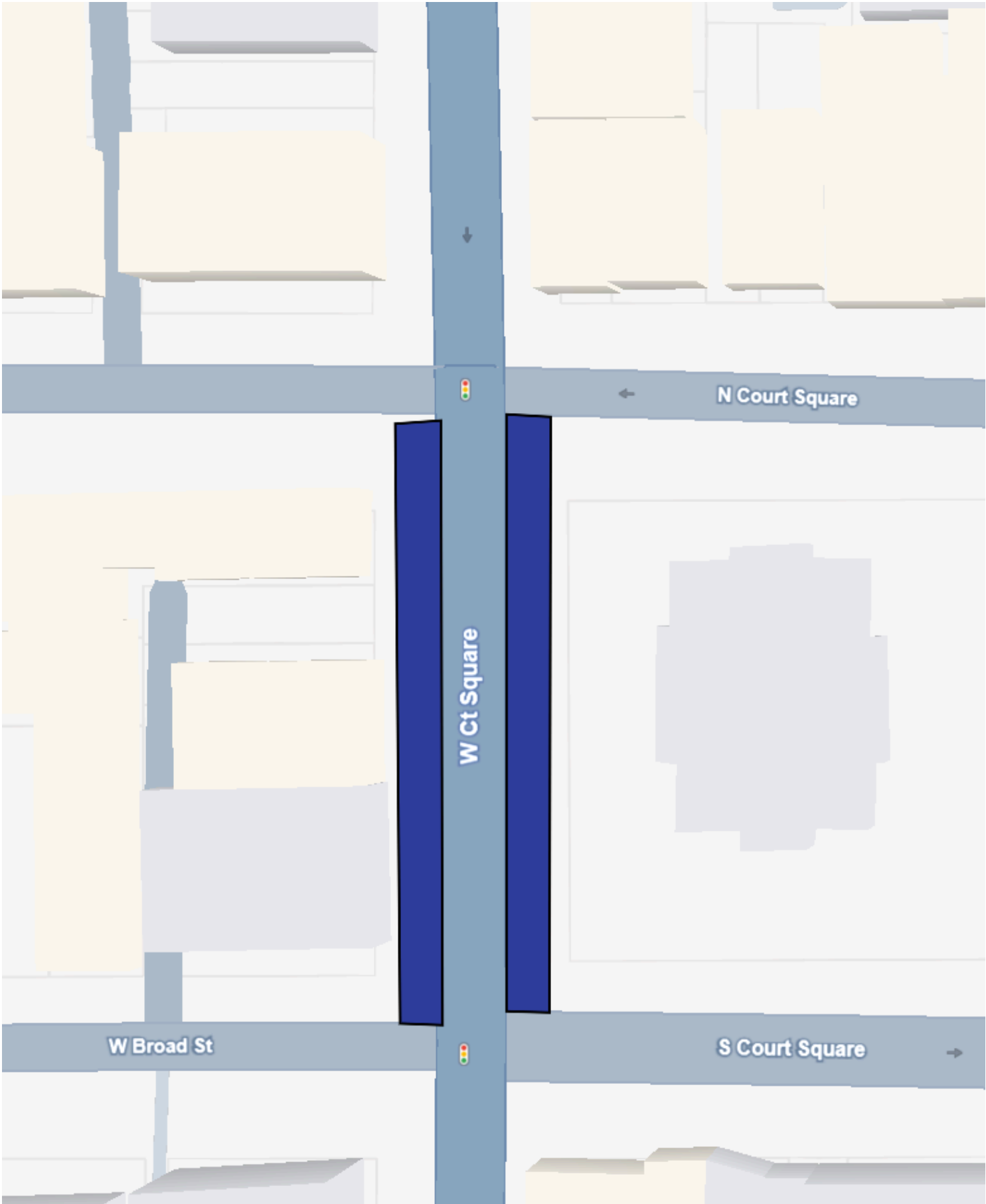
Council may consider authorizing temporary parking closure along West Court Square from midnight December 13th, 2025 to 10pm December 13th, 2025.

Attachments:

1. Parking Closure Request

Previous Discussion with Council:

N/A





Planning & Zoning Department

To: Cleatus Phillips, City Manager

From: Tracy Dunnavant, Planning Director

Re: Ordinance Removing Second Readings for Rezoning Cases

Date: August 12, 2025

As you are aware, in November of 2024, the Council voted to amend the Charter's language regarding the need for second readings for ordinances that are not approved unanimously. It was recently pointed out that the Zoning Ordinance conflicts with the new language as it still requires a second reading for amendments that do not pass unanimously with all 7 votes. Therefore, an ordinance specifically amending the language in the Zoning Ordinance to emulate the Charter has been prepared by the City Attorney for Council's consideration. If approved, the new language would eliminate the need for second readings for any zoning related ordinances in the future.

Please let me know if you have questions or need additional information.

**AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF
NEWNAN, GEORGIA BY ADOPTING A TEXT AMENDMENT TO SEC. 10-22, ACTION
BY COUNCIL BY AMENDING SECTION 10-22 (b) AND FOR OTHER PURPOSES**

WHEREAS, the City Council of the City of Newnan adopted an amended Zoning Ordinance for The City of Newnan on September 12, 2017, as amended; and

WHEREAS, on November 26, 2024, The City Council amended The City's Charter approved March 31, 1987, as amended, by eliminating the need for a second reading of ordinances not adopted unanimously on the first reading; and

WHEREAS, In accordance with the Charter amendment, the Code of Ordinances Section 2-32 was amended to implement the Charter amendment; and

WHEREAS, the ordinance amending Section 2-32 provided that "all ordinances in conflict here with are hereby repealed"; and

WHEREAS, a question has arisen as to wheather or not such repealer language operated to repeal of those portions of Sections 10-22 of The City's Zoning Ordinance, specifically Section's 10-22 (b) (2) (3) and (4); and

WHEREAS, it was the intent to include a revision to voting on all matters before Council, including zoning amendments; and

WHEREAS, In accordance with O.C.G.A. Section 36-35-3, two public hearings were held prior to the adopting of the Charter amendment eliminating the need for a second reading to adopt ordinances, absent a unanimous vote on the first reading of an ordinance.

Section I. 10-22 (b) The City Council shall take action on the proposed amendment as follows:

NOW THEREFORE BE IT ORDAINED by the City Council of the City of Newnan and it is hereby ordained by the authority of same section that Section 10-22 (b) paragraphs (2) (3) and (4) be and are hereby deleted in their entirety and new paragraphs (2) and (3) be hereby adopted so that Section 10-22 (b) (2) and (3) shall read as follows:

- (1) The City Council may deny the amendment by the affirmative vote of 4 of its members.
- (2) The City Council may approve the amendment, or approve the amendment with conditions, by the affirmative vote of 4 of its members.
- (3) Failure of the amendment to receive 4 affirmative votes shall be deemed a denial of the amendment.

Section II. All Ordinances or parts of Ordinances in conflict or inconsistent with this Ordinance hereby are repealed.

Section III Should any phrase, clause, sentence, or section of this Ordinance be deemed unconstitutional by a Court of competent jurisdiction, such determination shall not affect the remaining provisions of this Ordinance, which provisions shall remain in full force and effect.

Section IV This Ordinance shall be effective upon adoption.

Megan Shea, City Clerk	L. Keith Brady Mayor
 REVIEWED AS TO FORM:	
	James J Thomasson III, Mayor Pro-Tem
C. Bradford Sears, Jr., City Attorney	Cynthia E. Jenkins, Councilmember
Cleatus Phillips, City Manager	Rhodes H. Shell, Councilmember,
	Raymond F. DuBose, Councilmember
	Dustin Koritko, Councilmember
	Paul Guillaume, Councilmember



To: Mayor and Council
Date: August 12, 2025
Agenda Item: Consideration of Adoption of Newnan Bicycle and Pedestrian Facilities Plan Update 2025
Prepared By: Hasco Craver, Assistant City Manager

Purpose:

Newnan City Council may adopt the Newnan Bicycle and Pedestrian Facilities Plan Update 2025

Background:

Newnan City Council, at the March 2025 Retreat, reviewed a draft of the proposed Bicycle and Pedestrian Facilities Plan Update 2025. Newnan City Council was supportive of the document as presented. Thereafter, City staff presented the final draft document to the Newnan City Council for consideration and adoption.

At the May 13, 2025 City Council Meeting, Councilmember Thomasson suggested that the Council consider adding two additional implementation strategies. Very specifically, Councilmember Thomasson recommended that the plan be amended to include that the City will seek "Bike Friendly Community" and "Runner Friendly Community" status, as defined by the League of American Bicyclists and the Road Runners Club of America respectively. In addition, Councilmember Thomasson recommended that the City consider policy amendments to induce the construction of LINC facilities within new developments (i.e. LINC may serve as an amenity, as defined in the Zoning Ordinance).

The Newnan City Council was supportive of Councilmember Thomasson's recommendations.

Over the subsequent weeks, City staff have updated the document to include additional implementation strategies.

Please find a copy of the updated document attached herein.

Funding:

N/A

Recommendation:

City staff have updated the document to include all feedback received during the review process. Newnan City Council may consider the document, as presented.

Attachments:

1. Draft Bike Ped Plan Update Revised

Previous Discussion with Council:

Newnan City Council has considered, discussed and proposed amendments to the Newnan Bicycle and Pedestrian Facilities Plan Update 2025 in March and May 2025.



NEWNAN BICYCLE AND PEDESTRIAN FACILITIES PLAN UPDATE 2025

Acknowledgments

The City would like to thank the many residents, staff members, Coweta County 911/EMA and other organizations who assisted in the update of the Newnan Bicycle and Pedestrian Facilities Plan. The City's survey was a success because of the efforts of The Friends of the LINC, the Newnan Times Herald, several cycling clubs and the many other organizations who helped spread the word. The input received from the responses was key in assessing where participants bike and walk and in determining future facility needs.

A special thank you to McKay Kelley, University of West Georgia Masters student, for his work on the sidewalk assessment portion of the update. McKay was instrumental in creating the project scoring matrix and grading the existing sidewalk facilities.

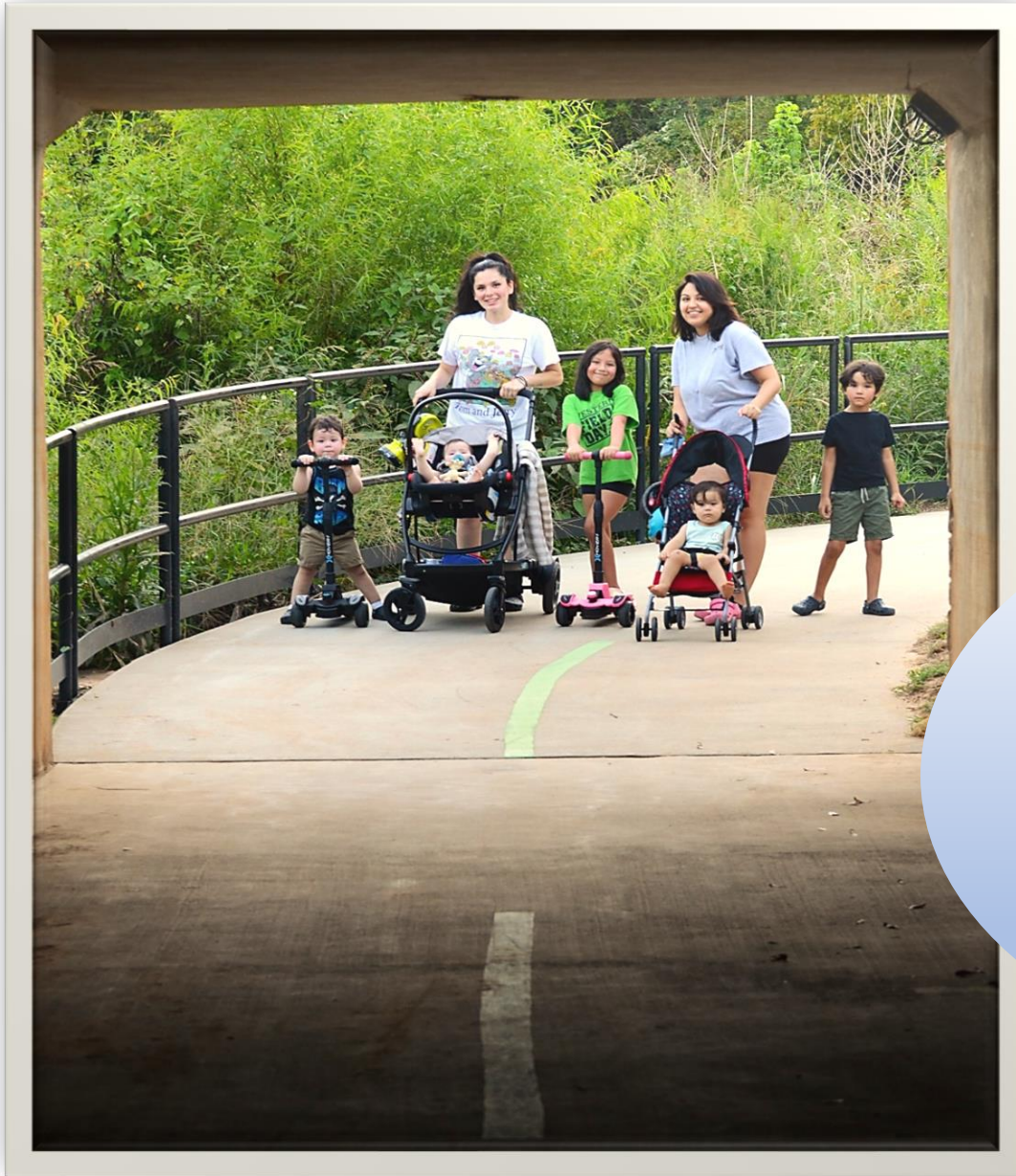
Finally, the City thanks the Newnan Planning and Zoning Department's staff and the City Engineer for their assistance with gathering data, creating maps, assessing roads and drafting text. Without their support and assistance, this update would not have been possible.

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Chapter 1

Executive Summary

The Newnan Bicycle and Facilities Plan Update adapts the recommendations of the 2013 *Bike Walk Newnan Plan* to the City's needs and context today. While many of the facility, program and policy recommendations from the 2013 Plan remain, others have been removed, edited or updated to better reflect what is currently needed and planned.

Newnan is in an excellent position to capitalize on its existing bicycle/pedestrian attributes. The City parks, LINC trail, state bicycle routes, and walkable downtown provide a great foundation upon which its future network can be built. Improving the pedestrian and cycling experience will help maintain the small-town charm for which Newnan is known while providing transportation alternatives that will help create a safer, healthier and more economically viable community.

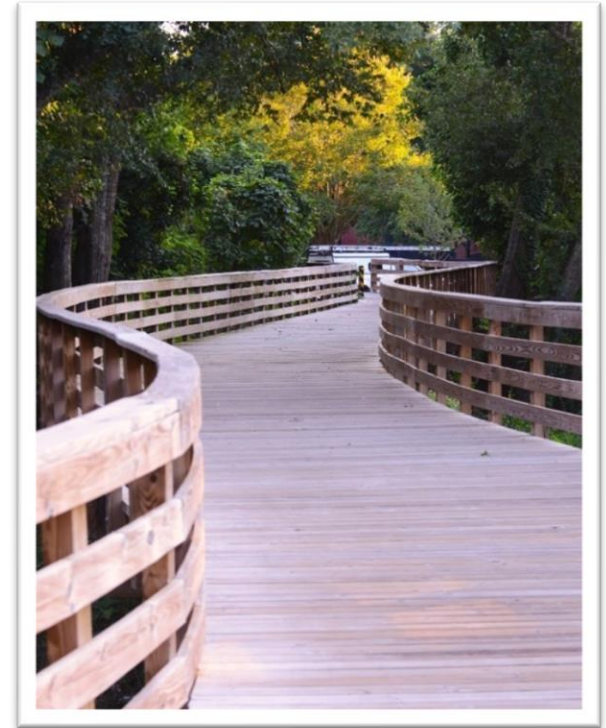
Summary of Priority Projects

Priority projects were selected based on safety factors, proximity to destinations, ease of construction, quality of sidewalk and right-of-way requirements. More information regarding the specific projects, including scoring for each category and cost estimates can be found in Chapter 5. The top ten scoring projects in each category are as follows:

Maintenance and Repair Sidewalk Projects – East Broad Street, Hospital Road, Summerlin Boulevard, West Washington Street, Martin Luther King Jr., Drive, Lee Street, Ashley Park Boulevard, Dodson Street, Powell Street, and Dowdell Street.

Possible Sidewalk Gap Expansion Projects – Two segments on Bullsboro Drive (Tower Place to Yamaha), Newnan Crossing Bypass (Ashley Park to Lower Fayetteville Road), Madison Street, Highway 29 @ the Boulevard, Newnan Crossing Boulevard East, Greison Trail, Augusta Drive, Mitchell Street and East Washington Street.

New LINC Expansion Projects – The City is considering constructing segments #12 (from downtown to the Ruth Hill area) and #13 (from the Ruth Hill area to Carl Miller Park) as next LINC phases. This would allow the facility to be used by citizens on the west side of Newnan. Eight potential LINC connections were also identified that would provide access to existing neighborhoods.



Future Sidewalk Projects - The City has identified several sidewalk projects that will address facility needs not included in the maintenance and gap listings. Those include Lower Fayetteville Road, Jackson Street, Sprayberry Road and other sidewalk projects related to the City's round-a-bout intersection improvements.

Additional Implementation Projects – Several bike projects were also included to ensure the promotion of future cycling efforts.

Summary of Programs and Policies

Chapter 6 of the update provides the plan's supportive programs and policies. They were grouped into four main categories which are summarized below:

Pedestrian Supported Policies: Adopting a Complete Streets program, identifying traffic calming opportunities, and identifying future connectivity between existing neighborhoods and the LINC.

Strategic Coordination: Coordinating with neighboring and surrounding jurisdictions, working with the LINC board, and identifying grant opportunities.

Assessment and Maintenance: Addressing and enhancing existing sidewalks, evaluating the safety of existing intersections for bicyclists and pedestrians, and updating prioritization on an annual basis.

Education: Encouraging greater awareness of existing bicycle and pedestrian facilities, focusing on wayfinding, and hosting/partnering on community events.

Summary of Funding Sources

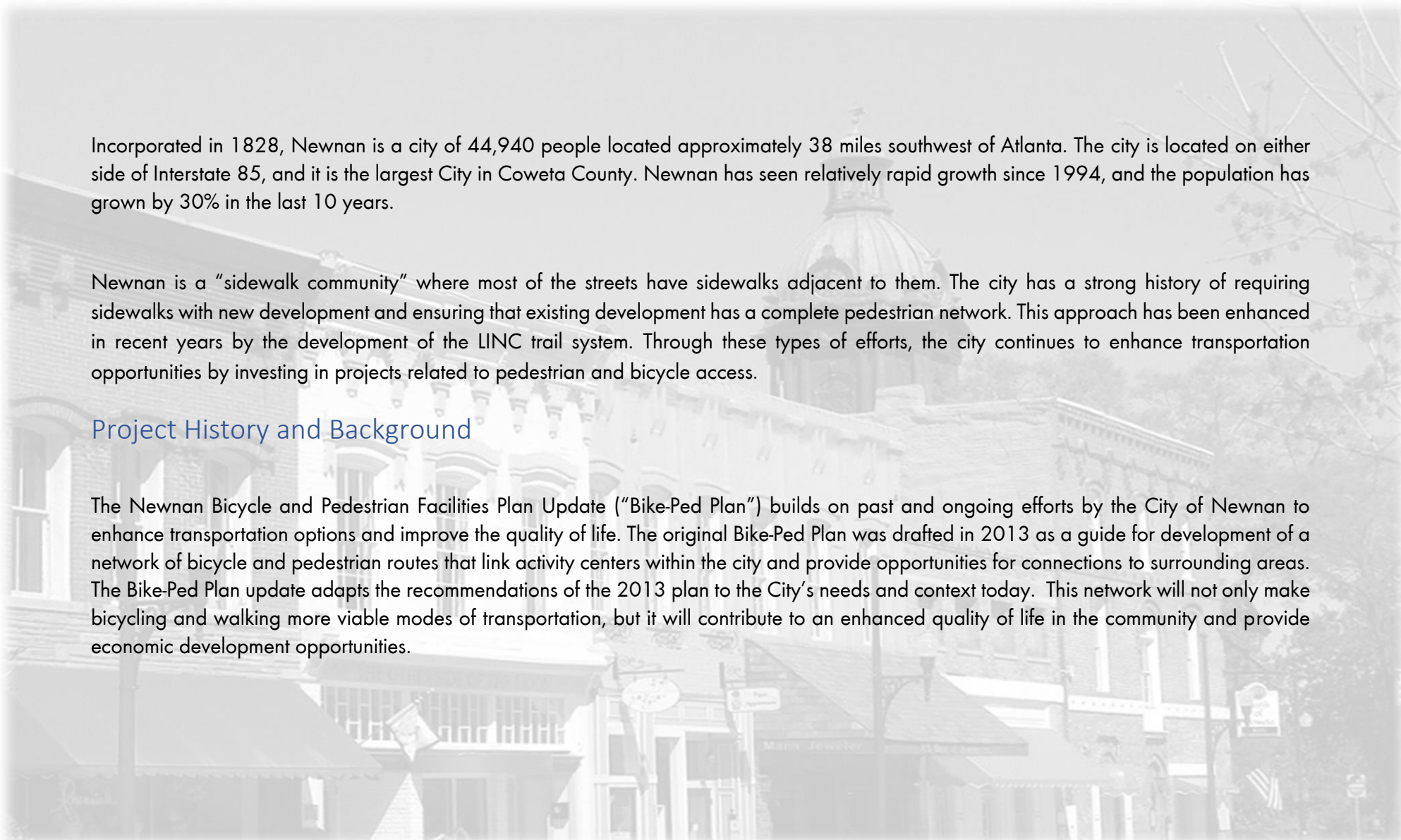
To accomplish the goals of the plan, possible funding sources must be identified. Chapter 7 provides a listing including:

- Local Funds
- State and Federal Grants
- Private Development
- Other Sources

The City follows the guidelines recommended by The American Association of State Highway Transportation Officials (AASHTO) and the Georgia Department of Transportation.

Chapter 2 Introduction





Incorporated in 1828, Newnan is a city of 44,940 people located approximately 38 miles southwest of Atlanta. The city is located on either side of Interstate 85, and it is the largest City in Coweta County. Newnan has seen relatively rapid growth since 1994, and the population has grown by 30% in the last 10 years.

Newnan is a “sidewalk community” where most of the streets have sidewalks adjacent to them. The city has a strong history of requiring sidewalks with new development and ensuring that existing development has a complete pedestrian network. This approach has been enhanced in recent years by the development of the LINC trail system. Through these types of efforts, the city continues to enhance transportation opportunities by investing in projects related to pedestrian and bicycle access.

Project History and Background

The Newnan Bicycle and Pedestrian Facilities Plan Update (“Bike-Ped Plan”) builds on past and ongoing efforts by the City of Newnan to enhance transportation options and improve the quality of life. The original Bike-Ped Plan was drafted in 2013 as a guide for development of a network of bicycle and pedestrian routes that link activity centers within the city and provide opportunities for connections to surrounding areas. The Bike-Ped Plan update adapts the recommendations of the 2013 plan to the City’s needs and context today. This network will not only make bicycling and walking more viable modes of transportation, but it will contribute to an enhanced quality of life in the community and provide economic development opportunities.

Benefits of Bicycling and Walking

Bicycling and walking are low-cost means of transportation that are pollution-free, energy-efficient, versatile, healthy, and fun. Both modes can help build physical activity into our daily lives, while reducing traffic congestion and air pollution and saving money. The many advantages of walking and bicycling include:

- Walking and bicycling can increase home values. A National Association of Realtors survey found that 90% of millennial and Gen Z respondents were willing to pay more in a walkable community.¹
- Walking and bicycling can save families money. By replacing short car trips, bicycling and walking can help lessen personal transportation costs by as much as \$356.67 per month or \$4,280 per year.²
- The quality of life that comes with enhanced bicycle and pedestrian activity are likely to produce various other indirect economic benefits. New businesses often consider quality of life issues when choosing new locations.
- Walking and biking are a great way to maintain overall health and help address chronic health conditions.
- Excellent bicycle and pedestrian facilities can draw tourists to Newnan, both as a stop en route and as an end destination.
- Increased walking and biking can also help people gain a deeper understanding and appreciation of the city's built and natural environment. When driving, people often fail to notice many of the subtleties that make Newnan so charming.



¹Realtor Magazine. (2023) *Survey: Buyers May Pay More to Live in Walkable Communities*.

²Yahoo Finance. (2022). *How Much Money Would Biking to Work Save You Over a Year?*

Vision and Goals

The 2013 plan adopted a specific vision and several goals for the City to pursue in developing its bicycle and pedestrian facilities. While they are still viable today, the goals have been updated by emphasizing safety as a priority.

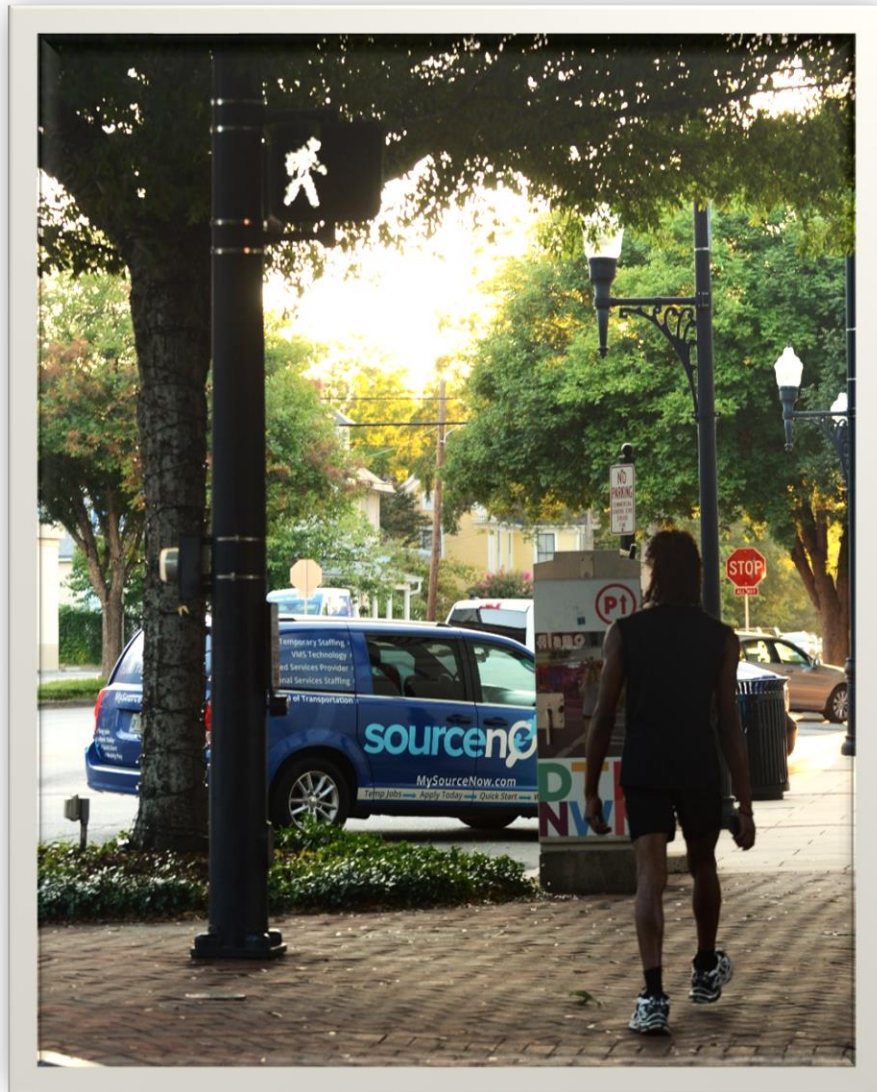
Vision - The City of Newnan will enhance transportation choices by developing a network of on-street and off-street bicycle and pedestrian facilities that provide connections to destinations throughout the city and will work with partners to educate the public about biking and walking, as well as encourage biking and walking for transportation and recreational trips.

Goal 1 - Support bicycling and walking as viable transportation modes in Newnan.

Goal 2 - Promote bicycling and walking in the city by improving awareness of bicycle and pedestrian facilities and opportunities (public awareness campaign).

Goal 3 - Integrate bicycle and pedestrian planning into Newnan's planning processes.

Goal 4 - Promote safety for everyone, regardless of their age, ability, income or background.



Chapter 3 Existing Conditions

To fully update the 2013 Bicycle and Pedestrian Facilities Plan, an inventory of current conditions needed to be taken. This included researching current demographics, reviewing previous plans, soliciting public comments and inventorying existing infrastructure. This chapter includes information related to the existing conditions data that was collected and analyzed in preparing this document.

Demographic Overview

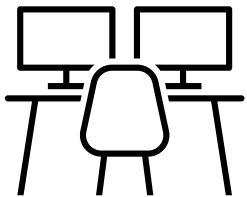
To determine where sidewalks, trails and bike lanes are needed as an active means of transportation, it is imperative that the demographic makeup of the community is understood. Staff used the Census Bureau's American Community Survey 5-year estimates between 2018-2022 to summarize relevant data for Newnan. This information provides a better understanding of the community needs which helps in the project prioritization process.



Population

According to the American Census Survey, Total Population in Newnan has increased from 30,160 in 2010 to 42,689 in 2022. That is an increase of roughly 42 percent for the 12-year period. In that same time frame, the minority population went from 41.6 percent to 50.8 percent. Whites make up 49.2 percent of the population, black or African Americans 34.6 percent, Hispanic or Latinos 8.4 percent, Asians 3.6 percent and multi-race individuals and others accounting for the remaining 4.2 percent. The median age in Newnan is 35 years.

Income and Jobs

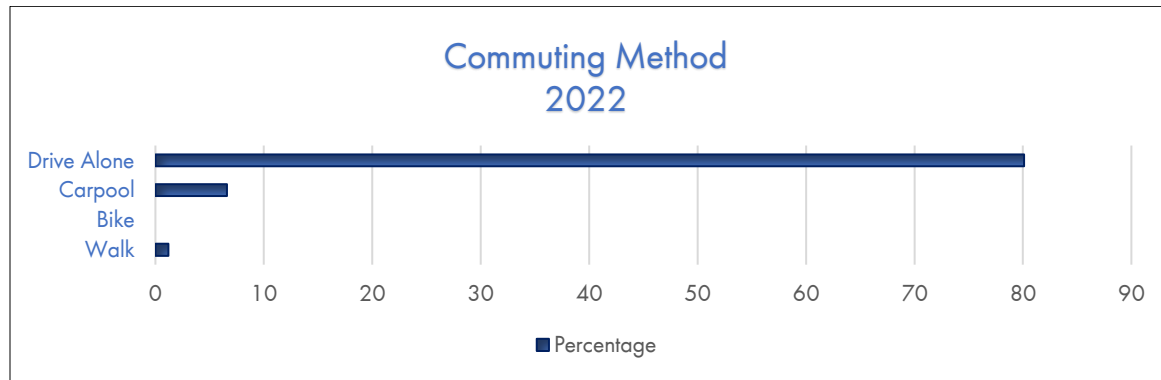


The median income for Newnan is \$74,606, which is roughly \$10,000 less than the median income for Coweta County, but almost \$2,000 more than the median income for the State of Georgia. Census counts showed the total number of jobs in Newnan at 17,416 for 2021, which was an increase of a little over 65% from the 10,887 jobs in 2010.

Commuting Patterns

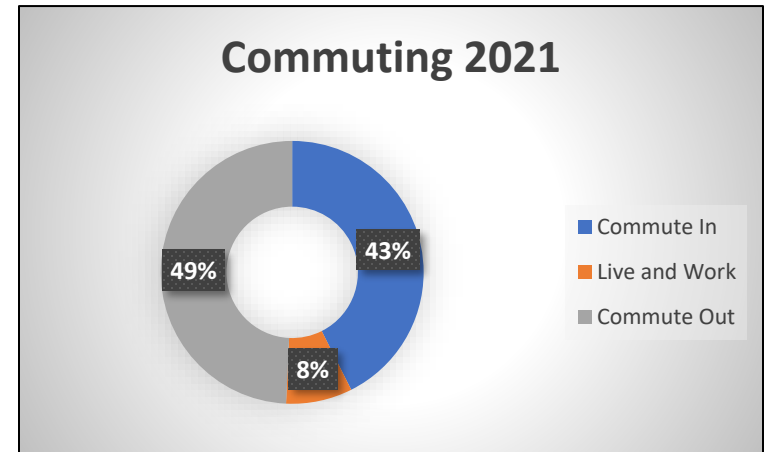
As with most suburban areas within the metro Atlanta area, most workers (80%) commute alone in a car to work. Another 7% choose to carpool, only 1% walk and less than 1% ride a bike.

Over 16,500 workers commute out of Newnan while 736 live and work inside the city limits.



Data Source: US Census American Community Survey 2022 5-year estimate

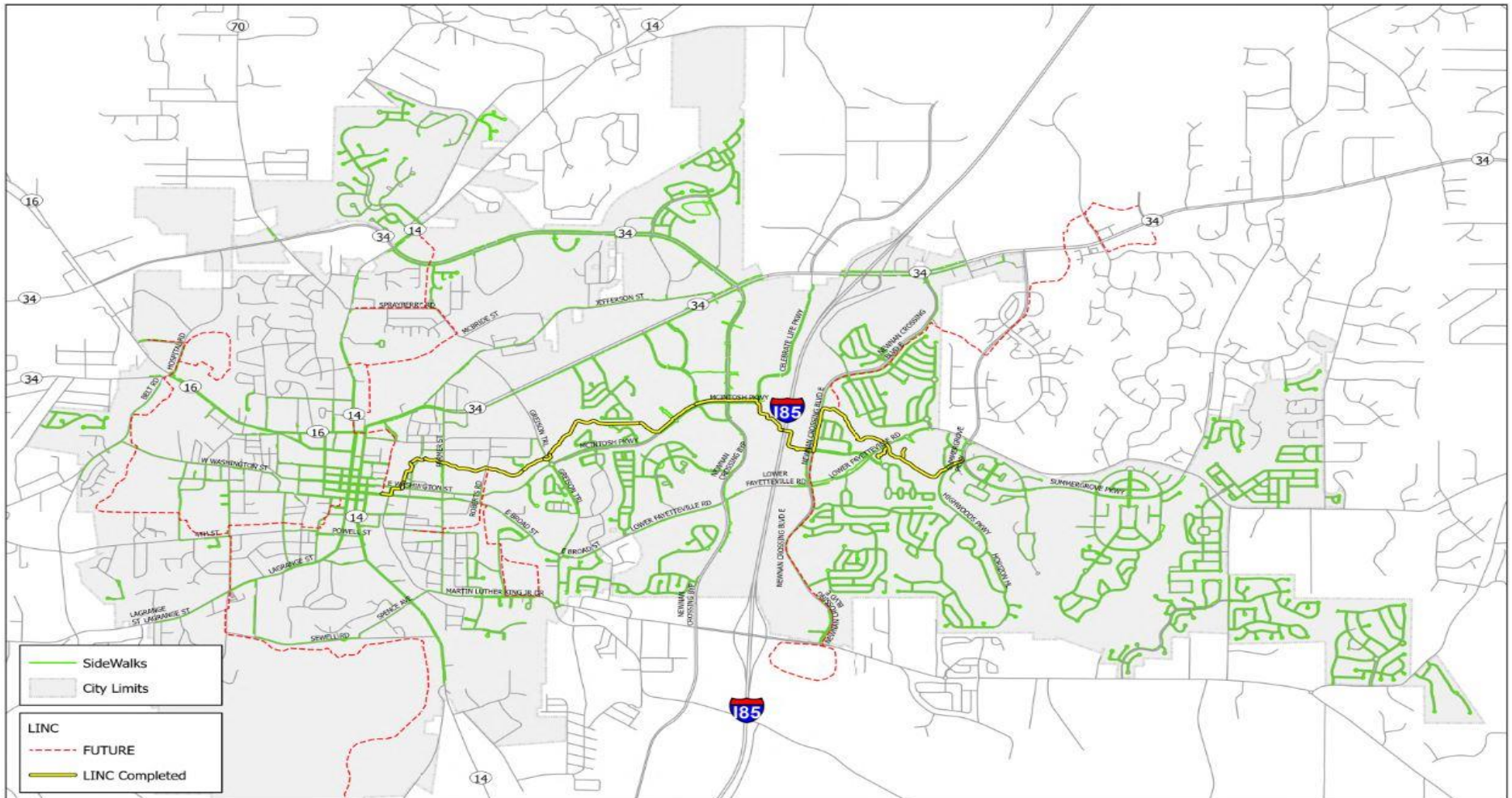
Statistics for 2021 show that 14,680 persons commuted into Newnan to work, while 16,503 persons commuted out. Only 2,736 persons reported they live and work within the city limits.



Data Source: US Census American Community Survey 2022 5-year estimate

Existing Pedestrian Facilities Map

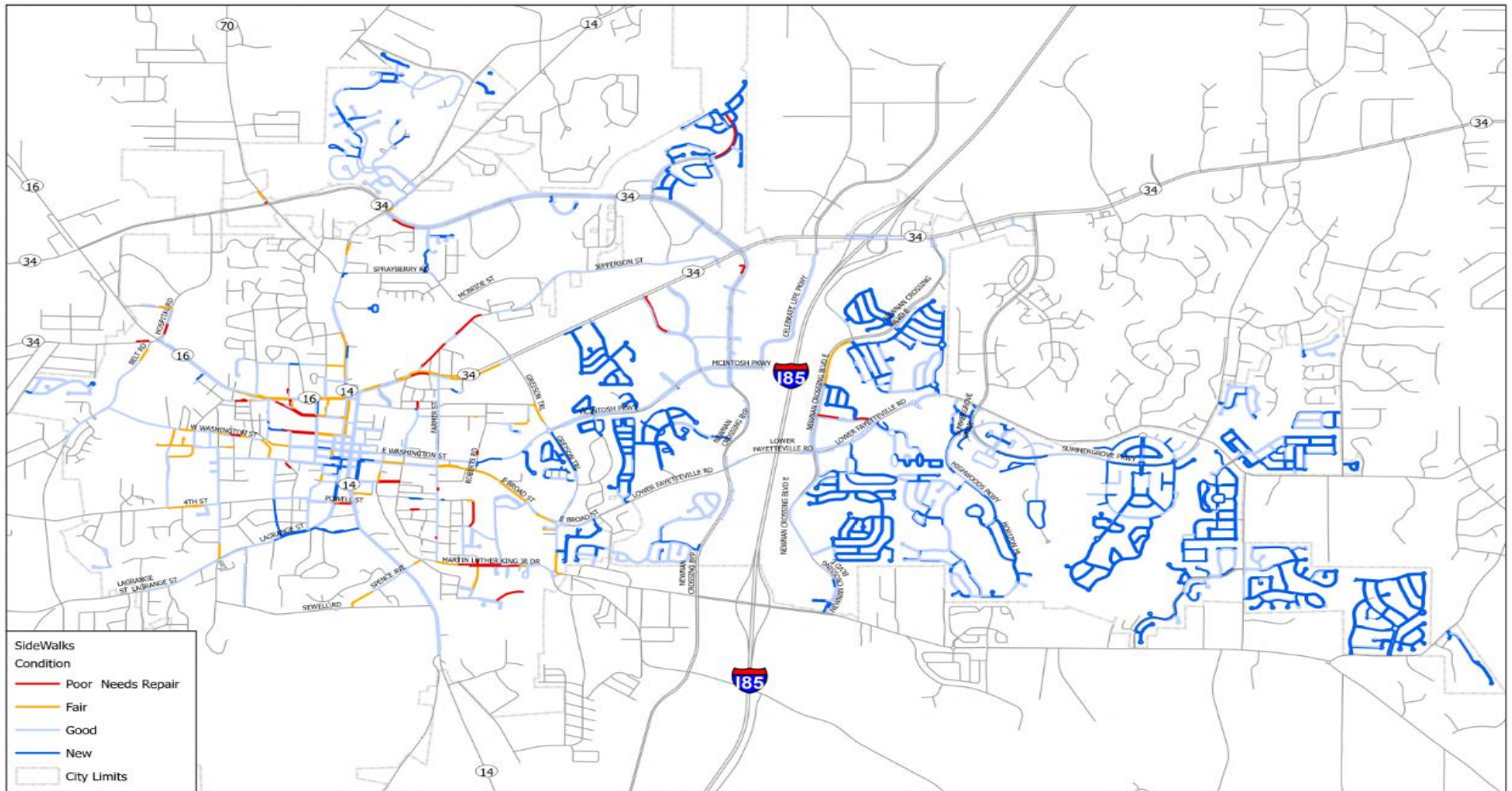
A key step in updating the City's Bicycle and Pedestrian Facilities Plan was to conduct an inventory of our existing sidewalks. A windshield survey was performed to ascertain sidewalk condition, as well as to identify areas with missing segments or no sidewalks at all. Below is a map which reflects sidewalk facilities within the city limits.



