



Newnan City Council Meeting

FEBRUARY 23, 2021

Newnan City Hall
Richard A. Bolin Council Chambers
25 LaGrange Street
6:30 PM

NO OFF-AGENDA ITEMS OR COMMENTS WILL BE CONSIDERED AT TODAY'S MEETING

CALL TO ORDER

INVOCATION

READING OF MINUTES

- A. Minutes from Regular Meeting on February 9, 2021

REPORTS OF BOARDS AND COMMISSIONS

- B. 1 Appointment- Newnan Youth Activities, 3 year term
- C. 2 Appointments- Christmas Commission, 3 year term

REPORTS ON OPERATIONS BY CITY MANAGER

REPORTS AND COMMUNICATIONS FROM MAYOR

NEW BUSINESS

- D. Information Only- Rezoning Request RZ2021-02, George Rosenzweig on behalf of Newnan Leasing Associates II, LLP for 35.49± acres located on Newnan Crossing Bypass (a portion of Tax Parcel # 087 5011 003) From RS-15 to RMH for 396 affordable apartments

UNFINISHED BUSINESS

- E. Consideration of an Amendment to the Intergovernmental Agreement Between the City and NURA Regarding the House and Property at 100 East Washington Street
- F. Consideration of a Resolution in Support of a *Local Government Lighting Project Agreement* for Proposed Roundabout SR 14/ US 29 (Greenville Street) @ Corinth Road
- G. Consideration of Standing Use Agreement- Facility Use Policy

VISITORS, PETITIONS, COMMUNICATIONS & COMPLAINTS

MOTION TO ENTER INTO EXECUTIVE SESSION

- H. Motion to Enter into Executive Session

ADJOURNMENT

CITY OF NEWNAN, GEORGIA
REGULAR COUNCIL MEETING

FEBRUARY 9, 2021

The regular meeting of the City Council of the City of Newnan, Georgia was held on Tuesday, February 9, 2021 at 2:30 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; George Alexander; Paul Guillaume, and Rhodes Shell. Council members present by Zoom: Cynthia E. Jenkins and Dustin Koritko. Also present: City Manager, Cleatus Phillips; Assistant City Manager, Hasco Craver; City Clerk, Megan Shea; Planning Director, Tracy Dunnavant; Public Works Director, Michael Klahr, City Attorney, Brad Sears and Police Chief, Douglas "Buster" Meadows.

MINUTES – REGULAR COUNCIL MEETING – JANUARY 12, 2021

Noted by Councilman Koritko that a correction is needed to one of the alcohol beverage license applicants, Cleaver and Cork, misspelled in the minutes.

Motion by Councilman DuBose, seconded by Councilman Alexander to dispense with the reading of the minutes of the Regular Council meeting on January 12, 2021 and adopt them as amended.

MOTION CARRIED. (7-0)

APPOINTMENT – TREE COMMISSION- 3 YEAR TERM

Motion by Councilman Guillaume, seconded by Councilman Alexander to appoint Casey Childs to the Tree Commission for a three-year term.

MOTION CARRIED. (7-0)

APPOINTMENT – NEWNAN YOUTH ACTIVITIES COMMISSION – 3 YEAR TERM

Mayor Brady asked the City Manager to place Councilman Koritko's appointment to the Youth Activities Commission on the agenda for the next meeting.

APPOINTMENT – ETHICS COMMISSION- 2 YEAR TERM

Motion by Councilwoman Jenkins, seconded by Councilman Alexander to reappoint Alan Dean to the Ethics Commission for a two-year term.

MOTION CARRIED. (7-0)

APPOINTMENT – HOUSING AUTHORITY – 5 YEAR TERM

Mayor Brady stated that Jackie Binion is stepping down from the Housing Authority. He then appointed Jess Barron to the open seat for a five-year term.

APPOINTMENTS – PARKS COMMISSION – 3 YEAR TERM

Motion by Mayor Brady, seconded by Councilwoman Jenkins to reappoint Beth Barnett to the Parks Commission for a three-year term.

MOTION CARRIED. (7-0)

Motion by Councilman Guillaume, seconded by Councilman Alexander to appoint Andy Walden to the Parks Commission for a three-year term.

MOTION CARRIED. (7-0)

APPOINTMENT – PLANNING COMMISSION – 3 YEAR TERM

Motion by Councilman Koritko, seconded by Councilman Alexander to reappoint Proctor Smith to the Planning Commission for a three-year term.

MOTION CARRIED. (7-0)

APPOINTMENTS- CHRISTMAS COMMISSION- 3 YEAR TERM

Motion by Councilman Alexander, seconded by Councilman Guillaume to appoint Pam Johnson to the Christmas Commission for a three-year term.

MOTION CARRIED. (7-0)

Motion by Mayor Brady, seconded by Councilman Alexander to reappoint Val Cranford to the Christmas Commission for a three-year term.

MOTION CARRIED. (7-0)

Motion by Councilman DuBose, seconded by Councilman Alexander to appoint Deborah Marchman to the Christmas Commission for a three-year term.

MOTION CARRIED. (7-0)

Councilman Guillaume stated that Donna Scales is stepping down from the Christmas Commission. Mayor Brady asked the City Manager to place Councilman Guillaume's appointment on the agenda for the next meeting.

Mayor Brady asked the City Manager to place Councilwoman Jenkin's appointment to the Christmas Commission on the agenda for the next meeting.

Motion by Councilman Koritko, seconded by Councilman Guillaume to reappoint Jane Clifford to the Christmas Commission for a three-year term.

MOTION CARRIED. (7-0)

Motion by Mayor Pro Tem Shell, seconded by Councilman Alexander to reappoint Linda Arnall to the Christmas Commission for a three-year term.

MOTION CARRIED. (7-0)

PUBLIC HEARING – ALCOHOL BEVERAGE LICENSE – NEWNAN LAKES BUSINESS INC. DBA NEWNAN LAKES CHEVRON

Mayor Brady opened a public hearing on the application for a Retail Off Premise (Package) Sales of Malt Beverages and Wine License for Newnan Lakes Business Inc. dba Newnan Lakes Chevron located at 802B Lower Fayetteville Rd.

No one spoke for or against the application. Mayor Brady closed the public hearing. In a continued effort to cut down on people at the meeting, a letter was sent to the applicant that they did not need to attend. The applicant sent a response stating that they would have attended if we had not asked them not to. The City Clerk advised that all the documentation had been received and everything was in order.

Motion by Councilman Alexander, seconded by Councilman DuBose to approve the application for a Retail Off Premise (Package) Sales Malt Beverages and Wine License for Newnan Lakes Chevron at 802B Lower Fayetteville Rd.

MOTION CARRIED. (7-0)

PUBLIC HEARING- CITY OF NEWNAN'S COMPREHENSIVE PLAN UPDATE 2021-2041

Mayor Brady opened a public Hearing.

City Planner Chris Cole explained that the City has initiated the process to begin a full update of the Comprehensive Plan, which is done every 5 years. The purpose of the first public hearing is to brief the community on the process. In the upcoming months City Staff will engage with the community in locations around the community and through digital platforms, with digital and hard copy surveys and use the City's social media. A Steering Committee will be formed, comprised of various members of the City's boards and commissions. A second public hearing will be held once the plan is drafted.

Any one who has questions can email a newly established email address; compplan@cityofnewnan.org or call the Planning Department. There were no questions from the public. Mayor Brady closed the public hearing.

CONSIDERATION OF CONTRACT FOR SALE OF REALTY AND DEVELOPMENT AGREEMENT RELATED TO THE SALE AND DEVELOPMENT OF RESIDENTIAL PROPERTY LOCATED AT HARPERS FARM

Assistant City Manger stated that in September 2020 Council approved the City to engage Neil Davis Homes for the construction of residential homes, called Harpers Farm property. The property has been surveyed and now the contract for sale and development is being presented.

There was discussion as to the value of this project and the property being sold. Councilman Guillaume asked what the expectation of “a reasonable amount of time for execution” would be as is stated in the contract? There is a definitive closing date stated of 60 days.

Motion by Councilman DuBose, seconded by Councilman Alexander to approve the agreement as presented. Jenkins and Shell opposed.

MOTION CARRIED. (5-2)

REQUEST TO CLOSE NORTH AND SOUTH COURT SQUARE BETWEEN JACKSON ST/E COURT SQUARE AND JEFFERSON ST/W COURT SQUARE FROM 7:30AM-3PM FOR MARKET DAYS IN 2021

Motion by Councilman Alexander, seconded by Councilman Guillaume to approve the request.

MOTION CARRIED. (7-0)

CONSIDERATION OF FACILITY USE POLICY AMENDMENT AND OTHER RELATED ITEMS

Assistant City Manager explained that there have been on and off again conversations about long term agreements and rentals of City facilities such as the Howard Warner Community Center, Howard Warner Gym, Wesley Street Gym, Wadsworth Auditorium and various public parks. There is a policy in place that was established years ago but now looking to update that.

Leisure Services Director explained that there have been issues with multiple requests that have overlapping times frames. We have great facilities and word of mouth has spread so more people are looking to use them.

First long-term agreement requests are overlapping especially during the week after school for the Howard Warner Gym. For example, annually there are requests on Mondays from 5 different groups to use the Howard Warner Gym at overlapping times. There is no rental fee or user fee to these long-term users. With zero revenue and increased usage there are maintenance issues. In our area, Southwest Metro region, we are the only organization of our size that is giving away facilities for use at zero fee. It is being proposed to institute either a Hosting Fee or Flat Fee Schedule and then allowing Leisure Services department to create a schedule for these long-term agreements.

The two other changes proposed are a cancellation policy at the Wadsworth Auditorium and deposit/rental fees for all facilities. Right now, you can cancel an event at the Wadsworth the day of the event and that does not allow for the space to be re-rented. There is also nothing charged to exclusively use a park for an event. Proposed to institute a fee schedule that is commiserate with other organizations in the area.

Motion by Councilman Alexander, seconded by Councilman Guillaume to adopt the rental fees as presented with security deposit of \$100 and daily fee of \$50.

MOTION CARRIED (7-0)

Motion by Councilman Alexander, seconded by Mayor Pro Tem Shell to adopt the amended cancellation policy for the Wadsworth Auditorium as presented.

MOTION CARRIED (7-0)

Long standing agreements are more challenging. They are annual agreements and are all expired currently which is why they are before Council. Options presented are no action and to continue allowing them to use the facilities for free, institute fee schedule that was just adopted for the long-standing agreements or instituting a hosting fee which would be per person per season and 15% hosting fee is proposed. The hosting fee is commonplace in the industry.

Concerns were expressed regarding certain users ending up with a monopoly of time at a particular facility. We want to be fair and allow as many groups to be able to use the facilities. There is also a concern for groups that cannot afford the fees.

City Manager supports some type of fee schedule. It may not be equitable to charge 15% for someone using the facility 8 hours a week or 40 hours a week. Proposed to look at this further and possibly look at a format that considers utilization more and other factors.

No motion on the long-standing agreements. This will be brought back to Council.

Assistant City Manager had one other concern to discuss. Prevailing Grace Ministries is a long-standing user of the Howard Warner Gym for routine religious services. Services are on a Sunday and essentially holding church. There is an existing precedent where City facilities are not rented for routine religious services. The suggestion is not to renew this long-standing agreement.

There was discussion regarding what notice to provide to this group. 60 days' notice was decided.

CONSIDERATION OF THE NAMING OF THE CITY'S NEW PICKLEBALL FACILITY

Communications Director presented the formal name suggestions compiled from social media and the community for the new pickleball facility. There was a chart with suggestions, an overview from the Parks Commission and also nickname suggestions. There were four formal names of the 120 submitted put before Council.

Motion by Councilman Guillaume, seconded by Councilman Alexander for the formal name of The Newnan Pickleball Complex and nickname The Hop.

MOTION CARRIED. (7-0)

CONSIDERATION OF RESOLUTION REAFFIRMING PRIOR TEFRA APPROVAL FOR THE HOUSING AUTHORITY OF NEWNAN TO ISSUE BONDS TO FINANCE FACILITIES LOCATED IN THE CITY OF NEWNAN

This agenda item was withdrawn. It will come back at a later date.

DISCUSSION RELATED TO THE SELECTION OF A FIRM FOR MASTER PLANNING SERVICES FOR THE CALDWELL TANKS REDEVELOPMENT PROJECT

City Manager stated that this a follow up to previous presentations from 3 firms. The discussion is not who is qualified but who is the best fit for this project. We are still in due diligence for site acquisition and are hoping to hear back on that any day. Need to start the discussion of who is going to lead the City in Master Planning efforts if the property is acquired.

Mayor Brady asked what is the most important quality that should be looked for in a firm for this? Eric Johnson with CPS explained that since Newnan has a viable downtown it is critical to ensure that this development not become a separate entity from the downtown. They listened to the presentations looking for who will develop the property but also support the downtown, interconnect the two for years and years to come.

There was one firm that talked about engaging the County as well. This is a good idea as there is property between the area and not that the County needs to do anything on their side, they should at least be engaged in the planning. This is another critical component.

Nelson and S&W both have long histories of historical preservation projects.

Motion by Councilman Alexander, seconded by Councilman Guillaume to proceed with hiring Nelson for Master Planning Services for the Caldwell Tanks Redevelopment Project. Jenkins, Dubose and Koritko opposed.

MOTION CARRIED. (4-3)

EXECUTIVE SESSION

MOTION EXECUTIVE SESSION

Motion by Mayor Pro Tem Shell, seconded by Councilman Alexander 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 issues 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 3:37pm.

MOTION CARRIED. (7-0)

RESOLUTION/MAYOR'S AFFIDAVIT FOR EXECUTIVE SESSION

Motion by Mayor Pro Tem Shell, seconded by Councilman Alexander 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)

BAILEY CLAIM

Motion by Councilman Alexander, seconded by Councilman Koritko to deny the Bailey claim.

MOTION CARRIED (7-0)

MCPHERSON CLAIM

Motion by Councilman Alexander, seconded by Councilman DuBose to deny the McPherson/Black claim.

MOTION CARRIED (7-0)

ADJOURNMENT

Motion by Councilman Guillaume, seconded by Councilman DuBose to adjourn the Council meeting at 3:44pm.

MOTION CARRIED. (7-0)

Megan Shea, City Clerk

Keith Brady, Mayor



City of Newnan, Georgia - Mayor and Council

Date: February 23, 2021

Agenda Item: Rezoning Request RZ2021-02, George Rosenzweig on behalf of Newnan Leasing Associates II, LLP for 35.49± acres located on Newnan Crossing Bypass (A portion of Tax Parcel #087 5011 003)

Prepared By: Tracy S. Dunnavant, Planning Director

Purpose: To inform the City Council that RZ2021-02 is before the Planning Commission for consideration and a recommendation on the requested zoning classification.

Background: George Rosenzweig on behalf of Newnan Leasing Associates II, LLP is applying for the rezoning of 35.49 ± acres located on Newnan Crossing Bypass. The request is to rezone the property from RS-15 (Suburban Residential Single-Family Dwelling District – Medium Density) to RMH (Residential Multiple-Family Dwelling – Higher Density District) for the purpose of constructing 396 affordable apartment units.

Current Zoning

Tax Parcel #	Acres	Zoning	Units
087 5011 003	35.49±	RS-15	88 SF units

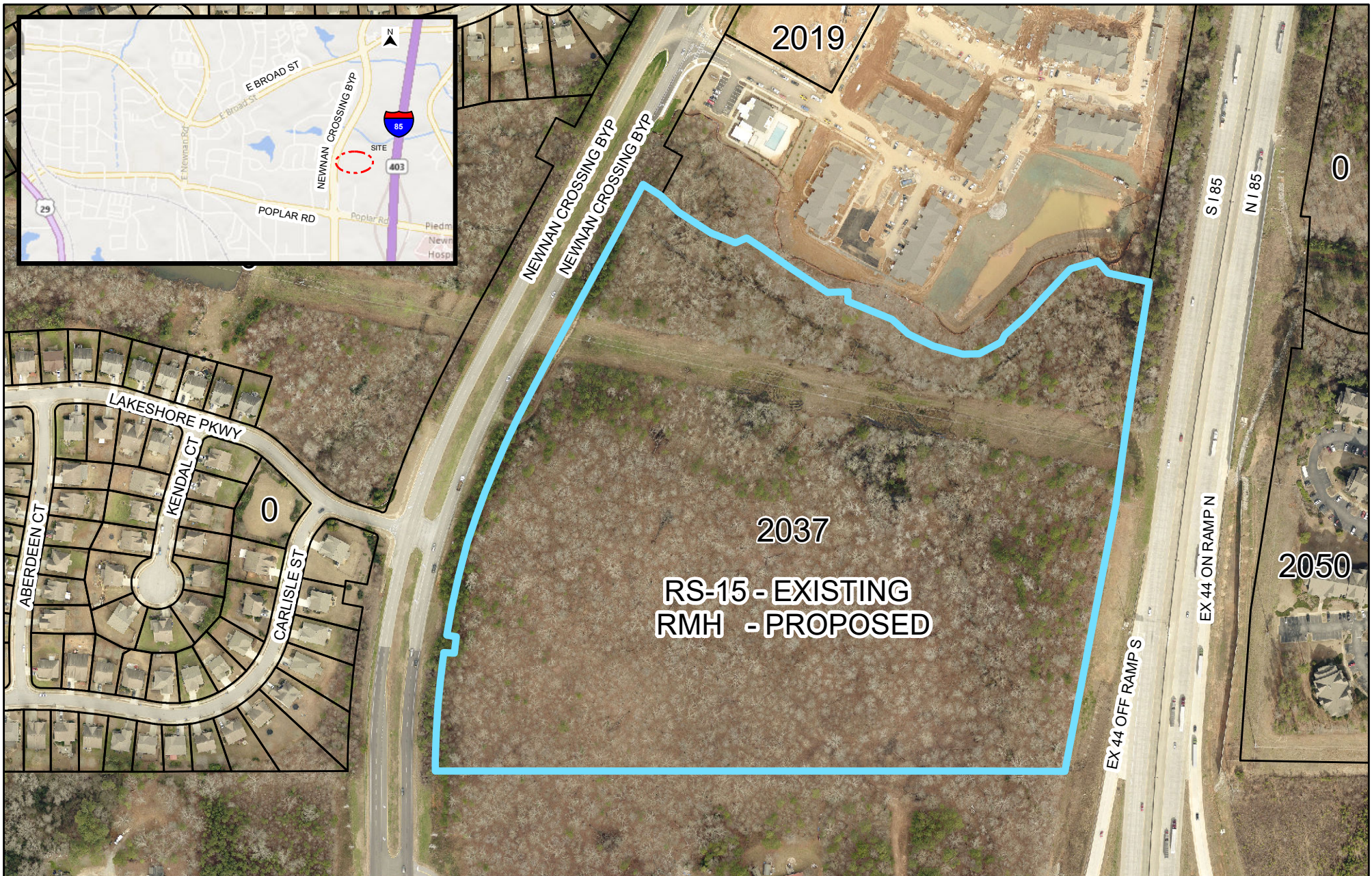
Requested Zoning

Tax Parcel #	Acres	Zoning	Units
087 5011 003	35.49±	RMH	396 proposed

Funding: N/A

Recommendation: Information Only

Previous Discussion with Council: None



CITY OF NEWNAN | Project Location



CITY OF NEWNAN
PLANNING DEPT.
25 LAGRANGE STREET
NEWNAN, GEORGIA 30263
www.cityofnewnan.com



1 inch = 300 feet
Date: 2/8/2021

LEGEND

- Project Location
- PARCELS
- CITY LIMITS

Parcel # 087 5011 003

ADDRESS

2037 NEWNAN CROSS
Newnan, GA 30263



DOMINIUMSM

Application to Amend Zoning Map

City of Newnan, Georgia Planning & Zoning Department

From RS-15 to RMH for high-quality affordable employee housing.

36± Acre Portion of Tax Parcel 087 5011 003.

Bounded on West by Newnan Crossing Bypass, North by Springs
of Newnan Apartments, East by Interstate 85, and South by
transitional lots in unincorporated Coweta County.

DOMINIUM
2905 Northwest Blvd., Suite
150 Plymouth, MN 55441
(763) 354-5500

February 2, 2021

ROSENZWEIG LAW
75 Jackson Street, Suite 405
Newnan, GA 30263
(470) 347-3651



February 2, 2021

BY HAND DELIVERY

City of Newnan, Georgia
Planning and Zoning Department
25 LaGrange Street
Newnan, Georgia 30263

**RE: LETTER OF INTENT FOR REZONING- MAP AMENDMENT
From RS-15 to RMH for high-quality affordable employee housing.
36± Acre Portion of Tax Parcel 087 5011 003.
Bounded on West by Newnan Crossing Bypass, North by Springs at Newnan
Apartments, East by Interstate 85, and South by transitional lots in
unincorporated Coweta County.**

Dear City of Newnan:

I represent Newnan Leasing Associates II, LLP, an affiliate of Dominion Acquisition, LLC (hereinafter "Dominium").

Dominium's Application— Affordable Employee Housing- A Sense of Community

On Dominium's behalf, I am submitting this letter of intent for a rezoning map amendment, as part of a rezoning application, in order to develop an approximately 36-acre tract of land located between Newnan Crossing Bypass and Interstate 85 in the City of Newnan for high-quality, affordable, employee multi-family housing community, uniquely designed around Central Park, providing a focal point for recreation and community events and the friendly feeling of neighborhood which distinguishes Newnan from other communities.

The Property, currently zoned RS-15 ("Suburban Single-Family Dwelling District Medium Density") – located in the Interstate Infill area identified in the June 20, 2019 Bleakly Advisory Group Study entitled "Residential Market Analysis and Strategic Recommendations" – is adjoined on the north by Springs at Newnan, a 320-unit luxury apartment development and on the south by lots currently zoned RC in unincorporated Coweta County. Three of the lots to the south are the subject of a current county rezoning application to C-8 for an indoor self-storage facility. It is anticipated that buffers will meet or exceed all code requirements. No buffer modifications are anticipated. Public water and sewer facilities, from Newnan Utilities, are available to the site.

GEORGE C. ROSENZWEIG

75 Jackson Street, Suite 405, Newnan, Georgia 30263
Tel: 470-347-3651 Fax: 470-241-1251 Email: george@cowetalaw.com
www.rosenzweig.law

Dominium— An Applicant with a Track Record of Commitment to Our Community

It is my pleasure, in submitting this letter of intent, to again be representing Dominion, a national developer of affordable housing under the tax credit provisions of Section 42 of the Internal Revenue Code. Dominion is already substantially committed to our community with the Ashlynn Ridge affordable senior housing community near the intersection of the Newnan Bypass and Lower Fayetteville Road, upon which it is about to break ground.

Dominium has been so impressed with Newnan, that it now proposes the high-quality, affordable, employee housing community that I will describe in this letter and supporting materials. It is Dominion's philosophy to hold projects, long-term, bringing decades of experience to ensure quality development, for years to come, thus becoming a valuable corporate citizen.

The Dominion Community- Affordable Employee Housing with a Sense of Community

The Dominion community distinguishes itself from other existing, proposed, and entitled housing developments by combining a sense of community with affordability. The Dominion community will be high-quality, heavily landscaped, 396 units, and 12 apartment buildings designed around Central Park providing a community experience for the entire family with regular neighborhood events, two playgrounds, a club house, a pool, a dog park, a picnic area, access to a nearby walking trail, and all designed around a truly distinctive 302' x 242' village green, the centerpiece of the Dominion community. Dominion will also encourage neighborliness with an electronic community bulletin board, neighborhood contests, events, picnics, parades, and holiday festivities.

The Dominion community will be developed pursuant to Section 42 of the Internal Revenue Code, which provides a tax credit for investment in affordable housing to developers, thereby enabling Dominion to reduce rents for high-quality housing on a sliding, income-based scale. Residents of the new Dominion employee housing community will earn on average up to 60% of area median income, between \$35,000 and \$50,000 per year. For 2020, rents would range from \$465 per month to \$1,085 per month for a quality finished one-bedroom unit, with utilities, \$558 to \$1,303 per month for a quality finished two-bedroom unit, with utilities, and \$645 to \$1,505 for a quality finished three-bedroom unit, with utilities, depending on the income of the tenant.

Newnan Needs Affordable Employee Housing

As set forth in the Residential Market Analysis and Strategic Recommendations of Bleakly Advisory Group to the City of Newnan dated June 20, 2019:

- 49% of Newnan renters are housing cost-burdened (Bleakly, 2019, at p. 33 defining “housing cost-burdened” as paying more than 30% of their income toward housing costs).
- Affordable rents, for persons earning 30% to 60% of average median income (\$21,550 to \$43,050) were \$539 per month to \$1,076 per month, including utilities¹.
- Need for affordable housing is growing (Bleakly, 2019, at p. 40) and is not being met by market-rate apartment deliveries of highly amenitized, luxury properties, targeting affluent renters (Bleakly, 2019, at p. 60).

Dominium has commissioned a study by Bleakly Advisory Group of affordable employee housing in Newnan. The study, a copy of which is attached, entitled *Market and Impact Analysis, Affordable Employee Housing Needs of City of Newnan, Georgia*, concludes:

- Newnan faces continued market pressure for multi-family housing due to sustained population and employment growth.
- The healthcare sector is a leading component of the local economy; most workers are earning less than \$50,000 per year.
- Close to half of the employees at Piedmont Newnan Hospital commute to their jobs from outside Coweta County. The average commute of in-commuters working in the local healthcare sector is 45 minutes.
- A household earning \$50,000 per year could only afford a home priced at approximately \$180,000; the current median home sale price in Coweta County is \$285,000.
- Lack of affordable housing is a key factor in employee decisions not to live in Newnan.
- None of the currently entitled residential developments in Newnan meets Newnan’s need for affordable employee housing.

The Application is Consistent with Newnan Comprehensive Plan

The proposed Dominion affordable employee housing community is compatible with the needs described in the City of Newnan Comprehensive Plan 2016-2026, expressing (1) a business development strategy of focusing on healthcare services and (2) supporting opportunities for affordable residential development. Specifically, Newnan residents, who participated in the Comprehensive Plan Workshops, expressed the desires that (3) affordable housing should be identified and promoted, and (4) higher densities should be encouraged in appropriate areas.

The proposed location of the Dominion affordable employee housing development is just such an appropriate area – to the north is Springs at Newnan apartments, a luxury development;

¹ According to the Bleakly 2021 Market and Impact Analysis, affordable employee housing needs of City of Newnan, Georgia, the average rent at Springs at Newnan, adjoining the applicant property to the north, is \$1,521 per month (see Bleakly 2021 at p. 13 for comparative rents).

to the north of Springs is Ashlynn Ridge, Dominion's high-quality senior affordable housing development; to the east is Interstate 85; to the west is the Newnan Bypass; and to the south a transitional area in unincorporated Coweta County, fronting on Poplar Road including three lots which are currently the subject of a county rezoning application to C-8 for an indoor self-storage facility.

Furthermore, in the 2019 Bleakly Study, the property was identified as Interstate Infill (Bleakly, 2019, p. 70). The Bleakly Report stated of Interstate Infill:

These areas are well positioned for commercial uses and multi-family residential uses, particularly large-scale town center-style condominiums and apartments. Mixed-use development, combining higher-density housing commercial services and retail, and offices should be encouraged when possible.

-Bleakly, 2019, at p. 72

The Application Meets All Objective Zoning Criteria

The Dominion, high-quality, heavily landscaped, affordable employee housing community meets all of the objective standards which the Newnan Zoning Ordinance requires be given reasonable consideration in granting a rezoning application.

Is the proposed use suitable in view of the zoning and development of adjacent and nearby property? The proposed community is bounded on the north by the Springs and Ashlynn Ridge multi-family developments. To the east and west, respectively, the property is bounded by the Newnan Bypass and Interstate 85. The single-family residences and vacant land in unincorporated Coweta County, bounding the proposed Dominion community south, are currently either the subject of a rezoning application in Coweta County requesting a C-8 zone for an indoor self-storage facility or earmarked for more intense development. The proposed community is therefore suitable in view of the zoning, development, and future of adjacent and nearby property.

Will the proposed use adversely affect the existing use or usability of adjacent or nearby property? As with most multi-family developments, the greatest impact on adjacent or nearby properties resulting from the rezoning would be additional traffic. However, Newnan Crossing Bypass is a major, four-lane road designed to handle increased volumes of traffic. As part of this application, Dominion is presenting significant traffic mitigation features in order to minimize the impact of traffic on the surrounding area.

Are there substantial reasons why the property cannot or should not be used as currently zoned? The property has been on the market for 10 years, zoned for a suburban subdivision, with

no offers in a time of high demand for building lots. During that time, the surrounding area has changed, substantially. To the north, the property was rezoned MXD, with the Springs multi-family development already in place and a presently undeveloped commercial segment remaining on the Newnan Bypass. To the south, the property is either the subject of a Coweta County rezoning application to C-8 for an indoor self-storage facility, or earmarked for future non-residential development. Furthermore, the challenging topography of the property (particularly to the north), the adjoining utilities easement, combined with the location sandwiched between Interstate 85, a major highway, an apartment development, and a future mixed-use development, make the property undesirable for a single-family residential subdivision. Therefore, the property cannot be efficiently used as currently zoned for an isolated suburban subdivision bordered by busy highways, apartments, and a future of other mixed-use developments.

Will the proposed use cause an excessive or burdensome use of public facilities or services, including but not limited to streets, schools, water or sewer utilities, and police or fire protection? Police, fire, utilities, and engineering should be able to handle the impact of the new Dominion development. Based on the attached CIA, the development will generate a significant estimated tax revenue including \$270,061 in additional annual school taxes, \$439,013 in additional total property taxes, and development impact and sanitary sewer impact fees totaling \$1,043,884. Therefore, although the development will have an impact, the impact will not be excessive or burdensome.

