A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEACHTREE CITY AUTHORIZING THE TRANSMITTAL OF AN AMENDED CAPITAL IMPROVEMENTS ELEMENT (CIE) OF THE PEACHTREE CITY COMPREHENSIVE PLAN TO THE ATLANTA REGIONAL COMMISSION FOR REVIEW

WHEREAS, the City of Peachtree City has prepared a draft Capital Improvements Element amendment, which will be incorporated into and update the Peachtree City Comprehensive Plan; and

WHEREAS, the draft Capital Improvements Element amendment was prepared in accordance with the "Development Impact Fee Compliance Requirements" and the "Minimum Standards and Procedures for Local Comprehensive Planning" adopted by the Board of Community Affairs pursuant to the Georgia Planning Act of 1989; and,

WHEREAS, a duly advertised Public Hearing was held on January 5, 2017, at 7:00 P.M. in the Peachtree City City Hall in accordance with Section (10)(a)1 of Chapter 110-12-2-.04 of the Development Impact Fee Compliance Requirements;

BE IT THEREFORE RESOLVED, that the Mayor and Council of the City of Peachtree City, Georgia, do hereby authorize the transmittal of the draft Capital Improvements Element amendment to the Atlanta Regional Commission for regional and state review, as per the requirements of the aforesaid "Development Impact Fee Compliance Requirements".

so resolved, this _____ day of ______

Vanessa Fleisch, Mayor

Attest:



Capital Improvements Element

Peachtree City Impact Fee Program

Including the following public facility categories:

Fire Protection & EMS Police Services Recreation Facilities

DRAFT – October 24, 2016



urban planning & plan implementati

NOTICE:

This report is a continuation, refinement and update of the existing Peachtree City impact fee program, created through the prior adoption in 2009 of the City's Capital Improvements Element and the Peachtree City Impact Fee Ordinance. This report amends and replaces the previous Capital Improvements Element dated March 9, 2009.

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Introduction

The purpose of a Capital Improvements Element (CIE) is to establish where and when certain new capital facilities will be provided within a jurisdiction and the extent to which they may be financed through an impact fee program. This Capital Improvements Element addresses parks & recreation, fire protection, law enforcement and road improvements.

As required by the Georgia Development Impact Fee Act ("State Act" of "DIFA"), and defined by the Department of Community Affairs in its Development Impact Fee Compliance Requirements, the CIE must include the following for each capital facility category for which an impact fee will be charged:

- a **projection of needs** for the twenty-year planning period—2015 to 2035;
- the designation of **service areas**—the geographic area in which a defined set of public facilities provide service to development within the area;
- the designation of levels of service (LOS)—the service level that is being and/or will be provided;
- a **schedule of improvements** listing impact fee related projects and costs for the twentyyear planning period;
- a description of **funding sources** for the twenty-year planning period;
- The calculation of the **cost impact** of new development, credits, and impact fees; and
- A schedule of **maximum impact fees** that could be adopted, by land use category.

Impact Fees Authorized

Impact fees are authorized in Georgia pursuant to O.C.G.A. §36-71-1 et seq., the *Georgia Development Impact Fee Act* (DIFA), and are administered by the Georgia Department of Community Affairs under Chapter 110-12-2, *Development Impact Fee Compliance Requirements*, of the Georgia Administrative Code. Under DIFA, the City can collect money from new development based on that development's proportionate share—the 'fair share'—of the cost to provide the facilities need-ed specifically to serve new development. This includes the categories of public safety and parks. Revenue for such facilities can be produced from new development in two ways: through future taxes paid by the homes and businesses that growth creates, and through an impact fee assessed as new development occurs.

Categories for Assessment of Impact Fees

To assist in paying for the high costs of expanding public facilities and services to meet the needs of projected growth and to ensure that new development pays a reasonable share of the costs of public facilities, Peachtree City is updating its impact fees for public safety facilities (fire and police) and its recreational multi-use path system. The Chapters in this Methodology Report provide population and employment forecasts and detailed information regarding the inventory of current facilities, the level of service, and detailed calculations of the impact cost for the specific public facilities.

The following table shows the facility categories that are eligible for impact fee funding under Georgia law and that are considered in this report. The service area for each public facility category—that is, the geographical area served by the facility category—is also given, along with what the level of service standard, to be established for each facility category, is based.

Overview of Impact Fee Program - Facilities

	Fire Protection & EMS	Police Services	Recreation Facilities
Eligible Facilities	Fire stations and fire apparatus (vehicles)	Occupied facility space	Recreation facilities - multi-use paths
Service Area	Citywide	Citywide	Citywide
Level of Service Based on	Square footage and number of vehicles per day/night population	Square footage of facilities per day/night population	Lemgth of paths per housing unit
Historic Funding Source(s)	Impact Fees and General Fund	Impact Fees and General Fund	General Fund

Terms used in the **Overview Table**:

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

Service Areas are the geographic areas that the facilities serve, and the areas within which the impact fee can be collected. Monies collected in a service area for a particular category may only be spent for that purpose, and only for projects that serve that service area.

Level of Service Standards are critical to determining new development's fair share of the costs. The same standards must be applied to existing development as well as new to assure that each is paying only for the facilities that serve it. New development cannot be required to pay for facilities at a higher standard than that available to existing residents and businesses, nor to subsidize existing facility deficiencies.

Editorial Conventions

This report observes the following conventions:

The capitalized word 'City' applies to the government of Peachtree City, the City Council or any of its departments or officials, as appropriate to the context. An example is "the City has adopted an impact fee ordinance".

The lower case word 'city' refers to the geographical area of Peachtree City, as in "the population of the city has grown".

The same conventions are applied to the words 'County' and 'county', 'State' and 'state'.

Single quote marks (' and ') are used to highlight a word or phrase that has a particular meaning or refers to a heading in a table.

Double quote marks (" and ") are used to set off a word or phrase that is a direct quote taken from another source, such as a passage or requirement copied directly from a law or report.

Numbers shown on tables are often rounded from the actual calculation of the figures for clarity, but the actual number of decimal points in the calculation is retained within the table for accuracy and further calculations.

Forecasts

In order to accurately calculate the demand for future services for Peachtree City, new growth and development must be quantified in future projections. These projections include forecasts for population, households, housing units, and employment to the year 2035. These projections provide the base-line conditions from which the current (2015) Level of Service calculations are produced. Also, projections are combined to produce what is known as 'day/night population.' This is a method that combines resident population and employees in a service area to produce an accurate picture of the total number of persons that rely on certain 24-hour services, such as fire protection. The projections used for each public facility category are specified in each public facility chapter.

Accurate projections of population, households, housing units, and employment are important in that:

- Population data and forecasts are used to establish current and future demand for services standards where the Level of Service (LOS) is per capita based.
- Household data and forecasts are used to forecast future growth in the number of housing units.
- Housing unit data and forecasts relate to certain service demands that are household based, such as parks, and are used to calculate impact costs when the cost is assessed when a building permit is issued. The number of households—defined as *occupied* housing units—is always smaller than the supply of available housing units. Over time, however, each housing unit is expected to become occupied by a household, even though the unit may become vacant during future re-sales or turnovers.
- Employment forecasts are refined to reflect 'value added' employment figures. This reflects an exclusion of jobs considered to be transitory or non-site specific in nature.
- 'Value added' employment data is combined with population data to produce 'day/night population' figures. These figures represent the total number of persons receiving services, both in their homes and in their businesses, particularly from 24-hour operations such as fire protection and law enforcement.

Population and Housing Unit Forecasts

Table 1 presents the forecasts for population for each year from 2015 to 2035 and provides the forecasts for housing units over the same period. The figures shown are, in essence, mid-year estimates reflecting Census Bureau practice. In other words, the increase in population between 2015 and 2035 would actually be from July 1, 2015 to July 1, 2035. For a more detailed description of the methodologies considered in preparing population, household and housing unit forecasts, see the Technical Appendix to this report.

Table 1: Population and Housing Unit Forecasts

	County Population	Peachtree City Population		Peachtree City Households	Housing Units
2014	109,664	35,063	2014	13,150	13,93
2015	112,751	35,607	2015	13,437	14,2
2016	114,096	35,836	2016	13,596	14,3
2017	115,458	36,067	2017	13,742	14,5
2018	116,835	36,299	2018	13,878	14,6
2019	118,230	36,533	2019	14,006	14,7
2020	119,640	36,768	2020	14,131	14,8
2021	121,068	37,004	2021	14,253	15,0
2022	122,512	37,242	2022	14,366	15,1
2023	123,974	37,482	2023	14,471	15,2
2024	125,454	37,723	2024	14,573	15,3
2025	126,950	37,966	2025	14,672	15,3
2026	128,465	38,210	2026	14,769	15,4
2027	129,998	38,456	2027	14,865	15,5
2028	131,549	38,704	2028	14,958	15,6
2029	133,119	38,953	2029	15,051	15,7
2030	134,707	39,203	2030	15,142	15,8
2031	136,315	39,455	2031	15,232	15,9
2032	137,941	39,709	2032	15,322	15,9
2033	139,587	39,965	2033	15,412	16,0
2034	141,253	40,222	2034	15,503	16,1
2035	142,938	40,481	2035	15,594	16,2
	Net Increase:	4,874		Net Increase:	1,9

ROSS+associates, based on projection of 2000-2014 Census Population Estimates, using a Growth Trend regression

ROSS+associates, based on 2010 average populationper-household figures and Woods & Poole projections, and 2000-2010 housing occupancy rates.

Employment Forecasts

Table 2 shows the forecasts for employment growth countywide and in Peachtree City, from 2015 to 2035. The employment figures for Peachtree City are based on the city's proportional share of total county employment in 2010. This forecast method is used in that it is expected that Peachtree City will continue to be the major center of employment in the county into the future.

Table 2: Employment Forecasts

	Total County	Value-Added Jobs*	Peachtree City Jobs
2014	69 712	65 355	28 960
2014	71 578	67,160	20,500
2015	71,570	67,100	20,070
2010	72,340	69 744	20,024
2017	73,140	60,744	30,303
2018	73,965	69,572	30,696
2019	74,805	70,419	31,024
2020	75,678	71,299	31,357
2021	76,577	72,205	31,692
2022	77,509	73,142	32,024
2023	78,472	74,109	32,354
2024	79,469	75,112	32,689
2025	80,502	76,149	33,027
2026	81,573	77,222	33,372
2027	82,680	78,333	33,724
2028	83,828	79,483	34,081
2029	85,020	80,676	34,448
2030	86,255	81,912	34,822
2031	87,533	83,189	35,204
2032	88.855	84.511	35,596
2033	90.222	85.877	35,998
2034	91,639	87,292	36,412
2035	93,105	88,756	36,836

Net Increase:

* Total employment, less farm, forestry and construction workers

Source:

Woods & Poole employment forecasts adjusted to the countywide Growth Trend population regression, allocated to Peachtree City based on 2010 census commuting data, and averaged between the city's 2010 percentage of the county and the jobs-per-household ratios projected to 2035. In Table 2 the total employment figures are refined to produce what is referred to as 'value added' jobs. 'Value added' jobs is a refinement that excludes any employment that is considered to be transitory in nature, such as agricultural and construction employment. This is done to better measure the services being provided by the City, which in this report will be measured and, ultimately, assessed based on structures. Transitory employment does not require a structure to be built to house the employment, and so does not come under the assessment of impact fees.

A more detailed description of the methodologies considered in preparing the employment forecasts are found in the Technical Appendix to this report.

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Service Area Projections

The figures on Table 3 are the figures that are used in subsequent public facility category chapters to calculate impact costs and fees.

In Table 3 the service area forecasts are presented for a single citywide service area measured in citywide day/night population. The day/night population calculation is a combination of the future resident population and employment projections.

While fire protection and police services are commonly seen as serving all residents and businesses on a 24-hour basis, whether or not people are at home or businesses are open, recreational components such as ball fields, picnic pavilions and community centers are commonly viewed as 'residential' amenities serving primarily the residential population. However, such recreational components are not included in the impact fee program, while the City's multi-use path system is used by residents and local employees alike.

Table 3: Service Area Forecasts

Day/Night Population

2014	64,023
2015	65,283
2016	65,860
2017	66,429
2018	66,994
2019	67,557
2020	68,125
2021	68,696
2022	69,266
2023	69,835
2024	70,412
2025	70,993
2026	71,582
2027	72,180
2028	72,785
2029	73,400
2030	74,025
2031	74,659
2032	75,305
2033	75,962
2034	76,634
2035	77,317

Net Increase:

12,034

Day/Night population is the combination of residents and "value added" employment.

The day/night population is used to determine Level of Service standards for facilities that serve both the resident population and business employment.

The fire department, for instance, protects one's house from fire whether or not they are at home, and protects stores and offices whether or not they are open for business. Thus, this 'day/night' population is a measure of the total services demanded of a 24-hour service provider facility and a fair way to allocate the costs of such a facility among all of the beneficiaries.

The multi-use paths likewise serve both residents and employees, and are therefore considered on a day/night population basis for Level of Service purposes.

When the impact fee calculations are made, nonresidential fees are based on the number of employees per square foot of floor area common to each land use category. For residential uses, however, the fees are converted to a 'per housing unit' basis, since that is how building permits are issued. Housing unit projections are, therefore, also shown on the table.

Fire Protection & EMS

Introduction

Fire protection and emergency medical services are provided by the City Fire Department throughout the entire city. The capital value of fire protection is based upon fire stations, administrative office space, and fire/EMS apparatus.

Table 4 shows the Department's current inventory of 'system improvements' (fire stations and heavy vehicles having a useful life of 10 years or more). In addition, system improvements are listed that are proposed to serve the growing city for the next 20 years to 2035.

Table 4: Fire & EMS System Improvements

Sustam	Improvement	Square Feet
System	improvement	or # Vehicles

Fire Stations & Facilities	
Fire Station 81	8,952
Training - Burn Building	2,400
Storage 81 (5 x 160 sf)	800
Fire Station 82	8,470
Storage 82	160
Fire Station 83	4,781
Fire Station 84	6,419
Total Existing Floor Area	31,982
Fire/EMS Apparatus*	
Engines	5
Ladder Trucks	2
Ambulances	5
Public Safety Bus	1
Brush Truck	1
Quick Response/Attack	1
Water Rescue Truck	1
Rescue Boat	1
Total Existing Vehicles	17

Planned System Improvements

Existing System Improvements

Fire Stations	
Station 85	6,000
Station 86	4,000
Total Planned Floor Area	10,000
Fire Apparatus*	
Heavy Vehicles	3
Total Planned Vehicles	3

Total Existing and Future System

Fire Stations & Facilities	41,982
Heavy Vehicles	20

* Vehicles having a service life of 10 years or more.

Currently, Fire Department services are provided by facilities with a combined square footage of 31,982, utilizing a total of 17 department vehicles. Future proposals to maintain adequate services citywide include 2 new fire stations and 3 new vehicles.

Service Area

The Fire Department operates as a coordinated system, with each station backing up the other stations in the system. The backing up of another station is not a rare event; it is the essence of good fire protection planning. All stations do not serve the same types of land uses, nor do they all have the same apparatus. It is the strategic placement of personnel and equipment that is the backbone of good fire protection. Any new station would relieve some of the demand on the other stations. Since the stations would continue to operate as 'backups' to the other stations, everyone in the city would benefit by the construction of a new station since it would reduce the 'backup' times the station nearest to them would be less available. For these reasons the entire city is considered a single service area for the provision of fire protection and EMS services because all residents and employees within this area have equal access to the benefits of the program.

Level of Service

The level of service for fire/EMS protection in Peachtree City is measured in terms of the number of Fire Department vehicles (engines, ladder trucks, ambulances, etc.), and the number of square feet of Fire Department space (fire stations and administrative space), per day/night population in the service area. Day/night population is used as a measure in that fire protection is a 24-hour service provided continuously to both residences and businesses in the service area.

Table 5: Level of Service Calculations: Current and Future

Facility	Service Population	Level of Service
Existing Square Feet	2015 Day/Night Population	Square Feet per 2015 Day/Night Population
31,982	65,283	0.489897
Existing Vehicles	2015 Day/Night Population	Vehicles per 2015 Day/Night Population
17	65,283	0.000260
Future System: Floor Area	2035 Day/Night Population	Square Feet per 2035 Day/Night Population
41,982	77,317	0.542986
Future System: Vehicles	2035 Day/Night Population	Vehicles per 2035 Day/Night Population
20	77,317	0.000259

Table 5 presents the calculation of the Level of Service (LOS) for both the current inventory of facilities and vehicles, and for the system as proposed to serve the city for the next 20 years (which also will maintain the City's excellent ISO rating and low fire insurance rates).

For reasons that will be explained below, the LOS figures based on the future 2035 day/night population are recommended as the adopted Level of Service.

Forecasts for Service Area

Future Demand

The applicable Level of Service standards from Table 5 are multiplied by the forecasted day/night population increases to produce the expected future demand in Table 6.

The 'day/night population increase' figures are taken from Table 3: Service Area Forecasts.

Table 6: Future Demand Calculation

Level of Service	Future Population	New Growth Demand
Square Feet per 2015 Day/Night Population	Day/Night Population Increase (2015-35)	Net New Square Feet Demanded
0.489897	12,034	5,895
Vehicles per 2015 Day/Night Population	Day/Night Population Increase (2015-35)	Net New Vehicles Demanded*
0.000260	12,034	3.13

Square Feet per 2035	Day/Night Population	Net New Square Feet		
Day/Night Population	Increase (2015-35)	Demanded		
0.542986	12,034	6,534		
Vehicles per 2035	Day/Night Population	Net New Vehicles		
Day/Night Population	Increase (2015-35)	Demanded*		
0.000259	12,034	3.11		

* Only 3 vehicles are proposed to be added to the inventory, all of which will be 100% eligible for impact fee funding.

Following the format of Table 5, Table 6 calculates the demand for future facilities to serve new growth and development for both the 'current' LOS and for the system as proposed for the future.

A total of 10,000 square feet of new space is proposed to adequately serve the city in the future, including both current and future residents and businesses, while maintaining the city's ISO rating. As a result, each of the two approaches reveals a current shortfall in space serving the current day/night population.

If the LOS based on the existing system is used to determine future demand, only 5,895 sf is needed to serve future growth and development (59% of the total proposed), leaving about one-third of the proposed space (41%) to be funded by the existing tax base.

Alternately, if funding of the future proposed system is fairly apportioned between current residents and busi-

nesses and future growth, the portion of the new space eligible for funding from new growth and development rises to over 65%.

Note that, as shown on Table 4, the number of 'whole' new vehicles proposed to be added to the inventory (3) is fewer than the number eligible for impact fee funding under either scenario discussed above. As a result, all of the vehicles would be 100% impact fee eligible.

Future Costs

This Section examines both the total cost of the increased facility floor area and number of Fire Department apparatus needed to provide the proposed fire/EMS system of the future, and the extent to which these costs are impact fee eligible.

The system improvements shown on Table 7 are based on the City's desire to increase the Fire Department's services in a balanced way to appropriately maintain service to all residents and businesses in the city in 2035. The proposed system improvements are listed on Table 4, and are 'scheduled' for construction or acquisition in the appropriate years (in order to enable Net Present Value calculations based on the 2015 cost estimates shown).

		Fire Stations			Vehicles		
Year	Facility	Square Feet	2015 Cost*	Туре	Number	2015 Cost**	
2015	1		<i>k</i>			<i>k</i>	
2015		-	Ş -		-	> -	
2016	Chatian OF	-	-	Heavy vehicle		518,750	
2017	Station 85	6,000	1,740,000		-	-	
2018		-	-		-	-	
2019		-	-		-	-	
2020					-	-	
2021		-	-		-	-	
2022		-	-		-	-	
2023		-	-		-	-	
2024		-	-	Heavy Vehicle	1	518,750	
2025	Station 86	4,000	1,160,000		-	-	
2026		-	-	Heavy Vehicle	1	518,750	
2027		-	-		-	-	
2028		-	-		-	-	
2029		-	-		-	-	
2030		-	-		-	-	
2031		-	-		-	-	
2032		-	-		-	-	
2033		-	-		-	-	
2034		-	-		-	-	
2035		-	-		-	-	
		1					

Table 7: Future System Improvement Costs

* Facility cost is estimated at \$290 per square foot for construction, including engineering and design.