Data Source: City of Newnan

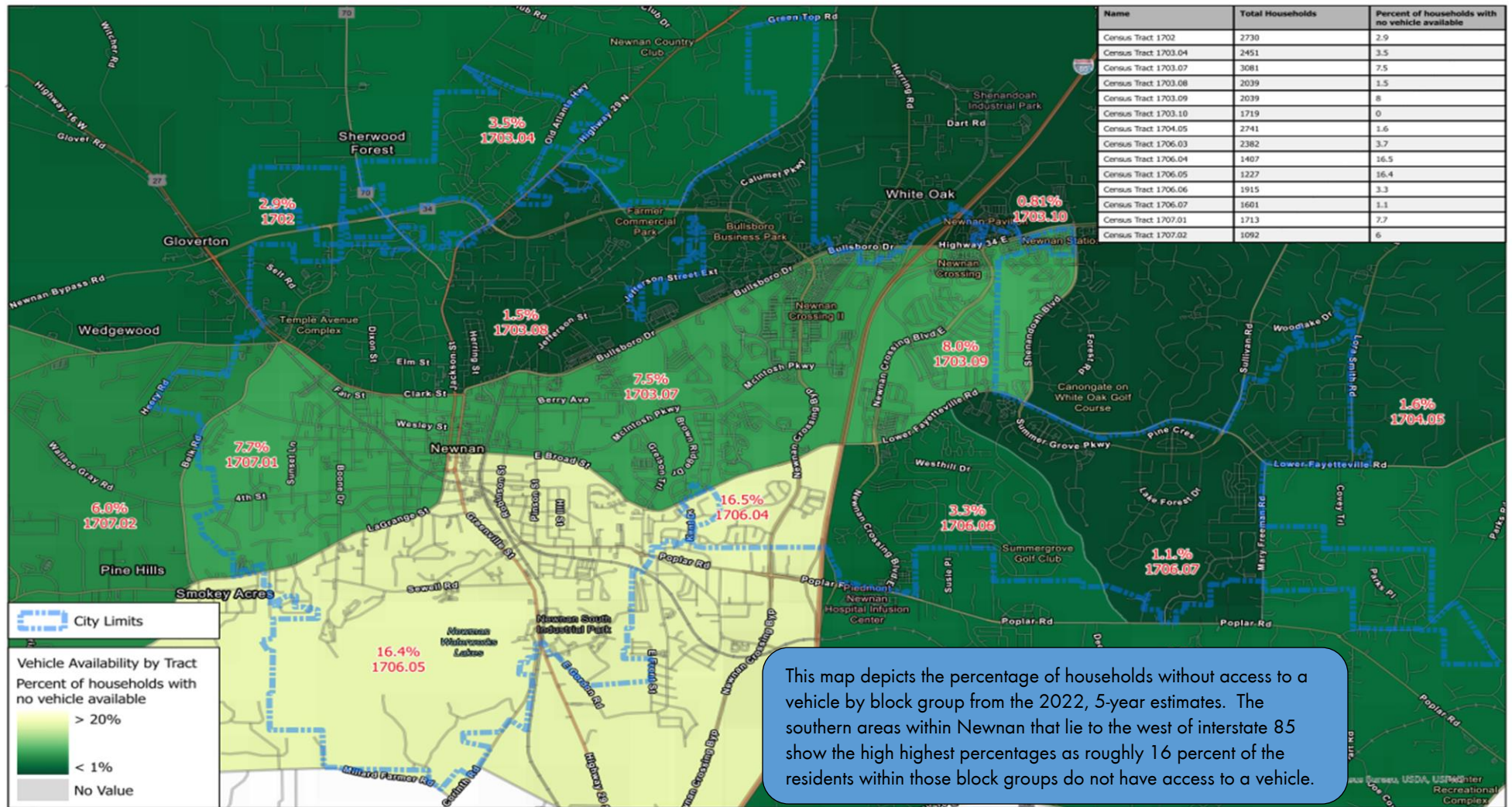
Sidewalk Conditions Map

A windshield survey was performed to ascertain sidewalk conditions as well as to identify areas with missing segments or no sidewalks at all. Below is a map which reflects the condition of the existing sidewalk facilities within the city limits. (blue = "new" conditions; light blue = "good"; gold = "fair"; red = "poor needs repair")



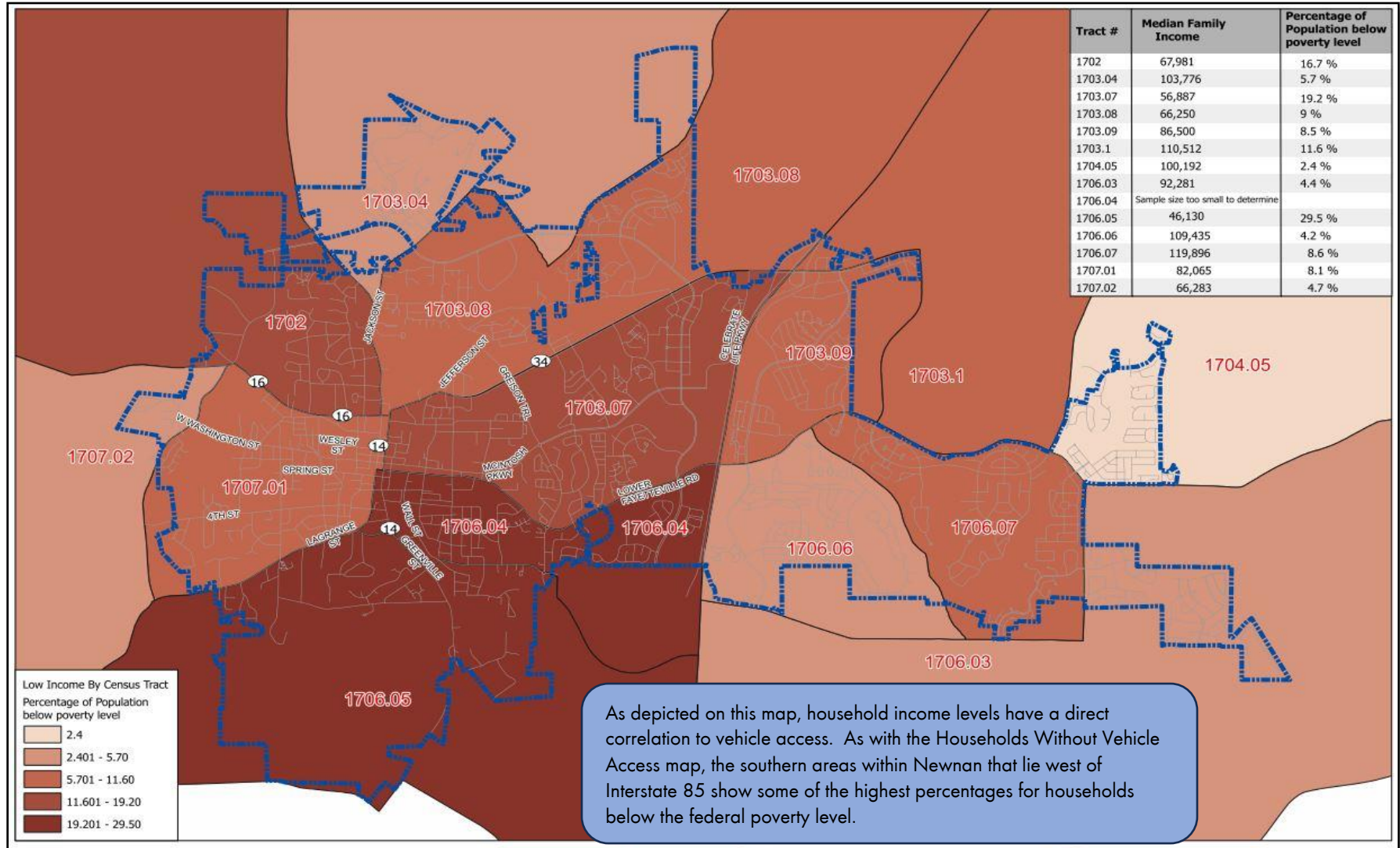
Data Source: City of Newnan

Households Without Vehicle Access Map



Data Source: US Census American Community Survey 2022 5-year estimate

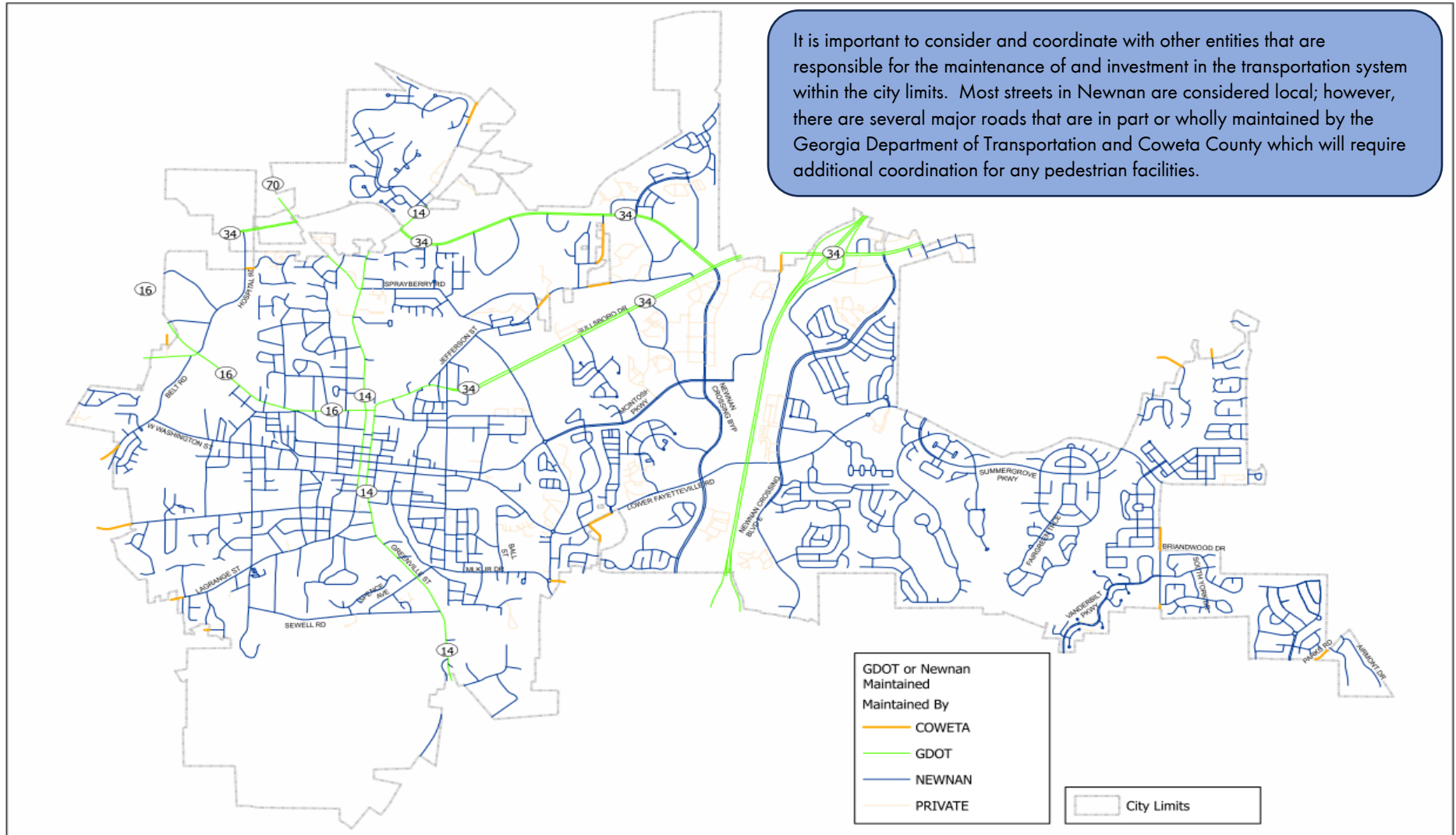
Poverty Rates Map



Data Source: US Census American Community Survey 2022 5-year estimate

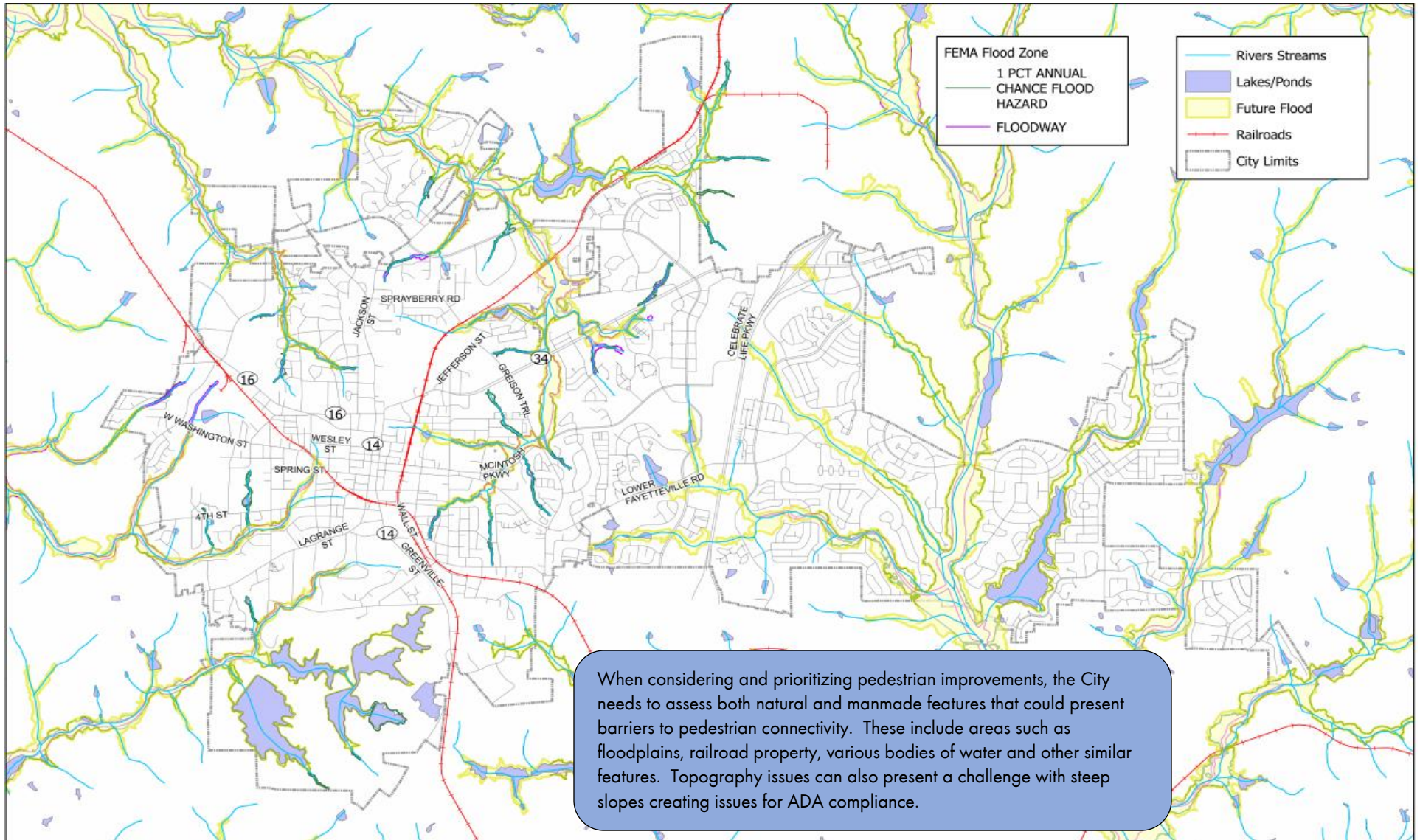
Roadway Maintenance Map

It is important to consider and coordinate with other entities that are responsible for the maintenance of and investment in the transportation system within the city limits. Most streets in Newnan are considered local; however, there are several major roads that are in part or wholly maintained by the Georgia Department of Transportation and Coweta County which will require additional coordination for any pedestrian facilities.



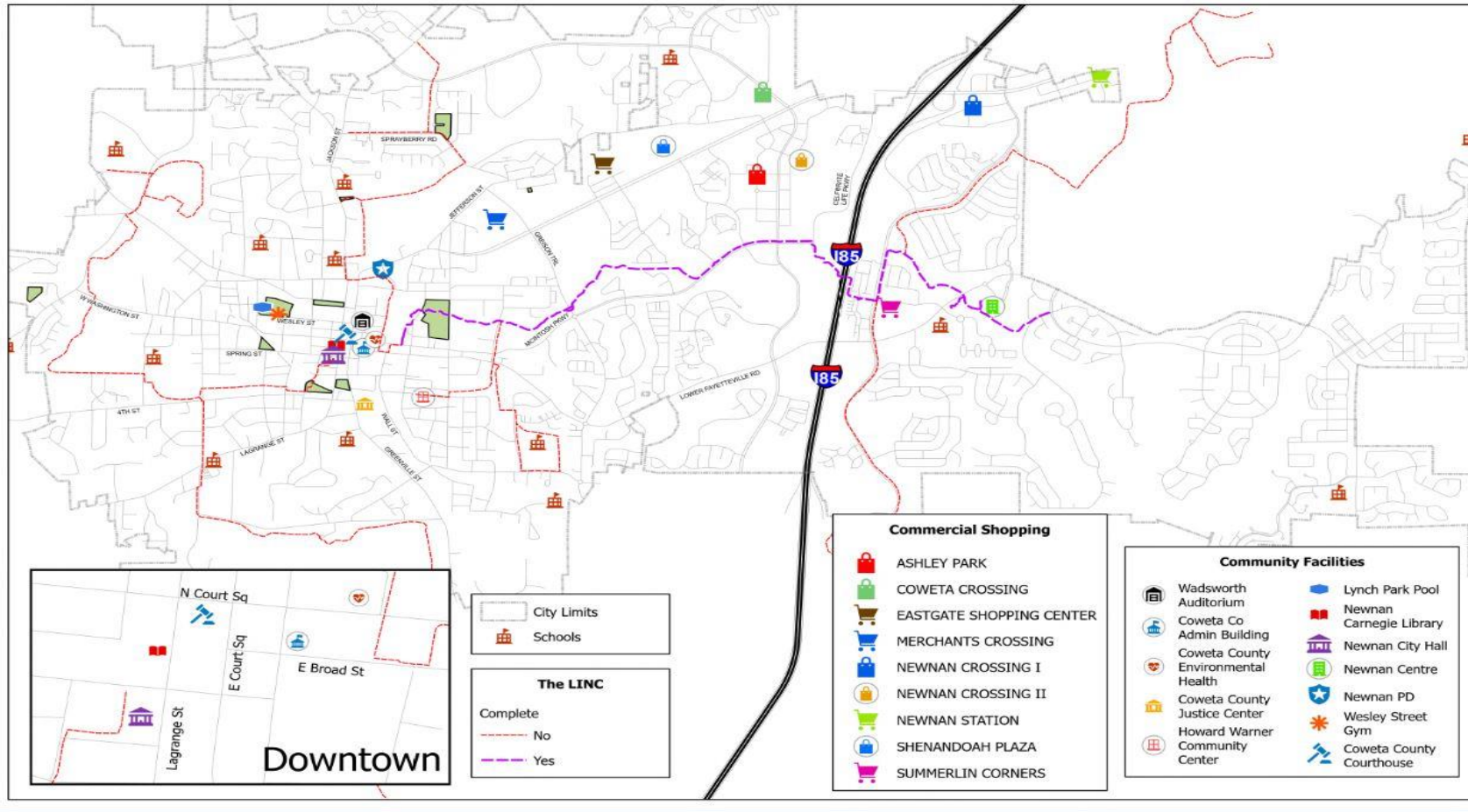
Data Source: City of Newnan

Physical Considerations Map



Data Source: City of Newnan

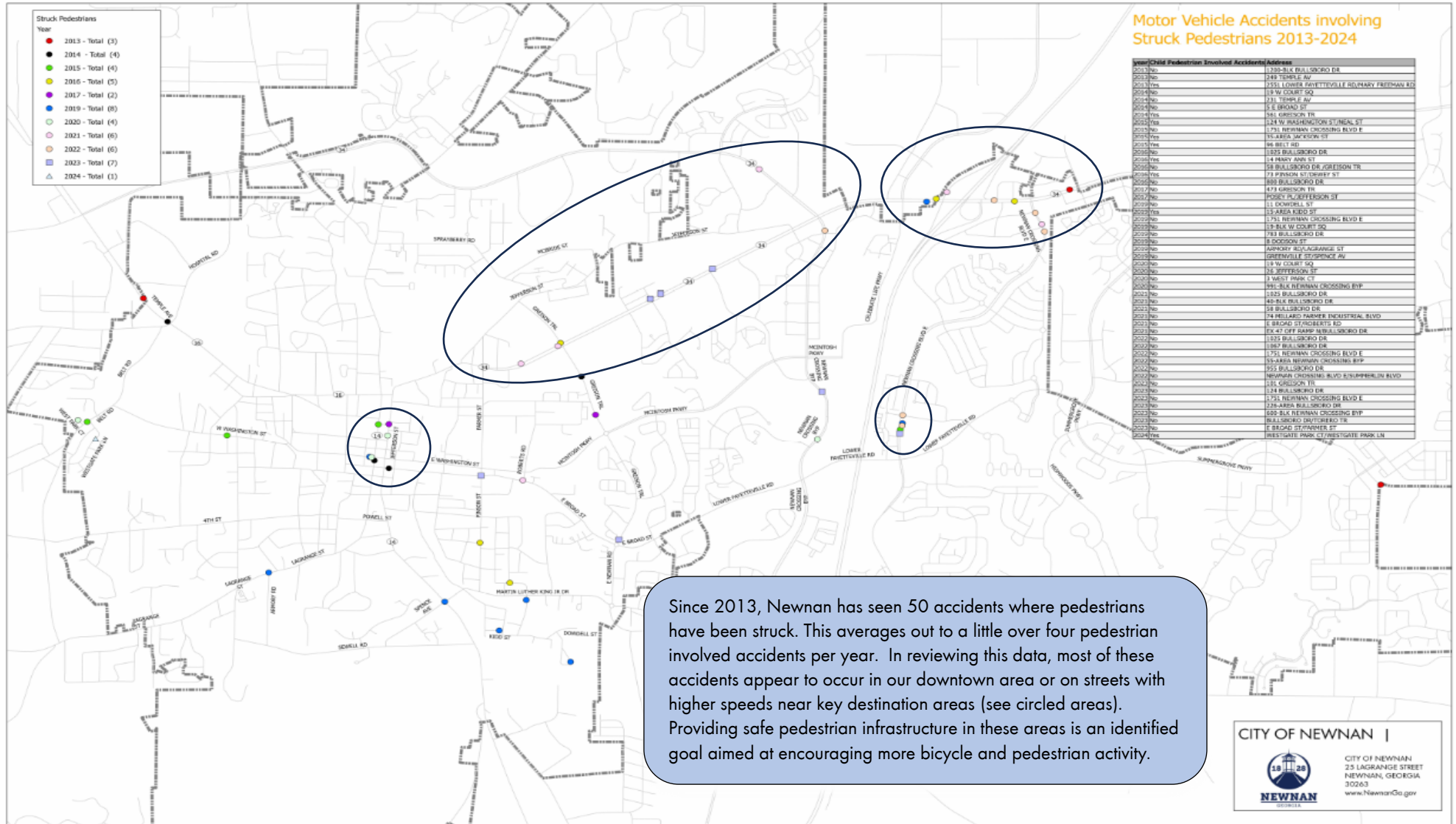
Key Destinations Map



Data Source: City of Newnan

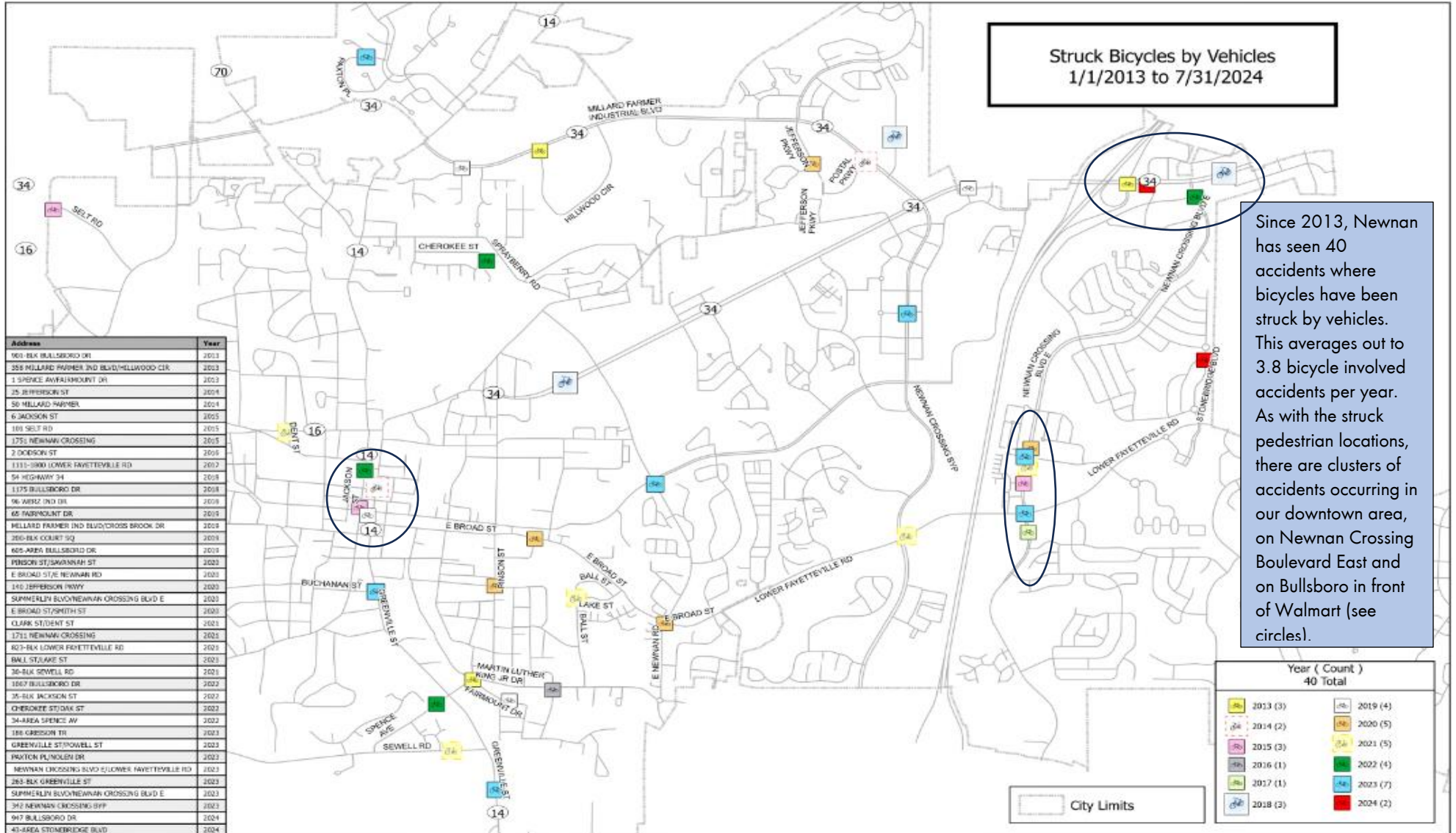
Key destinations are community amenities such as schools, churches, civic buildings, employment centers, retail areas, parks, medical facilities and other destinations that attract and cater to both residents and visitors. It is important to consider these areas when prioritizing pedestrian needs as one of the goals is to connect residents to these destinations.

Pedestrian Crash Locations



Data Source: City of Newnan

Struck Bicycles Locations



Data Source: Coweta County 911/EMA

Previous Plan Reviews

Newnan Bicycle and Pedestrian Facilities Plan (2013)

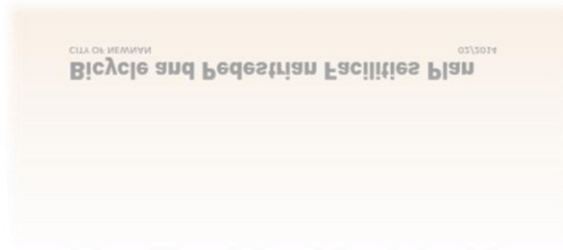
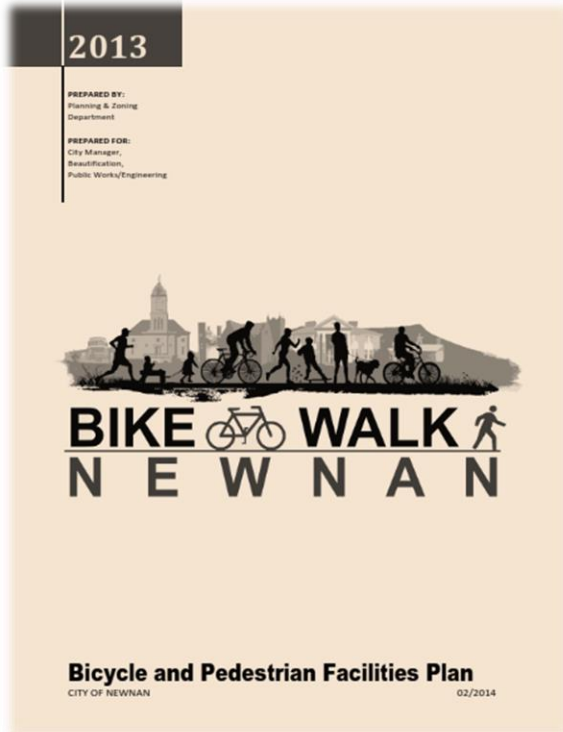
The City drafted its Bike-Ped Plan in 2013 in order to assist in locating and prioritizing future facilities. The plan included detailed information regarding design, costs, and policies, and provided a sidewalk and multi-use prioritization with scoring based on safety, destination, and ease of construction.

Key Goals

- Support bicycling and walking as viable transportation modes in Newnan.
- Promote bicycling and walking in the City of Newnan by improving awareness of bicycle and pedestrian facilities and opportunities (Public Awareness Campaign)
- Integrate bicycle and pedestrian planning into Newnan's Planning Processes.

Key Recommendations

- Require sidewalks for both new and redevelopment projects.
- Complete missing sidewalk segments, provide pedestrian signals at all intersections with crosswalks and ensure sidewalks are compliant with ADA guidelines.
- Increase bicycle parking at destinations and require bicycle parking in all new commercial, industrial, and multi-family developments.
- Focus on wayfinding to ensure that bicycle and pedestrian networks are clearly identified.



LINC Master Plan: Newnan/Coweta Trail Plan & Implementation Strategy (2017)

Key Goals:

- Create a trail system that is safe, enjoyable, convenient and attractive.
- Repurpose some of the public rights-of-way and greenspace to create safe and enjoyable spaces for walking, biking and socializing in Newnan/Coweta.
- Connect the east and west sides of Newnan with all trails leading to the downtown business district.

Key Recommendations:

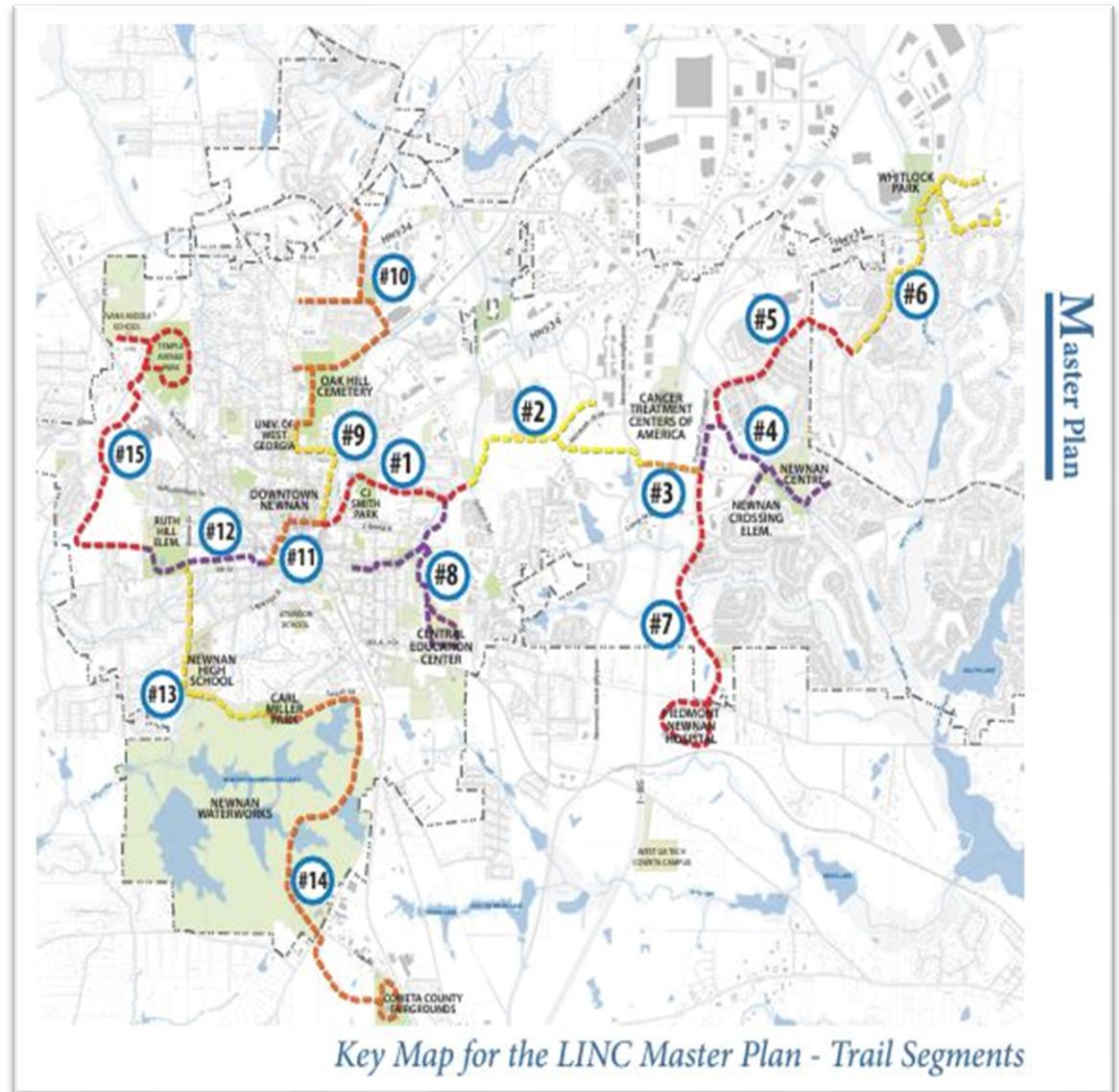
- Identified 25.5 miles of multi-use trail opportunities within the City of Newnan and Coweta County.
- Supported the creation of "Friends of the LINC" to coordinate fund raising, public relations, community education, and implementation support for the LINC.
- Developed an implementation plan that prioritized four of the 15 segments based on existing development projects, existing and projected funding, connectivity to downtown, and opportunities to provide loop trails to desired destinations.
- Recommended adoption of branding and design standards for the LINC.



LINC Master Plan Proposed Segment Locations

The LINC Master Plan identified 25.5 miles of multi-use trail opportunities that they presented in fifteen potential segments. The LINC connects schools, neighborhoods, commercial centers, and other key destinations throughout the city limits.

The first six segments of the LINC have been constructed. Users can walk or bike from Summergrove in east Newnan all the way to the downtown area. Currently, the city is looking at possibly expanding the LINC by constructing segments #12 and #13 to address facility needs on the west side of the community.



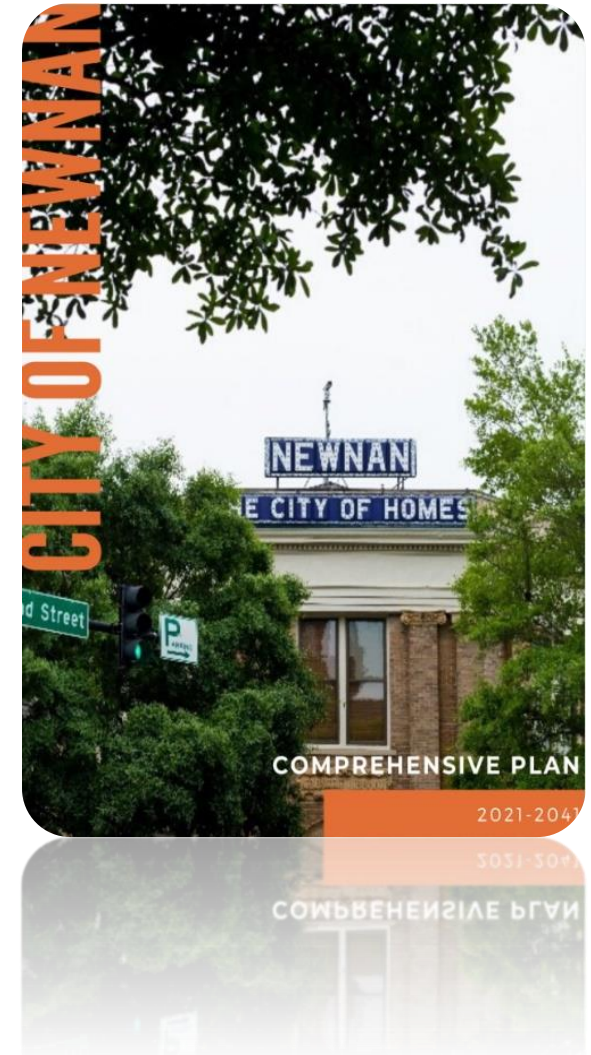
City of Newnan Comprehensive Plan (2021-2041)

Key Goals:

- Allowing and encouraging integrated sidewalks/paths citywide.
- Making connections between neighborhood schools and residential developments with pedestrian and bike facilities.
- Considering wide pathways that include pedestrian and bikeways and connecting to existing pedestrian/bike paths.
- Continuing maintenance of existing transportation network.

Key Recommendations:

- Develop the remaining phases of the LINC trail system
- Make improvements to Lower Fayetteville Road (including sidewalks)
- Develop LINC Trail system
- Sidewalks along Greison Trail, Sprayberry Road and Jackson Street
- Operational and Pedestrian Improvements along Bullsboro Drive and Clark Street



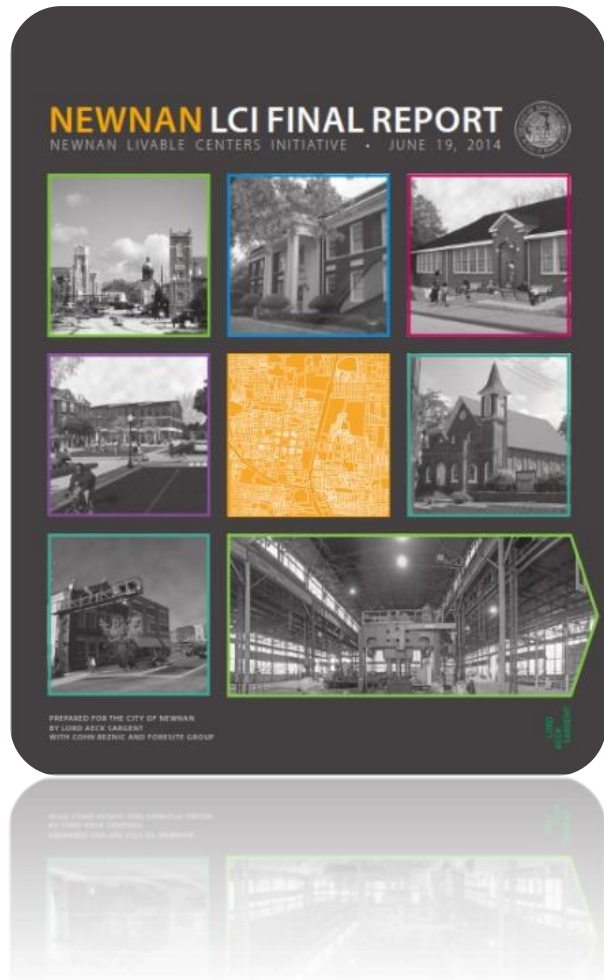
Newnan Livable Centers Initiative - LCI Study (2013)

Key Goals:

- Determine future growth strategies for the City's downtown and its historic "in-town" neighborhoods to the east.
- Provide better connectivity for existing neighborhoods to the City's core.
- Identify both long- and short-term projects and initiatives that address the transportation needs in the LCI study area.

Key Recommendations:

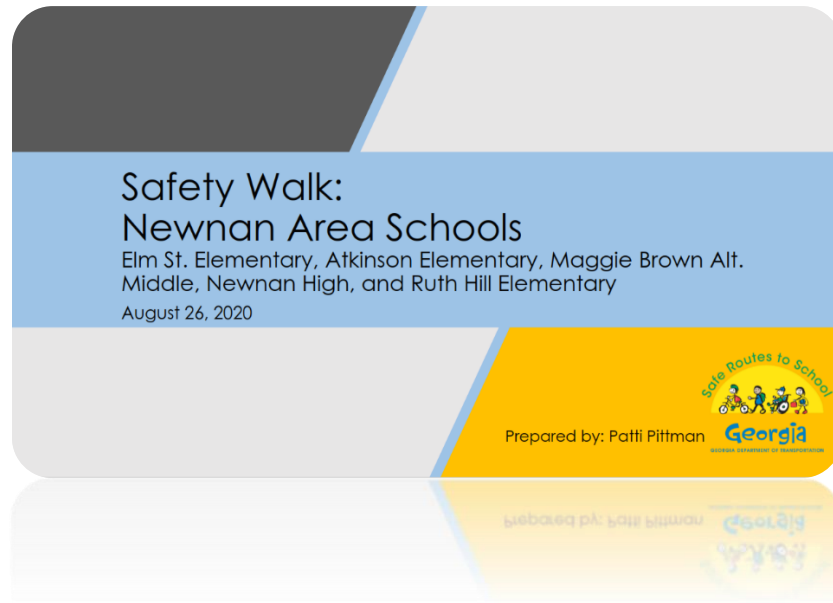
- *Transportation & Circulation* - Identified potential new street locations, operational improvements, dedicated pedestrian/bicycle trail connections and streetscape projects.
- *Development and Preservation* - Highlighted potential and ongoing construction projects as well as underutilized properties that present opportunities for future development and adaptive re-use.
- *Parks & Open Space Improvements* - Illustrated opportunities for new parks/open spaces and identified existing parks where major improvements could be made.



Safe Routes to Schools Safety Walk Report (2020)

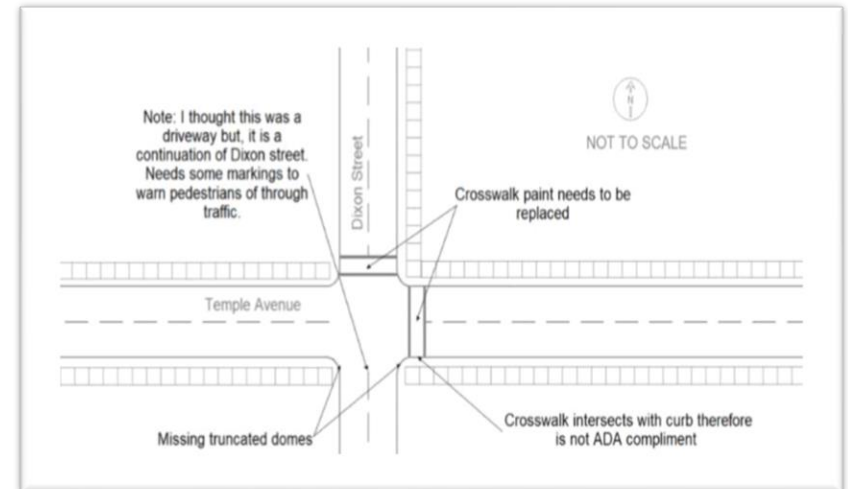
In addition to the plans listed above, the City, in conjunction with the Safe Routes to School program, conducted a safety walk at several school locations within the city limits. Specific observations and suggestions were made for each area and a copy of the report has been included as Appendix IV.

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General Observations

- The sidewalks are generally maintained with a few exceptions.
- The speeds through town are fast with high car, pedestrian, and bicycle traffic volumes. (*The speed in downtown has now been lowered to 25 mph.*)
- Street lighting is present at most intersections; however, the observation was completed during the daylight hours and the report suggested conducting an assessment at night.
- Consider educating students and the community on pedestrian and bike laws, driver responsibilities, safety and best practices.
- Consider adding bike racks at the schools to encourage students' active transportation.
- Consider scheduling walk/bike to school days.
- Consider adding Park and Walk programs and locations to help reduce traffic around the schools at arrival and dismissal times.



Opportunities and Constraints

In updating the plan, it is important to understand the opportunities and constraints that can impact the future expansion of the bicycle and pedestrian network.

Opportunities:

- Numerous county bike routes and greenway trails converge in Newnan, providing an opportunity for future connectivity to the LINC.
- The City has a plan in place for future LINC segments that may allow connections to existing neighborhoods.
- Wide arterial and collector streets outside of downtown may be retrofitted with bicycle facilities and additional sidewalks.
- Grid street network in older sections of the city provide opportunities for a well-connected network of bicycle boulevards and pedestrian walkways.
- Sidewalks associated with the Lower Fayetteville Road expansion project will provide greater connectivity to existing shopping centers, medical facilities and the LINC.
- The majority of Newnan's sidewalk network includes sidewalks and the City's current regulations require all new developments to build sidewalks as part of the project.
- Downtown businesses cater to pedestrians through their sidewalk displays and outdoor seating areas.

Constraints:

- Narrow downtown streets may be difficult to accommodate on-street bicycles with facilities beyond shared lane markings.
- Suburban-style development in newer neighborhoods lack a grid street pattern which is beneficial when seeking connectivity.
- I-85, state routes and railroad facilities can be barriers to expansion of the network due to safety, cooperation, and expense.
- Lack of resources to pay for the improvements.
- Limited right-of-ways on many older streets within existing neighborhoods.

Chapter 4 Community Engagement



City Bicycle/Pedestrian Survey

When assessing bicycle and pedestrian needs, it is important to receive feedback from the citizens who use or have access to the facilities. Therefore, the City conducted a survey that was distributed via social media, at an in-person housing event, using signage on the LINC and through community partners. A total of 245 participants provided their input on a variety of topics including attitudes about walking/biking, the need for public investment, and factors influencing their decision to walk and/or bike. They were also asked about specific locations that could be improved for better biking and/or walkability in the community. Full survey results can be found in the attachments section of this plan.

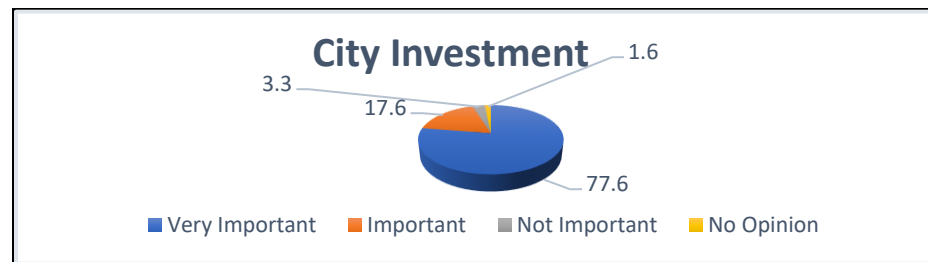


Participant Demographic Breakdown

Most respondents (88 percent) lived in the City of Newnan. Roughly eight percent more women than men completed the survey. The age distribution was well mixed with 42 percent being age 46 to 65; 27 percent age 31 to 45; 17 percent age 65+ and 9 percent age 19 to 30. Very few people under 18 chose to participate. Participant gross annual household income tended to run \$65,000 and up.

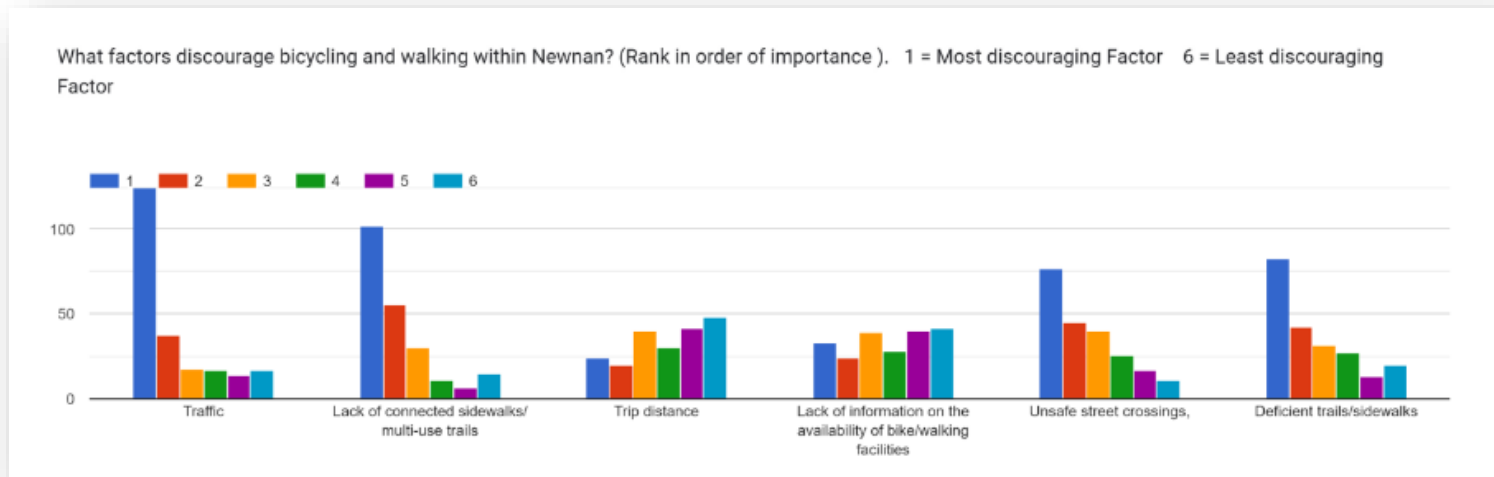
Survey Results Overview

Over 96 percent of all respondents felt that bike-ability and/or walkability were important factors when choosing where to live or work in a community. They also viewed exercise and health, recreation and quality of life as the greatest benefits. The majority of respondents also indicated that it was very important for the City to invest in bicycle and pedestrian facilities.



Participants walked and biked for social, recreation and exercise more than they did to go to work, school or to run an errand. When asked where they typically bike or walk, respondents overwhelmingly selected sidewalks, local roads and the LINC.

The survey also sought input on the factors that discouraged people from bicycling and walking. Traffic along with a lack of connected sidewalks/multi-use trails received the most votes. Deficient trails/sidewalks and safety concerns also received a significant number of votes.



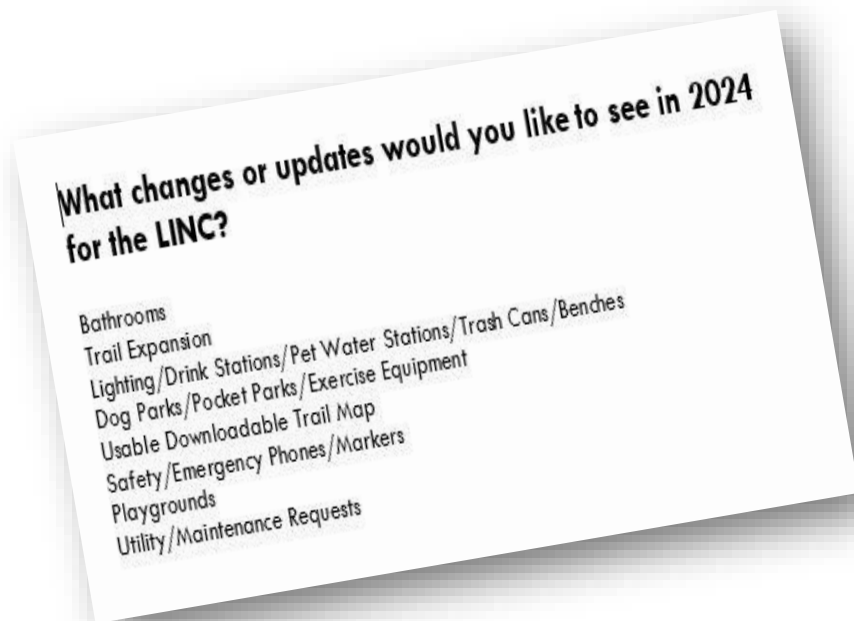
LOCATION	MENTIONS
Downtown	125
Lower Fayetteville Road	73
Newnan Crossing Bypass	53
Ashley Park	47
Bullsboro	42
Millard Farmer Industrial Boulevard	32
Newnan Crossing Boulevard East	20
Werz Industrial Drive	20

Finally, the survey wanted to determine where respondents felt improvements needed to be made to the City's bicycle and pedestrian facilities. This was an open-ended question that received over 245 total responses. The top eight areas have been identified in the adjacent table.