Is the proposed use compatible with the purpose and intent of the Comprehensive Plan? The Comprehensive Plan states the need for affordable, residential development (p. 22 “affordable housing should be identified and promoted”, p. 26 “we will encourage a variety of housing choices throughout the city - encouraging and supporting opportunities for affordable residential development in and near downtown”, p. 217 - housing prices not consistent with income of workers who live in the city, expressing plan that city will create affordable housing to ensure that all those who work in the community have viable choice or option to live in the community.), and a business development strategy focusing on healthcare services (p. 90 - goal to “proactively pursue... a business development strategy focused on... healthcare services...”). The future land use map shows the property as future clean industrial. However, no clean industrial zone exists under the Newnan Ordinance and recent approvals of Springs at Newnan and Ashlynn Ridge demonstrate that the property has no viable use as clean industrial. Therefore, the proposed development is consistent with the Comprehensive Plan, and although future land use map does designate the property for another use, that use (clean industrial) does not even exist in the text of the Newnan Zoning Ordinance. Furthermore, the property was designated as part of the Bleakly 2019 Study, for Interstate Infill Development including multi-family residential.

Is the proposed use consistent with the purpose and intent of the proposed zoning district? The RMH (Residential Multiple-Family Dwelling – Higher Density District) zoning designation is intended to provide higher density multi-family dwellings which may have a relatively intense

concentration of dwelling units. New RMH properties are most appropriately located adjacent to existing RMH districts. Here, although the zoning district to the north is MXD, its current effective use is RMH and the future of the property to the south appears to be mixed-use development. Therefore, the proposed use is consistent with the proposed zoning district.

Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan? Although the city completed a full update of the Comprehensive Plan in 2016, there have been significant changes in the area of the subject property since that time. The property to the north was rezoned MXD and developed for apartments. The property north of Springs at Newnan was recently rezoned RMH, and is currently about to be developed by Dominion for senior affordable multi-family housing. The medical corridor, in which the subject property is located, has been tremendously successful, resulting in the need for employee housing addressed in the attached Bleakly 2020 Report. Therefore, the proposed Dominion high-quality multi-family employee affordable housing community, located near the jobs of numerous retail and healthcare service employees, is consistent with the Comprehensive Plan in that it provides housing, adjacent to similar and evolving uses.

Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property? Although the city of Newnan has recently approved multi-family units, they have either been luxury units, such as the Springs, or age restricted, such as Ashlynn Ridge. As stated in the Bleakly Report, there is tremendous need for affordable employee housing in order to support the work force necessary for Newnan to continue to attract high class businesses, particularly healthcare services. The proposed Dominion development therefore reflects a reasonable balance between the use of property and the public health, safety, morality, and general welfare.

The proposed rezoning, providing affordable employee housing in the booming medical corridor (1) is consistent with the zoning and development of adjacent and nearby property, (2) will not adversely affect the existing use or usability of adjacent or nearby property, (3) cannot be effectively used for its current zoning, (4) will not cause excessive or burdensome use of public facilities or services, (5) is compatible with the purpose and intent of the Comprehensive Plan, (6) is consistent with the proposed RMH zoning district, (7) is consistent with new, changing, and evolving conditions, and (8) reflects a reasonable balance between the proposed use of property and the public health, safety, morality, and general welfare, (9) is consistent with the needs and location identified in the Bleakly 2019 Report, and (10) the Bleakly Advisory Group 2021 Report on affordable employee housing and is consistent with the needs.

The Dominion team and I welcome the opportunity to answer any questions relating to this application and to a successful presentation to the City of Newnan Planning Commission and the Newnan City Council.

City of Newnan, Georgia
February 2, 2021
Page Seven

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "George C. Rosenzweig". The signature is fluid and cursive, with a large initial "G" and a long, sweeping underline.

GCR/nkw

George C. Rosenzweig



CITY OF NEWNAN, GEORGIA Planning & Zoning Department

25 LaGrange Street
Newnan, Georgia 30263
Office (770) 254-2354
Fax (770) 254-2361

APPLICATION TO AMEND ZONING MAP

Note to Applicant: Please be sure to complete all entries on the application form. If you are uncertain to the applicability of an item, contact The Planning & Zoning Department at 770-254-2354. Incomplete applications or applications submitted after the deadline will not be accepted.

Name of Applicant: George C. Rosenzweig

Mailing Address: 75 Jackson Street, Suite 405, Newnan, Georgia 30263

Telephone: 470-347-3651 Email: george@cowetalaw.com

Property Owner (Use back if multiple names): Cates Family Partnership

Mailing Address: 815 Sherlin Ln. Great Falls, VA 22066

Telephone: 703-309-0909

Address/Location of Property The real property comprising approximately 36 acres located between Newnan Crossing Bypass and Interstate 8, in the City of Newnan, Coweta County Georgia.

Tax Parcel No.: Portion of 087 5011 003 Land Lot: 11 & 12

District/Section 5th District Size of Property (Square Feet or Acres) 35.4892

Present Zoning Classification: RS-15 - Suburban Single-Family Dwelling District - Medium Density

Proposed Zoning Classification: RMH Present Land Use: Vacant

To the best of your ability, please answer the following questions regarding the application:

Explain how conditions have changed that renders the zoning map designation invalid and no longer applicable. The property has been on the market for 10 years, with no offers. During that time, the surrounding area has changed substantially. The new zoning will align with the neighboring zoning.

If the proposed zoning map change is an extension of an existing adjacent zoning district, provide an explanation why the proposed extension should be made The property to the north, although zoned MXD is effectively being used for RMH with the Springs Apartments.

If the requested change is not designed to extend an adjacent zoning district, explain why this property should be placed in a different zoning district than all adjoining property. In other words, how does this property differ from adjoining property and why should it be subject to different restrictions? The proposed use is bounded on the north by Springs at Newnan, a 320-unit luxury apartment development and Ashlynn Ridge, a 202-unit affordable senior development. The single-family residences in unincorporated Coweta County, to the south of the project, are currently the subject of a current county rezoning application to C-8 for an indoor self-storage facility. The remainder of the lots for sale are for more intense uses than the current RC zoning.

Please attach all the following items to the completed application:

1. A letter of intent giving the details of the proposed use of the property which should include, at a minimum, the following information:
 - What the property is to be used for, if known.
 - The size of the parcel or tract.
 - The zoning classification requested and the existing classification at the filing of this application.
 - The number of units proposed.
 - For non-residential projects, provide the density of development in terms of floor area ratio (FAR).
 - Any proposed buffers and modification to existing buffers.
 - Availability of water and sewer facilities including existing distance to property.
2. Name and mailing addresses of all owners of all property within 250 feet of the subject property (available from the County Tax Assessor records). This is encouraged to be submitted in a mail merge Microsoft Word data file format.
3. Legal description of property. This description must establish a point of beginning; and from the point of beginning, give each dimension bounding the property that the boundary follows around the property returning to the point of beginning. If there are multiple property owners, all properties must be combined into one legal description. If the properties are not contiguous, a separate application and legal description must be submitted for each property. For requests for multiple zoning districts, a separate application and legal description must be submitted for each district requested. A copy of the deed may substitute for a separate description.
4. A certified plat (stamped and dated) drawn to scale by a registered engineer, architect, land planner, land surveyor, or landscape architect that shall include the following information:
 - ✓ Boundary survey showing property lines with lengths and bearings
 - ✓ Adjoining streets, existing and proposed, showing right-of-way
 - ✓ Locations of existing buildings dimensioned and to scale, paved areas, dedicated parking spaces, and other property improvements
 - ✓ North arrow and scale
 - ✓ Adjacent land ownership, zoning and current land use
 - ✓ Total and net acreage of property
 - ✓ Proposed building locations
 - ✓ Existing and proposed driveway(s)
 - ✓ Lakes, ponds, streams, and other watercourses
 - ✓ Floodplain, wetlands, and slopes equal to or greater than 20 percent
 - ✓ Cemeteries, burial grounds, and other historic or culturally significant features
 - ✓ Required and/or proposed setbacks and buffers
5. Submit one (1) copy in an 18" x 24" format and one copy in a pdf digital file format.
6. Completed Proffered Conditions form.
7. Completed Disclosure of Campaign Contributions and Gifts form.
8. If the applicant and the property owner are not the same, complete the Property Owner's Authorization form and/or the Authorization of Attorney form.
9. For multiple owners, a Property Owner's Authorization form shall be submitted for each owner.
10. A community impact study must be submitted if the development meets any of the following criteria:
 - Office proposals in excess of 200,000 gross square feet
 - Commercial proposals in excess of 250,000 gross square feet
 - Industrial proposals which would employ over 500 persons
 - Multi-Family proposals in excess of 150 units

11. A Development of Regional Impact form shall be completed and submitted to the City if the request meets any of the criteria in §10-10 (b)(2)(h) on page 10-7 of the Newnan Zoning Ordinance.

12. Fees for Amending the Zoning Map shall be made payable to the **City of Newnan** and are listed below:

☐	Single-Family Application.....	\$500.00/Plus \$15.00 Per Acre
☒	Multi-Family Application	\$500.00/Plus \$25.00 Per Acre
☐	Office/Institutional Application.....	\$500.00/Plus \$15.00 Per Acre
☐	Commercial Application	\$500.00/Plus \$25.00 Per Acre
☐	Industrial Application	\$500.00/Plus \$15.00 Per Acre
☐	MXD.....	\$500.00/Plus \$25.00 Per Acre
		For multi-family and \$15.00 Per Acre for CBD

PLEASE NOTE: THIS APPLICATION MUST BE FILED BY THE 1st OF THE MONTH TO BE CONSIDERED FOR THE PLANNING COMMISSION MEETING OF THE FOLLOWING MONTH.

I (We) hereby authorize the staff of the City of Newnan to inspect the premises of the above-described property. I (We) do hereby certify the information provided herein is both complete and accurate to the best of my (our) knowledge, and I (we) understand that any inaccuracies may be considered just cause for invalidation of this application and any action taken on this application.

Sworn to and subscribed before me this

2 day of February, 2021

Signature of Applicant

AMY M. COOPER
NOTARY
EXPIRES
DEC 9, 2023
GEORGIA
Notary Public
COVINGTON COUNTY

(Affix Raised Seal Here)

FOR OFFICIAL USE ONLY

DATE OF PRE-APPLICATION CONFERENCE _____

RECEIVED BY Dean Smith

DATE OF FILING 02/02/21

FILING FEE RECEIVED \$1,387.23

DATE OF NOTICE TO NEWSPAPER _____

DATE OF PUBLIC HEARING _____

PLANNING COMMISSION RECOMMENDATION (DATE) _____

DATE OF TRANSMITTAL TO CITY COUNCIL _____

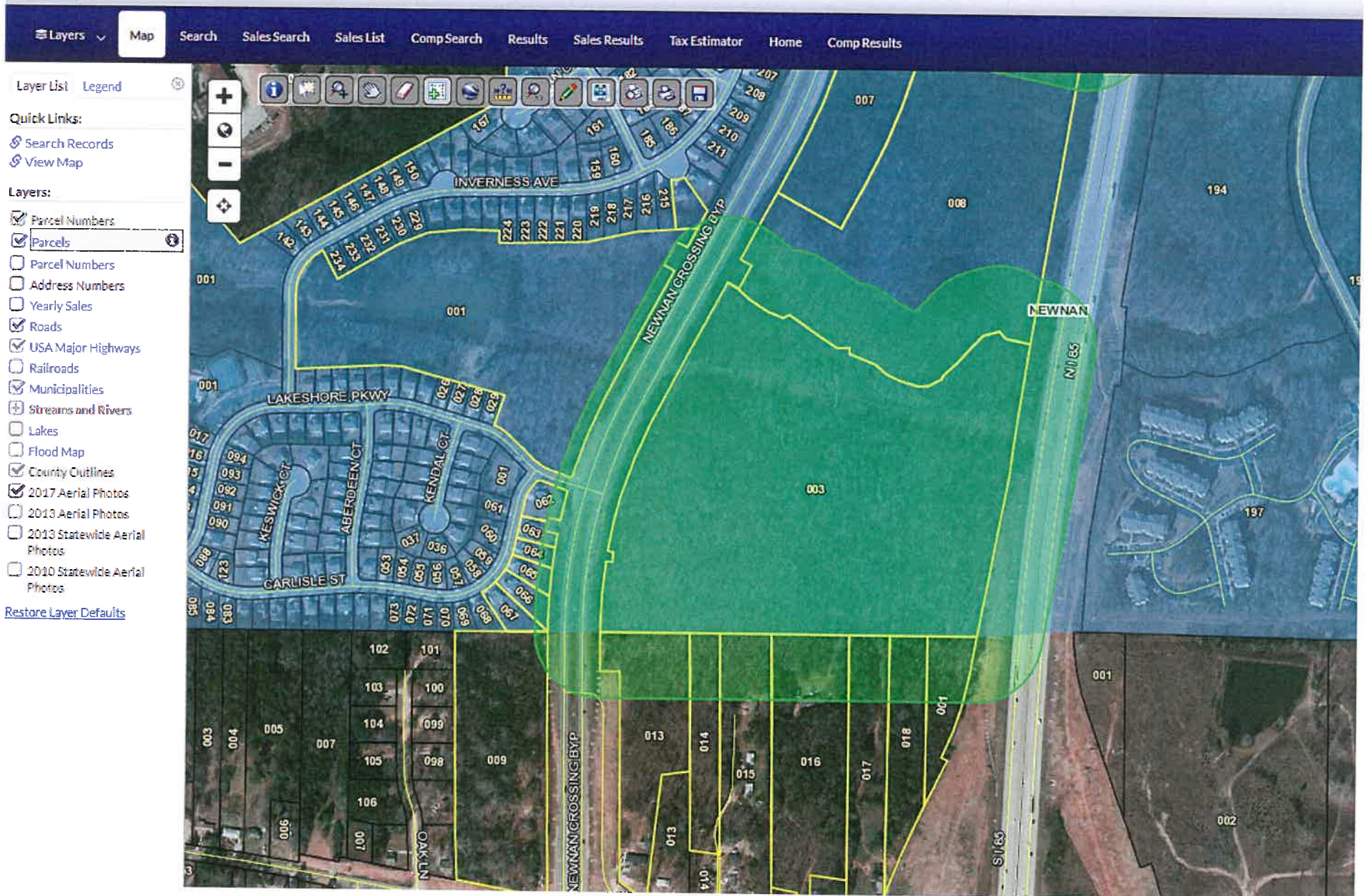
CITY COUNCIL DECISION (DATE) _____



Letter of Intent



Property Owners within 250 ft of Subject



Parcel ID	Address	Owner	Owner Address	City, State Zip
087D 001D	10 Brown Street	LAKESHORE HOMEOWNERS ASSOCIATION INC	500 SUGAR MILL RD, SUITE 200B	ATLANTA, GA 30350
087B 018	536 POPLAR RD	ALICE F HORNEY & JOHN F ALLGOOD TRUSTEES	38 W WESLEY RD NW APT 2	ATLANTA, GA 30305
087B 017	520 POPLAR RD	BROWN PAULA JOANNE T	282 TEASLEY TRL	MORELAND, GA 30259
087B 016	504 POPLAR RD	QUIGLEY HAROLD TERRY JR & DEBRA LYNN	67 ASHMORE DR	NEWNAN, GA 30263
087B 015	19 HICKORY DR	MC MICHAEL RUBY L	P O BOX 1324	NEWNAN, GA 30264
087B 013A	428 POPLAR RD	JAMES RICHARD EUGENE & PATRICIA JAMES	428 POPLAR RD	NEWNAN, GA 30263
087D 066	141 CARLISLE ST	OWENS JACOB & MELANIE OWENS	141 CARLISLE ST	NEWNAN, GA 30263
087D 065	147 CARLISLE ST	BROWN ELMORIO & DEBORAH Y	147 CARLISLE ST	NEWNAN, GA 30263
087D 064	153 CARLISLE ST	RESER DEBRA	153 CARLISLE ST	NEWNAN, GA 30263
087D 063	159 CARLISLE ST	WALTON COREY & TONYA WALTON	159 CARLISLE ST	NEWNAN, GA 30263
087D 062	167 CARLISLE ST	POPE GERALD R & LINDA HUNTER POPE	167 CARLISLE ST	NEWNAN, GA 30263
087 5011 008	2019 NEWNAN CROSSING BYP	CONTINENTAL 449 FUND LLC	W134 N8675 EXECUTIVE PKWY	MENOMONEE FALLS, WI 53051



Legal Description

PROPERTY DESCRIPTION

Being all that tract or parcel of land lying and being in Land Lots 11 & 12, 5th District, City of Newnan, Coweta County, Georgia and being more particularly described as follows:

Beginning for the same at a concrete right of way monument found at the intersection of the South Line of aforesaid Land Lot 11 and the Easterly Right-of-Way Line of Newnan Crossing Bypass, (a variable width right of way), as described in a deed recorded among the Land Records of Coweta County in Deed Book 1267, Page 158; thence, leaving the said Point of Beginning and running with the said line of Newnan Crossing Bypass

1. North 00° 02' 01" East, 18.88 feet; thence,
2. 296.78 feet along the arc of a curve deflecting to the right, having a radius of 1,809.86 feet and a chord bearing and distance of North 04° 15' 48" East, 296.45 feet; thence,
3. South 81° 02' 20" East, 25.00 feet; thence,
4. 37.38 feet along the arc of a curve deflecting to the right, having a radius of 1,784.86 feet and a chord bearing and distance of North 09° 33' 40" East, 37.38 feet; thence,
5. North 79° 50' 20" West, 25.00 feet; thence,
6. 579.02 feet along the arc of a curve deflecting to the right, having a radius of 1,809.86 feet and a chord bearing and distance of North 19° 19' 35" East, 576.56 feet; thence,
7. North 28° 29' 29" East, 459.07 feet; thence, leaving the aforesaid line of Newnan Crossing Bypass and running
8. South 61° 32' 28" East, 19.45 feet; thence, running adjacent to the property now or formerly owned by Continental, 449 Fund LLC, as described in a deed recorded among the aforesaid Land Records in Deed Book 4818, Page 179
9. South 54° 47' 38" East, 49.60 feet; thence,
10. South 47° 40' 50" East, 55.07 feet; thence,
11. South 56° 53' 40" East, 89.01 feet; thence,
12. South 68° 18' 39" East, 60.40 feet; thence,
13. North 66° 34' 33" East, 27.86 feet to a point in the centerline of a creek; thence, running with the centerline of said creek and continuing to run adjacent to the aforesaid Continental, 449 Fund LLC property
14. South 57° 04' 51" East, 40.44 feet; thence,
15. South 54° 52' 18" East, 86.87 feet; thence,
16. South 56° 44' 45" East, 95.07 feet; thence,
17. North 87° 51' 48" East, 47.03 feet; thence,
18. South 01° 25' 26" West, 22.18 feet; thence,
19. South 67° 48' 20" East, 108.92 feet; thence,
20. South 47° 54' 30" East, 50.58 feet; thence,
21. South 64° 35' 48" East, 62.13 feet; thence,
22. South 74° 31' 32" East, 70.29 feet; thence,
23. North 89° 21' 50" East, 38.61 feet; thence,
24. North 61° 50' 05" East, 56.69 feet; thence,
25. North 26° 02' 33" East, 17.77 feet; thence,
26. North 48° 10' 17" East, 69.00 feet; thence,
27. North 42° 28' 18" East, 62.16 feet; thence,
28. North 43° 22' 34" East, 82.62 feet; thence,
29. North 74° 13' 26" East, 64.34 feet; thence,
30. South 40° 33' 53" East, 36.18 feet; thence,
31. South 77° 49' 00" East, 56.05 feet to a point on the Westerly Right-of-Way Line of Interstate 85, (a variable width right of way); thence, running with the said line of Interstate 85
32. South 16° 05' 54" West, 13.59 feet to a concrete right of way monument found; thence,
33. South 00° 35' 22" West, 309.10 feet to a concrete right of way monument found; thence,
34. South 06° 16' 03" West, 167.45 feet to a concrete right of way monument found; thence,
35. South 10° 46' 58" West, 615.08 feet to a point of intersection with the South Line of aforesaid Land Lot 12; thence, leaving the aforesaid line of Interstate 85 and running with the said line of Land Lot 12
36. South 89° 34' 53" West, 177.58 feet to a 1 ¼ inch open top pipe found at the common corner of Land Lots 5 & 6, 2nd District of Coweta County; thence, continuing with the common line of aforesaid Land Lots 6, 11 & 12
37. South 89° 26' 39" West, 148.81 feet to a ¾ inch open top pipe found; thence,
38. North 87° 54' 51" West, 149.59 feet to a 1 ¼ inch open top pipe found; thence,
39. North 89° 00' 01" West, 298.97 feet to an axle found; thence,
40. North 88° 19' 10" West, 101.28 feet to an angle iron found; thence,
41. North 89° 52' 25" West, 98.96 feet to a 1 ¼ inch open top pipe found; thence,
42. North 88° 48' 32" West, 100.58 feet; thence,

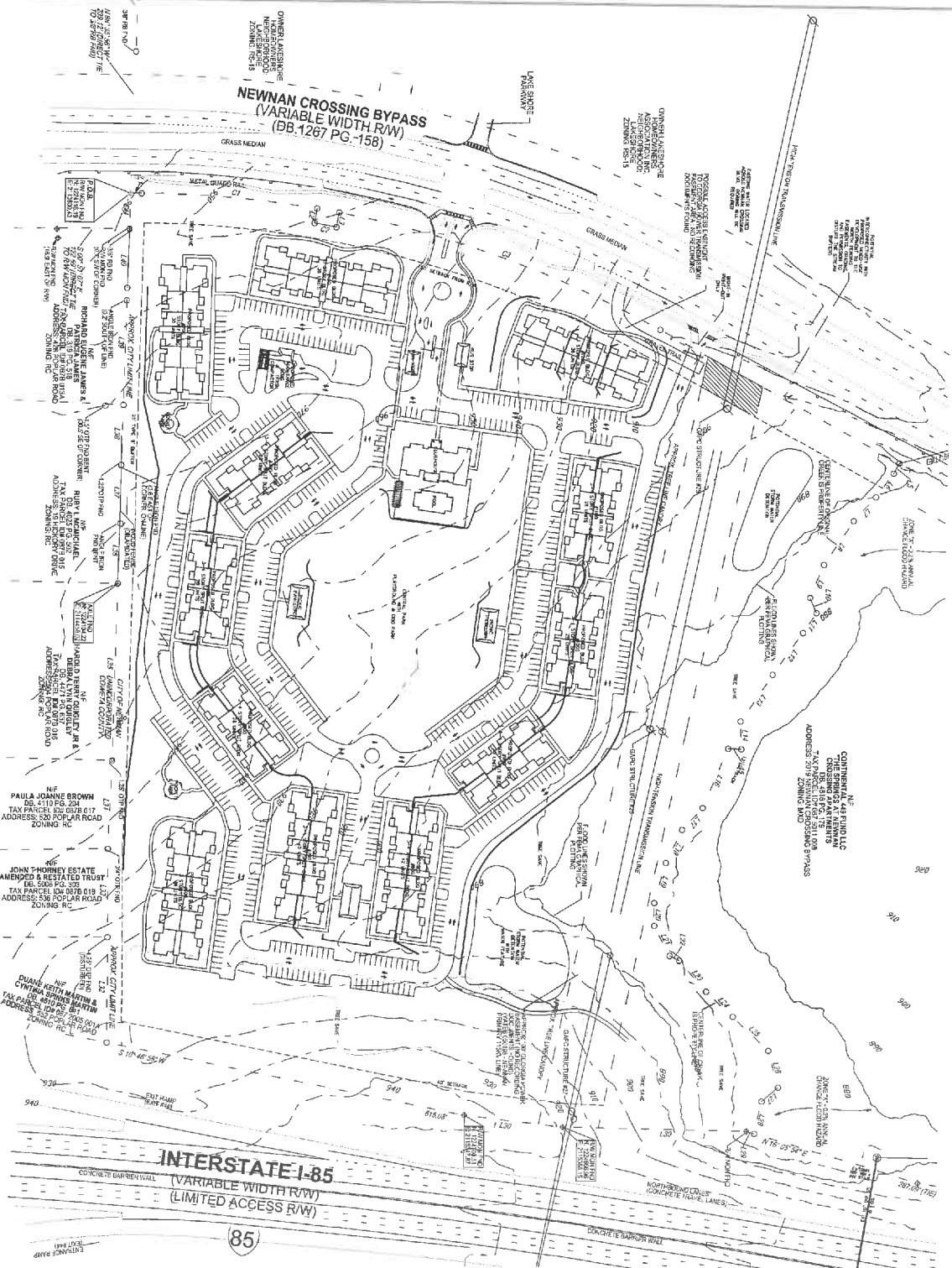
43. North 88° 59' 55" West, 197.00 feet; thence,
44. North 88° 29' 32" West, 99.59 feet to a 3/8 inch rebar found at the intersection with the aforesaid line of Newnan Crossing Bypass; thence, running with the said line of Newnan Crossing Bypass
45. North 89° 24' 05" West, 60.31 feet to the Point of Beginning, containing 1,545,908 square feet or 35.4892 acres of land, more or less.

Property is subject to all easements and rights of way recorded and unrecorded.



Certified Plat

1 CONCEPTUAL ARCHITECTURAL SITE PLAN



INTERSTATE I-85 (VARIABLE WIDTH R/W) (LIMITED ACCESS R/W) 85		NEWNAN CROSSING BYPASS (VARIABLE WIDTH R/W) (DB.1267 PG.158)	
PAULA JOHNSON BROWN DB. 4110 PG. 204 TAX PARCEL: 500 000 017 ADDRESS: 500 POPULAR ROAD ZONING: NC	JOHN THORNEY ESTATE AMENDED & RESTATEMENT DB. 5008 PG. 305 TAX PARCEL: 500 000 019 ADDRESS: 500 POPULAR ROAD ZONING: NC	DUANE KEITH CYNTHIA KEITH MARTIN TAX PARCEL: 500 000 018 ADDRESS: 500 POPULAR ROAD ZONING: NC	CONTINENTAL 48 FUND LLC CROSSING BYPASS TAX PARCEL: 500 000 018 ADDRESS: 500 POPULAR ROAD ZONING: NC
1. BEDROOM UNIT (714 SQ. FT.) 2. BATHROOM UNIT (128 SQ. FT.) 3. KITCHEN UNIT (128 SQ. FT.) TOTAL UNIT: 970	1. BEDROOM UNIT (714 SQ. FT.) 2. BATHROOM UNIT (128 SQ. FT.) 3. KITCHEN UNIT (128 SQ. FT.) TOTAL UNIT: 970	1. BEDROOM UNIT (714 SQ. FT.) 2. BATHROOM UNIT (128 SQ. FT.) 3. KITCHEN UNIT (128 SQ. FT.) TOTAL UNIT: 970	1. BEDROOM UNIT (714 SQ. FT.) 2. BATHROOM UNIT (128 SQ. FT.) 3. KITCHEN UNIT (128 SQ. FT.) TOTAL UNIT: 970

NOT RELEASED FOR CONSTRUCTION

MARTIN RILEY ASSOCIATES - ARCHITECTS, P.C.
25 CHURCH STREET SUITE 200 DECATUR GEORGIA 30030-3329 404-373-2200

NEWNAN FAMILY
NEWNAN, GA

PROJECT	2020-061	REVISION	1-28-2022
DATE	8-25-2020		
DESIGN BY / CHECKED BY	MRL		



Attachment A Proffered Conditions



City of Newnan, Georgia
Attachment A
Proffered Conditions

As part of an application for a rezoning, a property owner **MAY** proffer, in writing, proposed conditions to apply and be part of the rezoning being requested by the applicant. Proffered conditions may include written statements, development plans, profiles, elevations, or other demonstrative materials.
(Please refer to Article 10 of the Zoning Ordinance for complete details.)

Please list any written proffered conditions below:

A. Applicant proffers, as conditions:

- The density of the development will be less than 12 units per acre.
- Significant facilities and services specifically designed to meet the physical or social needs of families including, by way of example, pool, playground, dog park, and grilling areas, as well as amenities including, by way of example, a fitness center, yoga room, club room, and cafe.
- Residences will be provided with full kitchens including a dishwasher, stove, refrigerator, and microwave.
- Each unit will feature an exterior patio/balcony.

B. Natural vegetation shall remain on the property prior to issuance of a Development Permit.

C. All disturbed grassed areas shall be sodded.

D. All utilities shall be placed underground.

E. Ground signage shall be limited to monument-type sign(s). The sign shall include a minimum 2-foot high brick or stacked stone base, complementing the building's architectural treatment. The masonry base shall extend at least the full width of the sign cabinet, and the sign cabinet shall be fully recessed and surrounded by the same materials. Ground signage shall not exceed 8-feet in height.

F. The development shall be limited to a maximum of 396 units, or 12 units/acre and 12 residential buildings.

G. Height of the buildings to be limited to 55 feet.

H. One main entrance and exit and one secondary entrance and exit will be constructed on Newnan Crossing Bypass.

Any development plans, profiles, elevations, or other demonstrative materials presented as proffered conditions shall be referenced below and attached to this application:

I do hereby certify the information provided herein is both complete and accurate to the best of my knowledge.

Signature of Applicant

Type or Print Name and Title

Signature of Applicant's Representative

Type or Print Name and Title

Signature of Notary Public

Date





Attachment B Disclosure of Campaign Contributions & Gifts

REZONING APPLICATION DISCLOSURE FORM

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interest

Under the guidelines of State Law, an application for Rezoning must disclose campaign contributions totaling \$250.00 or more over the past two years to any County Commissioner. This is inclusive of immediate family members and you / them holding office positions in a business, firm or corporation.

Rezoning Petition Number: _____

Please check one of the following:

☐ Contributions have been made to the following officials:

☒ NO contributions have been made to County Officials.

Feb 1, 2021
Date

Eva A Loudenback
Signature

REZONING APPLICATION DISCLOSURE FORM

Conflict of Interest in Zoning Actions Act Disclosure of Financial Interest

Under the guidelines of State Law, an application for Rezoning must disclose campaign contributions totaling \$250.00 or more over the past two years to any County Commissioner. This is inclusive of immediate family members and you / them holding office positions in a business, firm or corporation.

Rezoning Petition Number: _____

Please check one of the following:

☐ Contributions have been made to the following officials:

☒ NO contributions have been made to County Officials.

2/2/2021
Date


Signature



Attachment C Property Owner's Authorization



City of Newnan, Georgia

Attachment C

Property Owner's Authorization

The undersigned below, or as attached, is the owner of the property which is the subject of this application. The undersigned does duly authorize the applicant named below to act as applicant in the pursuit of a rezoning of the property.