** Vehicle cost is estimated using an average of current prevailing rates for similar vehicles.

Estimated improvement costs (in 2015 dollars) are based on the following:

- For new facility space: Prevailing construction costs averaging \$290 per square foot for a fire station including engineering and design services.
- For heavy vehicles: Estimates are based on the average prevailing cost of similar vehicles equipped to City specifications (\$518,750).

The total cost figures from Table 7 are then converted to 'impact fee eligible' costs (in 2015 dollars) based on the percentage that each improvement is impact fee eligible. As noted above, all of the

vehicles are 100% eligible under the adopted LOS. Since only 6,534 square feet (65.3%) of the proposed 10,000 sf are impact fee eligible, the cost of the second proposed fire station is reduced accordingly so that the eligible cost for both stations together is only 65.3% of the Construct Station 85total cost of both stations. These calculations are shown on Table 8.

Costs in 2015 Dollars									
Year	Fire Station Costs	% Impact Fee Eligible	Vehicle Costs	% Impact Fee Eligible	Total Impact Fee Eligible	Net Present Value*			
	· · · · · · · · · · · · · · · · · · ·								
2015	Ş -		Ş -		Ş -	Ş -			
2016	-		518,750.00	100.0%	518,750.00	526,502.51			
2017	1,740,000.00	100.0%	-	-	1,740,000.00	1,810,070.28			
2018	-		-	-	-	-			
2019	-		-		-	-			
2020	-		-		-	-			
2021	-		-		-	-			
2022	-		-		-	-			
2023	-		-		-	-			
2024	-		518,750.00	100.0%	518,750.00	592,842.28			
2025	1,160,000.00	13.4%	-		154,860.00	188,655.82			
2026	-		518,750.00	100.0%	518,750.00	610,694.28			
2027	-		-		-	-			
2028	-		-		-	-			
2029	-		-		-	-			
2030	-		-		-	-			
2031	-		-		-	-			
2032	-		-		-	-			
2033	-		-		-	-			
2034	-		-		-	-			
2035	-		-		-	-			
1	1	I	<u> </u>]	1	1			
	\$ 2,900,000.00	65.3%	\$ 1,556,250.00	100.0%	\$ 3,451,110.00	\$ 3,728,765.18			

Table 8: Impact Fee Cost Calculations

* Net Present Value = 2015 cost estimate for fire stations inflated to target year using the ENR Building Cost Index (BCI), and the Consumer Price Index (CPI) for vehicles, both reduced to 2015 NPV using the Discount Rate.

The Net Present Value of the cost estimates for new fire stations are calculated by increasing the current (2015) estimated construction costs using the Engineering News Record's 10-year average building cost inflation (BCI) rate, and then discounting this future amount back to 2015 dollars using the Net discount Rate. For non-construction improvements (heavy vehicles), the currently estimated costs are inflated to their target years using the 10-year average CPI and then reduced using the Net Discount Rate to produce the Net Present Value. (The approaches to calculating NPV are explained in detail in the Cost Adjustments and Credits Chapter of this report.)

Police Services

Introduction

The Peachtree City Police Department provides primary law enforcement throughout the city. Through a variety of active law enforcement, community outreach and educational programs, the Police Department serves the entire population and all businesses within the city.

Service Area

The city is considered a single service area for the provision of primary law enforcement services because all residents and employees in the city have equal access to all program benefits.

Level of Service

The level of service for Police Department services in Peachtree City is measured in terms of the number of square feet of occupied facility floor area, per day/night population. Under the Georgia Development Impact Fee Law, only 'system improvements' are eligible for impact fee funding, which are defined as having a useful life of 10 years or more. Thus, patrol cars and other police vehicles and equipment cannot be included in the City's impact fee program.

Table 9: Police Services System Improvements



Table 9 presents a current inventory of facility space—the Police Headquarters.

Table 10 presents the calculation of the current Level of Service (LOS) standard for Police Services category.

Table 10: Current Level of Service Calculation

Existing	2015 Day/Night	Sq Ft per 2015		
Square Feet	Population	Day/Night Pop		
14,000	65,283	0.214450		

The inventory of existing square feet is divided by the current day/night population to obtain the LOS per person enjoyed throughout the city today. Day/night popu-

lation is used as a measure in that the Police Department provides its law enforcement services to both residences and businesses throughout the city on a 24-hour basis.

Forecasts for Service Area

Future Demand

For the purposes of impact fee calculations, the current level of service enjoyed by today's residents and businesses is used to maintain the same LOS for future growth and development.

Table 11: Future Demand Calculation

Sq Ft per 2015	Day/Night Pop	Total Square Feet		
Day/Night Pop	Increase (2015-35)	for New Growth		
0.214450	12,034	2,581		

In Table 11, the facility space LOS standard from Table 10 is multiplied by the forecasted citywide day/night population increase to produce the expected demand that future growth and development will generate for police services.

Future Costs

Table 12 provides a current cost estimate (in 2015 dollars) of the new system improvement (expansion of the space occupied by the Police Department) that is proposed to address future needs.

The estimated improvement cost (in 2015 dollars) is based on prevailing construction costs averaging \$200 per square foot plus 10% for engineering and design services, bringing the total to \$220 per square foot. Because the floor area expansion addresses only the needs of future growth, its cost is 100% impact fee eligible.

Table 12: Future System Improvement Costs

		Feet	Cost*	Fee Eligible	Cost	Value**
2024						
2025 H	Q Expansion	2,581	\$ 567,820.00	100%	\$ 567,820.00	\$ 691,738.00
2026						
		2,581	\$ 567,820.00		\$ 567,820.00	\$ 691,738.00

* Construction cost for building is estimated at \$200 per square foot for construction plus 10% for design.

 ** Net Present Value = 2015 cost estimate inflated to target year using the ENR Building Cost Index (BCI), reduced to 2014 NPV using the Discount Rate. The impact fee eligible cost (in current 2015 dollars) is then converted to a Net Present Value based on the vear in which the expansion is expected to occur. The Net Present Value for any new building is

calculated by increasing the current estimated construction cost using the Engineering News Record's 10-year average building cost inflation (BCI) rate, and then discounting this future amount back to 2015 dollars using the Net Discount Rate. (The approach to calculating NPV is explained in detail in the Cost Adjustments and Credits Chapter of this report.)

Recreation Facilities

Introduction

Public recreational opportunities are available in Peachtree City through a number of parks and recreation facilities maintained by the City. These include active and passive park lands; recreation components such as ball fields; and a system of multi-use paths used for walking, jogging, and as cartways to golf courses, parks and other destinations.

Although the 'official' public facility category in Georgia's Development Impact Fee Law includes "Parks, open space and recreation areas and related facilities," this report focuses specifically on the City's recreational multi-use path system facilities.

Service Area

All of the parks, recreation components and path facilities maintained by the City are operated as an inter-related citywide system. Thus, the entire city is considered a single service area for parks and recreation facilities.

Level of Service

Peachtree City is known throughout the State for its citywide multi-use path system—the first planned community in Georgia that integrated such a path system into the fabric of the development from the very beginning, connecting residential areas to schools, parks and other community uses, business centers, and to each other. Though since copied elsewhere, nowhere else are a city's name and its pathways recognized as synonymous and iconic.

Like parks and recreational components such as ball fields, picnic pavilions and community centers that are commonly viewed as 'residential' amenities; the City's multi-use paths are primarily used by the City's residents. Although there is some benefit to businesses as some employees take advantage of the paths to walk or exercise on their time off, to walk to lunch or a shop nearby, or to access local parks or recreation facilities, this use is incidental to the overwhelming utilization by city residents.

Over the past many years, the multi-use path system has been built and expanded in concert with development of the City's various Villages and their neighborhoods, along with the construction of inter-connections between developing areas. The system, however, is not complete. Additional development as the city builds out is needed to complete the system and ultimately serve the city's residents both today and for the next 20 years.

To accomplish this, a number of specific multi-use path projects have been identified for construction, completing the system citywide by 2035. These are identified as to their location, length and cost on the table on the next page.

