

2021

CITY OF GRANTVILLE COMPREHENSIVE PLAN



Draft

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ACKNOWLEDGEMENTS

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INTRODUCTION

The Georgia General Assembly passed the Georgia Planning Act in 1989 (O.C.G.A. Sections 50-8) creating a coordinated planning program for the State of Georgia. The program enables local governments, such as, the City of Grantville, to effectively plan for its future and to improve communication with its neighboring communities.

The City of Grantville intends to use the comprehensive plan as a guide for future growth and development decision-making. This plan update was completed in accordance with the Georgia Planning Act of 1989 and the Georgia Department of Community Affairs Minimum Standards and Procedures for Local Comprehensive Plan.

The City of Grantville is responsible for maintaining its plan that will accurately reflect the current community conditions and the community's goals and priorities for the future. The maintenance of this plan includes amendments and regular updates. The City of Grantville determines when such amendments are necessary to address changing circumstances that may have detracted from the usefulness of the plan as a guide to its local decision-making.

The Georgia Planning Act also requires the City of Grantville to meet certain minimum criteria to maintain its Qualified Local Government (QLG) status, and, thus, be eligible to receive certain state funding. The Comprehensive Plan is a statement of the city's long-range (twenty-year) vision for development and redevelopment. By addressing the entire physical environment of the city and the multitude of functions, policies, and programs that comprise the day to day workings of the city, the plan seeks to guide the what, when, where, why, and how of future physical changes to the built environment.

PURPOSE

The purpose of the City of Grantville Comprehensive Plan is to provide a guide for the future growth and development of the City. The Plan was developed in cooperation and accordance with the Minimum Planning-Standards and Procedures of the 1989 Georgia Planning Act.

PROCESS

The City of Grantville Comprehensive Plan is the product of a five-month process utilizing a framework as established by the Planning Act. Two public hearings were held as part of the planning process and community involvement and took place on March 22, 2021 and August 23, 2021.

Steering Committee

To guide the comprehensive plan update, a steering committee was assembled. The steering committee was comprised of various city staff and community stakeholders. The committee reviewed and revised each section of the plan to ensure an accurate vision for the city's future.

2021 GRANTVILLE COMPREHENSIVE PLAN STEERING COMMITTEE MEMBERS

Name	Affiliation
Al Grieshaber, Jr	City of Grantville, City Manager/Local Economic Development Practitioner
Alan Wasser	Councilmember
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Cliff Schriefer	Grantville Police Department
Selma Coty	Chairperson, Grantville Historical Preservation Commission
Dennis Hanthorn	City Grant Consultant
Connie Warren	Stakeholder

Community Outreach

To gather citywide input into the plan, the steering committee developed an online survey which was then placed on social media and on the city's website. The survey results are located in the appendix of the plan.

LOCATION

Grantville, Georgia, is a small rural city located along the southern border of Coweta County. Interstate 85 and US Highway 29 are major transportation corridors. It is approximately 48.0 miles from Atlanta.

ENVIRONMENTAL CRITERIA

The Environmental Planning Criteria that are part of the Minimum Planning Standards deal specifically with the protection of water supply watersheds, groundwater recharge areas, wetlands, river corridors and mountains, the latter not

quite applicable in this region. These criteria were developed by the Department of Natural Resources (DNR) as mandated in Part V of the Georgia Planning Act and in the Mountains and River Corridor Protection Act. The criteria require that local governments shall identify existing and future water supply watersheds and adopt a water supply watershed protection plan for their jurisdiction. Some uses may be grandfathered such as land uses existing prior to the adoption of a watershed plan, mining activities permitted by DNR, certain utility placements, special forestry or agricultural services. The Environmental guidelines also spell out criteria for the delineation of small and large water supply watersheds, for the protection of groundwater recharge areas, for the protection of wetlands, and for the protection of river corridors which shall be incorporated into this comprehensive plan and addressed specifically and in more detail through local ordinances and land development code regulations. Coweta County is part of the Metropolitan North Georgia Water Planning District Watershed Management Plan which was developed as part of the State Water Plan amendment August 28, 2013. As such the City of Grantville does fall into that jurisdiction and will adhere to all the requirements and regulations governing the requirements for protection of water supply watersheds, groundwater recharge areas, wetlands and river corridor protection. These Rules for Environmental Planning were considered when developing the comprehensive plan update for the City of Grantville.

REGIONAL WATER PLAN

Coweta County is part of the Metropolitan North Georgia Water Planning District Watershed Management Plan which was developed as part of the State Water Plan amendment August 28, 2013. As such the City of Grantville falls under that jurisdiction and will adhere to all the requirements and regulations governing thereof.

COMMUNITY GOALS

Grantville Vision

The City of Grantville envisions its small- town character enhanced over the next twenty years. Both the historically significant architectural resources and the beauty of the center of the city distinguish this character. The center of Grantville is the central focus of town; it includes governmental, recreational, and public assembly activities supplemented by small shops and businesses.

- The street network is a pedestrian-friendly environment with tree-lined streets, attractive signage, and stores in scale with the environs that are close to the street.
- A system of sidewalks and trails provides a network within and between neighborhoods, commercial areas, and public facilities.
- Substantial open space is preserved supporting small-town character, providing balance to developed areas, and protecting natural resources.
- A range of activities for social interaction and services for social needs is provided, with particular emphasis on specific activities for youth and seniors
- Active and passive recreational needs are met for residents of all age groups and physical capabilities.
- Public education is provided by a diverse educational program.
- Housing choices for different types of units are available and affordable for all.
- Capitalize on movie industry using downtown area.
- Promote festival and (farm to table activities).
- Downtown revitalization and the preservation of historic resources and sense of place.
- Potential as a commuter hub with access to US Highway 29 and Interstate 85 and access to Atlanta employment centers.

List of Community Goals



The purpose of this section is to guide and direct the City of Grantville's decision-making process for the future of the community as identified in this section and plan.

ECONOMIC PROSPERITY

Encourage development or expansion of businesses and industries that are suitable for the community. Factors to consider when determining suitability include job skills required; long-term sustainability; linkages to other economic activities in the region; impact on the resources of the area; or prospects for creating job opportunities that meet the needs of a diverse local workforce.

RESOURCE MANAGEMENT

Promote the efficient use of natural resources and identify and protect environmentally sensitive areas of the community. This may be achieved by promoting energy efficiency (solar) and renewable energy generation; encouraging green building construction and renovation; utilizing appropriate waste management techniques; fostering water conservation and reuse; or setting environmentally sensitive areas aside as green space or conservation reserves.

EFFICIENT LAND USE

Promote planned development along major transportation corridors (SR 14/US29), and maximize the use of existing infrastructure and minimize the costly conversion of undeveloped land at the periphery of the community. This may be achieved by encouraging development or redevelopment of sites closer to the traditional core of the community; designing new development to minimize the amount of land consumed; carefully planning expansion of public infrastructure; or maintaining open space in agricultural, forestry, or conservation uses.

LOCAL PREPAREDNESS

Identify and put in place the prerequisites for the type of future the community seeks to achieve. These prerequisites might include infrastructure (roads, water, sewer) to support or direct new growth; ordinances and regulations to manage growth as desired; leadership and staff capable of responding to opportunities and managing new challenges; or undertaking an all-hazards approach to disaster preparedness and response.