Name of Property Owner Eve Loudenback- Cates Family Partnership

Telephone Number (703) 309-0909

Address of Subject Property The real property comprising approximately 35.4892 acres located between Newnan Crossing Bypass and Interstate 85, in the City of Newnan, Georgia.

I swear that I am the owner of the property which is the subject matter of the attached application, as it is shown in the records of Coweta County, Georgia.

Eve A. Loudenback

Signature of Property Owner

Personally appeared before me

Eve Loudenback

who swears the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Notary Public

Date



(Affix Raised Seal Here)



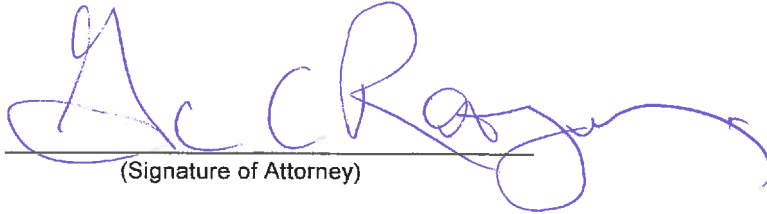
Attachment D Attorney's Authorization



City of Newnan, Georgia
Attachment D
Attorney's Authorization

NOTE: *If an attorney-at-law has prepared this application, please fill out the information below:*

I swear as an attorney-at-law, I have been authorized by the owner(s) to file the attached application for a rezoning of property.


(Signature of Attorney)

Name of Attorney George C. Rosenzweig

Address 75 Jackson Street, Suite 405

Newnan, Georgia 30263

Telephone (470) 347-3651

Date

2/2/2021



Community Impact Study

Community Assessment Memo

To: Tracy Dunnavant, Planning Director

From: Vern Wilburn, P.E., PTOE

Date: January 27, 2021

Re: Newnan Family, Proposed Apartment Community, Newnan Crossing Bypass

This memo outlines the expected community impacts from the proposed rezoning and development of a 35.4892-acre site located adjacent to Newnan Crossing Bypass south of the recently completed Springs at Newnan Apartment Complex. The development, known as Newnan Family, is being proposed by Dominion Acquisition, LLC.

The proposed development is an apartment community consisting of 396 residential units. A site plan is included as Attachment A.

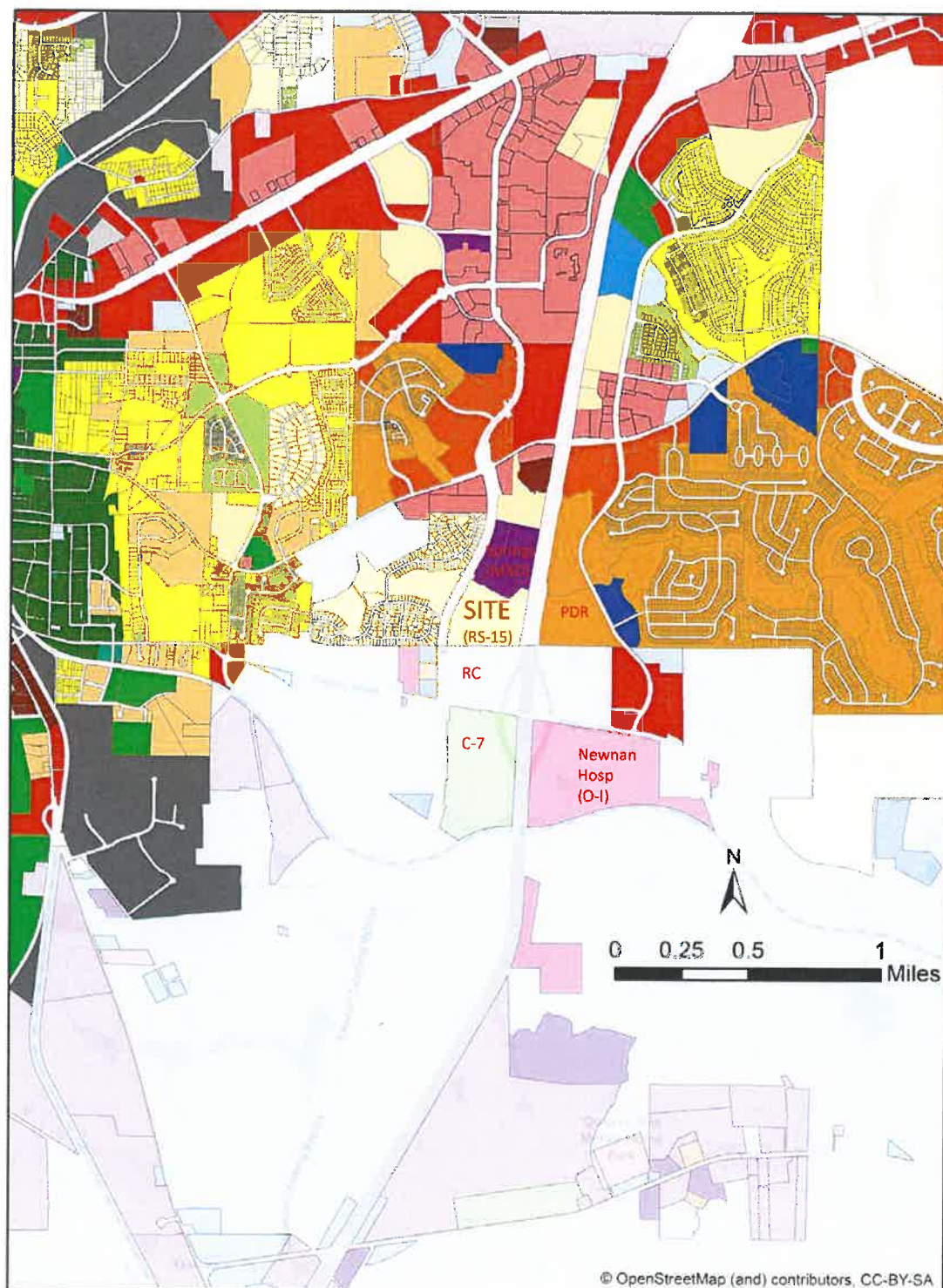
Primary access for the development is a full access driveway connecting to Newnan Crossing Bypass across from Lakeshore Parkway. This proposed driveway will become the fourth leg of the intersection of Lakeshore Parkway and Newnan Crossing Bypass.

Input was requested from various agencies and utility providers including: the Coweta County School Board, Newnan Utilities, the Newnan Police Department, and the Newnan Fire Department. Responses have been received from the police and fire departments and the Coweta County School System. The responses are included in the attachments to this memo.

EXISTING ZONING

The illustration on the following page is the currently available zoning map for the vicinity. The site is located on the southern edge of the city of Newnan. The site is currently zoned RS-15. The property to the north is zoned MXD and has been partially developed for the Springs apartments. A section of the property to the north, along the Newnan Bypass, has been reserved and is currently being marketed for commercial use. To the north of the Springs (although not reflected on the currently available zoning map) is a parcel which Dominion rezoned in 2020 to the RMH category for an affordable, age-restricted, apartment complex upon which construction is anticipated to begin in the spring of 2021. The adjoining parcel to the south, located in Coweta County, is zoned RC. The eastern portion of the county site (adjoining the Interstate-85 off ramp) is the subject of a current county rezoning application to C-8 for an indoor self-storage facility.

EXISTING ZONING IN VICINITY



ROADS AND STREETS

As shown in the illustration below the proposed main driveway will be located about 1280 feet south of the main access for the Springs Apartment Community. The proposed driveway will be about 1665 feet north of Poplar Road.

SITE LOCATION



The traffic expected to be generated by the proposed development is shown in the following table.

Trip Generation Summary												
Alternative: Alternative 1												
Phase												
Project: Newman Family												
Open Date: 1/15/2021												
Analysis Date: 1/15/2021												
ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic			*	Total
		* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total		
220	LOW-RISE 1	1457	1456	2913	42	141	183	140	83	223		
	398 Dwelling Units											
Unadjusted Volume		1457	1456	2913	42	141	183	140	83	223		
Internal Capture Trips		0	0	0	0	0	0	0	0	0		
Pass-By Trips		0	0	0	0	0	0	0	0	0		
Volume Added to Adjacent Streets		1457	1456	2913	42	141	183	140	83	223		
Total Weekday Average Daily Trips Internal Capture = 0 Percent												
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent												
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent												
* - Custom rate used for selected time period.												
Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition												
TRIP GENERATION 10, TRAFFICWARE, LLC												
P. 1												

The proposed development is expected to generate approximately 2913 trips per day.

A traffic impact study was conducted for the development and a copy is attached. The findings of the impact study indicate that turn lanes will be needed at both driveways. The traffic study also found that traffic signal operation will be warranted at the intersection of Newman Crossing Bypass and Lakeshore Parkway/Main Driveway. With the recommended lanes and traffic signal control, the intersection will always operate at Level of Service A.

NEWNAN POLICE DEPARTMENT

A letter was received from Police Chief Meadows who provided information on the expected impact. A copy of the letter from Chief Meadows is included in Attachment B.

Chief Meadows estimates the proposed housing complex would result in increase in 410 additional annual calls for service.

NEWNAN FIRE DEPARTMENT

A response was received from Fire Chief Stephen Brown who indicated that the department currently has enough manpower and equipment to serve the proposed development. A copy of the letter from Chief Brown is included in Attachment B.

NEWNAN UTILITIES

No response was received from Newnan Utilities as of this date.

COWETA COUNTY SCHOOL SYSTEM

A letter was received from the Director of Facilities who provided information on the expected impact. A copy of the letter from Mr. Ronnie Cheek is included in Attachment B.

Mr. Cheek indicated that many of the schools serving that area are at or near capacity. He asked for additional information to assist in the school system's planning efforts to include the following:

- What is the construction schedule for the project?
- What is the proposed build-out timeline?
- Will the project be built in phases?
- Will there be a targeted market, e.g., senior citizens?

This information will be provided to Mr. Cheek if this project is approved.

It should be noted that an additional tax revenue of \$270,061 per year would be dedicated to the school system as summarized in the next section.

TAX REVENUE

The proposed development is part of a larger parcel (Parcel 087 5011 003), which currently has an assessed value of \$4,639,967. Tax parcel information from the qPublic website is included as Attachment C.

Parcel 087 5011 003 is comprised of three separate areas totaling 61.45 acres. The site proposed for this development will contain 35.4892-acres. Since this site represents 57.8% of the total of the three parcels, the existing value and existing tax revenues are estimated as 57.8% of the values found on qPublic.

It is estimated that the fair market value of the property would increase to \$39 million because of the proposed improvements. The assessed valuation would be 40% of the fair market value or \$15.6 million. The following table shows the estimated change in tax revenues for the County, City, and School System.

ESTIMATED CHANGE IN ANNUAL PROPERTY TAX REVENUE				
ENTITY	MILLAGE RATE	EXISTING TAXES BASED ON FAIR MARKET VALUE OF \$2,811,820 (57.8% of \$4,639,967)	EXPECTED TAXES BASED ON IMPROVED FAIR MARKET VALUE (\$39,000,000)	ADDITIONAL PROPERTY TAX
Assessed Value		\$1,072,760	\$15,600,000	
County	7.63	\$8,185	\$119,028	\$110,843
School	18.59	\$19,943	\$290,004	\$270,061
City	4	\$4,291	\$62,400	\$58,109
TOTAL	30.22	\$32,419	\$471,432	\$439,013

OTHER BENEFITS TO THE CITY OF NEWNAN

The development of this property as proposed would require significant impact fees to be paid estimated as follows:

TYPE OF FEE	UNIT COST (Per Unit)	No. UNITS	TOTAL
Development Impact Fee	\$1,136.07	396	\$449,884
Sanitary Sewer Impact Fee	\$1,500	396	\$594,000
TOTAL IMPACT FEES			\$1,043,884

ATTACHMENTS

PRELIMINARY SITE PLANA

LETTERS FROM SERVICE PROVIDERSB

TAX PARCEL DATA FROM QPUBLIC WEBSITEC

Attachment A
Preliminary Site Plan



Attachment B

Response Letters of Input Received from:

- Newnan Police Department
 - Newnan Fire Department
 - Coweta County School System
-





**NEWNAN POLICE DEPARTMENT
CITY OF NEWNAN**

1 Joseph Hannah Blvd
P.O. Box 1193
Newnan, GA 30264
770-254-2355
FAX: 678-423-4130

January 19, 2021

**To: Vern Wilburn
Maldino & Wilburn
Traffic Engineering Consultants**

Reference: Impact of Proposed Newnan family Apartments to be located on Newnan Crossing Bypass, Newnan, GA

Dear Mr. Wilburn,

In reviewing historical information concerning number of calls for service, and response time, following is the impact to the police department services for the 394 residential units that will occupy this site. The deletion of 32 units will not lower the possible calls for service, since the units used to compare and approximately the same size. Some being smaller and some bigger.

In reviewing calls for service from the following complexes that are approximately the same size we find the 2 year call volume to be:

Newnan Promenade:	197 calls for service
Stillwood Apartments:	438 calls for service
Springs at Newnan:	86 calls for service
Newnan Crossing Apartments:	918 calls for service

In using an average from these four complexes we find that the average calls for service in a 2 year span could be:

Newnan Family Apartments:	410 calls for service
---------------------------	-----------------------

This information does not include additional cars and residents in the report.

We would be able to service this development, but it could require a longer response time.

Respectfully,

**Douglas L. Meadows
Chief of Police**



NEWNAN FIRE DEPARTMENT

23 JEFFERSON STREET • NEWNAN, GA 30263
770-253-1851 (P) • 770-638-8678 (F)



Stephen R. Brown, Fire Chief

December 18, 2020

Vern Wilburn, PE PTOE
Maldino & Wilburn Traffic Engineering Consultants
1864 Lower Fayetteville Road
Newnan, Ga. 30265

Re: Proposed Newnan Family Apartments
Newnan Crossing Blvd, Newnan

Dear Ms. Wilburn,

Newnan Fire Department personnel has reviewed the plans for the Proposed Newnan Family Apartments; Newnan Family Apartments, Newnan Crossing Blvd, Newnan Ga. 30263. At this time we confirm that we have adequate man power and equipment to service this property.

If you have any question concerning this matter, please feel free to contact me.

Thank you,

Chief Stephen Brown
Newnan Fire Department

COWETA COUNTY SCHOOL SYSTEM

170 Werz Industrial Blvd.
Newnan, GA 30263
Ph: 770-254-2750

January 5, 2021

Mr. Vern Wilburn, P.E., PTOE
Maldino & Wilburn
1864 Lower Fayetteville Road
Newnan GA 30265

Re: Proposed Newnan Family Apartments
Newnan Crossing Blvd, Newnan

Mr. Wilburn,

In response to your request for input on the community impact study for the proposed development referenced above, we offer the following based on the information available:

In our experience, residents of apartment dwellings are often more transient than those in single family dwellings. This may present challenges when planning for school enrollment and meeting student needs. Due to the high density housing in the area of the proposal, school capacity is an ongoing concern. Many of the schools serving that area are at or near capacity.

If approved, we would request that the developer provide us advanced notice of the following information for our planning purposes:

What is the construction schedule for the project?

What is the proposed build-out timeline?

Will the project be built in phases?

Will there be a targeted market, e.g., senior citizens?

Thank you for the opportunity to provide feedback.

Sincerely,

Ronald C. Cheek

Ronald C. Cheek
Director of Facilities
Coweta County School System

Coweta Committed to Student Success

Attachment C
Tax Parcel Data



**Summary**

Parcel Number 087 5011 003
Location Address
Legal Description 61.451 AC LL 11 12 21 LOWER FAYETTEVILLE
 (Note: Not to be used on legal documents)
Class C5-Commercial
 (Note: This is for tax purposes only. Not to be used for zoning.)
Tax District NEWNAN 08 ANNEX (District 08)
Millage Rate 27.483
Acres 61.45
Neighborhood Comm/Ind Newnan (G10000)
Homestead Exemption No (S0)
Landlot/District 11 / 5

[View Map](#)**Owner**

[CATES FAMILY PARTNERSHIP](#)
 815 SHERLIN LN
 GREAT FALLS, VA 22066

Land

Type	Description	Calculation Method	Square Footage	Frontage	Depth	Acres	Lots
Commercial	Comm-Newnan Crossing Bypass	Square Feet	2,676,762	0	0	61.45	0

Sales

Sale Date	Deed Book / Page	Plat Book / Page	Sale Price	Reason	Grantor	Grantee
9/1/1992	701 55		\$0	UNQUALIFIED IMPROVED		CATES FAMILY PARTNER
7/12/1989	526 485		\$0	UNKNOWN STATUS		INZER LAURA C & EVA

Valuation

	2020	2019	2018	2017	2016
Previous Value	\$4,639,967	\$4,639,967	\$4,639,967	\$4,639,967	\$5,242,636
Land Value	\$4,639,967	\$4,639,967	\$4,639,967	\$4,639,967	\$4,639,967
+ Improvement Value	\$0	\$0	\$0	\$0	\$0
+ Accessory Value	\$0	\$0	\$0	\$0	\$0
= Current Value	\$4,639,967	\$4,639,967	\$4,639,967	\$4,639,967	\$4,639,967

Assessment Notices 2019[12452 \(PDF\)](#)**Assessment Notices 2020**[2020 \(PDF\)](#)

No data available for the following modules: Rural Land, Conservation Use Rural Land, Residential Improvement Information, Commercial Improvement Information, Mobile Homes, Accessory Information, Prebill Mobile Homes, Permits, Septic Drawings, Photos, Sketches.

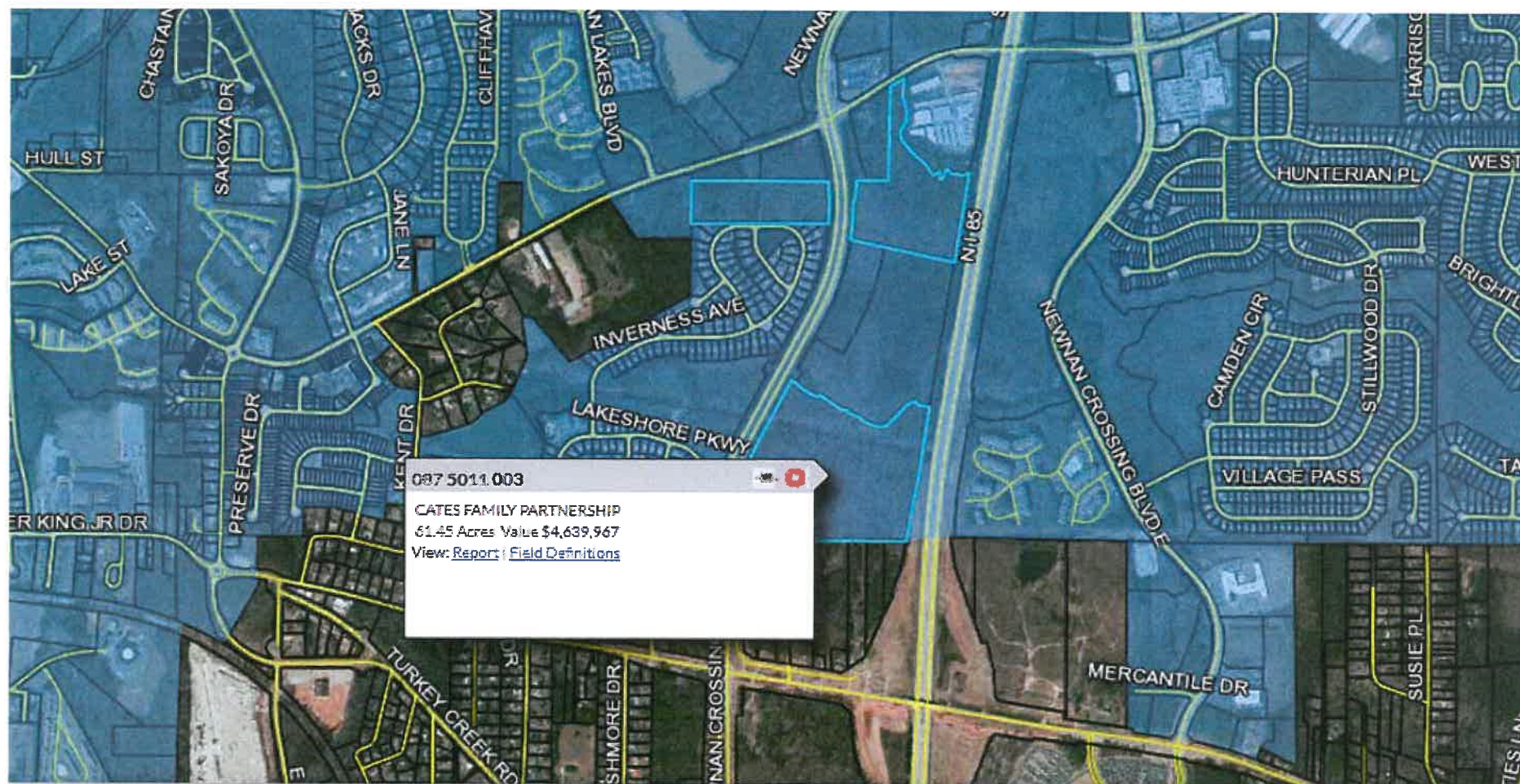
The Coweta County Assessor makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. The assessment information is from the last certified tax roll. All other data is subject to change.

[User Privacy Policy](#)
[GDPR Privacy Notice](#)

[Last Data Upload: 1/6/2021, 1:26:30 AM](#)

Developed by
 Schneider
 GEOSPATIAL

[Version 2.3.100](#)



Owner CATES FAMILY PARTNERSHIP
815 SHERLIN LN
GREAT FALLS, VA 22066

Physical Address n/a

Assessed Value Value \$4639967

Last 2 Sales

Date	Price	Reason	Qual
9/1/1992	0	04	U
7/12/1989	0	09	U



Market and Impact Analysis by Bleakly Advisory Group



MARKET AND IMPACT ANALYSIS

AFFORDABLE EMPLOYEE HOUSING NEEDS SUMMARY

Newnan, Georgia

January 2021

PREPARED FOR:



PREPARED BY:



INTRODUCTION

- Dominion engaged the Bleakly Advisory Group to provide an assessment of demographic, economic, and real estate market trends in Newnan, Coweta County, GA, particularly as these trends relate to a proposed rental workforce housing community located on Newnan Crossing Parkway.
- The engagement's resultant report examines the relationships between growth in the local health care industry and the regional housing market and demand for housing at Dominion's Newnan Crossing subject site.
- This document is a summary of the findings of Bleakly's full report.

KEY FINDINGS

- Newnan faces continued market pressure for multifamily housing due to sustained population and employment growth.
- The **health care sector** is already a leading component of the local economy and is set to drive strong employment growth over the next 10 years; **most workers in this sector earn less than \$50,000 per year.**
- Close to half of the employees at Piedmont Newnan Hospital already commute to their jobs from outside of Coweta County; the **average commute of in-commuters working in the local health care sector is 45 minutes.**
- Lack of affordable housing is a key factor in employee decisions not to live in Newnan.
- A household earning \$50,000 per year could only afford a home priced at approximately \$180,000; the current **median home sale price in Coweta County is \$285,000.**
- Existing affordable/income-restricted apartments in the market area are over **97 percent occupied**, compared with 92.5 percent of all apartments, providing an opportunity for additional units in the marketplace.
- Estimated demand for the proposed Dominion development exceeds **35 units per month**. At this absorption pace, the 396-unit project could reach full occupancy within 10-12 months of delivery.
- Affordable employee housing would generate sufficient revenue to cover the costs of educating public school students.

OCCUPATIONAL GROWTH OUTLOOK

- Seven of the 12 fastest-growing occupations in West Georgia, which includes the subject site market area, are in the health care industry (highlighted in blue below).
- These occupations alone are expected to add more than 1,000 jobs over 10 years, driving additional housing demand attainable to households in these professions.

West Central Georgia (Coweta and Surrounding Counties), 2016 – 2026

Occupations	Typical Education	2016 Base Employment	2026 Projected Employment	Total Change in Employment	Annual Growth Rate
Personal Care Aides	High school diploma or equivalent	1,660	2,410	750	3.76%
Nurse Practitioners	Master's degree	210	300	90	3.65%
Millwrights	High school diploma or equivalent	170	230	60	3.15%
Respiratory Therapists	Associate's degree	170	240	70	3.14%
Software Developers, Applications	Bachelor's degree	130	170	40	3.04%
Mechanical Engineering Technicians	Associate's degree	70	90	20	2.84%
Mechanical Engineers	Bachelor's degree	400	520	120	2.78%
Nursing Instructors and Teachers, Postsecondary	Doctoral or professional degree	80	110	30	2.73%
Aircraft Mechanics and Service Technicians	Postsecondary non-degree award	90	120	30	2.73%
Medical Assistants	Postsecondary non-degree award	700	910	210	2.61%
Diagnostic Medical Sonographers	Associate's degree	50	70	20	2.57%
Physical Therapists	Doctoral or professional degree	190	240	50	2.54%

Source: Georgia Department of Labor, Office of Workforce Statistics and Economic

GROWTH OUTLOOK: HEALTH CARE SECTOR

Global Trend: Aging populations, rising levels of chronic disease, technology advancement, and the COVID-19 pandemic are fueling increased health care spending.

National Trend: The health care sector leads the employment growth outlook through 2029.

Regional Trend: The Atlanta MSA has experienced steady average growth in health care occupations at 3.3% each year since 2004. Newnan's growth surpasses this.

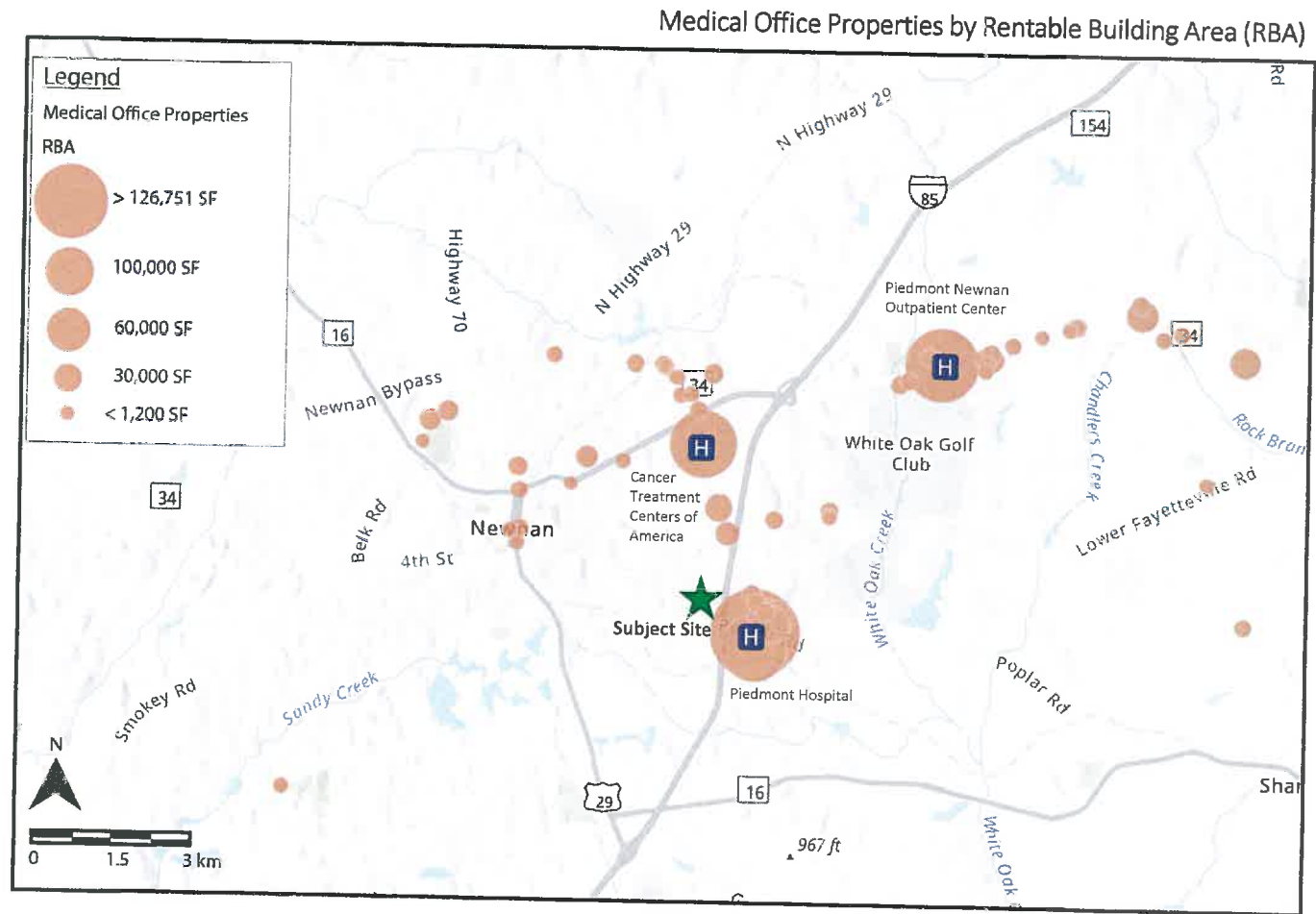
Newnan Trend: Nearby technical colleges, above-average salaries for health care support workers, and large new hospitals attract young health workers to Newnan.

Health Care Job Growth Ranking 2004-2017	Total Growth	Avg. Annual Growth
1) Newnan PMA	63 %	4.8 %
2) Rockdale County	57 %	4.4 %
3) Clayton County	45 %	3.5 %
4) Douglas County	44 %	3.4 %
5) Atlanta MSA	43 %	3.3 %

- **Newnan's Hospitals:** Newnan's five main health centers employ over 2,300 people and stimulate health care growth. Newnan's Cancer Treatment Centers of America location creates jobs by attracting health tourism.
- **Growth Outlook:** More than half of the fastest-growing occupations in the region are in health care; these groups are expected to add more than 1,000 jobs over 10 years, with growth led by Personal Care Aides and Nurse Practitioners.
- **Job Requirements:** A diverse mix of jobs is available in Newnan's health care industry. Many only require 2-year technical certificates.
- **Health Education:** In the most recent year reported, 945 health care graduates from West Georgia Technical College and the University of West Georgia entered the job market.
- **Salaries:** The median salary for Newnan health care support workers in 2018 was \$32,215. For Newnan health care practitioners, it was \$48,549.
- **Commute Patterns:** The median commute time for Newnan health care workers residing in Coweta County is 15 minutes. For non-Coweta County residents, it is 45 minutes, and 47 percent of current employees at Piedmont Newnan Hospital live outside of Coweta County.