Table 13: Planned Multi-Use Path System Improvements

Crosstown Business Park Police Station to Crosstown DR 2.201 \$ 66,024.97 Crosstown DR Multi-use path crossing Mid-block crossing from U-store-it to existing path Bits 24,533.06 Crosstown DR (Morb Terrace connection) Crosstown CT (Ar/Aros Terrace 1,878 55,328.06 Crosstown DR (Morb Terrace connection) Wendry So fash foods parking lot 255 7,663.00 Dividend DR - north TPatchall ND to TDR Blod Gar As 5,199 51,596.05 7,663.00 Dividend DR - north TPatchall ND to TDR Blod Gar As 5,199 51,596.05 220,017.02 21,612.05 Falco Field connection) Crosstown DR (March Acae 7,669 220,017.02 220,017.02 220,017.02 220,017.02 220,017.02 220,017.02 21,012.02 21,012.02 21,012.02 21,012.02 21,012.02 220,017.02 220,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02 20,017.02	Path Name	Start / End Point	Linear Feet		Cost
Crosstown Buniness Park Pelice Station to Crosstown DR 2,201 § 66,024.07 Crosstown DR (Arbor Terrace connection) Crosstown DR (Arbor Terrace connection) Crosstown DR (Arbor Terrace connection) Brain Nillags (CrossTown DR (Arbor Terrace connection) Brain Nillags (CrossTown DR (Mendy) Sconnection) Brain Arbit Connection Falson Faid Connection Falson Falson Faid Connection Falson Faid					
Crosstown DR Multi-use path crossing Mid-block crossing from U-Store-it to existing path 818 6 24,528.06 Crosstown DR (SR 74 S connection) Braelinn Village S/C to SR 74 S 1,731 5 55,528.86 Crosstown DR (MR 74 S connection) Wendy's to Flash Floads parking tot 225 5 7,650.00 Dividend DR - north Paschall BO TDX Bivd 8,829 5 25,596.03 Falcon Filed connection Crosstown DR (MR 475 5,191.67 32,612.05 Falcon Filed connection Falcon Filed Connection 7,20 5 21,612.05 Falcore Nature Area (Crosstown DR connection) Falcore Kature Area to MacDuff Postyre RD 2,099 5 35,930.65 Hodly Grow RD Aster Malge FIR to Holly Spring RD 2,099 5 35,930.65 Medburdt PKWY multi-use tunnel path connection) Falcore KAture Area to MacDuff Postyre RD 1,213 5 34,477.35	Crosstown Business Park	Police Station to Crosstown DR	2,201	\$	66,024.97
Crosstown DR (Arbor Terrace 1,578 5 5,532.60 Crosstown DR (Wendy's connection) Waendy's to Flash Foods parking lot 255 5 7,650.00 Dividend DR - north Pacchil R to To KB Wd 8,292 5 2,532.63 Dividend DR - north Pacchil R to To KB Wd 8,292 5 2,532.63 Dividend DR - north Pacchil R to To KB Wd 8,292 5 2,532.63 Flat Creek Nature Area (FA connection) Slat W to Dividend DR 3,237 S 9,7102.76 Huddleston RD Kednon Willage retail path relocation Maeyate RD to Kednon Willage S/C 5.15 S.15,540.66 Hue Creek Nature Area Line Creek Nature Area Sdraw Will-Wall Creek RD connection) Flat Creek Nature Area Sdraw Willow Woll Mae Connection Flat Creek Nature Area Sdraw Willow KD Connection) Flat Creek Nature Area Sdraw Willow KD 5.93,931.11 N Peachtree WWW (Flat Will Connection) Flat Creek Nature Area Sdraw Willow KD Connection) Fla	Crosstown DR multi-use path crossing	Mid-block crossing from U-Store-It to existing path	818	\$	24,539.06
Crosstown DR (MR 74 S cumection) Braelinn Village S/C to SR 74 S 1,731 5 5,5500 Dividend DR - north Paschall BD to TXK BVd 8,829 5 5,55,960.03 Dividend DR - north Paschall BD to TXK BVd 8,829 5 5,55,960.03 Falcon Field connection Falcon Rive Sature 7,20 5 2,52,020 Falc Creek Nature Area (FAs connection) Crosstwon 7BK to Tak Creek Kature Area (FAs connection) Falc Creek Nature Area (FAs connection) Falc Creek Nature Area (FAs connection) Falc Creek Nature Area (Cress ConneC	Crosstown DR (Arbor Terrace connection)	Crosstown CT to Arbor Terrace	1,878	\$	56,328.86
Crosstown DR (Wendy's connection) Wendy's to Flash Foods parking lot 255 5 7,650,000 Dividend DR - south Pachil R Do TOK Bivd (SR 745 5,199 5 25,756,037,4 Dividend DR - south TOK Bivd (SR 745 5,631 5 15,756,603 5 15,756,603 5 15,756,603 5 12,778,50 5 23,012,24 5 23,001,24 5 23,012,24 5 23,001,24 5 23,001,24 5 23,001,24 5 3,014,778,50 5 15,756,603 5 19,778,50 4,041,97 5 3,408,78 5 4,974,78,50 4,041,97 5 3,408,78 5 4,974,78,50 4,041,97 5 3,408,78 5 4,147,78 5 4,021,17 5 3,513,14 5 4,147,78 5 3,217,71 5 3,217,71 5 3,217,71 5 3,217,71 5 3,217,71 5 3,217,71 5 3,217,71 5 3,217,71 5 3,217,71 5 3,217,71 5 3,2	Crosstown DR (SR 74 S connection)	Braelinn Village S/C to SR 74 S	1,731	\$	51,916.78
Dividend DR north Parchall RD to TDK Blvd 8,929 5 267,863.4 Falcon Field connection Falcon DR to Dividend DR 720 5 21,052.05 Falcore Nature Area (Crosstown DR De Dividend DR 720 5 22,052.05 Falt Creek Nature Area (Crosstown DR De Dividend DR 720 5 22,052.05 Falt Creek Nature Area (Crosstown DR De Dividend DR 5,209 5 62,983.55 Holly Grove RD Aster Hidge TRL to Holly Springs RD 2,099 5 62,983.55 Kedron Village retail path relocation Newgate RD to Kedron Village S/D 51,510.56 5 51,550.56 Necoditre PKWY (Falt Creck RD connection) If AL Creck RD to InterIochen DR 1,348 5 41,477.98 N Peachtree PKWY (Parkway RD connection) Iack Redron lagon to Parkway DR 1,73 5 31,811.4 N Peachtree PKWY (Parkway RD connection) Iack Ederin Jagon to Parkway DR 6,33 5 39,757.045 Parketra Way Fight Dr. SP Adv In Corwn TC 5,941.50 5 30,000.00 Parketra Way SP Adv In Corwn TC 5,941.50	Crosstown DR (Wendy's connection)	Wendy's to Flash Foods parking lot	255	\$	7,650.00
Dividend DR - south TDK Blvd to SR 74 S 5,199 \$ 155,956.03 Flat Creek Nature Area (Crosstown DR connection) Crosstown DR to Flat Creek and thridge to SS Lunnel / SR 74 S 5.330.01.24 Flat Creek Nature Area (FAA connection) S 140 5.499 5.62,933.56 Huddleston RD SR 54 W to Dividend DR 2.237 S 97,109.35 5.15,500.66 Une Creek Nature Area Une Creek Nature Area 1.400 S 402,217.71 3.488.73 N Peachtree PKWV (North Hill connection) March Hill N to North Hill N to North Hill S 974 S 32,217.71 N Peachtree PKWV (North Hill connection) North Hill N to North Hill S 974 S 32,217.71 N Peachtree PKWV (North Hill connection) North Hill N to North Hill S 974 S 32,217.71 N Peachtree PKWV (Parkway DR connection) Nachtree PKW S 32,311.14 N 40diestom ND Co S A 45 1.221 S 38,417.52 Peachtree PKWV (Parkway DR connection) Nachtree PKW S 40 10,000.00 S 41,417.53 S 42,57.50.45	Dividend DR - north	Paschall RD to TDK Blvd	8,929	\$	267,863.74
Falcon Picel connectionFalcon DR to Dividend DR720\$ 2,16,12,05Falt Creek Nature Area (Crosstown DR On Falt Creek Path bridge to BSC tunnel /SR AX6,583\$ 19/,478,50Falt Creek Nature Area (FAA connection)Falt Creek path bridge to BSC tunnel /SR AX6,583\$ 19/,478,50Holly Grove RDAster Hidge TRL to Holly Springs RD2,099\$ 6,2983,55Kedron Village Fatal path relocationNewgate RD to kedron Village S/C531\$ 15,540,465Nue Creek Nature AreaUne Creek Nature Area to MacOuff Crossing S/C1,340\$ 40,211,79MacOuff PKWY For Will Creak RD connection)Falt Creek RD to InterIochen DR2,348\$ 44,477,38N Peakhtree PKWY (Falt Creek RD connection)North Hill S north Augeon to Parkway DR1,33\$ 34,347,32N Peakhtree PKWY (Parkway RD connection)North Hill S north Hill S 19,926\$ 310,000,000N Peakhtree PKWY (Parkway RD connection)Nather Kerway DR 10,5755,31,81,44\$ 45,4752Peakhtree PKWY (Parkway RD connection)Nather Reach S/D to Piloe Station6,633\$ 19,575,064Palentera WayF9,5740,655,94,400\$ 110,520,775,004\$ 110,520,775,004Palenter RWYSouth connection)Mindush TRL Cock Stown DR\$ 14,403,816\$ 110,520,775,704,53Palenter NWayF0 (Phase II)Foreston Place S/D to The Freserve S/D3,641\$ 110,520,775,704,53Redwine RD (Phase II)Foreston Place S/D to The Freserve S/D3,641\$ 110,520,775,704,53 <td>Dividend DR - south</td> <td>TDK Blvd to SR 74 S</td> <td>5,199</td> <td>\$</td> <td>155,956.03</td>	Dividend DR - south	TDK Blvd to SR 74 S	5,199	\$	155,956.03
FitA Creek Nature Area (FA connection) Crosstown DR to Flat Creek Cart bridge 7.67 5 230012.44 Fat Creek Nature Area (FA connection) Flat Creek Nature Area (FA connection) Flat Creek Nature Area (FA connection) 513 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.7425.05 519.75	Falcon Field connection	Falcon DR to Dividend DR	720	\$	21,612.05
Flat Creek Nature Area (FAA connection) Flat Creek path bridge to BSC tunnel/SP 474 5 65.83 5 197,478.50 Fulton CT connection Fulton CT Constrained (\$\science \Science \Scince \Sciene \Science \Science \Science \Science \Science \Science	Flat Creek Nature Area (Crosstown DR connection)	Crosstown DR to Flat Creek cart bridge	7,667	\$	230,012.24
Futton CT connection Futton CT to Planterra Ridge S/0 117 § 3.488.78 Holly Grove RD Aster Ridge TRL Holly Springs RD 2.009 6 62,983.50 Huddleston RD Newgate RD to Kednon Village S/C 515 5 97,002.56 Kednon Village retail path relocation Newgate RD to Kednon Village S/C 1330 5 40,211.79 MacDuff PKWY Inuti-use tunnel path connections MacDuff PKWY to Wai-mart access drive 1,33 5 41,477.98 N Peachtree PKWY (Flat Creek RD connection) Flat Creek RD to Interlochen DR 1,294 \$ 38,823.27 N Peachtree PKWY (Flat Creek RD connection) North Hill No North Hill Son Orth Parkway DR 1,173 \$ 5,812.10 N Peachtree PKWY (Parkway DR connection) Lake Kedron RD to S X74 S 1,281 8,843.75.16 Parkmer WWY Fayette County boat docks multi-use tunnel N Peachtree PKWY 5,200 \$ 910.000.00 Paschall RD Lake Kedno RD to S X74 S 1,281 \$ 8,44 Yo Crown CT 1,919 \$ 5,75.04 Paintera Way S 8 44 W to Crown CT 1,919 \$ 5,94.63.83.83 \$ 110.529.77 Redw	Flat Creek Nature Area (FAA connection)	Flat Creek path bridge to BSC tunnel/ SR 74 S	6,583	\$	197,478.50
Heily Grove RD Aster Hidge TRL to Holly Springs RD 2,099 5 6 9 5 8 7 9 7 9 7 9 7 9 7 9 7 9 7 9 7 9 7 9 7 <th7< th=""> 7 7 <</th7<>	Fulton CT connection	Fulton CT to Planterra Ridge S/D	117	\$	3,498.78
Huddleston RD SR 4W to Dividend DR 3,23 \$ 9,7102.3C Kedron Village retail path relocation Newgate RD to Redron Village 3/C 551 \$ 16,500.8E Line Creek Nature Area Une Creek Nature Area 1,380 \$ 40,211.79 MacDuff PKWF multi-use tunnel path connections MASULIF PKWY to Val-matacess drive 1,383 \$ 41,477.98 N Peachtree PKWY (Flat Creek RD connection) Flat Creek RD to Interlochen DR 1,294 \$ 88,829.27 N Peachtree PKWY (Flat Creek RD connection) Lake Kedron lagon to Parkway DR 1,713 \$ 35,181.14 N Peachtree PKWY (Farkward DR connection) Lake Kedron RD to S74 S 1,284 \$ 38,475.2 Peachtree Villas Paachtree Villas to Villow RD 633 \$ 13,975.15 \$ Paachtree Villas Paachtree Villow RD 533 \$ 110,529.77 \$ Police Station 1,561 \$ 64,083.83 \$ 105,277.045 \$ Police Station 1,561 \$ 64,083.83 \$ 105,277.045 \$ Redwine RD (Phase I) Foreston Place S/D to Palce State connection \$ 106,076.11 \$ Robinson RO (Crostown DR connection) </td <td>Holly Grove RD</td> <td>Aster Ridge TRL to Holly Springs RD</td> <td>2,099</td> <td>\$</td> <td>62,983.56</td>	Holly Grove RD	Aster Ridge TRL to Holly Springs RD	2,099	\$	62,983.56
ince Greek Nature Area Une Greek Nature Area NacOuff Crossing S/C 551 § 16,500.85 Une Greek Nature Area NacOuff Orssing S/C 1,330 § 40,211.79 MacDuff PKWY multi-use tunnel path connection) Flat Creek R D10 Interlochen DR 1,248 § 38,222.27 N Peadritere PKWY (Flat Creek RD connection) North Hill No North Hill S 974 § 29,217.71 N Peadritere PKWY (Farkt Creek RD connection) North Hill No North Hill S 974 § 29,217.71 N Peadritere PKWY (Farkt County boat docks multi-use tunnel N Peadritere PKWY 520 § 910,000.00 Paschall RD Peadritere PKWY 520 § 910,000.00 Fask W16 Crown CT 1,919 § 7,570.45 Police Station L6561 § 54,843 S 941.601 1,561 § 64,838.83 Prime PT Stevens Entry to SR 54 E 1,981 § 994.601 Redwine RD (Phase I) Foreston Place S/D to The Preserve S/D 3,664 \$ 110,523.77 Redwine RD (Phase I) Foreston Place S/D to The Preserve S/D 3,664 \$ 110,523.77 \$ 7,570.45 Robinson RD (Chostown DR connection) Windigate RD to Michitosh TRL 2,452 \$ 7,3568	Huddleston RD	SR 54 W to Dividend DR	3,237	\$	97,109.26
Line Creek Nature Area to MacDuff PKWY to Wal-mart access drive 1,340 § 40,211.79 MacDuff PKWY multi-use tunnel path connection) Flat Creek RD to Interlochen DR 1,284 § 8,829.27 N Peachtree PKWY (Irlat Creek RD connection) Flat Creek RD to Interlochen DR 1,294 § 8,829.27 N Peachtree PKWY (Tarky TR RD connection) Lake Kedron lagoon to Parkway DR 1,173 § 3,181.14 N Peachtree PKWY (Favyet RD connection) Lake Kedron lagoon to Parkway DR 1,173 § 3,181.14 N Peachtree VWW (Tarky TR RD connection) Lake Kedron RD to S R 45 1,281 § 3,847.52 Peachtree VIIlas Peachtree VIIlas to Willow RD 633 § 1,897.51 § Painterra Way S R 54 W to Crown CT 1,919 § 5,77.045 Painter RD (Phase I) Foreston Flacs 5/D to The Preserve S/D 3,684 § 101.65.97 Redwine RD (Phase I) The Preserve S/D S Peachtree PKWY 3,603 § 108,076.11 Robinson RD (Cross Down DR connection) Windgate RD to McIntoh TR L 2,425 7,356.87 Robinson RD (The Marks Dut connection) Kinterse KB D to Redwine RD 769 \$ 2,2078.53 Robinson	Kedron Village retail path relocation	Newgate RD to Kedron Village S/C	551	\$	16,540.86
NacDuff PKWY multi-use tunnel path connection MacDuff PKWY to Wail-mart access drive 1.383 § 1.4,147.98 N Peachtree PKWY (North Hill connection) North Hill N to North Hill S 974 § 29,217.71 N Peachtree PKWY (North Hill connection) North Hill N to North Hill S 974 § 29,217.71 N Peachtree PKWY (Parkway DR connection) Nachtree PKWY 520 § 90,000.00 Paschtree VIIIs S Peachtree VIIIs S 974 \$ 35,181.14 Peachtree VIIIs S Peachtree VIIIs S 1,281 \$ 38,417.52 Plantera Way SR 54 W to Crown CT 1,919 \$ 57,574.65 Plantera Way SR 54 W to Crown CT 1,919 \$ 59,416.01 Redwine RD (Phase I) Foreston Place S/D to Place S1/ot The Preserve S/D 3,668 \$ 108,029.77 Robinson RD (Camp Creek Estates connection) Windgate RD to McIntosh TRL 2,452 \$ 3,568.67 Robinson RD (The Oaksdue connection) Kindravine RD 769 \$ 23,078.53 Robinson RD (Cheak Estates connection) Kindravine RD	Line Creek Nature Area	Line Creek Nature Area to MacDuff Crossing S/C	1,340	\$	40,211.79
N Peachtree PKWY (Flat Creek RD connection) Plat Creek RD to Interlochen DR 1,244 \$ 38,282.27.71 N Peachtree PKWY (North Hill connection) Lake Kedron lagoon to Parkway DR 1,173 \$ 22,217.71 N Peachtree PKWY (Parkway DR connection) Lake Kedron lagoon to Parkway DR 1,173 \$ 35,181.14 N Peachtree PKWY (Parkway DR connection) Lake Kedron lagoon to Parkway DR 5,20 \$ 910,000.00 Paschall RD Huddleton RD to SR 74 S 1,281 \$ 38,475.21 Peachtree Villas Peachtree Villos to Villow RD 633 \$ 18,975.16 Plantera Way SR 54 Ve Crown CT 1,919 \$ 57,570.45 Police Station 1,561 \$ 46,838.83 Prime PT Stevens Entry to SR 54 1,081 \$ 108,075.11 Redwine RD (Phase I) Foreston Place S/D to The Preserve S/D 3,664 \$ 110,529.77 Robinson RD (Crosstown DR connection) Windgate RD to McIntosh TRL 2,425 \$ 73,568.87 Robinson RD (Indu Sorve RD to Redwine RD 769 \$ 23,078.53 Robinson RD (Indu Sorve RD to Redwine RD 769 \$ 23,078.53 Robinson RD (Indu Sorve RD to Redwine RD 759<	MacDuff PKWY multi-use tunnel path connections	MacDuff PKWY to Wal-mart access drive	1,383	\$	41,477.98
N Peachtree PKWY (North Hill connection) North Hill N Ovrth Hill S 974 \$ 29217.11 N Peachtree PKWY (Parkway DR Connection) Lake Kedron Lagoon to Parkway DR 1,173 \$ 35,181.14 N Peachtree PKWY (Farkway DR Connection) Lake Kedron Lagoon to Parkway DR 1,173 \$ 35,181.14 N Peachtree PKWY (Farkway DR Connection) Lake Kedron Lagoon to Parkway DR 1,281 \$ 38,401.752 Peachtree Villas Peachtree Villas to WILOW RD 663 \$ 13,875.16 Panterar Way SR 54 W to Crown CT 1,919 \$ 57.570.45 Police Station Clover Reach S/D to Police Station 1,561 \$ 46,838.83 Prime PT Stevens Entry to SR 4E 1,981 \$ 39,416.01 Redwine RD (Phase II) The Preserve S/D to Police Station 3,684 \$ 110,529.77 Robinson RD (Camp Creek Estates connection) Windgate RD to McIntosh TRL 2,452 \$ 3,568.67 Robinson RD (The Marks South connection) McIntosh TRL 2,452 \$ 3,572.81 Robinson RD (The Oaddale connection) <td< td=""><td>N Peachtree PKWY (Flat Creek RD connection)</td><td>Flat Creek RD to Interlochen DR</td><td>1,294</td><td>\$</td><td>38,829.27</td></td<>	N Peachtree PKWY (Flat Creek RD connection)	Flat Creek RD to Interlochen DR	1,294	\$	38,829.27
N Peachtree PKWY (Parkway DR connection) Lake Kedron lagoon to Parkway DR 1,173 \$ 35,181.14 N Peachtree PKWY S20 \$ 910,000.00 Paschall RD Huddleston RD to SR 74 5 1,281 \$ 88,417.50 Peachtree Villas to Willow RD 633 \$ 18,975.16 Planterra Way SR 54 W to Crown CT 1.919 \$ 57,570.45 Police Station Clover Reach S/D to Police Station 1.561 \$ 46,838.83 Prime PT Stevens Entry to SR 54 E 1.961 \$ 59,416.01 Redwine RD (Phase II) Foreston Place S/D to The Preserve S/D 3.684 \$ 110,529.73 Robinson RD (Crosstown DR connection) Windgate RD to Mutrosh TRL 2.452 \$ 73,568.77 Robinson RD (The Marks South connection) Mchatosh TRL to Crosstown DR 3.814 \$ 114,409.33 Robinson RD (The Marks South connection) Crosstown DR to Crestwood DR 2,247 \$ 67,406.16 Robinson RD (The Summit connection) Crosstown DR to Crestwood DR 2,132 \$ 63,961.37 Robinson RD (Whitfield Farms connection) Stevens Date Crestwood DR 2,132 \$ 53,876.39 Sometry/ Rockaway R	N Peachtree PKWY (North Hill connection)	North Hill N to North Hill S	974	Ś	29.217.71
N Peachtree PKWY/ Fayette County boat docks multi-use tunnel N Peachtree PKWY 520 5 910,000.00 Paschall RD Huddleston RD to SR 74 S 1,281 5 38,417.52 Peachtree Villas to Willow RD 633 5 18,975.16 Plantera Way SR 54 W to Crown CT 1,919 5 7,570.45 Police Station Clover Reach S/D to Police Station 1,561 5 46,838.83 Prime PT Stevens Entry to SR 54 E 1,981 \$ 59,416.01 Redwine RD (Phase II) Forestron Place S/D to The Preserve S/D 3,664 \$ 108,076.13 Robinson RD (Camp Creek Estates connection) Windgate RD to McIntosh TRL 2,452 \$ 73,558.87 Robinson RD (The Marks South connection) Molington RD to Redwine RD 769 \$ 23,078.53 Robinson RD (The Oakdale connection) Kimmeridge S/D to Oakdale S/D 1,191 \$ 5,723.61.37 Robinson RD (The Oakdale connection) Kimmeridge S/D to Oakdale S/D 1,212 \$ 63,361.37 Robinson RD (The Gaxdale connection) Kimereidge ARD to Minteifield Run <t< td=""><td>N Peachtree PKWY (Parkway DB connection)</td><td>Lake Kedron Jagoon to Parkway DB</td><td>1,173</td><td>Ś</td><td>35,181,14</td></t<>	N Peachtree PKWY (Parkway DB connection)	Lake Kedron Jagoon to Parkway DB	1,173	Ś	35,181,14
Paschall RDHuddleston RD to SR 74 S1,281\$ 38,417.52Peachtree VillasPeachtree Villas to Willow RD6.33\$ 18,975.16Plantera WaySR 54 W to Crown CT1,91957,570.45Police StationClover Reach S/D to Police Station1,561\$ 46,338.81Prime PTStevens Entry to SR 54 E1,981\$ 59,416.01Redwine RD (Phase I)Foreston Place S/D to The Preserve S/D3,664\$ 110,529.77Redwine RD (Camp Creek Estates connection)Windgate RD to McIntosh TRL2,452\$ 73,568.87Robinson RD (Crosstown DR connection)McIntosh TRL to Crosstown DR3,814\$ 114,409.33Robinson RD (The Varke South connection)Crestwood DR to The Estates S/D2,247\$ 67,406.16Robinson RD (The Gaver RD connection)Crosstown DR Crestwood DR2,132\$ 63,961.37Robinson RD (The Summit connection)Crosstown DR Crestwood DR2,132\$ 63,961.37Robinson RD (The Summit connection)Spear RD to Whitfield Run948\$ 28,447.47Senioa RDTyrone Depot to SR 74 N4,964\$ 148,914.06Somerby (Rockaway RD connection (Phase II)Wilshre Willage to Somerby754\$ 2,264.98Somerby (Rockaway RD connection (Phase II)Wilshre Willage to Somerby754\$ 2,264.98Somerby (Rockaway RD connection (Phase II)Willage Park to Balmoral Willage2,525\$ 7,574.53S S 4 (Phase II)Carriage LN to Redwine RD2,5177,551.97.5S R 54 (Phase II)Carriage LN to Redwine RD2,5177,551.97.5	N Peachtree PKWY/ Favette County boat docks multi-use tunnel	N Peachtree PKWY	520	Ś	910.000.00
Deachtree Villas to Willow RD 5.12.1 5.12.1 5.12.1 Plantera Way SR 54W to Crown CT 1,919 \$ 15,973.16 Plantera Way SR 54W to Crown CT 1,919 \$ 57,570.45 Police Station Clover Reach 5/D to Police Station 1,561 \$ 46,838.83 Prime PT Stevens Entry to SR 54 E 1,981 \$ 59,416.01 Redwine RD (Phase II) Foreston Place 5/D to S Peachtree PKWV 3,663 \$ 108,076.11 Robinson RD (Camp Creek Estates connection) Windgate RD to McIntosh TRL 2,452 \$ 73,568.87 Robinson RD (Helly Grove RD connection) Holly Grove RD to Redwine RD 769 \$ 23,078.53 Robinson RD (The Dakale connection) Kimeridge S/D to Dakdale S/D 1,191 \$ 35,272.81 Robinson RD (The Summit connection) Crosstown DR to Crestwood DR 2,132 \$ 63,961.37 Robinson RD (Whitfield Farms connection) Spear RD to Whitfield Run 948 \$ 24,474 Somkerise PT (Phase II) Tuxedo LN to White Springs LN 292 \$ 8,767.68 Somerby/ Rockaway RD connection (Phase II) Wilshire Village to Somerby 754 \$ 2,262.49 </td <td>Paschall RD</td> <td>Huddleston BD to SB 74 S</td> <td>1 281</td> <td>Ś</td> <td>38 417 52</td>	Paschall RD	Huddleston BD to SB 74 S	1 281	Ś	38 417 52
Indexter May Indexter May Stick With Comment Indexter May Police Station Clover Reach S/D to Police Station 1,551 \$ 46,838.83 Prime PT Stevens Entry to SR 54 E 1,981 \$ 59,446.01 Redwine RD (Phase I) Foreston Place S/D to The Preserve S/D 3,684 \$ 110,529.77 Redwine RD (Chase II) The Preserve S/D to S Peatrive PKWY 3,603 \$ 108,076.11 Robinson RD (Camp Creek Estates connection) Windgate RD to McIntosh TRL 2,452 73,568.87 Robinson RD (Charp Creek Estates connection) Mindtosh TRL to Crosstown DR 3,814 \$ 114,409.33 Robinson RD (Chorp Creek Estates connection) Holly Grove RD to Redwine RD 769 \$ 23,078.53 Robinson RD (The Marks South connection) Crestwood DR to The Estates S/D 2,247 \$ 67,406.16 Robinson RD (The Summit connection) Crestwood DR Crestwood DR 2,132 \$ 63,366.37 Robinson RD (The Summit connection) Crestwood DR 2,132 \$ 63,366.37 Senica RD Tyrone Depot to SR 74 N 4,964 \$ 148,914.06 Smokerise PT (Phase II) Twee Depot to SR 74 N 2,9	Peachtree Villas	Peachtree Villas to Willow RD	633	¢	18 975 16
Institution Display Stress Stre Press </td <td>Planterra Way</td> <td>SP 54 W to Crown CT</td> <td>1 010</td> <td>ć</td> <td>57 570 45</td>	Planterra Way	SP 54 W to Crown CT	1 010	ć	57 570 45
Foldes Statubit Lover Educer Statubit Loss Hodessatubit Prime PT Stevens Entry OR 54 E 1,981 \$ 94,04303 Redwine RD (Phase II) Foreston Place S/D to N Perserve S/D 3,664 \$ 110,529.77 Redwine RD (Phase II) The Preserve S/D to S Peachtree PKWY 3,603 \$ 108,076.11 Robinson RD (Camp Creek Estates connection) Windgate RD to McIntosh TRL 2,422 \$ 73,568.87 Robinson RD (Chory Creek Estates connection) McIntosh TRL to Crosstown DR 3,814 \$ 114,409.33 Robinson RD (The Marks South connection) Crestwood DR to The Estates S/D 2,247 \$ 67,406.16 Robinson RD (The Marks South connection) Crestwood DR to The Estates S/D 2,132 \$ 63,961.37 Robinson RD (The Summit connection) Crosstown DR to Crestwood DR 2,132 \$ 63,961.37 Robinson RD (The Summit connection) Spear RD to Whitfield Run 948 \$ 28,447.47 Seniderise PT (Phase II) Tuxed O LN to White Springs LN 292 \$ 8,767.68 Somkerise PT (Phase II) Tuxed O LN to White Springs LN 292 \$ 5,876.56 Somerby/ Rockaway	Police Station	Clover Peach S /D to Police Station	1,515	رب ح	16 020 02
Prime P1 Dietwins Entry to SN 2C 1,961 3 39,416.01 Redwine RD (Phase II) Foreston Place S/D to The Preserve S/D 3,684 \$110,529.77 Redwine RD (Phase II) The Preserve S/D to SP eachtree PKWY 3,603 \$108,076.11 Robinson RD (Crosstown DR connection) Windgate RD to McIntosh TRL 2,452 \$73,568.87 Robinson RD (Ifem South connection) Crestwood DR to The Estates S/D 2,247 \$67,406.16 Robinson RD (The Oakdale connection) Crestwood DR to The Estates S/D 2,247 \$67,406.16 Robinson RD (The Oakdale connection) Crestwood DR to The Estates S/D 2,247 \$67,406.16 Robinson RD (The Marks South connection) Crestwood DR to The Estates S/D 2,247 \$67,406.16 Robinson RD (Whitfield Farms connection) Spear RD to Whitfield Run 948 \$28,447.47 Senica RD Tyrone Depot to SR 74 N 4,964 \$148,914.06 Smokerise PT (Phase I) Tuxedo LN to Whitfield Run 948 \$26,915.21 Somerby/ Rockaway RD connection (Phase I) Wilshire Village to Somerby 754 \$22,624.98 Somerby/ Rockaway RD connection (Phase I)		Stovens Entry to SD E4 E	1,301	- -	40,838.85 F0 416 01
Redwine RD (Phase II) Forestion Place S/D 3,684 5 110,525/7 Redwine RD (Phase II) The Preserve S/D to S Peachtree PKWY 3,603 \$ 108,075.11 Robinson RD (Camp Creek Estates connection) Mindgate RD to McIntosh TRL 2,452 \$ 73,568.87 Robinson RD (Torostown DR connection) Holly Grove RD connection) Holly Grove RD to Redwine RD 769 \$ 2,3078.53 Robinson RD (The Oakdale connection) Crestwood DR to The Estates S/D 2,247 \$ 67,406.16 Robinson RD (The Summit connection) Crestwood DR to The Estates S/D 2,132 \$ 63,961.37 Robinson RD (The Summit connection) Crestwood DR to The Estates S/D 2,132 \$ 63,961.37 Robinson RD (Whitfield Farms connection) Spear RD to Whitfield Run 948 28,477.47 Semica RD Tyrone Depot to SR 74 N 4,964 \$ 148,914.06 Smokerise PT (Phase I) Tuxedo LN to White Springs LN to Summer RD 529 \$ 15,856.59 Somerby/ Rockaway RD connection (Phase II) Wilshire Village to Somerby 754 \$ 22,624.98	Prime Pr	Stevens Entry to SK 54 E	1,961		59,410.01
RedWine KD (Phase II) The Preserve Sy DIOS Feaduree PKWY 3,603 5 1.08,076.11 Robinson RD (Camp Creek Estates connection) Windgate RD to McIntosh TRL 2,452 \$ 73,5568.37 Robinson RD (Ifolly Grove RD connection) McIntosh TRL to Crosstown DR 3,814 \$ 114,409.33 Robinson RD (The Mark South connection) Crestwood DR to The Estates S/D 2,247 \$ 67,406.16 Robinson RD (The Oakdale connection) Crestwood DR to The Estates S/D 2,132 \$ 63,961.37 Robinson RD (The Oakdale connection) Crestwood DR to The States S/D 2,132 \$ 63,961.37 Robinson RD (The Summit connection) Crosstown DR to Crestwood DR 2,132 \$ 63,961.37 Senioa RD Tyrone Depot to SR 74 N 4,964 \$ 148,914.06 Smokerise PT (Phase I) Tuxedo LN to Whitfield Farms connection (Phase I) Wilden Springs LN to Summer RD 529 \$ 15,856.59 Somerby/ Rockaway RD connection (Phase II) Meade Field to Somerby (Phase III) 897 \$ 22,624.98 Somerby/ Rockaway RD connection (Phase II) Wilden Springs LN 2	Redwine RD (Phase II)	Foreston Place S/D to The Preserve S/D	3,684)	110,529.77
