

FAYETTEVILLE 2010

**A COMPREHENSIVE PLAN FOR
THE CITY OF FAYETTEVILLE, GEORGIA**

DATE: 02-10-95



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MEMORANDUM

TO: Mayor and Council
FROM: Chuck Taylor
DATE: February 10, 1995
REGARDING: Changes to the Comprehensive Plan

In order to meet the requirements of the Georgia Comprehensive Planning Act and the Georgia Development Impact fee Act, The following changes were made to the 1992 City of Fayetteville Comprehensive Plan:

1. Added: Chapter 15, "Capital Improvement Element"
2. Added: Existing and proposed Park locations to Plats 1 and 2, Existing and Future Land Use
3. Pages 39,42,43 Transportation chapter - Changed these pages to agree with the CIE projects. Street Classification was changed to agree with the MAAI Road Improvement Plan.

With the re-adoption of the Comprehensive Plan, including the above changes, the City will legally be in a position to adopt an impact fee ordinance and charge development impact fees. The next scheduled revision of the Comprehensive Plan will be the year 2000. The Capital improvement element should be reviewed and, if necessary revised annually.

PART II -- COMMUNITY DEVELOPMENT

CHAPTER 1

POPULATION AND HOUSING

INTRODUCTION

This Chapter will review the historic population growth, present and future population characteristics and housing trends as they relate to the comprehensive planning process.

POPULATION

Historic Population Growth

The City of Fayetteville has doubled in population since 1980 when the population was 2715. Overall, since 1970 our population has increased by 500% at an average rate of over 8.5% annually. This growth rate made Fayetteville one of the fastest growing communities in the State.

The most intense population growth during the 20 year span occurred from 1986 to 1988 when population growth reached 17.7% for the 3 year period.

Specifically, most of the population growth between 1970 and 1980 has occurred in the northwest and northeast portions of the City. During the 1980's, however, this trend has shifted to the East and Southwest sections of the City (see map 1.1).

HOUSEHOLD SIZE

YEAR	FAYETTEVILLE POPULATION	NUMBER OF HOUSEHOLDS	AVERAGE HOUSEHOLD SIZE
1970	1219	347	3.5
1980	2715	849	3.2
1990	5327	2450*	2.4* 2.44

Table 1.1

Source: US Department of Commerce, Bureau of the Census

3 INTRODUCTION

DEFINITIONS AND PURPOSES

WHY PLAN?

Everybody Plans. People make financial plans, travel plans, and work plans that reflect personal goals and objectives. Planning enables us to look before we leap and avoid potentially costly mistakes. Through planning we begin to understand where we are now and what must be done now and in the future in order to achieve our goals.

Community planning involves much more than the examples of personal planning. A community plan strives to create "good growth" not "no growth". In other words, good growth should occur but not haphazard growth that is unsightly, wasteful and results in sharply rising community service costs and property tax increases. Planning then, offers to try to maintain a positive "quality of life" amidst a growing community.

One of the main tools in achieving the long range goal of planning for growth is the Comprehensive Plan. Comprehensive planning seeks to identify the rate of growth and then guide this growth in the right direction to ensure the availability of public services, a good standard of living and the preservation of natural and historic resources.

COMMUNITY INVOLVEMENT

At the beginning of this planning project, city government conducted a citizen survey (results, appendix A) to find out what residents liked and disliked about this community and what vision they had of the City twenty years from now. This comprehensive plan draws heavily on the results of this survey. Additionally this plan was reviewed at public hearings held by the Planning and Zoning Commission on January 14, 1992 and by the Mayor and Council on January 20, and February 3, 1992 for further public input. Surrounding Communities had the opportunity to review and comment on this plan during the sixty day review period by the Atlanta Regional Commission from February 7 to _____ 1992. Further public input was taken by the Atlanta regional Commission at a hearing held on _____. A resolution adopting this plan was passed by Mayor and Council at a public hearing held on _____.

PAST PLANNING EFFORTS

In 1977, the City of Fayetteville adopted the "Fayetteville Community Development Concept Plan." This plan was comprehensive but was not implemented or updated during it's ten year planning

period. Using map of existing uses as a basis (Map B.1), in 1989 the Fayetteville developed adopted a land use plan. This plan and the subsequent future map are currently used by the Planning and Zoning Commission and by Mayor and Council as a decision making tool in zoning matters. Future land uses are shown on Map B.2. For the purposes of this plan, Maps B.1 and B.2 separate land uses into the following categories:

- A. Residential
- B. Commercial
- C. Industrial
- D. Parks and Open Space
- E. Agricultural (No Agricultural Uses Exist)

The official Future Land Use Map separates land uses into additional categories and is available for review at Fayetteville City Hall.

STRATEGIC COUNCIL GOALS

The following specific 1991/1992 goals were adopted by Mayor and Council during the 1991 Council retreat:

- Maintain balanced, controlled & planned development in concert with an economic development plan that encourages appropriate growth.
- Offer the lowest possible water & sewer rates with high service level to citizens while protecting the City's water resources and providing for an adequate supply.
- Provide for the public safety & welfare by committing appropriate resources to Police, Fire & Street Departments.
- Continue cooperative efforts with surrounding county and municipal governments.
- Achieve all goals while striving for the lowest total tax rate in the County.

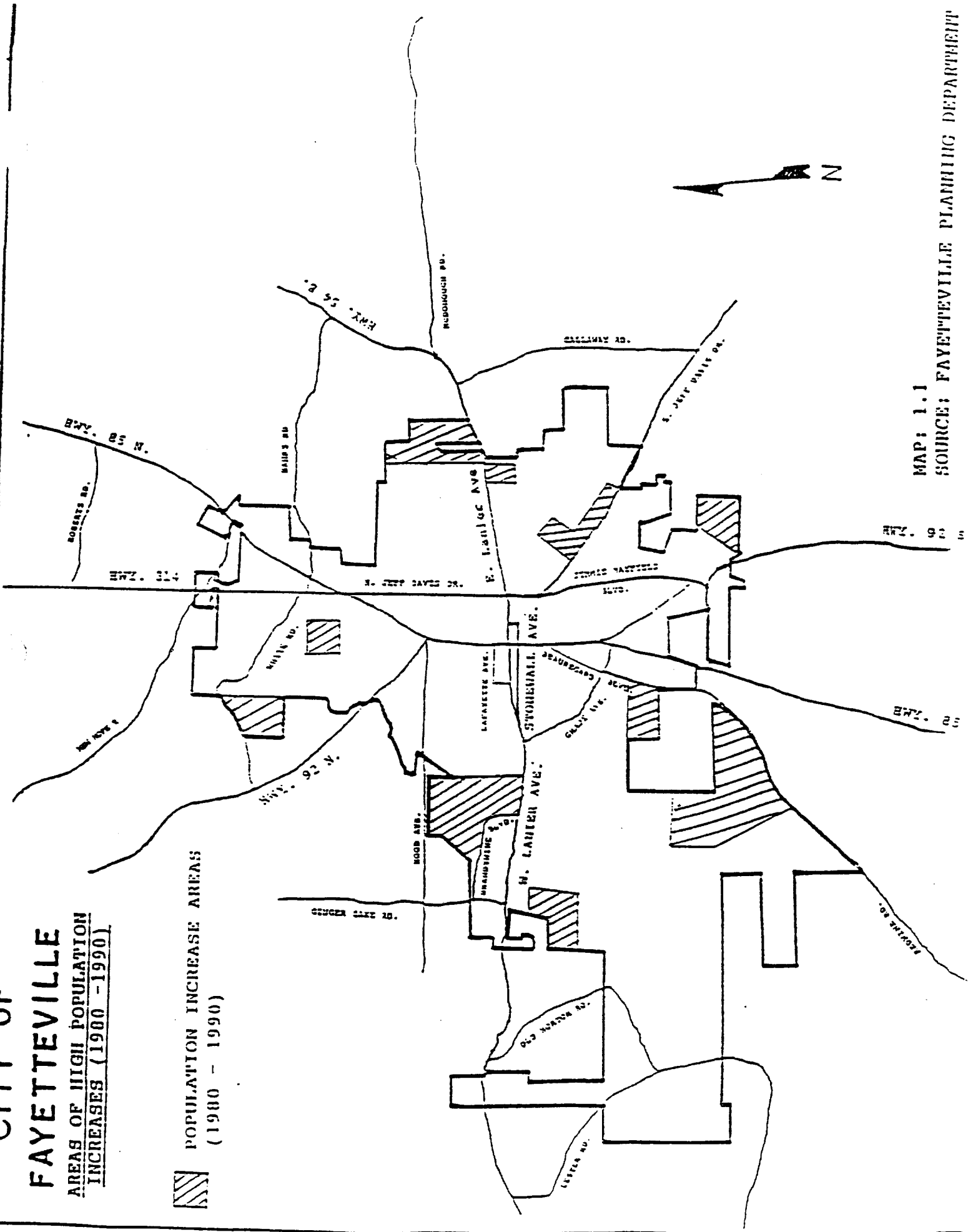
CITY OF

FAYETTEVILLE

AREAS OF HIGH POPULATION INCREASES (1900 - 1990)



POPULATION INCREASE AREAS
(1900 - 1990)



MAP: 1.1

SOURCE: FAYETTEVILLE PLANNING DEPARTMENT

The average size household is declining in Fayetteville as it is in Fayette County, the Atlanta Region, Georgia and the US. Major reasons for this trend include the increasing portion of the population who are elderly and single and lower birthrates. This trend may continue in Fayetteville, especially if multi-family units continue to be added. For the forecasts in this plan, an average household size of 2.4 persons will be used.

Population Forecasts

To estimate future population growth, two projection methods have been employed. The first is the least squares method, the second is called a ratio population projection.

The least squares projection method uses the average annual population growth for the previous period and projects the same annual growth over the coming years.

The ratio population projection, often the more accurate of the two, takes into account the projected regional growth, based on, among other factors, economic estimates and service improvements which could stimulate population growth.

For the City of Fayetteville, using the least squares method, we would reach a population of 15,560 by the year 2010 at a rate of 8.5% annually. Using the ratio method, Woods and Pool Inc. projected a slow-down in growth with a 5.48% annual population increase through the year 2010. This would mean that Fayetteville could expect a population of 12,156 at the end of this planning period.

The average residential density is approximately 3.5 persons per acre. This means that at the rate of 10% annually, if no significant policy changes in land use or substantial residential annexations occur, the City of Fayetteville will reach its build-out population of 13,233 by the year 2005.

Using Woods and Pool's estimates of a 5.48% annual growth for the area over the next 20 years, it is projected that build-out will not occur until 2013.

A third scenario shows the population growth of 5.48% if the City annexes 100 acres annually and the annexed areas are developed at the desired density of 3.5 persons per acre (see Figure 1.2).

HISTORIC POPULATION GROWTH (1950 TO 1990)

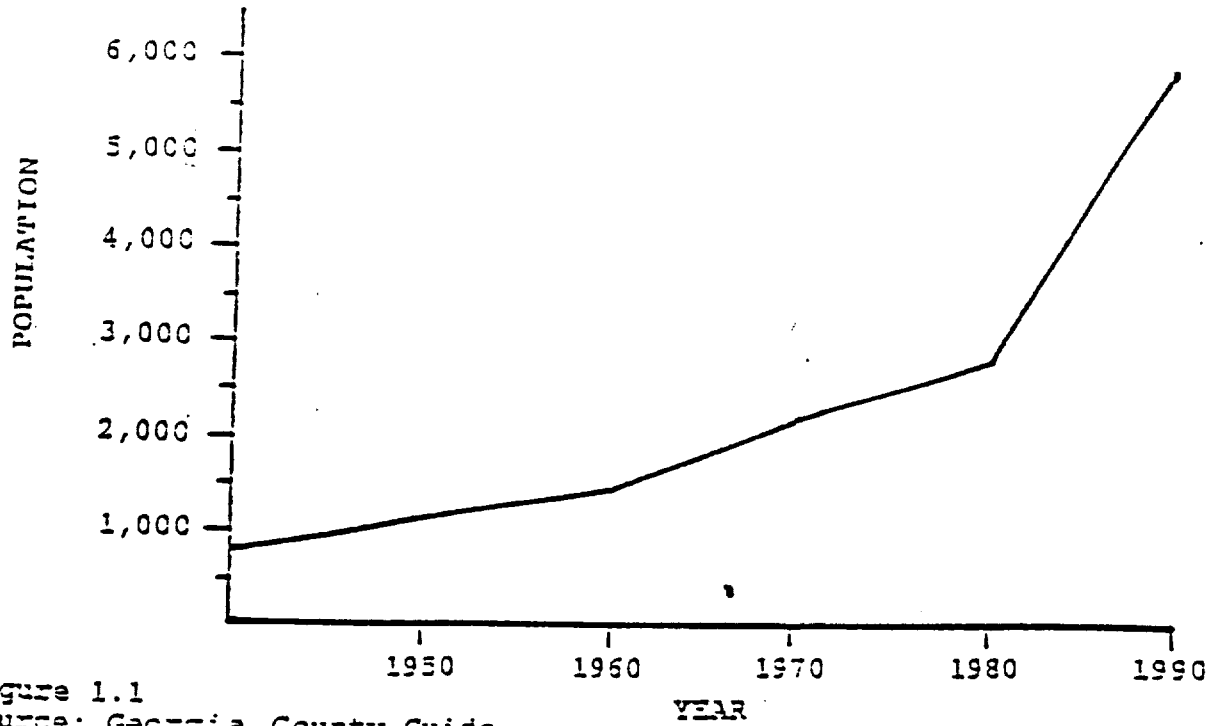


Figure 1.1
Source: Georgia County Guide

POPULATION PROJECTION (1990 TO 2010)

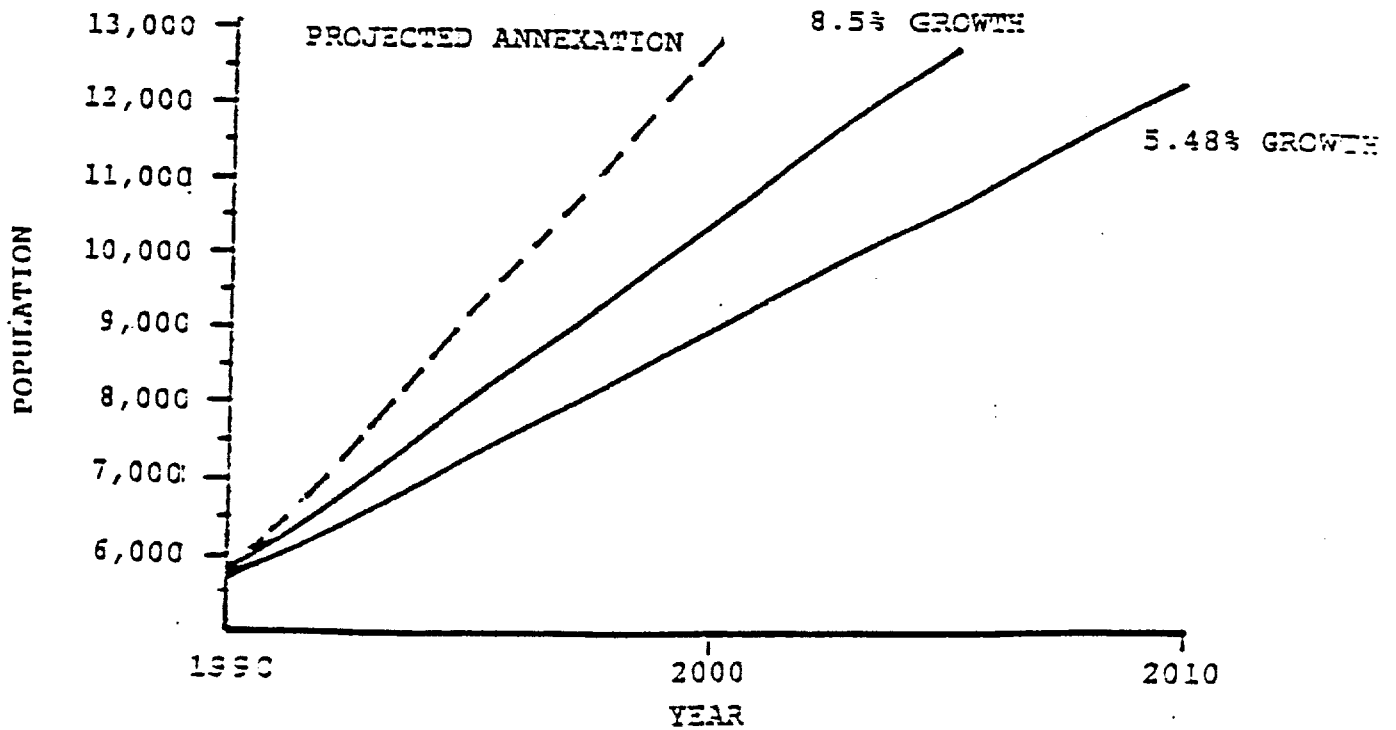


Figure 1.2,
Source: Woods and Poel Economic Inc.
City of Fayetteville Planning Department

Population Characteristics

POPULATION BY RACE

YEAR	TOTAL	WHITE	AFRICAN AMERICAN	ASIAN	OTHER
1980	2,715	2,483	224	3	3
1990	5,827	5,414	338	45	30

Table 1.2

Source: Department of Commerce, Bureau of the Census, 1980, 1990

In 1990 4,423 people, 76% of the population was 18 or older. This figure compares with 67% of the Peachtree City population and 70% of Fayette County as a whole.

POPULATION BY AGE

YEAR	% OF POPULATION AGES 0 - 24	% OF POPULATION AGES 25 - 64	% OF POPULATION OVER 65
1970	47%	45%	8%
1980	41%	52%	7%

Table: 1.3

Source: US Department of Commerce, Bureau of the Census, 1980, 1990

HOUSING

Inventory

Sound growth management practices demand an ability to provide affordable housing to a growing population base. To adequately meet this demand for housing, an inventory of the existing housing stock is essential.

In 1970, Fayetteville counted a total of 668 housing units (Department of Commerce, Bureau of the Census, 1970). Of these units, 74 or 11% were listed as multi-family dwellings. The remaining 594 units were single-family dwellings. This ratio gave the city a high 89% owner-occupied housing rate.

the 1990 census housing stock counts indicate a total of 2609 dwelling units. Of these units, 27.5% are classified as multi-family dwellings according to the Fayetteville Water Department. The 1990 owner occupied rate, then, was at 72.5%.

Housing costs

The average cost of housing in Fayette County has risen much more rapidly than inflation during the last 30 years (Table 1.4). from 1960 to 1990, cumulative inflation was 353%. This means something which cost \$ 1.00 in 1960 costs \$ 3.53 today if inflation was the only factor influencing it's cost.

However, in Fayette County rents rose over 1000% from 1960 to 1990 and in 1990 the purchase price for a home was almost 18 times higher than in 1960. Fayette County in 1960 was predominately rural and farming was not lucrative. Most houses were modest, either farm houses or clustered on small lots in small towns. There were very few rental units.

HOUSING STOCK 1970 AND 1990

YEAR	TOTAL UNITS	SINGLE-FAMILY	MULTI-FAMILY
1970	668	89%	11%
1990	2,609	72.5%	27.5%

Table 1.3

Source: Fayetteville Water Department
Department of Commerce, Bureau of the Census, 1970, 1990

FAYETTE HOUSING COSTS (1960 TO 1990)

TYPE	1960	1970	1980	1990
Median Rent, Renter Occupied	\$ 35	\$ 68	\$ 178	\$ 487
Median Value, Owner Occupied	\$ 6,500	\$ 18,000	\$ 65,000	\$ 116,700

Table 1.4

Source: Fayette County Planning Department
Department of Commerce, Bureau of the Census, 1990

Future Demand

Future housing demand, based upon a population growth rate of 5.48% annually will be for approximately 133 housing units annually, calculated on a average household size of 2.4 persons.

FAYETTEVILLE HOUSING STARTS (1985 TO 1990)

Housing Type	1985	1986	1987	1988	1989	1990
Single-Family	30	3	24	216	145	176
Multi-Family	120	93	0	428	56	0

Table 1.3

Source: Fayette County Planning Department

CHAPTER 2

GROWTH MANAGEMENT

INTRODUCTION

During the past 20 years, Fayetteville has grown both in population and geographic size at an extremely high rate. The geographical growth is the result of an aggressive annexation policy. Between 1985 and 1990, as population grew by 38%, the incorporated area of Fayetteville more than doubled in size.

This physical growth of the city has taken the form of sprawling suburban residential areas and commercial strip development along our thoroughfares. This development pattern has resulted in the loss of open space and rural areas as well as the loss of community identity and downtown investments.

Sprawling suburban growth is not cost effective in the provisions of public services. "The Costs of Sprawl", a report prepared by the U.S. Government in 1974, concludes that scattered development is the most expensive form in terms of economic costs to local governments in the provision of utilities (water and sewer), public facilities and services (police and fire), streets and roads, schools, recreation and open space. Therefore, Fayetteville is spending considerable sums of money to provide services to scattered developments which threaten to eliminate Fayetteville's community integrity and the choices of lifestyle for residents who prefer a rural atmosphere.

GROWTH MANAGEMENT CONCEPT

Through growth management, both city and county seek to control growth by guiding development in a more compact pattern to areas which are best suited for it. This plan differs from the land use plan in that specific land uses are only organized into different density areas. The growth management concept will, however, serve as a vital tool for the decisions made in updating the land use plan.

This strategy will allow communities to plan for costly public facilities and services easily and efficiently and will direct development to areas where the necessary infrastructure is available. Guided growth will also aid in protecting natural resources such as watersheds, wetlands, rural areas and farmland.

FAYETTEVILLE / FAYETTE COUNTY GROWTH MANAGEMENT PLAN

In 1989, Fayetteville and Fayette County established the concept of Extrajurisdictional (EJS) planning. EJS was enacted to provide for municipal and county governments to discuss land uses and development outside the existing city boundaries to encourage orderly transitions of development densities at the boundaries of the two entities.

These discussions led to the development of the County-wide Growth Management Plan (map 2.1). The growth management plan uses ridge lines to separate development densities for three reasons: they can easily be identified on land, infrastructure costs (pump stations, force mains) increase when crossing them and watersheds can be better protected by curbing growth in development sensitive drainage basins.

The three major drainage basins in Fayette County are the Flint River, White Water Creek and Line Creek. Fayetteville and Peachtree City, the only true urban areas in the county, each lie within one of the three major drainage basin (Peachtree City - Line Creek basin, Fayetteville - Flint River basin). Between them, is the White Water Creek drainage basin. This basin has been identified as important to the water resources of both the city and county. Therefore, this creek and its surrounding basin are shown as conservation areas.

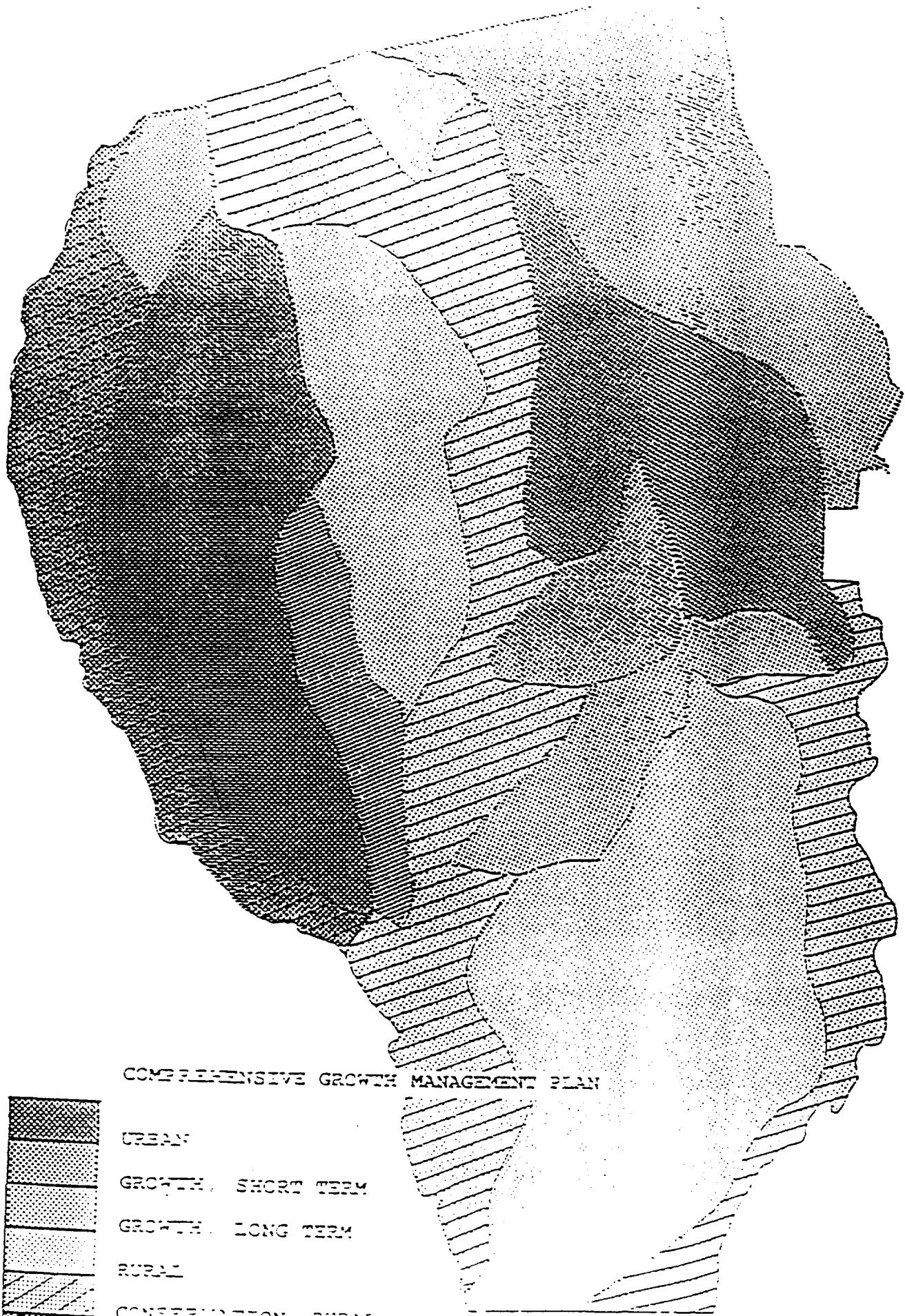
For Fayetteville, conservation of the White Water basin would shift growth away from the Hwy. 54 West corridor to areas north and south and east of the city. In order to provide for proper sequencing of urban development, growth areas have been divided into two categories. The short range growth areas include the existing city limits and the basin the city now occupies. Separated from this growth area by minor ridge lines are the secondary growth areas. The characteristics and objectives of the density categories are listed in Table 2.1.