Respondents were also asked for any additional comments they may have regarding the City's bike/ped efforts. The top three answers were 1) Expand the LINC; 2) increase Safety; and 3) fix broken sidewalks.

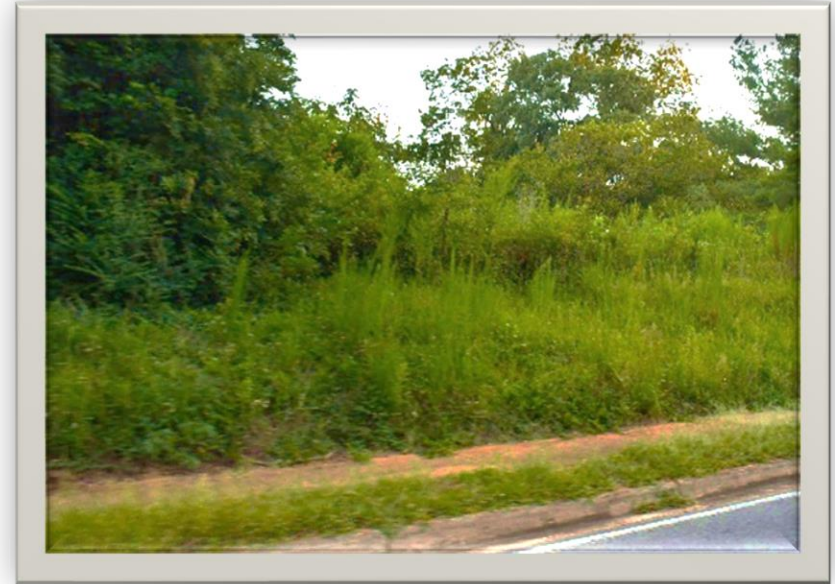
A full compilation of the survey results has been included in Appendix I of this document.

Friends of the LINC Facebook Survey



In addition to the City's survey, the Friends of the LINC provided input from a question they had previously asked their Facebook followers about changes they would like to see made to the LINC trail system in 2024. Ninety-one people responded to the survey with bathrooms, trail expansion, lighting/drink/pet water stations, trash cans and benches receiving the highest number of votes. Other suggestions were the creation of a usable downloadable trail map, emergency phones, a greater police presence and small playgrounds along the LINC for children to use as resting spots.





Chapter 5 Facility Recommendations

Project Prioritization

The method to determine the project prioritization for this plan is focused through five categories. These categories are: Safety, Destination, Ease of Construction, Sidewalk, and Right-of-Way Ownership. Each category has several subcategories which have options to determine specific conditions of a given road. Safety has six subcategories being the highest. This prioritization system uses a weight-based method to determine the final score. Due to this, each category has a total possible pre-weight score of 60 points. Since Safety has the most subcategories, it is used as the base for determining total possible pre-weighted scores for prioritization. Every other category has had a percent change formula applied to their subcategories to ensure they equal a pre-weight total possible score of 60 points. This ensures the point scale is not skewed before applying the assigned weights. Finally, the weight multiplier is applied to give the final prioritization score.

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			210
	Street Speed	10	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			180
	Transportation	15	
	Commerce	15	
	Residence	15	
	Ammenities	15	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Propertie	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			60
	Quality of Sidewall	30	
	Sidewalk Complete	30	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			660

Safety

Safety is a major priority for this project and this is reflected through safety being weighted the highest at 3.5 times the pre-weighted score. Safety, in this plan, is scored through six subcategories. The first category is the road's street speed. Data shows that roads with a higher road speed have a higher need than those with slower speed limits due to the dangers of faster-moving vehicles. The second category is if there is a crossing area risk. This comes from areas that have been identified as a risk from crash data. The third category is if there is an identified lack of vehicles. Here, the city looks at census data to determine what areas would have more pedestrian or bike traffic from a lack of vehicles. The fourth category is if there is a curb buffer. Curb buffers on roads help contribute to the safety of pedestrian or bike traffic. The fifth category is if there are street lights. Visibility is very important to nonvehicular traffic. Finally, the sixth category is if there is a raised curb. Raised curbs contribute to safety much like curb buffers.

Safety	Points (3.5 Weight)	Total Possible Points	Total Possible Weighted Points
Street Speed		60	210
35 or lower	1		
40-45	5		
50 or higher	10		
Crossing Area Risk Level			
High Risk Crossing Area	10		
Medium Risk Crossing Area	5		
Low Risk Crossing Area	1		
Lack of Vehicles			
Census Identified Yes	10		
Census Identified No	1		
Curb Buffers			
100% Roadside Curb Buffer	10		
50% - 99% Roadside Curb Buffer	5		
0% - 49% Roadside Curb Buffer	1		
Street Lights			
100% Pedestrian Street Lights	10		
50% - 99% Pedestrian Street Lights	5		
0% - 49% Pedestrian Street Lights	1		
Raised Curb			
100% Raised Curb Exists	10		
50% - 99% Raised Curb Exists	5		
49% or Less Raised Curb Exists	1		

Destination

Destination gives insight into the surrounding land uses and the modes of transportation that serve the area. Destination was given a high weight of three due to several factors. The first is that data collected by the city shows a higher likelihood of crashes depending on what types of destinations are present. This ultimately is due to the potential for high levels of bike and pedestrian traffic moving with vehicle traffic. A second reason is that this category helps to identify needs depending on how often the road would be utilized by the public.

Four subcategories were created to assess area conditions. The first is "transportation", which evaluates how many different modes of transportation connects to the road. The second, "commerce", is the number of businesses located on the road. The third, "residence", considers the different types of residences that have been built in the area. The fourth, "amenities", considers uses such as churches, retail centers, parks, etc. which tend to attract large groups of people.

Destination	Points (3.0 Weight)	Total Possible Points	Total Possible Weighted Points
Transportation		60	180
Connects to Multiple Modes of Transportation	15		
Connects to a Single Mode of Transportation	7.5		
Connects to a Planned Mode of Transportation	1.5		
Commerce			
Connects to 11 or More Businesses	15		
Connects to 6-10 Businesses	7.5		
Connects to 1-5 Businesses	1.5		
Residence			
Connects to Public Housing	15		
Connects to Multifamily Homes	7.5		
Connects to Single Family Homes	1.5		
Ammenities			
Connects to 11 or More Ammenities	15		
Connects to 6-10 Ammenities	7.5		
Connects to 1-5 Ammenities	1.5		

Ease of Construction

Ease of Construction has five subcategories that were developed in cooperation with City of Newnan's Engineering Department to determine what would be helpful information to score a road. This category has a weight of 2 and is the third highest weight. The first subcategory, "construction", determines what types of construction the road would need to be implemented. This made up of any utilities or vegetation that needs to be moved or if grading is necessary. The second, "easements", determines the number of easements needed for implementation. The third, "adjacent properties", details the number of properties that would be involved in the project. The fourth, "driveway aprons", gives insight into the number of driveway aprons that would be impacted. Finally, the fifth, "structures required", explains if there is need for any fencing, railing, or walls to be constructed.

Ease of Construction	Points (2.0 Weight)	Total Possible Points	Total Possible Weighted Points
Construction (Moving Utilities, Grading, and Removal of Vegetation)		60	120
Requires None	12		
Requires 1-2	6		
Requires All	1.2		
Easements			
0 - 5 Easements	12		
6 - 10 Easements	6		
11 or More Easements	1.2		
Adjacent Properties			
0 - 5 Properties	12		
6 - 10 Properties	6		
11 or More Easements	1.2		
Driveway Aprons			
0 - 5 Driveway Aprons	12		
6 - 10 Driveway Aprons	6		
11 or More Driveway Aprons	1.2		
Structures Required			
Needs Fence, Rail or Wall	0		
No Need	12		

Sidewalk Condition

The sidewalk category has two subcategories and is weighted at one. These two subcategories detail two important pieces of information for the plan. This first subcategory, "quality of sidewalk" details the condition of the sidewalk on the road in question. The data was collected by the city using GIS mapping and a windshield assessment of the city's sidewalks. The second subcategory, "sidewalk complete", explains how much sidewalk is complete on a given road. This data was collected using the same methods. The city uses this data to incorporate into this scoring method to understand the current conditions of the road in question.

Sidewalk	Points (1.0 Weight)	Total Possible Points	Total Possible Weighted Points
Quality of Sidewalk		60	60
100% Doesn't Need Repair	30		
50% - 99% Doesn't Need Repair	15		
0% - 49% Doesn't Need Repair	3		
Sidewalk Complete			
100% Complete	30		
50% - 99% Complete	15		
0% - 49% Complete	3		

Public Comment

The public comment category has four subcategories and is weighted at 1. The categories reflect the number of times the segment/street was identified by participants who completed the City's Bike-Ped survey.

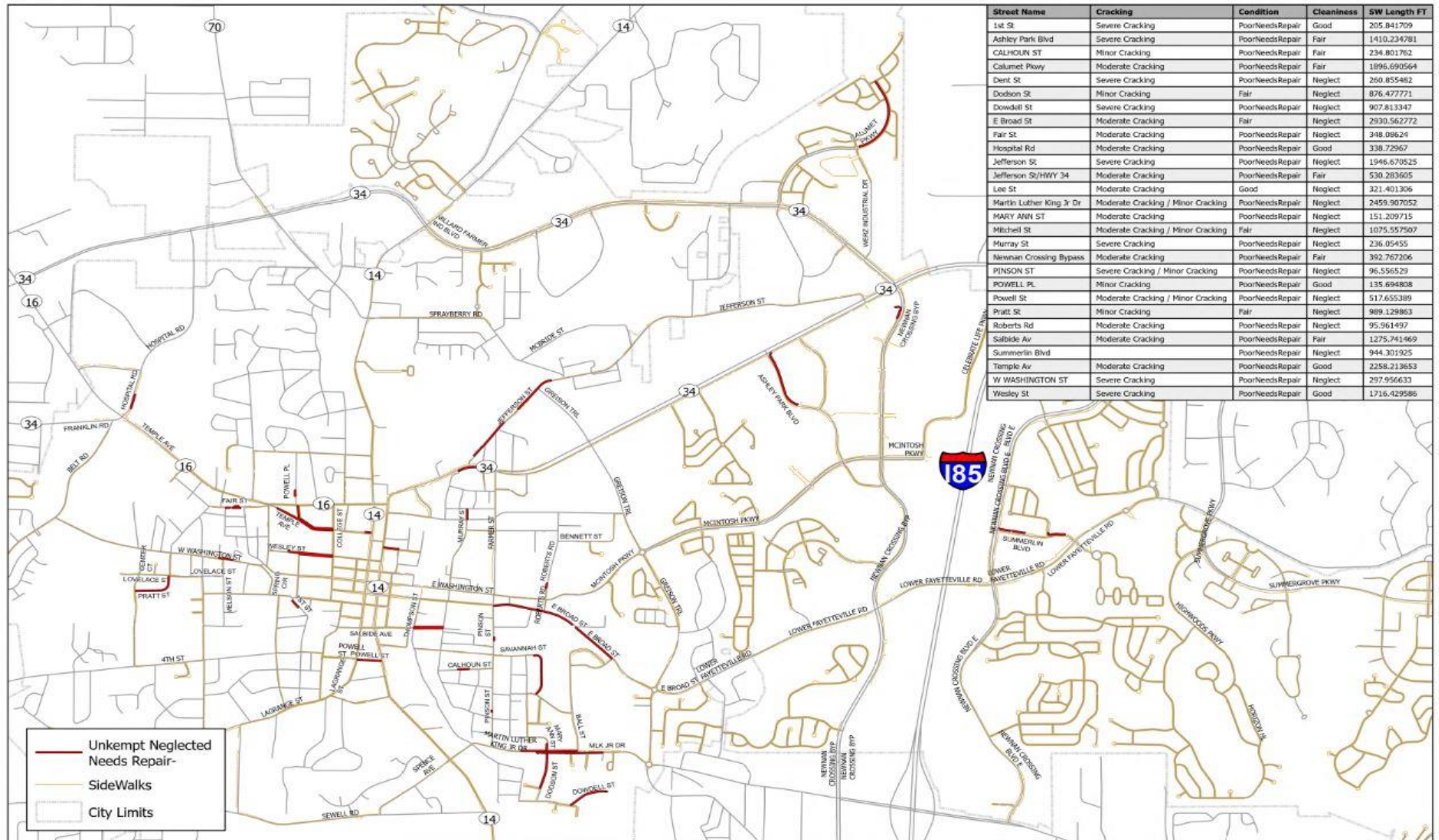
Public Comment	Points (1.0 Weight)	Total Possible Points	Total Possible Weighted Points
Survey		60	60
Area identified by more than 3 participants	60		
Area identified by 2 participants	30		
Area identified by 1 participant	6		
Area identified by no participants	0		

Right of Way

This category is weighted at a 0.5. This category helps determine the right-of-way ownership when planning for implementation. However, it is weighted the least due to having the least impact on feasibility of implementation.

Right of Way	Points (0.5 Weight)	Total Possible Points	Total Possible Weighted Points
Ownership		60	30
City or State	60		
County	30		
Federal	6		
Private or RR	0		

Sidewalk Assessment Prioritization Map



Data Source: City of Newnan

Sidewalk Segments with Fair to Poor Ratings

To address the sidewalks with the most severe issues, staff selected sidewalks that rated either “fair” or “poor” and completed a prioritization assessment. Scores were given and cost estimates were developed to help determine where future maintenance should be focused. The assessments are segment-based and do not pertain to the entire sidewalk. Cost is based on an estimate of \$70 per square yard for removal and replacement of the segments.

Street Name	Length of Segment FT	Condition	Prioritization Score	Cost Estimate (Remove and Replace)
E Broad St	2,930.56	Moderate Cracking/Unkempt	486.5	\$113,966
Hospital Rd	338.72	Moderate Cracking	473	\$13,172
Summerlin Blvd	944.30	Unkempt – Cracking TBD	473	\$36,723
W Washington St	297.96	Severe Cracking/Unkempt	473	\$11,587
Martin Luther King, Jr. Dr	2,459.91	Moderate Cracking/Unkempt	466.5	\$95,663
Lee St	321.40	Moderate Cracking/Unkempt	444	\$12,499
Ashley Park Blvd	1,410.23	Severe Cracking/Unkempt	441.5	\$54,842
Dodson St	876.48	Minor Cracking/Unkempt	441	\$34,085
Powell St	517.66	Moderate Cracking/Unkempt	429.5	\$20,131
Dowdell St	907.81	Severe Cracking/Unkempt	429	\$35,304
Fair St	348.09	Moderate Cracking/Unkempt	429	\$13,537
Jefferson St	2,476.95	Severe Cracking/Unkempt	429	\$96,325
Temple Ave	2,258.21	Moderate Cracking/Unkempt	420.5	\$87,819
Wesley St	1,716.43	Severe Cracking	420.5	\$66,750

NEWNAN BICYCLE AND PEDESTRIAN FACILITIES PLAN UPDATE 2025

Street Name	Length of Segment FT	Condition	Prioritization Score	Cost Estimate (Remove and Replace)
Pratt St	989.13	Minor Cracking/Unkempt	406.5	\$38,467
Pinson St	96.56	Severe Cracking/Unkempt	401	\$3,755
Mitchell St	1,075.56	Moderate Cracking/Unkempt	400.5	\$41,827
Salbide Ave	1,275.74	Moderate Cracking/Unkempt	397	\$49,612
Roberts Rd	95.96	Moderate Cracking/Unkempt	395.5	\$3,732
Mary Ann St	151.21	Unkempt	385.5	\$5,880
Dent St	260.86	Severe Cracking	375	\$10,145
Powell Pl	135.69	Minor Cracking	360	\$5,277
Calumet Pkwy	1,896.69	Moderate Cracking	357	\$73,760
Calhoun St	234.80	Minor Cracking	354	\$9,131
Murray St	236.05	Severe Cracking/Unkempt	326.1	\$9,180
First St	205.84	Severe Cracking	294	\$8,005

Source: Newnan Mapping Department Assessment

A scoring sheet for each segment has been included in Appendix II of this update.

Sidewalk GAP Prioritization Map



Data Source: City of Newnan

Identified Sidewalk Gaps

If the City plans to adopt a “complete streets” mentality, it needs to address existing gaps in the sidewalk system. An assessment was completed for each identified missing segment. Scores and cost estimates were developed to help determine where future construction should be focused. Cost was based on an estimate of \$65 per square yard to address the gaps shown on the Sidewalk Gap Prioritization Map.

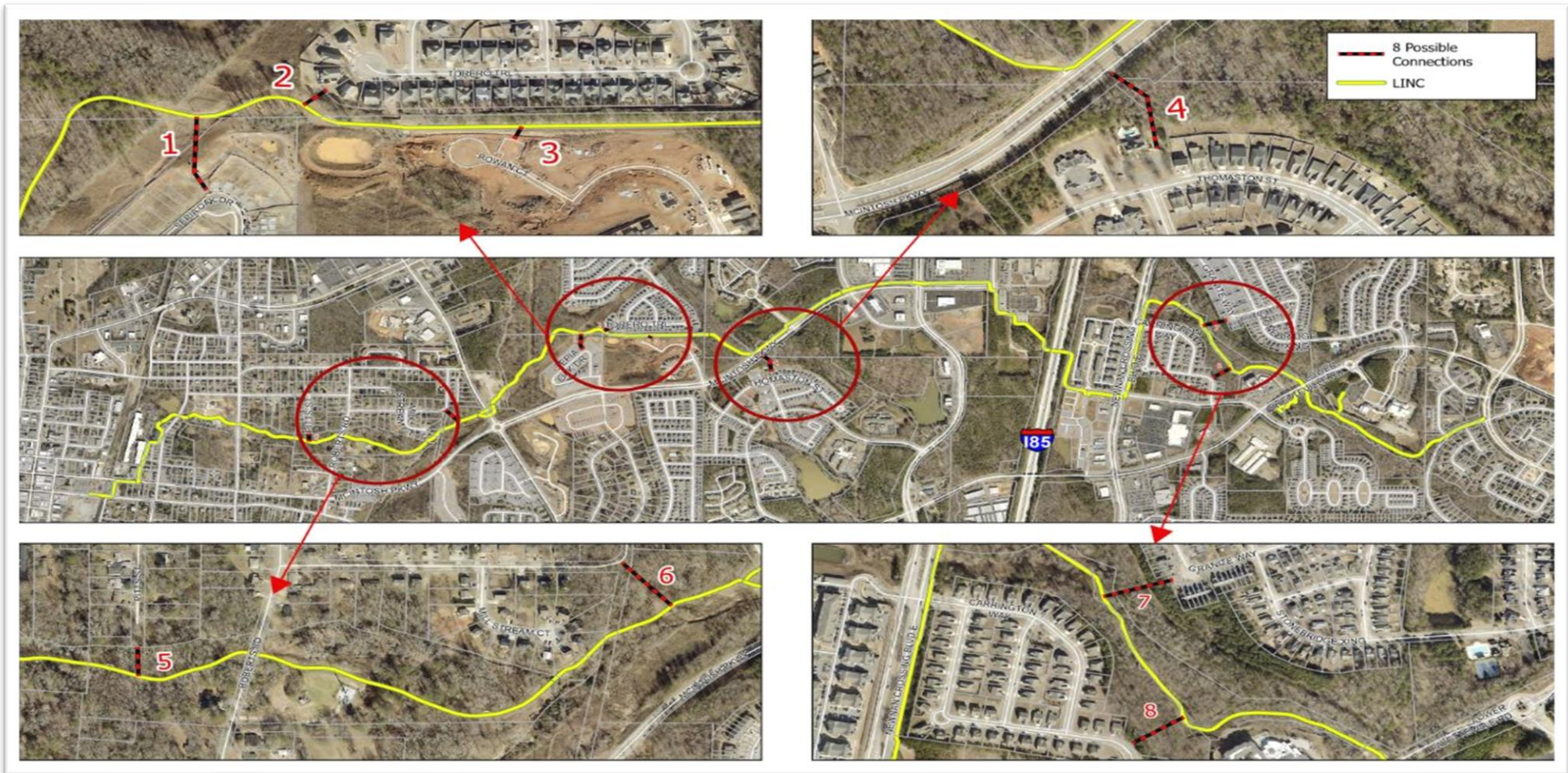
Street Name	Length of Segment FT	Prioritization Score	Cost Estimate (New Construction)
Bullsboro Dr (I-85 to Yamaha)	3,638.57	511.8	\$131,393
Newnan Crossing Byp (Ashley Park to LFR)	2,418.90	508	\$87,349
Madison St	394.73	476	\$14,254
Hwy 29 @ The Boulevard	62.46	471	\$2,256
Bullsboro Dr (Tower Pl to the Bypass)	8,004.34	464.8	\$289,046
Newnan Crossing Blvd E	3,275.04	443.5	\$118,265
Greison Tr.	1,837.19	438.5	\$66,343
Augusta Dr	326.36	406.4	\$11,785
Mitchell St	1,075.56	400.5	\$38,840
E Washington St	967.33	400.1	\$34,931
Diplomat Pkwy	354.38	399	\$12,797
Kellogg Pl	279.98	391.5	\$10,110
Lee St	788.38	384	\$28,469

NEWNAN BICYCLE AND PEDESTRIAN FACILITIES PLAN UPDATE 2025

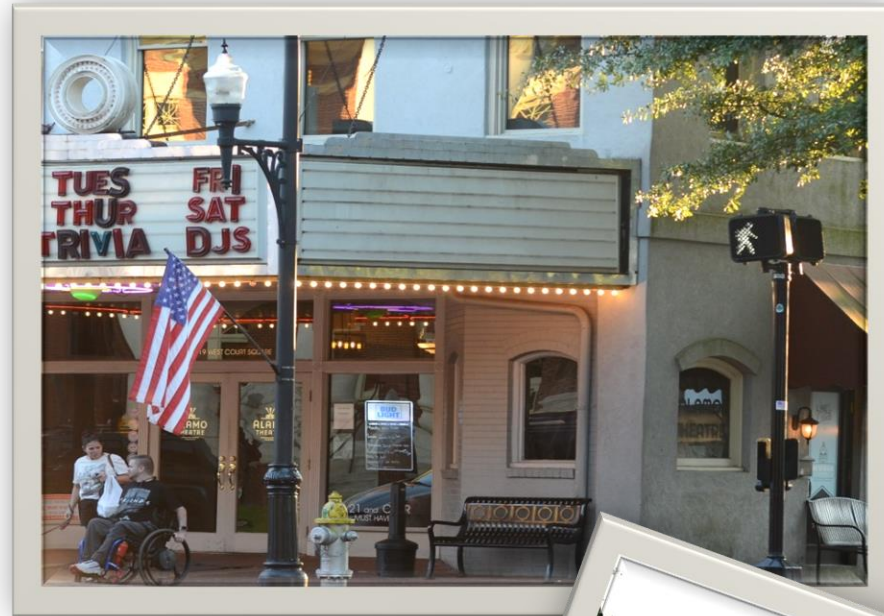
Street Name	Length of Segment FT	Prioritization Score	Cost Estimate (New Construction)
Covington Ter	82.46	373.5	\$2,978
Roberts Rd	417.65	369.5	\$15,082
Fairview Dr	267.95	369	\$9,676
Sewell Rd	3,112.89	354.4	\$112,410
Carmichael St	418.48	348.9	\$15,112
Calumet Pkwy	172.46	344.5	\$6,228
Tower Pl	319.50	343.5	\$11,538
Forrest Ln	125.71	338.5	\$4,540
Evans Dr	340.12	323.5	\$12,282
Savannah St	1,719.11	314.3	\$62,079
Calhoun St	524.15	296.7	\$18,928

A scoring sheet for each gap area has been included in Appendix III of this update.

Potential LINC Connections Map



In reviewing the current LINC facilities, it appears that connections could be made to the following residential developments: (1) The Cottages (connection already approved), (2) Bullsboro Crossing, (3) Halcyon, (4) Newnan Lakes, (5) Pitts Street, (6) Mill Stream, (7) Stonebridge, and (8) Woodbury Estates. These potential connections are based on a high-level review and may not be feasible due to constraints that may be identified during further analysis in the future.



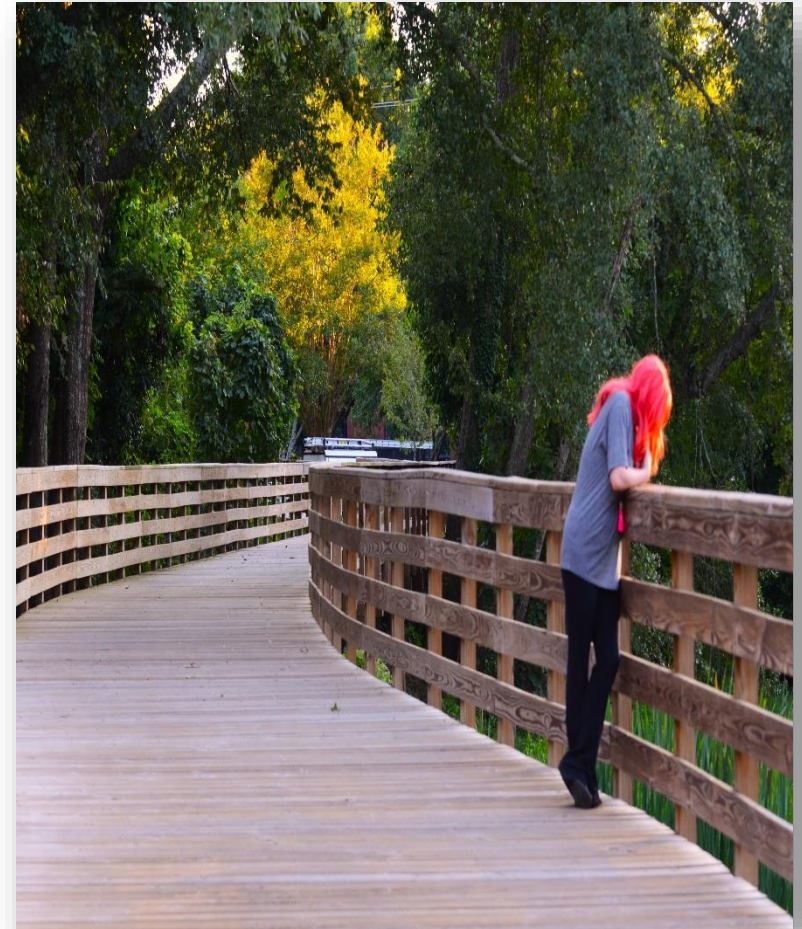
Chapter 6

Policy and Program Recommendations

The City of Newnan Bike-Ped Plan provides the long-term vision for the development of a community-wide bikeway and walkway network usable by residents and visitors for transportation and recreation. Implementation of the plan will take place over many years. The implementation strategy presents a targeted methodology for how the City of Newnan can institutionalize bicycle and pedestrian improvements into the local planning processes and projects.

Recommendations contained in this report should be considered planning-level only and each will require further analysis before implementation. Further analysis may include review of current traffic volumes, turning movements, engineering plans, parking needs, etc. Construction projects that may affect state or county highway facilities must be coordinated with GDOT or Coweta County and may need to conform to those entities' applicable standards.

Recommendations from this plan that may affect state highway facilities include grade-separated crossings of state highways, bike lanes and sidewalks on state highways, and improvements at intersections along state highways. Every proposed action in this plan that involves publicly funded infrastructure will be considered separately upon receiving funding and prior to implementation. Each project will have to comply with applicable federal, state, and local design guidelines. Upon further analysis, some recommendations in this plan may be determined not to be feasible.



The following Bike-Ped Goals are accompanied by Objectives for each Goal, as well as the Actions to be taken:

Pedestrian-Supportive Policies

Goal: *Support bicycling and walking as viable transportation modes in Newnan*

Objective 1. Implement the Newnan Bicycle and Pedestrian Facilities Plan Update recommendations.

Action 1. Begin addressing the prioritized sidewalk gap and maintenance projects over the next five years (2025-2030).

Action 2. Review goals and policies and create an implementation schedule for action items.

Objective 2. Improve safety and accessibility of the existing bike/pedestrian network to ensure people of all ages and abilities move safely and comfortably between places and destinations.

Action 1. Make intersections throughout the city safe and comfortable for both pedestrians and bicyclists.

Action 2. Consider adopting a “Complete Streets” program to ensure all modes of transportation are properly addressed on future projects.

Action 3. Identify traffic calming opportunities to reduce vehicle speed in areas heavily traveled by bicyclists and pedestrians.

Action 4. Identify future connectivity between existing neighborhoods and the LINC.

Action 5. Increase the number of bike racks in the downtown area and at other amenities throughout the city. Consider requiring bike racks for large commercial and industrial developments.

Action 6. Consider adding a leading pedestrian interval at the crossing areas along the downtown square to help address safety issues with vehicles turning left on green.

Strategic Coordination

Goal: *Integrate bicycle and pedestrian planning into the City of Newnan's planning processes*

Objective 1. *Institutionalize bicycle and pedestrian planning into the City of Newnan's Beautification and Engineering/Public Works department plans.*

Action 1. Utilize the "Complete Streets" model in new development and roadway reconstruction.

Action 2. Identify areas along the LINC where additional amenities can be located.

Objective 2 *Pursue ideal linkage of existing/proposed Coweta County bike routes and Greenway trails and promote a high level of connectivity to the LINC and the City's Downtown area from these trails*

Action 1. Develop bicycle and pedestrian wayfinding signage to clearly direct bicyclists and pedestrians along bikeways and walkways through Downtown Newnan and to the LINC.

Action 2. Identify existing state and county bike routes and include connectivity in future transportation planning efforts.

Objective 3. *Seek new funding sources and strategies to reduce the financial impact on the City.*

Action 1. Coordinate with neighboring and surrounding jurisdictions on bike/ped network expansions.

Action 2. Seek funding for bicycle and pedestrian transportation projects through grant opportunities.

Action 3. Continue to work with the Friends of the LINC and other bike/ped organizations to enhance bike/ped services.

Assessment and Maintenance

Goal: *Routinely maintain and enhance existing sidewalks and trail facilities*

Objective 1. *Assess and maintain existing and future bicycle and pedestrian facilities.*

Action 1. Formalize the process for regular maintenance of bicycle and pedestrian infrastructure including pavement markings, regular vegetation clearing and bike/shared lane markings.

Action 2. Review and update the Bicycle and Pedestrian Facilities Plan projects and program priorities every two years; update of the entire plan every five years.

Objective 2. *Eliminate gaps in existing sidewalk network.*

Action 1. Begin addressing the high-priority sidewalk gaps identified in the plan over the next five years (2025-2030).

Education

Goal: *Promote bicycling and walking in Newnan by improving awareness of bicycle and pedestrian facilities and opportunities (public awareness campaign)*

Objective 1. *Improve public awareness of the on-street bicycle network and presence of bicyclists.*

Action 1. Develop a wayfinding signage plan to increase awareness of the existing network.

Action 2. Make bicycling and walking resources available through the City of Newnan's website.

Education (Continued)

Objective 2. Support education and encouragement efforts in the city.

Action 1. Apply to become a Bicycle Friendly Community (BFC) through the League of American Bicyclists.

Action 2. Consider developing a standing Pedestrian and Bicycle Advisory Committee (PBAC) to focus on plan implementation and obtaining funding for bicycle and pedestrian projects and programs.

Action 3. Consider hosting/partnering on community events that educate and encourage biking and walking in Newnan.



Chapter 7 Implementation

The City of Newnan Bicycle and Pedestrian Facilities Plan Update concludes with an implementation plan that recommends priority projects, provides potential sources of funding and lists organizations with design guideline information to ensure pedestrian and bicycle facilities are constructed to the appropriate standards.

Recommended Priority Projects

When determining which projects to prioritize, there is typically a discrepancy between the cost of the project and the available funding. Therefore, it is important to identify projects that best use limited funds. The recommended projects are just a starting point for conversations and are based on the city staff's assessment of current conditions. In addition, the costs associated with each project is an estimate based on current cost per square yard and could fluctuate due to supply costs, use of city labor, passage of time and other unanticipated factors.

Top 5 Recommended Maintenance Projects

Lee Street – This project only involves a segment of 321 feet located on the north side of Lee Street and running from Jefferson Street to Perry Street. With the improvements to the sidewalks surrounding the Wadsworth parking area, this would complete the sidewalk repairs in that area. In addition, the estimated cost of the project is relatively low at \$12,499.

Martin Luther King, Jr. Drive - This area sees a lot of pedestrian activity and is located in census tracts rated highest for poverty rate and households without access to vehicles. This area also services the Continuing Education Center, Housing Authority properties, and some of the only commercial properties in Chalk Level. The improvements would run 2,459 feet from Price Street to Hastings Street with an estimated cost of \$95,663.

Jefferson Street – The identified segments are located between Bullsboro Drive and Sprayberry Road. This sidewalk would tie into the proposed roundabout; therefore, providing a more complete street for the area. The total length of sidewalk improvements is 2,476 feet with an estimated cost of \$96,325.

Wesley Street – Located in the downtown historic area known as Rocky Hill, this sidewalk is heavily used as it provides access to the city gym, pool, Pickett Field, Lynch Park and the Boys and Girls Club. The estimated cost for this project is \$66,750, which would address 1,716 feet of deficiencies.

Salbide Avenue – Salbide Avenue provides connectivity between downtown and the existing historic neighborhoods and the Chalk Level community. The City has been working to address sidewalk deficiencies in this area and these repairs would complete those efforts. The estimated cost is \$49,612 for 1,275 feet running from Thompson Street to Robinson Street.

Top 5 Recommended Gap Projects



Greison Trail – The Greison Trail area provides a direct connection to the commercial areas on Bullsboro Drive as well as many apartment and townhouse developments. It also serves as a trailhead for the City's LINC. The right-of-way is heavily used by pedestrians, as is evidenced by a worn path where sidewalk gaps exist. This project would add 1,837 feet and would address missing sidewalk segments from The Preserve to just beyond the roundabout on McIntosh Parkway. The cost of the project is estimated at \$66,343. Once this is completed, consideration should be given to adding new sidewalk connecting to Bullsboro Drive.

East Washington Street – This gap runs from Murray Street to Farmer Street. It was identified in the LCI study and once connected, the sidewalk will provide access to the LINC as well as the Ashley Park area. The gap is 967 feet and is estimated to cost \$34,931.

Lee Street – This City is considering a master plan for the railroad district and completing this sidewalk will help address pedestrian traffic in that area. The gap runs from Perry Street to Andrew Street and is 788 feet long. Estimated cost for this improvement is \$28,469.

Madison Street – The gaps on Madison Street are primarily on its north side running from just before its intersection with Perry Street to Beaulieu Place. With the redevelopment of the old city jail and the Pathways building, this would complement the Lee Street improvements and enhance connectivity between the railroad district and the downtown. The estimated cost is \$14,254, which addresses 394 feet of sidewalk.

Savannah Street – Savannah Street is in the heart of the City's redevelopment area. It is also located in the census tract with the highest poverty rate and number of households without access to vehicles. In addition to the Howard Warner Center, the Verona Rosser Center, and the Community Action For Improvement (CAFI) office, many pedestrians use Savannah Street to access the retail store at the intersection of Savannah Street and Robinson Street. This project would address nine gaps or 1,719 feet of new sidewalk. The estimated cost is \$62,079.

Additional Implementation Tasks

Task 1 - Adopt a policy requiring new construction within 100 feet of the LINC to include bike racks. This would apply to all non-residential developments, subdivision amenity areas, and all multi-family developments with clubhouses, and/or amenity areas including townhouses.

Task 2 - Appoint a representative to participate with the Atlanta Regional Commission's (ARC) Regional Active Transportation Roundtable

Task 3 - Determine the feasibility of placing sharrows on streets within the city limits. (See Potential Streets for Sharrows Map – Page # 59)

Task 4 - Hold a bike safety event in conjunction with the Friends of the LINC.

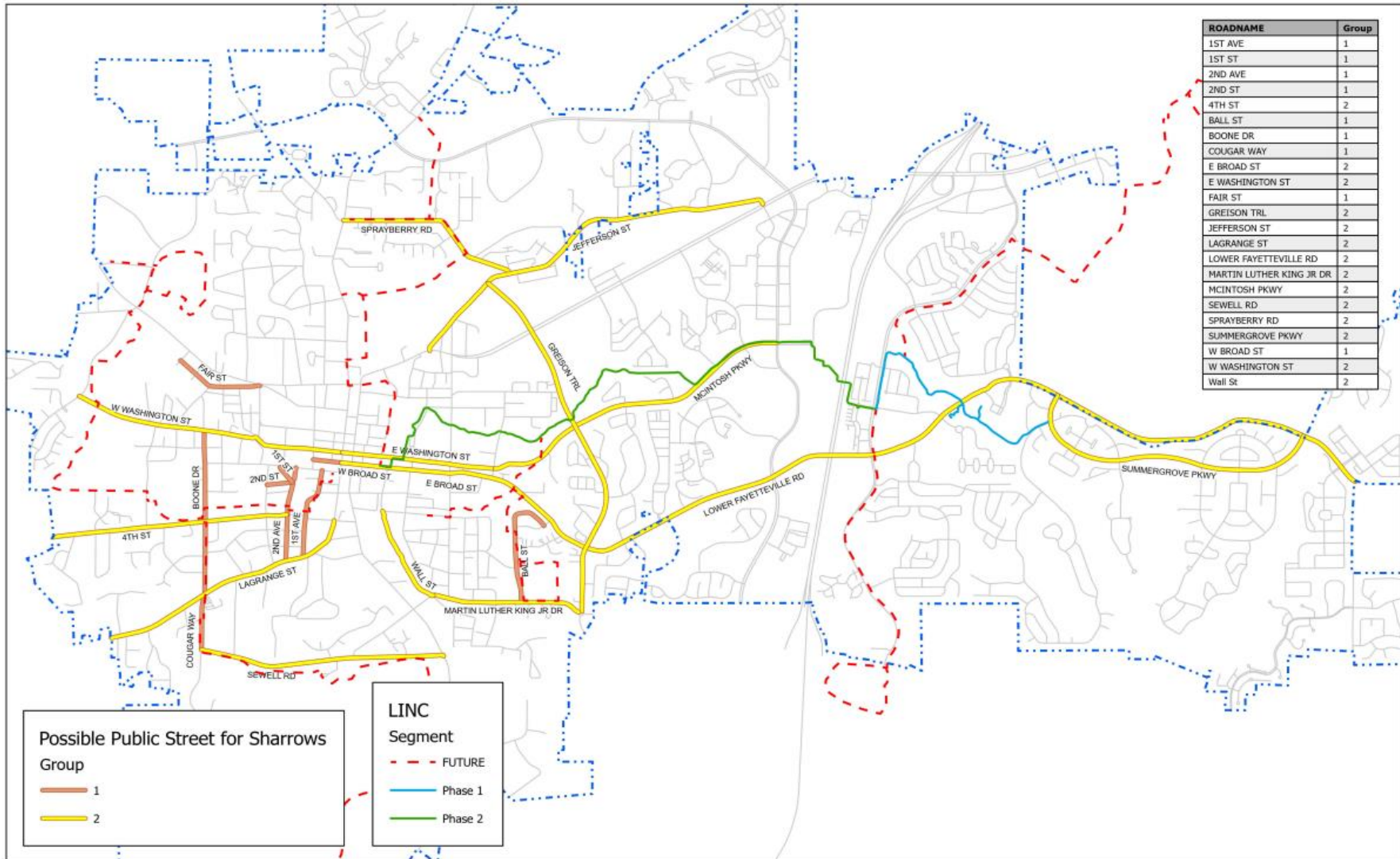
Task 5 - Market the Newnan LINC Roller Coaster Bike Trail

Task 6 - Identify possible mountain bike trail locations that could connect to future LINC expansion areas.

Task 7 - Identify city properties and facilities where bike racks can be installed.

Task 8 - Investigate seeking "Bike Friendly Community" and "Runner Friendly Community" designations.

Potential Streets for Sharrows Map



Data Source: City of Newnan

Funding Sources

SPLOST (Special Local Option Sales Tax): The City has identified SPLOST as a source of funding for multiple transportation projects listed in its 2024 Capital Improvement Element update. SPLOST is a 1% sales tax approved by voters for a set period that is used to fund capital projects. It helps reduce pressure on property taxes by being generated by everyone who makes a retail or online purchase in the county.

LCI (Livable Centers Initiative Funds) via Transportation

Improvement Program (TIP): LCI is a grant program, administered by the Atlanta Regional Commission (ARC), that “incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide access to jobs and services.” The City was selected and conducted an LCI study back in 2013, which makes them eligible to apply for implementation funds through ARC’s TIP program.

Impact Fees: Impact fees are one-time fees charged for new construction to help defray the costs associated with expanding capital facilities to serve new growth and development. They ensure that builders/land developers pay their proportionate share of the impact their development will have on certain public facilities. The City adopted an impact fee program in 2004 and roads, streets and bridges remain one of the public facilities funded through the program.



Funding Sources (Continued)

Grants: There are grants at both the state and federal levels that can assist the city with transportation funding. The Federal Highway Administration (FHWA) and the Office of the Secretary of Transportation has several grants which can be used for bike and pedestrian projects. A few examples are TAP (Transportation Alternatives Program), the Safe Routes to School program, Safe Streets and Roads for All program, and the RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant.

Private Development: Currently, the city requires all new development to include sidewalks as part of the project. The sidewalks must be built to GDOT standards and be ADA (Americans with Disabilities Act) compliant. This allows the city to increase its pedestrian network without having to pay for the additional facilities.

Non-Profit Organizations: Possibilities exist for the city to partner with non-profit groups that champion alternative transportation efforts. Funds have been used in some communities for wayfinding projects, bike-rack installation, and to sponsor bike/ped awareness and educational events.

Design Guidelines and Standards

The general design guidelines for pedestrian and bicycle facilities can be found in the documents listed in the table below:

Guide for Planning, Design, and Operations of Pedestrian Facilities	The American Association of State Highway Transportation Officials (AASHTO)
Special Report: accessible Public Rights-of-Way Planning and Design for Alterations	Access Board
ADA and ABA Accessibility Guidelines for Buildings and Facilities	Architectural and Transportation Barriers Compliance Board
Accessible Shared Streets: Notable Practices and Considerations for accommodating Pedestrians with Vision Disability	Federal Highway Administration (FHWA)
Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts	
Federal Highway Administration Bicycle and Pedestrian Planning, Program, and Project Development	
Manual on Uniform Traffic Control Devices (MUTCD) Part 4 (11 th Edition): Pedestrian Control Features	
Manual on Uniform Traffic Control Devices (MUTCD) Part 7 (11 th Edition): Traffic Controls for School Areas	
Getting Around Town	
Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disability	
Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflict	Institute of Transportation Engineers (ITE) and Congress for New Urbanism
Bicycle and Pedestrian Planning, Program and Project Development	
Designing Walkable Urban Throughfares: A Context Sensitive Approach	
Urban Street Design Guide	National Association of City Transportation Officials (NACTO)

Conclusion

The City of Newnan strives to create a vision of the community as a place where bicycling and walking help serve the transportation needs of both residents and visitors. The Newnan Bicycle and Pedestrian Facilities Plan helps carry this vision forward by outlining a strategy to develop a safer walking and bicycling network and an active transportation culture through programs and events.

Walking and biking are affordable transportation options available to everyone. By using this update, the City can ensure that transportation decisions will consider existing and future needs, identified opportunities, and potential issues that will create a legacy of active, healthy transportation options for generations to come.



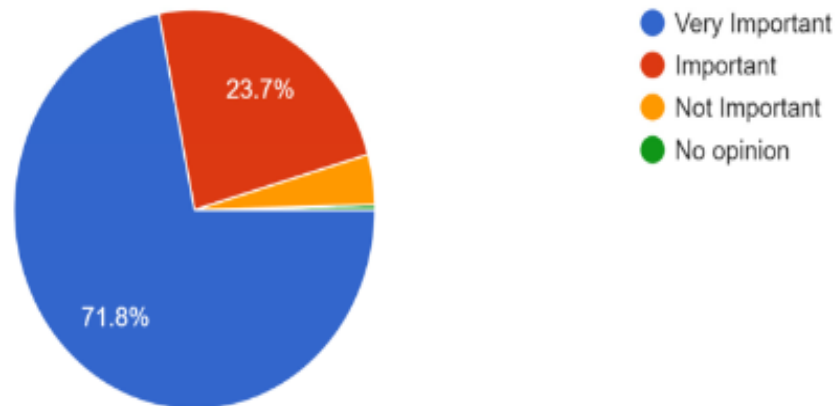
Appendices





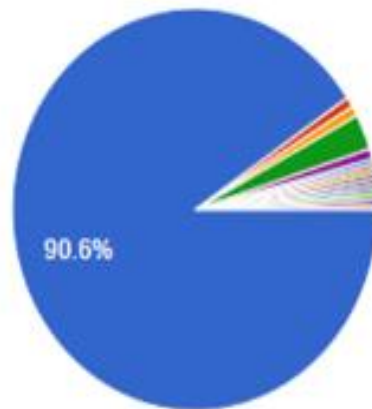
Bike/Ped Survey Responses

How important do you think bike-ability and/or walkability is when choosing where to live or work?
245 responses



What do you think is the most important benefit that you receive from bicycling/walking?

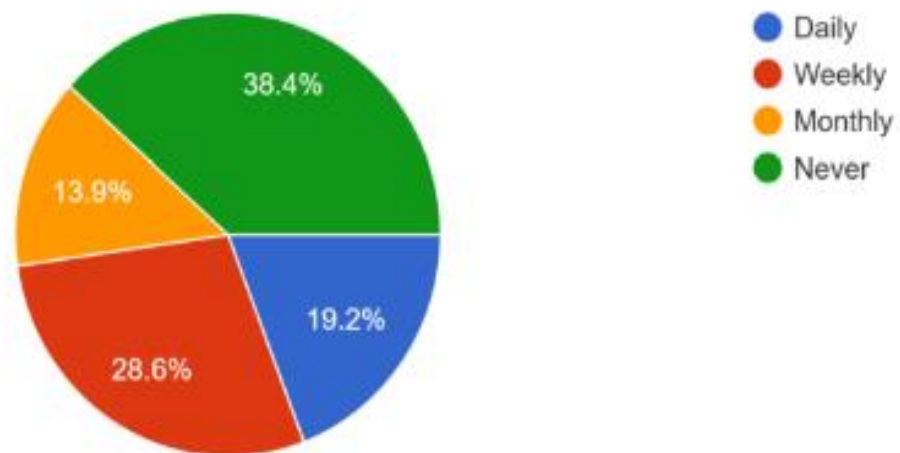
245 responses



- Exercise and Health, Recreation, Qual...
- Connectivity to Schools
- Environmental Impact
- Commuting Options
- All the above
- I believe that all of the above are equa...
- I'm in a wheelchair and our sidewalks...
- Safety
- dont care
- Not necessaril
- walking dogs
- All of the above
- Accessibility for thsoe with disabilities
- more energy
- All of them

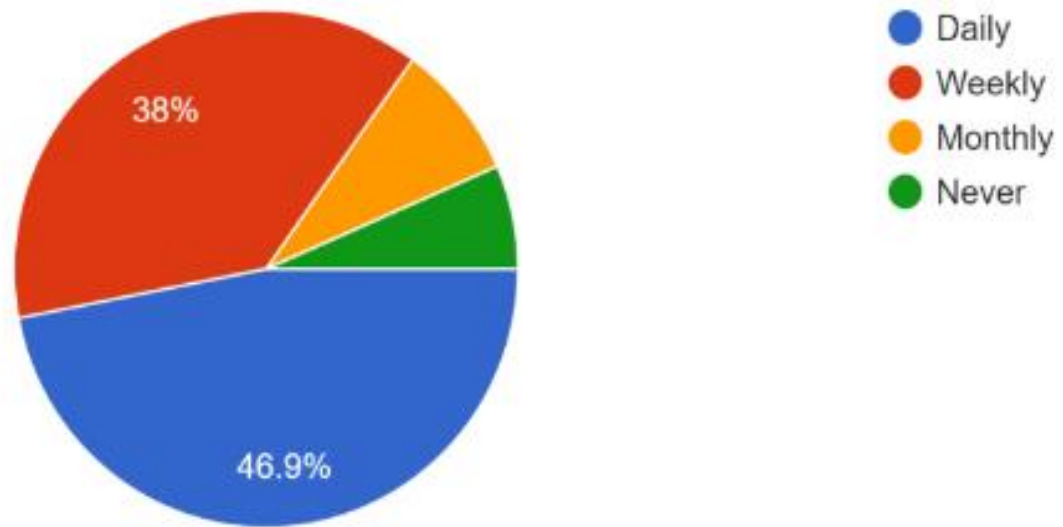
How often do you walk or bicycle between home, work, school or to run an errand?