Robinson RU (Lamp Creek Estates connection) Windgate RU Sunctions IRL 2,452 5 73,588.37 Robinson RD (Crosstown DR connection) McIntosh TRL to Crosstown DR 3,814 \$ 111,409.33 Robinson RD (The Marks South connection) Crestwood DR to The Estates S/D 2,247 \$ 67,406.16 Robinson RD (The Marks South connection) Crestwood DR to The Estates S/D 2,132 \$ 63,961.37 Robinson RD (The Summit connection) Crosstown DR to Crestwood DR 2,132 \$ 63,961.37 Robinson RD (Whitfield Farms connection) Spear RD to Whitfield Run 948 \$ 28,447.47 Senioa RD Tyrone Depot to SR 74 N 4,964 \$ 148,914.06 Smokerise PT (Phase I) Tuxedo LN to White Springs LN 292 \$ 8,767.68 Somebry/ Rockaway RD connection (Phase I) Wilshire Village to Somerby 754 \$ 22,624.98 Somerby/ Rockaway RD connection (Phase II) Meary RD connerbin (Phase II) 897 \$ 75,748.33 S Peachtree PKWY (Phase II) Village Park to Balmoral Village 2,525 \$ 75,748.33 S Paechtree PKWY (Phase II) Robinson RD to Carriage LN to Redwine RD 2,517 \$ 75,519.75	Redwine RD (Phase II)	The Preserve S/D to S Peachtree PKWY	3,603	>	108,076.11
Robinson RD (Lotestown DR connection) Michtosh TRL to Crosstown DR 3,814 \$ 114,409.33 Robinson RD (Holly Grove RD connection) Holly Grove RD to Redwine RD 769 \$ 23,078.53 Robinson RD (The Marks South connection) Crestwood DR to The Estates S/D 2,247 \$ 67,406.16 Robinson RD (The Oakdale connection) Kimmeridge S/D to Oakdale S/D 1,191 \$ 35,723.81 Robinson RD (The Summit connection) Crosstown DR to Crestwood DR 2,132 \$ 63,961.37 Robinson RD (Whitfield Farms connection) Spear RD to Whitfield Run 948 \$ 28,447.47 Senioa RD Tyrone Depot to SR 74 N 4,964 \$ 148,914.06 Smokerise PT (Phase I) Tuxedo LN to Whitfield Run 948 \$ 28,447.47 Somekrise PT (Phase I) Hidden Springs LN to Summer RD 529 \$ 178,768 Sometry/ Rockaway RD connection (Phase I) Wilshire Village to Somerby 754 \$ 22,624.98 Sometry/ Rockaway RD connection (Phase II) Willage Park to Balmoral Village 2,525 \$ 75,748.33 S Peachtree PKWY (Phase II) Merrywood LN to Redwine RD 2,517 \$ 75,519.75 S R 54 E (Phase II)	Robinson RD (Camp Creek Estates connection)	Windgate RD to McIntosh IRL	2,452	>	/3,568.8/
Robinson RD (Holly Grove RD connection)Holly Grove RD to Redwine RD769\$ 23,078.53Robinson RD (The Marks South connection)Crestwood DR to The Estates S/D2,247\$ 67,406.16Robinson RD (The Summit connection)Crosstown DR to Crestwood DR2,132\$ 63,961.37Robinson RD (The Summit connection)Spear RD to Whitfield Run948\$ 28,447.47Senioa RDTyrone Depot to SR 74 N4,964\$ 148,914.06Smokerise PT (Phase I)Tuxedo LN to White Springs LN292\$ 8,767.68Somerby/ Rockaway RD connection (Phase II)Hidden Springs LN to Sumer RD529\$ 12,865.59Somerby/ Rockaway RD connection (Phase II)Wilshire Village to Somerby754\$ 22,624.98Somerby/ Rockaway RD connection (Phase II)Willage Park to Balmoral Village2,525\$ 75,748.33S Peachtree PKWY (Phase I)Willage Park to Balmoral Village2,525\$ 75,748.33S Peachtree PKWY (Phase II)Carriage LN to Reachine RD2,517\$ 28,296.09SR 54 E (Phase II)Carriage LN to Reachine RD2,517\$ 28,296.09SR 54 E (Phase II)Carriage LN to Reachine RD2,540,000.00SR 54 E (Phase II)Carriage LN to Reachine RAS/C943\$ 28,296.09SR 54 E (Phase II)Carriage LN to Reachine RD1,113\$ 1,540,000.00SR 74 N multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$ 1,540,000.00SR 74 S Karrs Mill connectionsCrabapple LN to Kedron Office Park1,924\$ 1,540,000.00SR 74 S/	Robinson RD (Crosstown DR connection)	McIntosh IRL to Crosstown DR	3,814	\$	114,409.33
Robinson RD (The Marks South connection)Crestwood DR to The Estates S/D2,247\$67,406.16Robinson RD (The Oakdale connection)Kimmeridge S/D to Oakdale S/D1,191\$35,723.81Robinson RD (The Summit connection)Crosstown DR to Crestwood DR2,132\$63,961.37Robinson RD (Whitfield Farms connection)Spear RD to Whitfield Run948\$28,447.47Senioa RDTyrone Depot to SR 74 N4,964\$148,914.06Smokerise PT (Phase I)Tuxedo LN to White Springs LN292\$8,767.68Sometry Rockaway RD connection (Phase I)Hildden Springs LN to Sumner RD529\$15,856.59Somerby/ Rockaway RD connection (Phase II)Wilshire Village to Somerby754\$22,624.98Sometry Rockaway RD connection (Phase II)Village Park to Balmoral Village2,525\$75,748.33S Peachtree PKWY (Phase I)Village Park to Balmoral Village2,527\$\$75,748.33S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$\$3,377.28SR 54 E (Phase I)Robinson RD to Carriage LN1,113\$33,377.28SR 54 E (Phase II)Carriage LN to Peachtree East S/C168\$1,540,000.00SR 54 E (Phase II)Carriage LN to Peachtree East S/C168\$1,540,000.00SR 54 M multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$57,344.47SR 54 S M multi-use bridge and path connectionsRite Aid to S	Robinson RD (Holly Grove RD connection)	Holly Grove RD to Redwine RD	769	\$	23,078.53
Robinson RD (The Oakdale connection)Kimmeridge S/D to Oakdale S/D1,191\$ 35,723.81Robinson RD (The Summit connection)Crosstown DR to Crestwood DR2,132\$ 63,961.37Robinson RD (Whitfield Farms connection)Spear RD to Whitfield Run948\$ 28,447.47Senioa RDTyrone Depot to SR 74 N4,964\$ 148,914.06Smokerise PT (Phase I)Tuxedo LN to White Springs LN292\$ 8,767.68Sometry/ Rockaway RD connection (Phase I)Wilshire Village to Somerby754\$ 22,624.98Somerby/ Rockaway RD connection (Phase II)Meade Field to Somerby (Phase III)897\$ 26,6915.21S Peachtree PKWY (Phase I)Village Park to Balmoral Village2,525\$ 75,748.33S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$ 75,519.75S F3 4E (Phase I)Robinson RD to Carriage LN1,113\$ 33,377.28S F4 E (Phase I)Robinson RD to Carriage LN1,113\$ 33,377.28S F3 4E (Phase II)Carriage Carriage LN to Peachtree East S/C168\$ 1,540,000.00S R 54 W multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$ 1,540,000.00S R 74 N multi-use bridge and path connectionsRite Aid to Somerby1,913\$ 57,394.71S R 74 S Milt ConnectionRite Aid to Somerby1,913\$ 57,394.71S R 74 S Milt ConnectionRite Aid to Somerby1,913\$ 7,534.72S R 74 S Milt ConnectionRite Aid to Somerby1,913\$ 7,734.73S R 74 S Multi-use bridge and path conn	Robinson RD (The Marks South connection)	Crestwood DR to The Estates S/D	2,247	\$	67,406.16
Robinson RD (The Summit connection)Crosstow DR to Crestwood DR2,132\$63,961.37Robinson RD (Whitfield Farms connection)Spear RD to Whitfield Run948\$28,447.47Senioa RDTyrone Depot to SR 74 N4,964\$148,914.06Smokerise PT (Phase I)Tuxedo LN to White Springs LN292\$8,767.68Somerby/ Rockaway RD connection (Phase I)Hidden Springs LN to Summer RD529\$15,856.59Somerby/ Rockaway RD connection (Phase II)Meade Field to Somerby754\$22,624.98Somerby/ Rockaway RD connection (Phase II)Wilshire Village to Somerby (Phase III)897\$26,915.21S Peachtree PKWY (Phase I)Village Park to Balmoral Village2,517\$75,748.33S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$75,519.75SR 54 E (Phase II)Robinson RD to Carriage LN1,113\$33,377.28SR 54 E (Phase II)Carriage LN to Peachtree East S/C168\$1,540,000.00SR 54 E (Phase II)Carriage LN to Peachtree East S/C168\$1,540,000.00SR 54 E (Phase II)Carriage LN to Peachtree East S/C168\$1,540,000.00SR 54 E (Phase II)Carriage LN to Redron Office Park1,924\$1,540,000.00SR 54 M multi-use bridge and path connectionsCrabaple LN to Kedron Office Park1,924\$1,540,000.00SR 74 S A thi Adi multi-use tunnel path connectionsRite Aid to Somerby1,913\$57,344.71 <t< td=""><td>Robinson RD (The Oakdale connection)</td><td>Kimmeridge S/D to Oakdale S/D</td><td>1,191</td><td><u>Ş</u></td><td>35,723.81</td></t<>	Robinson RD (The Oakdale connection)	Kimmeridge S/D to Oakdale S/D	1,191	<u>Ş</u>	35,723.81
Robinson RD (Whitfield Farms connection)Spear RD to Whitfield Run948\$28,447.47Senioa RDTyrone Depot to SR 74 N4,964\$148,914.06Smokerise PT (Phase I)Tuxedo LN to White Springs LN229\$\$Somokrise PT (Phase I)Hidden Springs LN to Sumner RD529\$15,856.59Somerby/ Rockaway RD connection (Phase I)Wilshire Village to Somerby754\$22,624.98Somerby/ Rockaway RD connection (Phase II)Meade Field to Somerby (Phase III)897\$26,915.21S Peachtree PKWY (Phase I)Village Park to Balmoral Village2,525\$75,748.33S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$75,519.75S R 54 E (Phase I)Robinson RD to Carriage LN1,113\$33,377.28S R 54 E (Phase I)Carriage LN to Peachtree East S/C164\$1,540,000.00S R 54 E multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$1,540,000.00S R 74 N multi-use bridge and path connectionsCrabel LN to Kedron Office Park1,924\$1,540,000.00S R 74 S Airrs Mill connectionRite Aid to Starrs Mill cohool complex2,395\$71,846.47S 74 S Airrs Mill connectionRite Aid to Starrs Mill cohool complex2,395\$71,846.47S 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$143,31.47S 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$78,626.90 <td>Robinson RD (The Summit connection)</td> <td>Crosstown DR to Crestwood DR</td> <td>2,132</td> <td>\$</td> <td>63,961.37</td>	Robinson RD (The Summit connection)	Crosstown DR to Crestwood DR	2,132	\$	63,961.37
Senioa RDTyrone Depot to SR 74 N4,964\$148,914.06Smokerise PT (Phase I)Tuxedo LN to White Springs LN292\$\$\$,767.68Smokerise PT (Phase II)Hidden Springs LN to Sumner RD529\$15,856.59Somerby/ Rockaway RD connection (Phase I)Wilshire Village to Somerby754\$22,624.98Somerby/ Rockaway RD connection (Phase II)Meade Field to Somerby (Phase III)897\$26,915.21S Peachtree PKWY (Phase I)Village Park to Balmoral Village2,525\$75,748.33S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$75,519.75SR 54 E (Phase I)Robinson RD to Carriage LN1,113\$33,377.28SR 54 E (Phase I)Carriage LN to Peachtree East S/C943\$28,296.09SR 54 E multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$1,540,000.00SR 74 S AW multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,924\$1,540,000.00SR 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Starrs Mill school complex2,395\$71,846.47SR 74 S/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$71,846.47SR 74 South (Phase I)Dividend DR to Cooper Lighting to BSC tunnel4,844\$145,323.98SR 74 South (Phase II)Dividend DR to SR 74 S2,621\$78,626.90Stevens EntryPrime PT to N Peachtree PKWY446	Robinson RD (Whitfield Farms connection)	Spear RD to Whitfield Run	948	\$	28,447.47
Smokerise PT (Phase I)Tuxedo LN to White Springs LN292\$8,767.68Smokerise PT (Phase II)Hidden Springs LN to Sumner RD529\$15,856.59Somerby/ Rockaway RD connection (Phase I)Wilshire Village to Somerby (Phase III)897\$22,624.98Somerby/ Rockaway RD connection (Phase II)Meade Field to Somerby (Phase III)897\$22,6915.21S Peachtree PKWY (Phase I)Village Park to Balmoral Village2,525\$75,748.33S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$75,519.75SR 54 E (Phase I)Robinson RD to Carriage LN1,113\$33,377.28SR 54 E (Phase II)Carriage LN to Peachtree East S/C943\$28,296.09SR 54 K (Phase II)Carriage LN to Peachtree East S/C168\$1,540,000.00SR 54 K multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$1,540,000.00SR 74 N multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,924\$1,540,000.00SR 74 S/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$71,846.47SR 74 S/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$71,846.47SR 74 South (Phase II)Dividend DR to Cooper Lighting to BSC tunnel4,844\$145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$78,626.90Stevens EntryPrime PT to N Peachtree PKWY <td< td=""><td>Senioa RD</td><td>Tyrone Depot to SR 74 N</td><td>4,964</td><td>\$</td><td>148,914.06</td></td<>	Senioa RD	Tyrone Depot to SR 74 N	4,964	\$	148,914.06
Smokerise PT (Phase II)Hidden Springs LN to Sumner RD529\$15,856.59Somerby/ Rockaway RD connection (Phase I)Wilshire Village to Somerby754\$22,624.98Somerby/ Rockaway RD connection (Phase II)Meade Field to Somerby (Phase III)897\$26,915.21S Peachtree PKWY (Phase I)Village Park to Balmoral Village2,525\$75,748.33S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$75,519.75SR 54 E (Phase I)Robinson RD to Carriage LN1,113\$33,377.28SR 54 E (Phase II)Carriage LN to Peachtree East S/C943\$28,296.09SR 54 E multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$1,540,000.00SR 74 N multi-use bridge and gateway featureMacDuff Crossing S/C to MacDuff PKWY1,321\$1,540,000.00SR 74 N multi-use bridge and path connectionsCrabaple LN to Kedron Office Park1,924\$1,540,000.00SR 74 S/ Starrs Mill connectionRite Aid to Somerby1,913\$57,394.71SR 74 S/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$71,846.47SR 74 South (Phase I)Dividend DR to Cooper Lighting2,621\$78,62.90Stevens EntrySR 54 E to Smokerise PT1,772\$53,164.53TDK BLVD (Phase I)Dividend DR to SR 74 S2,167\$65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$519,57.42 <td>Smokerise PT (Phase I)</td> <td>Tuxedo LN to White Springs LN</td> <td>292</td> <td>\$</td> <td>8,767.68</td>	Smokerise PT (Phase I)	Tuxedo LN to White Springs LN	292	\$	8,767.68
Somerby/ Rockaway RD connection (Phase I)Wilshire Village to Somerby754\$22,624.98Somerby/ Rockaway RD connection (Phase II)Meade Field to Somerby (Phase III)897\$26,915.21S Peachtree PKWY (Phase I)Village Park to Balmoral Village2,525\$75,748.33S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$75,519.75S R54 E (Phase I)Robinson RD to Carriage LN1,113\$33,377.5S R54 E (Phase II)Carriage LN to Peachtree East S/C943\$28,296.09S R 54 E (Phase II)Carriage LN to Peachtree East S/C168\$1,540,000.00S R 54 E multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$1,540,000.00S R 74 N multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,913\$5,7394.71S R 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Somerby1,913\$5,7394.71S R 74 S/ starrs Mill connectionRite Aid to Somerby1,913\$5,7394.71S R 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$145,323.98S R 74 South (Phase II)Dividend DR to SR 74 S2,621\$78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$53,164.53TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$159,575.42Willow RDAsp	Smokerise PT (Phase II)	Hidden Springs LN to Sumner RD	529	\$	15,856.59
Somerby/ Rockaway RD connection (Phase II)Meade Field to Somerby (Phase III)897\$ 26,915.21S Peachtree PKWY (Phase I)Village Park to Balmoral Village2,525\$ 75,748.33S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$ 75,519.75SR 54 E (Phase I)Robinson RD to Carriage LN1,113\$ 33,377.28SR 54 E (Phase II)Carriage LN to Peachtree East S/C943\$ 28,296.09SR 54 E multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$ 1,540,000.00SR 54 E multi-use bridge and gateway featureMacDuff Crossing S/C to MacDuff PKWY1,321\$ 1,540,000.00SR 74 N multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,913\$ 57,394.71SR 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Starrs Mill school complex2,395\$ 71,846.47SR 74 S/ starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$ 71,846.47SR 74 S/ starrs Mill connectionDividend DR to Cooper Lighting2,621\$ 78,262.90Stevens EntryPrime PT to N Peachtree PKWY446\$ 13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$ 53,164.53TDK BLVD (Phase I)Dividend DR to SR 74 S2,063\$ 66,000.57TDK BLVD (Phase I)Lake Mcintosh to Dividend DR5,319\$ 159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$ 61,896.67Starts Store DDDividend DR to DR 74 S2,063\$ 61,896.67Start	Somerby/ Rockaway RD connection (Phase I)	Wilshire Village to Somerby	754	\$	22,624.98
S Peachtree PKWY (Phase I)Village Park to Balmoral Village2,525\$75,748.33S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$75,519.75SR 54 E (Phase I)Robinson RD to Carriage LN1,113\$33,377.28SR 54 E (Phase II)Carriage LN to Peachtree East S/C943\$28,296.09SR 54 E multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$1,540,000.00SR 54 M multi-use bridge and gateway featureMacDuff Crossing S/C to MacDuff PKWY1,321\$1,540,000.00SR 74 N multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,913\$5,73,94.71SR 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Starrs Mill school complex2,395\$71,846.47SR 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$53,164.53TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$61,896.67	Somerby/ Rockaway RD connection (Phase II)	Meade Field to Somerby (Phase III)	897	\$	26,915.21
S Peachtree PKWY (Phase II)Merrywood LN to Redwine RD2,517\$75,519.75SR 54 E (Phase I)Robinson RD to Carriage LN1,113\$33,377.28SR 54 E (Phase II)Carriage LN to Peachtree East S/C943\$28,296.09SR 54 E multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$1,540,000.00SR 54 W multi-use bridge and gateway featureMacDuff Crossing S/C to MacDuff PKWY1,321\$1,540,000.00SR 74 N multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,924\$1,540,000.00SR 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Somerby1,913\$57,394.71SR 74 S/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$71,846.47SR 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$53,164.53TDK BLVD (Phase II)Dividend DR to SR 74 S2,167\$65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$61,896.67Wynnmeade connectionDiscount Tire to Wynnmeade S/D1,174\$35,362.07	S Peachtree PKWY (Phase I)	Village Park to Balmoral Village	2,525	\$	75,748.33
SR 54 E (Phase I)Robinson RD to Carriage LN1,113\$ 33,377.28SR 54 E (Phase II)Carriage LN to Peachtree East S/C943\$ 28,296.09SR 54 E multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$ 1,540,000.00SR 54 W multi-use bridge and gateway featureMacDuff Crossing S/C to MacDuff PKWY1,321\$ 1,540,000.00SR 74 N multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,913\$ 57,394.71SR 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Starrs Mill school complex2,395\$ 71,846.47SR 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$ 145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$ 78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$ 13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$ 53,164.53TDK BLVD (Phase II)Dividend DR to SR 74 S2,617\$ 65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$ 159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,663\$ 61,896.67	S Peachtree PKWY (Phase II)	Merrywood LN to Redwine RD	2,517	\$	75,519.75
SR 54 E (Phase II)Carriage LN to Peachtree East S/C943\$ 28,296.09SR 54 E multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$ 1,540,000.00SR 54 W multi-use bridge and gateway featureMacDuff Crossing S/C to MacDuff PKWY1,321\$ 1,540,000.00SR 74 N multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,924\$ 1,540,000.00SR 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Somerby1,913\$ 57,394.71SR 74 S/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$ 71,846.47SR 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$ 145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$ 78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$ 13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$ 53,164.53TDK BLVD (Phase II)Dividend DR to SR 74 S2,617\$ 65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$ 159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$ 61,896.67	SR 54 E (Phase I)	Robinson RD to Carriage LN	1,113	\$	33,377.28
SR 54 E multi-use bridge and path - Lexington CircleLexington Circle to Peachtree East S/C168\$ 1,540,000.00SR 54 W multi-use bridge and gateway featureMacDuff Crossing S/C to MacDuff PKWY1,321\$ 1,540,000.00SR 74 N multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,924\$ 1,540,000.00SR 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Somerby1,913\$ 57,394.71SR 74 S/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$ 71,846.47SR 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$ 145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$ 78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$ 13,394.47Summer RDSR 54 E to Smokerise PT1,772\$ 53,164.53TDK BLVD (Phase II)Dividend DR to SR 74 S2,617\$ 65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$ 159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$ 61,896.67	SR 54 E (Phase II)	Carriage LN to Peachtree East S/C	943	\$	28,296.09
SR 54 W multi-use bridge and gateway featureMacDuff Crossing S/C to MacDuff PKWY1,321\$ 1,540,000.00SR 74 N multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,924\$ 1,540,000.00SR 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Somerby1,913\$ 57,394.71SR 74 S/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$ 71,846.47SR 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$ 145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$ 78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$ 13,394.47Summer RDSR 54 E to Smokerise PT1,772\$ 53,164.53TDK BLVD (Phase II)Dividend DR to SR 74 S2,167\$ 65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$ 159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$ 61,896.67	SR 54 E multi-use bridge and path - Lexington Circle	Lexington Circle to Peachtree East S/C	168	\$	1,540,000.00
SR 74 N multi-use bridge and path connectionsCrabapple LN to Kedron Office Park1,924\$ 1,540,000.00SR 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Somerby1,913\$ 57,394.71SR 74 S/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$ 71,846.47SR 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$ 145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$ 78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$ 13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$ 53,164.53TDK BLVD (Phase II)Dividend DR to Dividend DR2,167\$ 65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$ 159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$ 61,896.67Wynnmeade connectionDiscount Tire to Wynnmeade S/D1 179\$ 35, 362.07	SR 54 W multi-use bridge and gateway feature	MacDuff Crossing S/C to MacDuff PKWY	1,321	\$	1,540,000.00
SR 74 S/ Rite Aid multi-use tunnel path connectionsRite Aid to Somerby1,913\$ 57,394.71SR 74 S/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$ 71,846.47SR 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$ 145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$ 78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$ 13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$ 53,164.53TDK BLVD (Phase I)Dividend DR to SR 74 S2,167\$ 65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$ 159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$ 61,896.67Wynnmeade connectionDiscount Tire to Wynnmeade S/D1 179\$ 35,362.07	SR 74 N multi-use bridge and path connections	Crabapple LN to Kedron Office Park	1,924	\$	1,540,000.00
SR 74 \$/ Starrs Mill connectionRite Aid to Starrs Mill school complex2,395\$71,846.47SR 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$53,164.53TDK BLVD (Phase I)Dividend DR to SR 74 S2,167\$65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$61,896.67Wynnmeade connectionDiscount Tire to Wynnmeade S/D11179\$35,362.07	SR 74 S/ Rite Aid multi-use tunnel path connections	Rite Aid to Somerby	1,913	\$	57,394.71
SR 74 South (Phase I)Cooper Lighting to BSC tunnel4,844\$ 145,323.98SR 74 South (Phase II)Dividend DR to Cooper Lighting2,621\$ 78,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$ 13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$ 53,164.53TDK BLVD (Phase I)Dividend DR to SR 74 S2,167\$ 65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$ 159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$ 61,896.67Wynnmeade connectionDiscount Tire to Wynnmeade S/D1 179\$ 35,362.07	SR 74 S/ Starrs Mill connection	Rite Aid to Starrs Mill school complex	2,395	\$	71,846.47
SR 74 South (Phase II)Dividend DR to Cooper Lighting2,62178,626.90Stevens EntryPrime PT to N Peachtree PKWY446\$ 13,394.47Sumner RDSR 54 E to Smokerise PT1,772\$ 53,164.53TDK BLVD (Phase I)Dividend DR to SR 74 S2,167\$ 65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$ 159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$ 61,896.67Wynnmeade connectionDiscount Tire to Wynnmeade S/D1 179\$ 35,362.07	SR 74 South (Phase I)	Cooper Lighting to BSC tunnel	4.844	Ś	145,323.98
Stevens Entry Prime PT to N Peachtree PKWY 446 \$ 13,394.47 Sumner RD SR 54 E to Smokerise PT 1,772 \$ 53,164.53 TDK BLVD (Phase I) Dividend DR to SR 74 S 2,167 \$ 65,000.57 TDK BLVD (Phase II) Lake McIntosh to Dividend DR 5,319 \$ 159,575.42 Willow RD Aspen DR (Twiggs Corner) to SR 74 S 2,063 \$ 61,896.67 Wynnmeade connection Discount Tire to Wynnmeade S/D 1 179 \$ 35,362.07	SR 74 South (Phase II)	Dividend DR to Cooper Lighting	2.621	Ś	78,626.90
Summer RD SR 54 E to Smokerise PT 1,772 \$ 53,164.53 TDK BLVD (Phase I) Dividend DR to SR 74 S 2,167 \$ 65,000.57 TDK BLVD (Phase II) Lake McIntosh to Dividend DR 5,319 \$ 159,575.42 Willow RD Aspen DR (Twiggs Corner) to SR 74 S 2,063 \$ 61,896.67 Wynnmeade connection Discount Tire to Wynnmeade S/D 1 179 \$ 35,362.07	Stevens Entry	Prime PT to N Peachtree PKWY	446	Ś	13,394.47
TDK BLVD (Phase I)Dividend DR to SR 74 S2,167\$65,000.57TDK BLVD (Phase II)Lake McIntosh to Dividend DR5,319\$159,575.42Willow RDAspen DR (Twiggs Corner) to SR 74 S2,063\$61,896.67Wynnmeade connectionDiscount Tire to Wynnmeade S/D1179\$35,362.07	Sumner RD	SR 54 E to Smokerise PT	1 772	Ś	53,164,53
TDK BLVD (Phase II) Lake McIntosh violend DR 5,309 5 159,575.42 Willow RD Aspen DR (Twiggs Corner) to SR 74 S 2,063 \$ 61,896.67 Wynnmeade connection Discount Tire to Wynnmeade S/D 1 179 \$ 35,362.07	TDK BLVD (Phase I)	Dividend DR to SR 74 S	2,167	Ś	65,000,57
Willow RD Aspen DR (Twiggs Corner) to SR 74 S 2,063 \$ 61,896.67 Wynnmeade connection Discount Tire to Wynnmeade S/D 1 179 \$ 35,362.07	TDK BI VD (Phase II)	Lake McIntosh to Dividend DR	5 310	4	159,575 42
Window Rob Zyous 5 01,050.07 Wynnmeade connection Discount Tire to Wynnmeade S/D 1 179 \$ 35 362 07	Willow RD	Aspen DR (Twiggs Corner) to SR 74 S	2 063	ب د	61 896 67
	Wynnmeade connection	Discount Tire to Wynnmeade S/D	1.179	Ś	35,362.07