SENSE OF PLACE

Protect and enhance the community's unique qualities. This may be achieved by maintaining and revitalizing the downtown as the focal point of the community; fostering compact, walkable, mixed-use development; protecting and revitalizing historic areas of the community; encouraging new development that is compatible with the traditional features of the community; or protecting scenic and natural features that are important to defining the community's character.

REGIONAL COOPERATION

Cooperate with neighboring jurisdictions to address shared needs. This may be achieved by actively participating in regional organizations; identifying joint projects that will result in greater efficiency and less cost to the taxpayer; or developing collaborative solutions for regional issues such as protection of shared natural resources, development of the transportation network, or creation of a tourism plan.

HOUSING OPTIONS

Promote an adequate range of safe, affordable, inclusive, and resource efficient housing in the community. This may be achieved by encouraging development of a variety of housing types, sizes, costs, and densities in each neighborhood; instituting programs to provide housing for residents of all socio-economic backgrounds; or coordinating with local economic development programs to ensure availability of

adequate workforce housing in the community

TRANSPORTATION OPTIONS

Address the transportation needs, challenges and opportunities of all community residents. This may be achieved by promoting alternatives to transportation by automobile, including walking, cycling, and commuting, i.e. Georgia Regional Transportation Authority (GRTA), Vanpool and Express Bus routes into the City of Grantville or nearby communities, employing traffic calming measures throughout the community; requiring adequate connectivity between adjoining developments; or coordinating transportation and land use decision-making within the community.

The City of Grantville will support the goals, vision, and implementation of the Coweta County Joint Transportation Plan.

EDUCATIONAL OPPORTUNITIES

Make educational and training opportunities readily available to enable all community residents to improve their job skills, adapt to technological advances, or pursue life ambitions. This can be achieved by expanding and improving local educational institutions or programs; providing access to other institutions in the region; or coordinating with local economic development programs to ensure an adequately trained and skilled workforce.

COMMUNITY HEALTH

Ensure that all community residents, regardless of age, ability, or income, have access to critical goods and services, safe and clean neighborhoods, and good work opportunities. This may be achieved by providing services to support the basic needs of disadvantaged residents; instituting programs to foster better health and fitness; or providing all residents the opportunity to improve their circumstances in life and to fully participate in the community.

List of Community Policies



The City of Grantville has selected the following community policies to assist local government officials in making decision consistent with achieving the community coals.

DEVELOPMENT PATTERNS AND HOUSING

- Our decisions on new development will contribute to, not take away from, our planned community's character and sense of place.
- We encourage development that is sensitive to the historic context, sense of place, and overall setting of the community.
- We want development whose design, landscaping, lighting, signage, and scale add value to our community.
- Our gateways and corridors will create a "sense of place" for our community.
- Whenever possible and deemed in the best interest of the community, we will encourage the development of downtown as a vibrant center of the

community in order to improve overall attractiveness and local quality of life.

- We are committed to creating safe sidewalks and attractive neighborhoods throughout the community where people have easy access to schools, parks, and necessary services (grocery store, drug store, banks and restaurants) without having to travel by car.
- Creation of recreational facilities and set-aside of greenspace are important to our community.
- We are committed to providing pleasant, accessible, public, gathering places and parks throughout the community.
- We support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- We are committed to redeveloping and enhancing existing commercial and industrial areas within our community as well as quality new developments.
- We encourage mixed-use developments that are human-scale and less auto-oriented.
- We support increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density.
- We support new land uses that contribute to protecting the environment and preserving meaningful open space.
- We support new land uses that enhance housing options in our community.
- We will encourage development of a rational network of commercial nodes (villages or activity centers) to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.
- We are open to land planning and development concepts that may be new to our area but have been tried successfully in other places.
- We will make decisions that encourage walking, biking, car-pooling, and other alternative transportation choices.
- We will target transportation improvements to support desired development patterns for the community (recognizing that ready availability of transportation creates demand for land development in adjacent areas).
- Our new and reconstructed roadways will be appropriately designed, using context sensitive design considerations, to enhance community aesthetics and to minimize environmental impacts.
- Our new and reconstructed roadways will be designed to accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit (if applicable) as well as local vehicular circulation.
- We will promote connectivity of our road network (such as fostering a grid network of streets, multiple connections between subdivisions).
- We support creation of a community-wide pedestrian/bike path network.
- We will encourage new development that supports and ties in well with planned public transit options in the community.

- We will ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods.
- We will utilize the Character Area Map as a guide in rezoning, special use, and development recommendations and decision making.
- We will update the Zoning Map as necessary to maintain current records and reflect changes in growth and development.

RESOURCE CONSERVATION

- The protection and conservation of our community's resources will play an important role in the decision-making process when making decisions about future growth and development.
- We will minimize inefficient land consumption and encourage more compact urban development in order to preserve green open space and natural resource areas.
- We will encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.
- We will factor potential impacts on air and water quality in making decisions on new developments and transportation improvements.
- Infrastructure networks will be developed to steer new development away from sensitive natural resource areas.
- We will promote the protection and maintenance of trees and green open space in all new development.
- We will promote low impact development that preserves the natural topography and existing vegetation of development sites.
- We will promote enhanced solid waste reduction and recycling initiatives.
- We will ensure safe and adequate supplies of water through protection of ground and surface water sources.

COMMUNITY FACILITIES AND INFRASTRUCTURE

- Our community will make efficient use of existing infrastructure and public facilities in order to minimize the need for costly new/expanded facilities and services.
- We will protect existing infrastructure investments (i.e., already paid for) by encouraging infill redevelopment, and compact development patterns.
- We will ensure that new development does not cause a decline in existing levels of service for the community's residents and employers.
- We will limit development within our community to areas that can be reasonably served by public infrastructure.
- We will ensure that capital improvements needed to accommodate future

- development are provided concurrent with new development.
- We will coordinate provision of public facilities and services with land use planning to promote more compact urban development.
 - Our community will use planned infrastructure expansion to support development in areas identified (in the comprehensive plan) as suitable for such development.
 - The community will seek ways for new growth to pay for itself (in terms of public investment in infrastructure and services to support the development) to the maximum extent possible.
 - The community will use sequential, phased extension of utilities and services to encourage rational expansion of development to areas immediately contiguous to already developed areas of the community.
 - We will invest in parks and open space to enhance the quality of life for our citizens.
 - We will work with the local school board to encourage school location decisions that support the community's overall growth and development plans.
 - We will promote city-wide high-speed internet (broadband) service through public-private partnerships and the utilization of available grant funds.

SOCIAL AND ECONOMIC DEVELOPMENT AND HOUSING

- We will support programs for retention, expansion, and creation of businesses that are a good fit for our community's economy in terms of job skill requirements and linkages to existing businesses.
- We will target reinvestment to declining existing neighborhoods and vacant or underutilized sites or buildings.
- We will seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- We will take into account access to housing and impacts on transportation when considering economic development projects.
- We will take into account impacts on infrastructure and natural resources in our decision making on economic development projects.
- We will consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects
- We will carefully consider costs as well as benefits in making decisions on proposed economic development projects.
- We will stimulate infill housing development in existing neighborhoods.
- We will create affordable housing opportunities to ensure that all those who work in the community have a viable option to live in the community.
- We will encourage development of housing opportunities that enable residents to live close to their place of employment.
- We will accommodate our diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood.