AREA CHARACTERISTICS AND OBJECTIVES

AREA TYPE	AREA CHARACTERISTICS	AREA OBJECTIVES
Urban	<ul style="list-style-type: none"> - Most intense land uses - Commercial focus - Concentration of public/governmental facilities - Municipal/County water/sewer available - Major employment center - Residential mix, higher residential density - Commercial, business and office districts 	<ul style="list-style-type: none"> - Promotion as focus of development - Clustered community/neighborhood shopping Centers - Employment Centers - Development served by water/sewer - Variety of housing prices and designs - Preservation of historical areas and structures
Growth	<ul style="list-style-type: none"> - Predominantly rural or residential in nature - Stable residential areas - Significant vacant remains - Adjacent to urban core - Lies in drainage basin adjacent to developed areas and services - Predominance of secondary road network 	<ul style="list-style-type: none"> - Preservation of residential areas - Improved transportation system - Staging development with provision of roads water sewer... - Provision of local convenience stores - Preservation of natural environment - Preservation of hist. structures/areas
Rural	<ul style="list-style-type: none"> - Predominantly rural little/no development - Low density/scattered development along secondary roads - Most land is undeveloped - Predominance of undisturbed natural environment - Lies within drainage basin which can not be served with existing sewer efficiently - Higher residential decreasing toward the fringes 	<ul style="list-style-type: none"> - Maintain rural atmosphere - Provision of infrastructure after other areas are developed - restricted local convenience store development - Retention of farming activities - Preservation of natural environment - Preservation of historical structures - Allow higher density only as Planned Residential Dev.
Conservation	<ul style="list-style-type: none"> - Lies within drainage basin of major water supply streams - Environmentally sensitive areas - Contains areas of historical interest (eg. Starr's Mill) 	<ul style="list-style-type: none"> - Preservation of natural environment - Preservation of historical structures - Development must meet watershed protection - Limited development - Retention of aesthetic character

Table 2.1

Source: Fayette County Planning Department



AREA

COMPREHENSIVE GROWTH MANAGEMENT PLAN

- 1 URBAN
- 2 a GROWTH, SHORT TERM
- 2 b GROWTH, LONG TERM
- 3 RURAL
- 4 a CONSERVATION, RURAL
- 4 b CONSERVATION, URBAN

GROWTH MANAGEMENT ASSESSMENT

The influx of businesses and people into Fayetteville/ Fayette County over the past few years has resulted in some negative consequences. The resulting scattered developments have endangered our natural resources such as water and open space and has made the provision of community services both inefficient and difficult.

Growth Management strives toward guiding development into the right areas at the right time by dividing the county into several major drainage basins. Through this concept we are able to differentiate densities, development types and development sequences resulting in less costs for infrastructure, protection of our natural resources and the ability to choose between urban and rural lifestyles within the county.

GOALS

1. Use the growth management policies to improve and maintain cooperation with surrounding county and municipal governments
2. Preservation of natural resources such as water and open space.
3. Preservation of cultural and economic resources such as historic structures and places as well as farmland.
4. Improvement of service levels whenever reasonably possible and fiscally responsible.
5. Allowance of both urban and rural life styles.

RECOMMENDATIONS

- Both county and city growth management plans should be fully supported and implemented.
- Service levels within individual growth areas should be established
- Public facilities should be planned to serve the needs of the growth areas.
- Annexation, land use, and development policies should be revised to meet the concepts of the comprehensive plan.

CHAPTER 3

ENVIRONMENTAL PROTECTION

INTRODUCTION

The deterioration of our environmental quality is of worldwide concern. In order to protect our remaining natural resources, and, eventually, restore the quality of our environment, local as well as national and international goals should be set and achieved.

On the local level, through comprehensive planning, a community can identify natural resources found in the area, and establish protective measures.

ENVIRONMENTAL CHARACTERISTICS

Fayetteville is located in the southern piedmont province of the Appalachian Mountain region, specifically, the midland slope district. Common soils in the City include Alluvial, Cardcay-Wehadkee, Cecil-Applying, Gwinnett-Davidson and Pacolet-Ashlar-Gwinnett. No development should take place on alluvial soils due to the risk of flooding.

The Climate in this area is humid mesothermal which is a sub-tropical climate characterized by warm winters, warm summers and rainfall throughout the year. Temperatures average between 30 and 40 degrees F. in winter, and 80 to 90 degrees F. in summer. The average rainfall is around 50 in. annually.

AIR QUALITY

Fayetteville has no industrial sites at this time which release significant amounts of air pollutants. The main contributors of pollutants are privately owned vehicles. As the City grows, new businesses and additional vehicles will increase air pollution levels.

SOIL EROSION/SEDIMENT CONTROL

In order to prevent erosion and sedimentation problems, Fayetteville limits development to grades of 2H:1V or less. In addition, the City requires all developers to install the soil

erosion and sediment control measures required by the soil erosion/sediment control ordinance.

Steep slopes and detailed soils are mapped in the 1978 Soil Survey of Clayton Fayette and Henry Counties, USDA Soil Conservation Service. General soil groups are illustrated on Map 3.1.

The City Sedimentation and Erosion Control ordinance requires that an undisturbed Buffer of 25 Feet along all streams. In most areas, the Watershed ordinance surpasses this buffer, expanding it.

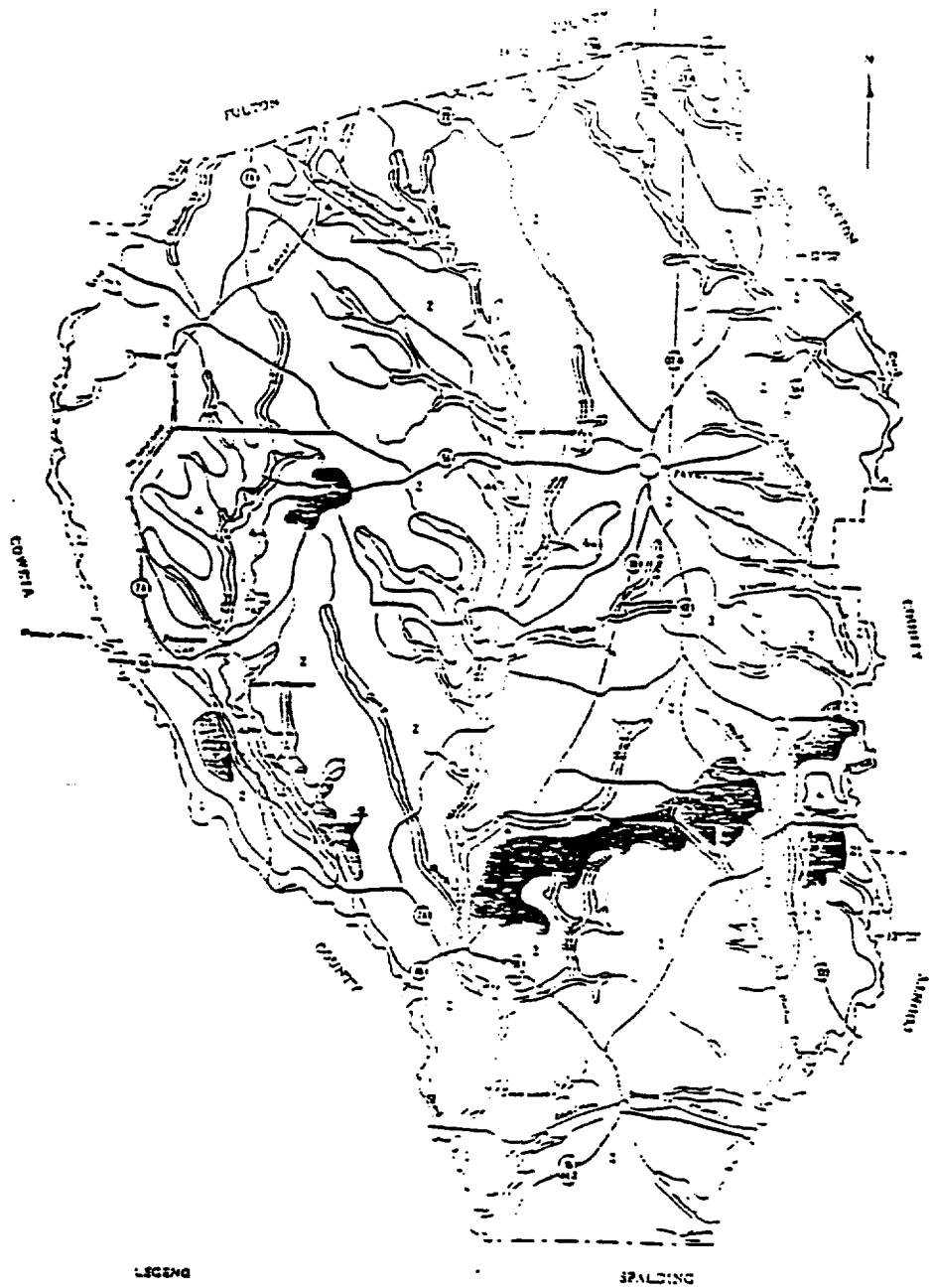
WETLANDS

Wetlands are defined by the Georgia Department of Natural Resources (DNR) as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands occur throughout the City primarily along creeks and streams (see National Wetlands Map on file at the Fayetteville City Engineers Office). Federal law requires a US Army Corps of Engineers permit (404) before disturbance of wetlands greater than one acre is allowed, including draining or filling water courses or wetlands. Georgia Rules for Environmental Planning also mandate local governments to establish wetland protection measures.

WATERSHEDS

Watersheds are natural drainage basins in which stormwater runoff flows into tributary streams to a public water supply intake. It is important that these streams be buffered to prevent erosion and to encourage filtered stormwater to enter streams slowly. Increases in impervious surface in watersheds result in dramatic increases in the quantity and velocity of stormwater. If the stormwater carries too many nutrients or persistent chemicals, the stream water quality may deteriorate so much that it can no longer be treated for water supply.

Fayetteville and Fayette County are planning to protect the watershed of Whitewater Creek and its tributaries upstream from Fayetteville's wastewater discharge point, and Pelham Creek for possible future water supply sources. The Flint River watershed will also be protected as an important water supply resource for Clayton County. Map 3.2 illustrates these watershed streams.



LEGEND

- 1. **CARTER AND ENCKEE:** Heavy loam, sandy drained and somewhat deep. Grains that are predominantly heavy siliceous. Formed in gravel regions.
- 2. **COOK AND LINDSAY:** Heavy loams and heavy loams, with gravel. Some have a red or brownish mottled brown surface. Formed in places weathered from granite and quartz.
- 3. **OWENS AND DAVIDSON:** Heavy loams and heavy loams, with gravel. Some have a red or brown mottled surface. Formed in places weathered from granite, quartz, and hematite.
- 4. **FACILETT AND LAR-GWINNETT:** Moderate loam and loam, with gravel. Some have a red or brown mottled surface. Some have a red or brown mottled surface. Formed in places weathered from granite, quartz, and hematite.

Copyright 1975

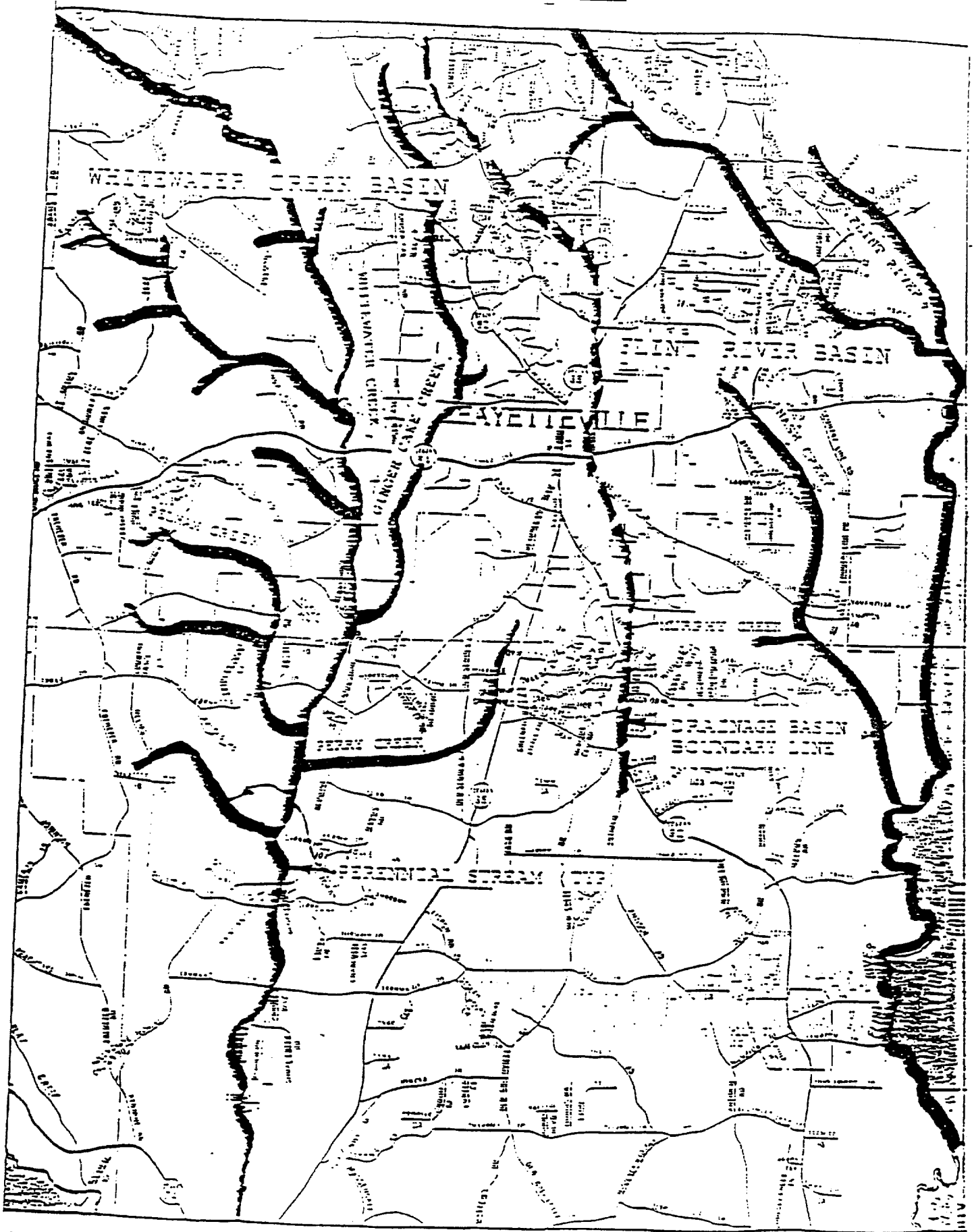
Some areas on this map may be of different soil types. The soil in this area is the same as the soil in the area shown on the map.

SPALDING

U. S. DEPARTMENT OF AGRICULTURE
 SOIL CONSERVATION SERVICE
 UNIVERSITY OF GEORGIA
 COLLEGE OF AGRICULTURE
 AGRICULTURAL EXPERIMENT STATIONS
GENERAL SOIL MAP
 FAYETTE COUNTY, GEORGIA

Scale 1:125,000

1 1 2 3 4



Map 3.2

Source: City of Fayetteville Watershed Protection Ordinance

The protection of the Surface water resources is done through the strict enforcement of Fayetteville's watershed protection ordinance. Written to conform to the Georgia Department of Natural Resources guidelines this ordinance protects all watershed streams for seven miles upstream of existing and proposed water supply intakes by requiring undisturbed buffering along the streams.

WATER SUPPLY

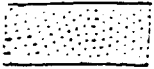
Three sources currently supply Fayette County with Water. The first source is the City of Atlanta (6 MGD through 2010). The second source is Fayette County's two reservoirs which can produce 937,000 gallons per day (1991). The City supplements County water with three deep wells. Only one of the wells is currently on line producing about 400,000 GPD. With the additional 3 wells on-line the well water supply will reach 930,000 GPD. With the ongoing search for additional groundwater the city hopes to produce an estimated total of 2 million gallons of groundwater per day.

Map 3.3 illustrates where DNR geologists believe significant groundwater recharge takes place. These are relatively flat areas where soils are deep over the bedrock, allowing stormwater to infiltrate instead of running off into streams, and where fractures in the underlying rock may store water and allow it to move.

In groundwater recharge areas shown on this map, local governments are required to adopt and enforce statewide minimum protective standards. Because Fayetteville relies on public water supply wells, more stringent standards may be needed for the recharge areas that supply Fayetteville.

At a minimum, the DNR Rules on Environmental Planning require that the City and County adopt and enforce ordinances requiring that in groundwater recharge areas, hazardous materials be stored and handled in facilities with leak and spill retention. The City may extend this preventive policy citywide. The DNR Rules also stipulate minimum lot sizes for installing septic tanks. While Fayette County is responsible for septic tank permits, the City will consider in zoning and planning for land use and sewerage the minimum lot size requirements which depend on soil types.

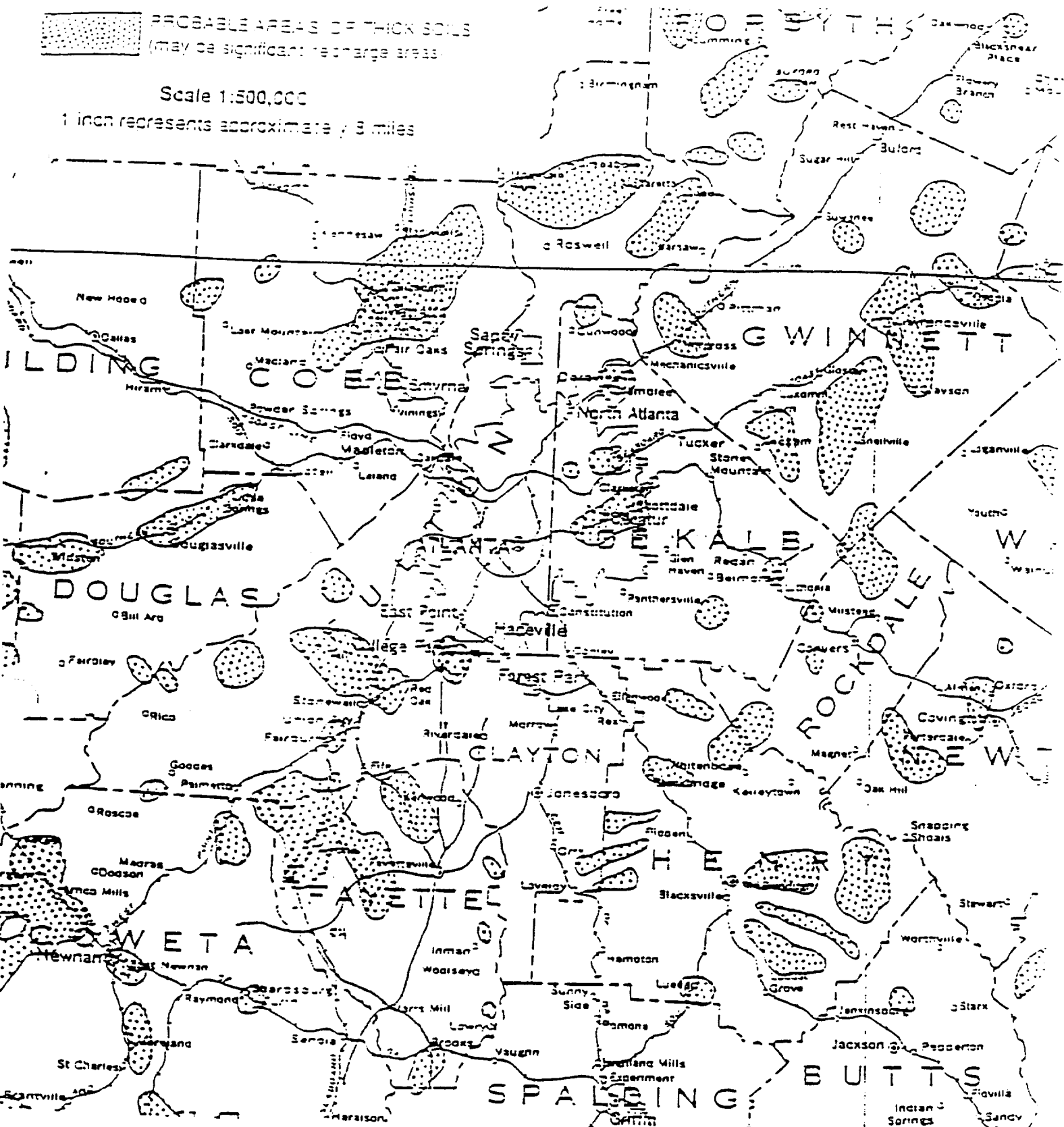
Sewerage has not been extended into the area which is a groundwater recharge area West of Whitewater Creek. Here, the minimum lots should be large enough and uses appropriate until sewerage is available.



PROBABLE AREAS OF THICK SOILS
(may be significant recharge areas)

Scale 1:500,000

1 inch represents approximately 8 miles

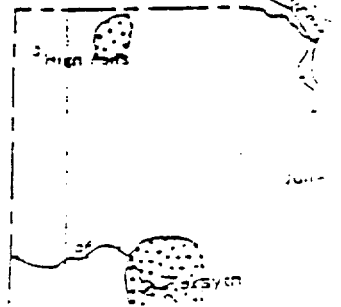
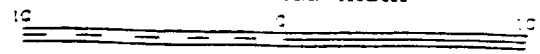


MOST SIGNIFICANT GROUND-WATER RECHARGE AREAS OF GEORGIA

by Kenneth R. Davis, John C. Donahue, Robert H. Hutcheson, and Deborah L. Walcott

Map 3.3

Department of Natural Resources



The City of Fayetteville is working with the US Environmental Protection Agency (EPA) to learn where the recharge areas may be for the public wells. This project requires extensive study. The research will include wellhead protection standards. In the meantime, City and County should work together to prevent groundwater contamination.

In addition to the ground water supply, Fayetteville also plans to build a surface water reservoir at Pelham Creek which will provide about 2.0 MGD by 1995. Prior to the beginning of construction in 1993, protection measures such as building and pavement setbacks in addition to the watershed protection requirements should be in place.

SEWERAGE TREATMENT

The City operates a 1.25 million gallon per day (mgd) capacity wastewater treatment plant on the southwest side of the City. Approximately 825,000 mgd. of effluent is released into White Water Creek south of the treatment plant. A plant expansion scheduled for completion in 1992 will gradually increase the effluent discharge to 3.75 mgd. over the next 40 years. This estimate is based on growth in the existing city limit and does not include any future service expansions due to annexation or contractual service agreements.

The Georgia DNR plans to allocate no additional stream discharges of effluent into Fayette County streams. Thus after 2010, when the total 3.75 MGD of plant capacity will be used, plans must be in place to build a land application system to serve future development (see also Chapters 11 and 13) unless DNR policy changes.

The disposal of waste from the treatment process (sludge), poses a problem. Currently, the City has a contract with a private land owner for land application of the waste. Future contracts will be sought and alternative disposal methods will be evaluated.

