

Submitted By: Dexter Fisher, District 5
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Project Type: Streets/Roads/Bridges related projects - Transportation & Public Works Department

Previously submitted but not selected: No

Continuation Project: No

Executive Summary: The proposed project would fund necessary intersection improvements at the intersection of Newton Bridge Road @ Kathwood Drive, which may include a traffic signal, or preferably a roundabout. Including pedestrian crosswalks, sidewalks, improved bus stops, lighting, utility relocations, and other necessary improvements to ensure the safety of all users.

Project Total Cost: \$ 6,173,000

Total Operating Cost: \$ 83,000

Does this Project require the acquisition of any land? Yes

What means of land acquisition will be required? Rights of Way and easement

Project/Program Description: The proposed project would include the design and construction of recommended intersection improvements at the intersection of Newton Bridge Road and Kathwood Drive. These improvements may include a signalized intersection or preferably a roundabout, including pedestrian crosswalks, sidewalks, improved cyclist experiences, improved bus stops, lighting, utility relocations, and other necessary improvements to ensure the safety of all users.

[Kathwood Dr & Newton Bridge Rd - Google Maps](#)

Staff Comment: To promote clean energy/sustainability goals, consider adding: All lighting to be dark sky compliant and, when in association with trails/woods/residences, wildlife "friendly" (2700 K or less) ; If installed, bike racks to include solar/storage charging options; if installed, bench and rest areas to include solar/storage charging rest areas; Solar/storage/canopy may be included to power needed lights and provide shade/heat mitigation in open concrete areas (ex: rest areas/open areas along path). Where plantings are needed, utilize native species, which are better adapted to the Piedmont region.

How is this Project recommended/included in any approved ACCGOV Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? Newton Bridge Road TAD Committee

PROJECT JUSTIFICATION

How will the Project meet the stated Program Goals in the Mayor & Commission Strategic Plan to provide long-term, ongoing contributions to the Sustainable Transportation needs of the Athens-Clarke County?

Goal Area 1; Section D: Drive community transformation with a focus on creating spaces that are respectful and welcoming: The intersection of Newton Bridge Road and Kathwood Drive is a primary node within the area, connecting residential, commercial, and park uses. Installing a roundabout to improve this intersection would create a sense of identity and provide for the safe use of the intersection for multiple users.

Goal Area 1; Section E: Support & promote healthy lifestyle: moving, eating, forming healthy relationships, physical and psychological care: The intersection of Newton Bridge Road and Kathwood Drive is a primary node within the area, connecting residential, commercial, and park uses. The intersection is currently unsafe for vehicular traffic, pedestrians, cyclist, and transit facilities. The sidewalk currently dead ends with no other walkable connectivity. Improvements to the intersection would provide safer connectivity to the Hollands Sports Complex, provide a future connectivity to greenways and parks, and provide a safe intersection.

Goal Area 5; Section A: Improve, expand, and maintain sidewalks, shared-use paths, and bike facilities to provide greater opportunities for residents to use active transportation safely: The intersection of Newton Bridge Road and Kathwood Drive is a primary node within the area, connecting residential, commercial, and park uses. The intersection is currently unsafe for vehicular traffic, pedestrians, cyclist, and transit facilities. The sidewalk currently dead ends with no other walkable connectivity. Improvements to the intersection would provide safer connectivity to the Hollands Sports Complex, provide a future connectivity to greenways and parks, and provide a safe intersection.

Goal Area 5; Section B: Pursue inter-city travel options to connect Athens with other cities: The intersection of Newton Bridge Road and Kathwood Drive is a primary node within the area, connecting residential, commercial, and park uses. The intersection and route also serves as a connector to nearby Jackson County and points North.

Goal Area 5; Section C: Expand multi-modal Transit access to reduce auto dependency and provide greater mobility for Athens residents: The intersection of Newton Bridge Road and Kathwood Drive is a primary node within the area, connecting residential, commercial, and park uses. There are existing bus stops at the intersection that this project anticipate will be upgraded as may be needed.

Goal Area 5; Section D: Create more usable and aesthetically pleasing corridor connections between residential and commercial areas: The intersection of Newton Bridge Road and Kathwood Drive is a primary node within the area, connecting residential, commercial, and park uses. The preferable

roundabout option would provide an aesthetic node along the corridor. Furthermore, the project anticipates that the artwork and plantings would be incorporated within the roundabout.

Goal Area 5; Section E: Enhance safety for all modes of transportation: The current intersection has incurred multiple crashes and is dangerous to all users. The proposed intersection improvements would incorporate safety for all users.

Goal Area 6; Section A: Develop well-planned new infrastructure according to future land use values and framework: The future land use plan anticipates continued growth along this corridor, specifically denser and more attainable housing. The proposed intersection improvements would be designed in anticipation of these proposed residential developments and the continued growth of the Holland Sports Complex.

Goal Area 6; Section B: Ensure equitable access to infrastructure to enhance safety and identity: The residential areas served by this intersection are traditionally low to moderate income homes. As this area of the community has grown, there have not been investments in transportation in the area. These improvements would provide an equitable distribution of transportation improvements.

Goal Area 6; Section E: Address ecosystem health, infrastructure sustainability, and resilience: The implementation of a roundabout at this intersection would be a more sustainable and resilient solution, as it would require less impervious surfaces, reduce accidents, reduce emissions, and is able to serve a growing traffic count without the need for further expansion.

Project Costs

Detailed project capital budget costs (to be funded from TSPLOST 2026 only):

Project Costs (round to thousand)	Amount
1. Land Acquisition / ROW / Easement:	\$ 500,000
2. Design Fees: (Min.12% of New Const.; 14% of reno.; 16% for LEED proj.)	\$ 700,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.)	\$ 35,000
4. Construction:	\$ 3,500,000
5. Construction Contingency: (10% of the Construction line item)	\$ 350,000
6. Testing:	\$ 175,000
7. Project Management: (4% of the total budget line items above)	\$ 210,000
8. Project Contingency: (10% of the total budget line items above)	\$ 547,000
9. Public Art: Calculated at 1% of the Construction line item.	\$ 35,000
10. Other 1:	\$
11. Other 2:	\$
Project Subtotal:	\$ 6,052,000
14. Program Management (2% of Project Subtotal):	\$ 121,000
TSPLOST 2026 Project Total:	\$ 6,173,000

Staff Comment regarding the estimate: Design Fees and Land Acquisition increased due to recent bid cost for similar roundabouts and the impacted properties and existing infrastructure.

Operating Cost

Total Annual Net Operating Costs when Project is complete:

Only identify additional or net operating costs to be paid by ACCGov as a result of this Project. Identify the additional or net costs needed, above ACCGov's current operating budget, to operate the requested project; as well as any additional Project related revenues that would be generated. Provide budget costs for each identified category below.

Operating Costs (round to thousand)	Estimated Impact for Annual Operating Expenditures
TOTAL PROJECTED REVENUES FROM PROJECT	
PROJECTED EXPENDITURES	
1. Personnel Costs: from Appendix A	
2. Annual Utilities:	
• Natural Gas:	
• Electrical:	
• Water:	
• Sewer:	
• Phone:	
• Solid Waste Collection:	
• Other:	
3. Operating Supplies:	
4. Equipment Maintenance:	20,000
5. Facility Maintenance:	
6. Other: Public Art Maintenance	1,000
7. Other: Annual Maintenance	20,000
8. Other: Life Cycle Replacement	42,000
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 83,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2026? Yes

Total Capital Financing for Project:

If the proposed Project is to receive funding other than TSPLOST 2026, provide a listing of amounts from each of the categories listed below. Please round all dollar amounts to the nearest \$1,000.

Project Sources (round to thousand)	Amount
1. TSPLOST 2026 ¹ :	\$ 6,173,000
OTHER SOURCES	
2. ACCGov General Fund:	\$
3. ACCGov Enterprise Fund:	\$
4. State Grant:	\$
5. Federal Grant:	\$
6. Previous SPLOST:	\$
7. Other (describe): Newton Bridge Road TAD Committee	\$ 2,500,000
8. Other (describe):	\$
TOTAL SOURCES:	\$ 8,673,000

¹ If any additional sources of funding other than TSPLOST 2026 are indicated above, please provide information related to the source here. Be specific and be prepared to provide all necessary written approvals. (For example: Roadway projects that have approval for Federal Aid and will utilize TSPLOST 2026 funding for matching funds, you would need to provide specific written approval by GDOT)

Describe the current commitments for the other sources funding this project: See attached M&C Agenda Item dated November 7, 2024.

**THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
COMMISSION AGENDA ITEM**

SUBJECT: The Newton Bridge Road TAD Advisory Committee has received input from two community input meetings and an online public survey in order to develop a community-identified priority list for the Newton Bridge Road TAD.

DATE: November 7, 2024

EXECUTIVE SUMMARY: The Newton Bridge Road TAD Advisory Committee has received input from two community input meetings and an online public survey in order to develop an informed priority list of public TAD projects for that specific TAD.

BUDGET INFORMATION:

REVENUES: NA

EXPENSES: NA

FUNDING SOURCE: Newton Bridge Road Tax Allocation District Special Revenue Fund

COMMISSION ACTION REQUESTED ON: January 7, 2025

PURPOSE:

To request the Mayor & Commission accept the proposed Newton Bridge TAD Advisory Committee Community-Identified Priority List, **Attachment #1**.

HISTORY:

1. In 1985, the State of Georgia General Assembly adopted the Redevelopment Powers Law, authorizing local governments to exercise redevelopment powers.
2. In 2006, Athens-Clarke County voters approved a referendum to allow the Unified Government (ACCGov) the right to exercise redevelopment powers under the "Redevelopment Powers Law" (O.C.G.A. 36-44). These redevelopment powers allow the creation of Tax Allocation Districts (TADs) within Athens-Clarke County.
3. On June 5, 2018, the Mayor and Commission (M&C) approved the 2018 Comprehensive Plan during regular session. This plan included a land use goal to develop incentives to reuse existing development before new development in greenfields, including TADs.
4. On March 20, 2019, Attorney Dan McRae discussed tax allocation districts at a Mayor & Commission work session.

5. On May 7, 2019, Mayor Girtz requested, during M&C regular session, the Planning Commission develop policies and practices to encourage mixed-income development across zones allowing for single family and multi-family residential units, including public infrastructure cost participation with inclusion of affordable units, along with identified sources of funding, such as Tax Allocation Districts, and other funds.
6. On October 3, 2019, Attorney Dan McRae and ACCGov Manager Blaine Williams discussed the proposed tax allocation districts at the Clarke County Board of Education meeting, seeking their support and participation.
7. On October 8, 2019, at their regularly scheduled work session, the M&C reviewed the proposed tax allocation district boundaries. Two proposed tax allocation districts were presented: Newton Bridge and the Downtown River District. The proposed Newton Bridge Tax Allocation District extended along Newton Bridge Road from the North Oconee River near Holland Youth Sports Complex, and encompassed areas along Chase Street and Barber Street near Tracy Street. The proposed Downtown River District Tax Allocation District included parcels on Danielsville Road near Nowhere Road, the east section of the downtown core, and extended to parcels on Oconee Street and Wilkerson Street. The M&C directed that the boundaries of the Downtown River District be expanded to include river access and extend closer to the bypass, as well as include Bethel Homes and areas along North Avenue.
8. On October 22, 2019, the M&C received redevelopment plans for the Newton Bridge and Downtown River District Tax Allocation Districts at a special called session.
9. On October 29, 2019, a public hearing was held pursuant to O.C.G.A. Section 36-44-7(b) to obtain resident input and comments regarding the formulation and adoption of redevelopment plans for the Newton Bridge and Downtown River District Tax Allocation Districts. Mayor Girtz explained his decision to remove consideration of a resolution to adopt the two redevelopment plans off the November 5, 2019 agenda, in favor of revisiting the process in 2020 to allow more time for public input and Commissioner consideration.
10. On May 26, 2020, at a special called work session, tax allocation districts were discussed and six prospective redevelopment areas were presented to Mayor & Commission for initial consideration and further discussion.
11. On June 26, 2020, public input began on the proposed redevelopment areas. Residents were asked to identify projects they would like to see funded through TAD funds in and around the proposed areas.
12. On July 9, 2020, at the regularly scheduled work session, staff presented M&C with data for each redevelopment area, based on evaluation criteria. Staff took descriptions provided for each prospective redevelopment area and created polygons to provide a basis for initial analysis. Most residential-zoned properties were excluded from the polygons, where

possible, and based on M&C feedback. Redevelopment areas were evaluated based on the following categories:

- Underdeveloped parcels;
- Mixed-use development activity;
- Recent development activity;
- CCSD-owned property locations;
- Proximity to Opportunity Zones;
- Percentage of the tax digest; and
- Nuisance property cases.

13. M&C further requested the public input period be extended through July 31, 2020.
14. On July 31, 2020, the public input period closed. A total of 101 responses were received; 88 responses from the original public input tool, and 13 from the simplified survey.
15. On August 18, 2020, staff shared public input results with the M&C at the regularly scheduled agenda setting session. M&C expressed an interest in pursuing all six redevelopment areas as tax allocation districts in 2020.
16. On August 24, 2020, Manager Williams presented an overview of TADs and the six potential redevelopment areas at the joint meeting of the M&C and the Clarke County Board of Education.
17. On September 1, 2020, the M&C voted to approve six redevelopment areas and associated tax allocation district boundaries and goals. Those goals included:
 - a. Public Infrastructure Needs;
 - b. Housing Opportunities;
 - c. Economic Development Partnership Opportunities; and,
 - d. CCSD and Youth Development
18. On November 4, 2020, Manager Williams and Attorney Dan McCrae presented the draft redevelopment plans to the Mayor and Commission at a special called meeting.
19. On November 5, 2020, Manager Williams and Attorney Dan McCrae presented the draft redevelopment plans and associated draft school impact analyses to the Clarke County School District Board at their regularly scheduled work session.
20. On November 9, 2020, a public hearing was held pursuant to O.C.G.A. Section 36-44-7(b) to obtain citizen input and comments regarding the formulation and adoption of the six redevelopment plans.
 - a. No public input was given for TAD #1.
 - b. No public input was given for TAD #2.
 - c. No public input was given for TAD #3.

- d. 7 residents spoke in support of TAD #4.
- e. 2 residents spoke in support of TAD #5.
- f. 1 resident spoke in support of TAD #6.

21. On November 10, 2020, the Mayor & Commission adopted the six redevelopment plans during a special called session.

22. On December 10, 2020 the Clarke County Board of Education voted to approve participation in TAD #1 (Mall Area).

23. On December 31, 2020, the six TADs were created. This created the need to establish the Tax Allocation District Advisory Committees, as outlined in the redevelopment plans.

24. In February 2021, the Georgia Department of Revenue certified the tax allocation increment base for each of the six TADs.

25. On April 6, 2021, the Mayor and Commission voted to create an ordinance, Chapter 1-28, establishing separate advisory committees for each of the tax allocation districts created within Athens-Clarke County. This ordinance outlines who can serve, how many on each committee, membership terms, office seats, the committee's purpose, and how their meetings shall be conducted.

26. On November 2, 2021, Mayor Girtz announced six ACC residents who would serve on the Newton Bridge Road TAD Advisory Committee.

- David Barbe
- Tracy Davenport
- Pete Dugas
- Daniel Epting
- Leon Leathers
- Chanda Santana

27. On March 28, 2022, the Newton Bridge Road TAD Advisory Committee held their first meeting, and has met regularly since then.

28. On November 7 and November 9, 2023, the Newton Bridge Road TAD Advisory Committee held two Public Input Sessions to gather community feedback on how TAD funds should be spent within the district with regard to the four goals the Mayor and Commission set for the TADs. In addition, a Public Input Online Survey was sent out through ACCGov NewsFlash to request feedback; 58 survey responses were received. Public input is included in Attachment #2. Additional input from local businesses is included as Attachment #3.

29. On December 11, 2023, the Newton Bridge Road TAD Advisory Committee began discussing and prioritizing the input received by the community to create a Community-Identified Priority List to put in front of the Mayor and Commission for their approval.

30. On February 13, 2024, design consultant ATLAS provided an estimate for the design and right of way acquisition impacting 17 parcels for a roundabout at Kathwood Drive and Newton Bridge Road totaling \$503,400.
31. On May 6, 2024, the TAD Advisory Committee approves applying 100% of TAD funds towards Public Infrastructure projects with a proposal for three-way stop signs at Newton Bridge Road and Kathwood Drive and at Newton Bridge Road and Vincent Drive, as well as a road diet study for Newton Bridge Road and installation of sidewalks between Kathwood Drive and Vincent Drive.
32. On May 6, 2024, the TAD Advisory Committee welcomed new member, Mike Leggett, to replace one outgoing member and one resigned member. The current committee consists of five members.
 - David Barbe
 - Pete Dugas
 - Daniel Epting
 - Leon Leathers
 - Mike Leggett
33. On October 21, 2024, the Newton Bridge TAD Advisory Committee finalized the Community-Identified Priority List, Attachment #1, to present recommendations to the Mayor and Commission for their approval.
34. On November 18, 2024, Transportation and Public Works (TPW) staff met with the TAD Advisory Committee to refine the vision for the TAD area. TPW will conduct safety and lighting audits on to-be-determined dates and recommends engaging with other area projects (public and private) to enhance recommendations.

