



City of Fayetteville

240 Glynn Street South • Fayetteville, Georgia 30214
Telephone (770) 461-6029 • Facsimile (770) 460-4238

www.fayetteville-ga.gov



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Mayor Pro Tem
Kathleen Brewer
Paul C. Oddo, Jr.
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James B. Williams

CITY MANAGER
Ray Gibson

CITY CLERK
Anne Barksdale

June 1, 2017

Atlanta Regional Commission
40 Courtland Street
Atlanta, GA 30303

RE: Comprehensive Plan Update Submittal

The City of Fayetteville has completed an update of its comprehensive plan and is submitting it with this letter for review by the Atlanta Regional Commission and the Department of Community Affairs.

I certify that we have held the required public hearings and have involved the public in development of the plan in a manner appropriate to our community's dynamics and resources. Evidence of this has been included with our submittal.

I certify that appropriate staff and decision-makers have reviewed both the Regional Water Plan covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

If you have any questions concerning our submittal, please contact Jahnee Prince, Community Development Director, at 770-719-4156 or jjprince@fayetteville-ga.gov.

Sincerely,

Mayor Edward Johnson
City of Fayetteville

Enclosures

**RESOLUTION
R-11-17**

RESOLUTION OF THE CITY OF FAYETTEVILLE TO TRANSMIT THE 2017-2037 COMPREHENSIVE PLAN INCLUDING CAPITAL IMPROVEMENTS ELEMENT AND ANNUAL UPDATE TO THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS FOR REGIONAL AND STATE REVIEW.

WHEREAS, the City of Fayetteville has written a new Comprehensive Plan for 2017- 2037 which includes a Capital Improvements Element and Annual Update; and

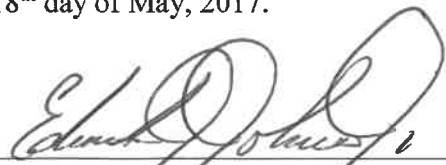
WHEREAS, the Comprehensive Plan 2017-2037 was prepared in accordance with the "Development Impact Fee Compliance Requirements" and the "Minimum Planning Standards and Procedures for Local Comprehensive Planning" adopted by the Board of Community Affairs pursuant to the Georgia Planning Act of 1989, and a duly advertised Public Hearings were held on April 6, 2017 and April 20, 2017, at 7:00 P.M. at the Fayetteville City Hall;

WHEREAS, a Capital Improvements Element 2017 Annual Update for fiscal year 2016 was prepared in accordance with the "Development Impact Fee Compliance Requirements" and the "Minimum Planning Standards and Procedures for Local Comprehensive Planning" adopted by the Board of Community Affairs pursuant to the Georgia Planning Act of 1989, and a duly advertised Public Hearing was held May 18, 2017, at 6:00 P.M. at the Fayetteville City Hall;

BE IT THEREFORE RESOLVED, that the City Council of Fayetteville does hereby submit the City of Fayetteville Comprehensive Plan 2017-2037 and the Capital Improvements Element 2017 Annual Update for fiscal year 2016 to the Georgia Department of Community Affairs for Regional and State review, as per the requirements of the Development Impact Fee Compliance Requirements.

Adopted this 18th day of May, 2017.

BY:


Edward J. Johnson, Jr., Mayor

ATTEST:


Anne Barksdale, City Clerk



City of Fayetteville

FINAL DRAFT Comprehensive Plan

May 4, 2017

ACKNOWLEDGMENTS

MAYOR AND CITY COUNCIL

Edward J. Johnson, Jr. Mayor
Scott Stacy, Mayor Pro Tem
Kathaleen Brewer
Paul C. Oddo, Jr.
Harlan Shirley
James B. Williams

CITY STAFF

Ray Gibson, City Manager
Anne Barksdale, City Clerk
LaShawn Gardiner, City Planner
Julie Brown, Senior Planner
Reggie James, Planner

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TABLE OF CONTENTS

Executive Summary	5
Population and Demographics	7
Race	8
Income	8
Education	9
Population Projections.....	9
Housing	11
Housing Occupancy	11
Type of Housing Structures.....	12
Housing Age and Condition	13
Housing Value	13
Employment-Housing Balance	14
Housing For Special Populations.....	14
Economic Development.....	15
Residents Employment.....	15
Economic Data	16
Recent Economic Development Studies	17
Economic Development Opportunities.....	18
Economic Development Programs	21
Transportation	23
Fayette County Comprehensive Transportation Plan.....	23
Regional transportation Plan.....	23
City of Fayetteville Transportation Improvements	25
Land Use.....	27
Existing Land Use	27
Zoning	28
Community Participation.....	31
Issues.....	37
Opportunities	39
Vision Statement	41
Community Goals.....	41

Transportation Goals	41
Housing Goals	43
Economic Development Goals.....	44
Land Use Goals.....	46
Future Land Use	48
Capital Improvements Element.....	67
Community Work Program	69
Report of Accomplishments.....	76
Appendix A - Community Survey Results.....	85
Appendix B - Public Participation	87

MAPS

Map 1: Existing Land Use Map	29
Map 2: Future Land Use Map.....	65

TABLES

Table 1: Fayetteville Population	7
Table 2: Income Distribution	8
Table 3: Educational Attainment	9
Table 4: Residential Certificates of Occupancy.....	9
Table 5: Housing Occupancy	11
Table 6: Number of Units in Occupied Housing Structures	12
Table 7: Age of Housing Stock	13
Table 8: Median Home Values	13
Table 9: Employment-Housing Balance	14
Table 10: Resident Labor force Characteristics.....	15
Table 11: Jobs by Sector	16
Table 12: Major Private Sector Employers.....	17
Table 13: Regional Transportation Plan Projects	24
Table 14: SPLOST Distribution.....	25
Table 15: SPLOST Projects	26
Table 16: Existing Land Use Categories	27
Table 17: Community Work Program	69
Table 18: Report of Accomplishments.....	76

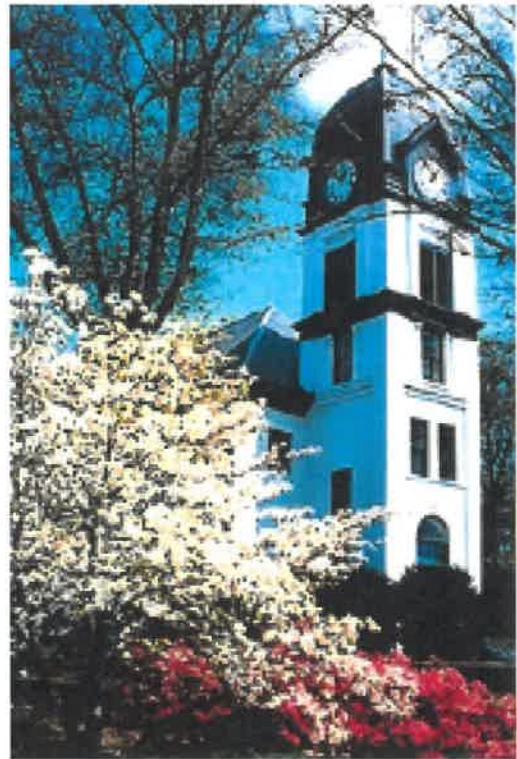
EXECUTIVE SUMMARY

The Georgia Department of Community Affairs (DCA) has established standards and procedures for Local Comprehensive Planning to provide a framework for local governments to create a long term plan that will address critical planning issues and opportunities. These standards and procedures reflect the state's interest in promoting healthy and economically vibrant communities. The Comprehensive Plan should act as a guide for communities in achieving their goals and objectives, and should be used as a decision-making guide by local officials and community leaders for a 20-year planning period.

Fayetteville's Comprehensive Plan includes the following elements:

- An examination of the Issues and Opportunities facing the City of Fayetteville
- Foundational data and analysis related to:
 - Housing
 - Economic Development
 - Transportation
 - Land Use
- Community Goals and Strategies for achieving the Goals of four main focus areas:
 - Housing
 - Economic Development
 - Transportation
 - Land Use
- Community Work Program
- Report of Accomplishments
- Capital Improvements Element

Public input, coupled with an engaged Steering Committee, helped to identify issues and opportunities, which in turn helped to shape community goals. Projects and initiatives which will help the City of Fayetteville achieve its goals are enumerated in the Community Work Program.



The Housing Element examines the adequacy and suitability of existing housing to meet current and future needs. It includes data on housing occupancy, age of housing stock, median home values, jobs-housing balance, and housing for special populations.

The Economic Development Element addresses the vitality of Fayetteville and considers factors such as economic diversity of the city, the local labor force, assets, economic development programs, broadband availability, and projected economic growth.

The Transportation Element anticipates participation in the upcoming Fayette County Comprehensive Transportation Plan and highlights projects and policies that will benefit the City of Fayetteville.

The Land Use Element is a key part of the Comprehensive Plan, as it includes the Existing Land Use Map, Future Land Use Map, and detailed descriptions of the character of the various types of land use designations. The map and descriptions should be referenced as decisions about land use and development are made, as well as in determining areas for infrastructure upgrades and additional services. The Future Land Use Map reflects the community's vision for growth and development, as determined through the community input process, and a review of existing land uses and market conditions. Within each land use map designation, there are appropriate land uses and zoning categories listed, as well as photos of the preferred types and style of development.

While the Future Land Use Map should be the guide for the 20-year planning period, it is important to note that regular review of the map is necessary to ensure that it meets the latest market trends, which may change the demands for development. Further, if a rezoning which does not fit the designated future land use is granted, there should be an amendment to the Future Land Use Map in order to ensure that it reflects the use of the parcel.

The Community Work Program includes projects and initiatives which will help with implementation of the Community Goals. While the Comprehensive Plan as a whole incorporates policies and strategies for a 20-year planning period, the Community Work Program outlines specific implementation strategies in a five-year timeframe.

The Capital Improvements Element includes all of the capital investments that the City of Fayetteville plans to make in the next five years in order to facilitate achievement of the City's goals.

POPULATION AND DEMOGRAPHICS

The City of Fayetteville has seen substantial growth since 2000. According to the 2000 Census, the City's population was 11,148. In the 2010 Census, the population of the City of Fayetteville increased substantially, to 15,945 people, which is a 43-percent increase.

In 2015, the US Census Quick Facts estimated the City of Fayetteville population was 16,990, which accounts for a six-percent increase from 2010. The US Census American FactFinder estimates the 2015 population at 16,500. The City of Fayetteville Community Development Department estimates the current population to be 16,842, based on the number of residential certificates of occupancy issued since 2010 and the City's average household size.

According to the US Census, there are 6,167 households in Fayetteville and the average household size is 2.6 persons. Of the 6,167 households, 68.4 percent of the households are family households and 31.6 percent are non-family households.

Of the family households, 52.7 percent are married couples with children under 18. Of the non-family households, 30.5 percent are people living alone and 14.5 percent are over 65.

TABLE 1: FAYETTEVILLE POPULATION

Age Distribution	Stage of Life	Number of Fayetteville Residents 2015	Percentage of Fayetteville Population 2015	Percentage of Atlanta Region Population 2015
Under 5 years old	Pre-School	804	4.0 %	7.0 %
5 - 19 years old	School Age	3,765	22.0 %	22.0 %
20 - 24 years old	College	920	5.0 %	7.0 %
25 - 44 years old	Family Forming	3,598	21.0 %	30.0%
45 - 64 years old	Peak Earning	4,588	27.0 %	25.0%
65+ years old	Seniors	2,825	17.0 %	9.0 %
Estimated Total		16,500	100 %	-

The age distribution data for the City of Fayetteville compared to the age distribution of the Atlanta region shows that the city has a little more than half of the percentage of preschool age children that metro Atlanta has. Consistent with this finding, the City of Fayetteville has several closed day care centers. The percentage of school aged children is consistent with the rest of the Atlanta region, likely due to Fayette County's excellent school system. However

the Fayette County school system enrollment has decreased since 2007. The 2016-2017 school year enrollment was flat.

In a recent study of high school students in the area (need source), fewer than 20 percent indicated that they would return to Fayetteville after they finished college. This sentiment may be reflected in the percentage of college aged young adults (20 - 24) that is slightly lower than the rest of metro Atlanta (5 percent compared to 7 percent) and the percentage of adults in the 25 to 44 age group that is significantly lower than the rest of metro Atlanta (21 percent compared to 30 percent). Attracting college graduates back to Fayetteville and keeping the college graduates who already live in Fayetteville is a challenge for the City.

Another significant challenge faced by the City of Fayetteville is having nearly double the metro Atlanta region's percentage of senior citizens, 17 percent compared to the Atlanta region's nine percent. Residents who are 65 and older do not pay school taxes.

RACE

Between the years of 2000 and 2015, the City of Fayetteville became more racially diverse.

Currently, 97.6 percent of Fayetteville's population identifies as being one race. The remaining 2.4 percent identify as being two or more races. Of those who identify with one race, the largest racial group in Fayetteville is White, accounting for approximately 55.7 percent of the total population of the city. The second largest racial group is Black or African American with 35 percent of the population. Asians make up 5.4 percent of the city's population. Other races make up less than one percent each of the city's population.

Hispanics of any race make up 4.7 percent of Fayetteville's population; 8.3 percent of Fayetteville's population is foreign born.

INCOME

The US Census 2011-2015 American Community Survey five-year estimates Fayetteville's median income at \$63,691, which is higher than the 10-county Atlanta region median income of \$58,844. The percentage of Fayetteville residents living in poverty is estimated to be 10.7 percent, which is lower than the 15.8 percent of Atlanta region residents living in poverty.

Table 2: Income Distribution

Income Distribution	Fayetteville	Atlanta Region
Under \$25,000	17%	19%
\$25,000 to \$49,999	25%	21%
\$50,000 to \$74,999	14%	18%
\$75,000 to \$99,999	18%	11%
\$100,000 to \$149,999	18%	21%
\$150,000 to \$199,999	6%	5%
\$200,000 or more	2%	5%

EDUCATION

The US Census 2011-2015 American Community Survey five year estimates provide information about educational attainment. Of adult residents over 25 years of age, 92.2 percent have earned a high school diploma, 39.6 percent have earned a bachelor's degree or higher. Fayetteville's educational attainment is similar to the Atlanta region as a whole.

TABLE 3: EDUCATIONAL ATTAINMENT

Educational Attainment	Fayetteville	Atlanta Region
Less than High School	7.8%	11.0%
High School	24.3%	22.3%
Some College or Associates	28.3%	27.5%
Bachelors Degree	28.2%	24.9%
Graduate or Professional Degree	11.4%	14.3%

Fayetteville is part of the Fayette County school district. Fayette County's 91.2 percent high school graduation rate ranks highly among the school districts in the 10-county Atlanta region. Fayette County schools' graduation rate is surpassed only by Forsyth County (92.7 percent), Buford City Schools (91.4 percent) and Decatur City Schools (96.7 percent).

POPULATION PROJECTIONS

To estimate Fayetteville's population growth, the City of Fayetteville Planning Department tracks the number of available platted residential lots in the city, the acreage of undeveloped residentially zoned properties, and the number of lots that could be developed. Additional pending multi-family dwelling units are also considered.

TABLE 4: RESIDENTIAL CERTIFICATES OF OCCUPANCY

Year	Residential Certificates of Occupancy Issued
2011	8
2012	16
2013	147
2014	80
2015	51
2016	43
Annual Average	69

Utilizing an average household size of 2.6 persons, the City of Fayetteville Planning Department estimates that when all of the currently zoned single-family and multi-family residential land is developed, the city's population projection is 22,275. This does not account for any population growth that may come from new land annexed into the City of Fayetteville or land that may be rezoned from non-residential to residential zoning.

The predicted rate of growth is based on the number of new residential units completed in the previous five years. The average annual number of new residential certificates of occupancy for new residential units in the past five years is 69. If the City grows at the 2011 - 2016 average rate of 69 new residential units per year, it will gain 179 new residents each year. (69 units multiplied by average household size of 2.6)

HOUSING

The US Census Bureau provides housing data for all communities. It should be noted that US Census housing data is sampled. That means that the information contained here is based on the long form that one in six households receives during each census. Information from that one household out of six is then extrapolated to get overall housing data. It assumes that the one household responding to the long census form is representative of six households. Because of the use of sampled data from the US Census, data collected locally will almost always be more accurate than US Census housing data. Data from both the US Census data and City of Fayetteville provided data are contained within.

HOUSING OCCUPANCY

From 2010 to 2016, 345 new housing units were constructed. The 2011-2015 American Community Survey five-year estimates that The City of Fayetteville had 6,575 housing units in 2105 and 6,167 of those units were occupied. Of the occupied housing units, 72.3 percent were owner occupied and 27.7 percent were renter occupied. Owner occupied means that the person or persons living in the dwelling unit, regardless of the type of structure (single family detached, duplex, multi-family), own that dwelling unit. Renter occupied means that the person or persons living in the dwelling unit, regardless of the type of structure (single family detached, duplex, multi-family), rent that dwelling unit.



TABLE 5: HOUSING OCCUPANCY

Housing Occupancy	2010	Percentage of Total 2010	2015	Percentage of Total 2015
Total Housing Units	6,499	100.0%	6,575	100.0%
Total Occupied Units	6,006	92.4%	6,167	93%
Total Vacant Units	493	7.6%	408	7.0%
Owner Occupied	4,410	73.4%	4,460	72.3%
Renter Occupied	1,596	26.6%	1,707	27.7%

Sources: United States Census Bureau; City of Fayetteville

TYPE OF HOUSING STRUCTURES

In 2015, the US Census estimated that 74 percent of housing units in the City of Fayetteville were single-family detached homes, eight percent were duplexes, and 17.7 percent were multi-family units. The terms single-family detached, duplex, and multi-family refer to the type of construction and not to the type of ownership. For example, a single-family detached home may be owned by the household living there or it may be rented by them.

TABLE 6: NUMBER OF UNITS IN OCCUPIED HOUSING STRUCTURES

Units In Structure	2010	Percentage of Total (2010)	2015	Percentage of Total (2015)
1-unit, detached	4,321	66.0%	4,865	74.0%
1-unit, attached	508	7.0%	525	8.0%
2 units	72	1.0%	91	1.4%
3 or 4 apartments	271	4.0%	150	2.3%
5 to 9 apartments	464	7.0%	548	8.3%
10 to 19 apartments	198	3.0%	149	2.3%
20 or more apartments	155	2.0%	223	3.4%

United States Census Bureau and 2010-2015 American Community Survey; City of Fayetteville



HOUSING AGE AND CONDITION

There are over 150 historic (over 50 years old) homes in Fayetteville. An inventory of historic structures in Fayette County was done in year. The City of Fayetteville Zoning Ordinance limits modifications to historic structures and requires that historic properties proposed for demolition be posted for public review.

TABLE 7: AGE OF HOUSING STOCK

There was a surge of residential building in Fayetteville in the 1980s, 1990s and 2000s, with almost 83% of the City's housing stock being constructed in that time frame. Most of the houses constructed during that time were built for families and contain three or more bedrooms. Those houses are located in subdivisions that were designed to be separate from neighborhoods.

Year Structure was Built	2015	Percentage of Total (2015)
1939 or earlier	70	1.1%
1940 - 1949	30	0.5%
1950 - 1959	49	0.7%
1960 - 1969	329	5.0%
1970 - 1979	620	9.4%
1980 - 1989	1,362	20.7%
1990 - 1999	2,046	31.1%
2000 - 2009	2,045	31.1%
2010 - 2013	11	0.2%
2014 - or later	13	0.2%

Source: US Census and 2010-2014 American Community Survey

HOUSING VALUE

The median value of Fayetteville owner-occupied housing in 2015 was \$184,500. Median rent in the City of Fayetteville was \$1,023.

TABLE 8: MEDIAN HOME VALUES

Value, Owner Occupied Units	2015	Percentage of Total
Less than \$50,000	152	3.4%
\$50,000 - \$99,999	301	6.7%
\$100,000 - \$149,999	1,044	23.4%
\$150,000 - \$199,999	1,051	23.6%
\$200,000 - \$299,000	1,488	33.4%
\$300,000 - \$499,999	407	9.1%
\$500,000 - \$999,999	8	0.2%
\$1,000,000 or more	9	0.2%
Total number of units	4,460	-

Source: U.S. Census Bureau, 2000 - 2015 American Community Survey

EMPLOYMENT-HOUSING BALANCE

Table 9 illustrates the balance between housing and employment with Fayetteville residents. For this purpose, employment represents the number of Fayetteville residents that work, either within Fayetteville, or outside of the City. As the balance improves, Fayetteville should become more of a live/work community where people can live closer to their jobs and traffic congestion will be reduced. A balanced community generally has an employment-housing ratio of 1.25 to 1.75. Fayetteville had a ratio of 1.21 in 2010, which decreased from 1.25 in 2000, and decreased again in 2015.

TABLE 9: EMPLOYMENT-HOUSING BALANCE

Category	2000	2010	2015
Population	11,148	15,945	16,990
Average Household Size	2.48	2.59	2.6
Number of Households	4,338	6,006	6,167
Housing Units	4,572	6,499	6,575
Employment	5,727	7,881	7,827
Employment/Population Ratio	.51	.49	.46
Employment/Housing Unit Ratio	1.25	1.21	1.19

Source: U.S. Census Bureau

More people commute into Fayetteville to go to work than commute out to go to work. 10,842 people who live outside of Fayetteville commute here to work. 6,241 people live in Fayetteville but commute elsewhere to work. Only 747 people live and work in Fayetteville. See the Economic Development Element for more information.

HOUSING FOR SPECIAL POPULATIONS

There are no homeless shelters or special housing for those infected with HIV located in the City of Fayetteville. There is a hospice located on Highway 54 West near Fayette Community Hospital.

ECONOMIC DEVELOPMENT

More people commute in to Fayetteville to work than commute out to work. 10,842 people who live outside of Fayetteville commute here to work. 6,241 people live in Fayetteville but commute elsewhere to work. Only 747 people live and work in Fayetteville. This is likely due to the different employment industries of residents, versus the types of jobs available in Fayetteville.

RESIDENTS EMPLOYMENT

Regardless of the location of their employment, the largest employment industry among Fayetteville residents is Transportation and Warehousing. Historically, many Fayetteville residents worked at or near Hartsfield Jackson International Airport. That trend continues today. Other major employment sectors include Retail Trade, Healthcare, and Educational Services.



TABLE 10: RESIDENT LABOR FORCE CHARACTERISTICS

Labor Force	Fayetteville	
	Total	percent
Labor Force Participation Rate (Age 16+)	7,827	60.47
Unemployed (Age 16+)	611	4.7%
Occupation		
TOTAL Civilian Employed Population (Age 16+)	7,186	100.0%
Transportation and Warehousing	869	12.1%
Retail Trade	799	11.1%
Healthcare and Social Assistance	791	11.0%
Educational Services	760	10.6%
Accommodation and Food Services	629	8.8%
Waste Management and Remediation	477	6.6%
Public Administration	449	6.2%
Wholesale Trade	395	5.5%
Professional, Scientific, and Technical Services	374	5.2%
Manufacturing	358	4.9%
Other	1285	18.0%

Source: US Census, Atlanta Regional Commission

ECONOMIC DATA

The largest employment industry located in Fayetteville is healthcare, due to the presence of Piedmont Fayette Hospital. Other major employment sectors are educational services, retail trade, and accommodation and food services. The film industry is growing with the presence of Pinewood Atlanta Studios.



TABLE 11: JOBS BY SECTOR

Fayetteville Jobs by Sector	Number of Jobs
Healthcare and Social Assistance	2879
Educational Services	1670
Retail Trade	1371
Accommodation and Food Services	1370
Public Administration	1015
Construction	681
Professional, Scientific, Technical Services	628
Finance and Insurance	493
Wholesale Trade	324
Other Services	296



The US Census 2012 Survey of Business Owners indicates that there were 2,456 companies in Fayetteville. The table below lists major private sector employers, ranked in descending order, by number of employees. Pinewood Atlanta Studios is now the second largest film studio in the United States with a total of 18 sound stages and over one million square feet. The studio can accommodate multiple tent-pole productions, who may employ up to 2,000 employees per

show. Because this workforce is predominantly contractors for the duration of the show, this labor force is not captured in standard employment data reporting.

Public sector employers are not listed. The largest public sector employers in The City of Fayetteville are the Fayette County government, City of Fayetteville government, and the Fayette County School Board.

TABLE 12: MAJOR PRIVATE SECTOR EMPLOYERS

Major Employers in Fayetteville, 2016	Employees
Piedmont Fayette Hospital	2,000
Walmart	400
Kindred Transitional Care and Rehab	210
Lowe's	150
Target	150
Kroger (Banks Crossing)	140
Publix	140
Home Depot	125
Kroger (South Glynn)	120

Source: Fayette County Development Authority, Business Wise 2016

RECENT ECONOMIC DEVELOPMENT STUDIES

The City of Fayetteville recently commissioned two in-depth economic development-related studies. First was the Competitive Realities Report in December 2015, which sought to provide to the City the product improvement, marketing, and potential organizational changes it must make to ensure that the City strengthens its competitive position and is able to attract and retain the types of businesses that will create jobs and opportunities for its citizens.

In assessing Fayetteville as a competitive place to locate and grow a business, the economic development consulting team found that the City falls behind its peers, the State of Georgia, and national averages in many criteria considered important to a community's competitive economic position. While Fayetteville has enjoyed recent positive gains—for example, the location of Pinewood Atlanta Studios and the building of the City's film industry—there are many areas the City needs to improve if it is to be successful in attracting and retaining the types of companies that will provide better opportunities for its residents.

To begin mitigating these challenges and strengthening the City's overall position, the second economic development study, "An



Economic Development Strategy to Grow the Economy of Fayetteville, Georgia” was drafted in 2016. The strategy created a customized, comprehensive plan for Fayetteville’s economic development for the next several years. Its end goal is to give the City the tools it needs to grow along a positive trajectory and provide the community and the people that live and work there with a steadily growing economic future.

Because the two recent economic development studies are far more detailed than information that would be included in a Comprehensive Plan document, those studies will be incorporated into the Comprehensive Plan document by reference.

ECONOMIC DEVELOPMENT OPPORTUNITIES

Available Development Sites

There are currently approximately 608.18 acres of vacant land (also called greenfield sites) available for development inside the current city limits. Greenfield sites, usually located on the edge of the city are considered to be relatively easy to develop. However those locations at the edge of the city are not always appropriate for the type of development proposed. More intensive development and higher residential densities are generally more appropriate for the center of the city, usually on redevelopment sites known as greyfields.

Greyfields

Historically, the term “greyfield” has been applied to formerly-viable retail and commercial shopping sites (such as regional malls and strip centers) that have suffered from lack of reinvestment and have been “outclassed” by larger, better-designed, better-anchored malls or shopping sites.

Unlike brownfields, which feature actual or perceived levels of environmental contamination, greyfields typically do not require remediation in order to unlock value to an investor. The hidden value, in many cases, comes from underlying infrastructure (such as plumbing and sewerage, electrical systems, foundations, etc.), the presence of which allows a developer to improve the site efficiently through capital expenditures (sometimes quite minor) that may easily lead to increased rents and greater value.

Within Fayetteville, there are several shopping centers located on North Glynn Street that could be considered greyfield sites. At present, the City maintains an online listing of available industrial, office and retail/shopping center sites that are available for redevelopment, or are ready to be occupied.

Tax Allocation District

Tax increment financing districts, called Tax Allocation Districts (TAD) in Georgia, are a widely used economic development tool that offers local governments a way to revitalize their communities by expanding the tax base. TADs can act as a catalyst to attract further private investment into economically depressed areas. TADs help local governments attract private development and new businesses which create jobs, attract customers, and in turn generate additional private investment. Essentially, the creation of a TAD generally leads to an increase in tax revenues above what already exists.

Georgia's Redevelopment Powers Law, adopted by the General Assembly in 1985, gave local governments the authority to sell bonds to finance infrastructure and other redevelopment costs within a specifically defined area, a Tax Allocation District (TAD). The bonds are secured by the increase in property tax revenues resulting from the redevelopment activities taking place within the tax allocation district. The city, county, and school district who are funded with property tax revenues, all agree that until the TAD bonds are repaid, they will receive the same amount of property tax revenue as they were getting when the TAD was created. The Redevelopment Powers Law outlines the possible uses for TAD funds. In Georgia, TAD funds can be used for grants for capital costs, which include: construction of new buildings; public works or improvements; renovation, rehabilitation, demolition, or expansion of existing buildings; acquisition of equipment; and clearing and grading of land.

When using a TAD, a city designates a specific geographic area that has the potential for redevelopment, but which suffers from blight or other economically or socially distressed conditions. As public improvements and private development take place in the area, the taxable value of property in the TAD increases. The city collects the total revenues, putting the increase in revenues as a result of new development into a special fund to pay off the bonds that financed the public improvements, while the remainder goes back into the city's general fund. The TAD is dissolved when the bonds have been retired and any other public financing has been repaid.

Local legislation is required to authorize the city to create a TAD. In 2013, the voters within the City of Fayetteville approved the TAD by a majority vote in a referendum. The city formed a Redevelopment Agency with the responsibility of carrying out the Redevelopment Plan that outlines the scope of the economic development project and project costs; estimates the original tax base and tax increment amounts; and estimates proceeds that would be realized from a bond referendum.

The Redevelopment Plan specifies the permissible uses of the funds that support the goals outlined in the Plan. TAD funds must be spent on uses consistent with the Redevelopment Plan for the TAD as approved by City Council. Funds must be allocated to projects and spent within the boundaries of the district, as set forth in the Redevelopment Plan. TAD bond proceeds cannot be used for any operational expenses, including salaries. Therefore, TAD bond proceeds cannot be redirected to the City's General Fund for operational costs. TAD funding is limited to projects that would not be economically feasible without public subsidy.

This map displays the TAD (Tax Assessor's District) parcels in the City of Portland, Oregon. The parcels are highlighted in red. The map includes numerous street names, such as Pine Brook Way, Cockwood Ct, Westbank Place Dr, Cedarwood Trl, Creekside Trl, Wedgewood Dr, Crabapple Trl, Cornelia Dr, Jo H. Brock St, DeYoung Dr, Gilbert Rd, Deer Trl, Hayden Valley Rd, Milken Dr, Jefferson Ave, Carnegie Chase, Britany Chase, Hunters Walk, Pine Cr, Circle Dr, Pine St, George Ave, Lower St, Capitol Ave, Elan Ave, Cooper Ave, Dea Ave, Westbrook Cl, Hanna Ln, Chastain Way, Inds Strid Way, Holt Rd, March Way, Woodgate Dr, Woodgate Ct, Lauren St, Williamsburg Way, Grady Ave, Walker Ave, Medford Dr, Pace Dr, Max of La, and many others. A legend in the bottom right corner indicates that the red-shaded areas represent TAD Parcels.

ECONOMIC DEVELOPMENT PROGRAMS

LOCAL INCENTIVES

Tax Allocation District (TAD)

The City's core has a designated TAD, offering infrastructure financing and special development incentives for qualifying projects. The district was created to incentivize development in a targeted area of downtown Fayetteville.

Downtown Development Authority function is to attain development; purchase and sell property; and promote trade, commerce, industry and employment opportunities by facilitating certain development projects through special financing and tax incentives.

Fayette County Development Authority

The Fayette County Development Authority (FCDA) is the lead economic development entity for Fayette County, Georgia. FCDA focuses on recruitment, retention and expansion of major industry and corporate office operations as well as workforce issues, primarily in the cities of Fayetteville, Peachtree City and Tyrone.

The Fayette County Development Authority works with government leaders, community leaders and business leaders to foster an environment that welcomes new investment and new jobs. FCDA researches and provides information that site selectors and companies need to make informed location decisions.

The Fayette County Development Authority was established by resolution of the Fayette County Board of Commissioners on April 10, 1986 to “develop and promote trade, commerce, industry and employment opportunities” for Fayette County.

Though originally tasked with promoting only the unincorporated areas of the county, in later years the charter was amended to represent the interests of Fayetteville, Peachtree City and Tyrone. Today FCDA promotes and markets the entire county as a prime location for new and expanding businesses. FCDA is also one of only two local agencies in Georgia to have received the prestigious Accredited Economic Development Organization designation by the International Economic Development Council.

Major services include:

- **Website** - a resource for companies and site selectors to conduct a complete site search online. The website contains the demographics and business information to make the site selection process easier.
- **Special Data Requests** - FCDA can provide specialized research and analysis on workforce, demographics, site information and community data.
- **Site and Building Tours** - FCDA provides a complete familiarization tour of Fayette County and its cities, customized for a company's unique needs.

- Expansion Assistance - FCDA coordinates a number of partner agencies who can assist in energy audits, facility layouts, workforce training and numerous other programs as part of business growth and expansion activities.
- Privacy and Confidentiality - Inquiries are treated with the highest degree of confidentiality. The prospect will remain confidential until the prospect chooses to announce.

Fayetteville Main Street Association

A program of the National Trust for Historic Preservation, Main Street's goal is to help revitalize historic downtowns through the preservation and adaptive re-use of historic and culturally significant resources. The core of any Main Street program follows the nationally recognized Main Street Approach:

Economic Vitality- The goal is to build a commercial district that responds to contemporary needs, while maintaining the community's historic character. It involves a commitment to making the most of a community's unique sense of place and existing historic assets, harnessing local economic opportunity and creating a supportive business environment

Design- Successful Main Street programs take advantage of the visual opportunities inherent in a commercial district by directing attention to all of its physical elements

Promotion- It can take many forms, but the goal is to create a positive image that will renew community pride and tell the Main Street story to the surrounding region.

Organization- Establishes consensus and cooperation by building partnerships among the various groups that have a stake in the commercial district. The focus is on ensuring that all organizational resources (partners, funding, volunteers, etc.) are mobilized to effectively implement strategies.

Chamber of Commerce

The Fayette Chamber of Commerce's mission is to promote business and to enhance economic and community development through leadership, service and advocacy for Fayette County. In addition to providing traditional networking and education opportunities, the Fayette Chamber works closely with existing business, the Fayette County Development Authority, and local governments to promote and market Fayette County as a pro-business location. It is important for the City to utilize the resources that this organization provides.

TRANSPORTATION

According to the U.S. Census Bureau, the average commute for employed (16 and over) Fayetteville residents is 31.1 minutes. This is higher than the average commute time for the entire State of Georgia (27.2 minutes), and slightly higher than the average commute in metro Atlanta (30.4 minutes). This illustrates that a large number of Fayetteville residents work outside of the city.

According to the US Census American Community Survey estimates from 2011 to 2015, of employed residents, 83.3 percent drive alone to work, while 10.9 percent carpool, and .9 percent take public transportation to work. The remaining workers walk (1.9 percent), use some other means to get to work (.2 percent), or work from home (2.8 percent).

FAYETTE COUNTY COMPREHENSIVE TRANSPORTATION PLAN

The Fayette County Comprehensive Transportation Plan was completed in 2003. At this time, the Atlanta Regional Commission is preparing to engage a transportation planning firm to develop a new Comprehensive Transportation Plan for Fayette County.



REGIONAL TRANSPORTATION PLAN

There are a number of projects in the Atlanta Regional Transportation Plan (RTP), in either the short term (the Transportation Improvement Program - TIP) or long range parts of the plan, that impact the City of Fayetteville. For more information regarding funding sources for the projects, please see the Atlanta Regional Transportation Plan available at www.atlantaregional.com.

TABLE 13: REGIONAL TRANSPORTATION PLAN PROJECTS

ARC Project Number	Project Description	Project Phase	Year	Project Cost
FA-085	SR 85 Widening from 2 to 4 lanes	Right of Way Acquisition	Long Range 2022-2030	\$25,639,284
FA-085	SR 85 Widening from 2 to 4 lanes from Grady Avenue to SR 92	Construction	Long Range 2022-2039	\$41,876,617
FA-236	East Fayetteville Bypass from South Jeff Davis to SR 85	Construction	2017	\$11,134,000
FA-349	Ebenezer Church Road Bridge Replacement	Right of Way Acquisition	2019	\$463,000
FA-349	Ebenezer Church Road Bridge Replacement	Utility Relocation	2020	\$196,500
FA-349	Ebenezer Church Road Bridge Replacement	Construction	2020	\$2,955,425
FA-353	Fayetteville Multi-Use Bridge and Paths	Right of Way Acquisition	2017	\$840,000
FA-353	Fayetteville Multi-Use Bridge and Paths	Utility Relocation	2018	\$100,000
FA-353	Fayetteville Multi-Use Bridge and Paths	Construction	2018	\$3,006,545
FA-355	SR 85 Bridge Replacement	Right of Way Acquisition	2018	\$250,000
FA-355	SR 85 Bridge Replacement	Construction	2020	\$2,059,893
FA-356	Fayette County Master Path Plan	Planning	2017	\$180,000
CL-101	Widening McDonough Road from SR 54 in Fayette County to US 19/41 in Clayton County	Right of Way Acquisition	2017	\$20,746,616
CL-101	Widening McDonough Road from SR 54 in Fayette County to US 19/41 in Clayton County	Utility Relocation	Long Range 2022-2039	\$1,986,950
CL-101	Widening McDonough Road from SR 54 in Fayette County to US 19/41 in Clayton County	Construction	Long Range 2022-2039	\$36,999,301
CL-041	Widening SR 54 from McDonough Road in Fayette County to US 19/41 in Clayton County	Construction	2017	\$38,134,261
CL-015	Widening SR 85 from SR 279 in Fayette County to Roberts Drive in City of Riverdale	Right of Way Acquisition	2018	\$3,555,046
CL-015	Widening SR 85 from SR 279 in Fayette County to Roberts Drive in City of Riverdale	Utility Relocation	2019	\$1,064,247
CL-015	Widening SR 85 from SR 279 in Fayette County to Roberts Drive in City of Riverdale	Construction	2019	\$21,610,247

CITY OF FAYETTEVILLE TRANSPORTATION IMPROVEMENTS

On March 21, 2017, in a county-wide referendum, Fayette County citizens voted to approve the 1% (or 1¢) SPLOST. The acronym SPLOST stands for “Special Purpose Local Option Sales Tax” and is a specific sales tax rate for a specific period of time. The SPLOST will increase the sales tax in Fayette County from 6¢ on every dollar spent to 7¢. Counties and cities can use SPLOST funds for specific capital projects.

In Georgia, the State receives 4¢ of the sales taxes collected in every county. A 1¢ Local Option Sales Tax (LOST) is shared among a county and any of its municipalities based on an agreed-upon formula. LOST funds can be used by local governments as part of their General Fund operating expenses. Fayette County also has a 1¢, voter-approved E-SPLOST, which is invested solely for use by the Board of Education. This comprises our current 6¢ Local Option Sales Tax.

Fayette County and the municipalities of Brooks, Fayetteville, Peachtree City, and Tyrone will share the SPLOST proceeds based on population. An intergovernmental agreement allocates the estimated revenue from a five-year SPLOST as follows:

TABLE 14: SPLOST DISTRIBUTION

Jurisdiction	2017 SPLOST Distribution
Fayette County	\$ 64,646,530
Peachtree City	\$ 45,472,835
Fayetteville	\$ 21,098,538
Tyrone	\$ 9,102,463
Brooks	\$ 693,791
Total	\$141,014,157

Approximately \$7,000,000 of SPLOST proceeds will be allocated for transportation projects. Transportation projects are inclusive of, road resurfacings, highway median landscaping, pedestrian trails and cart paths, bridges, road networks, and roundabouts.

Fayetteville has compiled a list of projects that represent a significant investment in the facilities and infrastructure that contribute to our quality of life. Many of the projects have been requested by the community (road resurfacing, intersection improvements for traffic flow, and enhancements to recreation areas), while others, such as new connections to Fayetteville’s multi-use path system, have been planned for years without any identified funding source. The recent recession also caused several years of delays in street repaving and repair, leaving Fayetteville with a tremendous amount of catch-up to return to a regular maintenance cycle for the street system.

Without a SPLOST, funding these capital projects would require a significant property tax increase, significant cuts in other programs, or both. The SPLOST allowed Fayette County voters to choose to make investments in their community, and the funding comes from everyone shopping and dining in Fayette County, instead of being imposed only on those who own property and pay property taxes within the County.

Table 15: SPLOST Projects

Project Type	Description	Project Cost
Resurfacing	Milling, patching, leveling, and resurfacing of approximately 21+ miles of roadway.	\$4,550,872
Roundabout	Construction of roundabout to add capacity, maintain level of service and ensure safety.	\$1,200,000
Bridge Crossing	Construction project to connect the Fayette Piedmont Hospital/West Fayetteville Area to the existing path system.	\$600,000
Downtown Master Plan	Preliminary engineering for road and path network.	\$500,000
Multi-Use Path Master Plan	Design master plan for expansion of the multi-use path systems.	\$75,000
Median Landscaping	Engineering and design of landscaped medians on Highway 85.	\$75,000

Additional City of Fayetteville transportation priorities were identified in the City's previous Comprehensive Plan. Some of the projects did not have identified funding sources.

- Support the County CTP, including bypass to alleviate congestion on HWY85.
- Provide educational material for residents that promotes alternative transportation modes (i.e. walking, biking, etc.) in the City
- Require inter-connectivity of roadways within and between new and existing commercial and mixed use developments.
- Continue to implement the City Sidewalk Plan and update as necessary.
- Bradley Sidewalk
- Implement LCI Plan transportation projects as funding becomes available.
- Lafayette/Tiger Trail Alt. B (Ph. 2)
- Hospital Area Paths and Crosswalk
- Hood Avenue Connector
- Church St. Extension
- Hood/92 Realignment Project
- Hwy 54 Hospital Area Multi-Use Bridge
- Redwine/Ramah Road Roundabout

LAND USE

EXISTING LAND USE

The City of Fayetteville is 11.1 square miles in size. The majority of the land in the city, nearly 46 percent, is single family residential. The city also has a significant amount of commercial land, over 14 percent of the City's land area, owing to the presence of the Fayette Pavilion shopping center. Fayette Pavilion has over 1.5 million square feet of big box retail and draws shoppers from outside of the City of Fayetteville and Fayette County.

TABLE 16: EXISTING LAND USE CATEGORIES

Land Use Category	Category Definition	Acres	Percent
Single Family Residential	Single family detached houses of various lot sizes with fee simple ownership.	3,449.61	45.86%
Duplex/ Townhouse Residential	Two or more units in a single structure, located primarily within predominantly single-family residential areas. Aesthetically may resemble a single family detached house.	443.48	5.89%
Multi-Family Residential	Attached residential buildings with three or more units designed as flats. Units are rented or have condominium ownership.	362.41	4.82%
Commercial	All commercial development regardless of scale or design, includes neighborhood commercial, regional commercial, etc.	1,057.19	14.05%
Mixed Use	Fine grained mix of land uses, often located in the same building or on the same parcel.	476.30	6.33%
Office	Includes professional Class A and Class B office parks and buildings.	276.85	3.68%
Industrial	Businesses that concentrate on the manufacturing, processing plants, factories, warehousing and wholesale trade facilities.	323.34	4.30%
Public/ Institutional	Includes state, federal, and local government uses, schools, places of worship, as well as quasi-public institutions.	246.29	3.27%
Park/Recreation/ Conservation	Includes City parks, greenspace, wetlands, and other environmentally sensitive or protected areas.	279.42	3.71%
Transportation/ Communication/ Utilities	Includes areas owned and operated by utilities, power lines, transmission lines, and highways and road rights of way.		
Vacant/ Undeveloped		608.17	8.08%

The Existing Land Use Map provides a citywide perspective of current growth and land-use patterns for the City of Fayetteville. The analysis was completed by conducting a thorough

review of GIS data provided by city staff. In addition, a windshield survey was conducted to further capture accurate data to analyze and update the Existing Land Use Map.

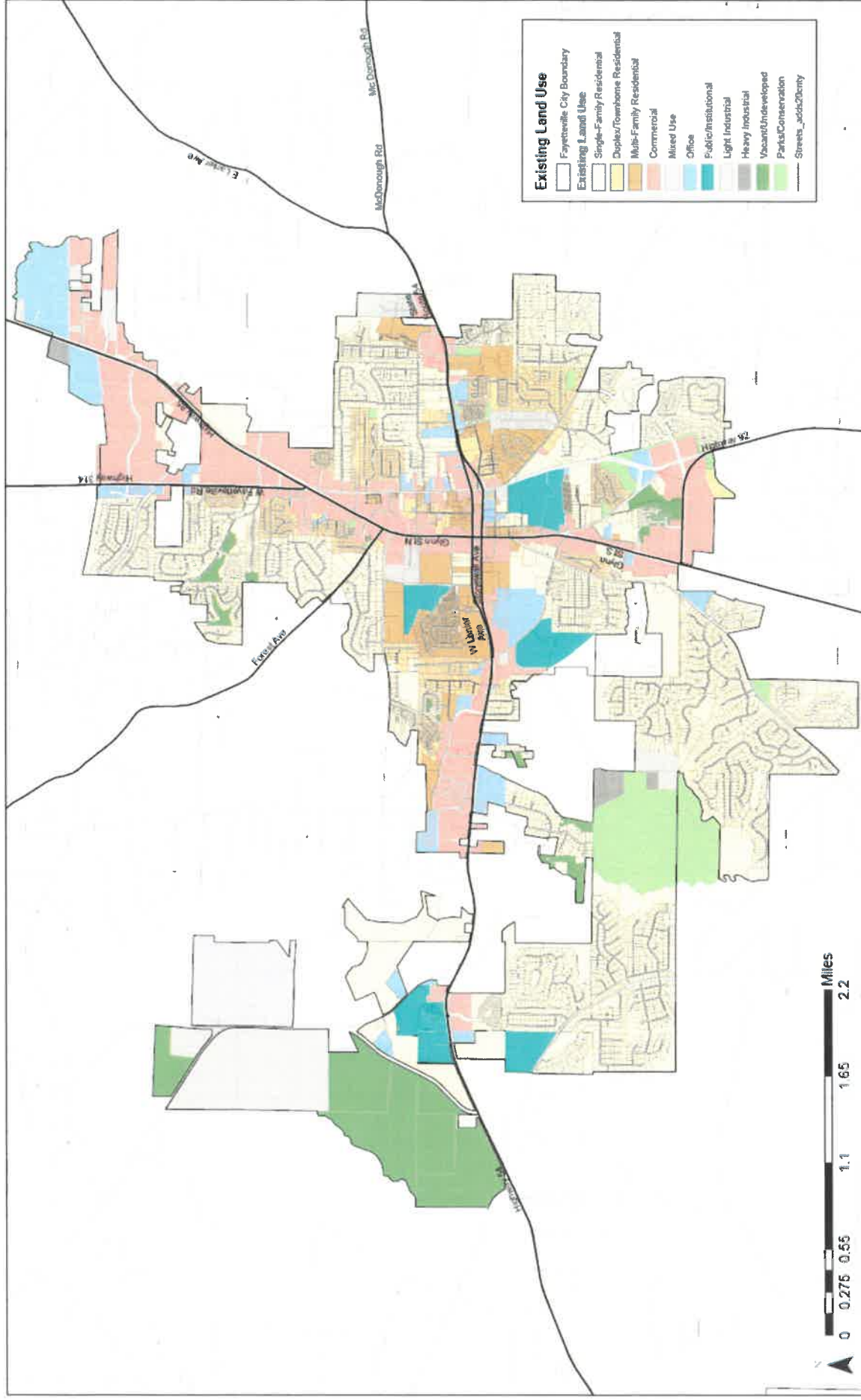
The Existing Land Use Map is updated by color coding the respective land use identified for that particular parcel of land. Table 16 identifies existing land-use categories, definitions, and amount and percentage of land dedicated to each land use type.

ZONING

The City of Fayetteville has an old zoning ordinance dating back to 1990. When this Comprehensive Plan document is completed, an audit of the zoning ordinance will need to be conducted to ensure consistency between the two documents. The zoning ordinance and associated zoning map are key components to the implementation of the Comprehensive Plan.



MAP 1: EXISTING LAND USE MAP



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COMMUNITY PARTICIPATION

In September of 2016, the Mayor and City Council appointed the Steering Committee to guide the Comprehensive Plan process. The Comprehensive Plan Steering Committee was made up of 21 Fayetteville citizens volunteering their time and expertise to work on the Comprehensive Plan. Steering Committee membership was not just an honorary position. Steering Committee members assisted the planning team with community outreach, community meeting facilitation, review of planning documents and local data, and understanding the input received by the community. The Steering Committee also reviewed and edited sections of the Comprehensive Plan as they were drafted.

STEERING COMMITTEE

Greg Aikin
Janice Boyd
Robert Burch
Cathy Cochran
Ken Collins
Larry Dell
Michelle Fowler

Rachel Goergen
Len Gough
Karen Graiser
Rick Halpert
Rich Hoffman
Jeff Hollis
Abe Morrall

Brett Nolan
Katie Pace
Lauren Panter
Debra Renfroe
Ken Steele
Carlotta Ungaro
Cam Williams

The Steering Committee held ten meetings. They took place on:

October 3, 2016
October 17, 2016
November 14, 2016
December 12, 2016

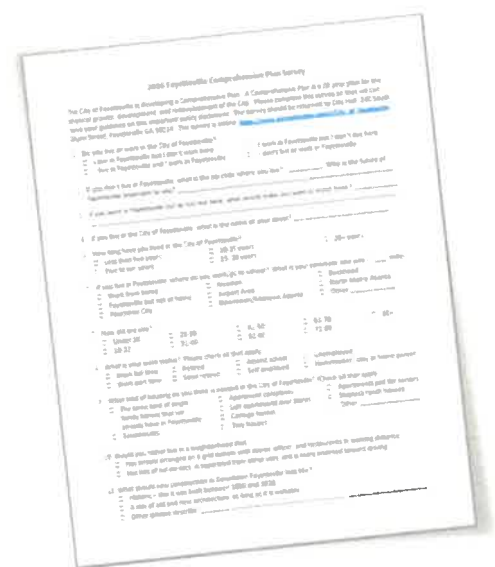
January 9, 2017
January 30, 2017
February 13, 2017
March 6, 2017

March 20, 2017
April 10, 2017

Community Participation

The planning team and Steering Committee needed input from the community to formulate the plan. The Fayetteville comprehensive planning process had four steps, each of which heavily depended on input from the community.

The city planning team began their work by asking the community questions about land uses, development patterns, transportation, housing, architecture, economic development, and community amenities. A Community Survey was created to ask citizens all about development, housing, roads, sidewalks, economic development, and community amenities. The Community Survey was created in both paper and online formats.



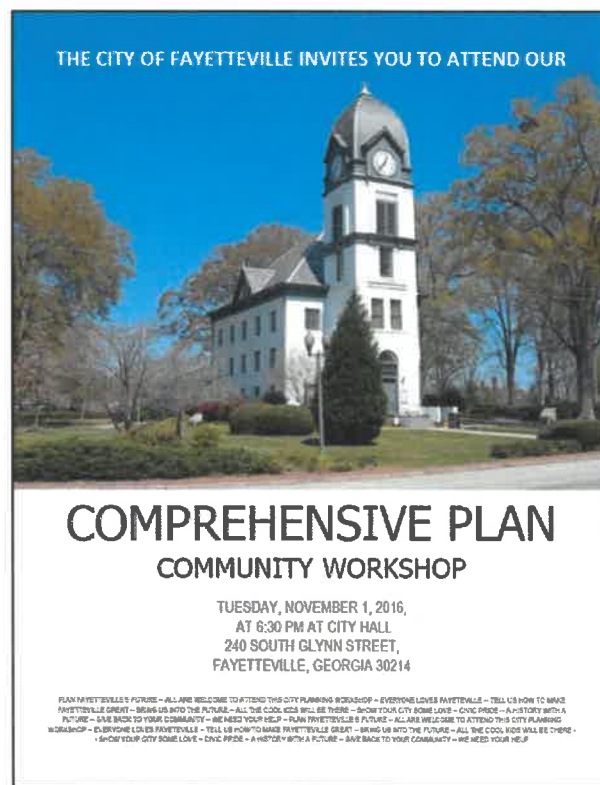
The Community Survey was open from October 27 to December 8, 2016. On Saturday, October 29, the last Market Day of the season was held in Downtown Fayetteville. The planning team had a tent with information about the Comprehensive Plan, invitations to the first Community Meeting held on November 1, and paper copies of the survey. Participants completed 158 paper surveys at Market Day.

At the November 1 Community Workshop, 66 paper surveys were filled out. 281 surveys were filled out online and 49 paper surveys were filled out at City Hall or brought to City Hall. At total of 554 responses were received. Complete Community Survey results can be found in the appendix of this document.

November 1, 2016 Community Meeting

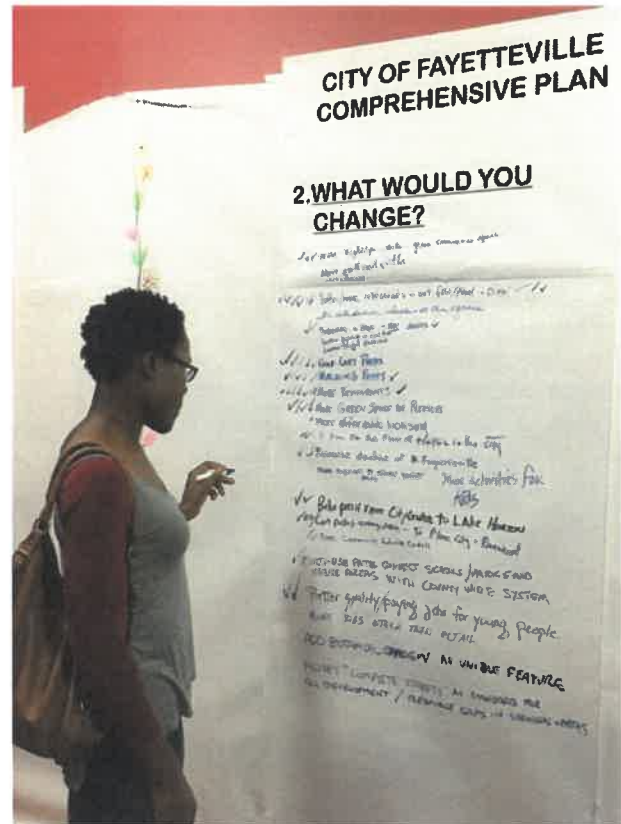
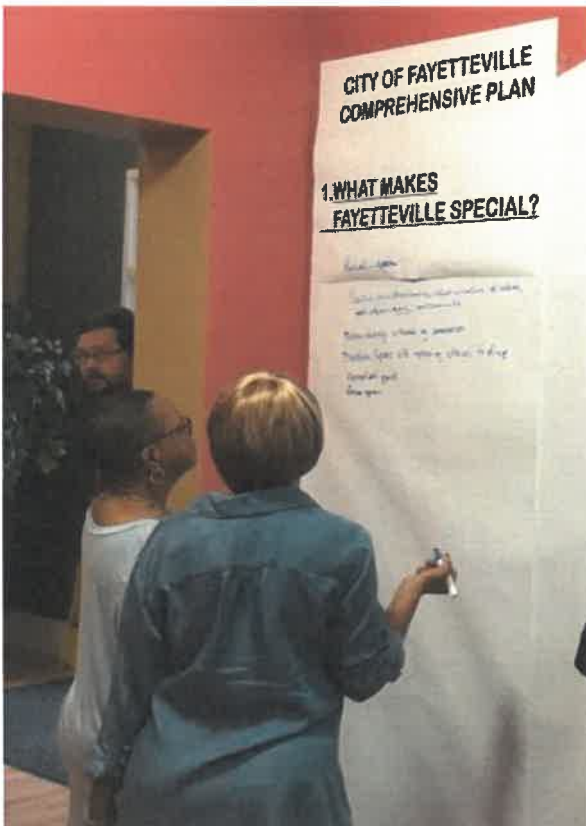
The first Community Meeting was held on November 1, 2016. Outreach for the meeting included:

- Press Releases
- Announcements on the City of Fayetteville Facebook page
- Email invitations through the individual networks of the:
 - Steering Committee
 - City staff
 - Main Street organization
 - Downtown Development Authority
 - Planning and Zoning Commission
 - Mayor and City Council
- Email invitations to:
 - Attendees of recent Town Hall meetings
 - Homeowners associations
 - All churches in the city limits
 - Fayette County High School Government teachers
- Meeting invitation flyers and posters distributed and posted in the following locations:
 - Early voting at Fayette County building
 - City Hall customer service area
 - Downtown businesses
 - All schools in city, school board, facilities building
 - Tent at Market Day on October 29
 - Planning and Zoning Commission meetings
 - City Council meetings



The November 1 Community Meeting had over 120 attendees. At the meeting, Workshop, participants were asked what they like about Fayetteville and want to preserve, what they'd like to change about Fayetteville, and what their vision is for Fayetteville in 20 years.