SOLID WASTE DISPOSAL

Fayetteville currently contracts with Waste Management, a private company, for solid waste disposal. The solid waste generated in Fayetteville is landfilled at White Oak Landfill in Dekalb County. According to Waste Management officials, the White Oak land fill site meets all applicable State and National design and monitoring standards and requirements.

To reduce the overall wastestream entering the landfill, Fayetteville has begun a successful residential curb-side recycling program. Currently newspapers, aluminum cans, glass and plastics are recycled. Since it's implementation in 1990 the average raw garbage tonnage landfilled has been reduced by 17.5 tons per month, from 203.9 tons to 184.6 tons. The participation rate of the recycling program has been about 30% since the program was implemented. The following recommendations are made to further reduce the solid waste stream:

1. Continue educational programs at public schools informing children of the importance of recycling.
2. Continue providing residents and new utility costumers with program informational packages.
3. Expand the list of materials that are included in the recycling program whenever possible.
4. Publicize participation rates and set annual goals
5. Adopt a solid waste master plan including all elements required by the state.

ASSESSMENT

Our impact on the environment on a planetary scale can only be controlled if all levels of government become involved in the preservation of natural resources and pollution control. In Fayetteville, at risk is our air quality, soil, wetlands, water supply/watersheds. The by-products of our activities such as the gaseous chemicals, effluents and solid waste and noise must be carefully controlled not only to ensure pollution free resources to our community but begin making a difference on a regional and, eventually global scale.

GOALS

- To provide a clean and adequate water supply to future residents.
- To reduce the solid waste stream by 25% by 1995

RECOMMENDATIONS

- The City should continue the well development as a source of clean water resources.

- Provide sewer services to those areas which are located in groundwater recharge areas thereby lessen the amount of the pollutants entering the groundwater.
- Maintain a long term commitment to the recycling efforts and public information
- Require that all users of hazardous materials prevent leaks and spills and encourage appropriate disposal methods.
- Adopt and implement a state approved solid waste master plan.

CHAPTER 4

ECONOMIC DEVELOPMENT

INTRODUCTION

In the broadest sense economic development seeks to bring about economic stability within the community or region. This stability can be achieved through the development of diverse industries intertwined by producers and consumers of goods and services. Through the creation of a broad economic base the local economy will achieve a greater vitality and will become more resilient to the economic fluctuations in the individual industries.

A community's economy can be divided into two sectors: the export base and the secondary base. The export base consists of those industries which serve the needs in regional, national and international communities. In other words, the export base provides goods and services to markets outside the local economy and therefore brings outside money into the local jurisdiction. These earnings provide the local community with the ability to import goods and services. The industries often associated with the export trade are manufacturing, mining and agriculture.

The Secondary-base businesses serve the local community almost exclusively. The growth of this service industry largely depends on the growth of the community and community wealth. Therefore, the secondary business sector is tied directly to the well being of export base and, for smaller communities, the regional economy. (Wilbanks, 1980)

The Following Table (4.1) shows the dramatic increases in property tax valuation from 1980 to 1990. These increases reflect the high commercial growth rate in Fayetteville.

100% PROPERTY TAX VALUE 1980, 1985 AND 1990

YEAR	LAND USES			
	SF RESIDENTIAL	MF RESIDENTIAL	COMMERCIAL	INDUSTRIAL
1980	\$ 24,532,400	\$ 1,151,350	\$ 10,992,000	0
1985	\$ 75,231,558	\$ 8,364,202	\$ 23,893,090	0
1990	\$145,332,000	NA	\$119,992,000	\$ 78,115

Table 4.1

Source: Fayette County Tax Assessors Office

FAYETTE COUNTY AREA
 INDUSTRY MIX BY EMPLOYMENT (1989)

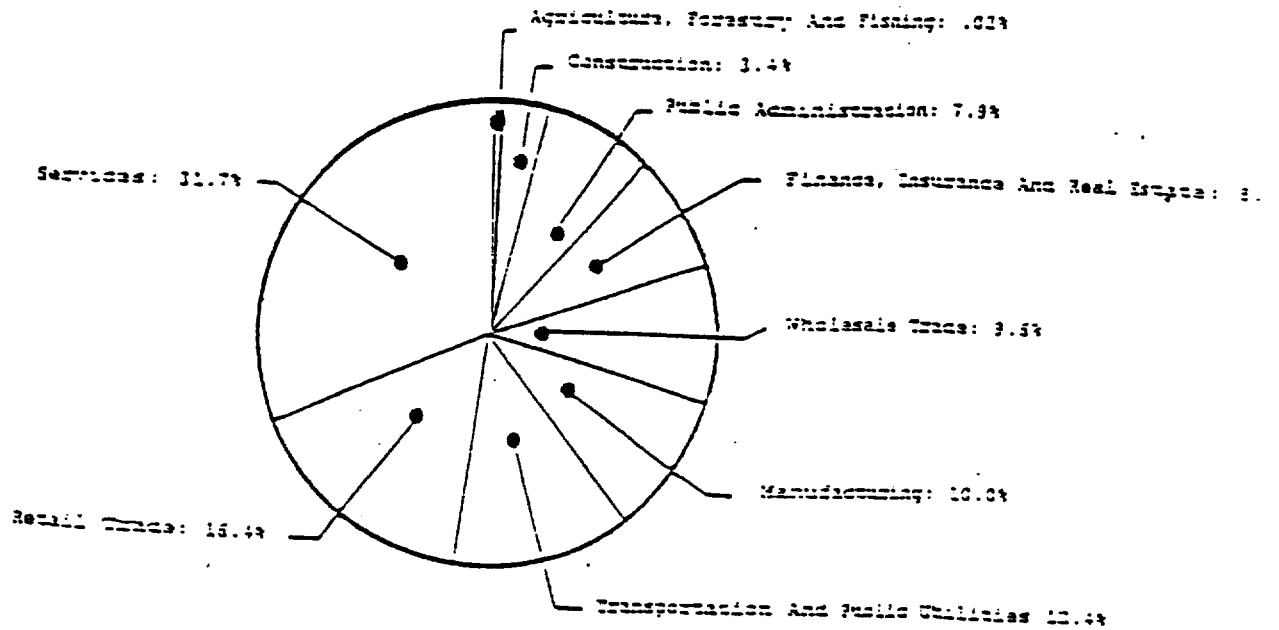


Figure 4.1
 Source: Georgia Department of Industry Trade and Tourism;
 "Georgia Economic Profile"; 1990

REGIONAL ECONOMY

Because Fayetteville still serves as a bedroom community to the Atlanta metro area, regional industries impact greatly on the local economic and physical growth. During the period from 1970 to 1990 Atlanta and, specifically, the South Metro region enjoyed a very fast growing economy. Trends indicate this growth to continue albeit at a slower rate over the next 20 years. (Woods & Pool Economic Inc, 1990)

Most of the large regional employers fall in the secondary-base business category providing goods and services to the local economy. A large sector of south metro businesses are supported by the Atlanta airport and the transportation industry. A decline in this industry could have a significant ripple effect on the local and regional economy. 1990 unemployment rates (Table 4.7) reflect the impact of the closing of Eastern Airlines on Fayette County residents.

10 LARGEST EMPLOYERS IN THE FAYETTE COUNTY AREA

<u>Employer</u>	<u>Industry</u>	<u>County</u>
Delta Air Lines Inc.	Air Transportation	Clayton/Fulton
AT&T Communication	Telephone Communications	Fulton
AT&T Technologies	Electrical Goods	Fulton
Atlanta Newspapers	Newspaper Publishers	Fulton
BellSouth Services	Telephone Communications	Fulton
C&S Bank	Commercial Banks	Fulton
Coca Cola Co.	Beverages	Fulton
First National Bank	Commercial Banks	Fulton
Georgia Power Co.	Electrical Services	Fulton
Southern Bell	Telephone Communications	Fulton

Table 4.2

Source: Georgia Department of Labor; 1989

3 LARGEST PRIVATE EMPLOYERS IN FAYETTE COUNTY

Employer	Industry	#EMP.
Matsushita Communication	Home Audio/Video Equipment	750
NCR Corporation	Professional & Comm. Equip.	590
TDK Electronics	Electrical Equipment	300

Table: 4.3

Source: Fayette County Chamber of Commerce, Leadership Fayette Class, 1991

THE FAYETTEVILLE ECONOMY

Traditionally, Fayetteville has been the retail and government center of the county and this trend continues today. In the early 1800's Fayetteville was chosen to be the location of the County Court House because it was centrally located in the county.

Presently, Fayetteville supports a number of large shopping centers, retail businesses and two industrial parks. Most of the companies in the parks are secondary-base businesses in the construction trade. No formidable primary manufacturing industry is located within the city limits.

FAYETTE COUNTY INDUSTRY MIX

INDUSTRY	# OF ESTABLISHMENTS	AVG. MONTHLY EMPLOYEES
Agriculture	29	179
Mining	3	64
Construction	220	1,341
Manufacturing	62	3,180
Transportation and Public Utilities	44	430
Wholesale Trade:		
WST - Durable Goods	68	1,144
WST - Nondurable Goods	36	294
Retail Trade	216	3,345
Finance Insurance and Real Estate	94	634
Services:		
Personal Services	29	121
Auto Repair	24	123
Miscellaneous Repair	21	63
Motion Pictures	10	58

Amusement and Recreation	14	156
Health Services	54	497
Legal Services	12	48
Social Services	10	146
Engineering and Management Services	44	200
Household Services	15	19
Federal Government	5	114
State Government	6	59
Local Government	6	2,104
TOTAL	1,098	17,694

Table: 4.4

Source: Georgia Department of Labor; 1989

RETAIL TRADE AND SERVICE INDUSTRY

As shown on table 4.1, Fayetteville's most of the tax value growth during the 1980's occurred in the commercial retail and service sections. The following charts further reflect the dominance of this business sector in the City's economy.

1987 RETAIL, SERVICE, AND WHOLESALE CHARACTERISTICS

	# OF ESTABLISHMENTS	# OF EMPLOYEES	ANN. PAYROLL	AVG. MC. PAY
RETAIL	141	1,743	\$ 15,885,000	\$ 642
SERVICE	153	1,424	19,957,000	841
WHOLESALE	30	186	2,998,000	448

Table 4.5

Source: Atlanta Regional Commission, 1991

1987 FAYETTEVILLE/FAYETTE COUNTY
RETAIL AND SERVICE ESTABLISHMENTS

RETAIL

<u>TYPE OF BUSINES</u>	<u>FAYETTEVILLE</u>	<u>FAYETTE CO.</u>
RETAIL:		
Building and Garden	12	22
General Merchandise	5	6
Food	17	31
Auto Dealers	14	17
Service Stations	7	12
Clothing	15	20
Furniture	15	19
Restaurants	26	60
Drug Stores	5	11
Misc.	25	49
TOTAL:	141	247
SERVICE:		
Lodging	1	2
Personal	23	34
Busines	26	44
Auto Repair	13	19
Misc. Repair	5	11
Amusement	5	12
Health	39	58
Legal	10	16
Social	7	15
Eng. Arch. Mangmt.	21	43
TOTAL	153	202

Table: 4.6

Source: Atlanta Regional Commission, 1991

FAYETTEVILLE LABOR FORCE CHARACTERISTICS

Fayetteville and Fayette County's unemployment rate (Table 4.7) is far below state and national averages. This low rate reflects the lack of an employable labor pool and, therefore, companies which need a high number of skilled laborers have avoided Fayette County.

The steady increases in the labor force can be attributed to the high population increases (Table 4.8) Commuting patterns (Table 4.9) showed that a majority of the labor force in 1980 commuted to employment locations outside the Fayetteville, Fayette County Area.

FAYETTE COUNTY UNEMPLOYMENT RATE
1984 TO 1990

	1984	1985	1986	1987	1988	1989	1990	1991
Fayette Co.	3.3%	3.3%	2.7%	2.9%	2.8%	2.9%	3.4%	2.6%
Georgia	6.0	6.5	5.9	5.5	5.8	6.0	6.2	4.1
United States	7.5	7.2	7.0	6.2	5.5	NA	5.8	6.6

Table: 4.7

Source: Georgia Department of Labor; 1991

FAYETTE COUTNY
LABOR FORCE/POPULATION INCREASES

	1983	1988	% Change
Population	35,890	55,828	35.7
Labor Force	15,989	28,325	43.5
Unemployment	823	803	-2.0

Table 4.8

Source: Fayette Co. Planning Department; 1990. Bureau of the Census; 1989

1980 COMMUTING PATTERNS

FAYETTE CO. RESIDENTS			PERSONS WORKING IN FAYETTE CO.		
County of Employment	Number	Percent	County of Residence	Number	Percent
Fulton	4,431	34%	Fayette	4,337	63%
Fayette	4,337	33	Clayton	762	11
Clayton	2,291	18	Coweta	677	10
DeKalb	276	3	Fulton	404	6
Coweta	241	2	Spalding	190	3
Spalding	148	1	Meriwether	135	2
Henry	134	1	DeKalb	94	1
Gwinnett	90	1	Henry	36	1
Other	1,120	9	Other	281	4

Table 4.9

Source: Bureau of the Census; 1980

The average per capita income levels are shown on Table 4.10. Overall, the wage levels of the county population are significantly higher than the state and national averages. This higher than average wage level is reflective of the highly skilled labor force. The above average income level also reiterates the fact that the labor force of the county is mostly managerial and/or technical in nature (Table 4.11).

AVERAGE PER CAPITA INCOME

	1880	1983	1987
Fayette	\$10,998	\$13,455	\$19,221
Atlanta MSA	N/A	12,492	17,293
Georgia	8,348	10,398	14,320
U.S.	9,919	11,687	15,484

Table 4.10

Source: Georgia Department of Labor; 1989

FAYETTE COUNTY EMPLOYMENT BY OCCUPATION 1970 and 1980

	1970	1980
Managerial and Professional	815	3,195
Technical, sales	1,140	5,056
Service	447	1,129
Farming, Forestry, Fishing	192	115
Precision Production	748	2,059
Operators, Fabricators, Laborers	1,159	1,965

Table 4.11

Source: U.S. Bureau of the Census; 1970, 1980

FAYETTEVILLE ECONOMIC ASSESSMENT

Historically, Fayetteville has been the retail center of the county, and this trend is expected to continue. However, expansion in this secondary industry has very little to offer in terms of economic growth to the Fayetteville area because it operates on the revenue generated within the community, skill

levels of Fayette workers exceed the needs of this industry and it does very little to diversify employment opportunities for Fayetteville residents. As these commercial interests grow, fewer workers will be available. This trend could result in a drastic increase in wage levels and higher product costs.

A diversification in the economy, creating occupations more in tune with our service oriented labor force and industrial revenue generated outside the Fayetteville/Fayette County area can be achieved through the development of primary forms of industry in Fayetteville.

In order to attract this industry, several factors will have to be evaluated in order to identify specific industry types for which Fayetteville is best suited. These factors include: The lack of low and medium skilled labor; the lack of a direct access to an interstate highway, and the lack of an established large-lot industrial park.

GOALS

- Establish a broader industry base without negatively impacting the existing character of the community.
- Increase and maintain the vitality of Fayetteville's retail businesses.

RECOMMENDATIONS

- Identify and improve an area for a light industrial and professional business park.
- Capitalize on the historic nature of the Fayetteville's downtown by focusing on the renovation of this area.

CHAPTER 5

HISTORIC PRESERVATION

INTRODUCTION

The heritage of Fayetteville is one of the most important assets in the community. This heritage is characterized in the many older stores and homes in Fayetteville. An unfortunate reality is that these special sites have undergone rapid change as a result of such activities as commercialization, real estate speculation, transportation expansion, urban growth and the shifting of the central business district. This change has altered image, character and meaning in that the original attributes which gave Fayetteville its character have been destroyed or altered.

Most of the historic buildings are located in the downtown area of Fayetteville. This area includes the Court House square, parts of Lanier Ave., Glynn St, Stonewall Ave. and Lee St. as well as N. Jeff Davis Dr. (Map 5.1).

With the development of new shopping areas at the outskirts of town, many of the businesses in this area have declined at an alarming rate. Any effort to preserve and rebuild the character of the downtown area would, almost certainly, have to include a strong economic revitalization program as well.

INVENTORY OF HISTORIC STRUCTURES

So far, only six buildings in Fayetteville have been identified as meeting the criteria for the National Register of Historic Places (NRHP) (Map 5.2). One of these buildings, the Court House is already on the register (Table 5.1). It is expected that more of Fayetteville's older homes and businesses would qualify for the NRHP designation. However, no survey has been taken of these sites to evaluate their merit.

DOWNTOWN FAYETTEVILLE



DOWNTOWN FAYETTEVILLE

Map 0.1
Source: Fayetteville Mainstreet Committee

FAYETTEVILLE HISTORIC STRUCTURES

<u>Historic Sites</u>	<u>Nature of Hist. Designation</u>	<u>Priority</u>	<u>Map Code</u>
Fayette County Court House	Historical, Ace	1	A
Fayetteville Train Depot	Historical, Ace	2	B
Court House Sq. Commercial District	Architecture, Ace	2	C
Holiday / Fife House	Historical, Ace	2	D
Margaret Mitchell Library	Historical, Ace	3	E
American Legion Loc House	Architectural, Ace	3	F

Priority Codes: 1-critical, 2-essential, 3-desirable,

Table 5.1

Sources: Fayette Co. Planning Dept.; McIntosh Trail Regional Development Center

PREVIOUS PRESERVATION EFFORTS

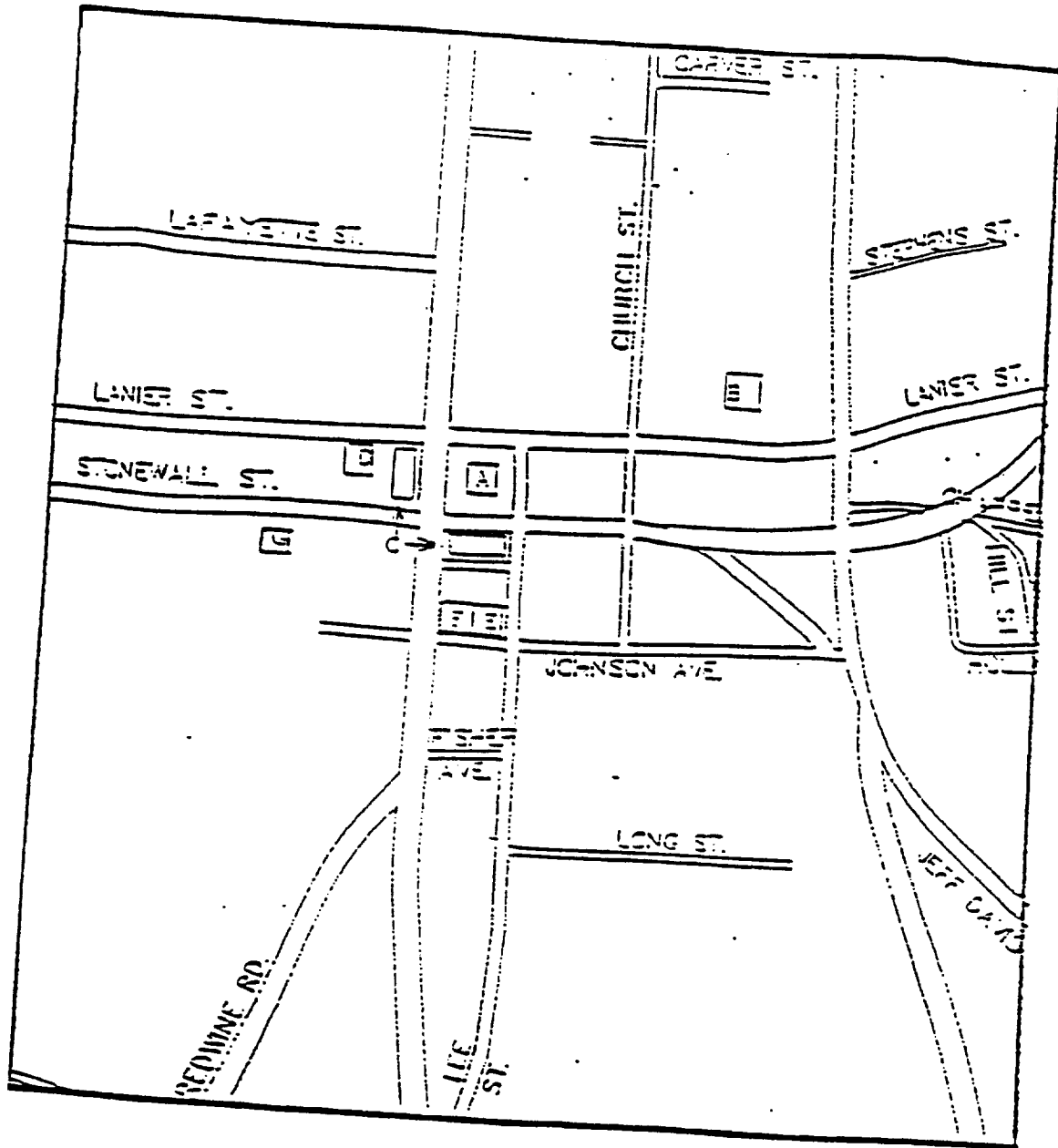
In 1989 the City Council held a public hearing to consider drafting a Historic Preservation Ordinance. After a long public debate, Council concluded that rather than a preservation ordinance, architectural guidelines should be established to preserve the downtown architectural theme.

Efforts by the Fayette County Historical Society to identify buildings and areas throughout Fayette County have been approved and are currently underway.

ASSESSMENT

Although many of the older homes and businesses have been altered or destroyed by developments in the downtown area, many remain. These Buildings are mostly concentrated near the Court House square and along North Jeff Davis Drive giving Fayetteville residence a glimpse of the City's past. Previous efforts to

SITES QUALIFIED FOR OR PRESENTLY
INCLUDED ON THE NATIONAL REGISTER
OF HISTORIC PLACES



Historic Site/Building

Map 5.2

Source: McIntosh Trail Regional Development Center

protect the older homes and businesses have done little to prevent their destruction.

GOALS

1. The protection and promotion of the architecture and ecology of the mapped downtown area.
2. The protection of the investments property owners have made in their homes and businesses.
3. The preservation of existing structures as uses change from residential to business.

RECOMMENDATIONS

1. Provide legislation which will require property owners/developers to meet architectural and landscape guidelines based on the architectural theme of the older homes and businesses of Fayetteville.
2. Maintain a high standard of aesthetic quality throughout downtown Fayetteville.
3. Encourage property owners/developers to adapt existing structures for commercial purposes.

PART III LAND USE

CHAPTER 6

RESIDENTIAL LAND USE

INTRODUCTION

During the mid to late 1980's Fayetteville has experienced an almost explosive growth in residential land development. In order to protect the quality of life for Fayetteville residents amidst the continued growth of the community, the land use policy regarding residential development has focused on the protection of property values.

While protecting residential areas from incompatible land uses, this policy should also be geared towards providing a wide variety of housing types and prices while preserving the natural and historic resources of the community.

The discussion in this chapter will focus on Fayetteville's specific housing needs in relation to population growth, the affordability of housing in these areas as well as recent residential land use trends.

