

City of Newnan Georgia



Planning Commission

Agenda Book

JULY 19, 2022



City of Newnan
PLANNING COMMISSION

Agenda for July 19, 2022 Regular Planning Commission Meeting
7:00 PM, Richard A. Bolin Council Chambers, City Hall

TAB NUMBER	AGENDA CATEGORY / ITEM
TAB # 1	Minutes from the June 21, 2022 meeting.
TAB # 2	Rezoning Request – RZ2022-07 - 8.44 +/- acres located off Newnan Crossing Bypass and Ashley Park Boulevard (Tax Parcel #086 5043 004)
TAB #3	Rezoning Request – RZ2022-04 38.70 +/- acres located off Celebrate Life Parkway (Tax Parcels#086 5053 002 and #086 5044 002)
TAB #4	Rezoning Request – RZ2022-06 – 35.49 +/- acres located at 2037 Newnan Crossing Bypass (Portion of Tax Parcel #087 5011 003)
	Public Comments
	Adjourn

Unless otherwise posted, all Planning Commission Meetings
Are held in the:
Richard A. Bolin Council Chambers, City Hall
25 LaGrange Street, Newnan, Georgia 30263
Any questions prior to the meeting
should be directed to the Planning and Zoning Department.
Phone: 770-254-2354
E-mail: tdunnavant@cityofnewnan.org



**CITY OF NEWNAN
Planning Commission
Meeting Minutes**

June 21, 2022
7:00 p.m.

Commissioners Present: Proctor Smith, Alton West, Joe Crain, Jr., Robert Coggin, Fred Hamlin, Clay McEntire

Commissioners Absent: Chris Hunt

Others in Attendance: Tracy Dunnavant, Planning & Zoning Director
Samantha Wood, Administrative Assistant Planning & Zoning
Dean Smith, Planner
Brad Sears, City Attorney

CALL TO ORDER

The meeting was called to order by Chairman Smith at 7:00 p.m. in the Richard A. Bolin Council Chambers, City Hall, 25 LaGrange Street.

READING OF MINUTES

Chairman Smith asked if everyone reviewed the minutes from the May 10, 2022 meeting. Coggin motioned to approve the minutes as drafted. Crain seconded the motion.

MOTION CARRIED (6-0)

Celebrate Life Parkway Rezoning Request

Staff informed the Commission that the applicant is requesting that this item be continued to the July Planning Commission meeting.

A motion was made by Crain to continue the rezoning request to the July 19th meeting. West seconded the motion.

MOTION CARRIED (6-0)

Preliminary Plat Revision – The Point, f/k/a The Garden Residences at Bass – Manget SD2022-01

Dean Smith stated the plat was presented to the Commission at their March 8, 2022 meeting. He added that the Commission decided not to approve the plat until issues had been addressed regarding

the proposed HOA. Dean Smith said the plat is back before the Commission with the HOA's proposed covenants. He added the City will require that the applicant record the covenants and provide a copy to the City.

A motion was made by McEntire to approve the preliminary plat revisions. Coggin seconded the motion.

MOTION CARRIED (6-0)

Certificate of Appropriateness – 19 Jefferson Street

Dean Smith stated this item involves a certificate of appropriateness request from Kip Oldham with K.A. Oldham Design, Inc., on behalf of 19 Jefferson, LLC for a re-development/new development project consisting of demolishing an existing drive-thru building, renovating an existing building and constructing two new buildings. Dean Smith reviewed the rehabilitation standards that were adopted for development in the Downtown Development Overlay District. He stated that staff recommends approving the certificate of appropriateness request with no conditions.

The applicant, Kip Oldham, discussed the project and stated that they are hoping to attract an upscale restaurant. He added there would be 4-8 residential units and discussed the orientation of the buildings and what would be on each floor.

Proctor Smith asked if the proposed buildings' exteriors would match the existing building. Oldham stated that it would complement, but added that the existing building is unique.

Crain asked if there were any existing offices in the current building. Oldham confirmed that there are offices there with some tenants.

Hamlin asked if the residential units would be for lease or sale. Oldham stated they would like to have them for sale.

Coggin asked about parking. Oldham stated that they would actually be adding a couple of spaces if they are allowed to develop their proposed on-street parking.

Proctor Smith asked if the site designs would have to go to engineering for approval. Dean Smith stated that they would.

A motion was made by McEntire to approve the Certificate of Appropriateness for 19 Jefferson Street. West seconded the motion.

MOTION CARRIED (6-0)

Annexation Request – 1.22 +/- acres located at 30 Amlajack Boulevard (Tax Parcel #097-5044-013) Requested zoning of CHV (Heavy Commercial District) – 2022-03

Hamlin recused himself as he is related to the applicant.

Chairman Smith opened a public hearing and asked Dean Smith to present the staff's report.

Dean Smith stated the petitioner is seeking annexation for the stated purpose of upgrading and improving an existing highway sign (billboard). In order to accomplish this, the applicant is seeking an CHV (Heavy Commercial District) zoning for the subject property. He said the tract is currently under the jurisdiction of Coweta County and has a zoning classification of M - Industrial District. Dean Smith

added that the petitioner is also seeking special exception approval for a highway sign and a variance to reduce the length of required interstate frontage from 400 feet to approximately 364 feet. He stated the petitioner has indicated that the sign in question is a legal, non-conforming sign by the County's standards and cannot be changed, upgraded, modified or improved upon as it exists today.

Dean Smith reviewed each of the standards and concluded that the project met all 8 of the 8 standards. He recommended approval with the following conditions: 1) The use for the property shall be limited to that of a highway sign (billboard); 2) A special exception use be granted for the construction of a highway sign, albeit static, multiple message or variable message, subject to the following limitations and in accordance with the City of Newnan's Sign Regulations: Highway signs shall be limited to one freestanding sign on the property with a maximum area of 400 square feet. The height of the highway sign shall not exceed 65 feet. The minimum setback from the Federal Interstate Highway is 60 feet. The minimum setback from any property line or public right-of-way (non-federal interstate highway) is 40 feet; 3) A variance be granted to allow the highway sign to be located on property with less than 400 feet of frontage on a Federal Interstate Highway. The subject property has approximately 364 feet of frontage along Interstate 85.

Dean Smith stated the City notified the County of the request once the City Council decided to accept the application and move forward with the public hearing process. The County reviewed the application and advised the City of their intent not to file a Notice of Objection. He added they did not request any conditions be added to the adopting ordinance if the annexation were to be approved.

Donald Sprayberry, applicant, came before the Commission. He stated that he had concerns about the City's condition that the use of the property would be limited to only a billboard. Sprayberry stated that he would like to have options for other uses that are allowed within the CHV zoning district. Dunnavant expressed concern over certain uses permitted in the CHV zoning district that might not be suitable with the property being a gateway to the City.

A motion was made by Crain to approve the annexation request with the condition that the applicant meet with staff to develop a list of prohibited uses for the property. West seconded the motion.

MOTION CARRIED (5-0)

Rezoning Request – 0.74 +/- acres located at 18 Savannah Street (Tax Parcel #N12 0001 010) from ILT (Light Industrial District) to CBD (Central Business District) – 2022-05

Chairman Smith opened a public hearing on a rezoning request for 0.741± acres located at 18 Savannah Street and asked Dunnavant to give the staff report.

Dunnavant stated that the applicant is requesting a CBD (Central Business District) zoning designation for the purpose of operating a microbrewery out of the existing building. She added that the petitioner has also expressed an interest in expanding the building to the west and using the existing parking lot for an entertainment area which will include a food truck yard, seating areas, an outside bar, and a stage. Dunnavant mentioned that parking would be provided on the adjacent lot to the west of the property.

Dunnavant reviewed the project in terms of the standards for making zoning decisions. She concluded that the project met 7 of the 8 standards and suggested that if the Commission chooses to recommend approval of the request, the following condition should be included: 1) The project will be consistent with the concept plan and renderings provided as part of the rezoning application.

George Rosenzweig, attorney for Southtree Construction, came forward to speak for the applicant. He stated that the microbrewery will sit on $\frac{3}{4}$ of an acre and there will not be a restaurant - only food trucks.

Chuck Ogletree informed the Commission that his vision is for this business to become a part of the community, have good beer, provide a variety of entertainment and create a thriving outdoor area.

Coggin asked about the occupancy requirements. Chairman Smith stated that would fall under the building code and the Fire Marshal would need to make that determination.

Hamlin asked if there would be a restaurant. Ogletree stated that there would not be a restaurant - only the food trucks.

The Commission discussed the parking situation and how it would be addressed if the adjacent property was developed in the future. Ogletree agreed to maintain 18 parking spaces either on his property or on the adjacent property for use by the microbrewery.

West asked about the distance of the microbrewery from the neighboring church. Dean Smith stated that churches have been removed from the distance requirements.

The Commission discussed possible noise issues. Ogletree stated that he would adhere to the noise ordinance which prohibits amplified music between the hours of 10:00 pm. – 7:00 a.m.

After further discuss, Crain made motion to approve the rezoning request of 18 Savannah Street with the conditions that the project be consistent with the plans presented to the Commission and that 18 parking spaces will be maintained for this establishment either on the subject tract or on the adjacent property. McEntire seconded the motion.

MOTION CARRIED (6-0)

NEW BUSINESS

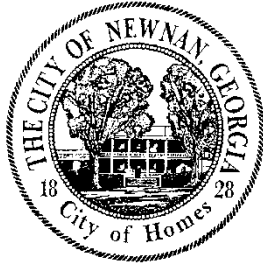
Dunnavant stated the Commission will have a meeting on July 19, 2022.

ADJOURN

With no further business, the meeting adjourned at 8:23 p.m. on a motion from Commissioner Crain and seconded by Commissioner West.

MOTION CARRIED (6-0)

Chairman Proctor Smith



City of Newnan, Georgia – Planning Commission

Date: July 19, 2022

Agenda Item: Rezoning Request – RZ2022-07
8.44± acres located off Newnan Crossing Bypass and
Ashley Park Boulevard (Tax Parcel # 086 5043 004)

Prepared and Presented by: Tracy Dunnavant, Planning Director

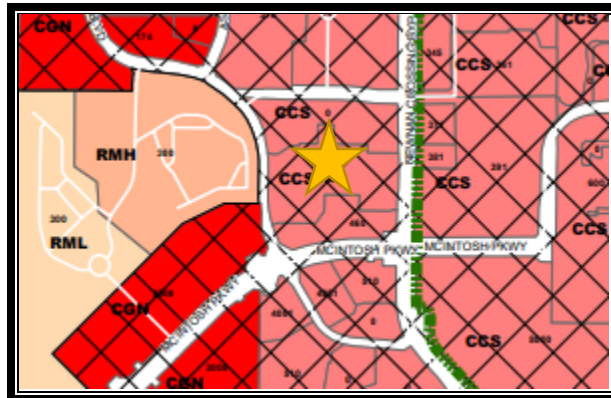
REZONING ASSESSMENT

APPLICANT INFORMATION:

Robert Bergmann on behalf of Fourth Quarter Properties 93, LLC
47 East Aviation Way
Newnan, GA 30263

SITE INFORMATION:

The site consists of 8.44± acres located between Newnan Crossing Bypass and Ashley Park Boulevard. The tax parcel ID number is 086 5043 004. The tract is currently vacant and is zoned CCS (Community Shopping Center District). The property fronts on both Newnan Crossing Bypass and Ashley Park Boulevard and is bisected by a frontage road with parking that connects the Belk building to the Ashley Park stores located across Newnan Place Parkway to the north.



The land is part of a Development of Regional Impact (DRI) that was approved back in 2005. All required improvements related to the DRI must be completed prior to the final CO being issued since this will be the last phase of this development.

OVERVIEW OF REQUEST:

Thomas Land & Development Company is completing the final phase of Ashley Park by developing the remaining undeveloped land with a mixture of commercial and multi-family uses. In order to accomplish this, the applicant sought and received an MXD (Mixed Use

Development District) zoning on May 26, 2020 for the final 8.44 ± acres located just north of the Belk building. The approval was based on a specific plan that showed 4.46 acres of commercial development and 3.98 acres of multi-family. Although the project was approved in 2020, it has not been started and the applicant claims the construction cost for the apartment portion has increased so significantly that the apartment developer needs additional units to make the project economically viable. Therefore, the applicant is requesting an increase in the number of multi-family units from 278 to 350.

The commercial development will be located on the eastern portion of the overall site and will remain unchanged. It will consist of 55,000± square feet of retail and restaurant establishments with the facades being consistent in look and landscape to the other phases of Ashley Park. The commercial development will have to meet the Quality Development Corridor Overlay, while the apartments will have to adhere to the standards for multi-family developments.

The applicant plans to construct a 6 level, 350-unit apartment building that is wrapped around a 4-level parking deck with recreational amenity facilities on a surface level above the deck. The previous plan showed 5 levels with 278 units. In addition to the apartments, a portion of the building will be 15 two-level townhomes that face Ashley Park Boulevard with two car garages on the basement level and four stories of apartments above. Since the building will now be 6 stories, the applicant is also amending the plan for a maximum building height of 75 feet. The plan currently allows a maximum of 70 feet.



The targeted unit mix is 30% one-bedroom, 60% two-bedrooms and 10% three-bedrooms. The development will be market rate with square footages that will meet the City's Zoning Ordinance requirements of a one-bedroom unit - 700 square feet, two-bedroom unit - 950 square feet and three-bedroom unit – 1,100 square feet. In addition, the average square footage for all residential units must be a minimum of 800 square feet, per the Zoning Ordinance. This remains consistent with the approved project.

In terms of amenities, the complex will feature a fitness center, pet services & grooming, a clubhouse/common area on the basement level. A pool with adjacent sunning decks and a passive recreation area would be on the third level above the parking structure.

STANDARDS:

In making a decision, the Zoning Ordinance requires the Planning Commission and the City Council to give reasonable consideration to the following standards. Staff has assessed each standard and identified those with a green check mark ✓ as standards being met by the proposed rezoning and those with a red "X" ✗ as standards not being met.

Is the proposed use suitable in view of the zoning and development of adjacent and nearby property? As with the initial assessment, the project would be primarily surrounded by commercial designations with CCS zonings. A 500-unit apartment complex zoned RMH lies to the west across Ashley Park Boulevard and there is a proposed CGN development on McIntosh Parkway to the southwest that would have a mixture of commercial and office uses. Staff feels the uses would be suitable given that there would be no change in the commercial use and apartments have already been approved in the original plan.

Staff Assessment – PROPOSED USE IS SUITABLE ✓

Will the proposed use adversely affect the existing use or usability of adjacent or nearby property? In terms of use, the only change to the plan is an increase in the number of apartment units. This will increase traffic; however, the location allows residents multiple access points from Ashley Park Boulevard and Newnan Place Parkway from which to enter onto either Bullsboro Drive, Newnan Crossing Bypass or McIntosh Parkway. The 278 apartments were expected to generate roughly 1,500 additional trips per day according to the updated Community Impact Assessment. An additional 72 units will add approximately 400 more trips for a total of 1,900.

An updated traffic study (included in the packet) was performed and found that the proposed development “does not significantly impact any of the study intersections”. However, the City Engineer has asked that an additional study be undertaken prior to completion of the multi-family portion of the project to assess the appropriate traffic signal cycle lengths for several intersections on Bullsboro and Newnan Crossing Bypass. This request has been included as a suggested condition if the rezoning is approved.

Staff Assessment – ADVERSE AFFECT WILL BE MINIMAL ✓

Are their substantial reasons why the property cannot or should not be used as currently zoned? The property could be used as currently conditioned with a maximum of 278 units; however, the applicant has indicated that construction costs over the last two years have made the apartment portion of the project not “economically viable” without the increase in units.

Staff Assessment – PROPERTY COULD BE USED AS CURRENTLY ZONED ✗

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? As a requirement for multifamily developments exceeding 150 units, the applicant must submit a Community Impact Assessment (CIA) which looks at the services listed above and provides a financial analysis of the project. In this case, staff reached out to each provider to assess what impact the additional 72 units would have on service provision. A summary of the provider’s responses are as follows:

Police: Police Chief Blankenship anticipated seeing an increase of approximately 506 calls, 27 motor vehicle accidents and 329 traffic stops in a 3-year period for the development. He wrote that his department can manage the increase at the current staffing levels, but it would place a strain on calls for service and would cause additional maintenance on equipment.

Fire: Chief Stephen Brown has indicated that NFD can service this development. However, the Chief cautions that once fully developed, the increased call volume will impact their department

through “additional wear and tear on equipment and will influence the effectiveness and strength of their manpower”. He indicates that this project coupled with other requests in the area, does create cause for concern regarding the effectiveness of fire services and may require the need for additional equipment and manpower in the future.

Newnan Utilities: Newnan Utilities will be the water, and sewer provider for the project. Scott Tolar reviewed the project and indicated that there is ample capacity to serve the proposed facility. He did indicate that the developer will need to avoid the existing sanitary sewer line and may have to reroute it to keep from building over it.

Engineering:

1. ADA compliant sidewalks shall be provided along the public right of way adjacent to the development and within the development to comply with DRI 591, 01.19.2005.

This includes extending sidewalk from Ashley Park Dr to existing across from Belk.

Install 6-foot sidewalk along Ashley Park Dr, modifying existing curb ramps to meet ADA standards, and refreshing crosswalk pavement markings.

Install 6-foot sidewalk along driveway connecting Ashley Park Dr to Newnan Crossing Bypass (Newnan Place Pkwy, private); note possible conflict with existing post lights

Ensure pedestrian connectivity between this parcel and adjacent parcels.

2. By completion of the multifamily development, the developer shall conduct a traffic study to assess the appropriate traffic signal cycle lengths for the signals at Intersections 2 and 3 on SR 34, Bullsboro Dr, and Intersection 5 on Newnan Crossing Bypass, and implement such changes in signal cycle lengths as determined appropriate.

3. Notice of Decision- DRI 591- The Forum at Newnan Crossing, 01.19.2005

The existing median opening along Newnan Crossing Bypass at Driveway 3 shall be closed and the northern median modified to maximum storage for the northbound left turn from Newnan Crossing Bypass onto SR 34.

Coweta County Schools: Ronnie Cheek, Coweta County School System, indicated that many of the schools within the County are near capacity and requested that a schedule be provided so that they can prepare for the additional impact. It should be mentioned that the applicant previously indicated that the target resident is either an older individual looking to downsize or millennials as opposed to young families with school aged children.

Tax Revenue: Below is a chart from the CIA which shows the estimated change in tax revenues for the County, City and School System for the project as a whole:

ANNUAL PROPERTY TAX ESTIMATION				
EXISTING 100% APPRAISED VALUE				\$1,226,749
INCREASED 100% APPRAISED VALUE				\$52,500,000
TOTAL IMPROVED 100% APP. VALUE				\$53,726,749
TOTAL IMPROVED 40% ASSESSED VALUE				\$21,490,700
TAXING AUTHORITY	MILLAGE RATE	EXISTING ASSESSMENT	IMPROVED ASSESSMENT	INCREASED TAX REVENUE
COWETA CO	0.00654	\$3,209	\$140,549	\$137,340
COWETA SHOOLS	0.0173	\$8,489	\$371,789	\$363,300
CITY OF NEWNAN	0.003643	\$1,788	\$78,291	\$76,503
TOTAL		\$13,486	\$590,629	\$577,143

The initial plan showed an increase in appraised value at \$36.7 million dollars. With the additional 72 units, that number has increased to \$52.5 million. In addition to the estimated tax revenue, the CIA indicates that the property would require significant impact fees paid to the City of Newnan and Newnan Utilities totaling over \$913,783. That figure was estimated at \$717,000 back in 2020.

As with all development, the project will impact service provision. The question is whether or not it is excessive or burdensome. In this case, all of the service providers that have responded have indicated that they are able to address the needs of the development with the current equipment and manpower. However, both fire and police have mentioned the strain and maintenance concerns that continue to arise as these types of developments are added to the community.

Staff Assessment – PROJECT WILL HAVE IMPACT, BUT IMPACT OF AN ADDITIONAL 72 UNITS IS NOT EXCESSIVE OR BURDENSOME ✓

Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?

The Future Land Use Map shows this property as future Mixed-Use development. The project will still maintain a mixture of commercial and residential uses, which is consistent with the Comprehensive Plan.

Staff Assessment – THE FUTURE LAND USE MAP SHOWS THIS PROPERTY AS FUTURE COMMERCIAL ✓

Is the proposed use consistent with the purpose and intent of the proposed zoning district?

The Mixed-Use development designation consists of “areas that blend residential, commercial, cultural, institutional, or entertainment uses that are physically and functionally integrated. Mixed-use developments require a specific development plan with emphasis being placed on creating a walkable community.”

Staff feels that the project does meet the intent and purpose of the Mixed-Use development designation. It is plan based and the proposed types of uses have not changed from the original submittal.

Staff Assessment – 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? The City completed a full update of its Comprehensive Plan in 2021 which included the future land use map. The subject property was given a “mixed use” designation by the City Council. There are no new or changing conditions that have been discussed or considered since the update.

Staff Assessment – COMPREHENSIVE PLAN SHOWS THE PROPERTY AS A MIXED-USE DEVELOPMENT ✓

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?

Over the past few years, the City has approved several new multi-family projects; however, this project is different in that it is a 6-story (plus basement) urban building wrapped around a parking deck and its amenity areas. The only change to the existing plan is the number of apartment units and a 5-foot increase in height, which is still less than the 85’ permitted along the I-85 corridor just across Newnan Crossing Bypass. The footprint will not change; nor will the proposed uses.

The complex would be an integral part of the Ashley Park development and would provide easy pedestrian access to both work and shopping areas for its residents. In addition, one of the concerns for these types of shopping centers is their long-term viability. With the residential component, Ashley Park would have a built-in customer base that should allow it to continue to thrive even in economic downturns.

Staff Assessment – THE PROPOSED PROJECT WOULD CONTINUE TO REFLECT A REASONABLE BALANCE EVEN WITH THE CHANGE IN CONDITIONS ✓

SUMMARY OF STAFF FINDINGS:

After assessing the project based on the standards to be considered for rezoning requests, Staff found that the development meets **7 of the 8 standards**.

STAFF SUGGESTED CONDITIONS TO CONSIDER:

Should the Commission elect to recommend approval of the request, Staff would recommend the following conditions be considered:

- The project will be consistent with the plan, density, project data, amenities, proffered conditions and architectural details as updated and provided as part of the application. This includes limiting the number of multi-family units to 350 and allowing a maximum height of 75 feet.
- By completion of the multifamily development, the developer shall conduct a traffic study to assess the appropriate traffic signal cycle lengths for the signals at Intersections 2 and 3 on SR 34, Bullsboro Dr, and Intersection 5 on Newnan Crossing Bypass, and implement such changes in signal cycle lengths as determined appropriate.

- In accordance with the DRI #591, the existing median opening along Newnan Crossing Bypass at Driveway 3 shall be closed and the northern median modified to maximum storage for the northbound left turn from Newnan Crossing Bypass onto SR 34.

OPTIONS:

- A. Approve the rezoning request as submitted
- B. Approve the rezoning request with conditions
- C. Deny the rezoning request

ATTACHMENTS:

Application for Rezoning
Location Map
Community Impact Assessment
Traffic Study
Letters from Service Providers



CITY OF NEWNAN | Project Location



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

1 inch = 150 feet

LEGEND

Date: 6/24/2022

Project Location

PARCELS

CITY LIMITS

Parcel # 086 5043 004

ADDRESS

440 Newnan Crossing BYP
 NEWNAN GA. 30263

THOMAS LAND & DEVELOPMENT, LLC

47 East Aviation Way
Newnan, GA 30263
678.423.5445

June 16, 2022

Tracy Dunnivant
Planning & Zoning Director
City of Newnan
25 LaGrange Street
Newnan, Georgia 30263

RE: Ashley Park Phase 3 – MXD Zoning Letter of Intent
Increase of Multifamily Residential to 350 Total Units

Dear Tracy,

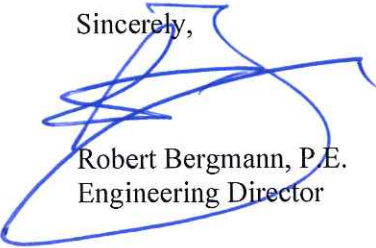
The City of Newnan approved the rezoning of 8.44 acres in Ashley Park to MXD on May 26, 2020 with 278 multifamily residential units. The components and conditions of the approved zoning ordinance were adequate to continue the project development with one exception. The construction costs for the intense apartment wrap concept have so dramatically increased in the last two years for the higher-end quality product, that the apartment developer needs more units to make the project economically viable.

Therefore, Thomas Land & Development requests that the total units be increased from 278 to 350 units. The additional units would be added with one additional apartment floor and one more parking level below grade, therefore we also request modifying the maximum height from 70' to 75'. The 2-level townhomes would be unchanged, but the complex would become a 6-level apartment wrap with a 4-level parking deck. The MXD zoning designation would be unchanged. All components and conditions of the 2020 zoning ordinance would be valid and unchanged except for the total units.

In support of this modification according to governing covenants, Belk has approved the increase in units and height, and welcomes the higher-end quality product to Ashley Park. The zoning package accompanying this Letter of Intent includes:

1. Zoning Application,
2. Names and addresses of owners within 250 feet,
3. Legal Description,
4. Certified Plat and Concept Plan,
5. Completed Proffered Conditions,
6. Disclosure of Campaign Contributions and Gifts,
7. Property Owner's Authorization,
8. Community Impact Study including a revised Traffic Study, and
9. \$711 check for the 8.44 acre commercial and residential zoning tract.

Sincerely,



Robert Bergmann, P.E.
Engineering Director



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 Fourth Quarter Properties 93, LLC - Robert Bergmann, Engineering Director

Mailing Address 47 East Aviation Way, Newnan GA 30263

Telephone 678-423-5445 Email: rbergmann@thomasent.com

Property Owner (Use back if multiple names) Fourth Quarter Properties 93, LLC

Mailing Address (same as above)

Telephone (same as above)

Address/Location of Property Ashley Park Blvd; NW section of Tract F-3A, Rev Final Plat of Phase 2 Ashley Park

Tax Parcel No.: 086 5043 004 Land Lot 43

District/Section 5th / Coweta Co. Size of Property (Square Feet or Acres) 8.44 Ac

Present Zoning Classification: MXD Proposed Zoning Classification: MXD

Present Land Use: Commercial / Undeveloped

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 total residential units are insufficient, and are requested to be increased.

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 N/A

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 apartment building will continue as planned with a slightly higher density.

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
 - Mixed Use Application.....\$500.00/Plus Per Acre fee
based upon proposed land use.
 - Planned Development Application.....\$500.00/Plus per Acre fee
based upon proposed land use.
 - Overlay Zoning Application.....\$350.00

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

16th day of June, 2022 Signature of Applicant [Signature]

Julie E. Banks
Notary Public



FOR OFFICIAL USE ONLY

DATE OF PRE-APPLICATION CONFERENCE : _____

RECEIVED BY: _____

DATE OF FILING: _____

FILING FEE RECEIVED: _____

DATE OF NOTICE TO NEWSPAPER: _____

DATE OF PUBLIC HEARING: _____

PLANNING COMMISSION RECOMMENDATION (DATE): _____

DATE OF TRANSMITTAL TO CITY COUNCIL: _____

CITY COUNCIL DECISION (DATE): _____



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:

1. Multifamily residential density - increase to 88 units/acre,
2. Setbacks - No Change - 30' along Ashley Park Blvd, and zero setback along the south property line.
3. Building Height - 50' (unchanged) for a commercial tower, and 75' for the multi-level residential building,
4. Signs - no change to maintain an additional monument sign along Newnan Bypass, and one along Ashley Park Blvd,

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

1. Master Concept Plan displaying conditions listed above,
2. Residential Wrap 6-Level Revised Floor Plan
3. Residential Wrap - Revised Building Section
4. Community Impact Study - including an updated Traffic Study
5. Architectural Rendered Elevations

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



Signature of Applicant

Robert Bergmann, Engineering Director

Type or Print Name and Title

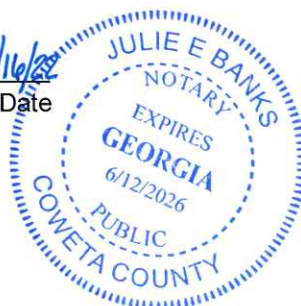
Signature of Applicant's Representative

Type or Print Name and Title



Signature of Notary Public
(Robert's Signature only)

Date



(Affix Raised Seal Here)



City of Newnan, Georgia
Attachment B

Disclosure of Campaign Contributions & Gifts

Application filed on June 16, 2022, 20__ for action by the Planning Commission on rezoning requiring a public hearing on property described as follows:

8.44 acres of Tract F-3A on the Revised Final Plat of Ashley Park, Phase 2: located in LL 43 of the 5th District of Coweta County.

The property fronts on Ashley Park Boulevard and also has an address of 440 Newnan Crossing Bypass.

The undersigned below, making application for Planning Commission action, has complied with the Official Code of Georgia Section 36-67A-1, et.seq., Conflict of Interest in Zoning Actions, and has submitted or attached the required information on this form as provided.

All individuals, business entities, or other organizations¹ having a property or other interest in said property subject of this application are as follows:

N/A

Have you as applicant or anyone associated with this application or property, within the two (2) years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the Newnan City Council or a member of the Newnan Planning Commission? ☐ Yes ☐ No

If YES, please complete the following section (attach additional sheets if necessary):

Name and Official Position of Government Official	Contributions (List all which aggregate to \$250 or more)	Date of Contribution (Within last 2 years)

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

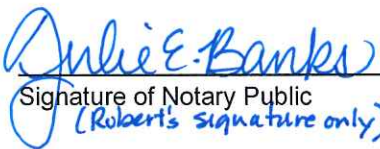

Signature of Applicant

Robert Bergmann, Engineering Director

Type or Print Name and Title

Signature of Applicant's Representative

Type or Print Name and Title


Signature of Notary Public

Date

(Affix Raised Seal Here)



¹Business entity may be a corporation, partnership, limited partnership, firm, enterprise, franchise, association, trade organization, or trust while other organization means non-profit organization, labor union, lobbyist or other industry or casual representative, church, foundation, club, charitable organization, or educational organization.



City of Newnan, Georgia
Attachment C

Property Owner's Authorization

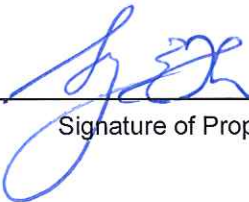
The undersigned below, or as attached, is the owner of the property which is the subject of this application. The undersigned does duly authorize the applicant named below to act as applicant in the pursuit of a rezoning of the property.

Name of Property Owner FOURTH QUARTER PROPERTIES 93, LLC

Telephone Number 678-423-5445

Address of Subject Property 440 Newnan Crossing Bypass, Newnan, GA

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.


Signature of Property Owner

Personally appeared before me

Stanley E. Thomas

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


Notary Public

My Commission
expires 9/25/23

6/17/22
Date



ASHLEY PARK PHASE 3A & 3B
DEVELOPMENT SUMMARY REPORT
FOR MXD ZONING
June 17, 2022

1. Proposed Development Description

Thomas Land & Development and Fourth Quarter Properties 93 continues the existing MXD designation for 8.44 acres, being the northern tax parcel in Tract F-3A of the Revised Final Plat of Ashley Park Phase 2. The eastern component fronting Newnan Bypass known as Phase 3A, consists of 4.46 acres for commercial use consistent with CCS zoning. The western component fronting Ashley Park Blvd called Phase 3B, consists of 3.98 acres for a multifamily “Apartment Wrap”. The residential complex proposes to increase the 5-level, 278-unit apartment building around a 3-level parking deck to a total 6-level apartments with a 4-level parking deck with recreational amenity facilities on a surface level above the deck. The 15 two-level townhomes facing Ashley Park Blvd with two car garages will continue as planned.

2. Individual Land Use Category

A. Commercial (AP Phase 3A) - The eastern component of 4.46 acres for commercial is comprised of all uses consistent with and proposed for the original CCS zoning designation, and is unchanged with this request. All of the commercial summaries below are maintained UNCHANGED from the 2020 MXD rezoning.

- (1) Open Space – 0.23 acres of the Ashley Park Mainstreet walk and 0.36 acres of perimeter landscape strips surrounding the east parking lot comprise dedicated open space areas within Phase 3A, for a total of 0.59 acres.
- (2) Density – The proposed Floor Area Ratio is 0.30.
- (3) Setbacks – The front right-of-way setback is maintained at 40’, while most side and internal setbacks are 10’. The exception is a zero setback along the south line adjacent to the Belk drive and parking.
- (4) Building Height – Primary building heights are maintained at 40’, while isolated specific tower features are a maximum of 50’.
- (5) Signs – Internal monument sign spacing along Newnan Bypass is requested at 175’, to allow one additional sign between the existing Ashley Park monument signs at the two driveways.
- (6) Streets and Utilities – All internal streets shall remain private for shared access, and maintained according to the Ashley Park Phase 3 Declaration of Covenants and Easement Restrictions. Some utilities have and will have public easements; all remaining private utilities shall be maintained according to the Ashley Park Phase 3 Declaration of Covenants and Easement Restrictions.
- (7) Building Architecture – Buildings within Phase 3A shall conform to the QDC Overlay District

ASHLEY PARK PHASE 3A & 3B

MXD DEVELOPMENT SUMMARY REPORT

June 16, 2022

Page 2 of 2

B. Residential (AP Phase 3B) - The western component of 3.98 acres for residential use shall allow for intense, multi-level apartments and townhomes, with attached parking deck and drive under garages. Provision should also be made for commercial and service businesses to operate and support residences within the complex along the Mainstreet frontage. The density proposed is for a total of 350 units.

- (1) Open Space – UNCHANGED - *0.41* acres is dedicated to the recreational amenity area on top of the parking deck, comprised of a potential pool, deck and landscaped areas. The Ashley Park Blvd perimeter landscape strip is *0.47* acres of dedicated open space within Phase 3B. Lastly, *0.20* acres of the front walk is part of the Ashley Park Mainstreet pedestrian way, which is also immediately adjacent but not part of this tract. Total open space is *1.08* acres within the 3.98 acre tract.
- (2) Density – The proposed unit density is 88 units/acre, comprised of 60% 2-bedroom units, 30% 1-bedroom units, and 10% 3-bedroom units. Dwelling unit sizes will conform to the minimum multifamily unit requirements.
- (3) Setbacks – UNCHANGED - The front right-of-way setback is proposed at 30' due to the existing sewer on site and minimum depth of the townhomes. Most other side and internal setbacks are 10', with the one exception being a zero setback along the southeast line adjacent to the Belk drive and parking to the south.
- (4) Building Height – The 6-level (plus 4-level garage and half-basement) residential wrap requires a maximum building height of 75' from the rear ground level.
- (5) Signs – UNCHANGED - One monument sign is requested at the southwest corner of the 3.98 acre parcel along the Belk driveway to Ashley Park Blvd.
- (6) Streets and Utilities – UNCHANGED - All internal streets shall remain private for shared access, and maintained according to the Ashley Park Phase 3 Declaration of Covenants and Easement Restrictions. Some utilities have and will have public easements; all remaining private utilities shall be maintained according to the Ashley Park Phase 3 Declaration of Covenants and Easement Restrictions.
- (7) Building Architecture – UNCHANGED - The residential building within Phase 3B shall conform to the Newnan Zoning Ordinance Article 3-7 for Standards for Residential Uses. Waste disposal shall be incorporated with trash chutes and a collector room adjacent to the internal service drive.



3810 NORTHDAL BLVD.
SUITE 100
TAMPA, FLORIDA 33624
OFFICE: 813-949-7449
FBPE CERT. OF AUTH. #4548

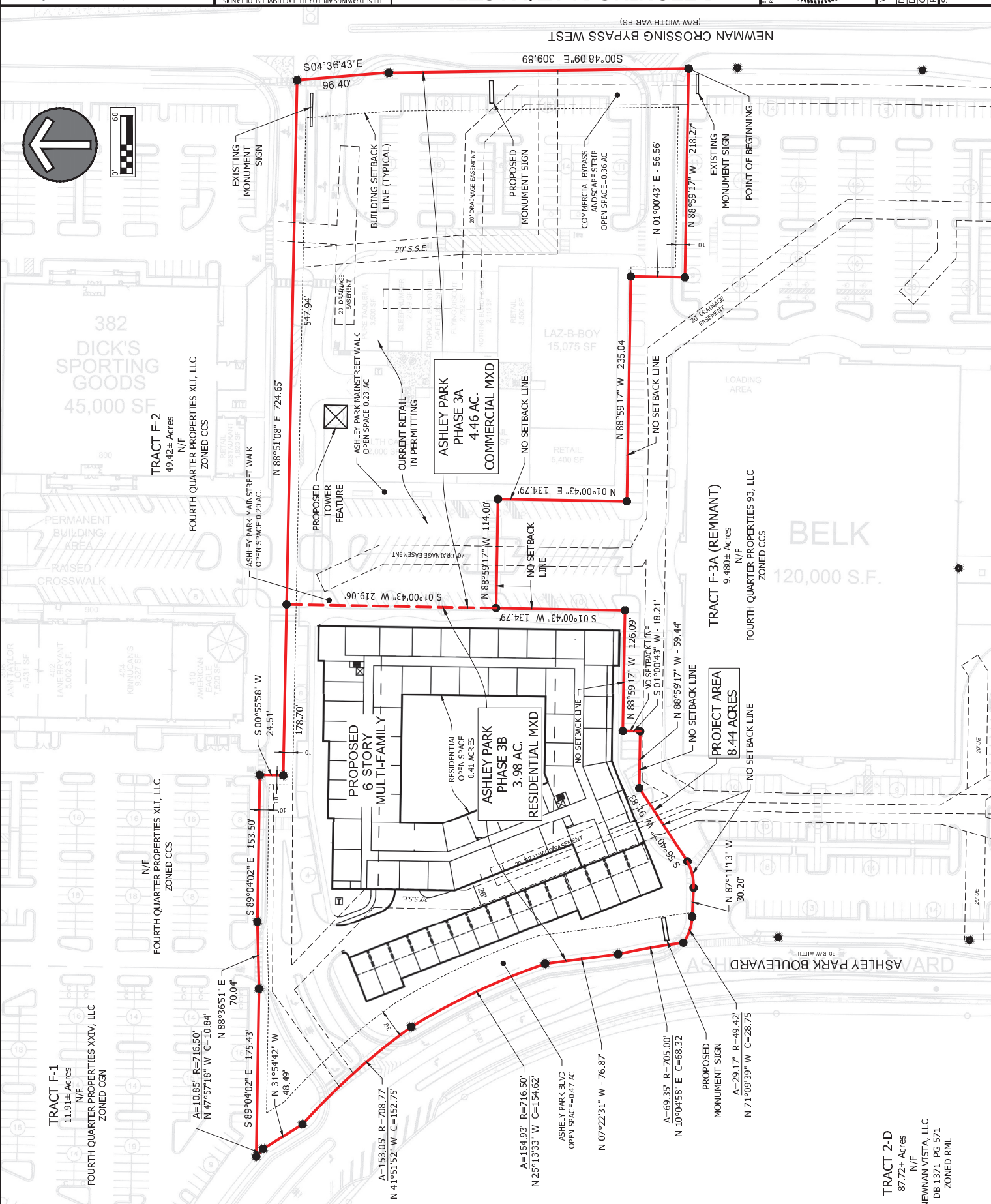
EVANS AND PARTNERS, INC. AND MAY NOT BE DUPLICATED,
REPRODUCED OR USED IN ANY MANNER WITHOUT THE
EXPRESS WRITTEN CONSENT OF LANDIS, EVANS AND
PARTNERS, INC. ALL RIGHTS RESERVED.

REZONING PLAT/MASTER
CONCEPT PLAN
ASHLEY PARK - PHASE 3A & 3B
January 30, 2020
CITY OF NEWMAN, COWETA COUNTY, GEORGIA

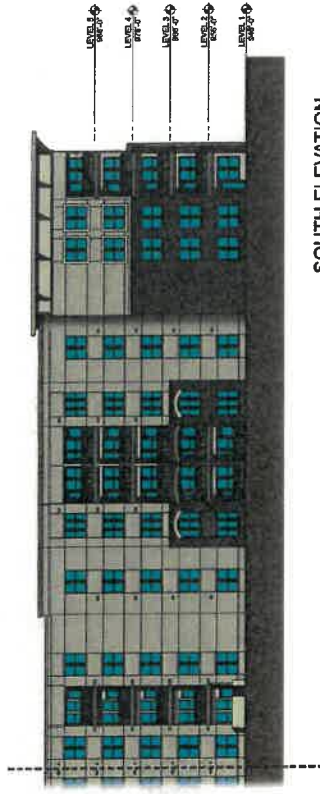
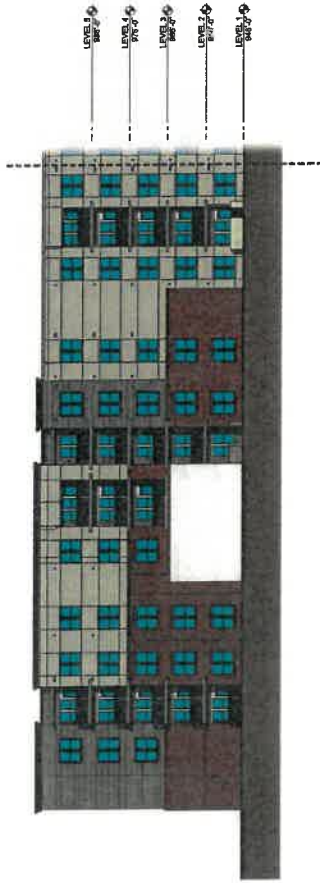
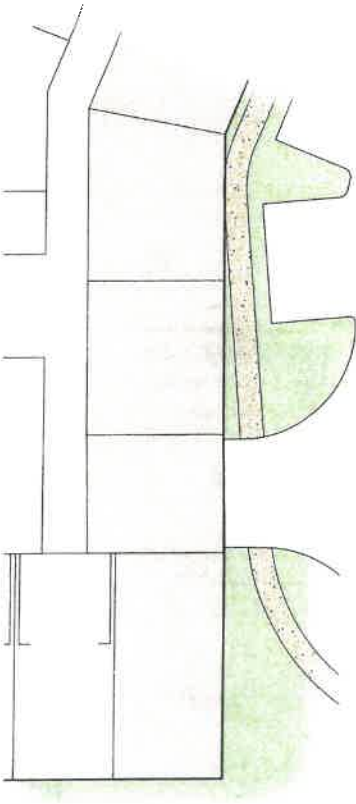
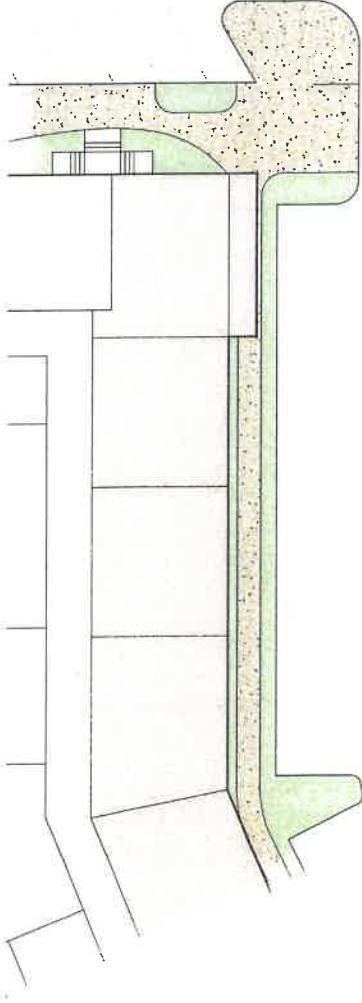


VERT. DATUM:
DESIGNED BY:
DRAWN BY: M.S.
CHECKED BY: J.D.E.
PROJECT NO: 1648-20
SHEET NUMBER:

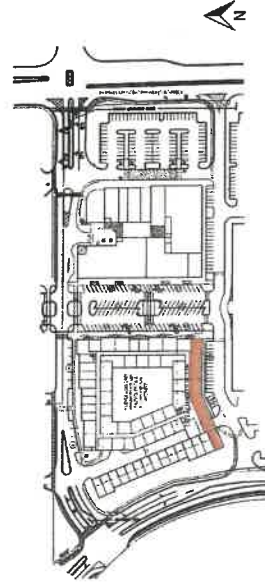
1 of 1



TRACT 2-D
87.72± Acres
N/F
JEWNNAN VISTA, LLC
DB 1371 PG 571
ZONED PMI



SOUTH ELEVATION



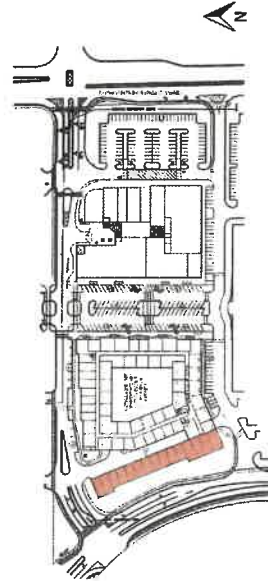
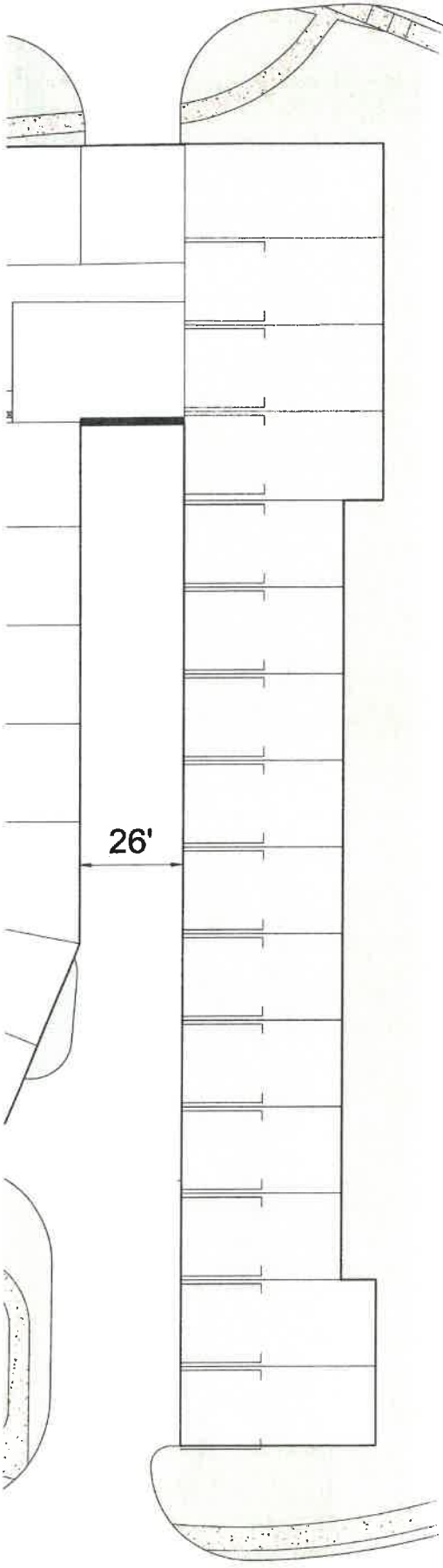
PSP.001 - ASHLEY PARK PHASE 3A & B
RESIDENTIAL WRAP - ELEVATIONS
NEWNAN, GEORGIA
FEBRUARY 17, 2020

NELSON

TID

Thomas Land & Development

WS.1603000.000



PSP.001 - ASHLEY PARK PHASE 3A & B
RESIDENTIAL WRAP - ELEVATIONS

NEWNAN, GEORGIA
FEBRUARY 17, 2020

NELSON

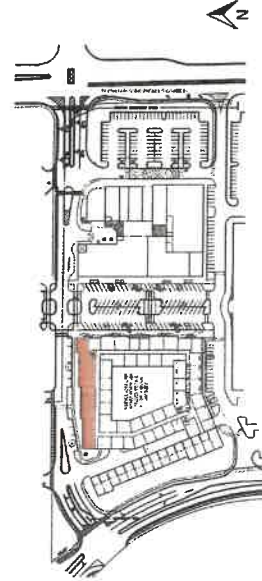
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Thomas Land & Development

WS.1803000.000



NORTH ELEVATION



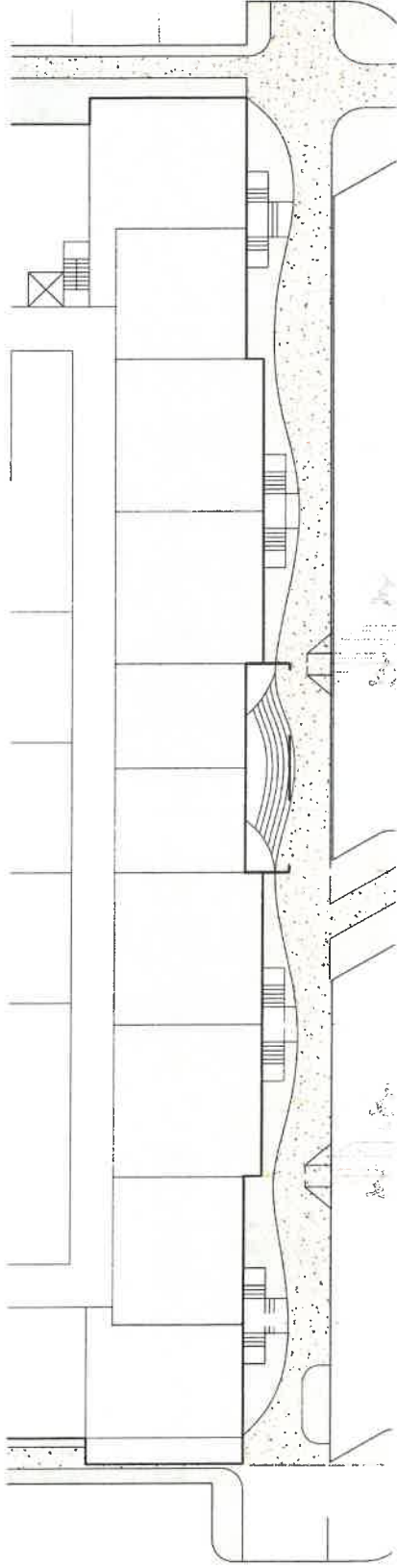
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RESIDENTIAL WRAP - ELEVATIONS
NEWNAN, GEORGIA
FEBRUARY 17, 2020

NELSON

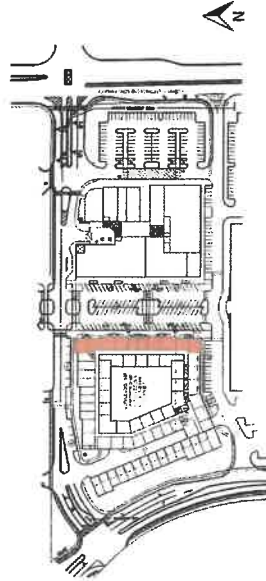
TID

Thomas Land & Development

WS-1803000.000



EAST ELEVATION



PSP.001 - ASHLEY PARK PHASE 3A & B
RESIDENTIAL WRAP - ELEVATIONS

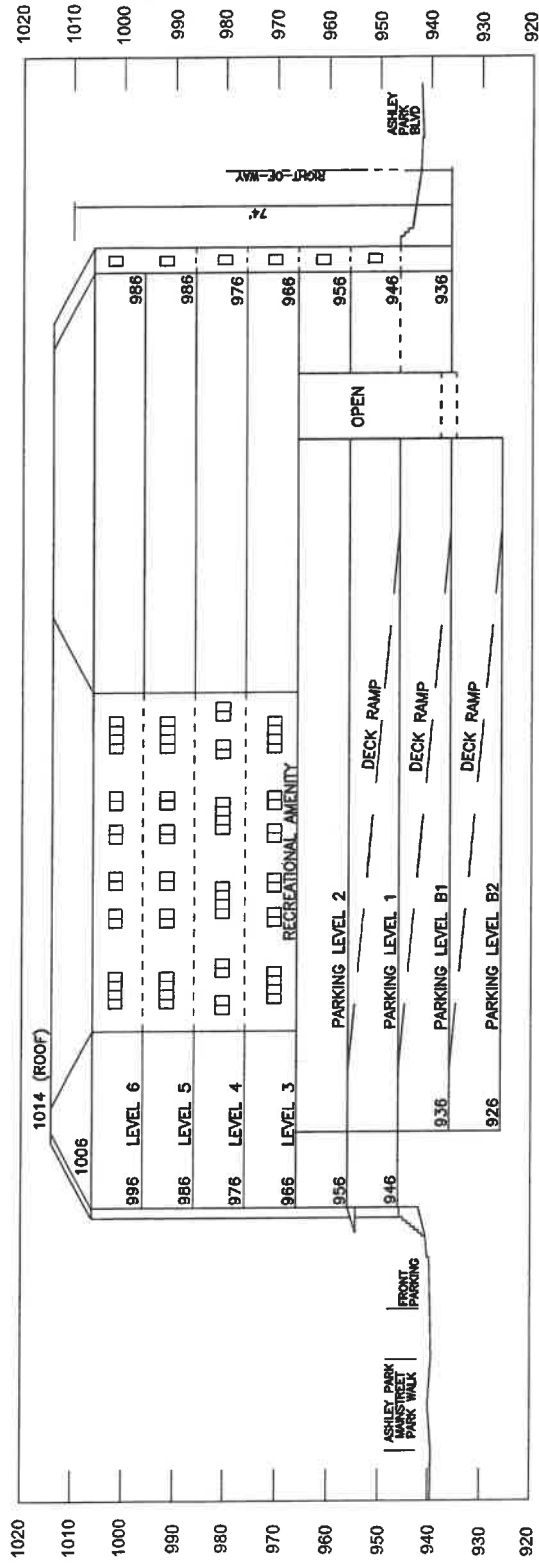
NEWNAN, GEORGIA
FEBRUARY 17, 2020

NELSON

TUD

Thomas Land & Development

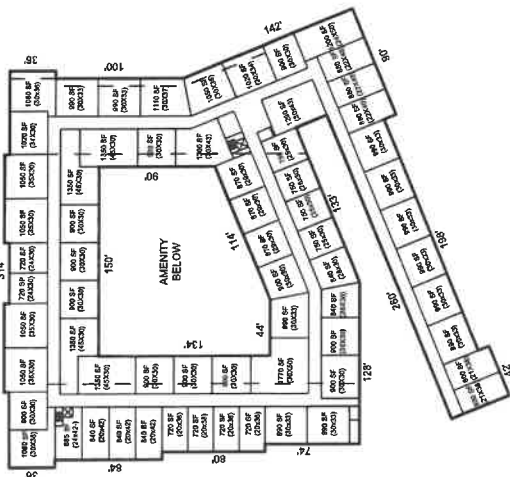
WB. 1603000.000



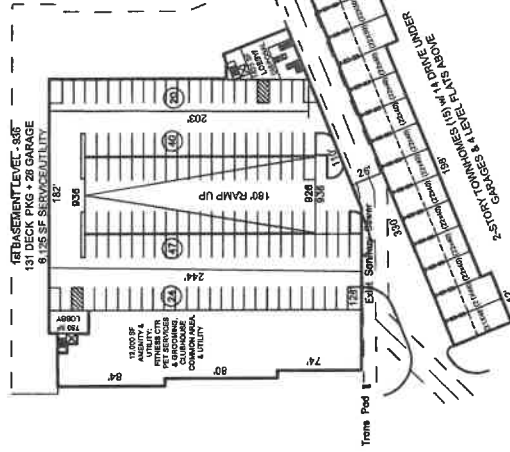
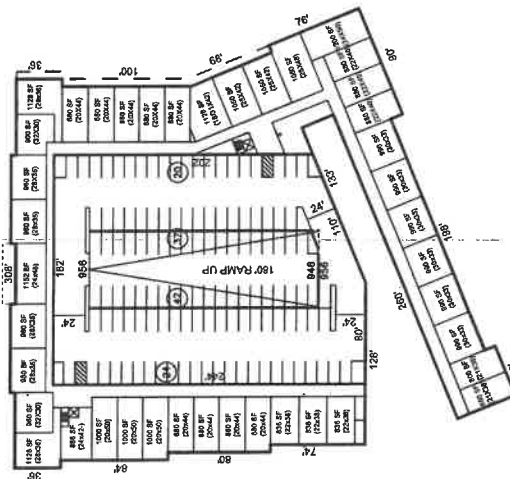
RESIDENTIAL WRAP
NORTH ELEVATION -
BUILDING SECTION



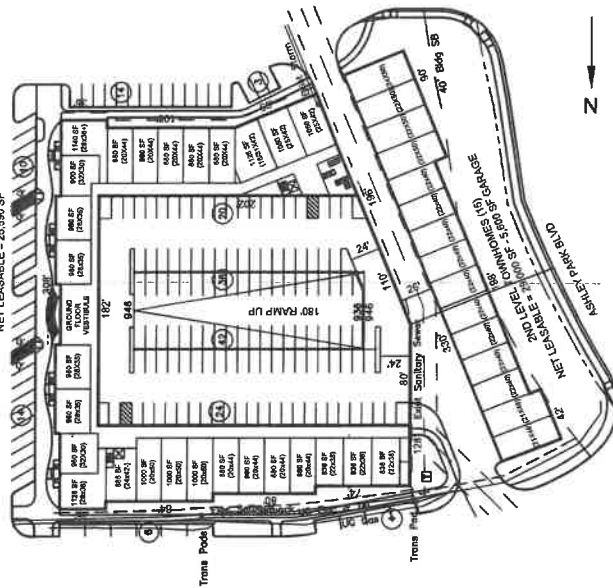
LEVELS 4-6 (978-986) - 47 UNITS
NET LEASABLE = 62,485 SF
AMENITY BELOW



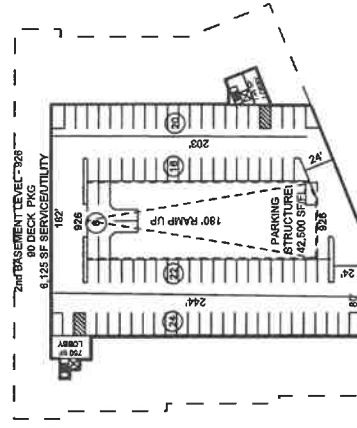
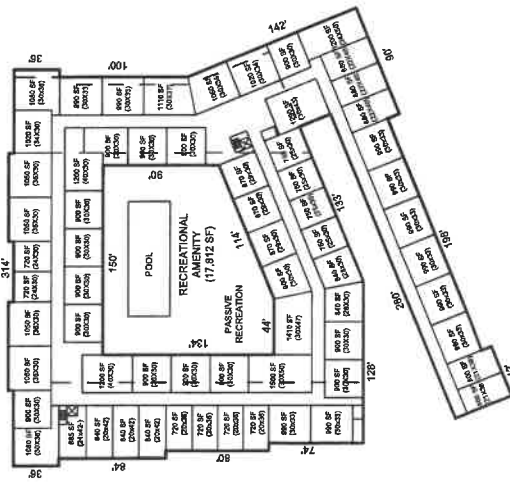
2ND LEVEL (959) - 41 UNITS
123 DECK PKG
NET LEASABLE = 39,180 SF



GROUND LEVEL (946) - 27 UNITS
123 DECK PKG
NET LEASABLE = 25,590 SF



3RD LEVEL (989) - 46 UNITS
NET LEASABLE = 61,015 SF
RECREATION AMENITY LEVEL



BUILDING DATA:

COMPONENT	ELEV	UNITS	PARKING	GROSS SF	NET LS SF
PKG DECK/BST	925-96	-	488	14,575	-
TOWNHM (2 LV)	936	15	28	29,000	23,400
1ST LEVEL	946	27	51	34,425	25,590
2ND LEVEL	956	41	50	50,755	39,180
3RD LEVEL	966	66	76	76,395	60,015
4.586TH LVL	976/986/98	67FL	76	76,395/FL	62,465/FL
TOTAL		350	547	434,335	335,560



ASHLEY PARK PHASE 3B
6-LEVEL RESIDENTIAL WRAP
MULTI-LEVEL FLOOR PLAN

THOMAS LAND & DEVELOPMENT

JUNE 15, 2022

COMMUNITY IMPACT STUDY

for:

Residential Apartment Wrap

Ashley Park Phase 3B

Newnan, GA

June 16, 2022

Prepared by:

Thomas Land & Development

47 East Aviation Way

Newnan, GA 30263

INTRODUCTION

This study investigates and reports on the increase of residential units for the proposed multifamily apartment project in Ashley Park Phase 3B, that was previously studied and reported on January 31, 2020 for 272 units. The corrected 278-unit project was approved by the City of Newnan on May 26, 2020. The current project plans 350 units, or an increase of 28.6% over the 272-unit study.

The project is located at the southeast corner of Ashley Park Boulevard and the privately owned Newnan Place Parkway, on tax parcel number 086 5043 004, reported as 7.98 acres. The residential sub-parcel component of the MXD zoned tract is 3.98 acres. The conceptual site plan for the 350-unit project is attached in Appendix A, which is the same as the 272-unit project with the additional units added by an additional floor.

The Community Impact Assessment consists of responses from the following community departments and review of the influences for:

1. Traffic,
2. Tax Revenue,
3. Impact Fees,
4. City of Newnan Police Department,
5. City of Newnan Fire Department
6. Newnan Utilities, and
7. Coweta County School Board.

1. TRAFFIC

The 2020 Traffic Study analyzing 272 units generated 1481 Average Daily Trips. The 350-unit project anticipates a total of 1906 Average Daily Trips. The 2020 study analyzed ten (10) intersections, identifying peak AM and PM traffic patterns with background traffic counts and newly generated trips distributed across the selected intersections.

The current study uses the same intersections and 2020 traffic counts that are escalated for the new timeframe of development. The 2020 study projected a two-year buildout, or a 2022 completed traffic impact. The project still anticipates the same two-year buildout, therefore producing a 2024 completed traffic impact. The current study identifies the increased traffic generated by the 350-unit project and summarizes the total future impact in 2024. For convenience, the study presents the 2020, 2022, and 2024 traffic impacts displaying the incremental increase due to the 350-unit project continues to not result in an adverse impact to the community traffic. The study is presented in Appendix B.

2. TAX REVENUE

The 7.98 acre undeveloped tax parcel 086 5043 004 posted a fully appraised value of \$2,459,663 in 2021 per the tax record in Appendix C. The pro-rated land value for the 3.98 acre residential parcel is \$1,226,749. An average unit appraised value for the apartment wrap (around the internal parking deck) is estimated at \$150,000, therefore the new appraised improvement for 350 units is \$52,500,000. The table below summarizes the existing and estimated increase in value and property tax revenue.

ANNUAL PROPERTY TAX ESTIMATION				
EXISTING 100% APPRAISED VALUE				\$1,226,749
INCREASED 100% APPRAISED VALUE				\$52,500,000
TOTAL IMPROVED 100% APP. VALUE				\$53,726,749
TOTAL IMPROVED 40% ASSESSED VALUE				\$21,490,700
TAXING AUTHORITY	MILLAGE RATE	EXISTING ASSESSMENT	IMPROVED ASSESSMENT	INCREASED TAX REVENUE
COWETA CO	0.00654	\$3,209	\$140,549	\$137,340
COWETA SHOOLS	0.0173	\$8,489	\$371,789	\$363,300
CITY OF NEWNAN	0.003643	\$1,788	\$78,291	\$76,503
TOTAL		\$13,486	\$590,629	\$577,143

3. IMPACT FEES

The City of Newnan Development Impact and the Newnan Utilities Sewer Impact Fees for the 350-unit multifamily development are:

Development.....	\$1,110.81/unit x 350 units.....	\$388,783.50
Sewer.....	\$1,500/ unit x 350 units.....	\$525,000.00
TOTAL IMPACT FEES.....		\$913,783.50

4. COMMUNITY DEPARTMENT IMPACTS

Requests were made to the City of Newnan Police Department, City of Newnan Fire Department, Newnan Utilities, and the Coweta County School Board on June 7, 2022 for a report of the anticipated impact to or requirements to serve the project from their respective departments. At the time of this report, responses have not yet been received. The request letters to each agency are included in Appendix D. An addendum will be issued when all four departments return their responses.

APPENDIX A – CONCEPTUAL SITE PLAN

APPENDIX B – TRAFFIC STUDY

TRAFFIC IMPACT STUDY

for:

Residential Apartment Wrap

Ashley Park Phase 3B

Newnan, GA

June 16, 2022

Prepared by:

Thomas Land & Development

47 East Aviation Way

Newnan, GA 30263

SUMMARY

This study assesses the traffic impacts for the increase of residential units for the proposed multifamily apartment project in Ashley Park Phase 3B, that was previously studied and reported on January 31, 2020 for 272 units. The final, corrected 278-unit project was approved by the City of Newnan on May 26, 2020. The current project plans 350 units, or an increase of 28.6% over the 272-unit study.

The project is located at the southeast corner of Ashley Park Boulevard and the privately owned Newnan Place Parkway on the 3.98-acre MXD zoned residential sub-parcel component. The site location plan for the 350-unit project is presented in Figure 1, which is the same as the 272-unit project with the additional units added by an additional floor.

This report reviews the incremental impact of the additional traffic generated by the 78 additional apartment units at the future completion date of 2024 when compared to the 272-unit study and 2022 completion date. Where many of the studied intersections operated at a minimum level of service (LOS) of 'D', the addition of the 350-unit project traffic continues to not significantly impact any of the study intersections.

STUDY BASIS

The 2020 Traffic Study analyzing 272 units generated 1481 Average Daily Trips. The 350-unit project anticipates a total of 1906 Average Daily Trips. The 2020 study analyzed ten (10) intersections, identifying peak AM and PM traffic patterns with background traffic counts and newly generated trips distributed across the selected intersections. Figure 2 identifies the ten intersections used in the 2020 study and repeated identically in this current study.

The current study uses the same 2020 traffic counts that are escalated at 2% per year for the new timeframe of development. The 2020 study projected a two-year buildout, or a 2022 completed traffic impact. The project still anticipates the same two-year buildout, therefore producing a 2024 completed traffic impact. The current study identifies the increased traffic generated by the 350-unit project and summarizes the total future impact in 2024. For convenience, the Traffic Summary spreadsheets in Appendix A present the 2020, 2022, and 2024 traffic impacts displaying the incremental increase due to the 272-unit and ultimately the 350-unit projects.

FIGURE 1 CONCEPT PLAN



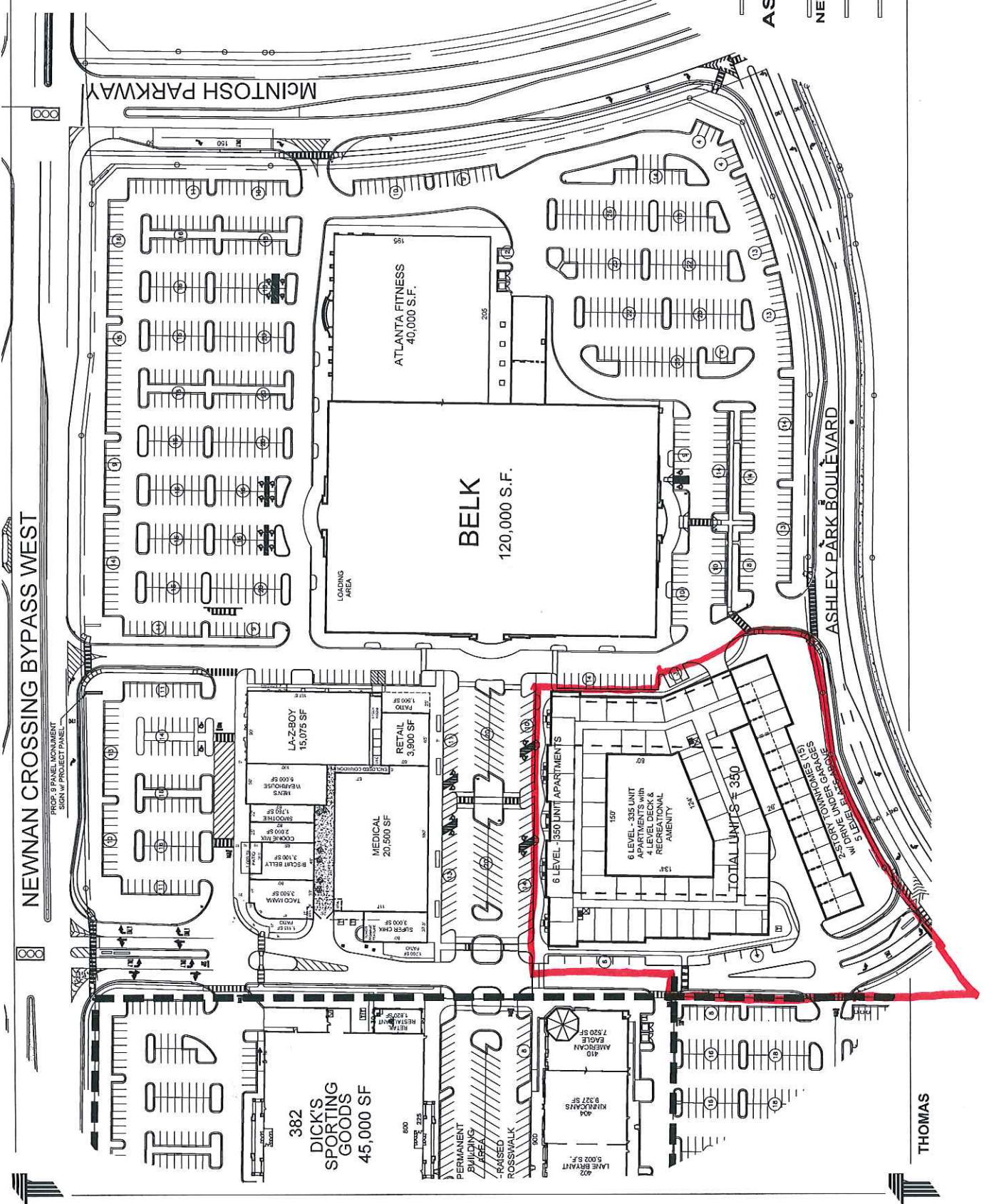
SCALE: 1" = 50'

ASHLEY PARK PHASE III

NEWNAN, GEORGIA

JUNE 7, 2022

A DEVELOPMENT BY:
THOMAS



THOMAS

STUDY INTERSECTIONS, TRIP GENERATION, & DISTRIBUTION

Peak hour traffic trip generation for the proposed 350-unit development was estimated using the ITE *Trip Generation Manual 10th Edition* as used in the 2020 study. The same AM & PM Peak Hour Trip-End distributions for entering and exiting the project were applied to the primary site access intersections #5 & #6, and summarized in Table 1. Similarly, the same traffic pattern distribution applied to the ten intersections in the 2020 study is repeated for the 2024 study.