Workshop participants viewed displays of all the development related projects underway in the City before participating in a Visual Preference Survey (VPS). Because it can be hard to describe what types of development are appropriate for the City, the Visual Preference Surveys asks those questions with pictures. Workshop participants were shown a series of pictures of various development types and patterns and were asked to rank each photo on a scale of one to ten based on how appropriate it is for the City of Fayetteville.



November 29, 2016 Community Meeting

The second Community Meeting was held on November 29, 2016. Outreach for the meeting included:

- Press Releases
- Announcements on the City of Fayetteville Facebook page
- Email invitations through the individual networks of the:
 - Steering Committee
 - City staff
 - Main Street organization
 - Downtown Development Authority
 - Planning and Zoning Commission
 - Mayor and City Council
- Email invitations to:
 - Attendees of recent Town Hall meetings
 - Homeowners associations
 - All churches in the city limits
 - Fayette County High School Government teachers
- Meeting invitation flyers and posters distributed and posted in the following locations:
 - City Hall customer service area
 - Downtown businesses
 - All schools in city, school board, facilities building
 - Planning and Zoning Commission meetings
 - City Council meetings



The November 29 Community Meeting had more than 80 attendees. The city planning team shared the results of the Visual Preference Survey. Meeting attendees were divided into small groups to discuss the most highly ranked development types and to communicate to the planning team where each development type should be located in the City of Fayetteville. In addition to development, participants discussed roads, sidewalks, housing, jobs, and parks as part of their 20-year vision for the City.



March 27, 2017 Community Meeting

Input from the two previous community meetings and the results from the Community Survey guided the Steering Committee and the city planning team in writing the first draft of Fayetteville's Comprehensive Plan. From November, 2016 to March, 2017, the planning team and the Steering Committee worked together to write the Draft Comprehensive Plan.

On March 27, the city planning team presented to the public the Draft Comprehensive Plan based on all of the input from the community. At this open house meeting, the planning team and Steering Committee checked with citizens to make sure that the community's goals and objectives for the next 20 years were accurately captured in the Comprehensive Plan.

Based on feedback from the March 27 meeting, the city planning team went back to work, to make small changes and corrections, and to continue to flesh out the details of the Comprehensive Plan. The Comprehensive Plan includes a Community Work Plan, which is the "To Do List" for City employees in order to implement the Comprehensive Plan.

Additional Public Hearings

After the completion of the Draft Comprehensive Plan, the city planning team presented to the Planning and Zoning Commission and the City Council the final draft of the Comprehensive Plan.

Additional public hearings on the Comprehensive Plan were held on:

March 28, 2017 at the Planning and Zoning Commission meeting

April 6, 2017 at the City Council meeting

April 20, 2017 at the City Council meeting

May 18, 2017 at the City Council meeting

The Comprehensive Plan will create an environment of predictability for businesses, investors, developers, property owners, and the public. It will help to recognize and implement important economic development and revitalization initiatives and, more importantly, it communicates the citizens' vision to elected officials so they can make decisions that will implement the plan.

ISSUES

Based on public input gathered from the Community Survey and two public meetings, following are issues facing the City of Fayetteville:

TRANSPORTATION

- Community Prioritized Transportation improvements ranked by Comprehensive Plan Community Survey participants yielded the following local transportation priorities from the community. Projects are listed in priority order.
 - 85 and 54 - intersection improvements, signal timing, develop alternative routes
 - Citywide - add sidewalks
 - 85 South - widen to four lanes
 - Downtown - get rid of one way streets
 - Citywide - add bike lanes
 - Fayette Bypass - complete
 - Citywide - create grid/connect neighborhoods
 - Hood Avenue - connect to Sandy Creek
 - Citywide - synchronize traffic signals
 - 85, 314, and Jeff Davis - improve flow, add safety improvements
- Need for sidewalks/ multi use paths/ cart paths improvements and connectivity
- Improved walkability
- Pedestrian infrastructure that levels the playing field between cars and people

CITY IDENTITY AND AESTHETICS

- City needs to distinguish itself from surrounding communities and create its own identity within the Atlanta region
- Need to continue to improve aesthetics, especially at gateways
- Need for increased code enforcement

PUBLIC SAFETY

- Reducing crime and the perception of crime

EDUCATION

- Cooperation with the Board of Education
- Cohesive strategy to support further improvement of school district which will help make the City a more desirable place to live
- More post-secondary educational institutions

HOUSING

- Housing for all stages of life cycle
- Demand for smaller single family detached housing with a higher architectural design standard located in a walkable mixed use environment.

LAND USE

- Parks and Recreation (Need to determine if the City should have its own parks and/or recreation system)
- More parks, greenspace, and trees in general
 - Dog park
 - Big Downtown park
 - Canal/river and riverwalk or some other water feature focal point

ECONOMIC DEVELOPMENT

- Creation of a vibrant walkable downtown area which would necessitate:
 - More businesses downtown
 - More people living downtown
 - More events and festivals
 - More current music offerings at amphitheater and events
 - More unusual events and festivals
- Attracting high paying salaried jobs/offices/ corporate headquarters
- Building a market of people who would patronize
 - Better restaurants: “No fast food, no chains”, “Unique, great”
 - Specialty stores and services
 - Bookstore
 - Mommy and me/ play-related
 - More fitness options, wellness/spa-related
 - Indoor recreation/ entertainment



OPPORTUNITIES

Based on public input gathered from the Community Survey and two public meetings, these are opportunities to be built on over time to ensure the continued long-term success of the City of Fayetteville:

TRANSPORTATION

- Traffic for traffic-dependent businesses
- SPLOST approved by voters allows the city to make many needed infrastructure improvements

PIEDMONT FAYETTE HOSPITAL

- Top 50 Hospital and all the related uses that want to locate close to a hospital



PINEWOOD ATLANTA STUDIO

- Pinewood Atlanta Studio and all the related businesses and workers that contribute to the Fayetteville economy

HISTORIC DOWNTOWN

- Existing street network is a great foundation to build upon in creating a vibrant walkable downtown
- Historic buildings that contribute to the Southern/ small town charm

LOCATION

- Proximity to Hartsfield-Jackson International Airport
- Proximity to Atlanta

EDUCATION

- Fayette County Schools are highly rated
- Presence of Georgia Military College and Georgia Film Academy

DEVELOPMENT AND REDEVELOPMENT POTENTIAL

- Available land to develop
- Old shopping centers that could be redeveloped

PER CAPITAL INCOME

PARKS

- \$3.4 million in SPLOST funding available for land acquisition

VISION STATEMENT

A unique place to call home, a community building from the past, working together creating a better future, while preserving our small town charm.

COMMUNITY GOALS

The City of Fayetteville is a diverse and forward-looking community engaged in shaping its own future. The people of Fayetteville are working to capitalize on the qualities and values that have made it successful. As the City of Fayetteville moves forward in implementing the Comprehensive Plan, these goals should continue to be monitored to ensure that they are still relevant to the community.

TRANSPORTATION GOALS

GOAL ONE: *Participate in the Fayette County Transportation Plan.*

Strategies:

- A. Prioritize projects that have the most impact to the most people.
- B. Prioritize safety improvements based on accident data.
- C. Prioritize creating more of a grid street network to ensure alternative routes.
- D. Prioritize projects that support a more walkable Downtown.
- E. Pursue state and federal funding for community identified transportation priorities:
 - 1. SR 85 and SR 54 - intersection improvements, signal timing, develop alternative routes
 - 2. Citywide - add sidewalks
 - 3. SR 85 South - widen to four lanes
 - 4. Study Downtown one way pair traffic pattern to determine if this traffic pattern will further the goal of having a vibrant walkable Downtown.
 - 5. Citywide - add multi-use paths
 - 6. Fayette Bypass -- complete
 - 7. Citywide - create grid street network/connect neighborhoods
 - 8. Hood Avenue - connect to Sandy Creek
 - 9. Citywide - synchronize traffic signals
 - 10. SR 85, SR 314, and Jeff Davis - improve flow, add safety improvements

GOAL TWO: *More Multi Use Trails*

Strategies:

- A. Participate in Fayette County Trails Plan in order to connect Fayetteville to larger countywide network.
- B. Develop a City of Fayetteville Trails Plan.

GOAL THREE: *Develop a more cooperative relationship with the Georgia Department of Transportation to help meet local objectives for state controlled roads.*

Strategies:

- A. Improved/additional wayfinding signage.
- B. Pedestrian improvements including crosswalks and signals.

GOAL FOUR: *Continue progress of making Downtown more walkable.*

Strategies:

- A. Participate in Fayette County Transportation Plan (see Goal 1).
- B. Coordinate with Land Use Goals.
- C. Connect streets to create more of a grid.
- D. Utilize shorter blocks to increase walkability.
- E. Update Downtown commercial and mixed use zoning districts to enhance the pedestrian experience by creating scenic vistas and promoting street facing retail with store windows and sidewalk cafes.
- F. Develop a downtown streetscape plan.
- G. Add more parks and fountains that will enhance the pedestrian experience.
- H. Provide more downtown parking and signage for the parking.





HOUSING GOALS

GOAL ONE: *Get more people living Downtown to support businesses*

Strategies:

- A. Allow apartments for rent or for sale in Downtown Fayetteville, only as part of a mixed use development.
- B. Actively recruit mixed use developers.
- C. Encourage development of mixed use buildings with commercial or office on the ground floor and apartments or condominiums upstairs. Buildings should be oriented toward the street and not be separated from the street by fences or walls.
- D. Encourage the development of townhouses that are externally oriented toward the street and neighborhood, not inwardly oriented or oriented toward parking lots.
- E. Encourage the development of single family detached homes in walking distance of Downtown amenities.

GOAL TWO: *Encourage development of housing for every step of the life cycle*

Strategies:

- A. Investigate strategies to promote workforce housing, especially for city employees.
- B. Address identified need for smaller single family detached housing with a higher architectural design standard located in walkable mixed use environments. This could be downtown or in a developer created mixed use environment. Care should be taken to limit the number of walkable mixed use developments outside of Downtown so as to not reduce the demand for living Downtown.
- C. Encourage ADA accessible and visit-able housing units.



ECONOMIC DEVELOPMENT GOALS

GOAL ONE: *Attract people to live here who:*

- ***Will appreciate the Fayetteville lifestyle which can best be described as:***
 - ***Active***
 - ***Outdoors***
 - ***Family- oriented***
- ***Embrace a sense of community***
- ***Are part of the educated workforce needed to fill the jobs that we want to attract***

Strategies:

- A. Reconsider City standards for required open space set aside for all zoning districts.
- B. Create a green ribbon of parks and trails that connects the entire city.

GOAL TWO: *Develop a Downtown Plan to create a unique destination in Downtown Fayetteville*

Strategies:

- A. Work with consultant on economically feasible development strategies.
- B. Create a comprehensive marketing plan for Downtown.

GOAL THREE: *Business Retention and Expansion*

Strategies:

- A. Create synergy with local businesses by communicating with existing businesses
- B. Working together with the Fayette County Development Authority and Chamber of Commerce on business retention, expansion, and attracting developing the workforce local businesses need.
- C. Foster partnerships between Fayette County schools and local post secondary educational institutions to support workforce development needed for local businesses.
- D. Encourage educational enhancements to make Fayetteville the place to live for all school attendance zones.

GOAL FOUR: *Business Attraction and Recruitment*

Strategies:

- A. Develop the City's brand and begin branding campaign.
- B. Working together with the Fayette County Development Authority and Chamber of Commerce on business attraction and recruitment, as well as attracting and developing the workforce needed by target businesses.
- C. Foster partnerships between Fayette County schools and local post secondary educational institutions to support workforce development needed for target businesses.
- D. Investigate a City sponsored business incubator.
- E. Provide incentives for green buildings.



LAND USE GOALS

GOAL ONE: *Improve Property Tax Base*

Strategies:

- A. Pursue more Business Park development to accommodate our economic development targets.
- B. Pursue goals of the Economic Development Plan.
- C. Investigate the development of more TAD districts.

GOAL TWO: *Improve Aesthetics*

Strategies:

- A. More parks, street trees, median landscaping and landscaping at gateways,
- B. Continue with high architectural and site design standards,
- C. Update zoning ordinance to address common code enforcement gray areas such as dumpster doors and outdoor storage.
- D. Revisit the sign ordinance rules for temporary signs to ensure that the City maintains its appearance.

- E. Increase code enforcement activities and consider adding another code enforcement officer.
- F. Add public art.

GOAL THREE: *Make Downtown Fayetteville more vibrant and walkable*

Strategies:

- A. Get more people living Downtown to support businesses
 - 1. Allow apartments only in Downtown Fayetteville.
 - 2. Encourage development of mixed use buildings with commercial or office on the ground floor and apartments or condominiums upstairs. Buildings should be oriented toward the street and not be separated from the street by fences or walls.
 - 3. Encourage the development of townhouses that are externally oriented toward the street and neighborhood, not inwardly oriented or oriented toward parking lots.
 - 4. Encourage the development of single-family detached homes in walking distance of Downtown amenities.
- B. Amend the Zoning Ordinance
 - 1. Amend Downtown zoning to address historic inspiration for new structures.
 - 2. Amend Downtown zoning to address mixed uses.
- C. Recruit more businesses to Downtown.
 - 1. Businesses for residents to patronize.
 - 2. Employers.
- D. Add more park area and outdoor event space
- E. Study financial and engineering feasibility of regional stormwater detention in a water feature (such as a lake or enhanced creek/river/canal) Downtown.
- F. Locate new civic buildings Downtown.
- G. Improved/additional wayfinding signage.
- H. Pedestrian improvements within Downtown and sidewalks and multi use trails connecting neighborhoods to Downtown.



GOAL FOUR: Develop or redevelop in accordance with the Future Land Use Map/Character Area Descriptions and Map

Strategies:

- A. After adoption of the Comprehensive Plan, audit the Official Zoning Map and Zoning Ordinance for consistency with the Comprehensive Plan.
- B. Make amendments to the Official Zoning Map and Zoning Ordinance to encourage and facilitate development and redevelopment in accordance with the Comprehensive Plan.

FUTURE LAND USE

The Future Land Use Map for the City of Fayetteville was developed based on input from the community through several sources. It is a representation of the community's vision for the ideal development/redevelopment pattern for Fayetteville. It illustrates the future character of all areas of the city desired by the community, as expressed through the community participation process. For each Future Land Use/Character Area shown on the Future Land Use Map, a narrative describing the type of development and appropriate land uses is included, as well as representative pictures of the type and style of development and strategies to guide implementation.

It should be noted that the Future Land Use Map does not change the current zoning of any property. The Map, like the entire Comprehensive Plan, is intended to guide policy decisions for a twenty-year planning period. Development should proceed in a manner and a timeframe that is consistent with the needs of the population, market demands, environmentally appropriate, and sustainable.



HOW COMMUNITY INPUT FORMED THE FUTURE LAND USE MAP

Information gathered from the results of the community survey, the visual preference survey, and the two community meetings formed the type of character desired for each area. In the first community meeting, participants expressed the type and character of development that they would like to see in Fayetteville. Preferences for building type and height were noted, as well as preferences for architecture, site design, lot size, and density of development. In the second community meeting, through the community mapping exercise, participants indicated where they would like to see each preferred development type and character located.

It was the responsibility of the Steering Committee to distill the input from the community and shape the Future Land Use Map. Critical areas of discussion for the Steering Committee were:

Apartments:

The Steering Committee debated the appropriateness of apartments in Fayetteville. Steering Committee members balanced community concerns regarding apartments with the need to have more people living in Downtown Fayetteville to create vibrancy in the area. The Steering Committee decided that apartments should be allowed Downtown and only as a part of a walkable mixed use development, rather than stand alone apartment buildings or complexes.

Downtown:

For Downtown Fayetteville, the community requested streetscape improvements to create a more easily walkable environment. Survey participants wanted a mix of land uses including more upscale and locally owned shops; more restaurants; arts, music and entertainment venues; and more people living Downtown. The Steering Committee recognized the need for more study of the area and for redevelopment of North Glynn Street from Lafayette to SR 314.

Business Parks:

The Steering Committee recognized that more land needed to be set aside to facilitate job creation requested by the community in the Comprehensive Plan process. Land devoted to office and business park uses is important to achieve this goal.

Greyfields:

Greyfields are formerly viable shopping centers that have suffered from lack of reinvestment and have been "outclassed" by larger, better-designed, better-anchored shopping centers. Greyfields value to developers comes from underlying infrastructure (such as plumbing and sewerage, electrical systems, foundations, etc.), the presence of which allows a developer to improve the site efficiently through capital expenditures (sometimes quite minor) that may easily lead to increased rents and greater value. Within Fayetteville, there are several shopping centers located on North Glynn Street that could be considered greyfield sites.

Participants in the community workshops indicated that the 692 and old Big Lots shopping centers that are part of the Tax Allocation District, should be redeveloped to a higher aesthetic standard and should compliment the existing walkable Downtown Fayetteville.

All of the input from the community was evaluated by the city planning team and steering committee with technical considerations and recognized best practices in mind. For commercial, office, business park and industrial land uses, market data, vacancy rates and business location criteria were examined.

Single family residential:

Participants in the first community workshop and participants in the visual preference survey indicated that acceptable lot sizes in the City of Fayetteville range from 7,000 square feet to 43,560 (one acre). It was noted by the city planning team and steering committee that on smaller lots, no houses that had attached front facing garages were well liked. The only houses with front facing garages that were well liked were very large homes on large lots (30,000 square feet or larger). It was also noted that the well liked houses that were located on small lots had traditional architecture that included front porches and garages located in the rear of the house (attached or detached with driveway or alley access).

The Steering Committee debated the concepts of net density and gross density. Net density is the number of residential units per acre after undevelopable areas such as wetlands and floodplains are removed from calculations. Gross density is simply the number of units per acre. The Zoning Ordinance currently requires 700 square feet of open space in a Planned Unit Development (PUD). Most subdivisions are developed as PUDs and dedicated open space is held in common area by the homeowners association.

It was determined that when the Zoning Ordinance is audited, the open space requirements must be revisited. There must be clear definitions of open space and green space in the Zoning Ordinance. The Zoning Ordinance must also address how much green space should be set aside for public use versus common area and the permissible uses of green space. The ratio of green space to residential density will be especially important in smaller lot subdivisions and for the creation of conservation subdivisions.

The Future Land Use categories in this document list the current associated zoning districts. When the new Zoning Ordinance is in place, the names of the zoning districts may change. For the single family residential designations listed in this document, only lot size is addressed. Required open space and green space will be determined in the Zoning Ordinance audit and text amendments that will follow the adoption of the Comprehensive Plan.

Parks:

The Steering Committee determined that it was not feasible at this time for the City of Fayetteville to consider the development of an active recreation department at this time. However, the Steering Committee decided that the City should maintain play parks and passive parks for city residents' use. The Steering Committee determined that the City should conduct a study to determine if there is enough parkland to support our growing populations and what types of park resources the City should have.

Low Density Single Family Residential

Located throughout the City of Fayetteville are neighborhoods with single-family detached homes on lots that are 30,000 square feet size or larger. These areas are intended for larger single family homes of any architectural style.

Corresponds with the current City of Fayetteville R-70, R-40, and R-30 zoning districts. The City of Fayetteville Zoning Ordinance may be amended to promote this development pattern in the areas of the city designated for Low Density Residential uses.



Medium Density Single Family Residential

Located throughout the City of Fayetteville are neighborhoods with lot sizes between 15,000 to 29,999 square feet in size. Lots are narrow and deep, garages are typically located in the rear yard, and the streets are tree lined. Traditional architecture is common and house sizes will vary.

Corresponds with the current City of Fayetteville R-15 and - R22 zoning districts. The City of Fayetteville Zoning Ordinance may be amended to promote this development pattern in the areas of the city designated for Medium Density Residential uses.



High Density Single Family Residential

These areas are located in Downtown Fayetteville and other locations throughout the City. The design of all sites and buildings is pedestrian oriented. Streets are tree lined with sidewalks. Sidewalk requirements may be wider in areas in or close to Downtown Fayetteville.

Single family homes on narrow lots that are smaller than 15,000 square feet in size. Traditional architecture is common and house sizes will vary. All houses have front porches. If there are garages, they may be attached or detached. Garages are located in the rear yard and are accessed by a driveway that goes around the side of the house or by an alley.

Corresponds with the current City of Fayetteville R-THC zoning district. The City of Fayetteville Zoning Ordinance may be amended to promote this development pattern in the areas of the city designated for High Density Single Family Residential uses.



Multi-Family Residential

Traditional suburban garden apartments separated from other uses within the City of Fayetteville. Multifamily lots may be of any size that allows all site requirements (i.e. setbacks, landscaping, parking, impervious surface) to be met.

It should be noted that the community does not want any new apartment complexes to be constructed, but has created this designation to maintain existing apartment complexes. New apartments will be part of mixed-use structures/developments.



Townhouse Residential

Fee simple townhouses located in Downtown Fayetteville or within a five minute walk of the Mixed Use Commercial future land use designation. Townhouses should be connected to the street, not to a parking lot. If townhouses have fences between the building and the street, each unit should have its own gate.

The City of Fayetteville Zoning Ordinance may be amended to clearly define important building and site design parameters for townhouses and to clearly designate the appropriate locations for townhouses.



Walkable Mixed Use

These areas are generally located in historic Downtown Fayetteville, the SR 85 corridor from Lafayette Avenue north to SR 314, on the tract of land known as the Williams property, and in the Pinewood Forrest development.

The character of the area is pedestrian oriented. People living, working and visiting these parts of the city will be able to park their cars and easily walk from place to place. All sites are designed for the convenience of pedestrians first and vehicles second. Buildings are also designed with the convenience of pedestrians in mind. All buildings have street entrances and the primary façade(s) and architectural treatments are street facing.

Blocks are small and streets are interconnected in a grid fashion to the extent practicable. Streets are tree lined and sidewalks are wide. These areas are connected to surrounding residential areas via streets with sidewalks, paths/trails, and parks.

Uses in this area may include commercial, office, or residential. Lots are small and may have only one use or may have a mix of uses. Lots or buildings may be any combination of retail, office, and residential. Residential uses should generally be located above the first floor.

Historic buildings, that were originally constructed for residential use, must retain their residential architecture regardless of the use or mix of uses. Residential, office, or commercial uses are allowed as long as the architecture and site design is residential in scale and character.

The City of Fayetteville Zoning Ordinance may be amended to promote this development pattern in the areas of the city designated for Walkable Mixed Uses.





Suburban Office

Sites are generally under five acres in size. Sites are designed for vehicular access and convenience, although pedestrian connections are present. Land may be assembled and existing street pattern may change.

Development is contextually sensitive to surrounding residential and commercial uses through appropriate landscape buffering mechanisms and high quality architecture building materials.

This is an office environment that would include medical, dental, legal, financial, architectural, engineering, real estate, insurance, and governmental offices; and hospitals, medical, and dental clinics. Other complimentary supportive uses, oriented to the businesses inside the structure, may be located inside the office buildings.

The City of Fayetteville Zoning Ordinance may be amended to promote this development pattern in the areas of the city designated for Suburban Office uses. Site design, parking, and landscaping requirements would also be addressed at that time.



Suburban Commercial

This category is for conventional suburban commercial development. The design of all sites and buildings is for the ease of those arriving in a vehicle. However, pedestrian access is present. In the Visual Preference Survey, very few suburban commercial photos scored above 3.5, regardless of landscaping and building materials.

The City of Fayetteville Zoning Ordinance may be amended to promote this development pattern in the areas of the city designated for Suburban Commercial uses. Site design, parking, and landscaping requirements would also be addressed at that time.



Business Park

Business parks are intended to maximize the potential for job creation. This classification is for land dedicated to offices, research and development, healthcare and education. It will be supportive of other related uses such as hotels, restaurants, and small scale retail.

Business park sites will typically be over five acres and master planned to have easy internal circulation in a planned campus atmosphere.

Architectural styles will vary, but site design will have a character similar to that of a college campus with significant greenspace and pleasant pedestrian connections between buildings.

Sites are clean, well landscaped, and heavily buffered. Buildings are constructed with high quality building materials and have a modern design and appearance. This designation corresponds to the current Office and Institutional, Medical Office, and Business Park zoning districts. In general, business park uses will not generate significant truck traffic.

The City of Fayetteville Zoning Ordinance may be amended to promote this development pattern in the areas of the city designated for Business Park uses. Site design, parking, and landscaping requirements would also be addressed at that time.



Industrial

Located to minimize impact on surrounding uses, the Industrial classification is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, and any other uses with significant truck traffic or any use that has detrimental visual (or other sensory) impact that cannot be concealed by its building and landscaping.

Sites have a traditional industrial design and appearance.

Uses include warehousing, distribution and logistics, assembly, manufacturing, and other industry.

Corresponds with Fayetteville's Light Industrial and Heavy Industrial zoning districts. The City of Fayetteville Zoning Ordinance may be amended to promote this development pattern in the areas of the city designated for Industrial uses.



Public Institutional

This area allows for the location of public and non-profit institutions, and organizations that provide regular services to and for the general public. This includes certain state, federal, and/or local government uses and institutional land uses. These are ideally located in areas distributed throughout the city with emphasis being on proximity to residential areas and areas with intense population activity during the day. While some of these areas are found in areas generally envisioned solely for Public/Institutional use, there are times that these uses will be found in other appropriate character areas.

Appropriate land uses include educational facilities, churches, cemeteries, hospitals, and government uses such as city hall, government building complexes, public safety stations, libraries, post offices, community centers, senior centers, recycling collection centers, and recreation and fitness centers.

The City of Fayetteville Zoning Ordinance may be amended to promote this development pattern in the areas of the city designated for Public Institutional uses.



Transportation and Utilities

This category encompasses various land use types associated with transportation and utilities and includes major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, airports, water authority facilities, and similar uses.

Because much of this character area is along public rights-of-way and for purposes of clarity, only non-right-of-way parcels are delineated on the Future Land Use Map. Therefore, much of the acreage may be accounted for in one of the other classifications listed on the Future Land Use Map, particularly roads and their right-of-ways, which are absorbed into the context of a more dominant land use.

Appropriate land uses include major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, airports, water authority facilities, and similar uses.



Parks and Conservation

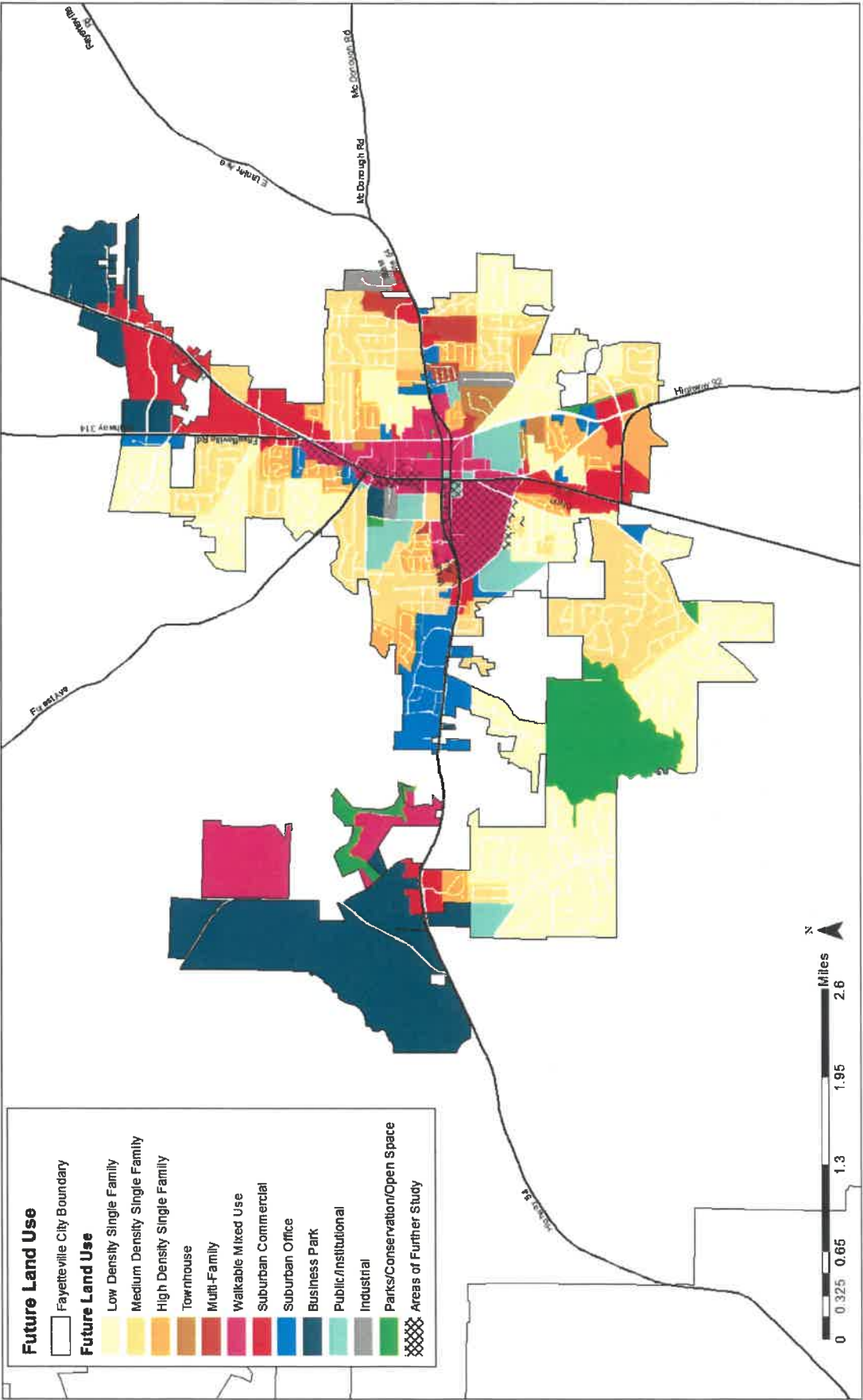
This category is for land dedicated to active or passive recreational uses, as well as for green space and wildlife management. It is in this area that residents have an opportunity to connect with nature and the City of Fayetteville through activities that promote physical activity and healthy lifestyles. These areas may be either publicly or privately owned. They are generally located in an array of locations throughout the city near residential character areas. Additionally, uses that are found in this character area may often be located within other character areas.

Appropriate land uses include playgrounds, public parks, nature preserves, golf courses, recreation centers, pedestrian and/or bike trails, dog parks, ball fields, pavilions, amphitheaters, and similar uses.

The City of Fayetteville Zoning Ordinance may be amended to promote this development pattern in the areas of the city designated for Public Institutional uses.



Map 2: Future Land Use Map



DRAFT

CAPITAL IMPROVEMENTS ELEMENT

The Capital Improvements Element Annual Update has been prepared based on the rules and regulations pertaining to impact fees in Georgia, as specified by the *Development Impact Fee Act* (DIFA) and the Department of Community Affairs (DCA) documents *Development Impact Fee Compliance Requirements* and *Standards and Procedures for Local Comprehensive Planning*. These three documents dictate the essential elements of an Annual Update, specifically the inclusion of a financial report and a schedule of improvements.

According to DCA's Compliance Requirements, the Annual Update:

“must include: 1) the Annual Report on impact fees required under O.C.G.A. 36-71-8; and 2) a new fifth year schedule of improvements, and any changes to or revisions of previously listed CIE projects, including alterations in project costs, proposed changes in funding sources, construction schedules, or project scope.” (Chapter 110-12-2-.03(2)(c))

This Annual Update itself is based on the City of Fayetteville *Capital Improvements Element*, as amended by the City in June of 2007.

Financial Report

The Financial Report included in this document is based on the requirements of DIFA, specifically:

“As part of its annual audit process, a municipality or county shall prepare an annual report describing the amount of any development impact fees collected, encumbered, and used during the preceding year by category of public facility and service area.” (O.C.G.A. 36-71-8(c))

The required financial information for each public facility category appears in the main financial table (page 2); each of the public facility categories has a single, city-wide service area. The status of all impact fee projects, by public facility category, is shown on the tables on pages 3 and 4

The City's fiscal year runs from August 1 to July 31.

Schedule of Improvements

In addition to the financial report, the City has prepared a five-year schedule of improvements—a community work program (CWP)—as specified in DCA's Compliance Requirements (Chapter 110-12-2-.03(2)(c)), which states that local governments that have a CIE must “update their entire Short Term [i.e., Community] Work Programs annually.”¹

¹ Note that DCA's Compliance Requirements specify that the work program is to meet the requirements of Chapter 110-12-1-.04(7)(a), which is a reference to the work program requirements in a previous version of the *Standards and Procedures for Local Comprehensive Planning*. The correct current description is found at Chapter 110-12-1-.04(2)(b)1.

According to DCA's requirements,² the CWP must include:

- A brief description of the activity;
- Legal authorization, if applicable;
- Timeframe for undertaking the activity;
- Responsible party for implementing the activity;
- Estimated cost (if any) of implementing the activity; and,
- Funding source(s), if applicable.

All of this information appears in the Community Work Program portion of this document. The Capital Improvements Program and Annual Impact Fee Update, contained in a separate companion document, is adopted by the City of Fayetteville each year.

² Chapter 110-12-1-.03(3).

COMMUNITY WORK PROGRAM

TABLE 17: COMMUNITY WORK PROGRAM

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Natural & Cultural Resources					
Build a new Downtown Park	2019	2020	Included in new City Hall cost estimate	GF	Administration/ Public Services
Parks Study to include engineering and feasibility study for water feature in a park	2018	2019	\$35,000	GF	Planning
Continue diverse programming at the Amphitheater	2006	Ongoing	\$165,000/yr	Main Street Tourism Assoc./	Continue diverse programming at the Amphitheater
Promote organized walking tours of the Downtown Historic District from the Holliday Dorsey Fife Museum	2004	Ongoing	N/A	Main Street/DDA	Main Street/DDA
Continue to implement Main Street objectives as they relate to preservation of cultural resources.	1996	Ongoing	N/A	N/A	Main Street/DDA
Continue to sponsor cultural activities and events in the Main Street District	1996	Ongoing	\$40,000	Main Street Hotel/Motel Tax Vendor Fees	Main Street/DDA
Economic Development					

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Plan to update and expand Downtown wayfinding signage	2019	2020	\$30,000	GF	Main Street/DDA
Hire Economic Development Director to pursue the Comprehensive Plan Economic Development Goals of business retention and expansion, business attraction and recruitment AND the Land Use Goal of Improving the City's property tax base.	2017	2017	\$80,000	GF	Administration
Utilize TAD #1 to ensure the appropriate redevelopment of greyfields	2006	Ongoing	Project based	TAD increment	Planning
Host events/activities to attract residents and tourists to the downtown area	1996	Ongoing	\$40,000	Main Street Tourism/ Hotel Motel Tax	Main Street/DDA
Land Use					
Audit and revise the City's Zoning Ordinance to achieve the goals of the Comprehensive Plan	2017	2020	\$70,000	GF	Planning
Audit and revise the City's Sign Ordinance to achieve the goals of the Comprehensive Plan	2017	2020	\$20,000	GF	Planning
Hire additional Code Enforcement Officer to pursue the City's aesthetic goals	2018	2018	\$40,000	GF	Planning
Facilitate the implementation of the LCI Plan recommendations where feasible.	2003	Ongoing	\$12,247,000	LCI, SPLOST	Public Services

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Facilities & Services					
Design/Construct New Fire Station 93	2017	2019	\$2,222,000	100% Impact Fees	Fire Department
Fire Apparatus - Engine	2018	2018	\$638,718	100% Impact Fees	Fire Department
Police Dept. Office Space Expansion	2017	2018	\$467,927	100% Impact Fees	Police Department
Park improvements: Gazebo	2018	2018	\$11,342	87.87% Impact Fees; SPLOST, GF	Public Services
Park improvements: The Ridge	2018	2018	\$105,477	87.87% Impact Fees; SPLOST, GF	Public Services
The Ridge Trails 2	2018	2018	\$11,795	100% Impact Fees	Public Services
The Ridge Boardwalk	2018	2018	\$227,740	100% Impact Fees	Public Services
Work with public institutions to redevelop vacant or underutilized public buildings in the DHD.	2002	Ongoing	\$5,000/yr	GF/Grants/LCI	Planning
Utilize existing infrastructure by encouraging infill and redevelopment as opposed to Greenfield development	2002	Ongoing	\$5,000/yr	GF	Planning
Build a new City Hall	2018	2019	\$14,000,000	GF	Administration
Design/Construct New Fire Station #3	2016	2018	\$2,222,000	63.99percent IFF/36.01percent CPF	Fire Department

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Aerial Fire Apparatus	2015	2015	\$1,000,000	100% IFF	Fire Department
Tactical Support Fire Apparatus	2018	2018	\$600,000	CPF	Fire Department
Housing					
Review Zoning Ordinance and design standards to ensure that they allow for and encourage a variety of housing options	2000	Ongoing	\$2,000/yr	GF	Planning
Transportation					
Develop SR 85 North Corridor study to transition the corridor from suburban to urban	2018	2019	\$80,000	GF, LCI	Planning/ Public Services
Development of a Downtown Grid Street Plan	2018	2019	\$35,000	GF	Planning, Public Services
Participate in the Fayette County Transportation Plan	2017	2018	\$40,000	GF	Planning, Public Services
Participate in the Fayette County Trails Plan	2017	2018	\$40,000	GF	Planning, Public Services
Develop a City trails plan that will include identification of opportunities to provide connectivity between residential areas and other uses through multi-use trails/sidewalks and greenspace.	2018	Ongoing	\$75,000	SPLOST	Planning, Public Services

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Install additional street trees and landscape medians as funding becomes available	2017	Ongoing	\$5,000/yr	GF (Tree Bank)	Planning, Public Services
Conceptual plan for new pedestrian crossings on Highway 85 North and Highway 54 East as identified in the Comprehensive Plan	2017	2018	\$10,000	GF	Planning
Lafayette Ave Extension	On-going	2020	\$768,535	40.7% Impact Fees; SPLOST, GF	Public Services
Lafayette/Glynn Extension	On-going	2020	\$282,222	40.7% Impact Fees; SPLOST, GF	Public Services
Jeff Davis Shoulder	On-going	2018	\$444,203	40.7% Impact Fees; SPLOST, GF	Public Services
Grady/Beauregard	On-going	2020	\$958,643	40.7% Impact Fees; SPLOST, GF	Public Services
Lafayette/Tiger Trail	Ongoing	2017	\$585,408	40.7% Impact Fees; SPLOST, GF	Public Services
Highway 54/Gingercake	Ongoing	2017	\$11,715	40.7% Impact Fees; SPLOST, GF	Public Services
Highway 85 Streetscape	Ongoing	2017	\$30,134	40.7% Impact Fees; SPLOST, GF	Public Services

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Redwine/Ramah Road Roundabout	Ongoing	2020	\$1,053,387	40.7% Impact Fees; SPLOST, GF	Public Services
Veterans Pkwy Large Roundabout x 2	Ongoing	2022	\$3,240,834	40.7% Impact Fees; SPLOST, GF	Public Services
Veterans Pkwy Small Roundabout (Sandy Creek)	Ongoing	2022	\$1,121,827	40.7% Impact Fees; SPLOST, GF	Public Services
Veterans Pkwy 4-lane expansion (1.5 mile)	Ongoing	2022	\$9,971,797	40.7% Impact Fees; SPLOST, GF	Public Services
Fischer Road Extension (Downtown Expansion)	Ongoing	2020	\$14,045,156	40.7% Impact Fees; SPLOST, GF	Public Services
Highway 54/Grady Avenue	Ongoing	2019	\$567,082	40.7% Impact Fees; SPLOST, GF	Public Services
Require inter-connectivity of roadways within and between new and existing commercial and mixed use developments.	2004	Ongoing	\$1,000/yr	GF	Public Services
Bradley Sidewalk	2013	2018	\$500,000	SPLOST	Public Services
Implement City SPLOST program	2006	2022	\$11,649,324	SPLOST, LCI, DOT, Grants, Private	Public Services
Implement LCI Plan transportation projects as funding becomes available.	2006	2020	\$12,247,000	LCI, SPLOST, Private	Public Services

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Hospital Area Paths and Crosswalk	2011	2018	\$650,000	GF, Grants	Public Services
Church St. Extension	2011	2018	\$140,000 (City)	IFF (100%)	Public Services
Hwy 54 Hospital Area Multi-Use Bridge	2013	2018	\$2,400,000	GF, Grants	Planning/Public Services
Intergovernmental Coordination					
Work with local governments to coordinate adjacent land uses and ensure efficient provision of services	2000	Ongoing	N/A	N/A	Administration

REPORT OF ACCOMPLISHMENTS

TABLE 18: REPORT OF ACCOMPLISHMENTS

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status May 2017
Natural & Cultural Resources						
Utilize available material to educate and increase awareness of community resources	2002	2017	\$2,000/yr	GF, Stormwater Fees	Public Services	Complete
Implement Openspace Plan that includes development of recreational parks, protection of existing greenspace, establishment of greenways/multiuse trails, connectivity between parks, multi-use trails, identification/addition of new areas for preservation, and environmental education	2000	2017	\$2,000/yr	GF, Stormwater Fees, Grants	Public Services	Complete
Seek funding sources to implement the Openspace Plan	2000	2017	\$1,000/yr	GF, Stormwater Fees	Public Services	Complete
Implement SWMP including compliance with Cities Phase II MS4 NPDES permit and masterplanning/CIP program. Costs include debt service and personnel salaries.	2003	2016	\$500,000/yr	Stormwater Utility	Public Services	Complete
Continue to maintain and update inventory of historic resources in Fayetteville	2003	2016	N/A	Main Street/DDA LCI study	Main Street/DDA	Complete

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status May 2017
Utilize the Art & Architectural Committee to compliment preservation efforts	2003	2016	\$2,000/yr	GF	Planning	Complete
Work with historic preservation groups to identify funding sources for public/private sponsored restoration and redevelopment projects in the DHD	2006	2016	N/A	Main Street/DDA	Main Street/DDA	Complete
Coordinate appropriate signage for historic resources.	2002	2016	\$5,000	Main Street/DDA	Main Street/DDA	Complete
Promote organized tours of the DHD	2004	Ongoing - HDF Museum's Walking Tour	N/A	Main Street/DDA	Main Street/DDA	Ongoing
Continue to implement Main Street objectives as they relate to preservation of cultural resources.	1996	Ongoing	N/A	N/A	Main Street/DDA	Ongoing
Continue diverse programming at the Amphitheater	2006	Ongoing	\$165,000/yr	Main Street Tourism Assoc. / Event Admission Fees/ Sponsorships	Main Street/DDA	Ongoing

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status May 2017
Continue to sponsor cultural activities and events in the Main Street District	1996	Ongoing	\$40,000	Main Street Hotel/Motel Tax Vendor Fees	Main Street/DDA	Ongoing
Economic Development						
Hire Economic Development Director to pursue the Comprehensive Plan Economic Development Goals of business retention and expansion, business attraction and recruitment AND the Land Use Goal of Improving the City's property tax base.	2017	2017	\$80,000	GF	Administration	Complete
Utilize TAD #1 to ensure the appropriate redevelopment of greyfields.	2006	Ongoing	Project based	TAD increment	Planning	Ongoing
Host events/activities to attract residents and tourists to the downtown area	1996	Ongoing	\$40,000	Main Street Tourism/ Hotel Motel Tax	Main Street/DDA	Ongoing
Land Use						
Review Historic District Overlay to ensure appropriate design and architectural standards for new development, infill development, and redevelopment match the historic character of the area and provide consistency with surrounding land uses.	2002	2015	\$2,500/yr	GF	Planning	Complete

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status May 2017
Review design and architectural plans for redevelopment and new development in regional commercial areas to ensure consistency with established standards and surrounding land uses.	2000	2015	\$5,000/yr	GF	Planning	Complete
Work with developers to promote/encourage mixed-use developments in identified areas	2000	2016	\$7,000/yr	GF/Grants/LCI/Private	Planning / Main Street/DDA	Complete
Work with developers to facilitate the development of Conservation and/or New Urbanist subdivision where appropriate.	1999	2016	\$7,000/yr	GF	Planning / Main Street/DDA	Complete
Review Zoning Ordinance to ensure that appropriate commercial uses are allowed in proximity to residential neighborhoods to serve residents of those neighborhoods.	2000	2016	\$5,000/yr	GF	Planning	Complete
Encourage cooperative master planning of large greenfield areas.	1994	2016	\$5,000/yr	GF/Private	Planning	Complete
Identify opportunities to provide connectivity between residential areas and other uses through multi-use trails/sidewalks and greenspace. Include in the Openspace Plan.	2000	2016	\$1,000/yr	GF/Private	Planning/Public Services	This will become part of the City Trails Plan
Facilitate the implementation of the LCI Plan recommendations where feasible.	2003	Ongoing	\$12,247,000	LCI, SPLOST	Public Services	Ongoing

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status May 2017
Facilities & Services						
Work with developers to meet the needs of the aging population as it relates to housing and associated services.	1997	2017	\$5,000/yr	GF/ARC grants	Planning	Will be part of Zoning Ordinance amendments
Continue to implement capital improvement programs.	1995	Ongoing	N/A	GF/Grants/LCI/ SPLOST/ Bonds/GDOT	Administration	Each project is now listed separately for more clarity
Utilize existing infrastructure by encouraging infill and redevelopment as opposed to Greenfield development	2002	Ongoing	\$5,000/yr	GF	Planning	Ongoing
Continue to assess the needs of a growing community and update infrastructure accordingly.	1995	Ongoing	N/A	All Funds	Administration	Each project is now listed separately for more clarity
Promote expanded development of regional medical facilities consistent with the Character Area Map and Future Land Use map.	2007	2017	\$5,000/yr	GF	Planning	Complete
Design/Construct New Fire Station #3	2016	2018	\$2,222,000	63.99% IFF/36.01% CPF	Fire Department	Delayed

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status May 2017
Aerial Fire Apparatus	2015	2015	\$1,000,000	100% IFF	Fire Department	Complete
Tactical Support Fire Apparatus	2018	2018	\$600,000	CPF	Fire Department	On schedule
Housing						
Identify areas desirable for residential infill development and redevelopment	2000	2015	\$5,000/yr	GF	Planning	Complete
Identify existing structures appropriate for conversion or restoration to provide housing.	2000	2015	\$5,000/yr	GF	Planning	Complete
Facilitate infill development and redevelopment in identified areas.	2000	2015	\$5,000/yr	GF/TAD Increment	Planning	Complete
Encourage a mix of residential densities in appropriate areas near the DHD or employment centers	2000	2015	\$5,000/yr	GF/Grants/LCI/Private	Planning	Complete
Review Zoning Ordinance and design standards to ensure that they allow for and encourage a variety of housing options	2000	2015	\$2,000/yr	GF	Planning	Will be part of Zoning Ordinance amendments
Transportation						

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status May 2017
Support the County CTP, including bypass to alleviate congestion on HWY85.	2003	2017	\$200,000,00	Cities, County, SPLOST, DOT	Public Services	Complete/ New CTP underway
Provide educational material for residents that promotes alternative transportation modes (i.e. walking, biking, etc.) in the City	2006	2015	\$1,000/yr	GF	Public Services	Complete
Require inter-connectivity of roadways within and between new and existing commercial and mixed use developments.	2004	Ongoing	\$1,000/yr	GF	Public Services	Ongoing
Continue to implement the City Sidewalk Plan and update as necessary.	2006	Ongoing	\$540,000 +	SPLOST, DOT, Private	Public Services	Each project is now listed separately for more clarity
Bradley Sidewalk	2013	2018	\$500,000	SPLOST	Public Services	On track
Implement City SPLOST program	2006	Ongoing	\$11,649,324	SPLOST, LCI, DOT, Grants, Private	Public Services	Ongoing
Implement LCI Plan transportation projects as funding becomes available.	2006	Ongoing	\$12,247,000	LCI, SPLOST, Private	Public Services	Ongoing
Lafayette/Tiger Trail Alt. B (Ph. 2)	2009	2021	\$214,375	IFF (100percent)	Public Services	Delayed

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party	Status May 2017
Hospital Area Paths and Crosswalk	2011	2018	\$650,000	GF, Grants	Public Services	Delayed
Hood Avenue Connector	2011	2017	\$560,000 (City)	IFF (100percent)	Public Services	Complete
Church St. Extension	2011	2017	\$140,000 (City)	IFF (100percent)	Public Services	Delayed
Hood/92 Realignment Project	2011	2017	\$8,700,000 (net)	SPLOST	Public Services	Complete
Hwy 54 Hospital Area Multi-Use Bridge	2013	2018	\$2,400,000	GF, Grants	Planning/Public Services	Delayed
Redwine/Ramah Road Roundabout	2019	2021	\$900,000	SPLOST, GF, Private	Public Services	Not started
Intergovernmental Coordination						
Work with local governments to coordinate adjacent land uses and ensure efficient provision of services	2000	Ongoing	N/A	N/A	Administration	Ongoing
Develop local and regional partnerships to protect greenspace, develop a regional system of multiuse trails	2000	2017	N/A	N/A	Administration	Will become part of countywide Trails Plan

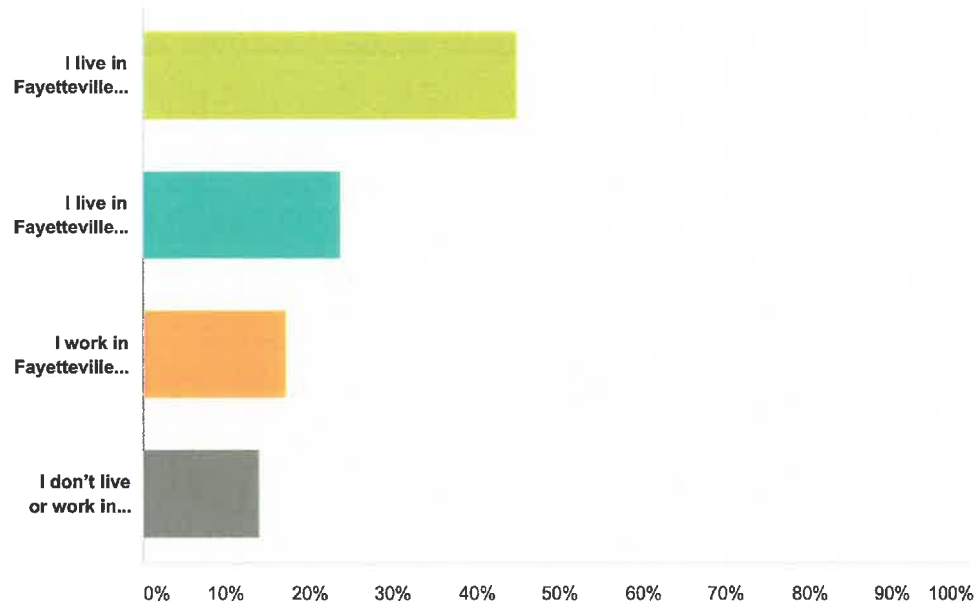
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APPENDIX A - COMMUNITY SURVEY RESULTS

Insert Community Survey Results

Q1 Do you live or work in the City of Fayetteville?

Answered: 554 Skipped: 0



Answer Choices	Responses	
I live in Fayetteville but I don't work here	44.95%	249
I live in Fayetteville and I work in Fayetteville	23.83%	132
I work in Fayetteville but I don't live here	17.15%	95
I don't live or work in Fayetteville	14.08%	78
Total		554

Q2 If you don't live in Fayetteville, what is the zip code where you live?

Answered: 146 Skipped: 408

#	Responses	Date
1	30296	12/8/2016 4:24 PM
2	30269	12/4/2016 7:16 PM
3	30269	12/4/2016 10:32 AM
4	30290	12/3/2016 6:21 PM
5	30269	11/30/2016 3:37 PM
6	30269	11/30/2016 1:52 PM
7	30205	11/30/2016 1:44 PM
8	30290	11/30/2016 11:03 AM
9	30269	11/30/2016 10:35 AM
10	30218	11/29/2016 9:31 AM
11	30215	11/29/2016 9:28 AM
12	30215	11/29/2016 9:22 AM
13	30214	11/29/2016 9:04 AM
14	30215	11/29/2016 8:47 AM
15	30215	11/29/2016 8:45 AM
16	30269	11/29/2016 8:26 AM
17	30269	11/29/2016 8:22 AM
18	30291	11/29/2016 8:18 AM
19	30233	11/28/2016 4:50 PM
20	30296	11/28/2016 4:41 PM
21	30276	11/28/2016 3:50 PM
22	30269	11/28/2016 3:44 PM
23	30269	11/28/2016 3:41 PM
24	30269	11/28/2016 3:35 PM
25	30269	11/28/2016 3:33 PM
26	30290	11/28/2016 3:13 PM
27	30205	11/28/2016 1:40 PM
28	30205	11/28/2016 11:37 AM
29	30238	11/28/2016 10:28 AM
30	30294	11/28/2016 10:26 AM
31	30214	11/28/2016 10:17 AM
32	30291	11/28/2016 10:06 AM
33	30290	11/28/2016 9:54 AM
34	30269	11/28/2016 9:33 AM

35	30214	11/28/2016 9:27 AM
36	30213	11/28/2016 9:00 AM
37	30274	11/28/2016 8:58 AM
38	30214	11/24/2016 9:26 PM
39	30276	11/23/2016 4:09 PM
40	30290	11/23/2016 3:27 PM
41	30215	11/23/2016 3:22 PM
42	30215	11/23/2016 3:19 PM
43	30290	11/23/2016 3:16 PM
44	30251	11/23/2016 3:14 PM
45	30290	11/23/2016 3:10 PM
46	30228	11/23/2016 2:51 PM
47	30215	11/23/2016 11:39 AM
48	30215	11/23/2016 11:37 AM
49	30274	11/22/2016 4:00 PM
50	30274	11/22/2016 3:58 PM
51	30238	11/22/2016 2:01 PM
52	30224	11/22/2016 11:46 AM
53	30215	11/22/2016 11:32 AM
54	30078	11/22/2016 9:25 AM
55	30215	11/22/2016 9:20 AM
56	30126	11/22/2016 9:17 AM
57	30290	11/22/2016 9:15 AM
58	30214	11/21/2016 4:43 PM
59	30214	11/21/2016 4:42 PM
60	30215	11/21/2016 4:31 PM
61	30215	11/21/2016 4:24 PM
62	30215	11/21/2016 4:02 PM
63	30215	11/21/2016 3:56 PM
64	30215	11/21/2016 3:51 PM
65	30214	11/21/2016 3:07 PM
66	30214	11/21/2016 2:20 PM
67	30327	11/21/2016 2:03 PM
68	30269	11/21/2016 1:55 PM
69	30141	11/21/2016 1:51 PM
70	30214	11/21/2016 1:36 PM
71	30342	11/21/2016 11:50 AM
72	30215	11/21/2016 10:59 AM
73	30269	11/21/2016 10:48 AM
74	30215	11/20/2016 10:54 AM
75	30214	11/17/2016 8:35 PM

76	30215	11/17/2016 4:25 PM
77	30215	11/17/2016 3:50 PM
78	32214	11/17/2016 3:42 PM
79	30215	11/17/2016 3:37 PM
80	30306	11/17/2016 10:49 AM
81	30319	11/15/2016 4:28 PM
82	30214	11/15/2016 11:19 AM
83	30215	11/14/2016 10:11 PM
84	30215	11/14/2016 9:28 PM
85	30215	11/14/2016 9:20 PM
86	Senoia GA 30276	11/14/2016 8:57 PM
87	30312	11/10/2016 4:29 PM
88	30290	11/9/2016 8:10 PM
89	30276	11/9/2016 5:02 PM
90	30290	11/4/2016 9:48 AM
91	30307	11/3/2016 3:40 PM
92	30269	11/3/2016 3:02 PM
93	30276	11/3/2016 2:56 PM
94	30263	11/3/2016 2:50 PM
95	30292	11/3/2016 2:45 PM
96	30214	11/3/2016 2:43 PM
97	30215	11/3/2016 1:19 PM
98	30290	11/2/2016 9:00 PM
99	30269	11/2/2016 10:26 AM
100	30214	11/2/2016 9:57 AM
101	30215	11/2/2016 9:32 AM
102	30215	11/2/2016 7:19 AM
103	30252	11/1/2016 10:27 PM
104	30215	11/1/2016 8:56 PM
105	30269	11/1/2016 8:21 PM
106	30269	11/1/2016 7:58 PM
107	30339	11/1/2016 7:47 PM
108	30269	11/1/2016 7:40 PM
109	30215	11/1/2016 7:23 PM
110	30205	11/1/2016 6:50 PM
111	30269	11/1/2016 4:40 PM
112	30291	11/1/2016 4:12 PM
113	30354	11/1/2016 3:13 PM
114	30269	11/1/2016 12:52 PM
115	30215	11/1/2016 10:58 AM
116	30265	11/1/2016 10:54 AM

117	30294	11/1/2016 7:10 AM
118	74127	11/1/2016 4:49 AM
119	30269	11/1/2016 3:36 AM
120	30269	10/31/2016 9:20 PM
121	30296	10/31/2016 8:47 PM
122	30269	10/31/2016 8:40 PM
123	30234	10/31/2016 3:59 PM
124	30268	10/31/2016 1:06 PM
125	30294	10/31/2016 11:20 AM
126	30228	10/31/2016 10:15 AM
127	30276	10/31/2016 9:58 AM
128	30265	10/31/2016 9:24 AM
129	30265	10/31/2016 7:42 AM
130	30276	10/31/2016 7:31 AM
131	30205	10/31/2016 7:21 AM
132	30215	10/31/2016 4:50 AM
133	30214	10/31/2016 1:15 AM
134	30224	10/30/2016 6:56 PM
135	30269	10/29/2016 9:36 PM
136	30236	10/29/2016 4:45 PM
137	30215	10/29/2016 7:58 AM
138	30277	10/28/2016 8:11 PM
139	30295	10/28/2016 5:48 PM
140	30269	10/28/2016 5:19 PM
141	30215	10/28/2016 5:11 PM
142	30276	10/28/2016 4:59 PM
143	30276	10/28/2016 4:58 PM
144	30224	10/28/2016 4:56 PM
145	30215	10/28/2016 4:47 PM
146	30214	10/28/2016 2:28 PM

Q3 If you don't live in Fayetteville, why is the future of the City important to you?