Total: 119,547 \$ 8,998,457.72

Table 14: Multi-Use Path System

System Improvement	Linear Feet			
Existing Path System	528,000			
Future Path System Improvements	119,547			
-				
Total System Length	647,547			

Table 15 shows the length of the multi-use paths that currently exist throughout the city, and the total length of planned path connections and extensions needed to complete the system for the city's residents today and for future growth over the coming 20 years. In miles, the City currently maintains almost exactly 100 miles of paths, and the planned system improvements will involve an additional 22.64 miles.

Table 15 shows the calculation of the Level of Service for the multi-use path system. For these system improvements, the LOS is based on the future number of housing units forecasted for 2035 since the entire system, as it exists today and is proposed to be expanded, will serve all of the city's residents collectively by that target year.

Table 15: Level of Service Calculation

Total	2035 Residential	Feet per 2035		
Linear Feet	Housing Units	Housing Unit		
647,547	16,221	39.920316		

To determine the LOS, the total length (in feet) of the future system is divided by the number of housing units expected in the city by 2035, resulting in the number of feet per housing unit that will benefit from the total path system when it is completed.

Forecasts for Service Area

Future Demand

Applying the City's Level of Service standard to the increase in the number of housing units that is projected for the city by 2035 results in a figure that establishes the maximum number of path feet that could be included in an impact fee program. This maximum is shown on Table 16.

Table 16: New Growth Demand Calculation

Feet per 2035 Housing Unit	Housing Unit Increase (2015-35)	Total Feet for New Growth		
39.920316	1,991	79,481		

The 'total feet for new growth' figure is determined by multiplying the Level of Service standard times the number of new housing units projected to be added to the city by 2035. The housing unit increase figure is the citywide increase taken from **Error! Reference source not found.**

Future Costs

As discussed above, there are specific plans for improvements to expand the multi-use path system to accommodate both existing and future development throughout the city.

Table 17 presents the City's proposed system improvement costs that will benefit the entire city and extend service to its future growth and development. There is a 'trade-off' implicit in this table: existing development has already paid for the existing system, which will be available equally to new growth at 'no cost', while existing residents will have equal access to the proposed system improvements. The approach in calculating the Level of Service system-wide and new growth's 'proportional share' of the entire 123-mile system, in terms of a portion of the future costs, preserves the proportionality of cost responsibility between existing and future development.

Overall, then, new growth's 'proportional share' of the entire 123-mile future system boils down to 79,481 feet (or 15.0532 miles) of the planned new extensions (119,547 feet), which is 66.48% of the length of the new paths and therefore 66.48% of the cost of the system expansion.

Year	Facility	Linear Feet	Current Cost*	% Impact Fee Eligible	Eligible 2015 Cost	Net Present Value**
2024						
2025	New Multi-Use Paths	119,547	\$ 8,998,457.72	66.48%	\$ 5,982,615.29	\$ 8,099,935.20
2026						
				_		
		119,547	\$ 8,998,457.72		\$ 5,982,615.29	\$ 8,099,935.20

Table 17: Future System Improvement Costs

* Costs for individual projects vary (see *Planned Multi-Use Path System Improvements* Table). Overall average is \$75.27 per linear foot.

** Average construction year of 2025 used. Net Present Value = current cost estimate inflated to target year using the ENR Construction Cost Index (CCI), reduced to 2015 NPV using the Discount Rate.

The Net Present Value of the construction of the new multi-use paths is calculated by increasing the current estimated construction costs using the Engineering News Record's 10-year average construction cost inflation (CCI) rate, and then discounting the future amounts back to current dollars using the Net discount Rate. Since progress on the new construction will span the coming 20 years, an 'average' construction year midway through the process—2025—is used for the NPV calculation.

Exemption Policy

The Georgia Development Impact Fee Act provides that the City's "impact fee ordinance may exempt all or part of particular development projects from development impact fees if:

(1) Such projects are determined to create extraordinary economic development and employment growth or affordable housing;

(2) The public policy which supports the exemption is contained in the $[{\rm city}{\rm 's}]$ comprehensive plan; and

(3) The exempt development project's proportionate share of the system improvement is funded through a revenue source other than development impact fees."

The following Exemption Policy is included in this CIE and thus becomes part of the City's Comprehensive Plan:

The City of Peachtree City recognizes that certain office, hospitality and retail trade development projects provide extraordinary benefit in support of the economic advancement of the city's citizens over and above the access to jobs, goods and services that such uses offer in general. To encourage such development projects, the Mayor and City Council may consider granting a reduction in the impact fee for such a development project upon the determination and relative to the extent that the business or project represents extraordinary economic development and employment growth of public benefit to Peachtree City, in accordance with exemption criteria the City may adopt. It is also recognized that the cost of system improvements otherwise foregone through exemption of any impact fee must be funded through revenue sources other than impact fees.

While this policy provides that exemption criteria may be approved by the City Council as part of its Impact Fee Ordinance, the adoption of such criteria is elective on the part of the City Council and may or may not be activated through inclusion in the Ordinance.

Community Work Program

The City has most recently prepared a 2016 CIE Annual Update report, containing a Community Work Program based on the current CIE adopted in 2009. The City is scheduled to update its Comprehensive Plan by 6/30/2017, which will entail a new CWP covering the years 2017 to 2021.

In the interim, the following listing of impact fee projects is adopted as part of this Capital Improvements Element, covering the 5-year period 2016-2020, as an addendum to the most recently prepared CWP in the 2016 Annual Update report. In 2017, the new Community Work Program within the Comprehensive Plan update will include all project activities, including the specific impact fee eligible projects below.

Project Description	2016	2017	2018	2019	2020	Responsible Party	Cost Esti- mate	Funding Source	Comments/ Explanation
Fire Protection & EMS									
Purchase Heavy Vehicle – Fire Apparatus	x	x				Fire Depart- ment	\$518,750 100% impact fees on hand		Project is 100% impact fee eligi- ble
Construct Fire Station 85		x	x	x		Fire Depart- ment	91.0% new impact \$1,740,000 fees; 9.0% impact fees on hand		Project is 100% impact fee eligi- ble
Police Services									
No impact fee projects in the coming 5 years						Police De- partment			
Recreation Facilities									
Annual expansion of the Multi-Use Path System		x	x	X	x	Recreation & Special Events Department; Public Works Department (construction)	\$609,156 average per year	\$609,156 average per year 79.1% new impact fees; 2.8% impact fees on hand; 18.1% General Fund	

5-Year Work Program Addendum: Impact Fee Eligible Projects

Notes:

- All figures are Net Present Value.
- For projects that are not 100% impact fee funded, funding may be provided from the General Fund, the Capital Projects Fund or other local taxation sources, as determined during the annual budget adoption process.
- Impact fee eligible projects for which impact fees are not on hand when needed may receive interim financing from the General Fund or other taxation sources, including debt instruments, pending recoupment by the City as impact fees are collected.

Glossary

The following terms are used in the Impact Fee Methodology Report. Where possible, the definitions are taken directly from the Development Impact Fee Act.

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

Capital improvements element: a component of a comprehensive plan adopted pursuant to Chapter 70 of the Development Impact Fee Act which sets out projected needs for system improvements during a planning horizon established in the comprehensive plan, a schedule of capital improvements that will meet the anticipated need for system improvements, and a description of anticipated funding sources for each required improvement.

Development: any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any change in the use of land, any of which creates additional demand and need for public facilities.

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

Eligible facilities: capital improvements in one of the following categories:

- (A) Water supply production, treatment, and distribution facilities;
- (B) Waste-water collection, treatment, and disposal facilities;

(C) Roads, streets, and bridges, including rights of way, traffic signals, landscaping, and any local components of state or federal highways;

(D) Storm-water collection, retention, detention, treatment, and disposal facilities, flood control facilities, and bank and shore protection and enhancement improvements;

- (E) Parks, open space, and recreation areas and related facilities;
- (F) Public safety facilities, including police, fire, emergency medical, and rescue facilities; and
- (G) Libraries and related facilities.

Impact Cost: the proportionate share of capital improvements costs to provide service to new growth, less any applicable credits.

Impact Fee: the impact cost plus surcharges for program administration and recoupment of the cost to prepare the Capital Improvements Element.

Level of service: a measure of the relationship between service capacity and service demand for public facilities in terms of demand to capacity ratios or the comfort and convenience of use or service of public facilities or both.

Project improvements: site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project and are not system improvements. The character of the improvement shall control a determination of whether an improvement is a project improvement or system improvement and the physical location of the improvement on site or off site shall not be considered determinative of whether an improvement is a project improvement or a system improvement. If an improvement or facility provides or will provide more than incidental service or

facilities capacity to persons other than users or occupants of a particular project, the improvement or facility is a system improvement and shall not be considered a project improvement. No improvement or facility included in a plan for public facilities approved by the governing body of the municipality or county shall be considered a project improvement.

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

Rational Nexus: the clear and fair relationship between fees charged and services provided.

Service area: a geographic area defined by a municipality, county, or intergovernmental agreement in which a defined set of public facilities provide service to development within the area. Service areas shall be designated on the basis of sound planning or engineering principles or both.

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

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

Technical Appendix

Population Forecasts

The purpose of this analysis is to select the most appropriate population forecasts for the City, which will be used in establishing Level of Service calculations for the impact fee program update. The population forecasts will subsequently influence the housing unit and employment forecasts used in this report.

To accomplish this, a variety of statistical projection approaches were prepared for comparison and consideration. Historic city and county data from the US Bureau of the Census were used extensively as benchmarks from the past, as well as countywide forecasts prepared by the Georgia Office of Planning and Budget (OPB) and Woods & Poole Economists, Inc.

The various approaches presented in the Methodology below are:

- 2000–2014 Census population data projected to 2035 on a 'straight line' basis for each city in Fayette County using a "linear trend" regression.
- 2000–2014 Census population data projected to 2035 on a 'curved line' basis for each city in Fayette County using a "growth trend" regression.
- 2000–2007 Census population data projected to 2035 for each city and the county as a whole, assuming that future growth will return to the historic rates experienced before the Great Recession.

In the process:

- Linear and growth trend projections were made for the county and compared to forecasts by the State OPB and Woods & Poole;
- Each city's future 'share' of the county population was calculated and considered; and
- Historical data on the total number of new housing units that were authorized by building permits in the county's three largest cities (Peachtree City, Fayetteville and Tyrone) and in the unincorporated area of the county was considered.