TABLE 1 - TRIP GENERATION & INTERNAL CAPTURE SUMMARY							
DEVELOPMENT TYPE	SIZE (Units)	Land Use Code	Average Daily Traffic	AM PEAK HOUR TRIP ENDS		PM PEAK HOUR TRIP ENDS	
				Enter(%)	Exit(%)	Enter(%)	Exit(%)
Multifamily (Mid-Rise)	272	221	1481	23(25%)	68(75%)	71(61%)	45(39%)
		Internal Capture		0/(0%)	2(100%)	34(62%)	21(38%)
		Net Total		23(26%)	66(74%)	37(61%)	24(39%)
Multifamily (Mid-Rise)	350	221	1906	29(25%)	88(75%)	91(61%)	58(39%)
		Internal Capture		0/(0%)	3(100%)	44(62%)	27(38%)
		Net Total		29(26%)	85(74%)	47(61%)	31(39%)

The graphic summary of the project and background traffic volumes are depicted on:

Figure 2.1 – 2022 AM Peak Hour

Figure 2.2 – 2022 PM Peak Hour

Figure 2.3 – 2024 AM Peak Hour

Figure 2.4 – 2024 PM Peak Hour

INTERSECTION & LEVEL OF SERVICE ANALYSES

The 2020 study revealed several background intersections operated at a LOS 'D' with some turning movement LOS at 'E' and 'F', but that they remained unchanged with the introduction of project traffic. In fact, some delay times actually decreased with project traffic. Only one intersection reduced the LOS from 'A' to 'B' for a right turn with no significant impact.

A closer examination of the ten intersections reveals that five are most affected; four on Ashley Park Blvd at Bullsboro Road (#2), McIntosh Pkwy (#9), Newnan Crossing Bypass (#10), and the primary entrance at Newnan Place Pkwy (#6), and the other primary entrance of Newnan Place Pkwy at Newnan Crossing Bypass (#5). Of the five, the two primary site access intersections produced the most significant increase in traffic, as would be expected, and a specific discussion of each is presented below. For convenience, the change in traffic volumes due to the project have been highlighted in bold blue text on the Traffic Summary spreadsheets in Appendix A.

Primary Site Access Intersection #5: The peak AM-EB-L turning movement produced the most significant increase in traffic volumes (114% in 2022, and 146% in 2024) and in potential delays. Comparing the background to the proposed impact in the 2022 study, the Control Delay (d) actually decreased in time as the LOS 'D' remained the same. The Adjusted traffic Flow Rate (AFR) for 2024 only increased by 15% over the 2022 AFR, thereby maintaining minimal effect to traffic. The peak PM-NB-L turn is the only other increase in traffic volume to mention (18% in 2022, and 22% in 2024), but the Control Delay remains essentially unchanged with LOS 'D'. The corresponding 2024 AFR increase was only 9%.

Primary Site Access Intersection #6: The peak AM-WB-L turning movement produced the most significant increase in traffic volumes (383% in 2022, and 456% in 2024). The 2022 proposed impact resulted in a LOS reduction from 'A' to 'B' only due to increasing the Control Delay from 10.0 seconds to 10.3 seconds, being insignificant. The increase in the 2024 AFR was 24%, thereby also maintaining minimal effect on traffic. The less significant peak PM-SB-L turn resulted in traffic volume increases of 29% (2022) and 36% (2024), while maintaining a LOS 'A' with a consistent Control Delay of 7.7 seconds and a 2024 AFR increase of 11%.

Honorable Mention – Intersection #2: The peak AM-NB-L turning movement produced a moderate increase in traffic volumes (43% in 2022, and 54% in 2024). The extreme delays in 2022 background traffic (84.2 seconds) and 2022 proposed traffic (85.3 seconds) yielded a LOS 'F'. The statistically insignificant impact of the increased 2024 AFR is 11%.

The aforementioned movements for the three intersections are highlighted in red on the respective Traffic Summary spreadsheets in Appendix A. The remaining most affected intersections #9 and #10 could only muster a maximum of 16% increase in 2024 traffic volumes (#10-AM-NB-L) for critical through or left turning movements.

CONCLUSION AND RECOMMENDATIONS

Similar to the 2022 traffic study conclusion, the introduction of project traffic does not significantly impact the levels of service or the intersection delays for the proposed 350-unit multifamily development to be completed by 2024. The 2022 study suggested that halving the traffic signal cycle length for Intersections #2 & #3 on Bullsboro Road from 180 seconds to 90 seconds could improve all but one of the LOS 'E' & 'F' to LOS 'D'. Of course, the remaining movements would also be affected.

APPENDIX C – PROPERTY TAX RECORD

Summary

Parcel Number	086 5043 004
Location Address	440 NEWNAN CROSSING BYPS
Legal Description	7.98 AC LL 43 LD 5 (Note: Not to be used on legal documents)
Class	C4-Commercial (Note: This is for tax purposes only. Not to be used for zoning.)
Tax District	NEWNAN 08 ANNEX (District 08)
Millage Rate	26.876
Acres	7.98
Neighborhood	Comm/Ind Newnan (G10000)
Homestead Exemption	No (S0)
Landlot/District	43 / 5

[View Map](#)

Owner

[FOURTH QUARTER PROPERTIES 93 LLC](#)
% THOMAS ENTERPRISES
45 ANSLEY DR
NEWNAN, GA 30263

Land

Type	Description	Calculation Method	Square Footage	Frontage	Depth	Acres	Lots
Commercial	Comm-Ashley Park	Square Feet	347,609	0	0	7.98	1

Accessory Information

Description	Year Built	Dimensions/Units	Identical Units	Value
Comm-Paving-Asphalt	2008	1x20000 / 0	0	\$26,400

Permits

Permit Date	Permit Number	Type	Description
03/11/2020	ZSP-0063		SITE PREP
03/11/2020	ZLD-0064		LAND DISTURBANCE

Sales

Sale Date	Deed Book / Page	Plat Book / Page	Sale Price	Reason	Grantor	Grantee
3/28/2008	3352 446		\$0	UNQUALIFIED VACANT	CITY OF NEWNAN	FOURTH QUARTER PROPERTIES 93, LLC
3/21/2008	3333 849		\$14,560	UNQUALIFIED VACANT	NEWNAN VISTA LLC	FOURTH QUARTER PROPERTIES 93 LLC
2/15/2008	3335 232		\$0	UNQUALIFIED VACANT	CITY OF NEWNAN	FOURTH QUARTER PROPERTIES 93, LLC
4/8/2005	2720 169		\$8,188,500	QUALIFIED MULTIPLE	NEWNAN CROSSING PARTNERSHIP	FOURTH QUARTER PROPERTIES 93 LLC
4/17/1989	514 001		\$0	UNKNOWN STATUS	SIGNA DEVELOPMENT CORP	NEWNAN CROSSING PARTNERSHIP

Valuation

	2021	2020	2019	2018	2017
Previous Value	\$2,459,663	\$2,472,463	\$2,472,463	\$2,472,463	\$2,472,463
Land Value	\$2,433,263	\$2,433,263	\$2,433,263	\$2,433,263	\$2,433,263
+ Improvement Value	\$0	\$0	\$0	\$0	\$0
+ Accessory Value	\$26,400	\$26,400	\$39,200	\$39,200	\$39,200
= Current Value	\$2,459,663	\$2,459,663	\$2,472,463	\$2,472,463	\$2,472,463

Assessment Notices 2019

Assessment Notices

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

COWETA COUNTY BOARD OF ASSESSORS
37 PERRY STREET
NEWNAN GA 30263

PT-306 (revised Jan 2016)

RETURN SERVICE REQUESTED

10417673-14376-1 2 2 14376 1 AV 0.398 34



FOURTH QUARTER PROPERTIES 93 LLC
% THOMAS ENTERPRISES
45 E AVIATION WAY
NEWNAN GA 30263-7107

Official Tax Matter - 2021 Tax Year

This correspondence constitutes an official notice of ad valorem assessment for the tax year shown above.

Annual Assessment Notice Date: 6/25/2021

Last date to file a written appeal: 8/9/2021

***** This is not a tax bill - Do not send payment *****

County property records are available online at: www.cowetatax.com

9799PRNA 4/18/19 K

The amount of your ad valorem tax bill for the year shown above will be based on the **Appraised** (100%) and **Assessed** (40%) values specified in **BOX 'B'** of this notice. **You have the right to submit an appeal regarding this assessment to the County Board of Tax Assessors.** If you wish to file an appeal, you must do so in writing no later than 45 days after the date of this notice. If you do not file an appeal by this date, your right to file an appeal will be lost. Appeal forms which may be used are available at <https://dor.georgia.gov/documents/property-tax-appeal-assessment-form>.

At the time of filing your appeal you must select one of the following appeal methods:

- (1) County Board of Equalization (value, uniformity, denial of exemption, or taxability)
- (2) Arbitration (value)
- (3) County Hearing Officer (value or uniformity, on non-homestead real property or wireless personal property valued, in excess of \$500,000)

All documents and records used to determine the current value are available upon request. For further information regarding this assessment and filing an appeal, you may contact the county Board of Tax Assessors which is located at 37 Perry Street Newnan, GA 30263 and which may be contacted by telephone at: (770) 254-2680. Your staff contacts are Joe M (extension 8960) and Jeff K(extension 8966).

Additional information on the appeal process may be obtained at <https://dor.georgia.gov/property-tax-real-and-personal-property>

Account Number	Property ID Number	Acreage	Tax Dist	Covenant Year	Homestead
268942839	086 5043 004	7.98	08		NO-S0
Property Description	7.98 AC LL 43 LD 5				
Property Address	440 NEWNAN CROSSING BYPS				
	Taxpayer Returned Value	Previous Year Fair Market Value	Current Year Fair Market Value	Current Year Other Value	
100% Appraised Value	0	2,459,663	2,459,663	0	
40% Assessed Value	0	983,865	983,865	0	

REASONS FOR ASSESSMENT NOTICE

C2 -Annual Notice: No change in return/previous value

The estimate of your ad valorem tax bill for the current year is based on the previous or most applicable year's millage rate and the fair market value contained in this notice. The actual tax bill you receive may be more or less than this estimate. This estimate may not include all eligible exemptions.

Taxing Authority	Other Exempt	Homestead Exempt	Net Taxable Value	Millage	Estimated Tax
STATE	0	0	983,865	0.000000	0.00
COUNTY M & O	0	0	983,865	0.006540	6,434.48
SCHOOL M & O	0	0	983,865	0.017300	17,020.86
FIRE	0	0	983,865	0.000000	0.00
NEWNAN CITY TAX	0	0	983,865	0.003643	3,584.22

Total Estimated Tax 27,039.56

APPENDIX D – AGENCY REQUEST LETTERS



06/23/22

Reference: Ashley Park Phase 3B

Dear Tracy,

After reviewing call history for multiple developments that could compare to this one development, it is estimated that there will be an increase of approximately 506 calls, 27 motor vehicle accidents and 329 traffic stops in a three-year period for this development.

There would be an increase of people and vehicle traffic to the area, it would have an impact on motor vehicle accidents and calls of service to that area while also effecting call service and response times to other parts to the city.

It is believed that a strain would be placed on calls for service and would cause additional maintenance on equipment, but can be manage at current staff level.

Thanks,

A handwritten signature in black ink, appearing to read 'Brent Blankenship', is positioned above the printed name.

Brent Blankenship

Chief of Police

Newnan Police Department



NEWNAN FIRE DEPARTMENT

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



Stephen R. Brown, Fire Chief

June 20, 2022

Dear Tracy,

The following information is regarding the request by Robert Bergmann for an update to community impact analysis on proposed expansion of Ashley Park Phase 3B apartment complex property.

At this time, the Newnan Fire Department has the resources to provide services for the proposed addition of 72 apartment units, to the previous plan of 278 units, for a total of 350 units. However, upon full completion, it will impact the specific area with a significant increase in population and traffic. The growth in population and traffic will ultimately result in more motor vehicle accidents, increased call volume and response times to the proposed property and to the current established areas served. The increase in call volume will impact our department with additional wear and tear on equipment and will influence the effectiveness and strength of our manpower.

The list of comparable properties below has been analyzed.

Proposed	Comparison Apartments	# of Units	12 Month Call Volume
Ashley Park Phase 3B Apartment Complex	Newnan Promenade	298	33
72 Additional units	Stillwood Apts	298	19
300 Total	Springs @ Newnan	320	21

We've had request for impact analysis on other similar proposed properties in the area, as well. It does create cause for concern regarding the effectiveness of fire services. We strive for excellence and to continue serving our citizens as we do currently, therefore the impact of the proposed property may require additional equipment and manpower at the Newnan Fire Department, in the future.

Kind Regards,

Stephen Brown



March 6, 2020

Attn: Tracy S. Dunnavant
Planning & Zoning Director
City of Newnan
25 LaGrange Street
Newnan, Georgia 30263

RE: Parcel # 086 5043 004 – Proposed 272 Unit Multi-Family Development, Newnan, GA

Ms. Dunnavant,

I am writing per your request to confirm that Newnan Utilities will be the electric, water and sewer service provider for the above referenced project. At this time Newnan Utilities has ample capacity to serve this proposed facility based on the following information:

1. Parcel Number 086 5043 004
2. 7.98 Acres
3. Electric:
 - a. Developer shall provide Newnan Utilities Engineering with AutoCAD drawing files for electrical design.
 - b. Developer or Electrical Engineer shall complete Newnan Utilities load data sheet.
 - c. Electrical shall be built out per Newnan Utilities contractor manual.
4. Sanitary Sewer:
 - a. Developer shall connect to Newnan Utilities Sanitary Sewer System.
 - b. Developer is responsible for all upgrade costs necessary to serve said property, but not limited to:
 - i. Design and Construction of development sanitary sewer system per Newnan Utilities Specifications.
 - ii. Design and construction of connection to Newnan Utilities Sanitary Sewer System.

70 Sewell Road
Newnan, GA 30263
770-683-5516
770-683-0292 fax
www.NewnanUtilities.org

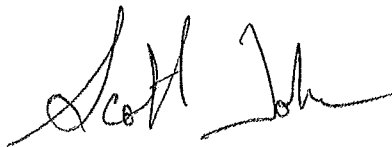
- iii. Cost for analyzing existing sanitary sewer system by an engineer firm approved by Newnan Utilities.
- iv. Existing sanitary sewer upgrades to handle proposed development. This is to include any lift station upgrades, gravity sanitary sewer upgrades, Sanitary sewer force main upgrades, and any other upgrades deemed necessary by Newnan Utilities.
- v. Line extension fees associated with connection to Newnan Utilities Sanitary Sewer System.
- vi. Sanitary Sewer Impact fees associated with connection to Newnan Utilities Sanitary Sewer System.
- vii. Possible relocation of existing sewer will be the responsibility of the owner/develop of the property.

5. Water:

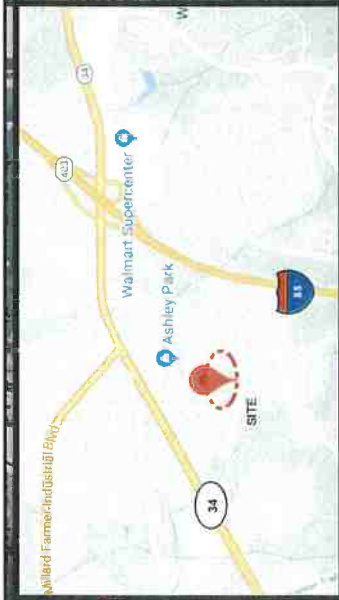
- a. Developer shall connect to Newnan Utilities Water System.
- b. Developer is responsible for all upgrade cost necessary to serve said property, but not limited to:
 - i. Construction of development water system per Newnan Utilities Specifications.
 - ii. Design and construction of connection to Newnan Utilities Water System.
 - iii. Cost for analyzing existing water sewer system by an engineer firm approved by Newnan Utilities.
 - iv. Existing water upgrades to handle proposed development. This is to include water system upgrades, fire protection upgrades, and any other upgrades deemed necessary by Newnan Utilities.
 - v. Line extension fees associated with connection to Newnan Utilities Sanitary Sewer System.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Tolar", with a stylized flourish at the end.

Scott Tolar, P.E.
Newnan Utilities
(770) 301-0245
stolar@newnanutilities.org



CITY OF NEWNAN | Project Location



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



1 inch = 150 feet

Project Location

PARCELS

LEGEND

CITY LIMITS

ADDRESS

440 Newnan Crossing Byp
NEWNAN GA. 30263



**LANDIS EVANS
PARTNERS**
www.lepartners.com
1810 NORTHDALE BLVD.
SUITE 100
TAMPA, FLORIDA 33624
TEL: 813.281.1100
FAX: 813.281.1101
P&E: CAT. OF APTL 4-0-NE

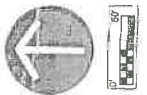
THIS DRAWING IS THE PROPERTY OF LANDIS EVANS PARTNERS. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THIS DRAWING WITHOUT THE WRITTEN CONSENT OF LANDIS EVANS PARTNERS IS PROHIBITED. ALL RIGHTS RESERVED.

**REZONING PLAT/MASTER
CONCEPT PLAN**
ASHLEY PARK - PHASE 3A & 3B
January 30, 2020
CITY OF NEWMAN, COWETA COUNTY, GEORGIA



DATE: 01/30/20
DRAWN BY: N.E.
CHECKED BY: J.D.E.
PROJECT NO.: 19-00000000
SHEET NO.: 1 OF 1

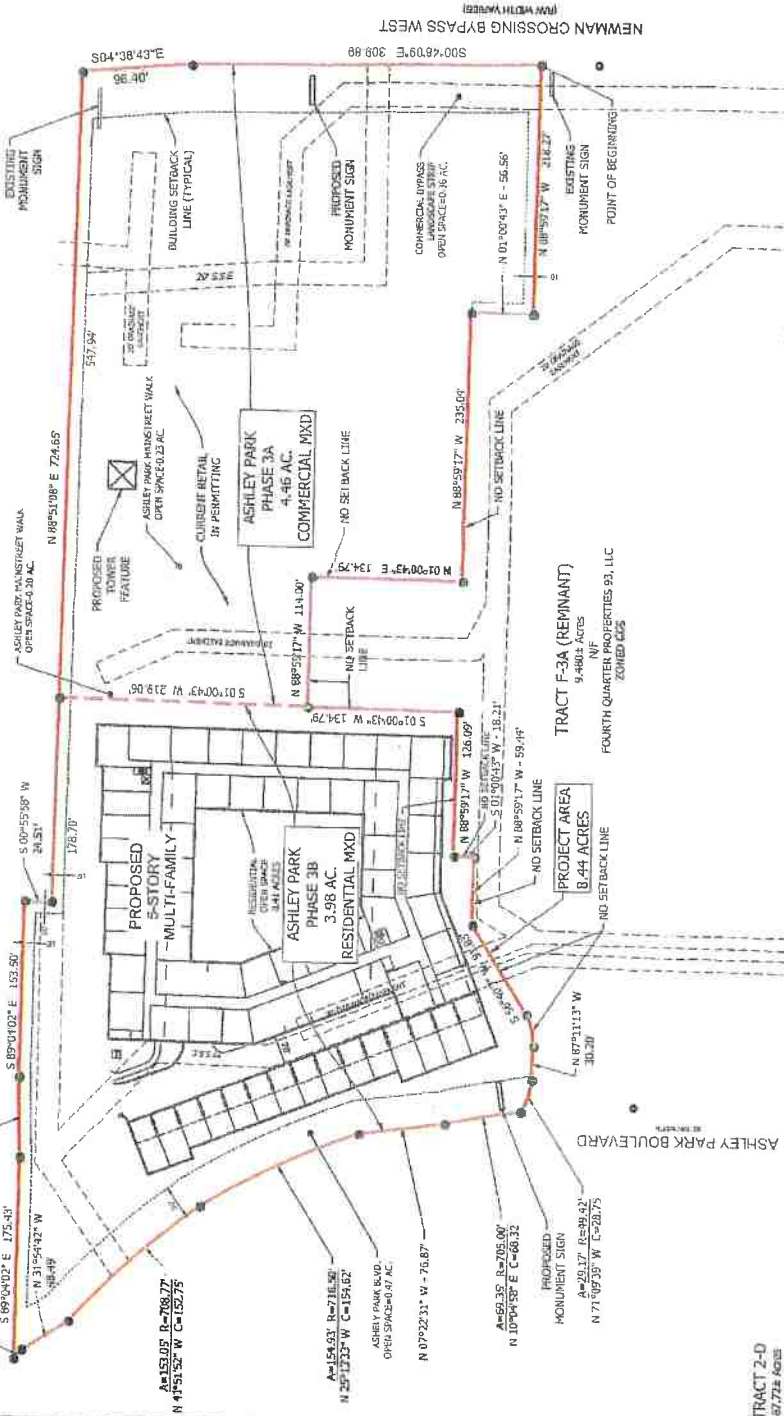
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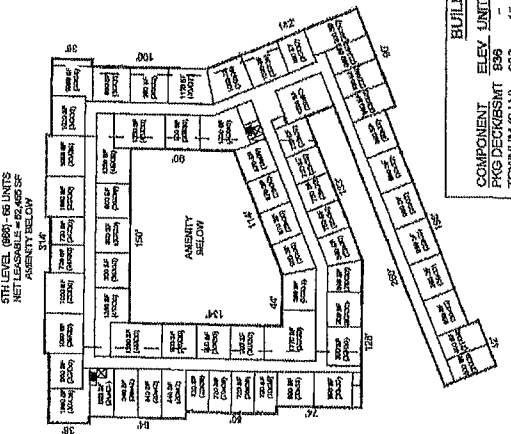
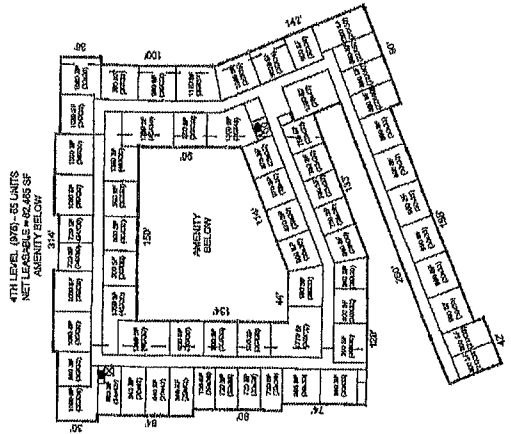
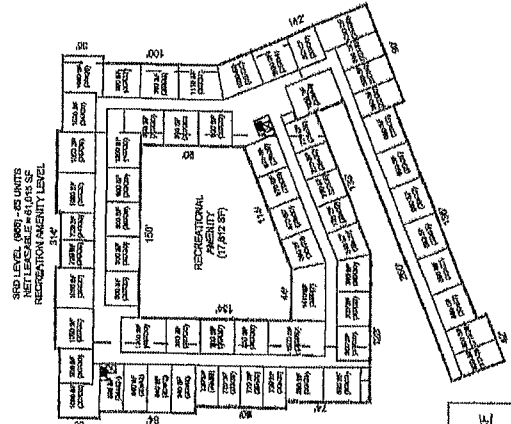
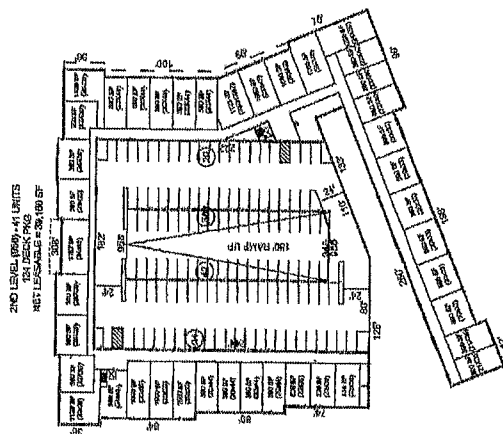
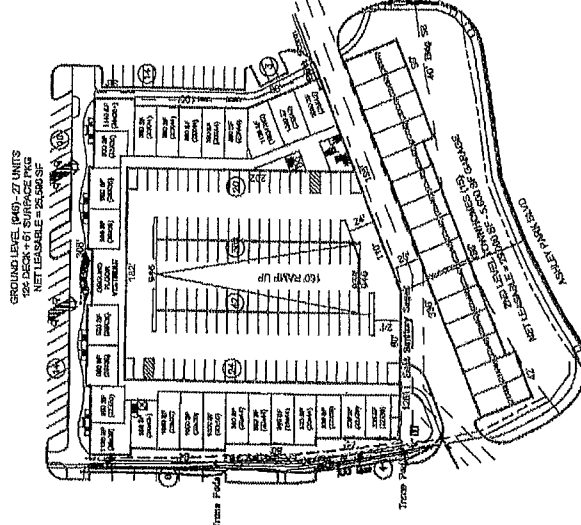
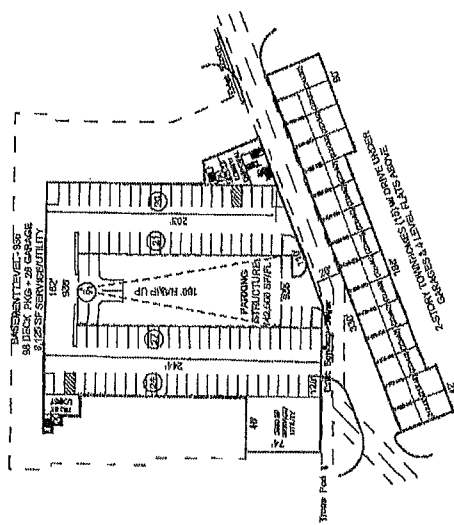
TRACT F-1
11.91± ACRES
FOURTH QUARTER PROPERTIES XXIV, LLC
ZONED CUS

TRACT F-2
49.42± ACRES
FOURTH QUARTER PROPERTIES XLI, LLC
ZONED CUS

TRACT F-3A (REMANANT)
9.48± ACRES
FOURTH QUARTER PROPERTIES 93, LLC
ZONED CUS



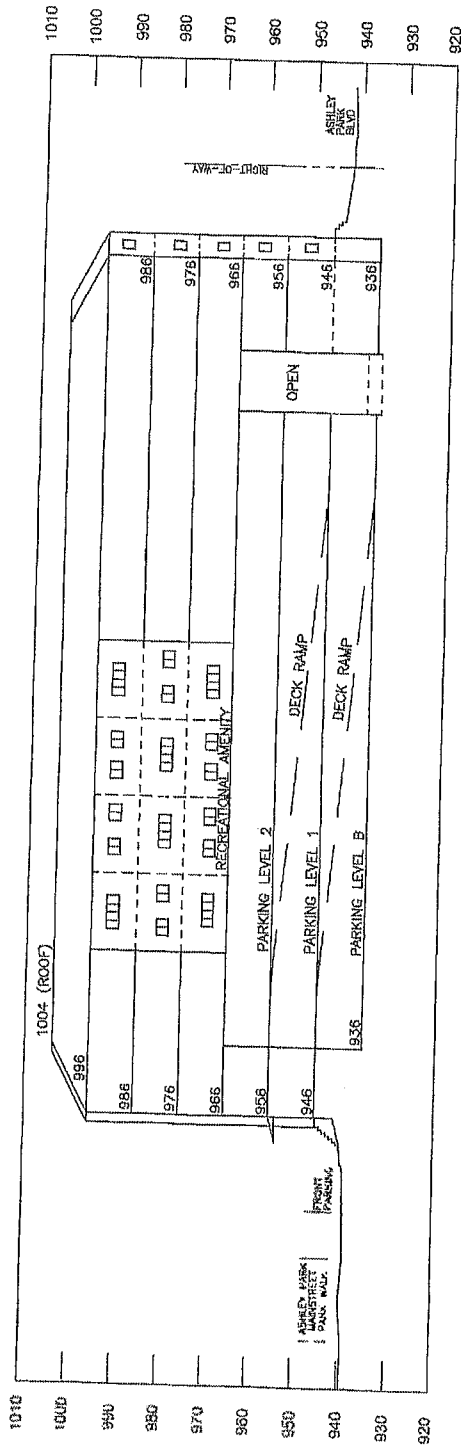
TRACT 2-D
87.72± ACRES
N/E
NEWMAN VISTA, LLC
DB 1371 PG 5/1
ZONED RMU



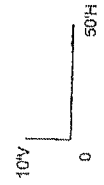
BUILDING DATA:

COMPONENT	ELEV.	UNITS	PARKING	GROSS SF	NET LS SF
PKG DECKERSMT	890	-	346	5,125	-
TOWNHOM (2 LV)	938	15	28	23,000	23,400
1ST LEVEL	946	27	51	34,425	25,590
2ND LEVEL	958	41	-	50,755	38,160
3RD LEVEL	966	65	-	76,395	60,015
4TH LEVEL	976	65	-	76,395	60,015
5TH LEVEL	986	65	-	76,395	60,015
TOTAL		278	425	349,490	278,695





RESIDENTIAL WRAP
NORTH ELEVATION -
BUILDING SECTION



ASHLEY PARK PHASE 3B
RESIDENTIAL WRAP
BUILDING ELEVATION/SECTION

THOMAS L. LEE

JANUARY 31, 2020

From: Scott Tolar <stolar@newnanutilities.org>
Sent: Tuesday, June 28, 2022 12:05 PM
To: Tracy Dunnivant <TDunnivant@cityofnewnan.org>
Subject: Re: [EXTERNAL]RE: Ashley Park Phase 3B

Newnan Utilities only comment is that, they will need to avoid the sanitary sewer, and possibly reroute to sewer not to have any built over it.

Thank You

Scott Tolar, P.E.

Engineer

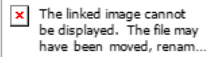
[770-301-0245](tel:770-301-0245)

[770-683-6210](tel:770-683-6210)

70 Sewell Road, Newnan, GA 30263

[https://link.edgepilot.com/s/beffcdbf/eVxxeQ6zBkaBydnfxV1zFg?](https://link.edgepilot.com/s/beffcdbf/eVxxeQ6zBkaBydnfxV1zFg?u=http://www.newnanutilities.org/)

[u=http://www.newnanutilities.org/](http://www.newnanutilities.org/)



On Jun 28, 2022, at 11:55 AM, Tracy Dunnivant <TDunnivant@cityofnewnan.org> wrote:

Good Afternoon,

I was just checking to see if you have any comments regarding the increase in units from 278 to 350.

Thanks,

Tracy

COWETA COUNTY SCHOOL SYSTEM

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

July 14, 2022

Tracey Dunnavant
Planning & Zoning Director
City of Newnan
25 LaGrange Street
Newnan, GA 30263

Re: Community Impact Assessment - Ashley Park Phase 3B

Ms. Dunnavant,

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

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



The City of Newnan, Georgia

Office of City Engineer

06.24.2022

REZONING REQUEST

Ashley Park Phase 3B – Proposed Multifamily Development

Comments:

1. ADA compliant sidewalks shall be provided along the public right of way adjacent to the development and within the development to comply with DRI 591, 01.19.2005.

This includes extending sidewalk from Ashley Park Dr to existing across from Belk

Install 6 foot sidewalk along Ashley Park Dr, modifying existing curb ramps to meet ADA standards, and refreshing crosswalk pavement markings.

Install 6 foot sidewalk along driveway connecting Ashley Park Dr to Newnan Crossing Bypass (Newnan Place Pkwy, private); note possible conflict with existing post lights

Ensure pedestrian connectivity between this parcel and adjacent parcels.

2. By completion of the multifamily development, the developer shall conduct a traffic study to assess the appropriate traffic signal cycle lengths for the signals at Intersections 2 and 3 on SR 34, Bullsboro Dr, and Intersection 5 on Newnan Crossing Bypass, and implement such changes in signal cycle lengths as determined appropriate.
3. Notice of Decision- DRI 591- The Forum at Newnan Crossing, 01.19.2005

The existing median opening along Newnan Crossing Bypass at Driveway 3 shall be closed and the northern median modified to maximum storage for the northbound left turn from Newnan Crossing Bypass onto SR 34.



City of Newnan, Georgia – Planning Commission

Date: July 19, 2022

Agenda Item: Rezoning Request – RZ2022-04
38.70± acres located off Celebrate Life Parkway (Tax
Parcels # 086-5053-002 and #086-5044-002)

Prepared and Presented by: Dean Smith, Senior Planner

REZONING ASSESSMENT

APPLICANT INFORMATION:

Melissa Griffis, Attorney at Law (representing)
The NRP Group
1389 Peachtree Street NE
Atlanta, GA 30309

The NRP Group seeks to develop the subject properties with a mixture of commercial and multifamily uses. In order to accomplish this, the applicant is seeking an MXD (Mixed Use Development District) zoning for the aggregate total of 38.70 ± acres located on Celebrate Life Parkway.

SITE INFORMATION:

The site consists of 38.70± acres located on Celebrate Life Parkway. The tax parcel ID numbers are 086-5053-002 and 086-5044-002. The tracts are currently vacant and are zoned CCS (Community Shopping Center District); General Commercial District (CGN) and Residential Multiple Family Dwelling District-High Density (RMH). The properties front on Celebrate Life Parkway. Tax Parcel #086-5053-002 is bisected by Celebrate Life Parkway, with a portion of the parcel sandwiched between Celebrate Life Parkway and Interstate 85.

OVERVIEW OF REQUEST:

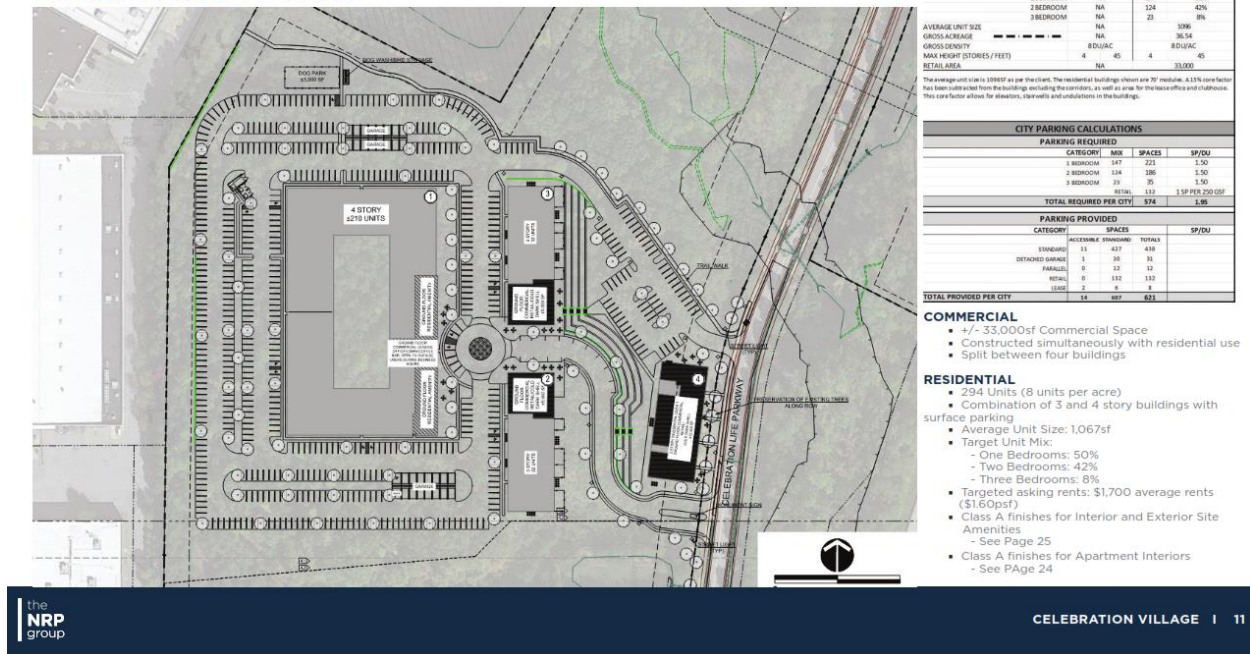
The applicant is requesting the rezoning of a portion of 38.70± acres located on Celebrate Life Parkway for a mixed use development. The properties consist of multiple zoning districts: CCS (Community Shopping Center District); CGN (General Commercial District) and Residential Multiple Family Dwelling District-High Density (RMH) and the applicant is requesting that the properties be rezoned to MXD (Mixed Use Development District). The applicant plans to use the western portion of the total acreage (approximately 14 ± acres) to construct a 294 unit multifamily community with four story residential complexes; some detached garages; swimming pool and clubhouse with fitness, gaming and meeting/lounge spaces. Other amenities include a dog park and walking trail/pedestrian path; plaza park and “communal amphitheater”.

The commercial development will consist of 33,000± square feet of commercial space, a portion of which will have residential units above the planned commercial space.



This portion
is not a part
of the
rezoning
application

ZONING SITE PLAN



The gross density for residential units is 7.6 units per acre. The applicant states that out of the 38.7 acre total, approximately 11 acres is developable. Deducting the areas that are not developable, this equates to a net density of approximately 27 units per acre. With MXD zoning, the density is not pre-determined, but contingent upon the overall MXD concept plan that is submitted by the applicant.

The targeted unit mix is 50% one-bedroom, 42% two-bedrooms and 8% three-bedrooms. The average unit size would be 1,067 square feet. City zoning requires that the average square footage for multifamily development is 800 square feet. The proposed average unit size exceeds the City's minimum requirements.

STANDARDS:

In formulating a decision, the Zoning Ordinance requires the Planning Commission and the City Council to consider the following standards. Staff has assessed each standard and identified those with a green check mark ✓ as standards being met by the proposed rezoning and those with a red "X" ✗ as standards not being met.

1. **Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?** The proposed use would be primarily surrounded by commercial designations with CCS zonings the west, south and east sides of the subject project. A 189-unit apartment complex zoned RMH lies to the north of the subject project site. Additionally, a portion of the subject site is zoned multifamily RMH zoning.

Staff feels the uses would be suitable given that there would be no change in the commercial use that is being proposed and there is already an existing apartment

complex on the northern property side from where the apartments would be located and there is existing multifamily zoning (RMH) on site. Also, the apartments will help the shopping center remain vibrant as they would provide built-in consumers and potential employees.

Staff Assessment – PROPOSED USE IS SUITABLE ✓

2. **Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?** In terms of use, the apartment portion will actually generate less trips than if the tract was developed with commercial/service uses. In addition, the location will allow residents multiple access points from Celebrate Life Parkway to Interstate 85, via Bullsboro Drive, as well as access to McIntosh Parkway and Newnan Crossing Bypass. The proposed site plan illustrates two driveways for ingress and egress onto the site.

The apartments are expected to generate roughly 1,246 additional trips per day based on data from the Institute of Transportation Engineer's (ITE) Trip Generation Manual 10th edition. Without specific data on the types of commercial uses, the number of additional trips is less precise, but would conservatively increase that figure to over 1,400 trips per day. Celebrate Life Parkway is a two lane road and current serves as a collector and there are traffic signals at its intersection with Bullsboro Drive, but not at McIntosh Parkway. A traffic study (included in the packet) was performed and found that the proposed development would generate an additional 2,697 trips. The traffic study states, "...Based on the analysis, the proposed development will have minimal impact on traffic operations in the study network...."

Staff Assessment – ADVERSE AFFECT WILL BE MINIMAL ✓

3. **Are their substantial reasons why the property cannot or should not be used as currently zoned?** The property could be used as currently zoned (RMH), (CCS) and (CGN). The tract is surrounded by commercial uses and the future land use map designates this property as mixed use and business/office use.

Staff Assessment – PROPERTY COULD BE USED AS CURRENTLY ZONED ✗

4. **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?** As a requirement for multifamily developments exceeding 150 units, the applicant must submit a Community Impact Assessment (CIA) which looks at the services listed above and provides a financial analysis of the project. A copy of the full assessment has been provided with the accompanying documentation for this report. A summary of the assessment's findings and additional information that has been provided since the study was completed is as follows:

- **Police:** Police Chief Blankenship has indicated that his department can service the development if an additional officer is added to the Newnan Police Department. Chief

Blankenship estimates this development would generate an increase of approximately 828 calls in a two year period.

- Fire: Chief Stephen Brown has indicated that NFD anticipates an additional 202 calls in a two year period and further states that the anticipated demand would potentially decrease response times in other service areas, stating that NFD does not currently have the resources to service the project. Chief Brown adds that he would need to add one additional firefighter over the next two years to maintain proper service.
- Newnan Utilities: Newnan Utilities will be the water, and sewer provider for the project. Scott Tolar reviewed the project and indicated that there is ample capacity to serve the proposed facility. Needs from the developer in terms of each service has been included in the applicant's packet.
- Engineering: The Engineering Department has accepted the revised traffic impact study included in this application, recommending that the developer propose mitigation for any negative impact to the level of service at the studied intersections; Dedicated right turn lanes at each location proposed for driveway connection to Celebrate Life Parkway and sidewalks be provided throughout the proposed development, both internally and around the perimeter of the site.
- Traffic: A traffic impact study was performed for the multifamily portion of the proposed development. Pertinent excerpts from the traffic analysis are as follows:

The analysis included the evaluation of Future operations for "No-Build" and "Build" conditions, the differences between "No-Build" and "Build" accounts for increases in traffic due to the addition of the proposed project. The results of future traffic operations analysis indicate that the signalized intersection of SR 34 (Bullsboro Drive) at Celebrate Life Parkway will be operating at an overall level of service "E" or better in both the AM and PM peak hours. The unsignalized intersection approaches will be operating at a level of service "C" or better in both the AM and PM peak hours. Based on the analysis, the proposed development will have minimal impact on traffic operations in the study network.

Per the completed traffic study:

7.1 Recommendation

The following improvements are recommended at the proposed full access site driveway intersections:

Site Driveway 1: Full Access Northern Driveway on Celebrate Life Parkway

- One entering and one exiting lane
- Stop-sign controlled on the driveway approach with Celebrate Life Parkway remaining free flow.
- Deceleration lane for entering traffic.
- Provide adequate sight distance per AASHTO standards.

Site Driveway 2: Full Access Southern Driveway on Celebrate Life Parkway

- One entering and one exiting lane
- Stop-sign controlled on the driveway approach with Celebrate Life Parkway remaining free flow.
- Deceleration lane for entering traffic.
- Provide adequate sight distance per AASHTO standards.

- Coweta County Schools: Coweta County School System Director of Facilities, Ronnie Cheek responded to the request for the proposed development's impact on the school system. Mr. Cheek stated that the proposed apartment complex presents challenges when planning for school enrollment and meeting students' needs due to the transient nature of apartment residents as compared to single-family dwelling residents. Due the higher density housing in the area of the proposal, school capacity is an ongoing concern. Many schools serving the area in question are at or near capacity. Mr. Cheeks requested that if approved, the school system be provided with advance notice of the project's construction schedule, build-out timeline and the target market for the housing.
- Tax Revenue: Per the CIA, it is estimated that the fair market value of the property identified as Tax Parcel 086-5053-002 would increase by \$63.7 million with the proposed improvements. The following table shows the estimated change in tax revenues for the County, City and School System:

Estimated Increase in Annual Property Tax Value				
Existing 100% Appraised Value			\$	2,860,324.00
Estimated Increase in 100% Appraised Value			\$	63,685,000.00
Estimated New 100% Appraised Value			\$	66,545,324.00
Estimated New 40% Assessed Value			\$	26,618,129.60
Taxing Authority	Millage Rate	Existing Assessment	Improved Taxable Value	Estimated Increase in Property Tax
Coweta County	0.00654	\$ 7,482.61	\$ 174,082.57	\$ 166,599.96
Coweta County Schools	0.0173	\$ 19,793.45	\$ 460,493.64	\$ 440,700.19
City of Newnan	0.003643	\$ 4,168.07	\$ 96,969.85	\$ 92,801.78
Totals		\$ 31,444.13	\$ 731,546.06	\$ 700,101.93

In addition to the estimated tax revenue, the CIA indicates that the property would require significant impact fees paid to the City of Newnan and Newnan Utilities totaling over \$779,000.

As with all development, the project will impact service provision. The question is whether or not it is excessive or burdensome. In this case, most of the service providers that have responded have indicated that with additional resources added to their departments, they will be in position to meet the demands. School system has expressed concern about their ability to meet the proposal's projected population.

Staff Assessment – PROJECT HAS AN IMPACT ON SERVICE PROVIDERS X

5. **Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?** The Future Land Use Map shows this property as mixed use and business/office.

Staff Assessment – THE FUTURE LAND USE MAP SHOWS THIS PROPERTY AS MIXED USE ✓

6. **Is the proposed use consistent with the purpose and intent of the proposed zoning district?** The Mixed Use Development District (MXD) is intended to accommodate mixed-use buildings with neighborhood-serving retail, service and other uses, including on the ground floor and/or residential uses above non-resident areas. This zoning district is intended to provide for vertical and horizontal mixed uses, integrating uses primarily within the same building or group of buildings. The purpose of the MXD is not to allow smaller lots or reduce development requirements, but to achieve other goals including the protection of sensitive environmental resources as the provisions of site amenities such as plazas, parks, open space, walking trails, etc. The MXD district is not intended to encourage greater density of development nor circumvent traditional zoning by separating uses into parcels or different project areas; rather, it is to facilitate compatible commercial and noncommercial uses and provide quality developments.

Elements of a mixed use district include a mixture of residential uses in a project site., i.e., a variety of residential housing types is encouraged. The current proposal only submits one type of residential housing type – apartments.

Key elements of an MXD project include:

- Diverse Mix of Uses – Proposal identifies two uses – residential apartments and unspecified commercial uses.
- Attractive Central Plaza – The applicant’s concept plans illustrate a “communal green area”, and pavilion area located between the residential component and a detached commercial component. There is a plaza area designated between the two commercial units facing Celebrate Life Parkway, but the plaza is not central to the overall development area.
- Pedestrian-Friendly Building Design – Concept renderings provided in the application seem to support that this element has been met.
- Appropriately Scaled Height – The site is located within the I-85 Building Height Overlay which would allow any non-residential development to build up to a maximum height of 85 feet.
- Distinctive – The elevation and renderings that have been provided are more in alignment with other projects approved by the City and they have incorporated existing design elements in the City of Newnan as a part of this proposed project.
- Sign Package – Proposed sign package meets City standards.

Staff Assessment – PROPOSED USE IS CONSISTENT WITH THE PROPOSED ZONING DISTRICT ✓

7. **Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan?** The Future Land Use map also shows the property as mixed use and business/office.

Staff Assessment – RECENTLY COMPLETED UPDATES TO BOTH THE FUTURE LAND USE MAP AND COMPREHENSIVE PLAN SHOW THE PROPERTY AS A USE CONSISTENT WITH MIXED USE DEVELOPMENT ✓

8. **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?**

Within the past five years, the City has approved 2,019 new multifamily developments (including townhouse developments), the majority of which are market rate rentals. The project that is being proposed would fall into the market rate category. The City is currently navigating various zoning processes that involve multifamily development, including the proposed zoning actions in front of the Planning Commission on July 19, 2022, that, if approved, would add 463 additional multifamily units.

The site is limited by natural features, topography and floodplain that restrict development. The applicants have worked with staff to address concerns during the concept stages and have developed a proposal that reflects a reasonable balance.

Staff Assessment – THE PROPOSED PROJECT DOES REFLECT A REASONABLE BALANCE, THE QUESTION IS WHETHER THIS IS AN APPROPRIATE LOCATION FOR THE TYPE OF MULTIFAMILY DEVELOPMENT BEING PROPOSED ✓

SUMMARY OF STAFF FINDINGS:

After assessing the project based on the standards to be considered for rezoning requests, Staff found that the development meets **6 of the 8 standards**.

REVIEW STANDARDS FOR MXD REZONING

1. Conformity with the intent and purpose of the MXD District.
2. Conformity with the Comprehensive Plan.
3. Compatibility with adjacent land uses. The uses proposed will not be detrimental to present surrounding uses and potential surrounding developments as shown on the Future Land Use Plan.
4. Quality of architectural, landscaping and site design.
5. Preservation of natural features.
6. Provision and type of open space and the provision of other amenities designed to benefit the general public.
7. Adequacy of utilities and other public works.

The proposed project demonstrates overall conformity with these review standards.

STAFF SUGGESTED CONDITIONS TO CONSIDER:

Should the Commission elect to recommend approval of the request, Staff would recommend the following condition be considered:

- The project will be consistent with the plan, density, project data, amenities, proffered conditions and architectural details as provided as part of the application.

OPTIONS:

- A. Approve the rezoning request as submitted
- B. Approve the rezoning request with conditions
- C. Deny the rezoning request

ATTACHMENTS: Application for Rezoning
 Location Map
 Community Impact Assessment
 Traffic Study



HORNE & GRIFFIS, P.C.
32 South Court Square, P.O. Box 220
Newnan, Georgia 30264
www.newnanlaw.com

MELISSA D. GRIFFIS (GA, AL)

Telephone (770) 253-3282
Fax (770) 251-7262
Email: melissa@newnanlaw.com

March 7, 2022

HAND DELIVERY

Ms. Tracy Dunnavant, Planning Director
The City of Newnan
25 LaGrange Street
Newnan, Georgia 30263

RE: Application of The NRP Group to Amend the Zoning Ordinance
Approximately 38.70± Acres located at Celebrate Life Parkway, Newnan,
Georgia

Dear Ms. Dunnavant:

The NRP Group, the Applicant in the above-described property ("the Property") in the City of Newnan, Georgia, hereby makes this application to amend the zoning ordinance, to allow rezoning of the approximate 38.70 +/- acres to be rezoned from CGN, CCS and RMH to MXD.

As noted on the "Application to Amend Zoning Text" form enclosed herewith, the Property is the best location for an MXD zoning as it is a prime location for a good transition between CTCA and RMH multi-family residential. The rezoning will allow for development of this property that has been undeveloped and will help in connecting the area by offering different residential and commercial components. The MXD zoning will be beneficial to the business owners and residents not only at The Property, but also the surrounding area. Further, the Future Land Use Map shows this property as an MXD designation.

As you will see on the attached conceptual plan, this unique zoning request allows the opportunity for multi-family residential, commercial and community park area for hosting events sponsored in conjunction with the City of Newnan and other organizations to have events on the lawn in this part of town. This will be a wonderful addition of opportunities for patients, families and staff at CTCA to enjoy as well.

Tracy Dunnavant, Planning Director
March 7, 2022
Page 2

There are many proffered conditions in the attached zoning application packet. Please also see all attached plans, profiles, elevations, pictures and other demonstrative materials submitted or also to be considered as proffered conditions. The proposed Ms. amendment will facilitate the smart growth and development that is expected in the City of Newnan.

For the reasons stated above, The NRP Group believes that this application is not only consistent with, but advances the intent of the City of Newnan Zoning Ordinance.

The NRP Group has, at attached Tabs (1) through (12) included all materials required per the Application Form and applicable Ordinance provision. As always, should you have any questions about the material submitted, or should you require additional information, please do not hesitate to contact me. The NRP Group, as Applicant and myself as counsel for The NRP Group, look forward to working with you and your staff as you review and analyze the enclosed Application.

I look forward to receiving the Planner's Recommendation in the near future.

Yours Truly,



Melissa D. Griffis
For The NRP Group

MDG/kr
Enclosure(s)

cc: Mr. Chase Beasley



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 The NRP Group

Mailing Address 1389 Peachtree Street, NE, Atlanta, GA 30309

Telephone (770) 862-1573 Email: cbeasley@nrpgroup.com

Property Owner (Use back if multiple names) Newnan Crossing Partnership

Mailing Address _____ Telephone (770) 850-6121

Address/Location of Property Celebrate Life Parkway

Tax Parcel No.: 086 5053 002 and 086 5044 002 Land Lot 53 and 20

District/Section 5 Size of Property (Square Feet or Acres) 38.70± acres

Present Zoning Classification: CGN, CCS and RMH Proposed Zoning Classification: MXD

Present Land Use: undeveloped land

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 Subject Property is the perfect location for a MXD zoning with multi-family residential, and commercial components adjacent to I-85 on Celebrate Life Parkway. The Future Land Use Map designation is MXD.

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 _____

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 adjoining properties have RMH and commercial zoning classifications, so this will be a transitional zoning in between the multi-family residential and the CTCA property.

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

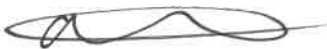
PLEASE NOTE: THIS APPLICATION MUST BE FILED BY THE 1st OF THE MONTH TO BE CONSIDERED FOR THE PLANNING COMMISSION MEETING OF THE FOLLOWING MONTH.

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

1st day of MARCH, 2022

Signature of Applicant

Notary Public



FOR OFFICIAL USE ONLY

DATE OF PRE-APPLICATION CONFERENCE _____

RECEIVED BY Dean Smith

DATE OF FILING 3/7/22

FILING FEE RECEIVED \$1,467.50

DATE OF NOTICE TO NEWSPAPER _____

DATE OF PUBLIC HEARING _____

PLANNING COMMISSION RECOMMENDATION (DATE) _____

DATE OF TRANSMITTAL TO CITY COUNCIL _____

CITY COUNCIL DECISION (DATE) _____

Parcel 086 5044 002

All that tract or parcel of land lying and being in Land Lots 44 and 53 of the 5th Land District, of Coweta County, Georgia and being more particularly described as follows:

Commencing at the intersection of the Southerly Right of way of Bullsboro Drive (aka GA HWY 34) and the Westerly Right of Way of Celebrate Life Parkway (PB 91, PG 339) thence along said Westerly Right of Way South $01^{\circ}20'16''$ East 360.00 feet to a point; thence, South $88^{\circ}43'16''$ West, 10.00 Feet to a point; thence, South $12^{\circ}17'53''$ West, 81.88 feet to a point; thence, 23.35 feet along the arc of a curve deflecting to the left, having a radius of 202.00 feet and a chord bearing and distance of South $28^{\circ}56'42''$ East, 23.34 to a point; thence South $42^{\circ}35'12''$ East, 19.76 feet to a point; thence, 118.85 feet along the arc of a curve, deflecting to the left, having a radius of 415.67 and a chord bearing and distance of South $14^{\circ}09'05''$ West, 118.45 feet to a point; thence, 73.52 feet along the arc of a curve, deflecting to the left, having a radius of 415.67 feet and a chord bearing and distance of South $00^{\circ}53'36''$ West, 73.42 feet to a point; thence, South $04^{\circ}10'25''$ East 41.02 feet to a point; thence, 105.41 feet along the arc of a curve, deflecting to the right, having a radius of 378.38 feet and a chord bearing and distance of South $03^{\circ}48'27''$ West, 105.07 feet to a point; thence, 8.49 feet along the arc of a curve deflecting to the right, having a radius of 378.38 feet and a chord bearing and distance of South $12^{\circ}25'53''$ West, 8.49 to a point; thence, 14.56 feet along the arc of a curve, deflecting to the right, having a radius of 378.38 feet and a chord bearing and distance of South $14^{\circ}10'36''$ East, 14.56 feet to a point; thence, South $15^{\circ}16'45''$ West, 578.49 feet to a point; thence, South $15^{\circ}54'13''$ West, 224.34 feet to a ½ inch rebar marking the point of beginning.

Leaving said Point of beginning and continuing along said Right of way South $15^{\circ}53'47''$ West, 83.65 feet to a point; thence 124.75 feet along the arc of a curve, deflecting to the left, having a radius of 64.00 feet and a chord bearing and distance of South $21^{\circ}10'11''$ West, 105.92 to a point; thence, 229.82 feet along the arc of a curve, deflecting to the right, having a radius of 2790.00 feet and a chord bearing and distance of South $20^{\circ}24'28''$ West, 229.76 feet to a point; thence, South $22^{\circ}46'04''$ West, 259.11 feet to a point; thence, South $22^{\circ}46'04''$ West, 89.70 feet to a point; thence, 187.63 feet along the arc of a curve, deflecting to the left, having a radius of 685.00 feet and a chord bearing and distance of South $14^{\circ}55'15''$ West, 187.04 feet to a point; thence, South $07^{\circ}04'25''$ West, 191.48 feet to a point; thence, South $07^{\circ}04'25''$ West, 167.60 feet to a point; thence, leaving said Right of Way and running North $82^{\circ}55'35''$ West, 50.50 feet to a point; thence, South $07^{\circ}04'25''$ West, 11.91 feet to a point; thence, 48.32 feet along the arc of a curve, deflecting to the right, having a radius of 37.82 feet and a chord bearing and distance of South $31^{\circ}42'35''$ East, 45.10 feet to a point; thence, South $04^{\circ}53'30''$ West, 46.27 feet to a point; thence, 151.49 feet along the arc of a curve, deflecting to the right, having a radius of 200.14 feet and

a chord bearing and distance of South 26°34'32" West, 147.90 feet to a point; thence, 14.84 feet along the arc of a curve, deflecting to the right, having a radius of 20.00 feet and a chord bearing and distance of South 69°30'43" West, 14.50 feet to a point; thence, 378.27 feet along the arc of a curve, deflecting to the left, having a radius of 1755.99 feet and a chord bearing and distance of South 84°35'35" West, 377.54 feet to a point; thence, 53.09 feet along the arc of a curve, deflecting to the right, having a radius of 100.00 feet and a chord bearing and distance of North 86°22'09" West, 52.47 feet to a point; thence, 148.18 feet along the arc of a curve, deflecting to the left, having a radius of 73.76 feet and a chord bearing and distance of South 51°17'10" West, 124.49 feet to a point; thence, South 06°16'04" East, 65.00 feet to a ½" rebar found; thence, 74.17 feet along the arc of a curve, deflecting to the right, having a radius of 243.88 and a chord bearing and distance of South 02°26'41" West, 73.88 feet to a ½" rebar disturbed; thence, South 11°09'25" West, 181.00 feet to a point; thence, 28.96 feet along the arc of a curve, deflecting to the right, having a radius of 31.62 feet and a chord bearing a distance of South 37°23'42" West, 27.96 feet to a point; thence, South 63°37'59" West, 42.91 feet to a point; thence, 136.80 feet along the arc of a curve, deflecting to the right, having a radius of 78.95 feet, and a chord bearing and distance of North 66°43'28" West, 120.32 feet to a point; thence, North 89°16'03" West, 8.38 feet to a point; thence, North 00°43'57" East, 553.77 feet to a point; thence, North 00°43'57" East, 205.58 feet to a point; thence, North 00°43'57" East, 619.42 to a 5/8" rebar found; thence, North 28°48'37" East, 90.43 to a point; thence, North 28°55'15" East, 242.03 feet to a 5/8" rebar found; thence, South 62°58'04" East, 413.27 feet to a 5/8" rebar found; thence, North 29°34'40" East, 384.88 feet to a ¾" rebar found; thence, North 49°42'51" West, 274.97 feet to a 5/8" rebar found; thence, South 82°11'13" East 690.83 feet back to the original Point of Beginning.

Said Parcel having an area of 1,307,671 square feet, 30.02 acres more or less. As shown on an ALTA/NSPS Land Title Survey prepared by Land Engineering, Inc. dated January 21, 2022 and revised February 28, 2022.

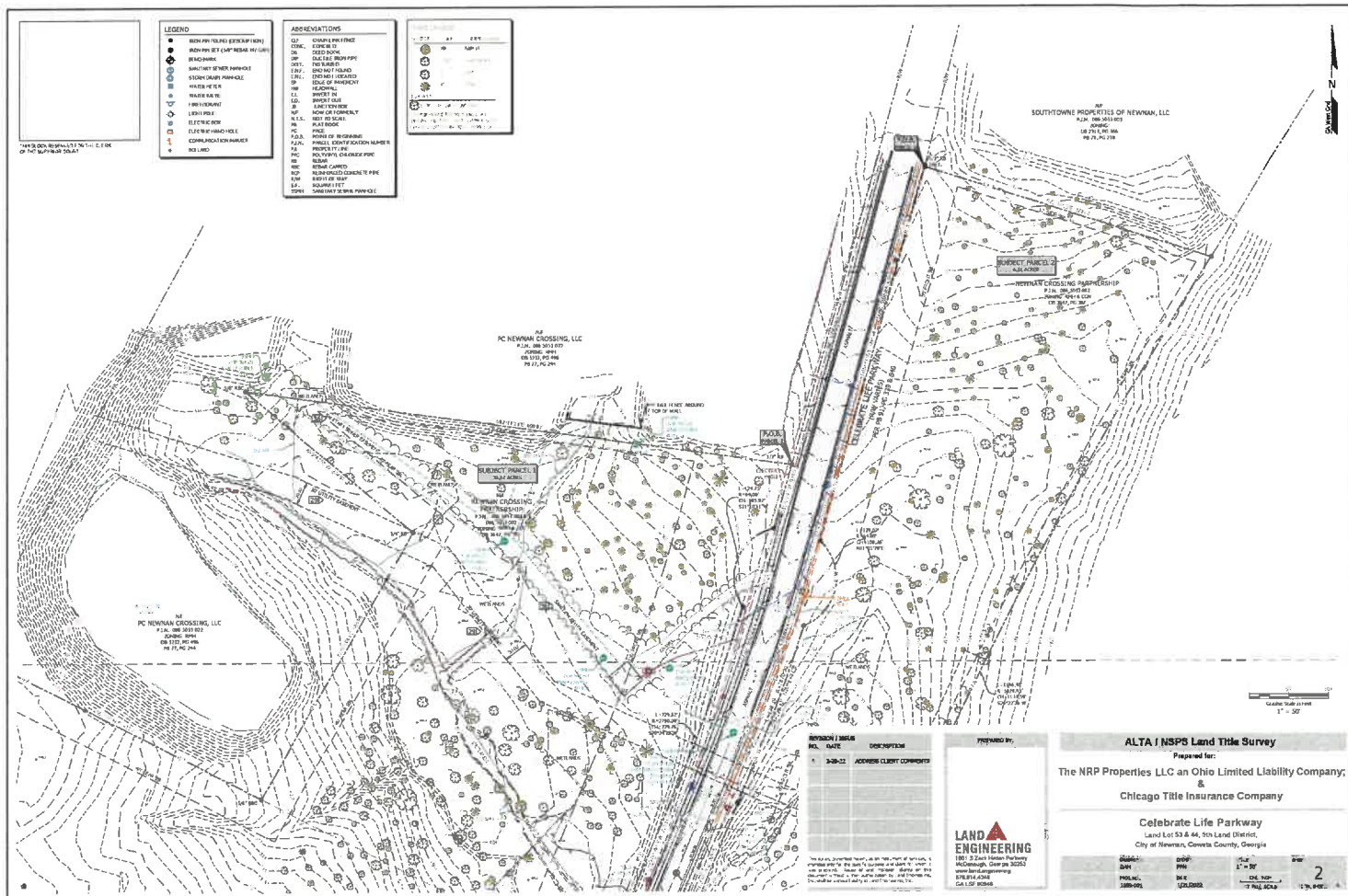
Parcel 086 5053 002

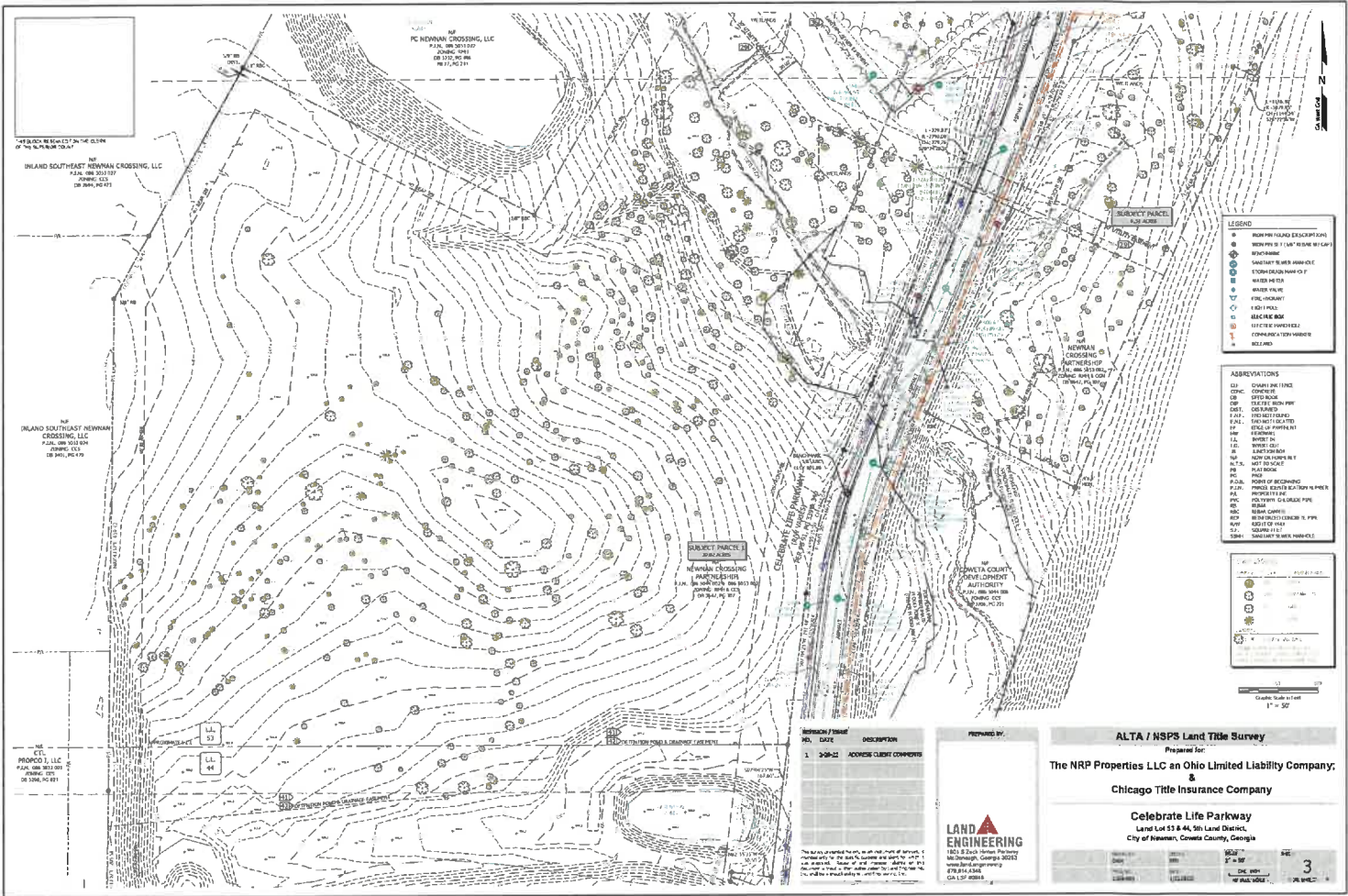
All that tract or parcel of land lying and being in Land Lots 44 and 53 of the 5th Land District, of Coweta County, Georgia and being more particularly described as follows:

Commencing at the intersection of the Southerly Right of way of Bullsboro Drive (aka GA HWY 34) and the Westerly Right of Way of Celebrate Life Parkway (PB 91, PG 339) thence along said Westerly Right of Way South 01°20'16" East 360.00 feet to a point; thence, South 88°43'16" West, 10.00 Feet to a point; thence, South 12°17'53" West, 81.88 feet to a point; thence, 23.35 feet along the arc of a curve deflecting to the left, having a radius of 202.00 feet and a chord bearing and distance of South 28°56'42" East, 23.34 to a point; thence South 42°35'12" East, 19.76 feet to a point; thence, 118.85 feet along the arc of a curve, deflecting to the left, having a radius of 415.67 and a chord bearing and distance of South 14°09'05" West, 118.45 feet to a point; thence, 73.52 feet along the arc of a curve, deflecting to the left, having a radius of 415.67 feet and a chord bearing and distance of South 00°53'36" West, 73.42 feet to a point; thence, South 04°10'25" East 41.02 feet to a point; thence, 105.41 feet along the arc of a curve, deflecting to the right, having a radius of 378.38 feet and a chord bearing and distance of South 03°48'27" West, 105.07 feet to a point; thence, 8.49 feet along the arc of a curve deflecting to the right, having a radius of 378.38 feet and a chord bearing and distance of South 12°25'53" West, 8.49 to a point; thence, 14.56 feet along the arc of a curve, deflecting to the right, having a radius of 378.38 feet and a chord bearing and distance of South 14°10'36" East, 14.56 feet to a point; thence, South 15°16'45" West, 395.35 feet to a point; thence, crossing over to the Easterly side of the Right of Way of Celebrate Life Parkway South 72°18'03" East, 60.00 feet to a ½ inch rebar marking the point of beginning.

Leaving said Point along the Right of Way and running South 72°18'03" East, 374.04 feet to a point along the Westerly Right of Way of Interstate 85; thence, continuing along Interstate 85 a distance of 1,146.40 feet along the arc of a curve, deflecting to the left, having a radius of 5879.95 feet and a chord bearing and distance of South 26°22'36" West, 1,144.59 feet to a concrete monument found; thence, leaving said Right of Way and running North 62°59'21" West, 208.69 feet to a ½" rebar found along the Easterly Right of Way of Celebrate Life Parkway; thence, continuing along said Right of Way North 22°46'04" East 265.05 feet to a point; thence, 238.39 feet along the arc of a curve, deflecting to the left, having a radius of 2870.00 feet and a chord bearing and distance of North 20°23'17" East, 238.32 feet to a point; thence, 129.02 feet along the arc of a curve, deflecting to the left, having a radius of 64.00 feet and a chord bearing and distance of North 11°01'29" East, 108.26 feet to a point; thence, North 15°39'16" East, 488.44 feet to a ½" rebar and the original Point of Beginning.