FACTS & ISSUES:

1. A TAD is an area in which redevelopment costs are financed by using the positive incremental increases in property taxes generated by resulting new development in the area. When a TAD is created, the Georgia Department of Revenue sets the base value for the district. Any growth in the property tax revenues resulting from increases in property values above the base values are collected in a special fund and used for eligible redevelopment costs in the TAD.
2. Georgia's Redevelopment Powers Law provides that the tax increment generated from increases in property taxes within a TAD must be spent within that district. The school district must consent to commit their portion of the future property tax increments to the TAD by formal approval of the redevelopment plan, in order to use their increment for the intended

purposes. The Clarke County Board of Education did not vote to approve the school district's participation in the Newton Bridge Road TAD.

3. All six redevelopment plans require the submittal of a school system impact analysis to the Board of Education to advise the school district on any impact the TAD may have on their enrollment.
4. The boundaries of tax allocation districts must be contiguous, and the Redevelopment Powers Law limits communities to including a maximum of 10% of the community's tax digest in all TADs it creates.
5. The Newton Bridge Road TAD's ("Tax Allocation District Number Three") boundaries center upon Newton Bridge Road as the main geographical feature of the TAD. At the northern end, the TAD is bounded on the east by Newton Bridge Road and the North Oconee River, and on the west by Frederick Drive. Holland Park is located in the northern half of the TAD. The southern portion of the TAD includes Paradise Blvd., Dairy Pak Road, North Chase Street, and Barber Street, and the Oneta Warehouse area. The southern border ends just north of Tracy Street. The map and boundaries are presented in Attachment #4.
6. The Mayor & Commission's previously-approved goals (History Item #18) for which TAD revenue could be used include the following:
 - Public Infrastructure Needs;
 - Housing Opportunities;
 - Economic Development Partnership Opportunities; and,
 - CCSD and Youth Development.
7. For capital projects that are approved to receive funding from TAD proceeds, a Community Benefits Agreements (CBA) will accompany the approved application, outlining certain community benefits that the project will include.
8. Each TAD Advisory Committee, working with ACCGov Economic Development staff, will host at least 2 community input meetings, as well as an online public survey, to invite and collect public feedback. Gathering community input upfront about wants and needs within each TAD and sharing them with potential developers before a developer submits an application allows the developer to build community requests into their application, streamlining the process and negotiations. Attachment #5 is a flow chart that outlines the community input process for the TADs.
9. Once community input has been received, each TAD Advisory Committee reviews it and creates a priority list of public TAD projects aligned with the four goals of the TADs, called a Community-Identified Priority List. The Advisory Committee also assigns percentages (totaling 100%) to each of the four TAD goals. The Community-Identified Priority List and the recommended percentages are presented to the M&C for their acceptance.

10. Once accepted by the M&C, each TAD Advisory Committee Community-Identified Priority List and recommended percentages are intended to help guide utilization of the accumulated TAD funds in each TAD General Account.
11. The Newton Bridge TAD Advisory Committee Community-Identified Priority List and recommendation to fund the Public Infrastructure TAD goal at 100% for the coming 5-10 years is being presented before the Mayor and Commission for consideration:
 - a. Intersection improvements at Kathwood Drive and Newton Bridge Road, preferably a roundabout;
 - b. Intersection improvements at Vincent Drive and Newton Bridge Road, preferably a roundabout;
 - c. Corridor street lighting installation;
 - d. Sidewalks along Newton Bridge Road between Kathwood Drive and Vincent Drive;
 - e. A road diet study and possible implementation along Newton Bridge Road between Chase Street and Kathwood Drive;
 - f. Coordinate traffic calming efforts with current efforts to improve the intersection at Chase Street, Newton Bridge Road, and Dairy Pak Road; and,
 - g. Support the Barber Street two-way bike and sidewalk project with a priority to begin work on the Newton Bridge Road side of plans.
12. Following the Mayor and Commission's approval of a TAD Advisory Committee's Community-Identified Priority List, all projects requesting TAD funds will be submitted to the Mayor and Commission as the Redevelopment Agency for review and consideration. These reviews will include input on the Community Benefits Agreements with private developers, directives for internal reviews, requests to expand community input sessions, authorization of budget or financing option, and project design.
13. This recommendation is consistent with the following Mayor and Commission Strategic Goals:
 - Good Neighbors
 - Identify and Close Gaps in Partnership with the Community
 - Quality, Stable, Affordable Housing for All
 - Safely Move Around Athens

OPTIONS:

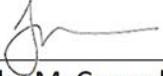
1. Mayor & Commission accept the proposed Newton Bridge TAD Community-Identified Priority List and recommendation to fund the Public Infrastructure TAD goal at 100% for the coming 5-10 years, **Attachment #1**.
2. Mayor & Commission deny the proposed Newton Bridge TAD Community-Identified Priority List and recommendation to fund the Public Infrastructure TAD goal at 100% for the coming 5-10 years, **Attachment #1**.

3. Mayor and Commission Defined Option.

DEPARTMENT RECOMMENDED ACTION: Option #1

DEPARTMENT: Economic Development

Prepared by: Daniel Young



Ilka McConnell

Date:

11/7/2024

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION: Option #1



Niki Jones, Acting Manager

12/12/24

Date:

ATTACHMENTS:

Attachment #1: Newton Bridge TAD Advisory Committee Community-Identified Priority List

Attachment #2: Feedback from Community

Attachment #3: Local Business Input letter

Attachment #4: Map of Newton Bridge TAD

Attachment #5: Flow Chart for TAD Community Input Process

**Attachment 1:
Newton Bridge Road TAD Community-Identified Priority List**

8.19.24

Mayor and Commissioners,

Contents:

- Specific Recommendations
- Purpose
- Background
- Overarching Recommendations
- Stated Priorities
- Funding
- Future TAD Recommendations

Introduction:

Slowing of Traffic on Newton Bridge Road is our priority. Traffic Circles and other strategic initiatives are preferred.

Our group's general priority was infrastructure first, in the belief that would make the corridor more attractive to future development. As business owners in the area, we all specifically recognized a need to slow down traffic on Newton Bridge Road as a vital, yet achievable first step. Having seen the positive effect of the recent 4-way stops along Hancock Ave. leading into downtown, our first proposal is for strategically placed traffic circles, 3-way stops or other means of achieving meaningful steps toward community-driven goals for the District. Our report includes an initial detailed look at pros, cons, and challenges.

Thank you for taking the time to read through the details of this report including consideration of responsible means for appropriate funding of certain priority efforts.

The Newton Bridge TAD Advisory Committee recommends the following initiatives be undertaken.

Specific Recommendations:

1. **Newton Bridge Road @ Kathwood Drive**

- i. The TAD Advisory Board initially recommended that a project which seeks to establish stop signs at this intersection as a temporary initiative followed by development of a roundabout be initiated as immediately as possible. We were advised that Traffic Engineering performed a signal warrant analysis, and this intersection did meet warrant. This means that the volume of traffic is too high to recommend stop signs. Additionally, this location has multiple northbound and southbound lanes, which MUTCD states is not a recommended candidate for an all-way stop. Therefore, ACC staff recommended that our approach be adjusted toward other solutions.
 - 1. **There is a new development proposed just north on Vincent Drive. They have agreed to make intersection safety changes at the intersections of Vincent Drive and Kathwood Drive for the purpose of reducing crashes. When the Kathwood Drive intersection changes are implemented, temporary stop signs could be installed until a roundabout can be built.**
 - 2. **TAD Advisory Board intends to attempt to work with the developer to facilitate developer participation in a solution that is acceptable to Staff, the developer, and the TAD Advisory Board.**
- ii. We appreciate very much the engagement and collaborative efforts of Staff members who have given so much attention to District needs and related discussions. We strongly encourage a focus on both immediate progress and acceptable long-term solutions by all who may help to serve the needs of the District.
- iii. Speed of traffic throughout the length of Newton Bridge Road may be excessive, contributing to the real estate available for possible private investment being less attractive for housing, retail, and many types of businesses. Building on the overarching strategy of investment in self-organizing or propagating initiatives, slowing of related traffic holds a key to the success of the District at large.
 - 1. Traffic Engineering staff performed a speed study in 2021 and determined the 85th speed NB was 53.8 mph and SB 52.5 mph.
- iv. The intersection at Newton Bridge and Kathwood represents the intersection with the second highest historic crash rates within the TAD District. Highest crash volumes/severities within the TAD District is the interchange with Chase St @ Loop 10, which is at the other end of the area of focus of this Item 1 recommendation. It is notable that other strategic efforts are underway which may serve to support improvement of the interchange with the highest historic crash rates in the District.