Answered: 130 Skipped: 424

#	Responses	Date
1	shop, bank, eat out, vet, gym and hospital	12/8/2016 4:24 PM
2	We live nearby. We shop, dine and are in Fayetteville quite often.	12/4/2016 7:16 PM
3	Fayetteville is a reflection of Fayette county, and I would like Fayette county to remain nice so that we can attract potential residents that will add to our society in a positive way.	12/4/2016 10:32 AM
4	I want to see a better environment for those who are growing up in it. I want them to enjoy themselves and not be miserable like how I was. I don't like it.	12/3/2016 6:21 PM
5	It is a part of my community	11/30/2016 3:37 PM
6	still part of community	11/30/2016 1:52 PM
7	own business	11/30/2016 1:44 PM
8	play with friends/family	11/30/2016 11:03 AM
9	I live in very close proximity and Fayetteville affects PTC as well	11/30/2016 10:35 AM
10	concerned about quality of life, safety, transportation & congestion	11/29/2016 9:28 AM
11	live in unincorporated Fayetteville	11/29/2016 9:22 AM
12	retiring in the area	11/29/2016 9:04 AM
13	live in the county & concerned about all of Fayette	11/29/2016 8:47 AM
14	I live here and what happens effects me	11/29/2016 8:45 AM
15	musical work is in/around Fayetteville; considering living here after college	11/29/2016 8:26 AM
16	a lot of my musical work is in/around Fayetteville; I'd consider living her after college is over	11/29/2016 8:22 AM
17	plan to move here	11/29/2016 8:18 AM
18	for the growth of my business	11/28/2016 4:50 PM
19	beautiful and quiet	11/28/2016 4:41 PM
20	work here. want it to succeed	11/28/2016 3:50 PM
21	care what happen; its a part of Fayette county	11/28/2016 3:44 PM
22	business	11/28/2016 3:35 PM
23	this is part of the county we live in	11/28/2016 3:33 PM
24	proximity - spend time here	11/28/2016 3:13 PM
25	live in county	11/28/2016 1:40 PM
26	lived there all my life and love the community	11/28/2016 11:37 AM
27	business growth	11/28/2016 10:28 AM
28	as they develop businesses & job maintains millinials	11/28/2016 10:26 AM
29	to be more college attention getting	11/28/2016 9:54 AM
30	come to the business here	11/28/2016 9:33 AM
31	lovely city	11/28/2016 9:00 AM
32	close to home and work	11/28/2016 8:58 AM
33	I live several hundred yards from it.	11/24/2016 9:26 PM

34	live in Fayette county	11/23/2016 4:09 PM
35	growth is important to our youth who are our future adults	11/23/2016 3:27 PM
36	the people	11/23/2016 3:22 PM
37	the people	11/23/2016 3:19 PM
38	live in Fayette county and concerned	11/23/2016 3:16 PM
39	to oversee population	11/23/2016 3:14 PM
40	closest city next to Tyrone	11/23/2016 3:10 PM
41	travel shop here often	11/23/2016 2:51 PM
42	live outside city limits. work/volunteer in city of fayetteville	11/23/2016 11:39 AM
43	live outside city limits. work/volunteer in city of fayetteville	11/23/2016 11:37 AM
44	Realtor, want to see it grow	11/22/2016 4:00 PM
45	Realtor want to see it grow	11/22/2016 3:58 PM
46	its home	11/22/2016 3:30 PM
47	I would want to live here because its fun	11/22/2016 1:52 PM
48	husband works in the city and we live in the county	11/22/2016 9:20 AM
49	traffic control	11/22/2016 9:15 AM
50	live just outside the city limits	11/21/2016 4:43 PM
51	live just outside the city limits	11/21/2016 4:42 PM
52	would love to be able to shop etc. w/o the crime and traffic	11/21/2016 4:31 PM
53	expect to continue to live here	11/21/2016 4:24 PM
54	live just outside city limits	11/21/2016 4:02 PM
55	I shop & dine here	11/21/2016 3:56 PM
56	growth	11/21/2016 3:51 PM
57	It's my community, it's where I shop	11/21/2016 3:07 PM
58	It's my community, it's where I shop	11/21/2016 2:20 PM
59	family property and apartment ownership	11/21/2016 2:03 PM
60	I am the Fayette county outreach coordinator for sc habitat for humanity	11/21/2016 1:55 PM
61	I am a realtor. smart, flexible zoning/planning is important to the work I do.	11/21/2016 1:51 PM
62	Closest city downtown area	11/21/2016 1:36 PM
63	future resident	11/21/2016 11:50 AM
64	It has so much potential & should be one of the most desirable places in the region	11/21/2016 10:59 AM
65	I shop and recreate in Fayetteville	11/21/2016 10:48 AM
66	I don't feel like driving to peachtree city to hang out	11/20/2016 10:54 AM
67	I work there, and spend a lot of time at restaurants and other family activities, and live in unincorporated Fayetteville	11/17/2016 8:35 PM
68	I am close in proximity so what happens in Fayetteville affects me & my household	11/17/2016 4:25 PM
69	I do a lot of business & volunteering in the city	11/17/2016 3:42 PM
70	I live in the community (Hayes Crossing), shop here and as a member of the school board, want to see the city grow and prosper.	11/17/2016 3:37 PM
71	I live in Fayette County, just outside of the city limits.	11/15/2016 11:19 AM
72	Because it is the town I most closely associate with, shop in, commute through. It is where my mail is directed.	11/14/2016 10:11 PM
73	I live in the unincorporated county. The city of Fayetteville is vital to this community.	11/14/2016 9:28 PM

74	It is my county	11/14/2016 9:20 PM
75	I'm from Fayetteville originally, work here, and still live nearby along with many family members.	11/14/2016 8:57 PM
76	I like it here.	11/10/2016 4:29 PM
77	My children were raised in Fayetteville.	11/9/2016 8:10 PM
78	I have businesses (26 yrs) in Fayette and Coweta counties	11/9/2016 5:02 PM
79	Because I own a business located there	11/4/2016 9:48 AM
80	Own a business in Fayetteville	11/3/2016 3:40 PM
81	My county seat	11/3/2016 3:02 PM
82	It is where I work and spent most of my time.	11/3/2016 2:56 PM
83	I work here and family members live here	11/3/2016 2:50 PM
84	Because I do most of my spending in Fayetteville and my mother lives here	11/3/2016 2:45 PM
85	I live outside City limits, but Fayetteville is my home.	11/3/2016 2:43 PM
86	Grew up here and work for a small business in Fayetteville	11/3/2016 1:19 PM
87	own a business there and own commercial property	11/2/2016 9:00 PM
88	The growth of Fayetteville will help Peachtree City.	11/2/2016 10:26 AM
89	Because I live on the North side of Fayette County and whats good for the County Seat is good for me. I also work in Fayetteville and investment in the city directly affects my financial well being.	11/2/2016 9:57 AM
90	I live in the county.	11/2/2016 9:32 AM
91	To not be like Riverdale or Jonesboro. The city needs to remain safe otherwise all the plans to improve are for nothing.	11/2/2016 7:19 AM
92	Economy	11/1/2016 10:27 PM
93	close proximity to PTC and lack of growth planning seems to be the norm (trust me, I live in PTC, I know) Too much, too soon as far as planning.	11/1/2016 8:21 PM
94	I grew up there, my family lives there, and could potentially move back there if the town ends up being set up for mid 20-30 year olds	11/1/2016 7:47 PM
95	I live just outside the city limits. What happens in the city greatly effects the traffic I deal with on a daily basis, as well as, my property value.	11/1/2016 7:23 PM
96	I live in fayette county	11/1/2016 6:50 PM
97	It is the seat of the county. If Fayetteville thrives, then the county will thrive.	11/1/2016 4:40 PM
98	I've lived there through my childhood and now work there.	11/1/2016 4:12 PM
99	It has huge potential to be a great, authentic city.	11/1/2016 3:13 PM
100	Because reasons	11/1/2016 12:52 PM
101	I live in Fayette County and spend time in Fayetteville.	11/1/2016 10:58 AM
102	I work there for a community organization that makes a large impact.	11/1/2016 10:54 AM
103	I HAVE WATCH TO CITY CHANGE OVER THE YEARS, SINCE I GREW UP IN FAYETTEVILLE	11/1/2016 7:10 AM
104	The future of Fayetteville is important to me because I visit Fayetteville a lot throughout the year and could eventually see myself moving there.	11/1/2016 4:49 AM
105	As a neighbor, I frequently visit Fayetteville for recreation and shopping.	11/1/2016 3:36 AM
106	I shop and travel through Fayetteville	10/31/2016 9:20 PM
107	Because I am a Business Owner	10/31/2016 8:47 PM
108	Part of my community	10/31/2016 8:40 PM
109	because it effects the way I can do my job	10/31/2016 3:59 PM
110	I work in the City of Fayetteville and LOVE IT!	10/31/2016 1:06 PM

111	It would provide job security.	10/31/2016 11:20 AM
112	I work here	10/31/2016 10:15 AM
113	I work here, and lived in the area for 30+ years	10/31/2016 9:58 AM
114	I work here.	10/31/2016 9:24 AM
115	I live in the vicinity area and it is important to me to know the surroundings and future of the county.	10/31/2016 7:42 AM
116	Fayetteville is my home town, county seat of the county in which I live and pay taxes and serves as the historic center of the county.	10/31/2016 7:31 AM
117	Because Fayetteville is an important economic center in the county.	10/31/2016 7:21 AM
118	I live close by	10/31/2016 4:50 AM
119	Because I shop in the city and attend church in Fayetteville	10/31/2016 1:15 AM
120	I work for Fayetteville	10/30/2016 6:56 PM
121	Because the citizens are worth it! They/ we appreciate our public safety.	10/29/2016 9:36 PM
122	Worked here for over 25 years	10/29/2016 4:45 PM
123	Live in the county. Fayetteville has a drastic effect on my property values, crime level and overall quality of life	10/29/2016 7:58 AM
124	I have been a part of Fayetteville for the last 32 years. It's future is and has always been important to me. I hope to see it grow in a positive direction. It is the future of our children.	10/28/2016 8:11 PM
125	Vested interest with department I work for.	10/28/2016 5:48 PM
126	Cause it helps my job here	10/28/2016 5:19 PM
127	Because I am an employee of the City of Fayetteville	10/28/2016 4:59 PM
128	I work here so I spend a lot time in Fayetteville	10/28/2016 4:58 PM
129	It is where I work and spend majority of my days	10/28/2016 4:56 PM
130	I work in Fayetteville and would like to relocate from the county to the city in the near future. I Love Fayetteville and want it to be great!	10/28/2016 2:28 PM

Q4 If you work in Fayetteville but do not live in Fayetteville what would make you want to move here?

Answered: 89 Skipped: 465

#	Responses	Date
1	sell my current home	12/8/2016 4:24 PM
2	Schools that can compare with the schools of Peachtree City.	12/4/2016 10:32 AM
3	Better looking environment. It's not as nice as Tyrone.	12/3/2016 6:21 PM
4	more accessable	11/30/2016 1:52 PM
5	nothing	11/30/2016 1:44 PM
6	opportunities to perform live musicals, playhouse, etc. more income	11/29/2016 8:26 AM
7	opportunities to perform as musical, a play house, etc. more income	11/29/2016 8:22 AM
8	growth	11/29/2016 8:18 AM
9	schools, cost of living	11/28/2016 4:50 PM
10	happy where I am	11/28/2016 3:50 PM
11	nothing	11/28/2016 3:35 PM
12	fix traffic around the square	11/28/2016 3:33 PM
13	city life	11/28/2016 3:13 PM
14	no development	11/28/2016 1:40 PM
15	more evening events	11/23/2016 3:22 PM
16	more evening events	11/23/2016 3:19 PM
17	lots of shopping	11/23/2016 3:10 PM
18	improve walkable safety, schools, walk aisle grocery & retail, farmers market weekly	11/23/2016 11:39 AM
19	improve walkable safety, schools, walk aisle grocery & retail - framers market weekly	11/23/2016 11:37 AM
20	really close..would not	11/22/2016 4:00 PM
21	really close..would not	11/22/2016 3:58 PM
22	Hilo road	11/22/2016 3:30 PM
23	low crime / good schools	11/22/2016 11:46 AM
24	community development, smart legislation, great a& safe neighborhoods	11/22/2016 9:25 AM
25	don't live in the city 'proper' but close enough	11/21/2016 4:43 PM
26	don't live in the city 'proper' ut close enouth	11/21/2016 4:42 PM
27	resolve the issued of vacant store fronts	11/21/2016 4:02 PM
28	rural atmosphere	11/21/2016 3:56 PM
29	live outside of the city limits	11/21/2016 3:51 PM
30	good mix of shopping, living, working, recreation	11/21/2016 2:09 PM
31	plan to retire here	11/21/2016 2:03 PM
32	quick highway access	11/21/2016 1:51 PM
33	vibrant community	11/21/2016 11:50 AM

34	I live right outside so likely would not move	11/21/2016 10:59 AM
35	n/a	11/20/2016 10:54 AM
36	I am happy where I live.	11/17/2016 8:35 PM
37	young adults	11/17/2016 10:49 AM
38	Smaller houses with better architecture that are not deed restricted to 55+. Single people don't need gigantic houses on gigantic lots. Fayetteville should be more welcoming to people under 55 who aren't married and don't have kids.	11/15/2016 4:28 PM
39	NA	11/14/2016 10:11 PM
40	I live in 30215. I don't officially live in the city limits.	11/14/2016 9:28 PM
41	NA	11/14/2016 9:20 PM
42	More culture, more residents my age, more shops and restaurants that are of interest to me	11/14/2016 8:57 PM
43	The addition of many divorced professional men over 40 year old, better restaurants, live music, new small Craftsman style homes with a lot of architectural detail that are not marketed to grandmas, and lots of cool stuff that is easily walkable from that Craftsman style home.	11/10/2016 4:29 PM
44	Schools	11/9/2016 8:10 PM
45	depends on housing	11/9/2016 5:02 PM
46	Nothing	11/4/2016 9:48 AM
47	More culture, creativity, nightlife, diversity, energy and public transportation all in walking or biking distance from my home.	11/3/2016 3:40 PM
48	Nothing, I like where I live.	11/3/2016 3:02 PM
49	lower taxes would be good	11/3/2016 2:50 PM
50	A safer environment, less congestion	11/3/2016 2:45 PM
51	Next move will be to the beach	11/3/2016 1:19 PM
52	I live just outside of Fayetteville.	11/2/2016 10:26 AM
53	More affordable housing.	11/2/2016 9:57 AM
54	More affordable housing I am single and would prefer to have my own place without a roommate but the cost of living is too high in the area. i would ideally love to live in a tiny house community!	11/2/2016 8:54 AM
55	I live in the county just out of the city limits. I have lived in Fayette county over 40 years	11/2/2016 7:19 AM
56	N/A	11/1/2016 10:27 PM
57	NA	11/1/2016 7:23 PM
58	I live in the county	11/1/2016 6:50 PM
59	Better schools and neighborhoods like in Peachtree City with the golf cart paths	11/1/2016 4:40 PM
60	Seeing the town grow with more small business.	11/1/2016 4:12 PM
61	more things to do outside of work (dining, walking, live music)	11/1/2016 3:13 PM
62	Better fireworks	11/1/2016 12:52 PM
63	The rural atmosphere and proximity to the airport.	11/1/2016 10:58 AM
64	Homes with additional acreage and safer communities.	11/1/2016 10:54 AM
65	CITY OF FAYETTEVILLE IS A SAFE CITY TO LIVE IN.	11/1/2016 7:10 AM
66	Right now, the only motivating factor to move to Fayetteville would be closer to friends and family.	11/1/2016 4:49 AM
67	Less development	10/31/2016 9:20 PM
68	I would love to live in Fayette cheaper taxes would be great.	10/31/2016 8:47 PM
69	Nothing	10/31/2016 8:40 PM
70	a pay increase	10/31/2016 3:59 PM

71	The shops in the Pavilion and restaurants.	10/31/2016 1:06 PM
72	The school system and If I had the ability to purchase home at the great price and would give me the space that I wanted.	10/31/2016 11:20 AM
73	schools	10/31/2016 10:15 AM
74	Downtown shopping and eating similar to Newnan and what is happening in Senoia. Lower crime rate	10/31/2016 9:58 AM
75	Nothing	10/31/2016 9:24 AM
76	better commercial developments. up-scale shops and restaurants.	10/31/2016 7:42 AM
77	I have lived in Fayette County most of my life.	10/31/2016 7:31 AM
78	Good government.	10/31/2016 7:21 AM
79	nothing	10/31/2016 4:50 AM
80	Nothing	10/30/2016 6:56 PM
81	Nothing, crime is getting worse, drugs crimes are increasing and the police dept has no specialized unit to even start to handle it, they don't even have a K9, game on.	10/29/2016 9:36 PM
82	Closeness to good entertainment and restaurants	10/29/2016 4:45 PM
83	Right now nothing. The city itself has an appearance of a ghetto type atmosphere and look. Buildings are from the 60's & 70's, more thrift stores than needed and overall very trashy looking	10/29/2016 7:58 AM
84	Better schools	10/28/2016 8:11 PM
85	Nothing could	10/28/2016 5:48 PM
86	A younger group of young adults	10/28/2016 5:19 PM
87	More community activities such as bigger names for acts at the amphitheater and exciting nightlife.	10/28/2016 4:59 PM
88	Better shopping downtown and on the southside	10/28/2016 4:58 PM
89	Affordable housing. Not everyone wants a 3,500 sf house. I am single with grown children. I want 1,500 sf max (current home is 1, 850 sf) Would love to see Tiny houses in Fayetteville- I could do Tiny Living!!!!	10/28/2016 2:28 PM

Q5 If you live in the City of Fayetteville, what is the name of your street?

Answered: 297 Skipped: 257

#	Responses	Date
1	Rolling Brook Trail	12/8/2016 4:37 PM
2	30215	12/8/2016 4:34 PM
3	30215	12/8/2016 4:32 PM
4	30215	12/8/2016 4:27 PM
5	Morning Springs Walk	12/7/2016 8:51 PM
6	Chesterfield Ct	12/7/2016 4:06 PM
7	S Jeff Davis Drive	12/7/2016 11:48 AM
8	North Hampton dr	12/6/2016 4:44 PM
9	S Jeff Davis Drive	12/5/2016 8:24 AM
10	Savannah Ct	12/3/2016 10:48 PM
11	Waterlace	12/3/2016 7:13 PM
12	Knight Way	12/3/2016 7:05 PM
13	Newhaven	12/3/2016 7:04 PM
14	Newhaven	12/3/2016 6:59 PM
15	Adverstone Court	12/3/2016 6:46 PM
16	Adverstone Court	12/3/2016 6:28 PM
17	Newhaven dr	12/3/2016 6:27 PM
18	Newhaven dr	12/3/2016 6:24 PM
19	Hidden Lake Drive	12/3/2016 6:19 PM
20	Morning Springs Walk	12/3/2016 6:18 PM
21	Newhaven	12/3/2016 6:16 PM
22	Hidden Lake Drive	12/3/2016 6:16 PM
23	test	12/3/2016 6:07 PM
24	Lamberth Lake Dr	12/1/2016 10:06 AM
25	White Oak Trail	11/30/2016 2:15 PM
26	Chase Dr	11/30/2016 2:12 PM
27	Highview Trace	11/30/2016 2:07 PM
28	Gingercake	11/30/2016 2:01 PM
29	Forrest Ave (Hwy 92N)	11/30/2016 1:54 PM
30	Bay Branch Blvc	11/30/2016 1:50 PM
31	Hidden Lake Dr	11/30/2016 1:47 PM
32	Rabbits Run	11/30/2016 11:33 AM
33	Hidden Lake Dr	11/30/2016 11:28 AM
34	Hidden Lake Dr	11/30/2016 11:15 AM

35	Woodbyne Dr	11/30/2016 10:49 AM
36	Legends Drive	11/30/2016 10:38 AM
37	N. Jeff Davis Dr	11/30/2016 10:29 AM
38	Rolling Brook Trail	11/30/2016 10:26 AM
39	Clandon Park Terr	11/30/2016 10:19 AM
40	Weatherly Drive	11/30/2016 10:14 AM
41	Lakemont Drive	11/30/2016 10:12 AM
42	Windridge Drive	11/30/2016 10:05 AM
43	Grande Court	11/29/2016 9:36 AM
44	Grande Court	11/29/2016 9:33 AM
45	Youngs Circle	11/29/2016 9:25 AM
46	Overlook Ct	11/29/2016 9:20 AM
47	Misty Forest dr	11/29/2016 9:18 AM
48	Misty Forest	11/29/2016 9:15 AM
49	braemar rd	11/29/2016 9:01 AM
50	braemar rd	11/29/2016 8:55 AM
51	braemar rd	11/29/2016 8:53 AM
52	N. Fayette Dr	11/29/2016 8:51 AM
53	Harbour Town Pkwy	11/29/2016 8:39 AM
54	Lake Circle dr	11/29/2016 8:30 AM
55	Lake Circle dr	11/28/2016 4:43 PM
56	New Hope rd/Padgett rd	11/28/2016 4:30 PM
57	Wendolyn trace	11/28/2016 3:56 PM
58	hwy 92 s	11/28/2016 3:38 PM
59	Plunkett Dr	11/28/2016 3:26 PM
60	Majesty Lane	11/28/2016 3:19 PM
61	Fernvliff	11/28/2016 3:17 PM
62	River Forest	11/28/2016 3:09 PM
63	Stolen hours ln	11/28/2016 3:04 PM
64	Oak st	11/28/2016 2:45 PM
65	Oak st	11/28/2016 1:43 PM
66	Hillsdale dr	11/28/2016 11:24 AM
67	Zelkova dr	11/28/2016 11:03 AM
68	Vickry Ln	11/28/2016 10:23 AM
69	Manmouth dr	11/28/2016 10:21 AM
70	Redwine	11/28/2016 10:19 AM
71	Stonebridge	11/28/2016 10:11 AM
72	Stolen hours in	11/28/2016 10:03 AM
73	Beauregard Ct	11/28/2016 10:00 AM
74	Hickory ave	11/28/2016 9:44 AM
75	Hillsdale dr	11/28/2016 9:43 AM

76	Merrydale dr	11/28/2016 9:41 AM
77	Lindsey Terr	11/28/2016 9:40 AM
78	Gantt Ln	11/28/2016 9:35 AM
79	Kellens court	11/28/2016 9:30 AM
80	Merrydale dr	11/28/2016 9:18 AM
81	Beacon rd	11/28/2016 9:09 AM
82	Gantt Ln	11/28/2016 9:04 AM
83	Gantt Ln	11/28/2016 9:03 AM
84	Handover Way	11/28/2016 8:54 AM
85	rosewood dr	11/23/2016 4:27 PM
86	rosewood driv	11/23/2016 4:17 PM
87	Marthas cove	11/23/2016 4:14 PM
88	fawn brook pass	11/23/2016 4:05 PM
89	stayman park	11/23/2016 4:00 PM
90	Wedgewood Dr	11/23/2016 3:57 PM
91	Virginia Highlands	11/23/2016 3:54 PM
92	Forrest Ave	11/23/2016 3:51 PM
93	Magmar Ln	11/23/2016 3:46 PM
94	cobblestone blvd	11/23/2016 3:37 PM
95	cobblestone blvd	11/23/2016 3:35 PM
96	Zoic Court	11/23/2016 3:32 PM
97	Ralston Ct	11/23/2016 3:29 PM
98	Kent dr - weatherly	11/23/2016 3:08 PM
99	springdale	11/23/2016 2:53 PM
100	Ralston Ct	11/23/2016 10:38 AM
101	Fiddlers Ridge	11/23/2016 9:23 AM
102	Fiddlers Ridge	11/23/2016 9:21 AM
103	Fiddlers Ridge	11/23/2016 8:59 AM
104	Oxford Lane	11/23/2016 8:45 AM
105	Fiddlers Ridge	11/23/2016 8:41 AM
106	Bernhard Rd	11/22/2016 3:54 PM
107	Knight Way	11/22/2016 3:52 PM
108	Shamrock	11/22/2016 3:49 PM
109	S Jeff Davis Dr	11/22/2016 3:44 PM
110	Knight Way	11/22/2016 3:41 PM
111	Woolsey Ck Tr	11/22/2016 3:39 PM
112	Edgewood Ln	11/22/2016 3:37 PM
113	Sheldon Way	11/22/2016 3:35 PM
114	Sheldon Way	11/22/2016 3:33 PM
115	Newberry St	11/22/2016 3:24 PM
116	Hickory Ave	11/22/2016 3:09 PM

117	54 W	11/22/2016 3:03 PM
118	Magman Lane	11/22/2016 3:00 PM
119	Selwyn Court	11/22/2016 2:38 PM
120	Selwyn Court	11/22/2016 2:36 PM
121	Selwyn Ct	11/22/2016 2:33 PM
122	Redwine Lane	11/22/2016 2:30 PM
123	Fawn Brook Pass	11/22/2016 2:27 PM
124	Inman Rd	11/22/2016 2:25 PM
125	Inman Rd	11/22/2016 2:23 PM
126	Inman Rd	11/22/2016 2:20 PM
127	Wendell Ct	11/22/2016 2:03 PM
128	Nomandy Dr	11/22/2016 1:55 PM
129	Grooms Road	11/22/2016 1:48 PM
130	Nomandy Dr	11/22/2016 1:46 PM
131	Nomandy Dr	11/22/2016 11:55 AM
132	Barnsley Ct	11/22/2016 11:50 AM
133	Bellevue Loop	11/22/2016 11:48 AM
134	Zelkova Dr	11/22/2016 11:28 AM
135	S Jeff Davis	11/22/2016 9:13 AM
136	Rosemont Trace	11/22/2016 9:10 AM
137	Zelkova Dr	11/22/2016 9:08 AM
138	Zelkova	11/22/2016 9:05 AM
139	Hwy 314	11/22/2016 9:01 AM
140	Apple Blossom Lane	11/21/2016 4:48 PM
141	30215	11/21/2016 4:38 PM
142	Lakeland Circle	11/21/2016 4:22 PM
143	Fenwyck Commons	11/21/2016 4:20 PM
144	Apple Blossom Lane	11/21/2016 4:06 PM
145	Harp Rd	11/21/2016 3:41 PM
146	Virginia Highlands	11/21/2016 3:39 PM
147	Virginia Highlands	11/21/2016 3:37 PM
148	Braemar Rd	11/21/2016 3:27 PM
149	Braemar Rd	11/21/2016 3:21 PM
150	Braemar Rd	11/21/2016 3:17 PM
151	Wedgewood Dr	11/21/2016 2:12 PM
152	West Lanier	11/21/2016 2:07 PM
153	Bay Branch Blvd	11/21/2016 1:59 PM
154	Hunters Walk	11/21/2016 1:47 PM
155	Early Ct	11/21/2016 1:40 PM
156	Early Ct	11/21/2016 1:37 PM
157	Lindsay Terrace	11/21/2016 1:21 PM

158	Highview Trace	11/21/2016 11:46 AM
159	cannon drive -weatherly subdivision	11/21/2016 11:41 AM
160	Sparrows Cove	11/21/2016 11:38 AM
161	Rehobeth Way	11/21/2016 11:35 AM
162	Bay Branch Blvd	11/21/2016 11:32 AM
163	Bellemeade Ct	11/21/2016 11:22 AM
164	Millwood Ln	11/21/2016 9:30 AM
165	South Jeff Davis Drive	11/20/2016 10:02 AM
166	Gambrel Pt	11/19/2016 8:17 AM
167	Hillsdale Drive	11/17/2016 4:48 PM
168	Hillsdale Drive	11/17/2016 4:44 PM
169	Early Ct	11/17/2016 4:36 PM
170	Bridgestone Cove	11/17/2016 4:32 PM
171	Baywatch Circle	11/17/2016 4:27 PM
172	Hidden Lake Dr	11/17/2016 4:20 PM
173	Forrest Ave	11/17/2016 4:13 PM
174	Forrest Ave (92 N)	11/17/2016 4:06 PM
175	Hidden Lake Dr	11/17/2016 3:56 PM
176	Lindsay Terrace	11/17/2016 3:53 PM
177	Early Ct	11/17/2016 3:28 PM
178	Plikett drive	11/17/2016 3:26 PM
179	Sparrows Cove	11/17/2016 3:18 PM
180	Morning Creek	11/17/2016 3:13 PM
181	Deer Forest Rd - unincorporated	11/17/2016 3:06 PM
182	Brennon Drive	11/17/2016 3:01 PM
183	Bridgestone Cove	11/17/2016 2:54 PM
184	Churchhill Court	11/17/2016 2:45 PM
185	Creeside Trail	11/17/2016 2:41 PM
186	Jeff Davis Place	11/17/2016 10:43 AM
187	Gladeknoll trail	11/17/2016 8:02 AM
188	Rising Star Road	11/16/2016 3:27 PM
189	Rabbit Run	11/16/2016 2:41 PM
190	Running Bear	11/16/2016 2:24 PM
191	Addison	11/16/2016 12:27 PM
192	Edgewater	11/16/2016 7:50 AM
193	Grady Avenue	11/15/2016 7:54 PM
194	Sunderland Circle	11/15/2016 4:40 PM
195	Pamela Court	11/15/2016 1:51 PM
196	Otter Circle	11/15/2016 9:17 AM
197	Bellfair Run	11/15/2016 7:33 AM
198	Mimosa Drive	11/15/2016 4:32 AM

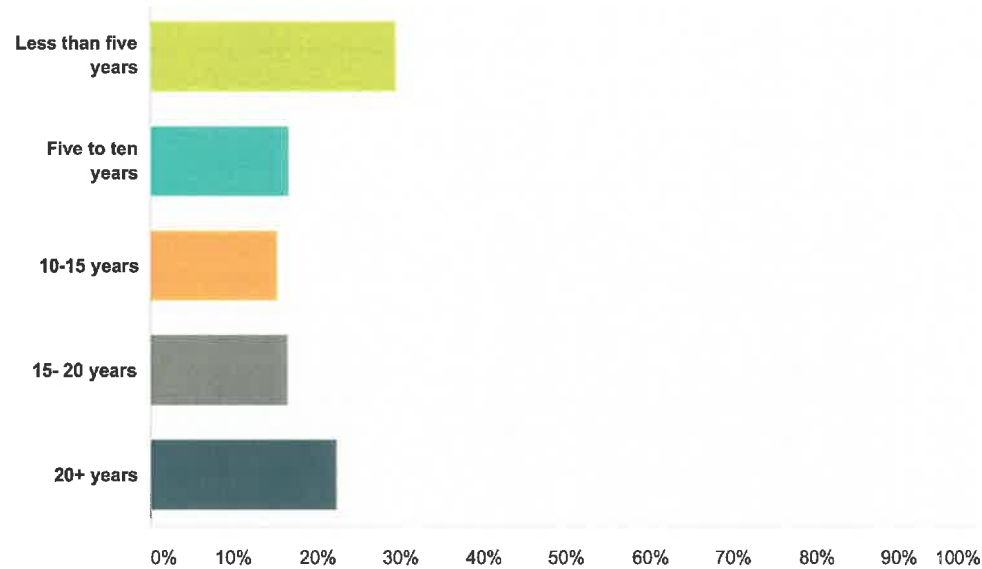
199	Asbury Way	11/14/2016 11:19 PM
200	Windsor Drive	11/14/2016 9:35 PM
201	Hillsdale Dr	11/14/2016 9:25 PM
202	Lakepoint Lane	11/14/2016 9:06 PM
203	Marron Road	11/14/2016 9:00 PM
204	Zelkova	11/14/2016 8:59 PM
205	Bramblebush Chase	11/7/2016 9:59 AM
206	Chesterfield Court	11/7/2016 7:25 AM
207	Sparrows Cove	11/7/2016 6:49 AM
208	Woodgate Drive	11/6/2016 9:58 PM
209	Campaign Trl	11/6/2016 5:20 PM
210	Georgia Avenue	11/6/2016 5:09 PM
211	Brandon Mill Circle	11/5/2016 11:12 PM
212	Ridgecrest Drive	11/5/2016 9:11 PM
213	Brandon Mill	11/4/2016 11:31 AM
214	San Remo Ct	11/4/2016 9:50 AM
215	Lester Rd	11/3/2016 11:10 PM
216	Lakeshore	11/3/2016 9:04 PM
217	Diana Dr	11/3/2016 8:00 PM
218	Mimosa drive	11/3/2016 5:40 PM
219	North Hampton Dr.	11/3/2016 2:57 PM
220	Intown Place	11/3/2016 2:45 PM
221	McIntosh Place Dr.	11/3/2016 2:24 PM
222	Brandon Mill Circle	11/3/2016 1:17 PM
223	Fenwyck Commons	11/2/2016 8:33 PM
224	Brandenburg way	11/2/2016 7:32 PM
225	S Jeff Davis dr	11/2/2016 5:23 PM
226	addison drive	11/2/2016 12:23 PM
227	Woodcrest overlook	11/2/2016 11:46 AM
228	Squire lane	11/2/2016 11:30 AM
229	Lodge Trail	11/2/2016 10:23 AM
230	northwind Trail	11/2/2016 8:19 AM
231	Fletcher Ford Rd	11/2/2016 8:16 AM
232	Mimosa	11/2/2016 7:47 AM
233	Nora drive	11/2/2016 7:28 AM
234	Emerald Lake Drive	11/2/2016 7:12 AM
235	Jeff Davis Place	11/2/2016 6:37 AM
236	Sourwood	11/2/2016 6:23 AM
237	Stonewall	11/2/2016 6:17 AM
238	Stanley Oaks Pl	11/2/2016 4:04 AM
239	Forrest ave	11/1/2016 11:46 PM

240	Summit point dr	11/1/2016 11:12 PM
241	Cornwallis way	11/1/2016 8:16 PM
242	Ashland Way	11/1/2016 8:00 PM
243	hood avenue	11/1/2016 6:32 PM
244	Doe Hollow Trace	11/1/2016 5:25 PM
245	antebellum way	11/1/2016 5:04 PM
246	Virginia highlands	11/1/2016 4:17 PM
247	Brookclear ln	11/1/2016 4:13 PM
248	Laura Lane	11/1/2016 4:06 PM
249	Creek side Tr	11/1/2016 3:50 PM
250	Rosewood	11/1/2016 3:49 PM
251	Beauregard Blvd	11/1/2016 3:43 PM
252	Hwy 54	11/1/2016 3:38 PM
253	Goza Rd	11/1/2016 3:37 PM
254	Glade Knoll Trail	11/1/2016 3:29 PM
255	Apple Blossom Lane	11/1/2016 3:29 PM
256	County Line Rd	11/1/2016 3:15 PM
257	Bordeaux Drive	11/1/2016 3:14 PM
258	Tanglewood Dr.	11/1/2016 1:10 PM
259	Rosemont Trace	11/1/2016 1:08 PM
260	Medford dr	11/1/2016 1:04 PM
261	Woodward	11/1/2016 12:43 PM
262	Wakefield	11/1/2016 12:41 PM
263	Nancy Lane	11/1/2016 11:45 AM
264	Argonne Dr.	10/31/2016 7:40 PM
265	Cattail Court	10/31/2016 7:21 PM
266	Cannon Drive	10/31/2016 7:00 PM
267	South Fairfield Drive	10/31/2016 4:23 PM
268	Forrest ave	10/31/2016 4:15 PM
269	Shenandoah Trace	10/31/2016 3:56 PM
270	Holcomb Ct.	10/31/2016 3:40 PM
271	Birkdale Drive	10/31/2016 12:29 PM
272	Watercrest Lane	10/31/2016 11:29 AM
273	Hwy 54w	10/31/2016 11:17 AM
274	Goodman Drive	10/31/2016 11:01 AM
275	Sharon Drive	10/31/2016 10:20 AM
276	RED WINE	10/31/2016 9:19 AM
277	Highview Trace	10/31/2016 8:57 AM
278	Beauregard Court	10/31/2016 7:36 AM
279	Chesterfield Ct	10/31/2016 6:52 AM
280	Magmar Lane	10/31/2016 6:39 AM

281	Madeleine Rose Ct	10/31/2016 6:23 AM
282	Old Greenville	10/31/2016 5:59 AM
283	Highview Trace	10/30/2016 11:58 PM
284	Summit Point Drive	10/30/2016 11:31 PM
285	Landing Drive	10/30/2016 10:46 PM
286	Ridgewood Dr	10/30/2016 10:44 PM
287	Lester Road	10/30/2016 12:29 PM
288	Knivht Way	10/30/2016 9:42 AM
289	Creekside Trail	10/29/2016 8:40 PM
290	Grady Ave.	10/29/2016 2:58 PM
291	Virginia highlands	10/29/2016 12:21 PM
292	Knight way	10/29/2016 7:16 AM
293	Mackenzie Lane	10/29/2016 6:40 AM
294	Benjamin circle	10/28/2016 8:25 PM
295	Knight way	10/28/2016 8:00 PM
296	Jeff Davis Drive S	10/28/2016 4:54 PM
297	Hunters Lane	10/28/2016 2:18 PM

Q6 How long have you lived in the City of Fayetteville?

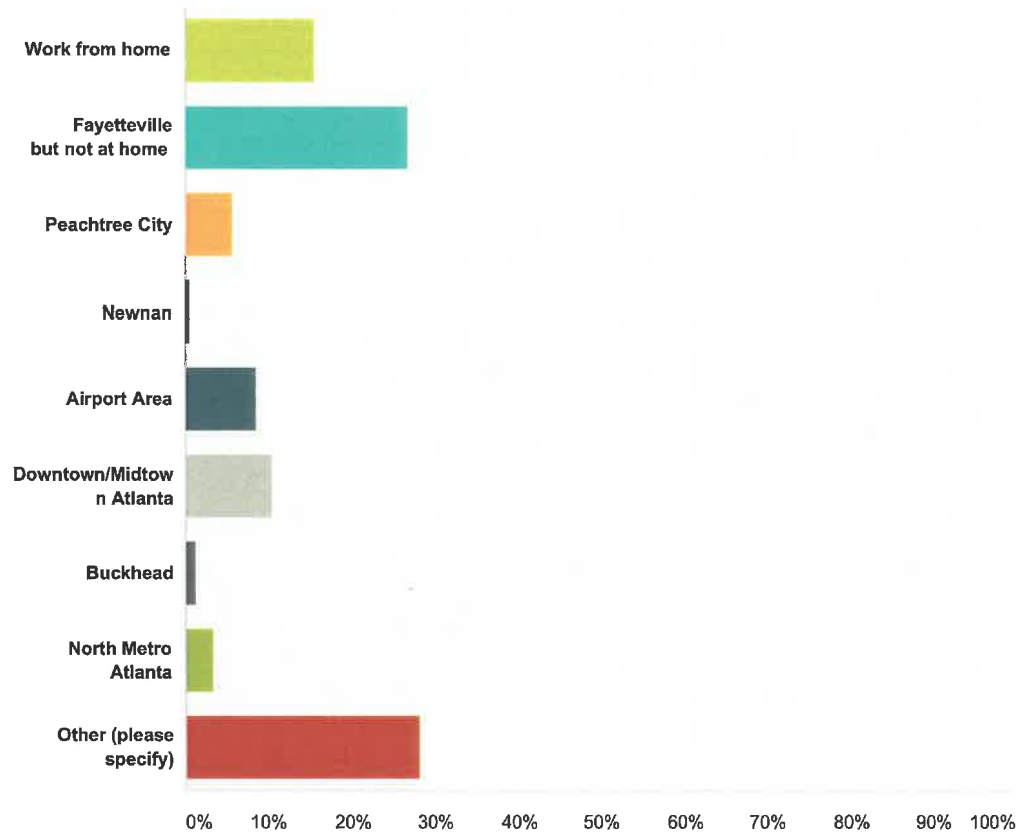
Answered: 323 Skipped: 231



Answer Choices	Responses	
Less than five years	29.41%	95
Five to ten years	16.72%	54
10-15 years	15.17%	49
15- 20 years	16.41%	53
20+ years	22.29%	72
Total		323

Q7 If you live in Fayetteville, where do you work or go to school?

Answered: 304 Skipped: 250



Answer Choices		Responses	
Work from home		15.46%	47
Fayetteville but not at home		26.64%	81
Peachtree City		5.59%	17
Newnan		0.66%	2
Airport Area		8.55%	26
Downtown/Midtown Atlanta		10.53%	32
Buckhead		1.32%	4
North Metro Atlanta		3.29%	10
Other (please specify)		27.96%	85
Total			304

#	Other (please specify)	Date
1	marietta	12/8/2016 4:27 PM

2	Spring Hill	12/5/2016 8:24 AM
3	Jonesboro	12/3/2016 10:48 PM
4	Tyrone	12/3/2016 6:18 PM
5	Retired	11/30/2016 2:07 PM
6	Riverdale	11/30/2016 10:49 AM
7	White Water High School	11/30/2016 10:38 AM
8	Sharpsburg	11/30/2016 10:14 AM
9	White Water High School	11/30/2016 10:05 AM
10	Henry county	11/30/2016 5:58 AM
11	Decatur	11/29/2016 9:36 AM
12	Retired	11/29/2016 9:20 AM
13	griffin	11/29/2016 8:55 AM
14	Fairburn	11/29/2016 8:39 AM
15	fairburn	11/29/2016 8:33 AM
16	Retired	11/28/2016 3:19 PM
17	Retired	11/28/2016 2:45 PM
18	Retired	11/28/2016 11:03 AM
19	Tyrone	11/28/2016 10:08 AM
20	housewife	11/28/2016 9:40 AM
21	Jonesboro	11/28/2016 9:30 AM
22	City of Fayetteville Main Street	11/28/2016 8:54 AM
23	south fulton	11/23/2016 3:54 PM
24	contract work	11/23/2016 3:46 PM
25	college park	11/23/2016 3:35 PM
26	modonough	11/23/2016 2:53 PM
27	Jonesboro	11/22/2016 3:41 PM
28	College Park	11/22/2016 3:39 PM
29	pfh	11/22/2016 3:35 PM
30	henry county	11/22/2016 3:33 PM
31	county wide (fayette)	11/22/2016 3:24 PM
32	Decatur	11/22/2016 2:55 PM
33	griffin	11/22/2016 1:55 PM
34	Retired	11/22/2016 11:50 AM
35	Retired	11/22/2016 11:28 AM
36	Retired	11/22/2016 9:10 AM
37	sw atlanta	11/22/2016 9:05 AM
38	Retired	11/21/2016 4:20 PM
39	no longer work in Buckhead	11/21/2016 3:39 PM
40	Griffin	11/21/2016 3:27 PM
41	Retired	11/21/2016 2:12 PM
42	Retired	11/21/2016 1:47 PM

43	Retired - did work at piedmont fayette hospital	11/21/2016 1:37 PM
44	Retired	11/21/2016 11:46 AM
45	Retired	11/21/2016 11:32 AM
46	I don't work. You won't employ me.	11/20/2016 10:02 AM
47	McDonough	11/19/2016 8:17 AM
48	Decatur	11/17/2016 4:48 PM
49	Retired	11/17/2016 4:36 PM
50	Retired	11/17/2016 3:18 PM
51	Retired	11/17/2016 2:45 PM
52	Fariburn	11/17/2016 12:04 PM
53	Stay at Home Parent	11/15/2016 9:17 AM
54	Union City	11/14/2016 9:25 PM
55	FAIRBURN	11/14/2016 8:59 PM
56	CDC, Chamblee Tucker area	11/6/2016 9:58 PM
57	Retired	11/5/2016 11:12 PM
58	Forest park	11/3/2016 9:04 PM
59	Jonesboro	11/3/2016 5:40 PM
60	Clayton County Public Schools	11/3/2016 2:24 PM
61	retired	11/2/2016 8:33 PM
62	Sales across all of ga	11/2/2016 7:32 PM
63	Smyrna	11/2/2016 7:27 PM
64	Riverdale	11/2/2016 11:46 AM
65	Retired	11/2/2016 8:19 AM
66	Retired	11/2/2016 7:28 AM
67	Retired	11/2/2016 7:28 AM
68	union city	11/1/2016 11:46 PM
69	Stay at home mom	11/1/2016 10:31 PM
70	Retired	11/1/2016 5:25 PM
71	Morrow	11/1/2016 4:06 PM
72	Retired	11/1/2016 3:56 PM
73	Retired	11/1/2016 3:50 PM
74	Tyrone	11/1/2016 3:37 PM
75	Retired	11/1/2016 3:29 PM
76	Retired	11/1/2016 3:15 PM
77	Unemployed	11/1/2016 1:08 PM
78	Repairman work all over.	11/1/2016 1:04 PM
79	I stay at home.	11/1/2016 12:24 PM
80	Tyrone	10/31/2016 3:56 PM
81	I don't work	10/31/2016 11:29 AM
82	Piedmont Fayette Hospital	10/31/2016 11:17 AM
83	Riverdale	10/31/2016 6:39 AM

84	Retired	10/30/2016 11:58 PM
85	Retired	10/30/2016 11:31 PM

Q8 If you live in Fayetteville, how many miles is your commute one way?

Answered: 204 Skipped: 350

#	Responses	Date
1	28	12/8/2016 4:37 PM
2	36	12/8/2016 4:34 PM
3	38	12/8/2016 4:32 PM
4	50	12/8/2016 4:27 PM
5	14	12/7/2016 4:06 PM
6	1	12/7/2016 11:48 AM
7	1	12/5/2016 8:24 AM
8	10 miles	12/3/2016 10:48 PM
9	5 miles	12/3/2016 7:13 PM
10	1.5	12/3/2016 7:05 PM
11	6	12/3/2016 7:04 PM
12	3	12/3/2016 6:59 PM
13	3 -4 miles	12/3/2016 6:46 PM
14	2.1 miles	12/3/2016 6:28 PM
15	3 miles	12/3/2016 6:27 PM
16	6	12/3/2016 6:24 PM
17	17	12/3/2016 6:19 PM
18	40	12/3/2016 6:16 PM
19	5	12/3/2016 6:16 PM
20	test	12/3/2016 6:07 PM
21	32	12/1/2016 10:06 AM
22	25	11/30/2016 2:15 PM
23	10	11/30/2016 1:54 PM
24	26	11/30/2016 1:50 PM
25	4	11/30/2016 1:47 PM
26	5	11/30/2016 11:15 AM
27	5	11/30/2016 10:38 AM
28	33	11/30/2016 10:26 AM
29	1/4	11/30/2016 10:19 AM
30	13	11/30/2016 10:14 AM
31	5	11/30/2016 10:12 AM
32	5	11/30/2016 10:05 AM
33	23	11/29/2016 9:36 AM
34	23	11/29/2016 9:14 AM

35	30	11/29/2016 9:01 AM
36	30	11/29/2016 8:55 AM
37	12	11/29/2016 8:51 AM
38	20	11/29/2016 8:39 AM
39	20	11/29/2016 8:33 AM
40	23	11/28/2016 4:43 PM
41	18	11/28/2016 3:56 PM
42	10	11/28/2016 3:38 PM
43	6	11/28/2016 3:09 PM
44	4	11/28/2016 3:04 PM
45	2	11/28/2016 1:43 PM
46	15	11/28/2016 10:23 AM
47	15	11/28/2016 10:21 AM
48	14	11/28/2016 10:03 AM
49	7	11/28/2016 10:00 AM
50	20	11/28/2016 9:43 AM
51	45	11/28/2016 9:09 AM
52	60	11/28/2016 9:04 AM
53	60	11/28/2016 9:03 AM
54	2	11/23/2016 4:17 PM
55	6	11/23/2016 4:14 PM
56	22	11/23/2016 4:12 PM
57	35	11/23/2016 4:05 PM
58	19	11/23/2016 4:00 PM
59	15	11/23/2016 3:54 PM
60	15	11/23/2016 3:35 PM
61	25	11/23/2016 3:32 PM
62	30	11/23/2016 2:53 PM
63	40	11/23/2016 10:38 AM
64	35	11/23/2016 8:59 AM
65	3	11/23/2016 8:45 AM
66	5	11/22/2016 3:54 PM
67	2	11/22/2016 3:44 PM
68	12	11/22/2016 3:41 PM
69	15	11/22/2016 3:35 PM
70	15	11/22/2016 3:33 PM
71	13	11/22/2016 3:12 PM
72	28	11/22/2016 2:55 PM
73	25	11/22/2016 2:36 PM
74	35	11/22/2016 2:33 PM
75	32	11/22/2016 2:25 PM

76	5	11/22/2016 2:03 PM
77	30	11/22/2016 1:55 PM
78	3	11/22/2016 11:35 AM
79	4	11/22/2016 9:13 AM
80	30	11/22/2016 9:05 AM
81	35	11/21/2016 3:39 PM
82	35	11/21/2016 3:37 PM
83	30	11/21/2016 3:27 PM
84	30	11/21/2016 3:21 PM
85	30	11/21/2016 3:17 PM
86	1	11/21/2016 2:07 PM
87	18	11/21/2016 11:41 AM
88	20	11/21/2016 9:30 AM
89	I don't commute.	11/20/2016 10:02 AM
90	19	11/19/2016 8:17 AM
91	34	11/17/2016 4:48 PM
92	5	11/17/2016 4:06 PM
93	6	11/17/2016 3:26 PM
94	20	11/17/2016 3:13 PM
95	5-15	11/17/2016 3:06 PM
96	6	11/17/2016 3:01 PM
97	12miles	11/17/2016 12:04 PM
98	3	11/17/2016 10:43 AM
99	10	11/17/2016 8:02 AM
100	7 miles	11/16/2016 3:27 PM
101	3	11/16/2016 2:41 PM
102	4	11/16/2016 2:24 PM
103	8	11/16/2016 12:27 PM
104	2	11/16/2016 7:50 AM
105	1 mile	11/15/2016 4:32 AM
106	21	11/14/2016 9:35 PM
107	24	11/14/2016 9:25 PM
108	10	11/14/2016 9:06 PM
109	20	11/14/2016 9:00 PM
110	18	11/14/2016 8:59 PM
111	25	11/7/2016 9:59 AM
112	27	11/7/2016 7:25 AM
113	1	11/7/2016 6:49 AM
114	40	11/6/2016 9:58 PM
115	1	11/6/2016 5:20 PM
116	2	11/6/2016 5:09 PM

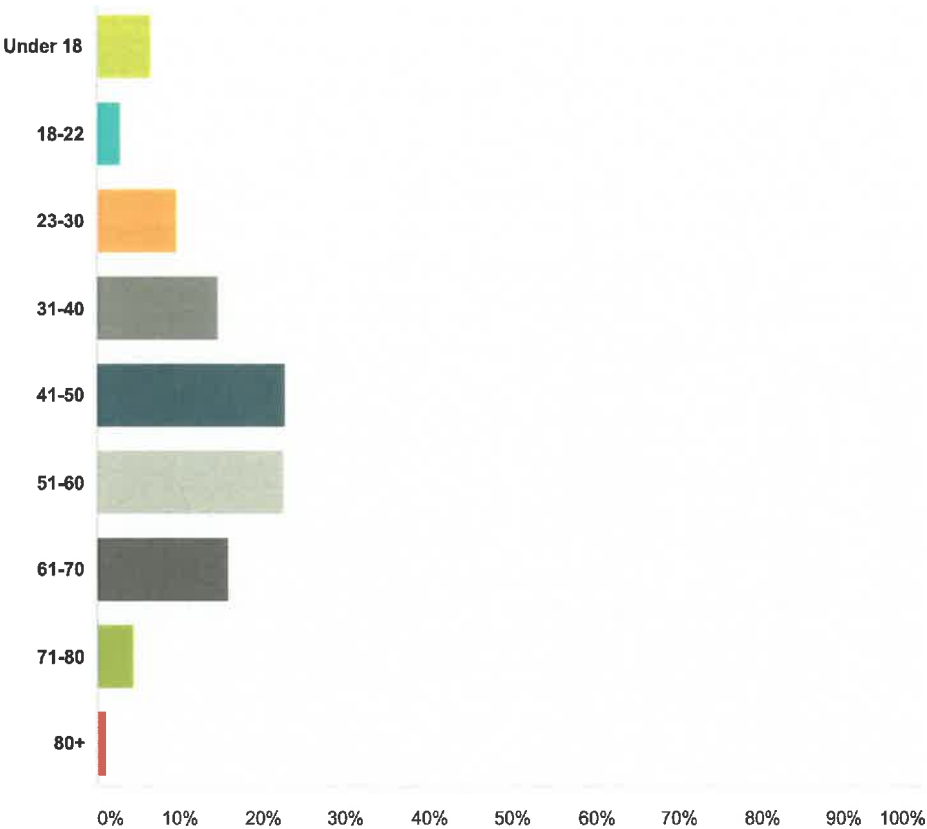
117	n/a	11/5/2016 11:12 PM
118	30	11/4/2016 11:31 AM
119	18	11/4/2016 9:50 AM
120	33	11/3/2016 11:10 PM
121	10	11/3/2016 9:04 PM
122	8	11/3/2016 5:40 PM
123	5	11/3/2016 2:57 PM
124	3	11/3/2016 2:45 PM
125	7	11/3/2016 2:35 PM
126	5 miles	11/3/2016 2:24 PM
127	5	11/3/2016 1:17 PM
128	na	11/2/2016 8:33 PM
129	Varied. Drive 5000 miles a month	11/2/2016 7:32 PM
130	35	11/2/2016 7:27 PM
131	2	11/2/2016 5:23 PM
132	26	11/2/2016 12:50 PM
133	36	11/2/2016 12:23 PM
134	15	11/2/2016 11:46 AM
135	15	11/2/2016 11:30 AM
136	0	11/2/2016 10:23 AM
137	0	11/2/2016 8:59 AM
138	Na	11/2/2016 8:16 AM
139	45	11/2/2016 7:47 AM
140	Zero	11/2/2016 7:28 AM
141	15	11/2/2016 7:12 AM
142	6 miles	11/2/2016 6:37 AM
143	20	11/2/2016 6:23 AM
144	36	11/2/2016 6:17 AM
145	9	11/2/2016 4:04 AM
146	10	11/1/2016 11:46 PM
147	25 - 30	11/1/2016 11:12 PM
148	2	11/1/2016 10:53 PM
149	N/A	11/1/2016 10:31 PM
150	16 miles	11/1/2016 8:16 PM
151	25	11/1/2016 8:00 PM
152	42	11/1/2016 6:32 PM
153	50	11/1/2016 5:04 PM
154	21	11/1/2016 4:06 PM
155	0	11/1/2016 3:56 PM
156	12	11/1/2016 3:49 PM
157	3.5 miles	11/1/2016 3:43 PM

158	0	11/1/2016 3:38 PM
159	20	11/1/2016 3:37 PM
160	27	11/1/2016 3:32 PM
161	0	11/1/2016 3:29 PM
162	0	11/1/2016 3:15 PM
163	20	11/1/2016 3:14 PM
164	5	11/1/2016 3:11 PM
165	5 miles	11/1/2016 1:10 PM
166	0	11/1/2016 1:08 PM
167	Varies	11/1/2016 1:04 PM
168	40	11/1/2016 12:57 PM
169	21	11/1/2016 12:43 PM
170	0	11/1/2016 12:41 PM
171	1	11/1/2016 12:16 PM
172	1	11/1/2016 11:45 AM
173	5 miles	10/31/2016 7:40 PM
174	45	10/31/2016 7:21 PM
175	10 miles	10/31/2016 4:23 PM
176	Depends	10/31/2016 4:15 PM
177	8	10/31/2016 3:56 PM
178	1/2 mile	10/31/2016 3:40 PM
179	7 miles	10/31/2016 12:29 PM
180	NA	10/31/2016 11:29 AM
181	4-5 miles	10/31/2016 11:17 AM
182	10	10/31/2016 11:01 AM
183	3	10/31/2016 10:20 AM
184	28 miles apprx	10/31/2016 10:16 AM
185	3-4 MILES	10/31/2016 9:19 AM
186	3	10/31/2016 8:57 AM
187	1	10/31/2016 7:36 AM
188	4	10/31/2016 6:52 AM
189	10 miles	10/31/2016 6:39 AM
190	12	10/31/2016 5:59 AM
191	N/A	10/30/2016 11:58 PM
192	5	10/30/2016 10:46 PM
193	30	10/30/2016 10:44 PM
194	4 miles	10/30/2016 12:29 PM
195	2	10/30/2016 9:42 AM
196	3 miles	10/29/2016 8:40 PM
197	17	10/29/2016 12:21 PM
198	5	10/29/2016 7:16 AM

199	7	10/29/2016 6:40 AM
200	1.5	10/28/2016 9:06 PM
201	5 miles	10/28/2016 8:25 PM
202	3	10/28/2016 8:00 PM
203	2	10/28/2016 4:54 PM
204	5 miles	10/28/2016 2:18 PM

Q9 How old are you?