Conclusion

Peachtree City's population growth proceeded at a relatively steady pace during the early part of the past decade, but was seriously reduced during the Great Recession that took hold in the latter part of 2007 (as was the case of all of the cities in Fayette County). Compared to Fayetteville and Tyrone, the city's percentage share of countywide population fell gradually throughout the 2000-2014 period while the shares of the other two cities increased slowly but steadily during the same 14-year period. Future population growth in the coming 21 years to 2035 is expected within the city and its future annexation areas but at a lower rate than in Fayetteville and Tyrone such that the city's percentage share of the total county will continue to lessen. This trend is emblematic of the maturity and size Peachtree City has achieved ahead of all of the other Fayette County cities.

Recommendations

Either of the alternate population forecasts shown on the following chart is recommended for use in the Impact Fee Program Update. The choice of which one to adopt boils down to this:

- If future population growth is anticipated to be a continuation of the past 14 years (though probably not as dynamic in the highs and lows), the 'Growth Trend 2000–2014' forecast should be adopted, which will result in a 15.5% increase over the next 21 years from 2014 (or 0.74% on average per year).
- If there is an anticipation that market demand will return to the growth trends of the prerecession years (2000 to 2007), and that additional annexations may be considered over the coming 21 years, the 'Pre-Recession Growth Rate' forecast represents a greater probability of occurring (yielding a total increase of 29.5% over 2014, averaging 1.4% per year).

	2010	2014	2020	2025	2030	2035	Change 2014-2035
Growth Trend 2000 - 2014	34,512	35,063	36,768	37,966	39,203	40,481	5,418
Pre-Recession Growth Rate	34,514	35,325	38,032	40,446	43,013	45,743	10,418

Recommended Peachtree City Population Forecasts



Given the level of 'build-out' in the city and low expectations for major annexations, the **Growth Trend 2000-2014** alternate is selected for calculating future needs to serve new growth and development.

Methodology

Historic Population Growth

On Table 1 the latest population estimates are shown for each year between 2000 and 2014, for each city in Fayette County and the county as a whole, prepared by the Census Bureau as part of their Annual Estimates program. These particular figures are from the Intercensal Estimates for 2000-2009 (the Bureau revises its annual estimates for the preceding decade after a Decennial Census to correct individual errors) and from the Census Bureau's Annual Estimates Program for 2010, 2011, 2012, 2013 and 2014. (When the 2014 annual estimates were published, the 2010 population estimate was slightly revised.)

It is important to note that Census Bureau estimates are made as of July 1 of each year, so they are slightly off from the Decennial Census figures for 2000 and 2010. Each Decennial Census is

taken as of April 1. For instance, the population figure for '2007' on Table 1 would be as of July 1, 2007, covering the previous 12 months from June 30, 2006.¹

Also shown on Table 1 is each city's percentage of the total Fayette County population each year. These percentages will be compared later to percentage share trends into the future to 2035.

Projecting Historic Trends into the Future

In order to get a 'handle' on population projections for Fayette County and its cities, the population figures from the Census Bureau (Table 1) are projected to the year 2035 using two types of regression analysis (often called 'trend analysis' and referred to by mathematicians as using the 'least squares' method):

- The 'linear trend' regression assumes a straight line relationship between the data for each year, and projects that line forward.
- The 'growth trend' regression assumes there may be some curve to the data, whether an acceleration or deceleration over time, that will continue into the future.

Both of these are mathematical exercises, but valuable for comparison purposes.

Alternate Projections

Tables 2, 3 and 4 present alternate projections for the cities that comprise Fayette County (Tables 2 and 3) and for the county as a whole (Table 4) based on the Census population data for 2000 to 2014.

Table 2 shows the results of the linear trend regression approach for each of the cities, while Table 3 shows the projections from the growth trend regression approach. For Peachtree City, the projections result in 2035 populations that are different by about 1.5% (618 people). For Fayetteville and Tyrone, however, the growth trend regression results in notably larger populations, respectively, in 2035 over the linear trend regression, indicating a perceptible 'curve' in the historic data.

Table 4 presents the results of the linear trend and growth trend approaches to 2035 for the county as a whole. The results diverge by about 5% over the projection period.

For comparison purposes, forecasts prepared for Fayette County by the State OPB (made to 2030 and extended to 2035) and by Woods & Poole (which are generally recognized by DCA as authoritative) are also shown on Table 4, along with a 'pre-recession' growth forecast for the county (discussed below).

Overall, the countywide linear trend projection and the OPB forecast result in very similar but low population figures in 2035, while the Woods & Poole figure appears overly enthusiastic compared to the others. The growth trend and the 'pre-recession' projections bear further consideration as appearing to be moderate interpretations of future market pressures and population growth.

Pre-Recession Growth Rates

Up to this point, the various projections have been based on the full complement of historic data from 2000 to 2014. This span of time, of course includes what may be considered 'normal' growth between 2000 and 2007, followed by the recessionary slump from 2008 to 2010 and the flicker of a recovery staring in 2011-2012.

The projections on Table 5 are made on the assumption that, now that recovery seems to be a reality at last, 'normal' growth will eventually return. Basing the projections for the county and all of

¹ Since the effects of the Great Recession were first observed in late 2007, we therefore refer to the 'pre-recession' years as ending in 2007 and the slump beginning in 2008 when using the annual Census estimates.

its cities on the 2000-2007 period is a two-step procedure: First projections to 2035 are made using the growth trend regression model against the 'normal' years, with the first projection year being 2008. (This, of course, results in 2014 figures larger than the Census data.) The second step, therefore, is to adjust the projections to the 'actual' 2014 figure, reducing the initial data stream for each city and the county across the board.

Table 6 converts the 'pre-recession' projections from 2015 to 2035 for the cities into percentage shares of the county total which, when compared to the percentage shares of the 2000-2014 period show a continuing trend from the past into the future.

As an aside to the population projections and lending some support to the 'pre-recession' approach to the forecasts, Table 7 shows the total number of housing units authorized by building permits in the county's largest three cities and in the unincorporated area. Nothing better reflects the devastating effects of the recession on all of these jurisdictions as permitting began to plummet for most starting in calendar year 2007 and continued with dramatic reductions in 2008. Some turn-around can be seen in the unincorporated area beginning in 2011 and in Fayetteville in 2012, while Peachtree City and Tyrone have seen very modest increases in the 2013-2014 time frame.

Table 1: Census Population Data

	←	Intercensal Population Estimates						> Annual Estimates Program							
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010*	2011	2012	2013	2014
Brooks	490	496	501	506	511	520	527	527	524	522	526	526	527	533	540
Fayetteville	11,317	11,855	12,358	12,887	13,421	14,027	14,587	14,985	15,265	15,563	16,156	16,191	16,203	16,354	16,725
Peachtree City	31,764	32,211	32,519	32,934	33,303	33,913	34,391	34,455	34,301	34,183	34,512	34,566	34,635	34,867	35,063
Tyrone	3,982	4,304	4,609	4,931	5,247	5,605	5,946	6,214	6,439	6,663	6,952	6,985	7,013	7,073	7,135
Woolsey	156	157	157	158	159	161	162	161	159	158	159	159	159	160	163
Fayette County	92,073	94,086	95,707	97,634	99,443	101,961	104,099	104,989	105,192	105,493	106,990	107,211	107,432	108,355	109,664

		Percent of County Population													
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010*	2011	2012	2013	2014
Brooks	0.53%	0.53%	0.52%	0.52%	0.51%	0.51%	0.51%	0.50%	0.50%	0.49%	0.49%	0.49%	0.49%	0.49%	0.49%
Fayetteville	12.29%	12.60%	12.91%	13.20%	13.50%	13.76%	14.01%	14.27%	14.51%	14.75%	15.10%	15.10%	15.08%	15.09%	15.25%
Peachtree City	34.50%	34.24%	33.98%	33.73%	33.49%	33.26%	33.04%	32.82%	32.61%	32.40%	32.26%	32.24%	32.24%	32.18%	31.97%
Tyrone	4.32%	4.57%	4.82%	5.05%	5.28%	5.50%	5.71%	5.92%	6.12%	6.32%	6.50%	6.52%	6.53%	6.53%	6.51%
Woolsey	0.17%	0.17%	0.16%	0.16%	0.16%	0.16%	0.16%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%



* Revised by Census Bureau in 2014.

Note: All data as of July 1 of each year. 2000 and 2010 differ from Census counts, which are as of April 1.

Sources: For 2010 to 2014: Census Estimates Program, 2011-2014, US Bureau of the Census.

For 2000 to 2009: Intercensal Estimates 2000-2010, US Bureau of the Census.

	Brooks	Fayetteville	Peachtree City	Tyrone	Woolsey
2000	490	11,317	31,764	3,982	156
2001	496	11,855	32,211	4,304	157
2002	501	12,358	32,519	4,609	157
2003	506	12,887	32,934	4,931	158
2004	511	13,421	33,303	5,247	159
2005	520	14,027	33,913	5,605	161
2006	527	14,587	34,391	5,946	162
2007	527	14,985	34,455	6,214	161
2008	524	15,265	34,301	6,439	159
2009	522	15,563	34,183	6,663	158
2010	526	16,156	34,512	6,952	159
2011	526	16,191	34,566	6,985	159
2012	527	16,203	34,635	7,013	159
2013	533	16,354	34,867	7,073	160
2014	540	16,725	35,063	7,135	163
2015	542	17,648	35,562	7,844	161
2016	545	18,038	35,777	8,082	162
2017	548	18,428	35,992	8,320	162
2018	551	18,818	36,207	8,558	162
2019	554	19,208	36,422	8,796	162
2020	557	19,598	36,637	9,034	163
2021	560	19,989	36,852	9,272	163
2022	563	20,379	37,067	9,510	163
2023	566	20,769	37,282	9,748	163
2024	569	21,159	37,497	9,986	164
2025	572	21,549	37,712	10,224	164
2026	575	21,939	37,927	10,462	164
2027	578	22,330	38,142	10,700	164
2028	581	22,720	38,357	10,938	165
2029	583	23,110	38,572	11,176	165
2030	586	23,500	38,787	11,414	165
2031	589	23,890	39,002	11,652	165
2032	592	24,280	39,217	11,890	166
2033	595	24,671	39,432	12,128	166
2034	598	25,061	39,647	12,366	166
2035	601	25,451	39,863	12,604	166

Table 2: City Projections, Linear Trend



2000 490 11,317 31,764 3,982 156 2001 496 11,855 32,211 4,304 157 2002 501 12,358 32,519 4,609 157 2003 506 12,887 32,934 4,931 158 2004 511 13,421 33,303 5,247 159 2005 520 14,027 33,913 5,605 161 2006 527 14,587 34,455 6,214 161 2008 524 15,265 34,301 6,633 158 2010 526 16,156 34,512 6,952 159 2011 526 16,191 34,566 6,985 159 2012 527 16,203 34,633 7,073 160 2014 540 16,725 35,063 7,135 163 2015 543 17,989 35,607 8,185 161 2014 <td< th=""><th></th><th>Brooks</th><th>Fayetteville</th><th>Peachtree City</th><th>Tyrone</th><th>Woolsey</th></td<>		Brooks	Fayetteville	Peachtree City	Tyrone	Woolsey
2000 490 11,317 31,764 3,982 1166 2001 496 11,855 32,211 4,304 157 2002 501 12,358 32,519 4,609 157 2003 506 12,887 32,934 4,931 158 2004 511 13,421 33,303 5,247 159 2005 520 14,027 33,913 5,605 161 2006 527 14,587 34,391 6,439 159 2007 527 14,585 34,435 6,214 161 2008 524 15,265 34,301 6,633 158 2010 526 16,151 34,512 6,952 159 2011 526 16,152 34,635 7,013 160 2014 540 16,725 35,063 7,135 163 2015 543 17,989 35,607 8,185 161 2016 <t< th=""><th></th><th></th><th></th><th></th><th></th><th></th></t<>						
2001 496 11,855 32,211 4,304 157 2002 501 12,358 32,519 4,609 157 2003 506 12,887 32,934 4,931 158 2004 511 13,421 33,303 5,605 161 2006 527 14,987 34,391 5,946 162 2007 527 14,985 34,455 6,214 161 2008 524 15,265 34,313 6,633 158 2010 526 16,156 34,512 6,952 159 2011 526 16,151 34,635 7,013 159 2012 527 16,203 34,635 7,013 159 2014 540 16,725 35,063 7,135 163 2014 540 16,725 35,063 7,135 163 2014 540 18,493 35,836 8,538 162 2014 <td< td=""><td>2000</td><td>490</td><td>11,317</td><td>31,764</td><td>3,982</td><td>156</td></td<>	2000	490	11,317	31,764	3,982	156
2002 501 12,358 32,519 4,609 157 2003 506 12,887 32,934 4,931 158 2004 511 13,421 33,303 5,247 159 2005 520 14,027 33,913 5,605 161 2006 527 14,985 34,455 6,214 161 2008 524 15,265 34,301 6,439 159 2009 522 15,563 34,812 6,663 158 2010 526 16,191 34,566 6,985 159 2011 526 16,203 34,635 7,013 159 2012 527 16,203 34,635 7,013 160 2014 540 16,725 35,063 7,135 161 2015 543 17,989 35,607 8,858 161 2016 546 18,493 35,836 8,538 162 2017 <td< td=""><td>2001</td><td>496</td><td>11,855</td><td>32,211</td><td>4,304</td><td>157</td></td<>	2001	496	11,855	32,211	4,304	157
200350612,88732,9344,931158200451113,42133,3035,247159200552014,02733,9135,946162200652714,58734,3915,946162200752714,98534,4556,214161200852415,26534,3016,439159201052616,15634,5126,952159201152616,15634,5266,985159201252716,20334,6357,013159201353316,35434,8677,073160201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855220,09236,5339,691162201955520,09236,5339,691163202055820,65636,76810,109163202156221,23537,00410,545164202256523,71837,24211,474163202357523,71837,92612,486164202457723,71837,92311,969164202557523,71837,92311,472165202657824,38338,2	2002	501	12,358	32,519	4,609	157
200451113,42133,3035,2471199200552014,02733,9135,605161200652714,58734,3915,946162200752714,98534,4556,214161200852415,26534,3016,639159200952215,56334,1836,663158201052616,19134,5666,985159201152616,19134,6657,013159201252716,20334,6357,013160201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855520,09236,5339,691162202055820,65636,76810,109163202156521,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,4741632024577523,71837,96612,486164202557523,71837,96612,486164202657824,38338,21013,546164202758825,76938,75314,783165203059127,234	2003	506	12,887	32,934	4,931	158
200552014,02733,9135,605161200652714,58734,3915,946162200752714,98534,4556,214161200852415,26534,3016,439159200952215,56334,1836,663158201052616,15634,5126,952159201152616,19134,5666,985159201252716,20334,6357,013160201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855219,54436,2999,290162201955520,09236,5339,691162201955820,05636,76810,09163202056821,23537,00410,545163202156521,83037,24211,000163202256523,71837,96612,486164202457823,71837,96612,486164202557523,71837,96612,486164202657824,38338,21014,473165202958825,76938,74314,172165203059127,23439,	2004	511	13,421	33,303	5,247	159
200652714,58734,3915,946162200752714,98534,4556,214161200852415,26534,3016,439159200952215,56334,1836,663158201052616,19134,5666,952159201252716,20334,6357,013159201353316,35434,8677,073160201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,069162201855220,09236,5339,691162201955520,09236,5339,691162202055820,65636,76810,109163202156521,83037,24211,000163202256523,71837,96612,486164202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,52416,64202758825,76938,70414,172165203059127,23439,20315,42116,55203159527,998<	2005	520	14,027	33,913	5,605	161
200752714,98534,4556,214161200852415,26534,3016,439159200952215,56334,1836,663158201052616,15634,5126,952159201152616,19134,5666,985159201252716,20334,6357,013160201353316,35434,8677,073160201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855520,09236,5339,691162201955520,09236,5339,691162202055820,69236,76810,109163202156521,83037,24211,000163202256521,83037,24211,000163202356822,44237,48211,474163202457523,71837,96613,586164202557523,71837,96613,586164202657825,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086165203259826,9923	2006	527	14,587	34,391	5,946	162
200852415,26534,3016,439159200952215,56334,1836,663158201052616,15634,5126,952159201152616,19134,5666,985159201252716,20334,6357,013159201353316,35434,8677,073160201454016,72535,6637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,6678,906162201855219,54436,2999,290162201955520,09236,5339,691162202055820,65636,76810,109163202156521,83037,02411,404163202256522,44237,82211,404163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,66638,45613,586164202858525,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,08616652032595829,590 <t< td=""><td>2007</td><td>527</td><td>14,985</td><td>34,455</td><td>6,214</td><td>161</td></t<>	2007	527	14,985	34,455	6,214	161
200952215,56334,1836,663158201052616,15634,5126,952159201152616,19134,5666,985159201252716,20334,6357,013159201353316,35434,8677,073160201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855219,54436,2999,290162201955520,09236,5339,691162202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,72311,969164202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,66638,45613,58616,46202858525,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086166203259826,959<	2008	524	15,265	34,301	6,439	159
201052616,15634,5126,952159201152616,19134,5666,985159201252716,20334,6357,013159201353316,35434,8677,073160201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855520,09236,5339,691162201955520,09236,5339,691163202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,71837,96612,486164202557523,71837,96613,024164202657824,38338,21013,024164202758125,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,056165203259828,78339,70916,780166203360229,59039,96517,504166203460530,419 <t< td=""><td>2009</td><td>522</td><td>15,563</td><td>34,183</td><td>6,663</td><td>158</td></t<>	2009	522	15,563	34,183	6,663	158
201152616,19134,5666,985159201252716,20334,6357,013159201353316,35434,8677,073160201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855219,54436,2999,290162201955520,09236,5339,691162202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,71837,96612,486164202557523,71837,96612,486164202657824,38338,21013,024164202758125,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203460530,41940,22218,259166203560931,27240,48119,046167	2010	526	16,156	34,512	6,952	159
201252716,20334,6357,013159201353316,35434,8677,073160201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855219,54436,2999,290162201955520,09236,5339,691162202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586166203059127,23439,20315,421165203059127,23439,20315,421165203159527,99839,45516,086166203460530,41940,22218,259166203460530,41940,22218,259166203560931,27240,48119,046167	2011	526	16,191	34,566	6,985	159
201353316,35434,8677,073160201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855219,54436,2999,290162201955520,09236,5339,691162202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2012	527	16,203	34,635	7,013	159
201454016,72535,0637,135163201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855219,54436,2999,290162201955520,09236,5339,691162202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2013	533	16,354	34,867	7,073	160
201554317,98935,6078,185161201654618,49335,8368,538162201754919,01136,0678,906162201855219,54436,2999,290162201955520,09236,5339,691162202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2014	540	16,725	35,063	7,135	163
201654618,49335,8368,538162201754919,01136,0678,906162201855219,54436,2999,290162201955520,09236,5339,691162202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,25916,066	2015	543	17,989	35,607	8,185	161
201754919,01136,0678,906162201855219,54436,2999,290162201955520,09236,5339,691162202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,25916,086203560931,27240,48119,046167	2016	546	18,493	35,836	8,538	162
201855219,54436,2999,290162201955520,09236,5339,691162202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,25916,086	2017	549	19,011	36,067	8,906	162
201955520,09236,5339,691162202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086166203360229,59039,96517,504166203460530,41940,22218,25916,086203560931,27240,48119,046167	2018	552	19,544	36,299	9,290	162
202055820,65636,76810,109163202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086166203360229,59039,96517,504166203460530,41940,22218,25916,086203560931,27240,48119,046167	2019	555	20,092	36,533	9,691	162
202156221,23537,00410,545163202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,25916,203560931,27240,48119,046167	2020	558	20,656	36,768	10,109	163
202256521,83037,24211,000163202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165203059127,23439,20315,421165203159527,99839,45516,086166203259828,78339,70916,780166203460530,41940,22218,259166203560931,27240,48119,046167	2021	562	21,235	37,004	10,545	163
202356822,44237,48211,474163202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165202958826,49238,95314,783165203059127,23439,20315,421165203159527,99839,45516,086166203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2022	565	21,830	37,242	11,000	163
202457123,07137,72311,969164202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165202958826,49238,95314,783165203059127,23439,20315,421165203159527,99839,45516,086166203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2023	568	22,442	37,482	11,474	163
202557523,71837,96612,486164202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165202958826,49238,95314,783165203059127,23439,20315,421165203159527,99839,45516,086166203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2024	571	23,071	37,723	11,969	164
202657824,38338,21013,024164202758125,06638,45613,586164202858525,76938,70414,172165202958826,49238,95314,783165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2025	575	23,718	37,966	12,486	164
202758125,06638,45613,586164202858525,76938,70414,172165202958826,49238,95314,783165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2026	578	24,383	38,210	13,024	164
202858525,76938,70414,172165202958826,49238,95314,783165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2027	581	25,066	38,456	13,586	164
202958826,49238,95314,783165203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2028	585	25,769	38,704	14,172	165
203059127,23439,20315,421165203159527,99839,45516,086165203259828,78339,70916,780166203360229,59039,96517,504166203460530,41940,22218,259166203560931,27240,48119,046167	2029	588	26,492	38,953	14,783	165
2031 595 27,998 39,455 16,086 165 2032 598 28,783 39,709 16,780 166 2033 602 29,590 39,965 17,504 166 2034 605 30,419 40,222 18,259 166 2035 609 31,272 40,481 19,046 167	2030	591	27,234	39,203	15,421	165
2032 598 28,783 39,709 16,780 166 2033 602 29,590 39,965 17,504 166 2034 605 30,419 40,222 18,259 166 2035 609 31,272 40,481 19,046 167	2031	595	27,998	39,455	16,086	165
2033 602 29,590 39,965 17,504 166 2034 605 30,419 40,222 18,259 166 2035 609 31,272 40,481 19,046 167	2032	598	28,783	39,709	16,780	166
2034 605 30,419 40,222 18,259 166 2035 609 31,272 40,481 19,046 167	2033	602	29,590	39,965	17,504	166
2035 609 31,272 40,481 19,046 167	2034	605	30,419	40,222	18,259	166
	2035	609	31,272	40,481	19,046	167