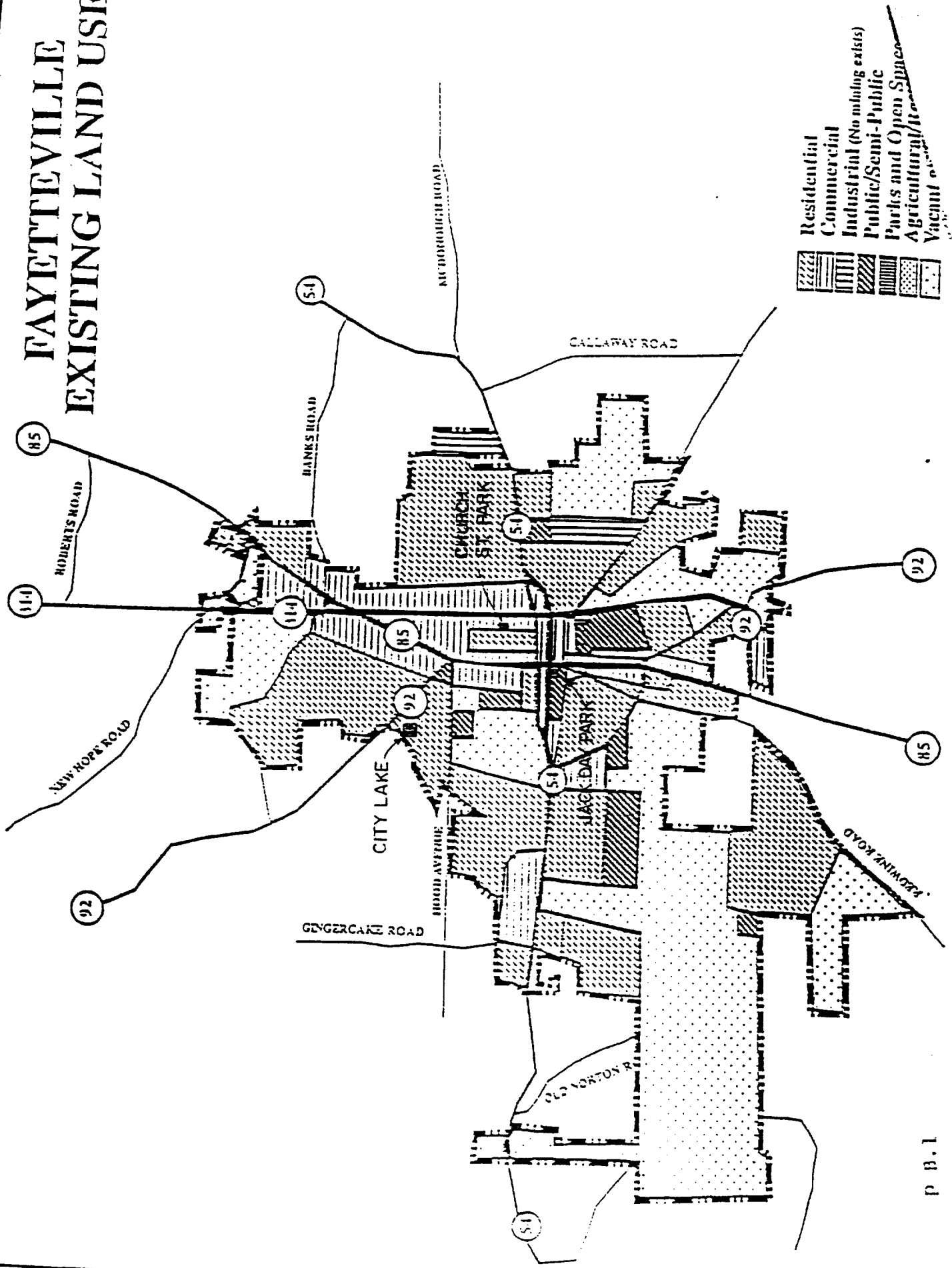
RESIDENTIAL DEVELOPMENT CHARACTERISTICS

Fayetteville is primarily a residential community. Residential land use makes up 64% of the total land uses in the city. Single Family residential subdivisions generally lie between major thoroughfares while Multi-Family developments are mostly located directly adjacent to the highways. Low to moderate income housing areas are located in the downtown area of Fayetteville (map 6.1).

Recent trends such as locating commercial developments between thoroughfares and residential subdivisions and the commercialization of residential areas along the arterials has caused a considerable amount of controversy in the community.

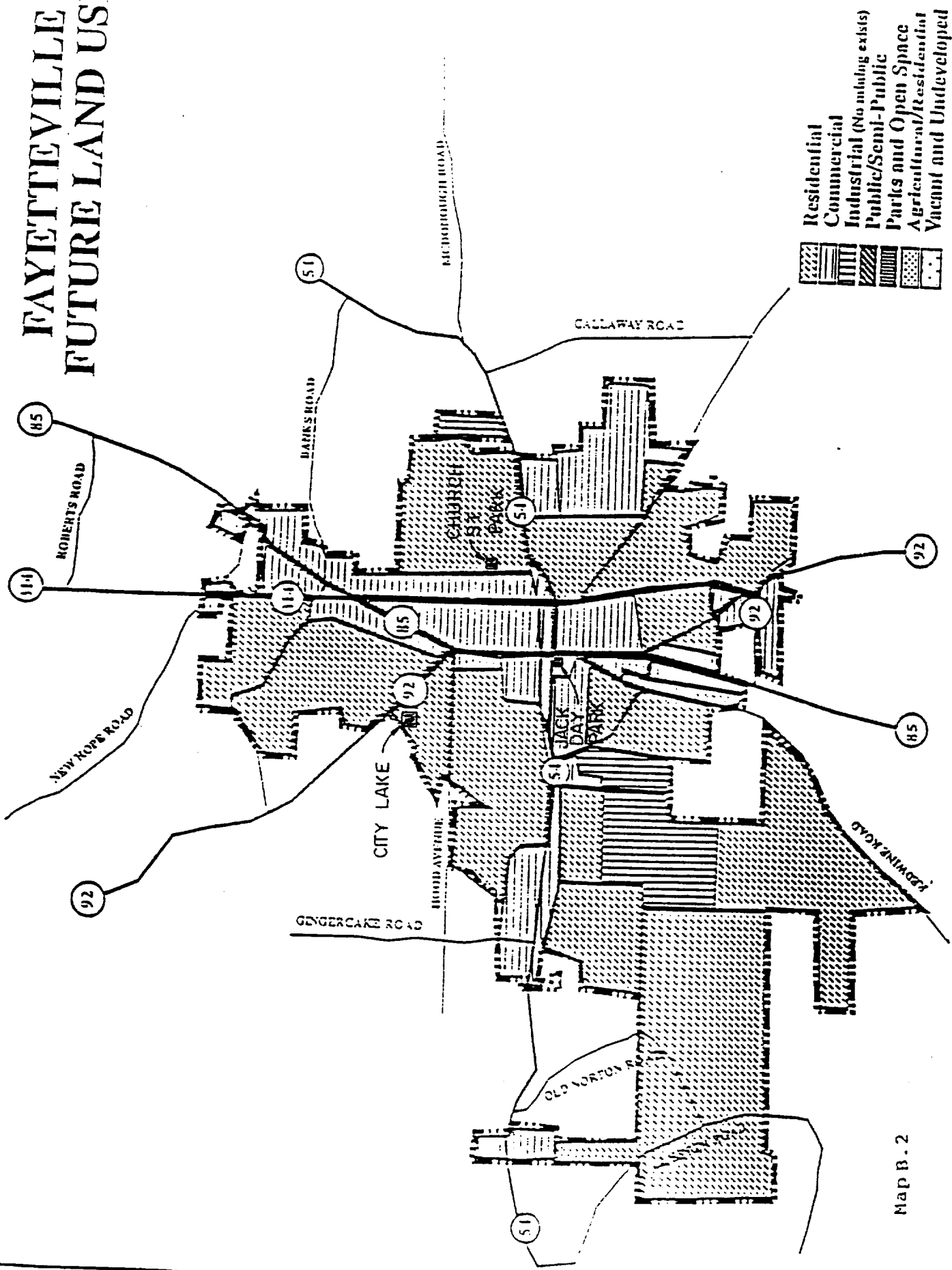
The city previously addressed this issue by requiring extensive buffer areas between incompatible land uses. In 1989, however, the City Council adopted a Land Use Plan which introduced a "step-down" approach to zoning. This policy is based on separating incompatible land uses by decreasing or stepping down use intensity such as commercial uses near residential areas (Fayetteville Land Use Plan; 1989).

FAYETTEVILLE EXISTING LAND USE



- Residential
- Commercial
- Industrial (No mixing exists)
- Public/Semi-Public
- Parks and Open Space
- Agricultural/Vacant
- Vacant




FAYETTEVILLE FUTURE LAND USE

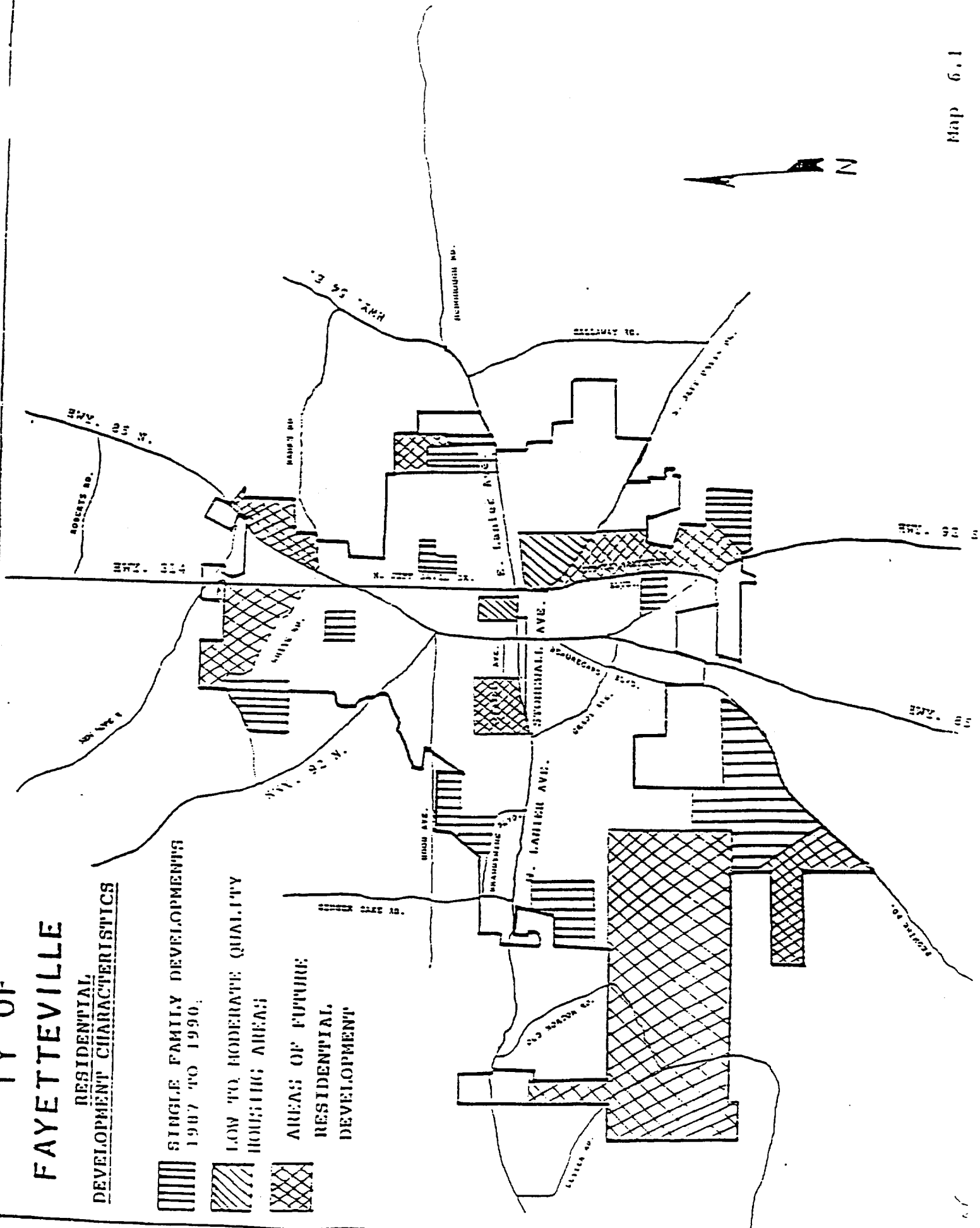


Map B. 2

FAYETTEVILLE

RESIDENTIAL DEVELOPMENT CHARACTERISTICS

-  SINGLE FAMILY DEVELOPMENTS 1987 TO 1990.
-  LOW TO MODERATE QUALITY HOUSING AREAS
-  AREAS OF FUTURE RESIDENTIAL DEVELOPMENT



YEAR	RESIDENTIAL ACREAGE*	PERCENT OF TOTAL
1977	1,764 Acres	79%
1989	3,698	64%

* Includes both developed and undeveloped land

Table 6.1

Source: Fayetteville Land Use Plan; 1989

HOUSING COSTS / HOUSING NEEDS

Assuming an annual population increase of 5.48% over the next 20 years and a household size of 2.4 persons, approximately 133 additional homes per year would be required to meet housing needs. Buildout or maximum growth of the city at the present city limits will occur when the overall population density has reached 3.5 persons per acre for the balance of currently unused residential land within the city limits. At present calculations, described in chapter one, this buildout will happen at a population of around 13,000 in approximately 20 years. Approximately 1,279 acres of residentially zoned land is currently vacant and available for future housing development (Map 6.1).

As discussed in chapter one of this plan, housing costs in the County have increased well ahead of inflation over the past 30 years. These cost increases hold true for both renter and owner occupied housing and have resulted in a housing shortage for low to moderate income families. This sector of the population is gradually decreasing as families move elsewhere to find affordable homes.

ASSESSMENT

Fayetteville is a residential community which, despite rapid population and physical growth, has retained much of its small town atmosphere. The preservation of the character of this community depends much on the land use decisions that are made.

Sound planning policy, geared towards preserving both natural and historic resources, as well as protecting established residential neighborhoods from commercial intrusion will aid in retaining the character of Fayetteville in spite of high growth rates.

Yet, as we strive to protect the town character we cannot lose sight of providing affordable housing to all segments of population. Policies can be established by local government

which will allow a diversification of our housing market. As the remaining residential land develops this diversification will play an important role in meeting the housing needs of the poor and elderly of the city.

GOALS

- Preserve established neighborhoods
- Offer a broad range of residential densities

RECOMMENDATIONS

- Continue to review and update ordinances to meet the housing demand.
- Continue the policy of step-down zoning intensities to protect established neighborhoods.

CHAPTER 7

NCM RESIDENTIAL LAND USE

INTRODUCTION

Commercial activities serve to provide convenient shopping opportunities for area residents. Because of limited retail opportunity in the unincorporated areas, Fayetteville has, traditionally, been the focus of commercial development in the county.

Subsequently, the commercial activity in Fayetteville has provided profits for owners, employment for local residents and an expanded tax base for the community.

For the purposes of this plan, commercial land use includes a broad variety of business activities. These activities range from low intensity professional and office uses to the high intensity retail uses. The issues commonly associated with the topic of commercial economic growth, convenience to the public, environmental quality and development impact on noncommercial neighborhoods.

This chapter will discuss the impact and benefits of commercial land uses as well as discuss classification and location criteria for different commercial uses.

EXISTING SITUATION

Commercial sales in the city exceeded 95.2 million dollars in 1988. According to the Georgia Department of Industry Trade and Tourism, employment in the retail sector of the local economy is about 16.4% of the total number of jobs. This figure represents about 12.6 million dollars in payroll annually.

In addition to the economic benefits, retail trade also contributes approximately \$110,000 in property taxes as well as \$150,000 in local option sales tax to city tax revenues (Fayetteville Chief Finance Officer; 1989).

However, the physical aspects of rapid commercial growth have raised a great deal of controversy among city residents. At the center of this controversy is the infiltration of commercial uses into existing neighborhoods, loss of area property values when such infiltration occurs and loss of historic and natural resources as a result of development.

The demand for commercial development in Fayetteville lags behind area population growth. Commercial developers and retailers who are hoping for high profit margins due to the county population and income demographics often fail to realize that the new shopping centers cannot generate new business or create buying power.

Because during the 1980's Fayetteville's population increased at a slower rate than commercial square footage, new shopping centers draw shoppers and business away from existing developments. This trend caused a decrease in investment in the central business district and an increase the number of vacant commercial centers in Fayetteville.

COMMERCIAL USE CLASSIFICATION IN FAYETTEVILLE

Today's commercial development in Fayetteville is characterized as follows:

Professional, Office and Institutional Uses

Office and professional developments usually follow residential and commercial development trends. This is particularly true for certain types of developments. For example, legal professional and office support functions surrounding the Court House and other governmental offices. The Fayetteville land use plan uses office and professional uses as buffers between residential and higher intensity commercial developments.

Locational criteria for this use is good access to thoroughfares with adequate capacity, landscaped or existing buffers to separate residential uses, available sewerage, near the town center.

Highway or "Strip" Commercial

Highway or "strip" commercial developments occur as miscellaneous collection of small centers and individual stores along road frontages. This form of development is often comprised of fast food restaurants, auto service uses and older small businesses.

This type of commercial activity contributes heavily to urban blight. Another problem attributed to strip commercial uses is that the numerous curb cuts required by these sites create traffic hazards and reduce the overall volume carrying ability of city thoroughfares.

It is not recommended to that this form of commercial development be allowed to continue due to the high service costs to the City.

Shopping Centers

Currently, Fayetteville shopping centers total approximately 996,000 square feet of retail area. The occupancy rate of these centers is a moderate 85%. These centers generally fall into three categories (Table 7.2), each distinctive in its own function:

Neighborhood centers are designed to provide the public with convenient day to day items close to their place of residence. The types of stores found in the community shopping centers include small super markets, barber shops and shoe repair etc. Location criteria for neighborhood centers and unserved residential area within a 1/2 mile radius, adequate road and sidewalk access.

Community centers provide a wide range of services. In addition to the goods and services provided by the neighborhood centers, community centers function as weekly and monthly shopping locations. Stores common to community centers are those provided by neighborhood centers, junior department stores and large supermarkets. Locational criteria for community centers direct access to a thoroughfare with adequate capacity, sewerage, not adjacent to residential when possible.

Regional malls traditionally provide shoppers with a central location for one or more department stores and a variety of smaller merchandise stores. Recent trends indicate a change in the function of the mall to community center and gathering point as well. Typically, regional malls include pet shops, apparel stores, gift shops, restaurants etc. Locational criteria for regional malls is access to a limited access thoroughfare or interstate, sewerage, not adjacent to residential.

INDUSTRIAL COMMERCIAL LAND USE (In Acres Zones)

YEAR/TYPE	OFFICE	RETAIL	INDUSTRIAL	TOTAL
1977				
USED	68	43	15	126
VACANT	179	113	40	332
TOTAL	247	156	55	458
1988				
USED	461	465	180	1106
VACANT	259	296	349	904
TOTAL	730	751	529	2010

Table 7.1

Source: Keck and Wood Inc.; 1983

CHARACTERISTICS OF SHOPPING CENTER TYPES

Types of Shopping Centers:

NEIGHBORHOOD CENTER

Purpose..... Convenience goods and services
Principal Tenant..... Supermarket
Typical # of Stores.. 5 to 20
Typical Size..... 4 to 10 acre site; average 50,000 sq.
ft. building
Minimum Support..... 2500 to 40,000 people within 1.5 mile
radius
Local Example..... Hudson Plaza, Fayette 85 Center

COMMUNITY CENTER

Purpose..... Personal services, convenience goods
softlines and hardlines
Principal Tenant(s).. Supermarket, junior department store
Typical # of Stores.. 15 to 40
Typical Size..... 10 to 30 acre site; 150,000 sq. fit.
building
Minimum support..... 40,000 to 150,000 people within 3-5 mile
radius
Local Example..... Banks Crossing, Fayette Corners

REGIONAL MALL

Purpose..... General merchandise, apparel,
furniture, restaurants
Principal Tenant(s).. One or more full line department
store(s)
Typical # of Stores.. 40 or more
Typical Size..... 30 or more acres
Minimum Support..... 150,000 or more people within 8 mile
radius
Local example..... None

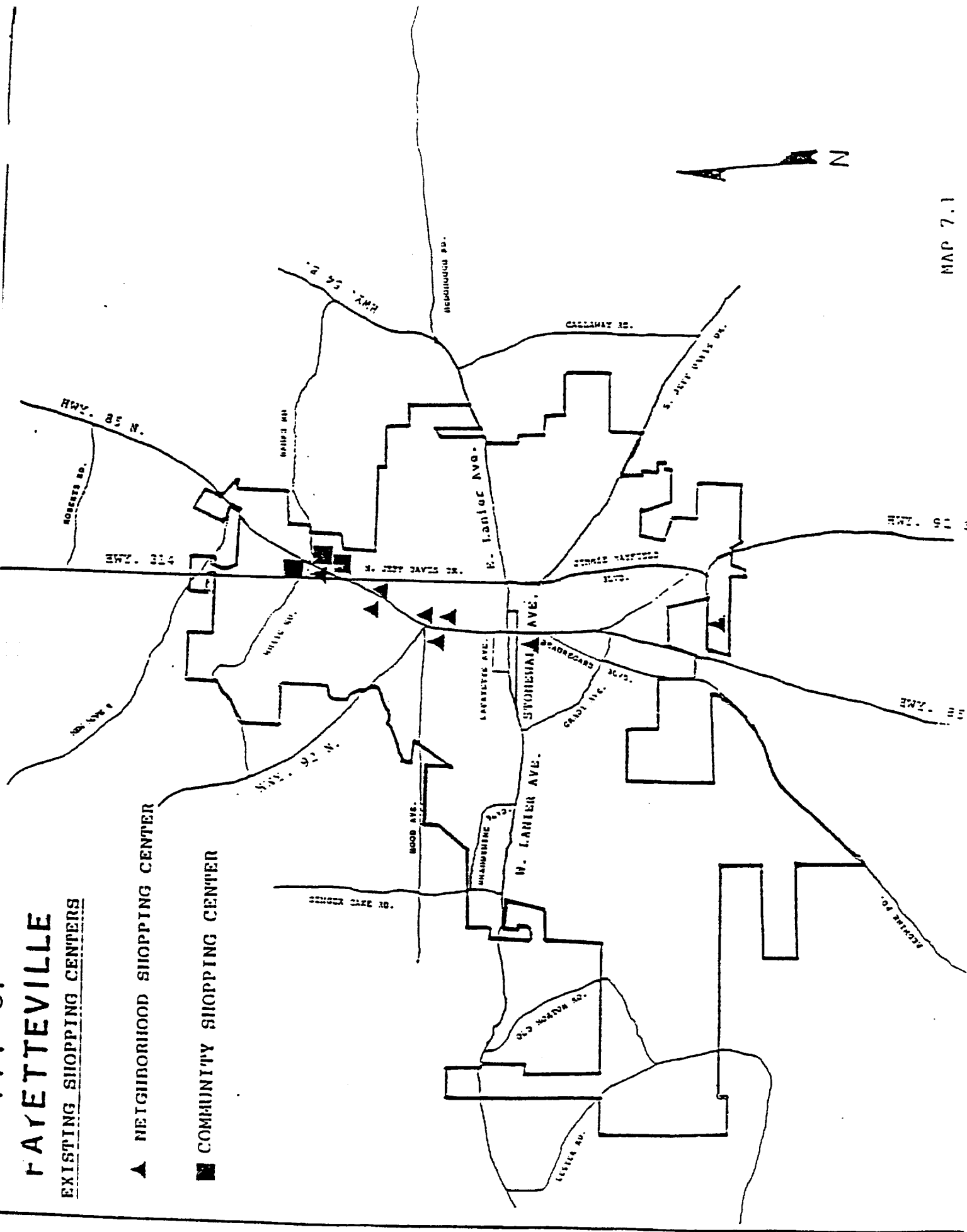
Table 7.2

Sources: "Community Builders Handbook"; Urban Land Institute;
1968
"Shopping Center Development Handbook"; Urban Land
Institute; 1985

FAYETTEVILLE

EXISTING SHOPPING CENTERS

- ▲ NEIGHBORHOOD SHOPPING CENTER
- COMMUNITY SHOPPING CENTER



MAP 7.1

ASSESSMENT

Commercial activity will continue to be vital to Fayetteville's local economy. However, our need to promote the local economy and expand revenues should be tempered with the need to preserve the residential, historical and natural environments of the city.

Furthermore, future commercial development should be examined in terms of cost/benefit to the community. All too often, the cost of public facilities and services outweigh projected revenues from such developments.

GOALS

- Create an environment where business thrives.
- Seek commercial development while maintaining the vitality of the downtown business environment.

RECOMMENDATIONS

- Continue to focus on Fayetteville's downtown revitalization project
- Seek the participation of the city's business community in achieving land use goals
- Invest in the business community by offering top quality municipal services.

CHAPTER 8

TRANSPORTATION

INTRODUCTION

Fayetteville's transportation is dominated by commuter traffic during rush hours. Thousands of vehicles drive through the City in the morning heading from Fayette County to Atlanta, and return in the evening. In addition, the commercial area of Fayetteville attracts many workers in the morning from the surrounding region, who return home in the evening. These vehicles generally use Hwy 85, Hwy 54, Hwy 92, Hwy 314, Jeff Davis, and Jimmie Mayfield, causing congestion during the peak hours.