Said Parcel having an area of 283,575 square feet, 6.51 acres more or less. As shown on an ALTA/NSPS Land Title Survey prepared by Land Engineering, Inc. dated January 21, 2022 and revised February 28, 2022.





445 BLVD NE NEW CT 7 ON THE CL-10
OF THE NEWMAN CROSSING

NEWMAN CROSSING, LLC
P.O. BOX 101117
ATLANTA, GA 30381-0117
NEWMAN CROSSING, LLC
P.O. BOX 101117
ATLANTA, GA 30381-0117

NEWMAN CROSSING, LLC
P.O. BOX 101117
ATLANTA, GA 30381-0117

NEWMAN CROSSING, LLC
P.O. BOX 101117
ATLANTA, GA 30381-0117

NEWMAN CROSSING, LLC
P.O. BOX 101117
ATLANTA, GA 30381-0117

SUBJECT PARCEL
NEWMAN CROSSING
P.O. BOX 101117
ATLANTA, GA 30381-0117

REVISION / ISSUE
NO. DATE DESCRIPTION
1 2-28-21 ADDRESS CLIENT COMMENTS

PREPARED BY
LAND ENGINEERING
1800 & South Avenue Highway
Lawrenceville, Georgia 30046
(770) 962-1000
GA 137 00000

ALTA / NSPS Land Title Survey
Prepared for:
The NRP Properties LLC an Ohio Limited Liability Company,
&
Chicago Title Insurance Company
Celebrate Life Parkway
Land Lot 53 & 46, 5th Land District,
City of Roswell, Gwinnett County, Georgia
3



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:

Please see the attached plans, profiles, elevations, or other demonstrative materials presented with the application. The wooded portion between the proposed development and the RMH zoned property as shown on the conceptual plan submitted with the application shall remain undeveloped.

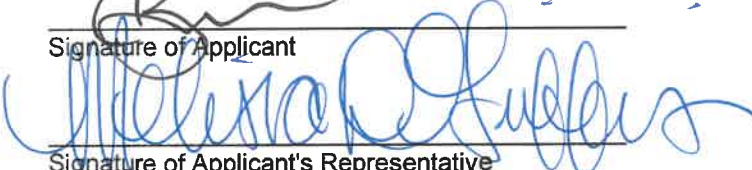
Any development plans, profiles, elevations, or other demonstrative materials presented as proffered conditions shall be referenced below and attached to this application:

All plans, profiles, elevations, or other demonstrative materials presented with the application serve as proffered conditions.

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


Signature of Applicant

Chase Beasley, VP of Development
Type or Print Name and Title


Signature of Applicant's Representative

Melissa D. Griffis, Attorney
Type or Print Name and Title

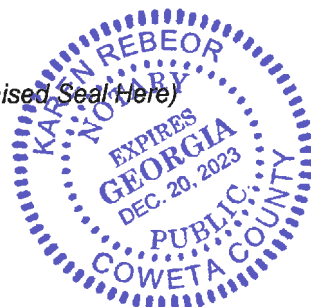

Signature of Notary Public

3-1-2022

Date



(Affix Raised Seal Here)



Karen Rebeor

3.7.2022



City of Newnan, Georgia
Attachment B

Disclosure of Campaign Contributions & Gifts

Application filed on Mar. 7, 2022 for action by the Planning Commission on rezoning requiring a public hearing on property described as follows:

The undersigned below, making application for Planning Commission action, has complied with the Official Code of Georgia Section 36-67A-1, et seq, Conflict of Interest in Zoning Actions, and has submitted or attached the required information on this form as provided.

All individuals, business entities, or other organizations' having a property or other interest in said property subject of this application are as follows:

Have you as applicant or anyone associated with this application or property, within the two (2) years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the Newnan City Council or a member of the Newnan Planning Commission? Yes ☐ No ☒

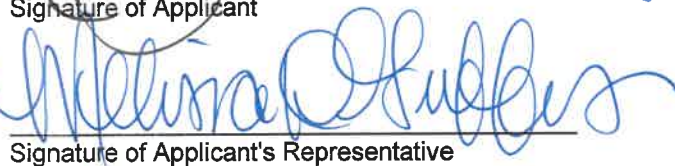
If YES, please complete the following section (attach additional sheets if necessary):

Name and Official Position of Government Official	Contributions (List all which aggregate to \$250 or more)	Date of Contribution (Within last 2 years)

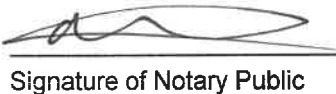
I do hereby certify the information provided herein is both complete and accurate to the best of my knowledge.


Signature of Applicant

Chase Beasley, VP of Development
Type or Print Name and Title


Signature of Applicant's Representative

Melissa D. Griffis, Attorney
Type or Print Name and Title

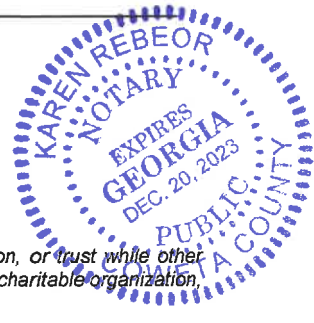
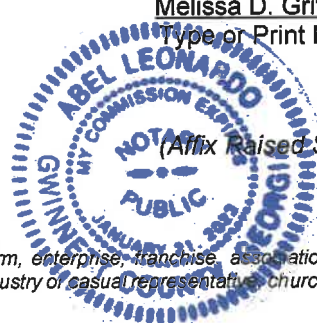

Signature of Notary Public

3-1-2022
Date

Karen Rebeor 3.7.2022

(Affix Raised Seal Here)

Business entity may be a corporation, partnership, limited partnership, firm, enterprise, franchise, association, trade organization, or trust while other organization means non-profit organization, labor union, lobbyist or other industry or casual representative church, foundation, club, charitable organization, or educational organization.





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 Newnan Crossing Partnership

Telephone Number Andy Ulsh 770 850 6121

Address of Subject Property Celebrate Life Parkway, Newnan, Georgia
Tax Parcels 086 5053 002 and 086 5044 002

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.

**Newnan Crossing Partnership, a Georgia general
partnership**
by: Agave Investments, Ltd., a Delaware corporation

by:


Signature of Property Owner

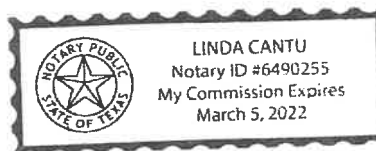
Miguel Ferriz, President

Its Managing General Partner

Personally appeared before me

Miguel Ferriz

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




Notary Public

(Affix Raised Seal Here)

01 / 21 / 2022
Date



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 Melissa D. Griffis, Esq.

Address 32 South Court Square

Newnan, GA 30263

Telephone (770) 253-3282

Date 3-7-2022

Community Impact Analysis

Celebrate Life Parkway
Newnan, Georgia

March 2022



1389 Peachtree Street NE
Atlanta, GA 30309

Prepared by:



350 Research Court
Peachtree Corners, GA 30092

Celebrate Life Parkway Community Impact Analysis March 2022



Introduction

The site is located to the west of Celebrate Life Parkway and south of Parkway North in Newnan, Georgia. The site is listed as parcel number 086 5053 002 by the Coweta County Tax Appraiser. Per the property card (See Attached - Appendix A), the total site is approximately 38.7 acres in size. Celebrate Life Parkway, as the development will be known, is proposed by The NRP Group. The project will be constructed on the western ± 14 acres of the overall parcel.

The development is proposed to consist of 271 multi-family dwellings. A conceptual site plan has also been provided within this document (See Attached - Appendix B).

Primary access to the site is provided by a full access driveway connection to Celebrate Life Parkway to the south of the proposed commercial space. A secondary access point is provided about 300 feet to the north, also along Celebrate Life Parkway.

As the development exceeds 150 units, a Community Impact Analysis is required to be prepared. Input for determining the impacts to the community was requested from the following agencies:

- The City of Newnan Police Department;
- The City of Newnan Fire Department;
- Newnan Utilities; and
- The Coweta County School System.

It should be noted that the above agencies were previously requested to respond based on a 300-unit count before the programming was reduced. Those initial responses are included as attachments to this report. It is anticipated that the decrease in unit count should lessen the impact on city and county resources.

In addition to the above information, a traffic study has also been prepared and is provided under a separate cover. This report includes a detailed traffic methodology statement.

The last portion of this document includes, and discusses, an analysis of the property taxes and impact fees.

Celebrate Life Parkway Community Impact Analysis March 2022



Traffic Impact

Preparation of a traffic study is to be provided under a separate cover. While a detailed traffic study methodology was previously done for the 300-unit count, a new one is in the process of being completed for the revised proposal of 271 units. The revised traffic study will be provided once completed. (See Attached - Appendix C Placeholder).

City of Newnan Police Department

A request was made to the City of Newnan Police Department for information regarding the quantity of police calls for similar developments (See Attached - Appendix D).

Police Chief Blankenship provided a letter summarizing that there would be an estimated increase of approximately 828 calls in a two year period for the proposed development. Along with impacting response times of the police due to the increase in traffic, it is anticipated that an additional police officer will be needed to manage the impact of the development.

City of Newnan Fire Department

A request was made to the City of Newnan Fire Department for information regarding the quantity of fire calls for similar developments (See Attached - Appendix E).

Fire Chief Brown anticipates an estimated increase of 202 calls in a two-year period based on the size of the proposed development. While the city's fire department does have the resources to service the project, the increase in traffic could potentially decrease response time. Additionally, a new firefighter would need to be hired over the next two years to maintain proper service.

Celebrate Life Parkway Community Impact Analysis March 2022



Newnan Utilities

A request was made to Newnan Utilities for information regarding the capability to serve this development (See Attached - Appendix F).

Based on the published water usage estimates by the Georgia Department of Public Health, this development is anticipated to use and generate 82,800 gallons of potable water and sanitary sewage per day. This is based on an average number of bedrooms per unit of two (2) for the 300 units at 150 gallons per day per bedroom.

Coweta County School System

A request was made to Coweta County School System for information regarding the impacts to the school system regarding this development (See Attached - Appendix G).

Ronald Cheek, Director of Facilities, states that due to the nature of multi-family developments, this may present challenges when planning for school enrollment and meeting students needs. School capacity is an ongoing concern and with many schools in the area at or near capacity, the county school system would request advance notice of the proposed development.

Celebrate Life Parkway Community Impact Analysis March 2022



Tax Revenue

The overall tax parcel, 086 5053 002, has a 100% appraised value of \$2,860,324 per the 2021 Annual Assessment Notice (See Attached, Appendix H).

At an average unit appraised value of \$235,000 and a proposed quantity of 271 units, the approximate fair market value of the site will increase by \$63,685,000. The table below summarizes the existing and estimated increase in value and property tax revenue.

Estimated Increase in Annual Property Tax Value				
Existing 100% Appraised Value			\$	2,860,324.00
Estimated Increase in 100% Appraised Value			\$	63,685,000.00
Estimated New 100% Appraised Value			\$	66,545,324.00
Estimated New 40% Assessed Value			\$	26,618,129.60
Taxing Authority	Millage Rate	Existing Assessment	Improved Taxable Value	Estimated Increase in Property Tax
Coweta County	0.00654	\$ 7,482.61	\$ 174,082.57	\$ 166,599.96
Coweta County Schools	0.0173	\$ 19,793.45	\$ 460,493.64	\$ 440,700.19
City of Newnan	0.003643	\$ 4,168.07	\$ 96,969.85	\$ 92,801.78
Totals		\$ 31,444.13	\$ 731,546.06	\$ 700,101.93

Impact Fees

Based on the current Development and Sanitary Sewer Impact Fee assessments for new developments within the City of Newnan, the development will generate an estimated \$779,648.03.

Fee Type	Unit Cost	Total (271 Units)
Development Impact Fee	\$ 1,110.81	\$ 301,029.51
Water & Sewer Impact Fee	\$ 1,766.12	\$ 478,618.52
Total Impact Fees		\$ 779,648.03

Appendices

- A - Coweta County Property Card
- B - Conceptual Site Plan
- C - Traffic Impacts Placeholder
- D - Police Department Impacts
- E - Fire Department Impacts
- F - Utility Impacts
- G - School Impacts
- H - Tax Revenue

APPENDIX A - Coweta County Property Card



Summary

Parcel Number 086 5053 002
 Location Address 30.00 AC TR 2 & 3 LL 53 5 LD
 Legal Description (Note: Not to be used on legal documents)
 Class C4-Commercial
 (Note: This is for tax purposes only. Not to be used for zoning.)
 Tax District NEWNAN 08 ANNEX (District 08)
 Millage Rate 26.876
 Acres 30
 Neighborhood Comm/Ind Newnan (G10000)
 Homestead Exemption No (50)
 Landlot/District 53 / 5

[View Map](#)

Owner

[NEWNAN CROSSING PARTNERSHIP](#)
 C/O GLOVER & DAVIS P A
 P O BOX 1038
 NEWNAN, GA 30264

Land

Type	Description	Calculation Method	Square Footage	Frontage	Depth	Acres	Lots
Commercial	Comm-Parkway N	Square Feet	1,306,800	0	0	30	1

Sales

Sale Date	Deed Book / Page	Plat Book / Page	Sale Price	Reason	Grantor	Grantee
1/4/2011	3647 307		\$0	UNQUALIFIED VACANT	FOURTH QUARTER PROPERTIES 133	NEWNAN CROSSING PARTNERSHIP
3/20/2009	3442 778		\$21,558,718	QUALIFIED MULTIPLE	NEWNAN CROSSING PART	FOURTH QUARTER PROPERTIES 133 LLC
4/17/1989	514 0 01		\$0	UNKNOWN STATUS		NEWNAN CROSSING PART
4/12/1989	513 0 16		\$0	UNKNOWN STATUS		SIGNA DEVELOPMENT CO
			\$0	UNKNOWN STATUS		ELLIS IDA LEE

Valuation

	2021	2020	2019	2018	2017
Previous Value	\$2,860,324	\$2,860,324	\$2,860,324	\$2,860,324	\$2,860,324
Land Value	\$2,860,324	\$2,860,324	\$2,860,324	\$2,860,324	\$2,860,324
+ Improvement Value	\$0	\$0	\$0	\$0	\$0
+ Accessory Value	\$0	\$0	\$0	\$0	\$0
= Current Value	\$2,860,324	\$2,860,324	\$2,860,324	\$2,860,324	\$2,860,324

Assessment Notices 2019

[12368 \(PDF\)](#)

Assessment Notices

[2020 \(PDF\)](#)

[2021 Assessment Notice \(PDF\)](#)

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.

APPENDIX H - Tax Revenue

COWETA COUNTY BOARD OF ASSESSORS
37 PERRY STREET
NEWNAN GA 30263

PT-306 (revised Jan 2016)

RETURN SERVICE REQUESTED

Official Tax Matter - 2021 Tax Year

This correspondence constitutes an official notice of ad valorem assessment for the tax year shown above.

Annual Assessment Notice Date: 6/25/2021Last date to file a written appeal: 8/9/2021

*** This is not a tax bill - Do not send payment ***

County property records are available online at: www.cowetatax.com

10417673-38498-1 1 3 38498 1 AV 0.398 86



NEWNAN CROSSING PARTNERSHIP
C/O GLOVER & DAVIS P A
PO BOX 1038
NEWNAN GA 30264-1038

9799PRNA 4/18/19 K

The amount of your ad valorem tax bill for the year shown above will be based on the **Appraised** (100%) and **Assessed** (40%) values specified in **BOX 'B'** of this notice. **You have the right to submit an appeal regarding this assessment to the County Board of Tax Assessors.** If you wish to file an appeal, you must do so in writing no later than 45 days after the date of this notice. If you do not file an appeal by this date, your right to file an appeal will be lost. Appeal forms which may be used are available at <https://dor.georgia.gov/documents/property-tax-appeal-assessment-form>.

At the time of filing your appeal you must select one of the following appeal methods:

A

- (1) County Board of Equalization (value, uniformity, denial of exemption, or taxability)
- (2) Arbitration (value)
- (3) County Hearing Officer (value or uniformity, on non-homestead real property or wireless personal property valued, in excess of \$500,000)

All documents and records used to determine the current value are available upon request. For further information regarding this assessment and filing an appeal, you may contact the county Board of Tax Assessors which is located at 37 Perry Street Newnan, GA 30263 and which may be contacted by telephone at: (770) 254-2680. Your staff contacts are Joe M (extension 8960) and Jeff K(extension 8966).

Additional information on the appeal process may be obtained at <https://dor.georgia.gov/property-tax-real-and-personal-property>

Account Number	Property ID Number	Acreage	Tax Dist	Covenant Year	Homestead
12368	086 5053 002	30.00	08		NO-S0
Property Description	30.00 AC TR 2 & 3 LL 53 5 LD				
Property Address	0				
	Taxpayer Returned Value	Previous Year Fair Market Value	Current Year Fair Market Value	Current Year Other Value	
100% Appraised Value	0	2,860,324	2,860,324	0	
40% Assessed Value	0	1,144,130	1,144,130	0	

B

REASONS FOR ASSESSMENT NOTICE

C2 -Annual Notice: No change in return/previous value

The estimate of your ad valorem tax bill for the current year is based on the previous or most applicable year's millage rate and the fair market value contained in this notice. The actual tax bill you receive may be more or less than this estimate. This estimate may not include all eligible exemptions.

Taxing Authority	Other Exempt	Homestead Exempt	Net Taxable Value	Millage	Estimated Tax
C STATE	0	0	1,144,130	0.000000	0.00
COUNTY M & O	0	0	1,144,130	0.006540	7,482.61
SCHOOL M & O	0	0	1,144,130	0.017300	19,793.45
FIRE	0	0	1,144,130	0.000000	0.00
NEWNAN CITY TAX	0	0	1,144,130	0.003643	4,168.07

C

Total Estimated Tax**31,444.13**



06/02/22

After reviewing NRP Group revising of their rezoning request, the revising would still fall within the parameters of the first request.

Reference: Celebrate Life Parkway - apartment complex and commercial space

Dear Tracy,

After reviewing call history for multiple developments that could compare to this one development, it is estimated that there will be an increase of approximately 828 calls in a two year period for this development.

In addition to an increase of people and vehicle traffic to the area, it would have an impact on motor vehicle accidents and calls of service to that area while also effecting call service and response times to other parts to the city.

Due to the additional calls for service and the increased density to the area it is believed that a minimum of one additional police officer will be needed to manage the impact of this development.

Thanks,

Brent Blankenship

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

February 4, 2022

Reference: Community impact for proposed development on Celebrate Life Parkway apartment complex and commercial space

Tracy,

I have reviewed the call history that compare to the proposed development. The estimate is an increase of 202 calls in a two-year period.

Not only would it be an impact on Newnan Station 4's call volume, it would also be an increase in population and traffic, thus potentially decreasing response times in other service areas.

We do currently have the resources to service the project. However, it will have impact and the department would need one new firefighter over the next two years to maintain proper service throughout the city.

Sincerely,

Stephen Brown
Fire Chief



January 19, 2022

Ramona Booker
Resource Coordinator/Permit Expeditor
48 Atlanta St SE
Marietta, GA 30060

RE: 300 Unit Multi-Family Apartment in Newnan, GA, Parcel #086 5053 002

Ms. Novak,

I am writing per your request to confirm that Newnan Utilities will be the water and sewer service provider for the above referenced project. At this time Newnan Utilities has ample capacity to serve this proposed facility based on the following information:

- Parcel Number 086 5053 002
- 30 Acres
- Attached concept plan

1. Sanitary Sewer:

- a. Developer shall connect to Newnan Utilities Sanitary Sewer System.
- b. Developer is responsible for all upgrade costs necessary to serve said property, but not limited to:
 - i. Design and Construction of development of sanitary sewer system per Newnan Utilities Specifications.
 - ii. Design and construction of connection to Newnan Utilities Sanitary Sewer System.
 - iii. Cost for analyzing existing sanitary sewer system by an engineer firm approved by Newnan Utilities.
 - iv. Existing sanitary sewer upgrades to handle proposed development. This is to include any lift station upgrades, gravity sanitary sewer upgrades, Sanitary sewer force main upgrades, and any other upgrades deemed necessary by Newnan Utilities.
 - v. Line extension fees associated with connection to Newnan Utilities Sanitary Sewer System.
 - vi. Sanitary Sewer Impact fees associated with connection to Newnan Utilities Sanitary Sewer System.

70 Sewell Road
Newnan, GA 30263
770-683-5516
770-683-0292 fax
www.NewnanUtilities.org

2. Water:

- a. Developer shall connect to Newnan Utilities Water System.
- b. Developer is responsible for all upgrade costs necessary to serve said property, but not limited to:
 - i. Construction of development of water system per Newnan Utilities Specifications.
 - ii. Design and construction of connection to Newnan Utilities Water System.
 - iii. Cost for analyzing existing water sewer system by an engineer firm approved by Newnan Utilities.
 - iv. Existing water upgrades to handle proposed development. This is to include water system upgrades, fire protection upgrades, and any other upgrades deemed necessary by Newnan Utilities.
 - v. Line extension fees associated with connection to Newnan Utilities Sanitary Sewer System.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Tolar". The signature is fluid and cursive, with the first name "Scott" and last name "Tolar" clearly distinguishable.

Scott Tolar, P.E.
Newnan Utilities
(770) 301-0245
stolar@newnanutilities.org



The City of Newnan, Georgia

Office of the City Engineer

July 12, 2022

City Engineer Review

REZONING REQUEST

Proposed Multi-Use Development
Parcel 086 5035 002
30.00 Acres
Celebrate Life Parkway

Environmental:

1. The development plan shall follow the design standards and guidance per the Georgia Storm Water Management Manual, in compliance with the **Post-Development Stormwater Management Ordinance** for the City of Newnan.
Note a new requirement for on-site, runoff reduction, effective December 6, 2020.
2. The development plan shall include a three-phased erosion control plan in compliance with the **Soil Erosion, Sedimentation and Pollution Control Ordinance** for the City of Newnan.
3. All streams, wetlands and other environmentally sensitive areas such as floodplain and floodway shall be delineated and located within open space to the extent practically possible. The development plan shall be in compliance with the **Floodplain Management and Flood Damage Prevention Ordinance** for the City of Newnan. Any development within a floodplain or waters of the US shall be properly permitted with the Federal Emergency Management Agency (FEMA), or the United States Army Corp of Engineers (USACE), as applicable.
4. This site is located within a water supply watershed and thus increased stream buffers apply as follows: perennial streams shall carry an undisturbed stream buffer on 100 feet with an additional impervious surface setback of 50 feet; intermittent streams shall carry an undisturbed stream buffer of 50 feet with an additional 25 foot impervious surface setback. Buffers shall be measured from the point of wrested vegetation and shall be delineated in the field.

Transportation:

1. Existing sidewalk adjacent to the parcel proposed for development along Celebrate Life Parkway shall be inspected prior to any issuance of a Certificate of Occupancy for ADA compliance, and any repairs or maintenance needs identified shall be made a part of this project. A minimum width of 5 foot sidewalks shall be provided throughout the proposed development, around the perimeter of the buildings, along both sides of all streets, interconnecting buildings, and shall connect to the sidewalks in the Right of Way for Celebrate Life Parkway.
2. Traffic impact study submitted, and accepted. Mitigation shall be proposed for any negative impact to the level of service (LOS) at the studied intersections. Dedicated right

turn lanes at each location proposed for driveway connection to Celebrate Life Parkway shall be provided and designed in accordance with design standards for the Georgia Department of Transportation (GDOT). Pavement markings shall be designed in accordance with the GDOT and the Manual on Uniform Traffic Control Devices (MUTCD).

3. The developer shall maintain existing street lighting along Celebrate Life Parkway, adjacent to the parcel, in style with existing.

Respectfully,

Michael Klahr

William M. Klahr, P.E., CFM
Director of Engineering

**TRAFFIC IMPACT STUDY
FOR
PROPOSED MULTI-USE DEVELOPMENT AT
CELEBRATE LIFE PARKWAY,
CITY OF NEWNAN, GEORGIA**



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June 17, 2022
A & R Project # 21-221

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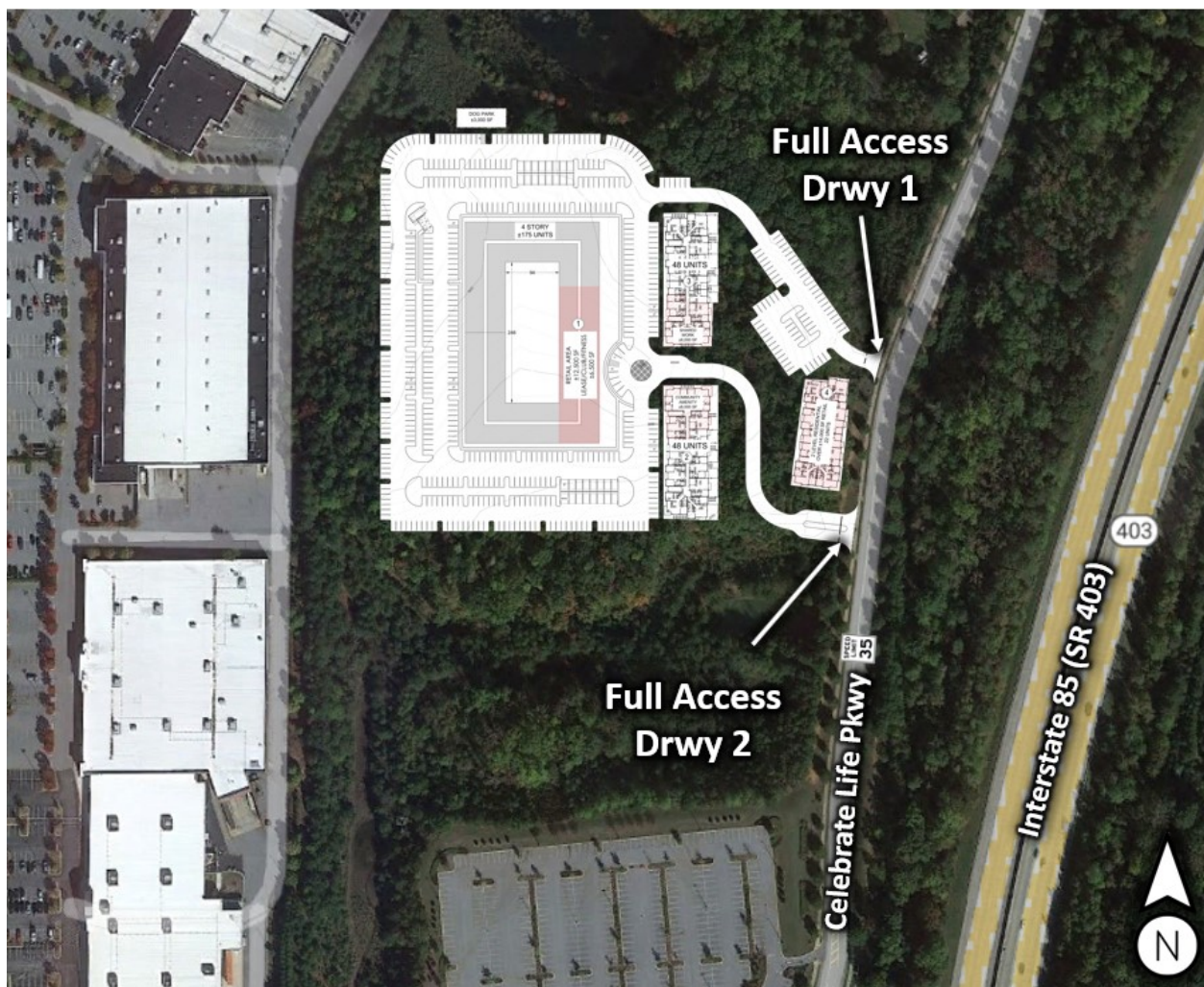
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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact due to the proposed multi-use development, which will be located along Celebrate Life Parkway in the City of Newnan, Georgia. The traffic analysis evaluates the current operations compared to the future conditions with the traffic generated by the development. The proposed multi-use development will consist of:

- Multifamily Housing (Mid-Rise): 175 Units
- Multifamily Housing (Low-Rise): 96 Units
- Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k) – 22 Units
- Retail: 26,500 sf



The development proposes access at the following locations:

- Site Driveway 1: Proposed northern full access driveway on Celebrate Life Parkway
- Site Driveway 2: Proposed southern full access driveway on Celebrate Life Parkway

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

- Celebrate Life Parkway at SR 34 (Bullsboro Drive)
- Celebrity Life Parkway at Access Drive / Driveway
- Celebrate Life Parkway at Parkway North

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.



LOCATION MAP

FIGURE 1
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2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 Celebrate Life Parkway

Celebrate Life Parkway is a north-south, two-lane, un-divided roadway with a posted speed limit of 35 mph in the vicinity of the site.

2.1.2 SR 34 (Bullsboro Drive)

SR 34 (Bullsboro Drive) is an east-west, four-lane, divided roadway with a posted speed limit of 55 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station 077-0247) indicate that the daily traffic volume on SR 34 (Bullsboro Drive) in 2019 was 54,300 vehicles per day, Northeast of Newnan Crossing Bypass. GDOT classifies SR 34 (Bullsboro Drive) as a Principal Arterial - Other (Urban) roadway.

2.1.3 Parkway North

Parkway North is an east-west, two-lane, un-divided roadway with a posted speed limit of 25 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level-of-service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from "A" through "F". Level-of-service "A" indicates excellent operations with little delay to motorists, while level-of-service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 — LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio is used to characterize LOS for a lane group. A volume-to-capacity ratio of 1.0 or more for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 LOS Criteria – Motorized Vehicle Mode

TABLE 2 — LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)*	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c ≥ 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

Pedestrian LOS for Signalized Intersections is defined by HCM based on traveller perception research. A separate pedestrian and bicycle analysis was not performed in this study. However, adequate pedestrian crossing times were provided in the signal timings to accommodate pedestrians at signalized crosswalks.

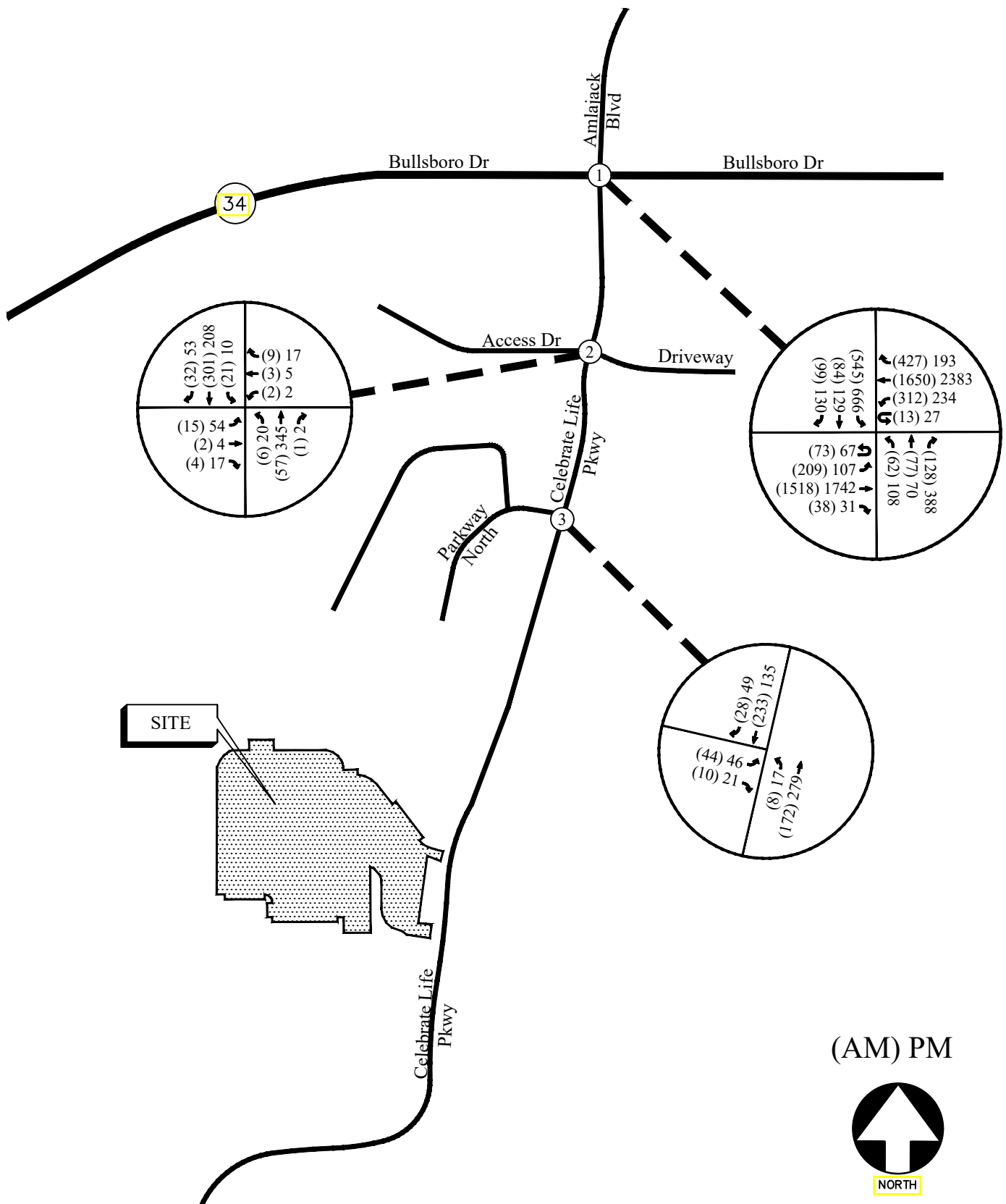
4.0 EXISTING 2021 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

- Celebrate Life Parkway at SR 34 (Bullsboro Drive)
- Celebrate Life Parkway at Access Drive / Driveway
- Celebrate Life Parkway at Parkway North

Turning movement counts were collected on Tuesday, December 14, 2021. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2.



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2
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4.2 Existing Traffic Operations

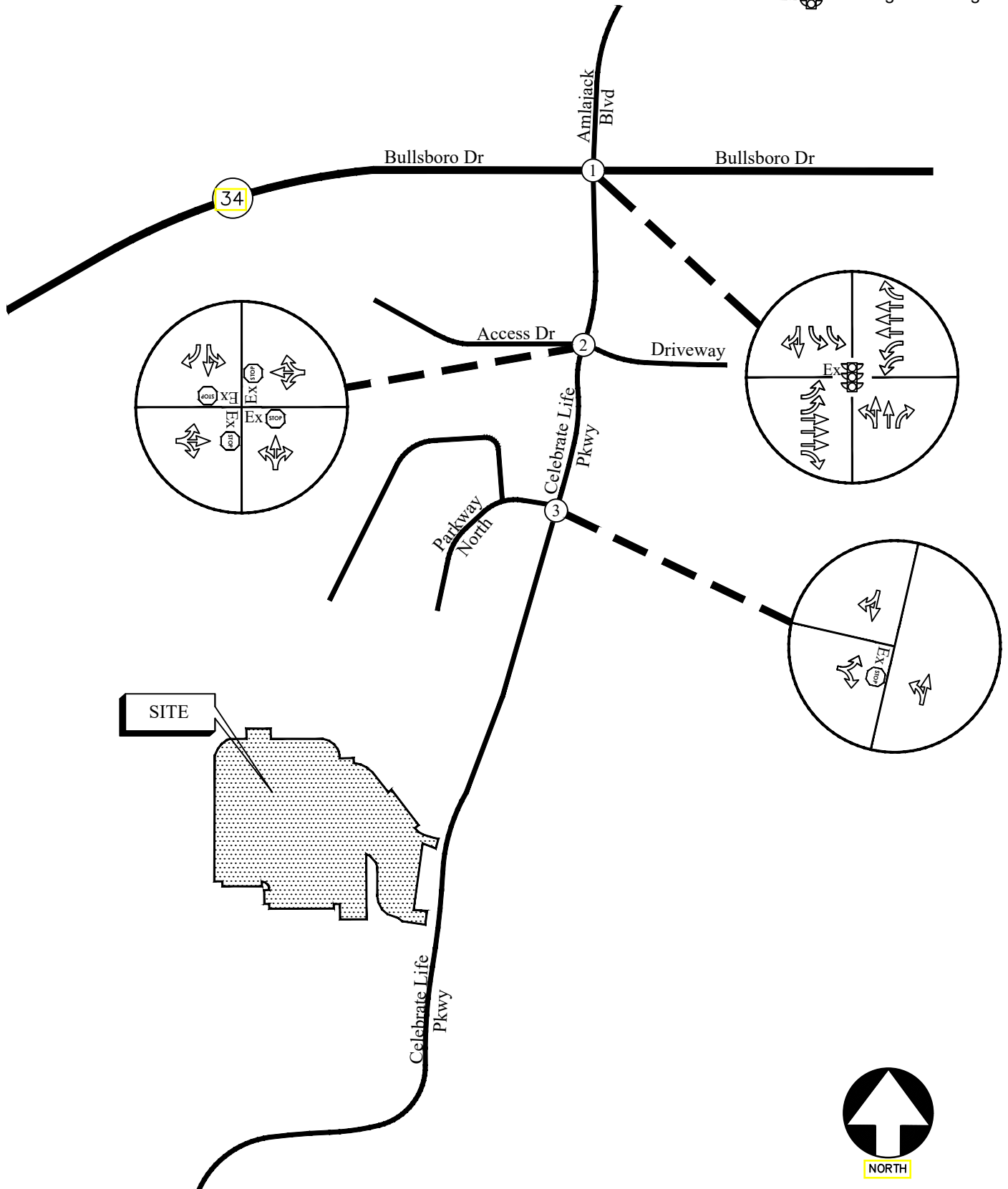
Existing 2021 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

TABLE 3 — EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<u>Celebrate Life Parkway @ SR 34</u>	Signalized Intersection	<u>D (48.9)</u>	<u>D (53.5)</u>
	-Eastbound Approach		D (42.3)	D (45.8)
	-Westbound Approach		D (42.8)	D (46.4)
	-Northbound Approach		F (90.7)	F (87.6)
	-Southbound Approach		E (77.7)	F (88.0)
2	<u>Celebrate Life Parkway @ Access Drive / Driveway</u>	All-Way Stop Controlled Approach	<u>B (10.3)</u>	<u>B (11.2)</u>
	-Eastbound Approach		A (8.2)	A (9.4)
	-Westbound Approach		A (7.8)	A (8.5)
	-Northbound Approach		A (8.0)	B (12.6)
	-Southbound Approach		B (10.9)	A (10.0)
3	<u>Celebrate Life Parkway @ Parkway North</u>	Stop Controlled on Eastbound Approach		
	-Eastbound Approach		B (12.6)	B (12.5)
	-Northbound Left		A (7.9)	A (7.7)

The results of existing traffic operations analysis indicate that the signalized intersection of SR 34 (Bullsboro Drive) at Celebrate Life Parkway is operating at an overall level of service “D” or better in both the AM and PM peak hours. The unsignalized intersection approaches is operating at a level of service “B” or better in both the AM and PM peak hours.

LEGEND

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

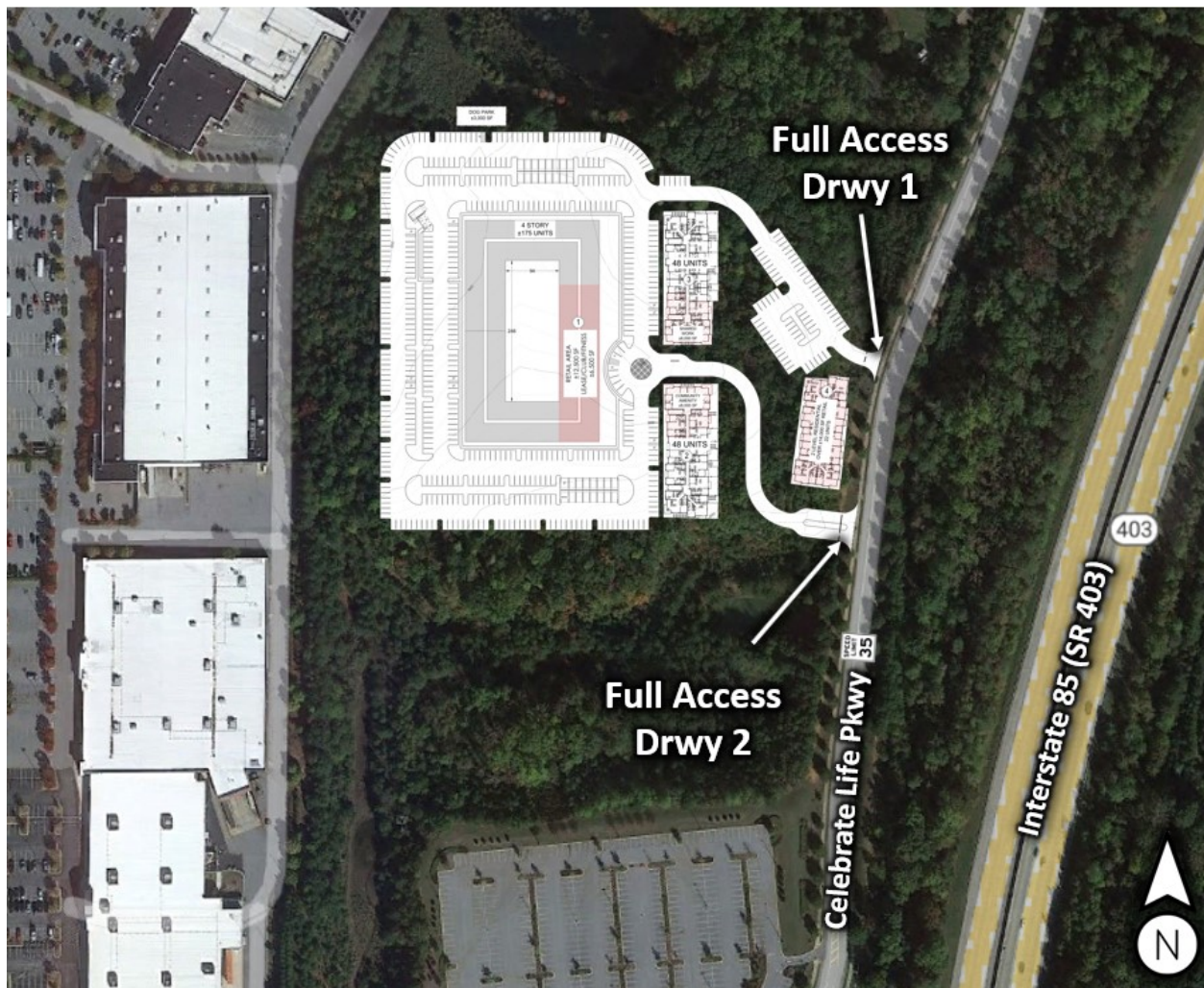
FIGURE 3

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5.0 PROPOSED DEVELOPMENT

The purpose of this study is to determine the traffic impact due to the proposed mixed-use development, which will be located along Celebrate Life Parkway in City of Newnan, Georgia. The proposed residential development will consist of:

- Multifamily Housing (Mid-Rise): 175 Units
- Multifamily Housing (Low-Rise): 96 Units
- Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k) – 22 Units
- Retail: 26,500 sf



The development proposes access at the following locations:

- Site Driveway 1: Proposed Northern Full Access driveway on Celebrate Life Parkway
- Site Driveway 2: Proposed Southern Full Access driveway on Celebrate Life Parkway

A site plan is shown in Figure 4.

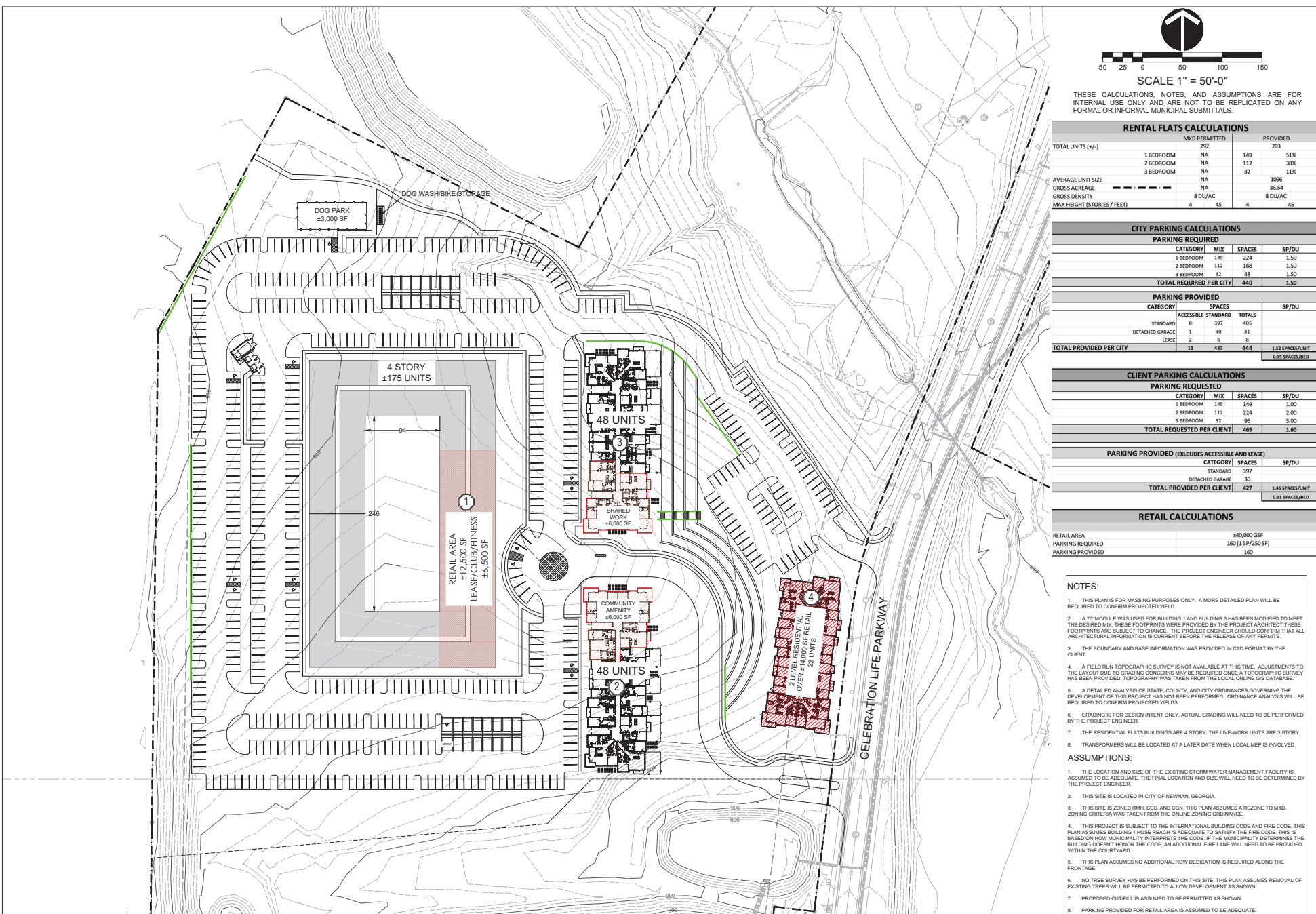


FIGURE 4
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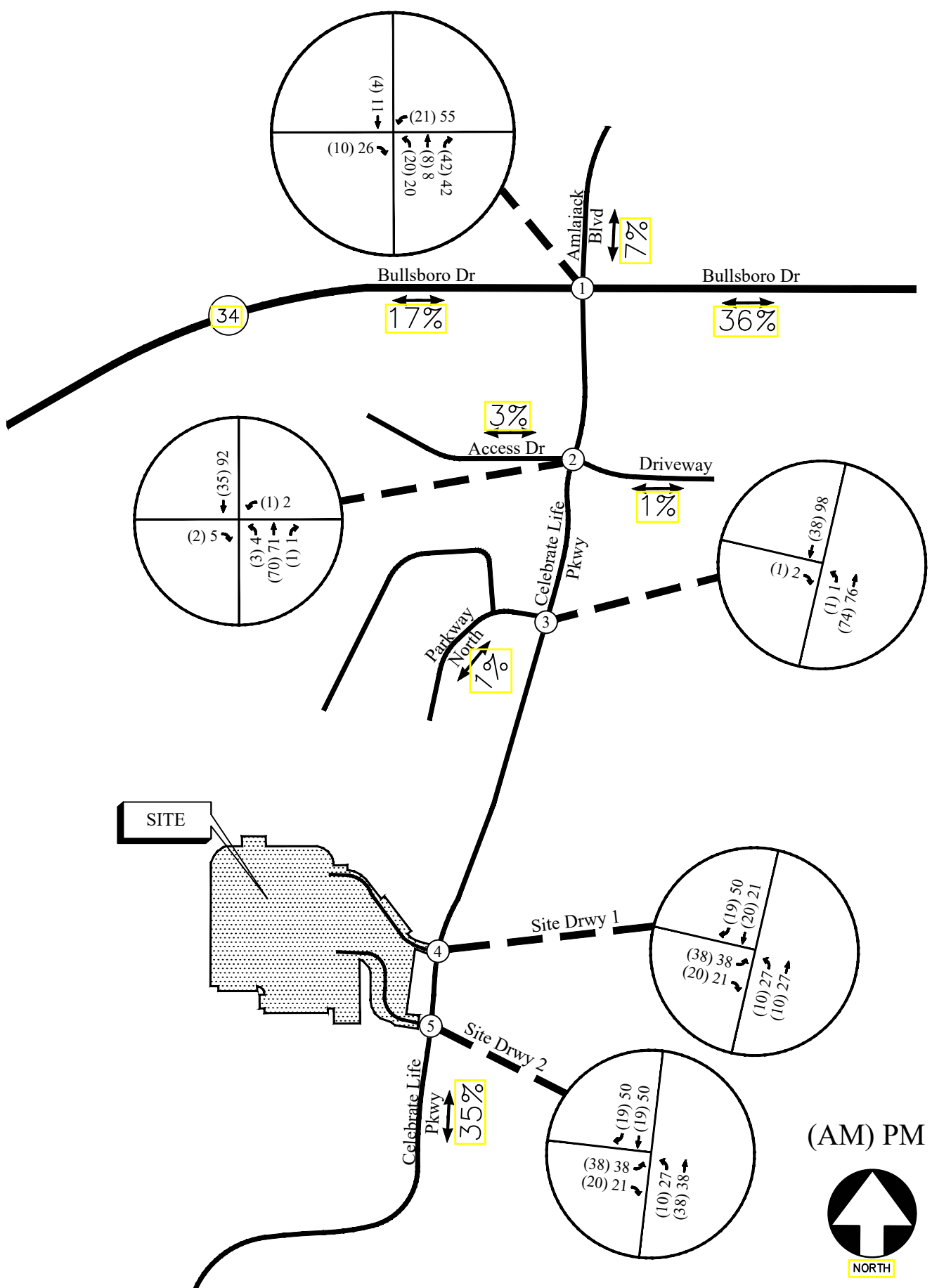
5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Uses: 220 – *Multifamily Housing (Low-Rise)*, 221 – *Multifamily Housing (Mid-Rise)*, 230 – *Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)* and 822 – *Strip Retail Plaza (<40k)*. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 — TRIP GENERATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 220 – Multifamily Housing (Low-Rise)	96 units	13	40	53	39	23	62	691
mixed-use reduction		-1	-1	-2	-3	-2	-5	-46
ITE 230 – Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	22 units	2	8	10	6	2	8	76
mixed-use reduction		0	0	0	0	0	0	-5
ITE 221 – Multifamily Housing (Mid-Rise)	175 units	15	50	65	42	27	69	788
mixed-use reduction		-1	-1	-2	-4	-3	-7	-52
ITE 822 – Strip Retail Plaza (<40k)	26,500 sf	33	22	55	78	78	156	1,348
mixed-use reduction		-2	-2	-4	-5	-7	-12	-103
Total without Reductions		63	120	183	165	130	295	2,903
Total with Reductions		59	116	175	153	118	271	2,697

5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site are shown in Figure 5.



TRIP DISTRIBUTION AND SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES

FIGURE 5
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6.0 FUTURE 2024 TRAFFIC ANALYSIS

The future 2024 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

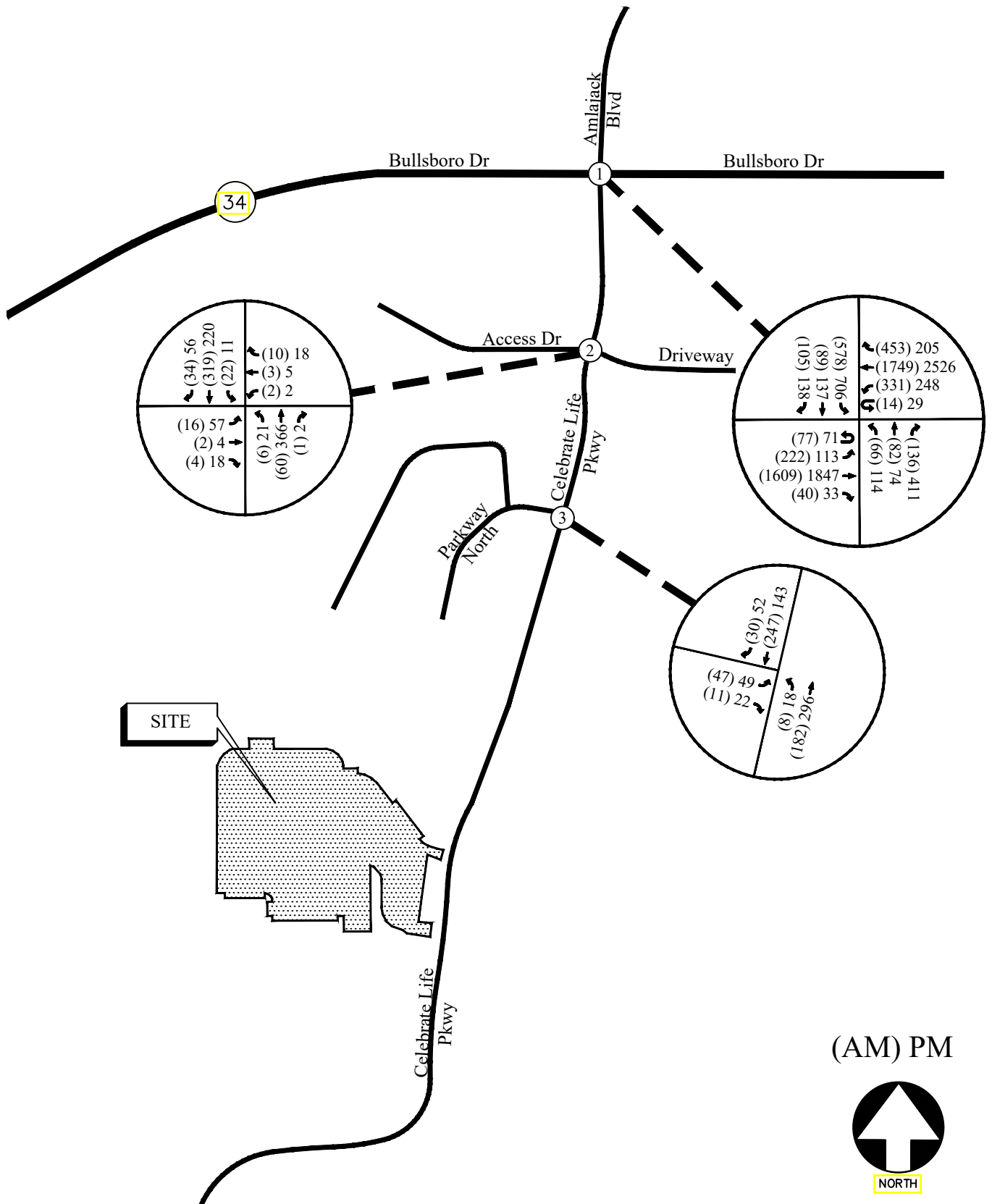
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of through traffic.

6.1.1 Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last three years revealed growth of approximately 2% in the area was used in the analysis. This growth factor was applied to the existing traffic volumes between collector and arterial roadways in order to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future “No-Build” volumes on the roadway are shown in Figure 6.

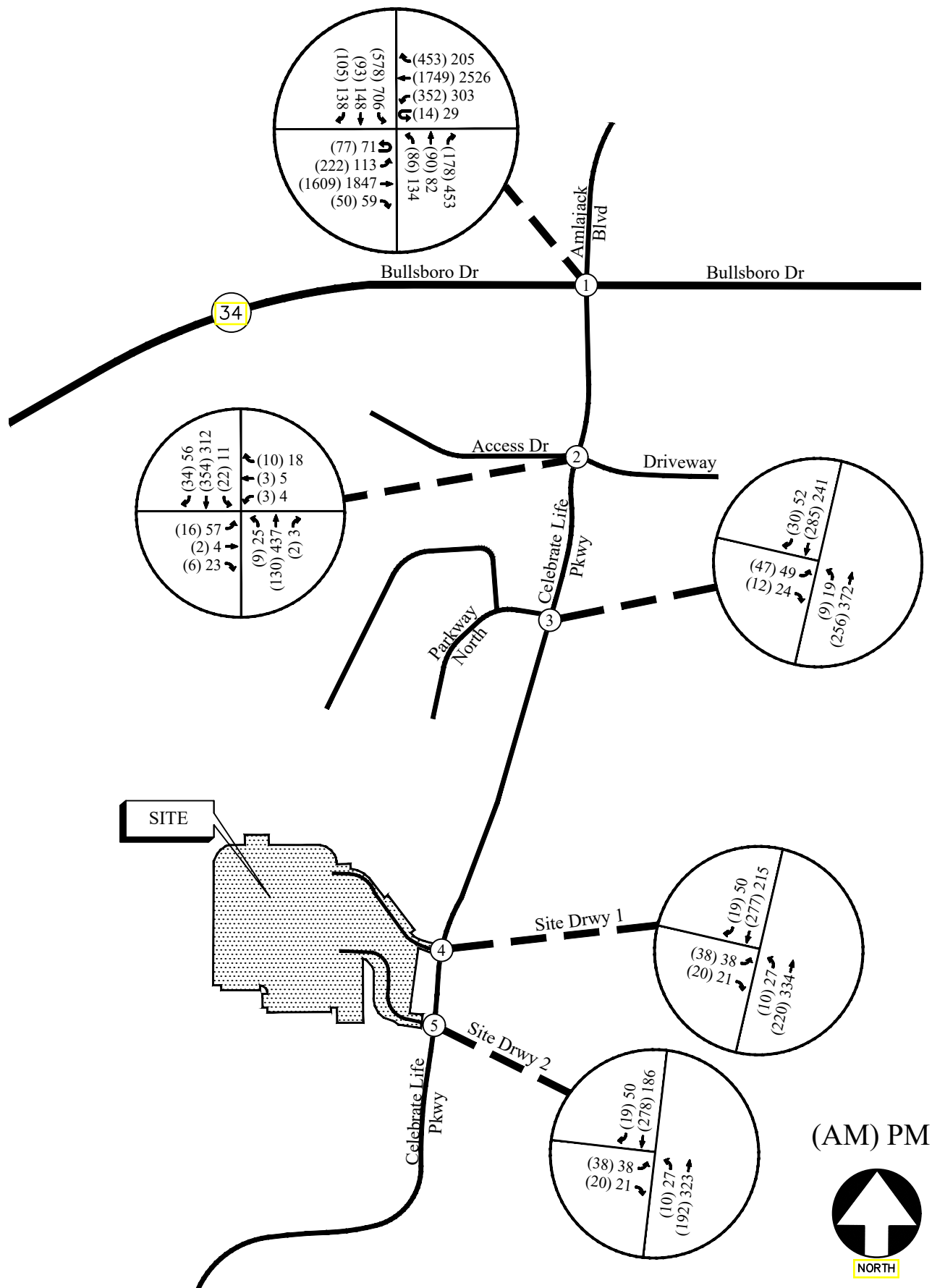
6.2 Future “Build” Conditions

The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic volumes (Figure 6) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 7.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6
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FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7
A&R Engineering Inc.

6.2.1 Auxiliary Lane Analysis

Included below are analyses for left-turn lanes and deceleration lanes for all site driveways per GDOT standards. The analyses below are based on the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume entering and exiting of the site is 2,697 vehicles.

6.2.1.1 Left Turn Lane Analysis

According to GDOT standards, for a two-lane roadway with AADT's less than 6,000 vehicles, the threshold of daily site generated left-turn volume to warrant a left-turn lane is 300 vehicles for a speed limit of 35 mph. The projected left-turn volume per day for the proposed driveways is shown in Table 5.

TABLE 5 - GDOT REQUIREMENTS FOR LEFT TURN LANES						
Intersection	Left turn traffic (% total entering)	Left turn / Roadway Direction	Left-turn Volume (vehicle/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicle/day)	Warrant met?
Celebrate Life Pkwy @ Site Drwy 1 (N)	17.5%	Celebrate Life Pkwy (NB)	236 (Total trips) ÷ 2 × 0.175 = (2697) ÷ 2 × 0.175 = 236	35 mph / 2-lane / < 6,000	300	No
Celebrate Life Pkwy @ Site Drwy 2 (S)	17.5%	Celebrate Life Pkwy (NB)	236 (Total trips) ÷ 2 × 0.175 = (2697) ÷ 2 × 0.175 = 236	35 mph / 2-lane / < 6,000	300	No

A left turn lane is not warranted at the site driveways.

6.2.1.2 Deceleration Turn Lane Analysis

For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 35 mph, the threshold of daily site generated right-turn volume to warrant a right-turn lane is 200 vehicles. The projected right-turn volume per day for the proposed driveway is shown in Table 6.

TABLE 6 - GDOT REQUIREMENTS FOR DECELERATION LANES						
Intersection	Right-turn traffic (% total entering)	Right turn / Roadway Direction	Right-turn Volume (vehicle/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicle/day)	Warrant met?
Celebrate Life Pkwy @ Site Drwy 1 (N)	32.5%	Celebrate Life Pkwy (SB)	438 (Total trips) ÷ 2 × 0.325 = (2697) ÷ 2 × 0.325 = 438	35 mph / 2-Lane / < 6,000	200	Yes
Celebrate Life Pkwy @ Site Drwy 2 (S)	32.5%	Celebrate Life Pkwy (SB)	438 (Total trips) ÷ 2 × 0.325 = (2697) ÷ 2 × 0.325 = 438	35 mph / 2-Lane / < 6,000	200	Yes

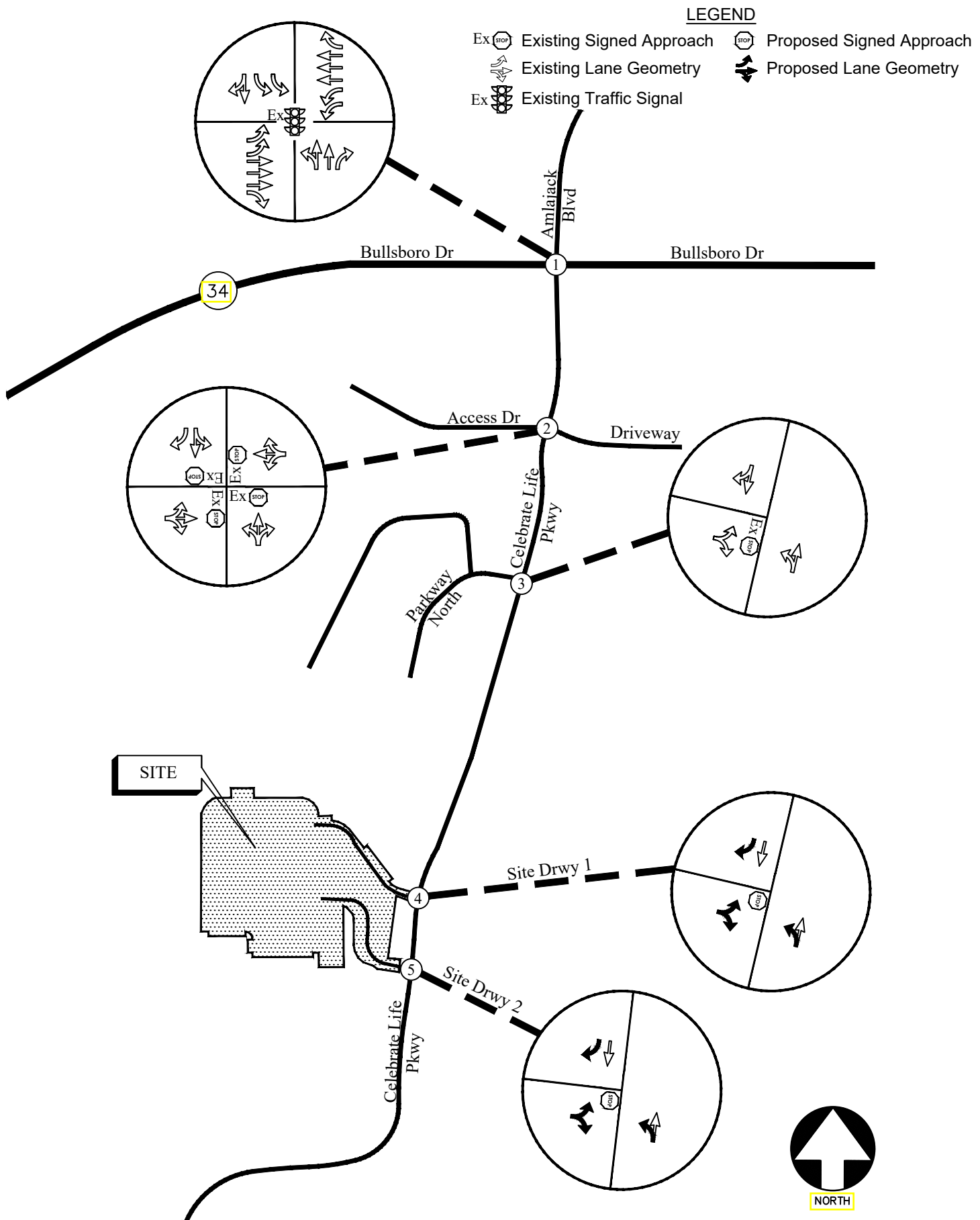
Deceleration lanes are warranted at both site driveways.

6.2.2 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figure 6 and Figure 7, respectively. The results of the future traffic operations analysis are shown below in Table 7. Recommendations for future traffic control and lane geometry is shown in Figure 8.

TABLE 7 — FUTURE INTERSECTION OPERATIONS					
Intersection		Future Condition: LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<u>Celebrate Life Parkway @ SR 34 (Bullsboro Drive)</u>	<u>D (51.8)</u>	<u>E (60.0)</u>	<u>E (64.2)</u>	<u>E (70.3)</u>
	-Eastbound Approach	D (45.4)	D (49.7)	C (34.8)	C (35.0)
	-Westbound Approach	D (46.5)	D (54.2)	C (34.0)	D (38.3)
	-Northbound Approach	F (90.4)	F (87.1)	F (92.4)	F (97.9)
	-Southbound Approach	E (78.4)	F (98.3)	F (231.2)	F (250.0)
2	<u>Celebrate Life Parkway @ Access Drive / Driveway</u>	<u>B (10.6)</u>	<u>B (11.8)</u>	<u>B (11.3)</u>	<u>B (15.1)</u>
	-Eastbound Approach	A (8.3)	A (9.6)	A (8.5)	B (10.3)
	-Westbound Approach	A (7.8)	A (8.7)	A (8.1)	A (9.3)
	-Northbound Approach	A (8.0)	B (13.5)	A (8.8)	C (18.0)
	-Southbound Approach	B (11.3)	B (10.3)	B (12.4)	B (12.9)
3	<u>Celebrate Life Parkway @ Parkway North</u>				
	-Eastbound Approach	B (13.0)	B (12.9)	B (14.7)	C (15.8)
	-Northbound Left	A (8.0)	A (7.7)	A (8.1)	A (8.0)
4	<u>Celebrate Life Parkway @ Site Driveway 1 (N)</u>				
	-Eastbound Approach	-	-	B (12.4)	B (13.2)
	-Northbound Left			A (7.9)	A (7.9)
5	<u>Celebrate Life Parkway @ Site Driveway 2 (S)</u>				
	-Eastbound Approach	-	-	B (12.2)	B (12.7)
	-Northbound Left			A (7.9)	A (7.8)

The results of future traffic operations analysis indicate that the signalized intersection of SR 34 (Bullsboro Drive) at Celebrate Life Parkway will be operating at an overall level of service “E” or better in both the AM and PM peak hours. The unsignalized intersection approaches will be operating at a level of service “C” or better in both the AM and PM peak hours.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 8
A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The purpose of this study is to determine the traffic impact due to the proposed mixed-use development which will be located along Celebrate Life Parkway, in City of Newnan, Georgia. The proposed residential development will consist of:

- Multifamily Housing (Mid-Rise): 175 Units
- Multifamily Housing (Low-Rise): 96 Units
- Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k) – 22 Units
- Retail: 26,500 sf

The development proposes access at the following locations:

- Site Driveway 1: Proposed Northern Full Access driveway on Celebrate Life Parkway
- Site Driveway 2: Proposed Southern Full Access driveway on Celebrate Life Parkway

Existing and future operations after completion of the project were analyzed at the intersections of:

- Celebrate Life Parkway at SR 34 (Bullsboro Drive)
- Celebrate Life Parkway at Access Drive / Driveway
- Celebrate Life Parkway at Parkway North
- Celebrate Life Parkway at Site Driveway 1 (North)
- Celebrate Life Parkway at Site Driveway 2 (South)

The analysis included the evaluation of Future operations for “No-Build” and “Build” conditions, the differences between “No-Build” and “Build” accounts for increases in traffic due to the addition of the proposed project. The results of future traffic operations analysis indicate that the signalized intersection of SR 34 (Bullsboro Drive) at Celebrate Life Parkway will be operating at an overall level of service “E” or better in both the AM and PM peak hours. The unsignalized intersection approaches will be operating at a level of service “C” or better in both the AM and PM peak hours. Based on the analysis, the proposed development will have minimal impact on traffic operations in the study network.