245 responses



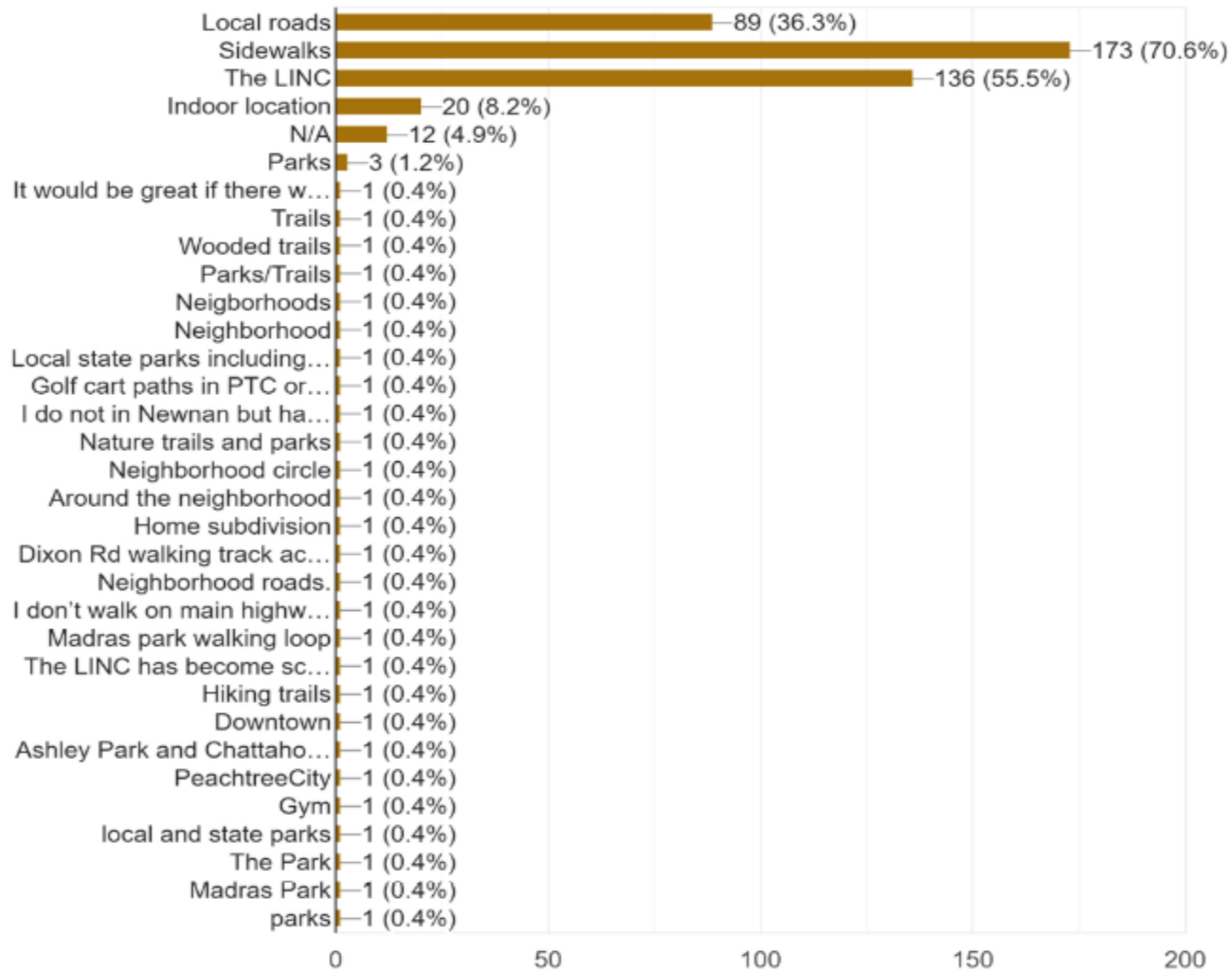
How often do you walk or bicycle for social, recreation or exercise?

245 responses



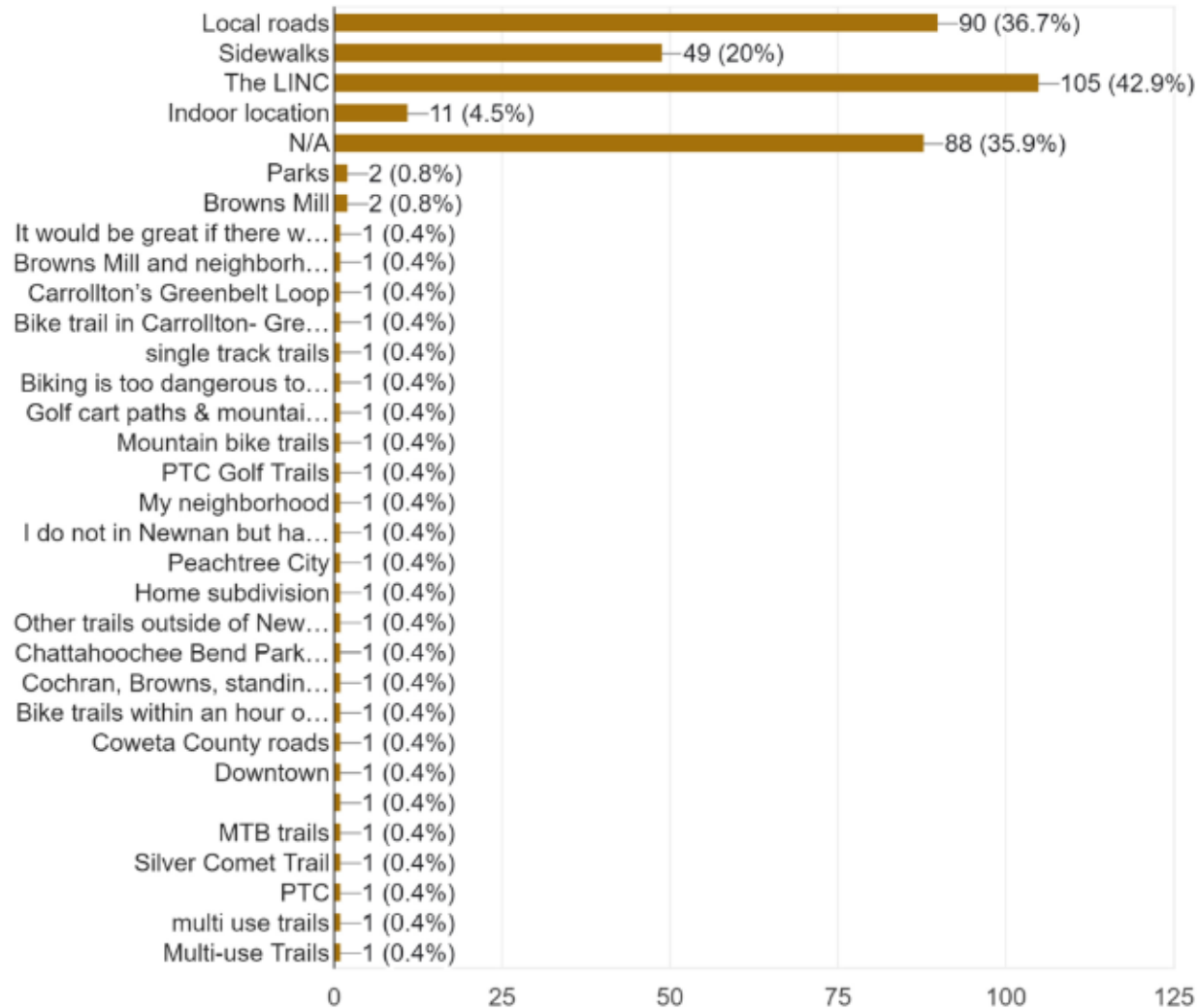
If you regularly walk, where do you usually choose to undertake this activity? Choose all that apply.

245 responses

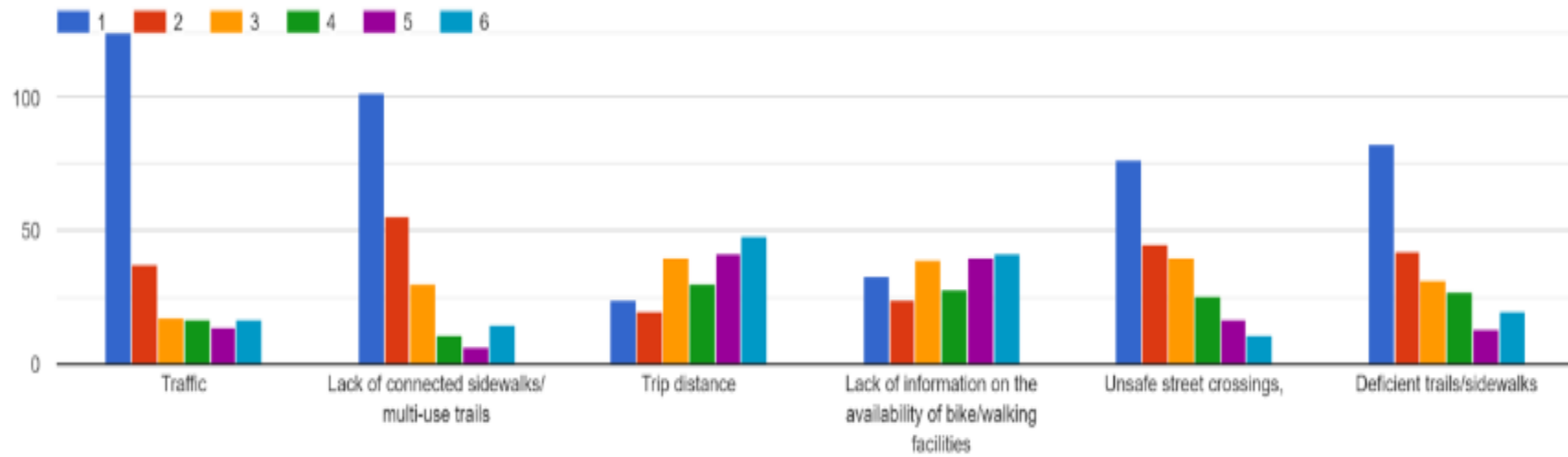


If you regularly bike, where do you usually choose to undertake this activity? Choose all that apply.

245 responses



What factors discourage bicycling and walking within Newnan? (Rank in order of importance). 1 = Most discouraging Factor 6 = Least discouraging Factor



If you have other factors not listed above, please briefly describe below.

54 responses

will not bike on a 4 lane+ busy road
Public restrooms, water refill station, pet relief areas
to use the Linc most pp have to load up their bikes & then drive there - go one direction, turn around and go back to your car
The City is poised to become more of tourism destination. Walkability and Bikeability are critical to tourism infrastructure.
Lack of respect by car drivers
Bicycles are to steal. More bike parking where you can lock your bike to a sturdy structure would be great around downtown and Ashley Park.
Parking for teal, beginner options, and bathrooms nearby
Would love flatter trails to ride on.
Parking is limited near LINC access points.
Unsafe bike lanes
For road cycling, there are no shoulders or bike lanes
Sidewalks are not consistent through out the city often ending in random places forcing pedestrians to walk on the side of the road. For instance, there is no safe way to walk/bike to the Carl Miller Park as there are no sidewalks directly going to the park.
Drivers who fly by both ke riders
Better maps for the linc
Cross walk enforcement is non existent and drivers routinely react to bicyclist on the roads with hostility.

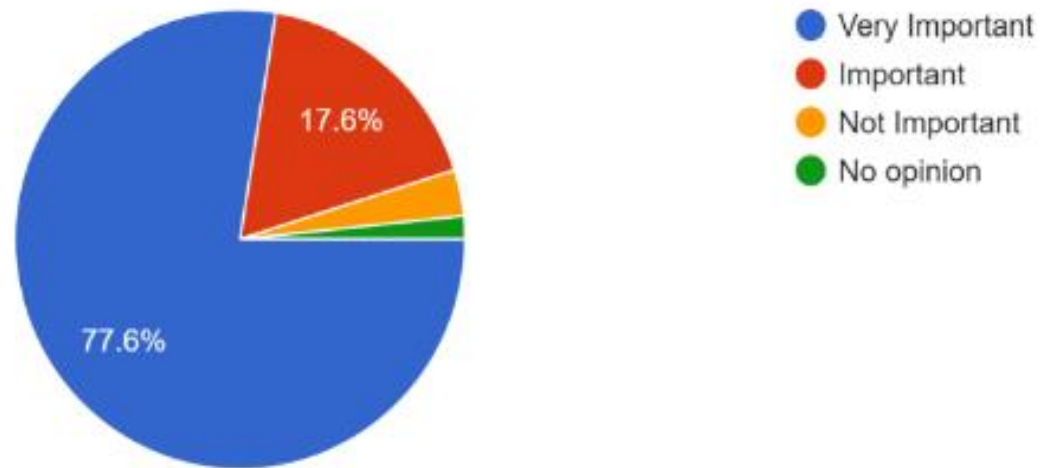
Do NOT waste money on more bicycle paths. They are empty now.
The linc section off of McIntosh Parkway is desolate. No lighting, cameras, etc. Construction workers hanging by the trail making me feel quite uncomfortable. Long story short - security Sidewalk and overhanging tree maintenance; having to interact directly with traffic when no sidewalk is available or to avoid debris, trees, damage
Our sidewalks are terrible. Sometimes they just randomly end. Also inLOVE the Linc and frequently use it to get to our local roads and county roads for long distance cyclibg
Lack of bike lanes or shared lanes
Roads too narrow - and with the new rumble strips
Failure to maintain grass, weeds, and area around sidewalks makes it unsafe and unpleasant to walk or bike on Rast Broad Street. It is difficult to cross the street by bike or on foot because missing curb cuts and height of curb/sidewalk above street level at intersections and conditions of sidewalk.
People's awareness of traffic laws and pedestrian
Downtown speed limit is not enforced
No map or trail head.
No restroom/facilities or water fountains accesible without walking up to business locations.
The side walk is unfinished on industrial warts and it is scary walking or riding my bike!
Restroom, water station availability
SPEEDING cars in LaGrange Street. It's 25 MPH no matter if school is in session or not. And still 25 MPH after passing the school leaving the city.
I am legally blind and live on the square in Newnan. The crosswalk indictators are blocked by trees often. Beeping crosswalks would be extremely helpful.
Blocked walkways by vehicles or trash

Lack of bike lanes on primary roadways
Crossing the LINC on Newnan Crossing Blvd and Bypass is dangerous as hell. PTC's overhead crossings would be better
Speaking more to trip distance, my destinations are spread out over miles. More places in a smaller geographic area, like downtown, would make this more appealing.
Currently, only restrooms are available at the parks, which becomes a factor in which sections of the Linc we most frequent.
The city needs sidewalks for pedestrian safety.
If we had a path network like PTC it would be amazing for travel and recreation
It is illegal to ride a bike on the road and the streets are not wide enough to ride safely.
N/A
The biggest issue is the lack of bycycle lanes on public roads
Lack of bicycle lanes or shoulder
Safety is also an issue I consider when trying to decide where to go walking. For example, as a woman, it doesn't feel safe to do the Linc road alone. Also, some streets are a bit deserted so pedestrians may try to avoid those as much as possible when walking.
No bike lanes anywhere in the city, city is generally hostile toward cyclists and pedestrians
No bike lanes/paths on bullsboro or lower fatyetteville road.
Speeding traffic on local roads is very discouraging with kids

I like it when i can access all of the trails from one entry point
Living near downtown doesn't feel as safe as it should with 18 wheelers flying down Jackson st all day, homeless people roaming, and an abundance of pitbulls in the area
Jackson st is insane people drive 55 past my house all day long. 18 wheelers and dump trucks pass within minutes inches of the sidewalk it isn't safe. People treat it like a highway. We have got to lower the speed limit to 25 and actually enforce it within city limits. Stop allowing thru traffic for semis and large trucks.
We would love to see more of the linc finished
A few more seconds to cross streets.
Please decrease posted speed limits from downtown to Ashley park so we residents with LSVs and golf carts can ride safely to Ashley Park from downtown!
Please open up golf cart paths so we can access to go shopping and restaurants
I don't think its safe for bicyclist to be on main roads
Living in a rural area there is no where to ride.

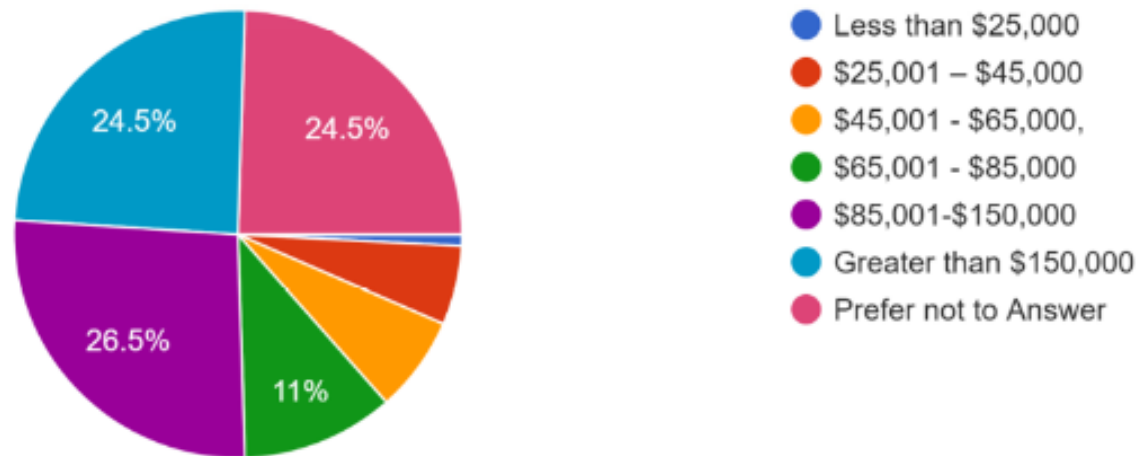
Do you think it is important for the City to invest in bicycle and pedestrian facilities?

245 responses



What is your gross annual household income?

245 responses



List up to three locations that should be improved for better bike or walkability in the community.

(Ex: Intersection of Lower Fayetteville Rd & Newnan Crossing Bypass)

Court Square
connections to downtown
Downtown sidewalk repairs are needed in some areas
Intersection of Lower Fayetteville Rd & Newnan Crossing Bypass
More connection points for those who live outside the city limits, such as at the recreation centers. I'd love a connection at Hunter Recreation Center.
Sharpsburg McCullum road
Newnan to ptc
I'm not familiar enough with all the locations in the area
Bullsboro
Downtown to Fairgrounds/Browns Mill
Though downtown,
Poplar Rd corridor, but I'm thinking that may be county.
Lower Fayetteville Rd
After you have crossed the 85 bridge going west bound before you get to the hospital there is a tall black fence that blocks the view from oncoming traffic or pedestrians on the linc. There are multiple curves that needs mirrors so you can see what is approaching or lower the fence. This is a dangerous path.
Atkinson Street crossing Clark Street at UWG.

Intersection of McIntosh pkwy and Newnan
Crossing blvd
Crossing the street -Newnan Crossing Blvd. at the Kroger
None
Within and around the Railroad District downtown
Summer Grove to the LINC - narrow bridge and sidewalks in Summer Grove
connect the LINC all the way to PTC
1. Lower Fayetteville- Newnan to central soccer fields
Downtown newnan close to Coweta fairgrounds
All of the roundabouts.
Lower Fayetteville Road
Clark Street/Temple Ave.
LaGrange Street from City Limits to Downtown
none
The Linc should come all the way to Parks Road since there are neighborhoods in the City of Newnan an located that far out.
Bike lane on Greenville St
LINC crossing at Newnan Crossing Bypass
Bullsboro
Amlajack

Ashley Park connection to Target and other stores
Linc Intersection at Newnan crossing bypass
Lower Fayetteville and Mary freeman. Mary freeman to east Summergrove (no complete sidewalk or bike lane. Hunter complex to linc
Most roads need a wider margin or shoulder past the white line.
Central Library area for biking
Lake Redwine/Happy Valley area
Intersection of Lower Fayetteville Rd & Newnan Crossing Bypass
Please extend the Linc trail so we have more safe places to walk and ride safely
Court Square downtown - coming off the Linc on bicycle up Washington is fine, but be nice to have a dedicated way to ride to/through the square
Millard Farmer Industrial Blvd (notably between HWY 29 & HWY 34)
Yes and along the bypass
Lower Fayetteville & Newnan Crossing Bypass
roads to include more shoulders/bike lanes
Mary Freeman Rd & Poplar Rd
Na
Linc made longer around city.
Intersection of Lower Fayetteville Rd & Newnan Crossing bypass
Above mentioned Sewell Rd. to Carl Miller Park down to Newnan High
Thomas crossroads area
Anywhere you have subdivisions, walking. Or biking access to stores would be a good idea. Elderly and others cannot always drive.
Hampton Rd

Bullsboro @ Newnan Crossing Bypass
Almost all of the Link road crossings. Some drivers either don't treat these as legal crossings and ignore the pedestrians' rights,
Lower fayetville
Millard Farmer and Jackson Street
lower fayetville road and the newnan bypass
access to LINC and downtown
Intersection of Lower Fayetteville Rd & Newnan Crossing Bypass
Lagrange Street after their highshool
On the Linc, public restrooms at the Nixon Center and at the Fire Training Center would be helpful.
Lower Fayetteville and Lora Smith
Lower fayetville road (general)
Connecting lakes of white oak neighborhoods with kingsbrook pebble creek with lower Fayetteville, summergrove and linc using the available land on Sullivan branch
Downtown Newnan and surrounding area
The highway to get to Aldi
Newnan Crossing Bypass
Sharpsburg town, East Coweta Highschool, Hwy 154, Marion Beavers Road
Thomas Crossroads
Crossing lower Fayetteville rd From SummerGrove to White Oak
Those place where you have or had designated bike routed
Intersection of Lower Fayetteville rd and newnan crossing bypass

East Broad Street
Hwy 29/16
Pine Road
Corinth
Lora Smith Road
Newnan circle
Court Square (should close streets for pedestrians only on weekends, should raise crosswalks or paint yellow to improve safety)
Downtown
Temple
Bullsboro
Temple ave
Exactly^ I see people walking from the apts there to the grocery store daily with no sidewalks.
Dangerous!!!
Bullsboro- bike paths from downtown Newnan to grocery stores on Bullsboro (Kroger, Publix)
Crossing Clark street at Dent St / College St / Duncan St
None. There are many completely unused bicycle paths on roads now. We have sidewalks.
Lower Fayetteville
Dangerous to cross at Newnan Crossing Bypass intersecting with City of Hope Road
(Celebrate parkway)?
Better tree trimming, removal of dirt/mus on and around sidewalk, streetlight maintenance (cut back overgrowth around street lights(along Newnan Crossing from Stillwood to Lower Fayetteville Rd.

Thomas crossroads intersection of 154 and 34
Lower Fayetteville Rd & Newnan Crossing Bypass
Lower Fayetteville Rd & Newnan Crossing Bypass intersection
Werz Industrial from Calumet roundabout to Millard Farmer. Sidewalk already in place part of the way along Commonwealth community. A lot of folks walk to work and shop and walk along the curb/road which is very unsafe.
Werz Industrial Blvd
Hertz industrial blvd
Wertz Industrial Blvd
stop spending my tax dollars - CUT PROPERTY TAXES!!!!!!!!!!!!!!
Lower Fayetteville Rd & Sullivan Rd
Wertz Industrial and Newnan Bypass
Werz Industrial Blvd;
Millard Farmer Blvd
Industrial BLVD
Werz Industrial Dr between Millard Farmer Industrial Blvd and Calumet Pkwy
Werz Industrial
Werz
Werz Industrial Boulevard all the way to the Circle.
Lower Fayetteville rd, hwy 29
Werz Industrial
East broad street
East Broad Street sidewalks across the RR tracks are a mess. No curb cuts for wheelchairs, strollers, bikes, or pedestrians to safely cross or access sidewalks. Sidewalks are broken and uneven. New sidewalks not poured to match the old pebbled sidewalk. No wheelchair access near train depot after RR crossing. People parking on sidewalk and blocking it is dangerous and inconsiderate.
None

A restroom on the LINC close to the Nixon Center
Newnan crossing between Low Fay and Poplar
E Broad St and railroad crossing in downtown Newnan
Whole town also industrial areas to be able to bike to work without trouble and danger.
Going south down Newnan Crossing Bypass from the intersection with Lower Fayetteville should have a consistent sidewalk or trail to hospital/Chick Fil A/RaceTrac/etc.
More wide bike paths through downtown Newnan neighborhoods - along Creekside
sidewalk on Poplar Rd between Newnan Bypass and MLK
Poplar Rd
Newnan Crossing Bypass for LINC
Intersection of lower Fayetteville and Newnan crossing blvd
Down town area
The example was going to be my first location.
Water reservoir in newnan
Downtown Newnan - All Sidewalks
Adding sidewalks to Lora Smith road

Bullsboro
Werz industrial
Werz Industrial
Downtown intersections
Werz industrial to Millard Farmer
Werz Industrial
Q
None
Werz Industrial & Miller Farmer Industrial Rd
na
Lagrange st
Millard Farmer
Jackson Street crossings
Put in a sidewalk along Mary Freeman to connect Welch Elementary to Eastlake subdivision. It looks like it could be done easily and would provide access for many
Welcome Road to Downtown
lower fayetteville rd & newnan crossing bypass (always scary to cross there & never feels like the walking sign is long enough).
Industrial Wertz finishing the unfinished sidewalk
Summergrove to Welch Elementary School
Connecting a sidewalk from Jackson St and the bypass
Madras
Greison Trail

Crossing Jackson st. at the intersection with Clark
 Upper Jackson ST. The sidewalk is extremely narrow and right on the road unlike the wide and safer sidewalks downtown
 Jackson st from Millard farmer ind all the way into town
 Et. All
 Connection to Senoia Trails
 Lower Fayetteville and Newnan crossing boulevard, we like to do a loop of the linc and it's very tricky getting up lower Fayetteville back to the linc
 Hwy 54 to Fischer
 Lower Fayetteville
 downtown sidewalks need to be repaired espically on clark st/ college st.
 bike/ sidewalks paths around town with clearance room on SR27
 Bullsboro
 Roscoe Rd
 Local neighborhoods
 Lower Fayetteville and Bypass
 Lora Smith
 McIntosh decrease speed limit to 35 to use for LSV/golf carts
 Sprayberry Road
 Linc system needs to open paths for golf carts
 None
 Any stretch of lower Fayetteville. Too scary to walk or bike.

Slow down traffic on LaGrange St
 Featherston Height neighborhood
 Thomas crossroads
 Lower Fayetteville rd
 Industrial Werz & calumet parkway
 Jackson Street/Bullsboro Intersection
 Linc and Newnan crossing
 The intersections around the historic courthouse. Crosswalk indicators are blocked by trees. Beeping indicators would helpful.
 We need a bike path to Ashley Park
 Jefferson and Jackson
 Sewell Road
 Intersection of Lower Fayetteville Rd & Shenandoah Blvd
 East Newnan
 Millard farmer x roscoe into downtown
 Along Hwy 34
 Where the trail kind of just stops just short of historic downtown. It could be a nicer more grand entry and exit into that part of town.
 By old Newnan
 Ashley park to old navy area
 Sprayberry Road

Tall utility box at Northwest corner of Spring St. and LaGrange St. blocks southbound driver's view of pedestrians crossing Spring St.
 Ashley park and newnan crossing bypass.
 Newnan Bypass
 Lower Fayetteville Rd, Newnan crossing bypass, and near walmart
 Down town Newnan
 Ashely Park Across from BJs and Old Navy
 n/a
 N/A
 The path between texas roadhouse and walmart
 Hwy 29 N
 Mary Freeman
 Ashley Park
 expand outward from existing
 N/A
 N/A
 Bullsboro
 White Oak/ Sullivan Rod to Summergrove
 29 HWY
 29 HWY Rd
 lower fayetteville

Ashley Park
 Can the link be extended further down lower Fayetteville twoard HWY 154
 Intersection of Bullsboro/Hwy 34 and Millard Farmer/Newnan Crossing Bypass.
 Clark Street at Jackson Street
 Bypass & Poplar
 N/A
 Greison Trail
 Downtown
 N/A
 Newnan Crossing
 Downtown Newnan
 N/A
 Lower Fayetteville Road
 Downtown
 N/A
 N/A
 Country Club Road
 All of Lower Fayetteville Road
 N/A
 The crosswalk lights don't change on the link bypass
 N/A
 Bullsboro
 N/A
 N/A
 downtown

intersection by ashley park

west washington

N/A

downtown

N/A

Beverly Park/Browns Mill - connect with sidewalk to get to downtown

Wider bike lanes in downtown newnan

sharpsburg area

4th street

Rt 34

From Calhoun St to Downtown

Build a bridge by Newnan Crossing Lync Trail

connections to Ahley Park

N/A

Intersection of Poplar Rd & Newnan Crossing Bypass

More bike parking at Ashley Park, especially charging points for e-bikes.

Downtown

Downtown to Madras (Heritage, Wesley Woods, Madras Park and School)

Jackson street

Millard Farmer Road North of 34

After passing the 85 bridge west bound you come to a green painted crosswalk by the hospital. If cross you can follow the link to the left but if you go right on the very nice and wide side walk on the road by the hospital you get to the back of "At Home Store". But there is no side walk connecting the road on the other side. A 40ft side walk would make all the stores on that side accessible without having to bike down to the heavier traffic areas. I would love to show someone this. This would a great improvement and probably one of the cheapest. As of now one has to walk or bicycle across a grassy field.

Linc intersection at Newnan crossing Blvd

Drivers need more education about other road users.

Senioa area for biking

Madras area

Lower Fayetteville and Newnan Crossing Blvd

Sidewalks to continue on Broad/Lower Fayetteville to at least Newnan Crossing Bypass

Jackson St

Downtown

connectivity of sidewalks and existing trails

Na

Something from Lake Redwine area to Downtown would be nice.

End of Linc at McIntosh Crossing over Newnan Crossing. Cars turning left DO NOT yield to pedestrians. Several reports of parents with strollers, small children biking almost hit. Should be a bridge or tunnel as cars DON'T expect pedestrians

Hwy 154

Biking trails should not mix with roadways at all. Senioa bikers are aggressive and hinder traffic

Baker Rd

Crossing the street-Newnan Crossing Bypass at the City of Hope

There are few, if any, areas to safely cross Bullsboro/Hwy 34 ..especially near major shopping centers including Ashley Park.

Lack of walking/biking access trails to the YMCA

add dedicated bike lanes across the county

East Coweta HS- Central Soccer Fields

Corinth road

Lower Fayetteville and Newnan Crossing

Poplar Road

Sewell Road

none

More safety features between Greison Trail and the Skate park. People on the Linc are very vulnerable there in the woods and there is a lot of crime in those neighborhoods.

Bike lane on LaGrange St

LINC crossing at Newnan Crossing Blvd

E Washington st

Poplar Road @ NCB

Any section of hwy 29 up to the country club

Intersection of Lower Fayetteville Rd & Newnan Crossing Boulevard

Temple Ave in general	sidewalks and bike lanes all along Bullsboro from downtown to city limits
Connecting the Sprayberry Rd Dog Park to the Linc	Bullsboro
Lower Fayetteville and Shenandoah	4th street
Access from linc to kroger lower fayetteville and newnan crossing blvd	Bypass
Overpasses on Newnan Crossing blvd and bypass	new crossing
High and Middle Schools	Where ever there are sidewalks people will use them!
Marion Beavers Road, Lee Middle School	Bike path/sidewalk from Downtown Newnan to Mitchell Powell Library
Intersection by East Coweta High School	Crossing Jackson And Jefferson at Wesley
Newnan Bypass Near Ashley Park	We do not want these paths.
Tommy Lee Cook area	Mary Freeman
Jefferson street	Linc should be wider in some areas. Some areas the size of a side walk.
Lower Fayetteville Road	Better connection to LINC for pedestrians and walkers from areas nearby.
Lower Fayette	Extend the LINC to west side of county. Franklin Hwy/Welcome Rd area for example.
	Poplar road
Expanding the path system further east along the Lower Fayetteville Rd corridor	E Broad St Lower Fayetteville Rd
Sidewalk on Bypass between Poplar Rd and Ashley Park	Hwy 34 toward downtown newnan
Turkey Creek Rd	Along Bullsboro Dr between Millard Farmer and Greison Tr
Sprayberry's/Roscoe Road sidewalk ends to downtown.	Powell Branch library area
Not sure	Werz Industrial Boulevard all the way to the Circle
Smokey road area	Greison trail
Sidewalks on Lower Fayetteville Rd around Newnan Crossing Elementary.	Farmer street and the LINC trail. Pedestrian signals are installed on the wrong sides of the trail on each side of the road causing a person to have to be on the wrong g side of the trail to press the button. I believe it is the same at the Grieson trail crossing. The tunnel is a mess with washing mud with any rain and traffic doesn't stop for the signal on Grieson trail usually because they are going too fast.
Emc	Intersection of bullsboro and Millard farm
Jackson Street Sidewalks	Corner of Millard farmer and bullsboro. Too scared to cross
N/a	Bypass crossings
Newnan crossing intersection at Ashley park	Q
Repair the sidewalk along Calumet from the roundabout to Millard Farmer. Sections are buckled and disjointed.	None
Jefferson st	
stop spending my tax dollars - CUT PROPERTY TAXES!!!!!!!!!!!!	

Jackson st
 Corinth Road (new and old)
 Provide more trails and access to the Linc for the subdivisions east of Summergrove that include Ashton Place and Fox Ridge
 Downtown to Ashley Park
 Newnan Center roundabout to Kroger (Linc bridge at Lower Fayetteville)
 Sidewalk connecting dog Park at Sprayberry to either/both Jackson and Jefferson.
 Bullsboro
 Slow down traffic on all downtown roads.
 Hwy 154
 Linc and Newnan bypass
 More connectivity to shipping
 By City Hall and the park

 Intersection of Lower Fayetteville
 Sprayberry rd
 Hwy 34
 Hwy 34 and Bypass
 Decrease speed limit on Jackson st past Millard Farmer. Currently it is 45 mph and the traffic there is dangerous for school buses and cars trying to commute in the mornings and afternoons!
 Jackson Street
 Downtown areas to Ashley park
 New crosswind development and NCB or. Route 16
 Bike park and newnan downtown
 Newnan bypass to Piedmont Newnan Hospital
 Bullsboro between 85 and Downtown Newnan
 The path between walmart and kroger
 Tanglewood Rd

Greison Trail
 Intersection of Lower Fayetteville & Newnan Crossing Bypass
 Downtown Newnan
 Ability to cross 34 near whitlock park
 Along Jefferson Street
 Aldi if possible (I know the road is busy)
 Truetts chic fil a
 Walmart to kohls
 Pine Rd. around fairgrounds
 Jackson st as a whole should not be a highway for 18 wheelers when there are other routes for them around town
 Downtown to house or pickle
 Jackson and lagrange
 Fischer to Lower Fayetteville
 Fischer

 Piedmont Hopsital to Poplar
 connect to ashley park
 Outskirts of Newnan
 27 HWY
 27 HWY Rd
 Lower Fayetteville
 Intersection of Bullsboro/Hwy 34 and Shenandoah Blvd.
 Jefferson Street at the Wadsworth
 Greison Trail
 Lower Fayetteville Rd
 Dogwood Park
 CEC School Needs Cross Walks
 Roads leading into downtown
 Newnan Crossing Bypass

Downtown

Brown Battle Field

lower fayetteville

belk/belt

bypass

Kroger connect for ore walkability

hwy 29

Beverly Park

Roscoe Road

Lync on bullsboro

connections to City Parks

N/A

Sidewalks along lower Fayetteville Rd because those connect to Kroger/Publix, those that connect to Ashley Park, downtown newnan, soccer parks/library/trails that connect to all coweta parks

Lower Fayetteville & the Bypass

All around the city and county different routes

Anywhere in Downtown Newnan. Wish it was golf cart only on certain streets. Is used as a cut through. I personally have almost been hit many times by cars blowing stop signs or not yielding to pedestrians.

I would love to see a walking trail in Senoia. If it has shade from trees or goes by water itâ€™s even better. A place to stroll with children would be wonderful.

154

Getting to the Linc from downtown

Intersections all along Newnan Crossing Bypass

LINC crossing Newnan Crossing

More tickets for motorists who don't yield to pedestrians in cross walks

Greenville st

Downtown to Evans Middle School

Around schools

Jackson Street both sides of Millard Farmers

This is a safety issue that is all over the Linc. The Linc path concrete edge is not even with the ground next to it. When bicycling, If your front wheel departs the concrete it will get stuck on the lower ground and you will fall trying to get back up. Even the ground with the concrete will fix this. I have myself fallen this way and I have also seen multiple riders that went down this way. It is an easy fix (add dirt) and should be part of construction when building new Linc paths.

Temple Avenue area of Newnan

Motor vehicle drivers attitude towards other road users are a big problem.

Jim Starr/Tommy Lee Cook area

Lower Fayetteville Rd and Summergrove entrances

Both crossings of the Linc at Newnan Crossing Bypass and Newnan Crossing Blvd can be hectic during high traffic. The Bypass feels somewhat dangerous even with walk signals, the Blvd has a weird flow because you have to cross the Blvd first, then Summerlin if you follow the Linc trail. Not sure if anything can be done, but definitely something I noticed.

Highway 34

Bullsboro (From Temple to Thomas Crossroads

expansion of single track trail systems

Na

Sidewalks available on all streets within city limits.

Newnan Crossing Bypass and NC Blvd.

Connection from LaGrange Street to LINC

none

Bike lane on E Broad St

Extend LINC northward along Newnan Crossing Blvd

most of Bullsboro

The Bypass itself.

Entry into and exit from downtown square

Honestly the entire cities sidewalks are trash Iâ€™ll take anything at this point

A connector between Greenville St Park and the First Avenue Park

Lower Fayetteville and Sullivan Rd

Need walking paths next to lower fayetteville rd by summervrove pkwy, I always see people walking in the grass there

Work with the county on building a sidewalk on lora smith and sullivan. There are a lot of subdivisions in the city limits but we are completely ignored. There are a lot of kids who would walk to school.

Fair Grounds

Newnan Bypass/Millard Farmer intersection

Robinson street (basically, everywhere near/ surrounding the streets mentioned)

Lakes of White Oak community

Hwy 34

better connect LINC to downtown, expand LINC

Lagrange st

Lagrange st

Hwy 29

bullboro

Bike paths/walking paths connected to all retirement communities

Connecting downtown to LINC via Madison/W.Washington

Lora Smith

Intersection of Shenandoah Blvd and Bullsboro Drive (alongside most other intersections with Bullsboro)

Northgate

Safe routes around fairgrounds

Along Temple Avenue

More coffee shop accessibility

Foxtail coffee (my favorite!!!!)

All of downtown

Bullsboro Dr.

Lower speed limit on Jackson st/ enforce the current one

Lower Fayetteville to LINC

54

Jackson Street

Hey 34 bypass

Decrease areas where posted speed limit is over 35 so we can drive our golf cart legally!

Complete all sidewalks to nowhere....

Better ADA accomodation with ramps at intersections at many areas in neighborhoods (At southern Stillwood and Newnan Crossing for example)

Mary freeman

Areas going toward Moreland

Greenville Street to Corinth Road needs bike lane

Not sure

Newnan high school area

LaGrange Street Sidewalks

N/a

stop spending my tax dollars - CUT PROPERTY TAXES!!!!!!!!!!!!!!

Hwy 34 at walmart/Quik trip intersection

Werz Industrial Boulevard all the way to the Circle

Washington street

McIntosh parkway on the Linc the angles and elevation of the curb cuts at the crossings is difficult to maneuver and is a safety issue. It makes it hard to msnuever without hitting the curbs while crossing.

None

na

Greenville st

Pine road

Whitlocke to Ashley Park

Newnan Center roundabout to entrance of Summergrove on Lower Fayetteville

Lagrange St to Smokey and Corinth Roads

Did I mention slow down and the traffic? Write tickets for those over the speed limit.

More linc

Anywhere along Lower Fayetteville

East Broad toward LFR

Lessen speed limits

downtown

The path between the nissan dealership and ashley park

Downtown Square

connect ashley park to walmar

Chalk level

16 HWY

16 HWY Rd

The Ave

Intersection of Bullsboro/Hwy 34 and Jefferson St.

Greenville Street between the Park and Savannah Street

Salvide Ave

In Town

More Trails by CEC

Bypass Industiral Blvd

West Newnan/East Newnan

Smokey Road/LaGrange Street

bullsboro

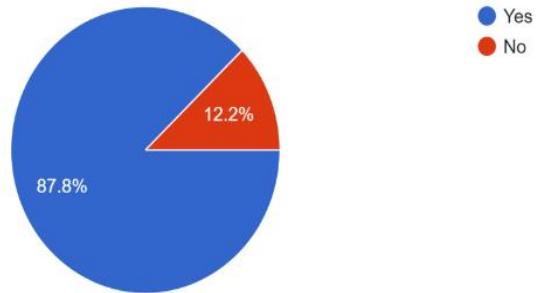
4th street area to downtown - sidewalk

minix road area

Buddy West Rd

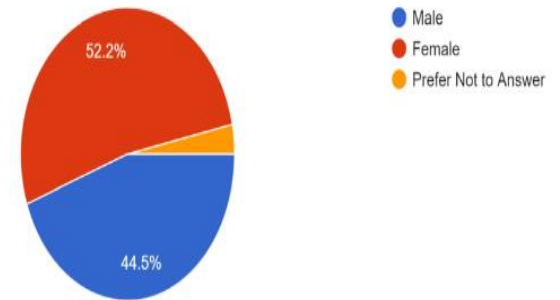
Do you live in Newnan?

245 responses



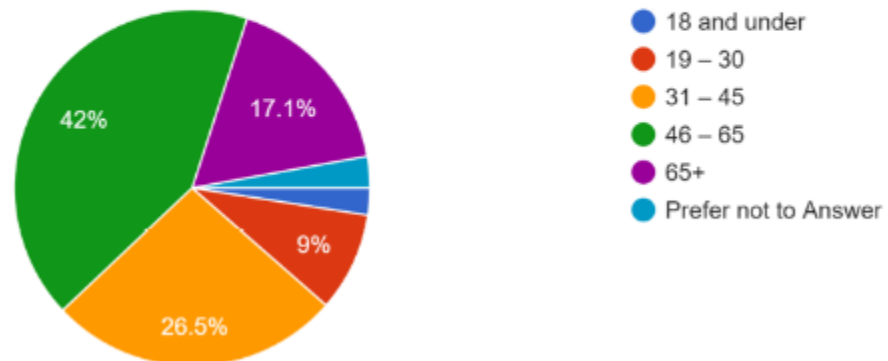
What is your gender?

245 responses



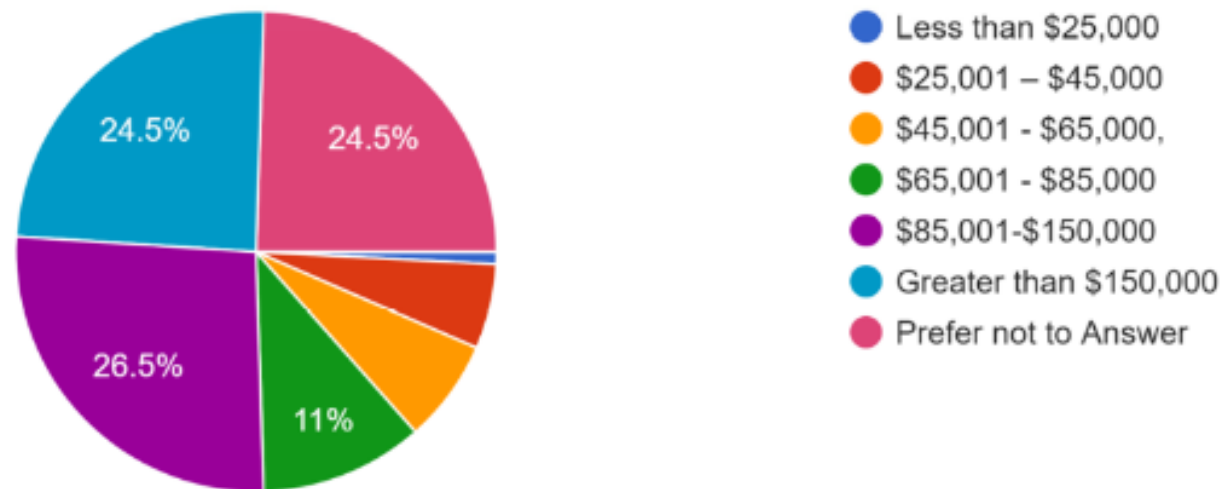
What is your age?

245 responses



What is your gross annual household income?

245 responses



Do you have any other comments or suggestions related to Bike/Ped?

87 responses

No

Let's Invest

Pedestrian only time for downtown crosswalks, no one yields to pedestrians

The LINC is great...just keep adding to it!

Make it safe for people to be able to reach and stores/food places without fear of getting hit by vehicles. Add rest stops/ public restrooms/ pet relief area/ water refill station

Thanks for asking for our thoughts. Any new trails would be appreciated

We used to bike 3-4 times a week but since moving here and this area not being bike friendly other than the short Linc, we hardly ever bike. No dedicated bike lanes to even be able to bike to the Linc. Thank you for the survey so the community can provide some feedback. We miss being able to bike like we used to.