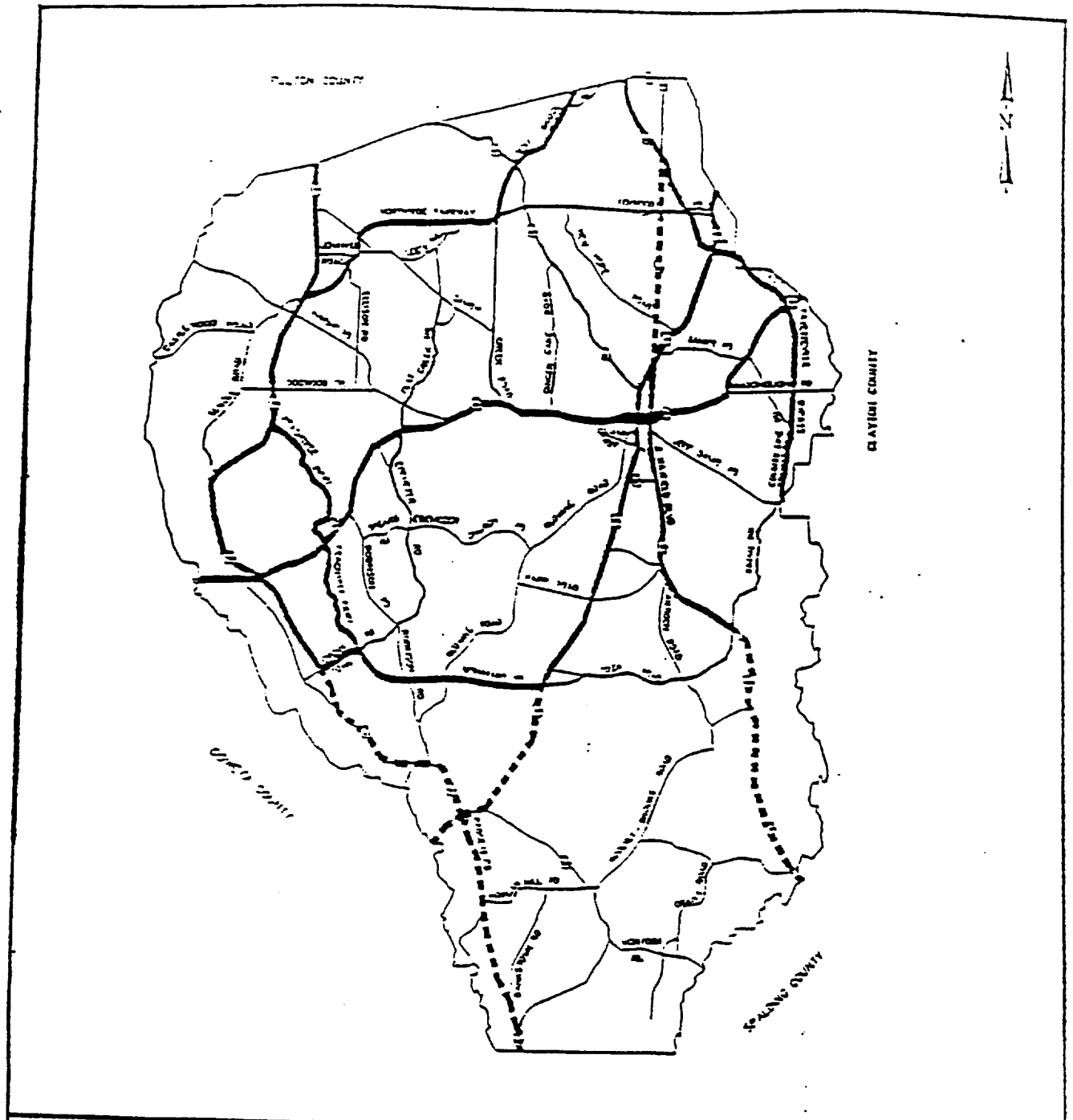
The residential areas of Fayetteville have streets of adequate size, but many are in need of repair, and some are being encroached upon by new commercial and light industrial growth. Preserving the small town atmosphere by reducing traffic and constructing a bypass is recommended by the residents. Additional sidewalks are also needed for pedestrians.




EXISTING STREET SYSTEM

Fayetteville's street system consists of approximately 12 miles of major roads and 7 miles of collector roads as shown on the attached map, and approximately 24 miles of minor streets. The Street Classification criteria is shown on Table 8.1.

The major roads include State Highways 85, 54, 92, and 314, Jeff Davis Dr., Jimmie Mayfield Blvd., and Ginger Cake Road. The state highways are improved and maintained by the DOT. The others are maintained by the City, and improved by the City generally with state funds. Currently Highways 85, 54 and 314 are congested or have intersection problems during rush hour traffic, but are scheduled for improvement projects. North Jeff Davis was recently widened and now has sufficient capacity for many years of expected growth. Jimmie Mayfield has adequate right-of-way for another two lanes, which will be constructed when the growth necessitates it. Ginger Cake Rd. has adequate capacity now. South Jeff Davis has adequate capacity now but needs repairs where the pavement has deteriorated. The intersections of Jimmie Mayfield / S.R. 92 S. and S.R. 314/ Banks Road/ White Road have high accident rates and need modifications.

In General, the collector streets have sufficient capacity but pavement repairs are needed in several areas. The Local Assistance Resurfacing Program (L.A.R.P.), provided by the



Legend		Future Circulation Plan Multilane & Major Two Lane Road System Fayette County Road Improvement Plan
Multilane Roadways		
Major Two Lane Roadways		
Future Improvements Beyond 2003		

Map 8.1

Source Fayette County Planning Department, 1989

Georgia Department of Transportation, is currently the major source of funding for these repairs. The alignment of White Road poses a problem because the sharp curves create short sight distances.

The minor streets have sufficient capacity but also are in need of repair in some areas.

Fayetteville Street Classification System

<u>Type of Street</u>	<u>Criteria</u>
Major Streets	Thoroughfares designed and used for high traffic volumes and cross-town traffic movement.
Collector Streets	Thoroughfares designed and used for moderate traffic volumes, generally having right of way over intersecting minor streets.
Minor Streets	Streets designed and used primarily for low traffic volumes and access to individual lots.

Table 8.1

Source: City of Fayetteville Zoning Ordinance, 1989

FUTURE TRAVEL DEMAND

The anticipated growth of Fayette County over the next several years will increase traffic significantly on all the major roads and many of the collectors. The Fayette County Road Improvement Plan identifies many of the areas of increased traffic and the City Transportation Plan, further refines the information. Highways 54 and 314 are currently being improved by the DOT to accommodate the increased traffic, and improvements to Hwy. 85, Jimmy Mayfield, Hwy. 92 South, and White Road are planned for the future. The construction of "Corporation Blvd." in the southeastern section of the City is planned to occur with development of this area to accommodate growth.

Minor streets will continue to deteriorate in the future and a long term maintenance program is needed to keep the problems in check. Capacity of the streets is not expected to be a problem.

ASSESSMENT

There are three major issues facing Fayetteville regarding transportation:

- 1) Accommodating growth
- 2) Maintaining neighborhoods
- 3) Funding

Accommodating growth will be accomplished by constructing new roads, adding lanes to existing roads, improving intersections, and maintaining pavement structures. In addition public transportation can be considered and car-pooling should be encouraged to reduce traffic volumes.

Neighborhoods will be maintained by repairing pavements of existing streets and preventing the increased traffic volumes from adversely affecting the adjacent residential areas.

Funding is limited for improvements. The State DOT and Development Impact Fees will be the major sources of monies for major road improvements. The general fund will be the likely source of monies for safety improvements and pavement repairs, although other sources such as State aid and bond issues should be considered.

GOALS

The transportation goals of the City are as follows:

- 1) Implement the Impact Fee Program for Transportation.
- 2) Implement a city-wide street maintenance program.
- 3) Eliminate congestion and safety problems.
- 4) Provide new roads, widen existing roads, and improve intersections to accommodate growth.

RECOMMENDATIONS

1. Currently Programmed by DOT - funded by State
 - a. Hwy. 54 widening
 - b. Hwy. 314 widening
2. Future Projects recommended in Roadway Improvement Program

3. Maintenance Program - Funded by City
Streets to be determined as program develops
4. Other Projects:
 - a. White road curve - Funded by City and/or Privately

CHAPTER 9

OPEN SPACE CONSERVATION

INTRODUCTION

Open space can be divided into two main groups based on the function of each. The first group, parks and recreation areas, is established for the recreation needs of the public. Undevelopable open space, the second group, is mostly the result of local ordinances and regulations which severely limit or eliminate development of land areas (i.e. buffers, between incompatible land uses, watershed protection areas, wetland and floodplains).

The provision of public open space is becoming a more important issue for the residents of Fayetteville as the size of the city increases. Human needs are satisfied through passive and active recreational opportunities. It is therefore essential that a plan for future development of the community includes adequate provisions for recreational development.

Equally important is the preservation of the environmental quality of the city. Through the preservation of environmental sensitive areas, a significant amount of undevelopable open space will be created. This open space will minimize the impact of incompatible uses and soften the harsh lines of new developments.

The development of parks and the preservation of open land has several significant psychological and physical benefits. An extensive open space program adds to the desirability of a community, preserves property values and broadens recreational opportunities for the citizens of Fayetteville.

EXISTING CONDITIONS AND FUTURE NEEDS

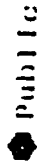
Presently, Fayetteville recreation areas consist of those owned by the City and those which are part of private developments. Parks owned by the private sector are usually maintained by individual homeowners associations. The City zoning ordinance requires open space in Multi-family (MF), Residential Townhouse Condominium (R-THC) and Residential Planned Unit development (PUD) districts. A recent trend in subdivision development is the voluntary inclusion of private amenity areas.

The city maintains a total of 1.25 acres of improved park land and an additional 36.62 acres presently held as park reserve at the City lake site (Map 9.1).

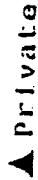
FAYETTEVILLE

PARKS AND RECREATION

NEIGHBORHOOD PARKS

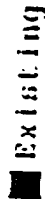


Public

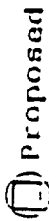


Private

COMMUNITY PARKS

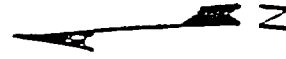


Existing

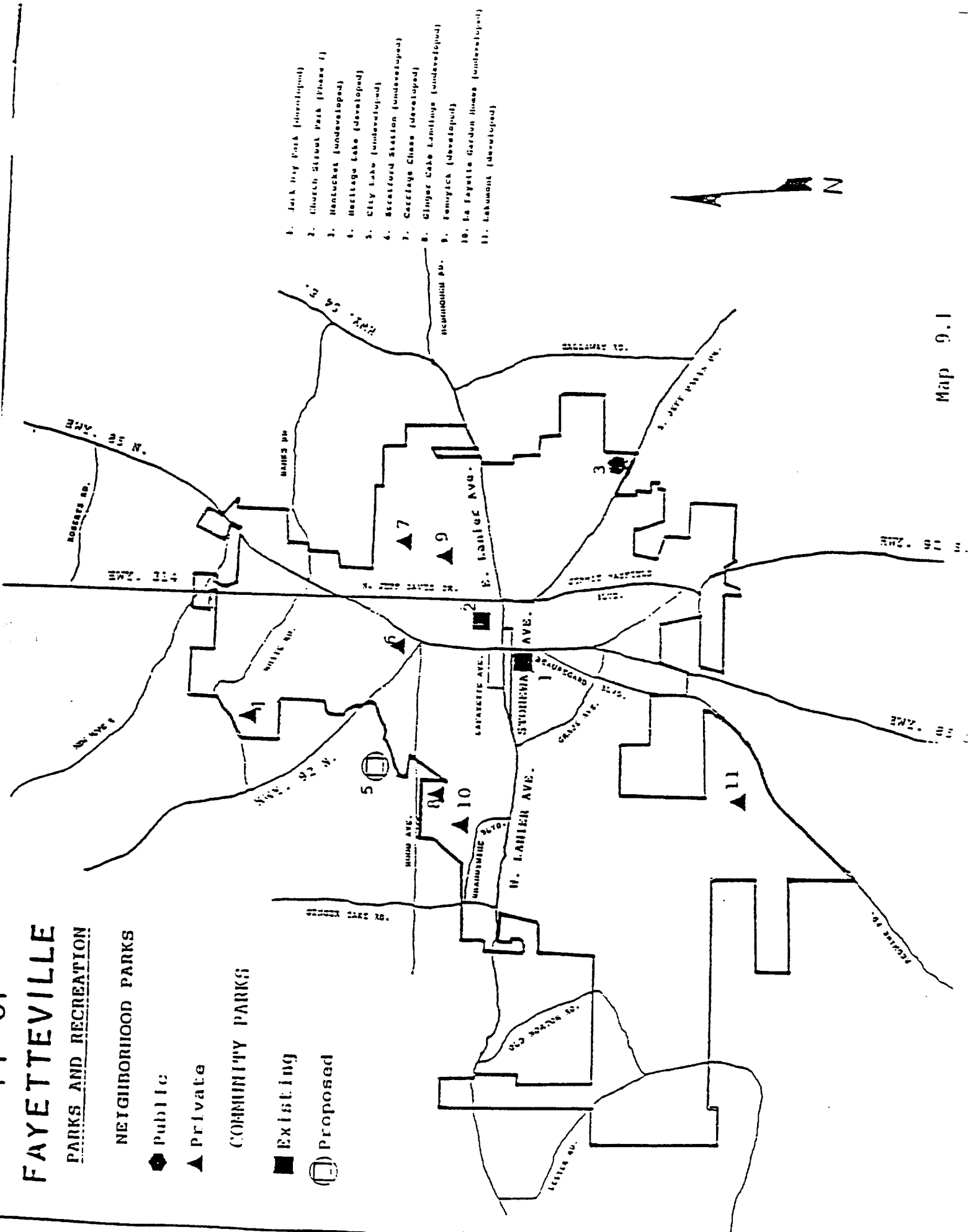


Proposed

1. Jack Day Park (development)
2. Church Street Park (Phase 1)
3. Mantucket (undeveloped)
4. Heritage Lake (developed)
5. City Lake (undeveloped)
6. Scatterford Station (undeveloped)
7. Carrlags Chase (developed)
8. Ginger Cake Landings (undeveloped)
9. Lempyck (developed)
10. La Fayette Garden House (undeveloped)
11. Lakumont (developed)



Map 9.1



The national standard of recommended population to park acreage ratio, according to the National Recreation Association (NRA) is 3 acres of park area per 1000 population. Presently, the City maintains Church Street Park (1 acre), Jack Day Park (1/4 acre) and 36.62 acres of land at the City Lake for approximately 37.87 acres of improved park area (Fig. 9.1). To meet NRA recommendations for the year 2000, the City would need to add approximately 1.65 acres of park land.

Aesthetic open space is becoming more abundant with the implementation of ordinances which protect watersheds, floodplains and wetlands as well as the recent changes to the zoning ordinance which increased buffer requirements. The most dramatic impact of these regulations will be seen in the Whitewater and Gingercake creek areas. The enforcement of the Watershed ordinance and current state and federal wetland regulation will result in a significant amount of undevelopable open space.

PARK CLASSIFICATION, FAYETTEVILLE

TYPE OF PARK	SIZE (acres)	POPULATION SERVED	SERVICE AREA
Neighborhood Parks	Less than 1	100-5,000	1/3-3mi.
Community Parks	1 to 25	5000-10000	3-10 mi.
Regional Parks	25 to 50	10000-100000	10-10mi.

Table 9.1

Source: Adapted from the National Recreation Association

ASSESSMENT

The provision of open space is becoming more important with the growth and urbanization of Fayetteville. The two main categories of open space, recreational and undevelopable, serve to meet the psychological and aesthetic needs of the City.

The implementation of environmental protection regulations will serve to protect much of our open space, particularly along our lakes and rivers.

The acreage of the City's public parks falls far short of the recommendations made by the National Recreation Association.

POPULATION AND DEVELOPED PARKS
1980 TO 1990

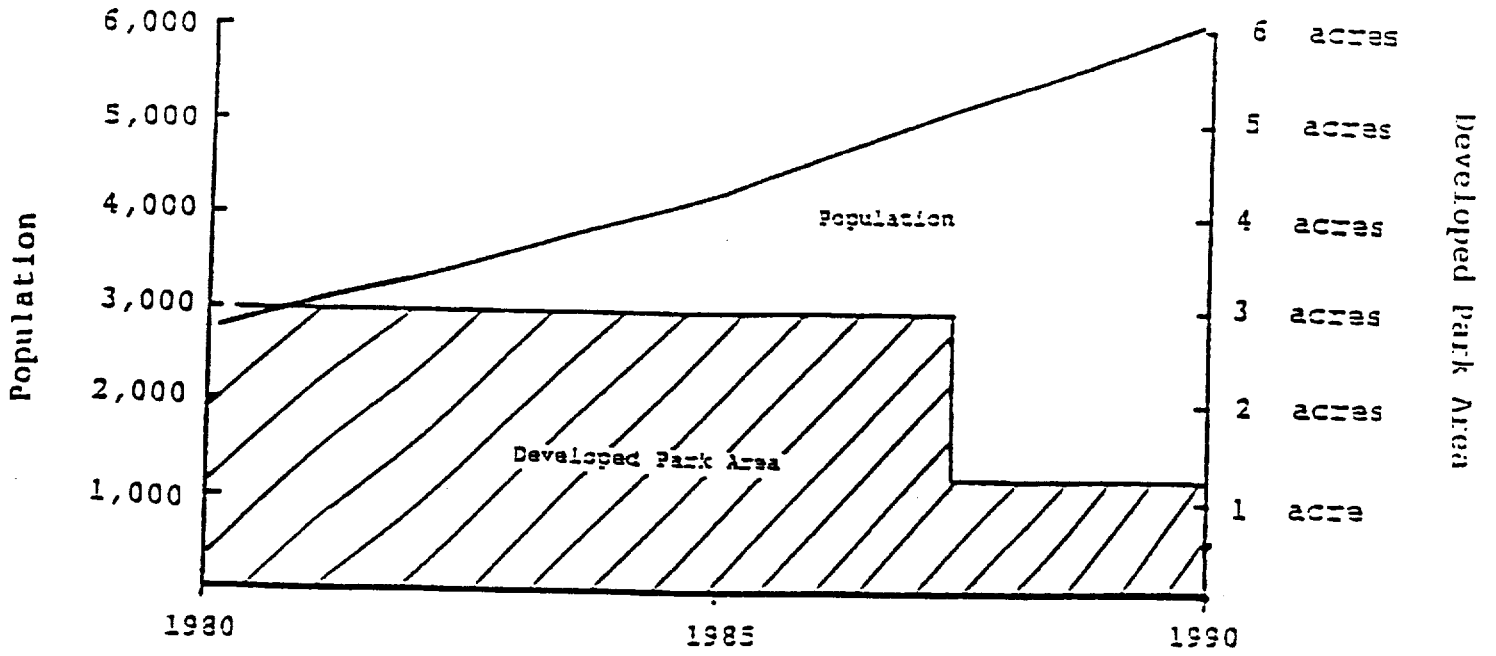


Fig. 9.1
Source: Fayetteville Planning Department

The anticipated growth will further widen this gap.

GOALS

- Continue to research new areas that can be used as open space and passive parks that provide a higher standard of living for Fayetteville's residents.

RECOMMENDATIONS

- Develop the city lake property into a passive recreation park.
- After the planned relocation of City Hall, expand the adjacent Church Street park to include the current City Hall property (total of 2.0 acres increase)
- Explore the possibility of using the city well-head protection areas as neighborhood parks.
- Active recreational uses should be avoided by the city because of the high costs involved in providing this service.
- As Fayetteville's senior population grows seek to provide sufficient recreational opportunities for this segment of population.

CHAPTER 10

URBAN DESIGN

INTRODUCTION

Loosely defined, urban design is the management of the visual and physical development of the built environment. This concept, through the organization of the physical environment, seeks to preserve and enhance the community's unique and distinctive character.

The term urban design is somewhat misleading because it is not solely limited to application of the urban setting. The enhancement of visual perception of the environment is appropriate anywhere human features are present. Therefore, the visual properties of development significantly influence the character of rural and suburban as well as urban areas.

Because of social and economic reasons, communities are divided into a number of different land use areas, including residential neighborhoods, commercial centers, and employment concentrations. Each area supports a different activity and as such has a distinct character which corresponds to its function.

URBAN DESIGN IN LOCAL CONTEXT

Predominantly, Fayetteville is a suburban community. Land use in the City is dominated by Single Family Residential Development. Commercial areas however, dominate the character of Fayetteville because of their highly visible location along major streets and thoroughfares.

The City, through the Architectural and Landscape Review Committee, has made some attempt to regulate non-residential design. Urban design issues in Fayetteville should focus on the visual perception driving into town, the scenic vistas along our roads and the safe and convenient interaction of vehicles and pedestrians in the downtown area.

ENTRANCES INTO FAYETTEVILLE

The "small town atmosphere" of Fayetteville is highly regarded by its residents. To preserve this unique character, the transition areas between rural county and urban city should be clearly defined along the roads leading into Fayetteville. Major entrances include Hwy. 85 north and south, Hwy. 314 North of the City, Hwy. 92 Northwest and Southeast. and Hwy. 54 East and West of the City.

URBAN FOREST

Although Fayetteville is rapidly urbanizing, the community has retained a mostly wooded environment in most residential and some commercial areas. To preserve this environment Fayetteville, in 1991, adopted a tree protection ordinance. This ordinance applies to all non-residential, multi-family and future single family subdivision developments and requires the developer of such projects to save a minimum of 20% of trees on site. Through proper enforcement of these regulations our urban trees should continue to dominate Fayetteville's landscape.

LANDSCAPING

The City's tree preservation requirements are supplemented by a landscaping ordinance. This ordinance applies to all nonresidential and multi-family developments. Unlike the tree protection ordinance, the landscaping requirements apply also to existing development. Compliance with the ordinance is required whenever a development permit or certificate of occupancy is requested by the owner or developer of applicable property.

The landscaping ordinance requires the planting of two trees, one specimen and one understory, for every 2000 Sq. Ft. of impervious surface on site. The planting of specimen trees such as Oak will ensure their continued presence in the city as the existing trees die out with age.

SIGNAGE

Signage plays an important part in communication and advertisement. The visual clutter often associated with the overuse and haphazard placement of signage not only poses a major safety hazard but also dominates the aesthetic quality of the town's character (Figure 10.1). Regulation of signage therefore must balance the economic importance of advertising with the safety and aesthetic concerns of the Community. Currently all signage in Fayetteville is regulated by a sign ordinance which regulates the size and locations of signs. This ordinance also seeks the removal of signs which do not meet its requirements.

STREETSCAPE

In addition to signage, the character along public roads give the traveler a lasting impression of the community. So far, most streetscape improvements are planned for the downtown area. Through a combination of traffic improvements, architectural regulation and proper placement of street trees and street furniture such as benches and lights city officials and downtown merchants seek to create a visually pleasing atmosphere for potential customers of this area.

TYPICAL STREETSCAPE AND SITE DESIGN PROBLEMS

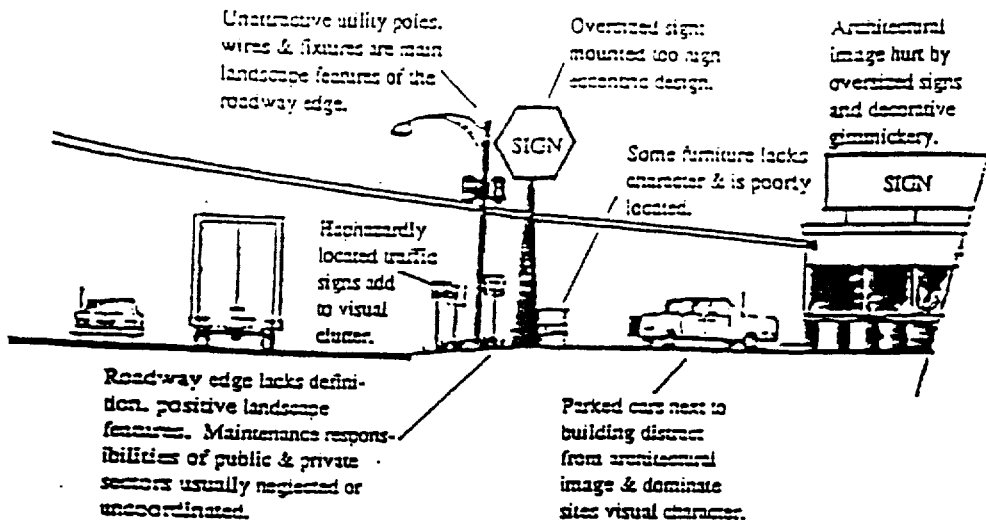
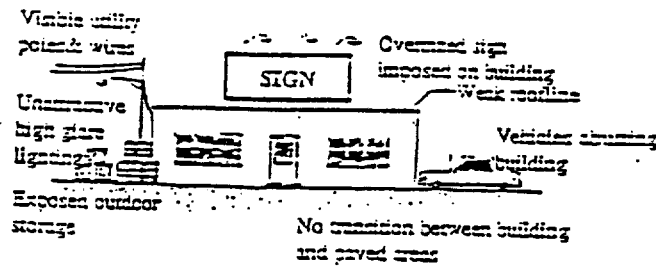


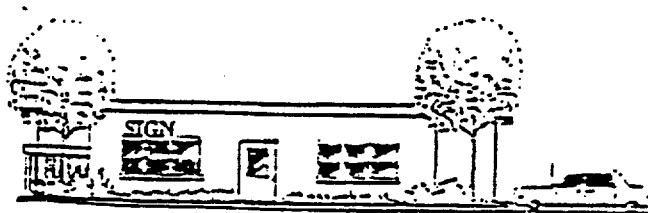
Figure 10.1

Source: Fayette County Growth Management Plan

TYPICAL SITE IMPROVEMENTS



Strip commercial image can be changed by attention to detail



- Remove oversized signs, merge sign & facade
- Shade trees scale down site, enframe building
- Simple screen fence hides onsite storage
- Landscape buffer around building keeps parked cars sufficiently away, improving visual image
- Light standards in scale & character with building

Figure 10.2

Source: Fayette County Growth Management Plan

If successful, these efforts could be expanded to include other highly visible areas of the city. During this process special consideration should be taken of the existing architectural characteristics of these areas.