7.1 Recommendation

The following improvements are recommended at the proposed full access site driveway intersections:

Site Driveway 1: Full Access Northern Driveway on Celebrate Life Parkway

- One entering and one exiting lane
- Stop-sign controlled on the driveway approach with Celebrate Life Parkway remaining free flow.
- Deceleration lane for entering traffic.
- Provide adequate sight distance per AASHTO standards.

Site Driveway 2: Full Access Southern Driveway on Celebrate Life Parkway

- One entering and one exiting lane
- Stop-sign controlled on the driveway approach with Celebrate Life Parkway remaining free flow.
- Deceleration lane for entering traffic.
- Provide adequate sight distance per AASHTO standards.

Appendix

Existing Intersection Traffic Counts	
Linear Regression of Daily Traffic.....	
Existing Intersection Analysis.....	
Future “No-Build” Intersection Analysis	
Future “Build” Intersection Analysis.....	
Traffic Volume Worksheets	

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC DATA
Celebrate Life Pkwy @ Pkwy North Drwy
7-9 am | 4-6 pm

File Name : 20210434
Site Code : 20210434
Start Date : 12/14/2021
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Northbound				Southbound				Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	31	0	31	0	30	6	36	11	0	1	12	0	0	0	0	79
07:15 AM	2	39	0	41	0	51	5	56	13	0	2	15	0	0	0	0	112
07:30 AM	1	58	0	59	0	65	6	71	18	0	1	19	0	0	0	0	149
07:45 AM	2	45	0	47	0	57	10	67	6	0	1	7	0	0	0	0	121
Total	5	173	0	178	0	203	27	230	48	0	5	53	0	0	0	0	461
08:00 AM	1	33	0	34	0	57	3	60	13	0	3	16	0	0	0	0	110
08:15 AM	4	36	0	40	0	54	9	63	7	0	5	12	0	0	0	0	115
08:30 AM	3	26	0	29	0	37	3	40	2	0	2	4	0	0	0	0	73
08:45 AM	3	32	0	35	0	30	5	35	7	0	1	8	0	0	0	0	78
Total	11	127	0	138	0	178	20	198	29	0	11	40	0	0	0	0	376
*** BREAK ***																	
04:00 PM	6	54	0	60	0	26	16	42	8	0	8	16	0	0	0	0	118
04:15 PM	4	63	0	67	0	31	12	43	14	0	3	17	0	0	0	0	127
04:30 PM	5	70	0	75	0	28	10	38	8	0	7	15	0	0	0	0	128
04:45 PM	4	92	0	96	0	37	12	49	12	0	4	16	0	0	0	0	161
Total	19	279	0	298	0	122	50	172	42	0	22	64	0	0	0	0	534
05:00 PM	3	53	0	56	0	31	13	44	11	0	7	18	0	0	0	0	118
05:15 PM	5	64	0	69	0	39	14	53	15	0	3	18	0	0	0	0	140
05:30 PM	6	36	0	42	0	27	8	35	7	0	2	9	0	0	0	0	86
05:45 PM	3	44	0	47	0	42	8	50	10	0	0	10	0	0	0	0	107
Total	17	197	0	214	0	139	43	182	43	0	12	55	0	0	0	0	451
Grand Total	52	776	0	828	0	642	140	782	162	0	50	212	0	0	0	0	1822
Apprch %	6.3	93.7	0		0	82.1	17.9		76.4	0	23.6		0	0	0		
Total %	2.9	42.6	0	45.4	0	35.2	7.7	42.9	8.9	0	2.7	11.6	0	0	0	0	

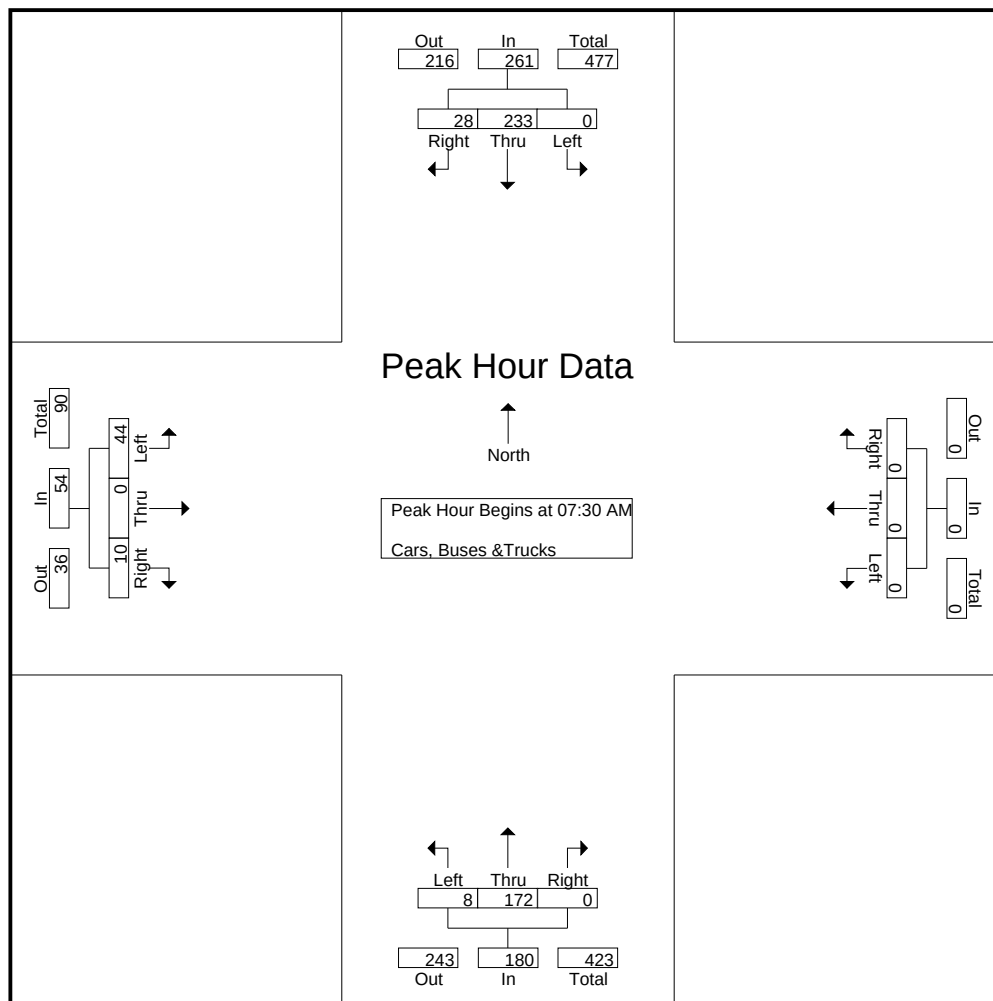
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Marietta, GA 30067

TMC DATA
Celebrate Life Pkwy @ Pkwy North Drwy
7-9 am | 4-6 pm

File Name : 20210434
Site Code : 20210434
Start Date : 12/14/2021
Page No : 2

	Northbound				Southbound				Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	58	0	59	0	65	6	71	18	0	1	19	0	0	0	0	149
07:45 AM	2	45	0	47	0	57	10	67	6	0	1	7	0	0	0	0	121
08:00 AM	1	33	0	34	0	57	3	60	13	0	3	16	0	0	0	0	110
08:15 AM	4	36	0	40	0	54	9	63	7	0	5	12	0	0	0	0	115
Total Volume	8	172	0	180	0	233	28	261	44	0	10	54	0	0	0	0	495
% App. Total	4.4	95.6	0		0	89.3	10.7		81.5	0	18.5		0	0	0		
PHF	.500	.741	.000	.763	.000	.896	.700	.919	.611	.000	.500	.711	.000	.000	.000	.000	.831



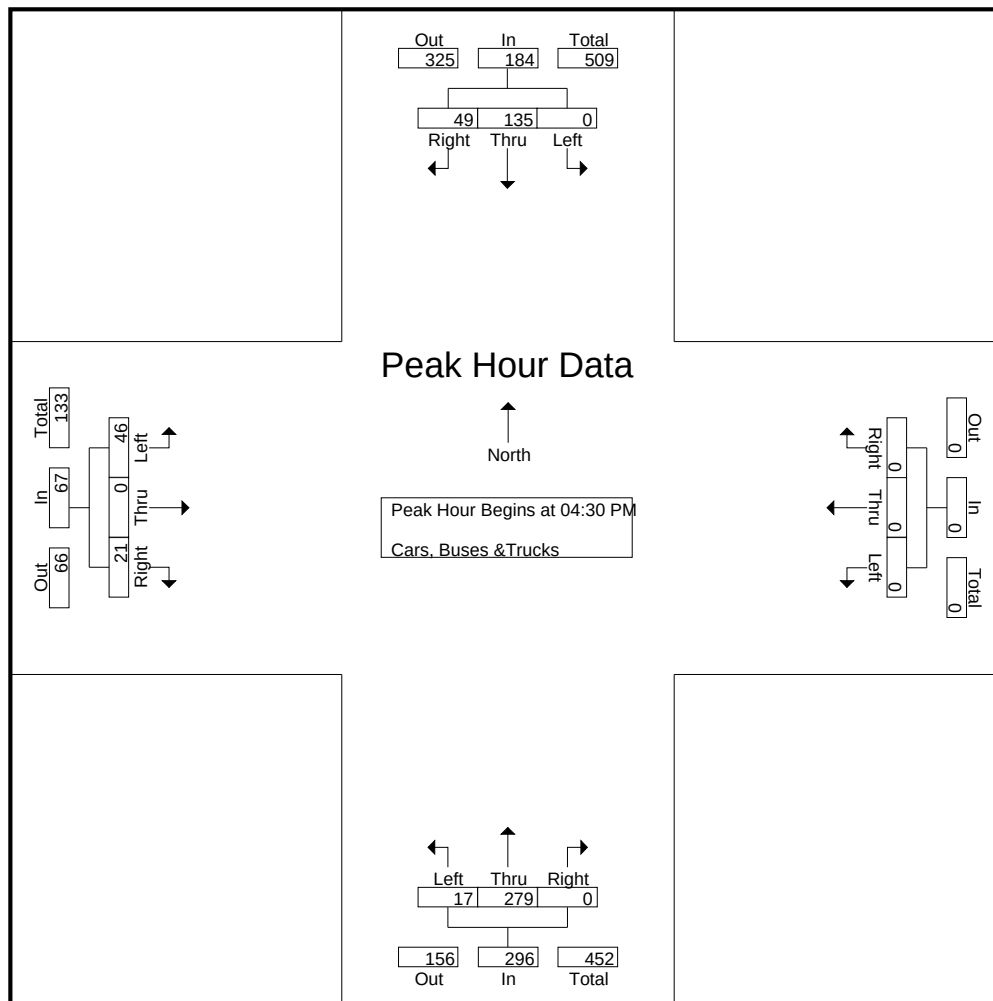
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TMC DATA
Celebrate Life Pkwy @ Pkwy North Drwy
7-9 am | 4-6 pm

File Name : 20210434
Site Code : 20210434
Start Date : 12/14/2021
Page No : 3

	Northbound				Southbound				Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	70	0	75	0	28	10	38	8	0	7	15	0	0	0	0	128
04:45 PM	4	92	0	96	0	37	12	49	12	0	4	16	0	0	0	0	161
05:00 PM	3	53	0	56	0	31	13	44	11	0	7	18	0	0	0	0	118
05:15 PM	5	64	0	69	0	39	14	53	15	0	3	18	0	0	0	0	140
Total Volume	17	279	0	296	0	135	49	184	46	0	21	67	0	0	0	0	547
% App. Total	5.7	94.3	0		0	73.4	26.6		68.7	0	31.3		0	0	0		
PHF	.850	.758	.000	.771	.000	.865	.875	.868	.767	.000	.750	.931	.000	.000	.000	.000	.849



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TMC DATA

SR 34 @ Celebrate Life Pkwy
7-9 am | 4-6 pm

File Name : 20210435
Site Code : 20210435
Start Date : 12/14/2021
Page No : 1

Groups Printed- Cars,Buses - Trucks

	Celebrate Life Pkwy Northbound				Amlajack Blvd Southbound				SR 34 (Bullsboro Dr) Eastbound					SR 34 (Bullsboro Dr) Westbound					Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	10	14	19	43	109	13	33	155	25	306	6	23	360	35	213	52	1	301	859
07:15 AM	10	13	28	51	124	11	21	156	29	371	8	13	421	72	323	72	2	469	1097
07:30 AM	18	16	36	70	105	17	13	135	49	464	9	17	539	61	365	123	1	550	1294
07:45 AM	21	26	26	73	111	15	20	146	68	371	12	22	473	88	406	130	5	629	1321
Total	59	69	109	237	449	56	87	592	171	1512	35	75	1793	256	1307	377	9	1949	4571
08:00 AM	12	23	29	64	182	31	41	254	47	335	9	21	412	81	421	98	3	603	1333
08:15 AM	11	12	37	60	147	21	25	193	45	348	8	13	414	82	458	76	4	620	1287
08:30 AM	10	10	46	66	99	13	21	133	46	347	14	14	421	69	343	50	4	466	1086
08:45 AM	17	12	42	71	114	16	16	146	24	303	9	20	356	44	325	48	4	421	994
Total	50	57	154	261	542	81	103	726	162	1333	40	68	1603	276	1547	272	15	2110	4700
*** BREAK ***																			
04:00 PM	24	32	94	150	150	29	29	208	23	404	9	18	454	50	561	86	4	701	1513
04:15 PM	23	14	107	144	126	19	30	175	40	473	4	18	535	67	564	54	5	690	1544
04:30 PM	26	15	93	134	183	36	31	250	26	398	11	27	462	42	513	49	5	609	1455
04:45 PM	36	24	108	168	154	36	49	239	36	399	11	19	465	43	507	57	2	609	1481
Total	109	85	402	596	613	120	139	872	125	1674	35	82	1916	202	2145	246	16	2609	5993
05:00 PM	29	16	98	143	176	33	35	244	26	472	9	18	525	71	614	61	10	756	1668
05:15 PM	19	14	81	114	176	31	22	229	21	474	8	21	524	53	611	53	4	721	1588
05:30 PM	25	19	105	149	172	40	48	260	30	401	7	20	458	47	571	43	6	667	1534
05:45 PM	35	21	104	160	142	25	25	192	30	395	7	8	440	63	587	36	7	693	1485
Total	108	70	388	566	666	129	130	925	107	1742	31	67	1947	234	2383	193	27	2837	6275
Grand Total	326	281	1053	1660	2270	386	459	3115	565	6261	141	292	7259	968	7382	1088	67	9505	21539
Apprch %	19.6	16.9	63.4		72.9	12.4	14.7		7.8	86.3	1.9	4		10.2	77.7	11.4	0.7		
Total %	1.5	1.3	4.9	7.7	10.5	1.8	2.1	14.5	2.6	29.1	0.7	1.4	33.7	4.5	34.3	5.1	0.3	44.1	
Cars,Buses	321	277	1035	1633	2083	383	441	2907	511	6073	139	288	7011	955	7171	966	64	9156	20707
% Cars,Buses	98.5	98.6	98.3	98.4	91.8	99.2	96.1	93.3	90.4	97	98.6	98.6	96.6	98.7	97.1	88.8	95.5	96.3	96.1
Trucks	5	4	18	27	187	3	18	208	54	188	2	4	248	13	211	122	3	349	832
% Trucks	1.5	1.4	1.7	1.6	8.2	0.8	3.9	6.7	9.6	3	1.4	1.4	3.4	1.3	2.9	11.2	4.5	3.7	3.9

A & R Engineering, Inc.

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TMC DATA

SR 34 @ Celebrate Life Pkwy

7-9 am | 4-6 pm

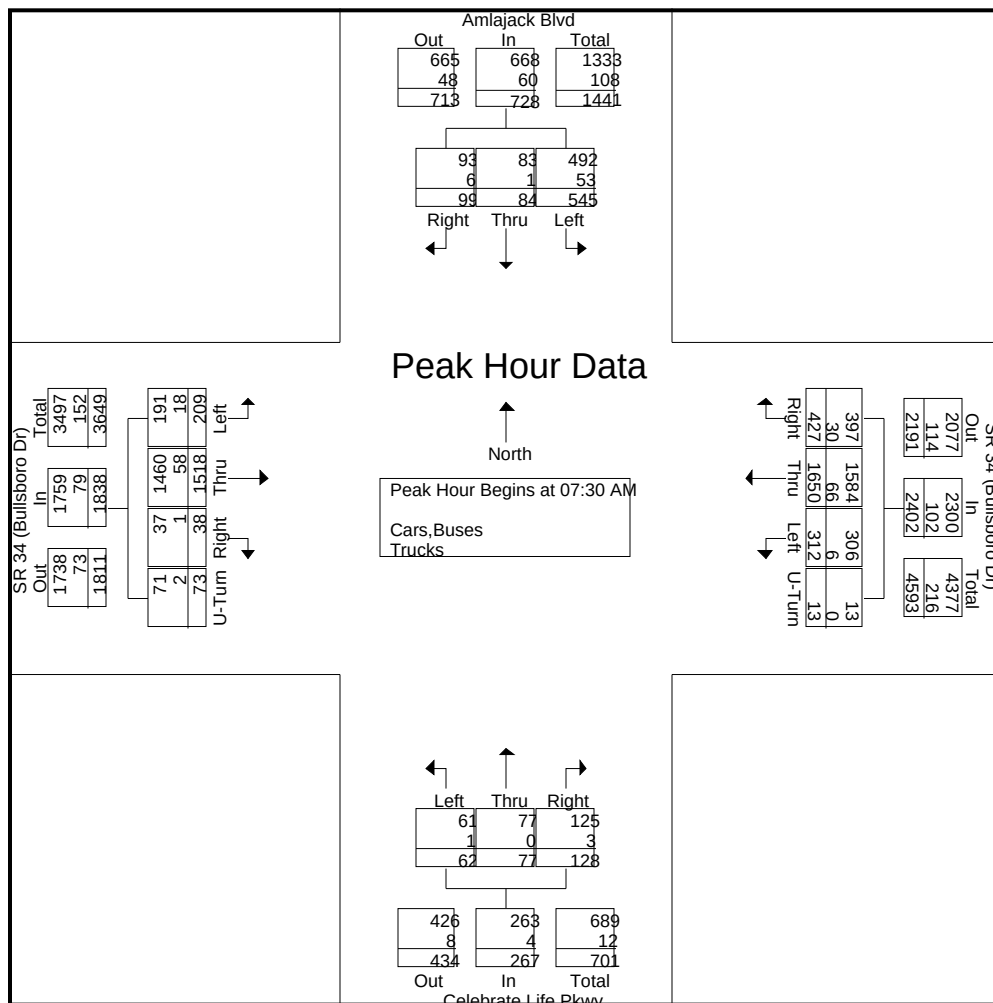
File Name : 20210435

Site Code : 20210435

Start Date : 12/14/2021

Page No : 2

	Celebrate Life Pkwy Northbound				Amlajack Blvd Southbound				SR 34 (Bullsboro Dr) Eastbound					SR 34 (Bullsboro Dr) Westbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30 AM																			
07:30 AM	18	16	36	70	105	17	13	135	49	464	9	17	539	61	365	123	1	550	1294
07:45 AM	21	26	26	73	111	15	20	146	68	371	12	22	473	88	406	130	5	629	1321
08:00 AM	12	23	29	64	182	31	41	254	47	335	9	21	412	81	421	98	3	603	1333
08:15 AM	11	12	37	60	147	21	25	193	45	348	8	13	414	82	458	76	4	620	1287
Total Volume	62	77	128	267	545	84	99	728	209	1518	38	73	1838	312	1650	427	13	2402	5235
% App. Total	23.2	28.8	47.9		74.9	11.5	13.6		11.4	82.6	2.1	4		13	68.7	17.8	0.5		
PHF	.738	.740	.865	.914	.749	.677	.604	.717	.768	.818	.792	.830	.853	.886	.901	.821	.650	.955	.982
Cars,Buses	61	77	125	263	492	83	93	668	191	1460	37	71	1759	306	1584	397	13	2300	4990
% Cars,Buses	98.4	100	97.7	98.5	90.3	98.8	93.9	91.8	91.4	96.2	97.4	97.3	95.7	98.1	96.0	93.0	100	95.8	95.3
Trucks	1	0	3	4	53	1	6	60	18	58	1	2	79	6	66	30	0	102	245
% Trucks	1.6	0	2.3	1.5	9.7	1.2	6.1	8.2	8.6	3.8	2.6	2.7	4.3	1.9	4.0	7.0	0	4.2	4.7



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TMC DATA

SR 34 @ Celebrate Life Pkwy

7-9 am | 4-6 pm

File Name : 20210435

Site Code : 20210435

Start Date : 12/14/2021

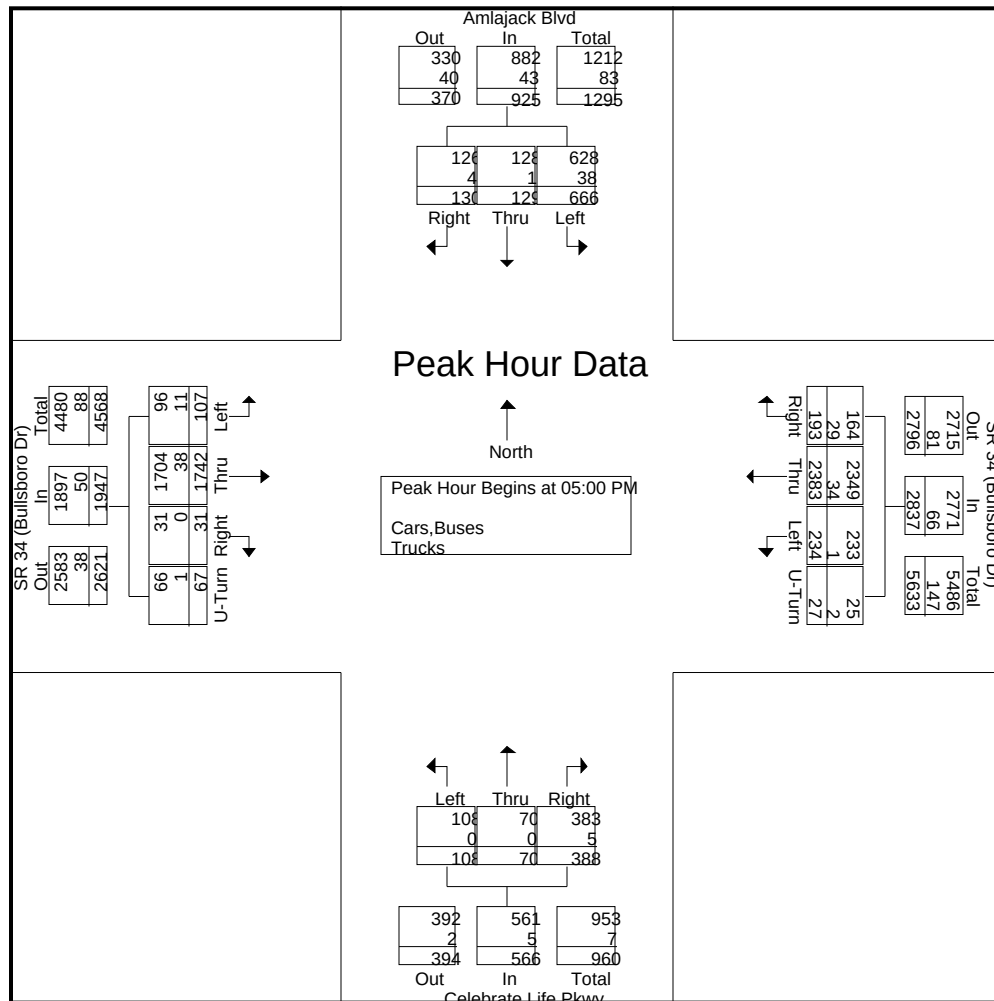
Page No : 3

	Celebrate Life Pkwy Northbound				Amlajack Blvd Southbound				SR 34 (Bullsboro Dr) Eastbound					SR 34 (Bullsboro Dr) Westbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	29	16	98	143	176	33	35	244	26	472	9	18	525	71	614	61	10	756	1668
05:15 PM	19	14	81	114	176	31	22	229	21	474	8	21	524	53	611	53	4	721	1588
05:30 PM	25	19	105	149	172	40	48	260	30	401	7	20	458	47	571	43	6	667	1534
05:45 PM	35	21	104	160	142	25	25	192	30	395	7	8	440	63	587	36	7	693	1485
Total Volume	108	70	388	566	666	129	130	925	107	1742	31	67	1947	234	2383	193	27	2837	6275
% App. Total	19.1	12.4	68.6		72	13.9	14.1		5.5	89.5	1.6	3.4		8.2	84	6.8	1		
PHF	.771	.833	.924	.884	.946	.806	.677	.889	.892	.919	.861	.798	.927	.824	.970	.791	.675	.938	.940
Cars,Buses	108	70	383	561	628	128	126	882	96	1704	31	66	1897	233	2349	164	25	2771	6111
% Cars,Buses	100	100	98.7	99.1	94.3	99.2	96.9	95.4	89.7	97.8	100	98.5	97.4	99.6	98.6	85.0	92.6	97.7	97.4
Trucks	0	0	5	5	38	1	4	43	11	38	0	1	50	1	34	29	2	66	164
% Trucks	0	0	1.3	0.9	5.7	0.8	3.1	4.6	10.3	2.2	0	1.5	2.6	0.4	1.4	15.0	7.4	2.3	2.6

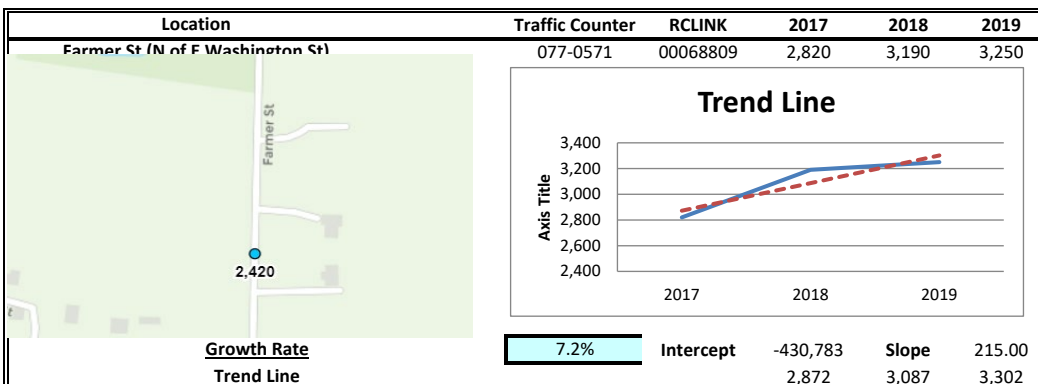
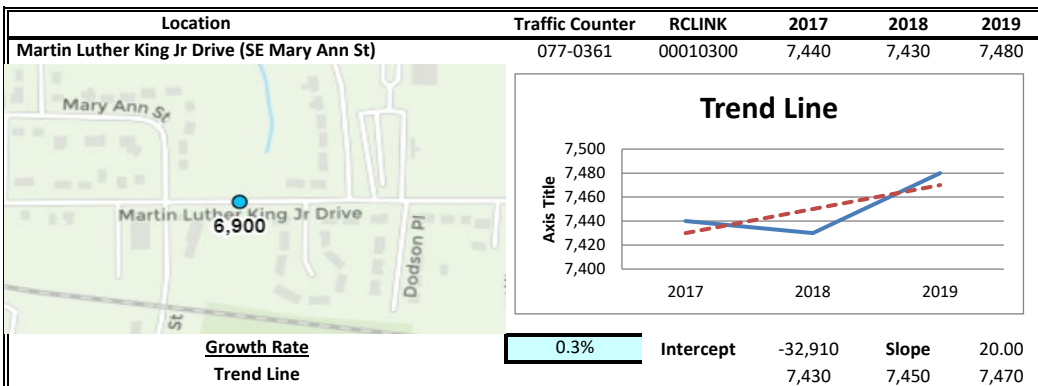
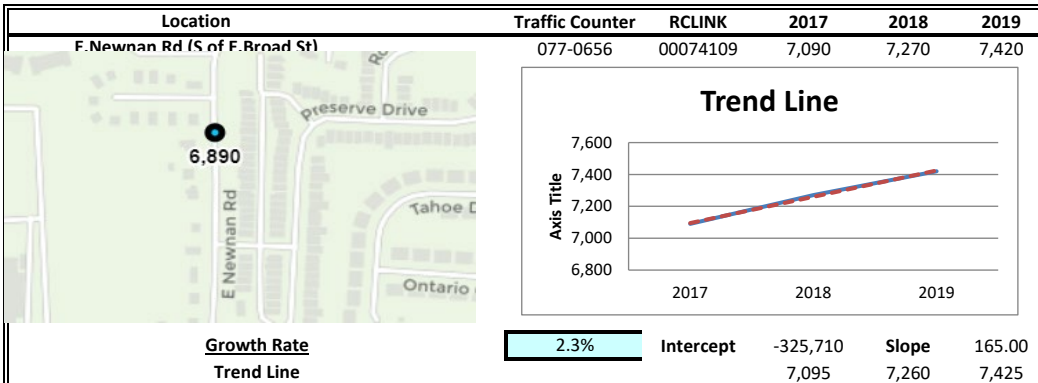
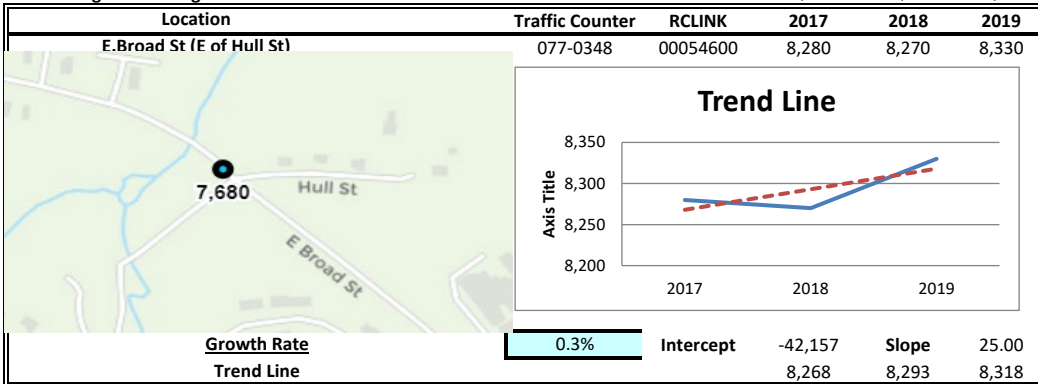


LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2017	2018	2019
E.Broad St (E of Hull St)	0.3%	0.60	077-0348	00054600	8,280	8,270	8,330
E.Newnan Rd (S of E.Broad St)	2.3%	1.00	077-0656	00074109	7,090	7,270	7,420
Martin Luther King Jr Drive (SE of Mary Ann St)	0.3%	0.57	077-0361	00010300	7,440	7,430	7,480
Farmer St (N of E Washington St)	7.2%	0.85	077-0571	00068809	2,820	3,190	3,250

Weighted Average

Sum of Count Stations = 25,630 26,160 26,480



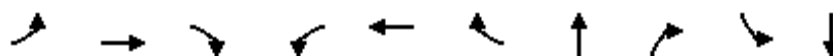
EXISTING INTERSECTION ANALYSIS

Timings

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

1a. Existing AM

06/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↗	↗	↔↔
Traffic Volume (vph)	282	1518	38	325	1650	427	77	128	545	84
Future Volume (vph)	282	1518	38	325	1650	427	77	128	545	84
Lane Group Flow (vph)	300	1615	40	346	1755	454	148	136	290	484
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	Split	NA
Protected Phases	5	2		1	6		8		4	4
Permitted Phases			2			6		8		
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	23.5	23.5	15.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	25.0	75.5	75.5	27.0	77.5	77.5	23.5	23.5	49.0	49.0
Total Split (%)	14.3%	43.1%	43.1%	15.4%	44.3%	44.3%	13.4%	13.4%	28.0%	28.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.79	0.71	0.05	0.80	0.76	0.54	0.58	0.56	0.89	0.72
Control Delay	90.4	41.9	0.1	88.4	42.8	16.2	87.6	19.9	94.5	67.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.4	41.9	0.1	88.4	42.8	16.2	87.6	19.9	94.5	67.0
Queue Length 50th (ft)	180	583	0	208	653	156	91	0	367	282
Queue Length 95th (ft)	241	690	0	271	761	292	133	75	#505	348
Internal Link Dist (ft)		754			745		620			717
Turn Bay Length (ft)	300		120	155					130	
Base Capacity (vph)	389	2280	762	450	2322	847	359	284	371	764
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.71	0.05	0.77	0.76	0.54	0.41	0.48	0.78	0.63

Intersection Summary

Cycle Length: 175

Actuated Cycle Length: 175

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

Natural Cycle: 110

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

Ø1 27 s	Ø2 (R) 75.5 s	Ø4 49 s	Ø8 23.5 s
Ø5 25 s	Ø6 (R) 77.5 s		

HCM 6th Signalized Intersection Summary

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

1a. Existing AM
06/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	1518	38	325	1650	427	62	77	128	545	84	99
Future Volume (veh/h)	282	1518	38	325	1650	427	62	77	128	545	84	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1841	1856	1870	1841	1796	1870	1900	1870	1752	1885	1811
Adj Flow Rate, veh/h	300	1615	0	346	1755	0	66	82	0	580	89	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	4	3	2	4	7	2	0	2	10	1	6
Cap, veh/h	337	2578		386	2621		104	104		641	362	
Arrive On Green	0.10	0.51	0.00	0.11	0.52	0.00	0.06	0.06	0.00	0.19	0.19	0.00
Sat Flow, veh/h	3264	5025	1572	3456	5025	1522	1810	1805	1585	3337	1885	0
Grp Volume(v), veh/h	300	1615	0	346	1755	0	66	82	0	580	89	0
Grp Sat Flow(s),veh/h/ln	1632	1675	1572	1728	1675	1522	1810	1805	1585	1668	1885	0
Q Serve(g_s), s	15.9	40.4	0.0	17.3	44.9	0.0	6.2	7.8	0.0	29.8	7.0	0.0
Cycle Q Clear(g_c), s	15.9	40.4	0.0	17.3	44.9	0.0	6.2	7.8	0.0	29.8	7.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	337	2578		386	2621		104	104		641	362	
V/C Ratio(X)	0.89	0.63		0.90	0.67		0.63	0.79		0.91	0.25	
Avail Cap(c_a), veh/h	364	2578		425	2621		186	186		829	469	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	77.5	30.6	0.0	76.7	30.8	0.0	80.7	81.4	0.0	69.1	60.0	0.0
Incr Delay (d2), s/veh	22.0	1.2	0.0	20.0	1.4	0.0	6.2	12.4	0.0	11.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	15.9	0.0	8.6	17.7	0.0	3.1	4.0	0.0	13.7	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.5	31.7	0.0	96.7	32.1	0.0	86.9	93.8	0.0	80.4	60.3	0.0
LnGrp LOS	F	C		F	C		F	F		F	E	
Approach Vol, veh/h	1915			2101			148			669		
Approach Delay, s/veh	42.3			42.8			90.7			77.7		
Approach LOS	D			D			F			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	95.3		39.1	23.5	96.8		15.6				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	21.5	70.0		43.5	19.5	72.0		18.0				
Max Q Clear Time (g_c+I1), s	19.3	42.4		31.8	17.9	46.9		9.8				
Green Ext Time (p_c), s	0.3	16.9		1.8	0.2	17.2		0.2				

Intersection Summary

HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Intersection Delay, s/veh 10.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	↔
Traffic Vol, veh/h	15	2	4	2	3	9	6	57	1	21	301	32
Future Vol, veh/h	15	2	4	2	3	9	6	57	1	21	301	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	2	4	2	3	10	7	62	1	23	327	35
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	8.2	7.8	8	10.9
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	9%	71%	14%	7%	0%
Vol Thru, %	89%	10%	21%	93%	0%
Vol Right, %	2%	19%	64%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	21	14	322	32
LT Vol	6	15	2	21	0
Through Vol	57	2	3	301	0
RT Vol	1	4	9	0	32
Lane Flow Rate	70	23	15	350	35
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.088	0.032	0.02	0.454	0.038
Departure Headway (Hd)	4.538	5.041	4.665	4.668	3.935
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	793	714	771	767	904
Service Time	2.546	3.048	2.672	2.419	1.686
HCM Lane V/C Ratio	0.088	0.032	0.019	0.456	0.039
HCM Control Delay	8	8.2	7.8	11.3	6.8
HCM Lane LOS	A	A	A	B	A
HCM 95th-tile Q	0.3	0.1	0.1	2.4	0.1

HCM 6th TWSC
3: Celebrate Life Pkwy & Parkway North

1a. Existing AM
06/17/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	10	8	172	233	28
Future Vol, veh/h	44	10	8	172	233	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	12	10	207	281	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	525	298	315	0	-	0
Stage 1	298	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	513	741	1245	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	508	741	1245	-	-	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0.4	0
HCM LOS	B		

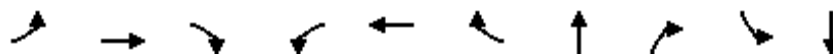
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1245	-	539	-	-
HCM Lane V/C Ratio	0.008	-	0.121	-	-
HCM Control Delay (s)	7.9	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Timings

1b. Existing PM

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

06/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↔	↔	↔↔
Traffic Volume (vph)	174	1742	31	261	2383	193	70	388	666	129
Future Volume (vph)	174	1742	31	261	2383	193	70	388	666	129
Lane Group Flow (vph)	179	1796	32	269	2457	199	183	400	343	611
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	Split	NA
Protected Phases	5	2		1	6		8		4	4
Permitted Phases			2			6		8		
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	23.5	23.5	15.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	15.0	77.3	77.3	22.0	84.3	84.3	34.0	34.0	41.7	41.7
Total Split (%)	8.6%	44.2%	44.2%	12.6%	48.2%	48.2%	19.4%	19.4%	23.8%	23.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	1.04	0.86	0.04	0.84	1.06	0.29	0.33	1.11	1.07	0.99dl
Control Delay	155.7	51.9	0.1	100.7	83.7	17.1	66.6	126.3	133.5	86.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	155.7	51.9	0.1	100.7	83.7	17.1	66.6	126.3	133.5	86.7
Queue Length 50th (ft)	~118	713	0	165	~1177	77	103	~421	~495	389
Queue Length 95th (ft)	#209	781	0	#240	#1256	143	147	#656	#740	#515
Internal Link Dist (ft)		754			745		620			717
Turn Bay Length (ft)	300		120	155					130	
Base Capacity (vph)	172	2097	722	326	2312	682	559	359	320	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.86	0.04	0.83	1.06	0.29	0.33	1.11	1.07	0.93

Intersection Summary

Cycle Length: 175

Actuated Cycle Length: 175

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

Natural Cycle: 140

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

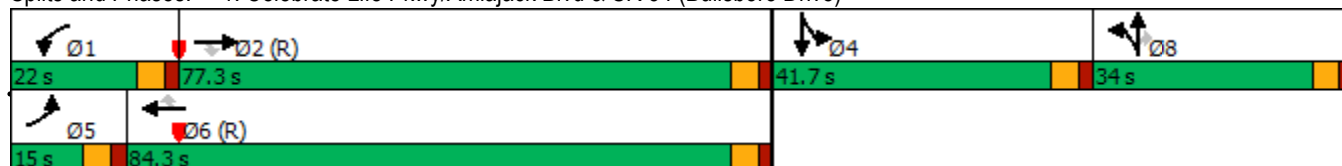
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)



HCM 6th Signalized Intersection Summary
1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

1b. Existing PM
06/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			 			 	
Traffic Volume (veh/h)	174	1742	31	261	2383	193	108	70	388	666	129	130
Future Volume (veh/h)	174	1742	31	261	2383	193	108	70	388	666	129	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1870	1870	1885	1885	1678	1870	1870	1885	1811	1885	1856
Adj Flow Rate, veh/h	179	1796	0	269	2457	0	111	72	0	687	133	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	2	2	1	1	15	2	2	1	6	1	3
Cap, veh/h	176	2572		308	2767		134	134		714	390	
Arrive On Green	0.05	0.50	0.00	0.09	0.54	0.00	0.08	0.08	0.00	0.21	0.21	0.00
Sat Flow, veh/h	3237	5106	1585	3483	5147	1422	1781	1777	1598	3450	1885	0
Grp Volume(v), veh/h	179	1796	0	269	2457	0	111	72	0	687	133	0
Grp Sat Flow(s),veh/h/ln	1618	1702	1585	1742	1716	1422	1781	1777	1598	1725	1885	0
Q Serve(g_s), s	9.5	47.1	0.0	13.4	73.9	0.0	10.8	6.8	0.0	34.5	10.5	0.0
Cycle Q Clear(g_c), s	9.5	47.1	0.0	13.4	73.9	0.0	10.8	6.8	0.0	34.5	10.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	176	2572		308	2767		134	134		714	390	
V/C Ratio(X)	1.02	0.70		0.87	0.89		0.83	0.54		0.96	0.34	
Avail Cap(c_a), veh/h	176	2572		328	2767		290	289		714	390	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	82.8	33.3	0.0	78.8	35.8	0.0	79.8	77.9	0.0	68.7	59.2	0.0
Incr Delay (d2), s/veh	72.9	1.6	0.0	21.3	4.7	0.0	11.9	3.3	0.0	24.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	19.0	0.0	6.8	30.2	0.0	5.4	3.3	0.0	17.7	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	155.6	34.9	0.0	100.1	40.5	0.0	91.6	81.3	0.0	93.5	59.7	0.0
LnGrp LOS	F	C		F	D		F	F		F	E	
Approach Vol, veh/h		1975			2726			183			820	
Approach Delay, s/veh		45.8			46.4			87.6			88.0	
Approach LOS		D			D			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	93.6		41.7	15.0	99.6		18.7				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	16.5	71.8		36.2	9.5	78.8		28.5				
Max Q Clear Time (g_c+I1), s	15.4	49.1		36.5	11.5	75.9		12.8				
Green Ext Time (p_c), s	0.1	16.3		0.0	0.0	2.8		0.5				

Intersection Summary

HCM 6th Ctrl Delay 53.5
HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th AWSC
2: Celebrate Life Pkwy & Acces Dr/Driveway

1b. Existing PM
06/17/2022

Intersection

Intersection Delay, s/veh 11.2

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↗
Traffic Vol, veh/h	54	4	17	2	5	17	20	345	2	10	208	53
Future Vol, veh/h	54	4	17	2	5	17	20	345	2	10	208	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	4	18	2	5	18	22	375	2	11	226	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	9.4	8.5	12.6	10
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	72%	8%	5%	0%
Vol Thru, %	94%	5%	21%	95%	0%
Vol Right, %	1%	23%	71%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	367	75	24	218	53
LT Vol	20	54	2	10	0
Through Vol	345	4	5	208	0
RT Vol	2	17	17	0	53
Lane Flow Rate	399	82	26	237	58
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.517	0.126	0.038	0.34	0.071
Departure Headway (Hd)	4.665	5.546	5.237	5.168	4.44
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	770	642	677	694	802
Service Time	2.71	3.617	3.321	2.918	2.19
HCM Lane V/C Ratio	0.518	0.128	0.038	0.341	0.072
HCM Control Delay	12.6	9.4	8.5	10.6	7.5
HCM Lane LOS	B	A	A	B	A
HCM 95th-tile Q	3	0.4	0.1	1.5	0.2

HCM 6th TWSC
3: Celebrate Life Pkwy & Parkway North

1b. Existing PM
06/17/2022

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	21	17	279	135	49
Future Vol, veh/h	46	21	17	279	135	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	25	20	328	159	58

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	556	188	217	0	-	0
Stage 1	188	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	492	854	1353	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	483	854	1353	-	-	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	700	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	559	-	-
HCM Lane V/C Ratio	0.015	-	0.141	-	-
HCM Control Delay (s)	7.7	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

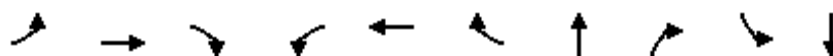
**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS**

Timings

2a. No-Build AM

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

06/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	299	1609	40	345	1749	453	82	136	578	89
Future Volume (vph)	299	1609	40	345	1749	453	82	136	578	89
Lane Group Flow (vph)	318	1712	43	367	1861	482	157	145	307	515
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	Split	NA
Protected Phases	5	2		1	6		8		4	4
Permitted Phases			2			6		8		
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	23.5	23.5	15.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	26.0	76.4	76.4	27.0	77.4	77.4	23.5	23.5	48.1	48.1
Total Split (%)	14.9%	43.7%	43.7%	15.4%	44.2%	44.2%	13.4%	13.4%	27.5%	27.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.81	0.77	0.06	0.82	0.83	0.58	0.60	0.57	0.92	0.74
Control Delay	90.8	45.4	0.1	89.6	47.1	18.7	87.5	19.4	97.0	67.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.8	45.4	0.1	89.6	47.1	18.7	87.5	19.4	97.0	67.6
Queue Length 50th (ft)	191	665	0	221	745	195	97	0	387	300
Queue Length 95th (ft)	#263	743	0	#301	833	335	138	78	#576	376
Internal Link Dist (ft)		754			745		620			717
Turn Bay Length (ft)	300		120	155					130	
Base Capacity (vph)	403	2214	742	455	2251	829	359	292	363	749
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.77	0.06	0.81	0.83	0.58	0.44	0.50	0.85	0.69

Intersection Summary

Cycle Length: 175

Actuated Cycle Length: 175

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

Natural Cycle: 120

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)



HCM 6th Signalized Intersection Summary

2a. No-Build AM

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

06/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	1609	40	345	1749	453	66	82	136	578	89	105
Future Volume (veh/h)	299	1609	40	345	1749	453	66	82	136	578	89	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1841	1856	1870	1841	1796	1870	1900	1870	1752	1885	1811
Adj Flow Rate, veh/h	318	1712	0	367	1861	0	70	87	0	615	95	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	4	3	2	4	7	2	0	2	10	1	6
Cap, veh/h	355	2487		405	2530		109	109		673	380	
Arrive On Green	0.11	0.49	0.00	0.12	0.50	0.00	0.06	0.06	0.00	0.20	0.20	0.00
Sat Flow, veh/h	3264	5025	1572	3456	5025	1522	1810	1805	1585	3337	1885	0
Grp Volume(v), veh/h	318	1712	0	367	1861	0	70	87	0	615	95	0
Grp Sat Flow(s),veh/h/ln	1632	1675	1572	1728	1675	1522	1810	1805	1585	1668	1885	0
Q Serve(g_s), s	16.8	45.7	0.0	18.4	51.1	0.0	6.6	8.3	0.0	31.6	7.4	0.0
Cycle Q Clear(g_c), s	16.8	45.7	0.0	18.4	51.1	0.0	6.6	8.3	0.0	31.6	7.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	355	2487		405	2530		109	109		673	380	
V/C Ratio(X)	0.90	0.69		0.91	0.74		0.64	0.80		0.91	0.25	
Avail Cap(c_a), veh/h	382	2487		425	2530		186	186		812	459	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	77.0	33.9	0.0	76.3	34.3	0.0	80.4	81.2	0.0	68.3	58.7	0.0
Incr Delay (d2), s/veh	22.0	1.6	0.0	22.2	1.9	0.0	6.1	12.4	0.0	13.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	18.1	0.0	9.2	20.3	0.0	3.3	4.3	0.0	14.7	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.0	35.4	0.0	98.5	36.2	0.0	86.5	93.6	0.0	81.4	59.0	0.0
LnGrp LOS	F	D		F	D		F	F		F	E	
Approach Vol, veh/h	2030				2228				157			
Approach Delay, s/veh	45.4				46.5				90.4			
Approach LOS	D				D				F			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	92.1		40.8	24.5	93.6		16.1				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	21.5	70.9		42.6	20.5	71.9		18.0				
Max Q Clear Time (g_c+I1), s	20.4	47.7		33.6	18.8	53.1		10.3				
Green Ext Time (p_c), s	0.2	15.9		1.8	0.2	14.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay 51.8

HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Intersection Delay, s/veh 10.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	2	4	2	3	10	6	60	1	22	319	34
Future Vol, veh/h	16	2	4	2	3	10	6	60	1	22	319	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	2	4	2	3	11	7	65	1	24	347	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	8.3	7.8	8	11.3
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	9%	73%	13%	6%	0%
Vol Thru, %	90%	9%	20%	94%	0%
Vol Right, %	1%	18%	67%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	22	15	341	34
LT Vol	6	16	2	22	0
Through Vol	60	2	3	319	0
RT Vol	1	4	10	0	34
Lane Flow Rate	73	24	16	371	37
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.092	0.034	0.021	0.481	0.04
Departure Headway (Hd)	4.569	5.108	4.709	4.672	3.939
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	788	704	764	767	902
Service Time	2.575	3.114	2.716	2.427	1.694
HCM Lane V/C Ratio	0.093	0.034	0.021	0.484	0.041
HCM Control Delay	8	8.3	7.8	11.7	6.9
HCM Lane LOS	A	A	A	B	A
HCM 95th-tile Q	0.3	0.1	0.1	2.6	0.1

HCM 6th TWSC
3: Celebrate Life Pkwy & Parkway North

2a. No-Build AM
06/17/2022

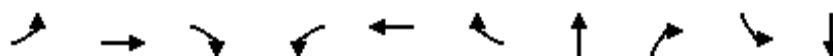
Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	11	8	182	247	30
Future Vol, veh/h	47	11	8	182	247	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	13	10	219	298	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	555	316	334	0	-	0
Stage 1	316	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	493	724	1225	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	489	724	1225	-	-	-
Mov Cap-2 Maneuver	489	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1225	-	521	-	-	
HCM Lane V/C Ratio	0.008	-	0.134	-	-	
HCM Control Delay (s)	8	0	13	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.5	-	-	

Timings

2b. No-Build PM

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

06/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	184	1847	33	277	2526	205	74	411	706	137
Future Volume (vph)	184	1847	33	277	2526	205	74	411	706	137
Lane Group Flow (vph)	190	1904	34	286	2604	211	194	424	364	647
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	Split	NA
Protected Phases	5	2		1	6		8		4	4
Permitted Phases			2			6		8		
Detector Phase	5	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	23.5	23.5	15.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	15.0	78.0	78.0	21.0	84.0	84.0	34.0	34.0	42.0	42.0
Total Split (%)	8.6%	44.6%	44.6%	12.0%	48.0%	48.0%	19.4%	19.4%	24.0%	24.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None
v/c Ratio	1.10	0.90	0.05	0.93	1.13	0.31	0.35	1.18	1.13	1.04dl
Control Delay	170.4	55.1	0.1	114.2	108.8	18.3	67.0	149.0	148.6	95.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	170.4	55.1	0.1	114.2	108.8	18.3	67.0	149.0	148.6	95.0
Queue Length 50th (ft)	~131	777	0	178	~1314	88	110	~481	~549	417
Queue Length 95th (ft)	#226	846	0	#276	#1389	156	155	#721	#796	#563
Internal Link Dist (ft)		754			745		620			717
Turn Bay Length (ft)	300		120	155					130	
Base Capacity (vph)	172	2106	724	307	2303	679	559	359	323	664
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.90	0.05	0.93	1.13	0.31	0.35	1.18	1.13	0.97

Intersection Summary

Cycle Length: 175

Actuated Cycle Length: 175

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

Natural Cycle: 150

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

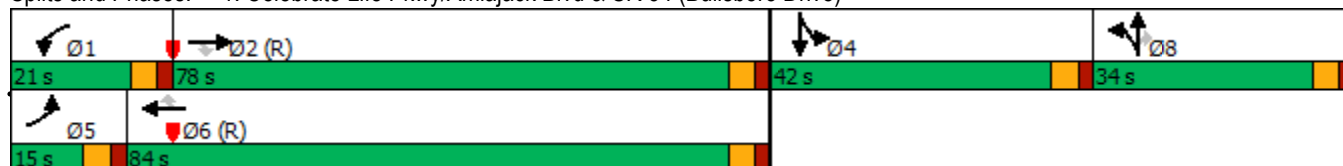
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)



HCM 6th Signalized Intersection Summary

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

2b. No-Build PM

06/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			 			 	
Traffic Volume (veh/h)	184	1847	33	277	2526	205	114	74	411	706	137	138
Future Volume (veh/h)	184	1847	33	277	2526	205	114	74	411	706	137	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1752	1870	1870	1885	1885	1678	1870	1870	1885	1811	1885	1856
Adj Flow Rate, veh/h	190	1904	0	286	2604	0	118	76	0	728	141	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	2	2	1	1	15	2	2	1	6	1	3
Cap, veh/h	176	2541		309	2738		142	141		720	393	
Arrive On Green	0.05	0.50	0.00	0.09	0.53	0.00	0.08	0.08	0.00	0.21	0.21	0.00
Sat Flow, veh/h	3237	5106	1585	3483	5147	1422	1781	1777	1598	3450	1885	0
Grp Volume(v), veh/h	190	1904	0	286	2604	0	118	76	0	728	141	0
Grp Sat Flow(s),veh/h/ln	1618	1702	1585	1742	1716	1422	1781	1777	1598	1725	1885	0
Q Serve(g_s), s	9.5	52.3	0.0	14.3	83.9	0.0	11.4	7.2	0.0	36.5	11.2	0.0
Cycle Q Clear(g_c), s	9.5	52.3	0.0	14.3	83.9	0.0	11.4	7.2	0.0	36.5	11.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	176	2541		309	2738		142	141		720	393	
V/C Ratio(X)	1.08	0.75		0.93	0.95		0.83	0.54		1.01	0.36	
Avail Cap(c_a), veh/h	176	2541		309	2738		290	289		720	393	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	82.8	35.2	0.0	79.2	38.8	0.0	79.4	77.5	0.0	69.3	59.2	0.0
Incr Delay (d2), s/veh	91.2	2.1	0.0	32.8	9.1	0.0	11.9	3.2	0.0	36.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	21.2	0.0	7.7	35.3	0.0	5.7	3.4	0.0	19.7	5.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	174.0	37.3	0.0	112.0	47.9	0.0	91.3	80.6	0.0	105.8	59.8	0.0
LnGrp LOS	F	D		F	D		F	F		F	E	
Approach Vol, veh/h	2094				2890				194			
Approach Delay, s/veh	49.7				54.2				87.1			
Approach LOS	D				D				F			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	92.6		42.0	15.0	98.6		19.4				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	15.5	72.5		36.5	9.5	78.5		28.5				
Max Q Clear Time (g_c+I1), s	16.3	54.3		38.5	11.5	85.9		13.4				
Green Ext Time (p_c), s	0.0	14.4		0.0	0.0	0.0		0.5				

Intersection Summary

HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Intersection Delay, s/veh 11.8

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↗
Traffic Vol, veh/h	57	4	18	2	5	18	21	366	2	11	220	56
Future Vol, veh/h	57	4	18	2	5	18	21	366	2	11	220	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	4	20	2	5	20	23	398	2	12	239	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	9.6	8.7	13.5	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	72%	8%	5%	0%
Vol Thru, %	94%	5%	20%	95%	0%
Vol Right, %	1%	23%	72%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	389	79	25	231	56
LT Vol	21	57	2	11	0
Through Vol	366	4	5	220	0
RT Vol	2	18	18	0	56
Lane Flow Rate	423	86	27	251	61
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.553	0.135	0.04	0.364	0.076
Departure Headway (Hd)	4.707	5.641	5.337	5.213	4.484
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	761	630	663	688	794
Service Time	2.757	3.723	3.434	2.969	2.239
HCM Lane V/C Ratio	0.556	0.137	0.041	0.365	0.077
HCM Control Delay	13.5	9.6	8.7	11	7.6
HCM Lane LOS	B	A	A	B	A
HCM 95th-tile Q	3.4	0.5	0.1	1.7	0.2

HCM 6th TWSC
3: Celebrate Life Pkwy & Parkway North

2b. No-Build PM
06/17/2022

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	22	18	296	143	52
Future Vol, veh/h	49	22	18	296	143	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	26	21	348	168	61
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	589	199	229	0	-	0
Stage 1	199	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	471	842	1339	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	462	842	1339	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.9	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1339	-	537	-	-	
HCM Lane V/C Ratio	0.016	-	0.156	-	-	
HCM Control Delay (s)	7.7	0	12.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.5	-	-	

FUTURE “BUILD” INTERSECTION ANALYSIS

Timings

3a. Future Build AM

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

06/17/2022



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	77	222	1609	50	14	352	1749	453	90	178	578	93
Future Volume (vph)	77	222	1609	50	14	352	1749	453	90	178	578	93
Lane Group Flow (vph)	0	320	1712	53	0	389	1861	482	187	189	307	519
Turn Type	custom	Prot	NA	Perm	custom	Prot	NA	Perm	NA	Perm	Split	NA
Protected Phases		5	2			1	6		8		4	4
Permitted Phases	5			2	1			6		8		
Detector Phase	5	5	2	2	1	1	6	6	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	15.0	23.5	23.5	15.0	15.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	80.0	80.0	42.5	42.5	80.0	80.0	42.5	42.5	23.5	23.5	29.0	29.0
Total Split (%)	45.7%	45.7%	24.3%	24.3%	45.7%	45.7%	24.3%	24.3%	13.4%	13.4%	16.6%	16.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effect Green (s)		77.9	37.0	37.0		77.9	37.0	37.0	14.6	14.6	23.5	23.5
Actuated g/C Ratio		0.45	0.21	0.21		0.45	0.21	0.21	0.08	0.08	0.13	0.13
v/c Ratio		4.16	1.62	0.13		4.74	1.77	1.01	0.64	0.62	1.53	1.39dl
Control Delay		1454.3	325.6	3.0		1734.8	385.3	80.9	87.9	18.1	310.0	183.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		1454.3	325.6	3.0		1734.8	385.3	80.9	87.9	18.1	310.0	183.0
LOS		F	F	A		F	F	F	F	B	F	F
Approach Delay			490.7				523.7		52.8			230.2
Approach LOS			F				F		D			F
Queue Length 50th (ft)		~313	~1072	0		~397	~1206	~384	115	0	~561	~412
Queue Length 95th (ft)		#430	#1168	12		#521	#1301	#644	161	87	#797	#551
Internal Link Dist (ft)			754				745		629			717
Turn Bay Length (ft)		300		120		155					130	
Base Capacity (vph)		77	1054	397		82	1054	479	358	332	200	419
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		4.16	1.62	0.13		4.74	1.77	1.01	0.52	0.57	1.53	1.24

Intersection Summary

Cycle Length: 175

Actuated Cycle Length: 175

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

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 4.74

Intersection Signal Delay: 442.6

Intersection LOS: F

Intersection Capacity Utilization 86.9%

ICU Level of Service E

Analysis Period (min) 15

Timings

3a. Future Build AM

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

06/17/2022

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

 Ø1	 Ø2 (R)	 Ø4	 Ø8
80 s	42.5 s	29 s	23.5 s
 Ø5	 Ø6 (R)		
80 s	42.5 s		

HCM 6th Signalized Intersection Summary
1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

3a. Future Build AM
06/17/2022

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	77	222	1609	50	14	352	1749	453	86	90	178	578
Future Volume (veh/h)	77	222	1609	50	14	352	1749	453	86	90	178	578
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No				No		
Adj Sat Flow, veh/h/ln		1767	1841	1856		1870	1841	1796	1870	1900	1870	1752
Adj Flow Rate, veh/h		236	1712	0		374	1861	0	91	96	0	615
Peak Hour Factor		0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %		9	4	3		2	4	7	2	0	2	10
Cap, veh/h		283	2765			429	2954		119	118		448
Arrive On Green		0.09	0.55	0.00		0.12	0.59	0.00	0.07	0.07	0.00	0.13
Sat Flow, veh/h		3264	5025	1572		3456	5025	1522	1810	1805	1585	3337
Grp Volume(v), veh/h		236	1712	0		374	1861	0	91	96	0	615
Grp Sat Flow(s),veh/h/ln		1632	1675	1572		1728	1675	1522	1810	1805	1585	1668
Q Serve(g_s), s		12.5	40.7	0.0		18.6	42.4	0.0	8.7	9.2	0.0	23.5
Cycle Q Clear(g_c), s		12.5	40.7	0.0		18.6	42.4	0.0	8.7	9.2	0.0	23.5
Prop In Lane		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		283	2765			429	2954		119	118		448
V/C Ratio(X)		0.83	0.62			0.87	0.63		0.77	0.81		1.37
Avail Cap(c_a), veh/h		1390	2765			1471	2954		186	186		448
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		78.7	26.8	0.0		75.3	23.6	0.0	80.5	80.7	0.0	75.7
Incr Delay (d2), s/veh		6.4	1.1	0.0		5.6	1.0	0.0	9.9	13.7	0.0	181.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		5.4	15.7	0.0		8.4	16.1	0.0	4.4	4.7	0.0	21.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		85.1	27.9	0.0		80.8	24.6	0.0	90.3	94.4	0.0	257.1
LnGrp LOS		F	C			F	C		F	F		F
Approach Vol, veh/h			1948				2235			187		
Approach Delay, s/veh			34.8				34.0			92.4		
Approach LOS			C				C			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.2	101.8		29.0	20.7	108.4		17.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	74.5	37.0		23.5	74.5	37.0		18.0				
Max Q Clear Time (g_c+l1), s	20.6	42.7		25.5	14.5	44.4		11.2				
Green Ext Time (p_c), s	1.1	0.0		0.0	0.7	0.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			64.2									
HCM 6th LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

3a. Future Build AM
 06/17/2022



Movement	SBT	SBR
Lane Configurations	4T	
Traffic Volume (veh/h)	93	105
Future Volume (veh/h)	93	105
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1885	1811
Adj Flow Rate, veh/h	99	0
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	1	6
Cap, veh/h	253	
Arrive On Green	0.13	0.00
Sat Flow, veh/h	1885	0
Grp Volume(v), veh/h	99	0
Grp Sat Flow(s),veh/h/ln	1885	0
Q Serve(g_s), s	8.4	0.0
Cycle Q Clear(g_c), s	8.4	0.0
Prop In Lane		0.00
Lane Grp Cap(c), veh/h	253	
V/C Ratio(X)	0.39	
Avail Cap(c_a), veh/h	253	
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	0.00
Uniform Delay (d), s/veh	69.2	0.0
Incr Delay (d2), s/veh	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	70.2	0.0
LnGrp LOS	E	
Approach Vol, veh/h	714	
Approach Delay, s/veh	231.2	
Approach LOS	F	
Timer - Assigned Phs		

Intersection

Intersection Delay, s/veh 11.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	2	6	3	3	10	9	130	2	22	354	34
Future Vol, veh/h	16	2	6	3	3	10	9	130	2	22	354	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	2	7	3	3	11	10	141	2	24	385	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	8.5	8.1	8.8	12.4
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	6%	67%	19%	6%	0%
Vol Thru, %	92%	8%	19%	94%	0%
Vol Right, %	1%	25%	62%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	24	16	376	34
LT Vol	9	16	3	22	0
Through Vol	130	2	3	354	0
RT Vol	2	6	10	0	34
Lane Flow Rate	153	26	17	409	37
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.197	0.039	0.024	0.535	0.041
Departure Headway (Hd)	4.621	5.316	5.009	4.715	3.984
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	780	676	717	756	885
Service Time	2.633	3.331	3.026	2.502	1.771
HCM Lane V/C Ratio	0.196	0.038	0.024	0.541	0.042
HCM Control Delay	8.8	8.5	8.1	12.9	6.9
HCM Lane LOS	A	A	A	B	A
HCM 95th-tile Q	0.7	0.1	0.1	3.2	0.1

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	12	9	256	285	30
Future Vol, veh/h	47	12	9	256	285	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	14	11	308	343	36

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	691	361	379	0	-	0
Stage 1	361	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	410	684	1179	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	405	684	1179	-	-	-
Mov Cap-2 Maneuver	405	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1179	-	442	-	-
HCM Lane V/C Ratio	0.009	-	0.161	-	-
HCM Control Delay (s)	8.1	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	20	10	220	277	19
Future Vol, veh/h	38	20	10	220	277	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	22	11	239	301	21

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	562	301	322	0	-	0
Stage 1	301	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	488	739	1238	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	483	739	1238	-	-	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1238	-	549	-	-
HCM Lane V/C Ratio	0.009	-	0.115	-	-
HCM Control Delay (s)	7.9	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	20	10	192	278	19
Future Vol, veh/h	38	20	10	192	278	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	22	11	209	302	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	533	302	323	0	-	0
Stage 1	302	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	507	738	1237	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	502	738	1237	-	-	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.2	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1237	-	564	-	-	
HCM Lane V/C Ratio	0.009	-	0.112	-	-	
HCM Control Delay (s)	7.9	0	12.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Timings

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

3b. Future Build PM

06/17/2022



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↔↔	↔↔↔	↔		↔↔	↔↔↔	↔	↔↔	↔	↔	↔↔
Traffic Volume (vph)	71	113	1847	59	29	303	2526	205	82	453	706	148
Future Volume (vph)	71	113	1847	59	29	303	2526	205	82	453	706	148
Lane Group Flow (vph)	0	193	1904	61	0	344	2604	211	223	467	364	659
Turn Type	custom	Prot	NA	Perm	custom	Prot	NA	Perm	NA	Perm	Split	NA
Protected Phases		5	2			1	6		8		4	4
Permitted Phases	5			2	1			6		8		
Detector Phase	5	5	2	2	1	1	6	6	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	5.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	15.0	15.0	23.5	23.5	15.0	15.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	46.0	46.0	41.5	41.5	79.0	79.0	74.5	74.5	23.5	23.5	31.0	31.0
Total Split (%)	26.3%	26.3%	23.7%	23.7%	45.1%	45.1%	42.6%	42.6%	13.4%	13.4%	17.7%	17.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effect Green (s)		42.4	36.0	36.0		75.4	69.0	69.0	16.1	16.1	25.5	25.5
Actuated g/C Ratio		0.24	0.21	0.21		0.43	0.39	0.39	0.09	0.09	0.15	0.15
v/c Ratio		2.47	1.82	0.15		4.14	1.29	0.35	0.71	0.82	1.62	1.46dl
Control Delay		731.1	408.7	0.7		1461.5	175.0	23.5	89.4	18.1	340.3	243.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		731.1	408.7	0.7		1461.5	175.0	23.5	89.4	18.1	340.3	243.6
LOS		F	F	A		F	F	C	F	B	F	F
Approach Delay			426.0				304.9		41.1			278.0
Approach LOS			F				F		D			F
Queue Length 50th (ft)		~197	~1249	0		~339	~1440	104	137	0	~681	~569
Queue Length 95th (ft)		#292	#1343	0		#456	#1515	180	189	134	#928	#716
Internal Link Dist (ft)			754				745		629			717
Turn Bay Length (ft)		300		120		155					130	
Base Capacity (vph)		78	1046	419		83	2025	604	353	583	225	469
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		2.47	1.82	0.15		4.14	1.29	0.35	0.63	0.80	1.62	1.41

Intersection Summary

Cycle Length: 175

Actuated Cycle Length: 175

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

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 4.14

Intersection Signal Delay: 312.3

Intersection LOS: F

Intersection Capacity Utilization 111.1%

ICU Level of Service H

Analysis Period (min) 15

Timings

1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

3b. Future Build PM

06/17/2022

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

 Ø1 79 s	 Ø2 (R) 41.5 s	 Ø4 31 s	 Ø8 23.5 s
 Ø5 46 s	 Ø6 (R) 74.5 s		

HCM 6th Signalized Intersection Summary
1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

3b. Future Build PM

06/17/2022

												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	71	113	1847	59	29	303	2526	205	134	82	453	706
Future Volume (veh/h)	71	113	1847	59	29	303	2526	205	134	82	453	706
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No				No		
Adj Sat Flow, veh/h/ln		1752	1870	1870		1885	1885	1678	1870	1870	1885	1811
Adj Flow Rate, veh/h		116	1904	0		312	2604	0	138	85	0	728
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		10	2	2		1	1	15	2	2	1	6
Cap, veh/h		157	2731			365	3043		158	158		503
Arrive On Green		0.05	0.53	0.00		0.10	0.59	0.00	0.09	0.09	0.00	0.15
Sat Flow, veh/h		3237	5106	1585		3483	5147	1422	1781	1777	1598	3450
Grp Volume(v), veh/h		116	1904	0		312	2604	0	138	85	0	728
Grp Sat Flow(s),veh/h/ln		1618	1702	1585		1742	1716	1422	1781	1777	1598	1725
Q Serve(g_s), s		6.2	48.4	0.0		15.4	73.3	0.0	13.4	8.0	0.0	25.5
Cycle Q Clear(g_c), s		6.2	48.4	0.0		15.4	73.3	0.0	13.4	8.0	0.0	25.5
Prop In Lane		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		157	2731			365	3043		158	158		503
V/C Ratio(X)		0.74	0.70			0.85	0.86		0.87	0.54		1.45
Avail Cap(c_a), veh/h		749	2731			1463	3043		183	183		503
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		82.2	30.2	0.0		77.0	29.6	0.0	78.7	76.3	0.0	74.7
Incr Delay (d2), s/veh		6.7	1.5	0.0		5.7	3.3	0.0	30.8	2.8	0.0	212.7
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.7	19.2	0.0		7.1	28.8	0.0	7.5	3.8	0.0	26.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		88.9	31.7	0.0		82.7	32.9	0.0	109.5	79.1	0.0	287.4
LnGrp LOS		F	C			F	C		F	E		F
Approach Vol, veh/h			2020				2916			223		
Approach Delay, s/veh			35.0				38.3			97.9		
Approach LOS			C				D			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.9	99.1		31.0	14.0	109.0		21.1				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	73.5	36.0		25.5	40.5	69.0		18.0				
Max Q Clear Time (g_c+I1), s	17.4	50.4		27.5	8.2	75.3		15.4				
Green Ext Time (p_c), s	0.9	0.0		0.0	0.3	0.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	70.3
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 1: Celebrate Life Pkwy/Amlajack Blvd & SR 34 (Bullsboro Drive)