LOCAL HEALTHCARE PROVIDERS

- **Newnan Area Medical Real Estate:** Newnan, Coweta, and western Fayette County, which comprises the market area for the rental units at the subject site, is home to over 1.3 million square feet of medical facilities, including Piedmont Newnan Hospital and Cancer Treatment Centers of America. These facilities currently employ over 2,000 medical practitioners who earn a wide range of incomes and will drive demand for additional housing units at the subject site.



NEWNAN AREA HEALTH CARE INDUSTRY

Healthcare Housing

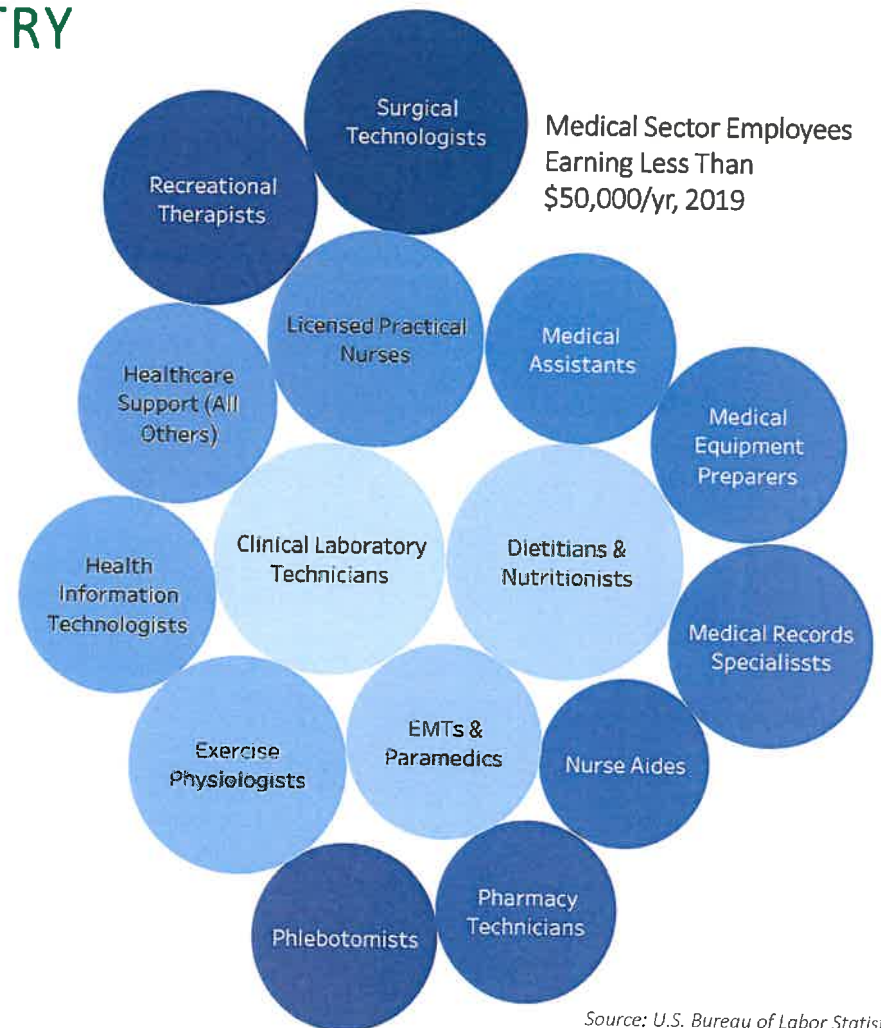
- According to GDOL statistics, hundreds of health professionals will join Coweta County's workforce over the next decade.
- Occupations shown at right typically pay between \$35,000 and \$50,000 annually. Rental units will need to be built to match the increasing housing demand in Newnan generated by these new health care jobs.

Coweta Area Health Degrees

- A total of **845 degrees** were issued in health care-related fields from University of West Georgia (2018) and West Georgia Technical College (2019) for the most recent year reported including all campuses of both institutions.

Medical Sector Degrees Awarded	
B.S. Nursing	188
Clinical Lab Tech	11
EMT	38
Health IT	47
Licensed Practical Nurse (LPN)	33
Medical Assistance	114
Nurse Aide	268
Pharmacy Tech	39
Phlebotomy Tech	29
Registered Nurse (RN)	66
Surgical Tech	12
Total	845

Graduates data: UWG & WGT Factbooks



Source: U.S. Bureau of Labor Statistics

Dominium: Newnan Workforce Housing Development

PROFILE OF LOCAL HEALTH CARE LABOR FORCE

Profile of median health care sector employee in Coweta County:

- Female
- Registered Nurse
- Age: 42
- \$47,130 / year income
- 2-year Degree
- Lives in Coweta County

Median commute for Coweta County health care workers:

15
minutes

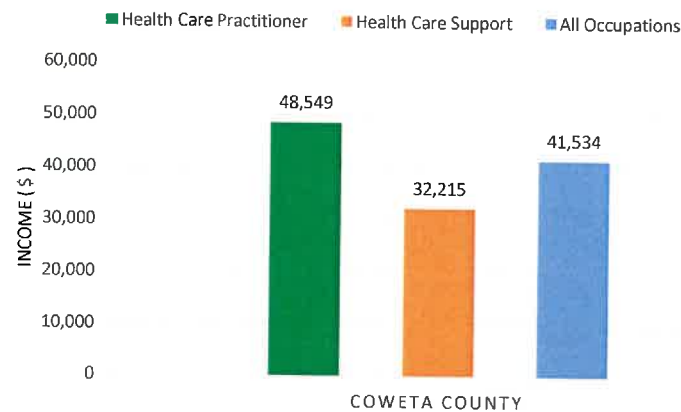
Coweta residents

45
minutes

Non-Coweta residents

Median Per Capita Income, 2018

- Although health care practitioners typically earn less in Coweta County, health care support workers earn more, when compared to the state and national median incomes.



Data source: IPUMS & ACS 5-year 2018 survey

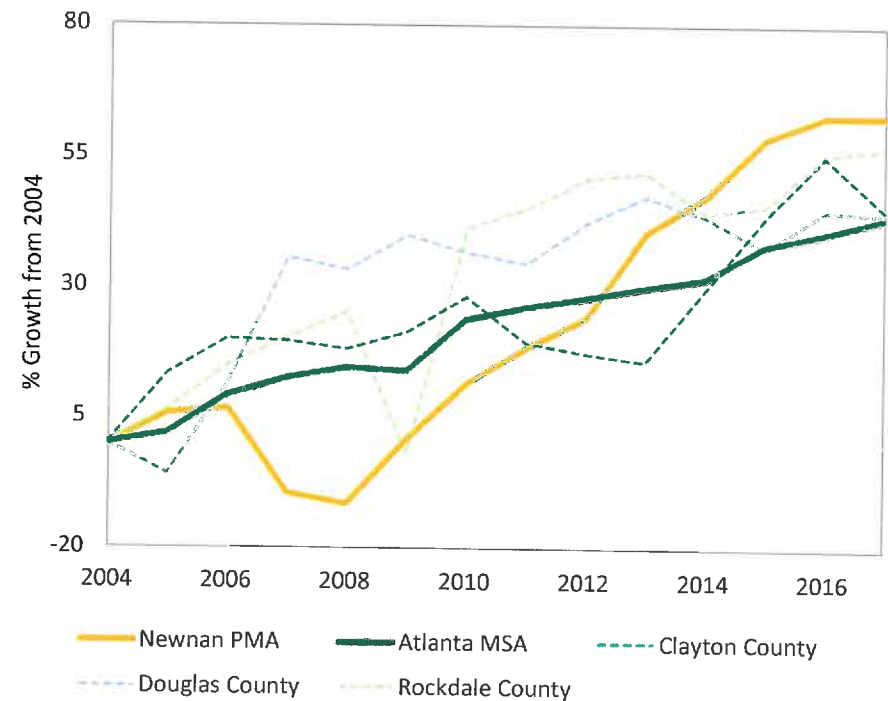


Photo of WGTC Nursing graduates from LaGrange Daily News, 2015

ATLANTA REGION HEALTH CARE SECTOR

- The Newnan market area (PMA) has consistently outpaced other metro Atlanta areas, particularly in the southern metro, in health care job growth since 2008.
- As shown at right, after losing health care employees during the Great Recession, the Newnan area's health care industry accelerated tremendously and has now grown more than 70% since 2004.
- Overall, the Atlanta region has grown approximately 40% during the same period, pointing to the fact that the Newnan area's economy has increased its prevalence as a leader in health care within the Atlanta region.

Growth in Health Care Employees

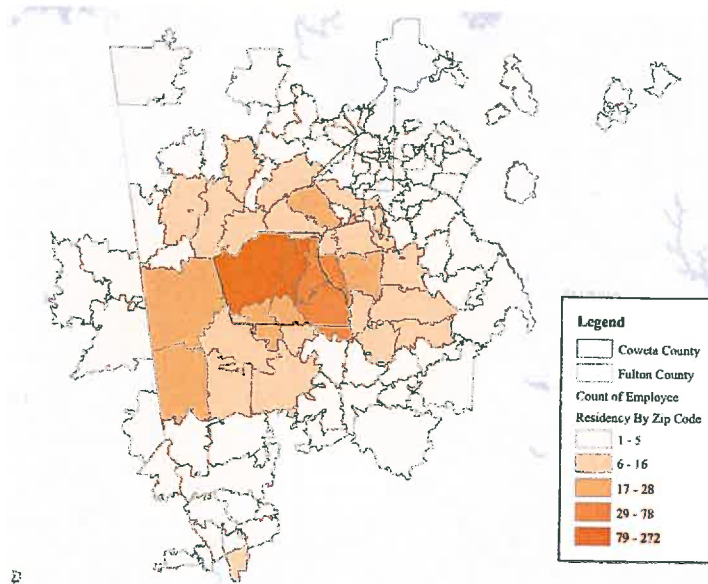


Source: U.S. Census Bureau Center for Economic Studies

PROFILE OF LOCAL HEALTH CARE LABOR FORCE

EMPLOYEE AND COMMUTING PROFILE: PIEDMONT NEWNAN HOSPITAL

- Among the 1,177 persons employed at Piedmont Newnan Hospital as of October 2020, 482 (41 percent) live in the Newnan ZIP Codes of 30263, 30264, or 30265. Another 137 employees (12 percent) live elsewhere in Coweta County.
- The remaining 558 employees commute to work from outside of Coweta County.
 - The top places of residence for in-commuters are areas to the north and east of Newnan: Fayette County, Carroll County, South Fulton County, and the City of Atlanta—these areas account for more than 25 percent of employees.
 - About 10 percent of employees (121 total) commute from areas to the south and west such as Troup County, Meriweather County, the Columbus area, and Alabama locations.



Residence of Piedmont Newnan Hospital Employees

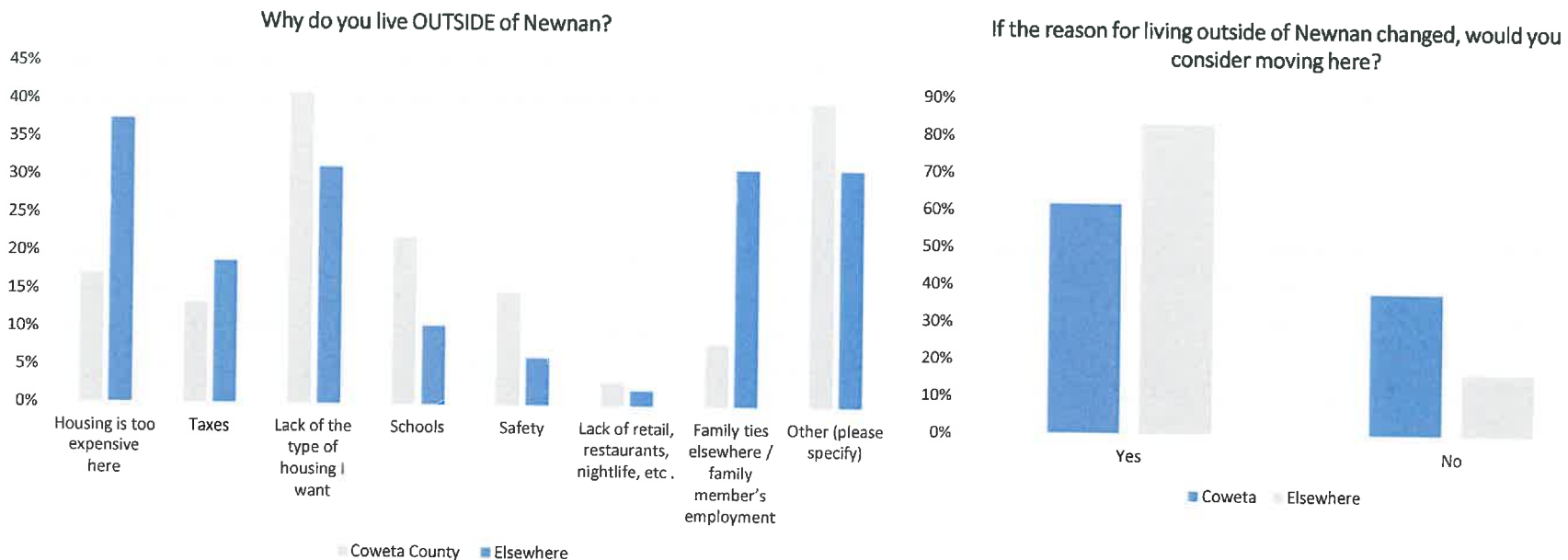
Location	Count	Percent
Newnan	482	41%
Fayette County	188	16%
Other Coweta	137	12%
Carroll County	48	4%
South Fulton County	45	4%
Meriweather County	38	3%
Troup County	36	3%
Atlanta	20	2%
Columbus Area	18	2%
Pike County	17	1%
Douglas County	16	1%
Alabama	12	1%
DeKalb County	9	1%
Other Locations	111	9%
Total	1,177	100%

Data source: Piedmont Newnan Hospital

REASONS FOR LIVING ELSEWHERE

The following survey results come from the *Newnan City-wide Housing Analysis* that Bleakly conducted in 2019, which garnered approximately 1,000 response from local residents as well as those that work in Newnan but live elsewhere.

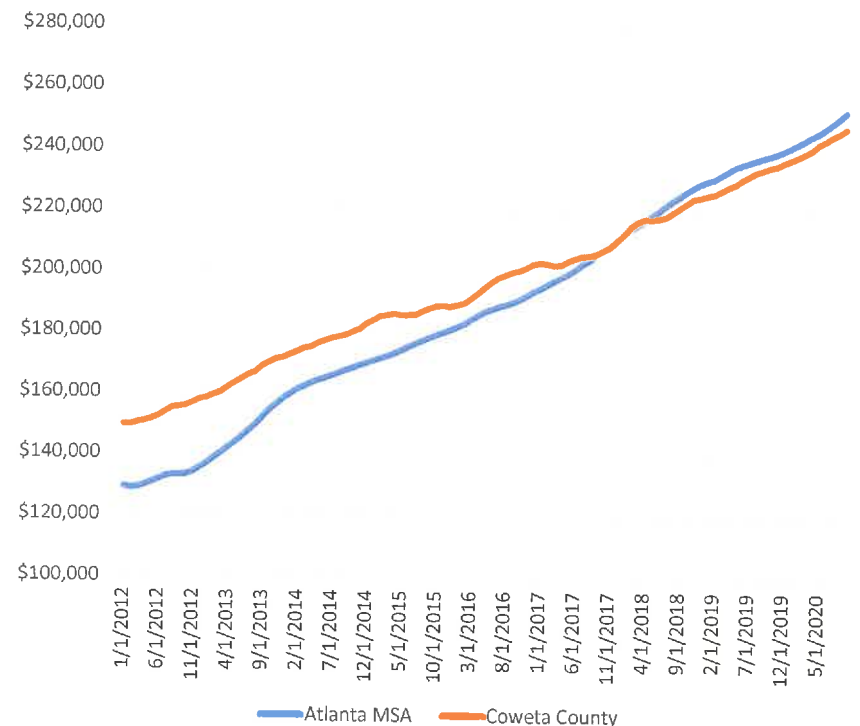
- For those that work in Newnan but live elsewhere, the key reasons for choosing to do so varied by location.
- A plurality (41%) of non-Newnan Coweta County residents cited the lack of the type of housing they want.
- Respondents living outside of Newnan also primarily pointed to housing expense (38%).
- These responses point to the potential to capture additional housing demand at the subject site.



KEY FACTORS DRIVING DEMAND PRESSURE ON THE HOUSING MARKET

- The median home value in Coweta County has been rising steadily, growing at an annual rate of 6 percent since 2012, according to Zillow.
- The Zillow Home Value Index (ZHVI) in Coweta County increased from \$149,500 in January 2012 to \$247,109 in September 2020 (a total increase of 65 percent).
- According to Redfin, the median sale price for all homes sold in Coweta County in September 2020 was \$285,000.
- Using an income to purchase price multiplier of 0.3, a household would need an annual income of at least \$80,000 to afford this median purchase price.
- A household earning \$50,000 per year would only be able to afford a home priced at \$180,000, which is more than \$100,000 below the county's current median price.

Zillow Home Value Index, 2010-2020



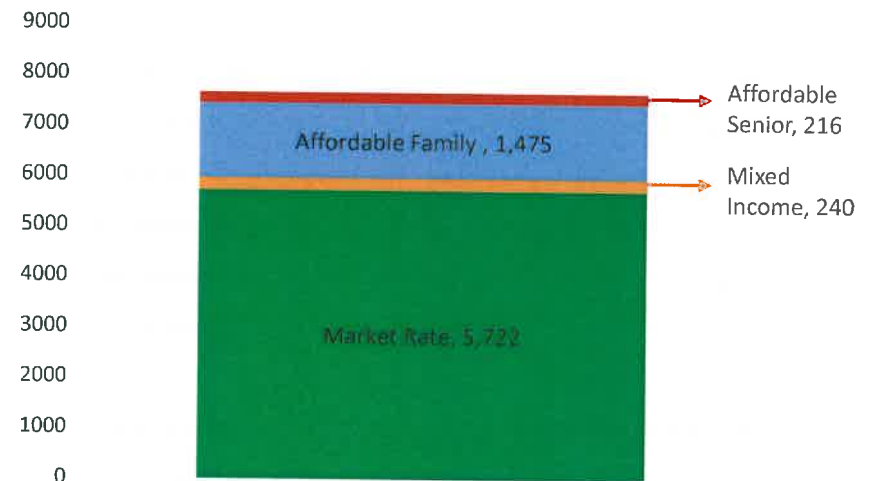
Source: Zillow Home Value Index

APARTMENT MARKET TRENDS

LOCAL APARTMENT INVENTORY

- About 75 percent of the total apartment inventory in the local market area is classified as market-rate units.
- The affordable stock consists of 1,475 affordable family units, 240 units in mixed-income properties, and 216 affordable senior units.
- The overall occupancy rate for affordable family units in the PMA is 97.2 percent, compared with 92.5 percent for all units in the PMA.
- The average monthly rent in the PMA is \$1,180, or \$1.09/SF - 14 percent below the Atlanta MSA average of \$1.27/SF.
- Among affordable family units in the PMA, the average rent is \$0.86/SF, which is 21 percent below the PMA's overall average rent and 32 percent below the Atlanta MSA's average rent.

Primary Market Area Multifamily Units by Type



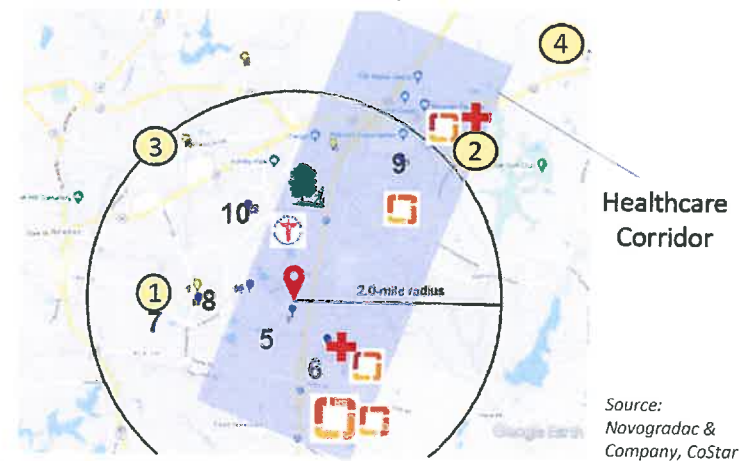
	Primary Market Area All Units	PMA- Affordable Family Units only
Existing Units	7,653	1,475
Occupancy	92.50%	97.20%
Avg. SF/Unit	1,069	1,036
Avg. Rent/Unit	\$1,180	\$900
Avg. Rent/SF	\$1.09	\$0.86

"Affordable" as classified by CoStar, generally encompassing those receiving unit subsidy.
 "Mixed-income" includes those that have a portion of units set-aside as below market rates through subsidy or rent restrictions.

MULTIFAMILY COMPETITIVE SUPPLY ASSESSMENT

- There are 10 competitive rental properties located in the Primary Market Area (PMA); eight are located within two miles of the subject site.
- These comparable projects contain a total of 2,500 units. As of October 2020, 90.7 percent of these units were occupied; more than half of vacant units are in Springs at Newnan, which is still in initial lease-up.
- Vacancy for each of the four affordable or mixed-income projects in the competitive set is below 3.1 percent.
- The average rent for the competitive properties is \$1,134, or \$1.08/SF; the average rent for market-rate projects is \$1,278, or \$1.24/SF.

Comparable Rental Property Map



ID #	Project Name	Type	Date Opened/ Renovated	Units	Vac. Rate	Avg. SF	Avg. Asking Rent/ Unit	Avg. Asking \$/ SF
1	Columbia Woods	Affordable	2002	120	2.5%	1,294	\$1,011	\$0.78
2	Foxworth Forest	Affordable	1993/2017	72	0.0%	980	\$852	\$0.87
3	Jefferson Grove	Affordable	2019	160	3.1%	1,081	\$933	\$0.86
4	Newnan Crossing	Mixed-Income	2004	192	1.6%	1,093	\$893	\$0.82
5	Springs At Newnan	Market	2020	320	47.8%	1,045	\$1,521	\$1.46
6	Stillwood Farms	Market	2009	298	16.8%	1,156	\$1,218	\$1.05
7	The Preserve At Greison Trail	Market	2008	235	6.4%	967	\$1,229	\$1.27
8	The Vinings At Newnan Lakes	Market	2003	248	4.0%	957	\$1,181	\$1.23
9	Villas At Newnan Crossing	Market	2003/2006	356	3.1%	1,064	\$1,260	\$1.18
10	Willows At Ashley Park	Market	2014	500	8.0%	987	\$1,243	\$1.26
Totals/Averages			2008	250	9.3%	1,062	\$1,134	\$1.08
Market Rate Only			2008	326	14.26%	1,030	\$1,278	\$1.24

MULTIFAMILY COMPETITIVE SUPPLY ASSESSMENT

PIPELINE PROJECTS

- The six developments highlighted below have been recently entitled for residential development in Newnan near the subject site.
- These projects stand to add 1,010 units to the Newnan housing supply and are diverse, ranging from luxury apartments to age/income restricted housing.
- None of these projects, however, are slated to pursue the workforce market segments that are targeted by Dominion's proposed units, thereby alleviating the danger of housing over-supply.

- Alta Ashley Park is proposed by Wood Partners. They have developed similar Alta luxury apartment projects across the country.
- Stan Thomas is leading the Ashley Park mixed-use development.
- Claiborne at Newnan Lakes is an assisted living & memory care housing project located in proximity to Newnan's "healthcare corridor," exclusively targeting senior residents.

Project Name	Type	Date Opened/ Renovated	Units
Residences at Newnan Crossing	Age-restricted (55+) Affordable	September 2021	74
Claiborne at Newnan Lakes	Assisted Living	January 2021	135
Alta Ashley Park	Luxury	Under Review	369
Stan Thomas – Ashley Park Development	Mixed-Use Apartments	Under Review	278
The Cottages	Townhomes	Under Review	60
Halcyon	Condominiums	Under Review	94
Total			1,010

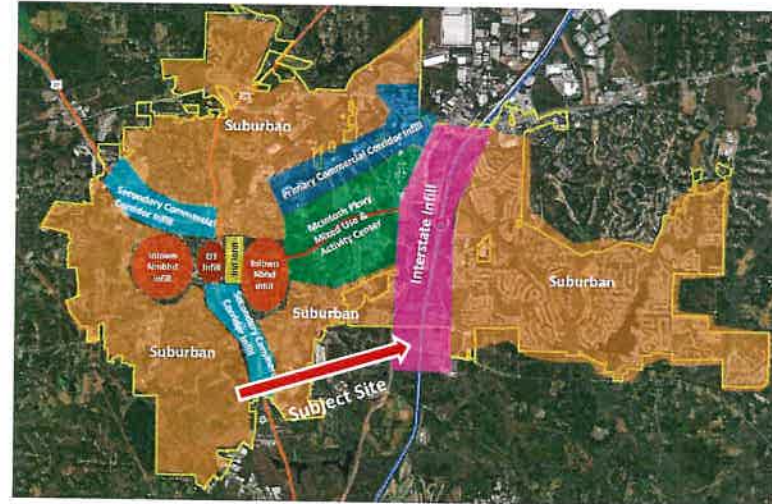
SUBJECT SITE LOCATION: INTERSTATE INFILL

- The Dominion subject site is located in an area designated for “Interstate Infill” in the *Bleakly Newnan City-wide Housing Analysis* (as shown at right).
- According to that study:
 - This character area is characterized by its proximity to Interstate 85. It includes large parcels of potential greenfield development and established arterial road infrastructure with existing capacity.
 - These areas are well-positioned for commercial uses and multi-family residential uses . . .
- As a result, given the location of the subject site, and the housing demands identified herein, the subject site is poised to provide the housing supply in the proper location to meet the needs of the growing Newnan community.

FUTURE RESIDENTIAL DEMAND HOUSING CHARACTER AREAS AND OPPORTUNITIES

The City of Newnan has a variety of areas with the potential to absorb additional housing at different rates with different characteristics. The map below shows several housing character areas, each of which could accommodate a variety of new housing types through a combination of green-field and infill development.

The following pages are meant to be illustrative of the types of opportunities available for each type of subarea. It will be necessary for a community planning exercise to determine specific locations within these general areas where residential development is desired.



CONCLUSIONS

- A significant amount of **housing development** will be needed to **support expected employment growth** in the Newnan-Coweta County area.
- Much of the **job growth** in the area will continue to be driven by the **health care sector**; a high percentage of jobs in this sector pay between \$35,000 and \$50,000.
- There is **minimal availability of housing** that is attainable for workers earning in the \$35,000-50,000 salary range in the local housing market.
- Based on current supply and demand conditions, **the proposed workforce housing development would lease up quickly** and reach full occupancy in less than a year.
- The development would **generate sufficient taxes and other revenues to cover the costs** of the public-school students projected to live in its units.
- Thus, the community's net gains provided by the proposed development, particularly the much-needed housing for the local health care workforce and the fiscal benefits for the local schools, are substantial and provide additional justification for the support of the development's advancement.





- ▶ Bleakly Advisory Group, Inc. is an Atlanta-based real estate and economic development consulting firm
 - ▶ Founded in 2001
 - ▶ Nine-member professional team

- ▶ Our practice covers public, private, and non-profit sectors:
 - ▶ Real Estate Market Analysis
 - ▶ Real Estate Economics
 - ▶ Development Consulting
 - ▶ Financial Analysis
 - ▶ Incentives & Public Finance
 - ▶ Housing Analysis



Ken Bleakly, Founder

Geoff Koski, President

www.bleaklyadvisory.com

404.845.3350



TERMS and LIMITING CONDITIONS

Accuracy of Report: Every reasonable effort has been made to ensure that the data developed in this assignment reflect the most accurate and timely information possible and is believed to be reliable. This consulting assignment was based on estimates, assumptions, and other information developed by Bleakly Advisory Group ("BAG") from its independent research efforts, general industry knowledge, and consultations with the client for this assignment and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agents or representatives, or any other data source used in preparing or presenting this study. The research and reports are based on information that is current as of the date of the report. BAG assumes no responsibility to update the information after the date of the report. The research may contain prospective financial information, estimates, or opinions that represent our view of reasonable expectations at a particular point in time, but such information, estimates, or opinions are not offered as predictions or assurances that a particular outcome will occur. Actual results achieved during the period covered by our prospective analysis may vary from those described in our research and report, and variations may be material. Therefore, no warranty or representation is made by BAG that any of the projected values or results contained in the work product from this assignment will actually be achieved.