- We will encourage housing policies, choices, and patterns that move people upward on the housing ladder from dependence to independence (homeownership).
- We will increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.
- We support dispersion of assisted housing throughout the community in order to diversify neighborhoods and eliminate pockets of poverty.
- We will continue to work with Coweta County Development Authority to market commercial and industrial developments.

GOVERNMENTAL RELATIONS

- We will seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.
- We will work jointly with neighboring jurisdictions on developing solutions for shared regional issues (such as growth management, watershed protection)
- We will pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions
- We will consult other public entities in our area when making decisions that are likely to impact them.
- We will provide input to other public entities in our area when they are making decisions that are likely to have an impact on our community or our plans for future development.
- We will engage in cooperative planning between the local government and local school board in regard to the appropriate location and use of schools as community facilities.
- We will promote and explore the possibility of broadband access to the City of Grantville (Citywide).
- The city shall consider appropriate buffering requirements consistent with the size of any development that abuts areas proposed for unincorporated residential, agricultural and industrial land use.

NEEDS AND OPPORTUNITIES

The following are needs and opportunities identified by the City of Grantville's stakeholders. A SWOT analysis was utilized to initiate the discussion and can be found in the appendix.

ECONOMIC DEVELOPMENT

Needs:

- Focus on downtown revitalization
- Reorganization of the downtown development authority
- Recruit and invest in job creation initiatives
- Create employment opportunities
- Encourage retail options city wide
- Restoration and renovation of downtown buildings
- Update commercial areas within the city to be more aesthetically pleasing
- Attract more businesses
- Upgrade water infrastructure

Opportunities:

- Establish an economic development advisory committee
- Downtown has many vacant and under-utilized buildings
- Existing commercial areas within the city are not aesthetically pleasing
- Interstate access offers opportunities for increased economic development and industrial expansion
- The development of Downtown and Redevelopment of the Old Mill Building
- Attract more businesses
- ARC Livable Centers Initiative (LCI) program
- Increased industrial prospects and industrial zoned land
- Possible tax incentives to attract new business and industry

HOUSING

Needs:

- Housing options are limited
- Multi-family housing options should be increased
- The quality and design of housing in the city should be improved
- Residential areas need revitalization

- Implement inspections when rental lease agreements change
- Increased infill housing around the downtown area
- Home ownership rate needs to increase
- Size of housing in the city could be increased

Opportunities:

- To enact and enforce proper codes enforcement regarding the repair and maintenance of housing in the city
- To revitalize the housing areas in the city
- To enact zoning to allow for residential living above downtown stores
- To rejuvenate declining neighborhoods surrounding downtown
- Participation in housing programs such as DASH
- Downtown loft residential

FACILITIES AND SERVICES

Needs:

- Additional medical services are needed
- Need to establish city wide broadband coverage
- Additional city staff is needed to areas of service currently lacking attention
- Many local roads and streets are declining and need repair
- Pedestrian accessibility needs to be increased and sidewalks need to be expanded into more areas of the city
- New wastewater treatment facility to accommodate future growth
- Expand broadband into underserved areas of the city
- A multi-purpose community event facility

Opportunities:

- Urgent care facilities for citizen use such as dental, doctor offices, etc
- Enhanced city services such as the installation of smart meters
- The revisions of ordinances that can have a more positive and quality of life impact on the community.
- Focus on a city Wastewater and Water / Capital Improvement Plan
- Additional funding sources to support infrastructure projects
- Upgraded gas infrastructure
- Broadband expansion opportunities

COMMUNITY DEVELOPMENT

Needs:

- Parking study for downtown is needed
- Committees need to be established to address city needs
- Continued expansion of recreational facilities
- Houses need clear address markings for accurate 911 service
- Connectivity between commercial and downtown neighborhoods
- Enhanced gateway corridor signage
- Update and enhance subdivision regulations, zoning, and architectural standards
- Address downtown drainage issues
- Development of design guidelines for the historic district

Opportunities:

- Volunteerism and citizen participation are lacking. City can work together with more citizens' involvement in Council meetings, public participation, etc.
- Necessity combined with potential for increased passive park space exists within the city, especially pocket parks.
- Renewed vision and leadership
- Upcoming update the historic resource survey of the Grantville Historic District
- Redevelopment of the mill site

TRANSPORTATION

Needs:

- Attract traffic from Interstate 85 and US Highway 29
- Enhanced biking and walking trails
- New CSX railroad bridge over US Highway 29
- Repaving of high priority streets with the most need

Opportunities:

- Implementation of LCI study
- Possibility of a commuter hub
- Sidewalk expansions and upgrades
- Expansion of walking trails

GOVERNANCE

Needs:

- Coordinate with Coweta and Meriwether Counties and neighboring jurisdictions on shared needs
- Periodically update the zoning ordinance to allow for new zoning districts or similar development regulations as deemed appropriate
- Improve community services for underserved neighborhoods
- Reduce the cost of providing public services/facilities

Opportunities:

- Work together and take advantage of coordinating with Coweta and Meriwether Counties and neighboring jurisdictions on shared needs
- Find ways of working with Grantville citizens and increasing community participation

CHARACTER AREAS AND LAND USE

The character areas identified are geographical sub-areas within the City of Grantville which contains unique characteristics and physical form. Pursuant to the Georgia Department of Community Affairs, character areas have unique or special characteristics that have the potential to evolve into a unique area when provided specific and intentional guidance, which requires special attention due to unique developmental and land use issues. Character areas may also be identified by the types of development, past and current, in the areas which are often various and distinct from historic areas, commercial/industrial areas and/or residential areas. Other examples of character areas may be lack of development and include more natural land and building features, such as greenspace or parkland.

The City of Grantville has developed a Character Area Map, which identifies each specified area and its respective boundaries. The map is followed by a description of each area.

The Georgia Department of Community Affairs has established new local planning standards that require communities (local governments in their comprehensive plans) to delineate character areas and implement development strategies for each of them. This approach differs from conventional land use planning, which is organized around the future land use map showing mostly single- function land use districts. However, as a guide for future development, it is essential for the city to have this understanding of the nature of current development within and immediately surrounding its boundaries.

The Georgia Department of Community Affairs has defined character area in the administrative rules as: “A specific geographic area within the community that:

- Have unique or special characteristics to be preserved or enhanced, such as: a downtown, a historic district, a neighborhood, or a transportation corridor
- Have potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation, such as a strip commercial corridor that could be revitalized into more attractive village development pattern) or
- Requires special attention due to unique development issues (rapid change of development patterns, economic decline, etc.)

For the purpose of this plan, each character area is a planning sub- area within the community where more detailed, small- area planning and implementation of certain policies, investments, incentives, or regulations may be applied in order to preserve, improve, or otherwise influence its future development patterns in a manner consistent with the community vision.

This section of the plan includes the Defining Character Area Narratives, along with illustrations and Recommended Development Patterns applicable to the specific areas.

Downtown



DEFINITION: The traditional central business district and immediately surrounding commercial, industrial, or mixed-use areas.

RECOMMENDED DEVELOPMENT PATTERNS: Downtown should include a concentration and mix of retail, office, services, and employment to serve a local and regional market area. Redevelopment should reinforce the traditional town center through a combination of rehabilitation of historic buildings in the downtown area and compatible new infill development. Design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations,

such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc. New residential and commercial development should be concentrated in and around the downtown on infill sites.

SPECIFIC LAND USAGE: Historic downtown commercial, residential, and institutional.