3b. Future Build PM
 06/17/2022



Movement	SBT	SBR
Lane Configurations	4T	
Traffic Volume (veh/h)	148	138
Future Volume (veh/h)	148	138
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1885	1856
Adj Flow Rate, veh/h	153	0
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	1	3
Cap, veh/h	275	
Arrive On Green	0.15	0.00
Sat Flow, veh/h	1885	0
Grp Volume(v), veh/h	153	0
Grp Sat Flow(s),veh/h/ln	1885	0
Q Serve(g_s), s	13.2	0.0
Cycle Q Clear(g_c), s	13.2	0.0
Prop In Lane		0.00
Lane Grp Cap(c), veh/h	275	
V/C Ratio(X)	0.56	
Avail Cap(c_a), veh/h	275	
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	0.00
Uniform Delay (d), s/veh	69.5	0.0
Incr Delay (d2), s/veh	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	72.0	0.0
LnGrp LOS	E	
Approach Vol, veh/h	881	
Approach Delay, s/veh	250.0	
Approach LOS	F	
Timer - Assigned Phs		

Intersection

Intersection Delay, s/veh15.1

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	57	4	23	4	5	18	25	437	3	11	312	56
Future Vol, veh/h	57	4	23	4	5	18	25	437	3	11	312	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	4	25	4	5	20	27	475	3	12	339	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	10.3	9.3	18	12.9
HCM LOS	B	A	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	68%	15%	3%	0%
Vol Thru, %	94%	5%	19%	97%	0%
Vol Right, %	1%	27%	67%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	465	84	27	323	56
LT Vol	25	57	4	11	0
Through Vol	437	4	5	312	0
RT Vol	3	23	18	0	56
Lane Flow Rate	505	91	29	351	61
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.684	0.156	0.049	0.52	0.078
Departure Headway (Hd)	4.869	6.147	5.982	5.33	4.606
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	733	587	602	671	767
Service Time	2.954	4.149	3.987	3.123	2.398
HCM Lane V/C Ratio	0.689	0.155	0.048	0.523	0.08
HCM Control Delay	18	10.3	9.3	13.8	7.8
HCM Lane LOS	C	B	A	B	A
HCM 95th-tile Q	5.5	0.5	0.2	3	0.3

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	24	19	372	241	52
Future Vol, veh/h	49	24	19	372	241	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	28	22	438	284	61
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	797	315	345	0	-	0
Stage 1	315	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	356	725	1214	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	347	725	1214	-	-	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.8	0.4		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1214	-	419	-	-	
HCM Lane V/C Ratio	0.018	-	0.205	-	-	
HCM Control Delay (s)	8	0	15.8	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	21	27	334	215	50
Future Vol, veh/h	38	21	27	334	215	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	23	29	363	234	54

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	655	234	288	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	431	805	1274	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	419	805	1274	-	-	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1274	-	505	-	-
HCM Lane V/C Ratio	0.023	-	0.127	-	-
HCM Control Delay (s)	7.9	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	21	27	323	186	50
Future Vol, veh/h	38	21	27	323	186	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	23	29	351	202	54
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	611	202	256	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	457	839	1309	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	444	839	1309	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.7	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1309	-	533	-	-	
HCM Lane V/C Ratio	0.022	-	0.12	-	-	
HCM Control Delay (s)	7.8	0	12.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

TRAFFIC VOLUME WORKSHEETS

21-221 TIS for Celebration of Life Parkway, City of Newnan, GA
Traffic Volumes

A&R Engineering
June 2022

1. SR 34 @ Celebrate Life

A.M. Peak Hour

Condition	Celebrate Life Parkway Northbound					Celebrate Life Parkway Southbound					SR 34 (Bullsboro Drive) Eastbound					SR 34 (Bullsboro Drive) Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2021 Volumes:	0	62	77	128	267	0	545	84	99	728	73	209	1518	38	1838	13	312	1650	427	2402
Growth Factor (%):	2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2	
No-Build 2024 Volumes:	0	66	82	136	284	0	578	89	105	772	77	222	1609	40	1948	14	331	1749	453	2547
Total New Trips:	0	20	8	42	70	0	0	4	0	4	0	0	0	10	10	0	21	0	0	21
Future 2024 Traffic Volumes:	0	86	90	178	354	0	578	93	105	776	77	222	1609	50	1958	14	352	1749	453	2568

P.M. Peak Hour

Condition	Celebrate Life Parkway Northbound					Celebrate Life Parkway Southbound					SR 34 (Bullsboro Drive) Eastbound					SR 34 (Bullsboro Drive) Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2021 Volumes:	0	108	70	388	566	0	666	129	130	925	67	107	1742	31	1947	27	234	2383	193	2837
Growth Factor (%):	2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2	
No-Build 2024 Volumes:	0	114	74	411	599	0	706	137	138	981	71	113	1847	33	2064	29	248	2526	205	3008
Total New Trips:	0	20	8	42	70	0	0	11	0	11	0	0	0	26	26	0	55	0	0	55
Future 2024 Traffic Volumes:	0	134	82	453	669	0	706	148	138	992	71	113	1847	59	2090	29	303	2526	205	3063

21-221 TIS for Celebration of Life Parkway, City of Newnan, GA
Traffic Volumes

A&R Engineering
 June 2022

2. Access Drive @ Driveway

A.M. Peak Hour

Condition	Celebrate Life Parkway Northbound					Celebrate Life Parkway Southbound					Access Driveway Eastbound					Driveway Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2021 Volumes:	0	6	57	1	64	0	21	301	32	354	0	15	2	4	21	0	2	3	9	14
Growth Factor (%):	2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2	
No-Build 2024 Volumes:	0	6	60	1	67	0	22	319	34	375	0	16	2	4	22	0	2	3	10	15
Total New Trips:	0	3	70	1	74	0	0	35	0	35	0	0	0	2	2	0	1	0	0	1
Future 2024 Traffic Volumes:	0	9	130	2	141	0	22	354	34	410	0	16	2	6	24	0	3	3	10	16

P.M. Peak Hour

Condition	Celebrate Life Parkway Northbound					Celebrate Life Parkway Southbound					Access Driveway Eastbound					Driveway Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2021 Volumes:	0	20	345	2	367	0	10	208	53	271	0	54	4	17	75	0	2	5	17	24
Growth Factor (%):	2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2	
No-Build 2024 Volumes:	0	21	366	2	389	0	11	220	56	287	0	57	4	18	79	0	2	5	18	25
Total New Trips:	0	4	71	1	76	0	0	92	0	92	0	0	0	5	5	0	2	0	0	2
Future 2024 Traffic Volumes:	0	25	437	3	465	0	11	312	56	379	0	57	4	23	84	0	4	5	18	27

21-221 TIS for Celebration of Life Parkway, City of Newnan, GA
Traffic Volumes

A&R Engineering
 June 2022

3. Celebrate Life @ North Pkwy

A.M. Peak Hour

Condition	Celebrate Life Parkway Northbound					Celebrate Life Parkway Southbound					Parkway North Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2021 Volumes:	0	8	172	0	180	0	0	233	28	261	0	44	0	10	54	0	0	0	0	0
Growth Factor (%):	2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2	
No-Build 2024 Volumes:	0	8	182	0	190	0	0	247	30	277	0	47	0	11	58	0	0	0	0	0
Total New Trips:	0	1	74	0	75	0	0	38	0	38	0	0	0	1	1	0	0	0	0	0
Future 2024 Traffic Volumes:	0	9	256	0	265	0	0	285	30	315	0	47	0	12	59	0	0	0	0	0

P.M. Peak Hour

Condition	Celebrate Life Parkway Northbound					Celebrate Life Parkway Southbound					Parkway North Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2021 Volumes:	0	17	279	0	296	0	0	135	49	184	0	46	0	21	67	0	0	0	0	0
Growth Factor (%):	2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2	
No-Build 2024 Volumes:	0	18	296	0	314	0	0	143	52	195	0	49	0	22	71	0	0	0	0	0
Total New Trips:	0	1	76	0	77	0	0	98	0	98	0	0	0	2	2	0	0	0	0	0
Future 2024 Traffic Volumes:	0	19	372	0	391	0	0	241	52	293	0	49	0	24	73	0	0	0	0	0

21-221 TIS for Celebration of Life Parkway, City of Newnan, GA
Traffic Volumes

A&R Engineering
 June 2022

4. Celebrate Life @ Site Drwy 1

A.M. Peak Hour

Condition	Celebrate Life Parkway Northbound					Celebrate Life Parkway Southbound					Site Driveway 1 Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2021 Volumes:	0	0	172	0	172	0	0	243	0	243	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2	
No-Build 2024 Volumes:	0	0	182	0	182	0	0	258	0	258	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	10	38	0	48	0	0	19	19	38	0	38	0	20	58	0	0	0	0	0
Future 2024 Traffic Volumes:	0	10	220	0	230	0	0	277	19	296	0	38	0	20	58	0	0	0	0	0

P.M. Peak Hour

Condition	Celebrate Life Parkway Northbound					Celebrate Life Parkway Southbound					Site Driveway 1 Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2021 Volumes:	0	0	279	0	279	0	0	156	0	156	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2	
No-Build 2024 Volumes:	0	0	296	0	296	0	0	165	0	165	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	27	38	0	65	0	0	50	50	100	0	38	0	21	59	0	0	0	0	0
Future 2024 Traffic Volumes:	0	27	334	0	361	0	0	215	50	265	0	38	0	21	59	0	0	0	0	0

21-221 TIS for Celebration of Life Parkway, City of Newnan, GA
Traffic Volumes

A&R Engineering
 June 2022

5. Celebrate Life @ Site Drwy 2

A.M. Peak Hour

Condition	Celebrate Life Parkway Northbound					Celebrate Life Parkway Southbound					Site Driveway 2 Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2021 Volumes:	0	0	172	0	172	0	0	243	0	243	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2	
No-Build 2024 Volumes:	0	0	182	0	182	0	0	258	0	258	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	10	10	0	20	0	0	20	19	39	0	38	0	20	58	0	0	0	0	0
Future 2024 Traffic Volumes:	0	10	192	0	202	0	0	278	19	297	0	38	0	20	58	0	0	0	0	0

P.M. Peak Hour

Condition	Celebrate Life Parkway Northbound					Celebrate Life Parkway Southbound					Site Driveway 2 Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2021 Volumes:	0	0	279	0	279	0	0	156	0	156	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2	
No-Build 2024 Volumes:	0	0	296	0	296	0	0	165	0	165	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	27	27	0	54	0	0	21	50	71	0	38	0	21	59	0	0	0	0	0
Future 2024 Traffic Volumes:	0	27	323	0	350	0	0	186	50	236	0	38	0	21	59	0	0	0	0	0

Coweta County School System

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

June 13, 2022

Tracy Dunnavant
Planning Director
City of Newnan
25 LaGrange Street
Newnan, GA 30263

Re: Rezoning Request Celebrate Life Parkway

Ms. Dunnavant,

We have reviewed the rezoning request referenced above and offer the following comments based on the information provided:

This application requests rezoning of 30 acres from Coweta County into the City of Newnan. If approved, this request would change the current zoning from commercial use to a higher density residential zoning. The proposed plan indicates a 293 unit multi-family development. Additionally, 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 higher 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 Schools
(770)254-2750 x203
ronnie.cheek@cowetaschools.net

cc: Vince Bass

Coweta Committed to Student Success

Chase Beasley
Vice President of Development
The NRP Group
May 5, 2022

Noell Consulting Group was recently hired by the NRP Group to evaluate your proposed project along Celebrate Life Parkway in Newnan, GA. This letter summarizes our findings regarding the supply and demand for the multifamily housing at the site, as well as our initial assessment of commercial land use as part of a mixed-use development at the site.

Multifamily Supply and Demand

The South Suburbs¹ of Atlanta have been undersupplied with rental housing since the recession of 2007-2009. This is evident in the region's dramatic decline in new multifamily construction activity, elevated rents, and declining vacancy rates.

- From 2003 to 2010, the South Suburbs captured 23% of all Class A metro Atlanta apartment absorption. Since 2010, this region has only captured 6% of metro apartment absorption, primarily due to a lack of supply. If the region had captured the same share of apartment units as it did pre-recession, this region would have an additional 9,754 units of Class A rental housing.
- This lack of supply in the region is evident in both vacancy rates and in rent growth. Since 2015, the region has had a vacancy rate that was lower than the metro on average (6.9% vs. 7.9% for the metro), and has seen rent growth higher than the metro (8.9% per year vs. 6.5% for the metro).
- Newnan specifically is undersupplied, with rent growth since 2015 comparable to the South Suburbs region, at 8.7% average annual rent growth. While overall vacancy rates in Newnan

¹ We define the South Suburbs as Carroll, Clayton, Coweta, Douglas, Fayette, Henry, Newton, and Rockdale counties as well as South Fulton County



are at 7.2% as of Q1 2022, this is due to several projects being in lease-up. Stabilized vacancy rates at just 3.8%, the lowest in 20 years.

These are three clear indicators that the region is undersupplied: a proven ability to absorb a much higher level of new construction than the region has over the last decade; vacancy rates lower than the rest of the metro market; and rent growth that has outpaced the market.

NCG's market analysis indicates that there is ample demand in the market for NRP's proposed project on Celebrate Life Parkway, even factoring in the known pipeline of competitive projects.

Commercial Frontage on Celebrate Life Parkway

In NCG's preliminary analysis, the location of NRP's Celebrate Life Parkway project is not a natural commercial location, especially within the context of a primarily multifamily mixed-use development. The primary concern for the site for commercial usage is its limited visibility and relatively low traffic counts, as well as the potential for better-located competition.

While traffic counts are not available for this stretch of Celebrate Life Parkway, 2022 traffic counts on Amlajack Boulevard and Herring Rd just north of Bullsboro Drive are just 6,260 AADT and 5,386 AADT, respectively. Celebrate Life Parkway likely has lower traffic counts since it is less developed, is not a major connector route, and its route is mirrored by the higher trafficked Newnan Crossing Bypass. Amlajack Blvd and Herring Rd are dominated by industrial uses.

By contrast, Bullsboro Dr has 48,958 AADT and Lower Fayetteville Road had 18,852. Bullsboro Dr is a major retail corridor, while Lower Fayetteville Road, McIntosh Parkway, and Newnan Crossing Bypass all have higher traffic counts than NRP's location, greater natural connectivity, and large amounts of developable land. The long-term viability of retail on these arterials should be stronger than at NRP's location, and the amount of developable land along them represents a significant concern for 3rd party leased commercial property on Celebrate Life Parkway.



NRP GROUP - NEWNAN, GA

MULTIFAMILY RENTAL MARKET ANALYSIS

Newnan Area Apartment Supply, 2022-2026

	2022	2023	2024	2025	2026	Total
--	------	------	------	------	------	-------

NOTES:

1. The numbers found beneath the year columns for each project indicate the percentage of the year the projects are expected to be in lease-up.
2. Projects that are currently under construction are designated in **GREEN**.
3. There are currently 363 units under construction in the Newnan area. There are an additional 628 units planned, bringing the total pipeline to 991 units not including the subject site
4. Based on the expected delivery of the subject site and the number of competitive projects in the market at that time, we project the project to average **15 units per month** through the life of its lease-up, 18 if a concession is offered. At that lease up pace, we anticipate stabilization **14 months**.

5 Year Pipeline						Total
<i>Halcyon Fo Newnan (Allen Development)</i>	0.50					94
<i>Alta Ashley (Wood Partners)</i>	0.75	0.25				269
<i>Ashley Park (Stan Thomas)</i>				1.00		278
<i>Poplar Place (Barry Companies)</i>					1.00	350

Total, Projects Known	1.3	0.3	0.0	1.0	1.0	991
Subject Site				0.50	1.00	271
Total Deliveries (in units)	94	269	271	350	278	1,262

5/17/2022

Re: **Zoning Site Constraints Report**
Celebrate Life Parkway Rezoning (+/-38.7 acres)
PEC+ Project No. 21029.00A

Dear Community Development officials,

On behalf of The NRP Group we are respectfully requesting the Newnan County Mayor and Council, Planning Commission and Planning Staff support and approve our rezoning request for a Class A Multi-Family Mixed-Use development located along Celebrate Life Parkway. As a part of the rezoning application, the applicant desires to rezone the subject property from CCS (Commercial Shopping Center District) to MXD (Mixed-Use). The proposed development covers the requirements and standards of a mixed-use development district within the City Code of Ordinances through creating a residential use in conjunction with commercial activities without putting a strain on existing infrastructure.

The subject development is currently a ±38.7-acre vacant and undeveloped piece of property off Celebrate Life Parkway with existing commercial development to the west and hospital to the south, with residential multi-family units to the north. Though the site is sizeable, the property is greatly constrained (as detailed below) allowing approximately 11 acres of truly developable land. The developable area has minimal street frontage along Celebrate Life Parkway and must be terraced approximately thirty feet (30') higher than the average elevation of Celebrate Life Parkway due to topography.

The design and concept of the proposed development is best situated for the site effectively making use of the developable area, leaving the nearly two-thirds in a natural state (See Exhibit A). Our current program includes approximately 300 Class-A four-story (with interior elevator) multifamily units, with approximately 10,000sf of street facing commercial space primarily catered for medical office space. Through engaging numerous office and retail brokers, street facing presence is critical to ensure a viable end-product to benefit the City in a positive manner. Commercial presence interior to our site was not recommended due to the tremendous grade change, though we intend to provide communal co-working commercial space open to the public.

As outlined below, our site is greatly constrained reducing allowable developments. These site constraints exist in the form of the topography of the site, communal water detention bodies, visibility from the roadway and the existing ecological conditions – all of which were considered in designing our current program. We believe these constraints limit commercial uses and/or office uses as alternate developments; thusly making the proposed program most viable. Our site constraints are detailed below to provide greater detail on the challenges with this site and why our program should be accepted as the best use moving forward.

Topography & Water Bodies (See Exhibit B)

- The northern third of the property has a stream running through it which essentially cuts off this portion of the site from possible development. The required stream buffers and property line setbacks from the residential development to the north limits land development and would largely create an outparcel without any connection to the overall site.
- The topography of the site also forces any development to be situated centrally as the site becomes steeper to the northeastern near the stream, and to the south. Based on the current site design, it is already anticipated that earthwork will require approximately 3,233 cubic yards of cut. Additionally, a 200-foot long and 16-foot high concrete retaining wall will be needed along the rear property line to keep geogrid out of the setbacks.
- During a site visit, rock was seen above grade and a preliminary geotechnical report has also confirmed the presence of rock in the same location approximately 13 feet below existing grade. From these findings, it is anticipated the rock will be found in other areas within the site; therefore, blasting will be required. To

5/17/2022

better protect the ecology and quality of the land, the current location of the proposed development will allow the site to be developed with minimal disturbance.

- The proposed development will also not cause any disturbance to the stream or existing water bodies.

Detention Pond & Drainage Easement (See Exhibit C)

- The lower third of the site is dedicated as a drainage easement and two detention ponds.
- Due to the topography in this area, runoff drains from the parking lot to the south and the commercial development to the west.
- As this portion of the property is in use for storm water management, it is not financially feasible, nor conducive for the area to be built upon without drastically impacting the neighboring properties.

Roadway Visibility (See Exhibit D)

- Celebrate Life Parkway is classified by GDOT as a local roadway with one lane running in either direction.
- The road is lined with sidewalks and street trees on both sides with the land steeply dropping away into the subject property.
- The development proposes $\pm 6,000$ square feet of commercial space with landscaping upon entering the site that will limit the visual impact of the residential portion of the development.
- The placement of the residential buildings allows limited visual impact to the scenic views of the parkway as the existing tree canopy and proposed landscaping will obscure them.

Tree Canopy & Shape (See Exhibit E)

- The ecology of the site is better protected through less invasive development and promotes aesthetic quality along Celebrate Life Parkway.
- With almost two-thirds of the land remaining in its natural state, mass grading is easily prevented and tree preservation is achieved.

Attached with this letter are the previously noted exhibits. Due to the irregular shape of the property, tree canopy, topography and the waterbodies, buildable space is limited. The viability of a larger commercial area is not conducive to this site as the use requires larger areas to be graded. Based on the noted constraints, the location, size and design of the mixed-use development takes advantage of these parameters and provides a product that will enhance the surrounding area and allow for balanced development (See Exhibit F). We would appreciate your support and approval of this project and look forward to speaking with you further on it.

Sincerely,

Planners and Engineers Collaborative, Inc.

A handwritten signature in blue ink, appearing to read "Hendrick", is written over a horizontal line.

EXHIBIT A



EXHIBIT B



ROCK FOUND

EXHIBIT C

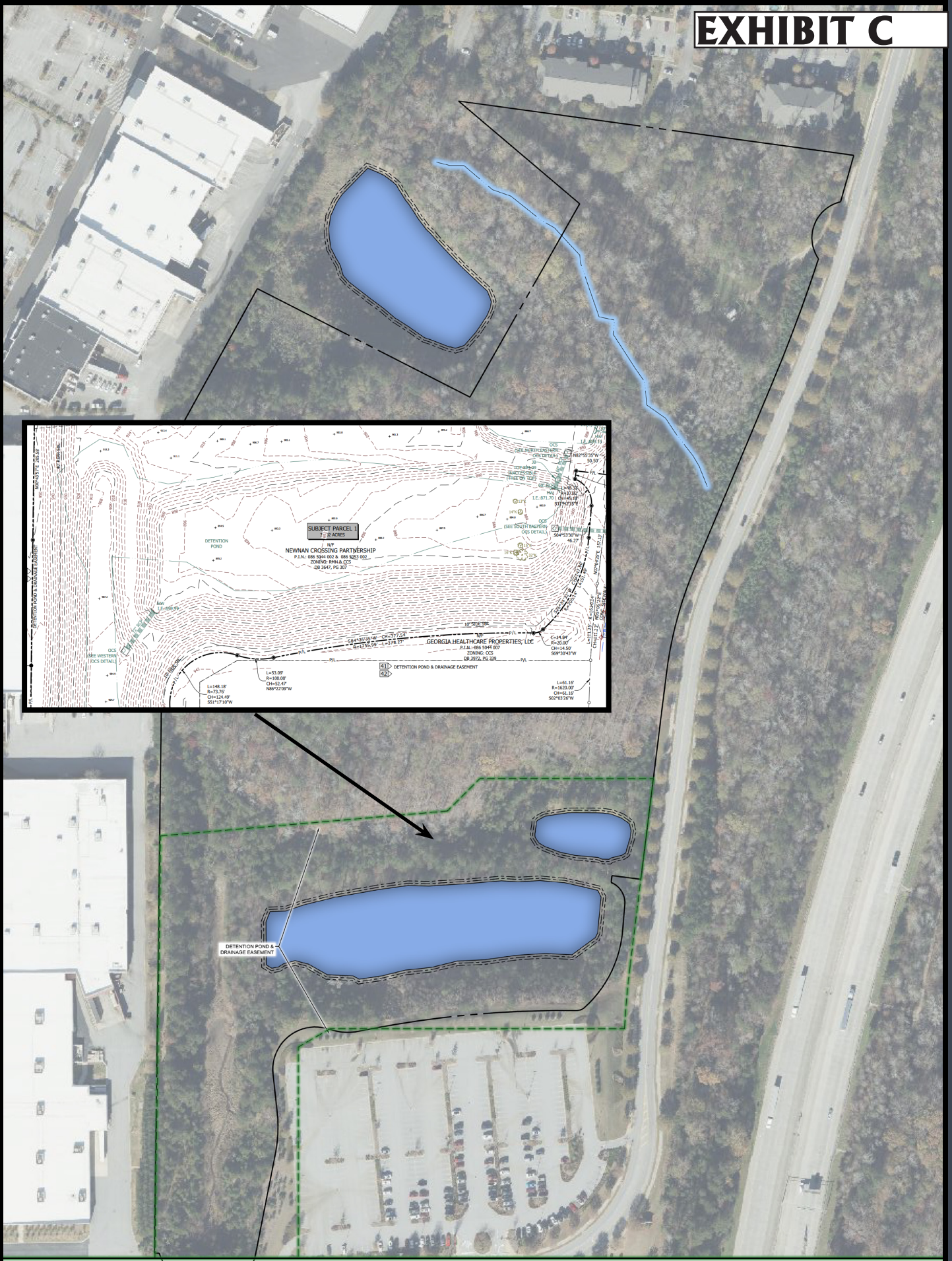


EXHIBIT D

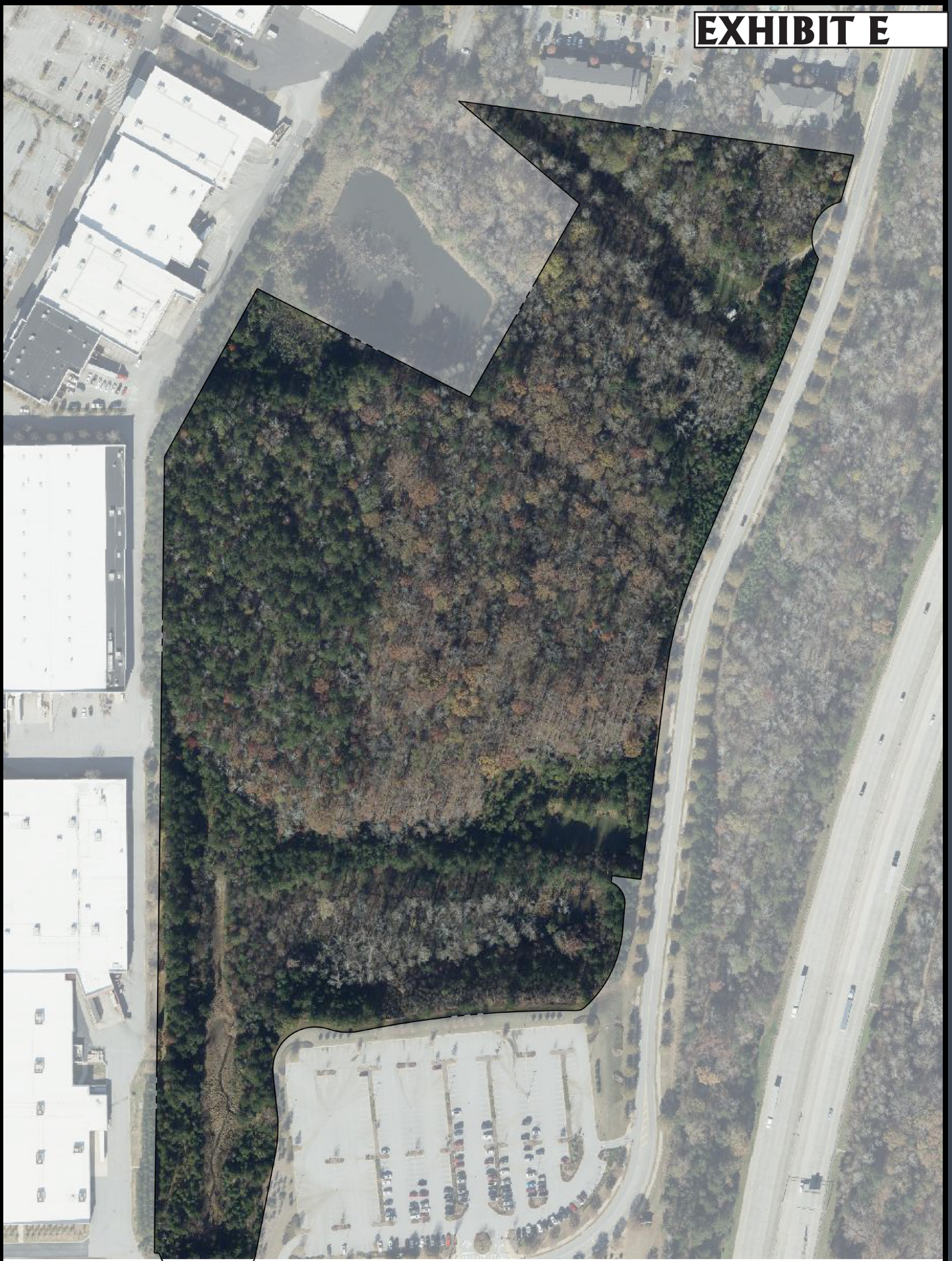


NORTH STREET VIEW



SOUTH STREET VIEW

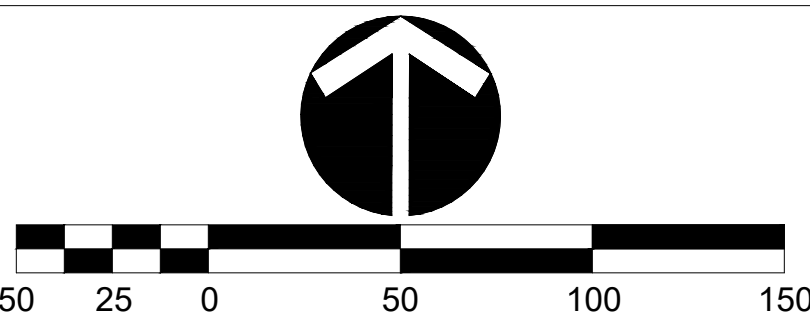
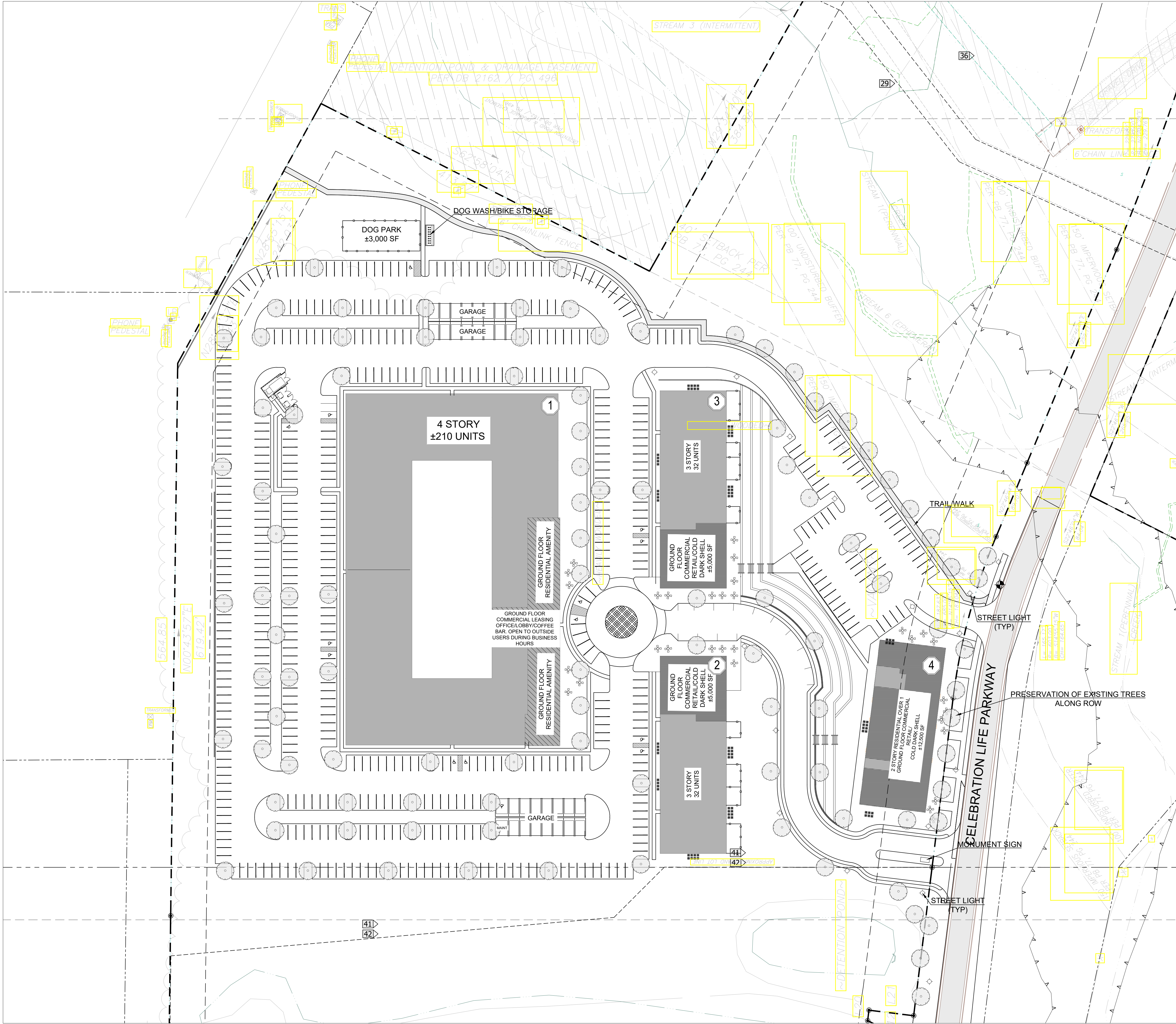
EXHIBIT E



CROSSING

EXHIBIT F





THESE CALCULATIONS, NOTES, AND ASSUMPTIONS ARE FOR INTERNAL USE ONLY AND ARE NOT TO BE REPLICATED ON ANY FORMAL OR INFORMAL MUNICIPAL SUBMITTALS.

RENTAL FLATS CALCULATIONS				
TOTAL UNITS (+/-)	MXD PERMITTED		PROVIDED	
	294		294	
1 BEDROOM	NA	147	50%	
2 BEDROOM	NA	124	42%	
3 BEDROOM	NA	23	8%	
AVERAGE UNIT SIZE	NA	1067		
GROSS ACREAGE	NA	36.54		
GROSS DENSITY	8 DU/AC	8 DU/AC		
MAX HEIGHT (STORIES / FEET)	4 / 45	4 / 45		
RETAIL AREA	NA	33,000		

The average unit size is 1067SF as per the client. The residential buildings shown are 70' modules. A 15% core factor has been subtracted from the buildings, excluding the corridors, as well as area for the lease office and clubhouse. This core factor allows for elevators, stairwells and undulations in the buildings.

CITY PARKING CALCULATIONS				
PARKING REQUIRED				
CATEGORY	MIX	SPACES	SP/DU	
1 BEDROOM	147	221	1.50	
2 BEDROOM	124	186	1.50	
3 BEDROOM	23	35	1.50	
RETAIL		132	1 SP PER 250 GSF	
TOTAL REQUIRED PER CITY		574	1.95	

PARKING PROVIDED				
CATEGORY	SPACES		SP/DU	
	ACCESSIBLE	STANDARD	TOTALS	
STANDARD	11	427	438	
DETACHED GARAGE	1	30	31	
PARALLEL	0	12	12	
RETAIL	0	132	132	
LEASE	2	6	8	
TOTAL PROVIDED PER CITY		14	607	621

NOTES:

- THIS PLAN IS FOR MASSING PURPOSES ONLY. A MORE DETAILED PLAN WILL BE REQUIRED TO CONFIRM PROJECTED YIELD.
- THESE FOOTPRINTS WERE PROVIDED BY THE PROJECT ARCHITECT. THESE FOOTPRINTS ARE SUBJECT TO CHANGE. THE PROJECT ENGINEER SHOULD CONFIRM THAT ALL ARCHITECTURAL INFORMATION IS CURRENT BEFORE THE RELEASE OF ANY PERMITS.
- THE BOUNDARY AND BASE INFORMATION WAS PROVIDED IN CAD FORMAT BY THE CLIENT.
- A FIELD RUN TOPOGRAPHIC SURVEY IS NOT AVAILABLE AT THIS TIME. ADJUSTMENTS TO THE LAYOUT DUE TO GRADING CONCERNS MAY BE REQUIRED ONCE A TOPOGRAPHIC SURVEY HAS BEEN PROVIDED. TOPOGRAPHY WAS TAKEN FROM THE LOCAL ONLINE GIS DATABASE.
- A DETAILED ANALYSIS OF STATE, COUNTY, AND CITY ORDINANCES GOVERNING THE DEVELOPMENT OF THIS PROJECT HAS NOT BEEN PERFORMED. ORDINANCE ANALYSIS WILL BE REQUIRED TO CONFIRM PROJECTED YIELDS.
- GRADING IS FOR DESIGN INTENT ONLY. ACTUAL GRADING WILL NEED TO BE PERFORMED BY THE PROJECT ENGINEER.
- THE RESIDENTIAL FLATS BUILDINGS ARE 4 STORY. BUILDING 4 IS 2 STORY RESIDENTIAL OVER GROUND LEVEL RETAIL.
- TRANSFORMERS WILL BE LOCATED AT A LATER DATE WHEN LOCAL MEP IS INVOLVED.

ASSUMPTIONS:

- THE LOCATION AND SIZE OF THE EXISTING STORM WATER MANAGEMENT FACILITY IS ASSUMED TO BE ADEQUATE. THE FINAL LOCATION AND SIZE WILL NEED TO BE DETERMINED BY THE PROJECT ENGINEER.
- THIS SITE IS LOCATED IN CITY OF NEWNAN, GEORGIA.
- THIS SITE IS ZONED RMH, CCS, AND CGN. THIS PLAN ASSUMES A REZONE TO MXD. ZONING CRITERIA WAS TAKEN FROM THE ONLINE ZONING ORDINANCE.
- THIS PROJECT IS SUBJECT TO THE INTERNATIONAL BUILDING CODE AND FIRE CODE.
- THIS PLAN ASSUMES NO ADDITIONAL ROW DEDICATION IS REQUIRED ALONG THE FRONTAGE
- PROPOSED CUT/FILL IS ASSUMED TO BE PERMITTED AS SHOWN.
- PARKING PROVIDED FOR RETAIL AREA IS ASSUMED TO BE ADEQUATE.



LEE
AND ASSOCIATES

1405 W KOENIG LANE
AUSTIN, TX 78756
(512) 345-8477
www.leeandassociates.net

the
NRP
group

DATE	6/15/2022
PROJ. NO.	2902
FILE NAME	2902 BASE 12

NEWNAN CELEBRATION LANE
CITY OF NEWNAN, GEORGIA
CONCEPTUAL SITE PLAN

THIS DRAWING IS
NOT FOR
REGULATORY
APPROVAL, OR
CONSTRUCTION

CSP-1



CELEBRATION VILLAGE

Celebrate Life Parkway, Newnan, Georgia
 A master planned Mixed-Use Development by The NRP Group,
 Moya Architects and Planners & Engineers Collaborative

Initial Zoning Submission: March 7, 2022
 Update to Zoning Submission: June 17, 2022



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ABOUT THE NRP GROUP

ABOUT THE NRP GROUP

Since 1994, The NRP Group has been driven by passion, committed to quality, and guided by integrity. Our company’s success story has been the work of a collaborative team of innovative experts and relentless problem solvers. Our mission is to leave the world better than we found it, by developing communities, creating opportunities, and building trust.

OUR MISSION

To create exceptional rental opportunities for individuals and families, regardless of income.

OUR VISION

To be the best-in-class vertically integrated developer, owner, builder, and manager of multifamily housing. To grow our lead as the #1 multifamily developer in the U.S. that creates both affordable and market rate communities at scale.

OUR CREDO

We will be innovators. Our talented professionals will set the pace for our industry through their collective ambition to succeed where others may not. Our relentless approach to problem solving, honed by years of collaborating with the most sophisticated community and financial partners, will continue to create the highest-quality communities that improve the lives of the residents and enhance the neighborhoods in which they are located.



ABOUT THE NRP GROUP

The NRP Group is a full-service, fully integrated, developer, general contractor, and property manager



DEVELOPMENT

NRP Development handles every aspect of development from concept to completion. Experienced multifamily developer of market rate, affordable and senior housing projects along with significant experience in single-family infill housing.



CONSTRUCTION

NRP Contractors is a full-service general contractor, licensed in 14 states, providing professional construction services for multifamily and single family homes. Over 30,000 units have been built since inception.



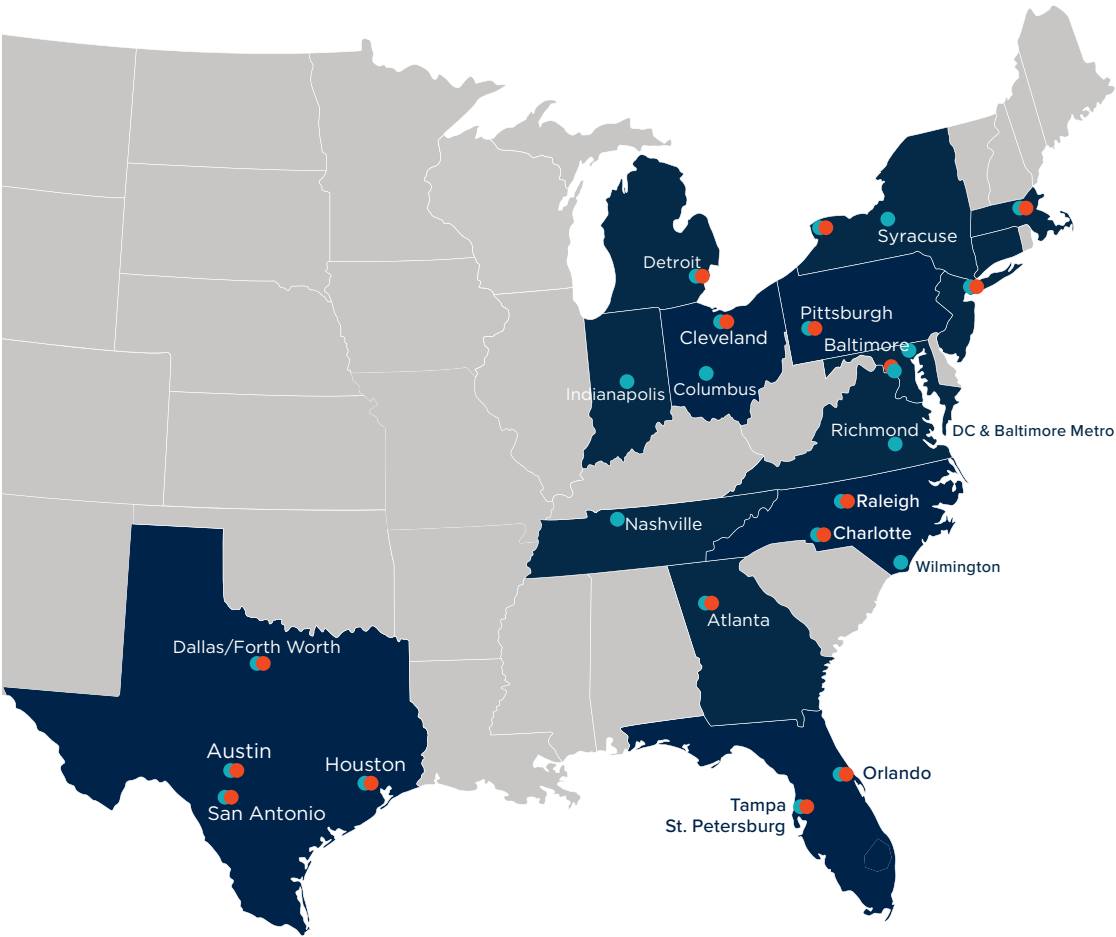
PROPERTY MANAGEMENT

NRP Management is a full-service property manager with over 25,000 of market rate, affordable and senior rental units under management.



ASSET MANAGEMENT

Supporting short- and long-term value creation across the portfolio for both affordable and market rate communities. Closely working with investors, partners, and internal property management, accounting, and construction teams to identify ways to best serve investors and residents.



LEGEND

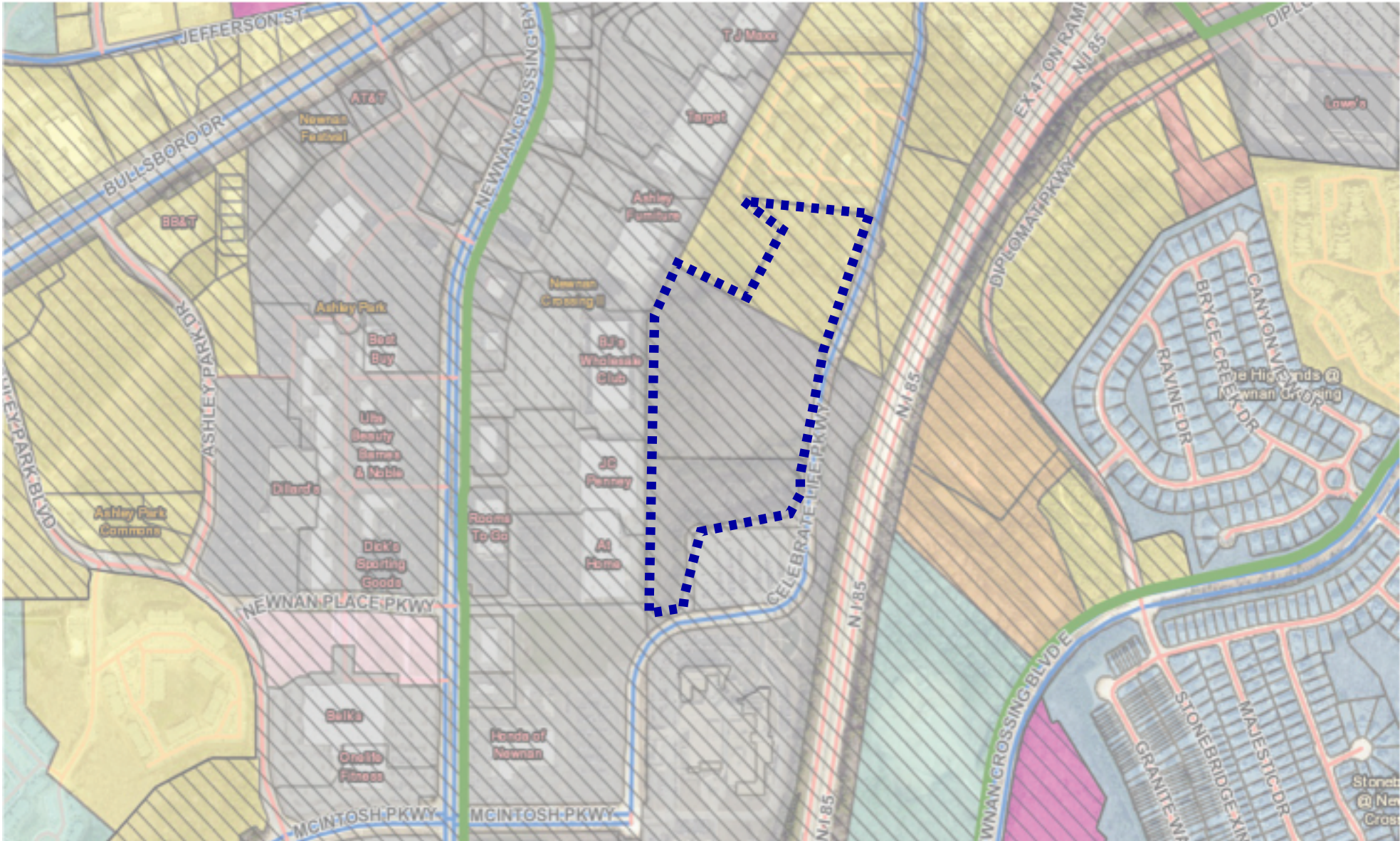
- NRP Offices
- Current NRP Market

SITE LOCATION



SITE LOCATION

EXISTING ZONING



BuildingHeightOverlay



QDC



Zoning

zoning



PDR



RU-7



RS-15



RU-1



RU-2



CGN



CBD



OSD-2



RML



IRV



CUN



CCS

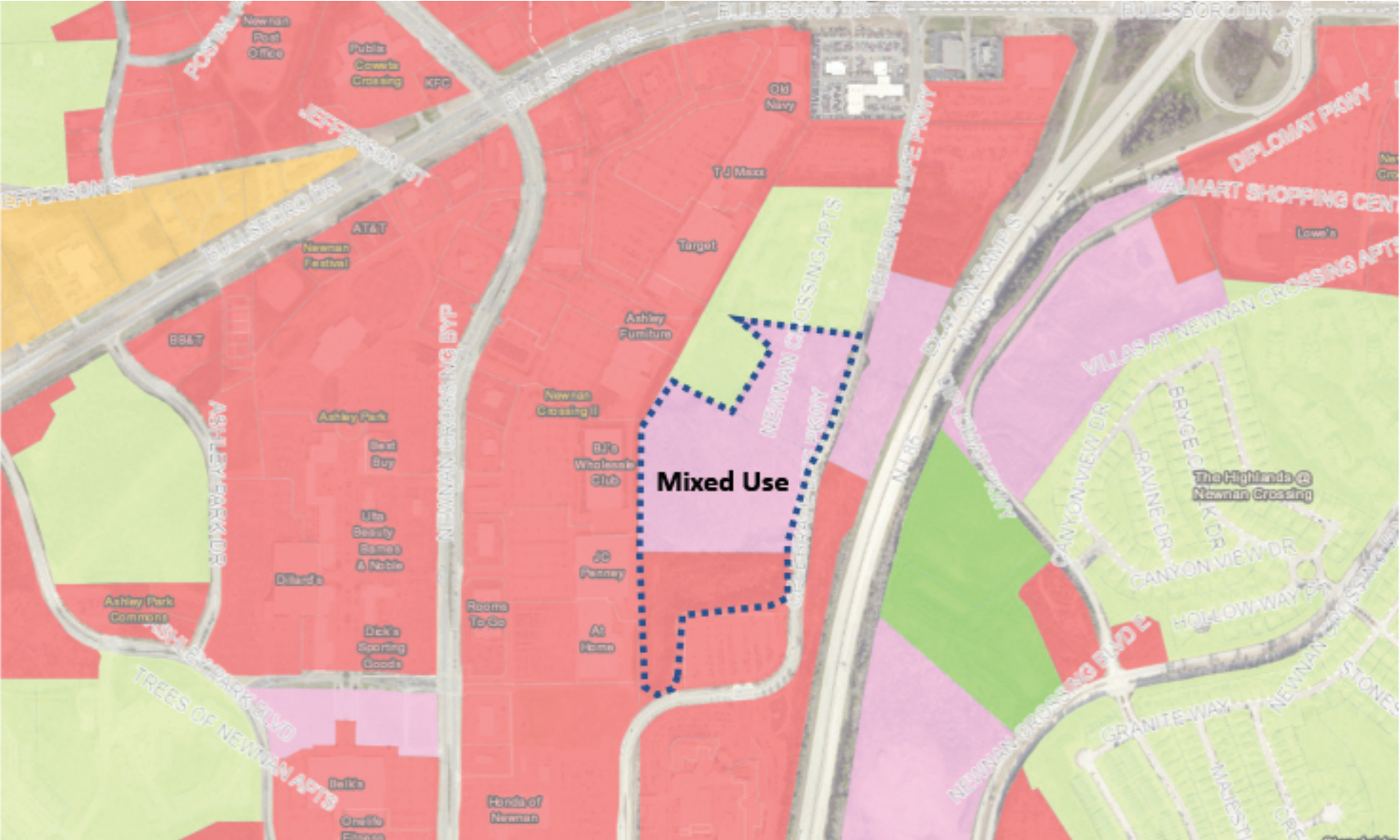


CHV



OH-1

FUTURE LAND USE



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

NOTE: SUBJECT PROPERTY IS ONE OF FOUR UNDEVELOPED PROPERTIES WITH A FUTURE LAND USE DESIGNATION OF MIXED USE.

SITE CONSTRAINTS

NUMEROUS SITE CONSTRAINTS

The subject development is currently a 36.53 acre vacant and undeveloped piece of property off Celebrate Life Parkway with existing commercial development to the west and hospital to the south, with residential multi-family units to the north. Though the site is sizeable, the property is greatly constrained (as detailed below) allowing approximately 11 acres of truly developable land.

TOPOGRAPHY

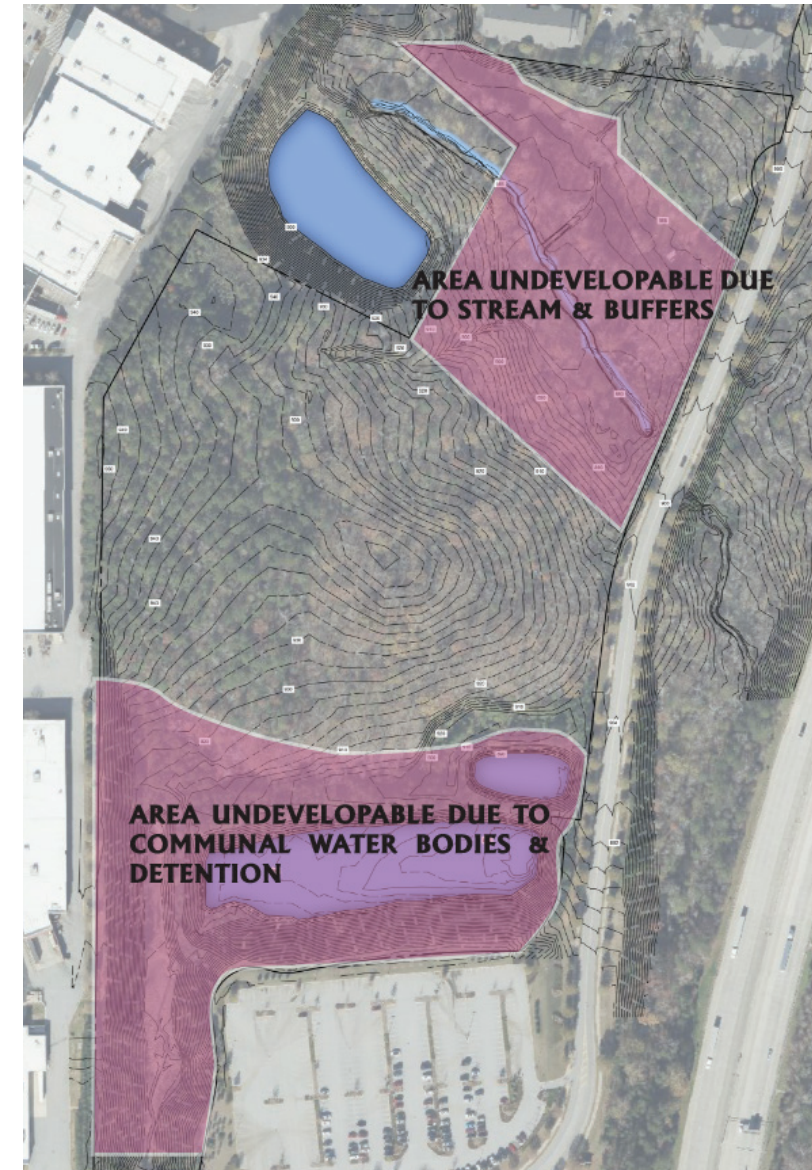
- The developable area has minimal street frontage along Celebrate Life Parkway and must be terraced approximately thirty feet (30') higher than the average elevation of Celebrate Life Parkway due to topography.
- Commercial Users desired street facing retail space. Only along Celebrate Life Parkway. Topography created an issue with visibility and access for retail goes for Commercial Space interior to the site.
- The topography of the site also forces any development to be situated centrally as the site becomes steeper to the northeastern near the stream, and to the south.
- Large retaining walls required (16-foot-high concrete retaining wall will be needed along the rear property line to keep geogrid out of the setbacks.)

WATER BODIES

- The northern third of the property has a stream running through it which essentially cuts off this portion of the site from possible development. The required stream buffers and property line setbacks from the residential development to the north limits land development and would largely create an outparcel without any connection to the overall site.
- The lower third of the site is dedicated as a drainage easement and two detention pond
- As this portion of the property is in use for storm water management, it is not financially feasible, nor conducive for the area to be built upon without drastically impacting the neighboring properties

ROCK

- During a site visit, rock was seen above grade and a preliminary geotechnical report has also confirmed the presence of rock in the same location approximately 13 feet below existing grade.
- The rock will be found in other areas within the site; therefore, blasting will be required.



SITE CONSTRAINTS

MASTER DETENTION
FOR COMMERCIAL
CORRIDOR ON
SOUTHERN PORTION
OF SITE



SHALLOW ROCK FOUND
WITHIN CORRIDOR



COMMUNITY VISION

MASTER PLAN INTENT

Celebration Village is proposed as a 36.53-acre, 294-unit (8 units per acre), mixed-use development inclusive of 33,000sf of Commercial Space located along Celebrate Life Parkway, in Newnan, Georgia. The property is currently undeveloped land that has been vacant for years under its current zoning of CGN (General Commercial District) and CCS (Community Shopping Center). The site has many challenges including stream buffers running through the northern portion of the site, extensive drainage ponds / easements to the southern portion of the site, topographic change of thirty feet from Celebrate Lifeway to the rear of the site, and presence of shallow rock.

In best working with the challenges presented, our proposed plan is one that creates the best use for the property while providing a mix of uses to comply with the Future Land Use Map designation of 'Mixed-Use'. All while creating continuity and a sense of place between City of Hope Cancer Treatment Center to the south, Bullsboro Road to the north and the Commercial Center along Newnan Crossing Boulevard to the west.

The proposed plan is a unique opportunity to address these challenges while providing a walkable mixed-use experience for the apartment residents and further activating the surrounding uses and existing developments. In order to accommodate a true mixed-use feeling, the proposed 33,000sf of commercial space (that will be constructed simultaneously as the residential units) was designed to maintain continuity between the four proposed buildings.

COMMERCIAL

- +/- 33,000sf Commercial Space
- Constructed simultaneously with residential use
- Engaged brokers for interests inclusive of café, coffee shop, bodega, medical office, fitness and continuity with City of Hope Cancer Treatment Center
- Split between four buildings

RESIDENTIAL

- 294 Units (8 units per acre)
- Combination of 3 and 4 story buildings with surface parking
- Average Unit Size: 1,067sf
- Target Unit Mix:
 - One Bedrooms: 50%
 - Two Bedrooms: 42%
 - Three Bedrooms: 8%
- Targeted asking rents: \$1,700 average rents (\$1.60psf)
- Class A finishes for Interior and Exterior Site Amenities
 - See Page 25
- Class A finishes for Apartment Interiors
 - See Page 24



COMMUNITY VISION

POSITIONING

Coweta County and the city of Newnan have seen tremendous growth from 2010-2020, posting annual growth rates of 3.6% and 7.6% respectfully, rivaling that of Atlanta and some of the fastest growing cities / counties in Georgia. More recently, the COVID-19 pandemic created additional growth due to desire of commutable cities rich with charm. This growth compounded with sound employment centers, rising home prices and interest rates has led to an undersupplied housing market throughout the southern core of Atlanta, and Newnan.

Through garnering both Apartment Market and Commercial Market Studies, we learned the subject site is best positioned for a residential rental use with a small retail component. Mainly due to the increased population growth within the City of Newnan, low occupancy of existing multifamily product, above average rent growth for existing product, proximity of the subject site to I-85 (along with other major thoroughfares) and lack of locational and market demand support for a fully implemented commercial development. In addition to the subject site being most appropriate for the proposed Celebration Village program, the region is considered undersupplied with 1,262 multifamily units (including Celebration Village) in the Pipeline for the years 2022 through 2026 relative to the 2,297 multifamily units that should be absorbed to keep up with City growth trends.

The Class A product, inclusive of heavily clad brick facades and expensive retail storefronts, is like no product constructed or proposed within the City of Newnan. Celebration Village will distinguish itself as the premier mixed-use multifamily development with the best aesthetic, amenities and execution. It will create immediate value to Celebrate Life Parkway, activating the corridor by attracting nurses / doctors (who may work at City of Hope Cancer Treatment Center), creating a walkable connection to Newnan Crossing II Shopping Center and through providing a sense of place for a currently vacant property.

OWNERSHIP & CONSTRUCTION

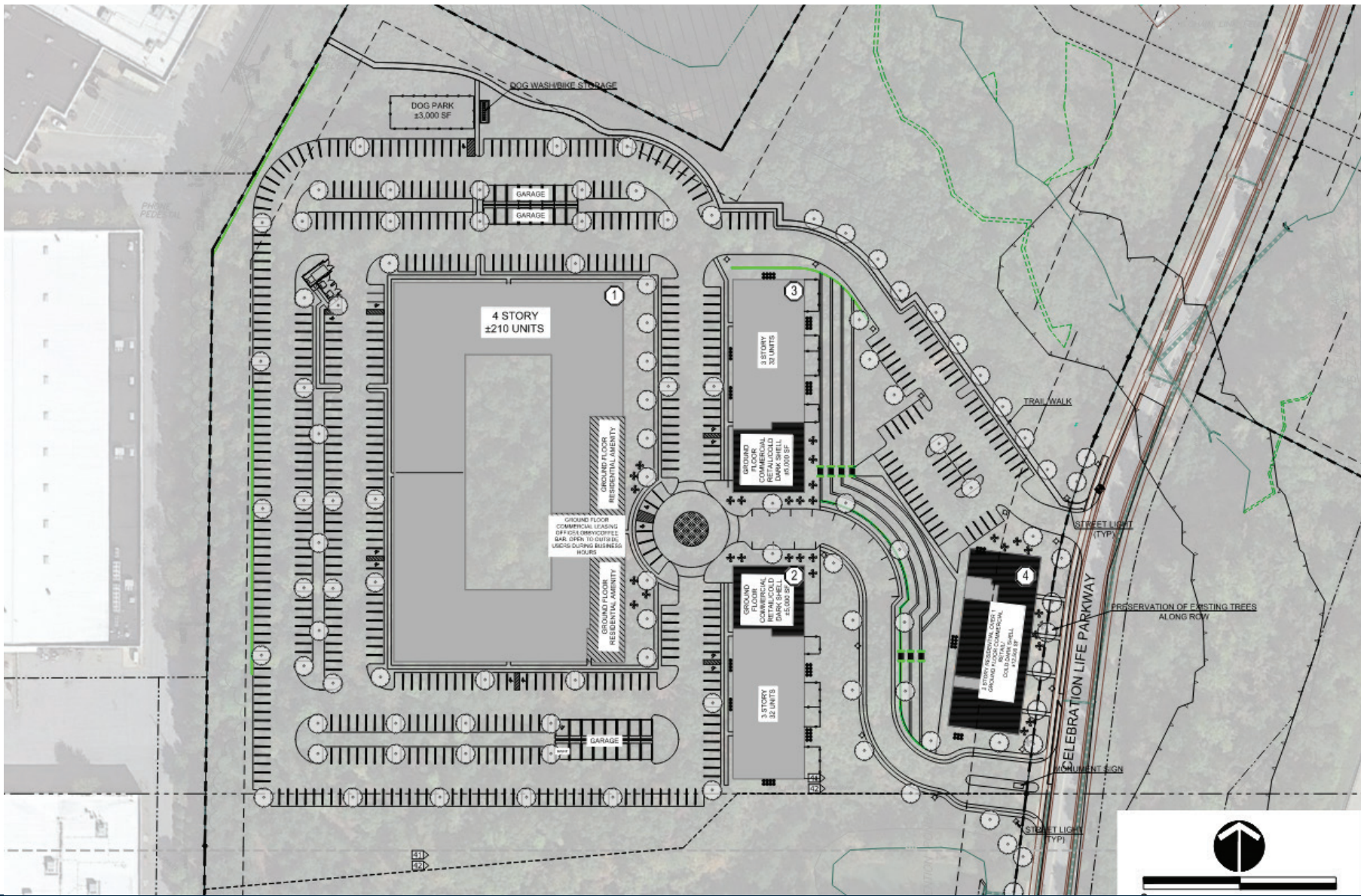
NRP Group is vertically integrated and plans to develop, construct, operate and own Celebration Village.

Our highly experienced construction arm is licensed in 15 states, providing construction services for multifamily and single-family homes. Over 40,000 units have been constructed since inception allowing us to implore best practices on the toughest of builds. Once constructed, NRP's Property Management Team will operate Celebration Village. Our Property Management arm is a full-service manager with over 25,000 Market Rate, Affordable and Senior Rental Units under management. We typically own our Market Rate developments from 4-12 years. Though Celebration Village lies within a Federal Designated Qualified Opportunity Zone and provides several tax incentive opportunities via long-term hold strategies, our ownership interest is not intended to be of a long duration.

To ensure we operate in the best standing and practice of development, we plan to implore a number of sustainability initiatives for Celebration Village, inclusive of engaging building envelope consultants, green accreditations, and all applicable accessible design and practices.



ZONING SITE PLAN



RENTAL FLATS CALCULATIONS					
		MXD PERMITTED		PROVIDED	
TOTAL UNITS (+/-)		294		294	
1 BEDROOM		NA		147	50%
2 BEDROOM		NA		124	42%
3 BEDROOM		NA		23	8%
AVERAGE UNIT SIZE		NA		1096	
GROSS ACREAGE		NA		36.54	
GROSS DENSITY		8 DU/AC		8 DU/AC	
MAX HEIGHT (STORIES / FEET)		4	45	4	45
RETAIL AREA		NA		33,000	

The average unit size is 1096SF as per the client. The residential buildings shown are 70' modules. A 15% core factor has been subtracted from the buildings, excluding the corridors, as well as area for the lease office and clubhouse. This core factor allows for elevators, stairwells and undulations in the buildings.

CITY PARKING CALCULATIONS			
PARKING REQUIRED			
CATEGORY	MIX	SPACES	SP/DU
1 BEDROOM	147	221	1.50
2 BEDROOM	124	186	1.50
3 BEDROOM	23	35	1.50
RETAIL	132	1 SP PER 250 GSF	
TOTAL REQUIRED PER CITY	574	1.95	

PARKING PROVIDED			
CATEGORY	SPACES		SP/DU
	ACCESSIBLE	STANDARD	TOTALS
STANDARD	11	427	438
DETACHED GARAGE	1	30	31
PARALLEL	0	12	12
RETAIL	0	132	132
LEASE	2	6	8
TOTAL PROVIDED PER CITY	14	607	621

COMMERCIAL

- +/- 33,000sf Commercial Space
- Constructed simultaneously with residential use
- Split between four buildings

RESIDENTIAL

- 294 Units (8 units per acre)
- Combination of 3 and 4 story buildings with surface parking
- Average Unit Size: 1,067sf
- Target Unit Mix:
 - One Bedrooms: 50%
 - Two Bedrooms: 42%
 - Three Bedrooms: 8%
- Targeted asking rents: \$1,700 average rents (\$1.60psf)
- Class A finishes for Interior and Exterior Site Amenities
 - See Page 25
- Class A finishes for Apartment Interiors
 - See PAGE 24

ILLUSTRATIVE SITE PLAN



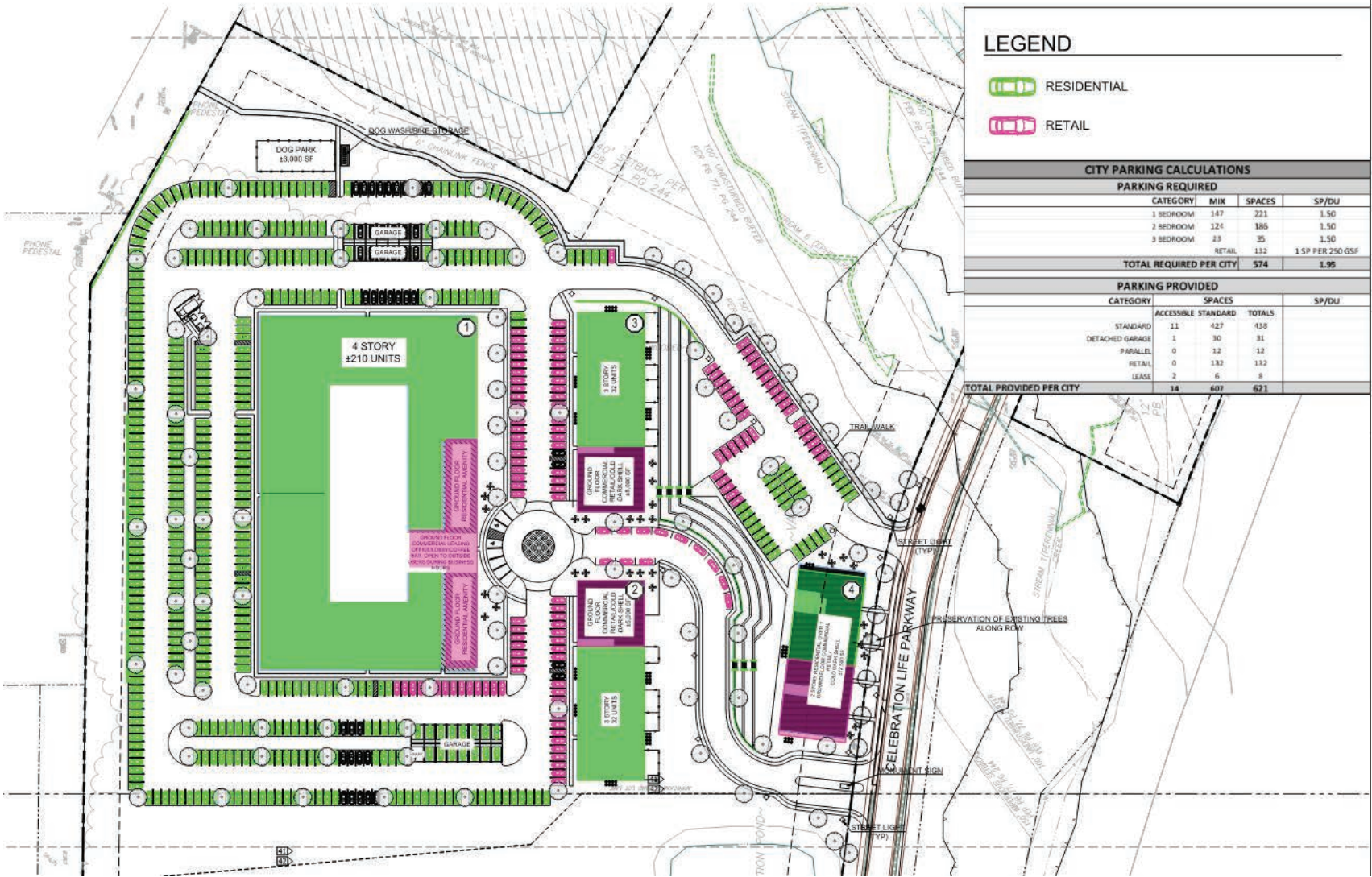
PARKING ALLOCATIONS

REQUIRED PARKING

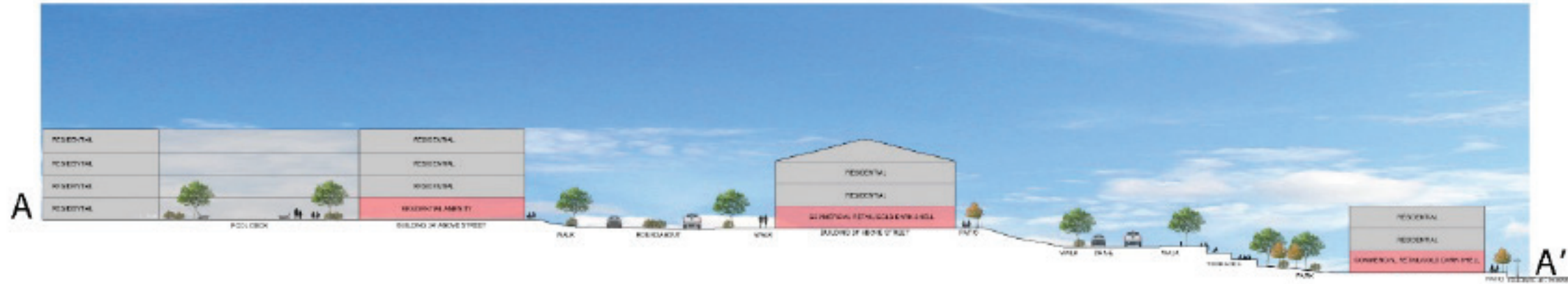
- Residential Parking requires 1.50 spaces per dwelling
 - 441 Residential Parking Spaces required
- Commercial Parking requires 1 space per 250gsf
 - 132 Commercial Parking Spaces required

PROVIDED PARKING

- Residential Parking provided: 481 spaces
 - 40 spaces over requirement
- Commercial Parking provided: 140 spaces
 - 8 spaces over requirement



SITE CROSS SECTIONS



SITE CROSS SECTIONS

- Detail topographic constraints
- Approx. 30' of elevation change from Celebrate Life Parkway to Retail portion of most western building



ARCHITECTURE VISION

In designing Celebration Vision, NRP alongside our Architecture Team, desired to take inspiration from Downtown Newnan and its historic character. Clad with brick, awnings, and approachable storefronts we pulled details, materiality and color scheme for application to our exteriors. The result is a Class A mixed-use development with a historic feel inclusive of retail presence as you walk or drive up the main entry drive of the development. You will notice in the Renderings (page 16-19) a large presence of Red Iron Spot Brick, Black Painted Brick and storefront which no other newly constructed development within the City of Newnan contains.