Please include Bike Coweta in this planning so to take advantage of their subject matter expertise and the audience and advocates that they have organized.

Thank you. Please continue reaching out to the community and expanding the great LINC Trail. Excellent upkeep, too.

Would appreciate Linc path being longer

In general, we could use more pedestrian options including bridges/tunnels.. future completed LINC Trail projects will help. If you link most shopping centers with residents, including low income areas, could that help increase revenue? Schools and worship centers also important. Without public transportation, pedestrian-friendly options help fill the gaps so-to-speak, improve quality of life and reduce pollution.

The LINC is a great asset to Newnan, we should encourage more of the same.

I feel connected in Newnan, but would like to see more connections within the county.

When they build a new road, how hard is it to include 4 to 6 ft of bike path?

Get the bicyclist off the public streets. They never follow traffic laws - never stopping at a stop signs or traffic lights. They are the ones that cause accidents with vehicles.

Thank you for putting the Linc in we all love it.

Really need to connect the Linc to east Sharpsburg !! Lower Fayetteville needs bike lane, east Sharpsburg needs a public playground. With walking path

The LINC has fast bicyclist, please consider options that help protect the safety of walkers and young beginner bicyclist.

Thank you for all you do. The LINC is great. Seeking shadier, flatter trails due to our age (58 and 66).

Keep building multi use paths, they are so good for the community!

In the few "bike lanes" we do have, it is common to see drivers driving half way into them, better marking (green painting?), and/or separated areas (medians, bollards, etc) would be a great improvement, and a huge step in the right direction

More space for electro bike riding

Thank you for improving cycling access in our county!

The Linc is amazing but not very safe on the Newnan City end. The sidewalks in Newnan really should be complete all the way to Pine Rd., out Temple Ave. and to CVS on Jackson.

Keep it up! We need to invest in quality of life in our towns. I own property in Newnan and senioia. I will drive to Newnan to use Linc at times.

Drivers are dangerous to pedestrians and bikers. Biking and walking options should have good distance from roads

I do notice a lot of people do try to bike/skateboard to work as I drive along Bullsboro.

Bike lanes would be very appreciated

I am hard of hearing. The use of electric bikes is common on the link even though they are banned. A few times I have come very close to being hit from behind by one of them while walking on the link.

Introduce golf cart paths

create a loop around Newnan like that in Carrollton

Be wheelchair friendly not just "accessible"

Signs for motorists leading into downtown: "Heavy Pedestrian Area - Pedestrians Have Right-of-Way"

Please install sidewalks along Lower Fayetteville Rd when the road is widened so residents can bike and walk to the Linc without fear of being hit by a car. Thank you.

Create a path along lower fayetteville road from costco to downtown newnan, this would encourage future connectors and increase accessibility across all areas

We need more sidewalks and bike lanes especially in the east side of the city.

I would love to see a spot where we can rent bikes like major metro cities offer

Having Bike lanes on public roads attract new tax payers

We need safe places to ride bikes

It would be nice to have sidewalk and bike trails

Investing in pedestrian and cycling safety will only add vibrancy to our community and improve quality of life. I personally get so much joy from riding my bike or walking downtown and engaging with my neighbors. We should absolutely prioritize bike-ability and walkability over cars.

I don't feel safe biking outside my small subdivision but I would really like to go other places. Hwy 16 near Raymond is too dangerous!

Crossing Clark is a huge problem as the neighborhoods south of Clark are zoned for Elm Street Elementary. Many kids from the neighborhood walk or bike to that school and crossing Clark is usually a harrowing experience with kids. Speeding on Wesley / Temple also a problem.

The question that reads "Do you think it is important for the City to invest in bicycle and pedestrian facilities?" Will not allow the answer very important to be selected. I feel it is very important.

Again, the city has plenty of sidewalks. The ones built in places like the Bypass are unused by pedestrians. The bicycle paths there are unused, probably because no one in their right mind would ride a bicycle in that traffic.

Thank you so much for trying to improve and for the wonderful trails we do have! I am an active 66 year old that definitely appreciates this.

Please keep expanding out Linc trail!!! Also make our intersections more ped friendly like Newnan Bypass Linc crossing.

I would love to see more dedicated bike and pedestrian paths through out the city. Protected bike lanes would also be a great addition. This type of infrastructure would greatly increase the ability for people to walk or ride bikes not only for exercise and recreation but also for running errands or going to work. This would help decrease traffic and pollution, while also saving people money by reducing how much they drive a vehicle. This would also benefit the health of our community by people being able to be more active and doing so in a safe way. Thank you for your consideration and look forward to seeing these plans improve our community.

PLEASE extend the side walk from the MLK roundabout down Poplar Rd to 85!

Paint and signage seem the easiest to start with. Shared roads signage, keep crossing striping painted, Jackson Street one way section very dangerous crossings. Thank you for. this survey. We have a great town for walking and biking.

Invest in MTB trails.

Fix the sidewalks and enforce the speed limits in downtown.

Thank you for the survey. Walk/bike ability focus benefits everyone.

Would love to see widened shoulders that allows for safer cycling

The Linc Trail is great but would be even better with an overhead crossing on Newnan Crossing Bypass.

stop spending my tax dollars - CUT PROPERTY TAXES!!!!!!!!!!!!!!

More bikes, more sidewalk, less driving and more healthy

The LINC trailhead needs to be completed soon. The pedestrian crossing signals need to be corrected where they were installed on the wrong sides of the trail on each side of the road. A

cyclist or pedestrian should be able to approach and activate the signals on the proper side of the trail on each side of the crossing. Sidewalks and crossings should be remediated and lighting should be upgraded on East Broad Street at Cole town as it had been in the other areas of downtown. This is the major East/West connector and entrance to downtown and it is both unattractive and unsafe for pedestrians and cyclists. Please be more equitable to this area and neighborhood for the benefit of all.

Wast of money

Lights on trail and emergency poles would b useful

I would walk to Ashley park if I could get there without dying

I usually walk downtown. Nice sidewalks, no complaints. Would be cool to have a longer, connected bike trail like the silver comet in Smyrna from Newnan to Senoia or something similar

Repair downtown sidewalks

The speed of cars on Jackson is concerning. The crossing at Temple and Jackson is helpful but many people do not respect the flashing light for the cross walk. I'm glad it is there but you still have to be extremely cautious when using it with the multiple lanes of traffic and speeding vehicles.

PLEASE, please work with the city and police department to enforce the law of cars not parking at the end of their driveways so that they are actually blocking pedestrians from being able to walk on the sidewalk within subdivisions. This forces the ped\biker to walk on the street (often into speeding traffic) to get around these vehicles. Unfortunately, this is the norm in my subdivision and it makes walking, riding a bike, pushing a stroller, etc both difficult and dangerous.

Larger shoulders and safer bike lanes.

Greater public knowledge of the LINC and future expansion.

We LOVE using the LINC trail and are excited to see it getting bigger/more accessible.

Please finish the unfinished sidewalk on Industrial Wertz in Newnan!

I know it's tricky, but maybe a couple more water fountains.

This would be a great idea, I'm just afraid though that someone might get hit as cars fly down calumet parkway

Pedestrian traffic should never be forced into the road because a sidewalk has been blocked.

Love the linc trail. It is one of the big reasons I moved to Newnan.

I love the progress that has been made and hope it will continue

Our young and growing family and many families we know do not feel safe walking in downtown Newnan or on the LINC. It is a shame and we are so happy to see this survey and hope some change comes from it. Thank you!!

Please consider the people that live here and pay taxes first instead of corporations and homeless people

We would love to see a Pedestrian crossing sign and cross walk going from parking lot to Central Baptist across Spring street

Our family (with 3 teenage boys) would walk and bike a LOT more if it wasn't so dangerous where we live with heavy traffic and no sidewalks.

I would bike or walk much more frequently if I had better access. I'm in Sharpsburg and am locked in my neighborhood unless I want to cross busy streets

i used to bike down lower fayetteville. the summergrove was built. biking in newnan had gotten so dangerous for me- i gave it up. this was before newnan built linc. but the linc has brought crime into areas now. i would be happy if newnan just fixed all the broked sidewalks they already have.

I got hit on my bike by someone that was distracted on SR27 near downtown Newnan

Lighted pathways for safety and security at night. Maybe some security camera

Not exactly, but longer trolley route would be wonderful.

Please add LSV/ golf cart paths in Newnan and have speed limits decreased from downtown to go to Ashley Park! Last year the posted speed limit on Washington/McIntosh was 35! Now it's 45! Let us ENJOY where we live, where we pay taxes!

Please open up Golf cart paths so this city isn't miserable

There needs to be drinking water available on the Linc. If you don't want it available in the middle at lease have a fountain at City of Hope parking lot or at the Centre parking lot.

Have seen police on bicycles, but would like to see them more often on Linc

This is probably impossible, but putting more sidewalks in some of the older, more established neighborhoods would be really neat, especially to allow kids to walk to school easier.

Appendix II Sidewalk Segments Scoring Assessment

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			129.5
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	1	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			441.5
Ashley Park Blvd			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			115.5
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	1	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			30
	Quality of Sidewalk	15	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			354
Calhoun St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			115.5
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	1	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			357
Calumet Parkway			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			115.5
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	1	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			375
Dent St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	1.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			441
Dodson St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	1.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			429
Dowdell St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			192.5
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	1.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			486.5
East Broad St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	15	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			429
Fair St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			84
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	1	
	Curb Buffer	10	
	Street Lights	1	
	Raised Curb	10	
Destination			54
	Transportation	15	
	Commerce	1,5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			294
First St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	1	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			473
Hospital Rd			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	10	
	Lack of Vehicles	1	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	15	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			429
Jefferson St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			30
	Quality of Sidewalk	15	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			444
Lee St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			115.5
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	1	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	1.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			74.4
	Construction	1.2	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	0	
Sidewalk			18
	Quality of Sidewalk	15	
	Sidewalk Complete	3	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			336.9
Lovelace St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			178.5
	Street Speed	1	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	7.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			108
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	6	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			466.5
MLK Dr			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			30
	Quality of Sidewalk	15	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			385.5
Mary Ann St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			400.5
Mitchell St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			115.5
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	1	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	15	
	Sidewalk Complete	3	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			360
Powell Pl			
Murray St			

Calulator	Column1	Column2	Column3	Column3
Category	Subcategory	Points	Total Points	Points
Safety			129.5	9.5
	Street Speed	1		
	Crossing Area Risk	5		
	Lack of Vehicles	10		
	Curb Buffer	1		
	Street Lights	10		
	Raised Curb	10		
Destination			117	6.5
	Transportation	15		
	Commerce	15		
	Residence	1.5		
	Ammenities	7.5		
Ease of Construction			120	20
	Construction	12		
	Easements	12		
	Adjacent Properties	12		
	Driveway Aprons	12		
	Structures	12		
Sidewalk			33	45
	Quality of Sidewalk	3		
	Sidewalk Complete	30		
Public Comment			0	
	Survey	0		
Right of Way			30	0
	Ownership	60		
Final Prioritization Score			429.5	30
Powell St				101
Pinson St				

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			406.5
Pratt St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			393.5
Roberts Rd			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			143.5
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	5	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			397
	Salbide		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	5	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			473
	Summerlin		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			420.5
Temple Ave			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	7.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			461
W Washington St			

Appendix III Sidewalk Gaps Scoring Assessment

Calulator	Column1	Column2	Column3	Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points	Category	Subcategory	Points	Total Points
Safety			161	Safety			175
	Street Speed	1			Street Speed	10	
	Crossing Area Risk	5			Crossing Area Risk	10	
	Lack of Vehicles	10			Lack of Vehicles	10	
	Curb Buffer	10			Curb Buffer	5	
	Street Lights	10			Street Lights	10	
	Raised Curb	10			Raised Curb	5	
Destination			99	Destination			117
	Transportation	15			Transportation	15	
	Commerce	15			Commerce	15	
	Residence	1.5			Residence	7.5	
	Ammenities	1.5			Ammenities	1.5	
Ease of Construction			98.4	Ease of Construction			76.8
	Construction	1.2			Construction	12	
	Easements	12			Easements	12	
	Adjacent Properties	12			Adjacent Properties	1.2	
	Driveway Aprons	12			Driveway Aprons	1.2	
	Structures	12			Structures	12	
Sidewalk			18	Sidewalk			6
	Quality of Sidewalk	3			Quality of Sidewalk	3	
	Sidewalk Complete	15			Sidewalk Complete	3	
Public Comment			0	Public Comment			60
	Survey	0			Survey	60	
Right of Way			30	Right of Way			30
	Ownership	60			Ownership	60	
Final Prioritization Score			406.4	Final Prioritization Score			464.8
Augusta Dr				Bullsboro Dr (Tower Pl to Bypass)			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			210
	Street Speed	10	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			76.8
	Construction	12	
	Easements	12	
	Adjacent Properties	1.2	
	Driveway Aprons	1.2	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			471.3
Bullsboro Dr (I-85 to Yamaha)			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			43.2
	Construction	6	
	Easements	1.2	
	Adjacent Properties	1.2	
	Driveway Aprons	1.2	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			296.7
Calhoun St			

Calulator	Column1	Column2	Column3	Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points	Category	Subcategory	Points	Total Points
Safety			112	Safety			126
Street Speed	1			Street Speed	1		
Crossing Area Risk	1			Crossing Area Risk	5		
Lack of Vehicles	0			Lack of Vehicles	0		
Curb Buffer	10			Curb Buffer	10		
Street Lights	10			Street Lights	10		
Raised Curb	10			Raised Curb	10		
Destination			76.5	Destination			76.5
Transportation	15			Transportation	15		
Commerce	1.5			Commerce	1.5		
Residence	7.5			Residence	1.5		17
Ammenities	1.5			Ammenities	7.5		
Ease of Construction			108	Ease of Construction			98.4
Construction	6			Construction	1.2		
Easements	12			Easements	12		
Adjacent Properties	12			Adjacent Properties	12		20
Driveway Aprons	12			Driveway Aprons	12		
Structures	12			Structures	12		
Sidewalk			18	Sidewalk			18
Quality of Sidewalk	3			Quality of Sidewalk	3		
Sidewalk Complete	15			Sidewalk Complete	15		6
Public Comment			0	Public Comment			0
Survey	0			Survey	0		
Right of Way			30	Right of Way			30
Ownership	60			Ownership	60		
Final Prioritization Score			344.5	Final Prioritization Score			348.9
Calumet Pkwy				Carmichael St			99
Covington Terrace				Diplomat Pkwy			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			157.5
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	15	
Ease of Construction			33.6
	Construction	1.2	
	Easements	1.2	
	Adjacent Properties	1.2	
	Driveway Aprons	1.2	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			400.1
E Washington St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			91
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	0	
	Curb Buffer	0	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			108
	Construction	6	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			323.5
Evans Dr			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			54
	Transportation	15	
	Commerce	0	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			369
	Fairview Dr		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			112
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	0	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			338.5
	Forrest Ln		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			129.5
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	1	
	Street Lights	10	
	Raised Curb	1	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			84
	Construction	6	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	0	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			438.5
Greison Trail (McIntosh Roundabout Area)			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			126
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	0	
	Curb Buffer	10	
	Street Lights	1	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			471
Hwy 29 @ The Boulevard			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			391.5
Kellogg Pl			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			72
	Construction	6	
	Easements	6	
	Adjacent Properties	6	
	Driveway Aprons	6	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			384
Lee St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			135
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	7.5	
Ease of Construction			72
	Construction	6	
	Easements	6	
	Adjacent Properties	6	
	Driveway Aprons	6	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			476
Madison St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			122.5
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	0	
	Curb Buffer	5	
	Street Lights	10	
	Raised Curb	5	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			108
	Construction	6	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			443.5
Newnan Crossing Blvd E			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			175
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	5	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			508
Newnan Crossing Bypass (Ashley Pk to LFR)			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			84
	Construction	6	
	Easements	6	
	Adjacent Properties	6	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			369.5
Roberts Road			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			28.8
	Construction	6	
	Easements	1.2	
	Adjacent Properties	1.2	
	Driveway Aprons	6	
	Structures	0	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			314.3
Savannah St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			91
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	0	
	Street Lights	10	
	Raised Curb	0	
Destination			117
	Transportation	15	
	Commerce	1.5	
	Residence	15	
	Ammenities	7.5	
Ease of Construction			50.4
	Construction	1.2	
	Easements	6	
	Adjacent Properties	6	
	Driveway Aprons	12	
	Structures	0	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			354.4
Sewell Road			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			84
	Construction	6	
	Easements	6	
	Adjacent Properties	6	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			343.5
Tower PI			

Appendix IV Safe Routes to School Safety Walk Report

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

Participants

Day of Walk

8/26/2020

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

Alternate Day Area Observations (Covid-19 response)

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

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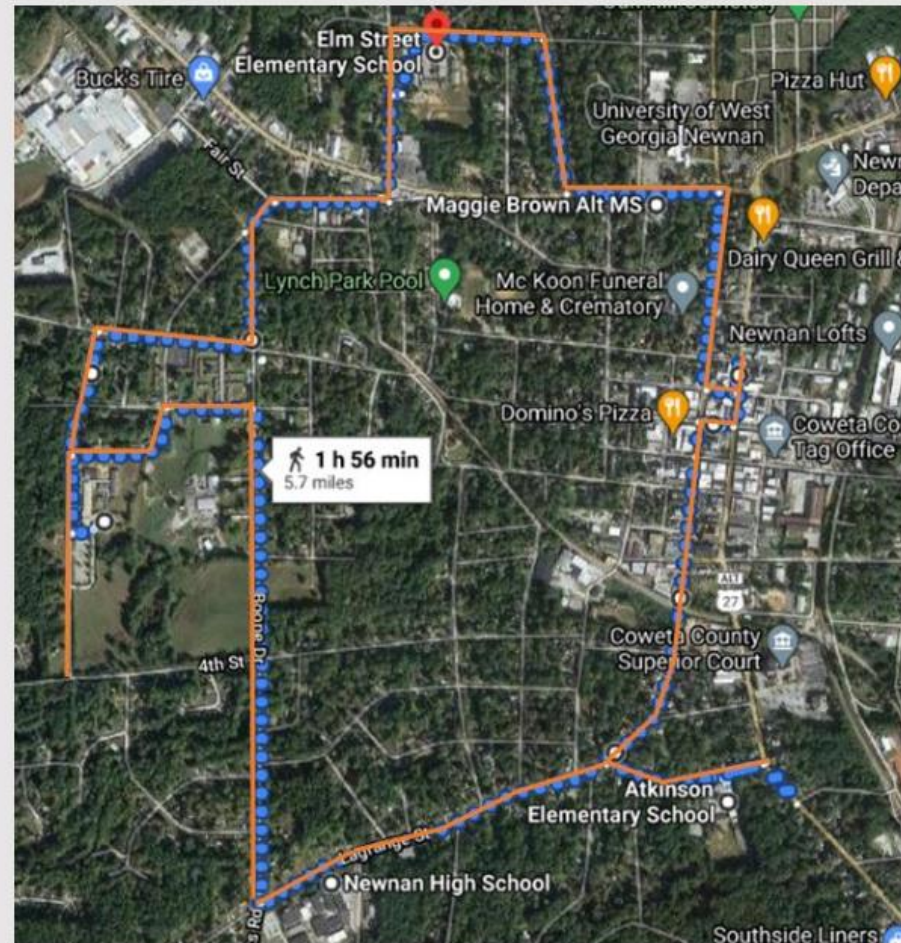
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*Please note, this document contains a brief overview based on initial observations.

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

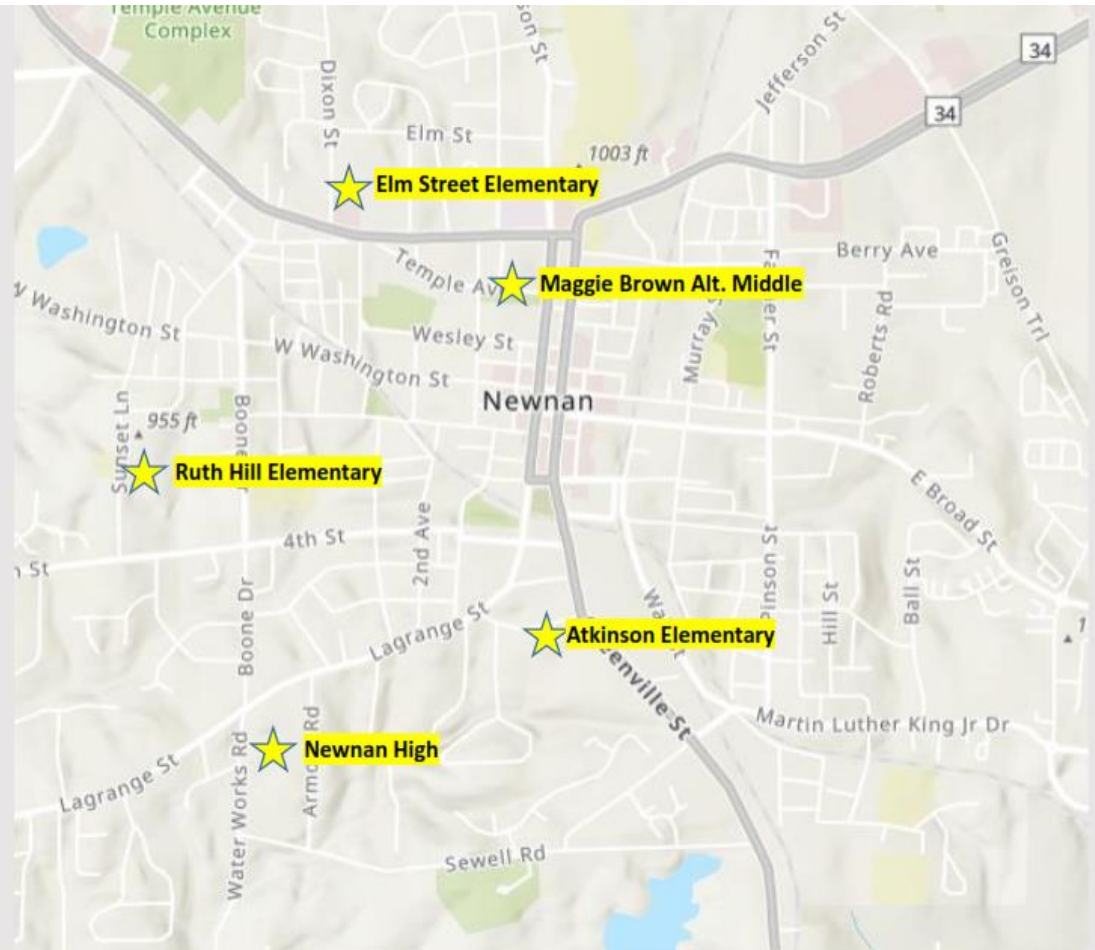


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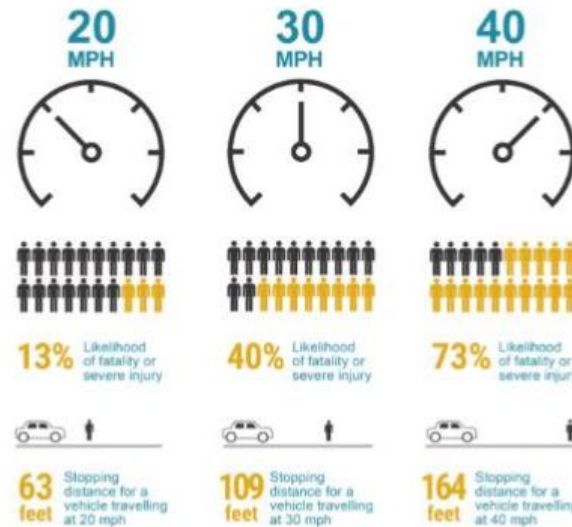
Observation Area General Notes

- 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
 - Email pattip@saferoutesga.org for more information and to establish the schools with a free partnership.
- Consider adding bike racks at the schools to encourage students' active transportation.
- Consider scheduling walk/bike to school days to encourage student's active transportation.
- Consider adding Park and Walk programs and locations to help reduce traffic around the schools at arrival and dismissal times.
 - Partner with locations such as the old Papp Clinic Parking lot for parent parking.
 - Information on Park and Walk programs may be found at: <http://saferoutesga.org/sites/default/files/u12/GA%20SRTS%20Park%20and%20Walk%20Park%20Signs.pdf>.



Sources: Tefft, Brian C. *Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention*. 50. 2013

University of Pennsylvania School of Engineering. "Vehicle Stopping Distance and Time."

Note: Stopping distances include braking deceleration distance and perception reaction distance.

<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 students.
- Provides families who live far from the school a safe route to school.
- Increases neighborhood awareness of the school and its location.

Quick Steps to Formalizing a Park and Walk Location:

- Locate a parking lot or other nearby location where parents can park.
- Map a route to be walked from parking lot to school.
- Post a sign at the parking lot location.
- Post a sign at the school location.
- Post a sign at the school location.
- Post a sign at the school location.
- Post a sign at the school location.

Safety Considerations:

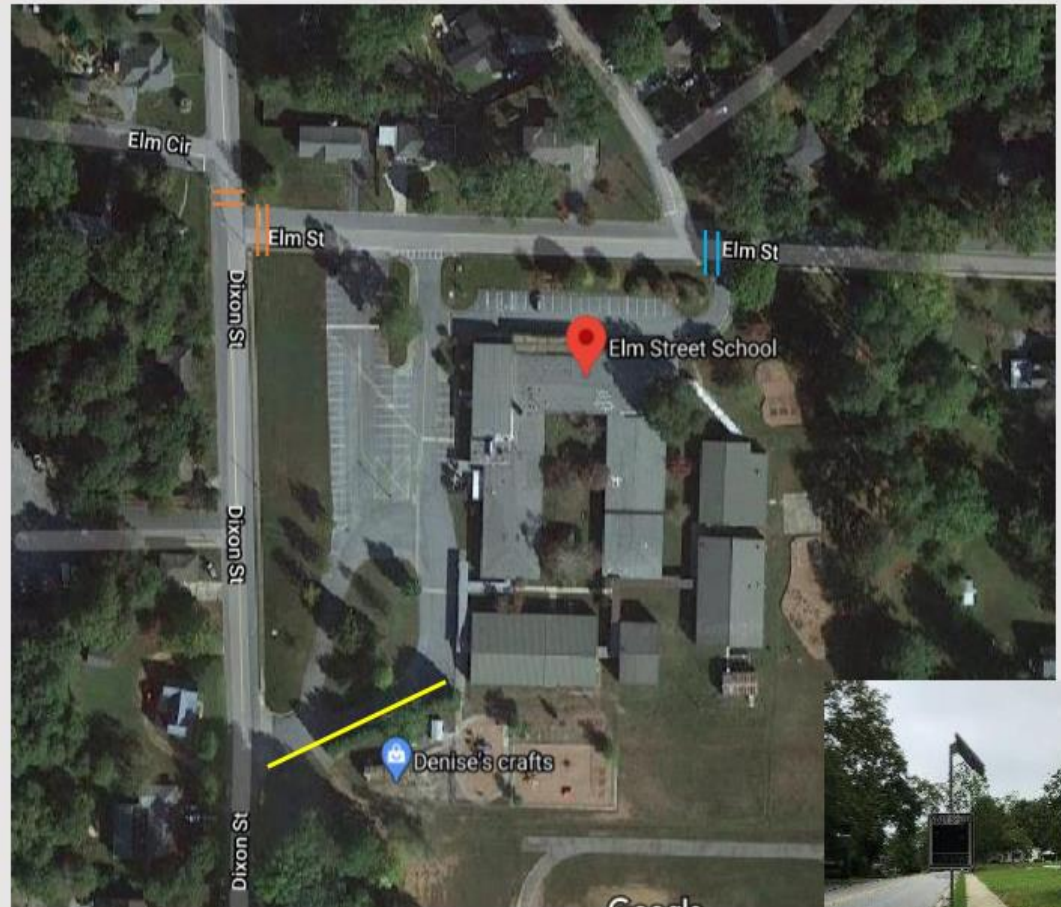
- Requires identifying a safe route from the parking lot to the school.
- Requires identifying a safe route from the parking lot to the school.
- Requires identifying a safe route from the parking lot to the school.



Parents and Guardians are responsible for transporting, supervising, and ensuring the safety of their children. Do not use a vehicle to transport children.

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>



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Elm St. Observations and Suggestions

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



2-Lane Roadway (Bike Lane Option)



2-Lane Roadway (Separated Bike Lane Option)



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

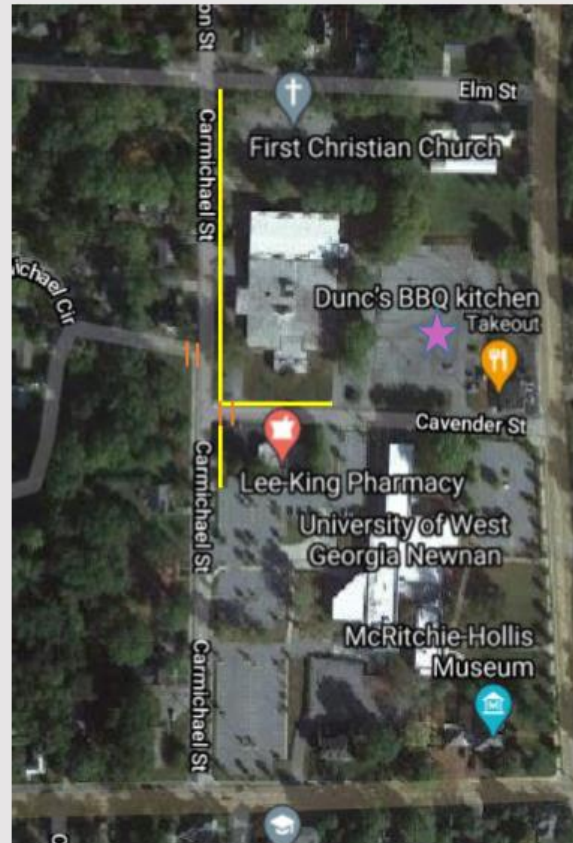
Carmichael St./ Atkinson St. and Elm St. Intersection Observations and Suggestions

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



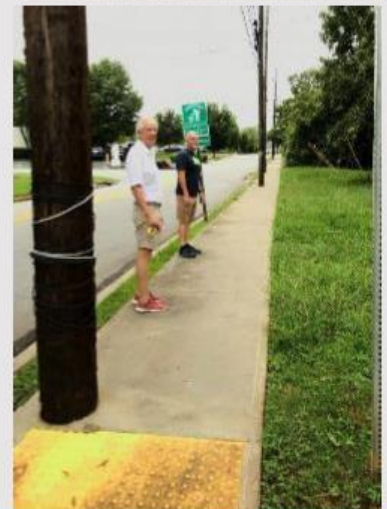
Carmichael St. Observations and Suggestions

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



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

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



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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)

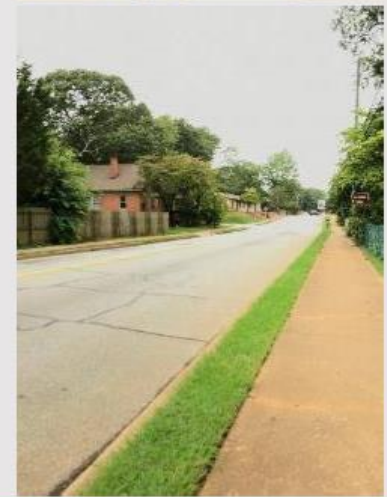
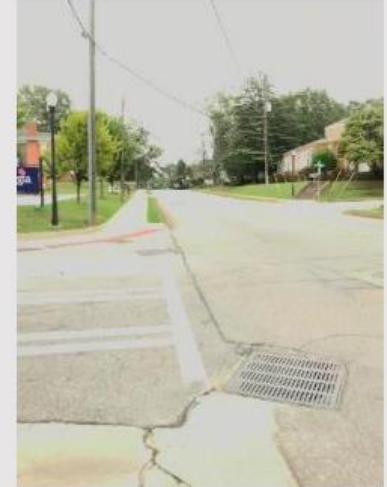


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Countermeasure: Rectangular Rapid-Flashing Beacon (RRFB)



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



Clark St. Observations and Suggestions

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



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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.



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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.



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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.



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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.



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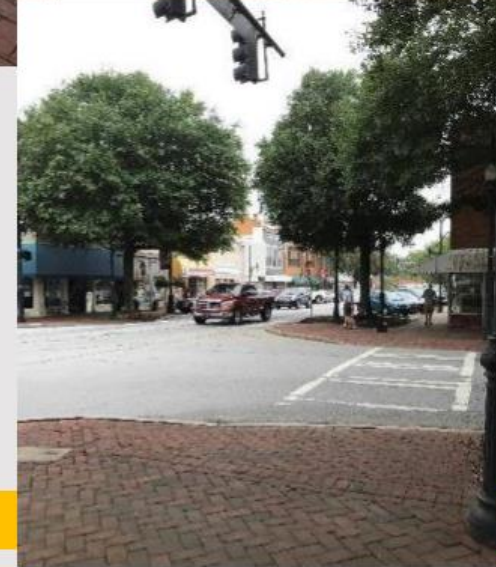
Jefferson St. (Alt 27/29/16/34/14) Observations and Suggestions

- 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.

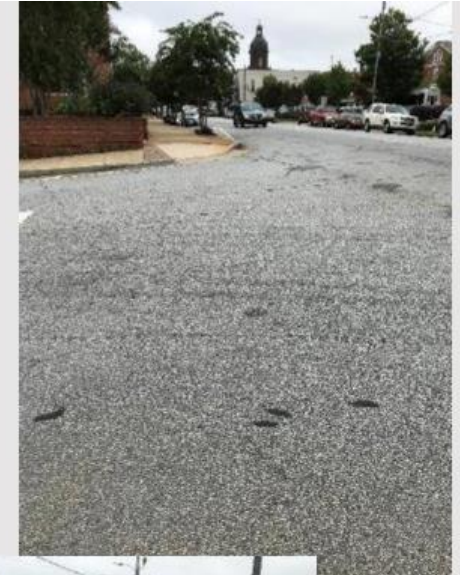


LaGrange St. (Alt 27/16/14) Observations and Suggestions

- 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.



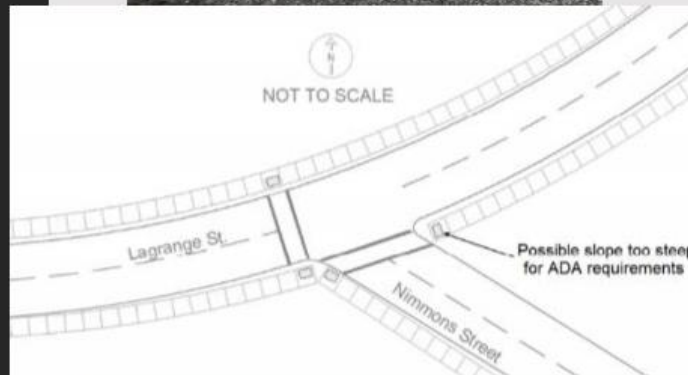
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LaGrange St. (Alt 27/16/14) Observations and Suggestions (cont.)

- 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>

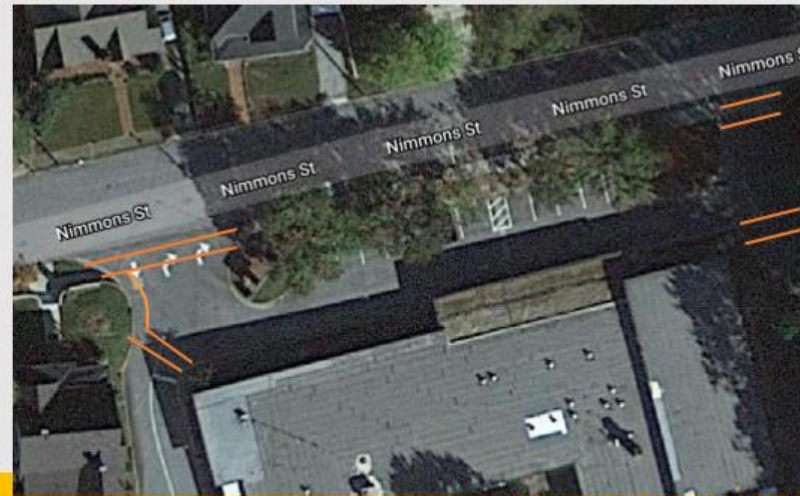
Nimmons St. Observations and Suggestions

- 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).



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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.



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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



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Boone Dr. Observations and Suggestions

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



Lovelace St. Observations and Suggestions

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



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb18m2!3d33.3806716!4d-84.7996573>

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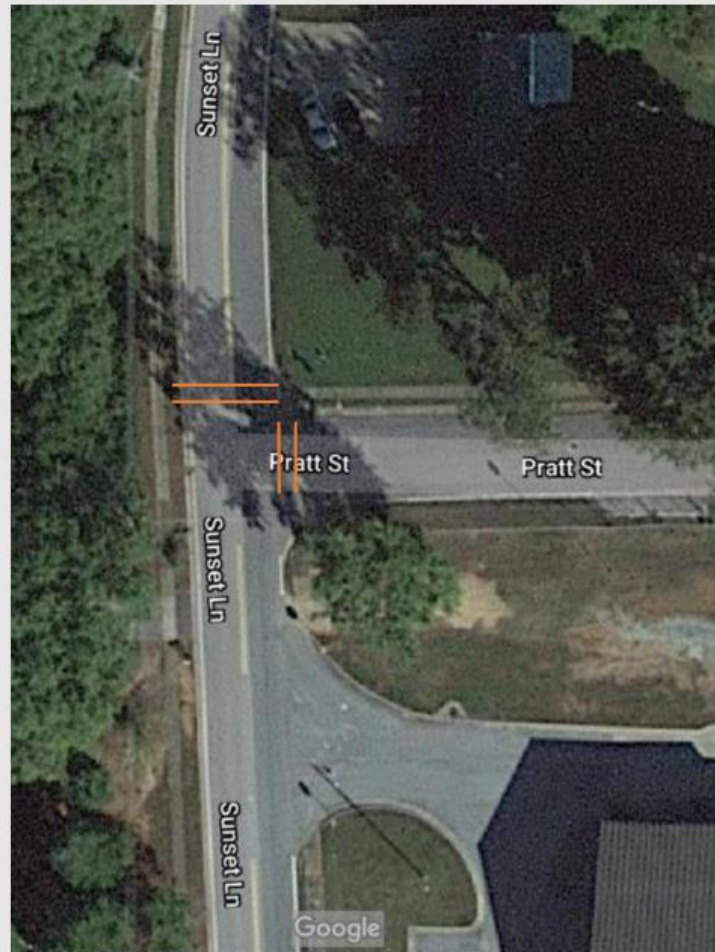
Pratt St. Observations and Suggestions

- 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!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb18m2!3d33.3806716!4d-84.7996573>



Georgia SRTS Resource Center | 30

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

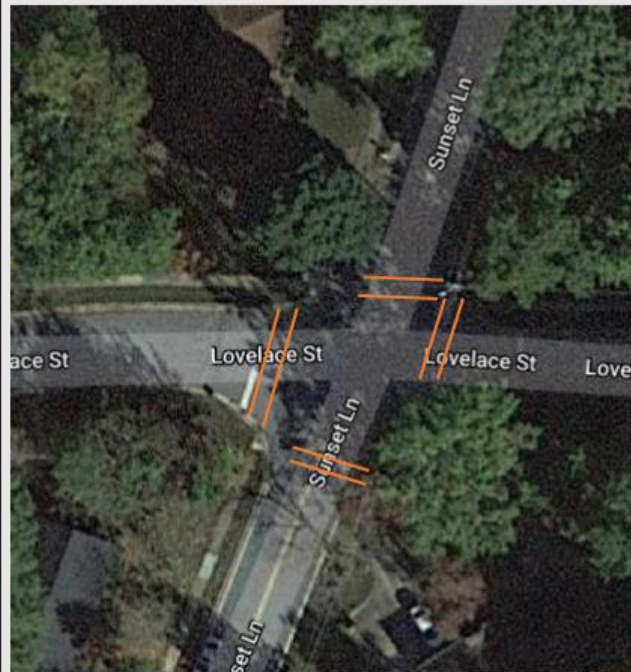


<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



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>



Georgia SRTS Resource Center | 32

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>



Georgia SRTS Resource Center | 33

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>

Center | 35

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.



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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

Georgia SRTS Resource Center | 37

Fair St. Observations and Suggestions

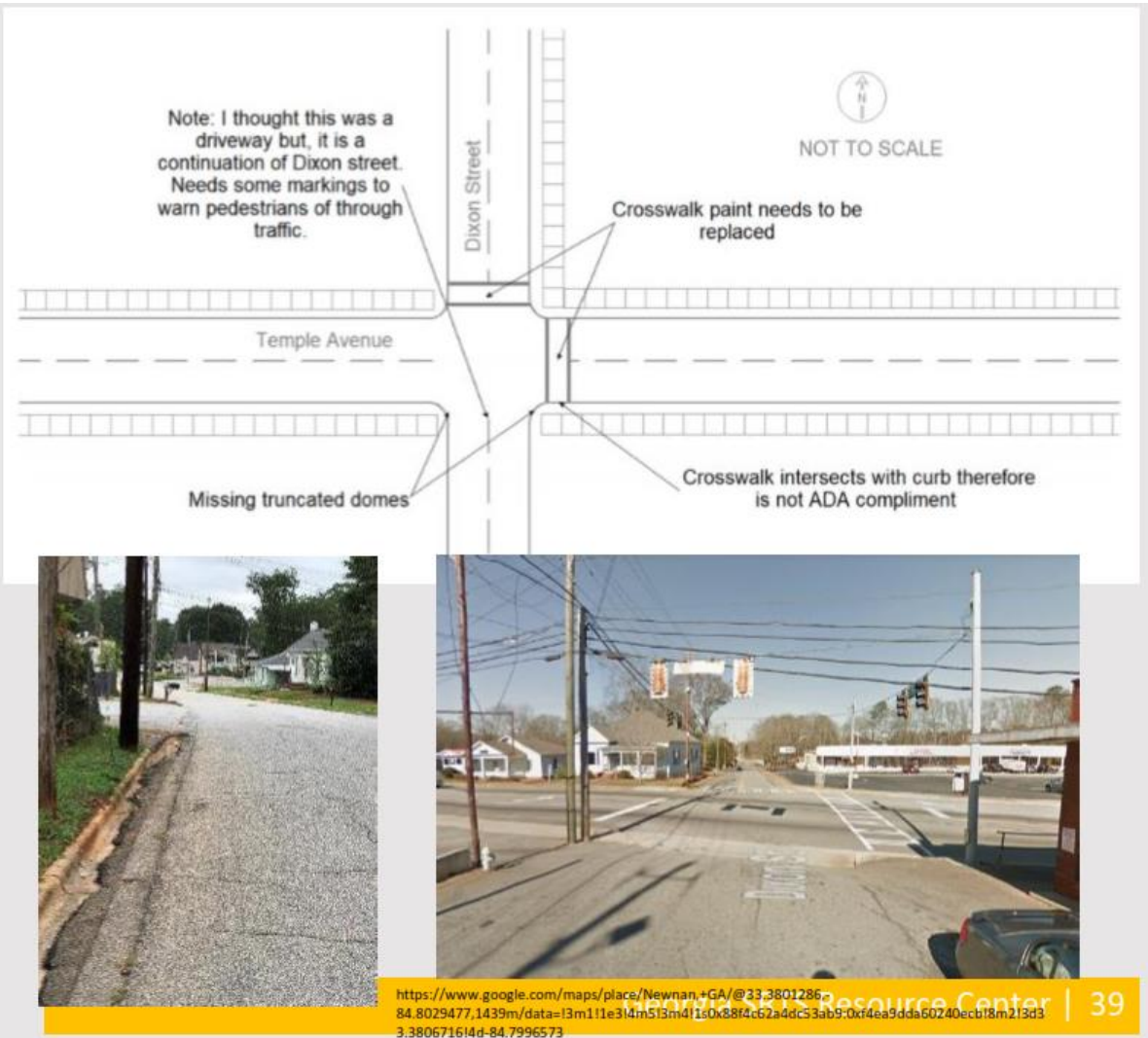
- Current speed limit is 25 mph.
- The sidewalk begins approximately 25 feet from VC St. and exists on the south side of the road.
 - Consider extending the sidewalk to the intersection.
- No curb cuts or crosswalks exist at intersecting streets.
 - Consider adding curb cuts, crosswalks, and tactile 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.



Georgia SRTS Resource Center | 38

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.