ASSESSMENT

Many people move to the Fayetteville area because it has been successful in preserving a small town appearance lost to many communities in the Atlanta area. The preservation of this character hinges largely on the visual perception along our most traveled streets and thoroughfares. As Fayetteville continues to grow, design oriented regulations should be established which strive towards balancing commercial and residential growth with the preservation and enhancement of the town character.

GOALS

- The preservation of Fayetteville's character
- The continued recognition of the visual and functional importance of trees and other vegetation.
- Increased sensitivity to architectural innovation

RECOMMENDATIONS

- Work with Fayette County to focus community entrances by making the transition from rural to urban noticeable along major thoroughfares.
- Establish architectural standards for different areas of the city based on their existing character.
- Continue to strictly enforce existing signage, tree preservation and landscaping requirements.
- Support and recognize groups and individuals who contribute to the beautification of the city such as city beautiful organizations, garden clubs and neighborhood groups.

CHAPTER 11

COMMUNITY FACILITIES

INTRODUCTION

In anticipating and planning for growth, it is vital that adequate infrastructure is available to support the physical and population increases of the city. Most of these facilities fall into five categories, institutions, cultural resource facilities, public safety, public works and administrative (Table 11.1).

FACILITY CLASSIFICATION

<u>TYPE OF FACILITY</u>	<u>CLASSIFICATION</u>
Schools Medical Care Mental Health Social Services	Institutions
Libraries Community Center Parks/Recreation Museums	Cultural Resources
Police Department Fire Department	Public Safety
Water Distribution Sewer Collection Street Maintenance	Public Works
City Hall	Administrative

Table 11.1
Source: Fayetteville Planning Dept.

SCHOOLS

Public Schools in Fayette County are administrated by the Fayette County Board of Education. There are 5 schools in Fayetteville, Fayette County High School, Fayetteville Middle School, Fayette Elementary, East Fayette Elementary School and Hood Avenue Elementary School. The Elementary schools and the middle school serve the northeastern portions of the county. Fayette County High School serves the eastern half of the county.

3,933 students attend the five schools which is about 30% of the county total. Currently, the average teacher student ratio in Fayette County is 1 teacher for every 22 students.

Projected facility needs are based on the set maximum capacities of each school (Table 11.2) and population growth estimates. At this time, construction is in progress for an additional high school on the north side of Fayette County. Also, additions and modifications are planned for several Fayetteville schools in order to accommodate the anticipated population increases.

MAXIMUM CAPACITY STANDARDS
BY SCHOOL TYPES

<u>School Type</u>	<u>Capacity Standard</u>
High School	2,000 students
Middle School	1,200 students
Elementary School	800 students

Table 11.2

Source: Fayette County Board of Education, 1990

MEDICAL CARE

There are no hospitals in Fayette County. Hospital services to Fayetteville residents are provided by Clayton, Coweta and Spalding County hospitals. A certificate of need for a hospital in Fayetteville was denied by State health officials in 1988.

Medical care is also provided by about 25 full-time and 25 part-time physicians. Fayette Medical Center is the only major medical facility in the County. This clinic is open 12 hours a day but does not have emergency facilities.

The Fayette County Health Department provides some medical services for the low to moderate income families. These services are geared primarily toward preventive services (i.e. immunizations, pre- and postnatal care).

MENTAL HEALTH

Mental health agencies in this County are supported by both private and public funds. These services are provided by the the Fayette County Mental Health Department. Costs of these services to the patient are based on the patients income.

There are no in-patient mental health facilities in Fayette County. However, a 50 bed private mental health center has been applied for to the State Health Agency.

SOCIAL SERVICES

Human services are provided by the Fayette County Health Department, Family and Children Services, Juvenile Court and the Fayette Co. Youth Protection Home as well as civic groups, private clubs and churches.

The Facilities for these organizations are publicly and privately maintained. Meeting rooms for many of these organizations are scarce.

LIBRARY

Fayette County operates a 5,000 sq. ft. county-wide library in Fayetteville. This library is administrated in conjunction with the Flint River Library System and contains approximately 30,000 books. The City of Fayetteville contributes annually to the library budget. Given the current county population estimate of 63,000, this would mean a shortfall of approximately 21,000 volumes based on the recommended number of volumes per capita.

The projected County population by 2010 is approximately 150,000. This population will require an additional 70,000 sq. ft. of library space and 100,000 additional books (Flint River Library System, 1990).

COMMUNITY CENTER

Fayetteville does not have a community center at this time. However, plans for this type of facility are being considered in conjunction with Phase III of the Church Street Park expansion project.

PARKS AND RECREATION

(See Chapter 9)

MUSEUMS

The Fayette County Historical society building is the only facility which can be considered a museum. The Historical Society is housed in the 1000 sq. ft. former Margaret Mitchell Library building. Artifacts there are mostly from the Civil War and reconstruction periods.

POLICE

Fayetteville's Police facility is located in the Public Safety Building at 105 Johnson Avenue. The Police Department currently occupies 4,000 sq. ft. of this facility. Within the Police Department are jail spaces for 18 prisoners, a small kitchen, a booking room, dispatch office and administrative offices. Along with the Fire Department, this facility also houses a court room and court services office. A recent expansion of the Police Department provided additional offices spaces, investigations offices a holding cell and a secure area for the transfer of prisoners in and out of police vehicles.

Although the existing jail facility meets the city's needs, expected population increases will require the addition of cell spaces during the next 20 years.

FIRE

The Fayetteville Fire Department is also housed in the Public Safety Building at 105 Johnson Avenue. The Fayetteville fire station includes 2 apparatus bays, administrative offices and dormitory facilities for six staff.

The location of fire stations is largely based on response times within a given service district. Due to the time temperature constraints, outlined in chapter 12, the optimal response time is between five (5) and six (6) minutes. The existing facility is centrally located and enables the department to respond to calls within the optimal time frame for most of the service area. However, some parts of the city limits are outside the optimal response time area.

Given current growth estimates and, subsequently, increasing traffic congestion, the areas outside the optimal response time are expected to increase. Thus, Fire Department plans include the construction of an additional station near the N. Hwy 85 corridor within the next five years. Other facilities are planned to be located on the west, east and south side as the city limits expand.

WATER TREATMENT AND DISTRIBUTION

The City purchases most of the water from the Fayette County. Until recently, Fayetteville operated a .15 Million Gallons Per Day (MGD) water purification plant, located inside the City at a small reservoir on the west side of town. This facility was closed because of high operating and maintenance costs. The City also embarked on a groundwater well project in order to become self-sufficient in its water supply. About 930,000 GPD should be available to the city by the end of 1992 as a result of this project. Currently one well is online supplying the City with

about 400,000 GPD. The city is continuing to seek and develop new well sites to meet future water demands. It is estimated that as a result of to ongoing search for groundwater an additional 1.0 MGD will be found. Also, the city plans to begin the development of the proposed Pelham Creek reservoir within the next five years. The reservoir will provide an additional 2.0 MGD at its completion by 1995. The total amount of water produced by the groundwater wells and Pelham Creek reservoir will be about 4.0 MGD

The Water Department estimates that by the year 2010 the City will have to provide an average of 1.5 MGD with a peak demand of about 3.0 MGD in order to remain self sufficient in meeting water demands. This estimate does not take into account any large developments, annexations or service agreements.

The existing water distribution lines consist of about 50 miles of lines ranging from 2 to 16 inches in size. The lines are in good condition and should meet build-out demands. therefore, no major reconstruction of line segments is planned other than relocations required by the Department of Transportation. The City requires developers to furnish and install waterlines in new developments.

Also, the water system includes a 1.0 MGD elevated storage tank. Considering estimated demand increases, an additional 1 MGD tank is needed by 1995.

SEWER COLLECTION AND TREATMENT

Sewer collection and treatment facilities include approximately 47 miles of sewer lines ranging from 6 to 24 inches in diameter, a 1.25 MGD sewer treatment plant and 8 lift stations. Other than DOT required relocations, no major reconstruction or size upgrading is planned. Sewer lines and lift stations needed for new developments are required to be provided by developers.

An expansion of the treatment plant, to be completed by the middle of 1992, will increase the treatment capacity to 3.75 MGD.

By 2010 average daily sewer flow is estimated at 1.46 MGD with peak flows of about 2.8 MGD from the existing City limits. Potentially, after completion of the expansion, the capacity provided could meet sewer needs of the next 20 years and beyond, given historical flow trends. These estimates do not, however, include increases of flow due to annexations and service agreements. Once the available capacity is used, probably no additional discharges of effluent into Whitewater Creek will be allowed. At that time other means of disposing the effluent must be found.

PUBLIC WORKS

The Public Works building is located at 240 E Lanier Avenue. This 5,000 sq. ft facility houses the Street Maintenance Department and the vehicle shop. Plans are being made to relocate these departments to a new facility at the sewer treatment plant site.

CITY HALL

City Hall is also located at 240 E. Lanier Avenue. City Hall houses most of the City administrative offices. Also located on this site are the Council Chambers and the Water Department administrative offices. Due to the inadequate space of this current building City hall will be relocated to 10,000 Sq. Ft. Building next to the Police and Fire departments. The new building will be double the size of the administrative departments as well as provide sufficient space for the Water Department offices and a Council Chamber and Courtroom area.

PUBLIC FACILITY CAPITAL SOURCES

Traditionally, public facilities have been funded by a combination of state/federal grants and local tax revenues. However, during the past decade, we have seen a drastic decrease in the number of grants available. This decrease in state and federal aid has made it increasingly difficult to fund public facilities.

Many communities have addressed this funding issue by requiring new growth to pay for the needed public facilities. These Development or Impact Fees have been highly successful in many states. During the 1990 legislative session, Georgia lawmakers adopted an Impact Fee Enabling Act (HB 796) which allows communities in Georgia to require developers to pay these fees. The act is based on current court consensus that impact fees are legal as long as a dual rational nexus can be proven. This dual rational nexus addresses two issues: one, the developer shall only pay his fair share of the facility costs, and two, the need for the facility must be directly related to the impact the development causes.

ASSESSMENT

Most public facilities currently meet the demand of the community. However, as the City grows both in area and population the city must seek to meet the facility needs. Through careful planning and sharing of the new and expanded buildings, this objective can be accomplished with minimum expense.

GOALS

Fire Department

- Maintain a 5 minute response time to all areas of the City.
- Maintain current ISO ratings for fire facilities

Police Department

- Add facilities as the city grows to meet the new demands.

Library

- Improve library services

RECOMMENDATIONS

Fire Department

- Add additional fire stations as service area grows beyond a five minute response time.

Police Department

- In new police patrol zones provide a small office for police officers. This task could be accomplished inexpensively if these offices are provided in the proposed fire department facilities

Library:

- Take an active part in library planning
- Expand library the library facility in the City

CHAPTER 12

PUBLIC SAFETY

INTRODUCTION

Fayetteville's public safety services are divided into two areas: Police protection and Fire protection. Other public safety services such as ambulance and emergency management are supported by Fayette County. This chapter will evaluate the provision of police and fire services and establish goals and recommendations for each.

POLICE SERVICES

Fayetteville is protected by 12 uniformed officers and 3 crime investigators. Other personnel includes the Chief and Assistant Chief, clerks, two dispatchers/jailers and a clerk of court. The Patrol Officers are divided into 3 eight hour shifts but are on call at all times. The National Association of Chiefs of Police recommends 2.7 uniformed police officers per 1000 population. The city's ratio of officers per 1000 population is 1.8, a Police Officer service level D rating. However, mutual aid agreements have positively impacted our service level.

The city is divided into two police patrol zones, east and west with one officer per shift assigned to each zone. Over the past 10 years, these areas have more than doubled in size due to annexations by the city.

The Police Department operates 10 patrol and 4 unmarked vehicles. Two officers are assigned to each vehicle. Vehicles are usually replaced every 150,000 miles and are maintained by the city operated garage.

The department is assigned to patrol duties, traffic code enforcement, emergency response, alarm calls, courtesy and public service calls as well as business and house watches.

Police officers are being trained at the Clayton County training facility. This facility includes a firing range. Additional training of officers is conducted at the State Training Facility in Forsyth. Presently, the City Police Department does not have in-house training capabilities.

FIRE PROTECTION SERVICES

The Fayetteville Fire Department is staffed by 12 full-time and 29 part-time firefighters. The full-time staff is assigned a

rotating schedule of 24 hours on duty, and 48 hours off duty. The Fire chief and the department secretary work regular 40 hour per week schedules. The volunteer fire fighters are equivalent to 3 paid positions. Subsequently, the fire fighter to population ratio is 2 fire fighters per 1000 residents.

The apparatus inventory consists of two 1991 E-One 1250 gallon per minute pumpers, one 1983 Mack 55 ft. Tele-Squirt with 1,500 gallon per minute pump, and one 1984 Mini-Pumper with 250 gallon per minute pump. In addition, a 1983 Ford LTD and a Chevrolet K-5 Blazer are assigned to the department.

Criteria for existing service has been based on two sets of standards. The standards set by the Insurance Service Office are based on the ability of a department to provide engine apparatus within 1.5 miles to all parts of the service area, ladder service within 2.5 miles to all parts of the service area, and in the case of the City of Fayetteville, provide a fire flow of 3,500 gallons per minute for 3 hours.

Research by the Fire Department has established, as a desirable standard, a response time of 5 minutes or less, and manning of engine companies with 4 personnel and ladder companies with 5.

These findings are based on study of fire services conducted for the City of Dallas, Texas Fire Department in 1984, and accepted standards for response based on fire time temperature curves. The time temperature curve compares the temperature of a structure fire to the amount of time it takes to begin suppressing the fire (Figure 12.1).

EMERGENCY SERVICES

Primary responsibility for Emergency Medical Services and rescue within the City is placed upon the Fayette County Emergency Services Department. Secondary support is provided by the City Fire Department in a first responder mode. In addition to the City, Fayette County Emergency Services provides emergency medical service to the rest of the County, excluding Peachtree City, which provides its own EMS. The EMS provided the County is accomplished by a fleet of four front line ambulances and one reserve.

Due to the lack of in-county emergency medical facilities, all transports by ambulance must be made out of the County. This results not only in long transport times to hospitals, but substantial amounts of time during which the ambulance are not available for calls.

The area in and around Fayetteville consistently has the highest demand for EMS services in the area served by Fayette EMS. When the ambulance assigned to the Fayetteville area is

TIME TEMPERATURE CURVE

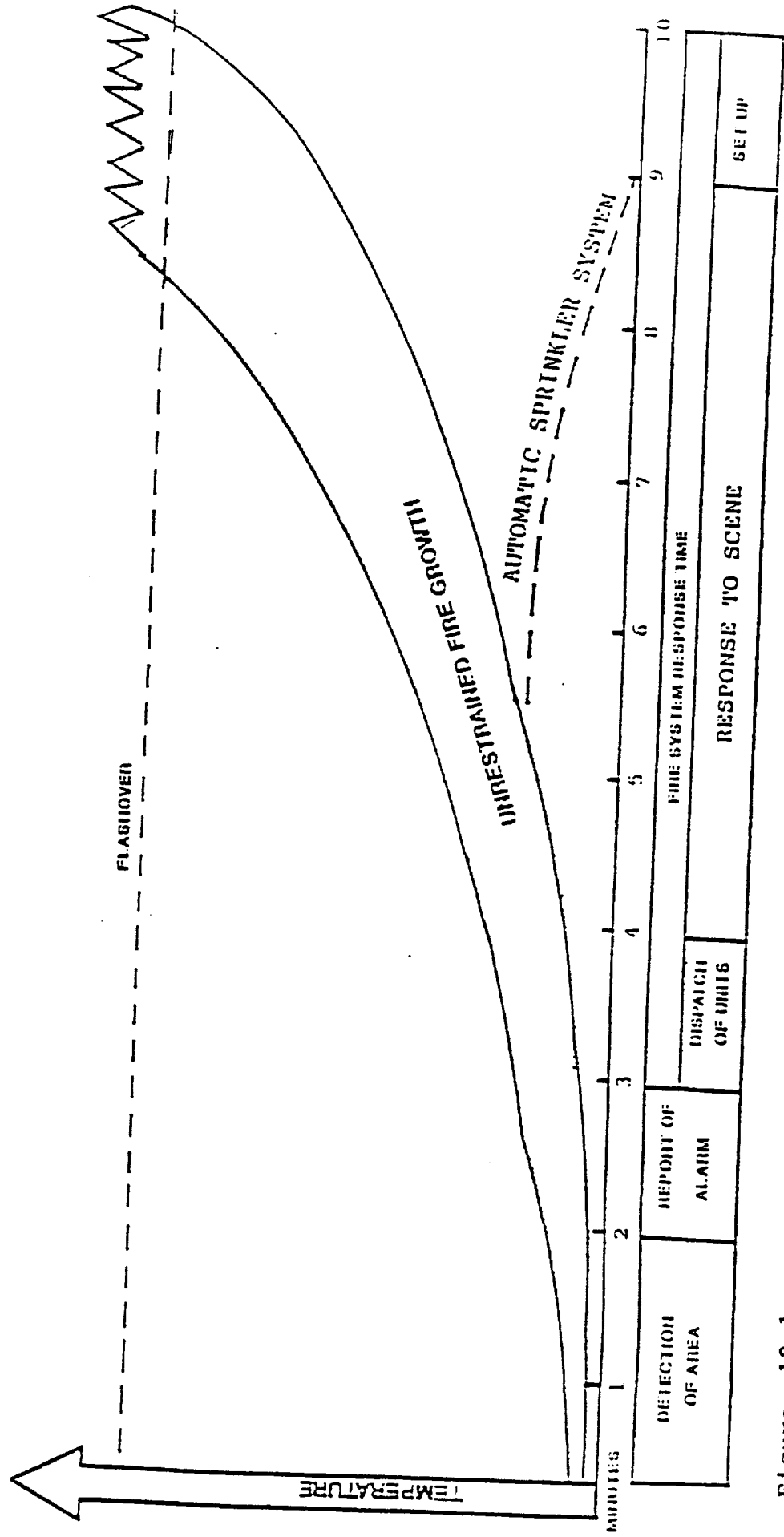


Figure 12.1
Source: Fayetteville Fire Department

unavailable, units from one of three other areas responds to City.

Due to the Growth within the City in recent years, problems such as hazardous materials incidents as well as building and trench collapse have become potential realities. The Peachtree City Fire Department and Fayette County currently operate a hazardous Material Team. Equipment necessary for trench rescue and building collapse rescue is not available in the county at this time.

COMMUNICATION

The city is currently planning to combine emergency dispatching with the county's Extended 911 dispatching service. This consolidation should save valuable time in emergency situations. Recent equipment changes by the city departments have laid the groundwork for this consolidation.

ASSESSMENT

Fayetteville's public safety services currently fall short of accepted national standards for both equipment and manpower. However no gap in services has been reported so far for either police or fire protection. As the size of the community grows in area and population, we must strive to either meet the current levels of service or exceed them to meet the established criteria. Urban problems such as increasing drug use and the crimes associated with them will continue to play a major role in our provision of police services. Fire Department services will be greatly impacted by increasing population densities and building sizes and heights as well as the increasingly broader range of hazardous chemicals commercial/industrial development brings.

GOALS

Police Department

- Provide adequate police department staffing for the existing and future area and population.
- Keep up to date with ever increasingly complex legal issues regarding police liabilities.

Fire Department

- To increase the capability of the department to cover hazardous materials and trench rescue incidents.
- To meet Insurance Services Organization standards.

- To provide adequate staffing for fire protection.

Emergency Medical Services (EMS)

- To provide an adequate EMS service to citizens of Fayetteville.

RECOMMENDATIONS

Police Department

- Prior to the annexation of land, emphasis must be placed on the City's ability to provide adequate police services.
- Criteria should be established based on land use, area size and population quantity which governs the addition of police patrol zones.
- Further establish and maintain lines of communication and cooperation with other law enforcement agencies in the surrounding county and metropolitan areas.

Fire Department

- To provide ladder company services to meet ISO standards.
- To increase staffing level as service area grows in order to comply with manning studies.

Emergency Medical Services (EMS)

- To annually review EMS service provided to residents.

CHAPTER 13

UTILITIES

INTRODUCTION

The City of Fayetteville provides two utilities to its residents, water and sewer. For these services, customers are charged a monthly fee based on water usage. The resulting revenues are used exclusively for the service improvements and expansion, maintenance and operating expenditures under a public enterprise account.

EXISTING WATER SUPPLY

The City water system relies heavily on outside supply sources. At this time most of Fayetteville's water is purchased from Fayette County which in-turn purchases most of its water from the City of Atlanta as well as drawing from surface and ground water sources developed by the County.

The City recently embarked on a groundwater development project (see Chapter 11) which should provide 1.0 MGD by the end of 1992. Because of concern over possible pollution of the ground water, proposed land-uses within the sensitive recharge areas of groundwater sources will be evaluated carefully. The City hopes to find an additional 1.0 MGD during Phase II of this project. In 1993 the city will begin construction of the Pelham Creek reservoir which should provide Fayetteville with an additional 2.0 MGD. The projected groundwater and surface water resources combined will supply the city with about 4.0 MGD by the end of 1995.

CURRENT WATER USAGE

The City's daily average water usage is 0.85 MGD with peak demand of approximately 1.3 MGD.

PROJECTED WATER NEEDS

The water needs of the City is expected to increase at a rate of approximately 5.67% annually. Thus we can project the following needs over the next 20 years:

	1990	2010
Average Daily	850,000 GPD*	1,500,000 GPD
Peak Needs	1,300,000 GPD	3,000,000 GPD

* Gallons Per Day

EXISTING SEWER TREATMENT

The City sewer plant treats an average daily flow of .73 MGD with peaks up to 1.5 MGD. The permitted average capacity of this plant is 1.25 MGD. Currently under construction is an addition to the treatment plant which will provide an additional 2.5 MGD by the end of 1992 in order to meet future needs.

FUTURE TREATMENT NEEDS

By the year 2010 it is estimated that Fayetteville will treat an average of approximately 1.46 MGD of sewerage with peak flow at about 2.8 MGD. This flow estimate does not include any additional usage as a result of extraterritorial sewer agreements.

ASSESSMENT

The City of Fayetteville Water and Sewer System has sufficient water supply and sewer capacity to meet the needs of Fayetteville's current population. Ongoing expansion and source development projects will ensure that this need will also be met in the future. The needs estimates of this plan however do not include large annexations and extraterritorial service contracts which would greatly impact our water supply and sewer capacity.

The future development of the water and sewer system and the ability to provide these services to the public will rest solely on the governing body and the question of managing the city's physical growth.

GOALS

- To provide the citizens of Fayetteville with sufficient clean water and maintain this water supply as the community grows.
- To insure sufficient sewer capacity for the growing community.
- To meet the first two goals while charging the lowest possible rates to the utility customers

RECOMMENDATIONS

- Continue to develop water resources
- Expand sewer treatment facilities to meet the city's future needs.
- Manage utilities in a efficient manner to keep costs as low as possible for the users of these services.

CHAPTER 14

IMPLEMENTATION STRATEGY

POLICY AND PLANNING PROJECTS

<u>POLICY/PLAN</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
Update Comprehensive Plan to include 1990 Census Data			X	X	
Update Implementation Strategy	X	X	X	X	X
Plan future sewer service areas	X	X			
Revise land use, annexation and development policies to implement comprehensive plan	X	X			
Adopt hazardous materials facility standards	X				
Develop and implement ground-water recharge area and well head protection standards	X	X			
Identify area for office park, professional offices.	X				
Identify area for light industry	X				
Nominate downtown area for National and/or Georgia Register of Historic Places	X				
Develop strategy for protecting and promoting the historic area	X				
Develop architectural, land/streetscaping and signage standards for downtown.	X				
Develop ordinance to require transportation, sewerage impact studies for large development		X			
Develop and implement citywide transportation plan		X	X	X	X
Develop local street maintenance plan	X		X		

POLICIES AND PLANNING PROJECTS (CONT.)