Steppin' Out Performing Arts, Madison Street



Mural on exterior wall of Glover Insurance Company, Spring Street



Private Offices, Perry Street



Knife and Stone + Christy's Cafe, Perry Street



Alamo Theater Newnan, W Ct Square



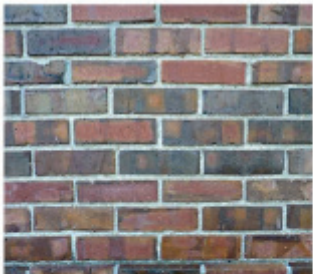
714 Bistro, Spring Street



Coweta County Visitors Center, Court Square



Newnan Carnegie Library, Lagrange Street



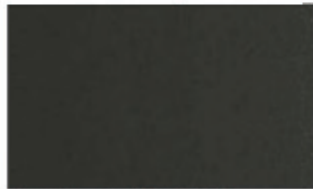
Red Iron Spot Brick



Black Painted Brick



Fiber Cement Siding



Fiber Cement Panel Infill

PROPOSED MATERIAL PALLETTE

ARCHITECTURAL RENDERING



ARCHITECTURAL RENDERING



ARCHITECTURAL RENDERING



ARCHITECTURAL ELEVATIONS



1 01_Front Elevation
ASLT SCALE: 1/8" = 1'-0"



2 01_Back Elevation
ASLT SCALE: 1/8" = 1'-0"



3 01_Side Elevation 1
ASLT SCALE: 1/8" = 1'-0"



4 01_Side Elevation 2
ASLT SCALE: 1/8" = 1'-0"



NOTES



Exterior
Finish: Brick
Roofing: Asphalt

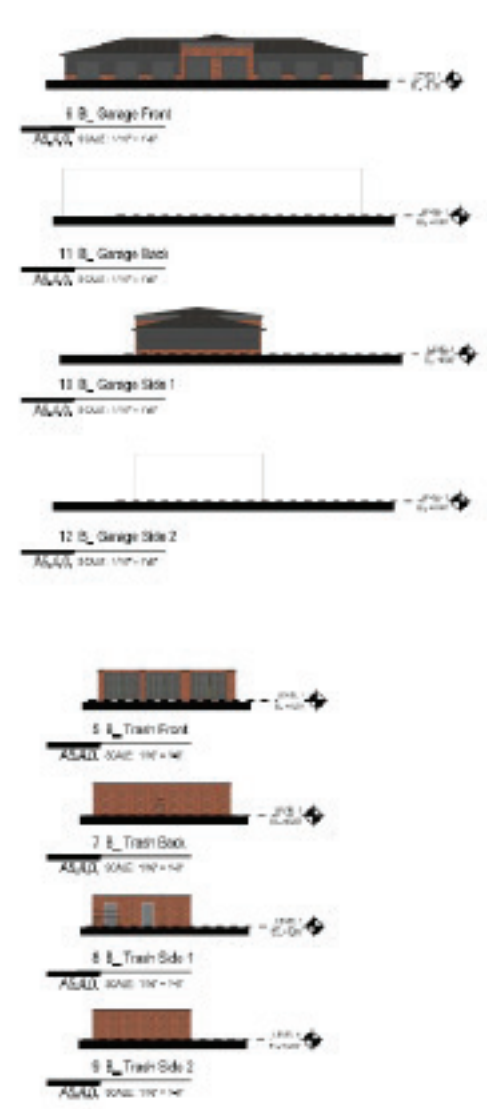
ARCHITECTURAL ELEVATIONS



Percentage Building S.I.

Primary Material	75%
Secondary Material	25%

ARCHITECTURAL ELEVATIONS





COMMERCIAL DESIGN INTENT

Each building within Celebration Village provides ground-floor commercial space. Totaling 33,000sf.

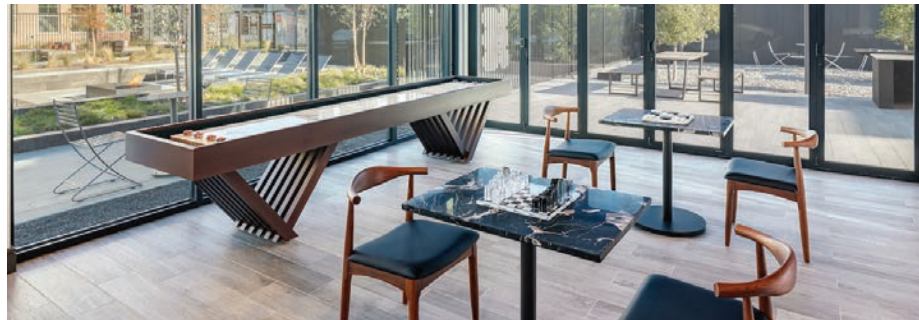
Spaces will be constructed simultaneously with residential spaces. Large storefronts and materials to match Downtown Newnan have been a basis of design. Overall intent is to create a walkable commercial presence that allows patrons to walk from one commercial space to the next with ease.



AMENITY INTERIORS

The images below and to the left reflect the quality and detail in how we intend to program our interior amenities throughout Celebration Village. Each space is curated to create a sense of place for residents, allowing for a multitude of uses and activities. We anticipate interior amenities spaces to include programming for Fitness, Coworking, Lounge / Clubroom, Mailroom, Bike Storage, Gaming and additional spaces centrally located to create easily accessible points of interest. Aesthetic for our interior amenities will align with the development architecture to create continuities and to align true quality indoors and outdoors.

These areas will allow the residents to interact with each other more regularly and in a more informal capacity than what might otherwise occur. These spaces will also allow the residents to host events that would have otherwise had to have occurred within their home.



APARTMENT INTERIORS

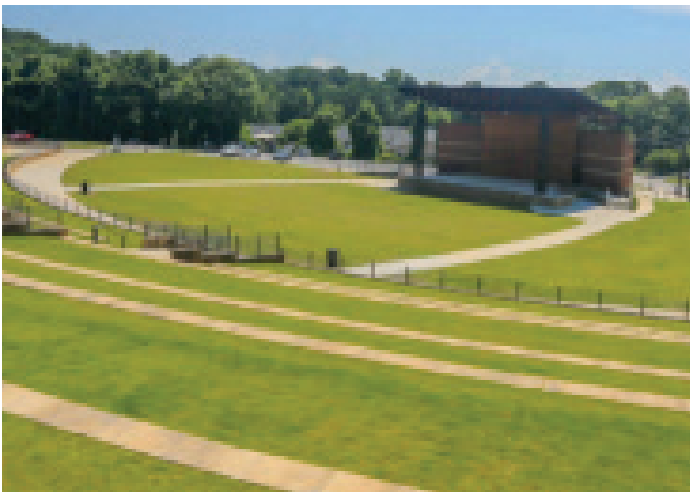
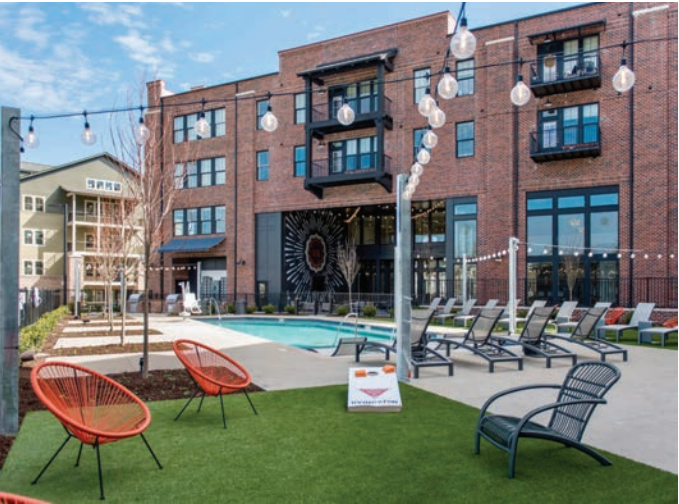
Below are images of model units from comparable NRP developments. The finishes are representative of the level of quality that will be provided at the development. Attention to detail and selection of quality materials ensure renters feel the Class A product provided, inclusive of:

- Quartz Countertops
- Tile backsplash in the kitchens and tile surrounds in the showers and tubs in the bathrooms
- Stainless steel appliance package with micro-hoods
- Full size washers and dryers
- Faux hardwood flooring in the kitchens and bathrooms
- Kitchen islands and downlighting
- Balconies



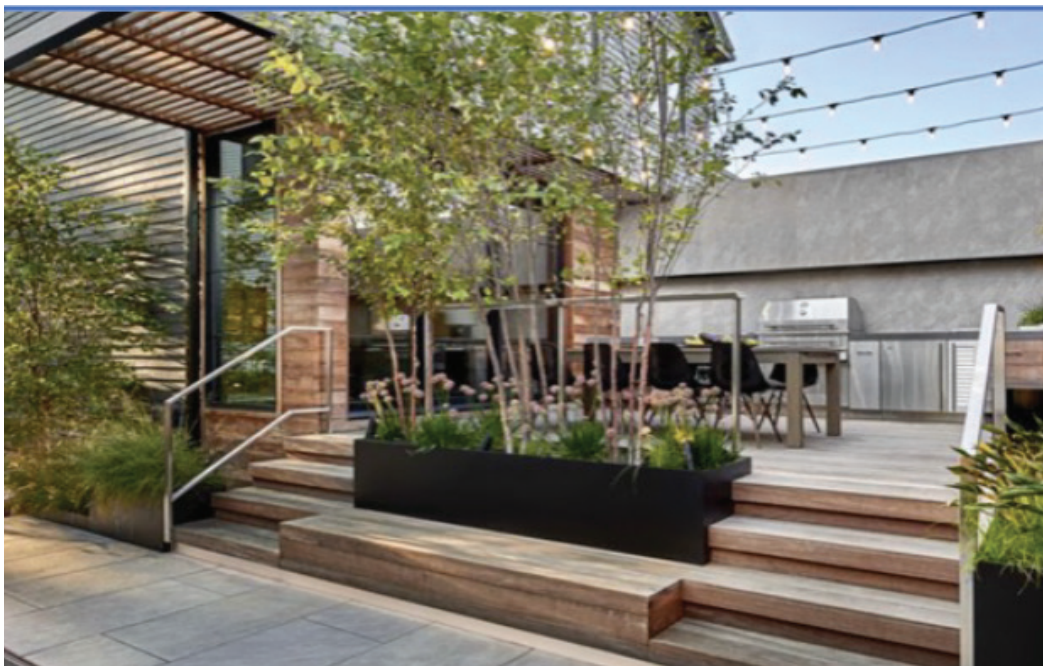
AMENITY EXTERIOR

The photos within this slide are examples of expected exterior site amenities. The community will feature a resort-style pool, outdoor lounges, fire pits, grilling areas, communal amphitheater seating area, exterior open spaces, dog walk area and dog wash.



OPEN SPACE ELEMENTS

Continuing the theme of active amenity spaces, to the left are images of additional elements that could be found throughout the development. The community will feature outdoor seating and grilling areas, walking trails, a bocce ball and corn hole court, and a dog park and dog wash area.



SIGNAGE

The following images represent initial signage concepts, style and design intent for the development.

Signage Concepts | Entrance-ground Monument



Signage Concepts | Vehicular Directional and Small Post & Panel



Signage Concepts | Location Plan



Sign Type & Description	Power	Blocking	Notes
1 Ground Monument: Project main entrance identification; double-sided	120v power run underground for spot-flood lighting	N/A	Verify sign regulations, 50 sq. ft. max sign area, 8 ft. max height
2 Secondary Entrance ID/ Directional: T&B Small, double-sided ground monument or post & panel	120v power run underground for spot-flood lighting	N/A	Verify sign type and messaging
3a Dimensional Letters: Identification of Building 1, main entrance canopy	120v power run to behind or inside wall	To be coordinated with Architect/Engineer	Verify messaging: "Leasing Office" vs. "Newman Celebration Lane" or both??
3 Dimensional Letters: Residence building entry identification	120v power run to behind or inside wall	To be coordinated with Architect/Engineer	Verify building entry: Bldg 1, Entry A, B, Building 2, Entry A, B, Building 3, Entry A, B, Building 4, Entry A, B
4 Dimensional Letters: Garage unit identification, mounted above garage doors	N/A	To be coordinated with Architect/Engineer	Approx. 52 garage units, two garage buildings, G1-1, G1-2, etc., and G2-1, G2-2, etc.
5 Vehicular Directional: Post & panel signs directing to residence building entrances. <i>Approved install??</i>	N/A	N/A	Verify messaging per sign type 1
6 Small Post & Panel: Future Resident Parking and ADA Parking at Leasing Office. <i>EV Parking question and location T&B</i>	N/A	N/A	Verify all quantities, locations, and messaging requirements for this sign type
7 Exterior Amenities Regulatory: Mounted sign panel or post & panel as required. a. Courtyard/Pool rules b. Dog Park rules c. Dog Wash rules d. Bike Storage rules e. Trash rules	N/A	To be coordinated with Architect/Engineer if applicable	Verify all sign types, quantities, locations, and messaging requirements for amenities

MULTIFAMILY SUPPLY & DEMAND

The Southern Suburbs* of Atlanta have been undersupplied with rental housing since the recession of 2007-2009. This is evident in the region's dramatic decline in new multifamily construction activity, elevated rents, and declining vacancy rates.

**South Suburbs defined by Carroll, Clayton, Coweta, Douglas, Fayette, Henry, Newton and Rockdale Counties.*

- From 2003 to 2010, the South Suburbs captured 23% of all Class A metro Atlanta apartment absorption. Since 2010, this region has only captured 6% of metro apartment absorption, primarily due to a lack of supply. If the region had captured the same share of apartment units as it did pre-recession, this region would have an additional 9,754 units of Class A rental housing.
- This lack of supply in the region is evident in both vacancy rates and in rent growth. Since 2015, the region has had a vacancy rate that was lower than the metro on average (6.9% vs. 7.9% for the metro) and has seen rent growth higher than the metro (8.9% per year vs. 6.5% for the metro).
- **Newnan specifically is undersupplied, with rent growth since 2015 comparable to the South Suburbs region, at 8.7% average annual rent growth. While overall vacancy rates in Newnan are at 7.2% as of Q1 2022, this is due to several projects being in lease-up. Stabilized vacancy rates at just 3.8%, the lowest in 20 years.**

These are three clear indicators that the region is undersupplied: a proven ability to absorb a much higher level of new construction than the region has over the last decade; vacancy rates lower than the rest of the metro market; and rent growth that has outpaced the market. This indicates that there is ample demand in the market for NRP's proposed project on Celebrate Life Parkway, even factoring in the known pipeline of competitive projects.



NEWNAN MULTIFAMILY PIPELINE

NRP GROUP - NEWNAN, GA MULTIFAMILY RENTAL MARKET ANALYSIS



Newnan Area Apartment Supply, 2022-2026

NOTES:

1. The numbers found beneath the year columns for each project indicate the percentage of the year the projects are expected to be in lease-up.

2. Projects that are currently under construction are designated in **GREEN**.

3. There are currently 363 units under construction in the Newnan area. There are an additional 628 units planned, bringing the total pipeline to 991 units not including the subject site

4. Based on the expected delivery of the subject site and the number of competitive projects in the market at that time, we project the project to average **15 units per month** through the life of its lease-up, 18 if a concession is offered. At that lease up pace, we anticipate stabilization **14 months**.

5 Year Pipeline

	2022	2023	2024	2025	2026	Total
Halcyon Fo Newnan (Allen Development)	0.50					94
Alta Ashley (Wood Partners)	0.75	0.25				269
Ashley Park (Stan Thomas)				1.00		278
Poplar Place (Barry Companies)					1.00	350

Total, Projects Known	1.3	0.3	0.0	1.0	1.0	991
Subject Site				0.50	1.00	271
Total Deliveries (in units)	94	269	271	350	278	1,262

PIPELINE COMPETITIVE SET

The region is considered undersupplied with 1,262 multifamily units (including Celebration Village) in the Pipeline for the years 2022 through 2026 relative to the 2,297 multifamily units that should be absorbed to keep up with City growth trends.

Four developments have been approved for multifamily, of which one is Under Construction.

The Class A product, inclusive of heavily clad brick facades and exp sensitive retail storefronts, is like no product constructed or proposed within the City of Newnan. Celebration Village will distinguish itself as the premier mixed-use multifamily development with the best aesthetic, amenities and execution. It will create immediate value to Celebrate Life Parkway, activating the corridor by attracting nurses / doctors (who may work at City of Hope Cancer Treatment Center), creating a walkable connection to Newnan Crossing II Shopping Center and through providing a sense of place for a currently vacant property.



COMMERCIAL MARKET

A Commercial Market Study was completed by Noell Consulting Group to understand how best to program an intended end user within the master development. The results of the Market Study indicated the Topographic Site Constraints and low traffic count along Celebrate Life Parkway hindered the lease ability and desire for commercial end users. As a result, we have engaged with numerous Retail brokers, Medical Office brokers and Retail developers to best create a cohesive and desirable commercial space. Our program provides a stair stepping element to create a village feel and to promote walkability.

STRENGTHS

- The subject site is located near several high-traffic intersections, including the Bullsboro/US 34 exit for I-85 and the Ashley Park/Newnan Crossing retail corridor.
- It is located near the Cancer Treatment Centers of America Southeastern Regional Medical Center. The Newnan area is growing, and there will be additional demand for retail of all types in the area.

WEAKNESSES

- The subject site is on a relatively low-traffic road with an AADT of 6,260.
- Celebrate Life Parkway is also not a major connector road. Primary traffic patterns bypass the site, both the east/west route between Newnan and Peachtree City as well as the north/south routes parallel to the highway.
- The site's topography also makes larger-scale retail development challenging to park.

OPPORTUNITIES

- The site could potentially get small scale medical office tenants drawn to the proximity to CTCA, or office tenants with few visitors and little need for high visibility.
- However, most tenants will be drawn to more visible and/or amenitized locations.

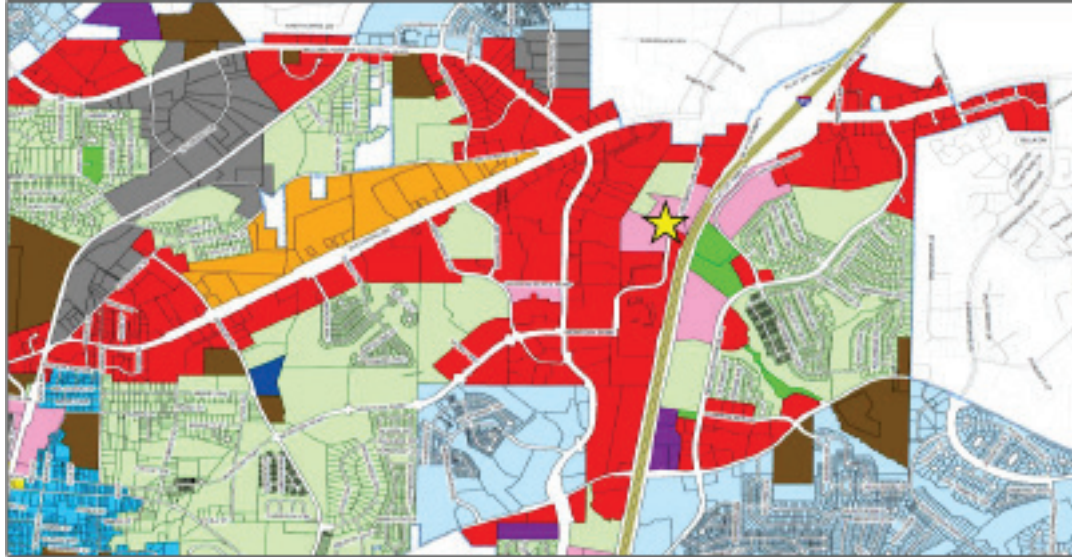
Commercial Space along Bullsboro Road and other highly trafficked and commercially zoned areas would be most desirable for any commercial user. Our Commercial Market Study suggested providing 10,000sf of commercial space to our program, which is one third of the amount we are providing.



COMMERCIAL MARKET



COMMERCIAL MARKET



NEWNAN COMMERCIAL ZONING

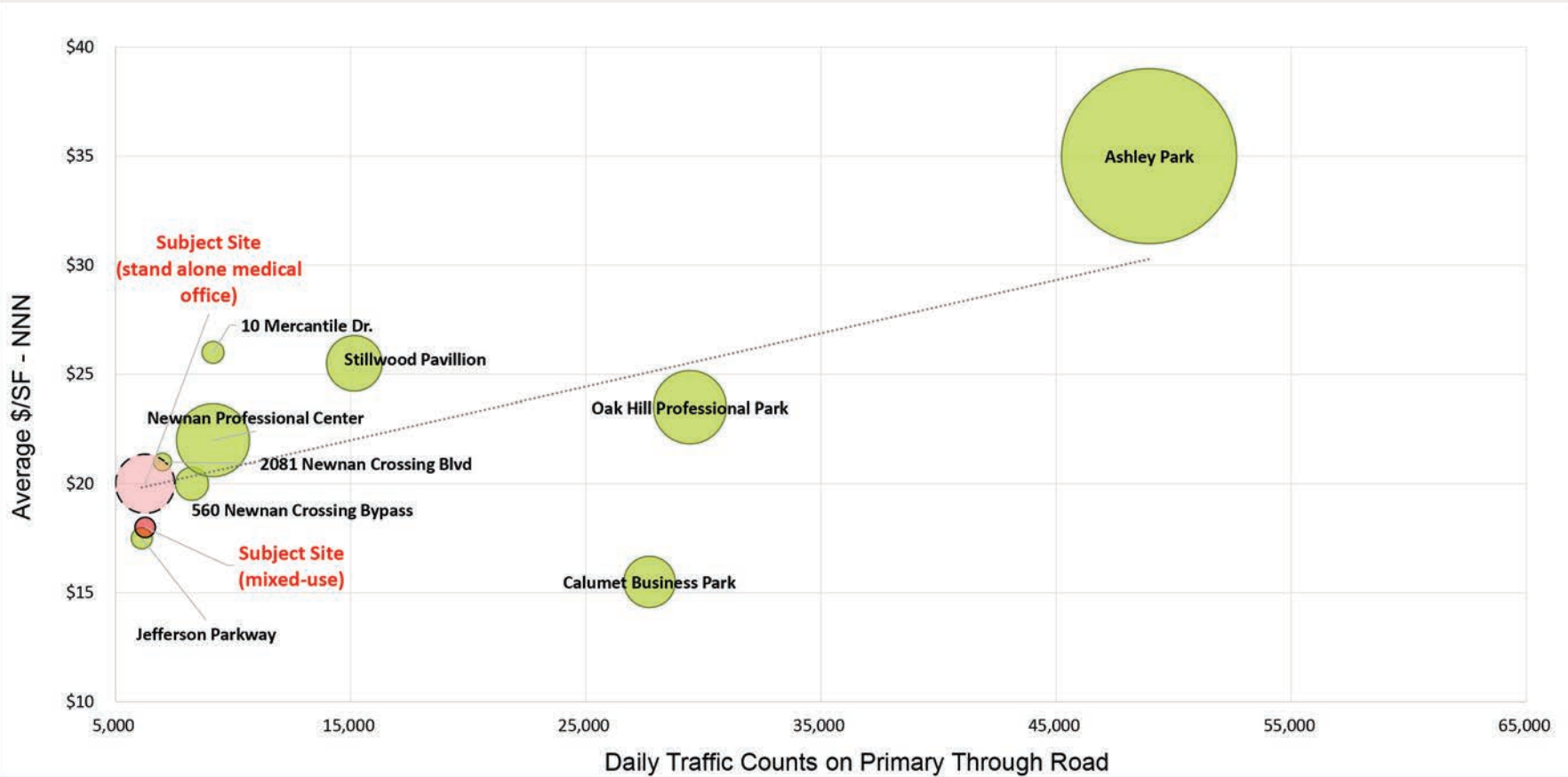
Newnan has zoned a considerable amount of real estate for commercial usage, including much that is currently vacant along much higher capacity arterials. These development sites have much higher visibility than the subject site, including:

- McIntosh Parkway, a 4-lane divided lane highway with a current estimated AADT of 7,000 to 8,000 cars.
- Lower Fayetteville Road, with an estimated 15,852 AADT
- Bullsboro Drive, with between 24,000 and 48,000 AADT
- Millard Farmer Industrial Blvd, with 27,712 AADT

All of these have either higher current traffic counts than the subject site (estimated at 6,000 AADT or less) or in the case of McIntosh Parkway have higher future capacity and commercial developments recently built or under construction that will increase traffic.

Retail or small office space at the subject site would need to compete in the future for tenants against the eventual pipeline in these more visible commercial corridors.

COMMERCIAL MARKET

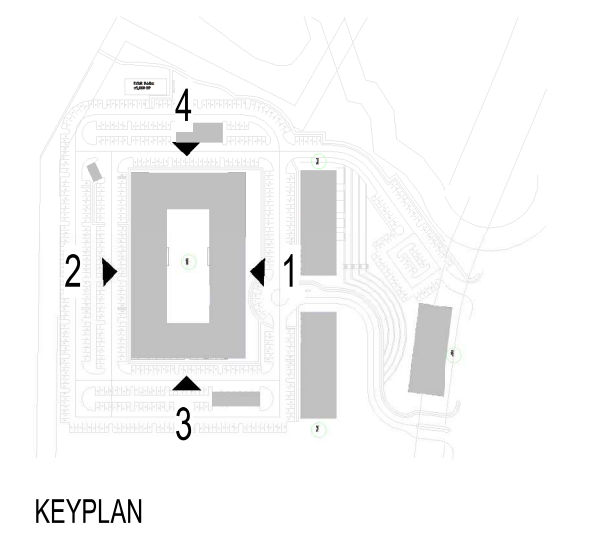


COMPETITIVE RETAIL SET ANALYSIS

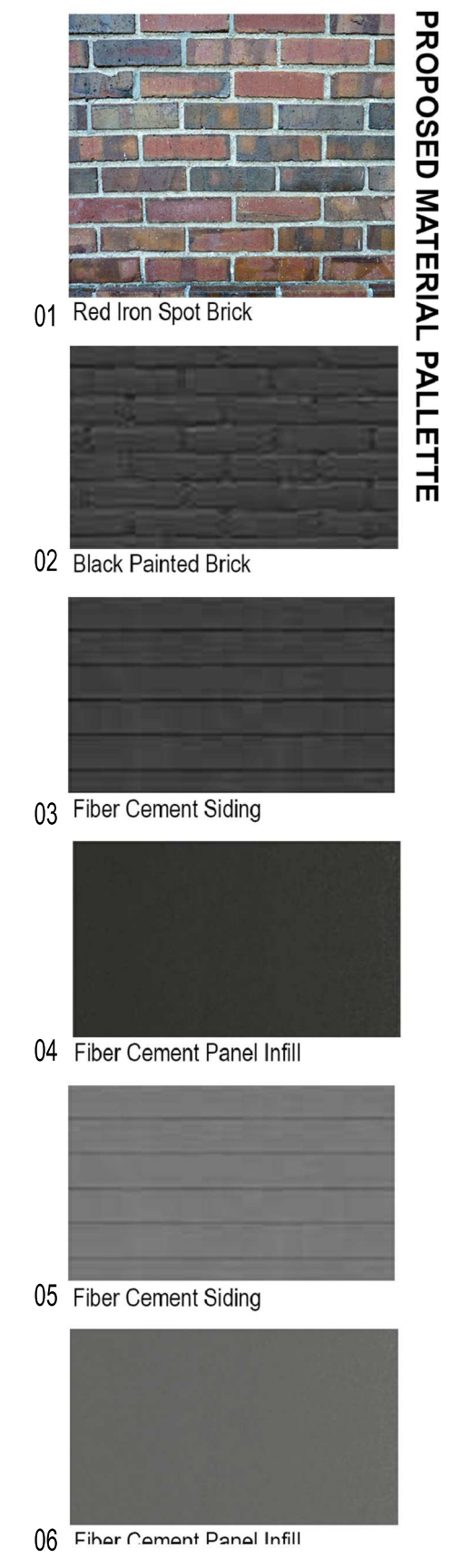
The subject site has one of the lowest traffic counts in the competitive set, at only 6,260 AADT. If the subject site were developed as a stand-alone medical office center, comparable to the Newnan Professional Center, Oak Hill Professional Park, or 650 Newnan Crossing Bypass, NCG estimates it could obtain NNN rents of approximately \$20/SF due to its proximity to the Cancer Treatment Centers of American center. Successfully leasing this space would require sufficient size and anchor tenants to offset the lack of visibility, however. As a smaller piece of a mixed-use project, assuming roughly 10,000 SF of space, we estimate it could only obtain rents and tenants comparable to small offices on Jefferson Parkway or at Calumet Business Park (\$18/SF NNN).



1 B1_Front Elevation
A5.1.0 SCALE: 1/16" = 1'-0"



KEYPLAN



PROPOSED MATERIAL PALETTE

Percentages	
Primary Material	68%
Secondary Material	32%



2 B1_Back Elevation
A5.1.0 SCALE: 1/16" = 1'-0"



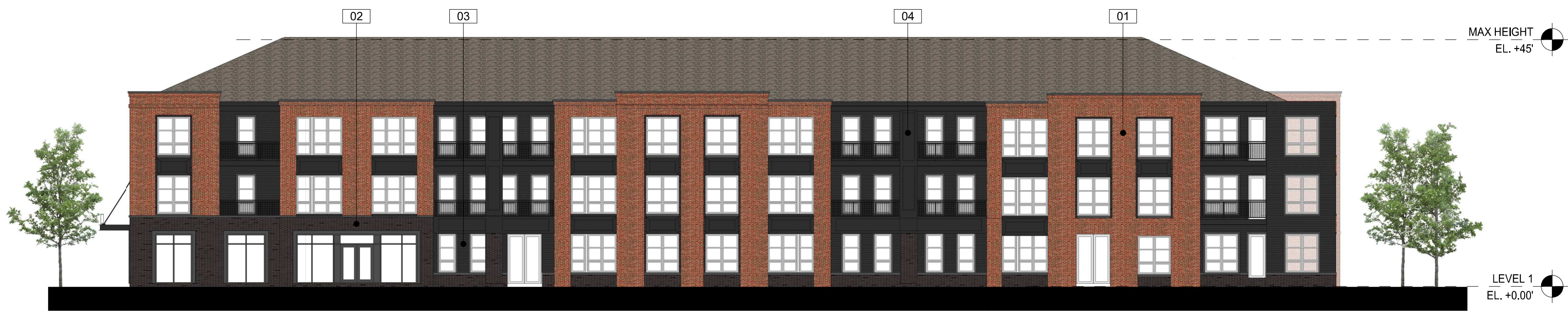
3 B1_Side Elevation 1
A5.1.0 SCALE: 1/16" = 1'-0"



4 B1_Side Elevation 2
A5.1.0 SCALE: 1/16" = 1'-0"



1 B2-3_ Side Elevation 1
A5.2.0 SCALE: 1/16" = 1'-0"



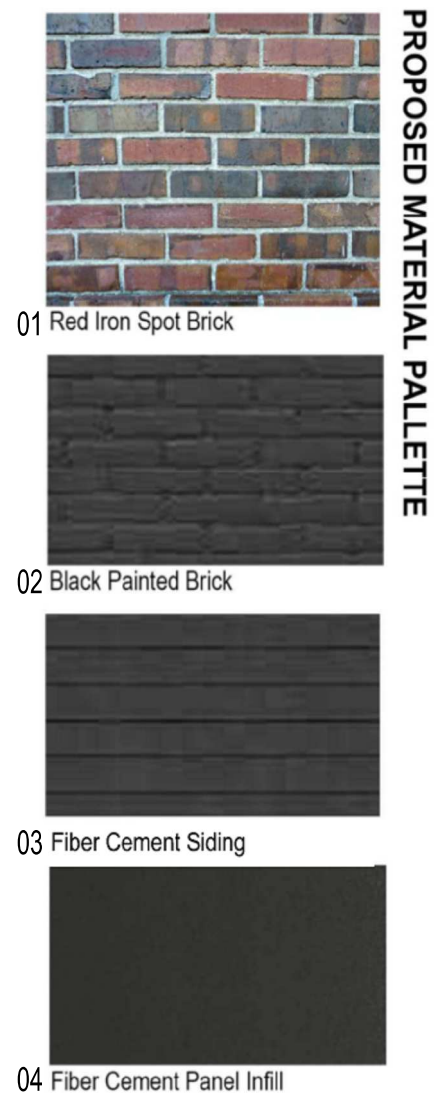
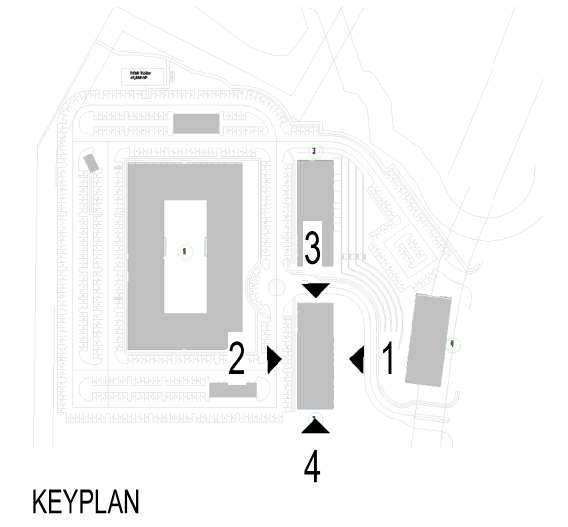
2 B2-3_ Side Elevation 2
A5.2.0 SCALE: 1/16" = 1'-0"



3 B2-3_ Front Elevation
A5.2.0 SCALE: 1/16" = 1'-0"



4 B2-3_ Back Elevation
A5.2.0 SCALE: 1/16" = 1'-0"



Percentages Building 4

Primary Material	72%
Secondary Material	28%



1 B4_Side Elevation 1
A5.4.0. SCALE: 1/16" = 1'-0"



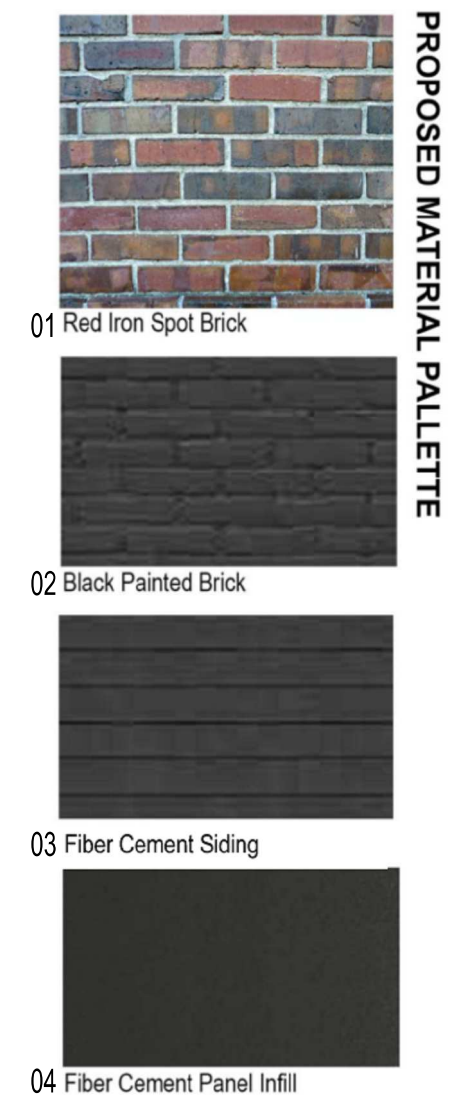
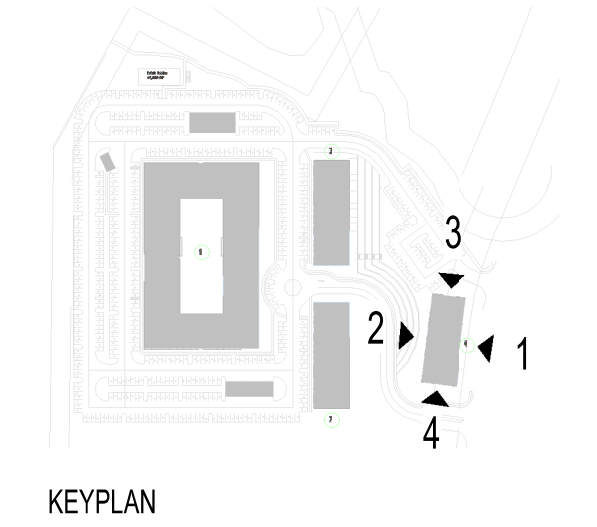
2 B4_Side Elevation 2
A5.4.0. SCALE: 1/16" = 1'-0"



3 B4_Front Elevation
A5.4.0. SCALE: 1/16" = 1'-0"



4 B4_Back Elevation
A5.4.0. SCALE: 1/16" = 1'-0"



Percentages Building 4

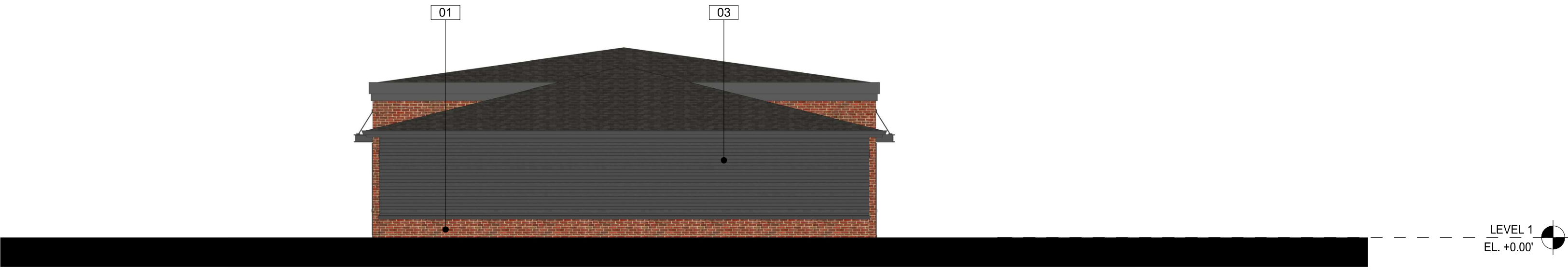
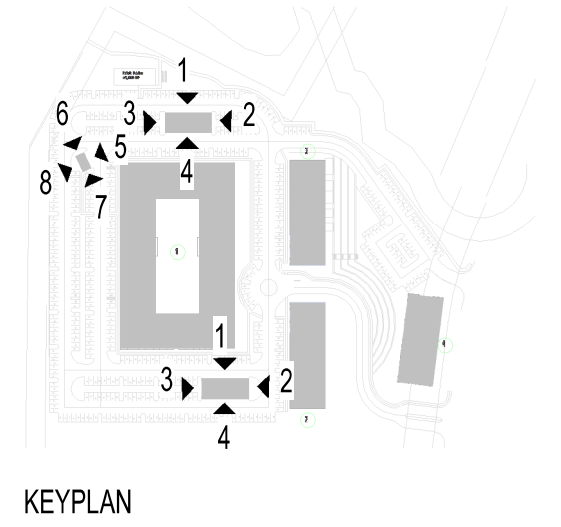
Primary Material	79%
Secondary Material	21%



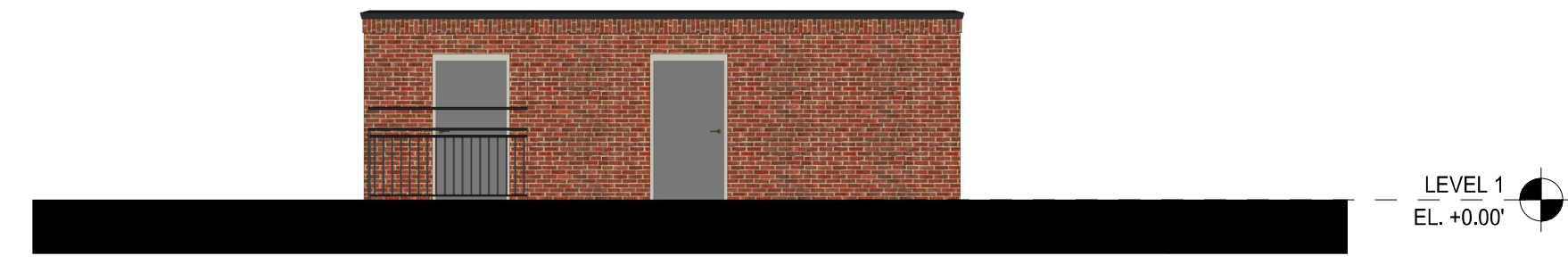
1 B_ Garage Front
A5.0.0 SCALE: 1/8" = 1'-0"



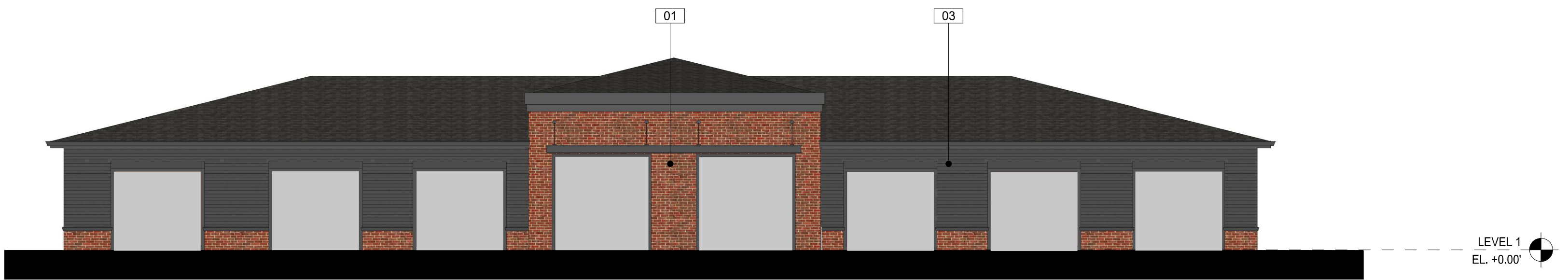
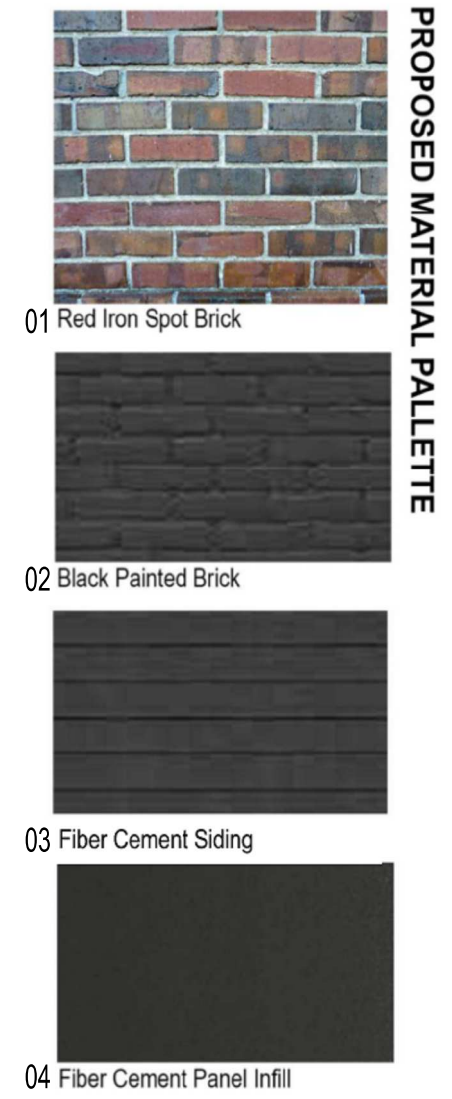
5 B_ Trash Front
A5.0.0 SCALE: 1/8" = 1'-0"



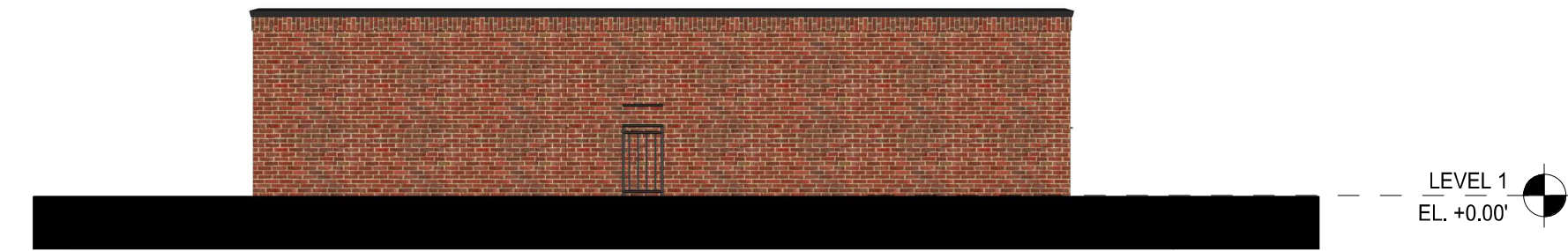
2 B_ Garage Side 1
A5.0.0 SCALE: 1/8" = 1'-0"



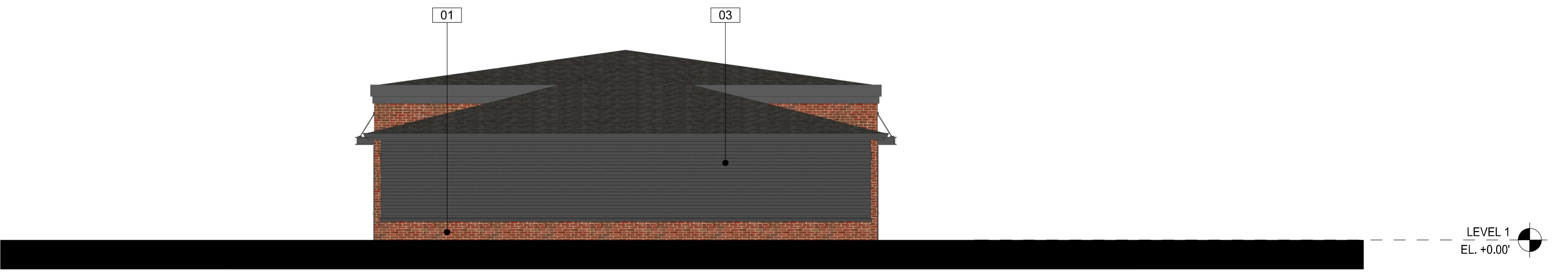
6 B_ Trash Side 1
A5.0.0 SCALE: 1/8" = 1'-0"



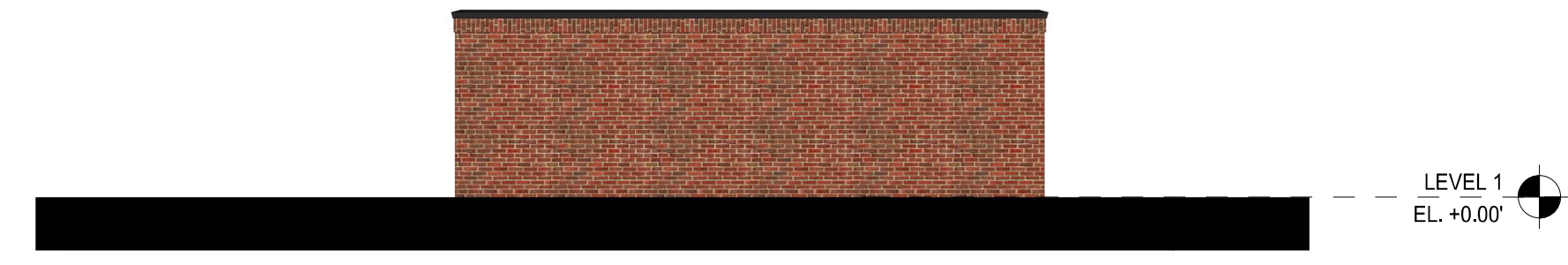
3 B_ Garage Back
A5.0.0 SCALE: 1/8" = 1'-0"



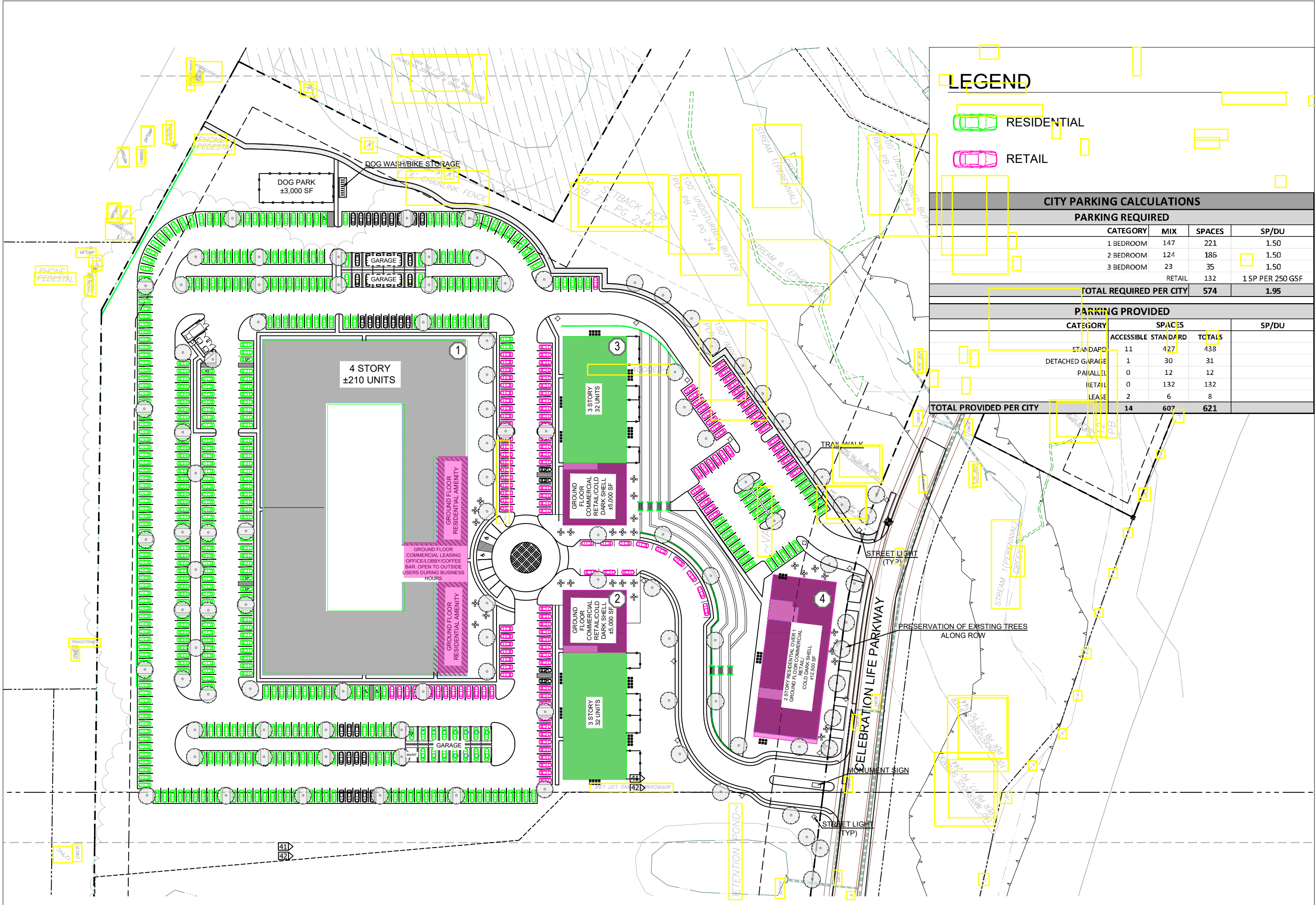
7 B_ Trash Back
A5.0.0 SCALE: 1/8" = 1'-0"



4 B_ Garage Side 2
A5.0.0 SCALE: 1/8" = 1'-0"



8 B_ Trash Side 2
A5.0.0 SCALE: 1/8" = 1'-0"



LEGEND

- RESIDENTIAL
- RETAIL

CITY PARKING CALCULATIONS

PARKING REQUIRED

CATEGORY	MIX	SPACES	SP/DU
1 BEDROOM	147	221	1.50
2 BEDROOM	124	186	1.50
3 BEDROOM	23	35	1.50
RETAIL	132	132	1 SP PER 250 GSF

TOTAL REQUIRED PER CITY 574 1.95

PARKING PROVIDED

CATEGORY	SPACES	SP/DU
STANDARD	11 427	438
DETACHED GARAGE	1 30	31
PARALLEL	0 12	12
RETAIL	0 132	132
LEASE	2 6	8

TOTAL PROVIDED PER CITY 14 607 621



LEE
AND ASSOCIATES
1405 W KOENIG LANE
AUSTIN, TX 78756
(512) 345-8477
www.leeandassociates.net

the
NRP
group

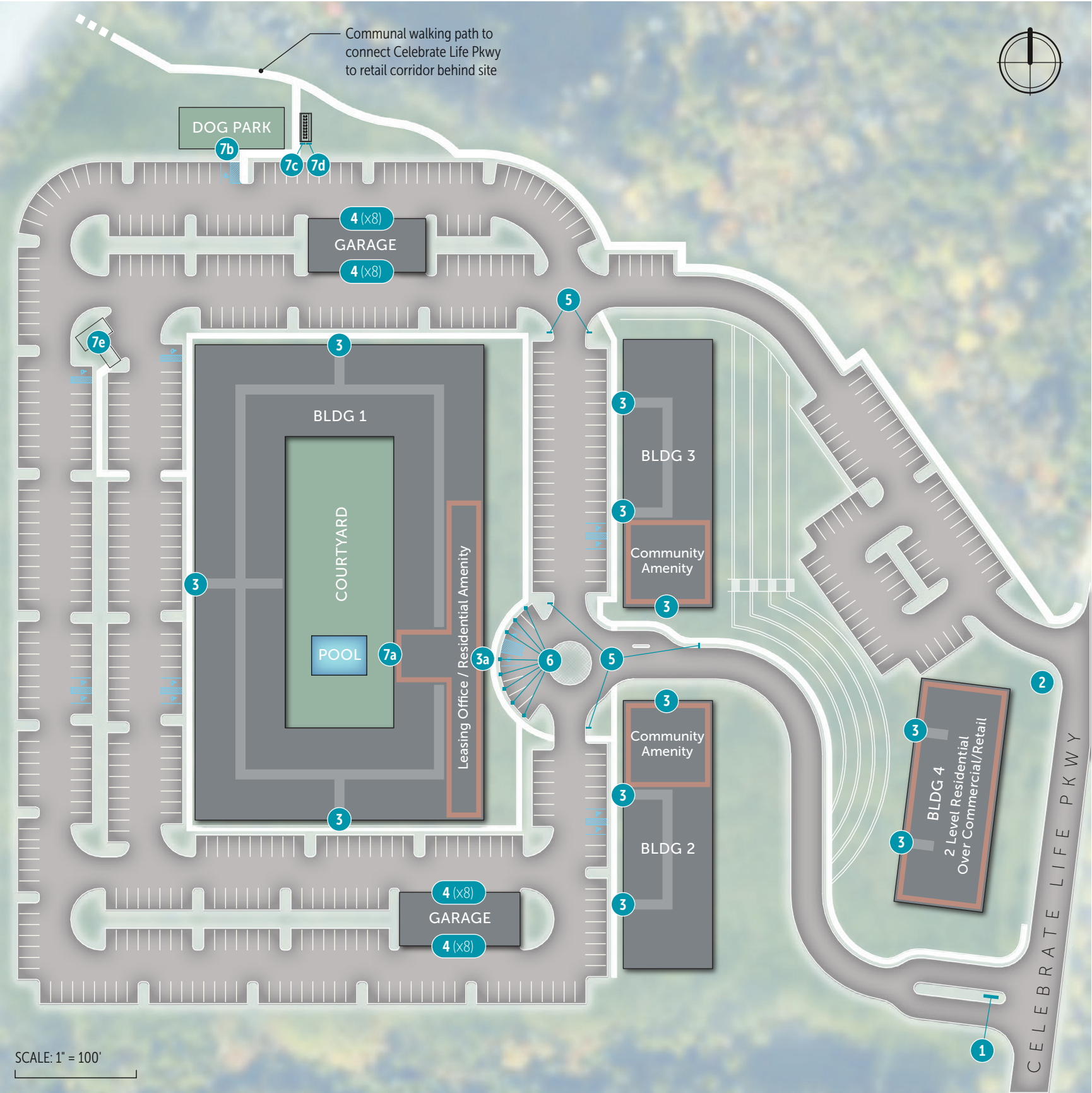
DATE	PROJ. NO.	FILE NAME
	2902	2902 BASE 12

NEWMAN CELEBRATION LANE
CITY OF NEWMAN, GEORGIA
PARKING ALLOCATION

THIS DRAWING IS
NOT FOR
REGULATORY
APPROVAL OR
CONSTRUCTION

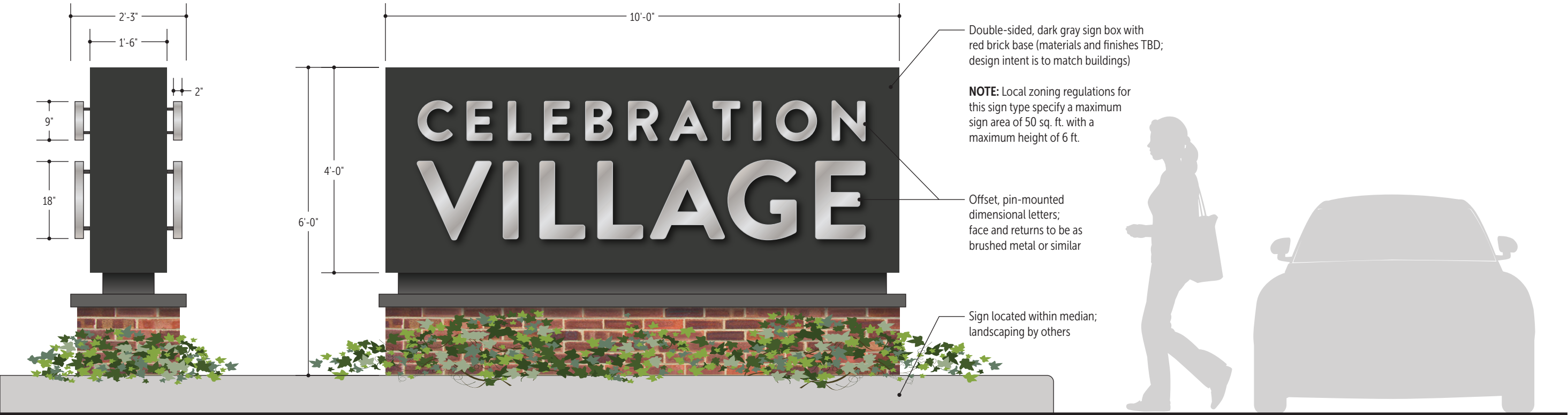
CSP-3

Signage Concepts | Location Plan



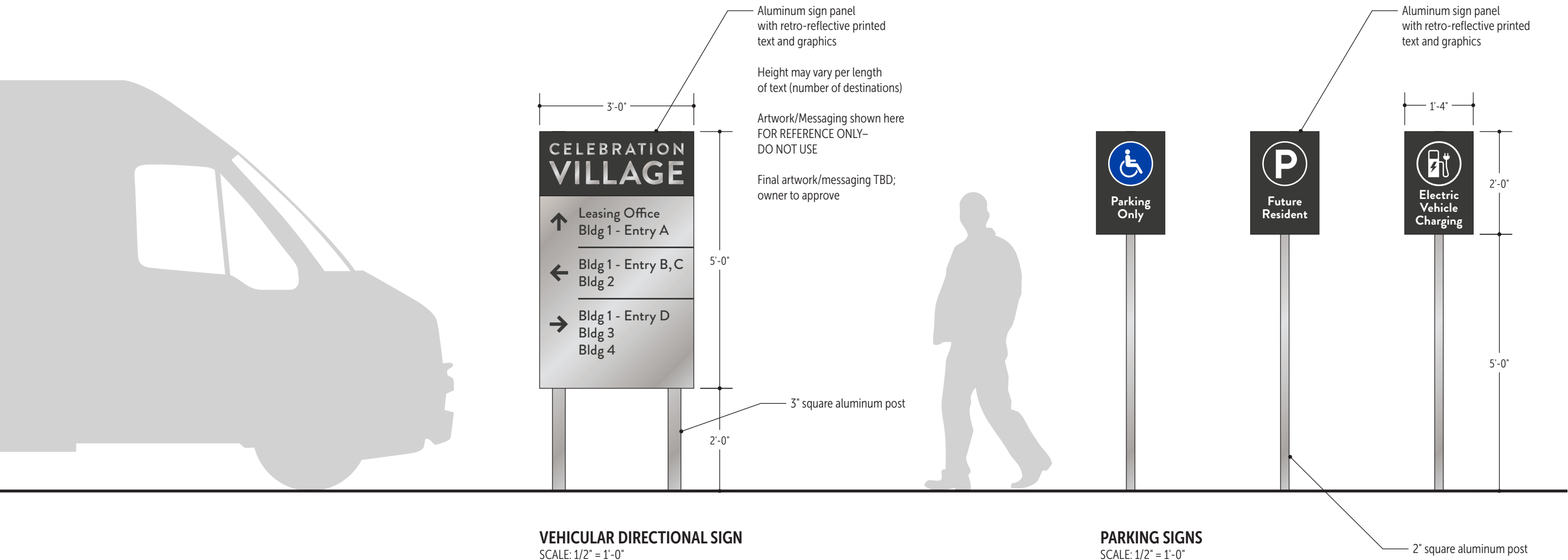
Sign Type & Description	Power	Blocking	Notes
1 Ground Monument: Property main entrance identification; double-sided	120v power run underground for spot/flood lighting	N/A	Verify sign regulations: 50 sq. ft. max sign area; 6 ft. max height
2 Secondary Entrance ID/ Directional: TBD Small, double-sided ground monument or post & panel	120v power run underground for spot/flood lighting	N/A	Verify sign type and messaging
3a Dimensional Letters: Identification at Building 1 main entrance canopy	120v power run to behind or inside wall	To be coordinated with Architect/Engineer	Verify messaging: "Leasing Office" vs. "Newnan Celebration Lane" or both ???
3 Dimensional Letters: Residence building/entry identification	120v power run to behind or inside wall	To be coordinated with Architect/Engineer	Verify building/entry #s Building 1, Entry A-D Building 2, Entry A, B Building 3, Entry A, B Building 4, Entry A, B
4 Dimensional Letters: Garage unit identification; mounted above garage doors	N/A	To be coordinated with Architect/Engineer	Approx. 32 garage units; Two garage buildings: G1-1, G1-2, etc., and G2-1, G2-2, etc.
5 Vehicular Directional: Post & panel signs directing to residence buildings/entrances, Amenities/retail ???	N/A	N/A	Verify messaging per sign type 3
6 Small Post & Panel: Future Resident Parking and ADA Parking at Leasing Office; EV Parking quantities and locations TBD	N/A	N/A	Verify all quantities, locations, and messaging requirements for this sign type
7 Exterior Amenities Regulatory: Mounted sign panel or post & panel as required: a. Courtyard/Pool rules b. Dog Park rules c. Dog Wash rules d. Bike Storage rules e. Trash rules	N/A	To be coordinated with Architect/Engineer if applicable	Verify all sign types, quantities, locations, and messaging requirements for amenities

Signage Concepts | Entrance Ground Monument



SIDE VIEW

ENTRANCE GROUND MONUMENT SIGN
SCALE: 1/2" = 1'-0"



Signage Concepts | Exterior Amenities Regulatory



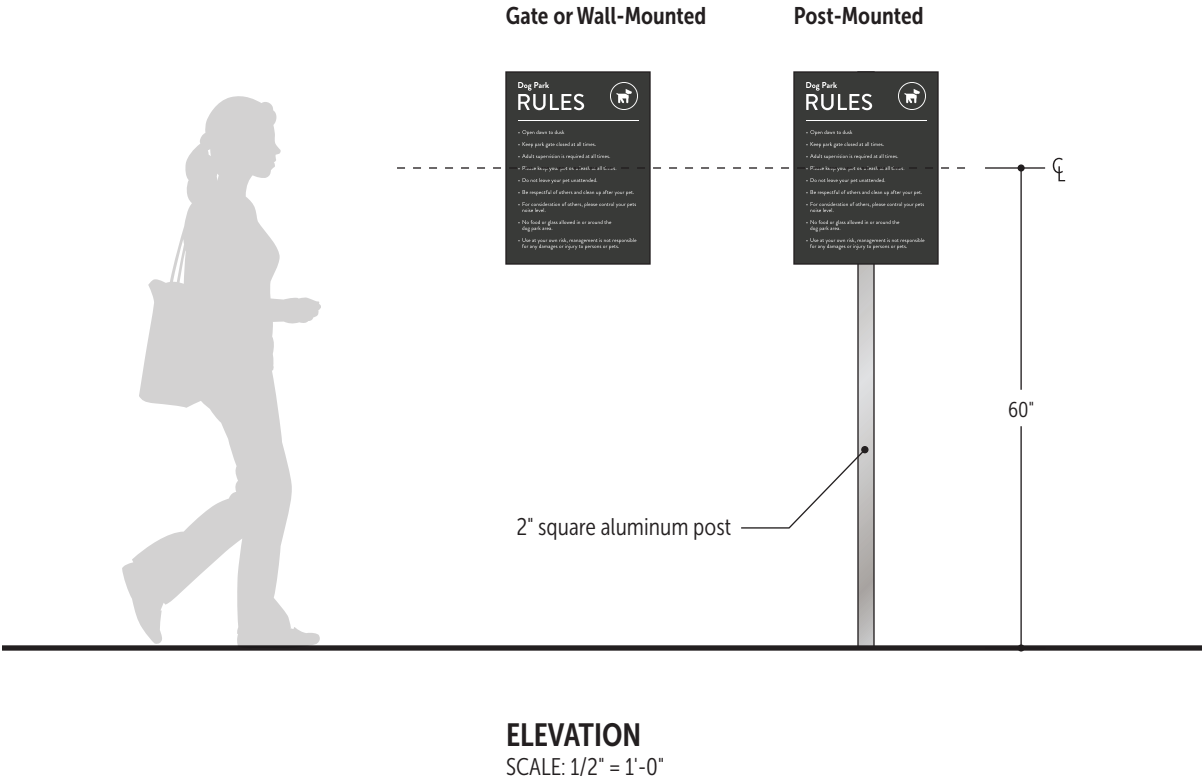
SIGN PANEL DETAIL
SCALE: 3" = 1'-0"

Painted or printed exterior grade aluminum sign panel.