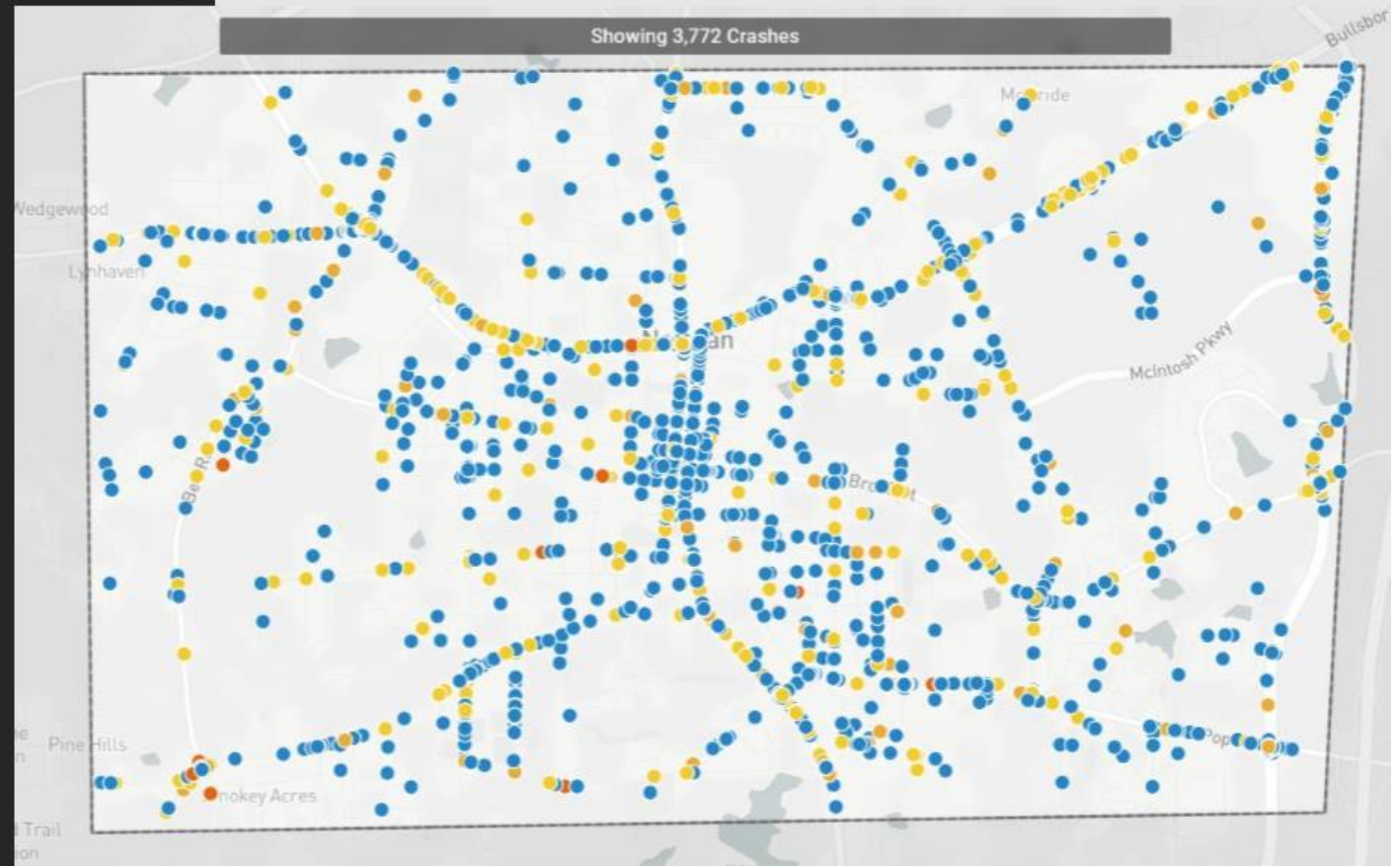


Crash Data Area Overview All Crash Types

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>

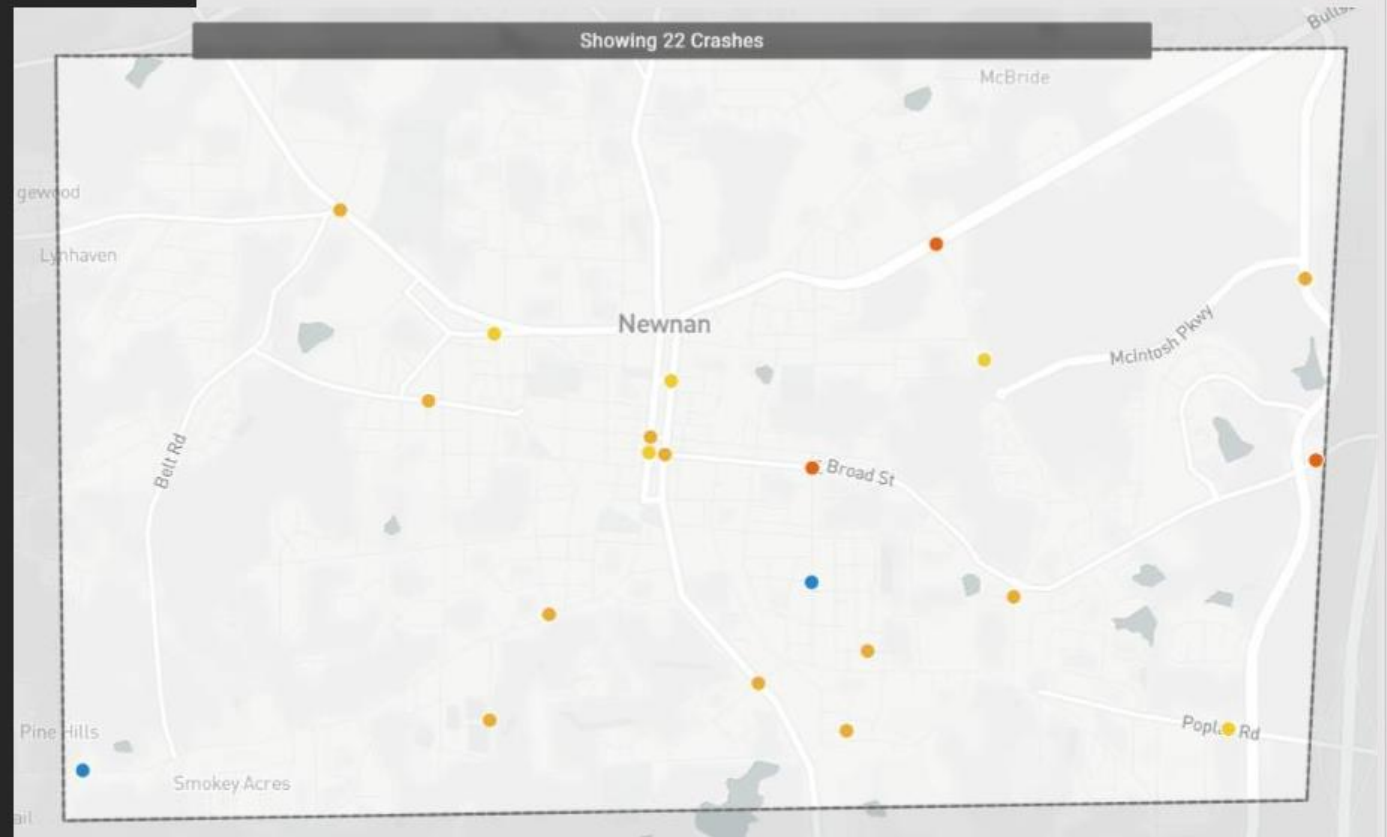
Georgia SRTS Resource Center | 41

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>

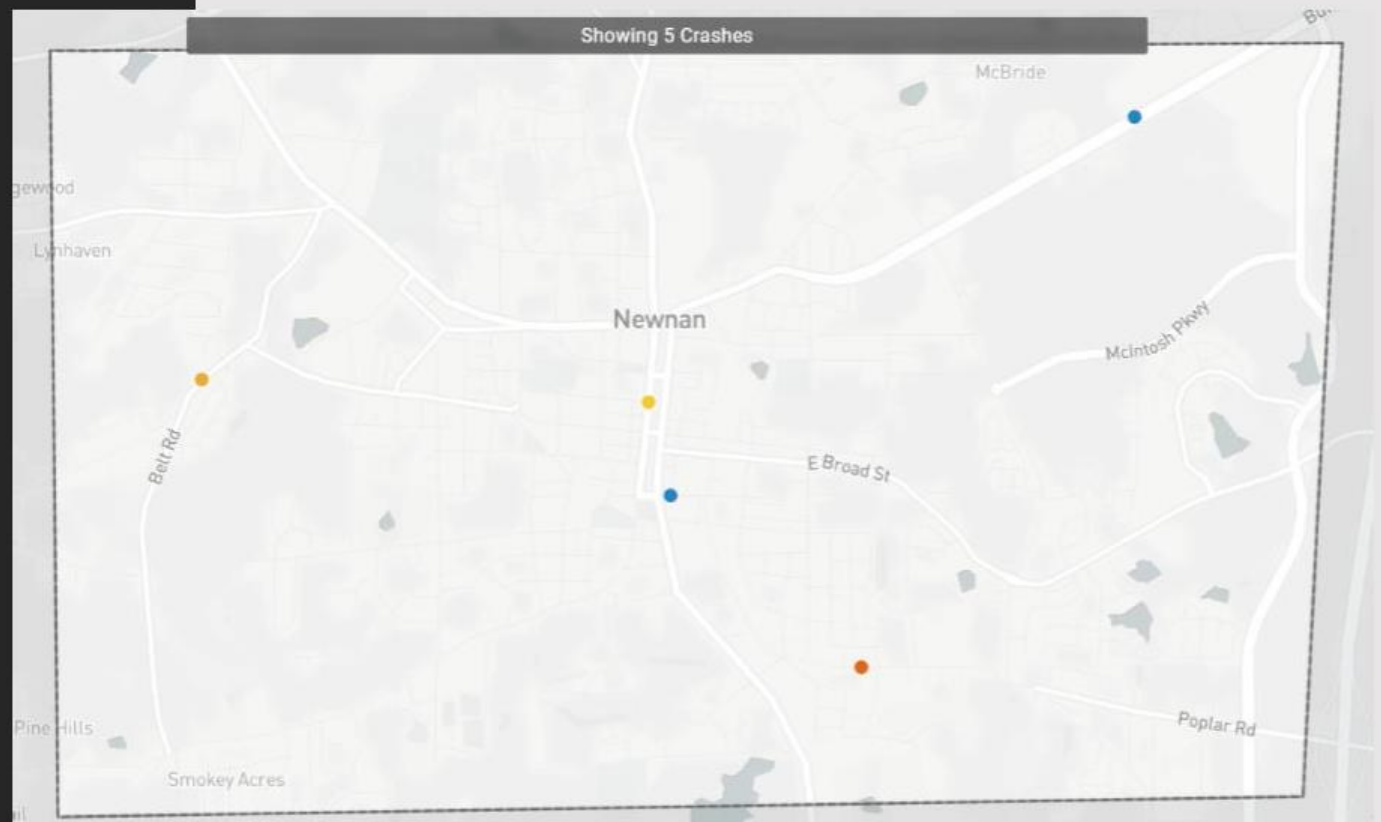
Georgia SRTS Resource Center | 42

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>

Georgia SRTS Resource Center | 43

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**



City of Newnan, Georgia - Mayor and Council

Date: August 12, 2025

Agenda Item: Consideration of a Resolution for Transmittal of the 2025 update to the Capital Improvements Element (CIE), which includes the Short-Term Work Program (STWP), to the Three Rivers Regional Commission (RC) and the Georgia Department of Community Affairs (DCA)

Prepared and Presented by: Chris Cole, Senior Planner

Purpose: To request official transmittal of the 2025 update to the CIE, including the STWP, to the Three Rivers RC and the Georgia DCA.

Background: The Georgia Development Impact Fee Act (GDIFA) was enacted into law in 1990. It sets rules for local governments that wish to charge new development for a portion of the additional capital facilities needed to serve it. Under GDIFA, local governments may impose exactions on developers to help finance the expansion of their infrastructure systems only through an impact fee system and only for the specific types of facilities and infrastructure listed in the law.

All local governments that utilize an impact fee system under the GDIFA must include CIEs in their comprehensive plans and update the CIE portion of their plan annually. The STWP is included as a part of the CIE.

Per the minimum standards of the planning process, all local governments must hold a minimum of one public hearing prior to the transmittal of each CIE update. The City has previously held the public hearing and staff is now requesting official transmittal of the document to the RC and DCA for review and comments. Formal adoption of the update by this body will be requested once approval is gained by both institutions.

Options:

- A. Adopt the resolution approving transmittal of the 2025 update to the CIE, which includes the STWP.

Funding: N/A

Recommendation: Option A

Attachments: Transmittal resolution

Previous Discussions with Council: July 22, 2025

**A RESOLUTION AUTHORIZING THE TRANSMITTAL OF THE CITY OF
NEWNAN’S 2025 UPDATE TO THE CAPITAL IMPROVEMENTS ELEMENT,
INCLUDING THE SHORT-TERM WORK PROGRAM, TO THE THREE RIVERS
REGIONAL COMMISSION**

CITY OF NEWNAN, GEORGIA

WHEREAS, the City of Newnan has prepared an annual update to a Capital Improvements Element and Short-Term Work Program; and

WHEREAS, the annual update of the Capital Improvements Element and Short-Term Work Program was prepared in accordance with the Development Impact Fee Compliance Requirements and the Minimum Planning Standards and Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989, and a Public Hearing was held on July 22, 2025 at City Hall.

NOW THEREFORE, IT IS HEREBY RESOLVED, that the Mayor and Council of the City of Newnan does hereby submit the annual update of the Capital Improvements Element and Short-Term Work Program covering the one-year period 2025-2026 to the Three Rivers Regional Commission for Regional Review, as per the requirements of the Georgia Planning Act of 1989.

This Resolution is adopted this _____ day of _____, 2025.

ATTEST:

L. Keith Brady, Mayor

Megan Shea, City Clerk

James J. Thomasson, III, Mayor Pro-Tem

REVIEWED:

Cynthia E. Jenkins, Councilmember

C. Bradford Sears, Jr., City Attorney

Rhodes H. Shell, Councilmember

Cleatus Phillips, City Manager

Raymond F. DuBose, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember

The seal of the City of Newnan, Georgia, is a circular emblem. It features a central shield with a landscape scene, including a building and trees. The shield is surrounded by a wreath. The outer ring of the seal contains the text "THE CITY OF NEWNAN, GEORGIA" at the top and "City of Homes" at the bottom. The years "18" and "28" are also visible on the left and right sides of the seal, respectively.

Comprehensive Plan 2021-2041

**Capital Improvements Element
with Short-Term Work Program
2025 Update**

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City of Newnan | Annual STWP-CIE

2025 Update

I. Introduction

The Georgia Development Impact Fee Act (GDIFA) requires all jurisdictions that levy impact fees to include a Capital Improvements Element (CIE) within the Community Agenda portion of their comprehensive plan. Furthermore, GDIFA requires those jurisdictions that prepare a CIE for their comprehensive plan to update it annually. An annual CIE update includes three components:

1. An annual update to the Short-Term Work Program (STWP) that covers a five-year period, which includes the current year plus the next four years.
2. An annual report on impact fee finances.
3. An updated list of all CIE projects which covers the same five-year period as the STWP.

City of Newnan | Annual STWP-CIE

2025 Update

II. Short-Term Work Program (STWP) Updates and Long-Term and Ongoing Activities

Whether or not a jurisdiction is required to have a CIE in their comprehensive plan they must have a STWP, as required by the Georgia Planning Act. This is necessary to maintain Qualified Local Government (QLG) status. The STWP is a key implementation tool, which reflects those activities and strategies the local government has chosen to undertake in the current five-year period (2025-2029). The City of Newnan has chosen to also provide a long-term and ongoing activities table for reference.

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
Wadsworth Auditorium improvements	2026	2027	\$650,000	\$0	SPLOST	Leisure Services
Farmer Street Cemetery Improvements	2026	2029	\$1,400,000	\$0	General Fund, Grants	Farmer Street Cemetery Commission
Andrew Street Extension from Augusta Drive to East Washington Street	2026	2029	\$2,986,000	\$0	SPLOST	Engineering
Traffic Signal Improvements	2026	2028	\$600,000	\$0	SPLOST	Engineering
2025 Bike-Ped Plan Sidewalk Maintenance Projects	2026	2027	\$320,849	\$0	SPLOST	Engineering/ City Manager
2025 Bike-Ped Plan GAP Sidewalk Projects	2026	2027	\$206,076	\$0	SPLOST	Engineering/ City Manager
Obtain National Register District designation for Chalk Level Neighborhood	2013	2026	\$2,000	\$0	NURA	NURA, Planning & Zoning
Continue Implementation of Neighborhood Stabilization Program (NSP III)	2011	2027	\$50,000	\$0	NSP Grant, NSP Revenue	Planning & Zoning, Housing Authority

City of Newnan | Annual STWP-CIE

2025 Update

Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
Continue Implementation of Neighborhood Stabilization Program (NSP I)	2013	2028	\$1,500,000	\$0	NSP Revenue, NSP Grant	Planning & Zoning, Housing Authority, Habitat for Humanity
Murray Street Housing Revitalization Project	2023	2026	\$350,000	\$0	ARPA	Planning & Zoning, NURA
Sidewalks along Sprayberry Road	2026	2029	\$2,000,000	\$0	Grants	Engineering
Greenville Street at Sewell Road Intersection Improvements	2025	2030	\$1,750,000	\$350,000	Impact Fees, FHWA, SPLOST	Engineering
Jefferson Street at Sprayberry Road Roundabout	2023	2029	\$2,840,000	\$103,000	SPLOST, FHWA, Impact Fees	Engineering
Jefferson Street/Jackson Street/Clark Street Operational and Pedestrian Improvements	2021	2026	\$1,290,000	\$0	SPLOST	Engineering
Rehabilitate and/or Reconstruction of substandard and dilapidated housing units within the NURA redevelopment area	2021	2031	\$5,350,000	None	CDBG, CHIP, local homeowner funds, HUD EDI	Planning & Zoning, NURA
Develop LINC trail system (remaining phases)	2025	2030	\$20,000,000	\$6,000,000	Impact Fees, SPLOST, City, FHWA (TAP)	City Manager
Improvements to Lower Fayetteville Road (Preliminary Engineering Phases)	2023	2031	\$6,700,000	\$547,000	FHWA, SPLOST, Impact Fees	Engineering
Maintain/Resurface Streets	2025	2029	\$11,500,000	\$0	LMIG, SPLOST	Engineering
Bicentennial Park	2025	2026	\$3,000,000	\$0	SPLOST	City Manager
Greenville Street Park Upgrades	2024	2026	\$1,400,000	\$0	SPLOST	City Manager
Public Safety Expansion	2026	2028	\$6,950,000	\$0	SPLOST	City Manager

City of Newnan | Annual STWP-CIE

2025 Update

Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
Lynch Park Improvements	2024	2025	\$750,000	\$0	SPLOST	City Manager
Fire Station Renovation (Temple Avenue)	2026	2027	\$2,500,000	\$0	SPLOST	City Manager
Alexander Farm Arboretum	2026	2029	\$3,000,000	\$0	Grants, General Fund, Private Donations	Plant Newnan, Beautification
Firearms Training Project	2025	2027	\$1,100,000	\$0	SPLOST, Grants, Donations	City Manager
Fire Flashover Project	2026	2026	\$165,000	\$0	SPLOST	City Manager
Downtown Infrastructure Improvements	2026	2028	\$3,500,000	\$0	SPLOST	City Manager
Park Playground Project	2025	2029	\$500,000	\$0	Grants, SPLOST	City Manager
Cemetery Upgrades	2026	2029	\$2,500,000	\$0	SPLOST	City Manager
Network Servers, Storage, and Switches	2026	2026	\$500,000	\$0	General Fund, SPLOST	Information Technology
Pickleball Expansion Project	2024	2025	\$1,300,000	\$0	SPLOST	City Manager

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, HUD – U.S. Department of Housing and Urban Development, EDI – Economic Development Initiative, TAP – Transportation Alternatives Program, ARPA – American Rescue Plan Act, FHWA – Federal Highway Administration, ROW – Right-of-Way, NSP – Neighborhood Stabilization Program, CDBG – Community Development Block Grant, CHIP – Community HOME Investment Program, SPLOST – Special Purpose Local Option Sales Tax, LMIG – Local Maintenance Improvement Grant. Other groups referenced, like the Historical Society, represent those organizations servicing either Newnan or Coweta County as a whole.

City of Newnan | Annual STWP-CIE

2025 Update

IMPROVEMENTS STWP ADDENDUM LONG-TERM, INDEFINITE, AND CONTINUOUS ACTIVITIES*						
Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
Improvements to Lower Fayetteville Road (ROW & Construction & Utilities)	2030	2035	\$94,200,000	\$5,000,000	Impact Fees, Local - City/County, FHWA	Engineering
Bullsboro Drive Widening and Operational Improvements	2030	2034	\$22,020,000	\$0	SPLOST, FHWA	Engineering
Greenville Street at Spence Avenue Intersection Improvements	2030	2035	\$2,200,000	\$0	SPLOST, FHWA	Engineering
Sidewalks/Multi-Use Path along Jackson Street	2030	2036	\$11,560,000	\$0	SPLOST, FHWA (TAP)	Engineering
Maintain/Resurface Streets	Annual	Continuous	\$2,000,000 annually	\$0	General Fund, SPLOST, LMIG	Engineering, Public Works
Acquire a heavy-duty vehicle for fire department	2030	2030	\$1,000,000	\$300,000	Impact Fees, SPLOST	Fire
Acquire a heavy-duty vehicle for fire department	2030	2030	\$1,000,000	\$300,000	Impact Fees, SPLOST	Fire
Acquire a heavy-duty vehicle for fire department	2035	2035	\$1,000,000	\$300,000	Impact Fees, SPLOST	Fire
Acquire a heavy-duty vehicle for fire department	2040	2040	\$1,000,000	\$300,000	Impact Fees, SPLOST	Fire
Completion of Sidewalks/Streetscapes/ Pedestrian-Level Lighting for Bullsboro Drive (from State Route 34 Bypass to Farmer Street)	2030	2033	\$1,600,000	\$0	SPLOST, Grants, FHWA (TAP)	Engineering

City of Newnan | Annual STWP-CIE

2025 Update

Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
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 (2030) from the current year (2025). All activities that have an indefinite or continuous end date, but a known start date prior to 2030, 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.

City of Newnan | Annual STWP-CIE

2025 Update

III. Impact Fee Financial Report Updates

The purpose of annually reporting on the financial state of impact fees is to provide an overview of impact fees collected and spent by category of public facility and service area. As seen below, there is a report for 2024, which is the last completed year.

ANNUAL FINANCIAL REPORT FOR 2024					
Public Facility Type	Parks and Recreation	Fire Services	Police Protection	Roads, Streets, and Bridges	Total
Service Area	City of Newnan	City of Newnan	City of Newnan	City of Newnan	City of Newnan
Beginning Impact Fee Fund Balance	\$275,472.16	\$327,597.25	\$1.92	\$637,358.88	\$1,240,430.21
Impact Fees Collected	\$124,188.80	\$50,698.25	\$0.00	\$80,402.61	\$255,289.66
Accrued Interest	\$4,983.88	\$2,514.68	\$0.00	\$10,360.02	\$17,859.58
Project Expenditures	(\$1,946.00)	(\$376,598.10)	\$0.00	\$0.00	(\$378,544.10)
*Impact Fee Refunds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Ending Impact Fee Fund Balance	\$402,688.84	\$4,212.08	\$1.92	\$728,121.51	\$1,135,035.35
Impact Fees Encumbered	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Source: City of Newnan Finance Department – Fund 375 Impact Fees. Note - After the completion of the new Public Safety Facility building, the City of Newnan suspended the imposition and charging of the Police Impact Fee (effective date of February 24, 2014). The accompanying Ordinance was included in the 2015 Update to the Capital Improvements Element. Since that time, the City has kept a column in the Annual Financial Report for Police Protection as there is still a remaining Impact Fee Fund Balance of \$1.92.

Administrative Fees

Three percent of each impact fee is added to the final amount as an administrative fee. This portion of the impact fee pays for banking fees to maintain the impact fee account and helps fund the salaries of the administrator who collects the impact fees and other staff members of the Planning and Zoning Department who update the CIE, prepare financial reports, and other related activities. For 2024, the only costs associated with implementation were banking fees and the salaries of those various employees. The amount collected in administrative fees was \$7,658.10.

City of Newnan | Annual STWP-CIE

2025 Update

IV. Capital Improvements Element (CIE) Project Updates

A capital improvement is an improvement that increases the service capacity of a public facility and has a useful life of ten or more years due to new construction or some other action. The CIE projects tables below show all planned capital improvements with expected completion dates within the current five-year period.

Capital Improvements Projects: Fire Services

Newnan	Capital Improvements Projects - 2025						
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
Fire Station Renovation (Temple Avenue)	2026	2027	\$2,500,000	\$0	SPLOST	City Manager	Planning
Firearms Training Project	2025	2027	\$1,100,000	\$0	SPLOST, Grants, Donations	City Manager	Planning
Fire Flashover Project	2026	2026	\$165,000	\$0	SPLOST	City Manager	Planning

Source: City of Newnan Planning and Zoning Department

Capital Improvements Projects: Cemetery

Newnan	Capital Improvements Projects - 2025						
Public Facility	Cemetery						
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
Farmer Street Cemetery Improvements	2026	2029	\$1,400,000	\$0	General Fund, Grants	Farmer Street Cemetery Commission	Awaiting Concept Layout

Source: City of Newnan Planning and Zoning Department

City of Newnan | Annual STWP-CIE

2025 Update

Capital Improvements Projects: Police

Newnan	Capital Improvements Projects - 2025						
Public Facility	Police						
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
Public Safety Expansion	2026	2028	\$6,950,000	\$0	SPLOST	City Manager	Planning

Source: City of Newnan Planning and Zoning Department

Capital Improvements Projects: Roads, Streets, and Bridges

Newnan	Capital Improvements Projects - 2025						
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	2025	2029	\$2,986,000	\$0	SPLOST	Engineering	Concept Layout/ROW acquisition
Jefferson Street/Jackson Street/Clark Street Operational and Pedestrian Improvements	2021	2026	\$1,290,000	\$0	SPLOST	Engineering	Final Design
Sidewalks along Sprayberry Road	2026	2029	\$2,000,000	\$0	Grants	Engineering	Design is Complete
Traffic Signal Improvements	2026	2028	\$600,000	\$0	SPLOST	Engineering	Planning and Design
Downtown Infrastructure Improvements	2026	2028	\$3,500,000	\$0	SPLOST	City Manager	Planning
2025 Bike-Ped Plan Sidewalk Maintenance Projects	2026	2027	\$320,849	\$0	SPLOST	Engineering/ City Manager	Ongoing
2025 Bike-Ped Plan GAP Sidewalk Projects	2026	2027	\$206,076	\$0	SPLOST	Engineering/ City Manager	Ongoing
Greenville Street at Sewell Road Intersection Improvements	2025	2030	\$1,750,000	\$350,000	Impact Fees, FHWA, SPLOST	Engineering	Planning
Jefferson Street at Sprayberry Road Roundabout	2023	2029	\$2,840,000	\$103,000	SPLOST, FHWA, Impact Fees	Engineering	Preliminary Engineering

City of Newnan | Annual STWP-CIE

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Project Description	Project Start Date	Project End Date	Estimated Cost of Project	Portion Chargeable to Impact Fees	Funding Sources	Responsible Party	Status
Improvements to Lower Fayetteville Road (Preliminary Engineering Phases)	2023	2031	\$6,700,000	\$547,000	FHWA, SPLOST, Impact Fees	Engineering	Preliminary Engineering

Source: City of Newnan Planning and Zoning Department

Capital Improvements Projects: Parks

Newnan	Capital Improvements Projects - 2025						
Public Facility	Parks						
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
Bicentennial Park	2025	2026	\$3,000,000	\$0	SPLOST	City Manager	Design
Pickleball Expansion Project	2024	2025	\$1,300,000	\$0	SPLOST	City Manager	Design/Build
Greenville Street Park Upgrades	2024	2026	\$1,400,000	\$0	SPLOST	City Manager	Design
Lynch Park Improvements	2024	2025	\$750,000	\$0	SPLOST	City Manager	Design
Develop LINC trail system (remaining phases)	2025	2030	\$20,000,000	\$6,000,000	Impact Fees, SPLOST, City, FHWA (TAP)	City Manager	Ongoing

Source: City of Newnan Planning and Zoning Department

City of Newnan | Annual STWP-CIE

2025 Update

V. Wastewater Collection and Treatment Updates

As with the Comprehensive Plan, wastewater collection and treatment are being reported separately from the other public facilities. This is due to the fact that Newnan Utilities, the City's appointed authority for administering public utilities, provides service for this specific category. The other public facilities included in this update are direct operations of the City. Newnan Utilities provides all the information for wastewater collection and treatment concerning the Comprehensive Plan and CIE updates. They also levy and collect the impact fees for wastewater collection and treatment.

Similar to previous public facilities, those items for wastewater collection and treatment that have completion dates beyond 2029 are not shown in the CIE and STWP.

ANNUAL FINANCIAL REPORT FOR 2024	
Public Facility Type	Wastewater Collection and Treatment
Service Area	City of Newnan
Beginning Impact Fee Fund Balance	\$5,886,616.33
Impact Fees Collected	\$824,374.00
Accrued Interest	\$6,981.96
Project Expenditures	(\$265,705.00)
Administrative Costs	(\$24,731.22)
Impact Fee Refunds	\$0.00
Ending Impact Fee Fund Balance	\$6,427,536.07
Impact Fees Encumbered	\$0.00

Source: Newnan Utilities

City of Newnan | Annual STWP-CIE

2025 Update

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
Wastewater Plant Upgrade: Mineral Springs, Wahoo, Snake Creek	2025	2029	\$25,000,000	\$25,000,000	Impact Fees - 100%	Newnan Utilities
Collection System Improvements	2025	2029	\$750,000	\$750,000	Impact Fees - 100%	Newnan Utilities

Source: Newnan Utilities

IMPROVEMENTS-STWP ADDENDUM LONG-TERM, INDEFINITE, AND CONTINUOUS ACTIVITIES*						
Project or Activity	Project Start Date	Project Completion Date	Estimated Project Cost	Portion Chargeable to Impact Fees	Sources of Funds (& Share)	Responsible Party
Phase I – Expansion of Mineral Springs WPCP & Wahoo Creek; Snake Creek	Indefinite	Indefinite	\$40,513,200	\$40,513,200	Impact Fees - 100%	Newnan Utilities
Phase II – Construction of Land Application System	Indefinite	Indefinite	\$14,130,300	\$14,130,300	Impact Fees - 100%	Newnan Utilities
Collection System Construction	Indefinite	Indefinite	\$3,000,000	\$3,000,000	Impact Fees - 100%	Newnan Utilities

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

*Long-Term means any activity that is to end more than five years (2030) from the current year (2025). 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.

City of Newnan | Annual STWP-CIE

2025 Update

Wastewater Collection and Treatment CIE

Newnan	Capital Improvements Projects - 2025				
Public Facility	Wastewater Collection and Treatment				
Service Area	City Limits				
Project Description	Project Start Date	Project End Date	Estimated Cost of Project*	Funding Sources	Status
Wahoo Plant: Liquid Lime Conversion	2024	2025	\$600,000	Impact Fees - 100%	Construction
Mineral Springs Plant: Liquid Lime Conversion	2024	2025	\$600,000	Impact Fees- 100%	Construction
Collection System Improvements	2025	2029	\$750,000	Impact Fees - 100%	Planning
Wastewater Plant Upgrade: Mineral Springs, Wahoo, Snake Creek	2025	2029	\$25,000,000	Impact Fees - 100%	Planning

Source: Newnan Utilities



City of Newnan, Georgia - Mayor and Council

Date: August 12, 2025

Agenda Item: Text amendment to zoning ordinance regarding Model Homes

Prepared By: Dean Smith, Senior Planner, Planning and Zoning Department

Purpose: During the Council retreat on March 27 and 28, 2025, the City Council discussed the potential for amending the zoning ordinance on specific items. On April 15, 2025, the Council authorized staff to proceed with crafting ordinance changes. These proposed ordinance amendments are presented as below.

Background:

1. Amend the zoning ordinance to increase the number of "model homes" in new subdivisions from 1 or 1 per phase, to 3. The basis behind this amendment is that the PDR zoning requires 3 different housing types and our current ordinance only allows one model home, or one model home per phase, if the subdivision is a phased development.

The City of Newnan Planning Commission held a public hearing on June 10, 2025. At the conclusion of the public hearing, the Planning Commission voted 6-0 in favor of recommending the following changes to the zoning ordinance.

➤ **Model Homes – proposed new language is highlighted and in bold**

- Amend Article 3, Section 3-86, (c), as follows:

(c) Model Sales Homes.

Model sales homes shall be allowed within a new residential development subject to approval by the Building Official as a temporary use provided that:

- (1) The model sales home is located on a lot that was approved by the City as part of the subdivision or development, or a model sales home may be permitted prior to subdivision under the following conditions:

- a. No more than one unit per residential development or proposed phase shall be allowed **except for planned residential developments (PDR) that have multiple types of housing. Approved planned residential developments can have up to three (3) model sales homes. In PDR developments, each model sales home shall represent a different type of residential product offered with the development.**
- b. A sales unit agreement providing for a limitation on the amount of time such a unit may be located on un-subdivided property and that the unit may not be sold until the unit is located on a platted lot shall be executed.
- c. The home will be converted to residential use after it is used as a sales office;and

- d. Only one informational ground sign is erected on the property, with a height no greater than 42 inches and a surface area no greater than 15 square feet.
- (2) Model sales homes may be approved for a period of up to 3 years. This period may be renewed for additional 6 month periods, for good cause shown, upon approval of a written request for such an extension by the Building Official. Imposing other requirements as he or she deems necessary should be done to avoid adverse impacts that the use as a model sales home may have on adjacent properties or the community as a whole. If at any time the model sales home fails to comply with the provisions of this section, the Planning Director may revoke approval of the model sales home.

Options:

- A. Approve the amendments as proposed.
- B. Approve the amendment with conditions or exclusions.
- C. Deny the proposed amendments.

Recommendation:

Staff recommends Option A

Previous Discussions with Council: April 15, 2025, May 27, 2025 and July 22, 2025

**AN ORDINANCE TO AMEND THE ZONING ORDINANCE
OF THE CITY OF NEWNAN, GEORGIA, BY ADOPTING A
NEW SEC. 3-86 (c), MODEL SALES HOMES OF
ARTICLE 3, RESTRICTIONS ON PARTICULAR USES;
AND FOR OTHER PURPOSES**

WHEREAS, the City Council of the City of Newnan adopted an amended Zoning Ordinance for the City of Newnan on September 12, 2017, as amended, providing for model sales homes during the development phase of new subdivisions in the residential areas of the City; and

WHEREAS, the product mix offered in new subdivisions which are zoned for planned residential developments (PDR) may require more than the one model sales home currently permitted in the Ordinance; and

WHEREAS, in accordance with the requirements of the City Zoning Ordinance, the Planning Commission of the City of Newnan has forwarded its recommendation to the City Council with regard to such text amendment recommending that the Zoning Ordinance be amended to permit up to 3 model sales homes to demonstrate the product mix in the PDR zoned subdivision.

WHEREAS, pursuant to said requirements of the City Zoning Ordinance, the City Council has conducted a properly advertised public hearing on the application for consideration of the adoption of a text amendment to the Zoning Ordinance not less than fifteen (15) nor more than forty-five (45) days from the date of publication of notice, which public hearing was held on the 22th day of July, 2025; and

WHEREAS, after the above referenced public hearing, the City Council has determined that it would be in the best interest of the residents, property owners and citizens of the City of Newnan, Georgia to adopt a text amendment to the Zoning Ordinance to amend Sec. 3-86 (c) (1) (a) Article 3, Restrictions on Particular Uses, by deleting Sec. 3-86 (c) (1) (a) and adopting a new Sec. 3-86 (c) (1) (a).

Section I. NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the City of Newnan, Georgia, and it is hereby ordained by authority of the same that a text amendment to amend Article 3, Restrictions on Particular Uses by deleting Sec. 3-86 (c) (1) (a) in its entirety and by adding a new Sec. 3-86 (c) (1) (a) which shall be and is hereby adopted as follows:

- a. No more than one unit per residential development or proposed development (PDR) that have multiple types of housing. Approved planned residential developments can have up to three (3) model sales homes. In PDR developments, each model sales homes shall represent a different type of residential development.

Section II. All Ordinances or parts of Ordinances in conflict or inconsistent with this Ordinance hereby are repealed.

Section III. Should any phrase, clause, sentence, or section of this Ordinance be deemed unconstitutional by a Court of competent jurisdiction, such determination shall not affect the remaining provisions of this Ordinance, which provisions shall not affect the remaining provisions of this Ordinance, which provisions shall remain in full force and effect.

Section IV. This Ordinance shall be effective upon adoption.

DONE, RATIFIED, and PASSED by the City Council of the City of Newnan, Georgia, this _____ day of _____, 2025 in regular session assembled.

ATTEST:

Keith Brady, Mayor

Megan Shea, City Clerk

James J. Thomasson III, Mayor Pro-Tem

REVIEWED AS TO FORM:

C. Bradford Sears, Jr., City Attorney

Cynthia Jenkins, Councilmember

Cleatus Phillips, City Manager

Rhodes H. Shell, Councilmember

Raymond F DuBose, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember



City of Newnan, Georgia – Mayor and City Council

Date: August 12, 2025

Agenda Item: Text Amendment to Zoning Ordinance pertaining to short-term rentals.

Prepared By: Dean Smith, Senior Planner, Planning and Zoning Department

Purpose: During the Council retreat on March 27 and 28, 2025, the City Council discussed the potential for amending the zoning ordinance on specific items. On April 15, 2025, the Council authorized staff to proceed with crafting ordinance changes. These proposed ordinance amendments are presented as below.

Background:

Develop an ordinance to regulate Short-Term Rentals (STR). A potential ordinance was previously discussed in 2018, but that time, City Council opted to table regulating Short-Term Rentals until a later date. Since that time, the City has seen more STRs open within the City and it may be beneficial to regulate such uses for the protection of neighborhoods and the safety of persons staying in the STR.

The City of Newnan Planning Commission held a public hearing on June 10, 2025. At the conclusion of the public hearing, the Planning Commission voted 6-0 in favor of recommending the following changes to the zoning ordinance.

➤ **Short-Term Rentals**

- Short-Term Rentals will be added as an entirely new section to Article 3, under Section 3-14, to be entitled, Residential Accessory Uses – Short-Term Rentals. The 2018 proposed ordinance, which was previously tabled, has been augmented with **additional changes added in 2025 that are highlighted and in bold**

Section 3-14: Residential Accessory Uses-Short-Term Rentals

(1). Definition: A Short-Term Rental is an accommodation for transient guests where, in exchange for compensation, a residential dwelling unit is provided for lodging for no more than 30 days. A residential dwelling includes all housing types with the exception that the use excludes group or congregate living or lodging uses.

(2). Stipulations

- a. Advertisements promoting a property as a residential short-term rental shall constitute prima facie evidence of the operation of a residential short-term rental dwelling unit.
- b. A Short-Term Rental Certificate must be obtained from the City of Newnan's Planning & Zoning Department:

(1). A certificate shall be valid for one year and must be renewed annually effective the first of January of the following calendar year.

(2). A certificate is non-transferable should the property be sold.

(3). Each short-term rental property must have a separate certificate

c. The owner/operator of a short-term rental property must also obtain an Occupation Tax Certificate from the City of Newnan.

d. The property owner must designate an individual to serve as a rental agent to respond to issues associated with short-term rentals. The agent can also be the property owner.

e. Within the Historic Residential Overlay Districts, no more than 20% of homes within each district shall be used as short-term rentals.

f. Tenants must be at least 25 years of age to enter into a contractual arrangement with the owner/operator of a short term rental dwelling.

g. Properties containing both a principal residential dwelling and accessory residential dwelling, shall only use one residential structure as a short-term rental, not both.

h. Properties in residentially zoned districts must provide sufficient off-street parking to accommodate both residents and/or guests.

i. Short-term rentals are conditionally permitted in all residential zoning districts and zoning districts where residential units are permitted.

(3). Definitions

The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Bedroom shall mean an attached room which is intended, arranged, or designed to be occupied by one or more persons primarily for sleeping purposes.

City shall mean Newnan, Georgia.

Garbage shall mean and include all waste and accumulation of animal, fruit, or vegetable matter that attends or results from the preparation, use, handling, cooking, serving or storage of meats, fish, fowl, fruit, vegetable matter of any nature whatsoever, which is subject to decay, putrefaction, and the generation of noxious and offensive gases and odors, or which may serve as breeding or feeding materials for flies and or germ-carrying insects. Garbage, for the purposes of this Section, shall also include recyclable materials and rubbish, as defined in the City of Newnan's Code of Ordinances.

Guest shall mean anyone who has a home address somewhere other than where he or she is spending the night and other than where he or she pays a fee for accommodations.

Innkeeper shall mean any person who is furnishing for value to the public any room(s), lodging, or accommodations.

Local contact person/rental agent shall mean a person, firm or agency representing an owner or owners of a short-term rental who has access and authority to assume operational management of the short-term rental and take remedial measures.

Noise regulations shall mean those regulations contained in the Official Code of City of Newnan.

Occupancy, transient, shall mean occupancy or use by a paying guest or tenant for a period of not more than 30 consecutive days or by the offering or advertising of a residence as being available

in whole or in part to be used for such occupancy. Such occupancy is characteristic of short-term rentals or other establishments, by whatever name called.

Operator shall mean any person operating a short-term rental (as defined in this section) in the city limits of Newnan, GA, including but not limited to the owner or proprietor of the premises, lessee, lender in possession, or any other person otherwise operating a short-term rental.

Owner shall mean a person or entity that holds legal and or equitable title to private property.

Premises shall mean and include all physical buildings, appurtenances, parking lots, and all property owned and/or used by and for the short-term rental.

Private shall mean intended for or restricted to the occupants and or guests of the short-term rental; not for public use.

Rental term shall mean the period of time a person rents or leases a short-term rental.

Short-term rental shall mean any residential property, facility, or structure used for transient occupancy providing overnight lodging and accommodations for not more than 30 consecutive days.

Special event or private function shall mean an organized activity for profit or non-profit having as its purpose entertainment, recreation and or education, including but not limited to a festival, party, reception, celebration or assembly.

(4). Procedure

a. Every person engaging in or about to engage as an operator of a short-term rental shall immediately apply for a certificate with the Planning and Zoning department on the forms provided by the same. Persons engaged in such operations must apply for a permit no later than 60 days after this regulation becomes effective; but such grace period for registration after the effective date of this regulation shall not relieve any person from the obligation of payment or collection of any required fees nor meeting the requirements of this section on and after the date of imposition thereof. The required certificate hereunder shall set forth the name under which the operator transacts business, and other such information as would be required by the Planning and Zoning department. The certificate application shall be signed by the owner if a natural person, by a member or partner in case of ownership by partnership, an officer in the case of corporation, or an agent acting on behalf of the property owner.

b. A separate certificate will be required for each individual location of a short-term rental.

c. Short-Term Rentals are approved administratively by the City's designee. A Short-Term Rental Certificate shall include, at a minimum, the following:

(1). A report from a certified Home Inspector verifying that the rental unit is in compliance with life safety and habitability codes **when applied initially and for each renewal.**

(2). Name, phone number and email address of the rental agent/local contact who is available 24 hours a day, seven days a week, to respond to complaints regarding the operation or occupancy of the short-term rental unit/property. **The owner must immediately notify the Planning and Zoning department, in writing, upon a change in the local contact person or the local contact person's telephone number. The new, revised contact name and phone number must be posted in the guest areas of the short-term rental before occupants can rent the short-term rental.**

(3). A notarized statement signed by the owner or operator that the short-term rental will be in compliance with these regulations.

(4). Proof of ownership

(5). Proof of insurance

(6). Evidence short-term rental property/ies are enrolled with City of Newnan's trash contractor.

(7). Copy of Short-Term Rental Agreement used by the owner/operator. **This agreement shall contain, at a minimum, notices to occupants regarding the City of Newnan's noise ordinances, special event prohibitions, prohibition on sub-leasing and notice that failure to vacate the premises for violating the agreement will be considered trespassing and thus subject to criminal prosecution.**

(8). Affidavit of Adjacent Property Owner Notification. The applicant of a short-term rental shall provide, in writing, notice to adjacent property owners within 250 feet, a local telephone number, name and address of a rental agent/property manager who will accept and handle complaints immediately relating to tenant activities. **If this contact person changes, then a new affidavit of adjacent property owners notification must be mailed within 10 days of any change in the contact person.**

(9). Certificates are issued to the applicant and do not carry with the land or premises. No certificate issued pursuant to this section shall be transferrable from one person to another. Any violation of this section shall constitute due cause for probation, suspension or revocation of the certificate.

(5). Rental Unit Conditions

a. Each short-term rental must provide sufficient off-street parking on paved surfaces for residents and/or guests.

b. Maximum occupancy is limited to 4 adults per dwelling unit with up to two bedrooms. For dwelling units with three or more bedrooms, the number shall not exceed 2 adults per bedroom.

c. The Short-Term Rental Agreement used by the owner/operator must include the following provisions:

- All trash will be promptly and properly disposed of within 12 hours of the departure of a guest.
- That the owners/operators and guests will comply with the City of Newnan's noise ordinance.
- If the property is not within the Central Business District, the following provision must be added: No on-street parking for guests will be allowed
- 24 hour contact
- A statement from the tenant stating that he/she will use their best efforts to assure that the use of the premises by short term rental occupants will not disrupt the neighborhood, and will not interfere with the rights of neighboring property owners to the quiet enjoyment of their properties.

c. Accommodation standards

- All swimming pools, spas, and hot tubs shall comply with the International Swimming Pool and Spa Code as adopted and amended by the Georgia Department of Community Affairs and the City of Newnan Ordinances.
- No exterior alterations may be made to a residence to indicate that it is being used as a short-term rental. House numbers shall be visible from the public street at all times.
- No advertising shall be visible from the street or from adjoining properties.
- No recreational vehicles or trailers shall be used as a short-term rental.
- Only a bedroom as defined herein shall be used for overnight sleeping quarters.
- Every bedroom occupied by one person shall contain at least 70 square feet of floor area, and every bedroom occupied by more than one person shall contain at least 50 square feet of floor area for each occupant thereof.
- Bedrooms shall not constitute the only means of access to other bedrooms or habitable spaces and shall not serve as the only means of egress from other habitable spaces.
- Every bedroom shall have access to at least one water closet and one lavatory without passing through another bedroom.
- Every bedroom shall have at least six (6) square feet of floor to ceiling heated closet space, and for each permissible occupant over two, there shall be an additional four (4) square feet in the above described closet; however, if such space is lacking, an amount of space equal in square footage to the deficiency shall be subtracted from the area of the bedroom space used in determining permissible occupancy.
- No space located totally or partially below grade shall be used as a bedroom unless the total openable window area for allowing the entrance of outside light is equal to at least five (5) square feet and there are no pipes, ducts, or other obstructions less than six feet eight inches from the floor level which interfere with the normal use of the room or area.
- Short-term rental premises must be maintained in compliance with standards contained within the City of Newnan's Ordinances.

d. Operating Standards

- Each operator of a short-term rental is required to keep a guest registry containing guest names, dates of occupancy, city of permanent residency, and description and license plate number of the vehicle they are using. Each operator of a short-term rental shall keep for a period of at least 30 days the above-described register. Said records shall be made available for examination by the City or any authorized law enforcement agency upon operator or owner of such short-term rental being presented with a warrant to provide such information, or immediately upon exigent circumstances.
- Operators of short-term rentals shall not be permitted to serve food to guests for sale or otherwise and no food preparation, except beverages, is permitted within individual bedrooms.
- The certificate number shall be included on all advertisements for the short-term rental.

Special events or private functions are not permitted at short-term rentals. For the purposes of defining a special event, in addition to the definition contained herein, no more than 2 times the number of maximum overnight sleeping occupancy shall be permitted on the premises at any time.

- The operator shall not permit any occupant to sublet the premises and shall notify occupants of this prohibition in the guest occupancy agreement.

(6). Compliance

a. All complaints shall proceed as follows:

- The complaining party shall first attempt to communicate with the designated contact person/rental agent on the affidavit of adjacent property owner's notification.
- The designated contact person/rental agent shall respond promptly to the complaint, regardless of the time of day and make reasonable efforts to remedy any situation that is out of compliance with the conditions of the short term rental uses or in which a violation of City ordinances exist.

b. If the issue or source of the complaint continues unabated, the complaining party must provide a written complaint to the City of Newnan's designee responsible for approving short-term rentals. The complaint shall include a description of the informal and formal attempts that have been made to resolve the complaint with the property's designated contact person/rental agent.

c. Three violations of this article within a 12-month period are grounds for review by the City of Newnan's designee responsible for approving short-term rentals to determine if the short-term rental certificate should be revoked or suspended.

d. A permit for a short-term rental may also be revoked or suspended if the property is engaged in any prohibited activities listed herein.

e. Appeals of short-term rental permit decisions made by the City of Newnan's designee responsible for approving short term rentals pertaining to compliance/complaint issues shall be made to the City Manager.