- v. While being a central connection point for vehicles, bikes, and especially foot traffic between a host of District housing and public infrastructure that includes Holland Park, Greenway, public transportation, and retail, the intersection is unfriendly to nearly all types of traffic, is the scene of very common vehicle crashes, and is the location of the death of at least one high-school aged athlete en-route to community soccer practice at Holland Park. It may also eventually serve as a gateway for non-motorized access to the Greenway nearby, thereby providing for enhancement of the District's Civic contributions to the success of the District.
- vi. Depending on costs of ROW acquisition and other project factors, costs may range between \$1.5M (signalized intersection, vs \$10-20k all stop as a temporary life-safety focused approach) and \$3M (roundabout). Establishment of an initial Stated Cost Limitation of \$2.5M and corresponding funding strategy is recommended.
- vii. **FUNDING:**
 - 1. USE EXISTING TAD FUNDS AND REVENUE TO FACILITATE A DEBT INSTRUMENT TO ALLOW FOR IMMEDIATE ACTION.
 - a. **We seek support from the Mayor and Commission that would allow for the annuitized revenue already being realized in the TAD to be utilized to service debt and capital funding for the investment required for this project be provided either through resources available to the Mayor, Commission, and City Management or via other financial instruments which may be facilitated by same.** This methodology is further explained below.
 - b. Approval of this report does not constitute approval of use of funds or debt instrument(s). Rather, we are seeking approval in principle which would then be followed by specific proposals and related requests for approval.

b. Newton Bridge Road @ Vincent Drive

- i. Staff recommends performing an all-way stop warrant at this intersection, seeking to establish stop signs at this intersection. While the TAD Advisory Committee and some Staff members have agreed that a traffic circle is preferable, if a traffic circle is not feasible, we agree with the stop signs recommendation as a temporary initiative followed by development of a roundabout as a long-term solution. This effort should be initiated following the successful initiation of the preceding prioritized specific initiatives.
 - 1. Per Staff, Traffic Engineering conducted an all-way stop study in October of 2024. It did not meet MUTCD warrants.

- ii. Speed of traffic throughout the length of Newton Bridge Road is, according to community feedback, unofficial commentary from law enforcement, and according to the observations of the Advisory Board, excessive and dangerous.
 - 1. Per Staff, Speed checked in 2024, 85th speed NB 47 mph and SB 50 mph.
- iii. Excessive speed of traffic is noted (via community input including comments from an area developer) as contributing to investment in a given real estate parcel being less attractive for housing, retail, and many types of businesses. Building on the overarching strategy of investment in self-organizing or propagating initiatives, slowing of related traffic holds a key to the success of the District at large.
- iv. The intersection at Newton Bridge Road and Vincent Drive represents the intersection with the third highest historic crash rates within the TAD District. Highest crash volumes/severities within the TAD District is the interchange with Chase St @ Loop 10, which is at the other end of the area of focus. The second-highest crash volumes/severities are attributed to the Kathwood intersection noted in the previous initiative.
- v. While being a central connection point for vehicles, bikes, and especially foot traffic between a host of District housing and public infrastructure that includes Holland Park, Greenway, public transportation, and retail, the intersection is unfriendly to nearly all types of traffic, is the scene of very common vehicle crashes, and is a fairly blind intersection for drivers who are turning. It provides little to no support for connectivity between area housing and the very successful civic amenity of Holland Park. It may also eventually serve as a gateway for non-motorized access to the Greenway nearby, thereby providing for enhancement of the District's Civic contributions to the success of the District.
- vi. 1125 Newton Bridge Developer is to provide intersection improvements at Kathwood and Vincent. Engagement of this and other developers in the District, with a focus on the above considerations and including review of this report by Developers working in the District, is recommended.
- vii. Depending on costs of ROW acquisitions, and pending a roundabout warrant study and other project factors, costs may range between \$10 – 20k (all-way stop), or \$2-3M (roundabout). Establishment of an initial Stated Cost Limitation of \$2.5M and corresponding funding strategy is recommended.
- viii. **FUNDING:**
 - 1. USE EXISTING TAD FUNDS AND REVENUE TO FACILITATE A DEBT INSTRUMENT TO ALLOW FOR IMMEDIATE ACTION.
 - a. **We seek support from the Mayor and Commission that would allow for the annuitized revenue already being realized in the TAD to be utilized to service debt and capital funding for the investment required for this**

project be provided either through resources available to the Mayor, Commission, and City Management or via other financial instruments which may be facilitated by same. This methodology is further explained below.

- b. Approval of this report does not constitute approval of use of funds or debt instrument(s). Rather, we are seeking approval in principle which would then be followed by specific proposals and related requests for approval.

c. Corridor Street Lighting Immediate Improvements

- i. Based on recommendation of Staff and assertion by staff that operating costs once installed will be handled by ACC departments according to standard practices, the Advisory Board would like to prioritize improving lighting along the entire corridor, starting with specific areas where traffic speed is high and where traffic patterns shift.
- ii. Upon completion of a lighting audit, we would like to target addition of lighting to existing ROW poles as these require less investment.
- iii. Initial phase of lighting improvements project will utilize up to 40% of currently existing funds for this project. The project will be overseen and managed by the appropriate ACC staff.
- iv. **We seek approval from the Mayor and Commission to utilize a portion of existing available funds in the NBR TAD account for the purpose of initiating this project.**

d. Sidewalks, Kathwood to Vincent on Newton Bridge

- i. We recommend that a project which seeks to establish safe walking paths connecting Kathwood to Vincent along Newton Bridge Road is developed and initiated as immediately as possible following the successful initiation of the preceding prioritized specific initiatives.
- ii. Speed of traffic throughout the length of Newton Bridge Road is excessive making safe access to the investments already made by the Citizens of Athens-Clarke County in public assets difficult if not impossible. As a result, opportunities for possible private investment in housing, retail, and many other types of businesses in the area is less attractive. This is a missed opportunity. Building on the overarching strategy of investment in self-organizing or propagating initiatives, increasing safe access to public amenities is a key to the success of the District at large.
- iii. 1125 Newton Bridge Developer is to provide intersection improvements at Kathwood and Vincent. Engagement of this and other developers in the District, with a focus on the above considerations and including review of this report by Developers working in the District, is recommended.

- iv. Depending on costs of ROW acquisitions and other project factors, costs may range between \$500k and \$3M or more. Establishment of an initial Stated Cost Limitation of \$2.5M and corresponding funding strategy is recommended.
- v. **FUNDING:**
 - 1. USE EXISTING TAD FUNDS AND REVENUE TO FACILITATE A DEBT INSTRUMENT TO ALLOW FOR IMMEDIATE ACTION.
 - a. **We seek support from the Mayor and Commission that would allow for the annuitized revenue already being realized in the TAD to be utilized to service debt and capital funding for the investment required for this project be provided either through resources available to the Mayor, Commission, and City Management or via other financial instruments which may be facilitated by same.** This methodology is further explained below.
 - b. Approval of this report does not constitute approval of use of funds or debt instrument(s). Rather, we are seeking approval in principle which would then be followed by specific proposals and related requests for approval.

e. Road Diet: Newton Bridge, Chase to Kathwood

- i. We recommend that a project which seeks to establish a “road diet” including traffic study to identify expected LOS (Level of Service) to determine if the full road diet would be appropriate along Newton Bridge between Chase Street and Kathwood be initiated.
- ii. Though we do not recommend that this priority supersede the top priority (Newton Bridge at Kathwood intersection) above, where funding of the secondary and tertiary priorities above may be challenged, it may be advisable to support this initiative at a higher priority level than as listed here.
- iii. Speed of traffic throughout the length of Newton Bridge Road is excessive making safe access to the investments already made by the Citizens of Athens-Clarke County in public assets difficult if not impossible. As a result, opportunities for possible private investment in housing, retail, and many other types of businesses in the area is less attractive. This is a missed opportunity. Building on the overarching strategy of investment in self-organizing or propagating initiatives, increasing safe access to public amenities is a key to the success of the District at large.
- iv. ACC TPW Department would support this initiative, pending results of an Expected Level of Service study.