POLICY/PLAN	1992	1993	1994	1995	1996
Encourage van- pool , car pool commuter transit	X	X	X	X	X
Develop impact fee ordinances			X		
Identify top priority areas for park land	X	X			
Develop a police patrol zone expansion plan	X				

CAPITAL INVESTMENTS

PROJECT	**EST. COST	YEAR						SOURCE
		91	92	93	94	95	96	
Sewer collection	0*	X	X	X	X	X	X	Developers
Waste water treatment plant expansion	\$3.8 million	X	X					Enterprise fund, State revolving fund loan, GEFA
Develop new well sites	\$ 200,000	X	X	X				Enterprise fund,
Water line expan- sion/repair	\$ 300,000	X	X	X	X	X	X	Enterprise Fund, Developer
Water storage Tank	\$ 500,000					X		Enterprise Fund
Pellam Creek Reservoir	\$7.5Million			X				Developers, Enterprise Fund
Downtown Renovation, Streetscape project	\$ 120,000		X	X	X	X		City, Local Development Fund, Fund- raisers
S.R. 85 South Widening	0*				X	X		DOT
S.R. 54 East, West Widening	0*	X	X	X				DOT

CAPITAL INVESTMENT (CONTINUED FOR YEARS 1995 - 2000)

<u>Project</u>	<u>Est. Cost (\$)</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>Source</u>
JR 314 Widening	0	x						D.O.T.
•White Rd. Curve Re-align.	0	x						DOT/Developer
•Hood Ave. Signal	75000	x						City/Impact Fees
•Jeff Davis Widening	387000		x	x				City/Impact Fees
•Ramah Rd. Widening	58000				x	x		Impact Fees
•SR85/Ramah Intersection	65000				x	x		Impact Fees
•SR85/Banks Intersection	20000	x	x					Impact Fees
•New Fire Station 85N	1345000	x	x					Impact Fees
•Purchase Access City Lake	20000	x						City
•Acquire Park Land	33000		x					Impact Fees
•Church St. Park Expansion	10000	x	x					City
•Develop Nantucket Park	15000			x				City
•Renovate old Glynn Street for new City Hall	650000	x						Gen. Fund/GMA Ln.

Chapter 15
CAPITAL IMPROVEMENTS ELEMENT

of
the
Comprehensive Plan
City of Fayetteville, Georgia

1995 - 2000

Prepared By:

LACKEY/MULDAWER

Town Planning Consultants

December, 1994

INTRODUCTION

This element of the Comprehensive Plan has been prepared and adopted by the City of Fayetteville as a supplement to the Comprehensive Plan, adopted April 20, 1992. This element, referred to as the CIE (Capital Improvements Element), is required for compliance with the State of Georgia Development Impact Fee Act (GDIFA).

The Georgia Development Impact Fee Act (O.C.G.A. Section 36-71.7 et seq) requires municipalities to convert their exactions for development into an impact fee program to promote orderly growth and development by establishing uniform standards by which the City requires that new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development. The test basis for impact fees is known as the "Rational Nexus" test where two standards must be met:

1. There must be a reasonable connection between community growth that new development generates and the need for the additional facilities to serve that growth; and
2. There must be a clear connection between the fees that a development pays and the benefit that it receives.

As a formal policy for the City of Fayetteville, new development will be responsible, by means of an impact fee program, for the financial burdens it will impose on the community. The City will include the following facilities in its Impact Fee Program for the years 1995 - 2000:

- **Transportation Facilities:** - including roads, streets, bridges, rights-of-way, traffic signals, landscaping and local component of State highways.
- **Fire Protection Facilities:** - including land, buildings and apparatus.
- **Recreation Facilities:** - including land for parks, green space, recreation areas and related facilities.

The Impact Fee Program for the City of Fayetteville consists of: An adopted and certified Comprehensive Plan, including future land use assumptions to project future demand, and projected demand on facilities; Service Area definition and designation; Current Levels of Service (LOS); Levels of Service (LOS) goals; The cost of capital improvements required to serve the new development; and a Capital Improvements Program to implement the Level of Service goals.

The City boundaries are shown in Exhibit 15.1 for reference.

A. TRANSPORTATION FACILITIES

1. Projection of Needs.

In November 1993, Moreland Altobelli Associates, Inc. (MAAI) prepared the "City of Fayetteville Road Improvement Program". This document, adopted by the City of Fayetteville in 1994, was prepared to conform with the Comprehensive Plan's transportation chapter which identifies the following goals:

- Develop a City-wide Transportation Plan.
- Implement a City-wide street maintenance program.
- Eliminate congestion and safety problems.
- Provide new roads, widen existing roads, and improve intersections to accommodate growth.
- Minimize adverse effects of growth on existing neighborhoods.

The Roadway Improvement Plan also identifies development impact fees as a potential source of funding for future roadway improvements. The study was prepared as a key element toward achieving these goals and was prepared in compliance with the minimum planning standards and procedures outlined in the Georgia Planning Act, and in compliance with the State of Georgia Development Impact Fee Act. There are no geographic areas in the City where transportation services will be limited by engineering, economic or environmental factors.

2. Eligible Facilities.

For funding purposes through Impact Fees, the following City transportation facilities are eligible: roads, bridges, intersections and sidewalks, including planning, design, engineering, right-of-way acquisition, construction, traffic signals, landscaping and any local component of State highways.

3. Forecasts.

In the Roadway Improvement Program, traffic forecasts were performed for the years 1998, 2004 and 2010. Georgia Department of Transportation historical daily traffic counts were obtained for the years 1985 - 1992 as available. For each of these count locations, a linear regression analysis was performed to determine a calculated traffic growth rate for each location. Growth rates were then applied to existing daily and peak hour traffic volumes for each roadway segment to project future year traffic volumes. This methodology provides a reasonable estimation of future year traffic volumes, assuming continued traffic growth at a rate similar to the past eight years. In addition, peak hour intersection turning volumes were projected for 1998.

4. Service Area.

The Georgia Development Impact Fee Act requires the establishment of service areas for the collection of impact fees. Transportation service areas are created according to the following criteria: size, average trip length, current levels of service, similar right-of-way and construction costs, natural and neighborhood boundaries and the City's Comprehensive Land Use Map. Because of the size of the City and the above factors, transportation improvements are based on a city-wide network, or system, and, therefore, the city boundaries will consist of one city-wide service area as shown in Exhibit 15.1. The service area includes both the City proper, shown in a stipple pattern on Exhibit 15.1 and the shaded area denoting the newly annexed area. All future annexation areas will automatically be included in the service area. Multiple service areas are not warranted.

5. Existing Roadway Inventory.

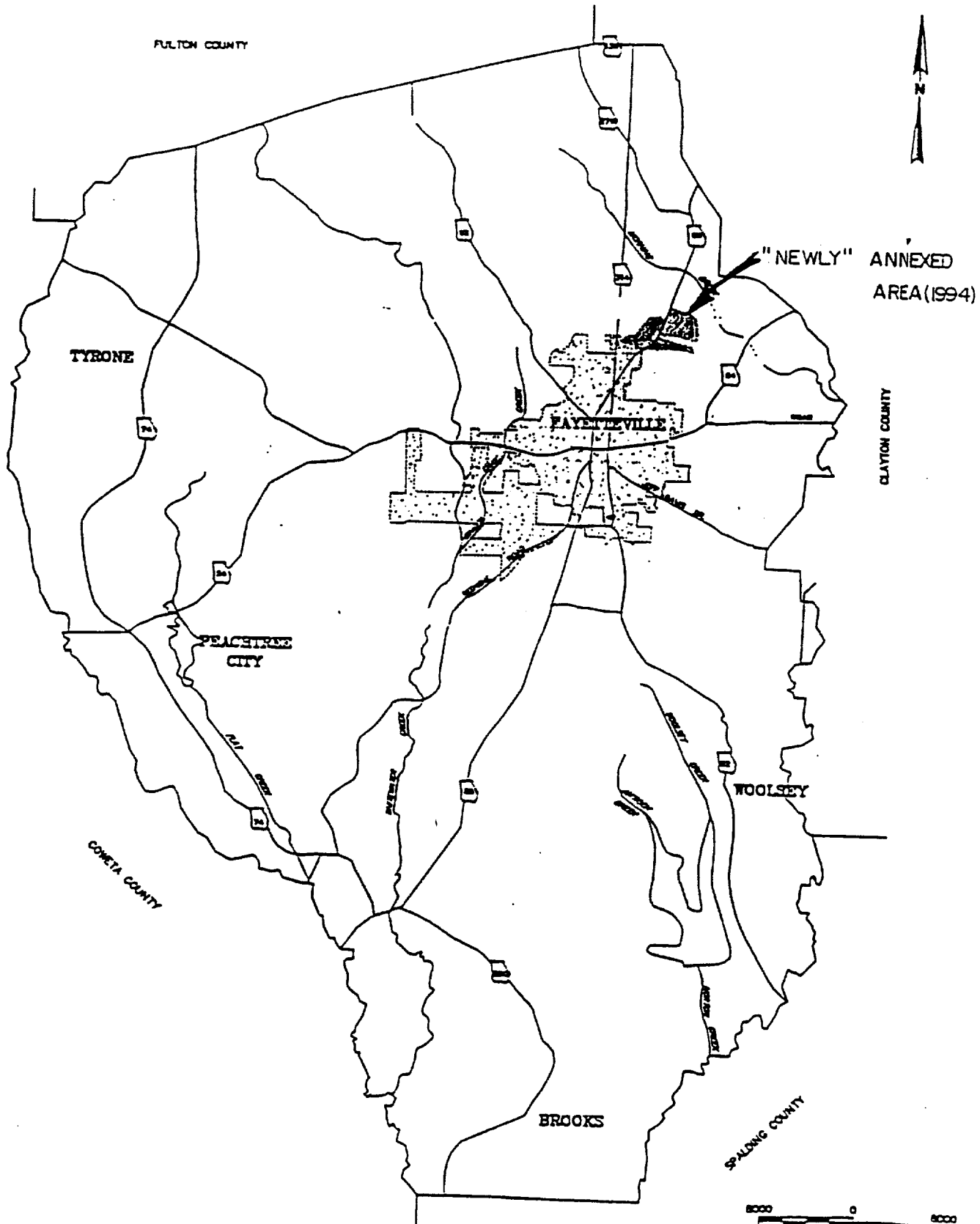
The evaluation of existing conditions provides a basis for a thorough description of the City and areas to be affected by future development. This basis provides a reference point for projections and evaluation of future traffic conditions. The City's roadway network consists of a system of three (3) roadway classifications: minor streets, collector streets and major streets. Only improvements to collector and major streets can be funded by impact fees.

- **Collector Streets** - providing for traffic movement between major arterials and local streets with direct access to abutting property.
- **Major Streets** - providing for traffic movement through and across the City with controlled access to abutting property. Most facilities are State roadways that require the control of entrances, exits and curb use.

The 1993 Road Improvement Program documented existing road conditions and traffic volumes and analyzed traffic movement and accident histories.

6. Existing Levels of Service (LOS).

The evaluation of the existing transportation conditions in the Road Improvement Program yielded roadway and intersection operating conditions throughout the City. Letter grades, "A" through "F", were assigned for levels of service for each situation. A letter grade "A" represents free-flowing conditions and a letter grade "F" represents a complete system breakdown. The following is a general depiction of typical levels of service taken from the Highway Capacity Manual. Special



LEGEND

- CITY BOUNDARY
- ▨ 1994 ANNEXATION
- ▩ CITY

IMPACT FEE
SERVICE AREA

EXHIBIT 13.1

Report 209, Transportation Research Board (1985):

<u>Level of Service</u>	<u>Description</u>
A	Describes completely free-flowing conditions. Minor disruptions to flow are easily absorbed at this level without causing significant delays or queuing.
B	Also indicative of free flow, although the presence of other vehicles begins to be noticeable. Minor disruptions are still easily absorbed at this level. Local deterioration in LOS will be more obvious.
C	Represents a range in which the influence of traffic density on operations becomes marked. Minor disruptions may be expected to cause serious local deterioration in service, and queues may form behind any significant traffic disruption.
D	Borders on unstable flow. Speeds and ability to maneuver are severely restricted because of traffic congestion. Only the most minor of disruptions can be absorbed without the formation of extensive queues and the deterioration of service to LOS F.
E	Represents operation at or near capacity, and is quite unstable. Thus, disruptions cannot be damped or dissipated, and any disruption, no matter how minor, will cause queues to form and service to deteriorate to LOS F.
F	Represents forced or breakdown flow. It occurs at a point where vehicles arrive either at a rate greater than that at which they are discharged or at a point on a planned facility where forecasted demand exceeds the computed capacity.

The 1993 Roadway Improvement Program includes current service volumes and roadway default service volumes for the City. Procedures for calculating default

service volumes follow the Florida Department of Transportation 's "Florida's Level of Service Standard and Guidelines Manual for Planning", reference Appendix B of the Roadway Improvement Program.

Roadway levels of service were obtained by comparing traffic volumes with default service volumes. An overall level of service of "D" was chosen as the City's level of service standard or goal. The goal of LOS "D" will continue to be used in the future.

The newly annexed areas shown in Exhibit 15.1 will not require infrastructure support for transportation facilities.

7. Current Deficiencies.

While estimating the current capacity and LOS of the existing roadway network, MAAI identified existing transportation deficiencies and their associated costs. Because existing deficiencies are defined as facilities that are currently operating below the City's chosen LOS goal, and are caused by existing development in the area, under the Georgia Development Impact Fee Act, the City cannot charge impact fees to correct these deficiencies.

MAAI identified the following improvements needed in order to re-establish the desired level of service, and to maintain that level once established:

- SR85/Hood Avenue Intersection - Traffic signal installation coordinated with SR 85/SR92 (Forest Avenue) traffic signal. Current LOS E.
- Hood Avenue Widening - Widen two lanes divided from just east of Tiger Trail to east of Hood Avenue Elementary School to accommodate additional school population. Current LOS E.
- Jeff Davis Drive near SR 54 - Widen to four lanes from Jimmy Mayfield Avenue to SR 54. Current LOS E.

To determine the portion of each deficient project cost that is needed to correct the existing deficiency, MAAI used the following formula:

$$\frac{\text{Existing Travel Volumes}-\text{Existing Service Volumes}}{\text{New Service Volumes}-\text{Existing Service Volumes}} \times \text{Improvement Cost}$$

The table below identifies the two projects within the planning horizon of the year 2000, that contain an existing deficiency; the cost associated with eliminating that deficiency and the amount that is eligible for the Impact Fee program:

<u>Roadway</u>	<u>To</u>	<u>From</u>	<u>Current LOS</u>	<u>Improvement Cost</u>		
				<u>Total Cost</u>	<u>Deficiency</u>	<u>Impact Fee Eligible</u>
Hood Ave.	SR 85	Intersection	E	\$75,000	\$33,353	\$41,647
Jeff Davis Dr.	J. Mayfield	SR 54	E	\$387,000	\$97,000	\$290,000

8. Growth Areas.

Traffic forecasts were made by MAAI and considered the City's growth areas along SR 85N and SR 54. On SR 85N, a new shopping mall is planned to open by 1996 and future commercial development along 85N is expected as a spinoff from the shopping mall development. A new hospital is planned on SR 54W and it is expected to be completed before the year 2000. Adjacent to the proposed hospital site, new development has already begun with the construction of a clinic and doctor's offices.

Taking the growth areas into account, future traffic volumes were projected by MAAI under multiple scenarios to identify road improvement projects that will meet future capacity demands at the City's desired LOS. Projects were selected in conjunction with scheduled DOT programmed projects. The Road Improvement Program provides details on all major and collector roadway projects in the City.

9. Impact of New Development.

The basis of the transportation impact fee will be one of capacity pricing, i.e., the cost of providing one additional unit (trip) of capacity at the present time, regardless of increases in population. The basis being that every unit of demand will require the same capacity, and that the Capital Improvements Element will be updated to provide for that unit of demand as population increases.

To determine additional capacity demanded, the demand generated for new facilities by units of new development at LOS D is estimated. As new demand is calculated, transportation improvement projects are developed to meet the estimated demand. All capacities are calculated into peak hour for the selection of roadway improvements.

The table below identifies all of the proposed road improvement projects within the planning horizon that are eligible for impact fees and the capacity being made available to support new growth at LOS D. The increase in capacity for new growth is the difference between the current traffic on the facilities and the capacity of the facility after the improvement is completed. Thus, total available capacity is plus or minus any excess capacity or deficient capacity on the existing facility, plus additional capacity at the proposed LOS goal D.

<u>Roadway Project</u>	<u>Current Volume</u>	<u>Peak Hour Trips</u>		
		<u>Proposed Capacity</u>	<u>Available for New Growth</u>	<u>Serving New Development</u>
Hood Ave. @ SR 85 Signal	4,136	7,937	3,801	48%
Jeff Davis Dr. Widening from J. Mayfield to SR 54	1,110	3,716	2,606	70%
Ramah Rd. Widening from Redwine Road to SR 92	66	1,416	1,350	95%
Intersection Improvement @ SR 85 and Ramah Rd.	1,148	4,755	3,607	76%
Intersection Improvement @ SR 85 and Banks Rd.	3,362	8,009	4,647	58%

10. Schedule of Future Improvements (See Exhibit 15.2 for locations).

<u>Project Description</u>	<u>Implementation Start/Finish</u>
a. Hood Avenue Turn Lanes and SR 85 Signal	1995/1995
b. Jeff Davis Drive Widening SR 54 to Jimmy Mayfield	1996/1997
c. Banks Rd. Widening Sr 314 to SR 85	1996/1997
d. Ramah Rd. Widening Redwine Rd. to SR 85	1998/1999
e. Intersection Improvement SR 85 at Ramah Road	1998/1999
f. Cobblestone Parkway (Corporate Blvd.) Extension from SR 54 to S. Jeff Davis Drive	1995/1996
g. SR 85 widening	1998/1999
Intersection Improvements:	
h. •SR 85 @ SR 314	1995/1996
i. •SR 85 @ SR 92	1998/1999
j. •SR 92 @ Jimmy Mayfield	1998/1999
k. •SR 54 @ Grady Avenue	1994/1995
l. Commerce Dr. extension to Habersham Dr.	1995/1996
m. Intersection Improvement: •SR 85 @ Banks Road	1995/1996
n. SR 85 @ Banks Rd. signal mod.	1994/1994

11. Description of Funding Sources

<u>Project</u>	<u>Cost</u>	<u>D.O.T.</u>	<u>City</u>	<u>Source of Funds</u>	
				<u>Developer Agreement</u>	<u>Impact Fees</u>
<u>a. Hood Avenue</u> Signal	\$75,000	-0-	\$33,353	-0-	\$41,647
<u>b. Jeff Davis Dr.</u> Widening	\$387,000	-0-	\$97,000	-0-	\$290,000
<u>c. Banks Road</u> Widening	\$915,000	-0-	-0-	\$915,000	-0-
<u>d. Ramah Rd.</u> Widening	\$58,000	-0-	-0-	-0-	\$58,000
<u>e. Intersection</u> <u>Improvement @</u> <u>SR 85 @ Ramah</u>	\$65,000	-0-	-0-	-0-	\$65,000
<u>f. Cobblestone</u> <u>Parkway Extension</u>	\$705,000	-0-	-0-	\$705,000	-0-
<u>g. SR 85</u> Widening	\$1,247,000	\$1,247,000	-0-	-0-	-0-
<u>Intersections:</u>					
<u>h. SR 85 @ SR 314</u>	\$120,000	\$120,000	-0-	-0-	-0-
<u>i. SR 85 @ SR 92</u>	\$85,000	\$85,000	-0-	-0-	-0-
<u>j. SR 92/J. Mayfield</u>	\$65,000	\$65,000	-0-	-0-	-0-
<u>k. SR 54/Grady Ave.</u>	\$75,000	\$75,000	-0-	-0-	-0-
<u>l. Commerce Dr</u> Extension	\$583,000	-0-	-0-	\$583,000	-0-
<u>m. Intersection:</u> <u>SR85/Banks Rd.</u>	\$20,000	-0-	-0-	-0-	\$20,000
<u>n. SR 85 @</u> <u>Banks Road</u> Signal Modification	\$5,000	-0-	\$5,000	-0-	-0-
Totals	\$4,405,000	\$1,592,000	\$135,353	\$2,203,000	\$474,647

12. Commuter/Regional Share.

There are several roadways which pass through the City of Fayetteville that have been identified to have commuter pass-through traffic. In the past, the Georgia D.O.T. has paid for projects that are regional in scope. The City expects this trend to continue in the future. Regional share projects are designated as "DOT" funded projects.

13. Funding Policy.

The City policy for financing transportation projects does not include debt-servicing through bonds or sales taxes. In the past, the City has relied upon a combination of State D.O.T. and City funds. Impact fees will be used to supplement and in some cases replace State and City funds for future transportation projects. The figures shown in Section 8 indicating "City" funds will be paid from the general revenue fund.

14. Annual Review Required.

The basis for the transportation portion of this five-year Capital Improvements Element (CIE) may change over time. Therefore, the CIE should be reviewed annually to reflect changing conditions such as development growth patterns, population growth, land cost figures and construction costs.

B. FIRE PROTECTION FACILITIES

1. Existing Inventory.

The Fire Department of the City of Fayetteville is organized into four sections: Operations; Volunteer Services; Technical Services; and Administrative Services. Currently, there is one central Fire Station operating within the City located at Johnson Avenue and SR 85 one block south of the Courthouse as shown on Exhibit 15.3.

The Fire Department includes the following personnel: 12 sworn; 1 clerical; 3 part-time sworn; 29 volunteers and one vacant position. The Operations section staffing includes 9 full-time and 3 part-time personnel. The Volunteer Services section includes 29 Volunteers where the average staffing is 25 personnel. The Technical Services section is staffed by 2 full-time personnel and the Administrative section is staffed with one full-time Administrative Secretary.

The Central Fire Station was constructed in the early 1980's and is equipped with the following apparatus:

- 2 E-One 1250 gpm Pumper Trucks
- 1 Mack 55 ft. 1500 gpm Tele-Squirt Truck
- 1 Tactical Support Vehicle (Rescue Unit)
- 1 Mini-pumper 250 gpm Truck with 4-Wheel Drive

2. Projection of Need

Part IV of the Comprehensive Plan identifies the need for four additional fire stations in the future. However, only one additional fire station is needed through the year 2000 in order to meet the minimum standards established for fire safety. The following is the minimum requirement for the proposed fire station:

<u>Location</u>	<u>Requirements</u>
•SR 85 North	Land: 1 acre with direct access to Arterial
	Building: Approximately 8000 sf with 2 bays, office space, volunteer space, living quarters, kitchen and classroom.
	Apparatus: Move pumper to new station from the Central station. Move Tele-squirt truck from Central station to new station. 1 New Tactical Support Vehicle

In addition, there are needs of the Central Fire Station that will be included in the Impact Fee funding program:

<u>Location</u>	<u>Requirement</u>
•Central Fire Station:	Apparatus: 1 new Ladder Truck

The general area for the possible location of the new station above is shown on Exhibit 15.3. Standards for the location of the fire station should include: direct access to a main thoroughfare; adequate sight distance as determined by the City Engineer; a minimum land area of one acre; and adequate ingress and egress into the site.

There are no areas within the City that are or will be limited by either engineering, economic or environmental factors.

3. Service Area

Fire services are provided on a system-wide basis, rather than on a rigidly defined service area basis, with all stations and companies covering one another. In 1987, the City and County entered into a mutual dispatch agreement doubling the amount of equipment and personnel responding on initial alarms of structure fires. For any given fire alarm, at a minimum, the nearest two stations with available equipment respond. Depending on the nature of the fire, it is not uncommon for more than two stations to respond. If the equipment at a nearby station is already in use or otherwise not available, equipment is dispatched from the next nearest station. Ladder trucks are also sent where needed, but are based at a limited number of stations (only one currently exists).

The entire City is therefore considered a single service district for fire services. An improvement in any portion of the City increases service to all parts of the City to some extent. New stations are added to the system primarily to maintain the maximum 5-minute response time in areas as they become increasingly developed, and serve the existing population nearby in addition to providing increased capacity within their primary coverage areas and for the stations they supplement.

4. Future Growth Projections

Net population and employment growth provides an estimate of future growth of the fire system service area. 1990 population was provided from census data as outlined in Chapter 1 of the Comprehensive Plan. 1994 population was determined by adding building permits and occupancy permits for the period of 1990 to 1994 to the 1990 population. Future population and dwelling units were projected for 1995 through 2000 using the growth rate of 8.5%. The growth rate of 8.5% was used because, historically, for the past five years the growth rate has exceeded 8.5% and

the forecast for the next five years is expected to be the same. The population growth rate is expected to drop after 2000 as the City approaches build-out.

5. Level of Service (LOS)

In 1993, the City of Fayetteville had a 2.9 minute average response time for all calls to the Fire Department. Total responses in 1993 were 1,149 (a 38% increase over 1992). The total number of alarms has increased steadily since 1987 due to increased development, with the exception of the 1991 - 1992 period which coincides with the economic recession.

The Fire Department's current level of service standard is a maximum 5-minute response time as discussed in Part IV of the Comprehensive Plan. The City's level of service goal will continue to be a maximum 5-minute response time. This standard allows the Fire Department to respond to a call with a better probability of arriving at a structure fire before the entire structure is involved.