Table 3: City Projections, Growth Trend



2000 2001 2002	Linear 92,073 94,086 95,707 97,634	Growth	Growth	Georgia OFB	Poole
2000 2001 2002	92,073 94,086 95,707 97,634				
2000 2001 2002	92,073 94,086 95,707 97,634				
2001 2002	94,086 95,707 97,634				
2002	95,707 97,634				
	97,634				
2003					
2004	99,443				
2005	101,961				
2006	104,099				
2007	104,989				
2008	105,192				
2009	105,493				
2010	106,990				107,010
2011	107,211				107,784
2012	107,432			109,058	110,865
2013	108,355			110,281	114,038
2014	109,664	109,664	109,664	111,503	117,300
2015	112,302	112,751	111,817	112,725	120,642
2016	113,504	114,096	114,011	113,696	124,064
2017	114,706	115,458	116,249	114,668	127,570
2018	115,908	116,835	118,531	115,639	131,160
2019	117,109	118,230	120,858	116,611	134,835
2020	118,311	119,640	123,230	117,582	138,589
2021	119,513	121,068	125,649	118,892	142,431
2022	120,714	122,512	128,115	120,202	146,354
2023	121,916	123,974	130,630	121,512	150,358
2024	123,118	125,454	133,194	122,822	154,449
2025	124,320	126,950	135,808	124,132	158,617
2026	125,521	128,465	138,474	125,409	162,871
2027	126,723	129,998	141,192	126,686	167,208
2028	127,925	131,549	143,964	127,962	171,627
2029	129,126	133,119	146,789	129,239	176,124
2030	130,328	134,707	149,671	130,516	180,704
2031	131,530	136,315	152,609	131,662	185,375
2032	132,732	137,941	155,604	132,971	190,128
2033	133,933	139,587	158,658	134,294	194,972
2034	135,135	141,253	161,773	135,630	199,904
2035	136,337	142,938	164,948	136,980	204,922

Table 4: Fayette County Projections



	Brooks	Fayetteville	Peachtree City	Tyrone	Woolsey	Fayette County
2000	490	11,317	31,764	3,982	156	92,073
2001	496	11,855	32,211	4,304	157	94,086
2002	501	12,358	32,519	4,609	157	95,707
2003	506	12,887	32,934	4,931	158	97,634
2004	511	13,421	33,303	5,247	159	99,443
2005	520	14,027	33,913	5,605	161	101,961
2000	527	14,587	34,391	5,940	162	104,099
2007	527	15,985	34,455	6,214	161	105,989
2008	524	15,205	34,301	6,439	159	105,192
2009	522	15,503	34,183	6,003	158	105,493
2010	520	16,158	34,514	6,953	159	100,994
2011	527	16,199	34,582	7.014	159	107,232
2012	528	16,214	34,055	7,014	159	107,442
2013	533	17,051	34,893	7,076	160	110,305
2014	539	17,051	35,325	7,544	161	110,492
2015	545	17,700	35,702	0,045	162	112,001
2010	551	18,499	36,205	8,575	163	114,872
2017	557	19,200	27 107	9,142	164	117,127
2010	505	20,009	37,107	9,747	104	121 770
2019	576	20,304	28 022	11,079	105	121,770
2020	583	21,773	38,032	11,079	167	124,100
2021	589	22,075	38,900	12 593	168	120,000
2022	596	23,022	39,462	13 426	169	131 616
2023	602	24,004	39,402	1/ 31/	100	134 200
2024	609	25,028	40 446	15 261	170	136 834
2026	616	27,804	40 947	16 270	172	139 520
2027	623	28,960	41 454	17 346	172	142 258
2028	630	30,164	41,967	18,494	173	145.051
2029	637	31,419	42,487	19,717	175	147,898
2020	644	32,725	43 013	21 021	175	150 801
2031	651	34.086	43.545	22.412	177	153,761
2032	658	35,504	44.085	23.894	178	156.779
2033	666	36,981	44.630	25.475	178	159.856
2034	673	38,519	45.183	27.160	179	162.994
2035	681	40,120	45,743	28,956	180	166,194

Table 5: Pre-Recession Growth Resumes



	Fayette	Brooks	Equattovilla	Peachtree	Turono	Woolsov
	County	BIOOKS	Fayetteville	City	Tyrone	wooisey
2000	92,073	0.53%	12.29%	34.50%	4.32%	0.17%
2001	94,086	0.53%	12.60%	34.24%	4.57%	0.17%
2002	95,707	0.52%	12.91%	33.98%	4.82%	0.16%
2003	97,634	0.52%	13.20%	33.73%	5.05%	0.16%
2004	99,443	0.51%	13.50%	33.49%	5.28%	0.16%
2005	101,961	0.51%	13.76%	33.26%	5.50%	0.16%
2006	104,099	0.51%	14.01%	33.04%	5.71%	0.16%
2007	104,989	0.50%	14.27%	32.82%	5.92%	0.15%
2008	105,192	0.50%	14.51%	32.61%	6.12%	0.15%
2009	105,493	0.49%	14.75%	32.40%	6.32%	0.15%
2010	106,994	0.49%	15.10%	32.26%	6.50%	0.15%
2011	107,232	0.49%	15.11%	32.25%	6.52%	0.15%
2012	107,442	0.49%	15.09%	32.25%	6.53%	0.15%
2013	108,365	0.49%	15.11%	32.20%	6.53%	0.15%
2014	110,492	0.49%	15.43%	31.97%	6.83%	0.15%
2015	112,661	0.48%	15.76%	31.74%	7.14%	0.14%
2016	114,872	0.48%	16.10%	31.52%	7.46%	0.14%
2017	117,127	0.48%	16.45%	31.29%	7.81%	0.14%
2018	119,426	0.47%	16.80%	31.07%	8.16%	0.14%
2019	121,770	0.47%	17.17%	30.85%	8.53%	0.14%
2020	124,160	0.46%	17.54%	30.63%	8.92%	0.13%
2021	126,598	0.46%	17.91%	30.41%	9.33%	0.13%
2022	129,083	0.46%	18.30%	30.20%	9.76%	0.13%
2023	131,616	0.45%	18.69%	29.98%	10.20%	0.13%
2024	134,200	0.45%	19.10%	29.77%	10.67%	0.13%
2025	136,834	0.45%	19.51%	29.56%	11.15%	0.12%
2026	139,520	0.44%	19.93%	29.35%	11.66%	0.12%
2027	142,258	0.44%	20.36%	29.14%	12.19%	0.12%
2028	145,051	0.43%	20.80%	28.93%	12.75%	0.12%
2029	147,898	0.43%	21.24%	28.73%	13.33%	0.12%
2030	150,801	0.43%	21.70%	28.52%	13.94%	0.12%
2031	153,761	0.42%	22.17%	28.32%	14.58%	0.12%
2032	156,779	0.42%	22.65%	28.12%	15.24%	0.11%
2033	159,856	0.42%	23.13%	27.92%	15.94%	0.11%
2034	162,994	0.41%	23.63%	27.72%	16.66%	0.11%
2035	166,194	0.41%	24.14%	27.52%	17.42%	0.11%

Table 6: Pre-Recession Growth - Percent of County



	Fayetteville	Peachtree City	Tyrone	Uninc. Fayette County	_
2001	406	186	103	306]
2002	224	239	117	341	Note: Uninc.
2003	156	300	166	285	Fayette County
2004	214	207	201	333	includes Brooks
2005	253	155	181	321	and Woolsey.
2006	188	105	104	253	
2007	67	208	53	162	
2008	13	41	33	60	
2009	6	32	25	28	1
2010	7	15	13	47	
2011	4	16	10	41	
2012	38	21	13	112	
2013	152	24	15	198	1
2014	73	39	17	185	1

Table 7: Housing Units Permitted 2001-2014





Housing and Employment Forecasts

Using the recommended population forecast for Peachtree City (the 'Growth Trend' forecast), estimates have been made of the future number of housing units and employment in the City to 2035. Note that Parks & Recreation LOS standards will be based on the number of housing units in the city, while Fire Protection and Police Services will combine population and employment into a 'daynight' population to reflect their 24-hour service demand.

Housing Units

The table on the next page shows how we figured the housing projections. The approach is to calculate the number of households (which equates to the number of occupied housing units) and then to expand that to the total number of housing units by adding in vacant units.

The first section of the table shows the Woods & Poole forecasts for population and households for the entire county. These figures are used only to allow a calculation of the average number of people per household countywide, and to reveal how W&P projects those averages to change in the future.

Our assumption is that the average population-per-household sizes in Peachtree City will 'track' proportionally the sociometric trend projected by Woods & Poole countywide. In 2010, the average population-per-household size in Peachtree City was 2.70 people, compared to the countywide figure of 2.79. The Peachtree City 2010 figure is a little over 96.7% of the countywide figure; this percentage is applied to the countywide averages through 2035 to arrive at future average population-per-household sizes for Peachtree City. These average household sizes are then divided into the Peachtree City projected population every year to arrive at the household forecasts.

Housing Units were calculated for Peachtree City beginning with the 2010 housing occupancy rate (94.0%), and building back to the 2000 occupancy rate (96.1%) by 2035 following our assumption that the city will get back to its pre-recessionary levels as time goes by. To arrive at the total housing unit estimates each year, including vacant units, the number of households (i.e., occupied housing units) is divided by the applicable occupancy rate.