Height may vary per length of text (number of rules)

Artwork/Messaging shown here FOR REFERENCE ONLY- DO NOT USE

Final artwork/messaging TBD; owner to approve



SHADE TREES



LACEBARK ELM /
Ulmus parviflora



RED MAPLE /
Acer rubrum



SOUTHERN MAGNOLIA /
Magnolia grandiflora

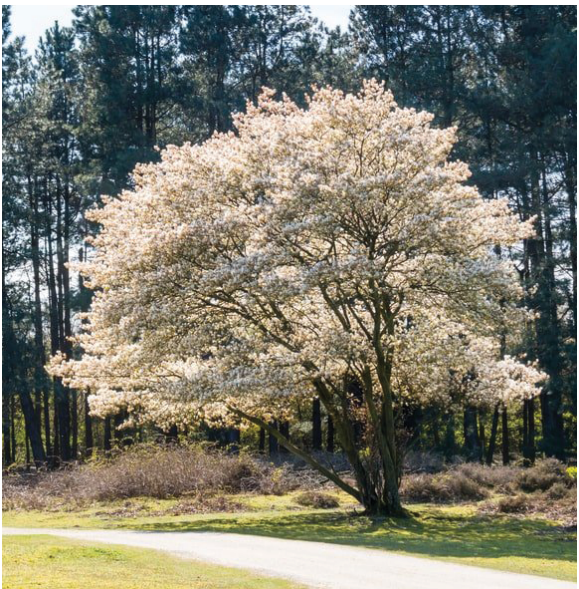


WHITE OAK /
Quercus alba



RIVER BIRCH /
Betula nigra

ORNAMENTAL TREES



SERVICEBERRY /
Amalanchier canadensis



DEODAR CEDAR /
Cedrus deodara



FLOWERING DOGWOOD /
Cornus florida



VITEX /
Vitex agnus-castus



CHERRY LAUREL /
Prunus laurocerasus

NEWNAN CELEBRATION LANE - **PLANT PALETTE**

JUNE 16, 2022

SHRUBS & GROUNDCOVER



MISCANTHUS /
Miscanthus sinensis



OAKLEAF HYDRANGEA /
Hydrangea quercifolia



DWARF WAX MYRTLE /
Myrica pusilla



CHINESE FRINGEFLOWER /
Loropetalum chinense



CAMELLIA /
Camellia japonica



GLOSSY ABELIA /
Abelia x grandiflora



CARISSA HOLLY /
Ilex cornuta 'Carissa'



INDIAN HAWTHORN /
Raphiolepis indica



NELLIE R. STEVENS HOLLY /
Ilex x Nellie R. Stevens



TRAILING LANTANA /
Lantana montevidensis



OAKLEAF HYDRANGEA /
Hydrangea quercifolia



STAR JASMINE /
Trachelospermum jasminoides



LARGE PERIWINKLE /
Vinca major



WINTERCREEPER /
Euonymous fortunei



LIRIOPE /
Liriope muscari

NEWNAN CELEBRATION LANE - **PLANT PALETTE**

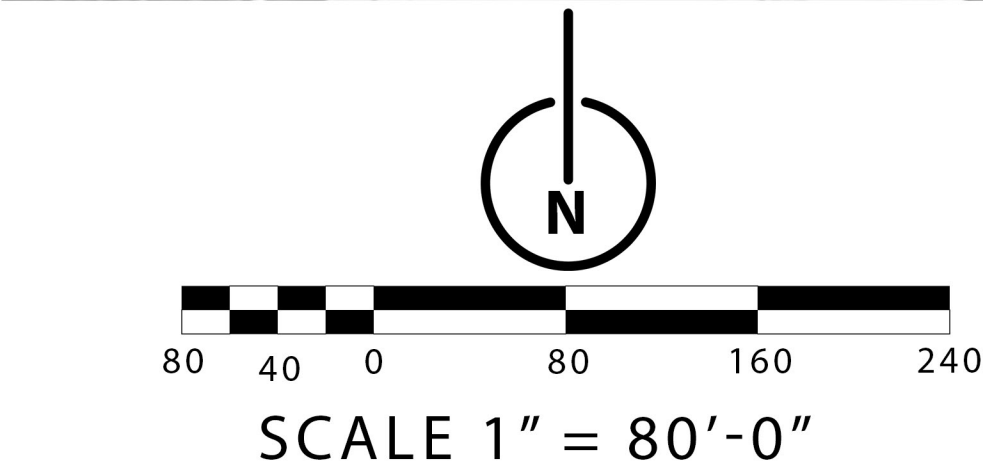
JUNE 16, 2022

RENTAL FLATS CALCULATIONS				
TOTAL UNITS (+/-)	MXD PERMITTED		PROVIDED	
	1 BEDROOM	294	147	50%
	2 BEDROOM	NA	124	42%
	3 BEDROOM	NA	23	8%
AVERAGE UNIT SIZE	NA		1096	
GROSS ACREAGE	NA		36.54	
GROSS DENSITY	8 DU/AC		8 DU/AC	
MAX HEIGHT (STORIES / FEET)	4	45	4	45
RETAIL AREA	NA		33,000	

The average unit size is 1096SF as per the client. The residential buildings shown are 70' modules. A 15% core factor has been subtracted from the buildings excluding the corridors, as well as area for the lease office and clubhouse. This core factor allows for elevators, stairwells and undulations in the buildings.

CITY PARKING CALCULATIONS				
PARKING REQUIRED				
CATEGORY	MIX	SPACES	SP/DU	
1 BEDROOM	147	221	1.50	
2 BEDROOM	124	186	1.50	
3 BEDROOM	23	35	1.50	
		RETAIL	132	1 SP PER 250 GSF
TOTAL REQUIRED PER CITY		574	1.95	

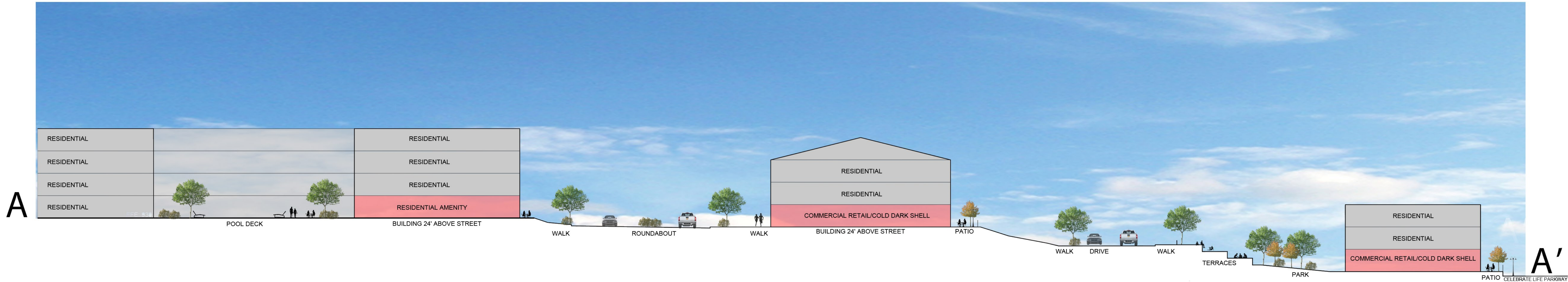
PARKING PROVIDED				
CATEGORY	SPACES			SP/DU
	ACCESSIBLE	STANDARD	TOTALS	
STANDARD	11	427	438	
DETACHED GARAGE	1	30	31	
PARALLEL	0	12	12	
RETAIL	0	132	132	
LEASE	2	6	8	
TOTAL PROVIDED PER CITY		14	607	621



NEWNAN CELEBRATION LANE

NEWNAN, GEORGIA

Illustrative Site Plan



NEWNAN CELEBRATION LANE NEWNAN, GEORGIA Illustrative Site Sections

FOR ILLUSTRATIVE PURPOSES ONLY



www.leeandassociates.net









City of Newnan, Georgia – Planning Commission

Date: July 19, 2022

Agenda Item: Rezoning Request – RZ2022-06
35.49± acres located at 2037 Newnan Crossing Bypass
(Portion of Tax Parcel #087-5011-003)

Prepared and Presented by: Dean Smith, Senior Planner

REZONING ASSESSMENT

APPLICANT INFORMATION:

George Rosenzweig, Attorney at Law (representing)
Jim Chapman Communities and Cates Family Partnership
75 Jackson Street, Suite 405
Newnan GA

The applicant (Jim Chapman Communities) seeks to develop the subject property as a 196-unit multifamily development. In order to accomplish this, the applicant is seeking an RML (Residential Multiple Family Dwelling-Lower Density) zoning for 35.49 ± acres located on Newnan Crossing Bypass.

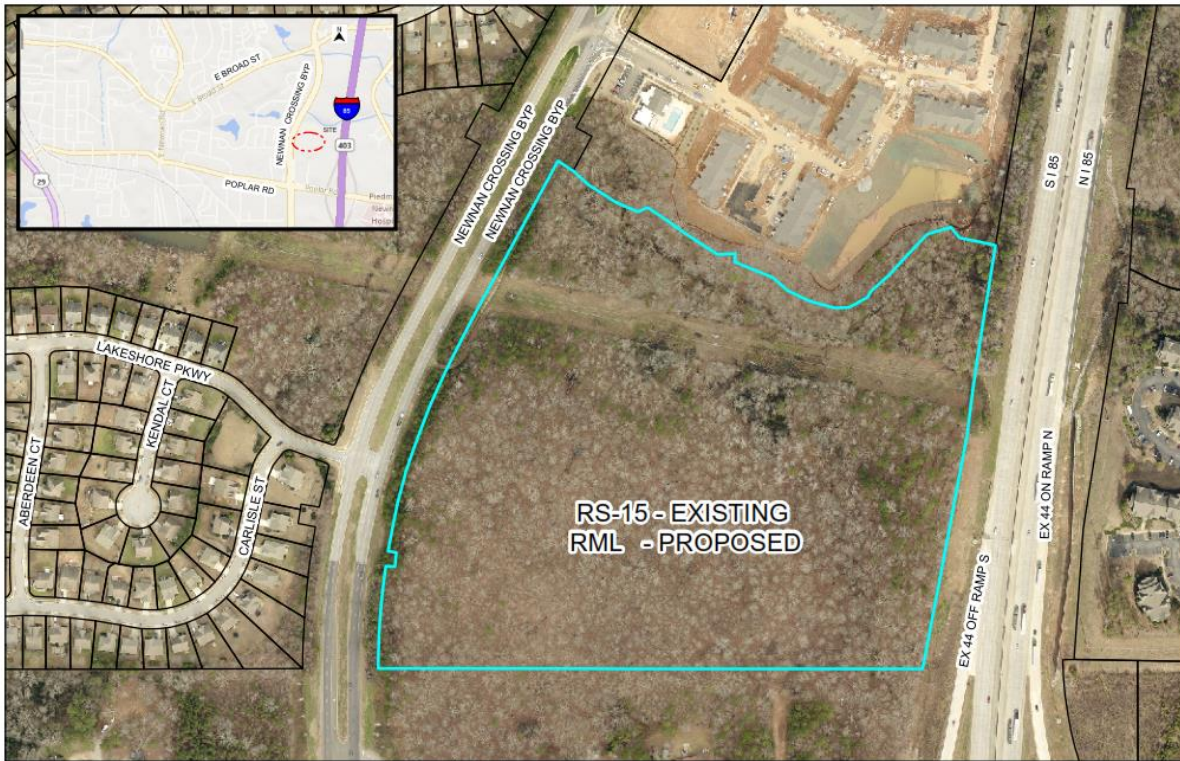
SITE INFORMATION:

The site consists of 35.49± acres located on Newnan Crossing Bypass. It is a portion of tax parcel id number 087-5011-003. The subject tract is located between Newnan Crossing Bypass and Interstate 85.

The site is currently undeveloped and zoned RS-15 (Suburban Residential Single-Family Dwelling District-Medium Density).

OVERVIEW OF REQUEST:

The applicant is requesting the rezoning of 35.49 ± acres located at 2037 Newnan Crossing Bypass. The property is currently zoned RS-15 (Suburban Residential Single-Family Dwelling District-Medium Density) and the applicant is requesting RML (Residential Multiple Family Dwelling-Lower Density) for the construction of 196 cottage-styled apartments.



CITY OF NEWNAN | Project Location



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

1 inch = 300 feet
Date: 6/3/2022

LEGEND

- Project Location
- PARCELS
- CITY LIMITS

Parcel # 087 5011 003

ADDRESS

2037 NEWNAN CROSSING BYP
Newnan, GA 30263



STANDARDS:

In formulating a decision, the Zoning Ordinance requires the Planning Commission and the City Council to consider the following standards. Staff has assessed each standard and identified those with a green check mark ✓ as standards being met by the proposed rezoning and those with a red "X" ✗ as standards not being met.

1. **Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?** The subject tract is bordered predominantly by residential zoning designations. The residential portion of the MXD zoned site abuts on the northern property line; a residential multifamily zoning across Interstate 85 to the East; residential single-family neighborhood to the west and to the south, a combination of RC and C-8c zoning in Coweta County. There are existing multifamily developments to the north and east of the subject tract. The property to the south, was recently rezoned from RC to C-8c in Coweta County for the purpose of constructing a self-storage facility.

With the existing residential developments that are on the north, east and west side of the subject property, higher density residential development would be a suitable use. Higher density doesn't strictly refer to apartments. This site is classified on the City's future land use map as Emerging Missing Middle Residential, which is defined as areas of medium-density (between 4 and 7 units per acre) and allow for a variety of housing products, including single-family homes, duplexes, triplexes, quadplexes, cottage homes and small apartment buildings.

Staff Assessment – PROPOSED USE IS SUITABLE ✓

2. **Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?** The most significant impact resulting from this rezoning would be an increase in traffic. The applicant has submitted a traffic impact study that estimates that the proposed development is expected to generate an additional 1,435 trips per day. The traffic study does suggest some traffic mitigation measures such as adding auxiliary turn lanes to both ingress/egress access points and limiting one of the access points to a Right-In/Right-Out only driveway.

Staff Assessment – ADVERSE AFFECT WILL BE MINIMAL ✓

3. **Are their substantial reasons why the property cannot or should not be used as currently zoned?** The property is currently zoned for single-family residential development. However, the future land use map shows it has Emerging Missing Middle Residential and it has sat vacant with the current RS-15 zoning designation for over twenty years. There are environmental constraints on the property that limit the available area that can be developed, as illustrated on the survey and concept plans provided as an attachment to this report.

To date, the City has not been asked to review any proposed development for single-family houses, as allowed by the current zoning. That does not mean that RML and apartments are the only suitable options for this location.

Staff Assessment – PROPERTY CAN BE DEVELOPED AS CURRENTLY ZONED, HOWEVER, NO DEVELOPMENTS UNDER CURRENT ZONING HAVE BEEN PRESENTED TO THE CITY X

4. **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?** As a requirement for multifamily developments exceeding 150 units, the applicant must submit a Community Impact Assessment (CIA) which looks at the services listed above and provides a financial analysis of the project. A copy of the full assessment has been provided with the accompanying documentation for this report. A summary of the assessment's findings and additional information that has been provided since the study was completed is as follows:

- **Police:** Police Chief Blankenship has indicated that his department can service the development, citing that a strain would be put on calls for service and would cause additional maintenance on equipment, but states that it can be managed at current staff level.
- **Fire:** Chief Stephen Brown has indicated that NFD anticipates an additional 63 calls in a 12 month period and further states that the anticipated demand would potentially decrease response times in other service areas, stating that NFD does currently have the resources to service the project. Chief Brown further added that the increase in call volume will impact the Fire Department with additional wear and tear on equipment and will influence the effectiveness and strength of manpower, citing that the impact of the proposed property may require additional equipment and manpower in the future.
- **Newnan Utilities:** Newnan Utilities will be the water, and sewer provider for the project. Scott Tolar reviewed the project and indicated that there is ample capacity to serve the proposed facility. Needs from the developer in terms of each service has been included in the applicant's packet.
- **Engineering:**



The City of Newnan, Georgia

Office of the City Engineer

July 12, 2022

City Engineer Review

REZONING REQUEST

Portion of Tax Parcel 087 5011 003
35.4892 Acres
Newnan Crossing Bypass

Environmental:

1. The development plan shall follow the design standards and guidance per the Georgia Storm Water Management Manual, in compliance with the **Post-Development Stormwater Management Ordinance** for the City of Newnan.
Note a new requirement for on-site, runoff reduction, effective December 6, 2020.
2. The development plan shall include a three-phased erosion control plan in compliance with the **Soil Erosion, Sedimentation and Pollution Control Ordinance** for the City of Newnan.
3. All streams, wetlands and other environmentally sensitive areas such as floodplain and floodway shall be delineated and located within open space to the extent practically possible. The development plan shall be in compliance with the **Floodplain Management and Flood Damage Prevention Ordinance** for the City of Newnan. Any development within a floodplain or waters of the US shall be properly permitted with the Federal Emergency Management Agency (FEMA), or the United States Army Corp of Engineers (USACE), as applicable.
4. This site is located within a water supply watershed and thus increased stream buffers apply as follows: perennial streams shall carry an undisturbed stream buffer on 100 feet with an additional impervious surface setback of 50 feet; intermittent streams shall carry an undisturbed stream buffer of 50 feet with an additional 25 foot impervious surface setback. Buffers shall be measured from the point of wrested vegetation and shall be delineated in the field.
5. This site is located within the Stillwood Creek watershed drainage basin and stormwater management shall comply with the conditions set forth in the **Stillwood Creek Watershed Drainage Policy** as Section 10-169 of the **Post-Development Stormwater Management Ordinance** for the City of Newnan.

Transportation:

1. ADA compliant sidewalks, 6 feet in width, shall be provided along the public Right of Way for Newnan Crossing Bypass, the entire length of the parcel, to connect to existing sidewalk to the north. 5 foot sidewalks shall be provided throughout the proposed development, on both sides of all streets, and shall connect to the sidewalks in the Right of Way for Newnan Crossing Bypass.

2. Traffic impact study required. A traffic impact study shall include the intersections of Newnan Crossing Bypass with Lower Fayetteville Road, Lakeshore Parkway, and Poplar Road. Justification for trip distribution shall be included in the study. Mitigation shall be proposed for any negative impact to the level of service (LOS) at the intersections. The criteria for trip generation shall be derived from the latest edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE); Land Use 223, Mid-Rise Apartment.
3. The primary driveway for the development shall line up with existing road, Lakeshore Parkway, at an existing median break. Dedicated left and right turn lanes shall be provided and designed in accordance with design standards for the Georgia Department of Transportation (GDOT). Pavement markings shall be designed in accordance with the GDOT and the Manual on Uniform Traffic Control Devices (MUTCD).
4. A secondary driveway shall be Right In/ Right Out, designed in accordance with standards for the GDOT, and shall include a dedicated right turn lane with raised island.
5. A warrant study shall be provided to determine the need for a traffic signal at the location of the primary driveway serving the development. The study shall include the projected traffic generated for any under-construction projects in proximity along Newnan Crossing Bypass. The developer shall bear, at a minimum, the proportional share for the cost for a traffic signal, if warranted, and the signal shall incorporate video detection (Gridsmart). The signal installation shall comply with the MUTCD, GDOT standards and details, GDOT standard specifications, and the National Electric Code (NEC).
6. The developer shall provide and install street lighting along Newnan Crossing Bypass, adjacent to the parcel, in accordance with the lighting standards for a multi-lane urban corridor for the electric provider for the development.

Respectfully,

Michael Klahr

William M. Klahr, P.E., CFM
Director of Engineering

- Traffic: A traffic impact study was performed for the multi-family portion of the proposed development. Pertinent excerpts from the traffic analysis are as follows:

Proposed Development

The proposed development is a residential community with 196 townhomes. The site plan, included in Appendix B, shows two access points to Newnan Crossing Bypass. The main driveway is across from Lakeshore Parkway and will provide for full access. The other driveway is planned to be about 400 feet south of the main driveway and will allow for right-in, right-out (RIRO) movements only.

Per the completed traffic study:

5. Summary of Findings



The following summarizes the findings of the traffic study:

1. The proposed residential development with 196 living units will generate an estimated 90 trips during the AM Peak Hour (21 inbound / 69 outbound) and 110 trips during the PM Peak Hour (69 inbound / 41 outbound).
 2. The projected traffic volumes at the site driveways are sufficient to warrant the addition of auxiliary turn lanes. These include a southbound left turn lane on Newnan Crossing Bypass at the proposed driveway and a northbound right turn into the development. A northbound right turn lane at the Right-In/Right-Out (RIRO) only driveway will also be needed.
 3. After the additional traffic estimated to be generated by the development is added to the existing traffic and with the turn lanes in Item #2, the intersection of Newnan Crossing Bypass and Lakeshore Parkway/Proposed Main Driveway will operate at Level of Service (LOS) E or better.
- Coweta County Schools: Coweta County School System Director of Facilities, Ronnie Cheek responded to the request for the proposed development's impact on the school system. Mr. Cheek stated that the proposed apartment complex presents challenges when planning for school enrollment and meeting students' needs due to the transient nature of apartment residents as compared to single-family dwelling residents. Due the higher density housing in the area of the proposal, school capacity is an ongoing concern. Many schools serving the area in question are at or near capacity. Mr. Cheeks requested that if approved, the school system be provided with advance notice of the project's construction schedule, build-out timeline and the target market for the housing.
 - Tax Revenue: Per the CIA, it is estimated that the fair market value of the property identified as a portion of Tax Parcel 087-5011-003 would increase by \$43 million with the proposed improvements. The following table shows the estimated change in tax revenues for the County, City and School System:

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 (\$43,000,000)	ADDITIONAL PROPERTY TAX
Assessed Value		\$1,072,760	\$17,200,000	
County	6.168	\$6617	\$106,090	\$99,473
School	17.14	\$18,387	\$294,808	\$276,421
City	7.335	\$7869	\$126,162	\$118,293
TOTAL	30.643	\$32,874	\$527,060	\$494,187

In addition to the estimated tax revenue, the CIA indicates that the property would require significant impact fees paid to the City of Newnan and Newnan Utilities totaling over \$516,670; however, in the CIA, there is a miscalculation of the City of Newnan's Development Impact Fee. In the CIA, the cost was based upon a development impact fee unit cost of \$1,136.07. On November 24, 2021, the City updated the development impact fee calculations and the current development impact fee unit cost is \$1,110.81 per residential unit. This reduces the project development impact fee total from \$222,670 to \$217,718.76. This reduces the projected total from \$516,670 to \$511,718.76

As with all development, the project will impact service provision. The question is whether or not it is excessive or burdensome. In this case, most of the service providers that have responded have indicated that they can service the development, but it will create a strain on their departments in terms of equipment wear and tear and manpower. School system has expressed concern about their ability to meet the proposal's projected population.

Staff Assessment – PROJECT WILL HAVE AN IMPACT, ESPECIALLY FOR TRAFFIC AND SCHOOLS X

- Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?** The Future Land Use Map shows this property as Emerging Missing Middle Residential. Newnan defines Emerging Missing Middle Residential as an area of medium-density residential, between 4-7 units per acre, which allows for a variety of housing products, including single-family homes, duplexes, triplexes, quadplexes, cottage homes and small apartment buildings. The applicant points out that the proposed gross density of less than 6 units per acre falls within the City's definition of Emerging Missing Middle Residential.

Staff Assessment – THE FUTURE LAND USE MAP SHOWS THIS PROPERTY AS EMERGING MISSING MIDDLE RESIDENTIAL ✓

6. **Is the proposed use consistent with the purpose and intent of the proposed zoning district?** The RML (Residential Multiple-Family Dwelling-Lower Density District) is intended to provide medium density multiple-family dwellings which may have a relatively intense concentration of dwelling units served by large open spaces consisting of common areas and recreation facilities. There are a variety of housing products that are allowed in RML zoned districts: manufactured housing; low-rise multiple family dwellings; two-family dwellings; garden apartments; apartment buildings; condominiums; townhouses and single-family detached homes. New RML district are most appropriately located adjacent to existing RML districts in areas in transition between denser residential neighborhoods and commercial development, or in areas where the future land use map indicates would be appropriate for higher density residential uses. The mixed use zoned site to the north contains an apartment component (Springs at Newnan Apartments) with an effective unit count of 13 units per acre, representing a denser residential neighborhood than the proposed development. It should be noted that the applicant's concept plan relies heavily on the undevelopable portion of the total site for the large open space component of the RML zoning district.

Staff Assessment – PROPOSED USE IS CONSISTENT WITH THE PROPOSED ZONING DISTRICT ✓

7. **Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan?** The Future Land Use map also shows the property as Emerging Missing Middle Residential, which was a new category created by the City during the most recent comprehensive plan update adopted by City Council in the Fall of 2021.

Staff Assessment – RECENTLY COMPLETED UPDATES TO BOTH THE FUTURE LAND USE MAP AND COMPREHENSIVE PLAN SHOW THE PROPOSED DEVELOPMENT AS A USE CONSISTENT WITH EMERGING MISSING MIDDLE RESIDENTIAL ✓

8. **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?**

Within the past five years, the City has approved 2,019 new multifamily developments (including townhouse developments), the majority of which are market rate rentals. The proposed development would fall into the market rate category. The City routinely discusses high density multifamily developments, in various forms, on a regular basis with prospective developers. The City is currently navigating zoning process, including the proposed zoning actions in front of the Planning Commission on July 19, 2022, that, if approved, would add 561 additional multifamily units.

This site is limited by natural features, topography and floodplain that restrict development. As the need for more housing opportunities continues to be an ongoing issue and concern for the City of Newnan, this is an area that the City identified, through

the Comprehensive Plan and Future Land Use Map, as an area suitable for residential development of a denser nature.

Staff Assessment – THE PROPOSED PROJECT DOES REFLECT A REASONABLE BALANCE, BUT THE QUESTION IS WHETHER THIS IS THE APPROPRIATE LOCATION FOR A MULTIFAMILY APARTMENT COMMUNITY ✓

SUMMARY OF STANDARD ASSEMENT:

After assessing the project based on the standards to be considered for rezoning requests, Staff found that the development meets **6 of the 8 standards**.

REGULATORY CRITERIA TO CONSIDER:

In February 2022, Newnan City Council adopted a revised Tree Conservation and Landscape Ordinance. Section 10-84 of that ordinance requires that any application for annexation, rezoning or preliminary subdivision plats, must include a Preliminary Tree Management Plan. This plan shall show the existing location and general tree canopy and shall also specify which areas are proposed to be conserved and/or replanted. The City Landscape Architect conducts a preliminary review and recommends conditions to consider during the approval of any of the aforementioned processes. The applicant has submitted a Preliminary Tree Management Plan, which is contained in the attachments.

On June 30, 2022, City Landscape Architect Mike Furbush commented, While the Tree Management Plan provides very little actual tree information, the plan does show the proposed site layout overlaid on an aerial photograph of the site. The proposed development is quite dense with very little room remaining for required tree plantings. There is quite a bit of unbuildable property due to floodplain, stream buffers and a Georgia Power Easement. It is difficult to determine, from the conceptual layout how much of the overall site will be disturbed, but typically high density developments such as this one and the proposed site layout seem to indicate that almost all of the property that can be disturbed will be graded to make the proposed layout work. One other concern relates to the existing Interstate 85 tree lined corridor which the City of Newnan has successfully managed to maintain throughout various developments. The proposed project shows a significant stream buffer crossing to access a portion of the site next to the Interstate. The proposed crossing yields only 17 units and would certainly adversely affect the existing stream buffer and also the existing tree line and buffer along the Interstate. This is a wooded area that could be used as tree save to produce additional, and probably needed, tree density units [for the development] and also provide the desired and current tree buffer along the Interstate.

Staff did review the site plans for the two multifamily developments to the north of the proposed project, namely Springs at Newnan Apartments and Ashylnn Ridge Apartments. Both of these developments were designed to maintain a minimum 40 feet landscape buffer between any residential units and Interstate 85. The proposed concept plan provides a 15 foot landscape buffer between residential units to Interstate 85.

STAFF SUGGESTED CONDITIONS TO CONSIDER:

Should the Commission elect to recommend approval of the request, Staff would recommend the following condition be considered:

- The project will be consistent with the density, project data, amenities, proffered conditions and architectural details as provided as part of the application.
- Developer will maintain a minimum 40 foot undisturbed landscape buffer on east side between any residential unit and Interstate 85 right-of-way.
- Developer will provide and install any required street lighting along Newnan Crossing Bypass, adjacent to the parcel and will install sidewalk along Newnan Crossing Bypass and internally throughout the proposed development in accordance with the City's standards.
- Developer will address the comments from the Director of Engineering on expanding the parameters of the traffic study to include an expanded study area and perform a warrant study to determine the need for a traffic signal at the location of the primary driveway serving the development.
- The detention/retention pond illustrated on the concept plan in the southwest corner of the site shall be adequately screened from street view with a combination of fencing and landscaping materials in accordance with City Standards.

OPTIONS:

- A. Approve the rezoning request as submitted
- B. Approve the rezoning request with conditions
- C. Deny the rezoning request

ATTACHMENTS: Application for Rezoning
 Location Map
 Community Impact Assessment
 Traffic Study

**JIM CHAPMAN COMMUNITIES &
CATES FAMILY PARTNERSHIP
REZONING APPLICATION**

**35.4892 ACRES
TAX PARCEL: PORTION OF
087 5011 003
FROM RS-15 TO RML**

Jim Chapman Communities
Cates Family Partnership
Applicants' Representative:
George C. Rosenzweig
Rosenzweig Law PC
75 Jackson Street, Suite 405
Newnan, Georgia 30263
(470) 347-3651
george@cowetalaw.com
State Bar: 614925



NEWNAN
GEORGIA

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 representing Jim Chapman Communities and Cates Family Partnership

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 Lane, Great Falls, Virginia 22066

Telephone 703-309-0909 Bypass and Interstate 85, in the City of Newnan, Coweta County, Georgia

Address/Location of Property The real property comprising approximately 36 acres located in a Federally created Opportunity Zone between Newnan Crossing Bypass and Interstate 85, in the City of Newnan, Coweta

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

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

Present Zoning Classification: RS-15 - Suburban Single-Family Dwelling District - Medium Density Proposed Zoning Classification: RML- Residential Multi-Family Dwelling - Lower Density District

Present Land Use: Vacant Proposed Unit Count: 196 Proposed Density: 5.5 units/acre
Accessory Building: 1

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 as zoned. 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. Three

of the lots in unincorporated Coweta County, to the south of the development, have been rezoned by Coweta County 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
 - Mixed Use Application.....\$500.00/Plus Per Acre fee based upon proposed land use.
 - Planned Development Application.....\$500.00/Plus per Acre fee based upon proposed land use.
 - Overlay Zoning Application.....\$350.00

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

31 day of May, 2022

Amy M. Coria
Notary Public

Signature of Applicant



FOR OFFICIAL USE ONLY

DATE OF PRE-APPLICATION CONFERENCE : _____

RECEIVED BY: _____

DATE OF FILING: _____

FILING FEE RECEIVED: _____

DATE OF NOTICE TO NEWSPAPER: _____

DATE OF PUBLIC HEARING: _____

PLANNING COMMISSION RECOMMENDATION (DATE): _____

DATE OF TRANSMITTAL TO CITY COUNCIL: _____

CITY COUNCIL DECISION (DATE): _____



May 31, 2022

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 RML for the 35.4892 Acre Portion of Tax Parcel
087 5011 003 for 196 Cottage Apartments, Density 5.5 Units/Acre.
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 Jim Chapman Communities and Cates Family Partnership.

On my clients' 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 35.4892-acre tract of land located between Newnan Crossing Bypass and Interstate 85 in the City of Newnan for a high-quality, attached, one-story, gated-accessed cottage apartment community with private streets containing no more than 196 units with a density of 5.5 units per acre and one accessory building.

The Property, currently zoned RS-15 ("Suburban Single-Family Dwelling District Medium Density") is located in the Emerging Missing Middle Residential District on the recently adopted City of Newnan Future Land Use Map as well as a Federally created Opportunity Zone. The Property is adjoined on the north by Springs at Newnan, a 320-unit luxury apartment development and, further to the north, Ashlynn Ridge, a 202-unit affordable senior apartment development. The Property is bounded on the south by lots unincorporated Coweta County. These lots have been rezoned by the County to C-8. Three of the lots to the south have been rezoned to C-8 for an indoor self-storage facility. The remainder of the lots to the south are on the market for more intense uses than RC. The Property is also adjoined to the west by Newnan Crossing Bypass and to the east by Interstate 85. 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

The Application is Consistent with the City of Newnan Comprehensive Plan

The proposed cottage apartment development is consistent with the recently completed City of Newnan Comprehensive Plan. It is shown as Emerging Missing Middle Residential on the Future Land Use Map. “**Emerging Missing Middle**” is defined in the new Comprehensive Plan as “**Medium-Density Residential (between four and seven units per acre) allowing for a variety of housing products, including single-family homes, duplexes, triplexes, quadraplexes, cottage homes, and small apartment buildings.**” Thus, the Land Use Plan Map has identified the Property as an appropriate location for a Missing Middle Residential development and the accompanying conceptual site plan meets all objective criteria under the recently completed Comprehensive Land Use Plan.

The Application Meets All Objective Zoning Criteria

The Jim Chapman Communities, high-quality, attached cottage apartment community meets all of the objective requirements 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 Jim Chapman Community south, have currently either been rezoned by Coweta County to C-8 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, Jim Chapman Communities 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 future mixed-use development, make the Property undesirable for a detached 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 future 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? The development will have a very low impact on schools. Police, fire, utilities, and engineering should be able to handle the impact of the new Jim Chapman Communities development. Based on the attached CIA, the development will generate a significant estimated tax revenue including \$ 294,808 in additional annual school taxes, \$ 276,421 in additional total property taxes, and development impact and sanitary sewer impact fees totaling \$ 516,670. 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 proposed cottage apartment development is consistent with the recently completed City of Newnan Comprehensive Plan. It is shown as Emerging Missing Middle Residential on the Future Land Use Map. “Emerging Missing Middle” is defined in the new Comprehensive Plan as **“Medium-Density Residential (between four and seven units per acre) allowing for a variety of housing products, including single-family homes, duplexes, triplexes, quadraplexes, cottage homes, and small apartment buildings.”** Thus, the Land Use Plan Map has identified the Property as an appropriate location for a Missing Middle Residential development and the accompanying plan meets all objective criteria under the recently completed Comprehensive Land Use Plan.

Is the proposed use consistent with the purpose and intent of the proposed zoning district? The RML (Residential Multiple-Family Dwelling – Lower Density District) zoning designation is intended to provide for medium density multiple-family dwellings which may have a relatively intense concentration of dwelling units served by large open spaces consisting of common areas and recreation facilities, thereby resulting in medium gross densities. The principal use of land may be one of several dwelling types, ranging from manufactured homes to low-rise multiple-family dwellings, and including two-family dwellings, garden apartments, apartment buildings, condominiums, and townhouses. The proposed Jim Chapman Community, thus fits squarely within the definition of the RML Zoning District.

Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan? There are no new or changing conditions in the vicinity of the property, since the recent adoption of the Comprehensive Plan and Map, identifying the Property as a location for the type of development proposed by applicants. In 2019, the Bleakly Advisory Group completed a Residential Market Analysis and provided strategic recommendations to the

City of Newnan. The study indicated that Newnan, like many other cities, has a lack of housing stock that falls between apartments and single-family homes. Known as the "Missing Middle" the housing study advocated regulations facilitating such housing. This policy was adopted by Newnan, in its recent Comprehensive Land Use Plan and Comprehensive Land Use Plan Map.

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 the property?

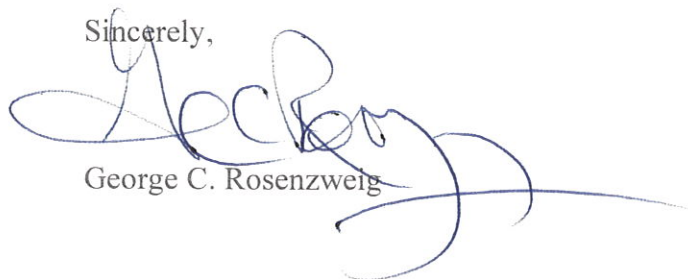
The proposed development, is not only consistent with the Land Use Plan and Map, it also meets all eight of the objective criteria contained in the Newnan Ordinance for evaluating a rezoning application. The development is therefore consistent that therefore reflects a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right of property owners to the unrestricted use of their property.

In summary, Jim Chapman Communities is a highly accomplished builder and developer. The application is consistent 1) with the recently adopted Comprehensive Land Use Plan, recently adopted Comprehensive Land Use Plan Map, 2) the Bleakly Advisory Group 2019 Study of Newnan housing, 3) adjoining uses, and 4) all objective standards set forth in the Newnan Zoning Ordinance.

The Jim Chapman Communities 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 Newnan City Council.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "GCR", with a long horizontal flourish extending to the right.

George C. Rosenzweig

GCR/amc

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.

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.



NOT TO SCALE
LAT = 33° 21' 55.41" N
LONG = 84° 45' 55.00" W

 **TerraMark**
Professional Land Surveying C.O. #21-800088

Terradelta Land Surveying, Inc.
"Still Not Every Day!"
10000 E. 1st Avenue, Suite 200
Tucson, Arizona 85715
Phone: (520) 421-1977
Fax: (520) 421-5522
www.TerraMark.com

EQUIPMENT USED:
A TREBLE "S" SERIES TOTAL STATION WAS USED TO OBTAIN ANGULAR MEASUREMENTS
AND DISTANCE MEASUREMENTS.
A TREBLE "S" DUAL FREQUENCY GPS UNIT WAS USED FOR ESTABLISHING
CONTROL. A NETWORK ADJUSTMENT SURVEY WAS PERFORMED AND ADJUSTED
BY RELATIVE POSITIONAL ACCURACY.
CLOSURE STATEMENT:
THIS SURVEY HAS BEEN CALCULATED FOR CLOSURE AND IS ACCURATE
WITHIN ONE FOOT IN 454,000 FEET.

AERIAL IMAGERY PROVIDED BY GOOGLE EARTH
IMAGE DATED NOVEMBER 2, 2019

1,545,908 SQ.FT.
OR
35.4892 AC.

1. CERTIFICATION AND DECLARATION IS MADE, TO THE ENTITIES AS LISTED IN THE TITLE BLOCK AND/OR CERTIFICATION, THAT CERTIFICATIONS AND DECLARATIONS ON THIS PLAT ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.

2. SURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE UNDERGROUND OR OVERGROUND CONDITIONS OR FACILITIES THAT MAY AFFECT THE DEVELOPMENT OF THIS PROPERTY.

3. PURSUANT TO RULE 106-004 OF THE GEORGIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL SURVEYORS, THE SURVEYOR'S TERM OF CERTIFICATION AND A PROFESSIONAL UNDERSIGNED AND LAND SURVEYING SERVICES SHALL HAVE A SURVEY STATEMENT BASED UPON FACTS AND KNOWLEDGE GIVEN TO THE REGISTRANT AND NOT BE LIMITED TO THE INFORMATION PROVIDED BY THE REGISTRANT.

[illegible]

CURRENT OWNER: OATES FAMILY PARTNERSHIP
DL# 701 PG. 25
TAX PARCEL ID: # 087 201 1 023
ADDRESS: UNASSIGNED
ZONING: RPS-15 (SINGLE-FAMILY RESIDENTIAL, SINGLE-FAMILY 1-1/2 STORY)
ZONING INFORMATION OBTAINED FROM CITY OF NEWNAN, GEORGIA ONLINE
ORDINANCE, CODED AS OF SEPTEMBER 2, 2010.
UNASSIGNED: CITY OF NEWNAN, GEORGIA
SETBACKS: BUILDING SETBACKS ARE NOT PROVIDED HEREON. LOCAL
GOVERNING AUTHORITIES SHOULD BE CONSULTED TO DETERMINE THE
APPLICABLE SETBACKS.

ACCORDING TO THE FIRM FLOOD INSURANCE RATE MAP OF CONYEA COUNTY, GEORGIA (PANEL NUMBER 13077C02220), DATED FEBRUARY 5, 2012, A PORTION OF THIS PROPERTY LIES WITHIN A SPECIAL FLOOD HAZARD AREA AND IS SHOWN GRAPHICALLY HEREON.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT, WHICH COULD REVEAL ENCUMBRANCES NOT SHOWN ON THIS SURVEY.

SUBJECT PROPERTY HAS ACCESS TO THE PUBLIC RIGHT OF WAY OF NEWMAN CROSSING BYPASS.

[illegible]

**BOUNDARY SURVEY
FOR
DOMINUM INC.
(NEWMAN FAMILY PROPERTY)
LOCATED IN
LAND LOTS 11 & 12, 5TH DISTRICT**

LOCATED IN
LAND LOTS 11 & 12, 5TH DISTRICT
CITY OF NEWNAN, COWETA COUNTY, GEORGIA

SHEET NO.
1/2

1,545,908 SQ.FT.
OR
35.4892 AC.

THIS BLOCK RESERVED FOR THE CLERK OF
THE SUPERIOR COURT.

	CURB AND GUTTER (C&G)
	FENCE
	HANDRAIL
	STREET DRAPING LINE
	SANITARY SEWER
	WATER LINE
	GAS LINE
	UNDERGROUND POWER LINE
	OVERHEAD POWER LINE
	COMMUNICATION
	TOPOGRAPHIC CONTOUR
	PROPERTY LINE
	CATCH BASIN (DITCH)
	DITCH INLET (N)
	JUNCTION BOX (JB)
	RAIL ROAD (RR)
	CURB INLET (CI)
	FLARED END CONNECTION (FEC)
	OUTLET CONTROL STRUCTURE
	YARD DRAINLET
	SANITARY MANHOLE (SM)
	CLEAN OUT (CO)
	GREASE TRAP (GT)
	IRRIGATION CONTROL VALVE
	FIRE HYDRANT (FH)
	WATER VALVE (WV)
	WATER METER (WM)
	FIBER DUCT CONNECTION (FDC)
	WATER VALVE SHUTTER
	TRANSFORMER BOX (TB)
	AIR CONDITIONER (AC)
	ELECTRIC METER (EM)
	ELECTRIC UTILITY
	LIGHT POLE (LP)
	POWER POLE WITH LIGHT
	POWER POLE (PP)
	UTILITY MANHOLE (UM)
	SPOTLIGHT
	GAS METER (GM)
	GAS VALVE (GV)
	TELEPHONE PEDESTAL
	COMMUNICATION BOX
	TRUNKING DRAIN
	BOLLARD (B)
	MAIL BOX
	BIN
	CROSSMAN MANHOLE
	SPOT ELEVATION
	CONCRETE AREA
	OVERLAPPING AREA
	IRRAW AREA
	BRICK AREA
	TREELINE

L1	NAME	BEARING	DISTANCE	L2	NAME	BEARING	DISTANCE
L1	N 00° 02' 31"E	18.89	L22	N 40° 02' 31"E	17.77		
L2	N 00° 02' 31"E	18.89	L23	N 40° 02' 31"E	17.77		
L3	N 00° 50' 20"W	23.07	L24	N 41° 42' 31"E	18.62		
L4	N 00° 50' 20"W	23.07	L25	N 41° 42' 31"E	18.62		
L5	S 01° 32' 31"E	10.45	L26	N 74° 10' 20"E	14.34		
L6	S 01° 32' 31"E	10.45	L27	N 74° 10' 20"E	14.34		
L7	S 47° 40' 00"E	50.07	L28	S 77° 00' 00"W	16.05		
L8	S 47° 40' 00"E	50.07	L29	S 77° 00' 00"W	16.05		
L9	S 56° 34' 31"E	21.88	L30	S 56° 34' 31"E	21.88		
L10	S 56° 34' 31"E	21.88	L31	S 56° 00' 00"W	19.45		
L11	S 56° 34' 31"E	21.88	L32	S 56° 00' 00"W	19.45		
L12	S 56° 34' 31"E	21.88	L33	S 56° 00' 00"W	19.45		
L13	S 56° 34' 31"E	21.88	L34	S 56° 00' 00"W	19.45		
L14	S 56° 34' 31"E	21.88	L35	S 56° 00' 00"W	19.45		
L15	S 56° 34' 31"E	21.88	L36	S 56° 00' 00"W	19.45		
L16	S 56° 34' 31"E	21.88	L37	S 56° 00' 00"W	19.45		
L17	S 56° 34' 31"E	21.88	L38	S 56° 00' 00"W	19.45		
L18	S 56° 34' 31"E	21.88	L39	S 56° 00' 00"W	19.45		
L19	S 56° 34' 31"E	21.88	L40	S 56° 00' 00"W	19.45		
L20	S 56° 34' 31"E	21.88	L41	S 56° 00' 00"W	19.45		
L21	N 01° 50' 20"E	38.81	L42	N 01° 50' 20"E	38.81		
L22	N 01° 50' 20"E	38.81	L43	N 01° 50' 20"E	38.81		
L23	N 01° 50' 20"E	38.81	L44	N 01° 50' 20"E	38.81		
L24	N 01° 50' 20"E	38.81	L45	N 01° 50' 20"E	38.81		
L25	N 01° 50' 20"E	38.81	L46	N 01° 50' 20"E	38.81		
L26	N 01° 50' 20"E	38.81	L47	N 01° 50' 20"E	38.81		
L27	N 01° 50' 20"E	38.81	L48	N 01° 50' 20"E	38.81		
L28	N 01° 50' 20"E	38.81	L49	N 01° 50' 20"E	38.81		
L29	N 01° 50' 20"E	38.81	L50	N 01° 50' 20"E	38.81		
L30	N 01° 50' 20"E	38.81	L51	N 01° 50' 20"E	38.81		
L31	N 01° 50' 20"E	38.81	L52	N 01° 50' 20"E	38.81		
L32	N 01° 50' 20"E	38.81	L53	N 01° 50' 20"E	38.81		
L33	N 01° 50' 20"E	38.81	L54	N 01° 50' 20"E	38.81		
L34	N 01° 50' 20"E	38.81	L55	N 01° 50' 20"E	38.81		
L35	N 01° 50' 20"E	38.81	L56	N 01° 50' 20"E	38.81		
L36	N 01° 50' 20"E	38.81	L57	N 01° 50' 20"E	38.81		
L37	N 01° 50' 20"E	38.81	L58	N 01° 50' 20"E	38.81		
L38	N 01° 50' 20"E	38.81	L59	N 01° 50' 20"E	38.81		
L39	N 01° 50' 20"E	38.81	L60	N 01° 50' 20"E	38.81		
L40	N 01° 50' 20"E	38.81	L61	N 01° 50' 20"E	38.81		
L41	N 01° 50' 20"E	38.81	L62	N 01° 50' 20"E	38.81		
L42	N 01° 50' 20"E	38.81	L63	N 01° 50' 20"E	38.81		
L43	N 01° 50' 20"E	38.81	L64	N 01° 50' 20"E	38.81		
L44	N 01° 50' 20"E	38.81	L65	N 01° 50' 20"E	38.81		
L45	N 01° 50' 20"E	38.81	L66	N 01° 50' 20"E	38.81		
L46	N 01° 50' 20"E	38.81	L67	N 01° 50' 20"E	38.81		
L47	N 01° 50' 20"E	38.81	L68	N 01° 50' 20"E	38.81		
L48	N 01° 50' 20"E	38.81	L69	N 01° 50' 20"E	38.81		
L49	N 01° 50' 20"E	38.81	L70	N 01° 50' 20"E	38.81		
L50	N						

ARC LENGTH	IPS	IRON PEN SET (CAIPD)
ASIF	NSF	NOW OR FORMERLY
ACEES EASIMENT	OTF	OPEN TOP PIPE
BULGE DETRACK LINE	PLT	PLAT ROCK
BANDSHIR	POI	PREFIG
CHORD LENGTH	POB	POINT OF BEGINNING
CHOP	POC	POINT OF COMMENCEMENT
CONCRETE MONUMENT FOUND	RAI	RAILS LENGTH
CORRUGATED METAL PIPE	RW	RIGHT OF WAY
CORRUSITE	RMON	RIGHT OF MONUMENT
CRIMP TOP PIPE	REBAR	REBAR
DETD ROCK PIPE	RSD	REINFORCED CONCRETE PIPE
DETD TOP PIPE	STC	STORM DRAIN EASEMENT
PIPE DEPARTMENT CONNECTION	SQ.FT.	SQUARE FEET
DETD TOP PIPE	SURV	SURVEY
DENSITY POLYETHYLENE PIPE	WPF	WOOD PRIVACY FENCE
IRON PEN FOUND		

	ZONE "A" 0.2% ANNUAL CHANCE FLOOD HAZARD
	ZONE "AE" 1% ANNUAL CHANCE FLOOD HAZARD
	FLOODWAY AREA WITHIN ZONE "AE"

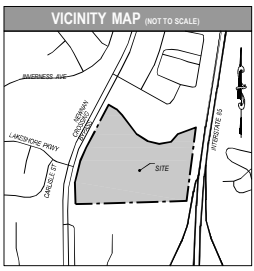
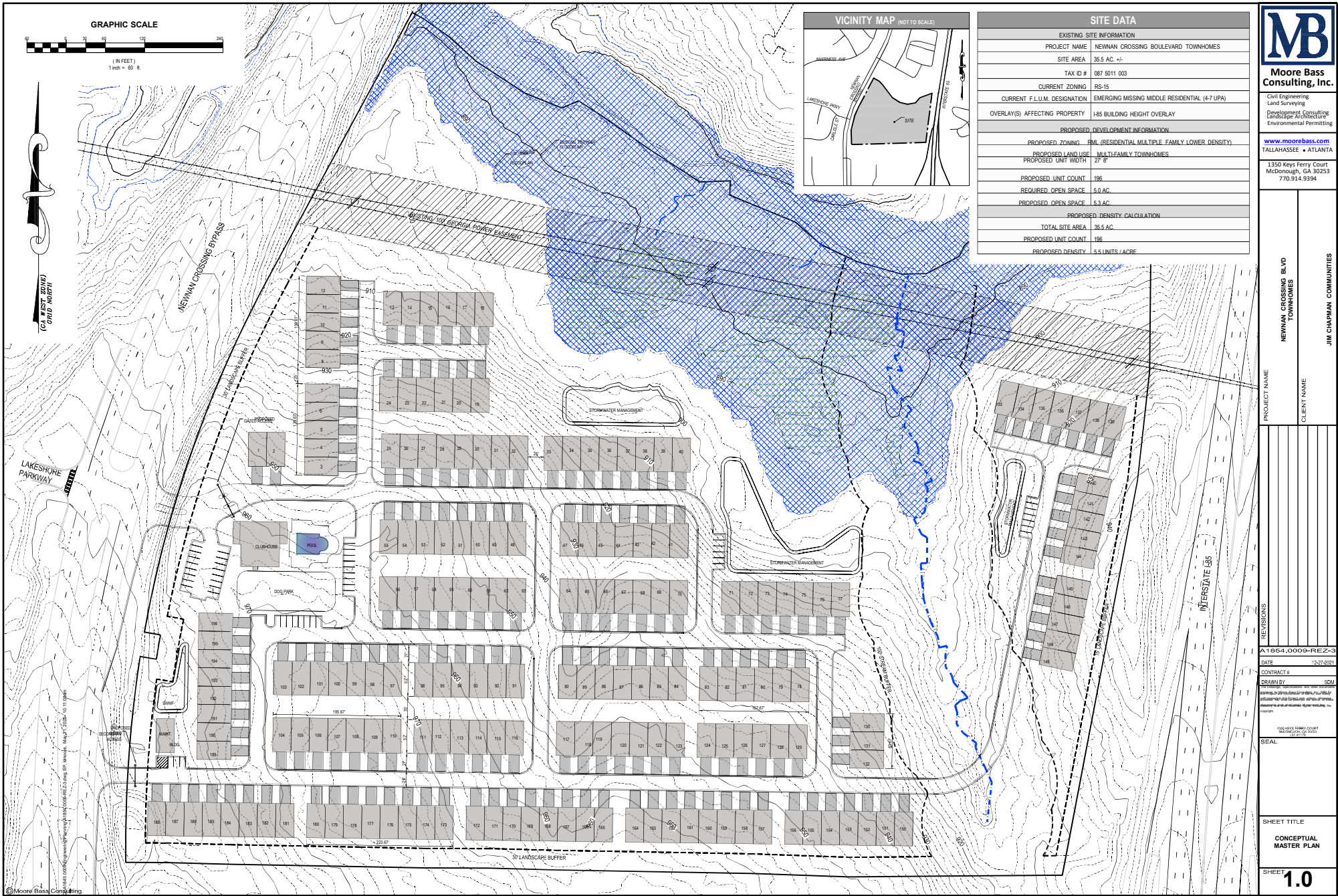
TerraMark Land Surveying, Inc.



Project No.	No	Revision	Date
Survey Chart	#1		
Drawing By	#2		
Checked By	#3		
Approved By	#4		
	#5		
	#6		
Date	#7		
Scale	#8		
	#9		
	#10		

**BOUNDARY SURVEY
FOR
(DOMINIUM INC.
(NEWNAN FAMILY PROPERTY))
LOCATED IN
LAND LOTS 11 & 12, 5TH DISTRICT
CITY OF NEWNAN, COWETA COUNTY, GEORGIA**

SHEET NO.
2/2
DRAWING# TM 20-239



SITE DATA	
EXISTING SITE INFORMATION	
PROJECT NAME	NEWNAM CROSSING BOULEVARD TOWNHOMES
SITE AREA	35.5 AC. +/-
TAX ID #	087 5011 003
CURRENT ZONING	RS-15
CURRENT F.L.U.M. DESIGNATION	EMERGING MISSING MIDDLE RESIDENTIAL (4-7 UPA)
OVERLAY(S) AFFECTING PROPERTY	185 BUILDING HEIGHT OVERLAY
PROPOSED DEVELOPMENT INFORMATION	
PROPOSED ZONING	RML (RESIDENTIAL MULTIPLE FAMILY LOWER DENSITY)
PROPOSED LAND USE	MULTIFAMILY TOWNHOMES
PROPOSED UNIT WIDTH	27 ft
PROPOSED UNIT COUNT	196
REQUIRED OPEN SPACE	5.0 AC.
PROPOSED OPEN SPACE	5.3 AC.
PROPOSED DENSITY CALCULATION	
TOTAL SITE AREA	35.5 AC.
PROPOSED UNIT COUNT	196
PROPOSED DENSITY	5.5 UNITS / ACRE

Moore Bass Consulting, Inc.
Civil Engineering
Land Surveying
Development Consulting
Landscape Architecture
Environmental Permitting

www.moorebass.com
TALLAHASSEE • ATLANTA

1350 Keys Ferry Court
McDonough, GA 30253
770.914.9394

PROJECT NAME	NEWNAM CROSSING BLVD TOWNHOMES
CLIENT NAME	JIM CHAPMAN COMMUNITIES
REVISIONS	
A1854-0009-REZ-3	
DATE	12-27-2024
CONTRACT #	
DRAWN BY	SDU
CHECKED BY	
IN CHARGE	
1350 KEYS FERRY COURT MCDONOUGH, GA 30253	
SEAL	
SHEET TITLE	CONCEPTUAL MASTER PLAN
SHEET	1.0

Conceptual Gated Entrances



Conceptual Clubhouse, Pool & Dog Park



Conceptual Interior Clubhouse



Conceptual Elevations



Conceptual Elevations

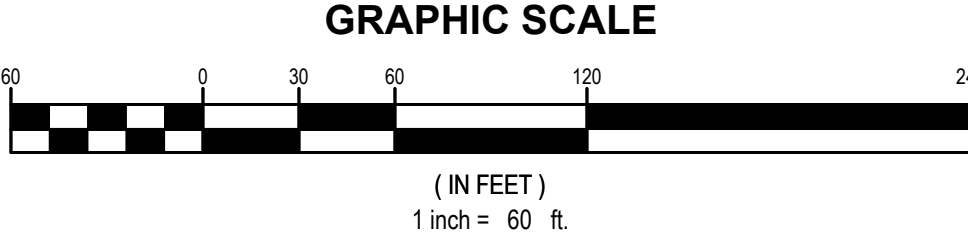
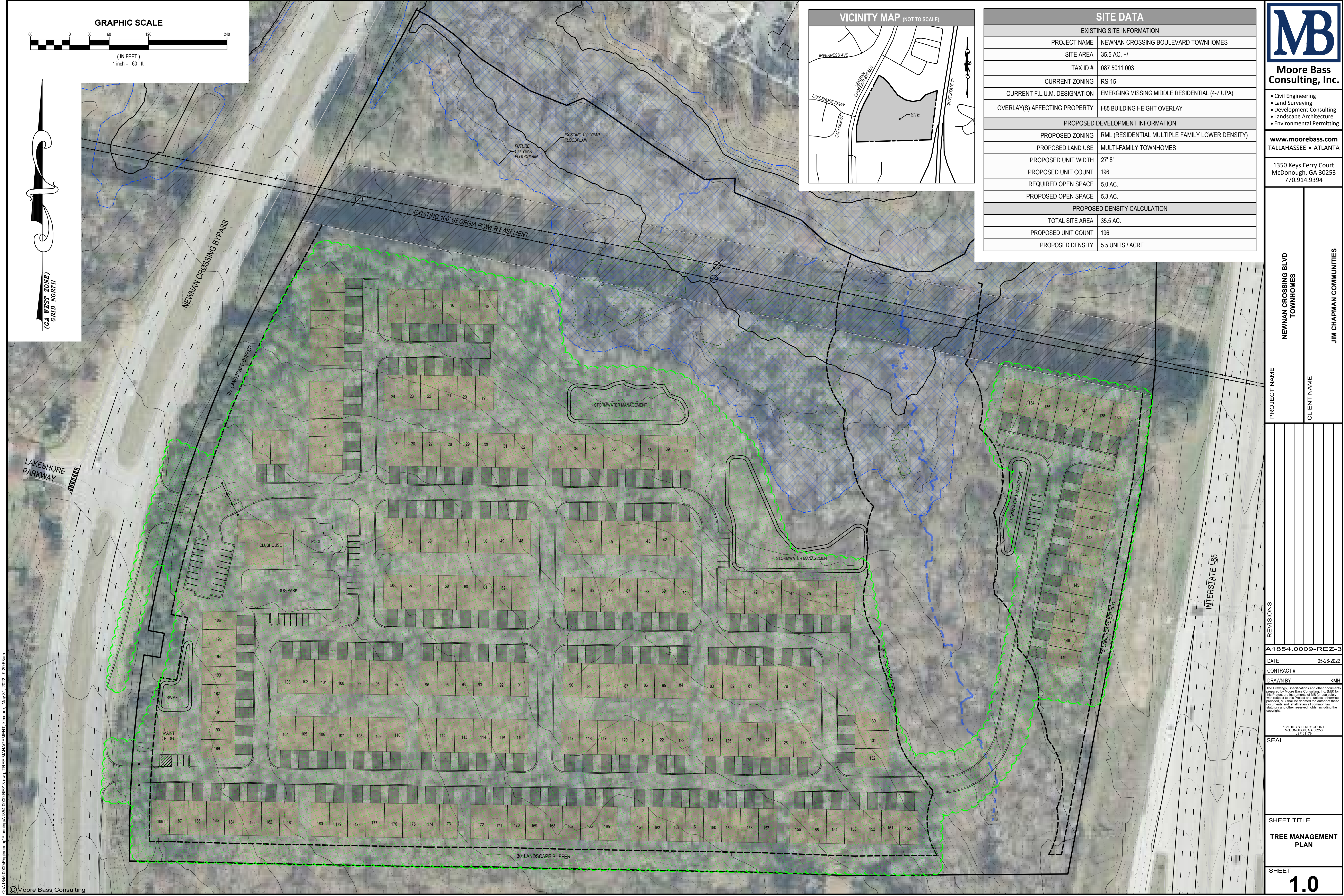


Conceptual Interiors

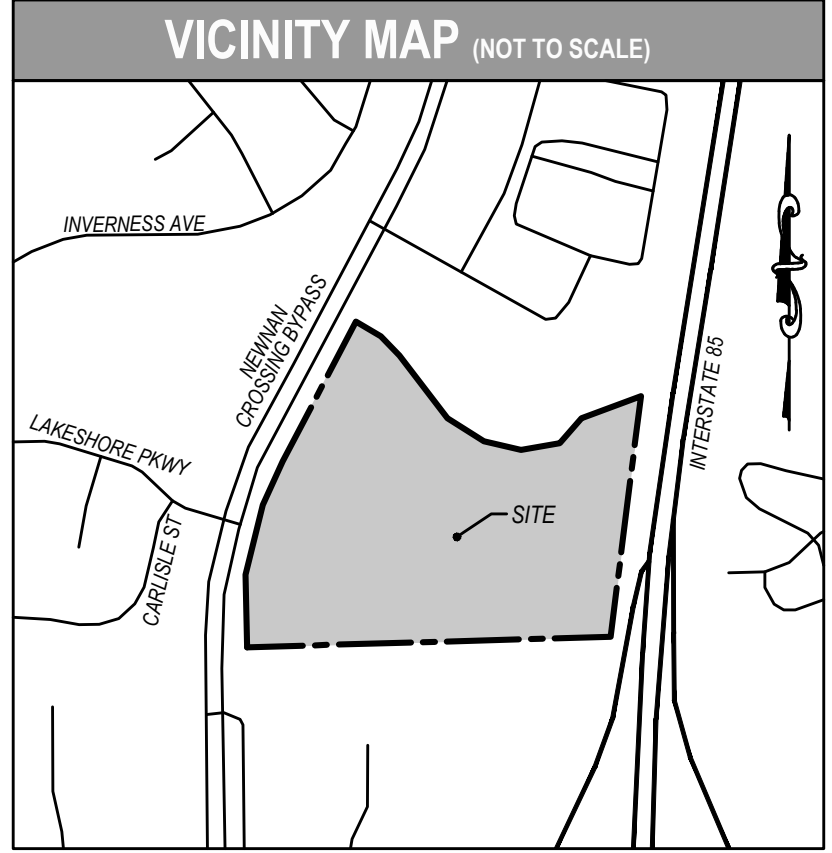


Conceptual Interiors





(CA WEST ZONE)
GRID NORTH



SITE DATA	
EXISTING SITE INFORMATION	
PROJECT NAME	NEWMAN CROSSING BOULEVARD TOWNHOMES
SITE AREA	35.5 AC. +/-
TAX ID #	087 5011 003
CURRENT ZONING	RS-15
CURRENT F.L.U.M. DESIGNATION	EMERGING MISSING MIDDLE RESIDENTIAL (4-7 UPA)
OVERLAY(S) AFFECTING PROPERTY	I-85 BUILDING HEIGHT OVERLAY
PROPOSED DEVELOPMENT INFORMATION	
PROPOSED ZONING	RML (RESIDENTIAL MULTIPLE FAMILY LOWER DENSITY)
PROPOSED LAND USE	MULTI-FAMILY TOWNHOMES
PROPOSED UNIT WIDTH	27' 8"
PROPOSED UNIT COUNT	196
REQUIRED OPEN SPACE	5.0 AC.
PROPOSED OPEN SPACE	5.3 AC.
PROPOSED DENSITY CALCULATION	
TOTAL SITE AREA	35.5 AC.
PROPOSED UNIT COUNT	196
PROPOSED DENSITY	5.5 UNITS / ACRE

Moore Bass Consulting, Inc.

- Civil Engineering
- Land Surveying
- Development Consulting
- Landscape Architecture
- Environmental Permitting

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TALLAHASSEE • ATLANTA

1350 Keys Ferry Court
McDonough, GA 30253
770.914.9394

PROJECT NAME	NEWMAN CROSSING BLVD TOWNHOMES
CLIENT NAME	JIM CHAPMAN COMMUNITIES

REVISIONS	

A1854.0009-REZ-3

DATE: 05-26-2022

CONTRACT #

DRAWN BY: KMH

The Drawings, Specifications and other documents prepared by Moore Bass Consulting, Inc. (MBC) for this Project are instruments of MBC for use solely with respect to this Project and, unless otherwise provided, MBC shall be deemed the author of these documents and shall retain all common law, statutory and other reserved rights, including the copyright.

1350 KEYS FERRY COURT
MCDONOUGH, GA 30253
770.914.9394

SEAL

SHEET TITLE
TREE MANAGEMENT PLAN

SHEET
1.0





NEWNAN
GEORGIA

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 6 units per acre.
- Significant facilities and services specifically designed to serve residents.
- Residences will be provided with full kitchens including a dishwasher, stove refrigerator, and microwave.

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).

F. The development shall be limited to a maximum of 196 units and one accessory building.

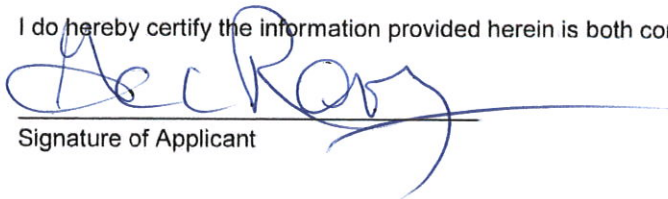
G. Height of the buildings shall be limited to 55 feet.

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

I. Gated access with private streets.

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

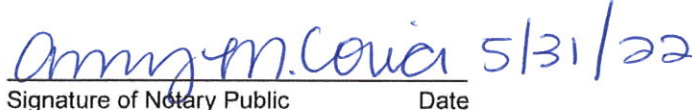
I do hereby certify the information provided herein is both complete and accurate to the best of my knowledge.


Signature of Applicant

George C. Rosenzweig, Attorney
Type or Print Name and Title

Signature of Applicant's Representative

Type or Print Name and Title

 5/31/22
Signature of Notary Public Date





City of Newnan, Georgia
Attachment B

Disclosure of Campaign Contributions & Gifts

Application filed on May 31, 2022 for action by the Planning Commission on rezoning requiring a public hearing on property described as follows:
Approximately 35.4892 acres bounded on the west by Newnan Crossing Bypass, north by Springs at Newnan Apartments, east by Interstate 85, and south by transitional lots in unincorporated Coweta County. The property is proposed to be rezoned from RS-15 ("Suburban Single Family Dwelling District Medium Density") to RML.
The undersigned below, making application for Planning Commission action, has complied with the Official Code of Georgia Section 36-67A-1, et seq., Conflict of Interest in Zoning Actions, and has submitted or attached the required information on this form as provided.

All individuals, business entities, or other organizations¹ having a property or other interest in said property subject of this application are as follows:

Cates Family Partnership

Have you as applicant or anyone associated with this application or property, within the two (2) years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the Newnan City Council or a member of the Newnan Planning Commission? ☐ Yes ☒ No

If YES, please complete the following section (attach additional sheets if necessary):

Name and Official Position of Government Official	Contributions (List all which aggregate to \$250 or more)	Date of Contribution (Within last 2 years)

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

Eve A Loudenback, May 6, 2022
Signature of Applicant

Eve Loudenback, Managing Partner
Type or Print Name and Title

George C. Rosenzweig
Signature of Applicant's Representative

George C. Rosenzweig, Attorney
Type or Print Name and Title

Helena Carino Satina 5/6/2022
Signature of Notary Public Date


(Affix Raised Seal Here)
HELENA CARINO SATINA
NOTARY PUBLIC 7685670
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES SEPTEMBER 30, 2024

¹ Business entity may be a corporation, partnership, limited partnership, firm, enterprise, franchise, association, trade organization, or trust while other organization means non-profit organization, labor union, lobbyist or other industry or casual representative, church, foundation, club, charitable organization, or educational organization.



City of Newnan, Georgia
Attachment B

Disclosure of Campaign Contributions & Gifts

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Approximately 35.4892 acres bounded on the west by Newnan Crossing Bypass, north by Springs at Newnan Apartments, east by Interstate 85, and south by transitional lots in unincorporated Coweta County. The property is proposed to be rezoned from RS-15 ("Suburban Single Family Dwelling District Medium Density") to RML.

The undersigned below, making application for Planning Commission action, has complied with the Official Code of Georgia Section 36-67A-1, et seq., Conflict of Interest in Zoning Actions, and has submitted or attached the required information on this form as provided.

All individuals, business entities, or other organizations¹ having a property or other interest in said property subject of this application are as follows:

Jim Chapman Communities

Have you as applicant or anyone associated with this application or property, within the two (2) years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the Newnan City Council or a member of the Newnan Planning Commission? ☐ Yes ☒ No

If YES, please complete the following section (attach additional sheets if necessary):

Name and Official Position of Government Official	Contributions (List all which aggregate to \$250 or more)	Date of Contribution (Within last 2 years)

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

JIM CHAPMAN COMMUNITIES

James B Chapman, President

Signature of Applicant

Type or Print Name and Title

Signature of Applicant's Representative

George C. Rosenzweig, Attorney

Type or Print Name and Title

Signature of Notary Public

Date
4/14/22

Melanie Ruth Burmas
Notary Public, DeKalb County, Georgia
My Commission Expires 05/18/2025

(Affix Raised Seal Here)

Business entity may be a corporation, partnership, limited partnership, firm, enterprise, franchise, association, trade organization, or trust while other organization means non-profit organization, labor union, lobbyist or other industry or casual representative, church, foundation, club, charitable organization, or educational organization.



City of Newnan, Georgia
Attachment B

Disclosure of Campaign Contributions & Gifts

Application filed on May 31, 2022 for action by the Planning Commission on rezoning requiring a public hearing on property described as follows:

Approximately 36 acres bounded on the west by Newnan Crossing Bypass, north by Springs at Newnan Apartments, east by Interstate 85 and south by transitional lots in unincorporated Coweta County. The property is proposed to be rezoned from RS-15 ("Suburban Single Family Dwelling District Medium Density") to RML.

The undersigned below, making application for Planning Commission action, has complied with the Official Code of Georgia Section 36-67A-1, et seq., Conflict of Interest in Zoning Actions, and has submitted or attached the required information on this form as provided.

All individuals, business entities, or other organizations¹ having a property or other interest in said property subject of this application are as follows:

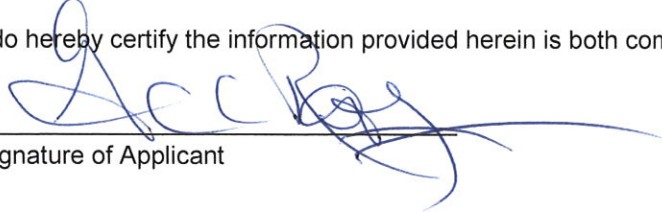
George C. Rosenzweig

Have you as applicant or anyone associated with this application or property, within the two (2) years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the Newnan City Council or a member of the Newnan Planning Commission? ☐ Yes ☒ No

If YES, please complete the following section (attach additional sheets if necessary):

Name and Official Position of Government Official	Contributions (List all which aggregate to \$250 or more)	Date of Contribution (Within last 2 years)

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

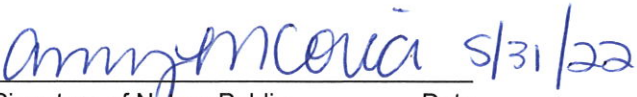

Signature of Applicant

George C. Rosenzweig, Attorney

Type or Print Name and Title

Signature of Applicant's Representative

Type or Print Name and Title


Signature of Notary Public

5/31/22
Date



¹Business entity may be a corporation, partnership, limited partnership, firm, enterprise, franchise, association, trade organization, or trust while other organization means non-profit organization, labor union, lobbyist or other industry or casual representative, church, foundation, club, charitable organization, or educational organization.