Usage of Report: The research product may not be used, in whole or in part, in any public or private offering of securities or other similar purposes by the client without first obtaining the prior written consent of BAG.

www.blagroup.com

404.845.3550



Traffic Impact Study



Traffic Impact Study

NEWNAN FAMILY A Residential Community

Newnan Crossing Bypass
Coweta County, GA

Conducted by:
Maldino and Wilburn, LLC

February 2, 2021



February 2, 2021

Traffic Impact Study

Prepared For:

Dominium

Mr. Shaun Reinhardt

Shaun.reinhardt@dominiummc.com

Prepared By:

Vern Wilburn, PE, PTOE

Maldino & Wilburn

1864 Lower Fayetteville Rd

Newnan, GA 30265

770.362.6184

vern@mwtraffic.com

Additional investigation by:

Mallory Maldino, EIT

Maldino & Wilburn Project No.: 20-29

Table of Contents

1. Introduction	1
Proposed Development	3
2. Existing Conditions.....	4
Traffic Volumes	5
3. Projected Conditions	6
Trip Generation.....	6
Trip Distribution	7
Traffic Assignment.....	9
Projected Peak Hour Traffic Volumes	10
4. Traffic Analysis	11
Need for Auxiliary Lanes	11
Capacity Analysis	14
Traffic Signal Warrant Analysis	15
5. Mitigations	19
6. Summary of Findings	20
7. Recommendations	21
Appendices	22
A. Site Plan	
B. Existing Peak Hour Traffic Data	
C. Trip Generation Report	
D. Capacity Analysis Reports	
E. Existing Approach Traffic Data	
F. Projected Hourly Traffic Volumes	
G. Signal Warrant Analysis	
H. Capacity Analysis Reports w/ Mitigations	

List of Figures

Figure 1: Site Location Map	1
Figure 2: Study Area Map	2
Figure 3: Existing Road Conditions	4
Figure 4: Existing Peak Hour Traffic Volumes	5
Figure 5: Trip Distribution Pattern	7
Figure 6: Generated Traffic	9
Figure 7: Projected Peak Hour Traffic Volumes	10
Figure 8: Projected Daily Traffic Volumes	12
Figure 9: Projected Non-Peak Hour Traffic Volumes	17
Figure 10: Recommended Access Configuration	21

List of Tables

Table 1: Estimated Trip Generation.....	6
Table 2: Distribution of New Trips	8
Table 3: GDOT Guidelines for Auxiliary Right Turn Lanes	11
Table 4: GDOT Guidelines for Auxiliary Left Turn Lanes	11
Table 5: Summary of Turn Lane Needs	13
Table 6: HCM Level of Service Scale.....	14
Table 7: Capacity Analysis Results.....	14
Table 8: Estimated Trip Generation for Non-Peak Hours	16
Table 9: Summary of Warrant Analysis Results.....	18
Table 10: Capacity Analysis Results With Signal Control.....	19

1. Introduction

The purpose of this study is to evaluate the traffic-related impacts of a proposed residential development near the intersection of Newnan Crossing Bypass and Lakeshore Parkway in Coweta County, GA. Figure 1 below shows the location of the site with respect to the major road network in the vicinity.

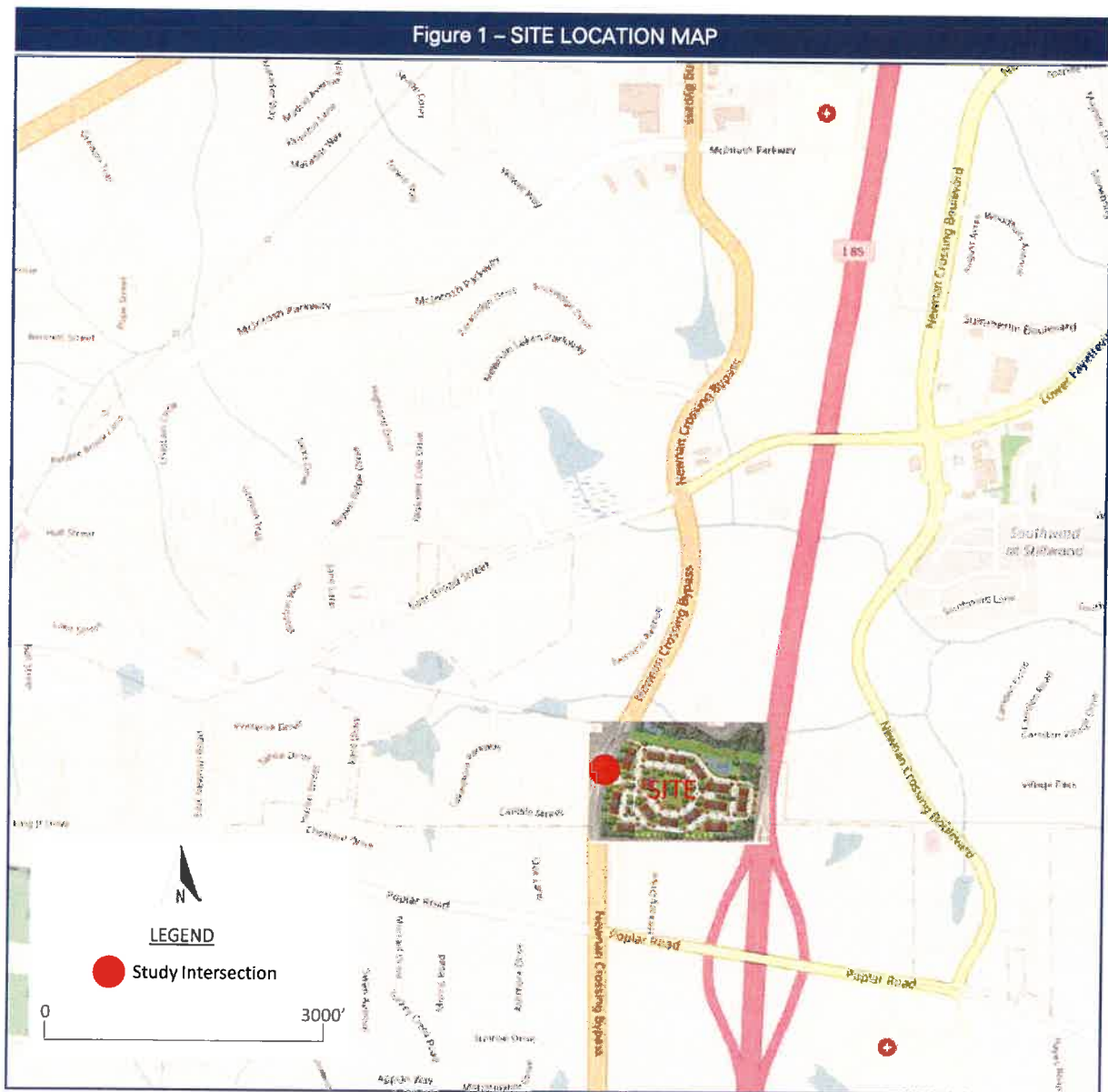


Figure 2 on the following page is a map that better shows the site in relation to the roads in the immediate vicinity. The site plan is superimposed onto the map.



Proposed Development

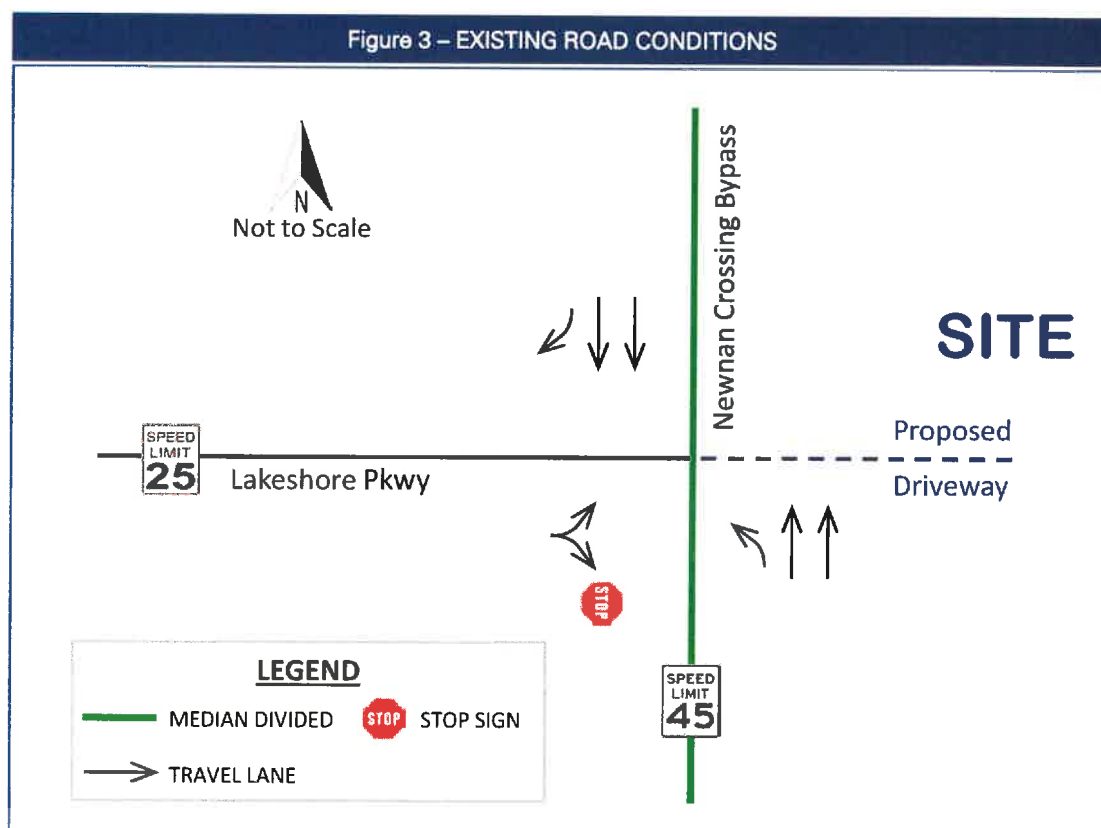
The proposed development is an apartment community consisting of 396 residential units. A site plan is included in Appendix A.

Primary access for the development is a full access driveway connecting to Newnan Crossing Bypass across from Lakeshore Parkway. This proposed driveway will become the fourth leg of the intersection of Lakeshore Parkway and Newnan Crossing Bypass.

A secondary access driveway is also planned to intersect with Newnan Crossing Bypass north of the main driveway. The secondary access will serve right-in/right-out movements only.

2. Existing Conditions

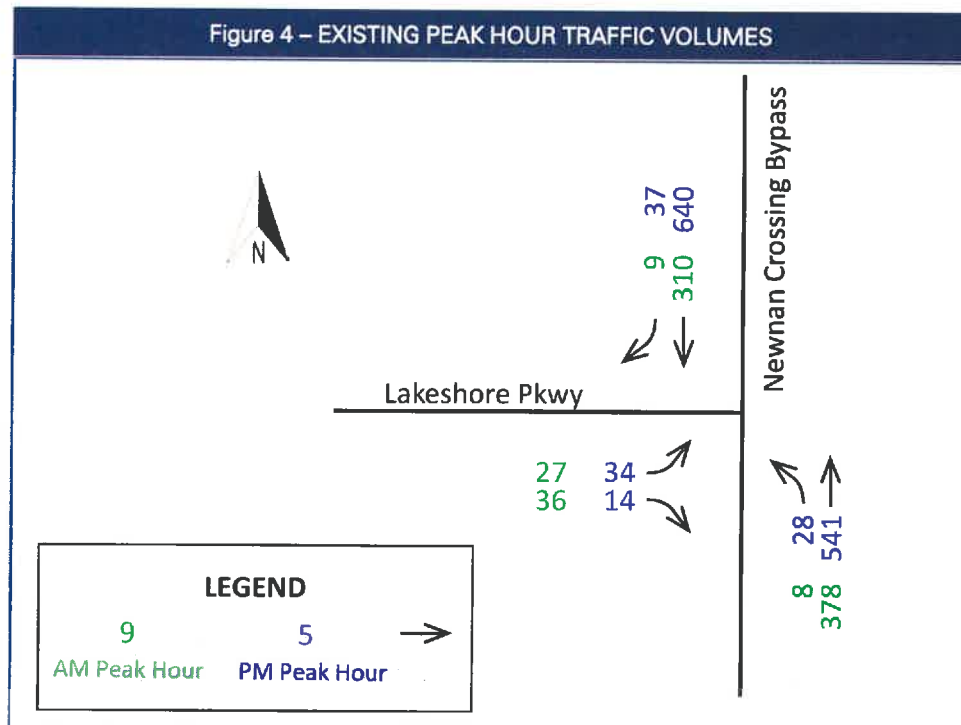
Figure 3 graphically shows the existing traffic control and roadway geometrics in the study area.



Newnan Crossing Bypass is a 4-lane divided roadway that is classified by GDOT as a minor collector and has a speed limit of 45 MPH. Lakeshore Parkway is classified as a local road.

Traffic Volumes

Turning Movement Counts (TMCs) were conducted during the AM and PM Peak Periods on Thursday, January 21, 2021. Figure 4 summarizes the existing peak hour traffic volumes at the study intersection. Data reports from the turning movement counts are provided in Appendix B.



3. Projected Conditions

The methodology for estimating traffic volumes to be generated by the development included the traditional three-step planning process of trip generation, trip distribution, and traffic assignment.

Trip Generation

The trips expected to be generated by the development were estimated based on trip rates from the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition*, using *TripGen 10* software by Trafficware. The estimated trip generation is summarized below in Table 1. The trip generation report is provided in Appendix C.

Table 1 – ESTIMATED TRIP GENERATION						
USE	SIZE	DAILY (2 Way)	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
Multi Family Res.	396 Units	2899	42	140	140	82

Trip Distribution

The existing peak hour traffic patterns were used to develop a trip distribution pattern for assigning the generated traffic volumes. Since Lakeshore Parkway serves a residential area that has similar travel patterns as the proposed development, the traffic patterns entering and exiting Newnan Crossing Boulevard from Lakeshore Parkway were considered.

The current distribution of the exiting volumes during the AM Peak Hour were used to develop a distribution for assigning the AM Peak Hour Generated Traffic Volumes. The distribution of current traffic entering Lakeshore Parkway were used to assign the PM Peak Hour Generated Traffic Volumes. Figure 5 illustrates the distribution pattern used to assign the generated traffic.

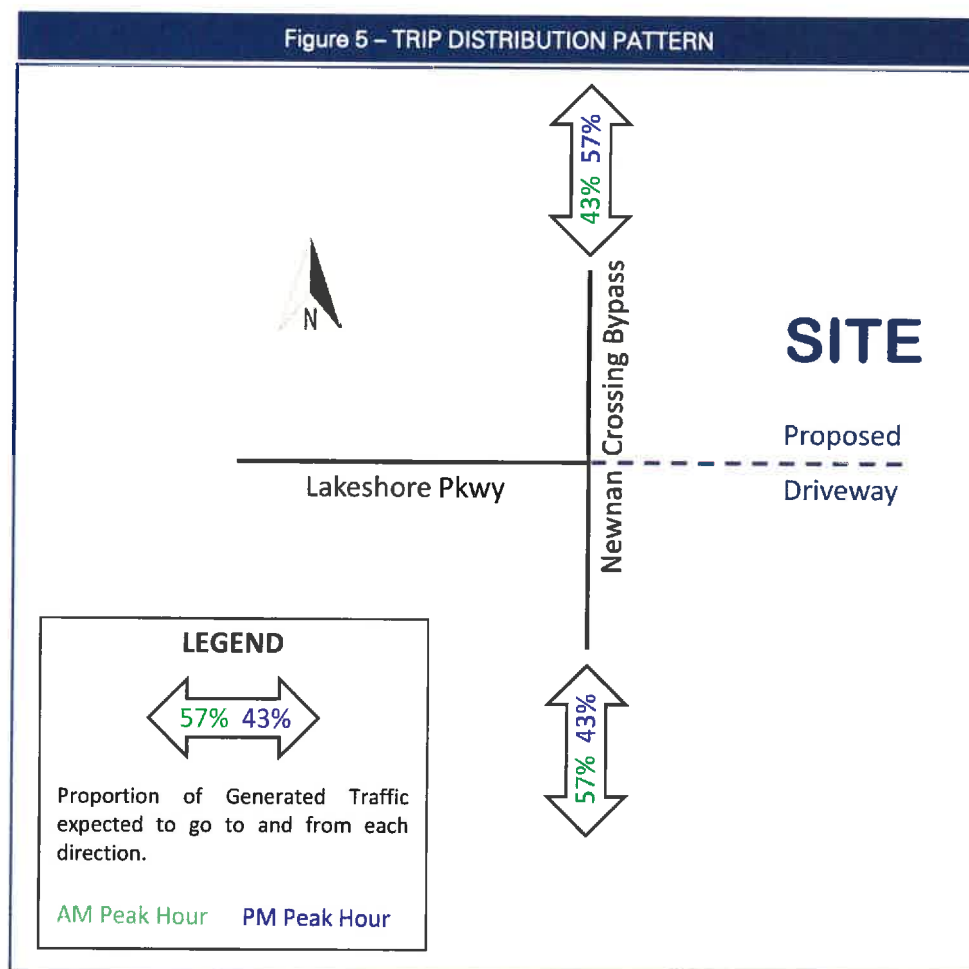
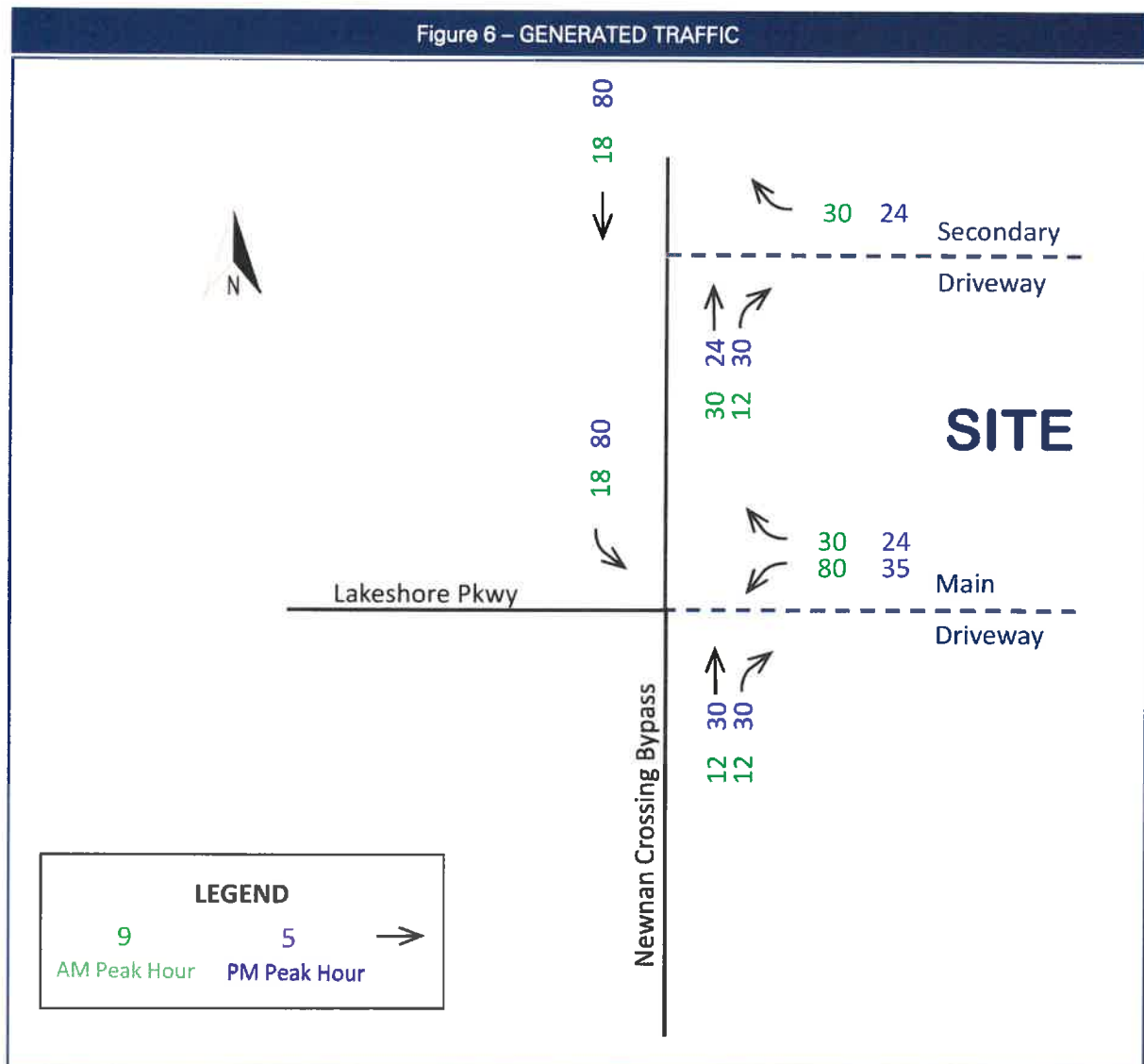


Table 2 shows how the generated trips are expected to be distributed to the various directions in accordance with the percentages shown in Figure 5.

Table 2 – DISTRIBUTION OF NEW TRIPS						
DIRECTION	AM PEAK HOUR			PM PEAK HOUR		
	%	ENTER	EXIT	%	ENTER	EXIT
North	43	18	60	57	80	47
South	57	24	80	43	60	35
Total	100	42	140	100	140	82

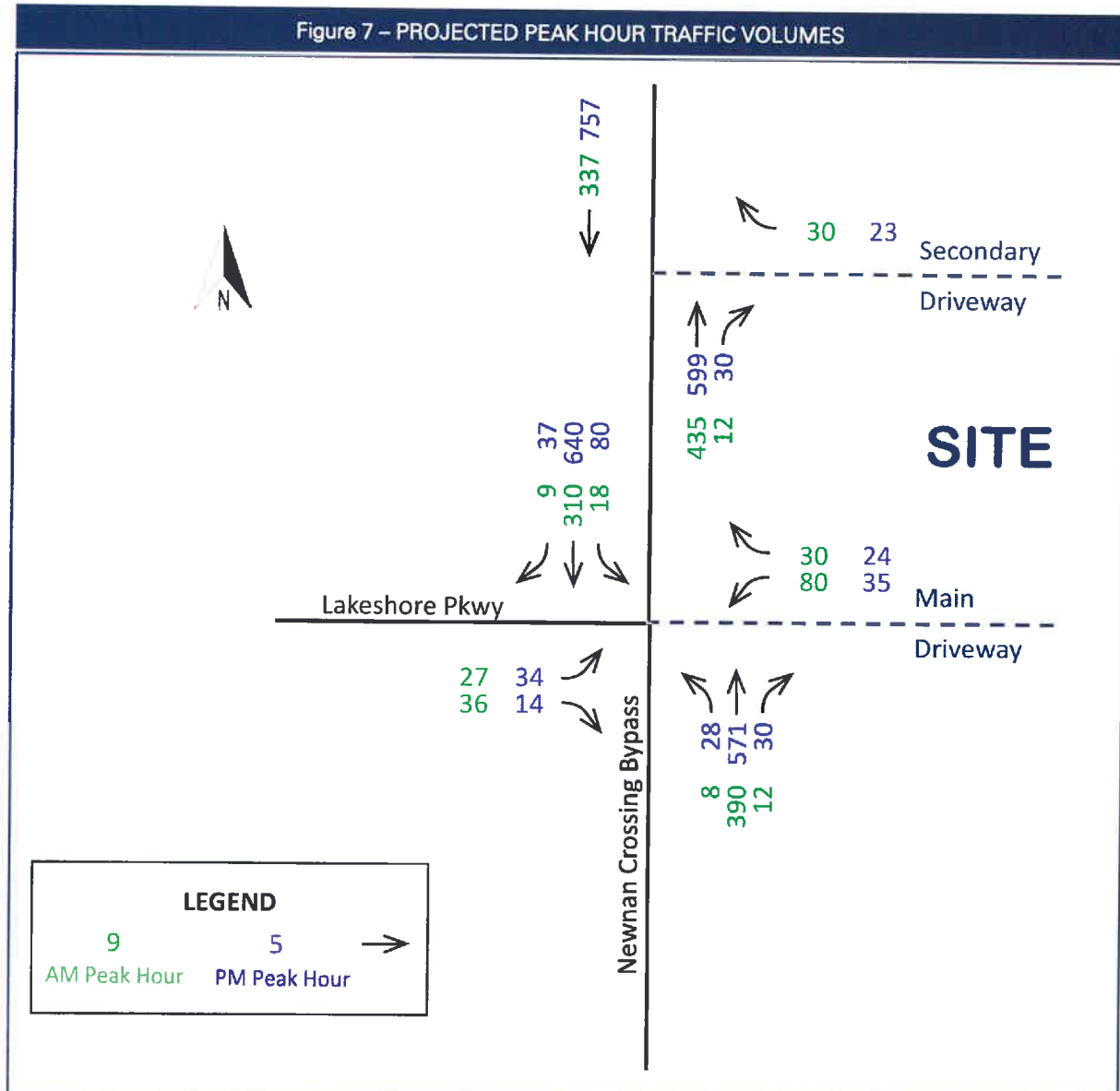
Traffic Assignment

The assignment of the generated trips is shown in Figure 6. In the assignment, it was assumed that generated traffic would use each of the driveways in equal amounts.



Projected Peak Hour Traffic Volumes

The assigned generated traffic volumes were superimposed with the existing traffic volumes, with the result being the total projected traffic volumes. Figure 7 shows the traffic volumes projected after the development is complete.



4. Traffic Analysis

Need for Auxiliary Lanes

The projected volumes for the access driveways to Newnan Crossing Bypass were evaluated using the guidelines contained in the GDOT Driveway Manual. GDOT guidelines are used even though Newnan Crossing Bypass is a local road.

The threshold daily volume requiring auxiliary right turn lanes is 75 vehicles per day as shown in Table 3. The speed limit on Newnan Crossing Bypass is 45 MPH and the ADT is above 10,000. The threshold volume for the conditions on this road is indicated with a red box.

Table 3 – GDOT GUIDELINES FOR AUXILIARY RIGHT TURN LANES				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

The threshold daily volume requiring auxiliary left turn lanes is 250 vehicles per day as shown in Table 4.

Table 4 – GDOT GUIDELINES FOR AUXILIARY LEFT TURN LANES				
LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

The projected daily traffic volume for each movement at the site driveways are shown in Figure 8.

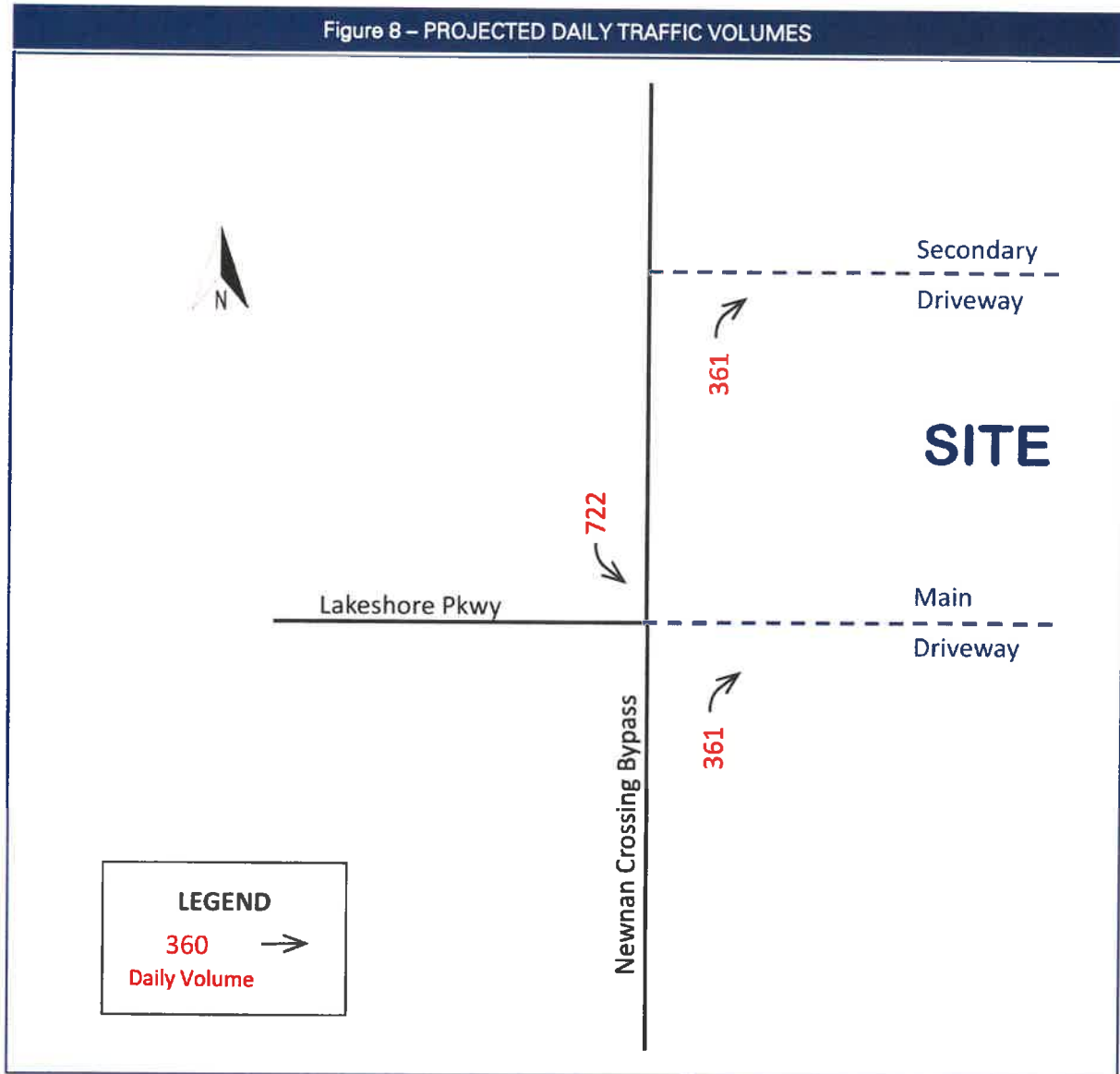


Table 5 compares the projected daily volumes for each movement to the threshold volumes requiring turn lanes.

Table 5 – SUMMARY OF TURN LANE NEEDS				
INTERSECTING STREET	MOVEMENT	PROJECTED ADT	THRESHOLD ADT	LANE REQUIRED? YES or NO
Main Driveway	SB Left Turn	722	250	Yes
Main Driveway	NB Right Turn	361	75	Yes
Secondary Driveway	NB Right Turn	361	75	Yes

Capacity Analysis

Capacity analysis was performed for existing and projected conditions using *Synchro 10* software by Trafficware. The results of intersection capacity analyses are reported in terms of level of service, which is a function of average delay per vehicle, in seconds. The level of service scale according to the Highway Capacity Manual (HCM) is shown in Table 6.

Table 6 – HCM LEVEL OF SERVICE SCALE		
LEVEL OF SERVICE	AVERAGE DELAY PER VEHICLE (SECONDS)	
	STOP CONTROL	SIGNAL CONTROL
A	≤10.0	≤10.0
B	10.1 to 15.0	10.1 to 20.0
C	15.1 to 25.0	20.1 to 35.0
D	25.1 to 35.0	35.1 to 55.0
E	35.1 to 50.0	55.1 to 80.0
F	>50.0	>80.0

Capacity analysis results for the minor movements at the study intersections are summarized in Table 7. This table compares the level of service (LOS) for the existing and projected conditions. The first value in each entry is the level of service followed parenthetically by the average delay per vehicle in seconds. The projected conditions include turn lanes as indicated on the previous page.