Housing Unit Forecasts

Population Population per Household* Population** Population per Household* Population per Household* Total Households Occupancy Rate Total Units 2000 92,073 31,818 2.89 31,580 2.90 10,876 96.1% 11,313 2001 94,086 33,265 2.83 2.90 10,876 96.1% 11,313 2003 97,634 34,940 2.79 2.82 2.90 10.976 96.1% 11,313 2004 99,443 35,432 2.80 2.90 10.961 36,399 2.80 1.97 1.93 1.97 1.94 1.97 1.97 1.97 1.97 1.97 1.97 1.94.08 1.97 1.97 <		Fayette	County (Woods	& Poole)	Peachtree City					
Population Household* Population** Household* Households Rate Units 2000 92,073 31,818 2.89 31,580 2.90 10,876 96.1% 11,313 2001 94,086 33,265 2.82 2003 97,634 34,940 2.79 33,383 2.83 2.79 34,364 2.70 12,726 94.0% 13,538				Population per		Population per	Total	Occupancy	Total Housing	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Population	Households	Household*	Population**	Household*	Households	Rate	Units	
2000 92,073 31,818 2.89 31,580 2.90 10,876 96.1% 11,313 2001 94,066 33,265 2.83									-	
2001 94,086 33,265 2.83 2002 95,707 33,892 2.82 2003 97,634 34,940 2.79 2004 99,443 35,432 2.81 2005 104,699 37,128 2.80	2000	92,073	31,818	2.89	31,580	2.90	10,876	96.1%	11,313	
2002 95,707 33,892 2.82	2001	94,086	33,265	2.83						
2003 97,634 34,940 2.79 2004 99,443 35,432 2.81 </td <td>2002</td> <td>95,707</td> <td>33,892</td> <td>2.82</td> <td></td> <td></td> <td></td> <td></td> <td></td>	2002	95,707	33,892	2.82						
2004 99,443 35,432 2.81 2005 101,961 36,399 2.80 <	2003	97,634	34,940	2.79						
2005 101,961 36,399 2.80 2006 104,099 37,128 2.80 2007 104,989 37,595 2.79 2008 105,192 37,607 2.80 Multiplier: 96.72% in 2010 2010 107,010 38,328 2.79 34,366 2.69 12,862 94.1% 13,567 2012 110,865 39,641 2.80 34,635 2.70 12,804 94.2% 13,568 2014 117,300 42,548 2.76 35,663 2.67 13,150 94.3% 13,938 2015 120,642 44,033 2.74 35,866 2.66 13,742 94.6% 14,526 2018 131,160 48,498 2.70 36,533 2.61 14,006 94.8% 14,526 2019 134,835 49,998	2004	99,443	35,432	2.81						
2006 104,099 37,128 2.80 2007 104,989 37,595 2.79 37,507 2.80 Multiplier: 96.72% in 2010 </td <td>2005</td> <td>101,961</td> <td>36,399</td> <td>2.80</td> <td></td> <td></td> <td></td> <td></td> <td></td>	2005	101,961	36,399	2.80						
2007 104,989 37,595 2.79 Multiplier: 96.72% in 2010 2008 105,192 37,607 2.80 Multiplier: 96.72% in 2010 2009 105,493 37,491 2.81 2010 107,010 38,328 2.79 34,364 2.70 12,726 94.0% 13,538 2011 107,784 38,789 2.78 34,566 2.69 12,862 94.1% 13,670 2012 110,865 39,641 2.80 34,635 2.70 12,804 94.2% 13,560 2014 117,300 42,548 2.76 35,063 2.65 13,437 94.4% 14,230 2015 120,642 44,033 2.71 36,067 2.62 13,742 94.6% 14,526 2018 131,160 48,498 2.70 36,239 2.62 13,878 94.7% 14,657 2019 138,589 51,517 2.69	2006	104,099	37,128	2.80						
2008 105,192 37,607 2.80 Multiplier: 96.72% in 2010 2009 105,493 37,491 2.81 -	2007	104,989	37,595	2.79						
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2008	105,192	37,607	2.80	Multiplier:	96.72%	in 2010			
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2009	105,493	37,491	2.81						
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2010	107,010	38,328	2.79	34,364	2.70	12,726	94.0%	13,538	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2011	107,784	38,789	2.78	34,566	2.69	12,862	94.1%	13,670	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2012	110,865	39,641	2.80	34,635	2.70	12,804	94.2%	13,596	
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	2013	114,038	41,082	2.78	34,867	2.68	12,987	94.3%	13,778	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	2014	117,300	42,548	2.76	35,063	2.67	13,150	94.3%	13,938	
2016124,06445,5232.7335,8362.6413,59694.5%14,3852017127,57047,0102.7136,0672.6213,74294.6%14,5262018131,16048,4982.7036,5332.6114,00694.8%14,5772019134,83549,9982.7036,5332.6114,00694.8%14,7792020138,58951,5172.6936,7682.6014,13194.9%14,8872021142,43153,0602.6837,0422.5914,36695.0%15,1182022146,35454,6002.6837,4222.5914,47195.1%15,2152024154,44957,7082.6837,7232.5914,47195.1%15,2152025158,61759,2872.6837,9662.5914,67295.3%15,3082026162,87160,8882.6738,2102.5914,76995.4%15,4862027176,12462,5102.6738,4562.5914,95895.5%15,5732028171,62764,1542.6839,2032.5914,95895.5%15,5732030180,70467,5042.6839,2032.5915,14295.7%15,8212031185,37569,2152.6839,7092.5915,50395.5%15,9302032190,12870,9532.6839,9652.5915,503 <t< td=""><td>2015</td><td>120,642</td><td>44,033</td><td>2.74</td><td>35,607</td><td>2.65</td><td>13,437</td><td>94.4%</td><td>14,230</td></t<>	2015	120,642	44,033	2.74	35,607	2.65	13,437	94.4%	14,230	
2017127,57047,0102.7136,0672.6213,74294.6%14,5262018131,16048,4982.7036,2992.6213,87894.7%14,6572019134,83549,9982.7036,5332.6114,00694.8%14,7792020138,58951,5172.6936,7682.6014,13194.9%14,8972021142,43153,0602.6837,0042.6014,25394.9%15,0122022146,35454,6002.6837,2422.5914,36695.0%15,1182024154,44957,7082.6837,7232.5914,67295.3%15,2152026162,87160,8882.6738,2102.5914,67295.4%15,4862027167,20862,5102.6738,4562.5914,67295.4%15,5732028171,62764,1542.6838,9532.5915,05195.6%15,7402030180,70467,5042.6839,2032.5915,05195.6%15,7402031185,37569,2152.6839,7092.5915,32295.8%15,9012032190,12870,9532.6839,9652.5915,12295.9%15,9802033194,97272,7202.6839,9652.5915,51296.0%16,0602034199,90474,5212.6840,0222.5915,503 <t< td=""><td>2016</td><td>124,064</td><td>45,523</td><td>2.73</td><td>35,836</td><td>2.64</td><td>13,596</td><td>94.5%</td><td>14,385</td></t<>	2016	124,064	45,523	2.73	35,836	2.64	13,596	94.5%	14,385	
2018131,16048,4982.7036,2992.6213,87894.7%14,6572019134,83549,9982.7036,5332.6114,00694.8%14,7792020138,58951,5172.6936,7682.6014,13194.9%14,8972021142,43153,0602.6837,042.6014,25394.9%15,0122022146,35454,6002.6837,2422.5914,36695.0%15,1182023150,35856,1452.6837,7232.5914,47195.1%15,2152024154,44957,7082.6837,7232.5914,67295.3%15,3082025158,61759,2872.6837,9662.5914,67295.3%15,3082026162,87160,8882.6738,2102.5914,67295.5%15,5732028171,62764,1542.6838,7042.5914,85595.5%15,5732030180,70467,5042.6839,2032.5915,05195.6%15,7402032190,12870,9532.6839,7092.5915,32295.5%15,9802033194,97272,7202.6839,9652.5915,51296.1%16,0602034199,90474,5212.6839,9652.5915,50496.1%16,0602034199,90474,5212.6839,9652.5915,504 <td< td=""><td>2017</td><td>127,570</td><td>47,010</td><td>2.71</td><td>36,067</td><td>2.62</td><td>13,742</td><td>94.6%</td><td>14,526</td></td<>	2017	127,570	47,010	2.71	36,067	2.62	13,742	94.6%	14,526	
2019134,83549,9982.7036,5332.6114,00694.8%14,7792020138,58951,5172.6936,7682.6014,13194.9%14,8972021142,43153,0602.6837,0042.6014,25394.9%15,0122022146,35454,6002.6837,2422.5914,36695.0%15,1182023150,35856,1452.6837,7232.5914,47195.1%15,2152024154,44957,7082.6837,7232.5914,67295.3%15,3082025158,61759,2872.6837,9662.5914,67295.3%15,3982026162,87160,8882.6738,2102.5914,76995.4%15,4862027167,20862,5102.6738,4562.5914,86595.5%15,5732028171,62764,1542.6838,7042.5914,95895.5%15,6562029176,12465,8192.6838,9532.5915,05195.6%15,7402030180,70467,5042.6839,2032.5915,23295.8%15,9012031185,37569,2152.6839,7092.5915,32295.9%15,9802033194,97272,7202.6839,9652.5915,50396.1%16,1402034199,90474,5212.6840,2222.5915,503 <t< td=""><td>2018</td><td>131,160</td><td>48,498</td><td>2.70</td><td>36,299</td><td>2.62</td><td>13,878</td><td>94.7%</td><td>14,657</td></t<>	2018	131,160	48,498	2.70	36,299	2.62	13,878	94.7%	14,657	
2020138,58951,5172.6936,7682.6014,13194.9%14,8972021142,43153,0602.6837,0042.6014,25394.9%15,0122022146,35454,6002.6837,2422.5914,36695.0%15,1182023150,35856,1452.6837,7232.5914,47195.1%15,2152024154,44957,7082.6837,9662.5914,67295.3%15,3082025158,61759,2872.6837,9662.5914,67295.3%15,3982026162,87160,8882.6738,2102.5914,67295.3%15,3982027167,20862,5102.6738,4562.5914,86595.5%15,5732028171,62764,1542.6838,7042.5914,95895.5%15,6562029176,12465,8192.6839,2032.5915,05195.6%15,7402030180,70467,5042.6839,2032.5915,23295.8%15,9012032190,12870,9532.6839,7092.5915,32295.9%15,9802033194,97272,7202.6839,9652.5915,51296.0%16,0602034199,90474,5212.6840,4212.6015,50396.1%16,0602034199,90474,5212.6840,4212.6015,503 <t< td=""><td>2019</td><td>134,835</td><td>49,998</td><td>2.70</td><td>36,533</td><td>2.61</td><td>14,006</td><td>94.8%</td><td>14,779</td></t<>	2019	134,835	49,998	2.70	36,533	2.61	14,006	94.8%	14,779	
2021142,43153,0602.6837,0042.6014,25394.9%15,0122022146,35454,6002.6837,2422.5914,36695.0%15,1182023150,35856,1452.6837,7422.5914,47195.1%15,2152024154,44957,7082.6837,7232.5914,67295.2%15,3082025158,61759,2872.6837,9662.5914,67295.3%15,3982026162,87160,8882.6738,2102.5914,76995.4%15,4862027167,20862,5102.6738,4562.5914,86595.5%15,5732028171,62764,1542.6838,7042.5914,95895.5%15,6562029176,12465,8192.6838,9532.5915,05195.6%15,7402030180,70467,5042.6839,2032.5915,14295.7%15,8212031185,37569,2152.6839,7092.5915,32295.8%15,9012032190,12870,9532.6839,9652.5915,41296.0%16,0602034199,90474,5212.6840,2222.5915,50396.1%16,1402035204,93276,2492.6840,04222.5915,50396.1%16,1402034199,90474,5212.6840,04222.5915,503	2020	138,589	51,517	2.69	36,768	2.60	14,131	94.9%	14,897	
2022146,35454,6002.6837,2422.5914,36695.0%15,1182023150,35856,1452.6837,4822.5914,47195.1%15,2152024154,44957,7082.6837,7232.5914,67295.2%15,3082025158,61759,2872.6837,9662.5914,67295.3%15,3982026162,87160,8882.6738,2102.5914,67295.3%15,3982027167,20862,5102.6738,4562.5914,86595.5%15,5732028171,62764,1542.6838,7042.5914,95895.5%15,6562029176,12465,8192.6838,9532.5915,05195.6%15,7402030180,70467,5042.6839,2032.5915,14295.7%15,8212031185,37569,2152.6839,7092.5915,32295.9%15,9802032190,12870,9532.6839,9652.5915,41296.0%16,0602034199,90474,5212.6840,2222.5915,50396.1%16,1402035204,93276,8492.6840,02222.5915,50396.1%16,1402034199,90474,5212.6840,02222.5915,50396.1%16,1402035204,93276,3492.6840,02222.5915,503 <td>2021</td> <td>142,431</td> <td>53,060</td> <td>2.68</td> <td>37,004</td> <td>2.60</td> <td>14,253</td> <td>94.9%</td> <td>15,012</td>	2021	142,431	53,060	2.68	37,004	2.60	14,253	94.9%	15,012	
2023150,35856,1452.6837,4822.5914,47195.1%15,2152024154,44957,7082.6837,7232.5914,57395.2%15,3082025158,61759,2872.6837,9662.5914,67295.3%15,3982026162,87160,8882.6738,2102.5914,67295.3%15,3982027167,20862,5102.6738,4562.5914,67295.5%15,5732028171,62764,1542.6838,7042.5914,95895.5%15,5732029176,12465,8192.6838,9532.5915,05195.6%15,7402030180,70467,5042.6839,2032.5915,14295.7%15,8212031185,37569,2152.6839,7092.5915,32295.8%15,9012032190,12870,9532.6839,9652.5915,41296.0%16,0602033194,97272,7202.6839,9652.5915,41296.0%16,0602034199,90474,5212.6840,2222.5915,50396.1%16,1402035204,92376,2492.6840,4212.6015,50396.1%16,1402034199,90474,5212.6840,4212.6015,50396.1%16,1402035204,92376,3492.6840,4212.6015,503 <t< td=""><td>2022</td><td>146,354</td><td>54,600</td><td>2.68</td><td>37,242</td><td>2.59</td><td>14,366</td><td>95.0%</td><td>15,118</td></t<>	2022	146,354	54,600	2.68	37,242	2.59	14,366	95.0%	15,118	
2024154,44957,7082.6837,7232.5914,57395.2%15,3082025158,61759,2872.6837,9662.5914,67295.3%15,3982026162,87160,8882.6738,2102.5914,67295.3%15,3982027167,20862,5102.6738,4562.5914,67295.4%15,4862028171,62764,1542.6838,7042.5914,95895.5%15,5732029176,12465,8192.6838,9532.5915,05195.6%15,7402030180,70467,5042.6839,2032.5915,14295.7%15,8212031185,37569,2152.6839,4552.5915,23295.8%15,9012032190,12870,9532.6839,9652.5915,41296.0%16,0602034199,90474,5212.6840,2222.5915,50396.1%16,1402035204,93276,62492.6840,4212.6015,50396.1%16,140	2023	150,358	56,145	2.68	37,482	2.59	14,471	95.1%	15,215	
2025 158,617 59,287 2.68 37,966 2.59 14,672 95.3% 15,398 2026 162,871 60,888 2.67 38,210 2.59 14,769 95.3% 15,398 2027 167,208 62,510 2.67 38,456 2.59 14,672 95.3% 15,398 2028 171,627 64,154 2.68 38,704 2.59 14,958 95.5% 15,753 2029 176,124 65,819 2.68 38,953 2.59 15,051 95.6% 15,740 2030 180,704 67,504 2.68 39,203 2.59 15,142 95.7% 15,821 2031 185,375 69,215 2.68 39,455 2.59 15,322 95.8% 15,901 2032 190,128 70,953 2.68 39,965 2.59 15,412 96.0% 16,060 2033 194,972 72,720 2.68 39,965 2.59 15,513 96.0% 16,06	2024	154,449	57,708	2.68	37,723	2.59	14,573	95.2%	15,308	
2026162,87160,8882.6738,2102.5914,76995.4%15,4862027167,20862,5102.6738,4562.5914,86595.5%15,5732028171,62764,1542.6838,7042.5914,95895.5%15,5732029176,12465,8192.6838,9532.5915,05195.6%15,7402030180,70467,5042.6839,2032.5915,14295.7%15,8212031185,37569,2152.6839,4552.5915,23295.8%15,9012032190,12870,9532.6839,9652.5915,32295.9%15,9802033194,97272,7202.6839,9652.5915,41296.0%16,0602034199,90474,5212.6840,4222.5915,50396.1%16,1402035204,93276,3492.6840,4212.6015,50396.1%16,140	2025	158,617	59,287	2.68	37,966	2.59	14,672	95.3%	15,398	
2027 167,208 62,510 2.67 38,456 2.59 14,865 95.5% 15,573 2028 171,627 64,154 2.68 38,704 2.59 14,958 95.5% 15,656 2029 176,124 65,819 2.68 38,953 2.59 15,051 95.6% 15,740 2030 180,704 67,504 2.68 39,203 2.59 15,142 95.7% 15,821 2031 185,375 69,215 2.68 39,455 2.59 15,232 95.8% 15,901 2032 190,128 70,953 2.68 39,965 2.59 15,322 95.9% 15,980 2033 194,972 72,720 2.68 39,965 2.59 15,412 96.0% 16,060 2034 199,904 74,521 2.68 40,222 2.59 15,503 96.1% 16,140 204,923 76,349 2.68 40,424 2.60 15,503 96.1% 16,140 <td>2026</td> <td>162,871</td> <td>60,888</td> <td>2.67</td> <td>38,210</td> <td>2.59</td> <td>14,769</td> <td>95.4%</td> <td>15,486</td>	2026	162,871	60,888	2.67	38,210	2.59	14,769	95.4%	15,486	
2028 171,627 64,154 2.68 38,704 2.59 14,958 95.5% 15,656 2029 176,124 65,819 2.68 38,953 2.59 15,051 95.6% 15,740 2030 180,704 67,504 2.68 39,203 2.59 15,142 95.7% 15,821 2031 185,375 69,215 2.68 39,455 2.59 15,232 95.8% 15,901 2032 190,128 70,953 2.68 39,965 2.59 15,322 95.9% 15,980 2033 194,972 72,720 2.68 39,965 2.59 15,412 96.0% 16,060 2034 199,904 74,521 2.68 40,422 2.59 15,503 96.1% 16,140 2035 204,932 76,349 2.68 40,424 2.60 15,503 96.1% 16,140	2027	167,208	62,510	2.67	38,456	2.59	14,865	95.5%	15,573	
2029 176,124 65,819 2.68 38,953 2.59 15,051 95.6% 15,740 2030 180,704 67,504 2.68 39,203 2.59 15,142 95.7% 15,821 2031 185,375 69,215 2.68 39,455 2.59 15,142 95.7% 15,821 2032 190,128 70,953 2.68 39,709 2.59 15,322 95.9% 15,980 2033 194,972 72,720 2.68 39,965 2.59 15,412 96.0% 16,060 2034 199,904 74,521 2.68 40,422 2.59 15,503 96.1% 16,140 2035 204,923 76,349 2.68 40,424 2.60 15,503 96.1% 16,140	2028	171,627	64,154	2.68	38,704	2.59	14,958	95.5%	15,656	
2030 180,704 67,504 2.68 39,203 2.59 15,142 95.7% 15,821 2031 185,375 69,215 2.68 39,455 2.59 15,142 95.7% 15,821 2032 190,128 70,953 2.68 39,709 2.59 15,322 95.9% 15,980 2033 194,972 72,720 2.68 39,965 2.59 15,412 96.0% 16,060 2034 199,904 74,521 2.68 40,222 2.59 15,503 96.1% 16,140 2035 204,932 76,349 2.68 40,421 2.60 15,503 96.1% 16,140	2029	176,124	65,819	2.68	38,953	2.59	15,051	95.6%	15,740	
2031 185,375 69,215 2.68 39,455 2.59 15,232 95.8% 15,901 2032 190,128 70,953 2.68 39,709 2.59 15,322 95.8% 15,901 2033 194,972 72,720 2.68 39,965 2.59 15,412 96.0% 16,060 2034 199,904 74,521 2.68 40,222 2.59 15,503 96.1% 16,140 2035 204,932 76,349 2.68 40,421 2.60 15,503 96.1% 16,140	2030	180,704	67,504	2.68	39,203	2.59	15,142	95.7%	15,821	
2032 190,128 70,953 2.68 39,709 2.59 15,322 95.9% 15,980 2033 194,972 72,720 2.68 39,965 2.59 15,412 96.0% 16,060 2034 199,904 74,521 2.68 40,222 2.59 15,503 96.1% 16,140 2035 204,932 76,249 2.68 40,421 2.60 15,503 96.1% 16,140	2031	185,375	69,215	2.68	39,455	2.59	15,232	95.8%	15,901	
2033 194,972 72,720 2.68 39,965 2.59 15,412 96.0% 16,060 2034 199,904 74,521 2.68 40,222 2.59 15,503 96.1% 16,140 2035 2.04,922 76,249 2.68 40,421 2.60 15,503 96.1% 16,140	2032	190,128	70,953	2.68	39,709	2.59	15,322	95.9%	15,980	
2034 199,904 74,521 2.68 40,222 2.59 15,503 96.1% 16,140 2025 204,922 76,249 2.68 40,421 2.60 15,503 96.1% 16,140	2033	194,972	72,720	2.68	39,965	2.59	15,412	96.0%	16,060	
	2034	199,904	74,521	2.68	40,222	2.59	15,503	96.1%	16,140	
2033 204,322 70,343 2.00 40.401 2.00 13.334 90.1% 10.221	2035	204.922	76.349	2.68	40.481	2.60	15.594	96.1%	16.221	

* Total population (including group quarters) per household (not average household size).

** 2000 and 2010: Census population counts as of April 1 each year. 2011-2014: Annual Census Estimates, 2014. 2015-2035: Projected Population.

Employment

For the employment projections, we relied heavily on the countywide forecasts prepared by Woods & Poole. W&P counts jobs, not just employed people, which captures people holding two or more jobs, self-employed sole proprietors and part-time workers. This gives a more complete picture than Census figures (the number of people with jobs).

However, the Woods & Poole forecasts rely on a socioeconomic model that inter-relates population and employment growth at the local, regional and statewide levels. Since the W&P population forecasts for Fayette County are notably higher than for the Growth Forecast prepared by ROSS+associates, the W&P figures have been adjusted proportionately.

The table below on the left shows the adjusted number of jobs forecasted for the county as a whole, and breaks out the types of jobs that would not be associated with an impact fee (such as farm workers and itinerant construction workers). This 'net' employment, called the 'value-added jobs', is shown in the last column.

	Total Jobs	Non-Site Specific*	Value-Added Jobs
2010	67,776	4,550	63,226
2011	68,487	4,440	64,047
2012	68,511	4,388	64,123
2013	68,988	4,365	64,623
2014	69,712	4,357	65,355
2015	71,578	4,418	67,160
2016	72,348	4,409	67,939
2017	73,146	4,402	68,744
2018	73,965	4,393	69,572
2019	74,805	4,386	70,419
2020	75,678	4,379	71,299
2021	76,577	4,372	72,205
2022	77,509	4,367	73,142
2023	78,472	4,363	74,109
2024	79,469	4,357	75,112
2025	80,502	4,353	76,149
2026	81,573	4,351	77,222
2027	82,680	4,347	78,333
2028	83,828	4,345	79,483
2029	85,020	4,344	80,676
2030	86,255	4,343	81,912
2031	87,533	4,344	83,189
2032	88,855	4,344	84,511
2033	90,222	4,345	85,877
2034	91,639	4,347	87,292
2035	93,105	4,349	88,756

* Transitory and non-site specific jobs such as farm, forestry and construction workers.

Source: Woods & Poole Economics, 2014 Georgia State Profile, adjusted to Growth Trend projection by ROSS+associates. The following table on the right compares employment figures from the Census Bureau to the adjusted W&P figures for 2010. That was the first and only year that the Census Bureau published its employment figures at the city level. Since these are derived from census 'employed persons' data and commuting patterns, the real figures would be higher.

Countywide, the adjusted 2010 W&P employment figure is 1.44 times the number reported by the Census Bureau. This multiplier is applied to the Peachtree City Census number to arrive at an allocation of the W&P countywide figure.

Benchmark Data: 2010

Total Jobs in County							
Woods & Poole*	63,226						
Census Bureau**	44,031						
Multiplier:	1.44						

Peachtree CityCensus Bureau**19,514× Multiplier = Estimated Jobs28,021Peachtree City % of County44.32%Households12,726Jobs per Household2.20

* Value-Added Jobs, as adjusted.

** Based on commuting patterns of employed persons. The left portion of the table below takes the estimated jobs figure for Peachtree City in 2010 (28,021) and carries it forward to 2035 as a percentage of total value-added county jobs. This 'percentage share' approach assumes that Peachtree City will continue to maintain its current percentage of countywide employment over the projection period.

	Percent of County Jobs		Jobs per Household Ratio			Averaged Number	
	Total County	Peachtree	Number of	Peachtree	Percent of	Peachtree	Percent of
	Jobs*	City Jobs	Households	City Jobs	County	City Jobs	County
	Δt·	44 32%	Δ†·	2 20			
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-1.52/0	,	2.20			
2010	63,226	28,021	12,726	28,021	44.32%	28,021	44.32%
2011	64,047	28,385	12,862	28,320	44.22%	28,353	44.27%
2012	64,123	28,419	12,804	28,193	43.97%	28,306	44.14%
2013	64,623	28,640	12,987	28,596	44.25%	28,618	44.28%
2014	65,355	28,965	13,150	28,955	44.30%	28,960	44.31%
2015	67,160	29,765	13,437	29,587	44.05%	29,676	44.19%
2016	67,939	30,110	13,596	29,937	44.06%	30,024	44.19%
2017	68,744	30,467	13,742	30,258	44.02%	30,363	44.17%
2018	69,572	30,833	13,878	30,558	43.92%	30,696	44.12%
2019	70,419	31,209	14,006	30,839	43.79%	31,024	44.06%
2020	71,299	31,599	14,131	31,115	43.64%	31,357	43.98%
2021	72,205	32,000	14,253	31,383	43.46%	31,692	43.89%
2022	73,142	32,416	14,366	31,632	43.25%	32,024	43.78%
2023	74,109	32,844	14,471	31,863	42.99%	32,354	43.66%
2024	75,112	33,289	14,573	32,088	42.72%	32,689	43.52%
2025	76,149	33,748	14,672	32,306	42.42%	33,027	43.37%
2026	77,222	34,224	14,769	32,519	42.11%	33,372	43.22%
2027	78,333	34,716	14,865	32,731	41.78%	33,724	43.05%
2028	79,483	35,226	14,958	32,936	41.44%	34,081	42.88%
2029	80,676	35,755	15,051	33,140	41.08%	34,448	42.70%
2030	81,912	36,302	15,142	33,341	40.70%	34,822	42.51%
2031	83,189	36,868	15,232	33,539	40.32%	35,204	42.32%
2032	84,511	37,454	15,322	33,737	39.92%	35,596	42.12%
2033	85,877	38,060	15,412	33,935	39.52%	35,998	41.92%
2034	87,292	38,687	15,503	34,136	39.11%	36,412	41.71%
2035	88,756	39,336	15,594	34,336	38.69%	36,836	41.50%
Change 2014-2035 10,37		10,371	2,444	5,381	(5.62)	7,876	(2.81)

Employment Forecasts: Peachtree City

* Value-Added Jobs, from Woods & Poole as adjusted to the Growth Trend projection by ROSS+associates.

In the center portion of the table, an approach is used based on the number of jobs in the city relative to the number of households. While many employees commute into the city to work, while many residents commute to jobs elsewhere, the jobs-to-households approach has merit as it relates job growth to city growth (rather than county growth) – i.e., cities with higher residential growth attract more businesses within or near their borders. The result is a notably lower 2035 projection with job growth roughly half (52%) of the previous approach, and, of equal note, employment in the city as a percentage of the county decreases over the projection period.

The two alternate approaches above present certain issues. On the one hand, the 'percentage share' approach does not recognize the city's lessening availability of business development land,

and therefore seems high. On the other hand, the 'jobs-to-households' approach seems too low, dropping 5.2 percentage points of all employment in the county being located within the city.

The right-hand portion of the above table, therefore, presents the results of averaging the two approaches as a compromise solution between Peachtree City's sharing in the economic trends of the county while recognizing its progressive build-out of available business properties.

Considering the employment opportunities that have already been approved in the city, and the potential to attract more jobs in the future relative both to growth in business activity and the customer base, we recommend that the 'averaged number' approach be adopted for impact fee purposes. This reflects an increase of almost 7,900 jobs over 2014 (a 27% increase over 21 years).



urban planning & plan implementation

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