- v. It is anticipated that the initiative will involve two phases over a period of approximately three years. Cost for the initiative is estimated at \$80k to \$220k and will require further analysis by Staff.
- vi. **FUNDING:**
 - 1. USE EXISTING TAD FUNDS AND REVENUE TO FACILITATE A DEBT INSTRUMENT TO ALLOW FOR IMMEDIATE ACTION.
 - a. **We seek approval from the Mayor and Commission to utilize a portion of existing available funds in the NBC TAD account for the purpose of initiating this project.**
 - b. We seek support from the Mayor and Commission that would allow for the annuitized revenue already being realized in the TAD to be utilized to service debt and capital funding for the investment required for this project be provided either through resources available to the Mayor, Commission, and City Management or via other financial instruments which may be facilitated by same. This methodology is further explained below.
 - c. Approval of this report does not constitute approval of use of funds or debt instrument(s). Rather, we are seeking approval in principle which would then be followed by specific proposals and related requests for approval.

f. Chase/Dairy Pak/Newton Bridge Intersection

- i. We recommend that a project which aligns with projects already underway which connect to this intersection, which seeks to provide for a light level of service increase, which seeks to extend the specific focus on slowing of speed of traffic in the District, and which ultimately supports the Overarching Recommendations above is developed and initiated as immediately as possible while not undermining the prioritized initiatives recommended above.
- ii. The initiative underway related to improvements to Chase Street and the Chase/Newton Bridge/Dairy Pack intersection, in accordance with the preferences of Georgia Power/Southern Company, an investor-owned tax-paying private entity, does not currently include a traffic circle and other measures that would specifically align with the priorities of the TAD. Based on research by the Advisory Board and specific input from ACC TPW, it may be inadvisable to attempt to modify this initiative underway.
 - 1. Research conducted by the TAD Advisory Board indicates that a decision to NOT utilize a traffic circle at this location (defaulting to traffic signal instead) was made due to the preferences of Georgia Power. The Board would like to express concern with the undocumented desires of a private company being cited as cause for such a decision.

- iii. **We seek support from the Mayor and Commission in encouraging ACC departments with related competencies and influence to work with the Chase Street improvements project team to identify opportunities to align with TAD initiatives and priorities and specifically to seek to enhance the slowing of traffic within the intersection and surrounding area.** And we seek support for clear recommendations that related efforts do not extend the project timeline already underway.

g. Barber St. Two Way Bike Facility and Sidewalk project

- i. The Advisory Board recognizes that this project is currently underfunded and may be paused. Recommendations made herein are specific to the project once funding is realized.
- ii. This project currently prioritizes Prince Avenue to Newton Bridge according to research provided by ACC Staff. **Given the TAD's overall strategy, it is recommended that this prioritization is reversed such that Bike Facility and Sidewalk investments by ACC start at the Newton Bridge end of the corridor (rather than starting at the Prince Avenue end of the corridor).**
- iii. It is further recommended that efforts and public investments made on this project incorporate connectivity to public amenities such as public offices, parks, and greenway, further enhancing the district's primary corridor's walkability, bike and pedestrian safety, and attractiveness related to private investment.

Context of above recommendations:

Purpose: Newton Bridge TAD Advisory Board is tasked with gathering citizen input and formulating priorities for use of TAD related resources and recommendations regarding steps to achieving related goals. Our members have met consistently over our term and have provided for multiple public input sessions as part of our efforts. This letter provides for what we understand to be the deliverables requested related to actionable initiatives and recommendations which tie to the stated priorities of the TAD as defined by the Advisory Board.

Background: The Newton Bridge TAD Advisory Board has conducted a series of research related initiatives in effort to inform this document. During the course of our work, we've reviewed the publicly available information from other TADs in ACC as well as other TADs within the State of Georgia which may have some parallel attributes. While each entity observed has different priorities and opportunities unique to the given jurisdiction, a number of similarities are apparent which seems to indicate that our efforts are in line with expectations. Our reviews have included review of historical information related to the establishment and intent of the ACC TAD initiative at large. Most importantly, we researched the opinions of citizens residing or working within the TAD and aligned the recommendations herein with this input.

Overarching Recommendations: Thematically, the recommendations we're making are intended to produce sustained output in support of the priorities of the TAD, over time. It is important that we include in our recommendations this consideration. Neighborhoods and districts don't evolve overnight and the energy and focus of a given group of constituents may change as progress is made or as delays are realized. With this in mind, we recommend that any initiatives undertaken by the TAD are well documented in terms of intended outcomes and in terms of anticipated timelines. Benchmarking and evaluation of initiatives underway as well as the priorities that bolster these efforts should be reviewed in relation to the timelines set forth as initiatives are approved. And sustained effort to remind the citizens of the TAD about where the initiatives have come from, progress along the way, and any revisions to the associated timelines should be part of the Advisory Committee's and the Mayor and Commission's tasks. Reporting, recursive engagement of citizens for input, and review of priorities and plans are recommended to ensure a successful initiative. Further, periodic review and refinement of stated priorities of the TAD, including citizen input, is recommended as well.

Similarly, the TAD Advisory Committee recommends that investments made by the TAD include prioritization of those with the potential for compounded outputs. That is, these investments should be more focused on initiatives that will continue to produce outcomes as opposed to those that are simply used to resolve one-time expenditures. Invest in initiatives that will beget sustained vicarious investment over initiatives that seek to resolve an instance-specific obstacle. A change in the speed of traffic that allows for walkability will more likely produce an increase in the viability of a given development project as well as subsequent projects. A contribution to a

development project to offset a given expense may only support a more short-term goal. Leveraging a strategy that involves self-organization and sustained investment growth (both public and private) begets sustained tax revenue growth and sustained support for affordable housing initiatives, our schools, and youth development. Invest in initiatives that will beget further initiatives. Align initiatives to produce compounding outcomes. Keep a long-term perspective when considering short-term opportunities.

Stated Priorities: The Newton Bridge TAD Advisory Committee's stated priorities and recommended allocations are as follows.

- iv. Public Infrastructure at 100% for the coming 5-10 years. These public infrastructure initiatives are specifically noted in the recommendations below. They are intended to support attracting of economic development opportunities by adjusting some of the current conditions within the District which may serve to make the District more attractive to private investors. The specifically identified recommended initiatives are intended to focus on safety and on connecting citizens with public amenities and housing locations within the district. By producing a safer and more lifestyle friendly district, economic growth, additional housing, and opportunities for our schools and our youth will follow.
- v. Economic Development Opportunities 0%. Although a stated priority, it is our recommendation that TAD funds investments be focused on the top priority of specific public infrastructure for the coming 5-10 year term.
- vi. Housing 0%. Although a stated priority, it is our recommendation that TAD funds investments be focused on the top priority of specific public infrastructure for the coming 5-10 year term.
- vii. CCSD & Youth Development 0%. Although a stated priority, it is our recommendation that TAD funds investments be focused on the top priority of specific public infrastructure for the coming 5-10 year term.

Responsible Funding:

The Newton Bridge TAD is already realizing surplus/accruing funds which are designated for use by our community in support of the District and according to Mayor and Commission consensus. However, the current funds in hand are inadequate to support the specific initiatives recommended in this document without some help. As the current income stream to the TAD is well established and supported by legislation, it may be considered an acceptable source for servicing of debt which may be held by the TAD.

The TAD Advisory board is not suggesting specifically the use of Bonds as the appropriate debt instrument as there are several other resources which may be leveraged including GTIB, Loans, Grants, and other sources.

We are requesting that the Mayor and Commission task appropriate Staff with providing for available options which they would support, whereby, the guaranteed annuitized income already being realized by the District (not speculative revenue based on future growth projections) may be utilized for the purpose of facilitating.

We recommend that the Mayor and Commission facilitates the establishment of certain debt to income ratios which are deemed acceptable for the District. Subsequently an initiative is undertaken to establish mechanisms by which the TAD may acquire capital funds, via debt, which is within these established ratios and where the established annuitized revenue of the TAD is used to service such debt. We recommend that the outcomes of this initiative include a means by which debt may be rolled over, allowing an ongoing system that allows for the TAD to support opportunities that it recommends, according to established priorities, and with the approval/direction of the Mayor & Commission and the support of and facilitation by ACC Staff.

FY24 revenue to the TAD is slightly higher than \$200k. Conservatively, an applicable interest rate for an applicable bond, based on 20 or 30 year amortization, may range upwards of 6% (at the time of this document's assembly). Depending on a number of factors, current TAD revenue may support a \$2.5-\$3mm debt issuance. Availability of such capital may facilitate initiation of the Newton Bridge @ Kathwood priority.

Note that FY24 revenue does not include assessments related to projects underway in the District which will significantly improve revenues ongoing.