Table 7 – CAPACITY ANALYSIS RESULTS					
INTERSECTION	APPROACH/ MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		EXISTING	PROJECTED	EXISTING	PROJECTED
New. Crossing Bypass & Lakeshore/Main Drive	EB – Lakeshore	B (13.1)	B (14.1)	C (23.7)	E (44.9)
	WB – Main Drive	N/A	C (21.7)	N/A	F (76.4)
	NB – Left Turn	A (8.1)	A (8.1)	A (9.4)	A (9.4)
	SB Left Turn	N/A	A (8.4)	N/A	A (9.2)
New. Crossing Bypass & Secondary Drive	WB – Secondary Drive	N/A	B (10.3)	N/A	B (10.6)

Capacity analysis reports from the *Synchro Program* are provided in Appendix D.

Traffic Signal Warrant Analysis

Since the capacity analysis indicates that the side streets (Lakeshore Parkway and the Main Driveway) will operate at Level of Service F under side street stop control, an analysis was performed to determine if the projected conditions would meet traffic signal warrants.

The warrant analysis was conducted in accordance with the requirements of the *Manual on Uniform Traffic Control Devices*, 2009 (MUTCD) published by the Federal Highway Administration, as modified based on GDOT policy.

According to the MUTCD, the investigation of the need for traffic signal control shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and safety at the study intersection:

- Warrant 1 – Eight-Hour Vehicular Volume
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak Hour
- Warrant 4 – Pedestrian Volume
- Warrant 5 – School Crossing
- Warrant 6 – Coordinated Signal System
- Warrant 7 – Crash Experience
- Warrant 8 – Roadway Network

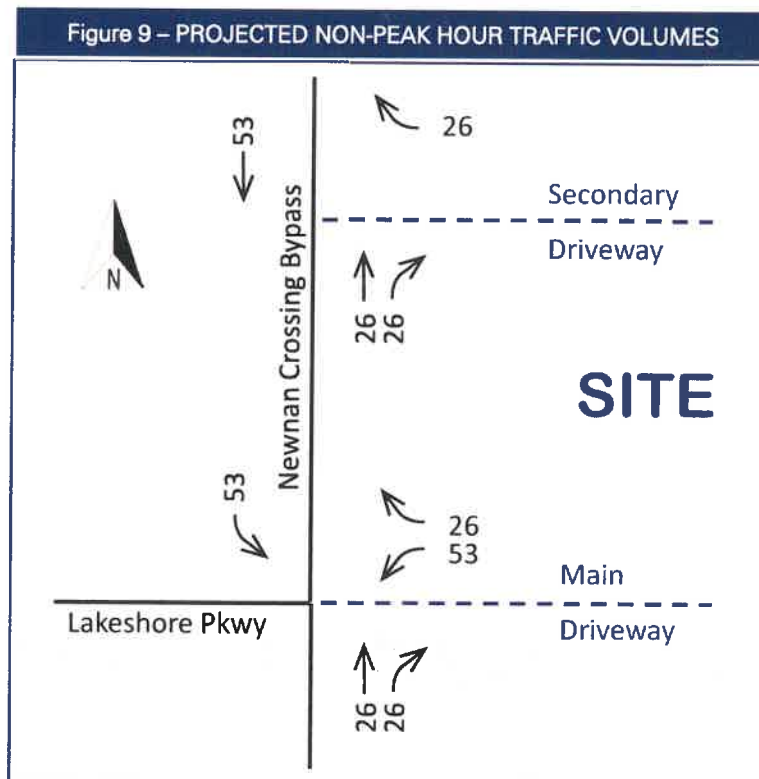
To evaluate Warrant 1, traffic volumes are needed for at least 8 hour days of the normal weekday. The existing approach volumes were taken from the study prepared for the adjacent Springs development. The existing 24-hour approach traffic counts conducted for the Springs were done in 2018 and are provided in Appendix E.

The expected hourly volumes to be generated by the development were estimated by subtracting the peak hour generated volumes from the daily generated volume. It was assumed that the remaining amount of daily volume occurring in non-peak hours would be evenly distributed between the hours of 7 AM and 9 PM (12 hours plus 2 peak hours). Table 8 shows the estimated trip generation for the daily, the peak hours, and the remaining non-peak hours.

Table 8 – ESTIMATED TRIP GENERATION FOR NON-PEAK HOURS							
<u>DAILY</u>		<u>AM PEAK HOUR</u>		<u>PM PEAK HOUR</u>		<u>NON-PEAK HOURLY VOLUME*</u>	
In	Out	IN	OUT	IN	OUT	IN	OUT
1449	1449	42	139	139	82	105	102

- Note: The difference between the daily volume and the peak hourly volumes was evenly distributed over a 12-hour period to estimate the typical generated volume outside the peak hours.

The non-peak hour volume was assigned to the road network in accordance with the distribution pattern previously presented. Figure 9 illustrates the assignment of the non-peak hour traffic.



The development of projected hourly volumes used for the signal warrant analysis are shown in Appendix F.

The traffic signal warrant analysis was facilitated using a spreadsheet application developed by Spack Academy. The warrant analysis is provided in Appendix G.

The results of the warrant analysis are summarized in Table 9.

Table 9 – SUMMARY OF WARRANT ANALYSIS RESULTS			
WARRANT	HOURS REQUIRED	HOURS MET	WARRANT MET? YES or NO
1 - Eight Hours	8	1	No
2 - Four Hours	4	8	Yes
3 - Peak Hour	1	0	No

5. Mitigations

Without mitigation beyond the addition of turn lanes, some side street movements at the intersection of Newnan Crossing Bypass and Lakeshore Parkway/Main Driveway are projected to operate at Level of Service F. The existing level of service for the side street movements operating under stop control is LOS C. The left turn from Lakeshore Parkway will degrade to LOS E after the development and the development driveway would operate at LOS F under stop control and with turn lanes.

The signal warrant analysis indicated that traffic signal operation would be warranted with projected volumes. Therefore, capacity analysis was used to determine the expected levels of service with the Lakeshore Parkway/Main Driveway intersection operating under traffic signal control. The results in Table 10 also include the recommended turn lanes as described in Chapter 7. The results are shown in terms of intersection level of service followed parenthetically by the average delay per vehicle in seconds.

Table 10 – CAPACITY ANALYSIS RESULTS WITH SIGNAL CONTROL		
INTERSECTION	AM PEAK HOUR	PM PEAK HOUR
Newnan Crossing Bypass & Lakeshore Pkwy/Main Driveway	A (5.7)	A (3.6)

The evaluation indicates that the intersection of Newnan Crossing Bypass and Lakeshore Parkway/Main Driveway will operate very well with the proposed development with traffic signals in place.

6. Summary of Findings

The proposed development includes 396 multi-family residential units.

The following summarizes the findings of the traffic study:

1. Using the GDOT guidelines for establishing the need for auxiliary turn lanes, it was found that the projected volumes meet the thresholds requiring the construction of the following turn lanes:

Newnan Crossing Bypass & Main Driveway

- NB Right Turn Lane into site
- SB Left Turn Lane into Site
- WB Right Turn Lane from the Site

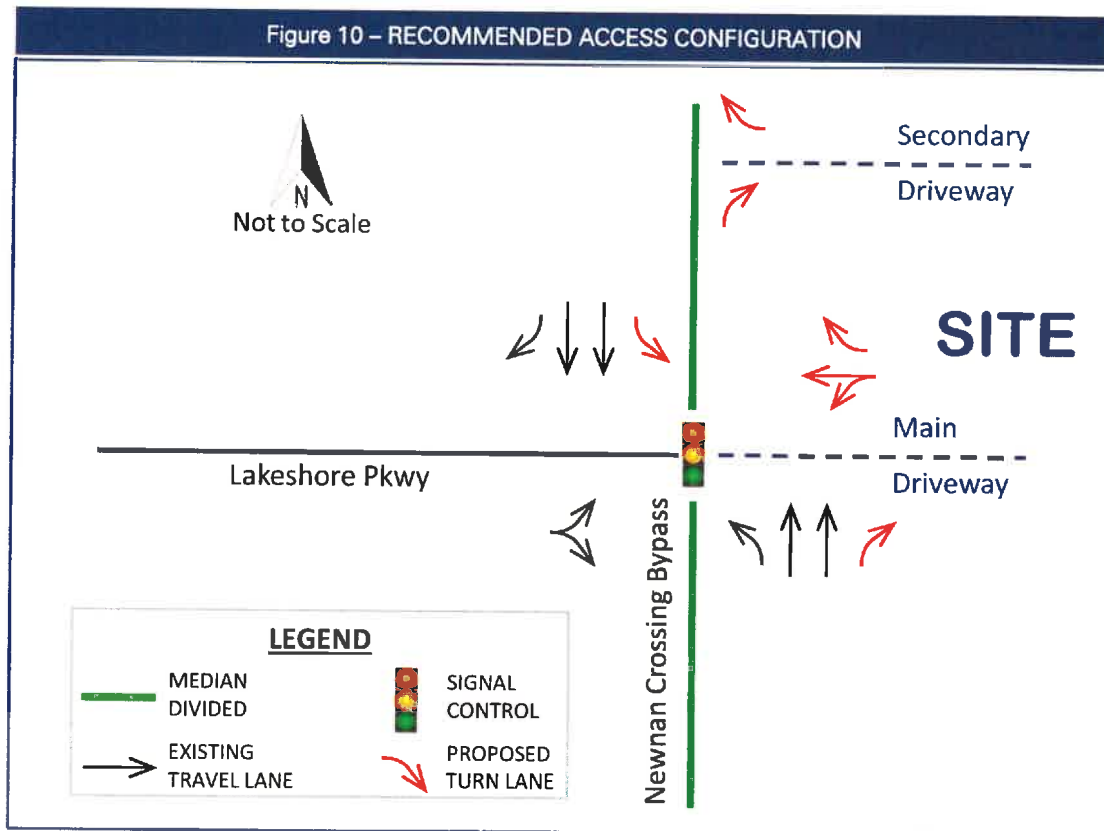
Newnan Crossing Bypass & Secondary Driveway

- NB Right Turn Lane into site

2. Using capacity analysis to evaluate the projected conditions after the development is complete with the above turn lanes, it was determined that the intersection of Newnan Crossing Bypass and Lakeshore Parkway/Main Driveway would have some movements operating at Level of Service C in the AM Peak Hour and LOS F in the PM Peak Hour under side street stop control.
3. The projected traffic volumes for the intersection of Newnan Crossing Bypass and Lakeshore Parkway/Main Driveway are expected to meet Warrant 2 (4 Hour Volumes) for traffic signal operation.
4. With signal control, the intersection of Newnan Crossing Bypass and Lakeshore Parkway/Main Driveway is expected to operate at LOS A.

7. Recommendations

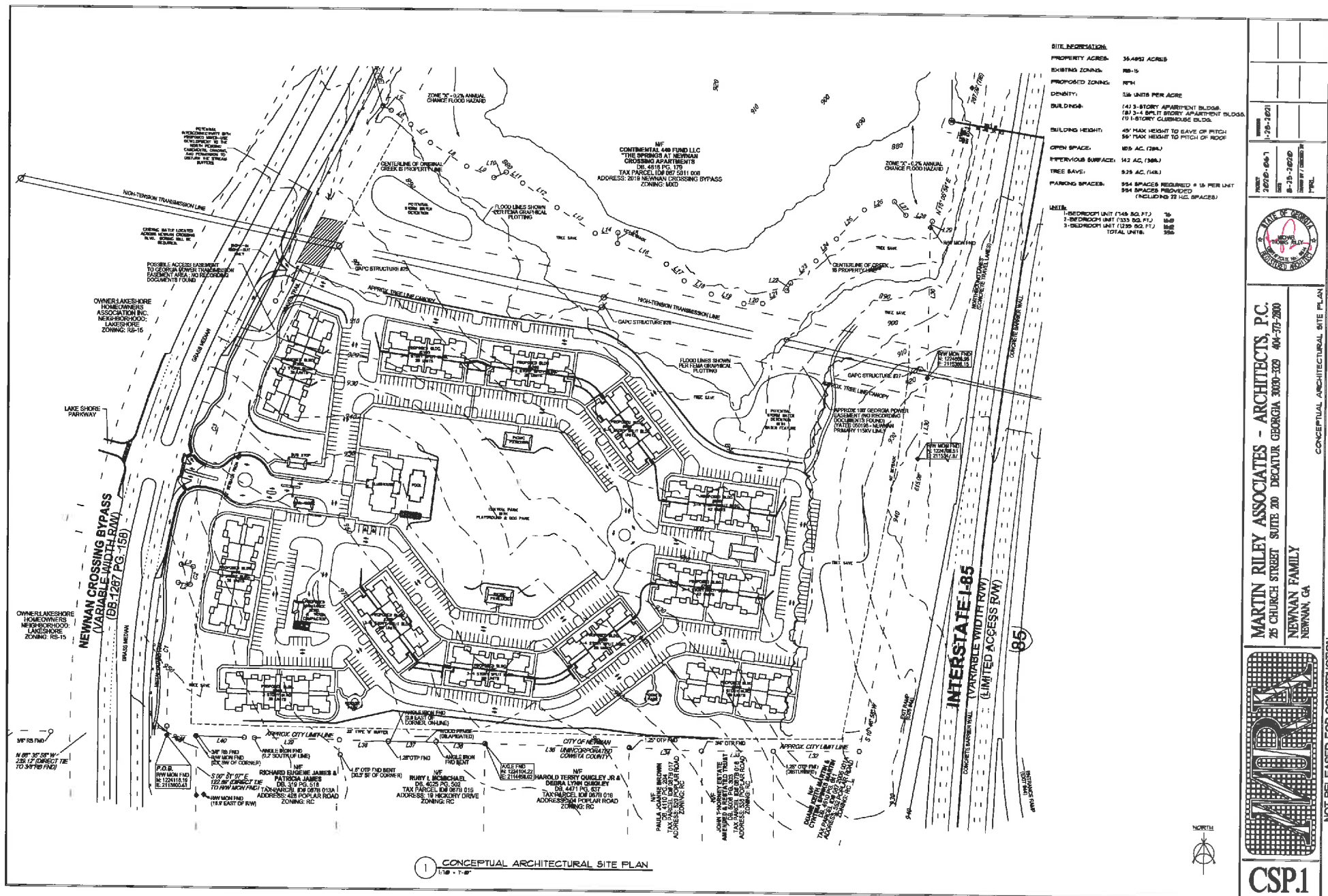
It is recommended that turn lanes be added as schematically indicated in Figure 10. The recommended configuration of the proposed driveways is also shown. The intersection of Newnan Crossing Bypass and Lakeshore Parkway/Main Driveway should be signalized when the development is constructed.



Appendices

- A. Site Plan
- B. Existing Peak Hour Traffic Data
- C. Trip Generation Report
- D. Capacity Analysis Reports
- E. Existing Approach Traffic Data
- F. Projected Hourly Volumes
- G. Signal Warrant Analysis
- H. Capacity Analysis Reports w/ Mitigations

Appendix A
Site Plan



MARTIN RILEY ASSOCIATES - ARCHITECTS, P.C.
 25 CHURCH STREET SUITE 200 DECATUR GEORGIA 30030-330 404-737-2800

NEWMAN FAMILY
 NEWMAN, GA

CONCEPTUAL ARCHITECTURAL SITE PLAN

NOT RELEASED FOR CONSTRUCTION

Appendix B
Existing Peak Hour Traffic Data

Cummulative Raw Data

INTERSECTION TURNING MOVEMENT COUNT

INTERSECTION OF: Newnan Crossing Bypass & Lakeshore Pkwy

JURISDICTION:

Coweta County

DATE: 1/21/2021

15 Minutes Beginning	EASTBOUND ON Lakeshore Pkwy				WESTBOUND ON				NORTHBOUND ON Newnan Crossing Bypass				SOUTHBOUND ON Newnan Crossing Bypass			
	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total
7:00	5		6						0	70				71	1	
7:15	10		16						0	157				160	4	
7:30	17		26						8	249				231	5	
7:45	27		33						8	371				303	9	
8:00	35		37						14	468				367	12	
8:15	42		40						14	562				433	16	
8:30	48		43						17	662				498	19	
8:45	52		47						18	739				553	20	
11:00																
11:15																
11:30																
11:45																
12:00																
12:15																
12:30																
12:45																
4:30	4		0						12	125				139	11	
4:45	15		2						19	265				289	18	
5:00	23		3						31	389				448	27	
5:15	27		7						33	515				625	38	
5:30	38		13						40	660				771	48	
5:45	47		15						46	800				873	61	
6:00																
6:15																

Cummulative Raw Data

INTERSECTION OF: Newnan Crossing Bypass & Lakeshore Pkwy
 DATE: 1/21/2021

INTERSECTION TURNING MOVEMENT COUNT
 JURISDICTION:

Coweta County

15 Minutes Beginning	EASTBOUND ON Lkeshore Pkwy				WESTBOUND ON				NORTHBOUND ON Newnan Crossing Bypass				SOUTHBOUND ON Newnan Crossing Bypass			
	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total
7:00			1							1				2		
7:15			1							1				3		
7:30			2							4				5		
7:45			3							7				7		
8:00			3							7				10		
8:15			3							11				11		
8:30			3							15				20		
8:45			3							18				24		
Trucks in Pk Hr			3							7				7		
11:00																
11:15																
11:30																
11:45																
12:00																
12:15																
12:30																
12:45																
4:30			0						1	4				0		
4:45			0						1	5				4		
5:00			1						1	9				5		
5:15			1						1	10				8		
5:30			1						1	10				8		
5:45			1						1	11				9		
6:00																
6:15																
Trucks in Peak Hr			1						0	6				8		

Cummulative Raw Data

INTERSECTION OF: Newnan Crossing Bypass & Lakeshore Pkwy
 DATE: 1/21/2021

INTERSECTION TURNING MOVEMENT COUNT

JURISDICTION:

Coweta County

15 Minutes Beginning	EASTBOUND ON Lkeshore Pkwy				WESTBOUND ON				NORTHBOUND ON Newnan Crossing Bypass				SOUTHBOUND ON Newnan Crossing Bypass			
	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total
7:00	5	0	7		0	0	0		0	71	0		0	73	1	
7:15	10	0	17		0	0	0		0	158	0		0	163	4	
7:30	17	0	28		0	0	0		8	253	0		0	236	5	
7:45	27	0	36		0	0	0		8	378	0		0	310	9	
8:00	35	0	40		0	0	0		14	475	0		0	377	12	
8:15	42	0	43		0	0	0		14	573	0		0	444	16	
8:30	48	0	46		0	0	0		17	677	0		0	518	19	
8:45	52	0	50		0	0	0		18	757	0		0	577	20	
11:00	0	0	0		0	0	0		0	0	0		0	0	0	
11:15	0	0	0		0	0	0		0	0	0		0	0	0	
11:30	0	0	0		0	0	0		0	0	0		0	0	0	
11:45	0	0	0		0	0	0		0	0	0		0	0	0	
12:00	0	0	0		0	0	0		0	0	0		0	0	0	
12:15	0	0	0		0	0	0		0	0	0		0	0	0	
12:30	0	0	0		0	0	0		0	0	0		0	0	0	
12:45	0	0	0		0	0	0		0	0	0		0	0	0	
4:30	4	0	0		0	0	0		13	129	0		0	139	11	
4:45	15	0	2		0	0	0		20	270	0		0	293	18	
5:00	23	0	4		0	0	0		32	398	0		0	453	27	
5:15	27	0	8		0	0	0		34	525	0		0	633	38	
5:30	38	0	14		0	0	0		41	670	0		0	779	48	
5:45	47	0	16		0	0	0		47	811	0		0	882	61	
6:00	0	0	0		0	0	0		0	0	0		0	0	0	
6:15	0	0	0		0	0	0		0	0	0		0	0	0	

INTERSECTION OF: Newnan Crossing Bypass & Lakeshore Pkwy
 DATE: 1/21/2021
 JURISDICTION: Coweta County

15 Minutes		EASTBOUND ON Lakeshore Pkwy				WESTBOUND ON 0				NORTHBOUND ON Newnan Crossing Bypass				SOUTHBOUND ON Newnan Crossing Bypass					
Beginning	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total	TOTAL		
7:00		5	0	7	12	0	0	0	0	0	71	0	71	0	73	1	74	157	
7:15		5	0	10	15	0	0	0	0	0	87	0	87	0	90	3	0	102	
7:30		7	0	11	18	0	0	0	0	8	95	0	103	0	73	1	0	121	
7:45		10	0	8	18	0	0	0	0	0	125	0	125	0	74	4	0	143	523
8:00		8	0	4	12	0	0	0	0	6	97	0	103	0	67	3	0	115	481
8:15		7	0	3	10	0	0	0	0	0	98	0	98	0	67	4	0	108	487
8:30		6	0	3	9	0	0	0	0	3	104	0	107	0	74	3	0	116	482
8:45		4	0	4	8	0	0	0	0	1	80	0	81	0	59	1	0	89	428
AM Peak Hr		27	0	36	63	0	0	0	0	8	378	0	386	0	310	9	74	523	
% Trucks		0	0	0.08333						0	0.01852	0	0		0.02258	0			
PHF	0.675			0.81818						0.25	0.756				0.86111	0.5625			
11:30		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00		4	0	0	4	0	0	0	0	13	129	0	142	0	139	11	150	296	296
5:15		11	0	2	13	0	0	0	0	7	141	0	148	0	154	7	161	322	618
5:30		8	0	2	10	0	0	0	0	12	128	0	140	0	160	9	169	319	937
5:45		4	0	4	8	0	0	0	0	2	127	0	129	0	180	11	191	328	1265
6:00		11	0	6	17	0	0	0	0	7	145	0	152	0	146	10	156	325	1294
6:15		9	0	2	11	0	0	0	0	6	141	0	147	0	103	13	116	274	1246
0:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Hr		34	0	14	48	0	0	0	0	28	541	0	569	0	640	37	677	1294	
% Trucks		0		0.07143						0	0.01109			0	0.0125	0			
PHF	0.77273			0.58333						0.58333	0.93276				0.88889	0.84091			

Appendix C
Trip Generation Report

Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Newnan Family

Open Date: 1/27/2021

Analysis Date: 1/27/2021

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
220	LOW-RISE 1		1450	1449	2899		42	140	182		140	82	222
	396 Dwelling Units												
Unadjusted Volume			1450	1449	2899		42	140	182		140	82	222
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			1450	1449	2899		42	140	182		140	82	222

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Appendix D
Capacity Analysis Reports

HCM Unsignalized Intersection Capacity Analysis 3: Newnan Crossing Bypass & Lakeshore Pkwy

AM Peak Hour
Existing Conditions

							
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations				 	 		
Traffic Volume (veh/h)	27	36	8	378	310	9	
Future Volume (Veh/h)	27	36	8	378	310	9	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.68	0.82	0.25	0.76	0.86	0.56	
Hourly flow rate (vph)	40	44	32	497	360	16	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	672	180	376				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	672	180	376				
tC, single (s)	6.8	7.1	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.4	2.2				
p0 queue free %	90	95	97				
cM capacity (veh/h)	383	813	1194				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	84	32	248	248	180	180	16
Volume Left	40	32	0	0	0	0	0
Volume Right	44	0	0	0	0	0	16
cSH	530	1194	1700	1700	1700	1700	1700
Volume to Capacity	0.16	0.03	0.15	0.15	0.11	0.11	0.01
Queue Length 95th (ft)	14	2	0	0	0	0	0
Control Delay (s)	13.1	8.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	A					
Approach Delay (s)	13.1	0.5			0.0		
Approach LOS	B						
Intersection Summary							
Average Delay			1.4				
Intersection Capacity Utilization			20.8%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis 3: Newnan Crossing Bypass & Lakeshore Pkwy

AM Peak Hour
Projected Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	0	36	79	0	30	8	378	12	18	310	9
Future Volume (Veh/h)	27	0	36	79	0	30	8	378	12	18	310	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.92	0.82	0.85	0.85	0.85	0.25	0.76	0.85	0.85	0.86	0.56
Hourly flow rate (vph)	40	0	44	93	0	35	32	497	14	21	360	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	714	977	180	783	979	248	376			511		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	714	977	180	783	979	248	376			511		
tC, single (s)	7.5	6.5	7.1	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	100	95	65	100	95	97			98		
cM capacity (veh/h)	296	238	813	262	240	758	1194			1065		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	40	44	93	35	32	248	248	14	21	180	180	16
Volume Left	40	0	93	0	32	0	0	0	21	0	0	0
Volume Right	0	44	0	35	0	0	0	14	0	0	0	16
cSH	296	813	262	758	1194	1700	1700	1700	1065	1700	1700	1700
Volume to Capacity	0.13	0.05	0.35	0.05	0.03	0.15	0.15	0.01	0.02	0.11	0.11	0.01
Queue Length 95th (ft)	12	4	38	4	2	0	0	0	2	0	0	0
Control Delay (s)	19.0	9.7	26.1	10.0	8.1	0.0	0.0	0.0	8.4	0.0	0.0	0.0
Lane LOS	C	A	D	A	A				A			
Approach Delay (s)	14.1		21.7		0.5				0.4			
Approach LOS	B		C									
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			32.7%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 3: Newnan Crossing Bypass & Lakeshore Pkwy

PM Peak Hour
Existing Conditions

							
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	34	14	28	541	640	37	
Future Volume (Veh/h)	34	14	28	541	640	37	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.77	0.58	0.58	0.93	0.89	0.84	
Hourly flow rate (vph)	44	24	48	582	719	44	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	1106	360	763				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1106	360	763				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	78	96	94				
cM capacity (veh/h)	196	640	859				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	68	48	291	291	360	360	44
Volume Left	44	48	0	0	0	0	0
Volume Right	24	0	0	0	0	0	44
cSH	260	859	1700	1700	1700	1700	1700
Volume to Capacity	0.26	0.06	0.17	0.17	0.21	0.21	0.03
Queue Length 95th (ft)	26	4	0	0	0	0	0
Control Delay (s)	23.7	9.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A					
Approach Delay (s)	23.7	0.7			0.0		
Approach LOS	C						
Intersection Summary							
Average Delay		1.4					
Intersection Capacity Utilization		33.3%		ICU Level of Service		A	
Analysis Period (min)		15					

HCM Unsignalized Intersection Capacity Analysis 3: Newnan Crossing Bypass & Lakeshore Pkwy/Main Driveway

PM Peak Hour
Projected Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	0	14	79	0	30	28	571	30	79	640	37
Future Volume (Veh/h)	34	0	14	79	0	30	28	571	30	79	640	37
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.92	0.58	0.92	0.92	0.92	0.58	0.93	0.92	0.92	0.89	0.84
Hourly flow rate (vph)	44	0	24	86	0	33	48	614	33	86	719	44
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1294	1634	360	1242	1645	307	763			647		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1294	1634	360	1242	1645	307	763			647		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	57	100	96	23	100	95	94			91		
cM capacity (veh/h)	103	86	640	112	84	689	859			934		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	44	24	86	33	48	307	307	33	86	360	360	44
Volume Left	44	0	86	0	48	0	0	0	86	0	0	0
Volume Right	0	24	0	33	0	0	0	33	0	0	0	44
cSH	103	640	112	689	859	1700	1700	1700	934	1700	1700	1700
Volume to Capacity	0.43	0.04	0.77	0.05	0.06	0.18	0.18	0.02	0.09	0.21	0.21	0.03
Queue Length 95th (ft)	45	3	107	4	4	0	0	0	8	0	0	0
Control Delay (s)	63.4	10.8	101.7	10.5	9.4	0.0	0.0	0.0	9.2	0.0	0.0	0.0
Lane LOS	F	B	F	B	A				A			
Approach Delay (s)	44.9		76.4		0.7				0.9			
Approach LOS	E		F									
Intersection Summary												
Average Delay			7.7									
Intersection Capacity Utilization			42.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 6: Newnan Crossing Bypass & Secondary Driveway

PM Peak Hour
Projected Conditions

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↘		↕
Traffic Volume (veh/h)	0	24	599	30	0	756
Future Volume (Veh/h)	0	24	599	30	0	756
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.85	0.92	0.85	0.92	0.89
Hourly flow rate (vph)	0	28	651	35	0	849
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1076	326			651	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1076	326			651	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	214	676			931	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	28	326	326	35	424	424
Volume Left	0	0	0	0	0	0
Volume Right	28	0	0	35	0	0
cSH	676	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.19	0.19	0.02	0.25	0.25
Queue Length 95th (ft)	3	0	0	0	0	0
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	10.6	0.0			0.0	
Approach LOS	B					
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		26.6%		ICU Level of Service	A	
Analysis Period (min)		15				