(7). Prohibitions

a. No signage on the rental property.

b. No vehicle parking on grass or lawns in front of a residence shall be permitted.

c. The short-term rental property shall not be advertised or promoted as an event center.

d. No exterior or interior alterations shall be made for the express purpose of adding guest rooms to the short-term rental facility.

e. Other uses which violate the City of Newnan's Code of Ordinances.

(8). Exemptions

a. Rental Units located within the Central Business District (CBD) are exempt from the on-street parking prohibition and are able to park within appropriately marked on-street parking spaces.

Options:

- A. Approve the amendments as proposed.
- B. Approve the amendment with conditions or exclusions.
- C. Deny the proposed amendments.

Recommendation:

Staff recommends Option A

Previous Discussions with Council: April 15, 2025, May 27, 2025 and July 22, 2025

Dean Smith

From: XXXXXXXXXX
Sent: Wednesday, July 16, 2025 11:34 AM
To: Jim Thomasson; Paul Guillaume; Dustin Koritko; Rhodes Shell; Ray DuBose; Cynthia Jenkins
Cc: Dean Smith
Subject: Follow Up - A Respectful Request for a Balanced Short-Term Rental Policy – Supporting Local Growth While Protecting Neighborhoods - City Council Meeting on July 22'nd

Importance: High
Sensitivity: Confidential

Dear Mayor Brady and Honorable Members of the Newnan City Council,

We hope this message finds you well and enjoying the summer.

We are writing today to sincerely thank you for your dedicated service to our community and to respectfully ask you **not to adopt the proposed ordinance** on short-term rentals in its current form.

We truly understand and appreciate your goal of keeping our neighborhoods safe and livable. At the same time, many responsible homeowners – like ourselves – only rent out our primary residence occasionally, for example when we work abroad or have extended work stays elsewhere.

This keeps our home occupied and well-maintained, while also giving others the opportunity to discover our beautiful city and support local businesses.

These small-scale, respectful short-term rentals:

- Support local small businesses such as cleaners, gardeners, and restaurants,
- Generate tax revenue for the city,
- Help prevent vacant homes, which ultimately benefits our neighborhoods.

We -once again- kindly ask you to consider a more balanced approach – for example, a “light regulation” for homeowners who rent their property for no more than 90 days per year. This would be a fair compromise that allows responsible renting without creating burdens for our community or city administration.

We truly believe that such a balanced solution would protect our neighborhoods **and** support the continued economic growth and openness that make our city so special. Please let's work together to find a way forward that works for everyone.

Unfortunately, due to work commitments, we are unable to attend the City Council meeting in person on July 22, 2025. We sincerely apologize for our absence and kindly request that you read this letter aloud during the meeting and include it in the official record.

If you have any questions or would like to discuss this in more detail, we would be more than happy to make ourselves available at any time.

Thank you -again- very much for your time, your attention, and your dedication to our community.

Warm regards,

Marc & Petra Ehlers

XXXXXXXXXXXXX
25 Highland Park Dr
Newnan, GA 30263
Phone: 306-924-4296
Email: metaxusa@gmail.com
XXXXXXXXXXXXX

Von: metaxusa@gmail.com <metaxusa@gmail.com>

Gesendet: Dienstag, 17. Juni 2025 21:07

An: jthomasson@newnanga.gov; pguillaume@newnanga.gov; dkoritko@newnanga.gov; rshell@newnanga.gov; rdubose@newnanga.gov; cjenkins@newnanga.gov

Betreff: A Respectful Request for a Balanced Short-Term Rental Policy – Supporting Local Growth While Protecting Neighborhoods

Priorität: Hoch

Vertraulichkeit: Vertraulich

Dear Mayor Brady and Honorable Members of the Newnan City Council,

I hope this message finds you well. My name is Marc Ehlers, and I'm a homeowner and community member here in Newnan, 25 Highland Park Dr. I live in Newnan since 2021 with my wife Petra.

First, thank you sincerely for your continued leadership and commitment to thoughtful governance. Newnan is a great place to live.

I am writing with regard to the proposed short-term rental (STR) ordinance amendment (Section 3-14).

While I understand and appreciate your goal of protecting neighborhood quality and safety, I would like to share some respectful concerns—and a constructive suggestion—that may help preserve economic opportunities for residents while ensuring fair oversight.

The reason I am writing you is, that I rent my (and my wife's) home out, during times we are working abroad, or stay for weeks on our job on clients' offices. Mostly 2-3 weeks, sometimes also for 2-3 months. My wife and me are international certified CPA's and we do support the idea of a true Airbnb, because we use them as well when we stay somewhere else for work. Our guest lives in our home and can enjoy our house while we can be sure the house is occupied, and guests take care of it.

During Hurricanes we support FL residents with special rates and offers during their hard times.

We do not run our primary home in Newnan as an investment property but also want to give others the opportunity to stay a few weeks here in lovely Newnan and learn how we live in Newnan.

For us, the general requirements, such as accessible contact persons, are part of the Airbnb community requirements, because without this service we would not be able to manage our Airbnb. Airbnb has a high compliance standard, is doing background checks on guests and set the basic rules and allows us to set individual rules.

If your regulation will get effective, we think, we cannot offer our home for others anymore.

A Constructive Alternative: A 90-Day Participation Threshold

I propose the City consider a simplified "light regulation" category for homeowners who rent their property for **90 nights or fewer per year**.

This approach:

- Excludes commercial operators
- Enables responsible residents to earn modest supplemental income

- Minimizes neighborhood impact
- Reduces strain on enforcement resources

Suggested conditions:

- Basic registration with local contact info
- Proof of insurance
- Local lodging tax compliance
- Commitment to a guest code of conduct

Homeowners renting more than 90 nights annually would follow the full permitting process outlined in the ordinance.

Economic Risks of Overregulation

If the ordinance moves forward as currently drafted, I'm concerned about serious unintended consequences:

1. Depressed Property Values

Homes unable to generate STR income may lose market value, making it harder to sell, refinance, or attract buyers who value flexibility.

2. Harm to Local Small Businesses

STR guests support Newnan's small service providers—cleaners, contractors, landscapers, and eateries. Fewer rentals = fewer dollars circulating locally.

3. Lost Tax Revenue and Greater Enforcement Costs

Overly complex processes lead to noncompliance and underground rentals. A streamlined framework would increase transparency and improve future tax collection.

A Balanced Path Forward

Please consider:

- **A two-tier system** based on annual rental nights
- **Digital integration** with Airbnb/VRBO for automated compliance and tax reporting
- **Targeted enforcement** for actual violations, not one-size-fits-all restrictions
- **Preservation of historic districts** through measured density—not arbitrary caps

Final Thoughts

We love this city and want to do our part to keep Newnan beautiful, welcoming, and fair. We believe that modest, respectful short-term rentals can coexist peacefully with our shared goals—especially when done transparently and thoughtfully.

I would be grateful if you would consider adjusting the proposed ordinance to reflect the reality of responsible homeowners who simply seek to stay rooted in their homes while contributing to the local economy.

Thank you for your time to read our email, attention, and service to the community. We are happy to discuss this with you or give you more insights of a true Airbnb instead of an investment Airbnb.

Regards,

Marc & Petra Ehlers
25 Highland Park Dr / Newnan / GA 30263

~~MX 8059244396~~

**AN ORDINANCE TO AMEND THE ZONING ORDINANCE
OF THE CITY OF NEWNAN, GEORGIA, BY ADOPTING A
NEW SEC. 3-14, RESIDENTIAL ASSESSORY
USES, SHORT-TERM RENTAL TO ARTICLE 3, RESTRICTIONS ON
PARTICULAR USES;
AND FOR OTHER PURPOSES**

WHEREAS, the City Council of the City of Newnan adopted an amended Zoning Ordinance for the City of Newnan on September 12, 2017, as amended, and during the various workshops and public hearings held in connection with the adoption of the Zoning Ordinance concerns were raised and voiced by the public regarding the issue of short term rentals in the residential areas of the City; and

WHEREAS, the use of residential housing units for short term rentals advertised over social media and print media become an issue that the citizens of the City asked the Council to consider, study and, if found appropriate, to regulate; and

WHEREAS, Council deferred any action of including regulations for short term rentals until additional information, study and hearings could be held on the need to regulate short term rentals and therefore referred the issue to the Planning Commission for consideration and recommendation of a text amendment to the City Zoning Ordinance to address the issue of short term rentals for residential uses; and

WHEREAS, in accordance with the requirements of the City Zoning Ordinance, the Planning Commission of the City of Newnan has forwarded its recommendation to the City Council with regard to such text amendment recommending that the Zoning Ordinance be amended to regulate short term rentals for residential uses in the residential, commercial and office/institutional zoning districts; and

WHEREAS, pursuant to said requirements of the City Zoning Ordinance, the City Council has conducted a properly advertised public hearing on the application for consideration of the adoption of a text amendment to the Zoning Ordinance not less than fifteen (15) nor more than forty-five (45) days from the date of publication of notice, which public hearing was held on the 22th day of July, 2025; and

WHEREAS, after the above referenced public hearing, the City Council has determined that it would be in the best interest of the residents, property owners and citizens of the City of Newnan, Georgia to adopt a text amendment to the Zoning Ordinance to amend Article 3, Restrictions on Particular Uses, by adding a new Sec. 3-14 Residential Accessory Uses- Short Term Rentals.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the City of Newnan, Georgia, and it is hereby ordained by authority of the same that a text amendment to amend Article 3, Restrictions on Particular Uses by adding

a new Sec. 3-14 Residential Accessory Uses, Short Term Rentals be and is hereby adopted as follows:

Section I. Sec. 3-14. – Residential Accessory Uses, Short-Term Rentals

(1). Definition: A Short-Term Rental is an accommodation for transient guests where, in exchange for compensation, a residential dwelling unit is provided for lodging for no more than 30 days. A residential dwelling includes all housing types with the exception that the use excludes group or congregate living or lodging uses.

(2). Stipulations

a. Advertisements promoting a property as a residential short-term rental shall constitute prima facie evidence of the operation of a residential short-term rental dwelling unit.

b. A Short-Term Rental Certificate must be obtained from the City of Newnan's Planning & Zoning Department:

(1). A certificate shall be valid for one year and must be renewed annually effective the first of January of the following calendar year.

(2). A certificate is non-transferable should the property be sold.

(3). Each short-term rental property must have a separate certificate

c. The owner/operator of a short-term rental property must also obtain an Occupation Tax Certificate from the City of Newnan.

d. The property owner must designate an individual to serve as a rental agent to respond to issues associated with short-term rentals. The agent can also be the property owner.

e. Within the Historic Residential Overlay Districts, no more than 20% of homes within each district shall be used as short-term rentals.

f. Tenants must be at least 25 years of age to enter into a contractual arrangement with the owner/operator of a short term rental dwelling.

g. Properties containing both a principal residential dwelling and accessory residential dwelling, shall only use one residential structure as a short-term rental, not both.

h. Properties in residentially zoned districts must provide sufficient off-street parking to accommodate both residents and/or guests.

i. Short-term rentals are conditionally permitted in all residential zoning districts and zoning districts where residential units are permitted.

(3). Definitions

The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Bedroom shall mean an attached room which is intended, arranged, or designed to be occupied by one or more persons primarily for sleeping purposes.

City shall mean Newnan, Georgia.

Garbage shall mean and include all waste and accumulation of animal, fruit, or vegetable matter that attends or results from the preparation, use, handling, cooking, serving or storage of meats, fish, fowl, fruit, vegetable matter of any nature whatsoever, which is subject to decay, putrefaction, and the generation of noxious and offensive gases and odors, or which may serve as breeding or feeding materials for flies and or germ-carrying insects. Garbage, for the purposes of this Section, shall also include recyclable materials and rubbish, as defined in the City of Newnan's Code of Ordinances.

Guest shall mean anyone who has a home address somewhere other than where he or she is spending the night and other than where he or she pays a fee for accommodations.

Innkeeper shall mean any person who is furnishing for value to the public any room(s), lodging, or accommodations.

Local contact person/rental agent shall mean a person, firm or agency representing an owner or owners of a short-term rental who has access and authority to assume operational management of the short-term rental and take remedial measures.

Noise regulations shall mean those regulations contained in the Official Code of City of Newnan.

Occupancy, transient, shall mean occupancy or use by a paying guest or tenant for a period of not more than 30 consecutive days or by the offering or advertising of a residence as being available in whole or in part to be used for such occupancy. Such occupancy is characteristic of short-term rentals or other establishments, by whatever name called.

Operator shall mean any person operating a short-term rental (as defined in this section) in the city limits of Newnan, GA, including but not limited to the owner or proprietor of the premises, lessee, lender in possession, or any other person otherwise operating a short-term rental.

Owner shall mean a person or entity that holds legal and or equitable title to private property.

Premises shall mean and include all physical buildings, appurtenances, parking lots, and all property owned and/or used by and for the short-term rental.

Private shall mean intended for or restricted to the occupants and or guests of the short-term rental; not for public use.

Rental term shall mean the period of time a person rents or leases a short-term rental.

Short-term rental shall mean any residential property, facility, or structure used for transient occupancy providing overnight lodging and accommodations for not more than 30 consecutive days.

Special event or private function shall mean an organized activity for profit or non-profit having as its purpose entertainment, recreation and or education, including but not limited to a festival, party, reception, celebration or assembly.

(4). Procedure

- a. Every person engaging in or about to engage as an operator of a short-term rental shall immediately apply for a certificate with the Planning and Zoning department on the forms provided by the same. Persons engaged in such operations must apply for a permit no later than 60 days after this regulation becomes effective; but such grace period for registration after the effective date of this regulation shall not relieve any person from the obligation of payment or collection of any required fees nor meeting the requirements of this section on and after the date of imposition thereof. The required certificate hereunder shall set forth the name under which the operator transacts business, and other such information as would be required by the Planning and Zoning department. The certificate application shall be signed by the owner if a natural person, by a member or partner in case of ownership by partnership, an officer in the case of corporation, or an agent acting on behalf of the property owner.
- b. A separate certificate will be required for each individual location of a short-term rental.
- c. Short-Term Rentals are approved administratively by the City's designee. A Short-Term Rental Certificate shall include, at a minimum, the following:
 - (1). A report from a certified Home Inspector verifying that the rental unit is in compliance with life safety and habitability codes when applied initially and for each renewal.
 - (2). Name, phone number and email address of the rental agent/local contact who is available 24 hours a day, seven days a week, to respond to complaints regarding the operation or occupancy of the short-term rental unit/property. The owner must immediately notify the Planning and Zoning department, in writing, upon a change in the local contact person or the local contact person's telephone number. The new, revised contact name and phone number must be posted in the guest areas of the short-term rental before occupants can rent the short-term rental.

(3). A notarized statement signed by the owner or operator that the short-term rental will be in compliance with these regulations.

(4). Proof of ownership

(5). Proof of insurance

(6). Evidence short-term rental property/is are enrolled with City of Newnan's trash contractor.

(7). Copy of Short-Term Rental Agreement used by the owner/operator. This agreement shall contain, at a minimum, notices to occupants regarding the City of Newnan's noise ordinances, special event prohibitions, prohibition on sub-leasing and notice that failure to vacate the premises for violating the agreement will be considered trespassing and thus subject to criminal prosecution.

(8). Affidavit of Adjacent Property Owner Notification. The applicant of a short-term rental shall provide, in writing, notice to adjacent property owners within 250 feet, a local telephone number, name and address of a rental agent/property manager who will accept and handle complaints immediately relating to tenant activities. If this contact person changes, then a new affidavit of adjacent property owners notification must be mailed within 10 days of any change in the contact person.

(9). Certificates are issued to the applicant and do not carry with the land or premises. No certificate issued pursuant to this section shall be transferrable from one person to another. Any violation of this section shall constitute due cause for probation, suspension or revocation of the certificate.

(5). Rental Unit Conditions

a. Each short-term rental must provide sufficient off-street parking on paved surfaces for residents and/or guests.

b. Maximum occupancy is limited to 4 adults per dwelling unit with up to two bedrooms. For dwelling units with three or more bedrooms, the number shall not exceed 2 adults per bedroom.

d. The Short-Term Rental Agreement used by the owner/operator must include the following provisions:

- All trash will be promptly and properly disposed of within 12 hours of the departure of a guest.
- That the owners/operators and guests will comply with the City of Newnan's noise ordinance.

- If the property is not within the Central Business District, the following provision must be added: No on-street parking for guests will be allowed
- 24 hour contact
- A statement from the tenant stating that he/she will use their best efforts to assure that the use of the premises by short term rental occupants will not disrupt the neighborhood, and will not interfere with the rights of neighboring property owners to the quiet enjoyment of their properties.

c. Accommodation standards

- All swimming pools, spas, and hot tubs shall comply with the International Swimming Pool and Spa Code as adopted and amended by the Georgia Department of Community Affairs and the City of Newnan Ordinances.
- No exterior alterations may be made to a residence to indicate that it is being used as a short-term rental. House numbers shall be visible from the public street at all times.
- No advertising shall be visible from the street or from adjoining properties.
- No recreational vehicles or trailers shall be used as a short-term rental.
- Only a bedroom as defined herein shall be used for overnight sleeping quarters.
- Every bedroom occupied by one person shall contain at least 70 square feet of floor area, and every bedroom occupied by more than one person shall contain at least 50 square feet of floor area for each occupant thereof.
- Bedrooms shall not constitute the only means of access to other bedrooms or habitable spaces and shall not serve as the only means of egress from other habitable spaces.
- Every bedroom shall have access to at least one water closet and one lavatory without passing through another bedroom.
- Every bedroom shall have at least six (6) square feet of floor to ceiling heated closet space, and for each permissible occupant over two, there shall be an additional four (4) square feet in the above described closet; however, if such space is lacking, an amount of space equal in square footage to the deficiency shall be subtracted from the area of the bedroom space used in determining permissible occupancy.

- No space located totally or partially below grade shall be used as a bedroom unless the total openable window area for allowing the entrance of outside light is equal to at least five (5) square feet and there are no pipes, ducts, or other obstructions less than six feet eight inches from the floor level which interfere with the normal use of the room or area.
- Short-term rental premises must be maintained in compliance with standards contained within the City of Newnan's Ordinances.

e. Operating Standards

- Each operator of a short-term rental is required to keep a guest registry containing guest names, dates of occupancy, city of permanent residency, and description and license plate number of the vehicle they are using. Each operator of a short-term rental shall keep for a period of at least 30 days the above-described register. Said records shall be made available for examination by the City or any authorized law enforcement agency upon operator or owner of such short-term rental being presented with a warrant to provide such information, or immediately upon exigent circumstances.
- Operators of short-term rentals shall not be permitted to serve food to guests for sale or otherwise and no food preparation, except beverages, is permitted within individual bedrooms.
- The certificate number shall be included on all advertisements for the short-term rental.
Special events or private functions are not permitted at short-term rentals. For the purposes of defining a special event, in addition to the definition contained herein, no more than 2 times the number of maximum overnight sleeping occupancy shall be permitted on the premises at any time.
- The operator shall not permit any occupant to sublet the premises and shall notify occupants of this prohibition in the guest occupancy agreement.

(6). Compliance

- a. All complaints shall proceed as follows:

- The complaining party shall first attempt to communicate with the designated contact person/rental agent on the affidavit of adjacent property owner's notification.
 - The designated contact person/rental agent shall respond promptly to the complaint, regardless of the time of day and make reasonable efforts to remedy any situation that is out of compliance with the conditions of the short term rental uses or in which a violation of City ordinances exist.
- b. If the issue or source of the complaint continues unabated, the complaining party must provide a written complaint to the City of Newnan's designee responsible for approving short-term rentals. The complaint shall include a description of the informal and formal attempts that have been made to resolve the complaint with the property's designated contact person/rental agent.
 - c. Three violations of this article within a 12-month period are grounds for review by the City of Newnan's designee responsible for approving short-term rentals to determine if the short-term rental certificate should be revoked or suspended.
 - d. A permit for a short-term rental may also be revoked or suspended if the property is engaged in any prohibited activities listed herein.
 - e. Appeals of short-term rental permit decisions made by the City of Newnan's designee responsible for approving short term rentals pertaining to compliance/complaint issues shall be made to the City Manager.

(7). Prohibitions

- a. No signage on the rental property.
- b. No vehicle parking on grass or lawns in front of a residence shall be permitted.
- c. The short-term rental property shall not be advertised or promoted as an event center.
- d. No exterior or interior alterations shall be made for the express purpose of adding guest rooms to the short-term rental facility.
- e. Other uses which violate the City of Newnan's Code of Ordinances.

(8). Exemptions

a. Rental Units located within the Central Business District (CBD) are exempt from the on-street parking prohibition and are able to park within appropriately marked on-street parking spaces.

Section II. All Ordinances or parts of Ordinances in conflict or inconsistent with this Ordinance hereby are repealed.

Section III. Should any phrase, clause, sentence, or section of this Ordinance be deemed unconstitutional by a Court of competent jurisdiction, such determination shall not affect the remaining provisions of this Ordinance, which provisions shall remain in full force and effect.

Section IV. This Ordinance shall be effective upon adoption.

(Signatures on next page)

DONE, RATIFIED, and PASSED by the City Council of the City of Newnan, Georgia, this _____ day of _____, 2025 in regular session assembled.

ATTEST:

Keith Brady, Mayor

Megan Shea, City Clerk

James J. Thomasson III, Mayor Pro-Tem

REVIEWED AS TO FORM:

C. Bradford Sears, Jr., City Attorney

Cynthia Jenkins, Councilmember

Cleatus Phillips, City Manager

Rhodes H. Shell, Councilmember

Raymond F DuBose, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember



Planning & Zoning Department

To: Cleatus Phillips, City Manager

From: Tracy Dunnavant, Planning Director

Re: Second Readings on Annexation/Rezoning Application State Route 34 and Roscoe Road

Date: August 1, 2025

As you are aware, last month the City Council voted to approve an annexation/rezoning application for properties on State Route 34 and Roscoe Road. Since the proposed Zoning Ordinance amendment to eliminate the need for a second reading had not been considered at the time the rezoning/annexation ordinance was adopted and the vote was not unanimous, a second reading will be required.

Staff anticipates an ordinance amending the second reading portion of the Zoning Ordinance will be presented for Council's consideration at their August 12th meeting. If that ordinance is adopted, no further second readings for future Zoning Ordinance amendments will be required.

Please let me know if you have questions or need additional information.

Elva A Whitlock, Myrtle W.
Jackson, and Adell W. Miler
Estate; Greg K. Rogers
Land Lot 71, 5th Land District
Tract C1: 1.1994 +/- Acres on
State Route 34 Bypass
Tax Map # 073B 033
Tract B1: 0.4996 +/- Acres on
Roscoe Road
Portion of Tax Map # 073B 032

**ORDINANCE TO ANNEX TO THE EXISTING CORPORATE LIMITS OF THE CITY
OF NEWNAN, GEORGIA A CERTAIN UNINCORPORATED TRACTS OF LAND
ADJOINING THE EXISTING CORPORATE LIMITS OF SAID CITY IN
ACCORDANCE WITH SECTION 36-36-20 ET SEQ. OF THE OFFICIAL CODE OF
GEORGIA, AND FOR OTHER PURPOSES**

BE IT ORDAINED, by the Mayor and City Council of the City of Newnan, and it is hereby ordained by authority of the same and by the authority granted to the governing authority of the City of Newnan by Section 36-36-20 et seq. of the, Official Code of Georgia, annotated, that the following described property is hereby annexed and shall hereinafter be treated and considered as a part of the corporate limits of the City of Newnan, Georgia, to-wit:

All that tract or parcel of land lying and being in Land Lot 71 of the 5th Land District of Coweta County, Georgia, containing 1.1994 ± acres and being more particularly described as Tract C1 on Exhibit "A" attached hereto and all that tract or parcel of land containing 0.4996 +/- acres and being more particularly described as Tract B1 on Exhibit "B" attached here to and shown on plat of survey dated July 29, 1960 and Annexation Map dated February 15, 2022 as Exhibit "C" attached hereto and by reference made a part hereof.

BE IT FURTHER ORDAINED that said property annexed be zoned, RU-7 (Urban Residential Single-Family Dwelling District-High Density) with conditions as provided in the separate rezoning ordinance adopted in connection herewith.

BE IT FURTHER ORDERED that the property be placed in City of Newnan Election District 2.

BE IT FURTHER ORDAINED that all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

DONE, RATIFIED AND PASSED by the City Council of the City of Newnan, Georgia,
this 22nd day of JULY, 2025 in regular session assembled.

ATTEST:

Megan Shea
Megan Shea, City Clerk

L. Keith Brady
L. Keith Brady, Mayor

Reviewed:

C. Bradford Sears
C. Bradford Sears, Jr., City Attorney

James J. Thomasson III
James J. Thomasson III, Mayor Pro-Tem

(NAY)
Cynthia E. Jenkins, Councilmember

Cleatus Phillips
Cleatus Phillips, City Manager

Rhodes H. Shell
Rhodes H. Shell, Councilmember

Raymond F. DuBose
Raymond F. DuBose, Councilmember

Dustin Boritko
Dustin Boritko, Councilmember

Paul Guillaume
Paul Guillaume, Councilmember

TRACT C1 LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND situated, lying and being located in land lot 71 of the 5th Land District, Coweta County, Georgia, the same and being more particularly described as follows:

Commencing at a concrete right-of-way monument marking the intersection of the southwesterly varying right-of-way of Highway 70 / Roscoe Road and the southeasterly 200' right-of-way of State Route 34 Bypass;

Thence South 78 degrees 13 minutes 38 seconds West 89.10 feet along the said 200' right-of-way of State Route 34 Bypass to a point;

Thence South 79 degrees 05 minutes 09 seconds West 1209.85 feet along the said 200' right-of-way of State Route 34 Bypass to a point, said point being the TRUE POINT OF BEGINNING of the property herein described.

Thence South 05 degrees 24 minutes 03 seconds East 469.31 feet leaving the said 200' right-of-way of State Route 34 Bypass and along the City of Newnan City Limits Line to a point;

Thence North 89 degrees 47 minutes 52 seconds West 139.99 feet leaving the said City of Newnan City Limits Line to a point;

Thence North 01 degrees 05 minutes 32 seconds East 449.99 feet to a point on the southeasterly 200' right-of-way of State Route 34 Bypass;

Thence North 79 degrees 05 minutes 09 seconds East 88.85 feet along the said 200' right-of-way of State Route 34 Bypass to a point, said point being the TRUE POINT OF BEGINNING.

Said tract or parcel contains 1.1994 Acres more or less.

portion of tax map no. 073B 033

TRACT B1 LEGAL DESCRIPTION

EXHIBIT A
PAGE 2 OF 2

ALL THAT TRACT OR PARCEL OF LAND situated, lying and being located in land lot 71 of the 5th Land District, Coweta County, Georgia, the same and being more particularly described as follows:

Commencing at a concrete right-of-way monument marking the intersection of the southwesterly varying right-of-way of Highway 70 / Roscoe Road and the southeasterly 200' right-of-way of State Route 34 Bypass;

Thence South 38 degrees 40 minutes 27 seconds East 109.20 feet along the said southwesterly varying right-of-way of Highway 70 / Roscoe Road to a point;

Thence North 56 degrees 04 minutes 21 seconds East 15.00 feet along the said southwesterly varying right-of-way of Highway 70 / Roscoe Road to a point;

Thence South 37 degrees 24 minutes 34 seconds East 231.09 feet along the said southwesterly varying right-of-way of Highway 70 / Roscoe Road to a point;

Thence South 52 degrees 35 minutes 26 seconds West 50.00 feet leaving the said southwesterly varying right-of-way of Highway 70 / Roscoe Road to a point, said point being the TRUE POINT OF BEGINNING of the property herein described.

Thence South 37 degrees 44 minutes 34 seconds East 240.86 feet to a point;

Thence South 73 degrees 30 minutes 08 seconds West 121.92 feet to a 1/2" iron rebar found on the City of Newnan City Limits Line;

Thence North 28 degrees 35 minutes 37 seconds West 199.70 feet along the said City of Newnan City Limits Line to a point;

Thence North 52 degrees 35 minutes 26 seconds East 81.88 feet along the said City of Newnan City Limits Line to a point, said point being the TRUE POINT OF BEGINNING.

Said tract or parcel contains 0.4996 Acres more or less.

portion of tax map no. 073B 032

DONE, RATIFIED AND PASSED in regular session, on second reading this the _____ day of _____ 2025.

ATTEST:

Megan Shea, City Clerk

L. Keith Brady, Mayor

REVIEWED AS TO FORM:

James J. Thomasson III, Mayor Pro Tem

C. Bradford Sears, Jr., City Attorney

Cynthia E. Jenkins, Councilmember

Cleatus Phillips, City Manager

Rhodes H. Shell, Councilmember

Raymond F. DuBose, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember

Elva A Whitlock, Myrtle W. Jackson,
and Adell W. Miler
Estate; Greg K. Rogers
Land Lot 71, 5th Land District
Tract C1: 1.1994+/- Acres on
State Route 34 Bypass
Tax Map # 073B 033
Tract B1: 0.4996 +/- Acres on
Roscoe Road
Portion of Tax Map # 073B 032
Tract containing 20.0119+/acres
Tax Map # 073B 010 at
204 Roscoe Road

**ORDINANCE TO AMEND THE ZONING MAP FOR PROPERTY
LOCATED IN LAND LOT 71 OF THE 5TH LAND DISTRICT
LOCATED ON ROSCOE ROAD AND ON STATE ROUTE 34 BYPASS,
IN THE CITY OF NEWNAN, GEORGIA**

WHEREAS, the City Council of the City of Newnan has adopted an annexation and rezoning ordinance of portions of the property shown on Exhibit "A" from the Coweta County and Zoning Classification RC (Rural Conservation Residential District) and the owner has filed an application to rezone to entirety of the property shown on Exhibit "A" from CGN (General Commercial District) to the City of Newnan Zoning Classification RU-7 (Urban Residential Single- Family Dwelling District- High Density); and

WHEREAS, in accordance with the requirements of the City Zoning Ordinance, the Planning Commission of the City of Newnan has forwarded it recommendation to the City Council; and

WHEREAS, pursuant to said requirements of the City Zoning Ordinance, the City Council has conducted a properly advertised public hearing on the rezoning application not less than 15 nor more than 45 days from the date of publication of notice, which public hearing was held on the 22nd day of July, 2025; and

WHEREAS, after the above-referenced public hearing, the City Council has determined the re-zoning of the property would be in the best interest of the residents, property owners and citizens of the City of Newnan, Georgia; and

NOW THEREFORE BE IT ORDAINED, by the City Council of the City of Newnan, Georgia, that the Zoning Map of the City of Newnan be revised as follows:

Section I. That the property described on Exhibit "A" and shown on plat of survey Exhibit "B" all attached hereto and by reference made a part hereof be rezoned RU-7 (Urban Residential Single- Family Dwelling District- High Density) subject to the following conditions:

1. All dwelling units to be of masonry & hardie board construction & accents.
2. The development will be developed and built to the City's RU-7 standards/lot sizes/ setbacks.
3. All dwelling units to be one and two story detached single family residences which shall be offered fee-simple sale and all dwelling units shall exceed 2,000 square feet.
4. The development will be limited to 61 total lots. And dwelling units as shown on the concept plan attached hereto as Exhibit "C".
5. Single family residents shall be consistent with elevations included with this application. And as shown on Exhibit "D" attached hereto.
6. Developers work with the planning and beautification staff on the state route 34 screening. and as additionally detailed in condition No. 10.
7. Developers shall maintain a 35 foot undisturbed buffer between the development and the adjoining Cash and Green properties. A fence shall be installed for screening purposes. and as additionally detailed in condition No. 10.
8. The project will meet all city requirements, including the tree conservation and landscape ordinance, and be consistent with the concept plan, density, project data, amenities, proffered conditions, and elevations provided as part of the applications.
9. A final plat will be provided reflecting the combination of all tracts.
10. Notwithstanding any developer offered proffered condition, The developer shall provide adequate screening adjacent to the rear property lines of the homes along State Route 34 Bypass, as well as Lots 60 and 61 along Roscoe Road where there is not satisfactory existing tree cover as determined by the City's landscape architect. Responsibility for maintenance and replanting of all screening material and/or fencing will be addressed in the covenants and restrictions for the development.

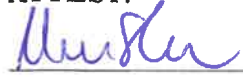
Section II. All ordinances or parts of ordinances in conflict or inconsistent with this Ordinance hereby are repealed.

Section III. Should any phrase, clause, sentence, or section of this Ordinance be deemed unconstitutional by a Court of competent jurisdiction, such determination shall not affect the remaining provisions of this Ordinance, which provisions shall remain in full force and effect.

Section IV. This ordinance shall be effective upon adoption.

DONE, RATIFIED, and PASSED, by the City Council of the City of Newnan, Georgia, this the 22nd day of July, 2025 in regular session assembled.

ATTEST:

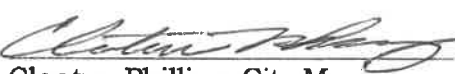

Megan Shea, City Clerk


L. Keith Brady, Mayor

Reviewed:

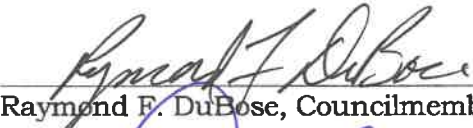

C. Bradford Sears, Jr., City Attorney

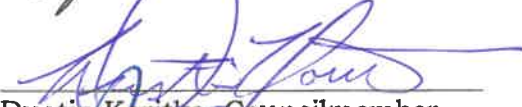

James J. Thompson III, Mayor Pro-Tem


Cleatus Phillips, City Manager

(NAY)
Cynthia E. Jenkins, Councilmember


Rhodes H. Shell, Councilmember


Raymond F. DuBose, Councilmember


Dustin Koritko, Councilmember


Paul Guillaume, Councilmember

All those tracts or parcels of land lying and being located in Land Lot 71 of the Fifth Land District of Coweta County, Georgia and being more particularly described as follows:

TRACT C1

First, start at a rock found marking the corner common to land lots 58, 59 70 and 71;

thence N 01°28'05" E a distance of 298.26' along the west line of land lot 71 to a ½" aluminum pipe found at an old fence corner;

thence S 89°47'52" E a distance of 50.01' leaving said land lot line to a point and the TRUE POINT OF BEGINNING OF THE PROPERTY HEREIN DESCRIBED;

thence N 01°05'32" E a distance of 449.99' to a point on the southerly 200' right-of-way of State Route 34 Bypass;

thence N 79°05'09" E a distance of 88.85' along said right-of-way to a point;

thence S 05°24'03" E a distance of 469.31' leaving said right of way to a point;

thence N 89°47'52" W a distance of 139.99' to a point which is the true point of beginning,

having an area of 52247 square feet, 1.1994 acres

TRACT A

First, start at a rock found marking the corner common to land lots 58, 59 70 and 71;

thence N 01°28'05" E a distance of 298.26' along the west line of land lot 71 to a ½" aluminum pipe found at an old fence corner;

thence N 01°05'32" E a distance of 440.13' along the west line of land lot 71 to a 5/8" iron rebar found on the southerly 200' right-of-way of State Route 34 Bypass;

thence N 79°05'09" E a distance of 139.97' along said right-of-way of State Route 34 Bypass to a point and the TRUE POINT OF BEGINNING OF THE PROPERTY HEREIN DESCRIBED;

thence N 79°05'09" E a distance of 1209.85' 97' along said right-of-way of State Route 34 Bypass to a point;

thence N 78°13'38" E a distance of 89.10' along said right-of-way of State Route 34 Bypass to a point;

thence S 38°40'27" E a distance of 109.20' leaving said right-of-way of State Route 34 Bypass and along the westerly varying

right-of-way of Hwy 70 / Roscoe Rd to a point;
 thence N 56°04'21" E a distance of 15.00' along the westerly
 varying right-of-way of Hwy 70 / Roscoe Rd to a point;
 thence S 37°24'34" E a distance of 231.09' along the westerly
 varying right-of-way of Hwy 70 / Roscoe Rd to a point;
 thence S 52°35'26" W a distance of 131.88' leaving the westerly
 varying right-of-way of Hwy 70 / Roscoe Rd to a point;
 thence S 28°35'37" E a distance of 321.50' to a 2 ½" iron pipe
 found;
 thence S 29°06'52" E a distance of 111.16' to a ½" iron rebar
 found;
 thence N 89°47'52" W a distance of 1555.30' to a point;
 thence N 05°24'03" W a distance of 469.31' to a point on the
 southerly 200' right-of-way of State Route 34 Bypass which is
 the point of beginning,
 having an area of 871719 square feet, 20.0119 acres

TRACT B

First, start at a rock found marking the corner common to land
 lots 58, 59 70 and 71;
 thence N 01°28'05" E a distance of 298.26' along the west line
 of land lot 71 to a ½" aluminum pipe found at an old fence
 corner;
 thence N 01°05'32" E a distance of 440.13' along the west line
 of land lot 71 to a 5/8" iron rebar found on the southerly 200'
 right-of-way of State Route 34 Bypass;
 thence N 79°05'09" E a distance of 139.97' along said right-of-
 way of State Route 34 Bypass to a point and the TRUE POINT
 OF BEGINNING OF THE PROPERTY HEREIN
 DESCRIBED;
 thence N 79°05'09" E a distance of 1209.85' 97' along said right-
 of-way of State Route 34 Bypass to a point;
 thence N 78°13'38" E a distance of 89.10' along said right-of-
 way of State Route 34 Bypass to a point;
 thence S 38°40'27" E a distance of 109.20' leaving said right-of-
 way of State Route 34 Bypass and along the westerly varying
 right-of-way of Hwy 70 / Roscoe Rd to a point;
 thence N 56°04'21" E a distance of 15.00' along the westerly
 varying right-of-way of Hwy 70 / Roscoe Rd to a point;
 thence S 37°24'34" E a distance of 231.09' along the westerly
 varying right-of-way of Hwy 70 / Roscoe Rd to a point and THE
 TRUE POINT OF BEGINNING OF THE PROPERTY
 HEREIN DESCRIBED;
 thence S 37°44'34" E a distance of 260.01' along the westerly
 varying right-of-way of Hwy 70 / Roscoe Rd to a point;

thence S 73°30'08" W a distance of 175.56' to a ½" iron rebar found;

thence N 28°35'37" W a distance of 199.70' to a point;

thence N 52°35'26" E a distance of 131.88' to a point on the westerly varying right-of-way of Hwy 70 / Roscoe Rd which is the point of beginning,

having an area of 34285 square feet, 0.7871 acres

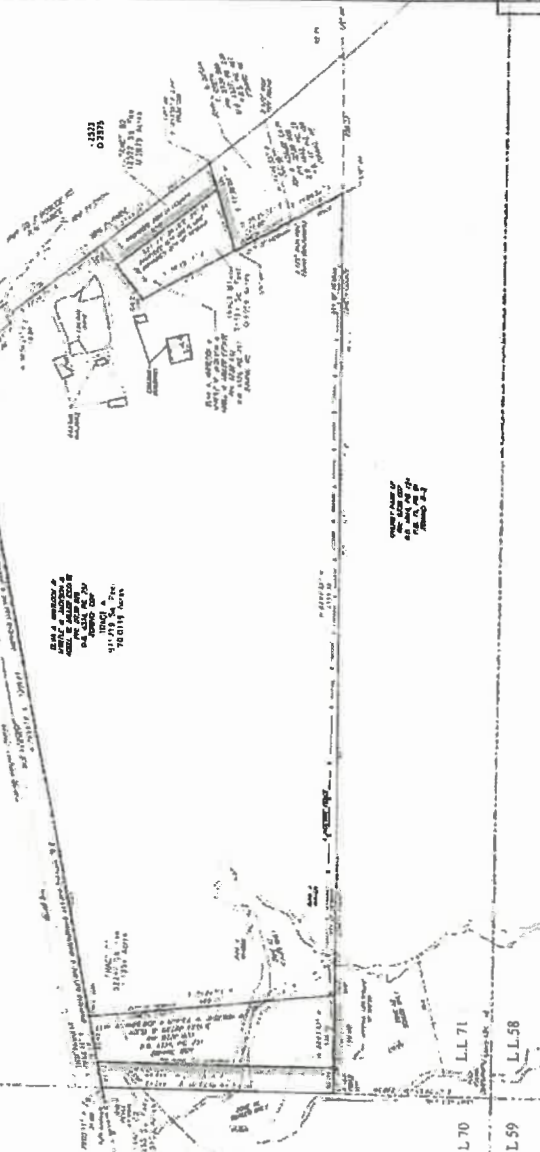
EXHIBIT	<u>A</u>
PAGE	<u>3</u> OF <u>3</u>

LOCATION MAP



GENERAL NOTES:

1. THE CITY OF MARIETTA, GEORGIA, HAS ADOPTED THE CITY CHARTER AND ORDINANCES, AND THE CITY ENGINEER HAS REVIEWED THE PROJECT AND FOUND IT TO BE IN ACCORDANCE WITH THE CITY CHARTER AND ORDINANCES.
2. THE PROJECT IS A RECONSTRUCTION OF THE EXISTING 10' WIDE SIDEWALK AND 10' WIDE CURB AND GUTTER, AND THE ADDITION OF A 10' WIDE BIKEWAY.
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GENERAL NOTES:

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PROJECT DATA:

PROJECT NAME: **RECONSTRUCTION OF SIDEWALK, CURB AND GUTTER, AND ADDITION OF BIKEWAY**

PROJECT LOCATION: **LOCATED IN L.L. 71, CITY DISTRICT, COUNTY, GEORGIA**

PROJECT OWNER: **NEW MARIETTA**

PROJECT ENGINEER: **GASKINS + LECRAW**

PROJECT DATE: **10/1/2021**

PROJECT STATUS: **UNDER REVIEW**



PROJECT DATA:

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PROJECT STATUS: **UNDER REVIEW**

land plans

2111422 01/10/2002

PROPOSED LAND USE PLAN: RU-1
A ZONING ANNEXATION REQUEST: NEWNAN, GEORGIA
 (b) ALIENABLE FAMILY DETACHED HOUSES: (2.5 UNITS/AC) NEWNAN, GEORGIA

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Gaskins
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Don't miss this!

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Ord. No. _____
Page _____ Of _____

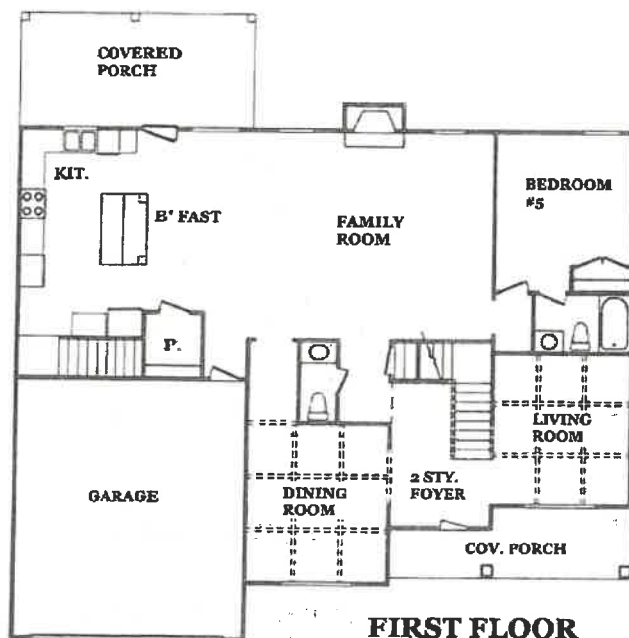
Page 255 of 269

REV. DATE : 05/20/23

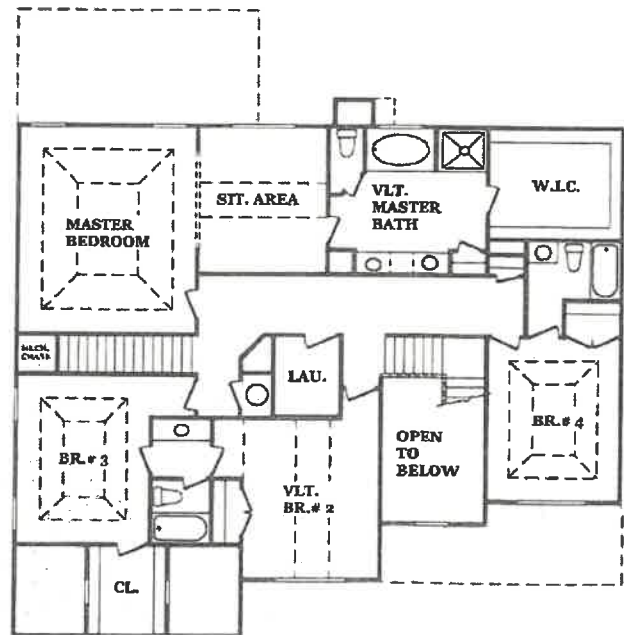
EXHIBIT D
PAGE 1 OF 12



THE ALEXANDER @ THE VILLAGE AT CAMP MITCHELL
FRONT ELEV.-A



FIRST FLOOR



SECOND FLOOR

RENDERINGS ARE FURNISHED
AS A GUIDE ONLY, ACTUAL
CONSTRUCTION AND DIMENSIONS
MAY VARY.

Ord. No. _____
Page _____ Of _____ Page 256 of 269

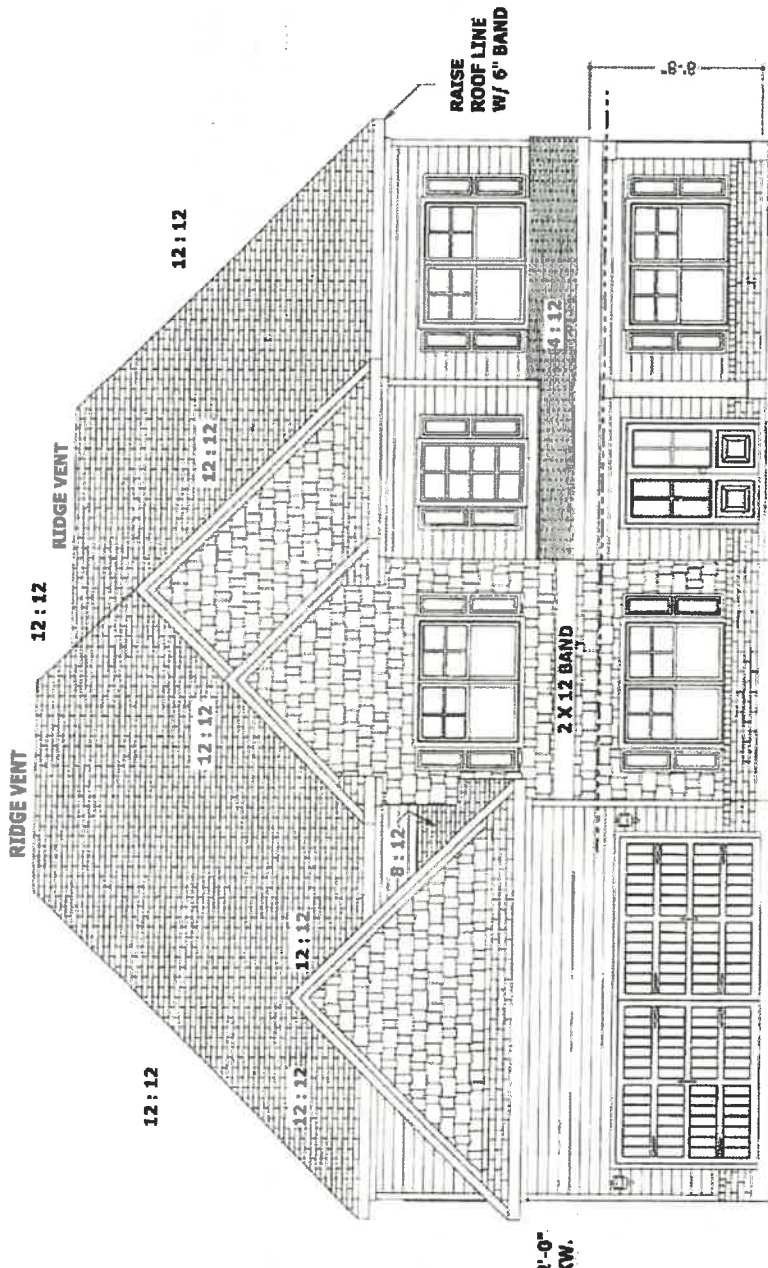


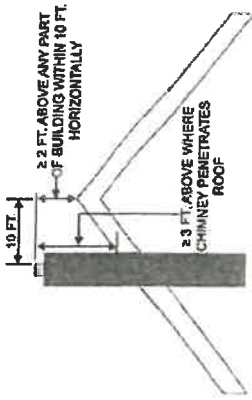
EXHIBIT D
 PAGE 2 OF 12

NOTE:
 SECOND FLOOR 8' C.L.G.
 FIRST FLOOR 9' C.L.G.