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 on behalf of 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, Coweta County, 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, May 6, 2022

Signature of Property Owner

Personally appeared before me

Helena Carino Satina

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

Helena Carino Satina

Notary Public



HELENA CARINO SATINA
NOTARY PUBLIC 7685670
COMMONWEALTH OF VIRGINIA

MY COMMISSION EXPIRES SEPTEMBER 30, 2024

(Affix Raised Seal Here)

May 6, 2022

Date



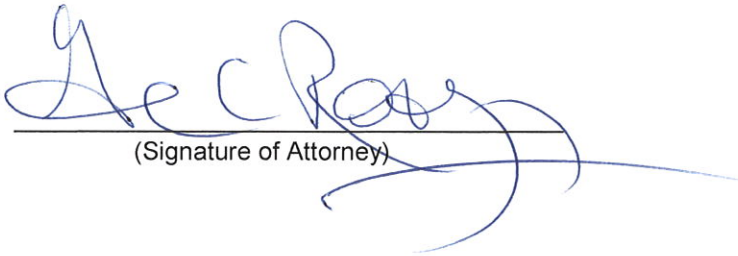
City of Newnan, Georgia

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 5/31/2022

Community Assessment Memo

To: Tracy Dunnavant, Planning Director

From: Vern Wilburn, P.E., PTOE

Date: May 31, 2021

Re: The Cottages By Jim Chapman, Proposed Residential 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 The Cottages, is being proposed by Jim Chapman Communities and Cates Family Partnership.

The proposed development is a townhome community consisting of 196 residential units. A site plan is included as Attachment A.

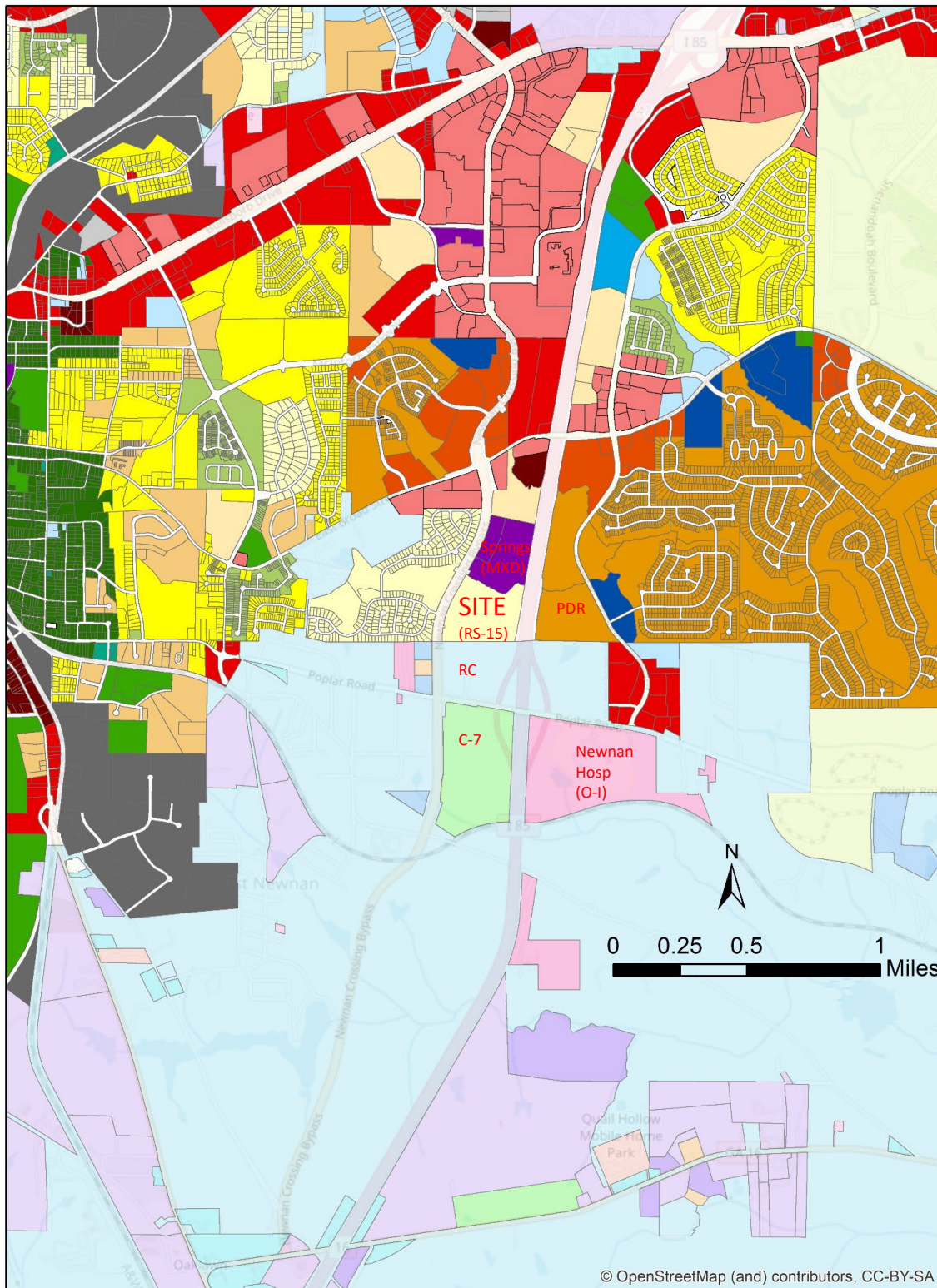
Primary access for the development is a full access driveway connecting to Newnan Crossing Bypass across from Lakeshore Parkway. This proposed driveway will become the fourth leg of the intersection of Lakeshore Parkway and Newnan Crossing Bypass.

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. At this time, no responses have been received.

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. 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



City Zoning

- CBD
- CCS
- CGN
- CHV
- CUN
- IHV
- ILT
- MXD
- OCR
- OI-1
- OI-2
- PDC
- PDO
- PDR
- RMH
- RML
- RS-15
- RU-2
- RU-7
- RU-1

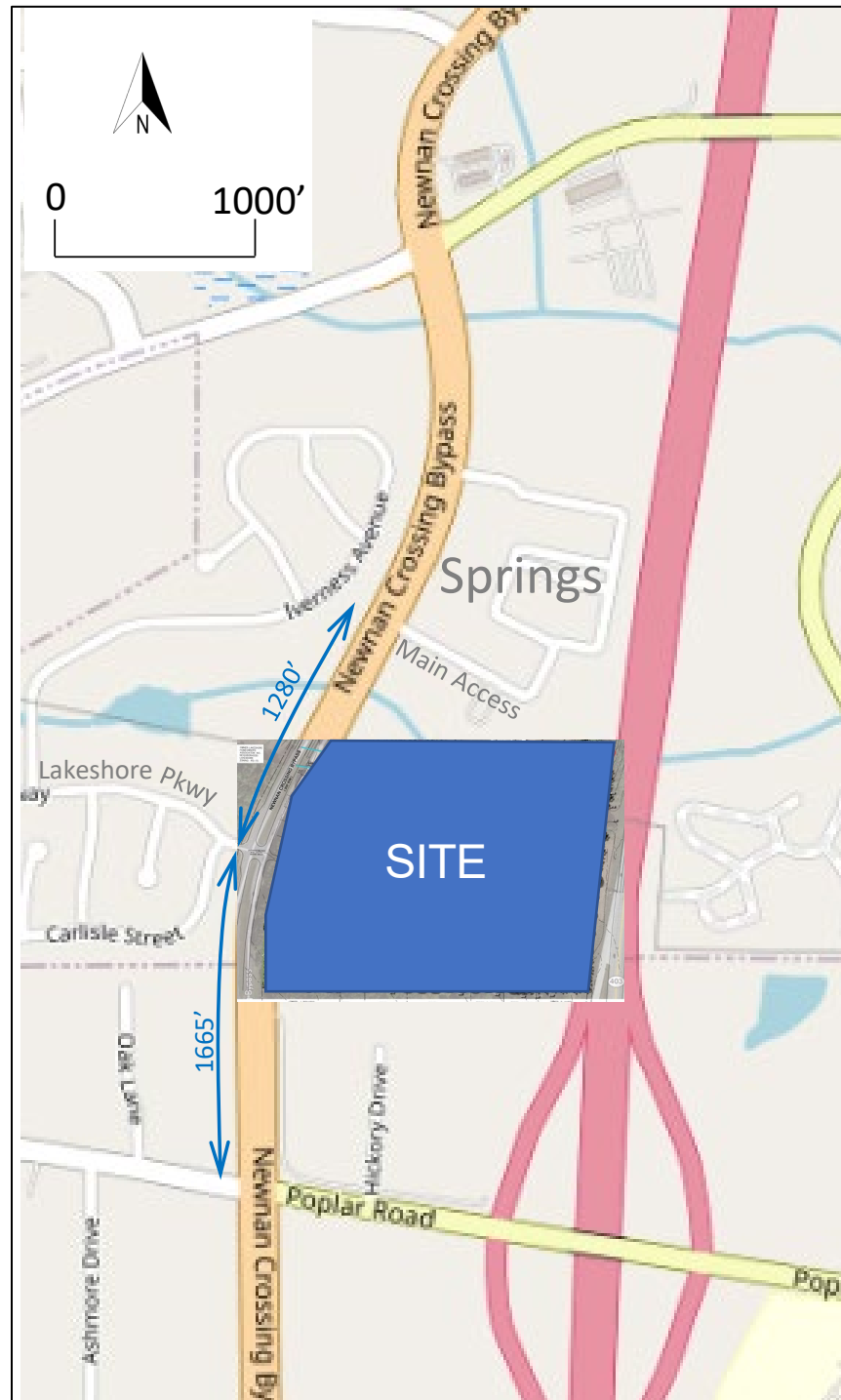
County Zoning

- C
- C-1
- C-2
- C-3
- C-4
- C-5
- C-6
- C-7
- C-8
- CC
- CUP
- LM
- LUH
- M
- MHD
- NC
- O-I
- R-2
- RC
- RI-B
- RRCC

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: The Cottages													
Open Date: 5/31/2022													
Analysis Date: 5/31/2022													
		Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
ITE	Land Use	*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
220	LOW-RISE 1		718	717	1435		21	69	90		69	41	110
	196 Dwelling Units												
Unadjusted Volume			718	717	1435		21	69	90		69	41	110
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			718	717	1435		21	69	90		69	41	110
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 1435 trips (718 in and 717 out) 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.

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 B.

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 \$43 million because of the proposed improvements. The assessed valuation would be 40% of the fair market value or \$17.2 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 (\$43,000,000)	ADDITIONAL PROPERTY TAX
Assessed Value		\$1,072,760	\$17,200,000	
County	6.168	\$6617	\$106,090	\$99,473
School	17.14	\$18,387	\$294,808	\$276,421
City	7.335	\$7869	\$126,162	\$118,293
TOTAL	30.643	\$32,874	\$527,060	\$494,187

OTHER BENEFITS TO THE CITY OF NEWMAN

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	196	\$222,670
Sanitary Sewer Impact Fee	\$1,500	196	\$294,000
TOTAL IMPACT FEES			\$516,670

ATTACHMENTS

PRELIMINARY SITE PLAN	A
TAX PARCEL DATA FROM QPUBLIC WEBSITE	B

Attachment A
Preliminary Site Plan



Attachment B
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](#)[Version 2.3.100](#)

THE COTTAGES

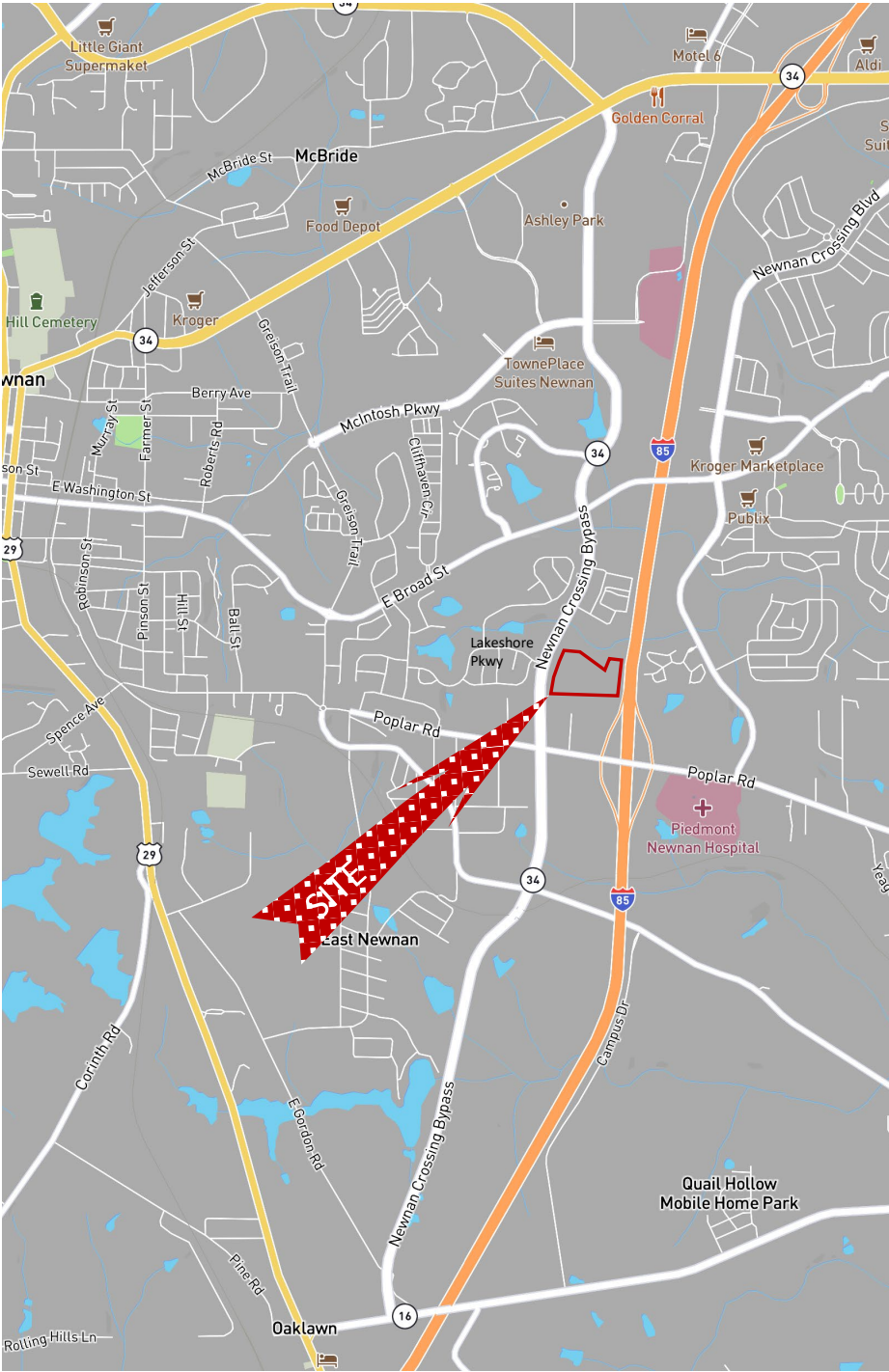
By Jim Chapman Communities

Newnan, GA

31 May 2022



Maldino and Wilburn, LLC
Traffic Engineering Consultants



THE COTTAGES

By Jim Chapman Communities
Newnan, GA

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Maldino & Wilburn Project No.: 22-15

May 31, 2022

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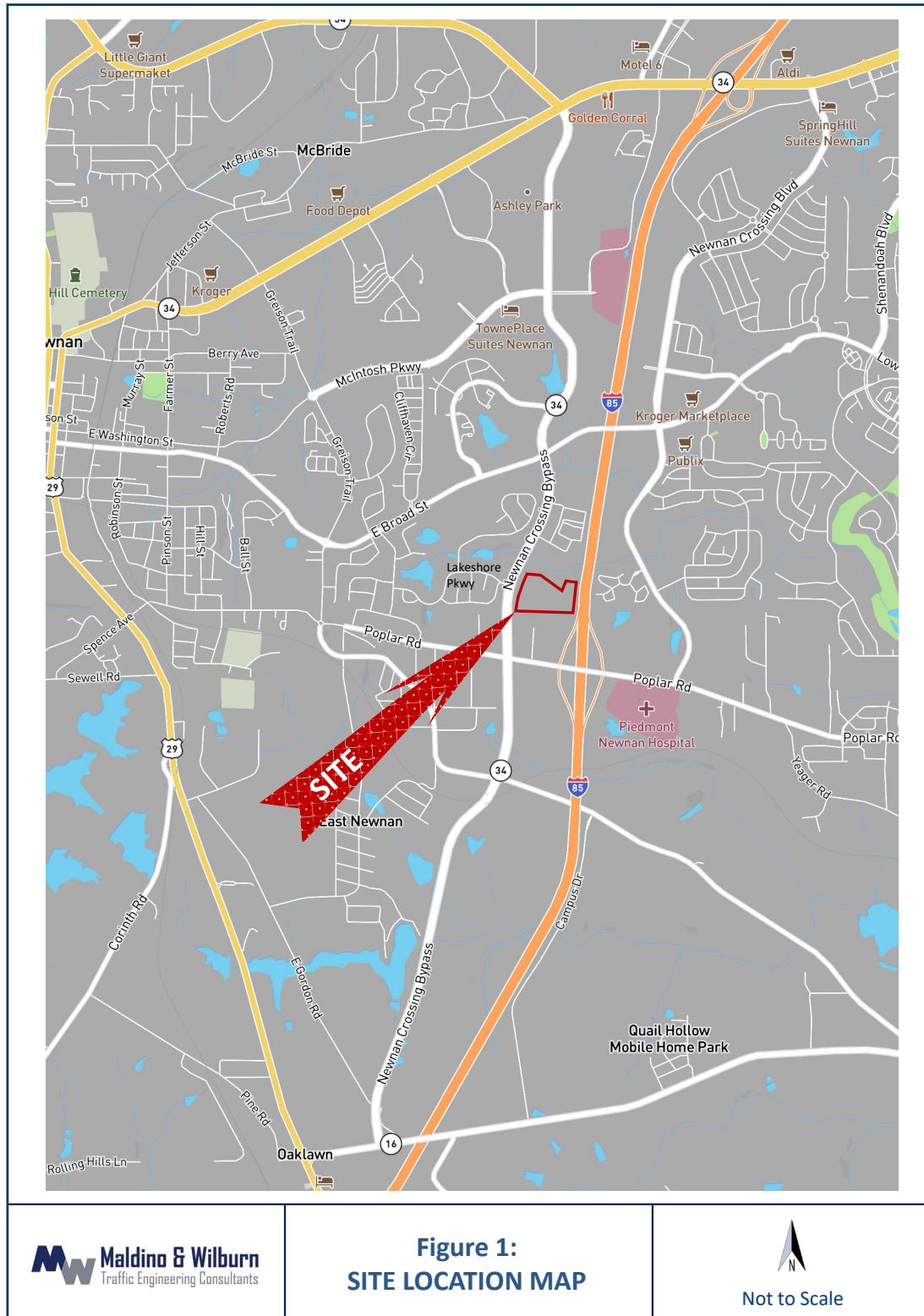


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1. Introduction



This study was conducted to evaluate the traffic-related impacts of a proposed residential community in Newnan. Figure 1 indicates the location of the site with respect to the road network in the vicinity.



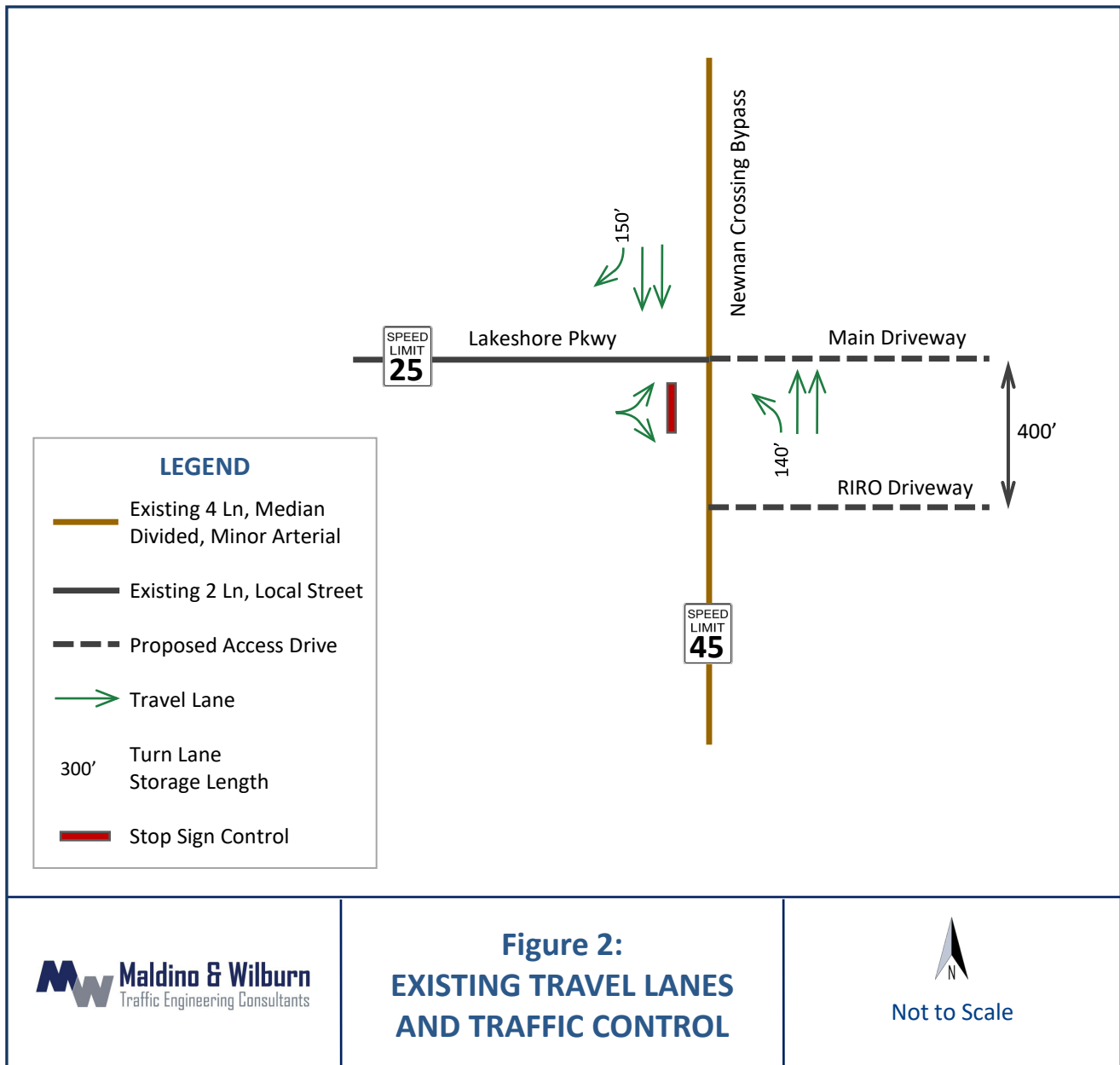
2. Existing Conditions



This chapter provides a description of the existing roadway geometrics, traffic control, and traffic volumes on the roadways in the study area.

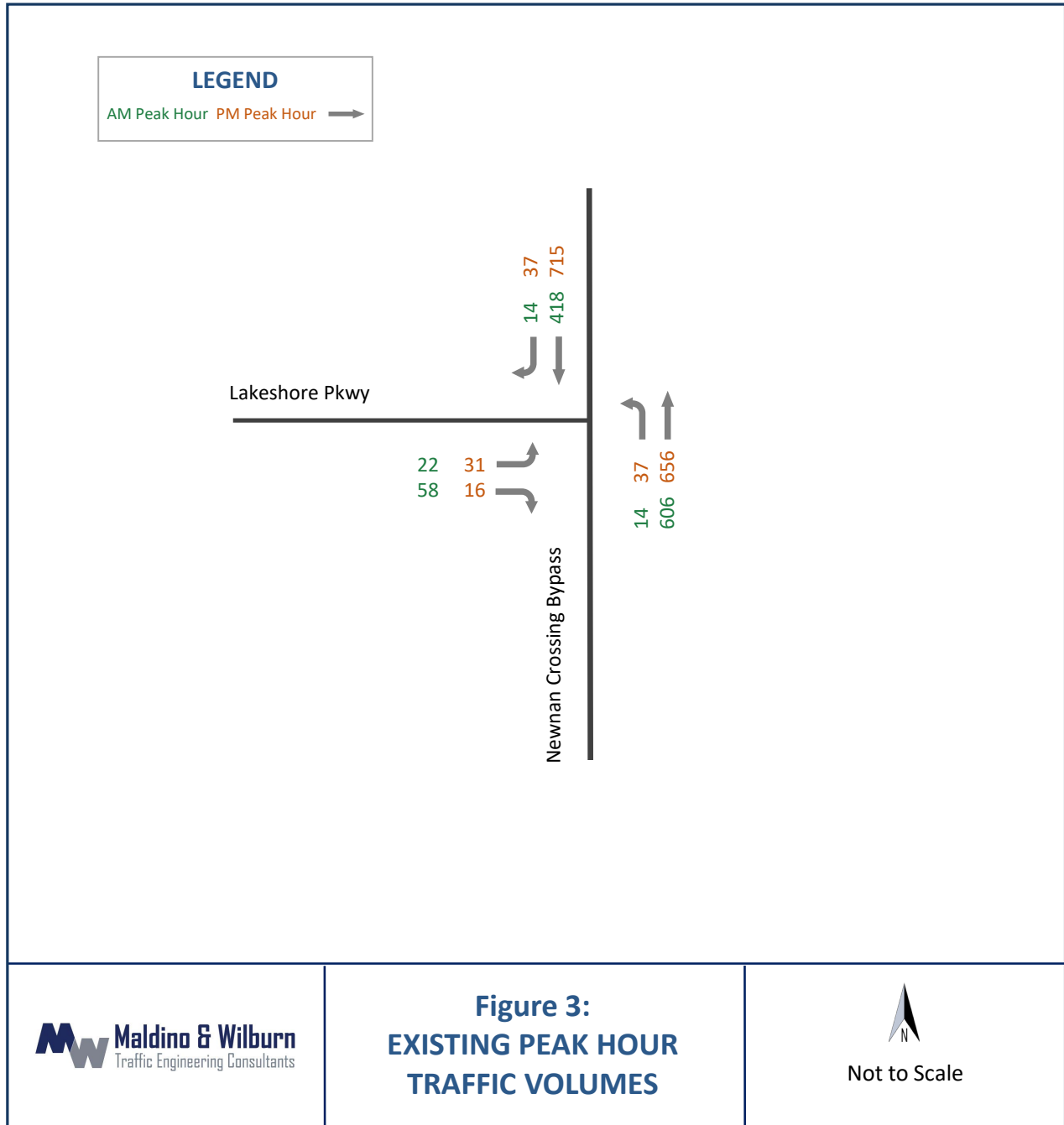
Travel Lanes and Traffic Control

Figure 2 illustrates the existing travel lanes and traffic control in the study area.



Peak Hour Traffic Volumes

Turning movement counts (TMCs) were conducted at the study intersection on Wednesday, April 13, 2022. The TMCs were conducted during the AM and PM Peak Periods. Figure 3 summarizes the peak hourly volumes at the study intersections. Data reports from the turning movement counts are provided in Appendix A.



3. Projected Conditions



Proposed Development

The proposed development is a residential community with 196 townhomes. The site plan, included in Appendix B, shows two access points to Newnan Crossing Bypass. The main driveway is across from Lakeshore Parkway and will provide for full access. The other driveway is planned to be about 400 feet south of the main driveway and will allow for right-in, right-out (RIRO) movements only.

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						
ITE LAND USE CODE	SIZE (Units)	DAILY (Two Way)	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
220	196	1435	21	69	69	41

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 PM Peak Hour traffic entering Lakeshore Parkway were used to assign the PM Peak Hour Generated Traffic Volumes. Figure 4 illustrates the distribution pattern used to assign the generated traffic.

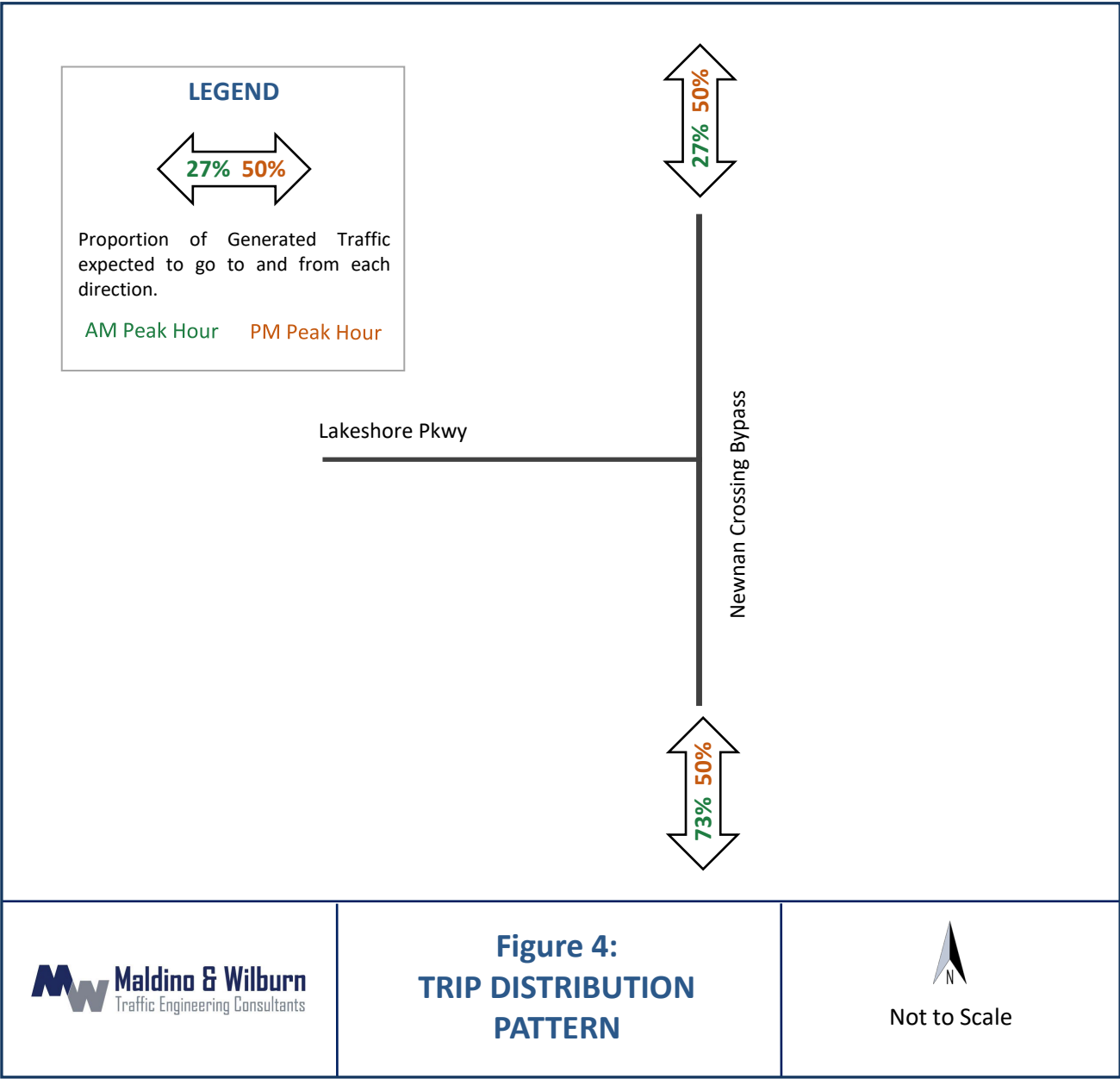
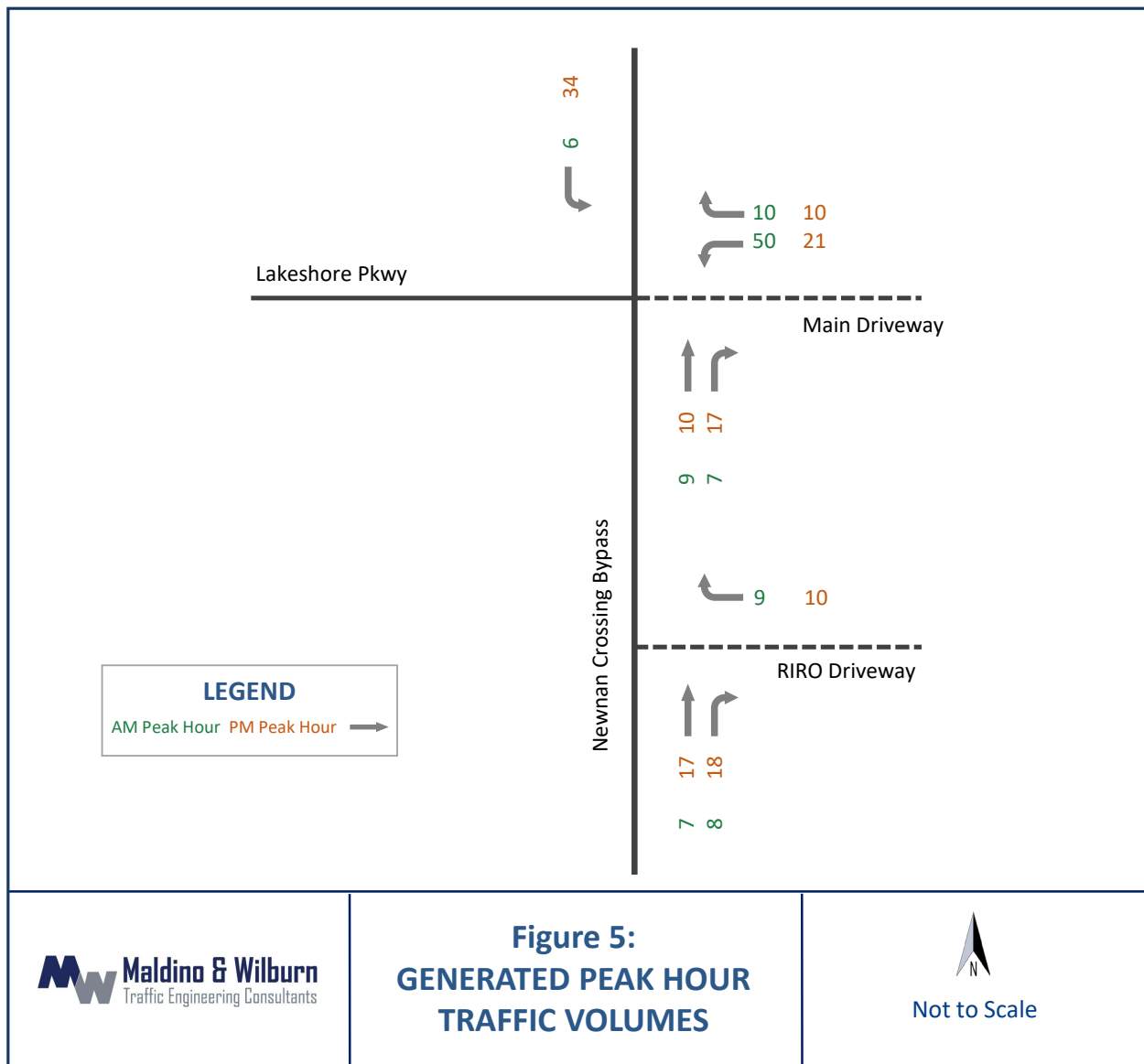


Table 3 shows how the generated automobile trips are expected to be distributed to the various directions in accordance with the percentages shown in Figure 4.

Table 2 – DISTRIBUTION OF GENERATED TRIPS							
DIRECTION	ROUTE	AM PEAK HOUR			PM PEAK HOUR		
		%	ENTER	EXIT	%	ENTER	EXIT
North	Newnan Crossing Byp	27	6	19	50	34	20
South	Newnan Crossing Byp	73	15	50	50	35	21
	Total	100	21	69	100	69	41

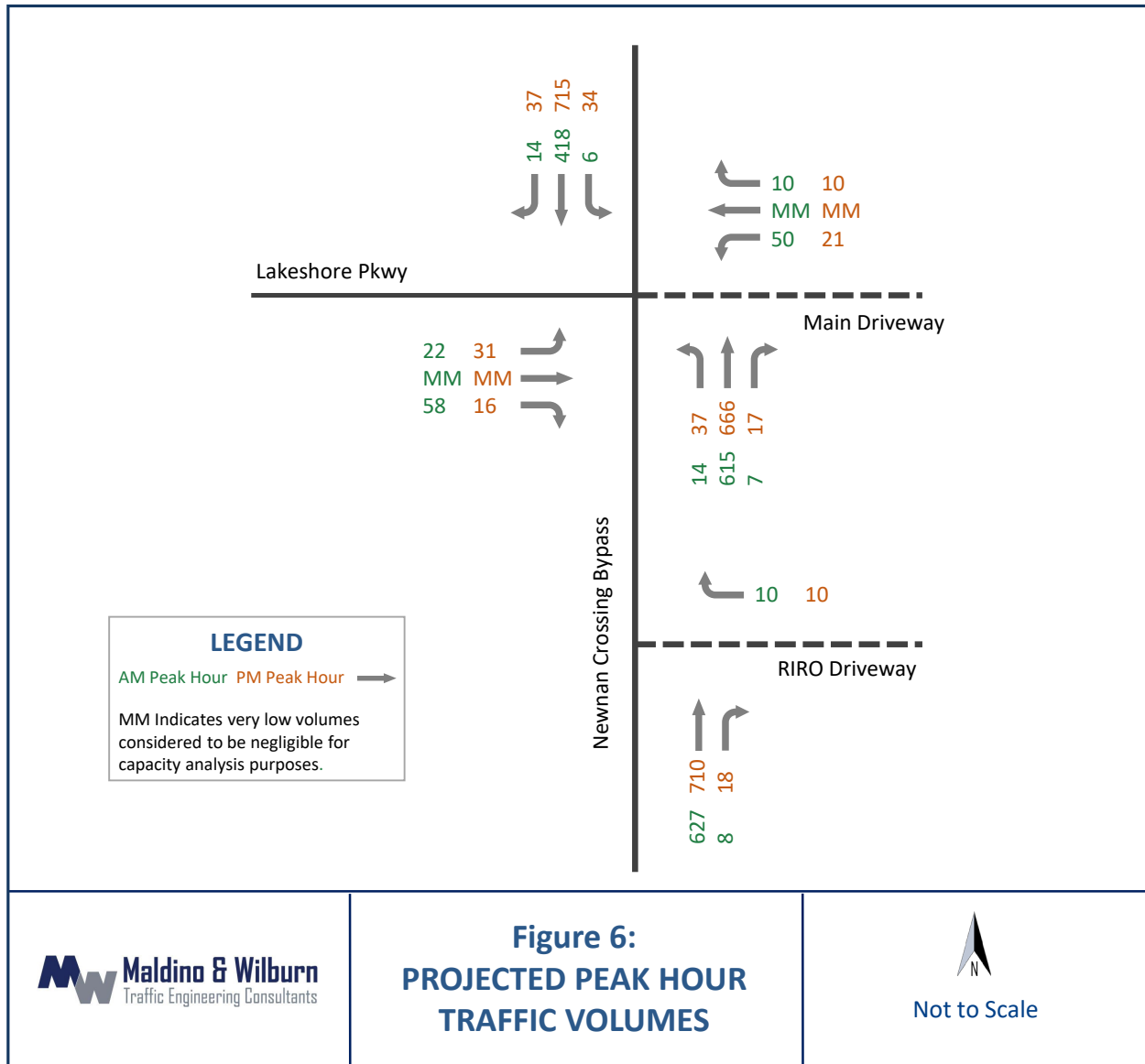
Traffic Assignment

The assignment of the generated trips is shown in Figure 5.



Projected Peak Hour Traffic Volumes

The traffic volumes expected after the development were derived by adding the generated volumes (Figure 5) to the existing volumes (Figure 3). The projected volumes are shown in Figure 6.



4. Traffic Analysis



Need for Auxiliary Turn 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 not a state route.

The threshold daily volume requiring auxiliary right turn lanes is 75 vehicles per day as shown in Figure 7. The speed limit on Newnan Crossing Bypass is 45 MPH and the ADT is above 10,000. The threshold volumes for the conditions on this road are indicated with red boxes.

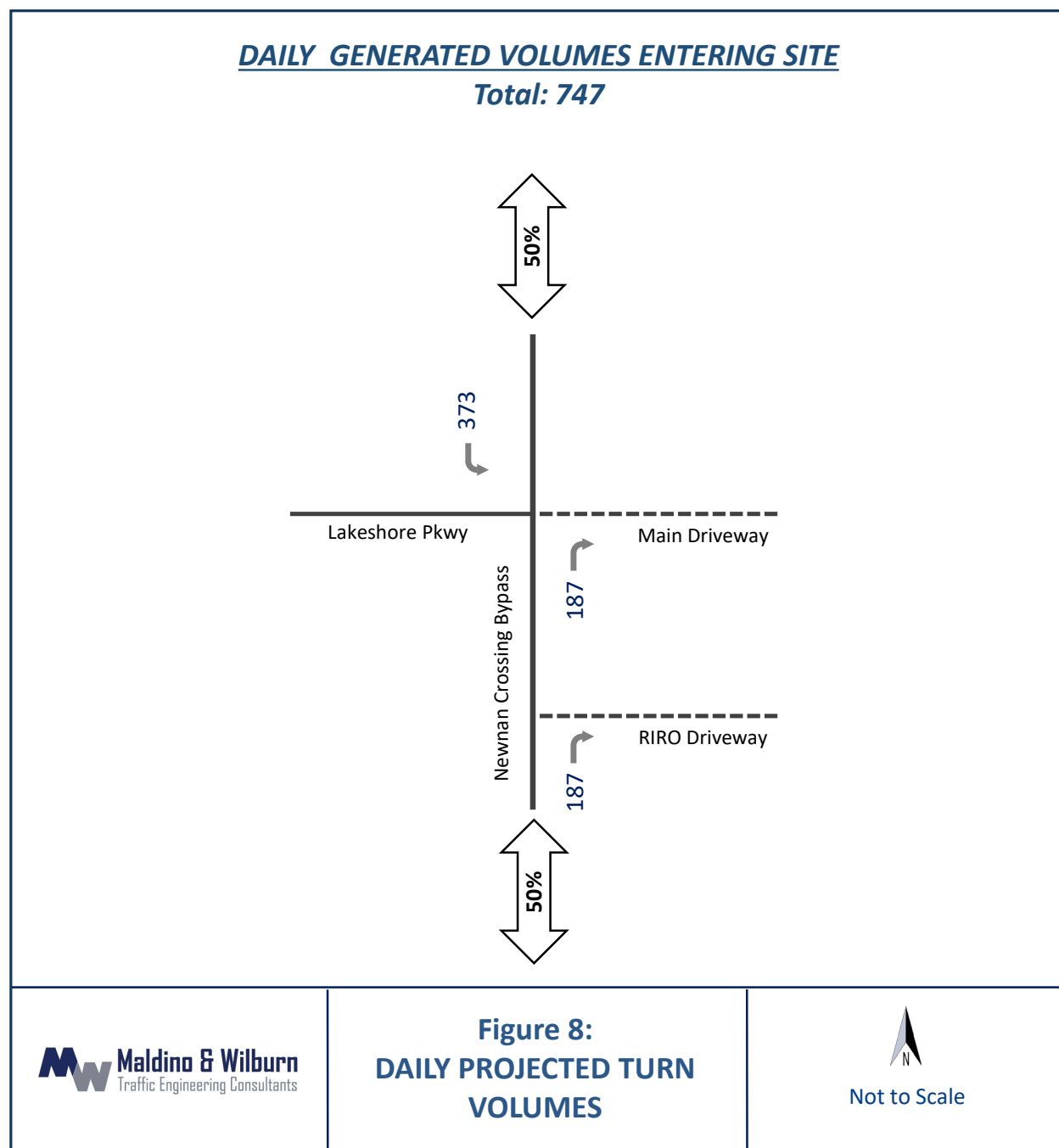
DAILY VOLUMES THRESHOLDS FOR LEFT TURN LANE

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

DAILY VOLUMES THRESHOLDS FOR RIGHT TURN LANE

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

Figure 8 shows projected daily traffic estimated to enter the site at each of the two driveways.



The projected turning movements at the site driveways are substantially higher than the threshold guidelines for auxiliary turn lanes. Therefore, a left turn lane should be added on Newnan Crossing Bypass at the Main Driveway. Northbound right turn lanes should be added on Newnan Crossing Bypass at both driveways

Capacity Analysis

Capacity analysis was performed for the existing and projected conditions using *Synchro 10* software by Trafficware. The results of intersection capacity analyses are reported in terms of level of service (LOS), which is a function of average delay per vehicle, in seconds. The LOS scales according to the *Highway Capacity Manual* (HCM) are shown in Table 3.

Table 3 – HCM LEVEL OF SERVICE SCALES		
LEVEL OF SERVICE	AVERAGE DELAY PER VEHICLE (SECONDS)	
	WITH STOP CONTROL	WITH 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

Level of Service E is generally considered to be the limit of acceptable operations. While the LOS scale is similar to the grading scales used in schools, it is different in that LOS D is generally considered as good operation.

Capacity Analysis Results

The results of the capacity analysis are summarized in Table 4. Capacity analysis reports from the Synchro Program for the unsignalized intersections are included in Appendix D for the existing conditions and Appendix E for the projected conditions. The projected conditions include the addition of the turn lane as identified in the last section.

Table 4 – CAPACITY ANALYSIS RESULTS					
INTERSECTION	MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		EXISTING	PROJECTED	EXISTING	PROJECTED
Newnan Crossing Bypass & Lakeshore Pkwy	NB Left Turn	A (8.3)	A (8.3)	A (0.2)	A (9.5)
	SB Left Turn	N/A	A (9.1)	N/A	A (9.4)
	EB Approach	B (13.1)	B (14.3)	D (26)	E (40.9)
	WB Approach	N/A	D (33.1)	N/A	E (35.6)

The results shown above show that the intersection currently operates at LOS D or better. After the development, the eastbound approach will operate at LOS E.

5. Summary of Findings



The following summarizes the findings of the traffic study:

1. The proposed residential development with 196 living units will generate an estimated 90 trips during the AM Peak Hour (21 inbound / 69 outbound) and 110 trips during the PM Peak Hour (69 inbound / 41 outbound).
2. The projected traffic volumes at the site driveways are sufficient to warrant the addition of auxiliary turn lanes. These include a southbound left turn lane on Newnan Crossing Bypass at the proposed driveway and a northbound right turn into the development. A northbound right turn lane at the Right-In/Right-Out (RIRO) only driveway will also be needed.
3. After the additional traffic estimated to be generated by the development is added to the existing traffic and with the turn lanes in Item #2, the intersection of Newnan Crossing Bypass and Lakeshore Parkway/Proposed Main Driveway will operate at Level of Service (LOS) E or better.

Appendices



- A. Traffic Count Data
- B. Site Plan
- C. Trip Generation Report
- D. Capacity Analysis Reports, Existing Conditions
- E. Capacity Analysis Reports, Projected Conditions

Appendix A



Traffic Count Data



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

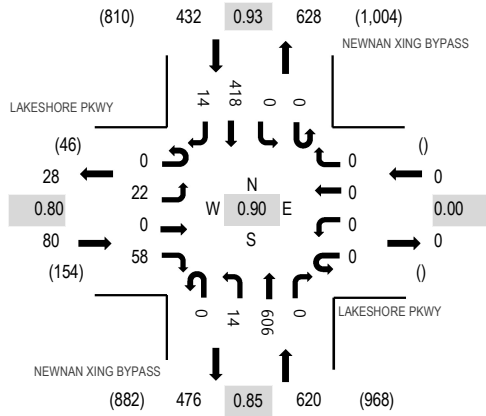
Location: #1 NEWNAN XING BYPASS & LAKESHORE PKWY AM

Date: Wednesday, April 13, 2022

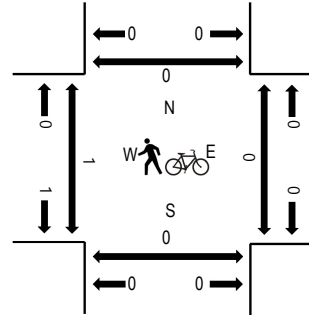
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAKESHORE PKWY				LAKESHORE PKWY				NEWNAN XING BYPASS				NEWNAN XING BYPASS				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:30 AM	0	7	0	6	0	0	0	0	0	2	63	0	0	0	81	1	160	800	0	0	0	0
6:45 AM	0	7	0	6	0	0	0	0	0	1	89	0	0	0	83	2	188	935	0	0	0	0
7:00 AM	0	11	0	12	0	0	0	0	0	2	83	0	0	0	100	4	212	1,060	0	0	0	0
7:15 AM	0	10	0	15	0	0	0	0	0	2	106	0	0	0	103	4	240	1,131	0	0	0	0
7:30 AM	0	6	0	23	0	0	0	0	0	3	148	0	0	0	114	1	295	1,132	0	0	0	0
7:45 AM	0	5	0	11	0	0	0	0	0	6	177	0	0	0	109	5	313		0	0	0	0
8:00 AM	0	7	0	16	0	0	0	0	0	3	134	0	0	0	116	7	283		0	0	0	0
8:15 AM	0	4	0	8	0	0	0	0	0	2	147	0	0	0	79	1	241		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	7
Lights	0	22	0	56	0	0	0	0	0	14	594	0	0	0	406	14	1,106
Mediums	0	0	0	2	0	0	0	0	0	0	11	0	0	0	6	0	19
Total	0	22	0	58	0	0	0	0	0	14	606	0	0	0	418	14	1,132



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

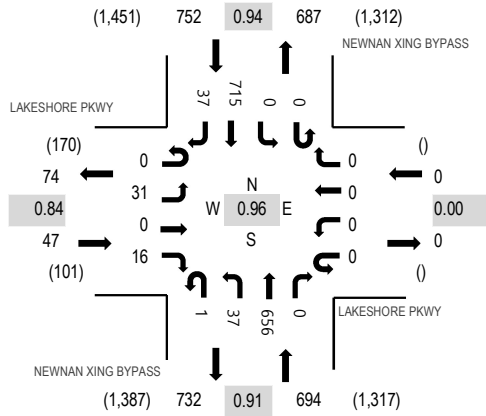
Location: #1 NEWNAN XING BYPASS & LAKESHORE PKWY PM

Date: Wednesday, April 13, 2022

Peak Hour: 05:00 PM - 06:00 PM

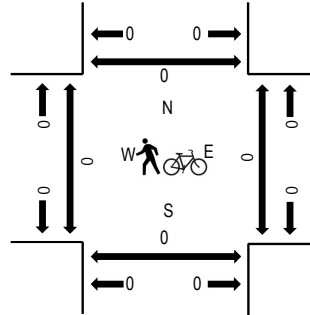
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	LAKE SHORE PKWY				LAKE SHORE PKWY				NEWNAN XING BYPASS				NEWNAN XING BYPASS				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:30 PM	0	14	0	5	0	0	0	0	0	10	143	0	0	0	161	11	344	1,424	0	0	0	0
4:45 PM	0	9	0	5	0	0	0	0	0	6	149	0	0	0	146	14	329	1,470	0	0	0	0
5:00 PM	0	9	0	5	0	0	0	0	1	9	161	0	0	0	190	11	386	1,493	0	0	0	0
5:15 PM	0	11	0	6	0	0	0	0	0	5	147	0	0	0	187	9	365	1,467	0	0	0	0
5:30 PM	0	7	0	5	0	0	0	0	0	9	181	0	0	0	182	6	390	1,445	0	0	0	0
5:45 PM	0	4	0	0	0	0	0	0	0	14	167	0	0	0	156	11	352		0	0	0	0
6:00 PM	0	6	0	5	0	0	0	0	0	8	161	0	0	0	159	21	360		0	0	0	0
6:15 PM	0	8	0	2	0	0	0	0	0	11	135	0	0	0	172	15	343		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7
Lights	0	31	0	16	0	0	0	0	1	37	651	0	0	0	712	37	1,485
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	31	0	16	0	0	0	0	1	37	656	0	0	0	715	37	1,493

Appendix B



Site Plan

Appendix C



Trip Generation Report

Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: The Cottages

Open Date: 5/31/2022

Analysis Date: 5/31/2022

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		718	717	1435		21	69	90		69	41	110
	196 Dwelling Units												
Unadjusted Volume			718	717	1435		21	69	90		69	41	110
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			718	717	1435		21	69	90		69	41	110

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

Appendix D



Capacity Analysis Reports, Existing Conditions

HCM 2010 TWSC
3: Newnan Crossing Bypass & Lakeshore Pkwy

AM Peak Hour
Existing Conditions

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	58	14	606	418	14
Future Vol, veh/h	22	58	14	606	418	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	93	93
Heavy Vehicles, %	0	3	0	2	3	0
Mvmt Flow	28	73	16	713	449	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	838	225	464	0	-	0
Stage 1	449	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.8	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	309	775	1108	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	305	775	1108	-	-	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.1	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1108	-	544	-	-	
HCM Lane V/C Ratio	0.015	-	0.184	-	-	
HCM Control Delay (s)	8.3	-	13.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

HCM 2010 TWSC
3: Newnan Crossing Bypass & Lakeshore Pkwy

PM Peak Hour
Existing Conditions

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	16	37	656	715	37
Future Vol, veh/h	31	16	37	656	715	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	91	91	94	94
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	37	19	41	721	761	39
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1204	381	800	0	-	0
Stage 1	761	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	180	623	832	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	171	623	832	-	-	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26	0.5		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	832	-	227	-	-	
HCM Lane V/C Ratio	0.049	-	0.246	-	-	
HCM Control Delay (s)	9.5	-	26	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

Appendix E



Capacity Analysis Reports, Projected Conditions

HCM 2010 TWSC
3: Newnan Crossing Bypass & Lakeshore Pkwy

AM Peak Hour
Projected Conditions

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	58	52	0	10	14	616	8	6	418	14
Future Vol, veh/h	22	0	58	52	0	10	14	616	8	6	418	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	140	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	92	80	80	80	80	85	85	92	92	93	93
Heavy Vehicles, %	0	2	3	0	0	0	0	2	0	0	3	0
Mvmt Flow	28	0	73	65	0	13	16	725	9	7	449	15
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	858	1229	225	996	1235	363	464	0	0	734	0	0
Stage 1	463	463	-	757	757	-	-	-	-	-	-	-
Stage 2	395	766	-	239	478	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.54	6.96	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.02	3.33	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	254	177	775	202	178	640	1108	-	-	880	-	-
Stage 1	554	562	-	370	419	-	-	-	-	-	-	-
Stage 2	607	410	-	749	559	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	244	173	775	180	174	640	1108	-	-	880	-	-
Mov Cap-2 Maneuver	244	173	-	180	174	-	-	-	-	-	-	-
Stage 1	546	556	-	365	413	-	-	-	-	-	-	-
Stage 2	587	404	-	671	553	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.3		33.1		0.2		0.1					
HCM LOS	B		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1108	-	-	485	204	880	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.206	0.38	0.007	-	-				
HCM Control Delay (s)	8.3	-	-	14.3	33.1	9.1	-	-				
HCM Lane LOS	A	-	-	B	D	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.8	1.7	0	-	-				

HCM 2010 TWSC
3: Newnan Crossing Bypass & Lakeshore Pkwy

PM Peak Hour
Projected Conditions

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↕	↕	↔	↕	↕
Traffic Vol, veh/h	31	0	16	21	0	10	37	666	17	34	715	37
Future Vol, veh/h	31	0	16	21	0	10	37	666	17	34	715	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	140	-	140	140	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	92	84	84	84	84	91	91	84	84	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	37	0	19	25	0	12	41	732	20	40	761	39
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1289	1675	381	1275	1694	366	800	0	0	752	0	0
Stage 1	841	841	-	814	814	-	-	-	-	-	-	-
Stage 2	448	834	-	461	880	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	123	96	623	126	94	637	832	-	-	867	-	-
Stage 1	330	383	-	342	394	-	-	-	-	-	-	-
Stage 2	565	386	-	555	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	112	87	623	113	85	637	832	-	-	867	-	-
Mov Cap-2 Maneuver	112	87	-	113	85	-	-	-	-	-	-	-
Stage 1	314	365	-	325	375	-	-	-	-	-	-	-
Stage 2	527	367	-	513	351	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	40.8		35.6		0.5		0.5					
HCM LOS	E		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	832	-	-	155	154	867	-	-				
HCM Lane V/C Ratio	0.049	-	-	0.361	0.24	0.047	-	-				
HCM Control Delay (s)	9.5	-	-	40.8	35.6	9.4	-	-				
HCM Lane LOS	A	-	-	E	E	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	1.5	0.9	0.1	-	-				



June 30, 2022

Vern Wilburn, PE
Maldino & Wilburn
Traffic Engineering Consultants
1864 Lower Fayetteville Road
Newnan, GA 30265

RE: 204 Townhomes – Parcel 087 5011 003 – 44.6 Acres

Mr. Wilburn,

I am writing per your request to confirm that Newnan Utilities will be the water and sewer service provider for the above referenced project. At this time Newnan Utilities has ample capacity to serve this proposed facility based on the following information:

- Parcel Number 087 5011 003
- 44.60 Acres
- Attached concept plan

1. Sanitary Sewer:

- a. Developer shall connect to Newnan Utilities Sanitary Sewer System.
- b. Developer is responsible for all upgrade costs necessary to serve said property, but not limited to:
 - i. Design and Construction of development of sanitary sewer system per Newnan Utilities Specifications.
 - ii. Design and construction of connection to Newnan Utilities Sanitary Sewer System.
 - iii. Cost for analyzing existing sanitary sewer system by an engineer firm approved by Newnan Utilities.
 - iv. Existing sanitary sewer upgrades to handle proposed development. This is to include any lift station upgrades, gravity sanitary sewer upgrades, Sanitary sewer force main upgrades, and any other upgrades deemed necessary by Newnan Utilities.
 - v. Line extension fees associated with connection to Newnan Utilities Sanitary Sewer System.

70 Sewell Road
Newnan, GA 30263
770-683-5516
770-683-0292 fax
www.NewnanUtilities.org

- vi. Sanitary Sewer Impact fees associated with connection to Newnan Utilities Sanitary Sewer System.

2. Water:

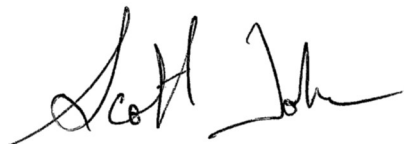
- a. Developer shall connect to Newnan Utilities Water System.
- b. Developer is responsible for all upgrade costs necessary to serve said property, but not limited to:
 - i. Construction of development of water system per Newnan Utilities Specifications.
 - ii. Design and construction of connection to Newnan Utilities Water System.
 - iii. Cost for analyzing existing water sewer system by an engineer firm approved by Newnan Utilities.
 - iv. Existing water upgrades to handle proposed development. This is to include water system upgrades, fire protection upgrades, and any other upgrades deemed necessary by Newnan Utilities.
 - v. Cost of all water meters, and any additional costs pertaining to the monitoring of water meters.
 - vi. Line extension fees associated with connection to Newnan Utilities Sanitary Sewer System.

3. Additional

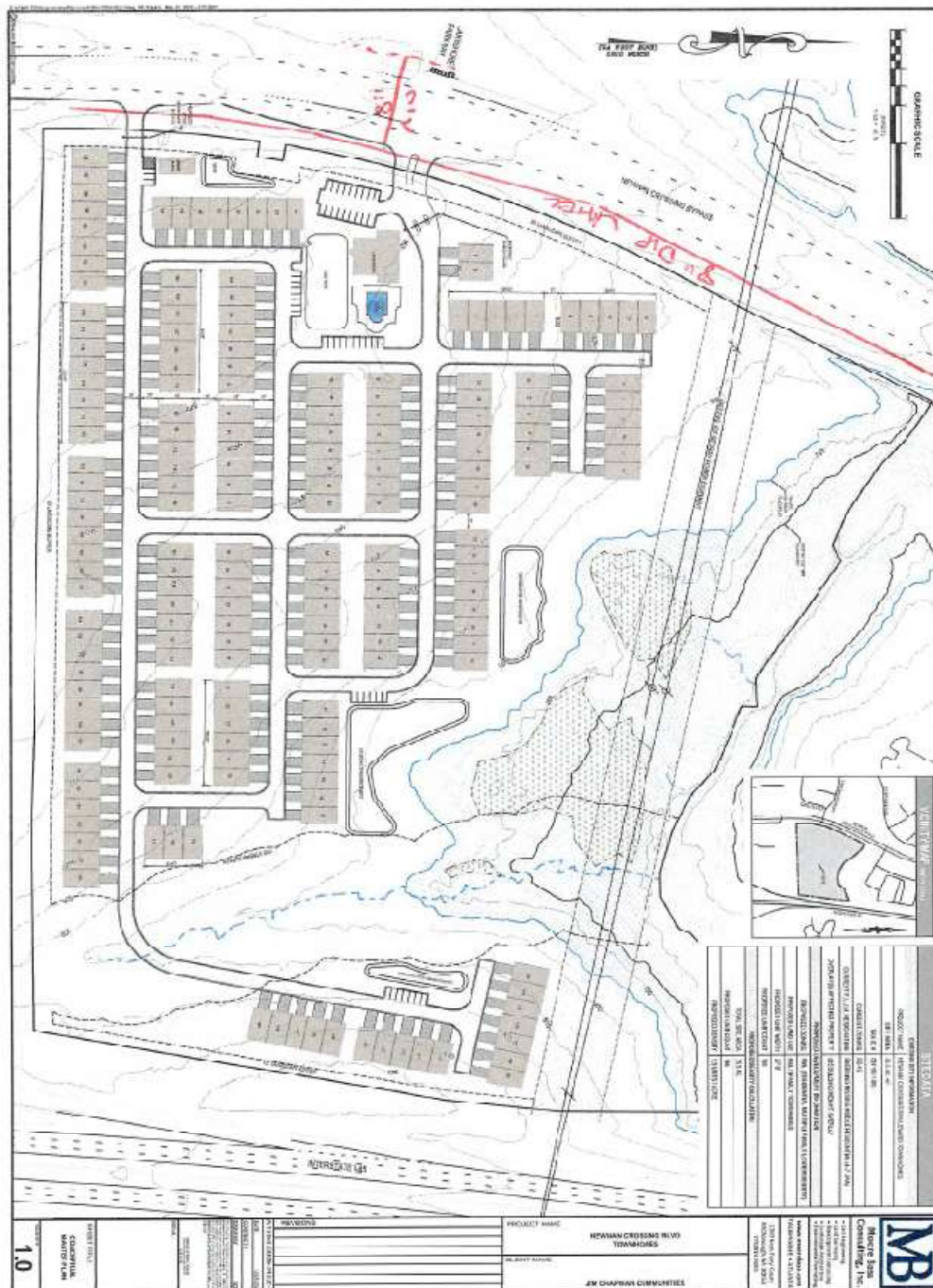
- a. The site may require a sewer lift station, which will be the responsibility of the owner developer, to install it per Newnan Utilities Specifications.
- b. The existing 8" main located at the Springs of Newnan Entrance shall be extend to the southern property line of the parcel.
- c. The owner/developer shall bore an additional 8" main under Newnan Crossing Bypass to serve this parcel.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Tolar", with a stylized flourish at the end.

Scott Tolar, P.E.
Newnan Utilities
(770) 301-0245
stolar@newnanutilities.org



8" H₂O from Spring of Nienho

COWETA COUNTY SCHOOL SYSTEM

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

June 30, 2022

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

Re: Proposed Development: The Cottages/Jim Chapman Communities
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:

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

Dean Smith

From: Mike Furbush
Sent: Thursday, June 30, 2022 1:17 PM
To: Dean Smith
Subject: Newnan Crossing By Pass Townhomes

Dean,

May this email serve as my plan review comments on the recently submitted Tree Management Plan for the proposed Newnan Crossing By Pass Townhomes project. While the Tree Management Plan provides very little actual tree information, the plan does show the proposed site layout overlaid on an aerial photograph of the site. The proposed development is quite dense with 198 units shown with very little room remaining for required tree plantings. There is quite a bit of unbuildable property due to floodplain, stream buffers, and a Georgia Power Easement. It is difficult to determine, from the conceptual layout, how much of the overall site will be disturbed, but typically high density developments such as this one and the proposed site layout seem to indicate that almost all the property that can be disturbed will be graded to make the proposed layout work. One other concern relates to the existing Interstate 85 tree lined corridor which the City of Newnan has successfully managed to maintain throughout various developments up and down the City's Interstate Corridor. The proposed project shows a significant stream buffer road crossing to access a portion of the site next to the Interstate. This proposed crossing yields only 17 units and would certainly adversely affect the existing stream buffer and also the existing tree line and buffer along the Interstate. This is an wooded area that could be used as tree save to produce additional and probably needed tree density units and also provide the desired and current tree buffer along the Interstate.



Mike Furbush

City Landscape Architect & Arborist

Main: (770) 254-2354

Desk: (678) 673-5564

Cell: (404) 819-2420

mfurbush@cityofnewnan.org

www.cityofnewnan.org

City of Newnan

25 LaGrange Street

Newnan, Georgia 30263





BRENT BLANKENSHIP
CHIEF OF POLICE

07/06/22

Reference: Jim Chapman Communities

Dear Tracy,

After reviewing call history that could compare to this one development, there would be a slight increase of people and vehicle traffic to the area. It would have a slight impact on motor vehicle accidents and calls of service to that area while also slightly effecting call service and response times to other parts to the city.

It is believed that a strain would be placed on calls for service and would cause additional maintenance on equipment, but can be manage at current staff level.

Thanks,

A handwritten signature in blue ink, appearing to read 'Brent Blankenship', written over a horizontal line.

Brent Blankenship

Chief of Police

Newnan Police Department



The City of Newnan, Georgia

Office of the City Engineer

July 12, 2022

City Engineer Review

REZONING REQUEST

Portion of Tax Parcel 087 5011 003

35.4892 Acres

Newnan Crossing Bypass

Environmental:

1. The development plan shall follow the design standards and guidance per the Georgia Storm Water Management Manual, in compliance with the **Post-Development Stormwater Management Ordinance** for the City of Newnan.
Note a new requirement for on-site, runoff reduction, effective December 6, 2020.
2. The development plan shall include a three-phased erosion control plan in compliance with the **Soil Erosion, Sedimentation and Pollution Control Ordinance** for the City of Newnan.
3. All streams, wetlands and other environmentally sensitive areas such as floodplain and floodway shall be delineated and located within open space to the extent practically possible. The development plan shall be in compliance with the **Floodplain Management and Flood Damage Prevention Ordinance** for the City of Newnan. Any development within a floodplain or waters of the US shall be properly permitted with the Federal Emergency Management Agency (FEMA), or the United States Army Corp of Engineers (USACE), as applicable.
4. This site is located within a water supply watershed and thus increased stream buffers apply as follows: perennial streams shall carry an undisturbed stream buffer on 100 feet with an additional impervious surface setback of 50 feet; intermittent streams shall carry an undisturbed stream buffer of 50 feet with an additional 25 foot impervious surface setback. Buffers shall be measured from the point of wrested vegetation and shall be delineated in the field.
5. This site is located within the Stillwood Creek watershed drainage basin and stormwater management shall comply with the conditions set forth in the **Stillwood Creek Watershed Drainage Policy** as Section 10-169 of the **Post-Development Stormwater Management Ordinance** for the City of Newnan.

Transportation:

1. ADA compliant sidewalks, 6 feet in width, shall be provided along the public Right of Way for Newnan Crossing Bypass, the entire length of the parcel, to connect to existing sidewalk to the north. 5 foot sidewalks shall be provided throughout the proposed development, on both sides of all streets, and shall connect to the sidewalks in the Right of Way for Newnan Crossing Bypass.

2. Traffic impact study required. A traffic impact study shall include the intersections of Newnan Crossing Bypass with Lower Fayetteville Road, Lakeshore Parkway, and Poplar Road. Justification for trip distribution shall be included in the study. Mitigation shall be proposed for any negative impact to the level of service (LOS) at the intersections. The criteria for trip generation shall be derived from the latest edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE); Land Use 223, Mid-Rise Apartment.
3. The primary driveway for the development shall line up with existing road, Lakeshore Parkway, at an existing median break. Dedicated left and right turn lanes shall be provided and designed in accordance with design standards for the Georgia Department of Transportation (GDOT). Pavement markings shall be designed in accordance with the GDOT and the Manual on Uniform Traffic Control Devices (MUTCD).
4. A secondary driveway shall be Right In/ Right Out, designed in accordance with standards for the GDOT, and shall include a dedicated right turn lane with raised island.
5. A warrant study shall be provided to determent the need for a traffic signal at the location of the primary driveway serving the development. The study shall include the projected traffic generated for any under-construction projects in proximity along Newnan Crossing Bypass. The developer shall bear, at a minimum, the proportional share for the cost for a traffic signal, if warranted, and the signal shall incorporate video detection (Gridsmart). The signal installation shall comply with the MUTCD, GDOT standards and details, GDOT standard specifications, and the National Electric Code (NEC).
6. The developer shall provide and install street lighting along Newnan Crossing Bypass, adjacent to the parcel, in accordance with the lighting standards for a multi-lane urban corridor for the electric provider for the development.

Respectfully,

Michael Klahr

William M. Klahr, P.E., CFM
Director of Engineering