Appendix E
Existing Approach Traffic Data

All Traffic Data Services, Inc

Page 1

alltrafficdata.net

Site Code: A
Station ID: A
NEWMAN CROSSING BYPASS NORTH OF
LAKESHORE PKWY
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/18	0	5	2	0	0	0	0	0	0	0	0	0	0	7
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	1	0	0	0	0	0	1	0	0	0	0	7
00:45	0	6	0	0	0	0	0	0	1	0	0	0	0	7
01:00	0	19	4	0	0	0	0	0	2	0	0	0	0	25
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	0	0	0	1	0	0	0	0	0	0	0	3
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:30	0	10	3	0	0	1	0	0	0	0	0	0	0	14
03:45	0	1	2	1	0	0	0	0	0	0	0	0	0	4
04:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	13	2	1	1	0	0	0	0	0	0	0	0	17
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:15	0	4	1	0	0	0	0	0	1	0	0	0	0	6
05:30	0	3	6	0	1	0	0	0	1	0	0	0	0	11
05:45	0	16	3	0	0	0	0	0	0	0	0	0	0	19
06:00	0	25	11	0	1	0	0	0	2	0	0	0	0	39
06:15	0	15	5	0	2	0	0	0	0	0	0	0	0	22
06:30	0	29	12	0	1	1	0	0	1	0	0	0	0	44
06:45	1	30	11	0	2	0	0	0	0	0	0	0	0	44
07:00	0	27	9	0	3	0	0	0	0	0	0	0	0	39
07:15	1	101	37	0	8	1	0	0	1	0	0	0	0	149
07:30	2	32	10	0	0	0	0	0	1	0	0	0	0	45
07:45	0	42	14	0	2	0	0	2	1	0	0	0	0	61
08:00	1	58	16	0	6	0	0	0	1	0	0	0	0	82
08:15	3	84	16	0	3	0	0	1	0	0	0	0	0	107
08:30	6	216	56	0	11	0	0	3	3	0	0	0	0	295
08:45	1	57	16	0	2	2	0	1	1	0	0	0	0	80
09:00	1	113	23	1	4	2	0	2	0	0	0	1	0	147
09:15	2	144	19	0	7	2	0	2	0	0	0	0	0	176
09:30	2	150	30	1	5	0	0	0	2	0	0	0	0	190
09:45	6	464	88	2	18	6	0	5	3	0	0	1	0	593
10:00	3	93	20	0	6	0	0	3	2	0	0	1	0	128
10:15	0	98	35	0	3	1	0	2	2	0	0	0	1	142
10:30	0	92	25	0	4	0	0	3	1	0	0	1	0	126
10:45	1	89	27	1	1	2	0	1	1	1	0	0	0	124
11:00	4	372	107	1	14	3	0	9	6	1	0	2	1	520
11:15	0	69	11	0	6	1	0	0	0	1	0	0	0	88
11:30	3	74	24	0	2	3	0	1	0	0	0	0	0	107
11:45	0	85	15	0	5	0	0	1	0	0	0	0	0	106
12:00	2	92	22	0	5	2	0	2	0	0	0	0	0	125
12:15	5	320	72	0	18	6	0	4	0	1	0	0	0	426
12:30	0	78	13	0	1	0	0	3	1	0	0	0	0	96
12:45	0	67	14	0	3	0	0	4	1	0	0	0	0	89
13:00	1	79	22	1	1	1	0	0	2	1	0	0	0	108
13:15	0	83	17	0	3	1	0	0	1	0	0	0	0	105
13:30	1	307	66	1	8	2	0	7	5	1	0	0	0	398
13:45	1	80	20	0	4	1	0	0	0	0	0	0	0	106
14:00	0	77	17	0	4	3	0	1	0	0	0	0	0	103
14:15	2	92	17	0	4	1	0	0	1	0	0	0	0	117
14:30	1	85	26	1	11	0	0	1	2	0	0	0	0	127
14:45	4	334	80	1	23	5	1	2	3	0	0	0	0	453
Total	27	2192	526	6	102	24	1	30	25	3	0	3	1	2940
Percent	0.9%	74.6%	17.9%	0.2%	3.5%	0.8%	0.0%	1.0%	0.9%	0.1%	0.0%	0.1%	0.0%	

All Traffic Data Services, Inc

Page 2

alltrafficdata.net

Site Code: A
Station ID: A
NEWMAN CROSSING BYPASS NORTH OF
LAKE SHORE PKWY
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	109	23	0	6	0	0	0	0	0	0	1	0	140
12:15	0	87	21	0	3	0	0	0	2	0	0	0	0	113
12:30	0	84	24	1	3	0	0	0	2	0	0	0	0	114
12:45	1	102	11	1	3	2	0	0	0	0	0	0	0	120
13:00	2	382	79	2	15	2	0	0	4	0	0	1	0	487
13:15	2	93	17	1	3	1	0	0	0	0	0	0	0	117
13:30	2	88	17	0	5	2	0	0	1	0	0	0	0	115
13:45	0	65	20	0	3	0	0	2	0	0	0	0	0	90
14:00	1	83	18	3	4	1	0	1	3	0	0	0	1	115
14:15	5	329	72	4	15	4	0	3	4	0	0	0	1	437
14:30	1	72	15	0	5	1	0	0	2	0	0	0	0	96
14:45	0	73	24	0	1	0	0	3	1	0	0	0	0	102
15:00	1	83	15	0	2	2	0	2	1	0	0	0	0	106
15:15	0	100	19	0	8	0	0	2	2	0	0	0	2	133
15:30	2	328	73	0	16	3	0	7	6	0	0	0	2	437
15:45	0	74	11	1	6	0	0	3	0	0	0	0	0	95
16:00	3	91	16	0	3	3	0	0	2	0	0	0	0	118
16:15	0	114	16	0	2	0	0	2	2	0	0	0	0	136
16:30	0	113	22	0	3	1	0	3	1	1	0	0	0	144
16:45	3	392	65	1	14	4	0	8	5	1	0	0	0	493
17:00	0	102	22	1	4	1	0	4	0	1	0	0	0	135
17:15	1	91	16	0	4	0	0	0	1	0	0	0	0	113
17:30	0	114	22	1	3	0	0	1	1	1	1	0	0	144
17:45	1	98	18	1	4	1	0	1	1	0	0	0	0	125
18:00	2	405	78	3	15	2	0	6	3	2	1	0	0	517
18:15	0	96	22	0	2	0	0	2	0	0	0	0	0	122
18:30	0	96	21	0	5	1	0	2	0	0	0	0	0	125
18:45	2	108	22	0	2	0	0	1	0	1	0	0	0	136
19:00	0	114	22	1	3	0	0	1	1	0	0	0	0	142
19:15	2	414	87	1	12	1	0	6	1	1	0	0	0	525
19:30	2	104	27	0	1	0	0	0	0	0	0	0	0	134
19:45	1	82	16	0	4	0	0	0	0	0	0	0	1	104
20:00	2	95	16	1	3	0	0	1	1	0	0	0	0	119
20:15	1	66	19	0	1	0	0	0	0	0	0	0	0	87
20:30	6	347	78	1	9	0	0	1	1	0	0	0	1	444
20:45	1	64	13	0	5	0	0	0	0	0	0	0	0	83
21:00	2	77	17	0	5	0	0	0	0	0	0	0	0	101
21:15	0	65	16	0	0	0	0	0	0	0	0	0	0	81
21:30	2	50	15	0	1	1	0	0	1	0	0	0	0	70
21:45	5	256	61	0	11	1	0	1	0	0	0	0	0	335
22:00	0	52	10	0	1	0	0	0	0	0	0	0	0	63
22:15	1	34	9	0	1	0	0	0	2	0	0	0	0	47
22:30	0	36	6	0	3	1	0	0	0	0	0	0	0	46
22:45	0	39	9	0	0	0	0	0	0	0	0	0	0	48
23:00	1	161	34	0	5	1	0	0	2	0	0	0	0	204
23:15	0	32	4	0	1	0	0	0	0	0	0	0	0	37
23:30	0	21	3	0	0	0	0	1	0	0	0	0	0	25
23:45	0	28	3	0	2	0	0	0	0	0	0	0	0	33
24:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
24:15	0	104	12	0	3	0	0	1	0	0	0	0	0	120
24:30	0	26	6	0	0	0	0	0	0	0	0	0	0	32
24:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19
25:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
25:15	0	21	4	0	1	0	0	0	0	0	0	0	0	26
25:30	0	85	14	0	1	0	0	0	0	0	0	0	0	100
25:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
26:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
26:15	0	9	3	0	2	0	0	0	0	0	0	0	0	14
26:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
26:45	0	30	8	0	2	0	0	0	0	0	0	0	0	40
Total	28	3233	661	12	118	18	0	32	27	4	1	1	4	4139
Percent	0.7%	78.1%	16.0%	0.3%	2.9%	0.4%	0.0%	0.8%	0.7%	0.1%	0.0%	0.0%	0.1%	
Grand Total	55	5425	1187	18	220	42	1	62	52	7	1	4	5	7079
Percent	0.8%	76.6%	16.8%	0.3%	3.1%	0.6%	0.0%	0.9%	0.7%	0.1%	0.0%	0.1%	0.1%	

All Traffic Data Services, Inc

Page 1

alltrafficdata.net

Site Code: A.5
Station ID: A.5
NEWMAN CROSSING BYPASS NORTH OF
LAKESHORE PKWY
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/18	0	4	1	0	1	0	0	0	0	0	0	0	0	6
00:15	0	14	2	0	1	0	0	0	0	0	0	0	0	17
00:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
00:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	35	5	0	2	0	0	0	0	0	0	0	0	42
01:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	13	6	0	0	0	0	0	0	0	0	0	0	19
02:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	6	1	1	1	0	0	0	1	0	0	0	0	10
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:15	0	1	0	0	0	0	0	0	1	0	0	0	0	2
05:30	0	7	1	0	0	0	0	0	1	0	0	0	0	9
05:45	0	7	0	0	1	0	0	0	0	0	0	0	0	12
06:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
06:15	0	17	0	0	0	0	0	0	1	0	0	0	0	18
06:30	0	25	4	0	1	0	0	0	1	0	0	0	0	31
06:45	1	56	4	0	3	2	0	1	2	0	0	0	0	69
07:00	0	27	5	0	0	0	0	0	0	1	0	0	0	33
07:15	0	36	9	0	1	0	0	0	0	0	0	0	0	46
07:30	0	47	10	0	2	0	0	0	0	0	0	0	0	59
07:45	0	59	13	1	2	0	0	0	0	0	0	0	0	75
08:00	0	169	37	1	5	0	0	0	0	1	0	0	0	213
08:15	1	60	11	1	3	0	0	2	2	0	0	0	1	81
08:30	0	71	15	0	4	0	0	0	2	0	0	0	0	92
08:45	1	65	19	1	2	0	0	1	1	0	1	0	0	91
09:00	0	68	25	1	3	1	0	0	0	0	1	0	0	99
09:15	2	264	70	3	12	1	0	3	5	0	2	0	1	363
09:30	2	79	17	1	3	0	0	3	0	0	0	0	0	105
09:45	0	73	13	0	2	2	0	1	1	1	0	0	0	93
10:00	1	56	17	2	4	1	0	4	2	0	0	0	0	87
10:15	0	48	12	0	2	2	0	1	0	0	0	0	0	65
10:30	3	256	59	3	11	5	0	9	3	1	0	0	0	350
10:45	0	47	15	0	3	1	0	0	1	0	0	0	0	67
11:00	3	45	13	3	4	0	0	1	1	1	0	0	0	71
11:15	1	53	14	0	3	0	0	1	0	0	0	0	0	72
11:30	2	50	16	1	1	1	0	0	0	0	0	0	0	71
11:45	6	195	58	4	11	2	0	2	2	1	0	0	0	281
12:00	2	65	12	0	2	0	0	0	2	1	0	0	0	84
12:15	2	58	11	0	2	1	0	0	2	0	0	0	0	76
12:30	0	58	16	0	4	0	0	1	1	1	0	0	0	81
12:45	0	64	12	1	3	0	0	1	1	0	0	0	0	82
13:00	4	245	51	1	11	1	0	2	6	2	0	0	0	323
13:15	1	61	25	1	4	0	0	1	1	1	0	0	0	95
13:30	0	45	17	0	3	0	0	1	1	0	0	0	0	67
13:45	0	51	19	1	1	1	0	0	1	0	0	0	0	74
14:00	0	64	8	0	6	1	0	2	1	0	0	0	0	82
Total	17	1477	363	15	71	13	0	21	24	6	2	0	1	318
Percent	0.8%	73.5%	18.1%	0.7%	3.5%	0.6%	0.0%	1.0%	1.2%	0.3%	0.1%	0.0%	0.0%	2010

All Traffic Data Services, Inc

Page 2

alltrafficdata.net

Site Code: A.5
Station ID: A.5
NEWMAN CROSSING BYPASS NORTH OF
LAKE SHORE PKWY
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	74	19	0	2	1	0	1	1	0	0	0	0	98
12:15	3	96	25	0	6	2	0	1	2	0	0	0	0	135
12:30	1	86	17	0	5	0	0	0	3	0	0	0	0	112
12:45	1	103	22	0	1	2	0	2	2	1	0	1	0	135
13:00	5	359	83	0	14	5	0	4	8	1	0	1	0	480
13:15	0	88	23	1	2	1	0	2	2	0	0	0	0	119
13:30	1	93	21	0	1	0	0	2	1	1	0	0	0	120
13:45	0	96	19	1	3	1	0	1	0	0	0	0	0	121
14:00	1	93	17	0	4	1	0	0	1	1	0	0	0	118
14:15	2	370	80	2	10	3	0	5	4	2	0	0	0	478
14:30	2	100	16	0	6	1	0	1	1	0	0	0	0	127
14:45	1	91	25	0	3	2	0	0	0	0	0	0	1	124
15:00	1	82	15	0	3	2	0	1	1	1	0	0	1	106
15:15	1	103	19	0	2	0	0	0	0	0	1	0	0	126
15:30	5	376	75	0	14	5	0	2	2	1	1	1	1	483
15:45	0	80	27	2	6	0	0	4	1	0	0	0	0	120
16:00	0	120	20	0	3	0	0	3	2	0	0	0	0	148
16:15	1	106	20	0	5	0	0	2	0	1	0	0	0	135
16:30	1	100	19	0	1	0	0	0	1	0	0	0	0	122
16:45	2	406	86	2	15	0	0	9	4	1	0	0	0	525
17:00	5	113	26	1	6	1	0	0	0	0	0	0	0	152
17:15	2	114	22	1	1	1	0	0	2	0	0	0	0	143
17:30	2	111	17	1	2	0	0	1	0	1	0	0	0	135
17:45	0	113	26	1	8	2	0	4	1	0	0	0	1	156
18:00	9	451	91	4	17	4	0	5	3	1	0	0	1	586
18:15	1	116	13	3	4	1	0	4	0	0	1	0	0	143
18:30	1	160	24	1	2	0	0	3	1	0	0	0	1	193
18:45	0	116	20	0	4	1	0	2	0	0	0	0	0	143
19:00	2	119	22	0	4	2	0	2	0	0	1	0	1	153
19:15	4	511	79	4	14	4	0	11	1	0	2	0	2	632
19:30	0	125	21	0	2	1	0	0	0	0	0	0	0	149
19:45	1	135	14	0	5	0	0	3	0	0	0	0	0	158
20:00	3	125	12	0	3	1	0	2	0	0	1	0	0	147
20:15	1	84	14	0	5	0	0	0	0	0	0	0	0	104
20:30	5	469	61	0	15	2	0	5	0	0	1	0	0	558
20:45	0	111	10	0	1	0	0	1	0	2	0	1	0	126
21:00	0	82	14	0	5	0	0	1	1	0	0	0	0	103
21:15	1	73	11	0	0	1	0	1	1	0	0	0	0	88
21:30	0	79	8	0	2	0	0	0	0	0	1	0	0	90
21:45	1	345	43	0	8	1	0	3	2	2	1	1	0	407
22:00	0	66	16	0	3	1	0	0	0	0	0	0	0	86
22:15	0	76	4	0	2	0	0	0	0	0	0	0	0	82
22:30	1	69	18	0	1	0	0	0	0	0	0	0	0	89
22:45	1	51	16	0	0	2	0	0	0	0	1	0	0	71
23:00	2	262	54	0	6	3	0	0	0	0	1	0	0	328
23:15	2	53	8	0	0	1	0	0	0	0	0	0	0	64
23:30	0	53	7	0	2	0	0	0	0	0	0	0	0	62
23:45	2	38	5	0	1	0	0	0	0	0	0	0	0	46
24:00	1	36	7	0	2	0	0	0	0	0	0	0	0	46
24:15	5	180	27	0	5	1	0	0	0	0	0	0	0	218
24:30	2	34	12	0	3	0	0	1	0	0	0	0	0	52
24:45	0	36	7	0	0	0	0	0	0	0	0	0	0	43
25:00	0	25	7	0	1	0	0	0	0	0	0	0	0	33
25:15	0	29	4	0	0	0	0	0	0	0	0	0	0	33
25:30	2	124	30	0	4	0	0	1	0	0	0	0	0	161
25:45	3	30	4	0	0	0	0	0	0	0	0	0	0	37
26:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
26:15	0	26	4	0	0	0	0	0	0	0	0	0	0	30
26:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
26:45	3	80	13	0	0	0	0	0	0	0	0	0	0	96
Total	45	3933	722	12	122	28	0	45	24	8	6	3	4	4952
Percent	0.9%	79.4%	14.6%	0.2%	2.5%	0.6%	0.0%	0.9%	0.5%	0.2%	0.1%	0.1%	0.1%	
Grand Total	62	5410	1085	27	193	41	0	66	48	14	8	3	5	6962
Percent	0.9%	77.7%	15.6%	0.4%	2.8%	0.6%	0.0%	0.9%	0.7%	0.2%	0.1%	0.0%	0.1%	

Appendix F
Projected Hourly Traffic Volumes

EXISTING HOURLY TRAFFIC VOLUME												
HOURLY BEGINNING	NEWMAN CROSSING BLVD, NB			NEWMAN CROSSING BLVD, SB			LAKESHORE PKWY, EB			MAIN DRIVEWAY, WB		
AT:	L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	8	593			363	9	27		36			
8:00 AM	9	520			350	11	20		37			
9:00 AM	8	426			281	8	20		22			
10:00 AM	5	398			323	7	17		16			
11:00 AM	7	453			318	10	15		12			
12:00 PM	10	487			480	13	16		18			
1:00 PM	6	437			478	8	16		19			
2:00 PM	8	437			483	4	13		10			
3:00 PM	6	493			525	5	8		7			
4:00 PM	14	517			586	14	19		11			
5:00 PM	28	525			632	37	34		14			
6:00 PM	18	444			558	20	22		14			

GENERATED HOURLY TRAFFIC VOLUME

HOUR BEGINNING	NEWNAN CROSSING BLVD, NB			NEWNAN CROSSING BLVD, SB			LAKESHORE PKWY, EB			MAIN DRIVEWAY, WB		
AT:	L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM		12	30	18						80		30
8:00 AM		26	26	53						53		26
9:00 AM		26	26	53						53		26
10:00 AM		26	26	53						53		26
11:00 AM		26	26	53						53		26
12:00 PM		26	26	53						53		26
1:00 PM		26	26	53						53		26
2:00 PM		26	26	53						53		26
3:00 PM		26	26	53						53		26
4:00 PM		26	26	53						53		26
5:00 PM		30	30	80						35		26
6:00 PM		26	26	53						53		26

PROJECTED HOURLY TRAFFIC VOLUME													
HOUR BEGINNING	NEWNAN CROSSING BLVD, NB			NEWNAN CROSSING BLVD, SB			LAKESHORE PKWY, EB			MAIN DRIVEWAY, WB			
AT:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	8	605	30	18	363	9	27	0	36	80	0	30	
8:00 AM	9	546	26	53	350	11	20	0	37	53	0	26	
9:00 AM	8	452	26	53	281	8	20	0	22	53	0	26	
10:00 AM	5	424	26	53	323	7	17	0	16	53	0	26	
11:00 AM	7	479	26	53	318	10	15	0	12	53	0	26	
12:00 PM	10	513	26	53	480	13	16	0	18	53	0	26	
1:00 PM	6	463	26	53	478	8	16	0	19	53	0	26	
2:00 PM	8	463	26	53	483	4	13	0	10	53	0	26	
3:00 PM	6	519	26	53	525	5	8	0	7	53	0	26	
4:00 PM	14	543	26	53	586	14	19	0	11	53	0	26	
5:00 PM	28	555	30	80	632	37	34	0	14	35	0	26	
6:00 PM	18	470	26	53	558	20	22	0	14	53	0	26	

Appendix G
Signal Warrant Analysis

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

Project Name	Newnan Family
Project/File #	0
Scenario	0

Intersection Information			
Major Street (N/S Road)	Newnan Cross. Bypass	Minor Street (E/W Road)	Lakeshore/Main Drive
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	12631 vehicles	Total Approach Volume	1404 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	50 percent applied	Right turn reduction of	50 percent applied

Reduction applied to Volume Warrant thresholds due to isolated community.

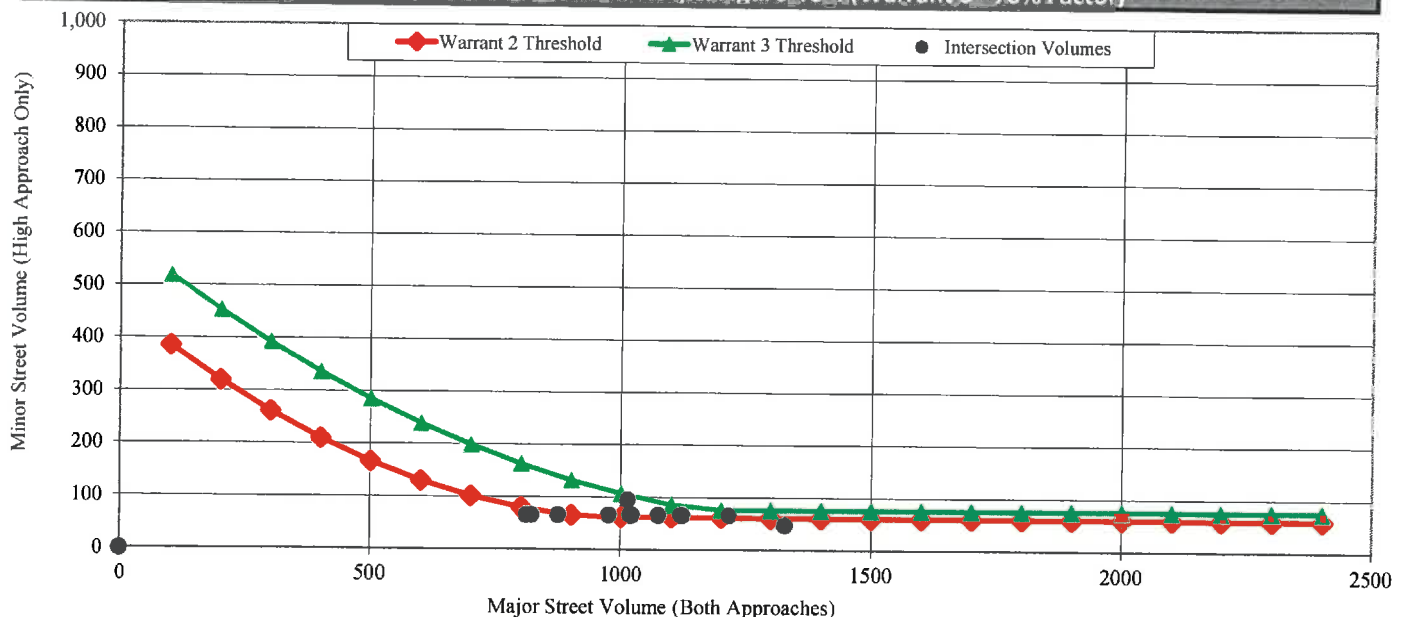
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	Condition B	Condition A+B*
Condition Satisfied?	Not Satisfied	Satisfied	Not Satisfied
Required values reached for	0 hours	11 hours	1 (Cond. A) & 12 (Cond. B)
Criteria - Major Street (veh/hr)	420	630	336 (Cond. A) & 504 (Cond. B)
Criteria - Minor Street (veh/hr)	105	53	84 (Cond. A) & 42 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	Satisfied
Required values reached for	8 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	Condition B
Condition Satisfied?	Not Satisfied	Not Satisfied
Required values reached for	1262 total, 36 minor, 1 delay	0 hours
Criteria - Total Approach Volume (veh in one hour)	800	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	100	
Criteria - Minor Street High Side Delay (veh-hrs)	4	

Figure 4C-2 (Warrant 2 - 70% Factor) & Figure 4C-4 (Warrant 3 - 70% Factor)



Spack Academy is part of the Spack Enterprise family of companies

Traffic Signal Warrant Analysis

Warrants 4 to 6 (Pedestrian, School, Coordinated Systems)

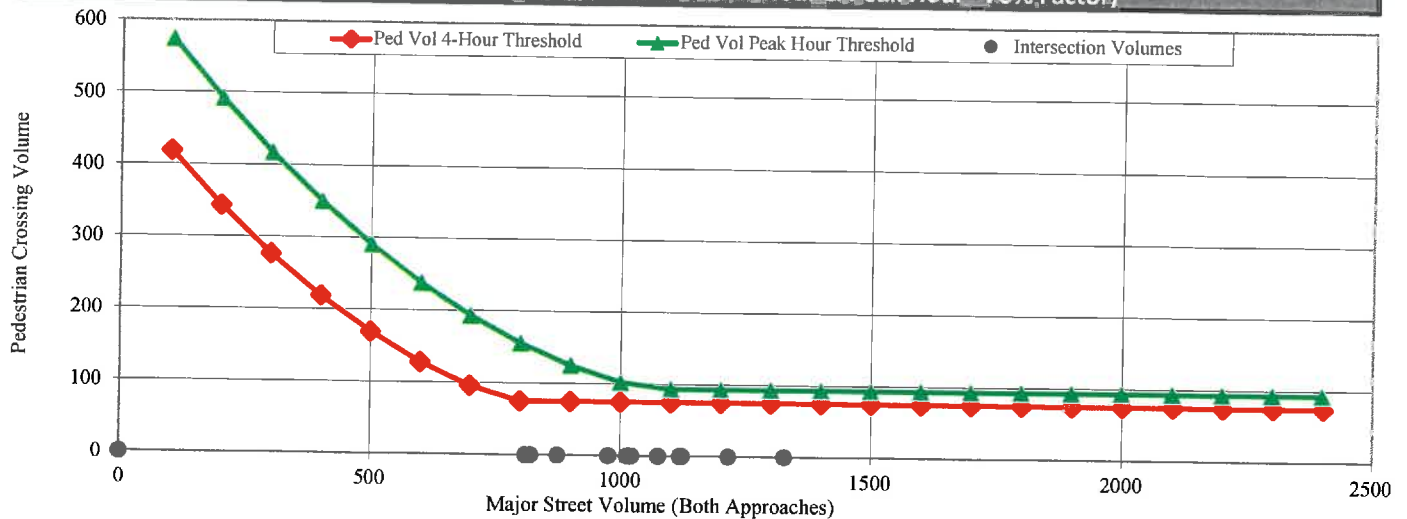
Project Name	Newnan Family
Project/File #	0
Scenario	0

Intersection Information			
Major Street (N/S Road)	Newnan Cross. Bypass	Minor Street (E/W Road)	Lakeshore/Main Drive
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	12631 vehicles	Total Approach Volume	1404 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	50 percent applied	Right turn reduction of	50 percent applied

Reduction applied to Pedestrian Warrant thresholds due to high speeds on Newnan Cross. Bypass and isolated community.