DOOR KNOBS
 ON RT. DOOR

FRONT ELEV.
 1/4" = 1'-0"

THE ALEXANDER @ THE VILL AT CAMP MITCHEL
 FRONT ELEV.-A
 REV. DATE: 05-20-23
 SHEET# 1-A1



Chimney Height Above Roof

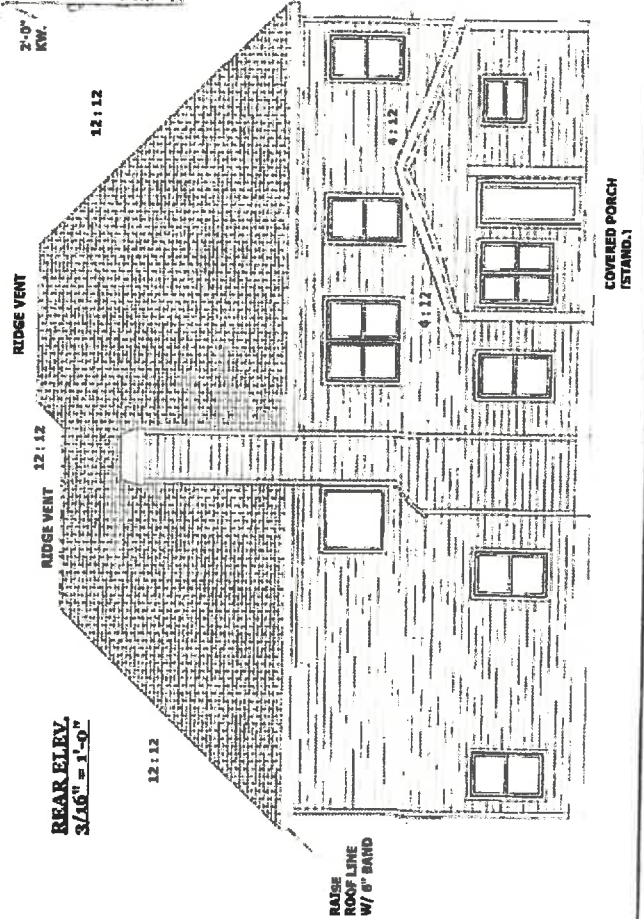
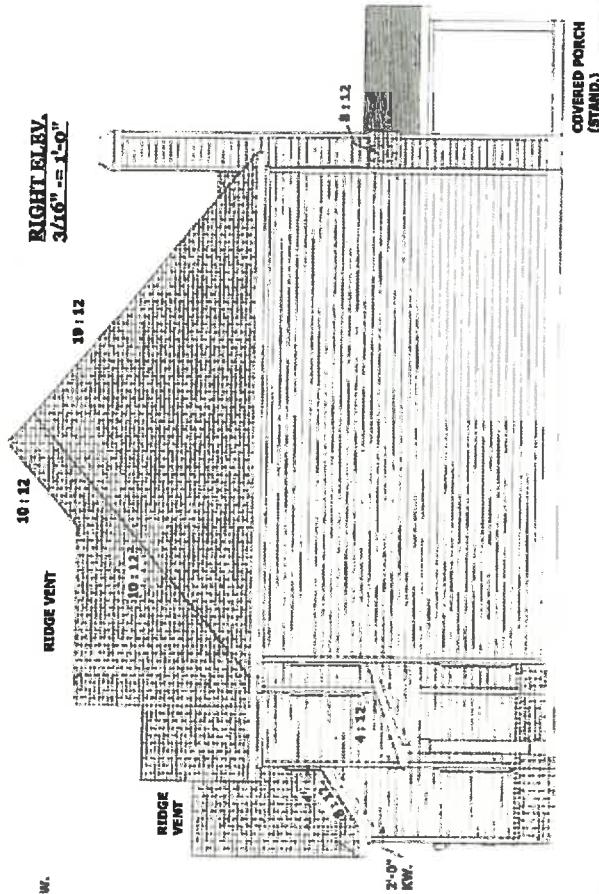
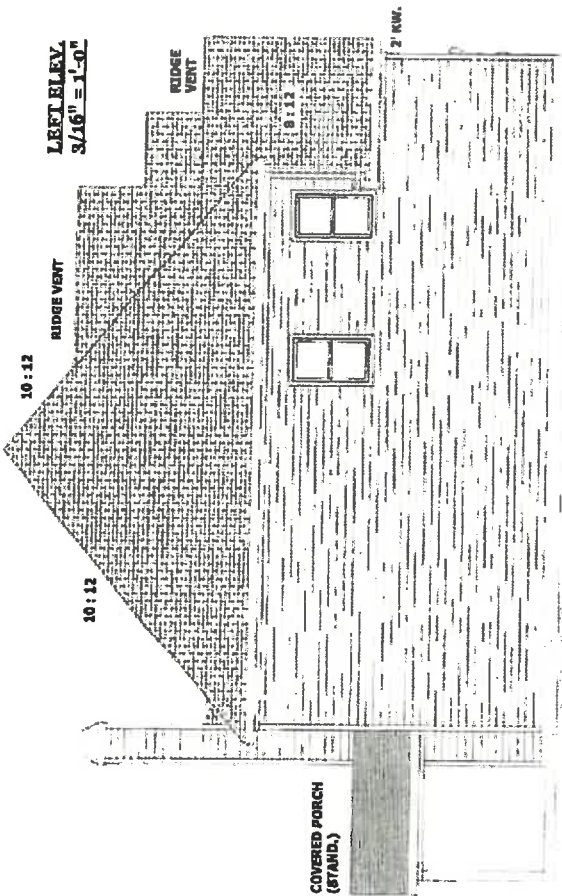
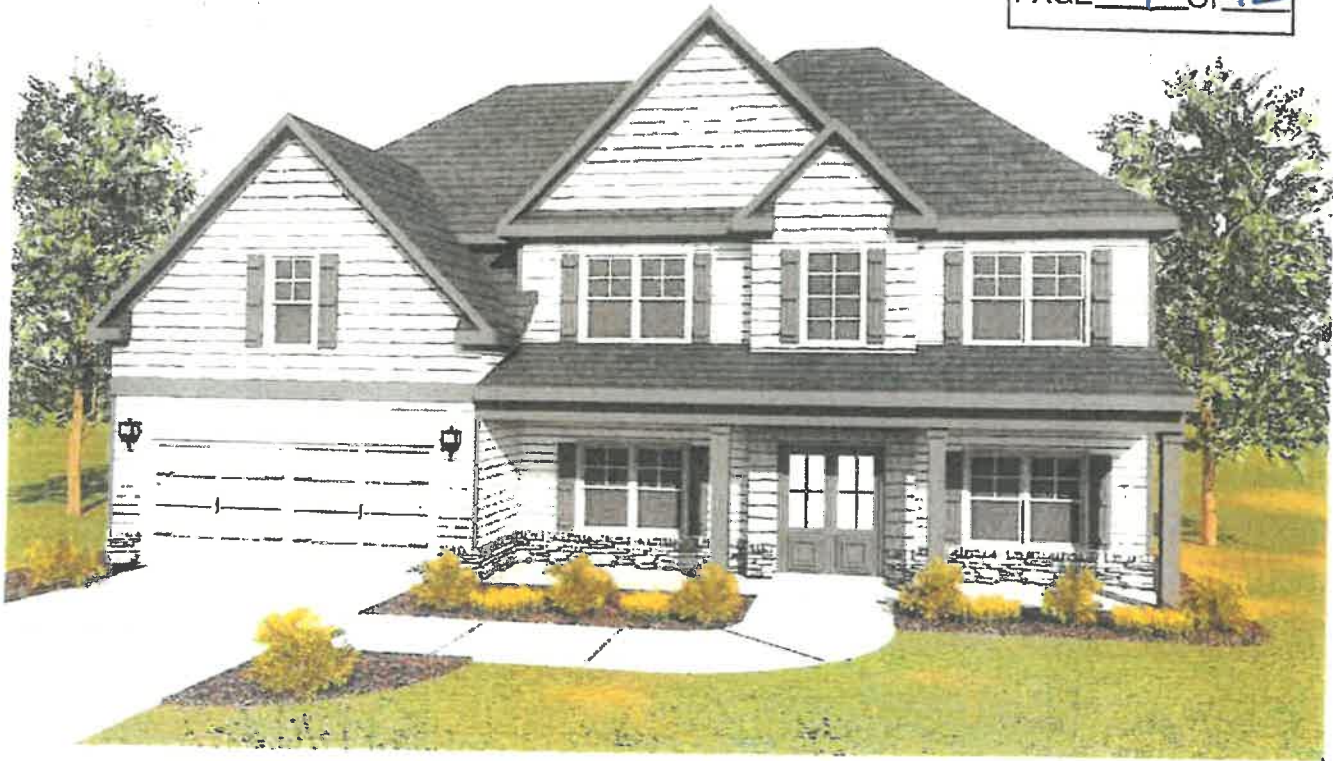


EXHIBIT D
PAGE 3 OF 12

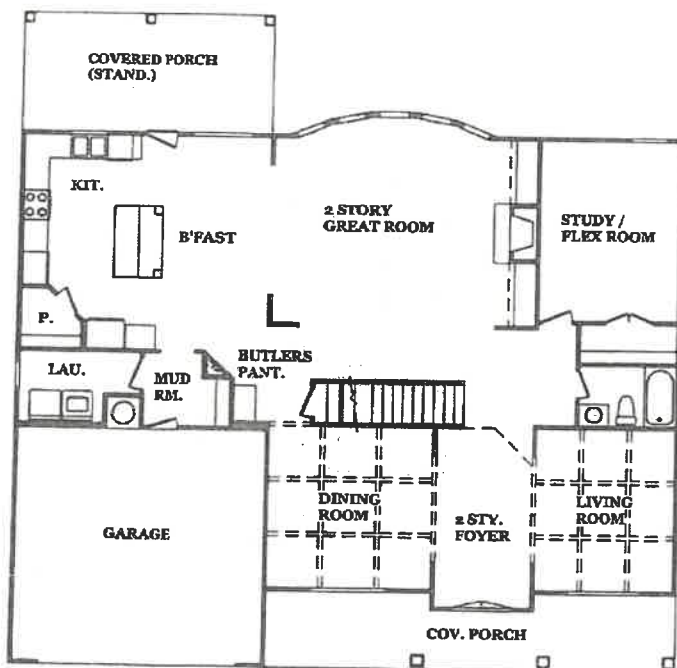
THE ALEXANDER @ THE VILL. AT CAMP MITCHELL.
ELEV.-A: SIDES & REAR ELEV.
SHEET# 1-A3

REV. DATE : 05/21/23

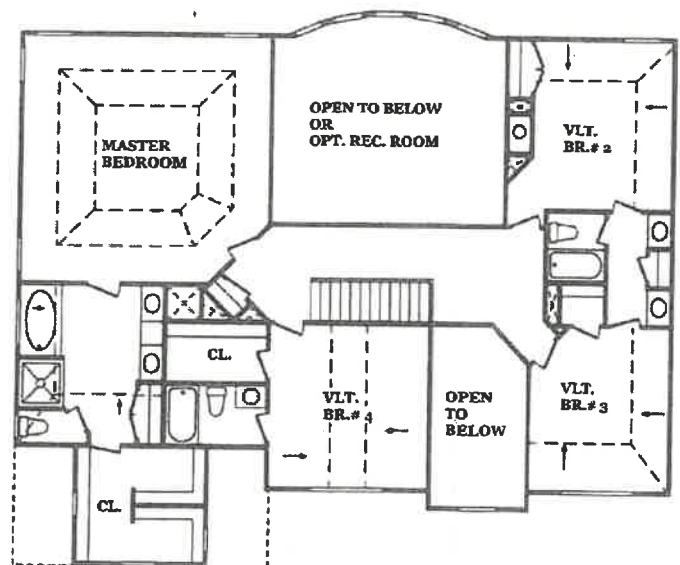
EXHIBIT D
PAGE 4 OF 12



THE BARNHART @ THE VILLAGE AT CAMP MITCHELL
FRONT ELEV.-A



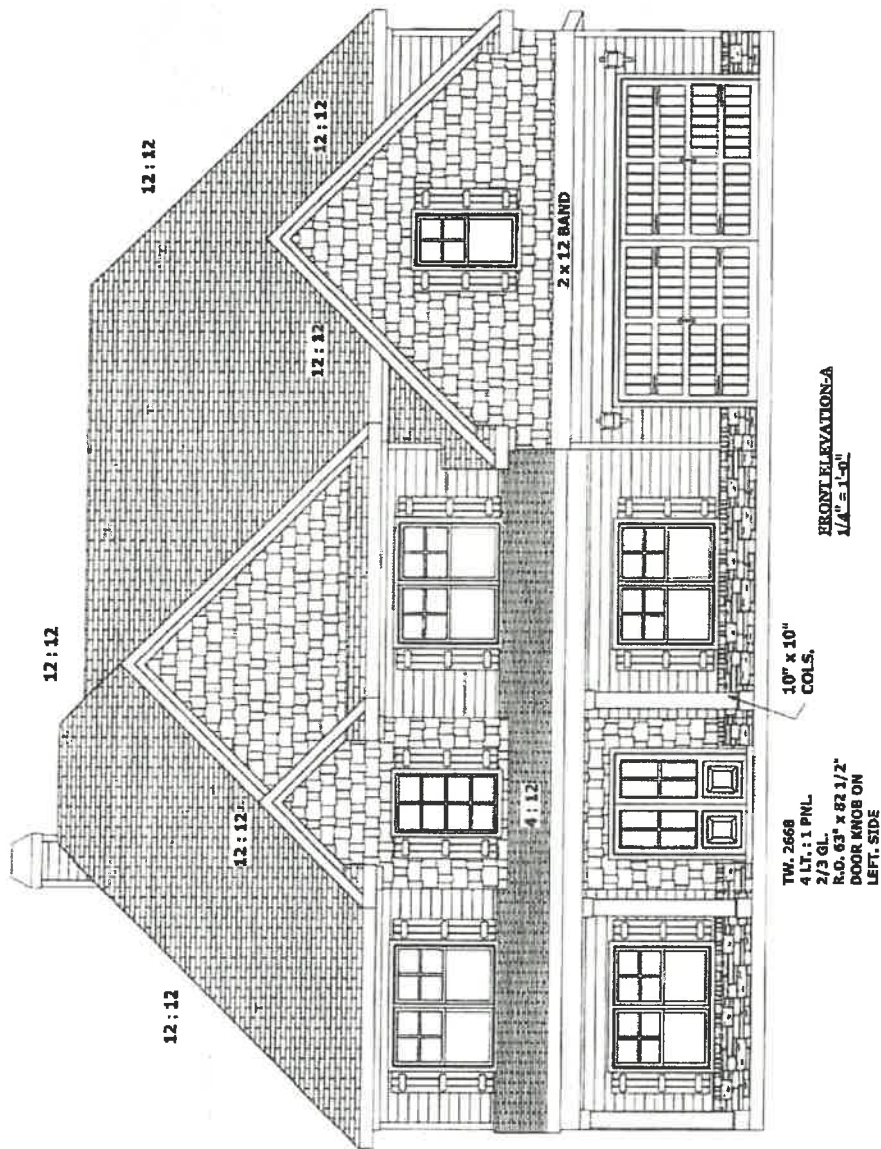
FIRST FLOOR



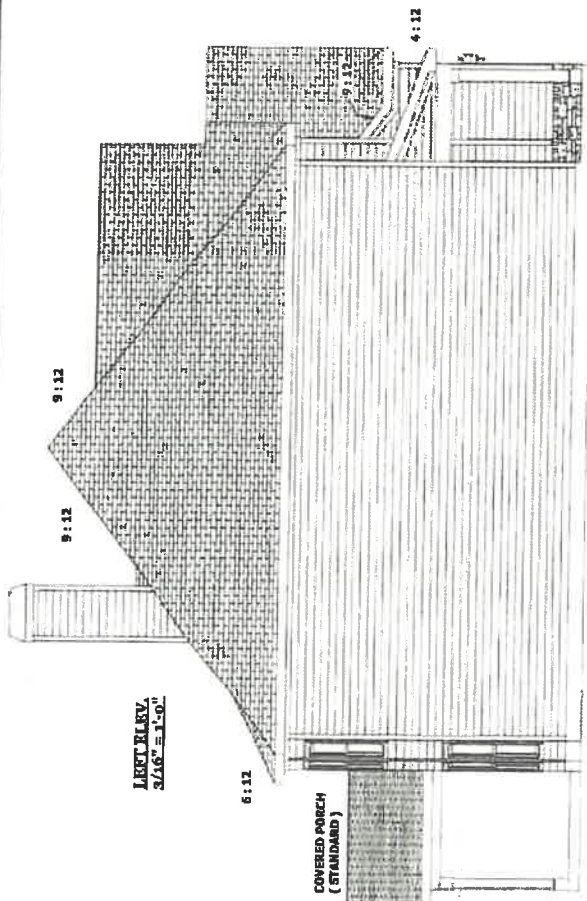
SECOND FLOOR

RENDERINGS ARE FURNISHED
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MAY VARY.

EXHIBIT D
 PAGE 4 OF 12



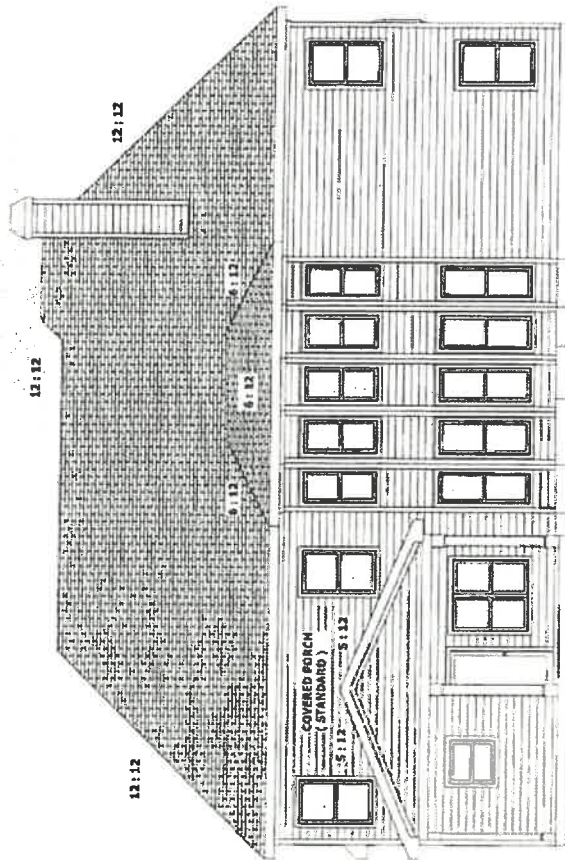
THE BARNHART @ THE VILLAGE AT CAMP MITCHEL
 RIGHT GARAGE
 FRONT ELEV.-A
 REV. DATE: 05-27-23
 SHEET# T-A1



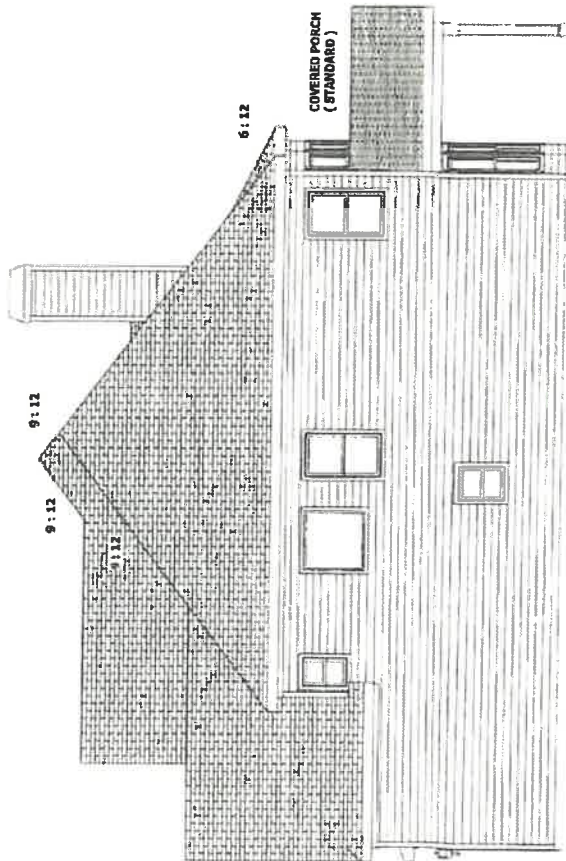
LEFT ELEV.
3/16" = 1'-0"

4:12

COVERED PORCH
(STANDARD)



REAR ELEV.
3/16" = 1'-0"



RIGHT ELEV.
3/16" = 1'-0"

EXHIBIT D
PAGE 6 OF 12

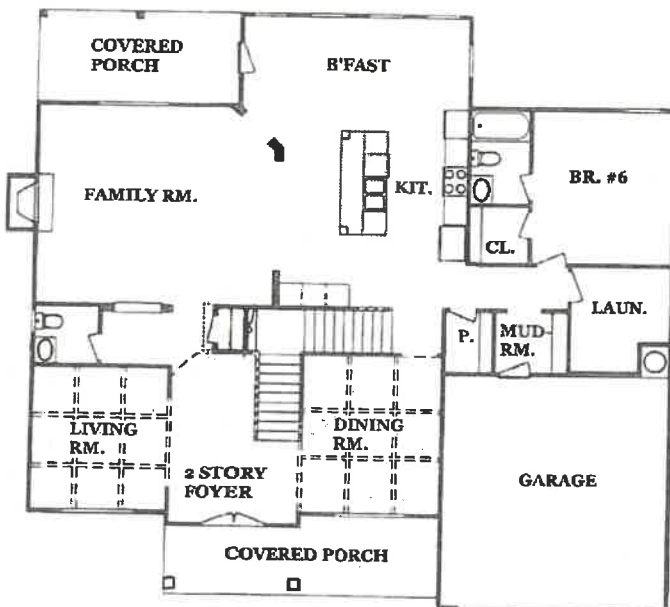
EXHIBIT D

PAGE 7 OF 12

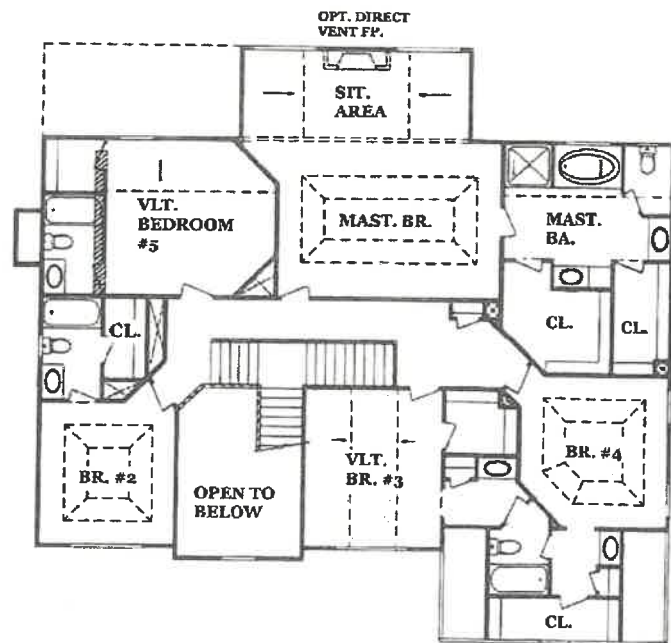
REV. DATE : 08/25/23



THE BARRINGTON @ THE VILLAGE AT CAMP MITCHELL
FRONT ELEV.-A



FIRST FLOOR

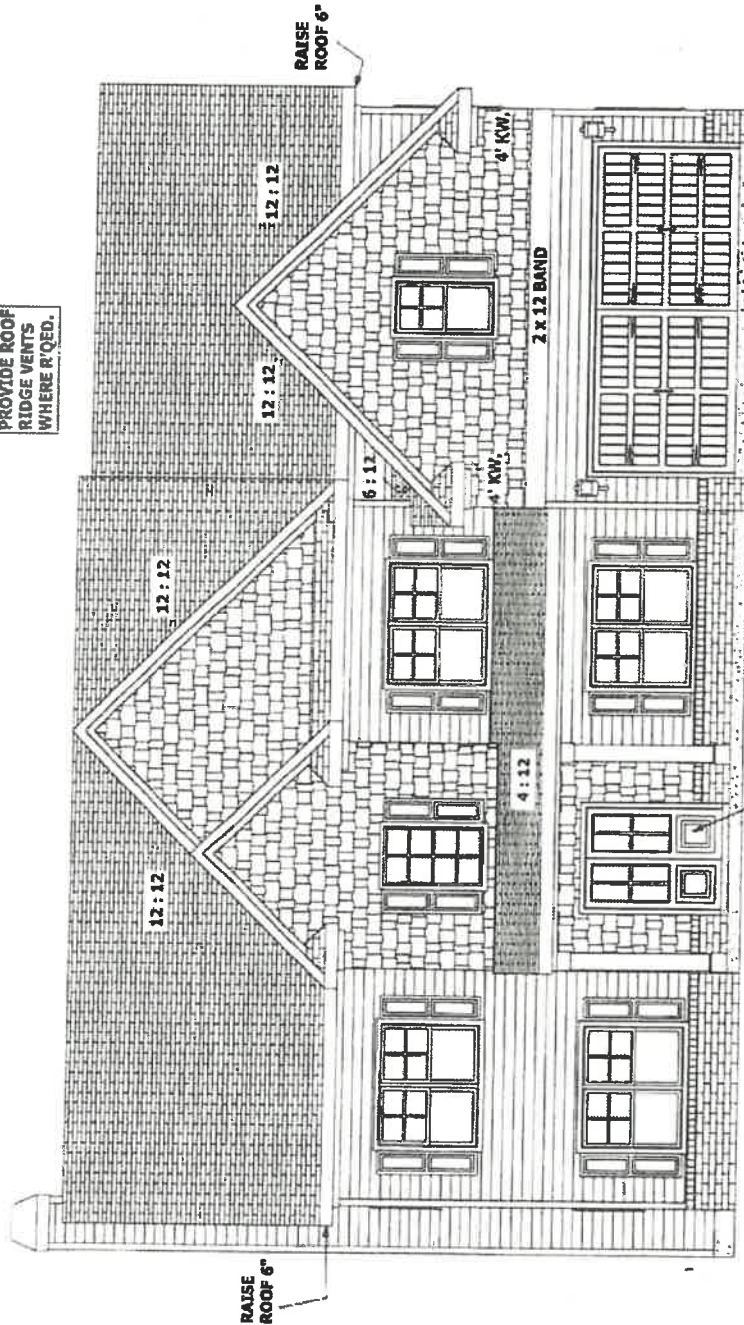


SECOND FLOOR

RENDERINGS ARE FURNISHED
AS A GUIDE ONLY, ACTUAL
CONSTRUCTION AND DIMENSIONS
MAY VARY.

Ord. No. _____
Page _____ Of _____

NOTE:
PROVIDE ROOF
RIDGE VENTS
WHERE R'Q'D.



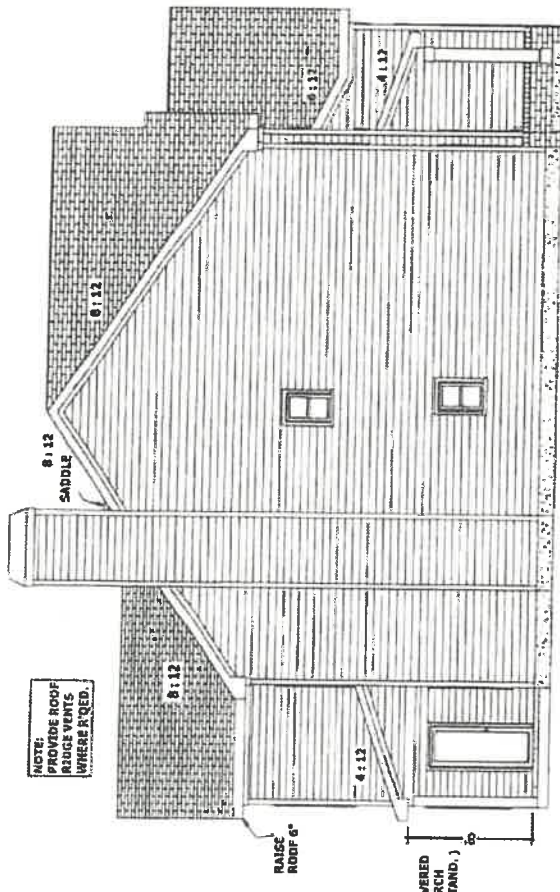
TW. 2568
4 LT.: 1 PNL.
2/3 GL.
R.O. 63" x 82 1/2"

KNOS ON
RT. DR.
ONLY

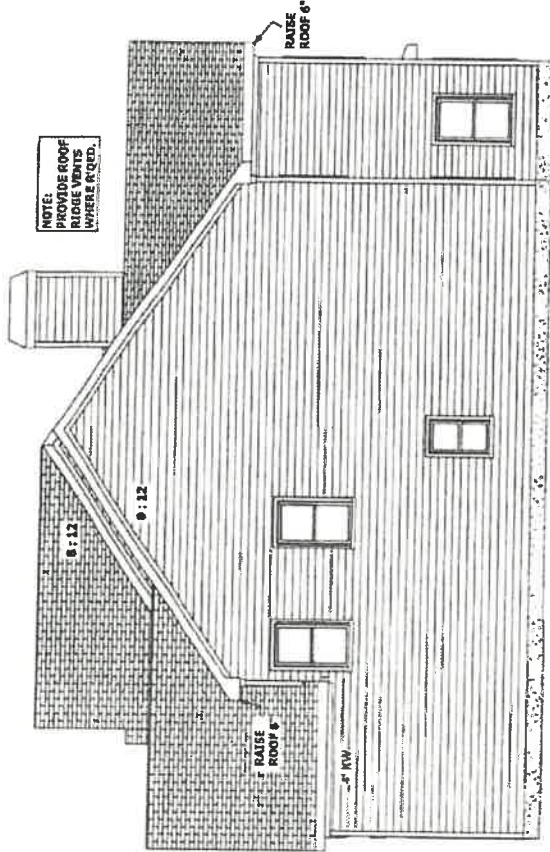
FRONT ELEVATION
1/4" = 1'-0"

EXHIBIT D
PAGE 8 OF 12

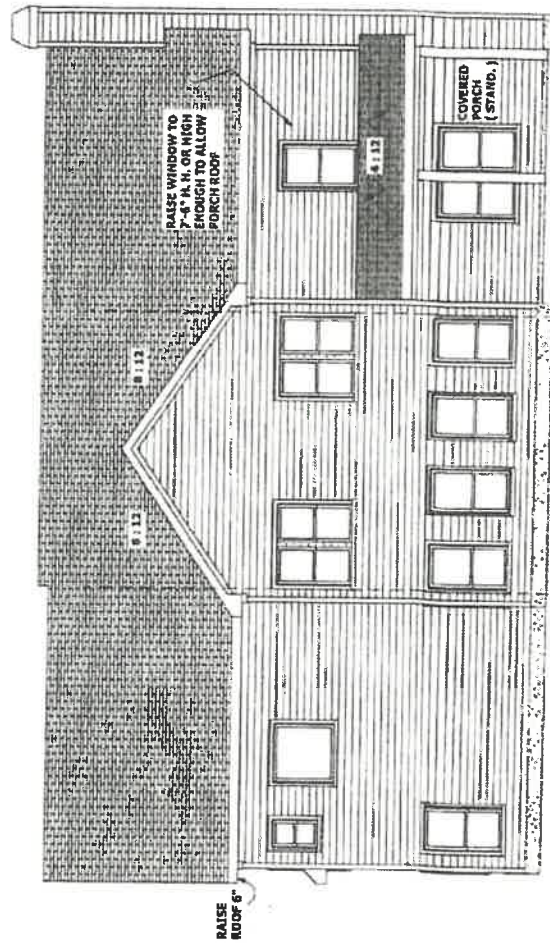
THE BARRINGTON @ THE VILL AT CAMP MITCHELL
FRONT ELEV. A
REV. DATE 108-05-23
SHEET# 1-A1



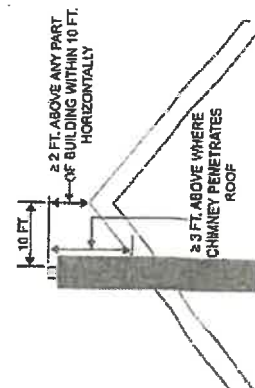
LEFT ELEVATION
3/16" = 1'-0"



RIGHT ELEVATION
3/16" = 1'-0"



REAR ELEVATION
3/16" = 1'-0"

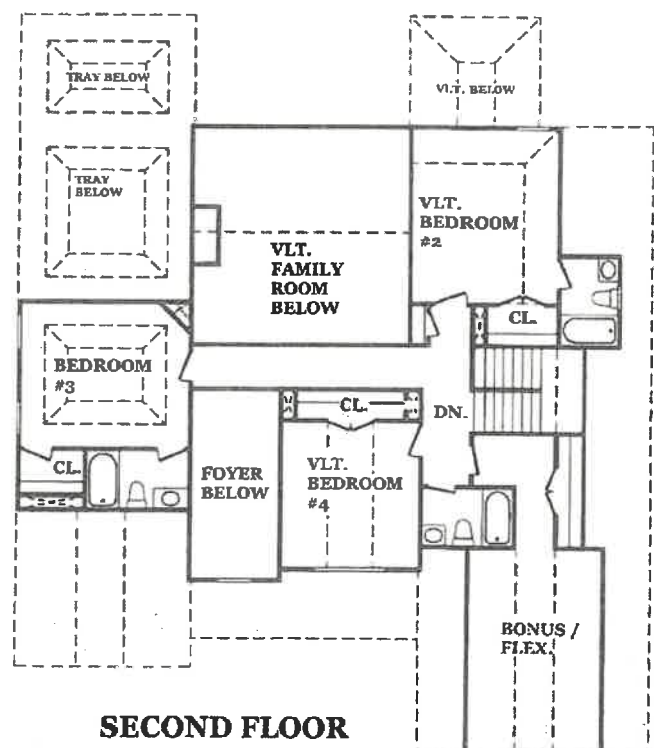
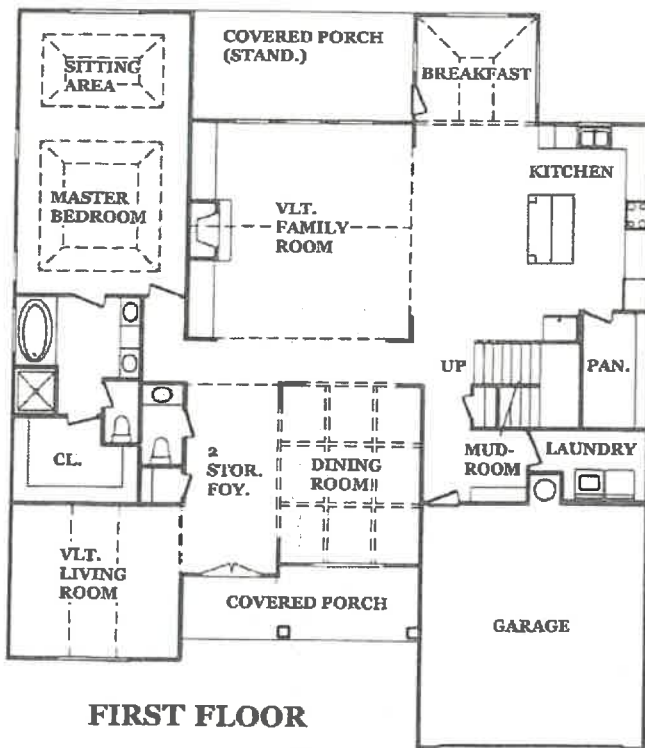


Chimney Height Above Roof

EXHIBIT D
PAGE 9 OF 12



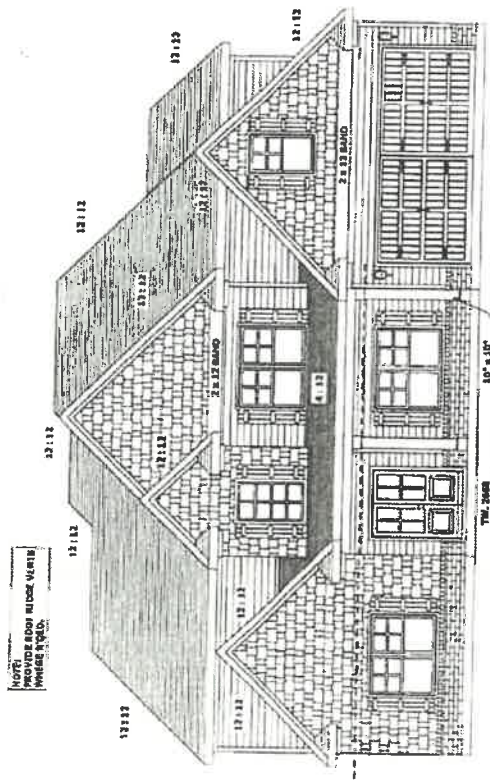
THE GRAYCLIFF @ THE VILLAGE AT CAMP MITCHELL
FRONT ELEV.-A



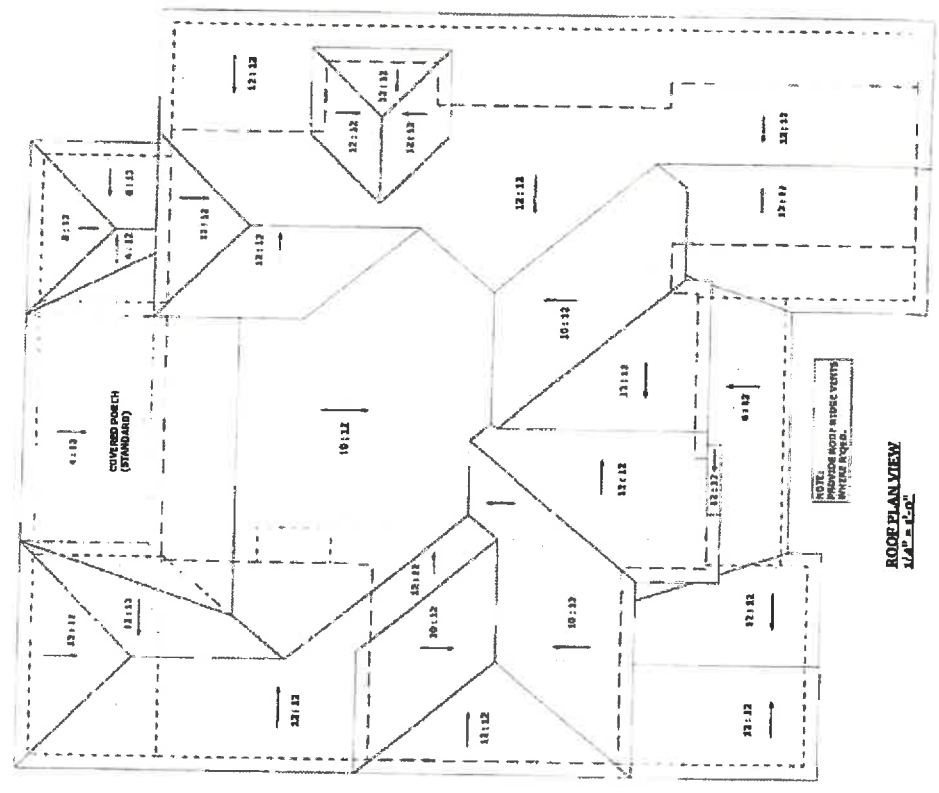
RENDERINGS ARE FURNISHED
 AS A GUIDE ONLY, ACTUAL
 CONSTRUCTION AND DIMENSIONS
 MAY VARY.

EXHIBIT D
 PAGE 11 OF 12

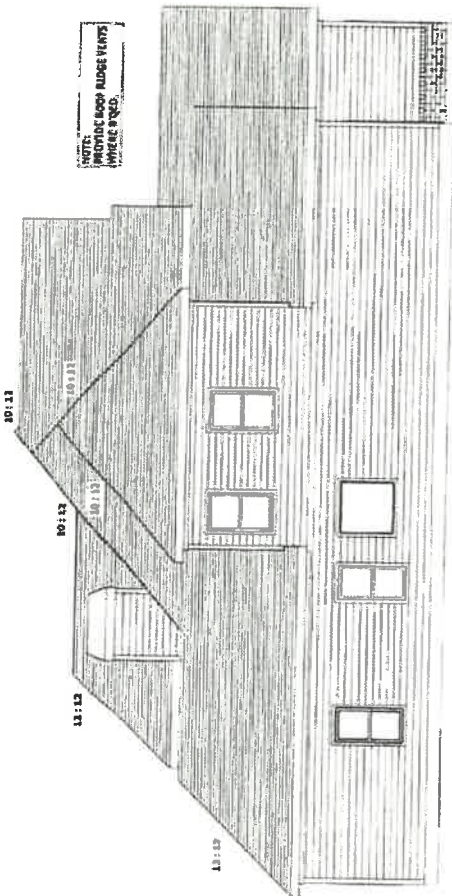
THE GRAYCLIFF @ THE VILLAGE AT CAMP MICHIGAN
 FRONT ELEV-A
 & ROOF PLAN VIEW
 REV. DATE : 05-30-23
 SHEET# 1-A1



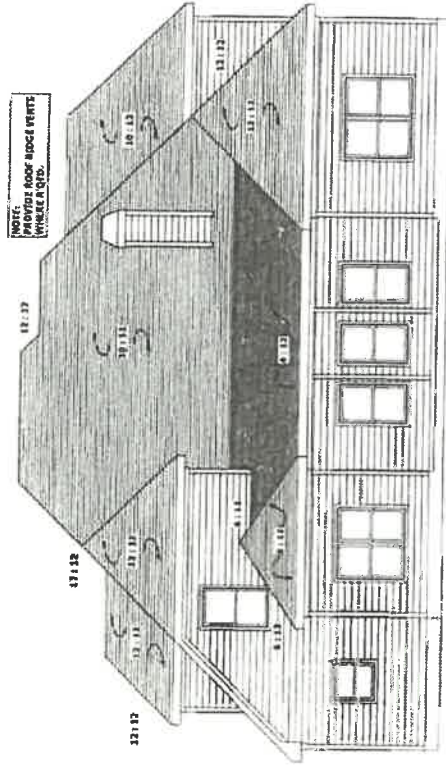
FRONT ELEVATION
 1/4" = 1'-0"



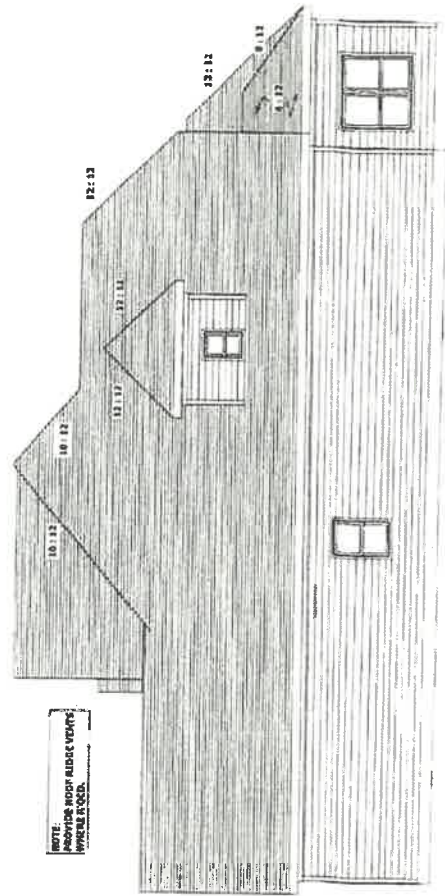
ROOF PLAN VIEW
 1/4" = 1'-0"



LEFT ELEVATION
1/4" = 1'-0"



REAR ELEVATION
1/4" = 1'-0"



RIGHT ELEVATION
1/4" = 1'-0"

EXHIBIT **D**
PAGE **12** OF **12**

THE GRAYCLIFF - THE VILLAGE AT CAMP MITCHELL
ELEV-A: SIDES AND REAR ELEV.
1/4" = 1'-0"
SHEET 1-40

DONE, RATIFIED AND PASSED in regular session, on second reading this the _____ day of _____ 2025.

ATTEST:

Megan Shea, City Clerk

L. Keith Brady, Mayor

REVIEWED AS TO FORM:

James J. Thomasson III, Mayor Pro Tem

C. Bradford Sears, Jr., City Attorney

Cynthia E. Jenkins, Councilmember

Cleatus Phillips, City Manager

Rhodes H. Shell, Councilmember

Raymond F. DuBose, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember

Motion to Enter into Executive Session

I move that we now enter into closed session as allowed by O.C.G.A. §50-14-4 and pursuant to advice by the City Attorney, for the purpose of discussing

And that we, in open session, adopt a resolution authorizing and directing the Mayor or presiding officer to execute an affidavit in compliance with O.C.G.A. §50-14-4, and that this body ratify the actions of the Council taken in closed session and confirm that the subject matters of the closed session were within exceptions permitted by the open meetings law.

Motion to Adopt Resolution after Adjourning Back into Regular Session

I move that we adopt the resolution authorizing the Mayor to execute the affidavit stating that the subject matter of the closed portion of the council meeting was within the exceptions provided by O.C.G.A. §50-14-4(b).