IMPLEMENTATION MEASURES: The following implementation measures are recommended:

- Update the historic resource survey
- Continue to expand the sidewalk network access to historic downtown buildings, recreation facilities, the school, and city hall.
- Utilization of design guidelines to guide the historic preservation commission during certificate of appropriateness review
- Encourage the use of historic tax incentives for the rehabilitation of historic structures
- Consider revitalization programs such as DCA Rural Zone and Downtown Development Revolving Loan Fund

Traditional Residential



DEFINITION: Traditional Residential area in older part of the community typically developed prior to WWII. This area makes up the historic residential within the Grantville Historic District and under the jurisdiction of the Grantville Historic Preservation Commission. Characteristics include high pedestrian orientation, sidewalks, tree lined streets, on- street parking; small, regular lots; limited open space; buildings close to or at the front property line; predominance of alleys; low degree of building separation; neighborhood- scale businesses scattered throughout the area. Already exhibiting many characteristics of traditional neighborhood development (TND), these older neighborhoods should be encouraged to maintain their original character, with only compatible infill development permitted. The City of Grantville has two classifications of traditional neighborhoods: stable and declining.

- Stable- A neighborhood having relatively well-maintained housing, possessing a distinct identity through architectural style, lot and street design, and has higher rates of homeownership. Location near declining areas of town may also cause this neighborhood to decline over time.
- Declining - An area that has most of its original housing stock in place, but housing conditions are worsening due to low rates of homeownership and neglect of property maintenance. There may be a lack of neighborhood identity and gradual invasion of different type and intensity of use that may not be compatible with the neighborhood residential use.

RECOMMENDED DEVELOPMENT PATTERNS: Grantville should focus on reinforcing stability by encouraging more homeownership and maintenance or upgrade of existing properties in the city. Current vacant properties in the neighborhood offer an opportunity for infill development of new, architecturally compatible housing. This should include well-designed new neighborhood activity center at appropriate location. Provide strong pedestrian and bicycle connections to encourage these residents to walk/bike to other destinations in the area. Focus on public assistance and investment, such as homeownership assistance, code enforcement, sidewalks, right-of-way improvements, and redevelopment incentives, should be focused where needed to ensure that the neighborhood becomes more stable, mixed-income community with a larger percentage of owner-occupied housing. The redevelopment strategy for the area should focus on preserving and rehabilitating what remains of the area.

SPECIFIC LAND USAGE: Land dedicate to Single-Family Residential, Mixed Use Neighborhood Commercial and Public/Institution.

IMPLEMENTATION MEASURES: The following implementation measures are recommended:

- Encourage and promote the use of neighborhood associations and neighborhood watch groups
- Promote landscaping and utilize strict code enforcement
- Promote conformity to the traditional neighborhood development (TND) principles and polices
- Encourage and promote the use of historic tax incentives for the rehabilitation of historic structures
- Maintain and expand sidewalks network and pedestrian and bicycle activity
- Encourage home ownership and appropriate infill opportunities for vacant property
- Utilize design guidelines when making decisions on certificates of appropriateness

Developing Residential



DEFINITION: The Developing Residential area immediately surrounds the Traditional Residential area. Most homes were built from the late 1980s into the early to mid 2000s in suburban style developments.

RECOMMENDED DEVELOPMENT PATTERNS: Focus on strategic public investments to improve conditions, appropriate infill development on scattered vacant sites, and encouraging more homeownership and maintenance or upgrade of existing properties.

- Public assistance and investment, such as homeownership assistance, code enforcement, sidewalks, right-of-way improvements, and redevelopment incentives, should be focused where needed to ensure that the neighborhood becomes more stable, mixed-income community with a larger percentage of owner-occupied housing.
- Vacant properties in the neighborhood offer an opportunity for infill development of new, architecturally compatible housing.
- The redevelopment strategy for the area should focus on preserving and rehabilitating what remains of the original housing stock, while rebuilding, on

the remaining land, a new, attractive neighborhood following the principles of traditional neighborhood development.

- The neighborhood should include a well-designed new neighborhood activity center at appropriate location, which would provide a focal point for the neighborhood, while also providing a suitable location for a grocery store, hardware store, school, and similar appropriately-scaled retail establishments serving neighborhood residents. Strong pedestrian and bicycle connections should also be provided to encourage residents to walk/bike to work, shopping, or other destinations in the area.
- New streets should be connected (i.e. minimize or prohibit cul-de-sacs) to disperse traffic, shorten walking/biking trips.
- Design features that encourage safe, accessible streets should be employed – such as, narrower streets, on-street parking, sidewalks, street trees, and landscaped raised medians for minor collectors and wider streets.

SPECIFIC LAND USAGE: Land dedicated to Single-Family Residential, Multi-Family Residential, Mixed Use, Neighborhood Commercial, and Park space.

IMPLEMENTATION MEASURES: The following implementation measures are recommended:

- The encouragement of perhaps conservation subdivision and green space development
- Promote residential developments with connectivity to existing and future streets
- Implement higher design standards

Greenspace and Parks



DEFINITION: Primarily natural lands and environmentally sensitive areas not suitable for development, e.g., scenic views, coast, steep slopes, flood plains, wetlands, watersheds, wildlife management areas and other environmentally sensitive areas

RECOMMENDED DEVELOPMENT PATTERNS: Maintain natural, rural character and protect environmentally sensitive areas by:

- Not allowing any new development.
- Promoting use of conservation easements.
- Widen roadways in these areas only when absolutely necessary.
- Carefully design the roadway alterations to minimize visual impact.
- Promote these areas as passive-use tourism and recreation destinations.

SPECIFIC LAND USAGE: Land dedicated to active parks, passive recreational and environmentally sensitive areas of the city.

IMPLEMENTATION MEASURES: The following implementation measures are recommended:

- The continued use and encouragement of community gardens, parks, and passive recreational areas
- The use and utilization of vacant land for additional park and green space
- The creation and focus on linking neighborhoods, schools, and other areas with connectivity such as trails, sidewalks and walking paths

Industrial Redevelopment



DEFINITION: Area of Grantville that was formerly used for industrial manufacturing. The old mill building is still extant but no longer houses industrial uses. The mill structure is located within the National Register listed Grantville Historic District. The mill has potential to be rehabilitated and utilized for adaptive re-use which could include loft housing and retail. Adjacent to the mill structure is residential mill village which could also be part of a larger revitalization project.

RECOMMENDED DEVELOPMENT PATTERNS: Encourage the re-use and redevelopment of the former mill structure and revitalization of the adjacent mill village. Increase connectivity within the character area and to the area from other sections of Grantville by ensuring continuous sidewalk network. Encourage scale and architecturally appropriate infill housing within the mill village.

SPECIFIC LAND USAGE: Mixed uses including neighborhood commercial, single and multi-family housing.

IMPLEMENTATION MEASURES: The following implementation measures are recommended:

- Maintain and expand sidewalk network to increase connectivity
- Encourage the re-use and rehabilitation of the old mill building
- Promote and encourage the use of historic tax incentives for any rehabilitation work on structures within the area which are located within the National Register listed Grantville Historic District.
- Promote and encourage appropriate infill
- Ensure consistent codes enforcement

Gateway Corridor



DEFINITION: Developed or undeveloped land paralleling the route of a major thoroughfare that serves as an important entrance or means of access to the community.

RECOMMENDED DEVELOPMENT PATTERNS: The city recommends a focus on commercial development that maintains appearance with appropriate signage, landscaping and other beautification measures. Manage access to keep traffic flowing using directory signage to clustered developments.