Conclusion:

Recommendation regarding future members of the Newton Bridge TAD Advisory Board:

Future Reprioritization and refinement of initiatives undertaken by the District are anticipated and encouraged. As the District grows towards its priorities, new opportunities will be realized. The current Members are enthusiastically supportive of the efforts of those who follow us and strongly recommend that these efforts are considered openly by all stakeholders and are supported by future civic leaders including citizens, volunteers and appointees, ACC Staff, and elected officials. We recommend that future boards are encouraged to well document priorities, discussion points, research undertaken, and input from all sides of a given set of considerations or priorities. Concurrently, we recommend that future boards review the details of this specific document and other related documents for the TAD as part of the onboarding of new board members, elected officials, and staff.

We respectfully ask that you review this document in detail, request clarifications where deemed necessary or desired, and move to ratify the resultant final document through entry in public record, publication, and/or other appropriate means of encouraging public awareness of and engagement in the efforts of the Newton Bridge Tax Allocation District Advisory Committee.

Thank you for your consideration,

Newton Bridge Road TAD Advisory Committee:

David Barbe
Daniel Epting
Mike Leggett
Leon Leathers
Peter Dugas

Feedback from Newton Bridge TAD Public Input Meetings
November 7 & 9, 2023
Athens Cotton Press and Terrapin Beer Co.

CCSD & Youth Development

- Soccer/baseball multi-purpose sports field on Oneta

Public Infrastructure

- Sidewalks everywhere!
- Bike infrastructure
- Roundabouts at intersections, particularly Kathwood
- NO Rounds>Traffic lights
- AT&T fiber lines under the loop or Parker Fiber (Need a node on the outside of the loop)
- Biggest traffic choke is the off ramp of the inner loop onto Chase. Not sure if a light or round will work. Maybe a forced exit to the right with signs for a loop around Barber/Newton Bridge.
- Sewer on Industrial Way
- Connect fiber
- Greenway connectivity (bike trails, sidewalks)
- Reduced speed limit
- Crosswalk from Terrapin to new apartments with flashing lights
- Red light at intersection of Fritz Mar and Newton Bridge (Hard to see cars speeding around drive)
- Roundabout at corner of Newton Bridge and Dairy Pak

Economic Development

- If fiber node is brought over by Parker, would love to see a tech hub start on Newton Bridge

Affordable Housing

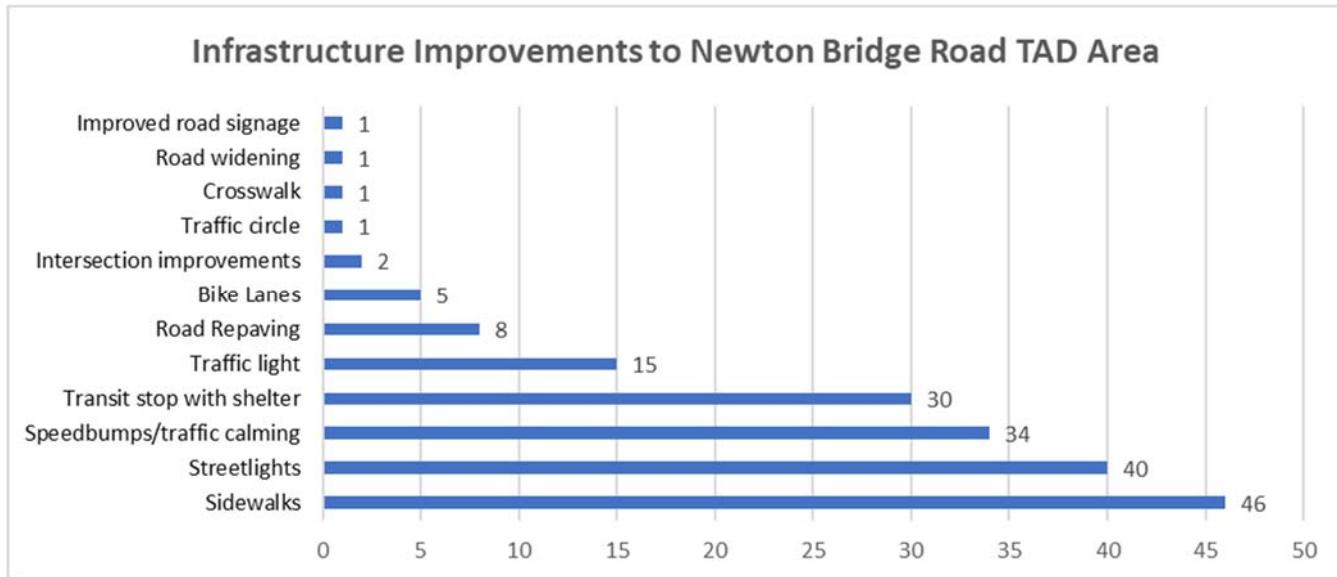
- No responses given

Newton Bridge Road TAD Online Public Survey Input

Question: What is your connection to the Newton Bridge Road TAD?

Connection to Newton Bridge Road TAD	# Respondents
Work in TAD	38
Own a Business in TAD	5
Live in TAD	4
TAD Property Owner	4
Live Close to TAD	4
Commute through TAD	4
Prospective Resident	1
Work Close to TAD	1
Concerned Citizen	1
Patron	1

Question: What type of infrastructure improvement is needed here?



Comments regarding public infrastructure:

bike lanes

Traffic circle 1

Three-way stop at Vincent and Newton Bridge Road is extremely necessary because of hills in both directions making it very dangerous for cars especially during rush-hour. Kathwood is the secondary one.

There are areas outside of the TAD on Newton Bridge road (from the end of the TAD to Commerce Rd) where the shoulder is crumbling due to the semitrucks traveling from the TAD to Commerce Rd.

Comments regarding public infrastructure (continued):

The area from Vincent Drive to Kathwood Drive is almost pitch black at night. The lighting needs to be assessed and addressed in necessary areas.

Road names are needed

Repair and widen shoulder of road in the curve past railroad tracks. Shoulder of road is crumbling and it really needs to be widen due to semis coming through constantly.

Kathwood and Newton Bridge intersection is dangerous and congested due to cut through crosswalk or other safe access to Terrapin Beer from new apartments across the street. Bike lanes and biking paths to access this area from chase street would help safety for bikers and pedestrians on Chase and Newton Bridge. It is currently dangerous

Change of traffic pattern

A bike lane!

Pedestrian crossing from Terrapin to General Time + Speed limit reduced on Newton Bridge Road from Dairy Pak to Kathwood + Sidewalks from Newton Bridge up Barber to Downtown Athens + Greenway Access from Dairy Pak

The whole area desperately needs sidewalks: Newton Bridge from Kathwood through Barber, Kathwood from Newton Bridge to Jefferson Hwy, and Chase from Newton Bridge to the overpass

Sidewalks from Newton Bridge up Barber to Downtown Athens + Intersection improvements for vehicles & pedestrians Chase/Barber/ Newton Bridge + Greenway Access from Dairy Pak + All utility lines buried at Chase/Barber/ Newton Bridge

Road repaving along major corridors is always needed!

Please tear down the West Clox Building

pedestrian island

Pedestrian crosswalks from general time to Terrapin. Speed limit reduced on Newton Bridge.

Newton Bridge should not be changing from 1 to 2 lanes at the Kathwood intersection. There several crosses with flowers that support this fact. The traffic is on the increase here and will continue.