Warrant 4, Pedestrian Volume		
Condition Satisfied?	Condition A - Four Hour Vol.	Condition B - Peak Hour Vol.
Required values reached for	Not Examined	Not Examined
Criteria - Min. Distance to Nearest Controlled Crossing		
Criteria - Major Street Volume and Crossing Volume		

Figure 4C-6 & Figure 4C-8 (Warrant 4 Four Hour & Peak Hour - 70% Factor)



Warrant 5, School Crossing	
Condition Satisfied?	Not Examined
Criteria - School Crossing Data	

Warrant 6, Coordinated Signal System	
Condition Satisfied?	Not Examined
Criteria - Coordinated Signal System	

Spack Academy is part of the Spack Enterprise family of companies

Appendix H
Capacity Analysis Reports w/ Mitigations

Phasings

3: Newnan Crossing Bypass & Lakeshore Pkwy

AM Peak Hour

Projected Volume Signalized

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	0	36	80	0	30	8	400	12	18	310	9
Future Volume (vph)	27	0	36	80	0	30	8	400	12	18	310	9
Satd. Flow (prot)	0	1655	0	0	1805	1615	1805	3539	1615	1805	3539	1615
Flt Permitted		0.801			0.702		0.537			0.457		
Satd. Flow (perm)	0	1357	0	0	1334	1615	1020	3539	1615	868	3539	1615
Satd. Flow (RTOR)		44				36			36			36
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.68	0.92	0.82	0.85	0.85	0.85	0.25	0.76	0.85	0.85	0.86	0.56
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	8%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	0	0	94	35	32	526	14	21	360	16
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		6
Total Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)		8.3			8.6	8.6	33.5	33.5	33.5	33.5	33.5	33.5
Actuated g/C Ratio		0.18			0.19	0.19	0.74	0.74	0.74	0.74	0.74	0.74
v/c Ratio		0.29			0.37	0.10	0.04	0.20	0.01	0.03	0.14	0.01
Control Delay		11.1			19.1	6.5	4.8	4.0	1.0	4.8	3.9	1.2
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		11.1			19.1	6.5	4.8	4.0	1.0	4.8	3.9	1.2
LOS		B			B	A	A	A	A	A	A	A
Approach Delay		11.1			15.7			4.0			3.8	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		9			21	0	3	26	0	2	16	0
Queue Length 95th (ft)		32			44	13	3	44	3	9	35	1
Internal Link Dist (ft)		507			245			513			105	
Turn Bay Length (ft)							150		150	150		150
Base Capacity (vph)		569			533	667	759	2633	1210	646	2633	1210
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.15			0.18	0.05	0.04	0.20	0.01	0.03	0.14	0.01

Intersection Summary

Cycle Length: 45

Actuated Cycle Length: 45

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 5.7

Intersection LOS: A

Intersection Capacity Utilization 32.8%

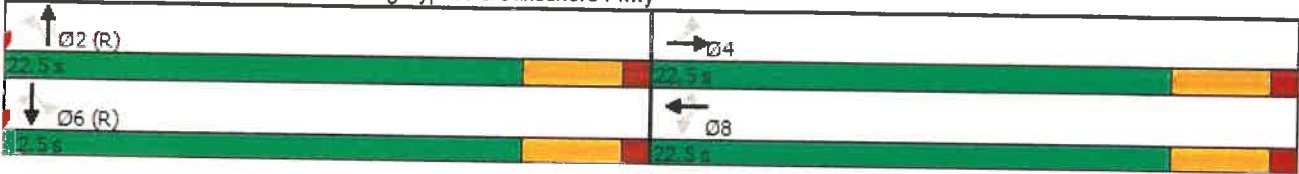
ICU Level of Service A

Phasings
3: Newnan Crossing Bypass & Lakeshore Pkwy

AM Peak Hour
Projected Volume Signalized

Analysis Period (min) 15

Splits and Phases: 3: Newnan Crossing Bypass & Lakeshore Pkwy



Lanes, Volumes, Timings

3: Newnan Crossing Bypass & Lakeshore Pkwy/Main Driveway

PM Peak Hour

Projected Volume Signalized

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↗	↗	↗	↗	↗	↗
Traffic Volume (vph)	34	0	14	35	0	24	28	571	30	80	640	37
Future Volume (vph)	34	0	14	35	0	24	28	571	30	80	640	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		150	150		150
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1747	0	0	1770	1583	1805	3574	1583	1770	3574	1615
Flt Permitted							0.378			0.419		
Satd. Flow (perm)	0	1802	0	0	1863	1583	718	3574	1583	780	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36				36			36			44
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		587			448			593			210	
Travel Time (s)		16.0			12.2			9.0			3.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.92	0.58	0.92	0.92	0.92	0.58	0.93	0.92	0.92	0.89	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	2%	2%	2%	0%	1%	2%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	38	26	48	614	33	87	719	44
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		6
Total Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)		6.4			6.5	6.5	23.0	23.0	23.0	23.0	23.0	23.0
Actuated g/C Ratio		0.22			0.22	0.22	0.80	0.80	0.80	0.80	0.80	0.80
v/c Ratio		0.16			0.09	0.07	0.08	0.22	0.03	0.14	0.25	0.03
Control Delay		7.2			10.2	4.5	4.2	3.1	2.0	4.4	3.3	2.0
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		7.2			10.2	4.5	4.2	3.1	2.0	4.4	3.3	2.0
LOS		A			B	A	A	A	A	A	A	A
Approach Delay		7.2			7.9			3.2			3.3	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		3			4	0	0	0	0	0	0	0
Queue Length 95th (ft)		22			19	9	8	49	6	22	57	7
Internal Link Dist (ft)		507			368			513			130	
Turn Bay Length (ft)							150		150	150		150
Base Capacity (vph)		1152			1177	1014	590	2936	1307	640	2936	1334
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0

Lanes, Volumes, Timings

3: Newnan Crossing Bypass & Lakeshore Pkwy/Main Driveway

PM Peak Hour
Projected Volume Signalized

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.06			0.03	0.03	0.08	0.21	0.03	0.14	0.24	0.03

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 28.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.25

Intersection Signal Delay: 3.6

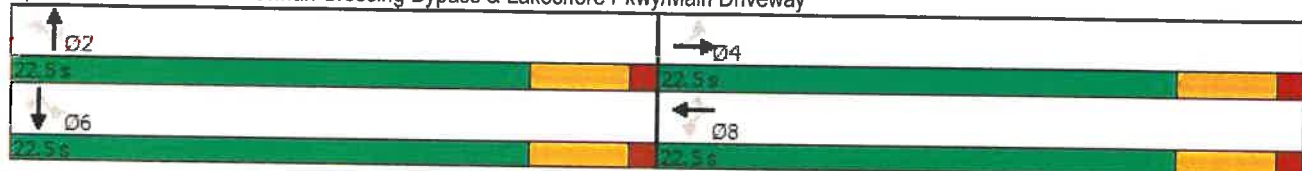
Intersection LOS: A

Intersection Capacity Utilization 42.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Newnan Crossing Bypass & Lakeshore Pkwy/Main Driveway





Maldino & Wilburn
1864 Lower Fayetteville Rd
Newnan, GA 30265
770-362-6184

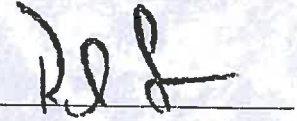
NEWNAN FAMILY, NEWNAN CROSSING BYPASS, NEWNAN, GA



**Filing Fee
(Attached)**

Dominium Development & Acquisition, LLC2905 Northwest Blvd
Suite 150
Plymouth, MN 55441-2644CIBC BANK USA
120 South LaSalle Street
Chicago, IL 60603
02-648/710Check
169377

Pay ***** ONE THOUSAND THREE HUNDRED EIGHTY SEVEN AND 23/100 DOLLARS

Date
01/08/2021Amount
\$1,387.23***TO THE
ORDER OFCity of Newnan
25 LaGrange Street
Newnan, GA 30263

Void after 6 months

⑈ 169377 ⑈ ⑆ 0710064867 2209901 ⑈

DATE:01/08/2021 CK#:169377 TOTAL:\$1,387.23*** BANK:Checking - DDA(1016dda)
PAYEE:City of Newnan(citne25)

Property Address - Code

Invoice - Date

Description

Amount

WIP - Newnan Family New Construct

Check Request 1.05.21

Rezoning application fee

1,387.23

1,387.23



City of Newnan, Georgia
Attachment E
Rezoning Checklist

The following is a checklist of information required for the submittal of a rezoning application. The Planning & Zoning Department will not accept an incomplete application.

- x _____ Completed application form
- x _____ Letter of intent
- x _____ Names and addresses of all owners of all property within 250 feet of the subject property
- x _____ Legal description of property
- x _____ Certified plat
- x _____ Completed Attachment A — Proffered Conditions (if applicable)
- x _____ Completed Attachment B — Disclosure of Campaign Contributions & Gifts (if applicable)
- x _____ Completed Attachment C — Property Owner's Authorization (if applicable)
- x _____ Completed Attachment D — Attorney's Authorization (if applicable)
- x _____ Community Impact Study (if applicable)
- x _____ Filing Fee in the form of a check payable to the *City of Newnan*

Note: Please attach this form to the filing application.



City of Newnan
25 LaGrange Street
Newnan, GA 30263

Phone: 770-254-2362
Fax: 770-254-2353

Paid Invoice Summary

Page 1 of 1

DATE

2/4/2021

ACCOUNT :

Rosenzweig Law PC
Ste 405
75 Jackson St
Newnan GA 30263

Phone: 470 347 3651

PERMIT NUMBER

RZN-21-0058

2037 Newnan Crossing Byp
Newnan, GA 30263

Date	Reference Number	Invoice Number	FeeCat	Description	Status	Amount
2/4/2021	RZN-21-0058	21-00329	100.00.32.2215	Base Fee	Paid	(-) 500.00
2/4/2021	RZN-21-0058	21-00329	100.00.32.2215	Per Acre Charge	Paid	(-) 887.00
2/4/2021	RZN-21-0058	21-00329	100.00.32.2215	Planning & Zoning Regulatory Fees - Per Acre Charge Correction	Paid	(-) 0.23

Date	InvoiceNum	Status	Payment	Amount
2/4/2021	21-00329	Original Due		1387.23
2/4/2021	21-00329	Paid	Check Ck# 169377 - Dominion Development Acquisition, LLC	(-) 1387.23

Total Paid

1,387.23

Save Time & Money with Online Permits and Inspections. Go To: www.buildingdepartment.com



City of Newnan, Georgia - Mayor and Council

Date: February 23, 2021

Agenda Item: Consideration of an Amendment to the Intergovernmental Agreement between the City of Newnan and the Newnan Urban Redevelopment Agency regarding the rehabilitation and sale of a house located at 100 East Washington Street

Prepared By: Tracy S. Dunnavant, Planning Director

Purpose: To consider an amendment to the Intergovernmental Agreement between the City of Newnan and the Newnan Urban Redevelopment Agency (NURA) relating to the rehabilitation and sale of a house and land located at 100 East Washington Street

Background: In December of 2016, NURA approached the City Council about establishing a program that would allow the Agency to rehab and sell homes through a revolving fund. The goal of the program was to increase home ownership within NURA's area of influence. In May of 2020, NURA asked the City to consider deeding the house and property located at 100 East Washington Street to them and loaning the funds needed to renovate the home. Upon selling the property, the loan would be repaid and the proceeds would be used to buy and renovate another home within NURA's boundary area.

Since that time, NURA has been working with Locus Design and Consulting to develop remodel plans and has re-platted the property to combine the strip of land that runs along Farmer's Street with the tract containing the house. In November of 2020, NURA solicited bids on the rehab project, but did not receive a single bidder. A letter from Lorraine Cunanan, representing the consultant, has been included as an attachment to provide insight as to why she believes contractors did not bid on the project. Her thoughts are based on her conversations with potential bidders and her experiences during the pandemic.

After consulting with Ms. Cunanan, NURA would ask the Council to consider increasing the loan from \$100,000 to \$150,000. As specified in the letter, this would allow for a more competitive profit margin for the bidders and a higher contingency to correct unforeseen deficiencies that may be discovered during construction.

Funding: An additional \$50,000 to increase the original \$100,000 loan (total \$150,000) - from Fund Balance

Recommendation: Staff recommends amending the Intergovernmental Agreement.

Previous Discussion with Council: December 13, 2016; May 12, 2020

February 21, 2021

Newnan Urban Redevelopment Agency
25 LaGrange St.
Newnan, GA 30263



RE: 100 East Washington Street Remodel

To Whom It May Concern:

I am writing in support of the proposed budget increase for the remodel of 100 East Washington Street in Newnan. As the architect for this project, we originally limited the scope of work for the remodel in order to increase the value and functionality of the home while keeping the construction budget under \$100,000. In recent years, there has been no difficulty finding local residential contractors who would be interested in a project of this size.

However, over the past several months our area has experienced a dramatic increase in residential remodeling, in part due to the ongoing pandemic. As a result, general contractors and subcontractors are in great demand, and are able to be more selective in pursuing projects that yield higher profits. I believe this is one of the main reasons for the lack of interest when this project was first put out to bid. Based on my conversations with a few of the invited bidders, the remodel of an older home is often less profitable due to concealed issues that are discovered in the course of construction. Since there is currently a high demand for more profitable project types (such as kitchen and bath remodels, basement remodels, etc.), increasing the budget for this project to \$150,000 should make it more appealing to potential bidders. In addition to allowing for a more competitive profit margin for the bidders, this increase also allows for a higher contingency amount than the 5% allowance provided in the original budget. This additional contingency may be used to correct unforeseen deficiencies that are discovered in the course of construction, which can also improve the value of the home.

Please feel free to contact me if you have any questions or require additional information.

Sincerely,

A handwritten signature in blue ink that reads 'L. Cunanan'.

Lorraine Cunanan, AIA
Locus Design + Consulting, Inc.

STATE OF GEORGIA
COUNTY OF COWETA

**FIRST AMENDMENT TO
AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF NEWNAN, GEORGIA
AND THE CITY OF NEWNAN URBAN REDEVELOPMENT AGENCY
(HEREINAFTER "NURA"), RELATING TO THE REHABILITATION AND SALE OF A HOUSE
DATED _____, (HEREINAFTER THE "AGREEMENT")**

WHEREAS, the City of Newnan, Georgia (hereinafter ("City") entered into that certain Intergovernmental Agreement Between the City of Newnan, Georgia and the City of Newnan Urban Redevelopment Agency (hereinafter "NURA"), relating to the rehabilitation and sale of a house located at 100 East Washington Street (hereinafter "Property") which the City acquired as a part of the East Washington Street Improvement Project which was part of the McIntosh Parkway Roadway Project, to rehabilitate and repair due to deterioration prior to a possible sale of the Property to place the Property back upon the tax digest (hereinafter "Project"); and

WHEREAS, the City and NURA have determined that this Project will require a loan in the amount of \$150,000.00 from the City to NURA for NURA to accomplish the necessary work to complete the Project with the NURA paying all costs thereof in lieu of the \$100,000.00 loan originally anticipated as the amount needed to complete the Project.

NOW, THEREFORE, the Parties hereto mutually agree as follows:

Section 1. Changes to Agreement. All references to the amount of the loan in the amount of \$100,000.00 from the City to NURA is hereby amended to read \$150,000.00.

Section 2. Survival of Representations and Obligations. All of the Representations and Obligations of the Parties set out in Sections 1 through Section 10 of the Agreement shall remain and continue in full force and effect.

SO AGREED, this _____ day of _____, 2021.

CITY OF NEWNAN, GEORGIA
Acting by and through the Mayor
and Council

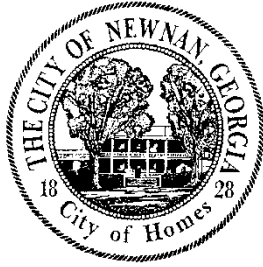
By: _____
Mayor

Attest: _____
Clerk (SEAL)

CITY OF NEWNAN URBAN
REDEVELOPMENT AGENCY

By: _____
Chairman

Attest: _____
Secretary (SEAL)



City of Newnan, Georgia - Mayor and City Council

Date: February 23, 2021

Agenda Item: Consideration of a Resolution in Support of a *Local Government Lighting Project Agreement* for Proposed Roundabout SR 14/ US 29 (Greenville Street) @ Corinth Road

Prepared by: Michael Klahr, Public Works Director/ City Engineer

Purpose: To consider a Resolution in support of a *Local Government Lighting Project Agreement* (LGLPA), whereby the City of Newnan agrees to provide Energy, Operation, and Maintenance for lighting associated with a proposed roundabout intersection of Greenville Street and Corinth Road.

Background: At the January 12, 2021 regular meeting, the City Council approved, at the request of the Georgia Department of Transportation, a *Local Government Lighting Project Agreement* (LGLPA), whereby the City of Newnan agrees to provide Energy, Operation, and Maintenance for lighting associated with a proposed roundabout intersection of Greenville Street and Corinth Road.

The Georgia Department of Transportation has requested a Resolution be secured from the City Council, to become a part of the agreement, with all signatures and appropriate seals.

The requirement for an LGLPA was included in the *Indication of Roundabout Support*, executed by the City of Newnan in 2016.

The project is scheduled for the November 2022 letting, and construction is anticipated to last for approximately 16 months.

Options:

- A. Pass the Resolution, as presented
- B. Other action as directed by Council

Recommendation: Option A

Attachments: *Resolution / Agreement*

RESOLUTION

APPROVING AGREEMENT BETWEEN GEORGIA DEPARTMENT OF TRANSPORTATION AND CITY OF NEWNAN REGARDING LIGHTING AS A PART OF THE SR14/US29 AT CS2334/CORINTH ROAD IN NEWNAN PROJECT

WHEREAS, the Georgia Department of Transportation (the "Department") is constructing a roundabout intersection improvement project in the City of Newnan (the "City") identified as the SR14/US29 at Corinth Road Project, P.I. No. 0015844, Coweta County (the "Project"); and

WHEREAS, the City has represented a desire to obtain round about lighting as a part of the Project and has agreed to provide energy and the operation and maintenance of said lighting system; and

WHEREAS, the Department has agreed to fund the materials and installation for said lighting system at the Project location.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Newnan, Georgia and it is hereby resolved by the authority of same that the Agreement Between Georgia Department of Transportation AND THE CITY OF NEWNAN, GEORGIA for lighting as a part of the SR 14/US 29 at CS2334/Corinth Road in Newnan attached hereto as Exhibit "A" and by reference made a part hereof (the "Agreement") is hereby approved and the Mayor and City Clerk are hereby authorized to execute the Agreement and to transmit the Agreement to the Georgia Department of Transportation.

SO RESOLVED in open session, regularly assembled this ____ day of February, 2021.

ATTEST:

Megan Shea, City Clerk

REVIEWED AS TO FORM:

C. Bradford Sears, Jr., City Attorney

Cleatus Phillips, City Manager

L. Keith Brady, Mayor

Rhodes H. Shell, Mayor Pro-Tem

George M. Alexander, Councilmember

Cynthia E. Jenkins, Councilmember

Raymond F. DuBose, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember

AGREEMENT
BETWEEN
GEORGIA DEPARTMENT OF TRANSPORTATION
AND
CITY OF NEWNAN

This Agreement is made and entered into this _____ day of _____, 20____,
by and between the GEORGIA DEPARTMENT OF TRANSPORTATION, an agency of the State of
Georgia, hereinafter called the **DEPARTMENT**, and CITY OF NEWNAN, GEORGIA acting by and
through its Board of Commissioners, hereinafter called the **CITY**.

WHEREAS, the CITY has represented to the DEPARTMENT a desire to obtain roundabout
lighting as part of the **SR 14/US 29 @ CS 2334/CORINTH ROAD IN NEWNAN** project, said
lighting to be installed under P.I. No. 0015844, Coweta County;

WHEREAS, the CITY has represented to the DEPARTMENT a desire to participate in: 1)
Providing the Energy and 2) the Operation and Maintenance of said lighting system at the aforesaid
location, and the DEPARTMENT has relied upon such representation; and

WHEREAS, the DEPARTMENT has indicated a willingness to fund the materials and installation for the said lighting system at the aforesaid location, with funds of the DEPARTMENT, funds apportioned to the DEPARTMENT by the Federal Highway Administration under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources.

NOW, THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the CITY hereby agree each with the other as follows:

1. The DEPARTMENT or its assigns shall cause the installation of all materials and equipment necessary for roundabout lighting as part of the **SR 14/US 29 @ CS 2334/CORINTH ROAD IN NEWNAN** project, said lighting to be installed under P.I. No. 0015844, Coweta County as shown on Attachment "A" attached hereto and made a part hereof.

2. Upon completion of installation of said lighting system, and acceptance by the DEPARTMENT, the CITY shall assume full responsibility for the operation, the repair and the maintenance of the entire lighting system, including but not limited to repairs of any damages, replacement of lamps, ballasts, luminaires, lighting structures, associated equipment, conduit, wiring and service equipment, and the requirements of the Georgia Utility Facility Protection Act. The CITY further agrees to provide and pay for all the energy required for the operation of said lighting system.

3. The DEPARTMENT shall retain ownership of all materials and various components of the entire lighting system. The CITY, in its operation and maintenance of the lighting system, shall not in any way alter the type or location of any of the various components which make up the entire lighting system without prior written approval from the DEPARTMENT.

4. This Agreement is considered as continuing for a period of fifty (50) years from the date of execution of this Agreement. The DEPARTMENT reserves the right to terminate this Agreement, at any time for just cause, upon thirty (30) days written notice to the CITY.

5. It is understood by the CITY that the DEPARTMENT has relied upon the CITY'S representation of providing for the energy, maintenance, and operation of the lighting represented by this Agreement; therefore, if the CITY elects to de-energize or fails to properly maintain or to repair the lighting system during the term of this Agreement, the CITY shall reimburse the DEPARTMENT the materials cost for the lighting system. If the CITY elects to de-energize or fails to properly maintain any individual unit within the lighting system, the CITY shall reimburse the DEPARTMENT for the material cost for the individual unit which will include all costs for the pole, luminaires, foundations, and associated wiring. The DEPARTMENT will provide the CITY with a statement of material costs upon completion of the installation.

The covenants herein contained shall, except as otherwise provided accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day
and year first above written.

RECOMMENDED:

CITY OF NEWNAN

BY: _____

Mayor

(SEAL)

GA DEPARTMENT OF TRANSPORTATION

WITNESS

BY _____

Commissioner

Notary Public

(SEAL)

This Agreement approved by the City
Council at a meeting held at

this _____ day of _____,

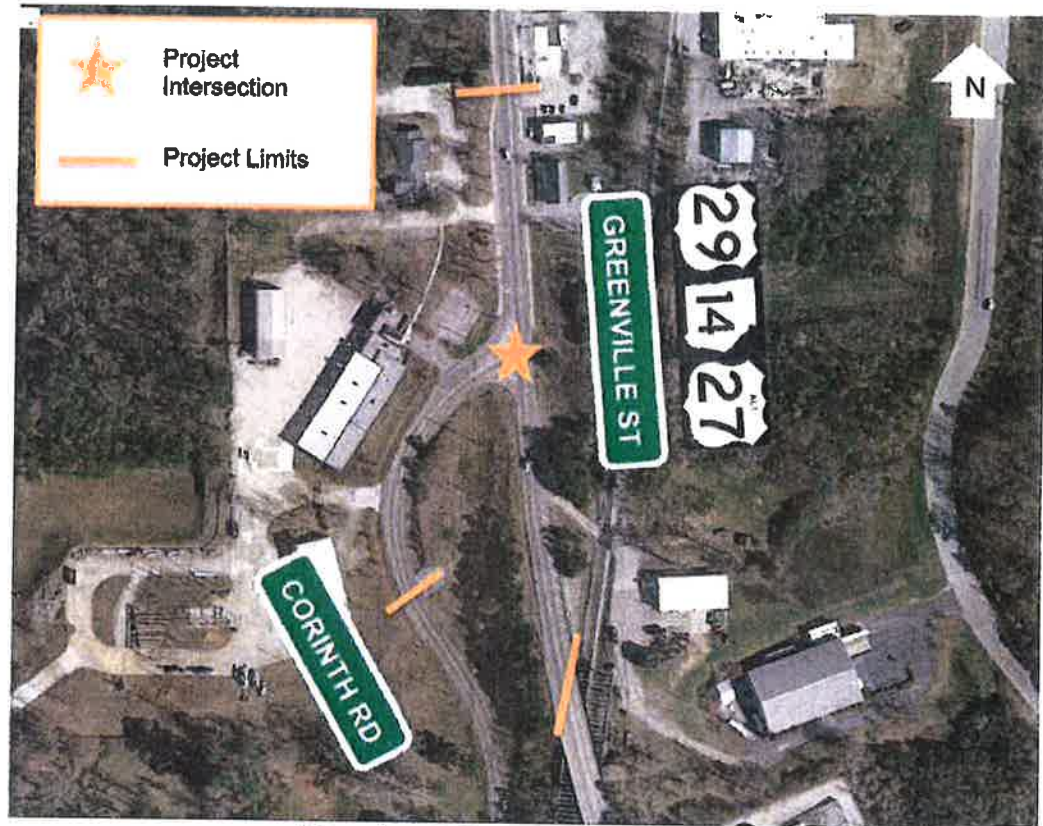
20__.

ATTEST: -

Treasurer

City Clerk

Attachment "A"



Project Location Map

**SR 14/US 29 @ CS 2334/CORINTH ROAD
City of Newnan (Coweta County)
P.I. No. 0015844**



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INDICATION OF ROUNDABOUT SUPPORT

To the Georgia Department of Transportation:

Attn: Glen A. Cranshaw, Traffic Engineer 3
115 Transportation Blvd.
Thomaston, GA 30286

Location

The City of Newnan in Coweta County supports the consideration of a roundabout at the location specified below.

Local Street Names: Corinth Road at State Route 14

State/County Route Numbers: SR 14

Associated Conditions

The undersigned agrees to participate in the following maintenance of the intersection in the event that the roundabout is selected as the preferred concept alternative:

- The full and entire cost of the electric energy used for any lighting installed and the maintenance thereof (if needed)
- Any maintenance costs associated with the landscaping as approved by the local government and the Georgia Department of Transportation (after construction is complete)

We agree to participate in a formal Local Government Lighting Project Agreement during the preliminary design phase. This indication of support is submitted and all of the conditions are hereby agreed to. The undersigned are duly authorized to execute this agreement.

This is the 26 day of April, 2016

Attest:

Della Hill
Clerk

By:

Title:

[Signature]
MAYOR



City of Newnan, Georgia - Mayor and Council

Date: February 23, 2021

Agenda Item: Consideration of Standing Use Agreement- Facility Use Policy

Prepared By: Katie Mosley, Leisure Services Manager

Purpose: Newnan City Council may consider and provide direction related to the management of annual contract holders within the city's facility usage policy.

Background: Newnan City Council, at the February 9, 2021 City Council Meeting, requested a report from staff outlining current facility usage of annual contract holders at the Howard Warner Community Center, Howard Warner Gymnasium, and Wesley Street Gymnasium. The report was requested after staff asked for direction and consideration from the Newnan City Council of a potential change to the facility usage policy.

In advance of the creation of the Leisure Services Department, a facility usage policy was established in order for city facilities to be best managed and utilized on a continuous basis by a variety of citizens and organizations. Over time, due to the marketing efforts of the Leisure Services Department, the City has received multiple requests for regular use from different groups.

The annual contract requests have historically been submitted to Newnan City Council and approval was typically given for all requests.

Currently, staff is faced with a challenge of honoring the original intent of the approved facility use policy against the approval of long-term annual agreements. More specifically, the approval of annual contracts has resulted in a decrease of varying users. As stated in the February 9, 2021 City Council meeting agenda, annual contract holders are utilizing more than 85% of available facility hours.

There are nine current regular annual contract holders hosting programs in the three aforementioned locations. All users have requested an extension of their agreement and the City has recently received two additional requests for annual contract use.

If all requests and extensions are approved, the facility schedule will make it very difficult to honor individual one-time rental requests, which will likely decrease the number and variety of users.

It is important to note that the current users are all providing exemplar programs and services to those participating program recipients.

A schedule that reflects the requested dates/times has been attached herein for your review.

Please note that there exists numerous conflicts with the 2021 requests. Therefore, City Staff requests that a "cap" of four hours per annual contract user be instituted to allow for all annual contract users to have access to the facilities. The proposed "cap" should be maintained regardless of any potential change in the fee schedule.

City staff, during the February 9, 2021 Newnan City Council meeting, presented three suggestions aimed at managing the aforementioned condition.

Please see below for a more concise description of the proposed suggestions:

1. Maintain no fee for use
2. Institute a 15% “hosting fee”, per person, per season
3. Levy fees based upon approved fee schedule

Attachment:

1. Requested 2021 Annual Contract Schedule
2. Proposed 2021 Annual Contract Schedule with “cap”

Funding: N/A

Recommendation: City staff is prepared to provide exemplary service to all facility users regardless of the type of contract held.

Previous Discussion with Council: Newnan City Council considered the adoption of a facility use policy in November 2017; funded the creation of a Leisure Services Department in March 2018 and has continued to consider facility use requests over time. More recently, Newnan City Council considered a modification to the facility use policy at the February 9, 2021 meeting.

Howard Warner Community Center Requested Calendar						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				Heaven on Earth Tabernacle 5pm - 8:30pm		Senior Group 4pm - 9pm
	Majestic Pearls 5pm - 9pm		Majestic Pearls 5pm - 9pm	Majestic Pearls 5pm - 9pm		
		Prevailing Grace Ministries 6pm - 9pm				

Wesley Street Gym Requested Calendar						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						Grind 2 Shine 12pm - 6pm
	Boys and Girls Club 2pm - 6pm	Boys and Girls Club 2pm - 6pm	Boys and Girls Club 2pm - 6pm	Boys and Girls Club 2pm - 6pm	Boys and Girls Club 2pm - 6pm	
Grind 2 Shine 3pm - 6pm						
Newnan Elite 5pm - 9pm						
	Newnan Elite 7pm - 9pm	Grine 2 Shine 7pm - 9pm	Newnan Elite 7pm - 9pm	Grine 2 Shine 7pm - 9pm		

Howard Warner Gym Requested Calendar						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	SEC Prep Bengals 8:30am - 1:30pm	SEC Prep Bengals 8:30am - 1:30pm	SEC Prep Bengals 8:30am - 1:30pm	SEC Prep Bengals 8:30am - 1:30pm	SEC Prep Bengals 8:30am - 1:30pm	
Prevailing Grace 9am - 2pm						
						ELITE Youth 10am - 5pm
						Newnan Mav Basketball 12pm - 2pm
						Cobra Foundation 1pm - 9pm
	Boys and Girls Club 2pm - 6pm	Boys and Girls Club 2pm - 6pm	Boys and Girls Club 2pm - 6pm	Boys and Girls Club 2pm - 6pm	Boys and Girls Club 2pm - 6pm	
Newnan Mavs Basketball 3pm - 5pm						
Good to Great Ministry 3:30pm - 5:30pm						
ELITE Youth 6pm - 9pm	Majestic Pearls Dance 5pm - 9pm		Majestic Pearls Dance 5pm - 9pm	Majestic Pearls Dance 5pm - 9pm		
	Newnan Mavs Basketball 6pm - 8pm	Newnan Mavs Basketball 6pm - 8pm	Newnan Mavs Basketball 6pm - 8pm	Newnan Mavs Basketball 6pm - 8pm	Newnan Mavs Basketball 6pm - 8pm	
	Cobra Foundation6pm - 9pm	Cobra Foundation6pm - 9pm	Cobra Foundation6pm - 9pm	Cobra Foundation6pm - 9pm	Cobra Foundation6pm - 9pm	
	Beauty Inc, Line Dancers 6:30pm - 8:30pm		Elite Youth 7pm - 9pm		Elite Youth 7pm - 9pm	
	Elite Youth 7pm - 9pm					

Howard Warner Gym Recommended Calendar with Cap							
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
8:00am							
9:00am							ELITE Youth
10:00am	Prevailing Grace		SEC Prep		SEC Prep		ELITE Youth
11:00am	Prevailing Grace		SEC Prep		SEC Prep		
12:00pm							Newnan Mav
1:00pm							Newnan Mav
2:00pm		B&G Club	B&G Club	B&G Club	B&G Club	B&G Club	
3:00pm	Good to Great	B&G Club	B&G Club	B&G Club	B&G Club	B&G Club	Individual Rental Times
4:00pm	Good to Great	B&G Club	B&G Club	B&G Club	B&G Club	B&G Club	
5:00pm		B&G Club	B&G Club	B&G Club	B&G Club	B&G Club	
6:00pm	Healing Word	Cleaning Hour					
7:00pm	Healing Word	Beauty, Inc	Cobra Foundation	ELITE Youth	Cobra Foundation	Newnan Mav	
8:00pm		Beauty, Inc	Cobra Foundation	ELITE Youth	Cobra Foundation	Newnan Mav	
9:00pm							
10:00pm							

Howard Warner Community Center Recommended Calendar with Cap							
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
8:00am							
9:00am							
10:00am							
11:00am							
12:00pm							
1:00pm							
2:00pm							
3:00pm							
4:00pm							
5:00pm					Heaven on Earth		Senior Group
6:00pm			Prevailing Grace	Majestic Pearls	Heaven on Earth		Senior Group
7:00pm			Prevailing Grace	Majestic Pearls	Heaven on Earth		Senior Group
8:00pm					Heaven on Earth		Senior Group
9:00pm							
10:00pm							

Wesley Street Gym Recommended Calendar with Cap							
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
8:00am							Individual Rental Times
9:00am							
10:00am							
11:00am	Reserved for future open gym time						
12:00pm							
1:00pm							
2:00pm		B&G Club	B&G Club	B&G Club	B&G Club	B&G Club	
3:00pm		B&G Club	B&G Club	B&G Club	B&G Club	B&G Club	
4:00pm		B&G Club	B&G Club	B&G Club	B&G Club	B&G Club	
5:00pm		B&G Club	B&G Club	B&G Club	B&G Club	B&G Club	
6:00pm	Newnan Elite						
7:00pm	Newnan Elite	Majestic Pearls	Grind 2 Shine	Newnan Elite	Grind 2 Shine		
8:00pm		Majestic Pearls	Grind 2 Shine	Newnan Elite	Grind 2 Shine		
9:00pm							
10:00pm							

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).