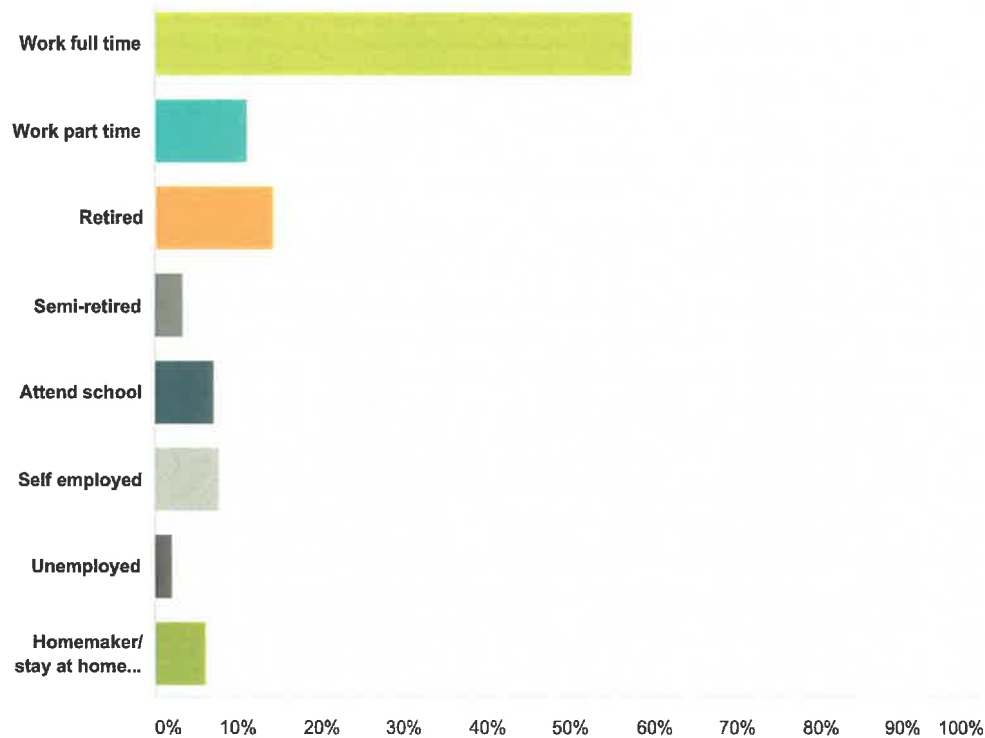
Answered: 441 Skipped: 113



Answer Choices	Responses	
Under 18	6.58%	29
18-22	2.95%	13
23-30	9.52%	42
31-40	14.51%	64
41-50	22.68%	100
51-60	22.45%	99
61-70	15.87%	70
71-80	4.31%	19
80+	1.13%	5
Total		441

Q10 What is your work status? Please check all that apply.

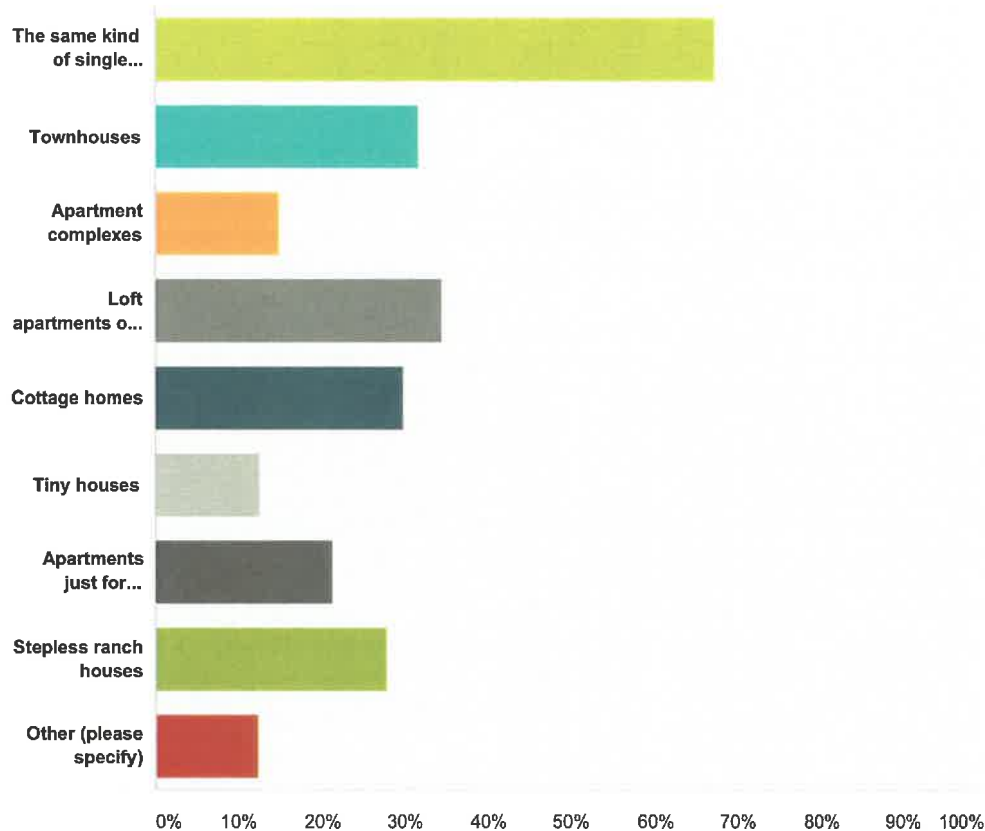
Answered: 441 Skipped: 113



Answer Choices	Responses	
Work full time	57.37%	253
Work part time	11.11%	49
Retired	14.29%	63
Semi-retired	3.40%	15
Attend school	7.03%	31
Self employed	7.71%	34
Unemployed	2.04%	9
Homemaker/ stay at home parent	6.12%	27
Total Respondents: 441		

Q11 What kind of housing do you think is needed in the City of Fayetteville? Please check all that apply.

Answered: 438 Skipped: 116



Answer Choices		Responses	
The same kind of single family homes that we already have in Fayetteville		67.12%	294
Townhouses		31.74%	139
Apartment complexes		14.84%	65
Loft apartments over stores		34.47%	151
Cottage homes		29.91%	131
Tiny houses		12.56%	55
Apartments just for seniors		21.23%	93
Stepless ranch houses		27.85%	122
Other (please specify)		12.33%	54
Total Respondents: 438			

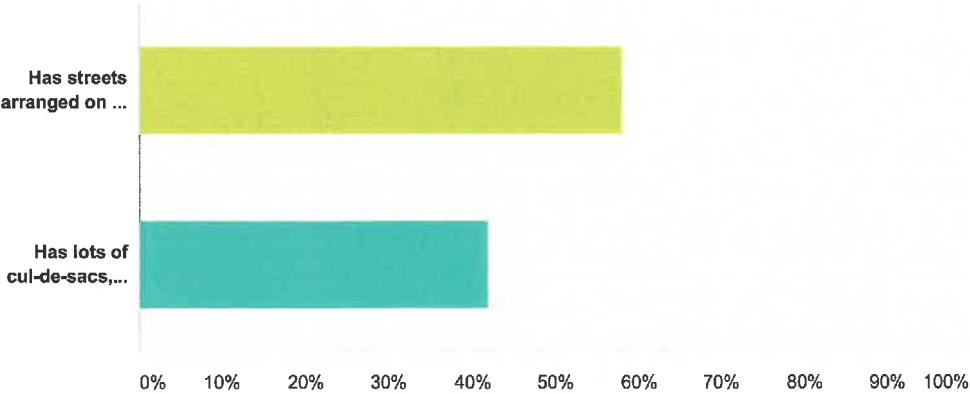
#	Other (please specify)	Date
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1	no apartments	12/8/2016 4:36 PM
2	No government housing	12/6/2016 4:54 PM
3	two floored houses	12/5/2016 8:30 AM
4	Homes under 2000 sq ft with superior finishes like \$\$million homes	12/3/2016 6:19 PM
5	Retirement subdivisions,	12/1/2016 10:26 AM
6	condos	11/30/2016 2:06 PM
7	apts over stores	11/30/2016 11:13 AM
8	senior housing	11/30/2016 10:28 AM
9	stepless ranch homes only for seniors	11/30/2016 10:25 AM
10	ranch type senior housing	11/30/2016 10:22 AM
11	ranch type senior housing	11/30/2016 10:17 AM
12	condos	11/29/2016 8:42 AM
13	no more	11/29/2016 8:38 AM
14	pet friendly housing	11/28/2016 4:41 PM
15	mixture for all	11/28/2016 3:08 PM
16	block housing	11/28/2016 9:27 AM
17	low income	11/23/2016 3:31 PM
18	less people	11/23/2016 3:16 PM
19	newly married	11/23/2016 8:51 AM
20	apt for special needs adults (not group homes)	11/22/2016 2:59 PM
21	maintained housing communities, e.g., laws	11/21/2016 4:58 PM
22	maintained (lawn,gutters,hoa)	11/21/2016 4:19 PM
23	rv park	11/21/2016 3:51 PM
24	affordable housing no more than \$150,000	11/21/2016 1:58 PM
25	if planned properly workforce housing is important	11/21/2016 1:54 PM
26	a variety - enough 'lower costs' types to give younger types places to live	11/21/2016 1:36 PM
27	Affordable housing under \$500	11/20/2016 10:14 AM
28	Like Stratford Station, Fenwick, Beauregard Court	11/17/2016 4:12 PM
29	A mix for all ages	11/17/2016 3:04 PM
30	A tiny house community!	11/16/2016 3:32 PM
31	small historic looking houses with lots of architectural detail on small lots.	11/16/2016 2:39 PM
32	small homes on small lots that are not deed restricted to 55+	11/15/2016 4:34 PM
33	Upscale Condominiums	11/15/2016 1:25 PM
34	Single family, large lots.	11/14/2016 10:21 PM
35	Sustainable housing that appeals to Millennials. Not cookie cutter, one size fits all.	11/14/2016 9:48 PM
36	Small houses with high design quality and low square footage. On small lots! I hate cutting grass!	11/10/2016 4:39 PM
37	Green homes along river	11/5/2016 9:44 PM
38	Nice homes	11/3/2016 8:08 PM
39	Workforce	11/3/2016 5:56 PM
40	The lofts need to be priced for middle class and higher	11/3/2016 3:01 PM
41	Stepless ranch 100% brick communities of 30 - 50 size focused on retirement type community.	11/2/2016 12:59 PM

42	A variety of homes	11/2/2016 9:07 AM
43	Seniors Communities with retail and medical services	11/2/2016 8:34 AM
44	NO APARTMENTS OR TOWNHOUSES PERIOD!!	11/1/2016 10:58 PM
45	NONE, wait to see what Pinewood does to your city!!	11/1/2016 8:30 PM
46	ranch with carport	11/1/2016 4:01 PM
47	housing that can be afforded by singles/families who make around 30k a year	11/1/2016 3:44 PM
48	Trash	11/1/2016 12:58 PM
49	THE CITY HAS ENOUGH HOUSING, TO MUCH BUILDING	11/1/2016 7:16 AM
50	mixed construction that supports walkable development	11/1/2016 3:51 AM
51	More nice but affordable housing specifically for post college students and young professional families	10/31/2016 12:37 PM
52	One story homes for families looking to downsize or retire to.	10/31/2016 11:47 AM
53	NO APARTMENTS	10/30/2016 10:44 AM
54	Kinds that will not attract section 8, or low budget housing	10/29/2016 9:37 PM

Q12 Would you rather live in a neighborhood that

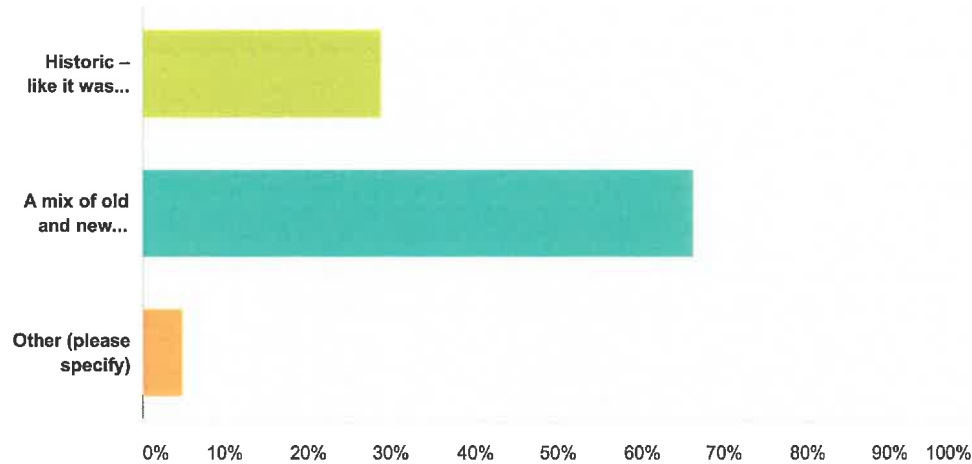
Answered: 424 Skipped: 130



Answer Choices	Responses	
Has streets arranged on a grid system with stores, offices, and restaurants in walking distance	58.02%	246
Has lots of cul-de-sacs, is separated from other uses, and is more oriented toward driving	41.98%	178
Total		424

Q13 What should new construction in Downtown Fayetteville look like?

Answered: 440 Skipped: 114



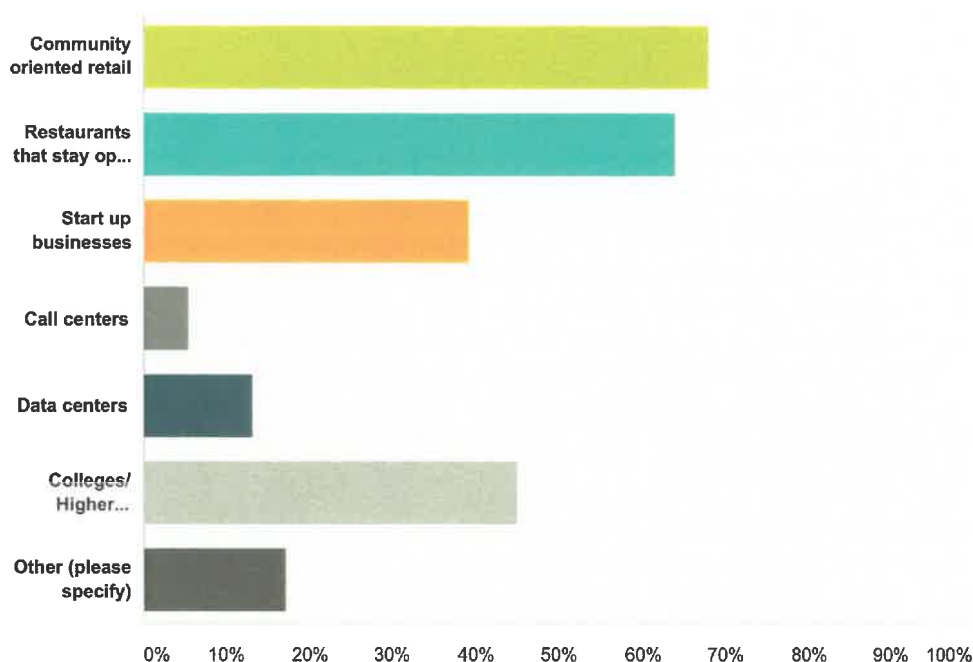
Answer Choices	Responses
Historic – like it was built between 1880 and 1920	28.86% 127
A mix of old and new architecture, as long as it is walkable	66.36% 292
Other (please specify)	4.77% 21
Total	440

#	Other (please specify)	Date
1	NOT mini lots with postage stamp lots	12/1/2016 10:26 AM
2	epurpose what is already there	11/23/2016 4:16 PM
3	no more construction - use/remodel the existing empty spaces!	11/22/2016 2:59 PM
4	Historic and mix of old and new	11/22/2016 9:23 AM
5	Historic and mix of old and new	11/22/2016 9:02 AM
6	No new construction unless it's to remodel old buildings. Wildlife needs a natural environment to live. Stop being selfish. Progress should include the preservation of our environment to aid in everyone's survival.	11/20/2016 10:14 AM
7	and as long as there is a sense of cohesiveness	11/17/2016 3:11 PM
8	Fayetteville is one of the few towns which survived the destruction of the Civil War. That should be honored.	11/17/2016 12:11 PM
9	A mix of styles with attention to details that are important to Mellinials, like sustainability, access to farmers markets, restaurants, etc	11/14/2016 9:48 PM
10	a river, restaurants with patios and side walks, green space, nice children/ playground park with sprinklers, walking paths like piedmont park area, parking on street or in parking deck.	11/5/2016 9:44 PM
11	Like a European city, with outdoor cafes, boutiques and fine restaurants.	11/3/2016 8:08 PM
12	suburbs	11/3/2016 2:52 PM
13	Historic and walkable	11/2/2016 9:07 AM
14	resolve the traffic gridlock on the square, you are way ahead of yourselves here	11/1/2016 8:30 PM
15	Quality, not cheap or junky	11/1/2016 7:49 PM

16	Put nipples on tha walls make furniture out of brass specimens and superfluously sprinkle shallots as far as the eye can see	11/1/2016 12:58 PM
17	DOWNTOWN AREA IS GREAT THE WAY IT IS	11/1/2016 7:16 AM
18	I love the historic look. I think the designs can incorporate old and new but still need to be intentional and timeless. Serenbe is a great example.	10/31/2016 12:37 PM
19	Buildings should be innovative with the matetials used.	10/30/2016 9:46 AM
20	Riverfront, bar hopping	10/29/2016 9:37 PM
21	Something in this decade, maintained and attracts quality individuals instead of criminals	10/29/2016 8:14 AM

**Q14 What kinds of businesses would enhance the quality of life in Fayetteville?
Please check all that apply.**

Answered: 428 Skipped: 126



Answer Choices	Responses
Community oriented retail	67.99% 291
Restaurants that stay open late	64.02% 274
Start up businesses	39.25% 168
Call centers	5.37% 23
Data centers	13.08% 56
Colleges/ Higher education	45.09% 193
Other (please specify)	17.06% 73
Total Respondents: 428	

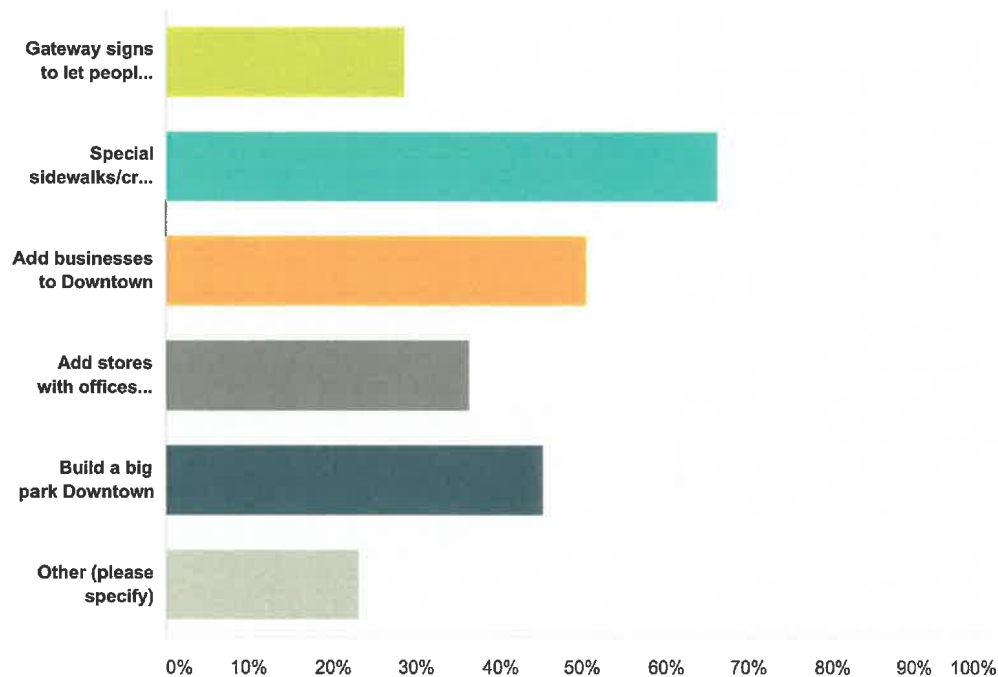
#	Other (please specify)	Date
1	variety restaurants	12/7/2016 11:52 AM
2	no more dollar stores and such	12/1/2016 10:26 AM
3	something for teens	11/30/2016 2:06 PM
4	speciality stores	11/30/2016 11:32 AM
5	recreation (indoor)	11/30/2016 11:13 AM
6	entertainment centers	11/30/2016 10:48 AM
7	cafe style eatery	11/29/2016 9:13 AM

8	nightlife/clubs	11/29/2016 9:04 AM
9	clubs (nightlife) 18-older	11/29/2016 9:01 AM
10	bars	11/29/2016 8:46 AM
11	all vendors should be allowed to attend this fair/festival	11/29/2016 8:38 AM
12	performing arts center	11/29/2016 8:28 AM
13	Trader joes; Barnes & Noble to return?	11/28/2016 4:49 PM
14	trade school type education	11/28/2016 4:41 PM
15	vocational / tech school; small town atmosphere	11/28/2016 3:49 PM
16	movie theater	11/28/2016 9:55 AM
17	dog friendly	11/28/2016 9:49 AM
18	construction business	11/28/2016 9:27 AM
19	mommy and me music, play areas, pure barrel for kids; orange theory	11/23/2016 4:08 PM
20	high end	11/23/2016 4:00 PM
21	more electric type retail - non-chain restaurants	11/23/2016 3:49 PM
22	small businesses	11/23/2016 3:16 PM
23	more things to do in the county for kids	11/23/2016 8:44 AM
24	small comm bus	11/22/2016 4:04 PM
25	like the current mix	11/22/2016 3:19 PM
26	more outside dining available	11/22/2016 3:02 PM
27	high end stores	11/21/2016 4:37 PM
28	Corporate	11/21/2016 3:55 PM
29	community colleges	11/21/2016 3:36 PM
30	upscale restaurants/not chains	11/21/2016 3:26 PM
31	retail, eg, pottery barn; true restaurants, not chain restaurants	11/21/2016 1:47 PM
32	bookstore	11/21/2016 11:46 AM
33	start up-shared office space; part production facilities	11/21/2016 11:20 AM
34	Telework office centers	11/21/2016 10:56 AM
35	Use vacant old buildings. Those things are eye sores.	11/20/2016 10:14 AM
36	youth hangouts	11/17/2016 8:42 PM
37	like Lee Center	11/17/2016 4:12 PM
38	Corporate HQ Offices	11/17/2016 4:02 PM
39	big business	11/17/2016 3:21 PM
40	Restaurants on southside of city	11/17/2016 2:59 PM
41	Pure Barre, Massage Envy, Nordstrom	11/16/2016 2:53 PM
42	more fitness options, an honest to goodness spa	11/16/2016 2:39 PM
43	tattoo shops	11/15/2016 4:34 PM
44	Companies offering higher educated/ salaried positions	11/15/2016 9:25 AM
45	We need technology oriented business, wellness industry, alternative/holistic health	11/14/2016 9:48 PM
46	Boutique shops and none fast food restaurants	11/14/2016 9:07 PM
47	Cool locally owned businesses, no more chains. Live music! BARS.	11/10/2016 4:39 PM

48	Churches like Southside, Businesses that has you learn a new skill like cooking classes, salsa or ballroom dancing or pottery painting, green businesses, antique stores and florists, great restaurants like the ones in serenbe farmhouse, or Murphy's in virginia highlands,	11/5/2016 9:44 PM
49	Higher end business. No more Beall's or thrift shops	11/3/2016 8:08 PM
50	medical facilities	11/3/2016 2:53 PM
51	Hope Ga. Military College will plan to expand in the future	11/3/2016 2:50 PM
52	Maybe Convert some of the old Houses Downtown to music and arts centered living spaces for artists.	11/2/2016 10:56 AM
53	Some unique restaurants with diffrent types of foods.	11/2/2016 9:03 AM
54	Rec for children	11/2/2016 8:34 AM
55	Artists of all types	11/2/2016 6:29 AM
56	Draft house would be nice! Offering music and movies.	11/1/2016 5:41 PM
57	offices that will hire professional, white-color jobs	11/1/2016 3:44 PM
58	Restaurants not bars, not open late.	11/1/2016 3:37 PM
59	A wider variety of restaurants	11/1/2016 3:23 PM
60	None	11/1/2016 1:13 PM
61	More garbage collection ad agencies	11/1/2016 12:58 PM
62	ITS ENOUGH BUSINESSES IN FAYETTEVILLE	11/1/2016 7:16 AM
63	Entertainment	11/1/2016 4:53 AM
64	I	10/31/2016 7:49 PM
65	upscale restaurants with good food	10/31/2016 3:56 PM
66	We need something like a community center or YMCA that offers swim lessons, gymnastics, workout facilities with babysitting.	10/31/2016 11:47 AM
67	open opportunities for night life businesses. restaurants, bars, etc. staying within the standards of Fayetteville.	10/31/2016 8:14 AM
68	NO NEW BUSINESSES	10/30/2016 10:44 AM
69	Recreation	10/29/2016 3:05 PM
70	High end and well known businesses. Not these no name fly by night low end businesses we have	10/29/2016 8:14 AM
71	Restaurants that don't stay open late	10/29/2016 7:25 AM
72	Bars	10/28/2016 5:28 PM
73	Permanent Food Truck Court with outdoor seating- pet friendly	10/28/2016 2:57 PM

Q15 How can Fayetteville stand out more as a special place that is different from other nearby communities? Please check all that apply.

Answered: 426 Skipped: 128



Answer Choices	Responses	
Gateway signs to let people know they're in the City	28.64%	122
Special sidewalks/crosswalks, streetlights, and other streetscape improvements	66.43%	283
Add businesses to Downtown	50.47%	215
Add stores with offices or apartments above to Downtown	36.38%	155
Build a big park Downtown	45.31%	193
Other (please specify)	23.24%	99
Total Respondents: 426		

#	Other (please specify)	Date
1	civic and multi-use center	12/7/2016 4:09 PM
2	Community centers with public pools	12/6/2016 4:54 PM
3	restaurants that are really cheap so people can afford them; homeless shelters every mile; not kill animals when they are at the pound or other places; more trees!	12/5/2016 8:30 AM
4	Also food trucks,	12/3/2016 8:22 PM
5	parks, work on areas that would bring more Pinewood activities this way, there is a market there	12/1/2016 10:26 AM

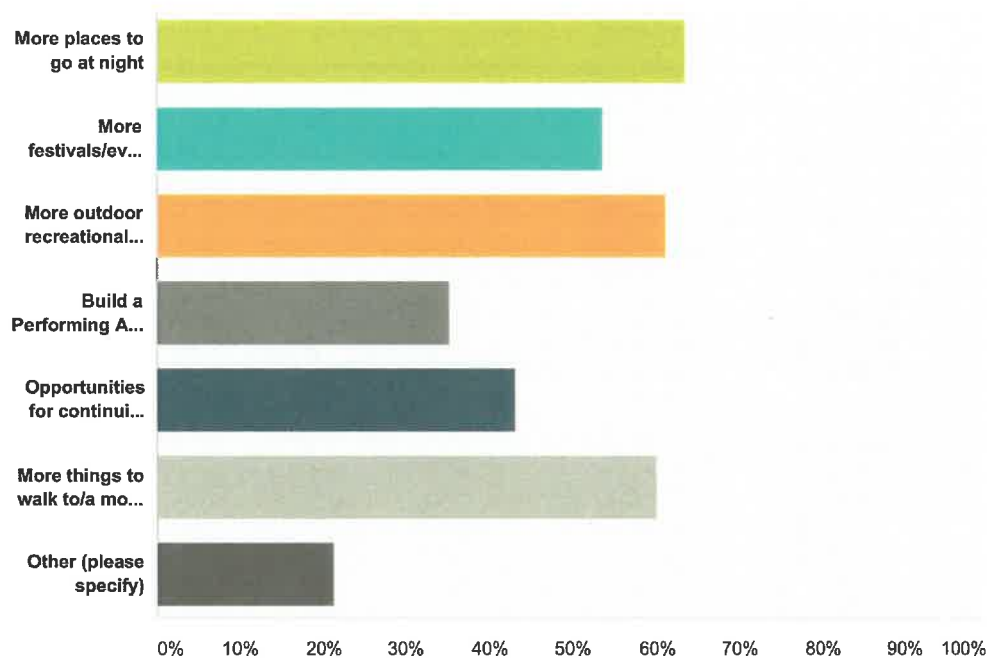
6	maximize downtown places like ptc, tyrone, etc. downtown has "no soul". downtown square area invites the sense of community.	11/30/2016 3:32 PM
7	more shopping places and an indoor place to play indoors if the weather prohibit the use of outside recreation	11/30/2016 11:13 AM
8	entertainment centers for teenagers	11/30/2016 10:48 AM
9	musical festivals	11/29/2016 9:13 AM
10	remain an upscale town	11/29/2016 9:04 AM
11	build up night life to attract young people; get more hang out food places (sonic, etc) to bring more young adults	11/29/2016 9:01 AM
12	fill all the vacant buildings first then build	11/29/2016 8:42 AM
13	bike path; extend bolt paths to neighborhoods outside city limits	11/28/2016 4:41 PM
14	venues for performers, special events	11/28/2016 3:53 PM
15	dog park, more child friendly	11/28/2016 3:08 PM
16	further enhancement of patriot park	11/28/2016 3:04 PM
17	fenced in dog park	11/28/2016 11:06 AM
18	have special events	11/28/2016 10:13 AM
19	dogs sport park	11/28/2016 9:49 AM
20	dog park	11/28/2016 9:39 AM
21	mimic marietta's square	11/28/2016 9:08 AM
22	put a carousel in town; bagel store	11/23/2016 4:25 PM
23	more green space	11/23/2016 4:00 PM
24	move out the thugs	11/23/2016 3:56 PM
25	more parks - dog parks	11/23/2016 3:53 PM
26	more special community events	11/23/2016 3:49 PM
27	parking for downtown area	11/23/2016 3:24 PM
28	less growth less people is better	11/23/2016 3:16 PM
29	performing arts, art museums, college/university; bike paths & education w/citizens & police o bike; laws & bike safety	11/23/2016 12:01 PM
30	fine arts center; cycling - 2 way rds too small	11/23/2016 8:51 AM
31	golf cart trails, particularly on bernhard	11/22/2016 3:57 PM
32	keep the current historical modern; old meets new ways; it's the greatest thing we love about Fayetteville	11/22/2016 3:19 PM
33	get rid of the ugly useless lady on the corner of the mural on lanier & 85. paint over her with something that 'fits' the rest of the scene.	11/22/2016 2:59 PM
34	keep the town w/a historic feel	11/22/2016 2:26 PM
35	always have an event each saturday and have students from nearby schools help community.	11/22/2016 11:59 AM
36	dog park	11/22/2016 11:35 AM
37	we need a community arts center	11/22/2016 9:12 AM
38	has a 'city feel' & potential for a lively walk path town area. appears to be moving in that direction. hoo-ray	11/21/2016 4:58 PM
39	multi use bike paths	11/21/2016 4:01 PM
40	Corporate businesses	11/21/2016 3:55 PM
41	develop & maintain a fully integrated transportation grid for walking, biking electric (cars, carts) with station for exercise, water, rest, wifi, recharging for batteries, cell phone, carts, etc.	11/21/2016 3:51 PM
42	more eating places, more nightlife, more activities	11/21/2016 3:36 PM
43	bike/golf cart paths	11/21/2016 2:02 PM
44	live-work-play-housing	11/21/2016 1:54 PM

45	mix of historic & modern to reflect diversity; odel after asterville, nc.	11/21/2016 1:47 PM
46	walkable area feeding into square; developement that connects square all the way to the hospital/pinewood	11/21/2016 1:36 PM
47	more activity for preteens/teens beside church & sports	11/21/2016 11:31 AM
48	parks with purpose	11/21/2016 11:20 AM
49	Dr Sam's botanical garden	11/21/2016 10:56 AM
50	We really need sidewalks everywhere. This should be a town much like Decatur. They promote healthy lifestyles so pedestrians can walk, ride bikes, and run just about everywhere.	11/20/2016 10:14 AM
51	Make it unique	11/19/2016 8:23 AM
52	more bike & walk friendly, cart paths, foot paths	11/17/2016 4:54 PM
53	Develop the south side commerce park for jobs	11/17/2016 4:02 PM
54	riverwalk system	11/17/2016 3:21 PM
55	make it (or keep it, where applicable) accessible to pedestrians and bicycles	11/17/2016 3:12 PM
56	water canal	11/17/2016 10:47 AM
57	Must build a parking deck	11/17/2016 8:13 AM
58	How about a city sponsored business incubator? "Fayetteville grows businesses"	11/16/2016 2:53 PM
59	buy and tear down crappy buildings downtown, build a new downtown like Suwannee did	11/16/2016 2:39 PM
60	More walk ability more businesses to gather. le coffee shopsl	11/16/2016 12:30 PM
61	Green space!!!! Every city has a nice one	11/15/2016 8:02 PM
62	get rid of all the nasty old strip malls	11/15/2016 4:34 PM
63	Add character, currently it comes across as a crossroad to get to somewhere else.	11/15/2016 1:25 PM
64	Create a feeling of "community" in the downtown area that draws people there 24/7.	11/14/2016 9:48 PM
65	Enhance downtown area	11/14/2016 9:07 PM
66	No more fugly McMansions. Builders here need a crash course in architecture.	11/10/2016 4:39 PM
67	Events/Performing Arts Facility - place to gather	11/9/2016 5:03 PM
68	Reduce Crime	11/7/2016 7:38 AM
69	more public art, more cool/different gathering places, more parks, more (unusual) events, fewer chain stores/restaurants and more local merchants	11/6/2016 5:15 PM
70	Water connects people. Do you think that will help Fayetteville Stand out? River and restaurents and nice stores. Painting pottery, florist, nice clothing stores, tourist store with geogia items and cute things to buy, Fayetteville merchandise, river river river park sprinklers in the summer, fireworks fourth of july, etc.,	11/5/2016 9:44 PM
71	Golf cart paths	11/3/2016 8:08 PM
72	dog park	11/3/2016 2:52 PM
73	an art gallery, a place for art classes (like Spruill in Sandy Springs)	11/3/2016 2:50 PM
74	water canal	11/3/2016 1:19 PM
75	More events	11/2/2016 7:40 PM
76	Add a golf cart trail	11/2/2016 7:33 PM
77	Don not bring in more retail stores the police cant handle what they have now!!!!	11/2/2016 11:38 AM
78	DOG PARK!!	11/2/2016 10:56 AM
79	Special sidewalks,streelightsand becoming a walkable and bike friendly community.	11/2/2016 10:41 AM
80	Keep it clean and crime free . Walkable streets and friendly people.	11/2/2016 9:07 AM
81	Computer & electronic training center	11/2/2016 8:34 AM
82	Logo	11/2/2016 6:29 AM

83	Do NOT overpopulate the area with apartments, townhouses, or more big box retailers	11/1/2016 10:58 PM
84	We desperately need a nice big park with a walking trail for families. We lack in this area and my family and I have to commute outside the city to find nice play areas. In a sense, we are putting money in other city's pockets by driving families out.	11/1/2016 3:23 PM
85	Needs more fiber	11/1/2016 12:58 PM
86	We're already different bc of pinewood studios. The city needs to play up its existence and the surrounding area.	11/1/2016 12:50 PM
87	Family friendly safe environment	11/1/2016 12:46 PM
88	IT STANDS OUT ALREADY	11/1/2016 7:16 AM
89	Becoming recognized as a walkable and bike-friendly community	11/1/2016 3:51 AM
90	None of the above	10/31/2016 11:37 AM
91	It already does.	10/31/2016 7:35 AM
92	NO NEW BUSINESSES NO APARTMENTS	10/30/2016 10:44 AM
93	A water feature would be nice	10/29/2016 8:50 PM
94	Unique park features i.e. water features	10/29/2016 3:05 PM
95	Clean up the city look overall. Remove the strip malls that have been her since the 70's and are run down. Supply a cleaner sharper look and atmosphere instead of a run down low end appearance	10/29/2016 8:14 AM
96	Patrol presence at known criminal entry and exit routes (main roads).	10/29/2016 7:05 AM
97	Bars	10/28/2016 5:28 PM
98	Unique events that draw larger crowds to the area to harbor excitement about Fayetteville	10/28/2016 5:13 PM
99	allow after hour spots	10/28/2016 2:27 PM

Q16 A recent study found that only 20% of high school students plan to live in Fayetteville after college. What changes should the City make to retain and attract young adults? Please check all that apply.

Answered: 419 Skipped: 135



Answer Choices	Responses
More places to go at night	63.48% 266
More festivals/events	53.70% 225
More outdoor recreational opportunities	61.10% 256
Build a Performing Arts Center	35.32% 148
Opportunities for continuing education	43.20% 181
More things to walk to/a more walkable community	60.14% 252
Other (please specify)	21.24% 89
Total Respondents: 419	

#	Other (please specify)	Date
1	jobs to support our young people	12/8/2016 4:42 PM
2	jobs	12/8/2016 4:33 PM
3	job openings	12/8/2016 4:31 PM
4	recreation center	12/7/2016 4:09 PM
5	oportunity for growth	12/7/2016 11:52 AM

6	Pools	12/6/2016 4:54 PM
7	A variety of restaurants that stay open late. More places for teens to go and have fun i.e. Skyzone, Slingshot Entertainment, Arcades, A place for teens to study;	12/3/2016 8:22 PM
8	Affordable spaces.	12/3/2016 6:32 PM
9	More jobs	12/3/2016 6:19 PM
10	industry, high employment offices,	12/1/2016 10:26 AM
11	25 yr old son has no desire to come back "boring"	11/30/2016 3:32 PM
12	recreation center	11/30/2016 2:15 PM
13	more friendly atmosphere for young singles	11/30/2016 11:32 AM
14	more recreational places	11/30/2016 11:27 AM
15	indoor recreation	11/30/2016 11:13 AM
16	schools - quality isn't great	11/30/2016 10:28 AM
17	young people will come back when they are ready to buy a home and start a family	11/30/2016 10:22 AM
18	young people will come back when they are ready to settle & raise a family	11/30/2016 10:17 AM
19	jobs	11/29/2016 9:19 AM
20	more unique and different eating places	11/29/2016 9:01 AM
21	fayette county is bet designed for families	11/28/2016 3:49 PM
22	public swimming pool	11/28/2016 9:17 AM
23	more high paying jobs	11/23/2016 4:00 PM
24	things to do other than shop/eat	11/23/2016 8:51 AM
25	better emploment oppor	11/22/2016 4:04 PM
26	jobs!	11/22/2016 3:57 PM
27	revitalize the older (run down) parts of f'ville to make them more appealing	11/22/2016 3:19 PM
28	youth oriented indoor sports facility; multi-purpose	11/21/2016 4:58 PM
29	more indoor facilities for youth-families	11/21/2016 4:19 PM
30	well pacing jobs with a future	11/21/2016 2:18 PM
31	jobs	11/21/2016 2:08 PM
32	bike path/fitness centers	11/21/2016 2:02 PM
33	jobs that pay well	11/21/2016 1:54 PM
34	restaurants	11/21/2016 1:39 PM
35	green space/parks-the ridge is a great start	11/21/2016 1:36 PM
36	jobs	11/21/2016 11:20 AM
37	Affordable Housing and jobs	11/21/2016 10:56 AM
38	Sidewalks, free events including yoga, music festivals (not bluegrass, Christian, or country)	11/20/2016 10:14 AM
39	Places to work	11/17/2016 4:43 PM
40	Tech school	11/17/2016 4:12 PM
41	Jobs other than retail / career jobs	11/17/2016 4:02 PM
42	Affordable Housing	11/17/2016 3:33 PM
43	Better advertisement of what already exists. We have a lot!	11/17/2016 3:11 PM
44	Opportunities for work	11/17/2016 2:53 PM

45	recruit businesses so that these college educated adults have someplace to work. Don't y'all realize that millenials will not tolerate long commutes the way that previous generations did?	11/16/2016 2:53 PM
46	young adults are generally single, so all the things that single people want	11/16/2016 2:39 PM
47	Be more welcoming to single people. People don't automatically get married and have kids right after college!	11/15/2016 4:34 PM
48	Stop trying to attract young singles. We are a sleepy suburb. That's why people have always moved here. There's no interstate, quick access to ATL, large bars or clubs to attract those people - and that's a good thing. You move to Fayetteville to "settle down and raise a family."	11/15/2016 9:25 AM
49	Nothing. Fayetteville should remain a charming mid-sized bedroom community to Atlanta. You might as well ask Atlanta how THEY should change to attract people that like quiet, safe, albeit dull neighborhoods! You	11/14/2016 10:21 PM
50	Walking is good only if you have something special to walk to day & night. If you build apartments and only grocery and cheap retails to walk to, then no one will want to live there...	11/14/2016 9:48 PM
51	More stores, restaurants, etc. Similar to North side of town.	11/14/2016 9:07 PM
52	Small business incubator	11/14/2016 9:06 PM
53	The biggest reason millennials aren't moving back is because most job opportunities in Fayette County are retail or service industry. More people would move here if they could also work here, particularly if they have higher education	11/14/2016 9:04 PM
54	Bars, pubs, coffeehouses, art stores, book stores, tattoo shops, business incubator program, no more chain anything. How many fast food places could one town possibly need?!	11/10/2016 4:39 PM
55	A river. Boating. Boat rides. Nice places to walk make, the city beautiful. Patios to eat.	11/5/2016 9:44 PM
56	Jobs	11/3/2016 8:08 PM
57	Afford to live here	11/3/2016 5:56 PM
58	Bring current (relavant) acts to exsisting venues to attract a younger audience	11/3/2016 3:52 PM
59	Realize importance of 'young adults', but I would not build a community around their wants/desires.	11/3/2016 2:50 PM
60	More events like concerts and rec center	11/2/2016 7:40 PM
61	Bring in industry are you stupid there are no jobs	11/2/2016 11:38 AM
62	Bike paths and walking paths for all to make movement easier.	11/2/2016 10:41 AM
63	Look at Symrna and see what it's doing	11/2/2016 9:07 AM
64	Most are leaving because of the lack of affordable housing in the area. I work full time for the BOE and can't afford rent on a one bed room apartment in the area!	11/2/2016 9:03 AM
65	Shuddles or other public transportation	11/2/2016 8:34 AM
66	Mentoring programs and facilities for business and artists	11/2/2016 6:29 AM
67	It looks like Riverdale now --- it needs to go back to the 1980's when it was a nice suburban area. I don't even enjoy living here now.	11/1/2016 10:58 PM
68	They aren't coming back until they settle down and start a family. Just make Fayetteville less of a traffic bottleneck.	11/1/2016 7:49 PM
69	River district, or waterside restaurants and shops. Dog park, or dog friendly trails.	11/1/2016 5:41 PM
70	Alternative means of transportation	11/1/2016 5:12 PM
71	Jobs in the city (and housing to support entry level / lower income earners)	11/1/2016 3:44 PM
72	More jobs, and this has always been the case even when I was in high school.	11/1/2016 3:37 PM
73	None	11/1/2016 1:13 PM
74	Don't be such fogies	11/1/2016 12:58 PM
75	Affordable housing for young adults	11/1/2016 12:50 PM
76	Festivals & events need to be more oriented to modern tastes and not the same old, same old things.	11/1/2016 11:04 AM
77	NO CHANGES THEY COME BACK TO A SAFE PLACE	11/1/2016 7:16 AM
78	Designate bicycle lanes and routes for commuters	11/1/2016 3:51 AM

79	Our college students plan to move to Fayetteville when they start families. (I have 2 college students.) We need to cater to the families who already live in Fayetteville and want to stay.	10/31/2016 11:47 AM
80	Affordable housing	10/31/2016 11:37 AM
81	change of vision and objectives, make of Fayetteville the next peach tree city and even better.	10/31/2016 8:14 AM
82	Maintain the family friendly atmosphere	10/31/2016 7:35 AM
83	Affordable housing maybe? I am not sure.	10/31/2016 1:22 AM
84	Bring in more jobs. Not places like dollar stores or more restaurants, big business that can employ hundreds of people.	10/30/2016 11:01 PM
85	A good path system for carts, bikes and walking	10/29/2016 8:50 PM
86	Improve schools.	10/29/2016 3:05 PM
87	There is no up to date business, retail or eating establishments. Most of your buildings are vacant and run down. You have almost no well known eating establishments or entertainment. The amphtheater only selects bands that are from the 60's where most band members are dead. Nothing is being done to raise any kind of level to step out of the 60's or 70's to the present era.	10/29/2016 8:14 AM
88	Stop trying to attract young adults. Most of them are lazy, entitled, liberals	10/28/2016 9:12 PM
89	Clubs	10/28/2016 5:28 PM

Q17 Where should the City's road network be improved? What specific improvements are needed?

Answered: 190 Skipped: 364

Answer Choices	Responses
First Priority Location and Improvement	100.00% 190
Second Priority Location and Improvement	48.95% 93
Third Priority Location and Improvement	23.16% 44

#	First Priority Location and Improvement	Date
1	east-west - major roads going thru county w/less traffic lights	12/8/2016 4:42 PM
2	pavillion - fix the potholes	12/8/2016 4:31 PM
3	hwy 54 east side - roadway and businesses	12/7/2016 4:09 PM
4	85 south wider	12/6/2016 4:54 PM
5	jimmie mayfield - better road	12/5/2016 8:30 AM
6	Hwy 85	12/3/2016 10:51 PM
7	Downtown Fayetteville more businesses, restaurants and refacing	12/3/2016 8:22 PM
8	Space as in lanes.	12/3/2016 6:32 PM
9	Red wine road	12/3/2016 6:31 PM
10	N/A	12/3/2016 6:18 PM
11	85 south to the end of the county or Bradford?(south of the highschool)	12/1/2016 10:26 AM
12	ga hwy 85 f of sq - 4 lanes to WHS	11/30/2016 3:32 PM
13	hwy 54 - trolley (limited)	11/30/2016 2:06 PM
14	fayette bypass - completion	11/30/2016 1:52 PM
15	downtown - fix the potholes	11/30/2016 1:49 PM
16	hwy 85 & 54 - do away with parallel roads	11/30/2016 10:34 AM
17	54/weatherly dr - need traffic light	11/30/2016 10:17 AM
18	hwy 85 & 54 -lights w/better flow	11/29/2016 9:29 AM
19	downtown - no 1 way streets	11/29/2016 9:26 AM
20	downtown - businesses	11/29/2016 9:21 AM
21	city wide - golf cart accessable	11/29/2016 9:13 AM
22	hwy 85 & 54 - too much congestion	11/29/2016 9:04 AM
23	the square - too much traffic/not enough parking	11/29/2016 9:01 AM
24	hwy 85 & 54 - too much congestion	11/29/2016 8:54 AM
25	center of Fayette 54/8 - too much congestion	11/29/2016 8:49 AM
26	no roundabouts	11/29/2016 8:38 AM
27	ga hwy 85 & 54 - less wait time - better flow	11/28/2016 4:29 PM
28	hwy 85 - seems to be in progress	11/28/2016 3:49 PM
29	everywhere - need paving	11/28/2016 3:37 PM

30	54/85 - better flow	11/28/2016 3:28 PM
31	no roundabouts	11/28/2016 3:16 PM
32	stonewall/gynn st - longer crossing period for old/young	11/28/2016 3:08 PM
33	hwy 54 - pave	11/28/2016 3:04 PM
34	hwy 54 - pave	11/28/2016 2:35 PM
35	jeff davis/54 - intersection	11/28/2016 1:42 PM
36	hwy 8 - widen on the south end	11/28/2016 11:44 AM
37	sandy creek rd - how will they deal w/Pinewood traffic?	11/28/2016 11:25 AM
38	rte 54/74 - too much traffic	11/28/2016 11:06 AM
39	sidewalks	11/28/2016 10:19 AM
40	bypass - finish complete	11/28/2016 10:06 AM
41	downtown - pedestrian traffic lights shoul last longer to cross street	11/28/2016 9:49 AM
42	92 n, white rd area - add additional lanes	11/28/2016 9:39 AM
43	hwy 92 - underground power lines/double lanes	11/28/2016 9:27 AM
44	92n from 85 - add lighting on one side of road	11/28/2016 9:17 AM
45	dpwm tpwm 85 - ad more turn around points	11/28/2016 9:08 AM
46	hwy 85 & 54	11/23/2016 4:29 PM
47	stonewall & hwy 85 - too congested. open wider	11/23/2016 4:25 PM
48	roads	11/23/2016 4:12 PM
49	downtown	11/23/2016 4:08 PM
50	downtown less traffic - slower	11/23/2016 4:04 PM
51	road by dunkin donuts & pavioion	11/23/2016 3:12 PM
52	54/85 junction - adjust timing of lights to prevent blocking intersection	11/23/2016 12:01 PM
53	Hwy 85- widen	11/23/2016 8:51 AM
54	Bernhard rd. - golf cart trails	11/22/2016 3:57 PM
55	S Jeff & Helen Sams - lots of wrecks	11/22/2016 3:48 PM
56	anhoch/seary/harp - traffic flow off anhoch/seary/harp	11/22/2016 3:28 PM
57	kenwood road - more sidewalks	11/22/2016 3:08 PM
58	downtown - more walkable	11/22/2016 2:29 PM
59	through town - ensure no potholes	11/22/2016 2:01 PM
60	Intersection of Goza & Old Greenville - have seen several accidents here	11/22/2016 1:51 PM
61	tiger rd - make traffic slowdown	11/22/2016 11:59 AM
62	54 E / 54 W - add 3rd lane to ease congestion @ rte 85	11/22/2016 11:40 AM
63	rte 85 - remove lane reduction near Fayette Vet Hospital	11/22/2016 11:31 AM
64	the square - make another road to go around like the 285 of Fayetteville	11/22/2016 9:23 AM
65	85 - western by pass completion	11/21/2016 4:41 PM
66	92 south - more lights needed	11/21/2016 4:37 PM
67	town square - eliminate 1-way street to prevent left turn back ups	11/21/2016 4:19 PM
68	all - sycronized traffic signals	11/21/2016 4:01 PM
69	downtown -more parking, better flow of traffic	11/21/2016 3:36 PM
70	downtown - too much congestion/improved traffic flow	11/21/2016 3:26 PM

71	downtown square - traffic is the biggest problem	11/21/2016 3:19 PM
72	hood ave - connect to sandy creek	11/21/2016 2:18 PM
73	jimmie mayfield/sjd - improve intersection	11/21/2016 2:06 PM
74	downtown square - better traffic flow	11/21/2016 1:58 PM
75	turn light @ grady & ga 85	11/21/2016 1:39 PM
76	streets around the courthouse square	11/21/2016 1:36 PM
77	state road 85 - increas lans near grady	11/21/2016 11:49 AM
78	hw 54 east to weatherly park - extend sidewalk through to downtown	11/21/2016 11:46 AM
79	harp improvements	11/21/2016 11:31 AM
80	east side - parkway to move traffic around city	11/21/2016 10:56 AM
81	With all these roundabouts, typical Americans don't know how to use them. If you want to construct them, educate people how to use them. We come close to accidents way too many times.	11/20/2016 10:14 AM
82	more walkable downtown	11/17/2016 8:42 PM
83	Around courthouse - revisit 1 way 54 & traffic lights	11/17/2016 4:43 PM
84	By pass - finish from Pinewood to interstate	11/17/2016 4:12 PM
85	Hwy 85 by Kroger - widen road all the way to high school	11/17/2016 4:02 PM
86	Intersection of 85 & 54 - get traffic away from here	11/17/2016 3:41 PM
87	bike lanes wherever possible; several places like on 54 there are bike lanes that start and end randomly, please expand bicycle lanes throughout fayetteville	11/17/2016 3:12 PM
88	54 & 74 - One huge round about or overpass (possible?)	11/17/2016 3:11 PM
89	54 - Resurface	11/17/2016 3:04 PM
90	Lafayette Ave & Hwy 85- turning at intersection safe for school	11/17/2016 2:59 PM
91	Around the square - get traffic thru square	11/17/2016 2:53 PM
92	Reducing congestion of pass through traffic in downtown area.	11/17/2016 12:11 PM
93	Get rid of one way pair downtown, move cars thru slower, stop and visit for awhile, close Stonewall Avenue for events	11/16/2016 2:53 PM
94	GA 85 is wider than needed and should be narrowed to create much wider sidewalks/ landscaped medians/ reduce runoff	11/16/2016 2:39 PM
95	Goza and Antioch	11/16/2016 12:30 PM
96	54 and 85	11/16/2016 7:53 AM
97	All the neighborhoods should connect. Cul de sacs suck.	11/15/2016 4:34 PM
98	Hwy 85 and Hwy 54 is a constant traffic jam. Bypass needs to be done correctly.	11/15/2016 1:25 PM
99	Eliminate forced traffic through the square area.	11/15/2016 9:25 AM
100	54 and 85 bottleneck	11/14/2016 10:21 PM
101	The Square	11/14/2016 9:48 PM
102	Lee Street and Bradley Drive needs to be connected	11/14/2016 9:43 PM
103	Sidewalks down hwy 92	11/14/2016 9:41 PM
104	downtown area is massively congested and impedes traffice east/west and north/south	11/14/2016 9:11 PM
105	Better flow of traffic through downtown	11/14/2016 9:07 PM
106	Increases bike lanes and multi use sidewalks	11/14/2016 9:06 PM
107	There needs to be an expressway to Atlanta. Hwy 85 is always slow, crowded, and packed with red lights. People would be more willing to live here but work in Atlanta if they could get the work easily.	11/14/2016 9:04 PM
108	Fix Hood Avenue bridge	11/10/2016 4:39 PM