SPECIFIC LAND USAGE: Land dedicated to commercial, mixed use, public/institutional uses, offices, park space, and residential uses.

IMPLEMENTATION MEASURES: The following implementation measures are recommended:

- Landscaping and vegetative buffer areas along the roadways
- Enforcement of existing and updated sign ordinances along that corridor.
- Future and continued encouragement through policy decisions and land use of mixed use type developments.
- Introduction and design standards of pedestrian friendly infrastructures.
- Enforce the gateway corridor overlay
- Install enhanced gateway and directional signage

Commercial Center



DEFINITION: Grantville’s existing commercial land exists along US Highway 29. The area contains small commercial development with the potential for future

growth. Much of this are needs beautification and redevelopment to be vital in the future.

RECOMMENDED DEVELOPMENT PATTERNS: Grantville recommends appropriately scaled commercial development in the area. Street appearance and landscaping requirements will be enforced for areas within the gateway corridor overly. Redevelopment of older strip commercial centers in lieu of new construction and shared parking arrangements that reduce overall parking needs.

SPECIFIC LAND USAGE: Land dedicated to non-industrial business uses, including retail sales, office, service and entertainment facilities, organized into general categories of intensities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building.

IMPLEMENTATION MEASURES: The following implementation measures are recommended:

- *Community Improvement District (CID)* - Self-taxing entity formed by property owners, businesses, institutions and/or citizens, within a specific geographic area. A CID can be formed to provide additional services, to make the area safer and more attractive, or for various other purposes
- *Enterprise Zones* – Offers incentives such as tax exemptions or fee abatements to private businesses to reinvest and rehabilitate underdeveloped or declining areas
- Enforce the gateway corridor overlay
- Gateway signage

Industrial



DEFINITION: Land used in higher intensity manufacturing, assembly, processing activities where noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics are not contained on-site.

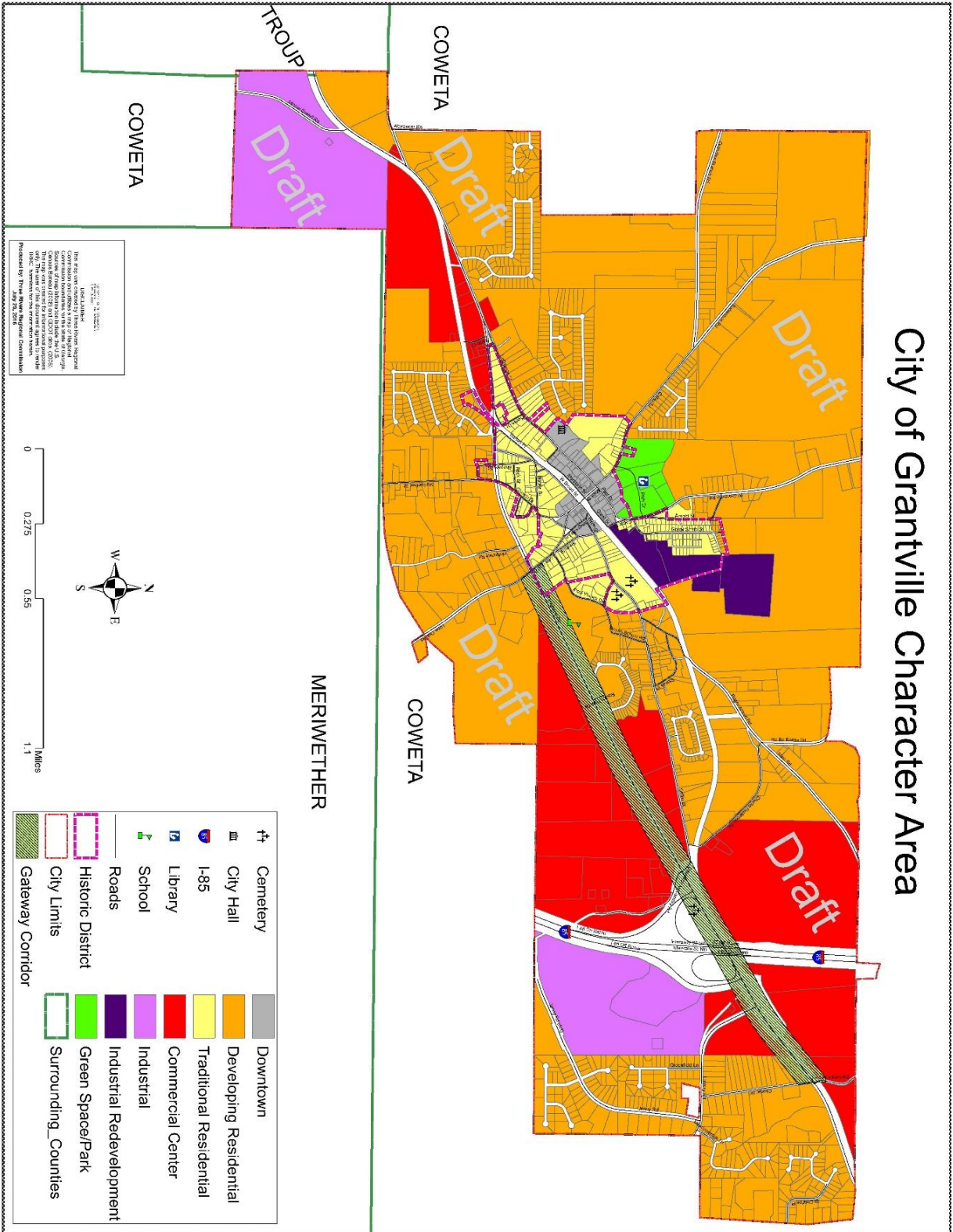
RECOMMENDED DEVELOPMENT PATTERNS: Encourage greater mix of uses (such as retail and services to serve industry employees) to reduce automobile reliance/use on site. The city recommends future industrial structures (warehouses, offices, etc.) located near street front with parking in the rear of buildings, making community more attractive and pedestrian friendly. New industry or other major employers should locate close to town, making jobs accessible to all residents by way of walking or bicycling.

SPECIFIC LAND USAGE: Land dedicated to manufacturing facilities, processing plants, factories, warehousing, and wholesale trade facilities, or other similar uses.

IMPLEMENTATION MEASURES: The following implementation measures are recommended:

- Analyzing local economy composition and industry contribution to find whether the community depends on a few industries, how local businesses are performing, and what opportunities exist for the local economy and other information
- Identify businesses that best suit the community. This requires gaining knowledge about local assets and capabilities, as well as the desires of the community
- Continue to maintain and expand water and sewer in the city, since water and sewer is the key to bringing more industry to the city
- Enforce buffer requirements

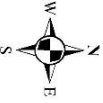
Character Area Map



This map was prepared by the City of Grantville in cooperation with the Georgia Department of Transportation. The map was prepared for informational purposes only and does not constitute a contract. All rights reserved. 10/02. Revisions may be necessary from time to time.

Prepared by: Triad Regional Commission

0 0.275 0.55 1.1 Miles



	Cemetery		Downtown
	City Hall		Developing Residential
	I-85		Traditional Residential
	Library		Commercial Center
	School		Industrial
	Roads		Industrial Redevelopment
	Green Space/Park		Surrounding_Counties
	Historic District		
	City Limits		
	Gateway Corridor		

TRANSPORTATION

The City of Grantville is located in Coweta County. It is considered within the territory of the Atlanta Regional Commission's Metropolitan Planning Organization jurisdiction. As a result, Grantville is required to include a Transportation element in its comprehensive plan.