Service levels by response time within the City do vary somewhat depending on proximity to the existing fire station, however, there is no deficiency in the system at the present time.

The addition of one fire station will serve the anticipated development and the newly annexed areas of the City shown in Exhibit 15.1. The location along SR 85 N will facilitate maintaining the level of service goal as development occurs.

6. Schedule of Improvements

<u>Project Description</u>	<u>Service Area</u>	<u>Implementation Time-Frame</u>	<u>Additional Capacity Created</u>
1. Construct 85 N Fire Station, Move Pumper and Tele-squirt Truck From Central Station	City-wide	1995	1 New Fire Station
2. Purchase Ladder Truck for Central Station	City-wide	1995	1 Ladder Truck
3. Equip 85N Fire Station w/ Tactical Support Vehicle	City-wide	1996	1 Rescue Vehicle
4. Refurbish Tele-squirt Truck & move to 85N Station	City-wide	1996	Maintain existing Tele-squirt Truck

7. Description of Funding Sources.

<u>Project Description</u>	<u>Cost</u>	<u>Start/ Finish</u>	<u>% Serving New Development</u>	<u>Funding by Impact Fees</u>
1. <u>85 N Fire Station:</u>				
•Land =	-0-	1995/1995	100%	-0-
•Building (8000sf/2 bays)	\$520,000	1995/1995	100%	\$520,000
2. <u>Central Fire Station:</u>				
•Purchase Ladder Truck	<u>\$500,000</u>	1995/1995	100%	<u>\$500,000</u>
1995 Total	\$1,020,000			\$1,020,000
3. <u>85N Fire Station:</u>				
•Refurbish Pumper Truck & Relocate	\$ 75,000	1996/1996	100%	\$75,000
4. <u>85N Fire Station:</u>				
•Purchase New Tactical Support Vehicle	<u>\$250,000</u>	1996/1996	100%	<u>\$250,000</u>
1996 Total	<u>\$325,000</u>			<u>\$325,000</u>
TOTAL	\$1,345,000			\$1,345,000

8. Annual Review Required.

The City will review this plan on an annual basis to account for any changes in assumptions in: land use; annexation; population forecasts; construction and land costs; and capital improvements ranking and scheduling. During the review process, the planning horizon will be extended to include a new five-year time frame, and any adjustments to city boundaries and population forecasts will be made at that time.

C. RECREATION FACILITIES

1. Projection of Need

The City of Fayetteville currently owns three parcels of land for recreation facilities:

<u>Facility</u>	<u>Area</u>
• Jack Day Park	0.25 ac.
• Church Street Park	1.00 ac.
• City Lake Property SR 92N	<u>36.62 ac.</u>
Total =	37.87 ac.

As noted in Part IV of the Comprehensive Plan, the minimum service level standard for recreational facilities is 3 acres per 1,000 population which includes only land, not buildings or infrastructure.

The population of the City was 5,827 in 1990 and the 1995 population is projected to be 8,762 persons. Based on these population figures, the table below indicates that there will be a surplus of recreation land in 1995 of 11.67 acres.

The population projected for the year 2000 is 13,175 persons. Based on this projection, the City will require 39.52 acres of recreation land in the year 2000 with only 37.87 acres available. Therefore, a capacity demand of 1.65 acres will exist.

Year	<u>Population</u>	<u>Existing Recreation Land</u>	<u>Land Required by Standard</u>	<u>Surplus</u>	<u>Capacity Demand</u>
1995	8,762	37.87 ac.	26.2 ac.	11.67 ac.	-----
2000	13,175	37.87 ac.	39.52 ac.	-----	1.65 ac.

There are no areas within the City that will be limited by engineering, economic or environmental factors.

2. Service Area

Facilities are provided equally to all residents, and often used on the basis of the programs available, as opposed to proximity of the facility. For instance, children active in the softball leagues play games at various locations throughout the County, based on scheduling rather than geography. Other programs are located only at certain centralized facilities, to which any Fayetteville resident can come. As a

general rule, parks facilities are located throughout the City, and future facilities will continue to be located around the City so that all residents will have recreational opportunities available on an equal basis.

The entire City is considered a single service area for the provision of park lands because: all residents have access to all of the parks in the City; because recreational services are delivered on more of a programmatic basis than delivered on a geographic basis; and because parks are and will continue to be located throughout the City. At such time as recreational facilities are proposed in response to differing needs in various areas, subareas of the City may then be appropriate as independent service areas.

In addition, the City plans on concentrating on passive neighborhood and community type recreation opportunities as opposed to active or "sports" oriented large scale facilities. Fayette County currently provides large scale active recreation facilities in close proximity that are open to all City and County residents.

3. Level of Service (LOS).

The current level of service is based on the standard of 3 acres per thousand population. The City's level of service for 1995 is satisfied and includes a surplus of land. Satisfaction of the level of service in the year 2000 will require the purchase of an additional 1.65 acres of land based on the anticipated population in that year.

There are no variations of level of service within the City since the level of service is system based as discussed above. The newly annexed areas shown in Exhibit 15.1 do not require additional infrastructure support for recreation facilities.

4. Schedule of Recreation Projects.

<u>Project Description</u>	<u>Service Area</u>	<u>Implementation Time-Frame</u>	<u>Additional Capacity Created</u>
1. Purchase Access to City Lake Property	City-wide	1995	-0-
2. Purchase one 1.65 acre tract	City-wide	1996	1.65 acre park

Appendix

CITY OF FAYETTEVILLE COMPREHENSIVE PLAN

CITIZENS QUESTIONNAIRE

1. Do you:

- A. Live in Fayetteville: 61%
- B. Own a business in Fayetteville: 2%
- C. Both live and own a business in Fayetteville: 7%

2. If you are not a native of Fayetteville, for what reason did you move to Fayetteville?

- A. Employment: 13%
- B. To be in a small town: 24%
- C. To be closer to a larger city: 3%
- D. Wanted to find a house here: 12%
- E. For life style and quality of life: 32%
- F. Other: 15%

3. Should Fayetteville maintain a recreation department?
 Yes: 87% No: 13%

4. What are your favorite forms of recreation?
 Common Answers:

- A. Swimming: 19%
- B. Beach Games: 18%
- C. Walking: 14%
- D. Golfing: 14%
- E. Sightseeing: 12%
- F. Children's playground: 5%
- G. Other: 14%

5. If you could change anything about Fayetteville, what would it be?
 Common Answers:

- A. Stop Commercial Building: 20%
- B. Less Traffic: 20%
- C. More Public Parks: 6%
- D. Stop Other Development: 4%
- E. Improve Aesthetics: 4%
- F. Need Hospital: 3%
- G. Other: 4%

6. What are the things you hope will Never change in Fayetteville?

- A. Small town Atmosphere: 45%
- B. Friendly Town: 19%
- C. Court House Square: 12%
- D. No public Transit: 3%
- E. Other: 19%

15. Do you see a need for public housing in Fayetteville?
 Yes: 10% No: 87%

16. What is your opinion of the following services in Fayetteville?

Service:	Too Much	Enough	Not Enough
Adult Education	0%	100%	47%
Recreational Crossings	0%	100%	60%
Recreational Variety	0%	100%	61%
Public Gathering Places	0%	100%	63%
Youth Activities	2%	100%	48%
Medical Facilities	1%	100%	61%
Facilities for Senior Citizens	0%	100%	43%
Citizen Involvement in City Planning Projects	1%	100%	61%

17. Do you regularly shop in Fayetteville?
 Yes: 81% No: 19%

If yes, Why?

Common Answers

- A. Convenience: 64%
- B. Variety: 19%
- C. Support Local Business: 19%
- D. Other: 6%

If no, Why?

Common Answers

- A. Limited Variety: 63%
- B. Other: 33%

18. What is your opinion of the following services provided by the City?

Service:	Excellent	Good	Fair	Poor
Water	11%	60%	19%	10%
sewer	10%	63%	16%	11%
Street Maintenance	3%	40%	40%	17%
Garbage Collection	10%	68%	16%	6%
Police	6%	48%	40%	16%
Fire	17%	54%	7%	22%
Administrative	4%	56%	4%	36%

19. What transportation improvements do you feel will be necessary in the future? (includes streets, highways, public transit, pedestrian needs etc.)

Common Answers

- A. More Sidewalks: 19%
- B. Yes Public Transit: 14%
- C. No Public Transit: 11%
- D. More Traffic Lights: 11%
- E. Need Hwy. Pass: 11%
- F. Decrease Traffic: 7%
- G. 4 Lane Hwy. 54: 6%
- H. Other: 10%

APPENDIX B
TRANSPORTATION LOG AND CAPACITY

To	Arterial Group	Exist. Exist.		Distance	LCS	LCS Cap.
		Pk-Hr Traffic	Road Type			
Banks Road	Ar. A	2377	4LD	0.53	C	2070
SR 314	Ar. B	2883	4LD	0.34	C	1930
Forrest Avenue	Ar. B	2854	4LD	0.56	B	1570
Hood Avenue	ART-B	2568	4LD	0.057	B	1570
Lamar Avenue	ART-B	3199	4LD	0.53	B	1570
Stonewall Avenue	ART-C	2440	4LD	0.057	B	878
Beauregard Blvd.	ART-B	2029	4LD	0.189	B	1570
Lee St/Grady Ave.	ART-A	1370	2LU	0.35	B	920
SR 92	ART-A	1460	2LU	0.758	B	920
Price Road	ART-A	988	2LU	0.265	B	920
Seely Road	ART-A	968	2LU	1.231	B	920
Industry Ave.	ART-B	1828	4LD	0.53	B	1570
Grady Ave.	ART-A	1897	4LD	0.438	B	1810
Lamar Ave.	ART-A	823	4LD	0.285	B	1910
Grady Ave.	ART-A	840	4LD	0.285	B	1140
Lafayette	ART-A	823	4LD	0.227	B	1910
Stonewall Ave.	ART-A	806	4LD	0.248	B	1140
SR 85	ART-B	1718	4LD	0.322	B	1570
Lee Street	ART-B	1061	4LD	0.078	B	1570
Church Street	ART-B	1061	4LD	0.088	B	1570
Just Deal Dr.	ART-B	1061	4LD	0.152	B	1570
Gwinnett Street	ART-B	1192	4LD	0.417	B	1570
Gwinnett St.	ART-A	1192	4LD	0.227	B	1810
Westberry Dr.	ART-A	1192	4LD	0.188	B	1910
Culinary Rd.	ART-A	1192	4LD	0.606	B	1910
Armond Way	ART-A	508	2LU	0.482	B	920
Wedgwood Dr.	ART-A	508	2LU	0.482	B	920
SR 85	ART-B	912	2LU	0.588	B	730
Jimmy Mayfield	ART-A	844	2LU	0.611	B	920
Marion Blvd.	ART-A	1175	2LU	0.378	B	920
Hills Road	ART-A	1175	2LU	1.08	B	920
Seely Rd.	ART-A	1238	2LU	0.72	B	920
Hillside Dr.	ART-B	988	4LD	0.171	B	1570
Confederate Ave.	ART-B	988	4LD	0.152	B	1570
Georgia Ave.	ART-B	988	4LD	0.341	B	1570
Lamar Ave. (SR 54)	ART-B	1382	4LD	0.289	B	1570
Stonewall Ave.	ART-B	1110	2LU	0.078	B	730
Jimmy Mayfield	ART-B	1178	2LU	0.248	B	940
Armond Way	ART-A	614	2LU	0.378	B	920
Courtesy St. Dr.	ART-A	614	2LU	0.608	B	920
Culinary Rd.	ART-A	408	2LU	0.758	B	920
Lamar Road	Collector	538	2LU	0.171	D	470
Beauregard Blvd.	Collector	241	2LU	0.608	B	470
SR 85	Collector	188	2LU	0.171	B	
Meyland Ave.	ART-A	887	2LU	0.72	B	920
Grady Avenue	Collector	612	2LU	0.322	B	470
Glen Drive	Collector	801	2LU	0		470
Huffman Road	Collector	801	2LU	0		470
Lee Street	ART-A	648	2LU	0.808	B	920
SR 92	ART-A	668	2LU	0.771	B	920
White Road	ART-B	1271	4LD	0.587	B	1570
Commerce Dr/SR 85	ART-B	1234	4LD	0.303	B	1570
SR 95	ART-B	648	2LU	0.171	C	940
Ellis Road	ART-B	232	2LU	0.588	B	730
SR 314	Collector	290	2LU	0.347	D	470
Huddleston Road	Collector	290	2LU	0.758	D	470
SR 54	Collector	522	2LU	0.588	D	470
SR 85	Collector	800	2LU	0.731	E	540
White Cove	Collector	318	2LU	1.138	D	470
Seneca Road	Collector	303	2LU	0.754	D	470
Brookshire Drive	Collector	382	2LU	0.908	D	470
SR 85	Collector	881	2LU	0		180

All Ordinances or portions of ordinances in conflict with this ordinance are hereby repealed.


This Ordinance shall become effective upon its passage and adoption.



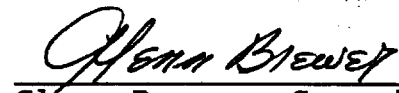
Mayor, Michael E. Wheat



Al Hovey-King, Councilman



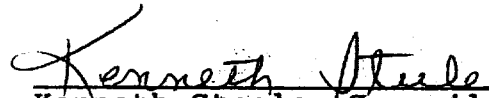
Larry Dell, Councilman



Glenn Brewer, Councilman

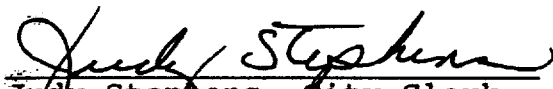


Walt White, Councilman



Kenneth Steele, Councilman

ATTEST:



Judy Stephens, City Clerk

PLAN ELEMENT	DESCRIPTION	STARTING DATE	TARGET YEAR OF COMPLETION	STATUS	ESTIMATED COST	POSSIBLE FUNDING/ ASSISTANCE SOURCES	RESPONSIBLE PARTY
Community Services	Wastewater treatment plant expansion	1992	1992	complete	\$2,800,000	Enterprise Fund, State Revolving Fund Loan, GEFA	City Water Dept.
Community Services	Construction of new water storage tank	1992	1992	complete	\$2,800,000	Enterprise Fund, State Revolving Fund Loan, GEFA	City Water Dept.
Community Services	Develop a police patrol zone expansion plan	1992	1992	complete	N/A	General Fund	City Police Dept.
Community Services	Plan future sewer service areas	1993	1993	complete	N/A	General Fund	City Water Dept.
Community Services	Develop new well sites	1993	1993	not initiated, pursuing surface water sites instead of wells	N/A	N/A	City Water Dept.
Community Services	SR 54 East, West widening	1993	1993	complete	\$2,803,000	STP, GDOT	City Engineering Dept.
Community Services	Pelham Creek Reservoir	1993	1993	not initiated, water storage tank built instead	\$7,500,000	Developer Contributions, Enterprise Fund	City Water Dept.
Community Services	Adopt a solid waste management plan including all elements required by the state	1993	1993	complete	N/A	General Fund	City Engineering Dept.
Community Services	Develop Impact Fee Ordinance	1994	1994	complete	\$22,000	Impact Fees	City Engineering Dept.
Community Services	Purchase land for SR 85 fire station	1995	1995	complete	N/A	Developer Contribution	City Fire Dept.
Community Services	SR 314 widening	1995	1995	complete	\$9,205,000	STP, GDOT	GDOT
Community Services	Renovate old Glynn Street School for new City Hall	1995	1995	complete	\$1,300,000	General Fund, Capital Fund	City Engineering Dept.
Community Services	SR 54 @ Grady Ave. intersection improvement	1996	1996	complete	\$34,000	General Fund	GDOT
Community Services	Commerce Drive extension	1996	1996	complete	\$300,000	Developer Agreement	City Engineering Dept.

PLAN ELEMENT	DESCRIPTION	STARTING DATE	TARGET YEAR OF COMPLETION	STATUS	ESTIMATED COST	POSSIBLE FUNDING/ ASSISTANCE SOURCES	RESPONSIBLE PARTY
Community Services	Construct SR 85N fire station	1995	1995	complete	\$550,000	Impact Fees	City Fire Dept.
Community Services	Purchase ladder truck	1995	1995	complete	\$500,000	Impact Fees	City Fire Dept.
Community Services	Provide sewer service to areas located in groundwater recharge areas	1996	1996	complete	N/A	General Fund	City Water Dept.
Community Services	Develop and implement county-wide transportation plan	1996	1996	implementation pending RTP update	\$230,403,000	General Fund, Impact Fees, Fayette County, GDOT, Developers.	ARC, Fayette County, City Engineering Dept.
Community Services	Water line expansion/repair	ongoing	ongoing	ongoing	cost varies	Developer Contributions, Enterprise Fund	City Water Dept.
Community Services	Sewer collection	ongoing	ongoing	ongoing	\$0	Developer Agreement	City Water Dept.
Community Services	Encourage vanpooling, carpooling, and commuter transit	ongoing	ongoing	ongoing	N/A	General Fund	ARC, Fayette County, City Engineering Dept.
Community Services	SR 85 @ Banks Rd. intersection signalization	1996	1997 (previous target date 1996)	not initiated, delay due to change in priorities	\$5,000	Impact Fees	City Engineering Dept.
Community Services	Purchase new tactical support vehicle	1997	1997 (previous target date 1996)	complete, delay due to funding availability	\$40,000	Impact Fees	City Fire Dept.
Community Services	SR 92 @ Jimmie Mayfield intersection improvement	1997	1997	contract to be let this spring	\$1,555,000	GDOT and Developer Agreement	GDOT
Community Services	Water treatment plant and water main extensions	1997	1997	under construction	\$5,600,000	Revenue Bonds	City Water Dept.
Community Services	Remodel Police Department	1997	1997	in progress	\$250,000	Building Fund	Police Dept.
Community Services	Hood Ave. signal and turn lane	1998	1998 (previous target date 1995)	not initiated, delay due to change in priorities	\$75,000	General Fund, Impact Fees	City Engineering Dept.
Community Services	SR 85 @ SR 314 intersection improvement	1998	1998	not initiated	\$120,000	GDOT	GDOT

PLAN ELEMENT	DESCRIPTION	STARTING DATE	TARGET YEAR OF COMPLETION	STATUS	ESTIMATED COST	POSSIBLE FUNDING/ ASSISTANCE SOURCES	RESPONSIBLE PARTY
Community Services	Jeff Davis Dr. widening	1996	1998 (previous target date 1997)	getting design proposal, delay due to cost	\$387,000	General Fund, Impact Fees	City Engineering Dept.
Community Services	SR 85 @ SR 92 north intersection improvement	1997	1998	not initiated	\$85,000	GDOT	GDOT
Community Services	Purchase Breathing Air System	1998	1998	not initiated	\$15,000	Impact Fees	City Fire Dept.
Community Services	Develop ordinance to require transportation, sewerage impact studies for large development	1998	1998 (previous target date 1993)	not initiated, delay due to change in priorities	N/A	General Fund	City Engineering Dept.
Community Services	Develop local street maintenance plan	1998	1998 (previous target date 1994)	not initiated, delay due to change in priorities	N/A	General Fund	City Engineering Dept.
Community Services	White Rd. curve realignment	1998	1998 (previous target date 1995)	in progress, delay due to cost/coordination with county	\$100,000	County, City Impact Fees and Capital Fund	City Engineering Dept.
Community Services	Ramah Rd. widening and SR 85/Ramah Rd. intersection improvement	1997	1999	under design as part of development	\$459,000	Impact Fees	City Engineering Dept.
Community Services	Creekwood Trail	1999	1999	not initiated	\$150,000	General Fund, Impact Fees	City Engineering Dept.
Community Services	Banks Rd. widening and SR85/Banks Rd. intersection improvement	1999	1999 (previous target date 1996)	not initiated, delay due to change in scope, increased cost and developer coordination	\$546,000	Developer Agreement	City Engineering Dept.
Community Services	SR 85 South widening, right of way acquisition	1999	1999 (previous target date 1995)	not initiated due to GDOT work program changes	\$2,017,000	STP (33C), GDOT	GDOT
Community Services	Refurbish Telesquirt	1999	1999 (previous target date 1996)	not initiated, delay due to funding availability	\$291,000	Impact Fees	City Fire Dept.
Community Services	Design, Construction, Furnishing Fire Station #3	1998	1999	not initiated	\$600,000	Impact Fees, Capital Fund	City Fire Dept.
Community Services	Refurbish Mini Pumper	2000	2000	not initiated	\$50,000	Impact Fees	City Fire Dept.
Community Services	Administrative Addition to Fire Station #1	2000	2001	not initiated	\$200,000	Impact Fees	City Fire Dept.

PLAN ELEMENT	DESCRIPTION	STARTING DATE	TARGET YEAR OF COMPLETION	STATUS	ESTIMATED COST	POSSIBLE FUNDING/ ASSISTANCE SOURCES	RESPONSIBLE PARTY
Community Services	Refurbish Interior of Fire Station #1	2001	2001	not initiated	\$75,000	Impact Fees	City Fire Dept.
Community Services	Purchase New Pumper	2002	2002	not initiated	\$300,000	Impact Fees	City Fire Dept.

PLAN ELEMENT	DESCRIPTION	STARTING DATE	TARGET YEAR OF COMPLETION	STATUS	ESTIMATED COST	POSSIBLE FUNDING/ ASSISTANCE SOURCES	RESPONSIBLE PARTY
Land Use	Identify area for office park, professional offices	1992	1992	complete	N/A	General Fund	City Engineering Dept.
Land Use	Identify area for light industry	1992	1992	complete	N/A	General Fund	City Engineering Dept.
Land Use	Nominate downtown area for National and or Georgia Register of Historic Places	1992	1992	not eligible for Register of Historic Places	N/A	General Fund	City Engineering Dept.
Land Use	Adopt hazardous materials facility standards	1992	1992	complete, city fire ordinances revised and county-wide local emergency planning committee formed	N/A	General Fund	City Fire Dept.
Land Use	Revise land use, annexation and development policies to implement comprehensive plan	1992	1993	complete	N/A	General Fund	City Engineering Dept.
Land Use	Identify top priority areas for park land	1992	1993	complete	N/A	General Fund	City Engineering Dept.
Land Use	Downtown renovation streetscape project Phase 1	1993	1993	complete, phased implementation due to coordination with GDOT on SR 85 and SR 54 construction	\$25,000	General Fund, Local Development Fund, Fundraisers	City Engineering Dept.
Land Use	Update Zoning Map	ongoing	ongoing	ongoing	N/A	General Fund	City Engineering Dept.
Land Use	Downtown renovation streetscape project Phase 2	1996	1997 (previous target date 1995)	under construction, delay due to change in project scope and funding availability	\$55,000	General Fund, Local Development Fund, Fundraisers	City Engineering Dept.
Land Use	Develop and implement groundwater recharge area and wellhead protection standards	1997	1997 (previous target date 1993)	study completed, land use and zoning changes will compete implementation of the project	N/A	General Fund	City Engineering Dept.
Land Use	Land Use Map update	1997	1997	started	N/A	General Fund	City Engineering Dept.
Land Use	Purchase access to City Lake	1998	1999 (previous target date 1995)	not initiated due to priority change, committee to be formed in 1998	\$20,000	Impact Fees	City Engineering Dept.
Land Use	Acquire park land	1998	1999 (previous target date 1996)	not initiated due to priority change, committee to be formed in 1998	\$33,000	Impact Fees	City Engineering Dept.
Land Use	Church Street Park Expansion	1998	1999 (previous target date 1996)	not initiated due to priority change, committee to be formed in 1998	\$10,000	General Fund	City Engineering Dept.

PLAN ELEMENT	DESCRIPTION	STARTING DATE	TARGET YEAR OF COMPLETION	STATUS	ESTIMATED COST	POSSIBLE FUNDING/ ASSISTANCE SOURCES	RESPONSIBLE PARTY
Land Use	Develop Nantucket Park	1998	2000 (previous target date 1997)	not initiated due to priority change, committee to be formed in 1998, budgeted for 2000	\$15,000	General Fund	City Engineering Dept.

PLAN ELEMENT	DESCRIPTION	STARTING DATE	TARGET YEAR OF COMPLETION	STATUS	ESTIMATED COST	POSSIBLE FUNDING/ ASSISTANCE SOURCES	RESPONSIBLE PARTY
Community Development	Update Comprehensive Plan to include 1990 Census Data	1995	1995	complete	N/A	General Fund	City Engineering Dept.
Community Development	Develop strategy for protecting and promoting the historic area	1995	1996	joined Main Street program in 1996	N/A	General Fund	City Administration Dept.
Community Development	Update Implementation Strategy	ongoing	ongoing	ongoing	N/A	General Fund	City Engineering Dept.
Community Development	Develop architectural, land/streetscape and signage standards for downtown	1994	1997	arch. complete, signs under review	N/A	General Fund	City Engineering Dept.