City of Fayetteville Comprehensive Plan Community Survey

SurveyMonkey

109	I believe this is based on what you do with community place to gather	11/9/2016 5:03 PM
110	Highway 54	11/7/2016 7:38 AM
111	?	11/6/2016 10:01 PM
112	get rid of one way streets, have more of a grid network	11/6/2016 5:23 PM
113	create a grid street network, conduct a study to find the best way	11/6/2016 5:15 PM
114	Right in downtown. Make it less busy, more restaurants, parking deck, less busy as far as truck that drive through the city.	11/5/2016 9:44 PM
115	Eliminate all traffic circles	11/4/2016 11:49 AM
116	South Jeff Davis and Helen Sam's. --roundabout, buy an easement on the vacant corner property	11/3/2016 8:08 PM
117	Down town in the Square	11/3/2016 3:03 PM
118	never should have done round abouts on 92 and red lights on Jeff Davis	11/3/2016 2:52 PM
119	around Courthouse	11/3/2016 2:50 PM
120	Light at Jeff Davis & st that goes in front of Post Office	11/2/2016 9:03 PM
121	Cart paths	11/2/2016 7:40 PM
122	Hwy 54 street lights	11/2/2016 7:33 PM
123	Courthouse area	11/2/2016 12:59 PM
124	More restrarants on the southside of the city	11/2/2016 12:27 PM
125	Downtown 54 east and west	11/2/2016 11:38 AM
126	Downtown. Do something to deal with traffic around the square.	11/2/2016 10:56 AM
127	Addition of designated bicycle lanes and routes that would connect Fayetteville to Peachtree City.	11/2/2016 10:41 AM
128	Jeff Davis Rd	11/2/2016 9:08 AM
129	Finish started projects	11/2/2016 9:07 AM
130	The roads right around down town and fayette county high	11/2/2016 9:03 AM
131	Traffic light at Brogdon and New Hope roads	11/2/2016 8:34 AM
132	Highway 54 East bound (smoothed)	11/2/2016 8:34 AM
133	Traffic control	11/2/2016 7:35 AM
134	Ga 85 from how 92south to the Pavillion	11/2/2016 7:30 AM
135	54 & 85	11/2/2016 7:16 AM
136	filling in pot holes	11/2/2016 6:42 AM
137	Gingercake as a bypass kind of road.	11/2/2016 6:29 AM
138	improve timing of red lights to change quicker when cross traffic is lower or non - existent along GA 85 and 314.	11/2/2016 12:09 AM
139	The square.	11/1/2016 11:12 PM
140	Hwy 54 and Hwy 74 intersection near PTC	11/1/2016 10:58 PM
141	downtown square-get rid of one way, widen road	11/1/2016 8:30 PM
142	Alternatives to having to get through the courthouse square	11/1/2016 7:49 PM
143	there needs to be a bypass for through traffic but that's more of a county project	11/1/2016 6:41 PM
144	Courthouse square	11/1/2016 5:41 PM
145	downtown square split	11/1/2016 5:12 PM
146	85 south just before kroger	11/1/2016 4:23 PM
147	2nd left turn lane at Grady/54W	11/1/2016 4:01 PM
148	Re-paving Road between Burch Rd and Brandywine	11/1/2016 3:57 PM

149	54 & Sharon/Adding and widening roads for 800+ new residents across from CFA Luau	11/1/2016 3:43 PM
150	The intersection of Highway 54 and SR 85	11/1/2016 3:23 PM
151	Cart paths	11/1/2016 3:18 PM
152	take down overused yield signs (all over city)	11/1/2016 1:19 PM
153	uptown	11/1/2016 12:58 PM
154	85/54 better traffic patterns	11/1/2016 11:51 AM
155	traffic flow through Fayetteville (54 & 85)	11/1/2016 11:04 AM
156	Towards Pinewood Forrest plan for traffic	11/1/2016 11:01 AM
157	Designate bicycle lanes and routes for commuters	11/1/2016 3:51 AM
158	Around the square	10/31/2016 9:23 PM
159	Block off downtown.	10/31/2016 8:47 PM
160	Downtown area - more exciting venues	10/31/2016 7:49 PM
161	85 and 54	10/31/2016 4:19 PM
162	Grady and 54	10/31/2016 12:37 PM
163	Do not add roundabouts anywhere. Drivers do not know how to safely use them. Traffic lights instead.	10/31/2016 11:47 AM
164	Hwy 54 repaved	10/31/2016 11:37 AM
165	Down Town / Traffic Bypass	10/31/2016 10:26 AM
166	Bypass around Fayetteville - hopes of eliminating downtown congestion	10/31/2016 10:02 AM
167	AROUND THE FAYETTE PAVILION	10/31/2016 9:28 AM
168	Downtown highways and intersections	10/31/2016 9:05 AM
169	downtown/the square - traffic lights timing/access improvement. traffic light on glynn st north bound to turn into 54 west is a mess.	10/31/2016 8:14 AM
170	GA hwy 85 congestion	10/31/2016 7:27 AM
171	85 and 314	10/31/2016 6:56 AM
172	54 Eat and West	10/31/2016 6:03 AM
173	get some traffic off of hwy 85	10/31/2016 4:57 AM
174	Highway 54 and 92 intersection	10/31/2016 1:22 AM
175	Improve downtown	10/31/2016 12:11 AM
176	Intersection of Lanier and 85, figure out a way to reduce the traffic back up	10/30/2016 11:01 PM
177	314 widen to 4 lanes up to the airport	10/30/2016 10:49 PM
178	Highways 54 and 85 reconfiguration	10/30/2016 12:37 PM
179	Eliminate heavy truck traffic through the City, unless making a delivery	10/29/2016 8:50 PM
180	Lanier avenue	10/29/2016 4:49 PM
181	Downtown	10/29/2016 3:05 PM
182	New extension of downtown	10/29/2016 12:28 PM
183	The Square	10/29/2016 8:14 AM
184	The square needs to be improved	10/29/2016 7:25 AM
185	N. Glynn Street (between Lafayette Avenue and Stonewall). Eliminate congestion.	10/29/2016 7:05 AM
186	Georgia Ave and 85 traffic light	10/28/2016 8:04 PM
187	Traffic	10/28/2016 7:43 PM
188	The downtown square, more parking and adding more accessibility for golf carts to travel throughout the city	10/28/2016 5:13 PM

189	Stonewall & Glynn Street -Downtown Traffic- consider adding additional grid around this area so people have more connection opportunities. I believe this is being addressed in the new Downtown Master Plan.	10/28/2016 2:57 PM
190	Improvements being done daily	10/28/2016 2:27 PM
#	Second Priority Location and Improvement	Date
1	north-south - major roads going thru traffic lights	12/8/2016 4:42 PM
2	85 - synchroize lights - faster commute in the morning	12/8/2016 4:31 PM
3	Turn junkman property into a park	12/6/2016 4:54 PM
4	Fayette High school- refacing, renovating the inside and adding space	12/3/2016 8:22 PM
5	Improvements of the roads themselves. No potholes, tree limbs laying in the street, or anything that can cause damage.	12/3/2016 6:32 PM
6	54 East of the softball fields to the county line	12/1/2016 10:26 AM
7	hwy 85 - trolley (limited)	11/30/2016 2:06 PM
8	ga ave west/n jeff davis - light or stop sign	11/30/2016 10:34 AM
9	city wide - electric charge stations	11/29/2016 9:13 AM
10	ga hwy 85 & jeff davis - less wait time - better flow	11/28/2016 4:29 PM
11	roads everywhere - repave	11/28/2016 3:49 PM
12	stonewall - pave	11/28/2016 3:04 PM
13	hood ave - pave & complete	11/28/2016 2:35 PM
14	s jeff davis - more business growth; wider lanes	11/28/2016 9:27 AM
15	85 & 92	11/23/2016 4:25 PM
16	trails - walking	11/23/2016 4:12 PM
17	ability to cross streets	11/23/2016 4:04 PM
18	old greenville rd & goza - lov viz intersection! better warning on goza	11/23/2016 12:01 PM
19	Kingwood - has no sidewalks	11/23/2016 8:51 AM
20	Georgia Ave & N Jeff Davis - a mess	11/22/2016 3:48 PM
21	bike lanes throughout	11/22/2016 3:28 PM
22	more street lights	11/22/2016 3:08 PM
23	neighborhoods - ensure no potholes	11/22/2016 2:01 PM
24	92 south - add another lane both ways	11/22/2016 11:40 AM
25	south glynn - continous sidewalk down to Ramah	11/21/2016 4:19 PM
26	inner parcel connection for all new commercial	11/21/2016 2:18 PM
27	downtown - mark bicycle lanes and routes	11/21/2016 10:56 AM
28	314 and 85 confusing/dangerous	11/17/2016 8:42 PM
29	Grady & Glynn St -turn signal for Grady & Bradley	11/17/2016 4:43 PM
30	bike lanes on veteran's, where they're building all the stuff for the movie studios	11/17/2016 3:12 PM
31	92 - 4 lanes	11/17/2016 3:04 PM
32	Develop a strategic plan to create more of a grid street network to help alleviate traffic and improve mobility	11/16/2016 2:53 PM
33	fix bridge and connect Hood Avenue/Hood Road	11/16/2016 2:39 PM
34	Goza and 85	11/16/2016 12:30 PM
35	Hwy 85 South to Hwy 54West needs an alternate road.	11/15/2016 1:25 PM
36	Design and build a proper "square." Do we need that Holiday Inn?	11/15/2016 9:25 AM

37	Pavilion to the Square	11/14/2016 9:48 PM
38	Banks Road from 314 to Ellis Road	11/14/2016 9:43 PM
39	The intersection where HWY 92 turns south - there should not be 2 lanes going straight at that red light. When you are turning right there, it's hard to see cars because they are usually speeding.	11/14/2016 9:41 PM
40	North Fayette it's the first area most well see	11/14/2016 9:06 PM
41	Create more north - south roads. Maybe punch thru Sharon Drive to Hood Avenue.	11/10/2016 4:39 PM
42	highway 279	11/7/2016 7:38 AM
43	?	11/6/2016 10:01 PM
44	more median landscaping like they installed in 1999	11/6/2016 5:15 PM
45	Tag offices and parking... turn that area into a park and relocate	11/5/2016 9:44 PM
46	54/85	11/3/2016 8:08 PM
47	GA 85/ N Glynn St	11/3/2016 3:03 PM
48	Bike paths south of city	11/2/2016 7:40 PM
49	Jeff Davis and 85	11/2/2016 12:59 PM
50	314 and south jeff davis	11/2/2016 11:38 AM
51	Manasses Rd. Fill pot holes.	11/2/2016 10:56 AM
52	Highway 54 toward Peachtree City	11/2/2016 9:08 AM
53	Sidewalks or bicycle paths	11/2/2016 9:07 AM
54	Sidewalks to extend into areas surrounding the city	11/2/2016 8:34 AM
55	Intersection of Goza and Antioch (round about should be put here)	11/2/2016 8:34 AM
56	Improve security	11/2/2016 7:35 AM
57	East West hwy 54	11/2/2016 7:30 AM
58	resurface roads that haven't been maintained since 1986	11/2/2016 6:42 AM
59	connector from new roundabout to go behind CVS.	11/2/2016 12:09 AM
60	Easier less congested way to get to Atlanta	11/1/2016 11:12 PM
61	Seay Road and Harp Road --- NO ROUNDABOUTS ON MAIN HIGHWAYS LIKE 92 SOUTH	11/1/2016 10:58 PM
62	SR 85 and 54 the whole length..less traffic	11/1/2016 8:30 PM
63	Hwy 92 south	11/1/2016 5:41 PM
64	54	11/1/2016 4:23 PM
65	ramah road roundabout	11/1/2016 4:01 PM
66	More street lights on Beauregard	11/1/2016 3:57 PM
67	54 & Sharon/Traffic light control so people don't sit forever waiting for a light change and then only 5 cars get through	11/1/2016 3:43 PM
68	Side walks	11/1/2016 3:18 PM
69	Finish re-paving, in a timely manner (south of 92 N)	11/1/2016 1:19 PM
70	through johnny's pizza	11/1/2016 12:58 PM
71	The one ways downtown make traffic a nightmare	11/1/2016 11:01 AM
72	East side connector to divert traffic from downtown	11/1/2016 3:51 AM
73	Hwy 54.	10/31/2016 8:47 PM
74	54 heading east backup during peak traffic	10/31/2016 12:37 PM
75	Hwy 92 repaved	10/31/2016 11:37 AM
76	Get the traffic light to work with each other	10/31/2016 10:26 AM

77	AROUND THE DOWNTON SQUARE	10/31/2016 9:28 AM
78	Local downtown streets	10/31/2016 9:05 AM
79	downtown/ the square - 54 east bound onto Glynn st north. traffic is becoming impossible.	10/31/2016 8:14 AM
80	Hwy 54 congestion	10/31/2016 7:27 AM
81	85 and ellis	10/31/2016 6:56 AM
82	Grady	10/31/2016 6:03 AM
83	s jeff davis north bound backs up in the morning	10/31/2016 4:57 AM
84	Widen state road 85 south of Grady	10/31/2016 12:11 AM
85	Stonewall and 85, reduce traffic congestion	10/30/2016 11:01 PM
86	Grid system of streets in the new downtown area	10/30/2016 12:37 PM
87	Finish the By Pass approved 2004 Splost	10/29/2016 8:50 PM
88	Stonewall	10/29/2016 4:49 PM
89	314 intersection	10/29/2016 3:05 PM
90	The Square	10/29/2016 8:14 AM
91	Better entry and egress from Dunkin Donuts, which adds to the above congestion.	10/29/2016 7:05 AM
92	Hood Ave should connect out to pinewood	10/28/2016 8:04 PM
93	Grady Ave. & Hwy 54- Grady Ave needs to be widened. Many people use this as a cut through.	10/28/2016 2:57 PM
#	Third Priority Location and Improvement	Date
1	Speed bumps in naiborhoods	12/6/2016 4:54 PM
2	Traffic areas in downtown Fayetteville	12/3/2016 8:22 PM
3	Take the 4lane all the way past RaceTrak on 85 south of downtown	12/1/2016 10:26 AM
4	ga 85 @ dunkin donuts - no left turn out of dunkin donuts	11/30/2016 10:34 AM
5	hwy 54 & redwine	11/28/2016 4:29 PM
6	hood ave - reopen to public	11/28/2016 3:04 PM
7	corner of firethorn & merrydale - stop sign in place at this crossing	11/28/2016 9:27 AM
8	walking more easily	11/23/2016 4:04 PM
9	hwy 85 & porter rd - several fatal accidents in last few years - warning/slowing on hwy 85 @ porter	11/23/2016 12:01 PM
10	(1144) hwy 92 S - widen road in front of church (whitewater)	11/22/2016 11:40 AM
11	north glynn - trees, shrubs to soften the look al all those tacky businesses	11/21/2016 4:19 PM
12	develop & retrofit ord comm where special permits	11/21/2016 2:18 PM
13	connect all the subdivisions together, why are there no collector streets here?!	11/16/2016 2:39 PM
14	Gardy Ave and Hwy 54 are about to become a traffic nightmare. Intersection needs to be redesigned before itdoes.	11/15/2016 1:25 PM
15	Find a way to develop larger community neighborhoods in the Whitewater school district; instead of the piece-meal land developments in the south. Neighborhoods foster a sense of belonging.	11/15/2016 9:25 AM
16	Entrance & exit of square in Hwy 54	11/14/2016 9:48 PM
17	5 mile radius from downtown	11/14/2016 9:06 PM
18	?	11/6/2016 10:01 PM
19	Area across from hospital next to Frozen Yogurt. Turn that into shopping plaza like the Avenue in PTC.	11/5/2016 9:44 PM
20	Expand 85 to 4 lanes were it narrows down two 2 lanes than back to one stupid design someone should be fired for that mess	11/2/2016 11:38 AM
21	Gingercake Rd.	11/2/2016 10:56 AM

22	Keep what we have in good condition	11/2/2016 9:07 AM
23	Address the growing traffic	11/2/2016 8:34 AM
24	Hwy 92 from Fayetteville to Inman Rd	11/2/2016 7:30 AM
25	Park	11/1/2016 11:12 PM
26	Straighten 2 sharp curves on Hilo Road for safety. Why they added another sharp curve at the end near Hwy 92 was stupid.	11/1/2016 10:58 PM
27	Hwy 92 north	11/1/2016 5:41 PM
28	92north	11/1/2016 4:23 PM
29	Re-paving Grady Ave	11/1/2016 3:57 PM
30	Stop with the roundabouts!!!	11/1/2016 1:19 PM
31	Brush your teeth	11/1/2016 12:58 PM
32	Fewer lights.	10/31/2016 8:47 PM
33	74//54 ptc not fayetteville but huge detrrant to coming in or out of Fayette hard on commuters	10/31/2016 12:37 PM
34	SOUTH END OF GA 85	10/31/2016 9:28 AM
35	Hood Rd. connection (out of city limits)- try and join efforts with Fayette county this will alleviate traffic on 54 and the square.	10/31/2016 8:14 AM
36	Surface streets	10/31/2016 7:27 AM
37	Jimmy Mayfield and 92 connector	10/31/2016 6:56 AM
38	4 lane grady ave	10/31/2016 4:57 AM
39	Create a cut through from Redwine to Lester Road.	10/31/2016 12:11 AM
40	Bypass need to ease some downtown traffic	10/30/2016 12:37 PM
41	Grady and Hwy 54	10/29/2016 3:05 PM
42	The Square	10/29/2016 8:14 AM
43	Rosewood and 54 traffic light	10/28/2016 8:04 PM
44	Whitney Road- If this road was repaired & upgraded, it could be used as a cut through and take some traffic off Hwy 85 South.	10/28/2016 2:57 PM

Q18 Where should the City's sidewalk/path network be improved? What specific improvements are needed?

Answered: 170 Skipped: 384

Answer Choices	Responses
First Priority Location and Improvement	100.00% 170
Second Priority Location and Improvement	36.47% 62
Third Priority Location and Improvement	18.82% 32

#	First Priority Location and Improvement	Date
1	cart paths	12/8/2016 4:42 PM
2	cart paths - connect to PTC	12/8/2016 4:36 PM
3	cart paths	12/8/2016 4:33 PM
4	redwine road - expand the cart path	12/8/2016 4:31 PM
5	hwy 54 east side	12/7/2016 4:09 PM
6	Widen all	12/6/2016 4:54 PM
7	jimmie mayfield - more sidewalks	12/5/2016 8:30 AM
8	Hwy 314 and white road	12/3/2016 10:51 PM
9	The path/trail from downtown Fayetteville to all surrounding residences and plazas to connect to PeachtreeCity trails	12/3/2016 8:22 PM
10	School areas	12/3/2016 6:32 PM
11	N/A	12/3/2016 6:18 PM
12	All highways should have sidewalks. old 92 that is now Jeff.... by the police station and along the corridor there	12/1/2016 10:26 AM
13	ga 92 - finish the stretch to J. Davis	11/30/2016 3:32 PM
14	hwy 54 - sidewalk from grady to downtown	11/30/2016 2:15 PM
15	ramah rd - kroger/gas station/broadway diner - left turn out of shopping ctr onto hwy 85; left turn out of middle school	11/30/2016 2:11 PM
16	everywhere	11/30/2016 1:52 PM
17	314 to the pavillion - continuing the sidewalk	11/30/2016 11:32 AM
18	white rd - sidewalks & golfcart paths	11/30/2016 10:54 AM
19	banks - sidewalks near 85	11/29/2016 9:35 AM
20	s. jeff davis	11/29/2016 9:29 AM
21	s fayetteville by harp rd - golf cart paths	11/29/2016 9:24 AM
22	redwine	11/29/2016 9:21 AM
23	cart paths	11/29/2016 9:13 AM
24	314 - sidewalks added	11/29/2016 8:52 AM
25	s jeff davis - bike lanes	11/28/2016 4:49 PM
26	the square - handle traffic better. one bloc is not enough	11/28/2016 3:34 PM
27	downtown	11/28/2016 3:28 PM
28	better synchronization of traffic signals	11/28/2016 3:23 PM
29	all over	11/28/2016 3:16 PM

30	downtown - more sidewalks	11/28/2016 3:12 PM
31	all sidewalks - widen all for golf carts	11/28/2016 3:04 PM
32	sidewalks - wider for cart paths	11/28/2016 2:35 PM
33	downtown	11/28/2016 1:42 PM
34	redwine - connect the cart path on both ends of redwine	11/28/2016 10:20 AM
35	more of them	11/28/2016 10:19 AM
36	s 85 - whitewater schools to bernhart rd	11/28/2016 10:06 AM
37	downtown - pedestrian traffic lights should last longer to cross street	11/28/2016 9:49 AM
38	jeff davis area - new regulations on construction	11/28/2016 9:27 AM
39	92 connector to hilo rd - add sidewalk and bike lanes	11/28/2016 9:17 AM
40	92 - add more sidewalk; golf cart trail	11/28/2016 9:08 AM
41	85 south - sidewalks	11/23/2016 4:29 PM
42	hwy 85 s - sidewalks at the way to chase 7 publix	11/23/2016 4:25 PM
43	everywhere	11/23/2016 4:12 PM
44	downtown	11/23/2016 4:08 PM
45	Redwine rd - connect subdivisions with current carts with ptc	11/23/2016 4:04 PM
46	older neighborhoods (like mine!) that don't have sidewalks	11/23/2016 3:49 PM
47	downtown	11/23/2016 3:18 PM
48	pavilion	11/23/2016 3:12 PM
49	improved & expanded - throughout city limits	11/23/2016 12:01 PM
50	Harp rd along redwine rd - street to walk to town	11/23/2016 10:46 AM
51	Bernhard rd - golf cart trails	11/22/2016 3:57 PM
52	furled areas - more walking trails into city	11/22/2016 3:51 PM
53	92 connector - sidewalks	11/22/2016 3:28 PM
54	just more park in general	11/22/2016 3:02 PM
55	white road - golf cart trails	11/22/2016 2:40 PM
56	hwy 314 - golf trail	11/22/2016 2:38 PM
57	314 area - golf trail	11/22/2016 2:35 PM
58	downtown - golf car pathways	11/22/2016 2:01 PM
59	Tiger trails - more wifi	11/22/2016 1:54 PM
60	near neighborhoods - more sidewalks for pedestrians and kids	11/22/2016 11:59 AM
61	downtown - bike and walking paths	11/22/2016 11:53 AM
62	downtown - improved sidewalks	11/22/2016 11:40 AM
63	connect with ptc golf cart paths where possible	11/22/2016 11:35 AM
64	hawn rd, old senola rd - add sidewalks/golf cart paths	11/22/2016 11:31 AM
65	town aware - diagonal walkways	11/21/2016 4:58 PM
66	numerous plans - connect the existing paths	11/21/2016 4:41 PM
67	92 south - allowing people to walk to stores	11/21/2016 4:37 PM
68	downtown area - wider sidewalks	11/21/2016 4:19 PM
69	city center to lake horton - multi use path	11/21/2016 4:01 PM
70	downtown square - attached business; continue to include new businesses in the area	11/21/2016 3:26 PM

71	connect area downtown that have partial coverage	11/21/2016 2:18 PM
72	over 54 - bridge	11/21/2016 1:47 PM
73	everywhere - proposal development looked great	11/21/2016 1:36 PM
74	along sr 85	11/21/2016 1:23 PM
75	downtown	11/21/2016 11:55 AM
76	gingercake rd - lighting	11/21/2016 11:38 AM
77	hwy 54 - sidewalks on both side of highway	11/21/2016 11:34 AM
78	lanier ave hwy 54 w - fill gaps in path-extend to hospital and pinewood	11/21/2016 10:56 AM
79	sidewalks to all parks. It's very dangerous to try to walk to a park without them.	11/20/2016 10:14 AM
80	Connect cart path on Redwine Rd	11/19/2016 8:23 AM
81	downtown, up 85 and 314	11/17/2016 8:42 PM
82	Hillsdale dr and the hood behind	11/17/2016 4:54 PM
83	Bradley to Jeff Davis	11/17/2016 4:43 PM
84	Golfcourt paths - bicycling trails	11/17/2016 4:35 PM
85	Downtown - connecting library, courthouse square	11/17/2016 4:12 PM
86	Redwine rd - complete the path redwine to ptc	11/17/2016 4:02 PM
87	Glynn St N to S - pathway	11/17/2016 3:55 PM
88	54 towards hospital	11/17/2016 3:44 PM
89	make sure to build and maintain sidewalks where new residential structures are being built eg along 54	11/17/2016 3:12 PM
90	Multi-use behind summit pointe along redwine rd need to be extended	11/17/2016 2:59 PM
91	All over	11/17/2016 2:53 PM
92	Everywhere golf cart paths from PTC to Fayetteville	11/17/2016 10:47 AM
93	Connect the golf cart path from red wine Road to Lester road	11/17/2016 8:13 AM
94	If we want businesses downtown, then we need WIDE sidewalks downtown.	11/16/2016 2:53 PM
95	build sidewalks everywhere first priority is the gaps	11/16/2016 2:39 PM
96	The entire length of Hwy 85	11/15/2016 1:25 PM
97	STOP building sidewalks to nowhere! (and benches) No one ever walks on them.	11/15/2016 9:25 AM
98	The Square	11/14/2016 9:48 PM
99	Bike trail to McCurry park from downtown	11/14/2016 9:43 PM
100	We need sidewalks on hwy 92 south	11/14/2016 9:41 PM
101	Downtown	11/14/2016 9:07 PM
102	Throughout connect parks	11/14/2016 9:06 PM
103	When I lived in peachtree city I walked/took the golf cart paths everywhere. I couldn't even tell you where the sidewalks are in Fayetteville because shopping centers and residential areas are completely disjointed.	11/14/2016 9:04 PM
104	There was a road that was supposed to go thru the Lakemont subdivision. You can see it on the City Zoning Map right across from Ramah Rd. Let's put a trail there that will connect all the way over to Lester Road.	11/10/2016 4:39 PM
105	space to walk which can we geared toward performing arts/events center	11/9/2016 5:03 PM
106	Downtown	11/7/2016 7:38 AM
107	?	11/6/2016 10:01 PM
108	sidewalks on both sides of all streets, no exceptions	11/6/2016 5:15 PM
109	Make 54 all side walks into downtown so people can walk it if they want to	11/5/2016 9:44 PM

110	Rt 54 sidewalks, bike paths	11/3/2016 11:24 PM
111	Downtown	11/3/2016 8:08 PM
112	Probably impossible to build but a walk/bike path to PTC from Fayetteville would be great	11/3/2016 3:52 PM
113	Leading to the Square	11/3/2016 3:03 PM
114	golf cart paths in fayetteville	11/3/2016 1:19 PM
115	Cart paths	11/2/2016 7:40 PM
116	Hwy 54 sidewalks and golf cart trail	11/2/2016 7:33 PM
117	Pavillion area	11/2/2016 12:59 PM
118	southside	11/2/2016 12:27 PM
119	Beauregard to the square	11/2/2016 12:09 PM
120	Allow cart paths like ptc are your guys stupid	11/2/2016 11:38 AM
121	Downtown. Take advantage of greenspace making a walking path around downtown.	11/2/2016 10:56 AM
122	Extend the path on Lanier Ave west/Hwy 54 to Hospital and Pinewood	11/2/2016 10:41 AM
123	Sandy creek , Lee's mill, new hope area	11/2/2016 9:07 AM
124	Extend them beyond the city into unincorporated area	11/2/2016 8:34 AM
125	Parks need improvements	11/2/2016 7:35 AM
126	Going east and west	11/2/2016 6:29 AM
127	A complete sidewalk on at least one side of the road from downtown to the Pavilion.	11/2/2016 12:09 AM
128	The square	11/1/2016 11:12 PM
129	Only need sidewalks in downtown area, not residential.	11/1/2016 10:58 PM
130	Sidewalks, yes, paths no..you will never be able to accomodate or maintain the PTC path style, PTC cannot even do it	11/1/2016 8:30 PM
131	More trees along the paths or build them where they would be shady	11/1/2016 7:49 PM
132	any sidewalks that dead end to nothing our do not connect to reach other should be addressed first	11/1/2016 6:41 PM
133	Courthouse square to Broadway Diner area	11/1/2016 5:41 PM
134	better connections to neighborhoods just outside of city (S. Jeff Davis)	11/1/2016 5:12 PM
135	Better lighting at all sidewalks	11/1/2016 4:23 PM
136	need a mini-beltline around the city center	11/1/2016 4:01 PM
137	add benches/shade areas to stop and rest throughout	11/1/2016 3:44 PM
138	Hwy 85/Sidewalks need redoing	11/1/2016 3:43 PM
139	Fill in the gaps where there is no sidewalk, strange areas where the side walk disappears and then starts back.	11/1/2016 3:37 PM
140	Sidewalks are needed along Hwy 314. I pass through the area and see several people who run/walk and have to do so in the grass which is near the road.	11/1/2016 3:23 PM
141	Connect Harp and Redwine	11/1/2016 3:18 PM
142	More of it (especially near schools)	11/1/2016 1:19 PM
143	With impunity	11/1/2016 12:58 PM
144	Need a sidewalk all the way along south jeff davis drive	11/1/2016 12:28 PM
145	Everywhere	11/1/2016 11:51 AM
146	expand path system to the county housing developments on Redwine.	11/1/2016 11:04 AM
147	Some of the sidewalks don't actually go anywhere	11/1/2016 11:01 AM
148	Extend path on Lanier AVE West / HWY 54 to Hospital & Pinewood	11/1/2016 3:51 AM
149	Everywhere	10/31/2016 9:23 PM

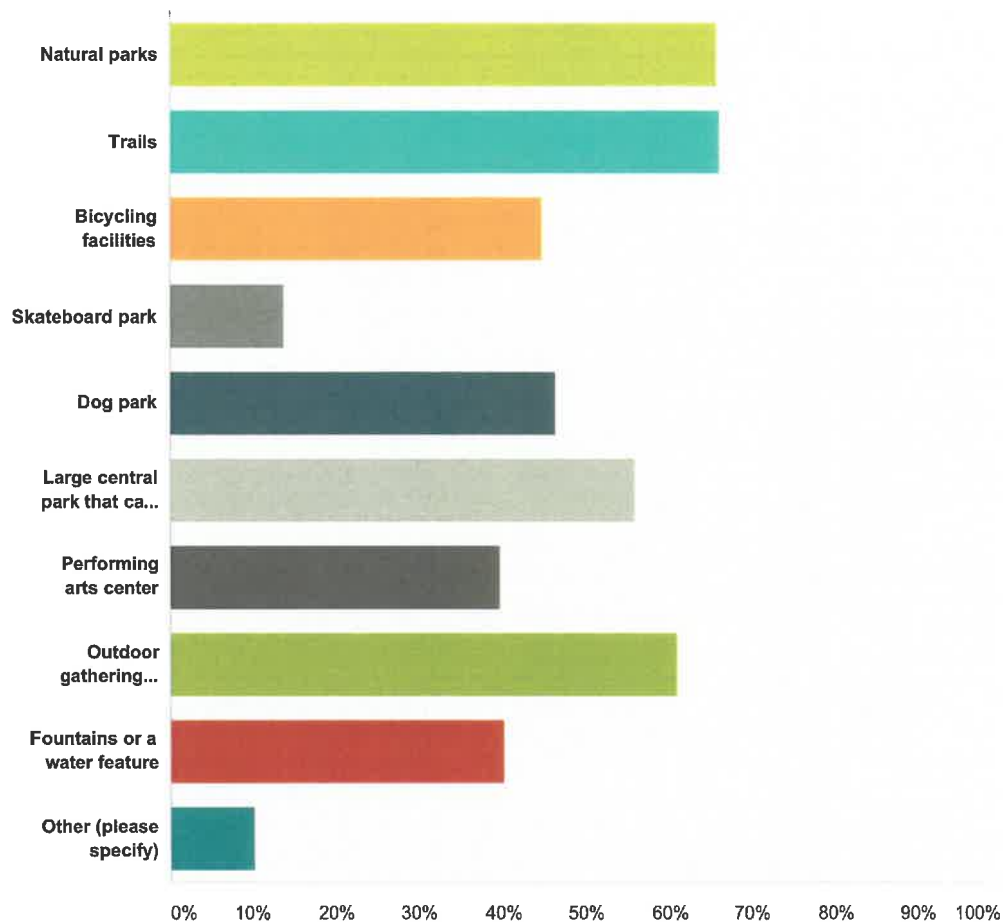
150	Downtown.	10/31/2016 8:47 PM
151	A pedestrian only light .	10/31/2016 4:19 PM
152	Extended to South Jeff Davis	10/31/2016 12:37 PM
153	Golf cart paths to make Fayetteville more competitive with PTC.	10/31/2016 11:47 AM
154	Hwy 54 extend them	10/31/2016 11:37 AM
155	keep the ones we have and build new ones, don't tear up the ones we already have.	10/31/2016 10:26 AM
156	Not certain	10/31/2016 10:02 AM
157	Downtown sidewalks should be repaired to make them more walkable.	10/31/2016 9:05 AM
158	Hwy 85	10/31/2016 7:27 AM
159	Connect to Pinewood	10/31/2016 6:03 AM
160	good shape	10/31/2016 4:57 AM
161	Bradley avenue	10/31/2016 1:22 AM
162	Connect Golf Carts path to Peachtree City	10/30/2016 10:49 PM
163	Citywide path network is needed to connect with County	10/30/2016 12:37 PM
164	Down town	10/29/2016 8:50 PM
165	Around downtown. Better conectivity	10/29/2016 3:05 PM
166	Multiuse paths	10/29/2016 12:28 PM
167	Hwy 85	10/29/2016 8:14 AM
168	Downtown square, golf cart access to other parts of city	10/28/2016 5:13 PM
169	Downtown- many sidewalks are in bad shape. If we wnat to increase walkability we need good sidewalks.	10/28/2016 2:57 PM
170	Don't know	10/28/2016 2:27 PM
#	Second Priority Location and Improvement	Date
1	More wooded running paths	12/6/2016 4:54 PM
2	Hwy 92	12/3/2016 10:51 PM
3	Downtown areas (restaurants)	12/3/2016 6:32 PM
4	92 connector and along 85	12/1/2016 10:26 AM
5	ga 54 w - multi use path all the way to hosp	11/30/2016 3:32 PM
6	sections of 314 - sidewalks & golfcart paths to the pavilion	11/30/2016 10:54 AM
7	sidewalks - ey 85 in shopping areas	11/29/2016 9:35 AM
8	helen sams parkway - bike lanes; sidewalk all the way to town	11/28/2016 4:49 PM
9	downtown - areas where no car allowed on walking traffic	11/28/2016 3:12 PM
10	tiger trail - widen	11/28/2016 3:04 PM
11	hwy 92 - wider sidewalks/cobble sidewalks	11/28/2016 9:27 AM
12	hwy 54 - sidewalks from downtown to piedmont fayette	11/23/2016 4:25 PM
13	shopping district	11/23/2016 3:18 PM
14	safee bike paths - throughout city limits	11/23/2016 12:01 PM
15	gingercake - sidewalks going north	11/22/2016 3:28 PM
16	communities - golf cart pathways	11/22/2016 2:01 PM
17	large intersection	11/21/2016 4:58 PM
18	south glynn - cptinuous sidewalk down to ramah	11/21/2016 4:19 PM
19	also from subdivisions to nearby rec areas	11/21/2016 2:18 PM

20	over 85	11/21/2016 1:47 PM
21	along sr 54	11/21/2016 1:23 PM
22	hood ave - lighting	11/21/2016 11:38 AM
23	the ridge nature area - connect from grady, redwine and old norton road	11/21/2016 10:56 AM
24	Grady Avenue	11/17/2016 8:42 PM
25	Grady to S Glynn/92	11/17/2016 4:43 PM
26	Downtown - court facility paths, bike parking	11/17/2016 4:12 PM
27	Connect gulf paths to hospital area and pinewood area	11/17/2016 8:13 AM
28	fancy brick crosswalks downtown	11/16/2016 2:39 PM
29	The entire length of Hwy 54	11/15/2016 1:25 PM
30	Area around the square on Hwy 54	11/14/2016 9:48 PM
31	Hwy 54	11/7/2016 7:38 AM
32	?	11/6/2016 10:01 PM
33	Main street. Side walk and create paths for biking and walking with park in downtown	11/5/2016 9:44 PM
34	Sidewalks on secondary roads	11/3/2016 11:24 PM
35	Along 54 going towards PTC	11/3/2016 8:08 PM
36	no need for sidewalk improvements until people use them	11/3/2016 3:52 PM
37	Bike paths south of city	11/2/2016 7:40 PM
38	Along Hwy 85 from Pavillion to Jeff Davis	11/2/2016 12:59 PM
39	Monitor people using golf carts on sidewalks	11/2/2016 10:56 AM
40	Establish connecting paths from Grady Ave, Redwine Rd and Old Norton Rd thru greenspace to Ridge Nature Area.	11/2/2016 10:41 AM
41	Bike paths to schools	11/2/2016 9:07 AM
42	Around FCHS	11/2/2016 6:29 AM
43	lighted Street signs and street lights along sidewalk for better safety and visibilit along 54, 85 and 314.y	11/2/2016 12:09 AM
44	Subdivisions	11/1/2016 11:12 PM
45	I would love to see some dirt paths closer to town (maybe the small piece of property adjacent to the senior center and justice center backing up to Williamsburg Way)	11/1/2016 7:49 PM
46	Hwy 54 Tiger trail to Hospital or Sandy creek	11/1/2016 5:41 PM
47	Connections to square/ library area with safer crossings	11/1/2016 5:12 PM
48	bridges/crosswalks at intersections	11/1/2016 3:44 PM
49	On the sides of the roads	11/1/2016 12:58 PM
50	Establish connecting paths from Grady Ave, Redwine Rd, and Old Norton Rd thru greenspace to the Ridge Nature Area	11/1/2016 3:51 AM
51	Paths to nature areas	10/31/2016 8:47 PM
52	Extended from Luau to downtown	10/31/2016 12:37 PM
53	Jeff Davis Extended	10/31/2016 11:37 AM
54	Develop a system of wider sidewalks to accommodate more pedestrians.	10/31/2016 9:05 AM
55	Hwy 54	10/31/2016 7:27 AM
56	Bradley along highway 92	10/31/2016 1:22 AM
57	Pinewood Studio/Pinewood Forrest area needs a large path network	10/30/2016 12:37 PM
58	Improve path system between downtown and Pinewood Forrest	10/29/2016 8:50 PM

59	South Glynn Street access to shopping down Hwy 85	10/29/2016 3:05 PM
60	Remove power poles in downtown	10/29/2016 12:28 PM
61	Hwy 92 N	10/29/2016 8:14 AM
62	Any where connections are missing between developments.	10/28/2016 2:57 PM
#	Third Priority Location and Improvement	Date
1	White road	12/3/2016 10:51 PM
2	Pavilion and parks	12/3/2016 6:32 PM
3	all major streets in town	12/1/2016 10:26 AM
4	beauregard - widen sidewalk all the way to the square	11/30/2016 3:32 PM
5	connect hospital	11/28/2016 3:04 PM
6	s fayetteville - more bike paths like ptc	11/28/2016 9:27 AM
7	banks crossing > pavillion - sidewalks and bridges across hwy 85	11/23/2016 4:25 PM
8	town square - create a x type crosswalk that facilitates pedestrian traffic	11/21/2016 4:19 PM
9	glynn st hwy 85 n/s - extend paths	11/21/2016 10:56 AM
10	Downtown - free parking, deck close to square	11/17/2016 4:12 PM
11	All golf car paths should lead to downtown Fayetteville	11/17/2016 8:13 AM
12	Hwy 92 on the Northside	11/15/2016 1:25 PM
13	Hospital & Pinewood area	11/14/2016 9:48 PM
14	Ga Hwy 85	11/7/2016 7:38 AM
15	?	11/6/2016 10:01 PM
16	Old North Rd has side walks but at some point it just stops. If the side walks can be put in on all those roads it would encourage walking into or towards the city	11/5/2016 9:44 PM
17	Goza and 85	11/3/2016 8:08 PM
18	Prevent golf carts from coming downtown. We are not a resort town.	11/2/2016 10:56 AM
19	Extend path on Glynn St/Hwy 54 N & S	11/2/2016 10:41 AM
20	Parks	11/1/2016 11:12 PM
21	Former Sams property in town	11/1/2016 7:49 PM
22	Hwy 85 both north and south of Courthouse.	11/1/2016 5:41 PM
23	Connections to Summit Point/ 92/85 area	11/1/2016 5:12 PM
24	with more impunity	11/1/2016 12:58 PM
25	Extend path on Glynn Street / HWY 54 N & S	11/1/2016 3:51 AM
26	Paths to entertainment venues	10/31/2016 8:47 PM
27	Improve path from Grady and include a path to library	10/31/2016 12:37 PM
28	Grady Ave and Redwine Extend	10/31/2016 11:37 AM
29	Surface streets	10/31/2016 7:27 AM
30	Around the Publix and Kroger shopping centers where Starbucks, McDonalds and Delta Credit Union is located.	10/31/2016 1:22 AM
31	Path system from Downtown to Pinewood Forrest	10/30/2016 12:37 PM
32	New development areas- make sure they are required to install multi-use paths going forward. (no more 5 foot sidewalks)	10/28/2016 2:57 PM

Q19 What types of amenities should the City have? (check all that apply)

Answered: 420 Skipped: 134



Answer Choices	Responses
Natural parks	65.71% 276
Trails	66.19% 278
Bicycling facilities	44.76% 188
Skateboard park	13.81% 58
Dog park	46.43% 195
Large central park that can accommodate events	55.95% 235
Performing arts center	39.76% 167
Outdoor gathering places	60.95% 256
Fountains or a water feature	40.00% 168
Other (please specify)	10.24% 43

Total Respondents: 420

#	Other (please specify)	Date
1	free place for teens to hang out	12/5/2016 8:30 AM
2	Transportation within the county	12/3/2016 8:22 PM
3	We have alot that is not always utilized	12/1/2016 10:26 AM
4	things for teenagers	11/30/2016 2:15 PM
5	ice skating	11/29/2016 8:32 AM
6	the ridge great asset!	11/28/2016 2:35 PM
7	small parks about 1 to 2 acres in size	11/28/2016 10:13 AM
8	covered arena - see heritage park in henry county	11/28/2016 9:49 AM
9	golf cart trail to shopping center; park; like ptc	11/28/2016 9:08 AM
10	Golf cart paths	11/23/2016 4:08 PM
11	place shere kids can hang out	11/22/2016 11:59 AM
12	recreation centers	11/21/2016 4:23 PM
13	we drove to Tyrone to swim; playground for kids	11/21/2016 4:19 PM
14	white water creek from ginger cake to stars mill	11/21/2016 4:01 PM
15	community colleges or some other education places	11/21/2016 3:36 PM
16	amenities of new developments as part of development i.e not taxes	11/21/2016 2:18 PM
17	splash park	11/21/2016 11:20 AM
18	botanical garden	11/21/2016 10:56 AM
19	Untouched wild areas for wildlife and areas for Native Americans to reside. Let them choose how they want it to be.	11/20/2016 10:14 AM
20	greenspaces interconnecting	11/17/2016 4:54 PM
21	Golf cart paths	11/17/2016 4:35 PM
22	golf cart walks/trails	11/17/2016 3:21 PM
23	water canal	11/17/2016 10:47 AM
24	Tiny house community.	11/16/2016 3:32 PM
25	The city needs these areas to be centered around the Square & Pinewood Studios	11/14/2016 9:48 PM
26	River	11/5/2016 9:44 PM
27	A trampoline park, Andretti's	11/3/2016 8:08 PM
28	Cart paths and trails to cut down auto traffic	11/2/2016 11:38 AM
29	YMCA with pool	11/2/2016 10:28 AM
30	Shuddles or other low cost transportation for seniors	11/2/2016 8:34 AM
31	more swimming and other watersports	11/2/2016 12:09 AM
32	Let private businesses pay for this, NOT the city	11/1/2016 8:30 PM
33	Splash pad	11/1/2016 5:19 PM
34	walkable entertainment/dining district	11/1/2016 5:12 PM
35	public outdoor art (sculptures, mosaic/mural walls, etc)	11/1/2016 3:44 PM
36	Trash cans to sink into	11/1/2016 12:58 PM
37	Golf cart paths	11/1/2016 12:46 PM
38	the fountain in Fayetteville is in need of repair and NEEDS a sculpture feature.	11/1/2016 11:04 AM

39	Dr Sam's Botanical Garden	11/1/2016 3:51 AM
40	Big community center with a pool, basketball courts, gymnastics, workout facilities.	10/31/2016 11:47 AM
41	Sport facilities for youth to ply basketball, swim, game rooms, etc.	10/31/2016 12:11 AM
42	Cart paths	10/28/2016 8:04 PM
43	Food Truck Court	10/28/2016 2:57 PM

Q20 What concerns do you have about growth, development, and redevelopment?

Answered: 264 Skipped: 290

#	Responses	Date
1	more police protection; cut crime; keep out Fulton & Clayton Co trash!!; arrest law breakers, high fines, take back our county!! don't need more apt buildings, single family housing, bring in some good paying jobs!	12/8/2016 4:42 PM
2	everyone is saying no apartments and what is being built - apartments. are you listening or wasting or time!! clean up the city.	12/8/2016 4:36 PM
3	crime - school systems are getting bad	12/8/2016 4:33 PM
4	crime - a higher level of clientele needs to b brought into the pavilion in order to keep crime down. would rather into PTC or Newnan then spend my money in Fayetteville	12/8/2016 4:31 PM
5	traffic	12/8/2016 4:26 PM
6	planned appropriately with experiences gained from outside municipalities	12/7/2016 4:09 PM
7	Fayetteville seems to be getting the same type of businesses/restaurants; need variety; options for alternative living for those who do not want responsibility or can't afford a new home.	12/7/2016 11:52 AM
8	No government housing. Improve education. Add low cast school sports all kids can do.	12/6/2016 4:54 PM
9	tree habitats and everything in nature is being knocked down or wiped out; keep nature so we have more animals and fresh air.	12/5/2016 8:30 AM
10	None	12/4/2016 7:20 PM
11	None at this time	12/3/2016 10:51 PM
12	I am concerned that the city will not develop and evolve like the surrounding counties...I am concerned that the leaders governing our city are afraid of change..	12/3/2016 8:22 PM
13	I want the city to maintain its status as a small, family town. I would not like it to become overindustrialized.	12/3/2016 7:04 PM
14	I just feel that if Fayetteville wants to keep its millennials, then it drastically needs to improve and add more attractions like the ones I checked off in this survey.	12/3/2016 6:39 PM
15	I don't want things to be done the cheap way. I know we pay for everything through taxes and sometimes that's not enough, but I don't appreciate when things are not properly redeveloped. For example, the potholes. It's either patched over or you guys leave it completely unfixed and I'm tired and disgusted with the half effort. You either fix it completely or don't at all.	12/3/2016 6:32 PM
16	N/A	12/3/2016 6:18 PM
17	I don't want this wonderful town to get rundown like so many other communities around the southside. We have a great opportunity to improve now before we have to dig ourselves out of a hole. We need to work to have more businesses to come here and not newnan or McDonough. We don't have an interstate running through here, but we have a lot of other options and positive things.	12/1/2016 10:26 AM
18	need balance, business = taxes; reduce frequency for restrains to sell x% of food vs alcohol; diversify; who are we catering to? do we want to be a stand alone self sufficient city; bedroom community of the atl? that should drive our master plan	11/30/2016 3:32 PM
19	low income high density housing should be avoided; limit big stores; pawn shop and thrift stores should be avoided	11/30/2016 2:11 PM
20	make sure its managed and does not affect the safety of the community; keeping the schools quality the same or better	11/30/2016 2:06 PM
21	too many apartment buildings; quality of education standards; taxes rising	11/30/2016 11:32 AM
22	prevent crime with a large police pressure using community policies; having good relations with the Fayette residents to protect the city of Fayetteville throughout the growth process	11/30/2016 10:54 AM
23	apartment numbers exceeding desirable renters!	11/30/2016 10:34 AM
24	crime; schools; more green space; rec center complex; percentage of apartment to single homes	11/30/2016 10:28 AM

25	no senior housing; crime - too many apartments	11/30/2016 10:25 AM
26	stop apartment building. homes will bring more revenue & less crime	11/30/2016 10:22 AM
27	too many apartments. homes and subdivisions will bring more revenue & far less crime	11/30/2016 10:17 AM
28	re-model of many of the older (not historic like the courthouse) buildings need revamping or modernization. many "mom & pop" restaurants would be financially beneficial to our city. many people have grown tired of the same old restaurants. more natural parks, trails that modernize Fayetteville & make it special, unique and a destination place.	11/30/2016 10:10 AM
29	more cultured places	11/29/2016 9:32 AM
30	transportation	11/29/2016 9:29 AM
31	new development should have above average cost or value per sq ft - not interested in low cost real estate	11/29/2016 9:13 AM
32	traffic getting worse	11/29/2016 9:04 AM
33	traffic is getting worse, young people keep leaving b/c not enough night life around and not enough affordable places to live (apartments)	11/29/2016 9:01 AM
34	small business growth	11/29/2016 8:52 AM
35	do not want to see low income housing	11/29/2016 8:49 AM
36	keep condos out and zero 1st line subdivisions	11/29/2016 8:44 AM
37	allow vendors of any kind to set up on the Saturday street fairs	11/29/2016 8:42 AM
38	opportunities for all vendors to attend this and other fairs/festivals	11/29/2016 8:38 AM
39	seems we do not have the population currently to support the number of local businesses	11/29/2016 8:32 AM
40	parking, traffic, road/stop light over use	11/28/2016 4:55 PM
41	less homes and more businesses	11/28/2016 4:52 PM
42	police who threaten people	11/28/2016 4:49 PM
43	traffic congestion; higher taxes	11/28/2016 4:41 PM
44	2 Publix, 2 Kroger, 2 Walgreen etc. so many old buildings that still have vacancies- fill those before any new ones get built, ie 54	11/28/2016 4:37 PM
45	bringing in the right people	11/28/2016 4:32 PM
46	traffic flow through Fayetteville - non residents driving through	11/28/2016 4:29 PM
47	sidewalks; families need more nightlife	11/28/2016 3:49 PM
48	should be more involvement from younger students in the community. if they see they can make a difference here, even if they decide to move away, the experiences will be more than beneficial	11/28/2016 3:40 PM
49	just do it right	11/28/2016 3:37 PM
50	do not want to see marta or any other buses in Fayette cty	11/28/2016 3:32 PM
51	too many new residents w/apartments & townhouses. not enough resources	11/28/2016 3:28 PM
52	better access to interstates	11/28/2016 3:23 PM
53	too many apartments/townhomes; big apartment complex they are building; many of us moving; Fayetteville too much like Roswell etc.	11/28/2016 3:12 PM
54	undesirables - drug problems etc.; policing our community & traffic congestion	11/28/2016 3:08 PM
55	quality and grey field area that enhance downtown, connectivity with walking walks; keep history alive in fayetteville	11/28/2016 3:04 PM
56	stay in guidelines/concerns for enforcing ordinances	11/28/2016 2:35 PM
57	over development - loss of historic feel	11/28/2016 1:42 PM
58	quit catering to the millennials. stay with what makes us different	11/28/2016 11:44 AM
59	taxes increasing / property values / mess during contruction	11/28/2016 11:06 AM
60	don't want demographics to change	11/28/2016 10:22 AM
61	large business will leave	11/28/2016 10:19 AM

62	crime from riverdale	11/28/2016 10:13 AM
63	ability to maintain small town feel when population is 100K+	11/28/2016 10:06 AM
64	we need to keep our personality, a modern homage to our past	11/28/2016 9:49 AM
65	adding large scale apartment buildings to the city will attract lower income residence. do not have public transportation in Fayetteville, it will make traffic worse	11/28/2016 9:39 AM
66	do not overbuild!!	11/28/2016 9:34 AM
67	nothing modern	11/28/2016 9:29 AM
68	the longevity of future structures. ex: traditional stick frame houses last 100 yrs; nontraditional cmu houses last + 200 yrs	11/28/2016 9:27 AM
69	keep young graduates in the city to attract people of all ages to our city	11/28/2016 9:17 AM
70	do not add any more apartment complex, but add luxury expensive condo	11/28/2016 9:08 AM
71	Retain the history and integrity - bring more businesses to downtown to the downtown area and close by - bring something that will attract the millennials	11/28/2016 8:56 AM
72	the infrastructure must be updated. it is getting crowded, traffic doesn't move freely	11/23/2016 4:25 PM
73	we are losing the small town fee	11/23/2016 4:16 PM
74	it's to fast! love the small town feel	11/23/2016 4:13 PM
75	excited about growth; would like thing to still remain family oriented and not all toward millennials	11/23/2016 4:08 PM
76	keep it from becoming like riverdale	11/23/2016 4:04 PM
77	Fayetteville is quickly turning into riverdale	11/23/2016 4:00 PM
78	Fayetteville does not need low income housing	11/23/2016 3:56 PM
79	do not want low income families/crime moving to Fayetteville from clayton co - stop the influx of clayton co moving into Fayette co	11/23/2016 3:53 PM
80	crime in retail centers	11/23/2016 3:49 PM
81	crime!!! I'm loosing my home to development and have no representation	11/23/2016 3:34 PM
82	keep it planed and controlled but geared for long term establishment	11/23/2016 3:18 PM
83	traffic	11/23/2016 3:16 PM
84	over growth, heavy traffic (car), urban sprawl - ems/police/hospital etc. - adequate to support population	11/23/2016 12:01 PM
85	restaurants & parks to town, music events; monthly market in the square; dog friendly	11/23/2016 10:46 AM
86	if this will really happen	11/23/2016 10:31 AM
87	do not think apartments are a good thing. will bring in people who do not care about community as others	11/23/2016 9:22 AM
88	prepare the roads 1st instead of waiting until problematic for traffic flow	11/23/2016 8:51 AM
89	not a lot to do here, same thing over and over. starting to get boring, only movies, bowling. place feels old	11/23/2016 8:44 AM
90	crime increasing	11/22/2016 4:04 PM
91	Fayette needs less buildings & more things that cause people to want to go outside	11/22/2016 3:51 PM
92	no big box stores - a real plan - Peachtree City was good for a while but now is awful-moved back to F'ville. Please no apartments/townhomes. love it like it it.	11/22/2016 3:48 PM
93	really like the family/community attractions. love the small town feeling & would like to see it continue. planning that was done in the early 1980's worked. continue to produce high property values & low crime rates!	11/22/2016 3:19 PM
94	no concerns	11/22/2016 3:05 PM
95	seem that the south side of Fayette is growing more than north. development should be mutual.	11/22/2016 2:35 PM
96	too man people	11/22/2016 2:21 PM
97	crime, drugs, robbers, schools	11/22/2016 2:19 PM

98	no more apartments, we have enough!! I love the communities/neighborhoods. that is why Fayetteville remains attractive to families.	11/22/2016 2:01 PM
99	the apartment and our administrator in office	11/22/2016 11:59 AM
100	Fayetteville should be more conducive to events for families. now one has to go to Atlanta for family events.	11/22/2016 11:53 AM
101	that property taxes will not be drastically increased	11/22/2016 11:31 AM
102	do not want to see city grow too much or too fast	11/22/2016 9:07 AM
103	N Glynn st is tacky but has the potential to be an inviting part of Fayetteville. Relocation of business, strategically locating new businesses, parking landscaping, etc will be important. Inducement to business that bring meaningful jobs to Fayetteville	11/21/2016 4:58 PM
104	too much too fast. roads need to catch up	11/21/2016 4:41 PM
105	too much emphasis on low income housing & no unity when it comes to shopping. City has become a hub for crime and does not feel comfortable for and safe for families. embarrassing	11/21/2016 4:37 PM
106	85(ga) going north-get rid of the small shops that have huge parking lots that are empty of cars & people. decent businesses moving to ptc. Fayetteville is on the down slope with no decent future.	11/21/2016 4:30 PM
107	missing emphasis in technical connectivity. fiber optic drastically needed to attract business; residents would appreciate it too as more people are working from home. would give Fayetteville a 'progressive' vibe.	11/21/2016 4:19 PM
108	no attached multi family housing; no marta; no strip malls	11/21/2016 4:01 PM
109	Fayetteville should teach GA the south vs before developers fully integrated living communities for old/young, rich/poor, married/single emphasizing & encouraging positive & health behavior and activities. the housing of school in these communities have a goal of maintaining demographics similar to the city's working population.	11/21/2016 3:51 PM
110	leaning toward the older community; needs more nightlife to attract young adults so they stay here; college nearby for high school graduates; lack of opportunity to continue education; fun activities that attract young adults. Fayetteville is geared toward older adults. *keep it classy not trashy*	11/21/2016 3:36 PM
111	biggest concern is maintaining Fayetteville's upscale historic feel. we do not want to turn into a congested, low end city. keep the city classy	11/21/2016 3:26 PM
112	the decline of n Fayetteville needs to be reversed and returned to a more upscale standard. empty storefronts & office bldg.'s should be utilized before new ones are built	11/21/2016 3:09 PM
113	traffic and sensible growth	11/21/2016 2:08 PM
114	see thoughtful development that enhances property value	11/21/2016 2:06 PM
115	too many low quality retail stores / no bill boards	11/21/2016 2:02 PM
116	there is a great need to develop an affordable housing plan for the city as there are many residents who need affordable housing solutions	11/21/2016 1:58 PM
117	smart, high density growth development in strategic segments of town	11/21/2016 1:54 PM
118	need to maintain a middle class environment. do not include apartments near downtown Fayetteville. add gold cart paths.	11/21/2016 1:47 PM
119	traffic; crime	11/21/2016 1:39 PM
120	too much development and not the right type. be very selective!	11/21/2016 1:36 PM
121	transportation and traffic is a great concern	11/21/2016 11:49 AM
122	east on 54 toward McDonough rd seems neglected; affordability for a single retired person-very interested in pinewood forrest development; would like to downsize to stepless ranch in not to distant future	11/21/2016 11:46 AM
123	unplanned growth, development & redevelopment	11/21/2016 11:40 AM
124	traffic	11/21/2016 11:38 AM
125	control of traffic patterns	11/21/2016 11:34 AM
126	so much open land-infill development would be good; neighborhoods w/pool, tennis courts and club house. need more places for nightlife; more good restaurants	11/21/2016 11:31 AM
127	To grow retail, need more density but density is treated as a bad word	11/21/2016 11:20 AM