In lieu of the transportation element, the City of Grantville refers the reader to the Coweta County Joint Comprehensive Transportation Plan. The appendix includes the adopted 2014 CTA Summary. The City of Grantville along with Coweta County and the other municipalities are currently working on an update to the CTA and should be adopted in the fall of 2021.

CTA Goals and Objectives

The ultimate goal of the CTP is to develop a plan for a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within and outside of Coweta County. It seeks to:

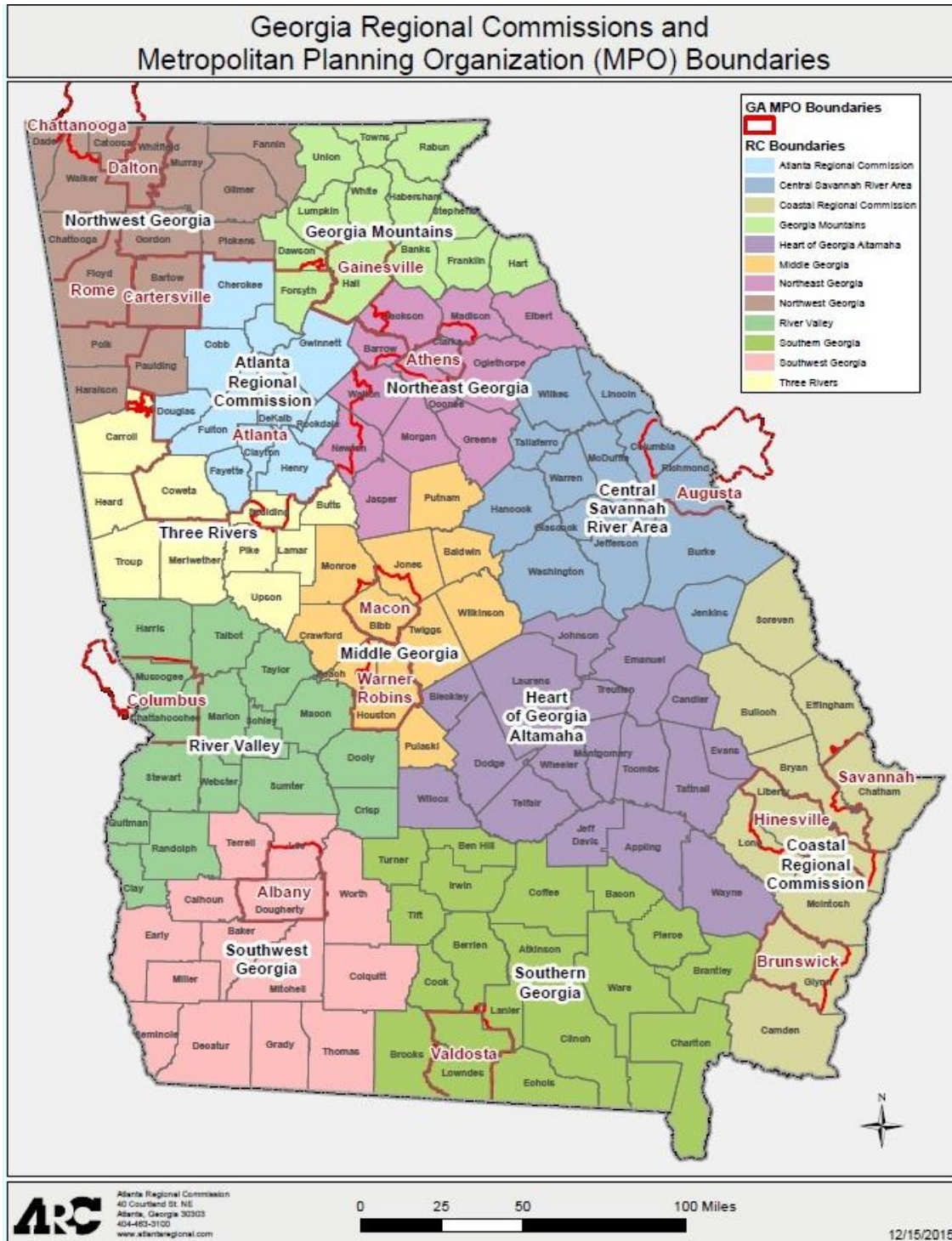
- Promote coordination of land use and transportation
- Support economic and community development
- Improve accessibility, connectivity, and safety, for the movement of people and goods
- Develop a multimodal transportation system that maximizes community and regional support
- Preserve and enhance the natural and social environment

The City of Grantville will continue to support the goals, vision, and implementation of the Coweta County Joint Transportation Plan.

City of Grantville Transportation Priorities

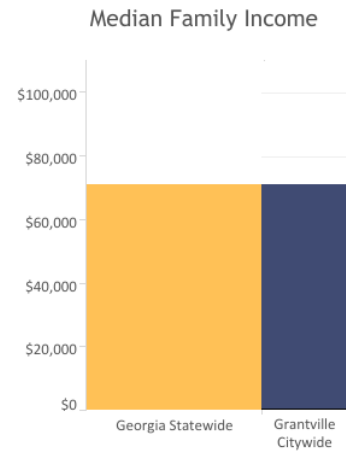
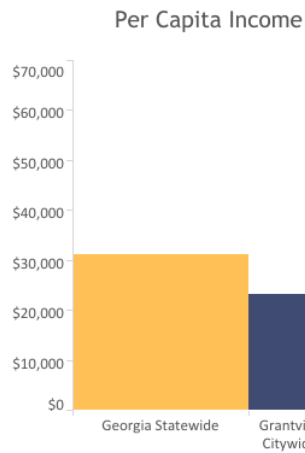
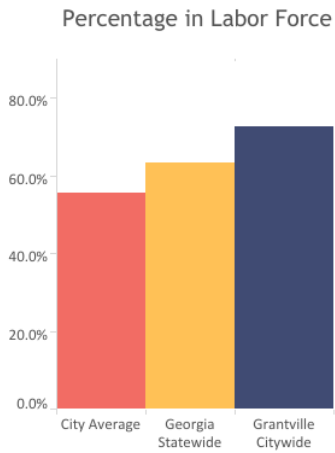
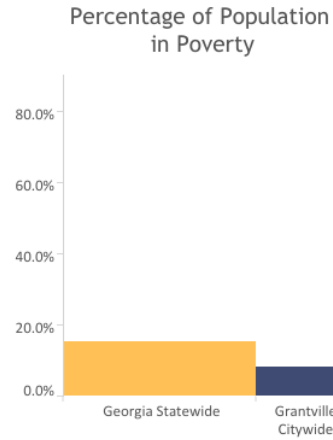
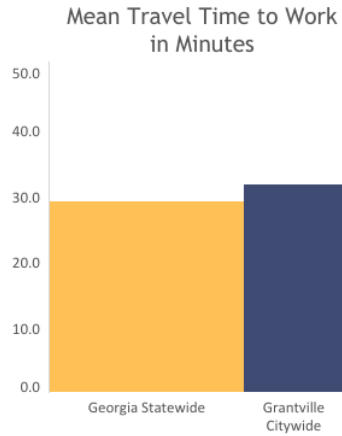
- Promote growth potential and accessibility via Interstate 85 and US Highway 29
- Expand sidewalk network
- Explore the feasibility of a commuter hub
- Support the Atlanta Regional Commission – Livable Centers Initiative (LCI) project
- Enhance pedestrian accessibility and safety
- Improve railroad crossings at key locations