Improved ability to exit and turn left will help create a safe and timely entrance to this part of town from the loop

I own a business, and work in this industrial park. There is absolutely no pedestrian infrastructure, which is a hindrance to those in the Athens community who may need access to these office buildings (like Terrapin or Wayfair)

Have a light that combines the Western exit of the Loop and Rowe Road

Comments regarding public infrastructure (continued):

Calm traffic for vehicle and pedestrian safety. Bury utilities to make the prospect of future development more attractive and create gateway

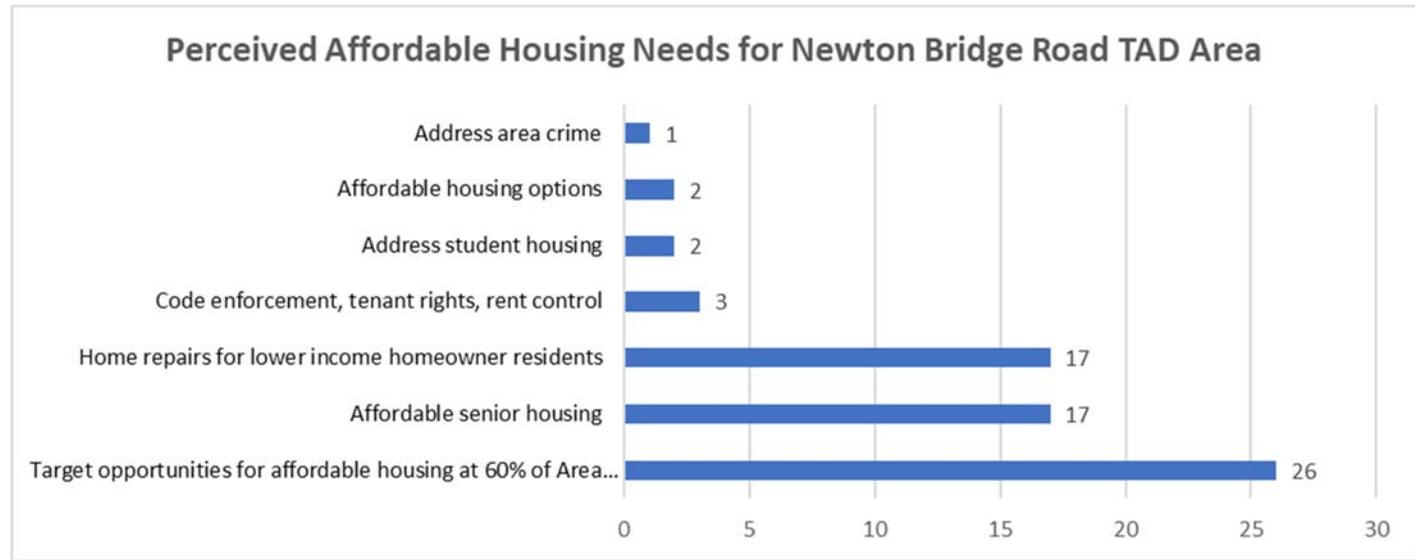
bumpouts, roundabout, and or speed limit reduction. Apartment dwellers, truck drivers, and brewery patrons is a bad mix at high speeds here

Bike/pedestrian path that is separated from the traffic

bike lanes along Chase St. and a pedestrian island

bike lanes along Barber to Prince Ave.

Question: What are some specific Affordable Housing needs you would like to see in the Newton Bridge Road TAD Area?

**Comments regarding affordable housing needs:**

The crime stemming from the housing developments on Kathwood Drive needs to be addressed before adding new housing.

Student Housing

Rental limits are a temporary solution to affordability problems. More housing supply and options to meet demand will support affordability.

Rent control

Housing. Affordable housing for people who live and work here not students.

Code Enforcement and Tenants Rights Advocacy for rental units this TAD area.

Comments regarding affordable housing needs (continued):

Build 1,500 square foot, 2 bed, 1.5 bath homes with small yards that cost less than \$200,000.

Zoning changes to allow multi-family houses. Limit the Air BnBs.

There is already a new proposed development just outside of the TAD by Saxon Woods for 200+ as well as 49 acres at the end of Newton Bridge Rd under conservation use that looks to be a new development in the works. The road is literally crumbling now.

The county needs to change its zoning laws to allow for additional smaller homes to be built within existing neighbors.

Supportive so long as it is actual affordable housing and not a boondoggle like the mall redevelopment (nearly \$200 million in tax breaks for a handful of affordable units that expire after a certain amount of time!)

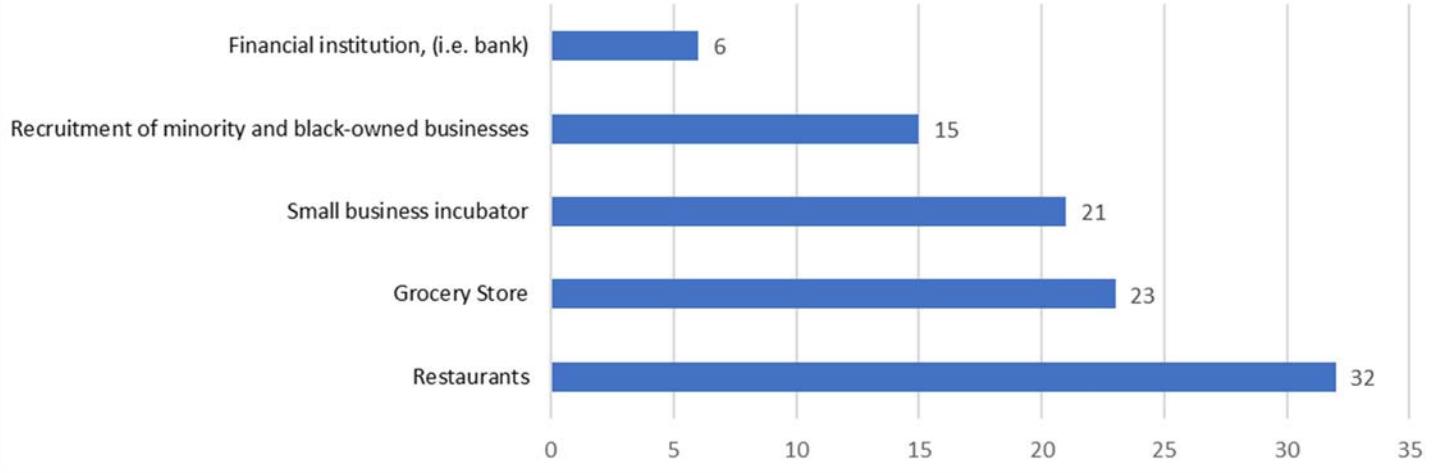
Providing TAD funds to support new residential development will assist concerns of housing affordability.

I support all that helps those in need of affordable housing and home repairs.

60% of the Median income is still almost \$50K a year, which is significantly more than 90% of my neighbors in this TAD area make.

Question: What are some economic development opportunities you would like to see in the Newton Bridge Road TAD Area?

Economic Development Opportunities for Newton Bridge Road TAD Area



Comments regarding economic development opportunities:

Transit stops with Shelter and more frequent bus schedule, Sidewalks that can have pedestrians and cyclists. There are good jobs on Newton Bridge, but they are nearly impossible to access without a car.

Prioritize affordable housing! What was supposed to be affordable apartments in Southern Mill is a Botox place and engineering firm.

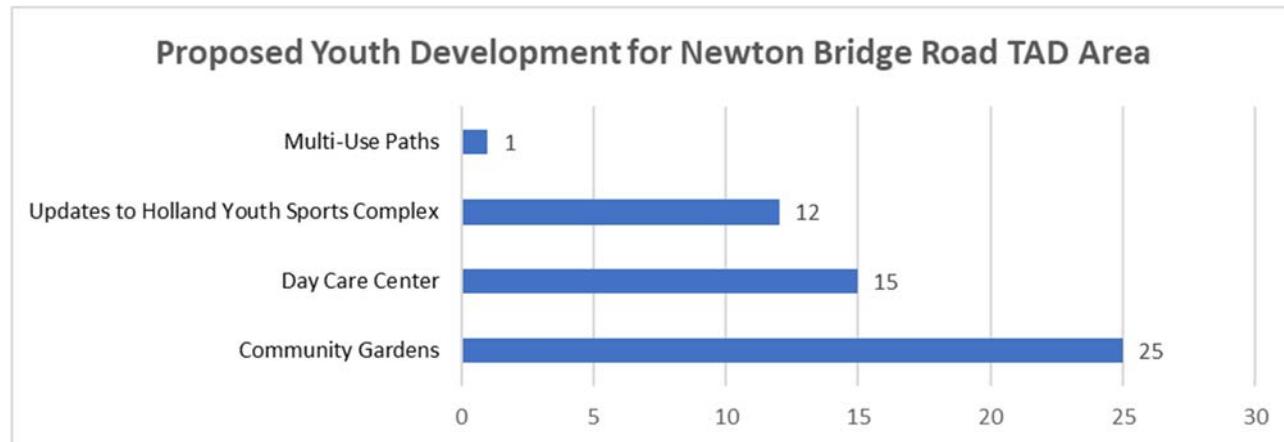
It would be great to have economic development that helps those who most need it.

Government should not be discriminating based on skin color. I'm supportive of any growth along this corridor otherwise.

Food places for people working & living in the area

A sports or Athletic facility, as well as a gym would thrive in this area.

Question: What are some youth development opportunities you would like to see in the Newton Bridge Road TAD Area?



Comments regarding youth development opportunities:

Installing multi-use paths instead of just sidewalks.

Wayfair has over 100 employees with over half being caregivers. A daycare is needed in the area

It is currently completely unsafe for children in this TAD to walk or bike to the park, store, or anywhere.