128	set community gals to be bicycle friendly & walk friendly; make developers build gaps in path system as impact; green space and green way plan is important to set priorities	11/21/2016 10:56 AM
129	How can the city grow positively without losing the support of long-time residents?	11/20/2016 10:57 AM
130	Stop wiping out wild areas. I see so many dead wildlife everywhere. Progress is when we respect the earth and care for all life.	11/20/2016 10:14 AM
131	School district rezoning	11/19/2016 8:23 AM
132	walkable, cool downtown, not overly (only) commercial	11/17/2016 8:42 PM
133	Please no canal!!! City Hall is great!! Modernizing an older building! Roundabouts are awesome. spend money from the canal or cart paths, link to other towns, neighborhoods, Pinewood. -see downtown Tilburg Netherlands!!	11/17/2016 4:54 PM
134	Lots of empty buildings that people don't want	11/17/2016 4:47 PM
135	New development instead of using existing structure-leaving too many vacant & poorly maintained properties-tearing down old development buildings	11/17/2016 4:43 PM
136	mass transit coming	11/17/2016 4:17 PM
137	Traffic	11/17/2016 4:12 PM
138	Too much focus of more housing. Need more professional career jobs & entertainment.	11/17/2016 4:02 PM
139	Planned!!	11/17/2016 3:41 PM
140	Stay on the plan	11/17/2016 3:33 PM
141	more green space and no more apt on Grady ave.	11/17/2016 3:21 PM
142	traffic congestion, ugly roads, cutting down trees everywhere, losing green space, losing places to ride my bike (already happening)	11/17/2016 3:12 PM
143	That people who support positive, intentional growth organize & make their voices heard	11/17/2016 3:11 PM
144	Need to develop land in an economically sustainable way. Need more career oriented jobs and buildings that go along with it.	11/17/2016 2:59 PM
145	Making sure it is quality growth	11/17/2016 2:53 PM
146	I don't want Fayetteville to become like Henry County or Coweta. I avoid those counties due to the poor planning which has caused traffic nightmares.	11/17/2016 12:11 PM
147	When can we begin?	11/17/2016 10:51 AM
148	That we have too many empty shops and keep building new - leaving the old ones for "junk" shops	11/17/2016 10:47 AM
149	I am 32 years old and single. I live here because it is close to my job. I want to buy a small house in a neighborhood not filled with old people. There isn't anything here for me. I think I am going to move to College Park and reverse commute.	11/16/2016 2:53 PM
150	Everything here is built for families with kids. Where are you supposed to live when you come back from college? Where are you supposed to live after you are married but before you have kids? Where are you supposed to live if you and your spouse choose not to have kids? Where are you supposed to live after you get divorced? Why are small homes only for senior citizens?	11/16/2016 2:39 PM
151	The new annexation. It is NOT a good idea from a home apprecuatio and crime perspective	11/16/2016 12:30 PM
152	To fast, to soon, no Central Park....we need green space!!!!	11/15/2016 8:02 PM
153	City should have more of a grid. Having multiple ways to get from point A to point B is important, Why don't the city leaders see this? Why isn't there a street plan for the city?	11/15/2016 4:34 PM
154	There are too may strip malls currently and we seem to be adding more. Hwy 85 is beginning to look like Tara Blvd in Clayton county.	11/15/2016 1:25 PM

155	The last 10+ years of Fayetteville have been the set-up for the decline of who and what Fayetteville was. The last two school zonings wrecked neighborhoods. Lower income families have replaced the people who left because of rezoning. Cheap apts are being built with no fore sight at Grady/54. (Guess what those will look like in 10 years - or less?) Dirty, abandoned strip malls populate N85 now. Families from ChickFilA, Delta, Home Depot and Coke used to move to Fayetteville. One look through the Pavillion, Hwy 85N, Grady/ 54, and the Fayette County High School feeders sends those families away. We are expected to be just like Riverdale and Morrow in the near future. It's the people who are here, not the redevelopment, that attracts or repels desirable new residents. There weren't any big redevelopment plans 15-20 years ago, but lots of families with good incomes and a great concern for how their children would grow up and be educated moved here anyway.	11/15/2016 9:25 AM
156	Concerned with all the car lots, car washing stations and BUY gold places.	11/15/2016 7:37 AM
157	I don't want too much growth. It's already too busy and very congested!	11/15/2016 4:38 AM
158	Federal Government pressure to change socio-economic and demographic makeup by extending grants and other inducements to put higher-density, cheaper housing in higher income neighborhoods.	11/14/2016 10:21 PM
159	I do not want my property value to go down. I live in the unincorporated county, but just minutes from the Square and Pinewood. I like a "mix" and do not want my neighborhood to become part of large developments. I also have concerns that without a hard look at what is being proposed the city may attract less desirable individuals to our town. We want productive people that want to work and play here. We do not want to accommodate citizens that are looking for inexpensive housing and easy access to things.	11/14/2016 9:48 PM
160	Do not want low income apartment housing. Do not want to attract trashy businesses like Riverdale. Do not develop the property beside Ingles and Kingswood as commercial. It was once a BMX trail back there. We should maintain the green space (walking/biking trail at most)	11/14/2016 9:43 PM
161	I'd like to see affordable multi family (yet upscale) housing in the Whitewater HS district.	11/14/2016 9:41 PM
162	High density development has no place on the south side of fayette where it would destroy existing neighborhoods and overcrowd schools. While I recognize the need for some apartments and town homes, they should be prioritized over existing homes and locations considered should be on the north and east sides of Fayetteville where there is already more mixed use development and other apartment homes.	11/14/2016 9:11 PM
163	Increase in congestion and crime	11/14/2016 9:07 PM
164	Too much focus on appeasing current residents need to draw new residents.	11/14/2016 9:06 PM
165	TRAFFIC! I am loving the growth in Fayette County but the traffic on 85 and on 74 (I know it's PTC) are downright atrocious and will only get worse as the county continues to grow	11/14/2016 9:04 PM
166	I am concerned about this canal idea? What is it going to cost?! Where is the feasibility study? Why is it being kept from the public?! Also why are we doing a downtown plan when we haven't even finished the comprehensive plan? Has the County agreed to all the ideas in the plan? Are they going to sell their property to the City?	11/10/2016 4:39 PM
167	One -the lack of actually getting it done and really being proactive to enhance the community, to have actual growth and vitality in our community	11/9/2016 5:03 PM
168	Cost!	11/6/2016 10:01 PM
169	Exactly how much is this "canal" going to cost?! Can we pay for it without raising taxes or cutting services??? It so, great. If not, DON'T build it.	11/6/2016 5:23 PM
170	I am afraid that there are still people who believe that Fayetteville can still be a bedroom community. We are our own city with our own identity. Let's be the living room, not just the bedroom.	11/6/2016 5:15 PM
171	Low income housing should be avoided at all costs. We've got enough apartments - don't allow any more.	11/4/2016 11:49 AM
172	Too much growth that existing infrastructure cannot support; traffic congestion; crime.	11/4/2016 10:07 AM
173	Infrastructure cannot sustain continued growth. Loss of historic facilities. Currently, there are a number of vacant newly built strip shopping centers, need to relook the use and continued building. Why build new centers when current facilities remain vacant? Need a more vibrant recreational plan for Fayetteville.	11/3/2016 11:24 PM
174	We continue to bring discount stores and private businesses that set themselves up for failure. The city needs to attract more known and upscale chains.	11/3/2016 8:08 PM
175	That we don't compromise the integrity of our community by lacing codes and lacing ordinances	11/3/2016 5:56 PM
176	I think planned growth is a good thing. The city needs redevelopment to become a more vibrant, young and relevant suburban city.	11/3/2016 3:52 PM
177	safety and the wrong people moving in	11/3/2016 3:01 PM

City of Fayetteville Comprehensive Plan Community Survey

SurveyMonkey

178	Transportation	11/3/2016 2:59 PM
179	increase in crime over the recent years	11/3/2016 2:53 PM
180	That Fayetteville will lose it's small town charm, safety and will become like Henry County, over populated and horrendous traffic	11/3/2016 2:52 PM
181	Don't think it is wise to focus on a group that represents such a little percentage of our population. Young families will want to live in a good, stable community. We offer that now. There does need to be more things to do to build a sense of 'community.'	11/3/2016 2:50 PM
182	Crime toward the pavilion mall area	11/2/2016 7:40 PM
183	Making Fayetteville too busy will take away from the quiet i enjoy in the city	11/2/2016 7:33 PM
184	No more apartments!!!!	11/2/2016 5:25 PM
185	No transit services available	11/2/2016 12:59 PM
186	none	11/2/2016 12:27 PM
187	You all talk a big storey but nothing happens. We need industry and no public transportation i know by this survey that is what you want. If you do i can tell you 40% will move and you will be just like riverdale Sam Rhone 265 aquire lane	11/2/2016 11:38 AM
188	I think we need to let go of the older mindset that is inhibiting the advancement of our city. We need to bring investment into this community that will extend far into the future. The best way to do this is to focus on bringing in people in the 20-40 year age range to move in and raise families here.	11/2/2016 10:56 AM
189	I would like to see Fayetteville set the community goals to recognized as a Walk-Friendly and Bicycle Friendly community, and add short term project to implement, all schools, parks and recreation areas should be connected by a path system. Site developers should be required to provide path easements and build onsite section as part of the impact plan. widen sidewalks to standard to 10 feet wide where possible.	11/2/2016 10:41 AM
190	Traffic and Safety for all.	11/2/2016 9:08 AM
191	Keep crime down	11/2/2016 9:07 AM
192	We need to redevelop some of building that are empty before we start building new buildings. We need unique business and restaurants if we keep going the direction were going with housing prices and chain restants that don't have good food the millinals are not going to want to live here!	11/2/2016 9:03 AM
193	Wish to see quality of schools maintained.	11/2/2016 8:34 AM
194	It's growing and expanding way too much for the movie industry. The movie industry hasn't been in Fayetteville for 20 years or more. The people have. We don't want to live in a mini version of Atlanta. If we did we'd move. As for the young people who are moving away after high school, that's more because of college. There isn't really a choice in Fayetteville unless we want to get a degree online. Once we decide to start a family, we usually end up moving back, so I don't feel the need for you to "appeal" to us. I don't think we should have low rent apartments. It's proven to bring the crime rate up. If we must add more housing, put in condos or nicer apartments.	11/2/2016 8:34 AM
195	That it will get out of control!!!	11/2/2016 7:35 AM
196	Crime	11/2/2016 7:30 AM
197	The area doesn't grow if it is perceived to be unsafe. This is happening North of 92. Need to reinforce safety before we can attract new businesses. (I'm watching a news story on TV about a Fayette County convenience store robbery as i type this). Otherwise the businesses and activity will continue to move through and away from Fayetteville.	11/2/2016 12:09 AM
198	Property value going down. Congestion. Crime	11/1/2016 11:12 PM
199	I loved living in Fayetteville during the late 1970's and 1980's. Began changing drastically in mid to late 1990's. It reminds me of Riverdale now. It is not the city that I want --- attracting more millennials is NOT the answer. We need to focus on more quality housing choices in the \$250 - \$300,000 price range with covenants to protect homeowner's investments. We need to avoid bringing MORE BIG BOX stores in; and instead, focus on working with the Fayette Pavilion owner to offer more reasonable rent prices to keep the nicer businesses in to help maintain the area; otherwise, in 5 years it will be a vacant eyesore. The city council should say NO to any more dollar stores, drug stores, or gas stations. The new development across from Truett's Luau is awful --- why would any developer put the building so VERY CLOSE to a main state highway --- not a good idea. And Pinewood studio needs to be limited in its growth; otherwise; in a few years when their tax break expires, it will just be one big ghost town. Fayetteville needs to focus on providing quality of life to its citizens, NOT just attracting the almighty dollar.	11/1/2016 10:58 PM

200	Fayetteville mayor and council are being led by the nose into Pinewood Forrest. No leadership being exhibited. Where have you budgeted for additional EMS, FIRE, PD and city hall dept. staffing to accommodate the added work load existing staff is taking on with this rapid growth?	11/1/2016 8:30 PM
201	Too many low cost apartments being built will bring in the wrong crowd. We have too many empty buildings (IE: all around Teuett's Luau) building new buildings for new business is a waste and makes the old building look junky.	11/1/2016 7:54 PM
202	We are losing the jewel we moved to Fayette County to enjoy because the city wants to gobble up property that calls for acre lots in the county land use plan. This is the reason Fayette County, excluding PTC, has been different from the rest of metro Atlanta. We don't need apartments, townhomes, or condos. Quality single family homes should be the focus. If they are built on less than an acre the difference should be made up in greenspace. Higher density means traffic!	11/1/2016 7:49 PM
203	I'm concerned that the existing roads will not be able to support the amount of higher density housing that is being built and planned.	11/1/2016 6:41 PM
204	Part of the City's charm is the lack of massive highways. It important for commuters to have access, but if we make access too easy it will detract from the small town feeling we all love living in Fayetteville. Just look what has happened to PTC. We need more small businesses and mom and pop restaurants, like Junk Mama's and City Cafe and Bakery! Less chains food restaurants and no more big retail!	11/1/2016 5:41 PM
205	My concerns are mainly that people will fight for the status quo. I do think that transportation and traffic should be planned for with higher density development.	11/1/2016 5:12 PM
206	None	11/1/2016 4:23 PM
207	we need to encourage better residential product so that the offerings are not the same as every other metro suburb	11/1/2016 4:01 PM
208	I grew up in this county and can't afford to live here on my own despite having a masters degree. When I look for jobs - most require technical skills rather than degrees. We need more professional jobs - including entry level and higher level. Also a big fan of walkability and creating "third spaces" for people to gather/create community.	11/1/2016 3:44 PM
209	Becoming like Henry County where the roads cannot accommodate the new housing and businesses and traffic is a Nightmare	11/1/2016 3:43 PM
210	Crime and becoming to "city"	11/1/2016 3:39 PM
211	Fayetteville is too close to Clayton county, when you bring in all new things you bring in people that will destroy the area. It will not be a safe hometown any more just an extension of Clayton County and the current residents will flee for a better and safer place to live.	11/1/2016 3:37 PM
212	No concerns, just keep within the same historic landscape.	11/1/2016 1:19 PM
213	Too many businesses duplicated so closely. Choice of product is important to me, but it looks like riverdale.	11/1/2016 12:58 PM
214	You can't add more development without worrying about the traffic. Streets should be widened first beforehand. Especially 92 & 85. Also the street lights timing is horrific and needs to be fixed. Get transportation running smoothly before adding more people to reduce the congestion and frustration which will only lead to people leaving the city.	11/1/2016 12:50 PM
215	Low income/public housing bringing crime to the area	11/1/2016 12:46 PM
216	We need to keep the village, family orientated feel about the place. If you start building inexpensive, small homes you are going to attract people that don't care and have no respect for the town they live in.	11/1/2016 12:28 PM
217	Building occurs without thinking of the roads. Over crowded streets. No public transportation. no thought to keeping Fayetteville historic. The new mural is not historic and not that catchy -- not forward thinking.	11/1/2016 11:04 AM
218	Growth too quickly without proper planning.	11/1/2016 11:01 AM
219	TO MUCH DEVELOPMENT	11/1/2016 7:16 AM
220	There's not places for young adults (23-30) to spend time. No hip or cool bars/ entertainment places where people can hang out. I have friends in other parts of the city and they do not like traveling to Fayetteville because there is nothing to do.	11/1/2016 4:53 AM
221	I would like to see Fayetteville set community goals to be recognized as a Walk-Friendly and Bicycle-Friendly community, and add short term projects to implement. All schools, parks and recreation areas should be connected by the path system. Site developers should be required to provide path easements and build onsite section as part of impact. Widen sidewalks to path standard, 10 feet wide where possible.	11/1/2016 3:51 AM
222	Keep out Section 8 Housing	10/31/2016 10:16 PM
223	Cost and ease if moving through the city when construction is active	10/31/2016 9:23 PM

224	Increased costs, congestion	10/31/2016 8:47 PM
225	Growth too fast.	10/31/2016 7:49 PM
226	The type of people it will attract. We need housing to attract college educated not government housing	10/31/2016 4:19 PM
227	the city being over populated due to daytime traffic making it hard to travel through the city	10/31/2016 4:02 PM
228	My concern we don't have enough Police officers to handle the increase development and growth I saw only one police officer at the Halloween festival on Saturday(clearly not enough)	10/31/2016 3:56 PM
229	none	10/31/2016 1:12 PM
230	Biggest concern is that housing will be built first with a promise of things to come. To create the right demand we need features here first or simultaneously. Build the things young people want to do and they will come!	10/31/2016 12:37 PM
231	I moved to Fayetteville, and to the home I chose for the schools. Specifically for Whitewater High School. I am extremely concerned that my children will be redistricted and that there is significant risk to my property value. I am a single mom and my home is my only asset. I don't know if people who speak of all this change really consider that all the families who moved here, pay taxes, are involved in our community and support the local businesses are petrified of losing all the wonderful things we moved here for and stay here for.	10/31/2016 11:47 AM
232	The growth of the city will not be appealing to the elderly residents and become over populated.	10/31/2016 11:37 AM
233	Take care of the citizens that built the City, if the younger folks don't like Fayetteville let them leave. People came to Fayetteville because it's a bedroom community.	10/31/2016 10:26 AM
234	That ALL people be welcomed and treated fairly as long as they are productive citizens. No more favorites or like it USED to be	10/31/2016 10:20 AM
235	Crime rate is the what affect me the most. It is the primary reason we don't come to Fayetteville at night. The school system is the other factor for us not raising our children in Fayetteville.	10/31/2016 10:02 AM
236	MY CONCERNS FOR THE RAPID GROWTH AND IDEAS IN THE PUBLIC SAFETY. IT SEEMS THAT PUBLIC SAFETY IS BEHIND AND WILL NOT BE ABLE TO CONTROL OR PROVIDE THE SERVICE THEY NEED TO BECAUSE OF MANPOWER ISSUES. THIS SHOULD BE A PRIORITY FIRST SO PUBLIC SAFETY DOESN'T HAVE TO PLAY CATCH-UP AND NOT PERPARED FOR THE GROWTH.	10/31/2016 9:28 AM
237	Please ensure that it is managed properly.	10/31/2016 9:05 AM
238	the city should take advantage of the opportunity of having pinewood (it will attract businesses, traffic and advertisement) in the city and revitalize the road grid and commercial opportunities to make it more approachable to millennials as well as to attract upscale population.	10/31/2016 8:14 AM
239	Crime	10/31/2016 7:35 AM
240	The county does not play well with others. Fayetteville must maintain ethical leadership that does not tolerate the unethical behavior of the county.	10/31/2016 7:27 AM
241	Low income apartments, dollar stores and pawn shops do nothing but decrease value and increase crime.	10/31/2016 6:56 AM
242	Nothing...we need the growth and development.	10/31/2016 6:03 AM
243	none	10/31/2016 4:57 AM
244	Traffic	10/31/2016 1:22 AM
245	Lack of transportation.	10/31/2016 12:11 AM
246	I am concerned that the growth that is constantly being proposed will ultimately lead to an implosion of the city. I understand that the leaders want to attract millennials, but I don't think building a bunch of \$300,000+ plus homes is the way to do it. How are they going to pay for these homes if the only available jobs are at Dollar General, Family Dollar, Publix and Kroger. They need more than minimum wage jobs to afford to live here. There is an abundance of homes in foreclosure due to the owner's inability to afford them so why keep building even more expensive ones. Bring in some factories or distribution centers or something that the with attract the people you want to come. You have to make the move worth their effort.	10/30/2016 11:01 PM
247	Keep city residents safe but offer alternative mode of transportation to down town Atlanta	10/30/2016 10:49 PM
248	Progress is needed or else the City will decline in the future.	10/30/2016 12:37 PM
249	GROWTH IS NOT ALWAYS A GOOD THING. YOU TELL US IT WILL BRING MORE MONEY TO THE CITY, BUT YOU FAIL TO TELL US HOW MUCH THIS NEW MONEY WILL COST.	10/30/2016 10:44 AM

250	The city down town development seems to be doing a great job, but development of top leadership within the police department needs much improvement.	10/29/2016 9:37 PM
251	That we will have more Apartment Complexes in the downtown city area.	10/29/2016 8:50 PM
252	Traffic	10/29/2016 3:05 PM
253	Balance. Retain historical flavor with attracting young professionals without compromising elderly.	10/29/2016 12:28 PM
254	Major concerns is that the people making these decisions are so out of touch and evidently does not drive northbound past the square. The interpretations of affordable housing is allowing government subsidizing which everyone knows is a political correct term for welfare receipts and criminals. The continuation of allowing no name businesses or fly by night business to pop up, leave and buildings are left vacant. No effort is made to attract actively familiar establishments that would attract consumers. While I live in the county, ALL my retail, etc tax dollars and shopping is now done in Coweta County.	10/29/2016 8:14 AM
255	Don't want the late night clubs and restaurants. Lots of mischief when late night hours and drinking involved.	10/29/2016 7:25 AM
256	Public Safety (Fire, Police, Road Department keeping the roads clean and accessible). Keeping crime down so the community can enjoy the hard work The City of Fayetteville has put in.	10/29/2016 7:05 AM
257	We are going to attract TOO many young people and we will become the new Clayton County. We are already on our way, starting with the Pavilion.	10/28/2016 9:12 PM
258	With all of the apartments currently being built, no more should be started until these are over 50% of capacity	10/28/2016 8:04 PM
259	Its to late to save it from Clayton county	10/28/2016 7:43 PM
260	The higher possibility of bringing crime	10/28/2016 5:28 PM
261	My current concern is that nothing will change and Fayetteville will continue to remain stagnant	10/28/2016 5:13 PM
262	The only concern I have is getting more of the same businesses, restaurants, etc. that we already have.	10/28/2016 4:58 PM
263	I would really like to see TAD areas being redeveloped. I think we need a better plan to market these areas to developers.	10/28/2016 2:57 PM
264	No young adults on boards that control what can and can not come here.	10/28/2016 2:27 PM

Q21 If applicable, please name the AVPRIDE student who referred you

Answered: 18 Skipped: 536

#	Responses	Date
1	Zach	12/6/2016 4:54 PM
2	Duffy Weldon	12/4/2016 7:20 PM
3	Jolie	12/4/2016 10:35 AM
4	Imani Hence	12/3/2016 10:51 PM
5	Michael Carter	12/3/2016 8:22 PM
6	Michael Carter	12/3/2016 7:16 PM
7	Bridgette Davenport	12/3/2016 7:05 PM
8	Bridgette Davenport	12/3/2016 7:04 PM
9	Michael Carter	12/3/2016 6:39 PM
10	Jalla Lewis	12/3/2016 6:32 PM
11	Alana Barr	12/3/2016 6:25 PM
12	Aaron Hackett	12/3/2016 6:23 PM
13	Bridgette Davenport	12/3/2016 6:19 PM
14	Alana Barr	12/3/2016 6:18 PM
15	I got a mass email.	12/1/2016 10:26 AM
16	Quentin Byrd	11/20/2016 10:57 AM
17	Myself: Veronica Warner 678-763-0724 contact me	11/20/2016 10:14 AM
18	Michael Mumper	11/17/2016 8:42 PM

DRAFT

APPENDIX B - PUBLIC PARTICIPATION

City of Fayetteville

Comprehensive Plan Steering Committee Meeting #1

Monday, October 3, 2016 at 6:30 pm

Fayetteville City Hall, City Council Chambers

Meeting Attendees:

Steering Committee Members in Attendance:

Greg Aikin
Janice Boyd
Kelly Brown
Robert Burch
Cathy Cochran
Ken Collins
Larry Dell
Michelle Fowler
Rachel Goergen
Karen Graiser

Rick Halbert
Rich Hoffman
Jeff Hollis
Abe Morrall
Brett Nolan
Katie Pace
Lauren Panter
Debra Renfroe
Ken Steele
Carlotta Ungaro
Cam Williams

City of Fayetteville:

Mayor Ed Johnson
Ray Gibson, City Manager
Alan Jones, Assistant City Manager
Julie Brown, Senior Planner

The Collaborative Firm staff:

Jahnee Prince, Project Manager
Maurice Ungaro

Summary

The City of Fayetteville held its first Comprehensive Plan Steering Committee Meeting on Monday, October 3rd, 2016, at 6:30 pm at City Hall in the City Council Chambers.

Mayor Johnson welcomed the Comprehensive Plan Steering Committee members. The Collaborative Firm consultant team and city staff were introduced. Each of the Steering Committee members introduced themselves.

Project Manager- Jahnee Prince, Collaborative Firm, Acting City of Fayetteville Planning Director introduced the plan, explained the comprehensive planning process and requirements, the steering committee's responsibilities throughout the process, and the tentative timeline for the project. She also explained how the public meetings will be structured and what outcomes are anticipated from each meeting. Ms. Prince also explained all of the planned outreach activities to get people to attend the public meetings and explained what kinds of questions are typically asked in a community survey.

Steering Committee Responsibilities:

- Help to get the word out about Public Meetings
- Assist in facilitating discussions at Public Meetings
- Help the consultant understand and distill public input into meaningful goals and objectives
- Review data, background information, and draft documents
- Give feedback to the consultant

Timeline:

Steering Committee meetings are planned for the following dates:

10-17-16

11-14-16

12-12-16

1-23-17

2-13-17

Public Meetings will be held on the following dates:

11-1-16

11-29-16

2-27-17

Committee Member Input:

Rachel Goergen spoke about maintaining the small town atmosphere of Fayetteville while becoming a place where her children would want to live.

Rick Halbert spoke about the fast pace of development at Pinewood Atlanta Studios and the soon to start Mixed-Use Project Pinewood Forrest, which will be located directly across the street from the studio. Lots of bike and golf cart paths are being used for both developments and should be incorporated into the City's Comprehensive Plan as well. Mr. Halbert stated Fayetteville may not be ready for the surge in development we are about to see.

Chamber of Commerce CEO Carlotta Ungaro encouraged committee members to review the Economic Development Study that is available on the city's website. Mrs. Ungaro also suggested committee members review the website Strong towns.

Gregg Aikin stated we need to decide if we want to become a destination city.

Rich Hoffman stated we need restaurants that will stay open later than 10:00pm.

Karen Graiser stated she would love to see something along the lines of a Ponce City Market in Fayetteville.

Brent Nollan stated we should review and update our Code of Ordinances.

Ms. Prince stated that it seems that several issues are emerging that Steering Committee will need to address and should be included in the community survey.

- How to make Fayetteville a place that future generations will want to live?
- Should Fayetteville be a destination? Do we want more nightlife here? How can Fayetteville be a unique place by building on what we already have? Do we want more chains? Or more unique businesses (especially restaurants)?
- Should Downtown Fayetteville continue to require historic architecture? Does the style of architecture really matter as long as the area is walkable and the uses are mixed to create a vibrant Downtown?
- In our more suburban areas along State Highways, are the current architectural requirements accomplishing what we want in those areas?

Ms. Prince told the Steering Committee that she would email them a draft of the community survey and some additional reading materials to be discussed at the next Steering Committee meeting.

The meeting concluded with a review of next steps in the process.

The next Steering Committee meeting will be held on Monday, October 17, at 6:30 pm, at City Hall in the City Council Chambers.

City of Fayetteville

Comprehensive Plan Steering Committee Meeting #2

Monday, October 17, 2016 at 6:30 pm

Fayetteville City Hall, City Council Chambers

Meeting Attendees:

Steering Committee Members in Attendance:

Greg Aikin
Janice Boyd
Robert Burch
Cathy Cochran
Ken Collins
Larry Dell
Michelle Fowler
Rachel Goergen
Karen Graiser,

Rick Halbert
Rich Hoffman
Jeff Hollis
Abe Morrall
Brett Nolan
Katie Pace
Lauren Panter
Debra Renfro
Ken Steele
Carlotta Ungaro
Cam Williams

City of Fayetteville:

Mayor Ed Johnson
Ray Gibson, City Manager
Alan Jones, Assistant City Manager
Julie Brown, Senior Planner

The Collaborative Firm staff:

Jahnee Prince, Project Manager
Maurice Ungaro

Summary

The planning team presented previous planning documents. The Steering Committee discussed the merits of each of the previous planning documents to better help the Planning Team to determine which issues need to be addressed and which questions need to be asked in the community survey.

Ms. Prince presented a rough draft of a survey and the Steering Committee members suggested revisions. Ms. Prince announced that the online survey and paper surveys will be ready on Friday, October 28. The link to the online survey will be emailed to the Steering Committee, who are asked to send it out to their email contacts who live in the City. Ms. Prince asked for

volunteers to help hand out meeting invitations and surveys at Market Day on October 28. Brett Nollan volunteered.

Ms. Prince explained the outreach methods in use for the Public Meeting #1 to be held on Tuesday, November 1. Outreach methods include

- Meeting invitation flyer and poster to be distributed to churches and schools
- Press release
- City website and Facebook
- Invitation handouts at last Market Day (surveys start on this day as well)

Ms. Prince explained the expectations of Steering Committee in the outreach process.

- Send pdf of invitation to all of your email contacts who live in the City
- Bring flyers to every gathering you attend between now and November 1
- Ask owners/managers of businesses that you frequent to post a poster and/or hand out meeting flyers

The Planning Team then took the Steering Committee through what would happen at the first Community Meeting to be held on November 1. Janice Boyd and Cathy Cochran volunteered to staff the sign in table. Larry Dell, Ken Collins and Debra Renfroe volunteered to do whatever was necessary.

City of Fayetteville

Comprehensive Plan Steering Committee Meeting #3

Monday, November 14, 2016 at 6:30 pm

Fayetteville City Hall, City Council Chambers

Meeting Attendees:

Steering Committee Members in Attendance:

Greg Aikin
Janice Boyd
Kelly Brown
Robert Burch
Cathy Cochran
Ken Collins
Larry Dell
Michelle Fowler
Rachel Goergen
Len Gough
Karen Graiser

Rick Halbert
Rich Hoffman
Jeff Hollis
Abe Morrall
Brett Nolan
Katie Pace
Lauren Panter
Debra Renfroe
Ken Steele
Carlotta Ungaro

City of Fayetteville:

Mayor Ed Johnson
Ray Gibson, City Manager
Alan Jones, Assistant City Manager
Julie Brown, Senior Planner

The Collaborative Firm staff:

Jahnee Prince, Project Manager
Maurice Ungaro

Summary

Ms. Prince introduced the two newly appointed Steering Committee Members, Len Gough and Jeff Hollis.

Ms. Prince presented the Community Survey Results to date, noting that we had 441 responses so far and that all the paper copies gathered at the first public meeting and at Market Day would have to be entered into SurveyMonkey manually. Michelle Fowler volunteered to help enter surveys into SurveyMonkey.

Ms. Prince gave a recap of the November 1 Community Meeting. There were nearly 120 people in attendance. Ms. Prince thanked the Steering Committee for all their hard work in making the meeting a success. Larry Dell said that Jahnee and her team did an excellent job on the outreach for the meeting.

Ms. Prince presented the answers to the question boards presented at the November 1 meeting and Visual Preference Survey Results. The Steering Committee discussed the Visual Preference Survey results, noting preferred lot sizes, architecture, and development types. The Steering Committee reiterated the communities' concerns regarding garden apartment complexes versus the need for people living downtown to patronize the local businesses.

Ms. Prince walked the Steering Committee through what would take place at the November 29 Community Meeting and detailed the outreach efforts to date. Jeff Hollis reminded the group of the im

City of Fayetteville

Comprehensive Plan Steering Committee Meeting #4

Monday, December 12, 2016 at 6:30 pm

Fayetteville City Hall, City Council Chambers

Meeting Attendees:

Steering Committee Members in Attendance:

Greg Aikin
Janice Boyd
Robert Burch
Cathy Cochran
Ken Collins
Larry Dell
Michelle Fowler
Rachel Goergen
Len Gough
Karen Graiser

Rick Halbert
Rich Hoffman
Jeff Hollis
Abe Morrall
Brett Nolan
Katie Pace
Lauren Panter
Debra Renfroe
Ken Steele
Carlotta Ungaro

City of Fayetteville:

Mayor Ed Johnson
Ray Gibson, City Manager
Alan Jones, Assistant City Manager
Julie Brown, Senior Planner

The Collaborative Firm staff:

Jahnee Prince, Project Manager
Larry Lucas

Ms. Prince explained that the project schedule incorporated one extra month at the end to be utilized if needed. Based on the lack of clear direction in Community Survey Results, there will be more time/analysis/deliberation/ strategy work for the Steering Committee and the planning team, so two additional Steering Committee meetings have been added. The project completion date is one month later, but the required June 30 adoption deadline date will be met.

Larry Lucas presented the small group maps from the November 29 Community Meeting. Karen Graiser asked numerous questions regarding the maps. Mr. Lucas explained that the summary map shows the common features from all of the small group maps. If the Steering Committee is comfortable with the summary map, it will become the first draft of the Future Land Use Map. Ken Steele explained the importance of the Future Land Use Map to the Steering Committee.

Ms. Prince informed the Steering Committee that the Community Survey closed on December 8. There were 554 responses which included: 158 paper surveys filled out at Market Day, 66 paper surveys completed at the November 1 Community Workshop, 281 surveys online, 49 paper surveys filled out at City Hall or brought to City Hall. Ms. Prince reminded the Steering Committee that they were emailed a copy of the SurveyMonkey report. Ms. Prince presented the final survey results.

The Steering Committee discussed Needs and Opportunities and a general outline for the Comprehensive Plan Document. The meeting concluded with a discussion of a proposed Vision Statement.

City of Fayetteville

Comprehensive Plan Steering Committee Meeting #5

Monday, January 9, 2017 at 6:30 pm

Fayetteville City Hall, City Council Chambers

Meeting Attendees:

Steering Committee Members in Attendance:

Greg Aikin
Ken Collins
Michelle Fowler
Rachel Goergen
Karen Graiser
Rich Hoffman

Jeff Hollis
Abe Morrall
Brett Nolan
Lauren Panter
Debra Renfroe
Ken Steele
Carlotta Ungaro

City of Fayetteville:

Mayor Ed Johnson
Ray Gibson, City Manager
LaShawn Gardiner, City Planner
Julie Brown, Senior Planner
Reggie James, Planner

The Collaborative Firm staff:

Jahnee Prince, Project Manager
Larry Lucas

Ms. Prince provided a review of the proposed Needs and Opportunities List. After significant discussion, the Steering Committee added more entries to each list.

As requested by the Steering Committee at their previous meeting Ms. Prince reviewed the Community Survey results by tenure of residency. Ms. Prince discussed each survey question and how tenure of residency did or did not affect the answers to the questions.

Both new residents and long time residents want the following:

- Special sidewalks/crosswalks, streetlights and other streetscape improvements
- More businesses and activity downtown
- More places to go at night
- More festivals/events
- More outdoor recreational opportunities: Parks and greenspace (in general), trails, developing a large central park and other outdoor gathering places.
- A more walkable community

Both groups are concerned about:

- Maintaining residential property values
- Apartments attracting undesirable residents
- Crime
- Schools
- Traffic
- Large supply of retail space/retail zoned land and not enough local demand which:
- Decreases rental rates
- Allows cheaper rents so that discount or second hand stores are more likely to open
- Leaves existing, less desirable retail spaces vacant

The Steering Committee discussed the proposed Vision Statement for the Plan.

Ms. Prince presented all of the demographic data to be included in the Comprehensive Plan.

City of Fayetteville

Comprehensive Plan Steering Committee Meeting #6

Monday, January 30, 2017 at 6:30 pm

Fayetteville City Hall, City Council Chambers

Meeting Attendees:

Steering Committee Members in Attendance:

Cathy Cochran

Ken Collins

Larry Dell

Michelle Fowler

Rachel Goergen

Rick Halbert

Rich Hoffman

Jeff Hollis

Abe Morrall

Brett Nolan

Lauren Panter

Debra Renfroe

Ken Steele

Carlotta Ungaro

City of Fayetteville:

Mayor Ed Johnson

Kathaleen Brewer, City Councilmember

LaShawn Gardiner, City Planner

Julie Brown, Senior Planner

Reggie James, Planner

The Collaborative Firm staff:

Jahnee Prince, Project Manager

The meeting began with a review of vision statement discussed at the last meeting. Ken Steele provided a historical perspective on the City's vision statement and on the City's logo. The Steering Committee agreed on the vision statement

The Steering Committee discussed the transportation Issues raised through the community survey and the community meetings. The committee agreed on how to prioritize the issues and created a priority list of needed improvements. From this list, the Steering Committee engaged in a goal setting session specifically for transportation.

Ms. Prince presented to the Steering Committee the first draft of the Future Land Use Map which was based on the summary map. The summary map was based on the individual group maps prepared in the November 29 community meeting. Ms. Prince also presented some proposed future land use categories/ character areas based on the most liked development types and patterns expressed by the community in the Visual Preference Survey. The Steering Committee discussed the proposed future land use categories/ character areas. Brett Nolan raised several questions regarding Fayetteville's proposed future land use categories/ character areas as compared to other cities.

The Steering Committee gave Ms. Prince some feedback on Comprehensive Plan outline to assist her in her revisions.

City of Fayetteville

Comprehensive Plan Steering Committee Meeting #7

February 13, 2016 at 6:30 pm

Fayetteville City Hall, City Council Chambers

Meeting Attendees:

Steering Committee Members in Attendance:

Greg Aikin
Janice Boyd
Ken Collins
Michelle Fowler
Rachel Goergen
Karen Graiser

Rick Halbert
Rich Hoffman
Jeff Hollis
Abe Morrall
Brett Nolan
Debra Renfroe
Carlotta Ungaro

City of Fayetteville:

Mayor Ed Johnson
Kathaleen Brewer, City Councilmember
LaShawn Gardiner, City Planner
Julie Brown, Senior Planner
Reggie James, Planner

The Collaborative Firm staff:

Jahnee Prince, Project Manager

Summary

The Steering Committee discussed the land use and economic development Issues raised through the community survey and the community meetings. The Steering Committee engaged in goal setting sessions for land use and economic development

Ms. Prince thanked the Steering Committee for their feedback on the first draft of the Comprehensive Plan. She said that she would continue to write and revise based on their feedback.

The Steering Committee reviewed the revised draft of the Future Land Use Map and revised future land use categories/ character areas. The Steering Committee discussed the proposed future land use categories/ character areas and provided feedback to Ms. Prince.

City of Fayetteville

Comprehensive Plan Steering Committee Meeting #8

Monday, March 6, 2017 at 6:30 pm

Fayetteville City Hall, City Council Chambers

Meeting Attendees:

Steering Committee Members in Attendance:

Greg Aikin
Janice Boyd
Ken Collins
Larry Dell
Michelle Fowler
Rachel Goergen
Len Gough

Karen Graiser
Rick Halbert
Rich Hoffman
Jeff Hollis
Abe Morrall
Brett Nolan
Debra Renfroe
Carlotta Ungaro

City of Fayetteville:

Mayor Ed Johnson
Kathaleen Brewer, City Councilmember
LaShawn Gardiner, City Planner
Julie Brown, Senior Planner
Reggie James, Planner

The Collaborative Firm staff:

Jahnee Prince, Project Manager

Summary

The Steering Committee discussed all of the land use, transportation, and economic development goals written to date. Through a great deal of discussion, the goals were further refined

Ms. Prince thanked the Steering Committee for their feedback on the second draft of the Comprehensive Plan. She said that she would continue to write and revise based on their feedback. Ms. Prince asked for all of the feedback to be submitted in writing, either via email or through hard copies with red pen. Carlotta Ungaro suggested left justifying text that wrapped pictures for easier reading.

The Steering Committee reviewed an updated draft of the Future Land Use Map and revised future land use categories/ character areas. The Steering Committee discussed the proposed future land use categories/ character areas and provided feedback to Ms. Prince. Ms. Prince requested that changes to specific parcels be recorded directly on the draft Future Land Use Map for her to give to The Collaborative Firm's GIS consultant.

City of Fayetteville

Comprehensive Plan Steering Committee Meeting #9

Monday, March 20, 2017 at 6:30 pm

Fayetteville City Hall, City Council Chambers

Meeting Attendees:

Steering Committee Members in Attendance:

Greg Aikin
Janice Boyd
Cathy Cochran
Ken Collins
Karen Graiser
Rick Halbert

Rich Hoffman
Jeff Hollis
Abe Morrall
Brett Nolan
Debra Renfroe
Carlotta Ungaro

City of Fayetteville:

Mayor Ed Johnson
Kathaleen Brewer, City Councilmember
Paul Oddo, City Councilmember
Harlan Shirley, City Councilmember
Ray Gibson, City Manager
LaShawn Gardiner, City Planner
Julie Brown, Senior Planner
Reggie James, Planner

The Collaborative Firm staff:

Jahnee Prince, Project Manager

Summary

Ms. Prince thanked the Steering Committee for their feedback on the Comprehensive Plan document and Future Land Use Map. She said that she would continue to write and revise based on their feedback. Ms. Prince asked for all of the feedback to be submitted in writing, either via email or through hard copies with red pen.

Ms. Prince explained the outreach methods in use for the Public Meeting #3 to be held on March 27. Outreach methods include:

- Meeting invitation flyer and poster to be distributed to businesses, churches, and schools
- Press release
- City website and Facebook
- Email blasts to:
 - people who attended previous community meetings
 - City Council's contacts
 - Planning and Zoning Commission's contacts

Ms. Prince reminded the Steering Committee members of their part in the outreach process.

- Send pdf of invitation to all of your email contacts who live in the City
- Bring flyers to every gathering you attend between now and the public meeting
- Ask owners/managers of businesses that you frequent to post a poster and/or hand out meeting flyers

Ms. Prince then showed the Steering Committee the presentation that she would be making at the March 27 community meeting. The Steering Committee provided feedback to Ms. Prince and she promised to make revisions.

A group photo was taken of the Steering Committee.

City of Fayetteville

Comprehensive Plan Steering Committee Meeting #10

Monday, April 10, 2017 at 6:30 pm

Fayetteville City Hall, City Council Chambers

Meeting Attendees:

Steering Committee Members in Attendance:

Greg Aikin
Janice Boyd
Cathy Cochran
Ken Collins
Larry Dell
Michelle Fowler
Len Gough

Rick Halbert
Rich Hoffman
Jeff Hollis
Abe Morrall
Brett Nolan
Debra Renfro
Ken Steele
Carlotta Ungaro

City of Fayetteville:

Mayor Ed Johnson
Ray Gibson, City Manager
Kathleen Brewer, City Councilmember
Harlan Shirley, City Councilmember
LaShawn Gardiner, City Planner
Julie Brown, Senior Planner

The Collaborative Firm staff:

Jahnee Prince, Project Manager

Summary

Ms. Prince began the meeting with a review of Comment Card feedback received from the Community Meeting held on March 27. Several Steering Committee members stated that it seemed like the people providing feedback hadn't read the plan. Ms. Prince confirmed that the Comprehensive Plan draft, including the Future Land Use map were posted on the City's website. City staff has also emailed out copies to people who have requested it. Ken Collins stated that he was happy to receive so many positive comments on the Comprehensive Plan process and on the contents of the plan.

Ms. Prince said that there were a number of specific properties that must be discussed in order to finalize the Future Land Use Map:

Fayette Pavilion Phase 3 (GA 314 side): The Steering Committee decided that this parcel should be designated for Business Park uses.

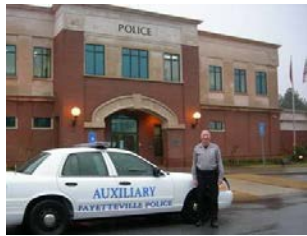
Downtown area for more detailed study: The Steering Committee decided that the Highway 85 North corridor from Lafayette to SR 314 should undergo additional study to facilitate the transition from a suburban environment to a small scale urban environment.

Rolader property: The Steering Committee decided that the property should be designated for high density single family uses, but noted that great architecture and site design were key to the success of any high density single family area. Kathaleen Brewer asked when revisions to the Zoning Ordinance would be made to address this and other issues. Ms. Prince responded that a Zoning Ordinance audit and text amendments were planned to take place right after the adoption of the Comprehensive Plan.

Williams property: The Steering Committee decided that the Williams property should be designated Low Density Residential. Ms. Prince noted that the property owner would likely appeal this decision to the City Council in a public hearing.

Mayor Johnson thanked the Steering Committee for their service to the City.

Capital Improvements Element



City of Fayetteville Impact Fee Program

Including the following
public facility categories:

**Fire Protection
Police Services
Parks and Recreation
Road Improvements**

DRAFT - April 24, 2017

ROSS+associates

urban planning & plan implementation

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TABLE OF CONTENTS

Introduction	1
Impact Fees Authorized	1
Categories for Assessment of Impact Fees.....	1
Editorial Conventions	3
Forecasts	4
Overview.....	4
Population and Housing Unit Forecasts	5
Employment Forecasts.....	6
Service Area Projections	6
Fire Protection	8
Introduction	8
Service Area.....	8
Level of Service.....	9
Forecasts for Service Area	10
Future Demand.....	10
Future Costs	11
Police Services	13
Introduction	13
Service Area.....	13
Level of Service.....	13
Forecasts for Service Area	14
Future Demand.....	14
Carry-Over Project Costs	15
Future Costs	16
Parks and Recreation.....	18
Introduction	18
Service Area.....	18
Level of Service.....	18
Forecasts for Service Area	20
Future Demand.....	20
System Improvements Proposed	20
Carry-Over Projects.....	22
Future Costs	23

Road Improvements	24
Introduction	24
Service Area	24
Level of Service Standards	24
Level of Service	25
Forecasts for Service Area	26
Eligible Costs	27
Community Work Program	28
Glossary	30
Appendix	32
Technical Analysis—Population Forecasts	32
Conclusion	32
Alternate Population Forecasts	33
Recommendation	34
Methodology	34
Historic Population Growth	34
Projecting Historic Trends into the Future	35
Pre-Recession Growth Rates	36
Growth Trend County Shares	36
Technical Analysis—Housing and Employment Forecasts	45
Housing Units	45
Employment	46
Methodology: Trip Generation	50
Summary	50
Level of Service	50
Approach	50
Summary Table	51
Pass-by and Diverted Trips	52
Residential Trip Generation	53
Nonresidential Trip Generation	54
Terminology	57

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 planning period—2014 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 twenty-year 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 needed 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, Fayetteville is updating its impact fees for parks, roads and public safety facilities (fire and police). The sections 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	Police Services	Parks and Recreation	Road Improvements
Eligible Facilities	Fire stations and fire apparatus (vehicles)	Occupied Facility space	Park acres, recreation components and trails	Road projects that increase capacity
Service Area	Citywide	Citywide	Citywide	Citywide
Level of Service Standard Based on ...	Square footage and number of vehicles per day/night population	Square footage of facilities per day/night population	Number of acres, components and trails per dwelling unit	Percent of future traffic generated by new growth
Historic Funding Source(s)	Impact Fees and General Fund	Impact Fees and General Fund	Impact Fees and General Fund	Impact Fees and General Fund

Terms used in 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.

Funding Sources include both impact fee collections and General Fund tax collections, depending on the proportion of impact fee eligibility. Impact fees will be used to fund all or a portion of eligible impact fee costs. Tax collections include the City’s normal annual property tax levy and any special levies for debt instruments (such as bonds) that are intended to provide funding for impact fee projects in whole or in part; the General Fund may be used also as an interim source pending reimbursement from impact fee collections. SPLOST funds may be applied as a primary source of partial funding in accordance with an approved SPLOST program, which is established with each new SPLOST authorization and is not an historically consistent source.

EDITORIAL CONVENTIONS

This report observes the following conventions:

The capitalized word ‘City’ applies to the government of Fayetteville, 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 Fayetteville, 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 calculated number of decimal points is retained within the table for accuracy and further calculations.

FORECASTS

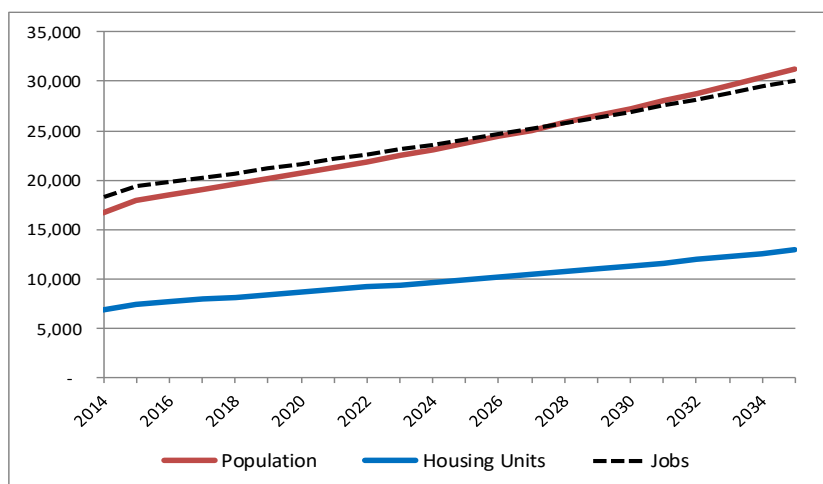
In order to accurately calculate the demand for future services for Fayetteville, new growth and development must be quantified in future projections. These projections include forecasts for population, households, housing units, and employment to the year 2035. These projections provide the base-line conditions from which 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.

OVERVIEW

Continuing past trends, Fayetteville is expected to grow at a steady pace with regard to population and housing. Over the coming twenty years, the city is expected to almost double its number of residents and housing units, by more than 87% over 2014. Employment in Fayetteville is also expected to grow, attracting almost 12,000 new jobs by 2035 (about a 2/3 increase).

TABLE 1: SUMMARY OF FORECASTS

	Population	Housing Units	Jobs
2014	16,725	6,874	18,333
2015	17,989	7,432	19,348
2016	18,493	7,673	19,792
2017	19,011	7,914	20,241
2018	19,544	8,154	20,694
2019	20,092	8,397	21,153
2020	20,656	8,645	21,624
2021	21,235	8,897	22,105
2022	21,830	9,151	22,593
2023	22,442	9,406	23,088
2024	23,071	9,665	23,594
2025	23,718	9,929	24,113
2026	24,383	10,199	24,645
2027	25,066	10,474	25,190
2028	25,769	10,755	25,749
2029	26,492	11,042	26,324
2030	27,234	11,335	26,914
2031	27,998	11,635	27,521
2032	28,783	11,943	28,143
2033	29,590	12,258	28,783
2034	30,419	12,581	29,444
2035	31,272	12,914	30,124



	Population	Housing Units	Jobs
2014	16,725	6,874	18,333
2035	31,272	12,914	30,124
Increase	14,547	6,040	11,791

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.
- 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 2 presents the forecasts for population for each year from 2014 to 2035 and provides the forecasts for housing units over the same period.

TABLE 2: POPULATION AND HOUSING UNIT FORECASTS

	County Population	Fayetteville Population		Fayetteville Households	Housing Units
2014	109,664	16,725	2014	6,380	6,874
2015	112,751	17,989	2015	6,905	7,432
2016	114,096	18,493	2016	7,136	7,673
2017	115,458	19,011	2017	7,368	7,914
2018	116,835	19,544	2018	7,600	8,154
2019	118,230	20,092	2019	7,835	8,397
2020	119,640	20,656	2020	8,075	8,645
2021	121,068	21,235	2021	8,319	8,897
2022	122,512	21,830	2022	8,565	9,151
2023	123,974	22,442	2023	8,813	9,406
2024	125,454	23,071	2024	9,065	9,665
2025	126,950	23,718	2025	9,323	9,929
2026	128,465	24,383	2026	9,586	10,199
2027	129,998	25,066	2027	9,855	10,474
2028	131,549	25,769	2028	10,130	10,755
2029	133,119	26,492	2029	10,411	11,042
2030	134,707	27,234	2030	10,699	11,335
2031	136,315	27,998	2031	10,994	11,635
2032	137,941	28,783	2032	11,296	11,943
2033	139,587	29,590	2033	11,606	12,258
2034	141,253	30,419	2034	11,925	12,581
2035	142,938	31,272	2035	12,253	12,914

Source:

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

Source:

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

The figures shown are, in essence, mid-year estimates reflecting Census Bureau practice. In other words, the increase in population between 2014 and 2035 would actually be from July 1, 2014 to July 1, 2035. For a more detailed description of the methodologies considered in preparing population, household and housing unit forecasts, see the Appendix to this report.

EMPLOYMENT FORECASTS

Table 3 shows the forecasts for employment growth countywide and in Fayetteville, from 2014 to 2035. The employment figures for Fayetteville 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 Fayetteville will continue to be the major center of employment in the county into the future.

TABLE 3: EMPLOYMENT FORECASTS

	Total County	Value-Added Jobs*	Fayetteville Jobs
2014	69,712	65,355	18,333
2015	71,578	67,160	19,348
2016	72,348	67,939	19,792
2017	73,146	68,744	20,241
2018	73,965	69,572	20,694
2019	74,805	70,419	21,153
2020	75,678	71,299	21,624
2021	76,577	72,205	22,105
2022	77,509	73,142	22,593
2023	78,472	74,109	23,088
2024	79,469	75,112	23,594
2025	80,502	76,149	24,113
2026	81,573	77,222	24,645
2027	82,680	78,333	25,190
2028	83,828	79,483	25,749
2029	85,020	80,676	26,324
2030	86,255	81,912	26,914
2031	87,533	83,189	27,521
2032	88,855	84,511	28,143
2033	90,222	85,877	28,783
2034	91,639	87,292	29,444
2035	93,105	88,756	30,124

In Table 3 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 Appendix to this report.

* Total employment, less farm, forestry and construction workers

Source:

Woods & Poole employment forecasts adjusted to the countywide Growth Trend population regression, allocated to Fayetteville 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.

SERVICE AREA PROJECTIONS

In Table 4 the service area forecasts are presented for a single citywide service area measured in two ways: citywide housing units (which quantifies Parks and Recreation service demands), and citywide day/night population (Police and Fire).

The day/night population calculation is a combination of the population projections and future employment information. The use of day/night population in impact cost and impact fee calculations is based upon the clear rational nexus between persons and services demanded.

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.

TABLE 4: SERVICE AREA FORECASTS

	Housing Units (Parks)	Day/Night Population (Fire, Police)
2014	6,874	35,058
2015	7,432	37,336
2016	7,673	38,285
2017	7,914	39,252
2018	8,154	40,238
2019	8,397	41,245
2020	8,645	42,280
2021	8,897	43,339
2022	9,151	44,423
2023	9,406	45,529
2024	9,665	46,665
2025	9,929	47,831
2026	10,199	49,027
2027	10,474	50,256
2028	10,755	51,518
2029	11,042	52,815
2030	11,335	54,148
2031	11,635	55,518
2032	11,943	56,925
2033	12,258	58,373
2034	12,581	59,863
2035	12,914	61,396
<hr/>		
Net Increase:	6,040	26,338

The figures on Table 4 are the figures that will be used in subsequent public facility category chapters to calculate impact costs and fees.