MPO Boundary Map



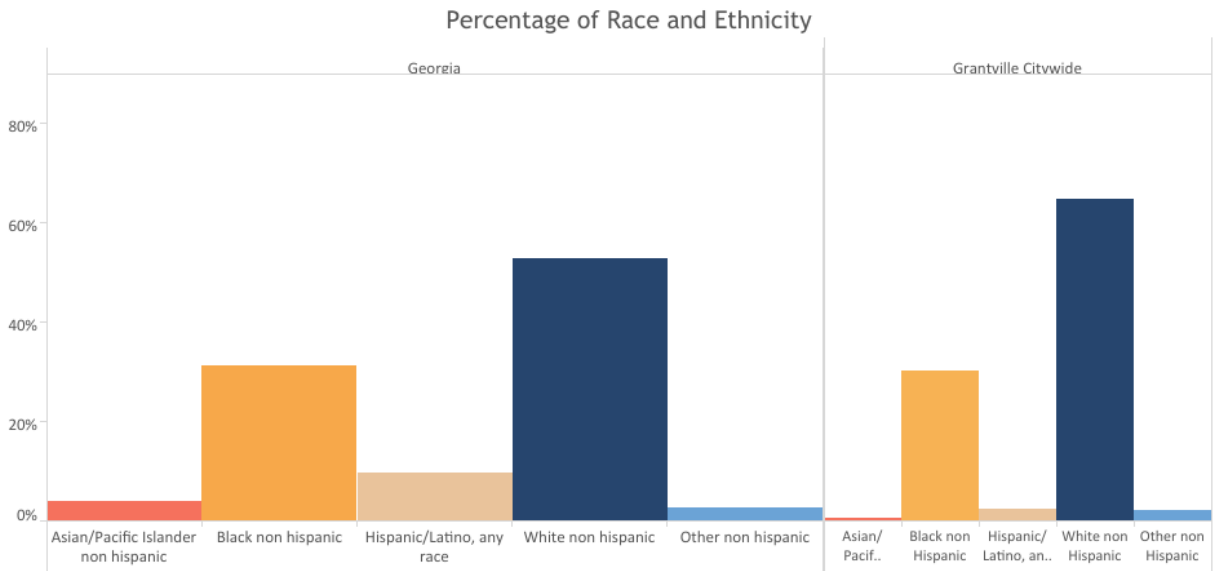
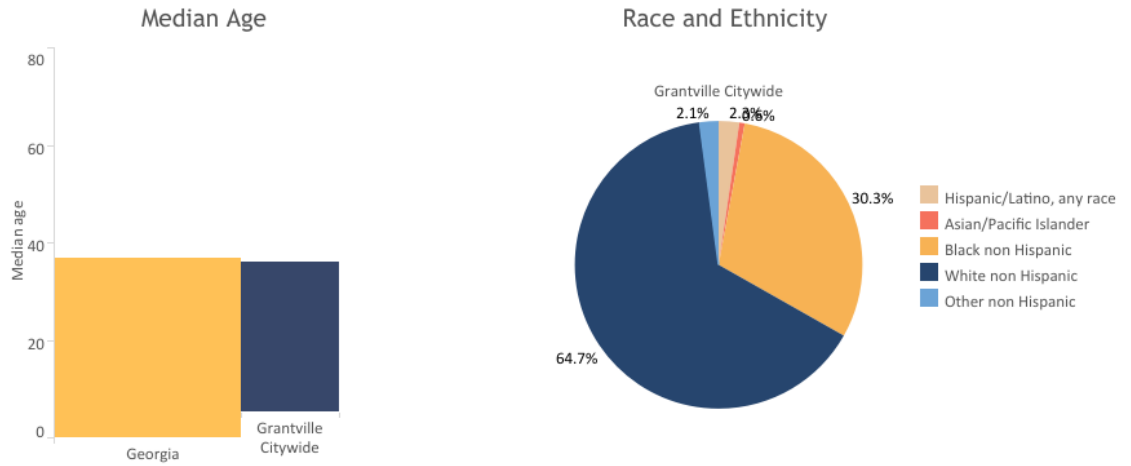
ECONOMIC DEVELOPMENT