I would love to see more hiking trails, bike infrastructure, and picnic shelters in Holland Youth Sports complex

Holland Park is a very nice park that seems to be well used for youth activities. Restroom facilities are a bit lacking.

Commercial corridor is growing, and will need supplemental daycare

A specific area to run/job/walk. A dog park.



February 15, 2024

Attn: TAD Advisory

Thank you for your time and work on the Newton Bridge corridor in regards to public safety concerns. We understand the need to address the intersection of Newton Bridge and Kathwood. A roundabout here will help the traffic flow & safety at this intersection, however, this does not address safety in the rest of the corridor. Once a car exits the roundabout traveling south towards town, there is sufficient time/distance for vehicles to increase speeds to 55+ mph before they get to Terrapin, Greystar Apartments and the next traffic light at Chase St. With the completion of the apartments across from Terrapin (opening summer of 2024) and continued development of General Time there will be increasing traffic safety issues for both drivers and pedestrians on Newton Bridge Road.

We ask that you consider:

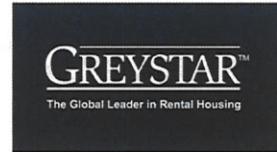
1. Implementing a reduction of speed to 35mph while exiting the roundabout traveling south.
2. A road diet from 4 lanes to 2 with a middle turn lane & bike lanes would also provide safer passage for vehicles and pedestrians.
3. Adding a cross walk(s) with flashing lights has been used in other parts of ACC with great success and would be welcomed here.

These measures are relatively inexpensive. They can be implemented quickly and will immediately have a profound impact to the safety of the entire Newton Bridge corridor. We ask that these quick measures be viewed as the **first step** to be followed up by the longer process of the Roundabout from a timing perspective. Please know we are not discounting a roundabout or whatever traffic control is deemed necessary at Newton Bridge and Kathwood for the safety of that intersection, but we ALL need to address the deadly situation that is brewing, (no pun intended) from that intersection traveling south towards town. We feel strongly about this not just for our employees, patrons & tenants, but for the safety of anyone traveling this corridor. Please let us know how we can help in making these improvements so this is not something we regret in the months and years ahead.



Michael Dinerman
Owner





Dustin Watts

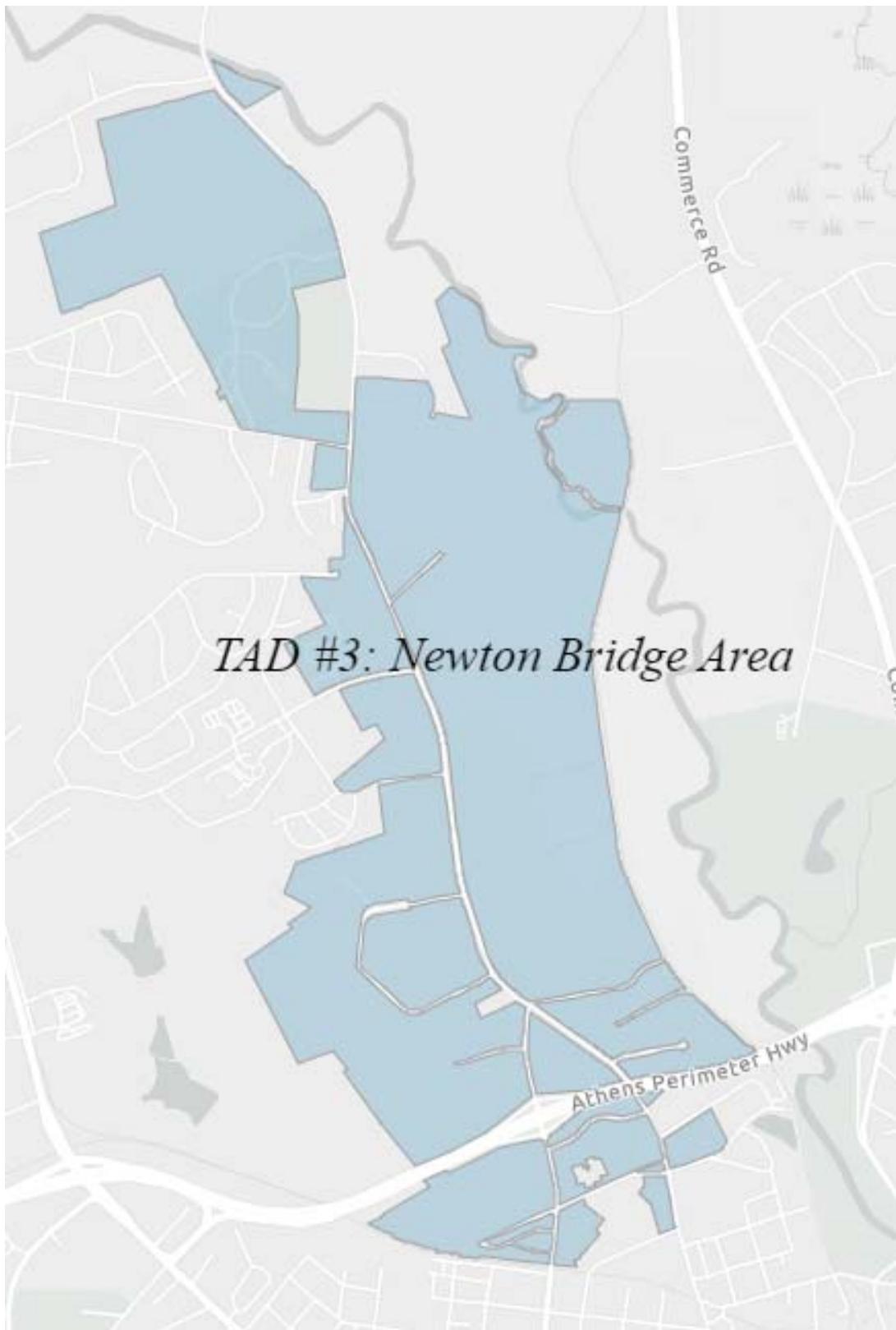
President

Terrapin Beer Co.



Terrapin Beer Company, LLC
265 Newton Bridge Rd., Athens, GA 30607
Tel. (706) 549-3377 Ext. 211
www.TerrapinBeer.com

Newton Bridge TAD Boundaries



Excerpt from the "Newton Bridge Tax Allocation District" Redevelopment Plan 2020, page 16.

IV. REDEVELOPMENT AREA

Boundaries of the Redevelopment Area; Existing Uses

The **"Redevelopment Area"** proposed for this Redevelopment Plan consists of 165 parcels totaling 1,113.6 acres. TAD 3 is described as follows:

The boundaries for the TAD center upon the main arterial route of Newton Bridge Road. Located northwest of Downtown Athens, it is bordered by the CSX Railroad to the south; the perimeter edge of the Paradise Valley Industrial Park to the west; the North Oconee River to the north; and the Norfolk Southern Railroad to the east. General in description, the exact perimeter of the district is specifically detailed in the official delineated map.

The Loop 10 Athens Perimeter Highway tends to divide the district between old and new industrial Athens, with that portion inside the Loop serving as the original industrial sector of the former city, just north of the now designated Boulevard Historic District. Though these industries are still operating and thriving to an extent, most industrial development has occurred north of Loop 10, in what is a much larger sector known as Paradise Valley Industrial Park, further away from established residential or customary commercial retail and office uses. Growth has occurred concentrically outward overtime, with those parcels nearest the Loop having been constructed almost 50 years ago. Both manufacturing and warehousing continued to be constructed in a predictable pattern north along Newton Bridge Road, leaving undeveloped parcels furthest from Downtown, but still available for future expansion or new investment.

Although this area does have direct access to Loop 10, the transportation systems were created in accordance with industrial foresight, leaving little infrastructure for bicycle or pedestrian modes of travel. There are, however, more non-vehicular routes available inside the Loop, as this original industrial park is in direct proximity and adjacent to established neighborhoods and commercial nodes.

Environmentally, there are small streams sporadically distributed throughout the TAD, with the North Oconee River serving as the primary feature. Both recognized wetlands and floodplain are factors that can impact redevelopment in this area, particularly expansion of existing facilities in the area just north of the Loop at the intersection of Newton Bridge Road, Barber Street, and Chase Street.

Maps specifying the boundaries of the proposed tax allocation district and showing existing uses and conditions of real property in the proposed tax allocation district are contained on Appendices A-1 through A-4 and Appendix H.

A listing of all parcels within the Redevelopment Area is located in Appendix B.

The specifications above are made in accordance with O.C.G.A. Section 36-44-3(9)(A)

Community Engagement Process for Gathering Specific Community Projects



TAD Process Once Application is Received from Developer