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

FIRE PROTECTION

INTRODUCTION

Fire protection is 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 apparatus.

Table 5 shows the Department's current inventory of 'system improvements' (fire stations and fire apparatus 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 5: FIRE PROTECTION SYSTEM IMPROVEMENTS

System Improvement	Description	Square Feet or # Vehicles
Existing System Improvements		
<i>Fire Stations</i>		
Station 91/HQ	95 Johnson Avenue	9,987
Station 92	124 Pavilion Parkway	5,920
<i>Total Existing Floor Area</i>		15,907
<i>Fire Apparatus*</i>		
Engine 91	Pumper	1
Engine 92	Pumper	1
Engine 93	Pumper	1
Tower 91	Aerial	1
Rescue 9	Support	1
Tactical Unit 9	Support	1
<i>Total Existing Vehicles</i>		6
Planned System Improvements		
<i>Fire Stations</i>		
Station 93	Veterans Parkway	9,500
Station 94	Rewine Road	8,000
<i>Total Planned Floor Area</i>		17,500
<i>Fire Apparatus*</i>		
Quint	Aerial	1
Engine	Support	1
Engine	Support	1
Engine	Support	1
<i>Total Planned Vehicles</i>		4
Total Existing and Future System		
Total Floor Area		33,407
Total Vehicles		10

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

Currently, fire protection is provided by facilities with a combined square footage of 15,907, utilizing a total of 6 Fire Department vehicles. Future proposals to provide adequate fire protection services citywide include 2 new fire stations and 4 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 the 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 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 protection in Fayetteville is measured in terms of number of Fire Department vehicles (engines, tankers, etc.), and the number of square feet of fire station/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 6: LEVEL OF SERVICE CALCULATIONS: CURRENT AND FUTURE

Facility	Service Population	Level of Service
Existing Square Feet	2014 Day/Night Population	Square Feet per 2014 Day/Night Population
15,907	35,058	0.453734
Existing Vehicles	2014 Day/Night Population	Vehicles per 2014 Day/Night Population
6	35,058	0.000171
Future System: Floor Area	2035 Day/Night Population	Square Feet per 2035 Day/Night Population
33,407	61,396	0.544125
Future System: Vehicles	2035 Day/Night Population	Vehicles per 2035 Day/Night Population
10	61,396	0.000163

Table 6 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 and to maintain the City's excellent ISO rating.

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 6 are multiplied by the forecasted day/night population increases to produce the expected future demand in Table 7.

The 'day/night population increase' figures are taken from Table 4.

TABLE 7: FUTURE DEMAND CALCULATION

Level of Service	Future Population	New Growth Demand
Square Feet per 2014 Day/Night Population	Day/Night Population Increase (2014-35)	Net New Square Feet Demanded
0.4537	26,338	11,950
Vehicles per 2014 Day/Night Population	Day/Night Population Increase (2014-35)	Net New Vehicles Demanded*
0.000171	26,338	4.51
Square Feet per 2035 Day/Night Population	Day/Night Population Increase (2014-35)	Net New Square Feet Demanded
0.544125	26,338	14,331
Vehicles per 2035 Day/Night Population	Day/Night Population Increase (2014-35)	Net New Vehicles Demanded*
0.000163	26,338	4.29

* Only 4 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 6, Table 7 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 17,500 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 11,702 sf is needed to serve future growth and development (66.9% of the total proposed), leaving about one-third of the proposed space (33.1%) to be funded by the existing tax base.

Alternately, if funding of the future proposed system is fairly apportioned between current residents and businesses and new growth and development, the

portion of the new space requiring funding from the existing tax base falls to less than one-fifth (19.1%).

Note that, because only 'whole' vehicles can be purchased, more new vehicles would need to be added to the inventory than are technically demanded by new growth—5 new vehicles to meet the current LOS calculations and 4 to meet the demands for the future system. However, since only 3 new vehicles need to be acquired to cover expansion of the fleet to meet the needs of future growth and development, 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 apparatus needed to provide the proposed fire system of the future, and the extent to which these costs are impact fee-eligible.

The facility and fire apparatus system improvements shown on Table 8 are based on the City's desire to increase fire protection services in a balanced way to appropriately serve all residents and businesses in the city in 2035. The proposed system improvements are listed on Table 5, and are 'scheduled' for construction or acquisition in the appropriate years (in order to enable Net Present Value calculations based on the 2014 cost estimates shown).

TABLE 8: FUTURE SYSTEM IMPROVEMENT COSTS

Year	Fire Stations			Vehicles		
	Facility	Square Feet	2014 Cost*	Type	Number	2014 Cost**
2015		-	\$ -		-	\$ -
2016		-	-	Quint	1	1,000,000
2017	Station 93	9,500	2,090,000			
2018		-	-	Engine	1	600,000
2019		-	-			
2020					-	-
2021		-	-			
2022		-	-			
2023		-	-			
2024		-	-			
2025	Station 94	8,000	1,760,000	Engine	2	1,200,000
2026		-	-		-	-
2027		-	-		-	-
2028		-	-		-	-
2029		-	-		-	-
2030		-	-		-	-
2031		-	-		-	-
2032		-	-		-	-
2033		-	-		-	-
2034		-	-		-	-
2035		-	-		-	-

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

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

Estimated improvement costs (in 2014 dollars) are based on the following:

- For new facility space: Prevailing construction costs averaging \$200 per square foot are increased by 10% to cover design services, for a total of \$220 per sf.
- For fire apparatus: Estimates are based on prevailing costs of similar vehicles for a quint (aerial) and engine equipped to City specifications.

The total cost figures from Table 8 are then converted to ‘impact fee eligible’ costs (in 2014 dollars) based on the percentage that each improvement is impact fee eligible. As noted above, all of the fire trucks are 100% eligible under the adopted LOS. Since only 14,159 square feet (80.9%) of the proposed 17,500 sf are impact fee eligible, the cost of the second proposed fire station is reduced accordingly. These calculations are shown on Table 9.

TABLE 9: IMPACT FEE COST CALCULATIONS

Year	Costs in 2014 Dollars				Total Impact Fee Eligible	Net Present Value*
	Fire Station Costs	% Impact Fee Eligible	Vehicle Costs	% Impact Fee Eligible		
2015	\$ -		\$ -		\$ -	\$ -
2016	-		1,000,000.00	100.0%	1,000,000.00	1,031,760.54
2017	2,090,000.00	100.0%			2,090,000.00	2,222,650.91
2018	-		600,000.00	100.0%	600,000.00	638,717.89
2019	-		-		-	-
2020	-		-		-	-
2021	-		-		-	-
2022	-		-		-	-
2023	-		-		-	-
2024	-		-		-	-
2025	1,760,000.00	60.4%	1,200,000.00	100.0%	2,262,820.00	2,757,003.07
2026	-		-		-	-
2027	-		-		-	-
2028	-		-		-	-
2029	-		-		-	-
2030	-		-		-	-
2031	-		-		-	-
2032	-		-		-	-
2033	-		-		-	-
2034	-		-		-	-
2035	-		-		-	-
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	\$ 3,850,000.00	81.9%	\$ 2,800,000.00	100.0%	\$ 5,952,820.00	\$ 6,650,132.41

* Net Present Value = 2014 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 NPV using the Discount Rate.

The Net Present Value of the cost estimates for new fire stations are calculated by increasing the current (2014) 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 2014 dollars using the Net discount Rate. For non-construction improvements (fire 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 Fayetteville 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 the benefits of the program.

LEVEL OF SERVICE

The level of service for Police Department services in Fayetteville is measured in terms of the number of square feet of occupied facility space, the amount of land devoted to outdoor parking and storage, and the number of major vehicles (such as the Mobile Command Unit), per day/night population in the service area. Table 10 presents a current inventory of facility space, land and major vehicles. Day/night population is used as a measure in that Police Department provides its law enforcement services to both residences and businesses in the service area on a 24-hour basis.

TABLE 10: POLICE SERVICES SYSTEM INVENTORY

System Improvement	Quantity
<i>Buildings</i>	
Police Headquarters	18,288
Evidence Storage	695
Detention Space	160
Garage Area	800
<i>Total Floor Area (square feet)</i>	19,943
<i>Parking and Storage</i>	
Parking/Outside Storage (sq feet)	80,000
<i>Major Vehicles*</i>	
Mobile Command Unit	1

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

TABLE 11: CURRENT LEVEL OF SERVICE CALCULATION

Facility	Service Population	Level of Service
Existing Square Feet	2014 Day/Night Population	Square Feet per 2014 Day/Night Population
19,943	35,058	0.568857
Existing Parking & Storage	2014 Day/Night Population	Parking & Storage per 2014 Day/Night Population
80,000	35,058	2.281933
Existing Major Vehicles	2014 Day/Night Population	Major Vehicles per 2014 Day/Night Population
1	35,058	0.000029

Table 11 presents the calculation of the current Level of Service (LOS) standards for police service system improvements in the city. The inventory of each category is divided by the current day/night population to obtain the LOS per person enjoyed throughout the city.

FORECASTS FOR SERVICE AREA

FUTURE DEMAND

For the purposes of impact fee calculations the City has determined that a level of service, based on the current LOS, would be appropriate to serve the future service area population.

TABLE 12: FUTURE DEMAND CALCULATION

Level of Service	Future Population	New Growth Demand
Square Feet per 2014 Day/Night Population	Day/Night Population Increase (2014-35)	Total Square Feet for New Growth
0.5689	26,338	14,982
Parking & Storage per 2014 Day/Night Population	Day/Night Population Increase (2014-35)	Total Square Feet for New Growth
2.281933	26,338	60,101
Major Vehicles per 2014 Day/Night Population	Day/Night Population Increase (2014-35)	Net New Vehicles Demanded*
0.000029	26,338	0.751

IN TABLE 12, THE FACILITY SPACE, LAND AND MAJOR VEHICLE LOS STANDARDS FROM

Table 11 are next multiplied by the forecasted citywide day/night population increase to produce the expected demand that future growth and development will place on the city.

* One (whole) major vehicle can be added, which will be 73.6% eligible for impact fee funding.

Table 24 provides current cost estimates (in 2014 dollars) of new system improvements that are proposed to address future needs.

Estimated improvement costs (in 2014 dollars) are based on the following:

- For new facility space: Prevailing construction costs averaging \$220 per square foot are used.
- For major vehicles, the cost is specifically based on the type of vehicle that is needed—a Crime Scene Unit—and the price is an estimate of current, prevailing costs for such a vehicle meeting Fayetteville specifications.

TABLE 13: FUTURE SYSTEM IMPROVEMENT COSTS

Year	Facility	Buildings		Parking & Storage		Major Vehicles	
		Square Feet	2014 Cost*	Square Feet	2014 Cost*	Number	2014 Cost*
2014		-	\$ -	-	\$ -	-	\$ -
2015		-	-	-	-	-	-
2016	Crime Scene Vehicle	-	-	-	-	1	100,000
2017	Office space	2,000	440,000	-	-	-	-
2018		-	-	-	-	-	-
2019		-	-	-	-	-	-
2020		-	-	-	-	-	-
2021		-	-	-	-	-	-
2022		-	-	-	-	-	-
2023		-	-	-	-	-	-
2024		-	-	-	-	-	-
2025	Expansion	2,000	440,000	-	-	-	-
2026		-	-	-	-	-	-
2027		-	-	-	-	-	-
2028		-	-	-	-	-	-
2029		-	-	-	-	-	-
2030		-	-	-	-	-	-
2031		-	-	-	-	-	-
2032		-	-	-	-	-	-
2033		-	-	-	-	-	-
2034		-	-	-	-	-	-
2035		-	-	-	-	-	-
		4,000	\$ 880,000	-	\$ -	1	\$ 100,000

* Construction cost for buildings is estimated at \$200 per square foot for construction plus 10% for design. No outdoor parking and storage is proposed. The crime scene vehicle is estimated at prevailing rates.

CARRY-OVER PROJECT COSTS

A new Police Headquarters building was built by the City in 2006, the cost of which was included in the 2007 CIE Amendment for impact fee collection. At that time, the project was determined to be 38.11% impact fee eligible and the net project cost was included in the City's impact fee calculations. To date, the full amount of the impact fee eligible cost has not been spent, leaving a net amount for future growth and development.

Table 14 shows the original cost of the project, the percent impact fee eligible and the resulting ‘impact fee cost’. Subtracting out the amount of previously collected impact fees expended on the project, over \$1.7 million (in 2006 dollars) remains. In 2014 dollars, using the CPI inflation rate to determine the current value of the remainder, almost \$1.981 million can be collected in impact fees to fully fund new growth’s share of the project.¹

TABLE 14: CARRY-OVER POLICE SERVICES PROJECTS

Project Description	Total City Cost*	% Impact Fee Eligible	Impact Fee Cost	Impact Fees Expended**	Net City Cost	Year of Completion	Net Present Value***
Police Headquarters	\$ 6,746,135.00	38.11%	\$ 2,570,889.04	\$ 856,635.13	\$ 1,714,253.91	2006	\$ 1,980,890.12
	\$ 6,746,135.00		\$ 2,570,889.04	\$ 856,635.13	\$ 1,714,253.91		\$ 1,980,890.12

* Original cost of project.

** Impact fees collected prior to 2014 and expended on project.

*** Net Present Value = cost in year expended, inflated to 2014 using the Consumer Price Index.

FUTURE COSTS

In addition to the carry-over project discussed above, the costs of new facility floor area and the number of major vehicles proposed to serve future growth and development to 2035 are transferred from Table 24 to Table 26, including the years in which the various improvements are anticipated to be needed.

The LOS demand for future major vehicles calls for only a portion of a vehicle. Because only ‘whole’ vehicles can be purchased, one new vehicle is proposed to be purchased but only a portion would be impact fee-eligible and subject to impact fee collections from new growth. Thus, while 1 major vehicle is needed to be acquired to address the needs of future growth and development, it will not be 100% impact fee eligible. The vehicle will, however, provide service to growth beyond 2035, and can be funded through a future extension of the City’s impact fee program at that time.

The total cost figures are then aggregated to produce the ‘total impact fee eligible’ dollars on the table, based on the percentage that each improvement is impact fee eligible. (Note that only a portion of the major vehicle is impact fee eligible, as discussed above.) These impact fee eligible costs, which are shown in current (2014) dollars, are then converted to their Net Present Values based on the year in which they are scheduled.

¹ Note that impact fees previously collected from ‘past’ new growth and still on hand will be credited against the total cost of eligible impact fee projects that can be collected from future growth.

TABLE 15: PROJECT COSTS TO MEET FUTURE DEMAND

Year	Costs in 2014 Dollars							
	Building Costs	% Impact Fee Eligible	Parking & Storage Costs	% Impact Fee Eligible	Major Vehicle Cost	% Impact Fee Eligible	Total Impact Fee Eligible	Net Present Value*
Carry-Over Project (Headquarters)								
2006	\$6,746,135.00	38.1%					\$1,714,253.91	\$1,980,890.12
Future System Improvements								
2014	\$ -		\$ -		\$ -		\$ -	\$ -
2015	-		-		-		-	-
2016	-		-		100,000.00	75.1%	75,126.37	77,512.42
2017	440,000.00	100.0%	-		-		440,000.00	467,926.51
2018	-		-		-		-	-
2019	-		-		-		-	-
2020	-		-		-		-	-
2021	-		-		-		-	-
2022	-		-		-		-	-
2023	-		-		-		-	-
2024	-		-		-		-	-
2025	440,000.00	100.0%	-		-		440,000.00	551,371.41
2026	-		-		-		-	-
2027	-		-		-		-	-
2028	-		-		-		-	-
2029	-		-		-		-	-
2030	-		-		-		-	-
2031	-		-		-		-	-
2032	-		-		-		-	-
2033	-		-		-		-	-
2034	-		-		-		-	-
2035	-		-		-		-	-
	\$7,626,135.00		\$ -		\$ 100,000.00		\$2,669,380.28	\$3,077,700.46

* Net Present Value = 2014 cost estimate for buildings inflated to target year using the ENR Building Cost Index (BCI), and the Consumer Price Index (CPI) for outdoor parking & storage and for vehicles, all reduced to 2014 NPV using the Discount Rate.

Calculation of the Net Present Value for the headquarters building was described above and shown on Table 14. The Net Present Values for new building construction are calculated by increasing the current (2014) 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 2014 dollars using the Net Discount Rate. For non-construction improvements (such as land and major vehicles) the currently estimated cost is inflated to its target year 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.)

PARKS AND RECREATION

INTRODUCTION

Public recreational opportunities are available in Fayetteville through a number of parks facilities maintained by the City's Public Services Department. Demand for recreational facilities is almost exclusively related to the city's resident population. Businesses make some incidental use of public parks for office events, company softball leagues, etc., but the use is minimal compared to that of the families and individuals who live in the city. Thus, the parks and recreation impact fee is limited to future residential growth.

The City's facilities focus on limited and specialized recreational opportunities because its residents also have access to Fayette County parks and recreational programs and facilities, relieving the City from having to provide such major improvements such as ball fields, tennis and basketball courts.

SERVICE AREA

The parks and recreation facilities maintained by the City are operated as a citywide system. Facilities are provided equally to all residents, and collectively cover a wide range of recreational opportunities, from leisure and picnicking, to programs and performances at the City Amphitheater, to walking or biking on various trails. Thus, the entire city is considered a single service area for parks and recreation services provided by the City.

LEVEL OF SERVICE

The determination of Level of Service (LOS) standards for park lands and for recreational components such as playgrounds and trails begins with an inventory of existing City facilities.

TABLE 16: CURRENT INVENTORY OF PARK ACRES

Facility	Park Acreage
Parks	
Jack Day Park	0.25
Burch Park	17.89
Jeff Davis Park	1.03
Patriot Park	7.00
Church Street Park	2.57
<i>Total Park Acres</i>	28.74
Conservation Area	
The Ridge	308.00
<i>Total Conservation Acres</i>	308.00
<hr/>	
Total Acres	336.7

Table 16 shows the current inventory of park and conservation lands controlled by the City, while Table 17 includes a listing of current recreational facilities and trails.

Table 17 also provides calculations of the current Level of Service based on the inventory of lands and facilities in the city. For recreational lands, the LOS is based on the current number of housing units in the city, yielding the number of acres provided for each housing unit.

For recreational facilities, the number of components currently available for each type is divided by the number of housing units, as are the number of miles of trails, resulting in the number of components and trail miles per housing unit in the city.

TABLE 17: CURRENT LEVEL OF SERVICE CALCULATIONS

Facility	Service Parameters	Level of Service
Existing Park Acreage	Existing Housing Units (2014)	Park Acres per Housing Unit
28.7	6,874	0.004181
Existing Conservation Acreage	Existing Housing Units (2014)	Conservation Acres per Housing Unit
308.0	6,874	0.044807
Component Type	Current Inventory (2014)	Components per Housing Unit
Recreation Facilities		
Picnic Pavillion	1	0.000145
Playground	1	0.000145
Gazebo	1	0.000145
Amphitheater	1	0.000145
Concession Building	1	0.000145
Restrooms	1	0.000145
Trails (miles):		
Redwine Multi-Use Path	2.68	
Patriot Park Walking Trail	4.00	
Lester Road Multi-Use Path	1.13	
<i>Total Trail Miles</i>	7.81	0.001136

*Includes multi-purpose, walking, and jogging trails.

Note that the categories of components shown in this table are not necessarily the only component types that are or will be provided to City residents in the future.

FORECASTS FOR SERVICE AREA

FUTURE DEMAND

Applying the City's current Level of Service standards to the number of housing units that are projected for the city by 2035 results in figures that establish the maximum number of acres, recreation components and trail miles that could be included in an impact fee program. These maximums are shown on Table 18.

TABLE 18: FUTURE DEMAND MAXIMUMS

Level of Service	Future Service Parameters	New Growth Demand
Park Acres per Housing Unit	Number of New Housing Units (2014-35)	Acres Demanded by New Growth
0.004181	6,040	25.25
Conservation Acres per Housing Unit	Number of New Housing Units (2014-35)	Acres Demanded by New Growth
0.044807	6,040	270.63
Components per Housing Unit	New Components Demanded (2014-2035)	
Recreation Facilities		
0.000145	0.8787	Picnic Pavillion
0.000145	0.8787	Playground
0.000145	0.8787	Gazebo
0.000145	0.8787	Amphitheater
0.000145	0.8787	Concession Building
0.000145	0.8787	Restrooms
Trails (miles)*		
0.001136	6.8624	Total Trail Miles

* Includes multi-purpose and walking trails.

The 'new growth demand' figures are determined by multiplying the Level of Service standard for each item times the number of housing units anticipated to be added to the city between 2014 and 2035. The 'new housing units' figure is the citywide increase taken from Table 4: Service Area Forecasts.

SYSTEM IMPROVEMENTS PROPOSED

Within the context of the maximum acres of land, recreation facilities and trail miles that the City could authorize, there are specific plans for future system improvements to accommodate both existing and future residents. These plans address the specialized nature of the City's particular needs while recognizing the availability of the broader range of recreational opportunities provided to city residents by the County parks and recreation system.

Table 19 presents the City's proposed system improvements that will serve its future growth and development. The first column of the table shows all system categories and the maximum number of acres, components and trail miles that could be justified to serve new growth.

TABLE 19: COSTS OF FUTURE PARK IMPROVEMENTS

Improvement Type	Units Justified to Serve New Growth	Units to be Added (2014-2035)	Cost per Unit	Gross Cost	% for New Growth	Net Cost to New Growth
New Park Lands						
Park Acres	25.25	0.00	n/a		100.0%	\$ -
Conservation Acres	270.63	0.00	n/a		100.0%	\$ -
<i>Subtotal Land</i>	<i>295.88</i>	<i>0.00</i>			<i>100.0%</i>	<i>\$ -</i>
New Recreation Facilities						
Picnic Pavillion*	0.8787	1	\$ 24,000	\$ 24,000	87.87%	\$ 21,089
Playground (Tot Lot)*	0.8787	1	\$ 10,000	\$ 10,000	87.87%	\$ 8,787
Gazebo*	0.8787	1	\$ 10,000	\$ 10,000	87.87%	\$ 8,787
Amphitheater	0.8787	0	n/a			\$ -
Concession Building	0.8787	0	n/a			\$ -
Restrooms	0.8787	0	n/a			\$ -
Other Improvements 1**	n/a	1	\$ 188,600	\$ 188,600	87.87%	\$ 165,723
Other Improvements 2**	n/a	1	\$ 93,000	\$ 93,000	87.87%	\$ 81,719
<i>Subtotal Rec Facilities</i>		<i>5</i>	<i>\$ 325,600</i>	<i>\$ 325,600</i>	<i>87.87%</i>	<i>\$ 286,105</i>
New Trails						
The Ridge Trails 1	1.307	1.307	\$ 3,600	\$ 3,600	100.0%	\$ 3,600
The Ridge Trails 2	0.492	0.492	\$ 10,400	\$ 10,400	100.0%	\$ 10,400
The Ridge Boardwalk	0.189	0.189	\$ 200,800	\$ 200,800	100.0%	\$ 200,800
Other Trails***	4.874	4.874	\$ 21,120	\$ 102,933.9	100.0%	\$ 102,934
<i>Subtotal Trail Miles</i>	<i>6.862</i>	<i>6.862</i>		<i>\$ 317,734</i>	<i>100.0%</i>	<i>\$ 317,734</i>
				\$ 643,334		\$ 603,839

NOTE: Cost estimates are based on known or comparable facility costs.

* Facility is located within The Ridge recreation development.

** Development costs for The Ridge (P.K. Dixon Property) not included above or for trails, below, by Phase (1 or 2).

*** Cost estimates are based on budget estimates for The Ridge recreation development for those trails noted; cost of other trails (shown per mile) based on \$4 per foot.

Because of past land purchases (specifically the P.K. Dixon property), there is no need for further land purchases to achieve the City's goals. In addition, there is no need to provide a second amphitheater (along with its concession building and restrooms), although partial funding of such a facility could be included in an impact fee program. Thus, no 'units to be added' are shown for these potential system improvements and therefore no costs to be collected from future growth.

The City does, however, plan to include a number of recreational facilities and trails as part of development of The Ridge project (i.e., the former P.K. Dixon property previously acquired). However, because one cannot construct a portion of a facility, but must construct only 'whole' numbers of facility types, the 'units justified to serve new growth' figures (taken from Table 18) are rounded up to the next 'whole' component in the 'units to be added' column. For example, new growth needs only a portion of a new gazebo by 2035 to meet its service demand. But since one cannot construct

0.8547 of a gazebo, one whole gazebo will have to be built. As a result the total cost of the gazebo is only 85.47% eligible to be recovered from new growth through an impact fee.

Specific recreational facilities to be constructed for which LOS standards were calculated are shown on Table 19, as well as additional improvements to be constructed as part of Phase 1 and Phase 2 of The Ridge project. Collectively, all 'new recreational facilities' to be included in The Ridge project are included in the subtotal for recreational facilities. The same LOS standard applicable for all specified facilities is applied equally to all 'other' facilities proposed in the development.

The Ridge recreational development also includes a number of trails, including a boardwalk. These are listed on Table 19. Because the total number of trail miles justified to serve new growth is greater than the miles to be built in The Ridge, an 'other trails' category is included for future construction of trails in or connected to The Ridge system or in other locations within the city. Since the total miles to be constructed satisfies the miles that are justified to serve new growth, each of the trail projects are 100% impact fee eligible.

CARRY-OVER PROJECTS

Three mayor projects were included in the City's 2007 CIE Amendment for impact fee collection, each of which have outstanding balances yet to be collected from future growth and development. Level of Service standards for each project were determined in the 2007 impact fee program, along with costs, which are shown on Table 20. To date, the full amount of the impact fee eligible cost of each project has not been collected or spent, leaving a net amount for future growth and development.

TABLE 20: CARRY-OVER PARKS PROJECTS

Project Description	Total City Cost*	% Impact Fee Eligible	Impact Fee Cost	Impact Fees Expended**	Net City Cost	Year of Completion	Net Present Value***
P.K. Dixon Property Acquisition	\$ 499,265.64	44.05%	\$ 219,913.00	\$ -	\$ 219,913.00	2010	\$ 234,940.90
Holliday Dorsey Fife House	\$ 1,564,823.95	100.00%	\$ 1,564,823.95	\$ 166,212.83	\$ 1,398,611.12	2004	\$ 1,724,808.10
Amphitheater	\$ 2,560,364.00	49.71%	\$ 1,272,831.81	\$ 191,492.81	\$ 1,081,339.00	2005	\$ 1,289,838.65
	\$ 4,624,453.59		\$ 3,057,568.76	\$ 357,705.64	\$ 2,699,863.12		\$ 3,249,587.65

* Original cost of project less grants or other non-city assistance.

** Impact fees collected prior to 2014 and expended on project.

*** Net Present Value = cost in year expended, inflated to 2014 using the Consumer Price Index.

Table 20 shows the original cost of each project, the percent impact fee eligible and the resulting 'impact fee cost'. Subtracting out the amount of previously collected impact fees expended on the projects, almost \$2.7 million (in 2006 dollars) remains. In 2014 dollars, using the CPI inflation rate to determine the current value of the remainder, almost \$3.3 million can be collected in impact fees to fully fund new growth's share of the projects.²

² Note that impact fees previously collected from 'past' new growth and still on hand will be credited against the total cost of eligible impact fee projects that can be collected from future 2014-2035 growth.

FUTURE COSTS

Table 21 provides a listing of the carry-over and future capital project costs for the recreation components in place and proposed to serve new growth. The current (2014) 'impact fee eligible cost' figures are drawn from Table 19 for new components and from Table 20 for the carry-over projects. The year each project was or is proposed to be constructed is also shown.

TABLE 21: ELIGIBLE AND NON-ELIGIBLE PROJECT COSTS TO SERVE FUTURE GROWTH

Component	Impact Fee Eligible Cost (2014)	Year	Net Present Value	Non-Eligible Project Cost	Net Present Value
Carry-Over Projects					
P.K. Dixon Property	\$ 219,913.00	2010	\$ 234,940.90	\$ -	
Holiday Dorsey Fife House	\$ 1,398,611.12	2004	\$ 1,724,808.10	\$ -	
Amphitheater	\$ 1,081,339.00	2005	\$ 1,289,838.65	\$ -	
New Park Lands					
	\$ -			\$ -	
New Recreation Facilities					
Picnic Pavillion	\$ 21,088.80	2016	\$ 22,458.98	\$ 2,911.20	\$ 3,100.35
Playground (Tot Lot)	\$ 8,787.00	2016	\$ 9,357.91	\$ 1,213.00	\$ 1,291.81
Gazebo	\$ 8,787.00	2018	\$ 9,965.91	\$ 1,213.00	\$ 1,375.74
Other Improvements 1	\$ 165,722.82	2016	\$ 176,490.14	\$ 22,877.18	\$ 24,363.55
Other Improvements 2	\$ 81,719.10	2018	\$ 92,682.95	\$ 11,280.90	\$ 12,794.40
New Trails					
The Ridge Trails 1	\$ 3,600.00	2016	\$ 3,833.90	\$ -	\$ -
The Ridge Trails 2	\$ 10,400.00	2018	\$ 11,795.32	\$ -	\$ -
The Ridge Boardwalk	\$ 200,800.00	2018	\$ 227,740.34	\$ -	\$ -
Other Trails	\$ 102,933.89	2025	\$ 145,518.46	\$ -	\$ -
	\$ 3,303,701.72		\$ 3,949,431.55	\$ 39,495.28	\$ 42,925.85

For new projects, Net Present Value = 2014 cost estimate inflated to target year using the ENR Construction Cost Index, reduced to 2014 NPV using the Discount Rate.

The Net Present Value of each of the carry-over projects is taken from Table 20. For the construction of the new recreational facilities and the trails, the Net Present Values are calculated by increasing the current (2014) 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 2014 dollars using the Net discount Rate. This is done for both the impact fee eligible costs and the non-eligible costs. (The approaches to calculating NPV are explained in detail in the Cost Adjustments and Credits Section of this report.)

ROAD IMPROVEMENTS

INTRODUCTION

The information in this chapter is derived from road project information reflecting currently on-going and proposed road projects.

SERVICE AREA

The service area for these road projects is defined as the entire city, in that these road projects are recognized as providing primary access to all properties within the city as part of the citywide network of principal streets and thoroughfares. All new development within the city will be served by this citywide network, such that improvements to any part of this network to relieve congestion or to otherwise improve capacity will positively affect capacity and reduce congestion throughout the city.

LEVEL OF SERVICE STANDARDS

Level of Service for roadways and intersections is measured on a 'letter grade' system that rates a road within a range of service from A to F. Level of Service A is the best rating, representing unencumbered travel; Level of Service F is the worst rating, representing heavy congestion and long delays. This system is a means of relating the connection between speed and travel time, freedom to maneuver, traffic interruption, comfort, convenience and safety to the capacity that exists in a roadway. This refers to both a quantitative measure expressed as a service flow rate and an assigned qualitative measure describing parameters. *The Highway Capacity Manual, Special Report 209*, Transportation Research Board (1985), defines Level of Service A through F as having the following characteristics:

1. LOS A: free flow, excellent level of freedom and comfort;
2. LOS B: stable flow, decline in freedom to maneuver, desired speed is relatively unaffected;
3. LOS C: stable flow, but marks the beginning of users becoming affected by others, selection of speed and maneuvering becomes difficult, comfort declines at this level;
4. LOS D: high density, but stable flow, speed and freedom to maneuver are severely restricted, poor level of comfort, small increases in traffic flow will cause operational problems;
5. LOS E: at or near capacity level, speeds reduced to low but uniform level, maneuvering is extremely difficult, comfort level poor, frustration high, level unstable; and
6. LOS F: forced/breakdown of flow. The amount of traffic approaching a point exceeds the amount that can transverse the point. Queues form, stop & go. Arrival flow exceeds discharge flow.

The traffic volume that produces different Level of Service grades differs according to road type, size, signalization, topography, condition and access.

LEVEL OF SERVICE

The City has set its Level of Service for road improvements at LOS ‘D’, a level to which it will strive ultimately. However, interim road improvement projects that do not result in a LOS of ‘D’ will still provide traffic relief to current and future traffic alike, and are thus eligible for impact fee funding.

All road improvement projects benefit existing and future traffic proportionally to the extent that relief from over-capacity conditions eases traffic problems for everyone. For example, since new growth by 2035 will represent a certain portion of all 2035 traffic, new growth would be responsible for that portions’ cost of the road improvements.

It is noted that the cost-impact of non-Fayetteville generated traffic on the roads traversing the city (cross commutes) is off-set by state and federal assistance. The net cost of the road projects that accrues to Fayetteville reasonably represents (i.e., is ‘roughly proportional’ to) the impact on the roads by Fayetteville residents and businesses.

The basis for the road impact fee would therefore be Fayetteville’s cost for the improvements divided by all traffic in 2035 (existing today plus new growth)—i.e., the cost per trip—times the traffic generated by new growth alone. For an individual land use, the cost per trip (above) would be applied to the number of trips that will be generated by the new development when a building permit is issued, assuring that new growth would only pay its ‘fair share’ of the road improvements that serve it.

ELIGIBLE COSTS

As discussed thoroughly in the *Methodology: Trip Generation* section of the Technical Appendix, new growth and development will represent 40.7% of the primary trip traffic on Fayetteville's road network in 2035. To that extent, new growth's fair share of the road project costs that are attributed to new growth are shown on the following table.

TABLE 23: ELIGIBLE COST CALCULATION

Project	Net Present Value	% Impact Fee Eligible*	New Growth Cost
Lafayette Ave Extension	\$ 768,535.30	40.7%	\$ 312,568.09
Lafayette/Glynn Street	282,221.77	40.7%	114,781.35
Jeff Davis Shoulder	444,203.27	40.7%	180,660.23
Stonewall/85 Left Turn	133,126.62	40.7%	54,143.42
Grady/Beauregard	958,642.77	40.7%	389,885.98
LaFayette/Tiger Trail	585,407.50	40.7%	238,088.87
Highway 54/Gingercake	11,714.69	40.7%	4,764.44
Hood Ave Conn/SR92	492,376.87	40.7%	200,252.73
Highway 85 Medians Phase 1	86,017.50	40.7%	34,983.85
Highway 85 Medians Phase 2	86,017.50	40.7%	34,983.85
Highway 85 Medians Phase 3	86,017.50	40.7%	34,983.85
Highway 85 Streetscape	30,134.44	40.7%	12,255.87
Redwine/Ramah Road Roundabout	1,053,386.72	40.7%	428,418.93
Veterans Pkwy Large Roundabout x 2	3,240,834.15	40.7%	1,318,067.40
Veterans Pkwy Small Roundabout (Sndy Crk)	1,121,827.21	40.7%	456,254.10
Veterans Pkwy 4-lane expansion (1.5 mile)	9,971,797.38	40.7%	4,055,592.00
Fischer Road Extension (Downtown Expan.)	14,045,156.20	40.7%	5,712,252.37
Highway 54/Grady Avenue	567,082.53	40.7%	230,635.99
	\$ 33,964,499.91		\$ 13,813,573.32

* See the *Methodology--Trip Generation* section in the Technical Appendix.

COMMUNITY WORK PROGRAM

The City's 5-Year Community Work Program, covering 2017 to 2021, is contained in the Comprehensive Plan in its entirety.

The following impact fee funded projects are excerpted from the Community Work Program for informational purposes related to this Community Facilities Element.

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Impact Fee Related Projects					
Design/Construct New Fire Station 93	2017	2019	\$2,222,000	100% Impact Fees	Fire Department
Fire Apparatus - Engine	2018	2018	\$638,718	100% Impact Fees	Fire Department
Police Dept. Office Space Expansion	2017	2018	\$467,927	100% Impact Fees	Police Department
Park improvements: Gazebo	2018	2018	\$11,342	87.87% Impact Fees; SPLOST, GF	Public Services
Park improvements: The Ridge	2018	2018	\$105,477	87.87% Impact Fees; SPLOST, GF	Public Services
The Ridge Trails 2	2018	2018	\$11,795	100% Impact Fees	Public Services
The Ridge Boardwalk	2018	2018	\$227,740	100% Impact Fees	Public Services
Lafayette Ave Extension	On-going	2020	\$768,535	40.7% Impact Fees; SPLOST, GF	Public Services
Lafayette/Glynn Extension	On-going	2020	\$282,222	40.7% Impact Fees; SPLOST, GF	Public Services
Jeff Davis Shoulder	On-going	2018	\$444,203	40.7% Impact Fees; SPLOST, GF	Public Services
Grady/Beauregard	On-going	2020	\$958,643	40.7% Impact Fees; SPLOST, GF	Public Services
Lafayette/Tiger Trail	On-going	2017	\$585,408	40.7% Impact Fees; SPLOST, GF	Public Services

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Highway 54/Gingercake	On-going	2017	\$11,715	40.7% Impact Fees; SPLOST, GF	Public Services
Highway 85 Streetscape	On-going	2017	\$30,134	40.7% Impact Fees; SPLOST, GF	Public Services
Redwine/Ramah Road Roundabout	On-going	2020	\$1,053,387	40.7% Impact Fees; SPLOST, GF	Public Services
Veterans Pkwy Large Roundabout x 2	On-going	2022	\$3,240,834	40.7% Impact Fees; SPLOST, GF	Public Services
Veterans Pkwy Small Roundabout (Sandy Creek)	On-going	2022	\$1,121,827	40.7% Impact Fees; SPLOST, GF	Public Services
Veterans Pkwy 4-lane expansion (1.5 mile)	On-going	2022	\$9,971,797	40.7% Impact Fees; SPLOST, GF	Public Services
Fischer Road Extension (Downtown Expansion)	On-going	2020	\$14,045,156	40.7% Impact Fees; SPLOST, GF	Public Services
Highway 54/Grady Avenue	On-going	2019	\$567,082	40.7% Impact Fees; SPLOST, GF	Public Services

NOTE: All impact fee related project costs are calculated as Net Present Value as required by the Georgia Development Impact Fee law.

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.'

APPENDIX

TECHNICAL ANALYSIS—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 Update.

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 (Fayetteville, Peachtree City and Tyrone) and in the unincorporated area of the county was considered.

CONCLUSION

Fayetteville’s population growth proceeded at a relatively steady pace during the past decade, but levelled off somewhat starting in 2010 and ‘up-ticked’ in 2014. Building permitting for housing units totaled more than every other city in the county during the pre-recession years of 2000 to 2007, but fell dramatically during the Great Recession (as was the case in all of the cities in Fayette County). Compared to Peachtree City, Fayetteville’s percentage share of countywide population increased gradually throughout the 2000-2010 period while Peachtree City’s share fell slowly but steadily during the same decade. Future population growth in the coming 21 years to 2035 is expected to resume

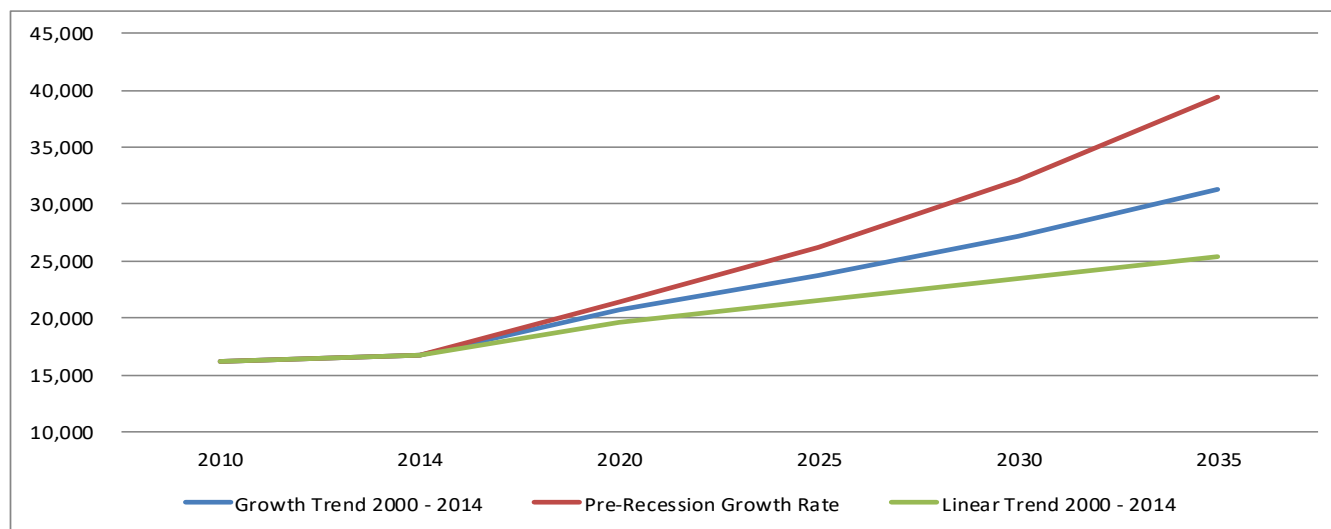
and continue within the city, possibly generating additional annexations, such that the city's percentage share of the total county will continue to grow and Fayetteville's 2035 population will draw closer to that of Peachtree City. This trend has already begun, considering the city's rebound in building permit activity in 2012.

ALTERNATE POPULATION FORECASTS

The table and graph below summarize the results of the three forecasting approaches described above and detailed in the following description of the Methodology.

Summary: Fayetteville Population Forecasts

	2010	2014	2020	2025	2030	2035	Change 2014-2035
Linear Trend 2000 - 2014	16,156	16,725	19,598	21,549	23,500	25,451	8,726
Growth Trend 2000 - 2014	16,156	16,725	20,656	23,718	27,234	31,272	14,547
Pre-Recession Growth Rate	16,156	16,725	21,357	26,183	32,100	39,354	22,629



	2000-2007	2000-2014	Linear Trend	Growth Trend	Pre-Recession Growth
Percent Increase	32.41%	47.79%	52.17%	86.98%	135.30%
Average Annual Increase	4.63%	3.41%	2.48%	4.14%	6.44%

The growth rate figures below the graph are particularly revealing.

Although the **Pre-Recession Growth** approach was intended to 'resume' the normal growth of the 2000-2007 period, the projection actually exaggerates the results: while the 2000-2007 average annual increase comes out at 4.63%, the data projected to 2035 averages 6.44% per year. This anomaly is a function of the math trying to smooth out a curvilinear pattern to data points that vary each year, both up and down, in a short period of time.

The **Growth Trend** forecast more closely replicates the pre-recession growth rate with an average at 4.14% per year, resuming after the recessionary slump. Even so, the forecast indicates that the city's population will almost double over the coming 21 years (compared to a 48% increase experienced between 2000 and 2014, including the slump).

The **Linear Trend** forecast proceeds at a low average annual rate of 2.48%, which is below the 3.41% averaged over the good and bad years of the 2000-2014 period. On the other hand, if growth slackens over the next 21 years at the Linear Trend 2.48% annual rate, by 2035 the city still will have increased its population by 52.17%.

RECOMMENDATION

Fayette County has been a 'hot market' for housing for many years and, despite the Great Recession, will be again in the future. Although Fayetteville authorized building permits between 2000 and 2014 for more housing units than any other city in the county, the unincorporated area of the county outstripped it by 48%, and permitting in the unincorporated area rebounded from the recession more quickly than did the cities, starting in 2010 and jumping notably from 2012 on. Fayetteville followed soon after in 2012, rebounding well ahead of Peachtree City and Tyrone.

For Fayetteville, the ability of the city to accommodate future market demand for new housing relies to a large extent on the availability of land for new development, coupled possibly with some limited redevelopment of older deteriorating areas in the decades ahead. The City has annexed land to the west for development of Pinewood Studios and attendant businesses, as well as some new housing. As Fayetteville resumes its role, along with the unincorporated area, as 'the other' hot market for housing and capitalizes on new businesses related to the movie and video industry, additional annexations providing more land availability may occur that will realize the city's future growth potential.

We believe that an approach recognizing that growth will resume a more 'normal' pattern following the recessionary slump is the most realistic. That approach is best reflected in the **Growth Trend** forecast for the reasons described above.

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 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, 2006.³

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 and analysis purposes.

ALTERNATE PROJECTIONS

Tables 2 and 3 present alternate projections for the cities that comprise Fayette County, and Table 4 for the county as a whole, 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 Fayetteville, the projections result in 2035 populations that differ by 23% (5,821 people). This is not as great as the difference for Tyrone (51%), but far larger than for Peachtree City (2%) which is a considerably more ‘mature’ built-out city than Fayetteville. However, because the growth trend regression results in a notably larger population for Fayetteville in 2035 over the linear trend regression, a perceptible ‘curve’ in the historic data is indicated.

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.

³ 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.

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 starting 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 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.

GROWTH TREND COUNTY SHARES

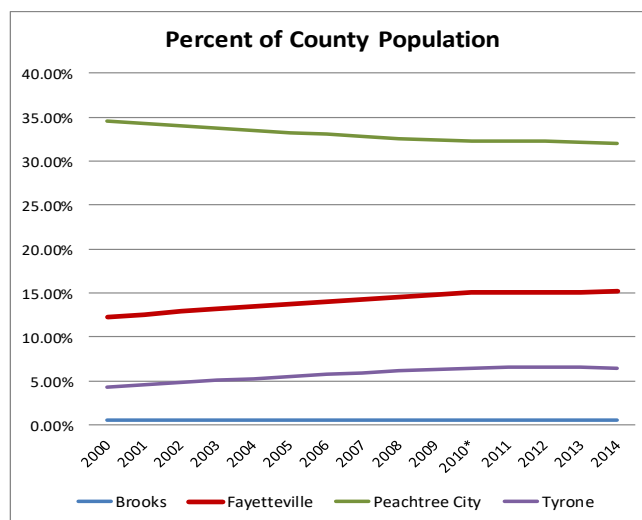
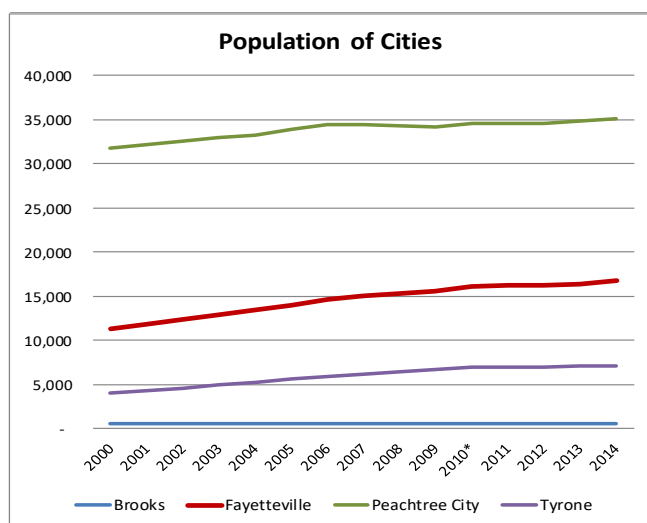
For comparison purposes, Table 7 has been prepared to show the percentage shares of the county and for each city using the Growth Trend figures - from Table 3 for the cities and from Table 4 for the county. The Growth Trend projection to 2035 for the county as a whole is 145,297, compared to the Pre-recession Growth trend projection reaching 164,948. When compared to the percentage shares of the 2000-2014 period, the city shares produced by the Growth Trend show a continuing trend from the past into the future, much like the results of the Pre-Recession Growth projections and ending with roughly similar percentages for each city in 2035.

As an aside to the population projections, Table 8 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 2010 and in Fayetteville in 2012, while Peachtree City and Tyrone have seen very modest increases.

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.

Table 2: City Projections, Linear Trend

	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

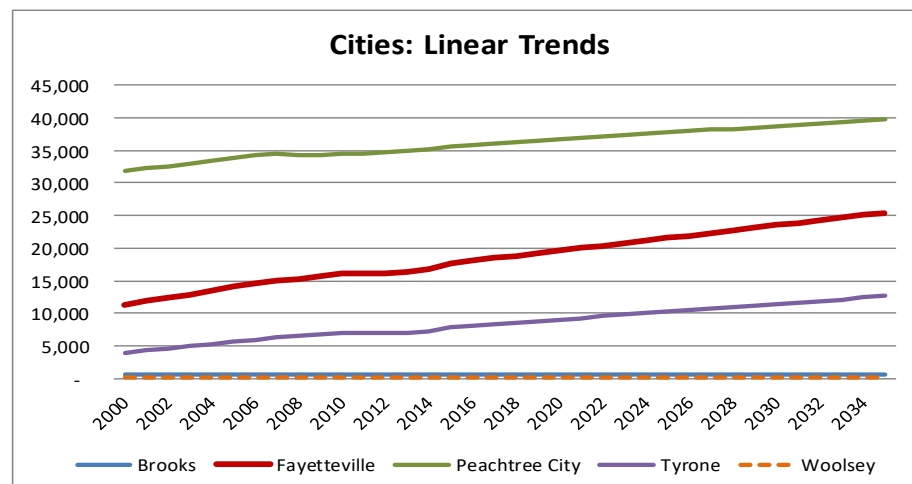


Table 3: City Projections, Growth Trend

	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	543	17,989	35,607	8,185	161
2016	546	18,493	35,836	8,538	162
2017	549	19,011	36,067	8,906	162
2018	552	19,544	36,299	9,290	162
2019	555	20,092	36,533	9,691	162
2020	558	20,656	36,768	10,109	163
2021	562	21,235	37,004	10,545	163
2022	565	21,830	37,242	11,000	163
2023	568	22,442	37,482	11,474	163
2024	571	23,071	37,723	11,969	164
2025	575	23,718	37,966	12,486	164
2026	578	24,383	38,210	13,024	164
2027	581	25,066	38,456	13,586	164
2028	585	25,769	38,704	14,172	165
2029	588	26,492	38,953	14,783	165
2030	591	27,234	39,203	15,421	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

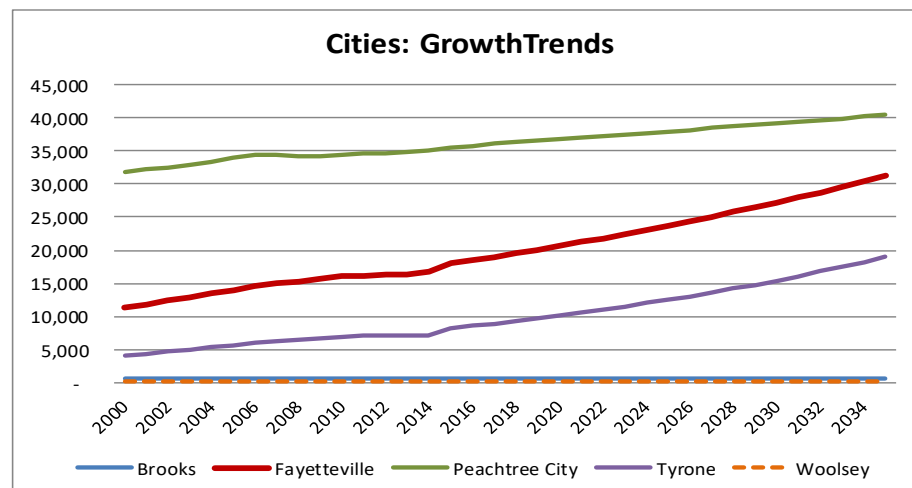


Table 4: Fayette County Projections

	Census: Linear	Census: Growth	Pre-Recession Growth	Georgia OPB	Woods & Poole
2000	92,073				
2001	94,086				
2002	95,707				
2003	97,634				
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

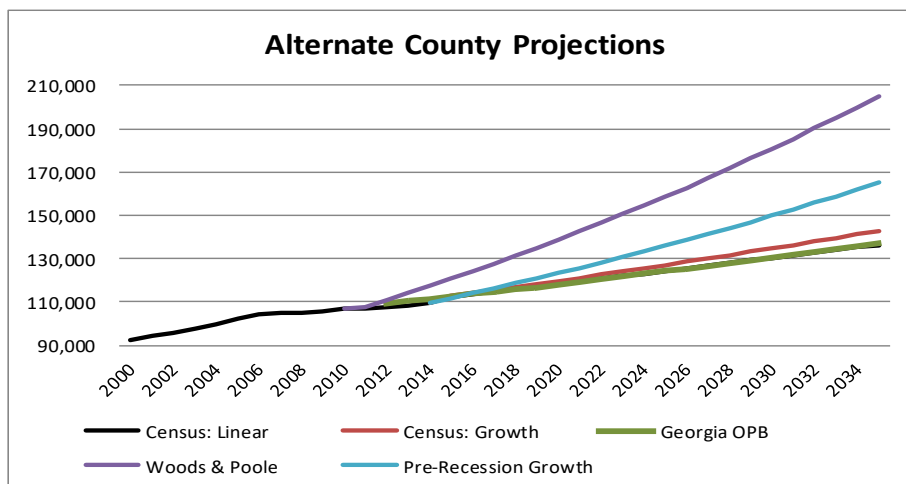


Table 5: Pre-Recession Growth Resumes

	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
2006	527	14,587	34,391	5,946	162	104,099
2007	527	14,985	34,455	6,214	161	104,989
2008	524	15,265	34,301	6,439	159	105,192
2009	522	15,563	34,183	6,663	158	105,493
2010	526	16,156	34,512	6,952	159	106,990
2011	526	16,191	34,566	6,985	159	107,211
2012	527	16,203	34,635	7,013	159	107,432
2013	533	16,354	34,867	7,073	160	108,355
2014	540	16,725	35,063	7,135	163	109,664
2015	546	17,421	35,497	7,607	164	111,817
2016	552	18,145	35,937	8,110	165	114,011
2017	558	18,900	36,382	8,647	166	116,249
2018	565	19,686	36,832	9,218	167	118,531
2019	571	20,504	37,288	9,828	168	120,858
2020	577	21,357	37,750	10,478	168	123,230
2021	584	22,245	38,217	11,171	169	125,649
2022	590	23,171	38,691	11,910	170	128,115
2023	597	24,134	39,170	12,698	171	130,630
2024	604	25,138	39,655	13,538	172	133,194
2025	610	26,183	40,146	14,433	173	135,808
2026	617	27,272	40,643	15,388	174	138,474
2027	624	28,406	41,146	16,406	175	141,192
2028	631	29,588	41,656	17,491	176	143,964
2029	638	30,818	42,171	18,648	177	146,789
2030	645	32,100	42,694	19,881	178	149,671
2031	652	33,435	43,222	21,197	179	152,609
2032	660	34,826	43,757	22,599	180	155,604
2033	667	36,274	44,299	24,093	181	158,658
2034	675	37,782	44,848	25,687	182	161,773
2035	682	39,354	45,403	27,386	183	164,948

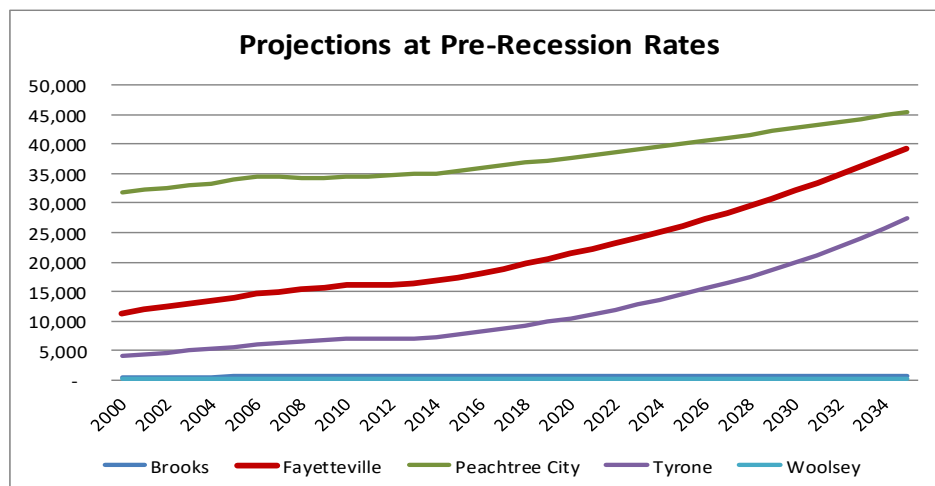


Table 6: Pre-Recession Growth - Percent of County

	Fayette County	Brooks	Fayetteville	Peachtree City	Tyrone	Woolsey
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	106,990	0.49%	15.10%	32.26%	6.50%	0.15%
2011	107,211	0.49%	15.10%	32.24%	6.52%	0.15%
2012	107,432	0.49%	15.08%	32.24%	6.53%	0.15%
2013	108,355	0.49%	15.09%	32.18%	6.53%	0.15%
2014	109,664	0.49%	15.25%	31.97%	6.51%	0.15%
2015	111,817	0.49%	15.58%	31.75%	6.80%	0.15%
2016	114,011	0.48%	15.92%	31.52%	7.11%	0.14%
2017	116,249	0.48%	16.26%	31.30%	7.44%	0.14%
2018	118,531	0.48%	16.61%	31.07%	7.78%	0.14%
2019	120,858	0.47%	16.97%	30.85%	8.13%	0.14%
2020	123,230	0.47%	17.33%	30.63%	8.50%	0.14%
2021	125,649	0.46%	17.70%	30.42%	8.89%	0.13%
2022	128,115	0.46%	18.09%	30.20%	9.30%	0.13%
2023	130,630	0.46%	18.48%	29.99%	9.72%	0.13%
2024	133,194	0.45%	18.87%	29.77%	10.16%	0.13%
2025	135,808	0.45%	19.28%	29.56%	10.63%	0.13%
2026	138,474	0.45%	19.69%	29.35%	11.11%	0.13%
2027	141,192	0.44%	20.12%	29.14%	11.62%	0.12%
2028	143,964	0.44%	20.55%	28.94%	12.15%	0.12%
2029	146,789	0.43%	20.99%	28.73%	12.70%	0.12%
2030	149,671	0.43%	21.45%	28.53%	13.28%	0.12%
2031	152,609	0.43%	21.91%	28.32%	13.89%	0.12%
2032	155,604	0.42%	22.38%	28.12%	14.52%	0.12%
2033	158,658	0.42%	22.86%	27.92%	15.19%	0.11%
2034	161,773	0.42%	23.35%	27.72%	15.88%	0.11%
2035	164,948	0.41%	23.86%	27.53%	16.60%	0.11%

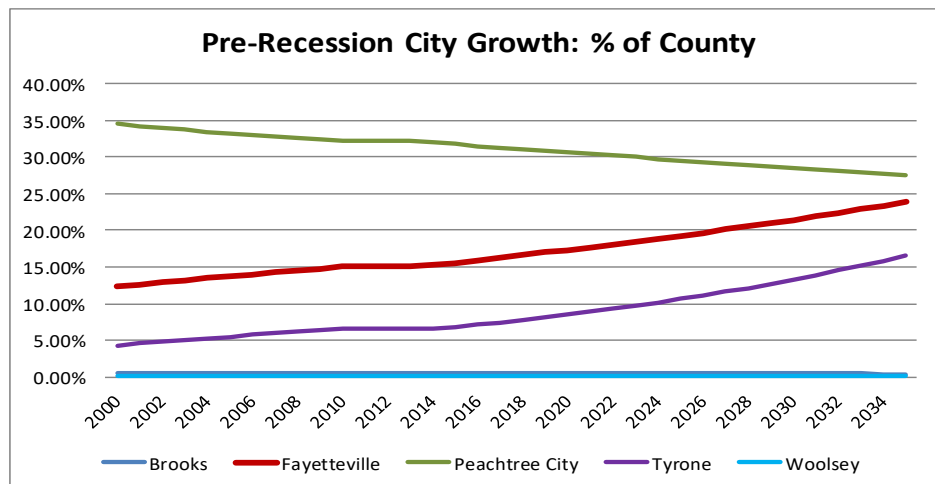


Table 7: Growth Trend Forecast - Percent of County

	Fayette County	Brooks	Fayetteville	Peachtree City	Tyrone	Woolsey
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%	15.10%	32.23%	6.51%	0.15%
2012	107,442	0.49%	15.08%	32.24%	6.53%	0.15%
2013	108,365	0.49%	15.09%	32.18%	6.53%	0.15%
2014	111,999	0.48%	14.93%	31.31%	6.37%	0.15%
2015	113,395	0.48%	15.86%	31.40%	7.22%	0.14%
2016	114,810	0.48%	16.11%	31.21%	7.44%	0.14%
2017	116,242	0.47%	16.36%	31.03%	7.66%	0.14%
2018	117,691	0.47%	16.61%	30.84%	7.89%	0.14%
2019	119,159	0.47%	16.86%	30.66%	8.13%	0.14%
2020	120,646	0.46%	17.12%	30.48%	8.38%	0.13%
2021	122,150	0.46%	17.38%	30.29%	8.63%	0.13%
2022	123,674	0.46%	17.65%	30.11%	8.89%	0.13%
2023	125,216	0.45%	17.92%	29.93%	9.16%	0.13%
2024	126,778	0.45%	18.20%	29.76%	9.44%	0.13%
2025	128,359	0.45%	18.48%	29.58%	9.73%	0.13%
2026	129,960	0.44%	18.76%	29.40%	10.02%	0.13%
2027	131,581	0.44%	19.05%	29.23%	10.33%	0.12%
2028	133,222	0.44%	19.34%	29.05%	10.64%	0.12%
2029	134,884	0.44%	19.64%	28.88%	10.96%	0.12%
2030	136,566	0.43%	19.94%	28.71%	11.29%	0.12%
2031	138,269	0.43%	20.25%	28.54%	11.63%	0.12%
2032	139,994	0.43%	20.56%	28.37%	11.99%	0.12%
2033	141,740	0.42%	20.88%	28.20%	12.35%	0.12%
2034	143,507	0.42%	21.20%	28.03%	12.72%	0.12%
2035	145,297	0.42%	21.52%	27.86%	13.11%	0.11%

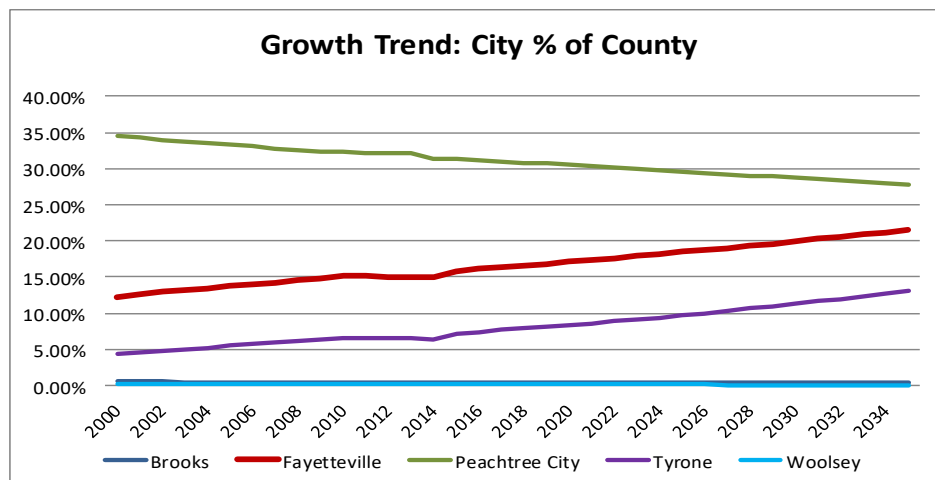
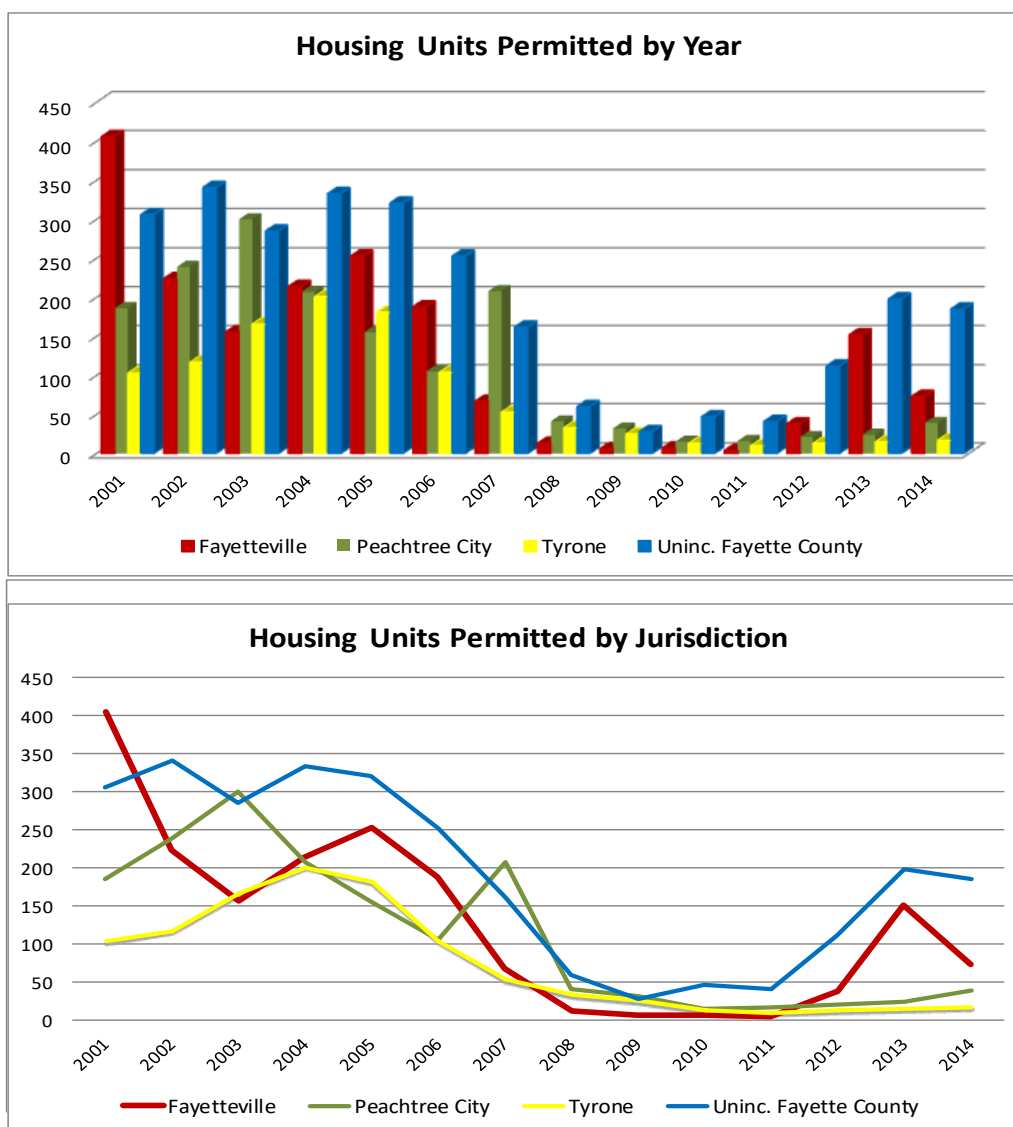


Table 8: Housing Units Permitted 2001-2014

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

Note: Uninc. Fayette County includes Brooks and Woolsey.



TECHNICAL ANALYSIS—HOUSING AND EMPLOYMENT FORECASTS

Following on the selection of the population forecast we will use for the impact fee calculations (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 ‘day-night’ population to reflect their 24-hour service demand. (Road improvements, of course, are based on capacity calculations rather than housing unit, population or employment forecasts).

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 Fayetteville will ‘track’ proportionally the sociometric trend projected by Woods & Poole countywide. In 2010, the average population-per-household size in Fayetteville was 2.65 people, compared to the countywide figure of 2.79. The Fayetteville 2010 figure is a little over 95% of the countywide figure; this percentage is applied to the countywide averages through 2035 to arrive at future average population-per-household sizes for Fayetteville. These average household sizes are then divided into the Fayetteville projected population every year to arrive at the household forecasts.

Housing Units were calculated for Fayetteville beginning with the 2010 housing occupancy rate, and building back to the 2000 occupancy rate 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

Fayette County (Woods & Poole)				Fayetteville				
Population		Households	Population per Household*	Population**	Population per Household*	Total Households	Occupancy Rate	Total Housing Units
2000	92,073	31,818	2.89	11,148	2.57	4,338	94.9%	4,572
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	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:	95.09%			
2009	105,493	37,491	2.81					
2010	107,010	38,328	2.79	15,945	2.65	6,006	92.4%	6,499
2011	107,784	38,789	2.78	16,191	2.64	6,128	92.5%	6,624
2012	110,865	39,641	2.80	16,203	2.66	6,093	92.6%	6,579
2013	114,038	41,082	2.78	16,354	2.64	6,196	92.7%	6,683
2014	117,300	42,548	2.76	16,725	2.62	6,380	92.8%	6,874
2015	120,642	44,033	2.74	17,989	2.61	6,905	92.9%	7,432
2016	124,064	45,523	2.73	18,493	2.59	7,136	93.0%	7,673
2017	127,570	47,010	2.71	19,011	2.58	7,368	93.1%	7,914
2018	131,160	48,498	2.70	19,544	2.57	7,600	93.2%	8,154
2019	134,835	49,998	2.70	20,092	2.56	7,835	93.3%	8,397
2020	138,589	51,517	2.69	20,656	2.56	8,075	93.4%	8,645
2021	142,431	53,060	2.68	21,235	2.55	8,319	93.5%	8,897
2022	146,354	54,600	2.68	21,830	2.55	8,565	93.6%	9,151
2023	150,358	56,145	2.68	22,442	2.55	8,813	93.7%	9,406
2024	154,449	57,708	2.68	23,071	2.54	9,065	93.8%	9,665
2025	158,617	59,287	2.68	23,718	2.54	9,323	93.9%	9,929
2026	162,871	60,888	2.67	24,383	2.54	9,586	94.0%	10,199
2027	167,208	62,510	2.67	25,066	2.54	9,855	94.1%	10,474
2028	171,627	64,154	2.68	25,769	2.54	10,130	94.2%	10,755
2029	176,124	65,819	2.68	26,492	2.54	10,411	94.3%	11,042
2030	180,704	67,504	2.68	27,234	2.55	10,699	94.4%	11,335
2031	185,375	69,215	2.68	27,998	2.55	10,994	94.5%	11,635
2032	190,128	70,953	2.68	28,783	2.55	11,296	94.6%	11,943
2033	194,972	72,720	2.68	29,590	2.55	11,606	94.7%	12,258
2034	199,904	74,521	2.68	30,419	2.55	11,925	94.8%	12,581
2035	204,922	76,349	2.68	31,272	2.55	12,253	94.9%	12,914

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

** 2000 and 2014: Census population counts as of April 1 each year. 2011-2013: Annual Census Estimates, 2013.
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.

Employment Forecasts: Fayette County

	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 Fayetteville 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

Fayetteville

Census Bureau**	12,183
× Multiplier = Estimated Jobs	17,494
Fayetteville % of County	27.67%
Households	6,006
Jobs per Household	2.91

* 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 Fayetteville in 2010 (17,494) and carries it forward to 2035 as a percentage of total value-added county jobs. This ‘percentage share’ approach assumes that Fayetteville will continue to maintain its current percentage of county-wide employment over the projection period. This approach results in an employment increase between 2014 and 2035 of almost 6,500 jobs, a 36% increase.

Employment Forecasts: Fayetteville

Percent of County Jobs			Jobs per Household Ratio			Averaged Number	
Total County Jobs*	Fayetteville Jobs		Number of Households	Fayetteville Jobs	Percent of County	Fayetteville Jobs	Percent of County
At: 27.67%			At: 2.91				
2010	63,226	17,494	6,006	17,494	27.67%	17,494	27.67%
2011	64,047	17,721	6,128	17,849	27.87%	17,785	27.77%
2012	64,123	17,742	6,093	17,747	27.68%	17,745	27.67%
2013	64,623	17,881	6,196	18,047	27.93%	17,964	27.80%
2014	65,355	18,083	6,380	18,583	28.43%	18,333	28.05%
2015	67,160	18,582	6,905	20,113	29.95%	19,348	28.81%
2016	67,939	18,798	7,136	20,785	30.59%	19,792	29.13%
2017	68,744	19,021	7,368	21,461	31.22%	20,241	29.44%
2018	69,572	19,250	7,600	22,137	31.82%	20,694	29.74%
2019	70,419	19,484	7,835	22,821	32.41%	21,153	30.04%
2020	71,299	19,728	8,075	23,520	32.99%	21,624	30.33%
2021	72,205	19,978	8,319	24,231	33.56%	22,105	30.61%
2022	73,142	20,238	8,565	24,948	34.11%	22,593	30.89%
2023	74,109	20,505	8,813	25,670	34.64%	23,088	31.15%
2024	75,112	20,783	9,065	26,404	35.15%	23,594	31.41%
2025	76,149	21,070	9,323	27,156	35.66%	24,113	31.67%
2026	77,222	21,367	9,586	27,922	36.16%	24,645	31.91%
2027	78,333	21,674	9,855	28,705	36.64%	25,190	32.16%
2028	79,483	21,992	10,130	29,506	37.12%	25,749	32.40%
2029	80,676	22,322	10,411	30,325	37.59%	26,324	32.63%
2030	81,912	22,664	10,699	31,164	38.05%	26,914	32.86%
2031	83,189	23,018	10,994	32,023	38.49%	27,521	33.08%
2032	84,511	23,383	11,296	32,902	38.93%	28,143	33.30%
2033	85,877	23,761	11,606	33,805	39.36%	28,783	33.52%
2034	87,292	24,153	11,925	34,735	39.79%	29,444	33.73%
2035	88,756	24,558	12,253	35,690	40.21%	30,124	33.94%

* 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 higher 2035 projection (almost doubling over 2014 with 17,107 new jobs), and, of equal note, employment in the city as a percentage of the county increases over the projection period, reflecting the growing economic importance of the city relative to the county.

The two alternate approaches above present certain issues. On the one hand, the ‘percentage share’ approach does not recognize the city’s growing incorporation of and attraction to business development relative to other cities in the county and to the unincorporated area, and therefore seems low. On the other hand, the ‘jobs-to-households’ approach seems too high, resulting in 40% of all employment in the county to be 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 Fayetteville’s sharing in the economic trends of the county while recognizing its relative pre-eminence in ‘disproportionately’ attracting business development internally and through annexation.

Considering the major 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 11,800 jobs over 2014 (a 64% increase over 21 years) and a rise in the percentage of countywide jobs located within the city from 28.8% today to 33.9% in 2035 (an increase of 5.1 percentage points, or about a 21% increase in economic position).

SERVICE AREAS

Combining the previously prepared residential population forecasts with the recommended employment forecasts (for day/night population figures) and the housing unit projections, gives us the figures necessary to establish projections for the various types of public facilities by their service areas.

Service Area Forecasts

	Housing Units (Parks)	Day/Night Population (Fire, Police))
2014	6,380	35,058
2015	6,905	37,336
2016	7,136	38,285
2017	7,368	39,252
2018	7,600	40,238
2019	7,835	41,245
2020	8,075	42,280
2021	8,319	43,339
2022	8,565	44,423
2023	8,813	45,529
2024	9,065	46,665
2025	9,323	47,831
2026	9,586	49,027
2027	9,855	50,256
2028	10,130	51,518
2029	10,411	52,815
2030	10,699	54,148
2031	10,994	55,518
2032	11,296	56,925
2033	11,606	58,373
2034	11,925	59,863
2035	12,253	61,396

Net Increase: **5,873** **26,338**

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

METHODOLOGY: TRIP GENERATION

In order to calculate new growth and development's fair share of the cost of road improvements, it is necessary to establish how much of the future traffic on Fayetteville's roads will be generated by new growth, over and above the traffic generated by the city's residents and businesses today. This Methodology describes the process through which this determination is made.

SUMMARY

A Level of Service must be established for road improvements in order to assure that, ultimately, existing development and new growth are served equally. This Section also presents the process through which new growth and development's 'fair share' of road improvement costs is calculated, and tables summarizing the technical portions of this Methodology are included.

LEVEL OF SERVICE

The City has set its Level of Service for road improvements at LOS "D", a level to which it will strive ultimately. However, interim road improvement projects that do not result in a LOS of "D" will still provide traffic relief to current and future traffic alike, and are thus eligible for impact fee funding.

All road improvement projects benefit existing and future traffic proportionally to the extent that relief from over-capacity conditions eases traffic problems for everyone. For example, since new growth by 2035 will represent a certain portion of all 2035 traffic, new growth would be responsible for that portions' cost of the road improvements.

It is noted that the cost-impact of non-Fayetteville generated traffic on the roads traversing the city (cross commutes) is off-set by state and federal assistance. The net cost of the road projects that accrues to Fayetteville reasonably represents (i.e., is 'roughly proportional' to) the impact on the roads by Fayetteville residents and businesses.

The basis for the road impact fee would therefore be Fayetteville's cost for the improvements divided by all traffic in 2035 (existing today plus new growth)—i.e., the cost per trip—times the traffic generated by new growth alone. For an individual land use, when a building permit is issued, the cost per trip (above) would be applied to the number of trips that will be generated by the new development, assuring that new growth would only pay its 'fair share' of the road improvements that serve it.

APPROACH

This Methodology proceeds along the following lines:


- Total traffic currently generated by Fayetteville residents and businesses on the road system within the city is calculated from trip generation and commuting data for 2010, and extended to 2014.
- Future Fayetteville-generated traffic from new growth in the city is calculated from housing unit and employment forecasts to 2035.

- The portion of total 2035 traffic that is generated by new housing units and employment in the city establishes the percentage of Fayetteville's cost of the future road improvements that can be included in an impact fee.

SUMMARY TABLE

The table below shows how the portion of 2035 traffic generated by new growth is calculated.


Average Daily Trip Ends Generated by New Growth

	2014	2035	Increase	Percent New Growth Trip Ends
Residential Trips	61,924	116,338	54,414	
Nonresidential Trips	447,607	735,496	287,889	
Less: Internal Commutes*	(6,225)	(10,228)	(4,003)	
	503,306	841,606	338,300	40.2%

* Residents who work in Fayetteville. These trips to and from work are included in the residential trips, above.

The next table, below, calculates the Primary Trip Ends generated by existing and future traffic by deleting pass-by and diverted trips, as discussed below.

Primary Daily Trip Ends Generated by New Growth

	Percent Primary Trip Ends*	Primary Trip Ends			Percent New Growth Primary Trip Ends
		2014	2035	Increase	
Residential Trips	80%	49,539	93,070	43,531	
Commercial	51%	222,113	364,972	142,859	
Industrial+Utility	92%	10,198	16,753	6,555	
Less: Internal Commutes	100%	(6,225)	(10,228)	(4,003)	
		275,625	464,568	188,943	40.7%

* Derived from 'Trip Generation Handbook' chapter, *Trip Generation*, 9th Edition, Institute of Transportation Engineers.

Overall, new residents and businesses located within Fayetteville will generate 40.2% of all Fayetteville traffic on its roads. Thus, new growth's 'fair share' of the cost to the City to provide road improvements to serve current and future traffic cannot exceed 40.2%.

PASS-BY AND DIVERTED TRIPS

The impact of new growth and development on Fayetteville's road network is the increased number of vehicles added to the system, expressed by transportation engineers as 'trips'. Every 'trip' has two ends—a beginning at its origin and an end at its destination (known as 'trip ends'). There are three types of trips, defined as:

A **Primary Trip** (and its trip ends)—a vehicle travelling from its original beginning to its intended final destination. Driving from one's home to one's place of work is an example of a primary trip.

A **Pass-by Trip** — a vehicle travelling along its usual route from its origin to its final destination, that stops off at an intermediate location for any reason. A trip from home to work that stops along the way for gas, dropping off a child at daycare, picking up coffee or dinner, or for any other reason, represents a 'pass-by' trip at the intermediate location.

A **Diverted Trip** (previously called a diverted 'link' trip)—a vehicle that diverts from its normal primary trip route between its origin to its final destination, and takes a different route to stop off at an intermediate location for any reason. While a pass-by trip remains on its normal route, a diverted trip changes its route to other streets to arrive at the intermediate stop.

New primary trips add vehicles to the road network. Pass-by and diverted trips involve the same vehicles stopping off between their original beginnings and their final destinations, and therefore do not add new vehicles to the road network—the vehicles were already there on their way to their destinations.

These different types of trips result in different types of 'trip ends'. On a home-to-daycare-to-work trip, for instance, there are two primary trip ends (home and work) and two pass-by or diverted trip ends: arriving at the daycare center and leaving from there to drive to work. The net impact on the road network, however, is created by the one vehicle and its two primary trip ends.

Impact fee calculations take note of these pass-by and diverted trip ends as not adding to the overall traffic on the road network, and deletes them from the total trip ends reported in ITE's *Trip Generation* manual. While the table above uses overall average percentages of primary trip ends derived from ITE for broad land use categories, the actual percentage for each land use listed on the impact fee schedule for roads is applied to the total trip ends to determine the primary trip ends attributed to that land use.

Although both summary tables above reflect about the same percentage of 2035 traffic that will be generated by new growth, the increase in primary trip ends from the second table will play an important role in calculating the per-trip road impact fee.

RESIDENTIAL TRIP GENERATION

Average trip generation rates published by the Institute of Transportation Engineers (ITE) differentiate between ‘single-family detached housing’ and ‘apartments’. The closest correlations with the US Census definitions are ‘single-family units’ and ‘multi-family units’, which are shown on the following table.

Residential Units by Type: 2014 and 2035

	2010	Additional Units*	2014	Percent**	Increase 2014-2035	Total in 2035
Single-Family Units	5,375	274	5,649	82.2%	4,964	10,613
Multi-Family Units	1,124	101	1,225	17.8%	1,076	2,301
Total	6,499	375	6,874	100.0%	6,040	12,914


* Based on building permits issued 2010-2014, adjusted to 2014 total.

** Percent authorized by building permits: 2000-2014.

The 2010 breakdown of housing units by type on the table above are taken from the 2010 Census. These numbers are extended to the number of housing units projected in 2014 (in a previous paper), combining the number of housing units authorized by building permits between 2010 and 2013 with adjustments to reach the 2014 projected total. The next column shows the percent of building permits by housing type historically issued by the City from 2000 to 2013. It is assumed that these percentages will persist into the future, producing a breakdown of the projected 6,240 new housing units forecast for the 2014-2035 period.

The next table, below, calculates the amount of traffic that is generated by the city’s housing stock today, and the amount that will be generated in 2035.

Residential Trip Generation: 2014-2035 New Growth Increase

	ADT* Trip Ends	2014 Units	2014 ADT Trip Ends	2035 Units	2035 ADT Trip Ends	Increase 2015-2035	Percent New Growth Trip Ends
Single-Family Units	9.52	5,649	53,778	10,613	101,036	47,258	
Multi-Family Units	6.65	1,225	8,146	2,301	15,302	7,156	
Total		6,874	61,924	12,914	116,338	54,414	46.8%

* Average Daily Traffic on a weekday; Institute of Transportation Engineers *Trip Generation*, 9th Edition. Total includes trips to/from work.

The calculations are made on the basis of ‘average daily traffic’ on a normal weekday, using average trip generation rates derived through multiple traffic studies (350 for single-family and 86 for apartments) and published by ITE. The rates are expressed for ‘trip ends’—that is, traffic both leaving and coming to a housing unit.

Comparing traffic in 2014 to 2035, the future increase in trip ends can be calculated, which will represent 46.9% of all residential trip ends generated in the city.

It should be noted that the traffic generated includes trips to and from work and, more particularly, residents who work at a business within the city.

NONRESIDENTIAL TRIP GENERATION

Calculating traffic generated by businesses located in Fayetteville is more problematical than residential trips because there is no breakdown of types of businesses in the city that is readily available. In addition, while employment forecasts have been made in terms of the number of jobs, there is no data available for floor areas, much less by detailed type of use.

The alternate is to view nonresidential traffic generation on a broad ‘average’ basis. For this, there is data available from ITE for a number of individual uses relating to the total number of trips generated per employee. These trips, of course, include not only trips taken by the employee (to/from work, lunch, etc.) but also customers and others that are attracted to the use or serve it in some way.

The following table shows the ‘trips per employee’ for those uses for which impact fees are commonly collected and for which the data is available.

ITE Trips-per-Employee Data


			ADT			Average	Average
	ITE CODE	LAND USE	Trip Ends per Employee		by Category		All Commercial
Port and Terminal (000-099)	30	Intermodal Truck Terminal	6.99	}	10.21	}	25.31
Industrial/Agricultural (100-199)	110	General Light Industrial	3.02				
	120	General Heavy Industrial	0.82				
	140	Manufacturing	2.13				
	150	Warehousing	3.89				
	151	Mini-Warehouse	32.47				
	152	High-Cube Warehouse	22.13				
Lodging (300-399)	310	Hotel or Conference Motel	14.34	}	13.58		
	320	Motel	12.81				
Recreational (400-499)	430	Golf Course	20.52	}	34.79		
	443	Movie Theater	53.12				
	460	Arena	10.00				
	480	Amusement Park	8.33				
	490	Tennis Courts	66.67				
	491	Racquet/Tennis Club	45.71				
	492	Health/Fitness Center	46.71				
	495	Recreational Community Center	27.25				
Institutional (500-599)	520	Private Elementary School	15.71	}	29.58		
	530	Private High School	19.74				
	560	Church/Place of Worship	26.24				
	565	Day Care Center	28.13				
	566	Cemetery	58.09				
Medical (600-699)	610	Hospital	4.50	}	5.26		
	620	Nursing Home	3.26				
	630	Clinic	8.01				
Office (700-799)	710	General Office Building	3.32	}	4.18		
	714	Corporate Headquarters Building	2.33				
	715	Single-Tenant Office Building	3.70				
	720	Medical-Dental Office Building	8.91				
	760	Research and Development Center	2.77				
	770	Business Park	4.04				
Retail (800-899)	812	Building Materials and Lumber Store	32.12	}	32.86		
	814	Variety Store	66.70				
	815	Free-Standing Discount Store	28.84				
	816	Hardware/Paint Store	53.21				
	817	Nursery (Garden Center)	21.83				
	818	Nursery (Wholesale)	23.40				
	826	Specialty Retail Center	22.36				
	841	Automobile Sales	21.14				
	850	Supermarket	87.82				
	854	Discount Supermarket	40.36				
	860	Wholesale Market	8.21				
	861	Discount Club	32.21				
	875	Department Store	11.56				
	890	Furniture Store	12.19				
Services (900-999)	912	Drive-in Bank	30.94				
OVERALL AVERAGE			23.01				

Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers, where survey results given for key land uses.

For comparison, the lower part of the table calculates all trips using the overall average for all uses, regardless of type.

Lastly, the following table calculates the total number of trip ends that will be generated by new nonresidential growth in future traffic on Fayetteville's roads.

Nonresidential Trip Generation: 2014-2035 New Growth Increase

	2014 Employees	2014 Trip Ends	2035 Employees	2035 Trip Ends	2014-2035 Increase	Percent New Growth Trip Ends
Commercial	17,247	436,522	28,340	717,286	280,764	
Industrial+Utility	1,086	11,085	1,784	18,210	7,125	
<hr/>						
Total	18,333	447,607	30,124	735,496	287,889	
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Internal Commutes at	1.39%	6,225		10,228	4,003	
<hr/>						
Net Nonres Trips		441,382		725,268	283,886	39.1%

The table shows the number of trip ends currently generated by Fayetteville businesses based on 2014 employment. The trip ends by use are distributed using the same percentages calculated on the previous table. The same calculations are made for the year 2035 based on projected employment in the city, and the difference between 2014 and 2035 represents trip ends generated by future growth and development. This totals 38.8% of all nonresidential 2035 trip ends.

The results of the residential and nonresidential trip generation analyses are combined on the Summary table at the beginning of this Methodology for an overall calculation of new growth's share of future traffic generated by Fayetteville residents and businesses. From these figures, pass-by and diverted trip ends will be deleted to determine primary trip ends, which more closely relates to vehicles on the road and thus contribute to traffic congestion.

TERMINOLOGY

This Methodology uses the term 'average daily traffic' (ADT) for a weekday, which is defined by ITE as the 'average weekday vehicle trip ends', which are "the average 24-hour total of all vehicle trips counted from a study site from Monday through Friday."

Additionally, ITE defines a 'trip or trip end' as "a single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site. For trip generation purposes, the total trip ends for a land use over a given period of time are the total of all trips entering plus all trips exiting a site during a designated time period".

Lastly, ITE defines ‘average trip rate’ as “the weighted average of the number of vehicle trips or trip ends per unit of independent variable (for example, trip ends per occupied dwelling unit or employee) using a site’s driveway(s). The weighted average rate is calculated by dividing the sum of all independent variable units where paired data is available. The weighted average rate is used rather than the average of the individual rates because of the variance within each data set or generating unit. Data sets with a large variance will over-influence the average rate if they are not weighted”.

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Capital Improvements Element

An Element of the
City of Fayetteville Comprehensive Plan 2017 Update



Capital Improvements Element

2017 Annual Update

Based on CIE of June, 2007

Financial Report & Community Work Program

Fayetteville, Georgia

Draft: April 24, 2017



This Capital Improvements Element Annual Update has been prepared based on the rules and regulations pertaining to impact fees in Georgia, as specified by the *Development Impact Fee Act* (DIFA) and the Department of Community Affairs (DCA) documents *Development Impact Fee Compliance Requirements* and *Standards and Procedures for Local Comprehensive Planning*. These three documents dictate the essential elements of an Annual Update, specifically the inclusion of a financial report and a schedule of improvements.

According to **DCA's** Compliance Requirements, the Annual Update:

"... must include: 1) the Annual Report on impact fees required under O.C.G.A. 36-71-8; and 2) a new fifth year schedule of improvements, and any changes to or revisions of previously listed CIE projects, including alterations in project costs, proposed changes in funding sources, construction schedules, or project scope." (Chapter 110-12-2-.03(2)(c))

This Annual Update itself is based on the City of Fayetteville *Capital Improvements Element*, as amended by the City in **June of 2007**.

Financial Report

The Financial Report included in this document is based on the requirements of DIFA, specifically:

"As part of its annual audit process, a municipality or county shall prepare an annual report describing the amount of any development impact fees collected, encumbered, and used during the preceding year by category of **public facility and service area**." (O.C.G.A. 36-71-8(c))

The required financial information for each public facility category appears in the main financial table (page 2); each of the public facility categories has a single, city-wide service area. The status of all impact fee projects, by public facility category, is shown on the tables on pages 4, 5 and 6.

The City's fiscal year runs from August 1 to July 31.

Schedule of Improvements

In addition to the financial report, the City has prepared a five-year schedule of improvements—a community work program (CWP)—as specified in

DCA's Compliance Requirements (Chapter 110-12-2-.03(2)(c)), which states that local governments that have a CIE must "update their entire Short Term [i.e., Community] Work Programs annually."¹

According to **DCA's** requirements,² the CWP must include:

- A brief description of the activity;
- Legal authorization, if applicable;
- Timeframe for undertaking the activity;
- Responsible party for implementing the activity;
- Estimated cost (if any) of implementing the activity; and,
- Funding source(s), if applicable.

All of this information appears in the Community Work Program portion of this document, beginning on page 7.

¹ Note that **DCA's** Compliance Requirements specify that the work program is to meet the requirements of Chapter 110-12-1-.04(7)(a), which is a reference to the work program requirements in a previous version of the *Standards and Procedures for Local Comprehensive Planning*. The correct current description is found at Chapter 110-12-1-.04(2)(b)1.

² Chapter 110-12-1-.03(3).

IMPACT FEES FINANCIAL REPORT – FAYETTEVILLE, GA

Fiscal Year 2016

City of Fayetteville, GA	Annual Impact Fee Financial Report - Fiscal Year 2016						
Public Facility Service Area	Parks & Recreation	Fire Protection	Police	Roads	Admin- istration	CIE Prep*	TOTAL
	City-wide	City-wide	City-wide	City-wide			
Impact Fee Fund Balance August 1, 2015	\$ 46,071.91	\$ 1,109,370.94	\$ 103,403.71	\$ 304,418.19	\$ 7,805.21	\$ (21,556.86)	\$ 1,549,513.10
Impact Fees Collected (August 1, 2015 through July 31, 2016)	\$ 165,143.20	\$ 218,116.13	\$ 212,947.87	\$ 149,160.35	\$ 22,366.32	\$ -	\$ 767,733.87
Subtotal: Fee Accounts	\$ 211,215.11	\$ 1,327,487.07	\$ 316,351.58	\$ 453,578.54	\$ 30,171.53	\$ (21,556.86)	\$ 2,317,246.97
Accrued Interest	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(Impact Fee Refunds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(Expenditures)	\$ (67,191.00)	\$ (221,359.38)	\$ (67,949.00)	\$ -	\$ (7,568.32)	\$ -	\$ (364,067.70)
Impact Fee Fund Balance July 31, 2016	\$ 144,024.11	\$ 1,106,127.69	\$ 248,402.58	\$ 453,578.54	\$ 22,603.21	\$ (21,556.86)	\$ 1,953,179.27
Impact Fees Encumbered	\$ 144,024.11	\$ 1,106,127.69	\$ 248,402.58	\$ 453,578.54			\$ 1,952,132.92

PROJECT FINANCIAL TABLES

Fiscal Year 2016

Public Facility: Parks & Recreation										
Responsible Party: Public Services Department										
Service Area: City-wide										
Project Description	Project Start Date	Project End Date	Local Cost of Project*	Maximum Percentage of Funding from Impact Fees	Maximum Funding Possible from Impact Fees	FY 2016 Impact Fees Expended	Impact Fees Expended (Previous Years)	Total Impact Fees Expended to Date	Impact Fees Encumbered	Status/Remarks
P.K. Dixon Park (219 acres)	2003	2010	\$ 499,265.64	44.0%	\$ 219,913.00	\$ -	\$ -	\$ -	\$ -	
Holiday Dorsey Fife House	2003	2004	\$ 1,564,823.95	100.0%	\$ 1,564,823.95	\$ 33,595.50	\$ 232,471.52	\$ 266,067.02	\$ 72,012.06	Debt Service**
Amphitheater	2003	2005	\$ 2,560,364.00	49.7%	\$ 1,272,831.81	\$ 33,595.50	\$ 257,750.11	\$ 291,345.61	\$ 72,012.06	Debt Service**
			\$ 4,624,453.59		\$ 3,057,568.76	\$ 67,191.00	\$ 357,705.64	\$ 557,412.63	\$ 144,024.11	

* Actual figures related to impact fee funding shown for completed projects.

When impact fees were initially calculated for these projects, their actual construction costs were already known. Because each project created capacity to serve future growth and development, the percentage of the cost that is impact fee eligible was calculated based on the Level of Service standards in the Capital Improvements Element, which yielded the proportion of the project that was required to meet the needs of future growth and development.

** The noted projects are eligible for impact fee funding but were initially financed through the issuance of GO bonds. The City is recouping the impact fee share of the portion of the debt service attributable to the projects, to the extent of the percentage of the costs that created new capacity to serve new growth and development, but limited to the extent of impact fee collections and accumulations on hand. Because the pace of impact fee collections cannot be predicted, the date at which the recoupment will be completed cannot be determined.

NOTE: For projects that are not 100% impact fee funded, funding was provided from taxes levied and applied to the bond issue sinking fund.

Public Facility: Fire Protection										
Responsible Party: Fire Department										
Service Area: City-wide										
Project Description	Project Start Date	Project End Date	Local Cost of Project*	Maximum Percentage of Funding from Impact Fees	Maximum Funding Possible from Impact Fees	FY 2016 Impact Fees Expended	Impact Fees Expended (Previous Years)	Total Impact Fees Expended to Date	Impact Fees Encumbered	Status/Remarks
Headquarters expansion (3,000 sf)	2005	2006	\$ 75,000.00	100.00%	\$ 75,000.00	\$ -	\$ 75,000.00	\$ 75,000.00		Completed
New Station #3 (11,200 sf)	2016	2018	\$ 2,222,000.00	63.99%	\$ 1,421,881.61	\$ -	\$ -	\$ -	\$ 1,106,127.69	
New Station #4 (5,920 sf)	2020	2022	\$ 1,095,200.00	0.00%	\$ -	\$ -	\$ -	\$ -		
Pumper Truck (Support Apparatus)	2012	2012	\$ 406,124.30	100.00%	\$ 406,124.30	\$ -	\$ 406,124.30	\$ 406,124.30		Completed
Aerial Truck	2015	2015	\$ 1,000,000.00	100.00%	\$ 1,000,000.00	\$ 221,359.38	\$ -	\$ 221,359.38		
Tactical Support Fire Apparatus	2018	2018	\$ 600,000.00	0.00%	\$ -	\$ -	\$ -	\$ -		
Pumper Truck	2022	2022	\$ 443,875.70	100.00%	\$ 443,875.70	\$ -	\$ -	\$ -		
			\$ 5,842,200.00		\$ 3,346,881.61	\$ 221,359.38	\$ 481,124.30	\$ 702,483.68	\$ 1,106,127.69	

* Actual figures related to impact fee funding shown for completed projects.

When impact fees are initially calculated for proposed projects, they are based on estimated costs, and the percentage of the estimate that is impact fee eligible is calculated based on the Level of Service standards in the Capital Improvements Element, which yielded the proportion of the project that is required to meet the needs of future growth and development. When a project is completed, the actual cost is then known and, based on the percent eligible for impact fee funding, the actual amount of impact fee collections that can be expended on the project is revised accordingly so that the proportional share of the project attributable to new growth and development is not exceeded.

NOTE: For projects that have been completed and paid for (or are not eligible for impact fee funding), the cells in the "FY2016 Impact Fees Expended" column are shaded out, indicating that no impact fees or additional impact fees may be expended on those projects.

NOTE: 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.

Public Facility: Police Department										
Responsible Party: Police Department										
Service Area: City-wide										
Project Description	Project Start Date	Project End Date	Local Cost of Project*	Maximum Percentage of Funding from Impact Fees	Maximum Funding Possible from Impact Fees	FY 2016 Impact Fees Expended	Impact Fees Expended (Previous Years)	Total Impact Fees Expended to Date	Impact Fees Encumbered	Status/Remarks
New Facility (20,993 sf)	2006	2007	\$ 6,746,135.00	38.1%	\$ 2,570,889.04	\$ 67,949.00	\$ 983,491.13	\$1,051,440.13	\$ 248,402.58	Debt Service**
			\$ 6,746,135.00		\$ 2,570,889.04	\$ 67,949.00	\$ 983,491.13	\$1,051,440.13	\$ 248,402.58	

* The actual figure related to impact fee funding is shown for this completed project.

When the impact fee was initially calculated for this project (the Police Headquarters), its actual construction cost was already known. Because the project created capacity to serve future growth and development, the percentage of the cost that is impact fee eligible was calculated based on the Level of Service standards in the Capital Improvements Element, which yielded the proportion of the project that was required to meet the needs of future growth and development.

** This project is eligible for impact fee funding but was initially financed and constructed through the issuance of a GO bond. The City is recouping the impact fee share of the portion of the debt service attributable to the project, to the extent of the percentage of the cost that created new capacity to serve new growth and development, but limited to the extent of impact fee collections and accumulations on hand. Because the pace of impact fee collections cannot be predicted, the date at which the recoupment will be completed cannot be determined.

NOTE: The portion of the project that is not eligible for impact fee funding was provided from taxes levied and applied to the bond issue sinking fund.

Public Facility: Road Improvements										
Responsible Party: Public Services Department										
Service Area: City-wide										
Project Description	Project Start Date	Project End Date	Local Cost of Project*	Maximum Percentage of Funding from Impact Fees	Maximum Funding Possible from Impact Fees*	FY 2016 Impact Fees Expended	Impact Fees Expended (Previous Years)	Total Impact Fees Expended to Date	Impact Fees Encumbered	Status/Remarks
Jeff Davis Dr./SR 54/Jimmy Mayfield	2003	2004	\$ 85,264.17	73.2%	\$ 62,379.27	\$ -	\$ 62,379.27	\$ 62,379.27		Completed
Church Street Improvements	2003	2004	\$ 11,679.11	45.2%	\$ 5,282.46	\$ -	\$ 5,282.46	\$ 5,282.46		Completed
Ramah Road/Beauregard	2003	2004	\$ 77,812.90	21.8%	\$ 16,947.65	\$ -	\$ 16,947.65	\$ 16,947.65		Completed
Traffic Signal Interconnection	2003	2004	\$ 89,080.11	77.1%	\$ 68,689.67	\$ -	\$ 68,689.67	\$ 68,689.67		Completed
Jeff Davis/85/314 Intersection	2003	2007	\$ 258,812.27	15.0%	\$ 38,821.84	\$ -	\$ 38,821.84	\$ 38,821.84		Completed
Southside Connector	2003	2007	\$ 720,245.70	86.5%	\$ 622,940.51	\$ -	\$ 622,940.51	\$ 622,940.51		Completed
Bradford Square	2003	2004	\$ 12,483.33	82.5%	\$ 10,298.75	\$ -	\$ 10,298.75	\$ 10,298.75		Completed
Banks Road Widening	2005	2006	\$ 83,591.07	100.0%	\$ 83,591.07	\$ -	\$ 83,591.07	\$ 83,591.07		Completed
Lafayette Ave Extension	2007	2019	\$ 665,500.00	15.0%	\$ 99,825.00	\$ -	\$ 8,873.37	\$ 8,873.37	\$ 90,951.63	
Lafayette/Glynn Street	2007	2019	\$ 250,000.00	4.0%	\$ 10,000.00	\$ -	\$ 8,873.37	\$ 8,873.37		
Jeff Davis Shoulder	2007	2011	\$ 736,115.00	5.9%	\$ 22,983.62	\$ -	\$ 20,820.25	\$ 20,820.25		
Stonewall/85 Left Turn	2007	2018	\$ 142,000.00	7.1%	\$ 10,011.00	\$ -	\$ 8,873.38	\$ 8,873.38		
Jimmie Mayfield Widening	2007	2010	\$ 215,206.53	92.6%	\$ 199,281.25	\$ -	\$ 199,281.25	\$ 199,281.25		Completed
Lafayette/Tiger Trail Alt. B (Ph. 1)	2009	2021	\$ 214,375.00	100.0%	\$ 214,375.00	\$ -	\$ 50,307.07	\$ 50,307.07	\$ 119,130.53	
Lafayette/Tiger Trail Alt. B (Ph. 2)	2009	2021	\$ 214,375.00	100.0%	\$ 214,375.00	\$ -	\$ -	\$ -	\$ 119,130.53	
Hwy 314/White/Banks	2007	2011	\$ 259,441.92	100.0%	\$ 259,441.92	\$ -	\$ 259,441.92	\$ 259,441.92		Completed
Grady/Beauregard Roundabout/Lanes	2008	2012	\$ 749,188.62	100.0%	\$ 749,188.62	\$ -	\$ 749,188.62	\$ 749,188.62		Completed
Hwy 54/Gingercake	2009	2017	\$ 11,000.00	100.0%	\$ 11,000.00	\$ -	\$ -	\$ -	\$ 4,768.01	
Hood Ave. Connector	2011	2017	\$ 560,000.00	100.0%	\$ 560,000.00	\$ -	\$ 82,878.95	\$ 82,878.95		
Hwy 85 Medians (Phase 1)	2015	2017	\$ 83,352.33	100.0%	\$ 83,352.33	\$ -	\$ -	\$ -	\$ 83,352.33	
Hwy 85 Medians (Phase 2)	2015	2017	\$ 83,352.33	100.0%	\$ 83,352.33	\$ -	\$ -	\$ -	\$ 23,980.98	
Hwy 85 Medians (Phase 3)	2015	2017	\$ 83,352.33	100.0%	\$ 83,352.33	\$ -	\$ -	\$ -		
Hwy 92 Connector Widening Design	2014	2014	\$ 200,000.00	100.0%	\$ 200,000.00	\$ -	\$ -	\$ -		
Church St. Extension	2011	2017	\$ 140,000.00	100.0%	\$ 140,000.00	\$ -	\$ -	\$ -		
Hwy 85 Streetscape	2014	2017	\$ 28,296.00	100.0%	\$ 28,296.00	\$ -	\$ -	\$ -	\$ 12,264.54	
Redwine/Ramah Road Roundabout	2019	2021	\$ 300,000.00	0.0%	\$ -	\$ -	\$ -	\$ -		
			\$ 6,274,523.73		\$ 3,877,785.63	\$ -	\$2,297,489.40	\$2,297,489.40	\$ 453,578.54	

* Actual figures related to impact fee funding shown for completed projects.

When impact fees are initially calculated for proposed projects, they are based on estimated costs, and the percentage of the estimate that is impact fee eligible is calculated based on the Level of Service standards in the Capital Improvements Element, which yields the proportion of the project that is required to meet the needs of future growth and development. When a project is completed, the actual cost is then known and, based on the percent eligible for impact fee funding, the actual amount of impact fee collections that can be expended on the project is revised accordingly so that the proportional share of the project attributable to new growth and development is not exceeded.

NOTE: For projects that have been completed and paid for (or are not eligible for impact fee funding), the cells in the "FY2016 Impact Fees Expended" column are shaded out, indicating that no impact fees or additional impact fees may be expended on those projects.

NOTE: 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.

2017-2021 COMMUNITY WORK PROGRAM
Impact Fee Projects only, based on CIE of June 2007
Full Updated CWP submitted as part of Comprehensive Plan and CIE Updates of 2017

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Natural & Cultural Resources					
Utilize available material to educate and increase awareness of community resources	2002	Ongoing	\$2,000/yr	GF, Stormwater Fees	Public Services
Implement Openspace Plan that includes development of recreational parks, protection of existing greenspace, establishment of greenways/multiuse trails, connectivity between parks, multi-use trails, identification/addition of new areas for preservation, and environmental education	2000	Ongoing	\$2,000/yr	GF, Stormwater Fees, Grants	Public Services
Seek funding sources to implement the Openspace Plan	2000	Ongoing	\$1,000/yr	GF, Stormwater Fees	Public Services
Implement SWMP including compliance with Cities Phase II MS4 NPDES permit and masterplanning/CIP program. Costs include debt service and personnel salaries.	2003	Ongoing	\$500,000/yr	Stormwater Utility	Public Services
Continue to maintain and update inventory of historic resources in Fayetteville	2003	Ongoing	N/A	Main Street/DDA LCI study	Main Street/DDA
Utilize the Art & Architectural Committee to complement preservation efforts	2003	Ongoing	\$2,000/yr	GF	Planning
Work with historic preservation groups to identify funding sources for public/private sponsored restoration and redevelopment projects in the DHD	2006	Ongoing	N/A	Main Street/DDA	Main Street/DDA
Coordinate appropriate signage for historic resources.	2002	Ongoing	\$5,000	Main Street/DDA	Main Street/DDA
Promote organized tours of the DHD	2004	Ongoing - HDF Museum's Walking Tour	N/A	Main Street/DDA	Main Street/DDA
Continue to implement Main Street objectives as they relate to preservation of cultural resources.	1996	Ongoing	N/A	N/A	Main Street/DDA

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Continue diverse programming at the Amphitheater	2006	Ongoing	\$165,000/yr	Main Street Tourism Assoc./ Event Admission Fees/ Sponsorships	Main Street/DDA
Continue to sponsor cultural activities and events in the Main Street District	1996	Ongoing	\$40,000	Main Street Hotel/Motel Tax Vendor Fees	Main Street/DDA
Economic Development					
Utilize TAD #1 to ensure the appropriate redevelopment of greyfields.	2006	Ongoing	Project based	TAD increment	Planning
Host events/activities to attract residents and tourists to the downtown area	1996	Ongoing	\$40,000	Main Street Tourism/ Hotel Motel Tax	Main Street/DDA
Land Use					
Review Historic District Overlay to ensure appropriate design and architectural standards for new development, infill development, and redevelopment match the historic character of the area and provide consistency with surrounding land uses.	2002	Ongoing	\$2,500/yr	GF	Planning
Review design and architectural plans for redevelopment and new development in regional commercial areas to ensure consistency with established standards and surrounding land uses.	2000	Ongoing	\$5,000/yr	GF	Planning
Work with developers to promote/encourage mixed-use developments in identified areas	2000	Ongoing	\$7,000/yr	GF/Grants/LCI/Private	Planning / Main Street/DDA
Work with developers to facilitate the development of Conservation and/or New Urbanist subdivision where appropriate.	1999	Ongoing	\$7,000/yr	GF	Planning / Main Street/DDA
Review Zoning Ordinance to ensure that appropriate commercial uses are allowed in proximity to residential neighborhoods to serve residents of those neighborhoods.	2000	Ongoing	\$5,000/yr	GF	Planning
Encourage cooperative master planning of large greenfield areas.	1994	Ongoing	\$5,000/yr	GF/Private	Planning
Identify opportunities to provide connectivity between residential areas and other uses through multi-use trails/sidewalks and greenspace. Include in the Openspace Plan.	2000	Ongoing	\$1,000/yr	GF/Private	Planning/Public Services

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Facilitate the implementation of the LCI Plan recommendations where feasible.	2003	Ongoing	\$12,247,000	LCI, SPLOST	Public Services
Facilities & Services					
Work with public institutions to redevelop vacant or underutilized public buildings in the DHD.	2002	Ongoing	\$5,000/yr	GF/Grants/LCI	Planning
Work with developers to meet the needs of the aging population as it relates to housing and associated services.	1997	Ongoing	\$5,000/yr	GF/ARC grants	Planning
Continue to implement capital improvement programs.	1995	Ongoing	N/A	GF/Grants/LCI/SPLOST Bonds/GDOT	Administration
Utilize existing infrastructure by encouraging infill and redevelopment as opposed to Greenfield development	2002	Ongoing	\$5,000/yr	GF	Planning
Continue to assess the needs of a growing community and update infrastructure accordingly.	1995	Ongoing	N/A	All Funds	Administration
Promote expanded development of regional medical facilities consistent with the Character Area Map and Future Land Use map.	2007	Ongoing	\$5,000/yr	GF	Planning
Design/Construct New Fire Station #3	2016	2018	\$2,222,000	63.99% IFF/36.01% CPF	Fire Department
Aerial Fire Apparatus	2015	2015	\$1,000,000	100% IFF	Fire Department
Tactical Support Fire Apparatus	2018	2018	\$600,000	CPF	Fire Department
Housing					
Identify areas desirable for residential infill development and redevelopment	2000	Ongoing	\$5,000/yr	GF	Planning
Identify existing structures appropriate for conversion or restoration to provide housing.	2000	Ongoing	\$5,000/yr	GF	Planning
Facilitate infill development and redevelopment in identified areas.	2000	Ongoing	\$5,000/yr	GF/TAD Increment	Planning
Encourage a mix of residential densities in appropriate areas near the DHD or employment centers	2000	Ongoing	\$5,000/yr	GF/Grants/LCI/Private	Planning
Review Zoning Ordinance and design standards to ensure that they allow for and encourage a variety of housing options	2000	Ongoing	\$2,000/yr	GF	Planning

Project	Start Year	Comp. Year	Cost Estimate	Funding Source	Responsible Party
Transportation					
Support the County CTP, including bypass to alleviate congestion on HWY85.	2003	2030	\$200,000.00	Cities, County, SPLOST, DOT	Public Services
Provide educational material for residents that promotes alternative transportation modes (i.e. walking, biking, etc.) in the City	2006	Ongoing	\$1,000/yr	GF	Public Services
Require inter-connectivity of roadways within and between new and existing commercial and mixed use developments.	2004	Ongoing	\$1,000/yr	GF	Public Services
Continue to implement the City Sidewalk Plan and update as necessary.	2006	Ongoing	\$540,000 +	SPLOST, DOT, Private	Public Services
Bradley Sidewalk	2013	2018	\$500,000	SPLOST	Public Services
Implement City SPLOST program	2006	2017	\$11,649,324	SPLOST, LCI, DOT, Grants, Private	Public Services
Implement LCI Plan transportation projects as funding becomes available.	2006	2020	\$12,247,000	LCI, SPLOST, Private	Public Services
Lafayette/Tiger Trail Alt. B (Ph. 2)	2009	2021	\$214,375	IFF (100%)	Public Services
Hospital Area Paths and Crosswalk	2011	2017	\$650,000	GF, Grants	Public Services
Hood Avenue Connector	2011	2017	\$560,000 (City)	IFF (100%)	Public Services
Church St. Extension	2011	2017	\$140,000 (City)	IFF (100%)	Public Services
Hood/92 Realignment Project	2011	2017	\$8,700,000 (net)	SPLOST	Public Services
Hwy 54 Hospital Area Multi-Use Bridge	2013	2018	\$2,400,000	GF, Grants	Planning/Public Services
Redwine/Ramah Road Roundabout	2019	2021	\$900,000	SPLOST, GF, Private	Public Services
Intergovernmental Coordination					
Work with local governments to coordinate adjacent land uses and ensure efficient provision of services	2000	Ongoing	N/A	N/A	Administration
Develop local and regional partnerships to protect greenspace, develop a regional system of multiuse trails	2000	Ongoing	N/A	N/A	Administration