ECONOMIC DATA



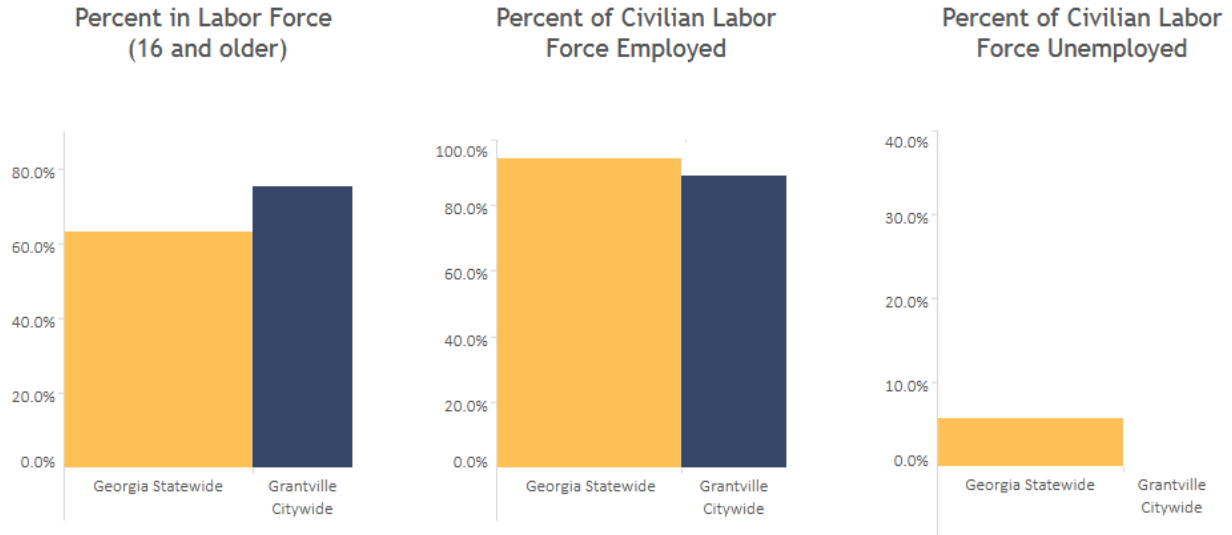
Source: Georgia Municipal Association

DEMOGRAPHIC DATA



Source: Georgia Municipal Association

LABOR DATA



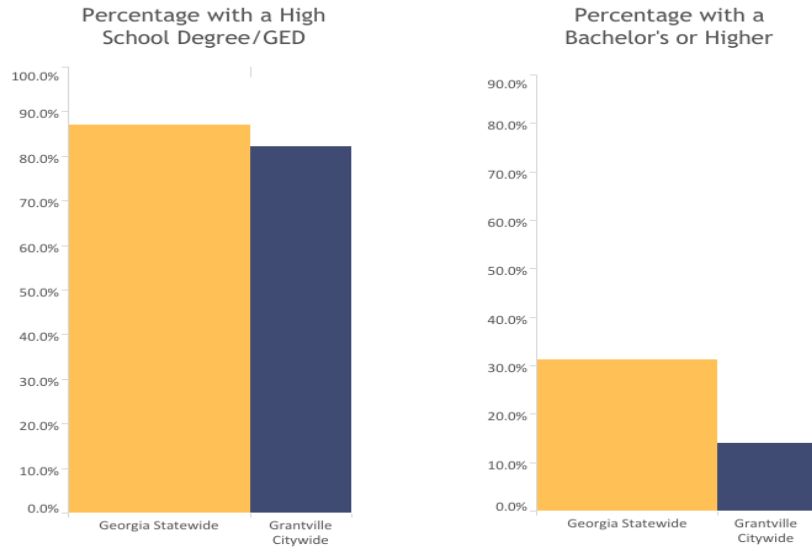
Source: Georgia Municipal Association

Jobs by Industry

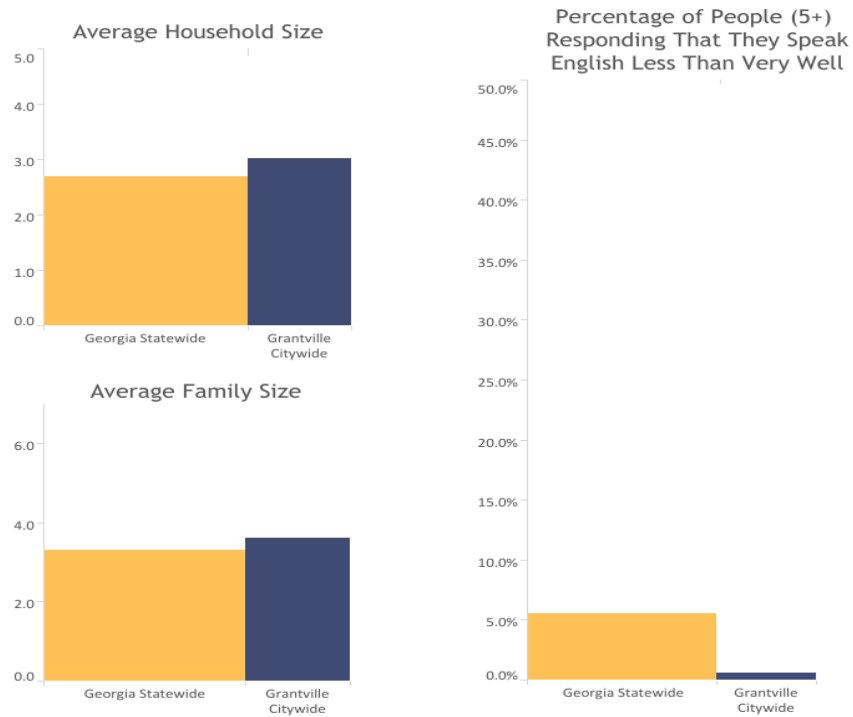
Darker blues represent higher employment; City Average, Selected City, and Unincorporated County area on separate color scales

	Grantville	Unincorporated Coweta
% Accommodation and Food Services	0.0%	9.8%
% Administrative and Support and Waste Mana..	4.5%	5.9%
% Agriculture, Forestry, Fishing and Hunting	0.0%	0.3%
% Arts, Entertainment, and Recreation	0.4%	1.5%
% Construction	3.0%	4.6%
% Educational Services	12.3%	10.3%
% Finance and Insurance	2.2%	0.8%
% Health Care and Social Assistance	0.0%	12.5%
% Information	0.0%	0.4%
% Management of Companies and Enterprises	0.0%	0.1%
% Manufacturing	0.0%	19.9%
% Mining, Quarrying, and Oil and Gas Extraction	0.0%	0.0%
% Other Services (except Public Administration)	2.2%	2.2%
% Professional, Scientific, and Technical Services	0.0%	2.0%
% Public Administration	100.0%	0.0%
% Real Estate and Rental and Leasing	3.7%	0.9%
% Retail Trade	9.3%	18.4%
% Transportation and Warehousing	1.9%	2.6%
% Utilities	0.0%	1.4%
% Wholesale Trade	0.4%	6.1%

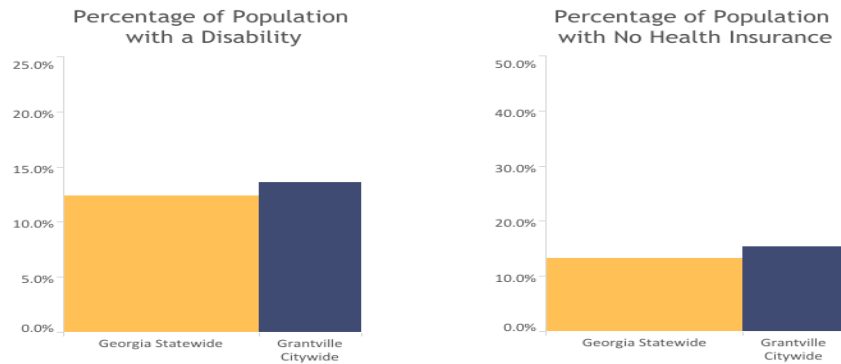
EDUCATION DATA



SOCIAL DATA



HEALTH DATA



Source: Georgia Municipal Association

ECONOMIC RESOURCES

There are a number of entities that provide economic development services and promote growth within Coweta County and surrounding jurisdictions; a listing of these agencies is below. Additionally, there are tools available to further promote and incentivize economic development within the City of Grantville city limits.

AGENCIES FOR ECONOMIC DEVELOPMENT AND TOURISM

- ☞ Downtown Development Authority (DDA)
- ☞ Three Rivers Regional Commission (TRRC)
- ☞ Industrial Development Authority (IDA)
- ☞ Coweta County
- ☞ Chamber of Commerce
- ☞ Meriwether County
- ☞ Troup County
- ☞ Georgia Department of Community Affairs (DCA)
- ☞ Georgia Department of Economic Development
- ☞ Georgia Environmental Finance Authority
- ☞ Economic Development Administration
- ☞ Georgia Municipal Association (GMA)
- ☞ Atlanta Regional Commission (ARC)
- ☞ Georgia EMC Community and Economic Development (a Service of Coweta-Fayette EMC)
- ☞ U. S. Small Business Administration
- ☞ U.S. Economic Development Administration
- ☞ U.S. Department of Housing and Urban Development
- ☞ Coweta, Fayette, Meriwether Joint Development Authorities

REDEVELOPMENT OPPORTUNITIES

The City of Grantville does have the potential to consider redevelopment and reinvestments in declining areas. As a policy decision, if the City opts to favor new developments over redevelopment that can increase delivery costs and leads to further decline in existing commercial areas.

COMMUNITY PRIDE

Traditionally, a good quality of life does attract employers. The City of Grantville wishes to create and maintain a positive small town environment for its residents. This, however, will require the active involvement of residents, communitywide events, and ultimate community pride. The comprehensive plan process did not generate much interest from the residents or the community and, for successful implementation and smart planning, the community participations and involvement are paramount towards that goal. Therefore, the City of Grantville must build a sense of community among its residents to ensure the viability of its small and vibrant town character.

BROADBAND ELEMENT

The City of Grantville, as indicated on the maps below, does not have adequate broadband services as indicated by the data below and both maps from the Federal Communications Commission and the Georgia Department of Community Affairs. The majority of broadband access is through satellite internet.

Broadband Strategies:

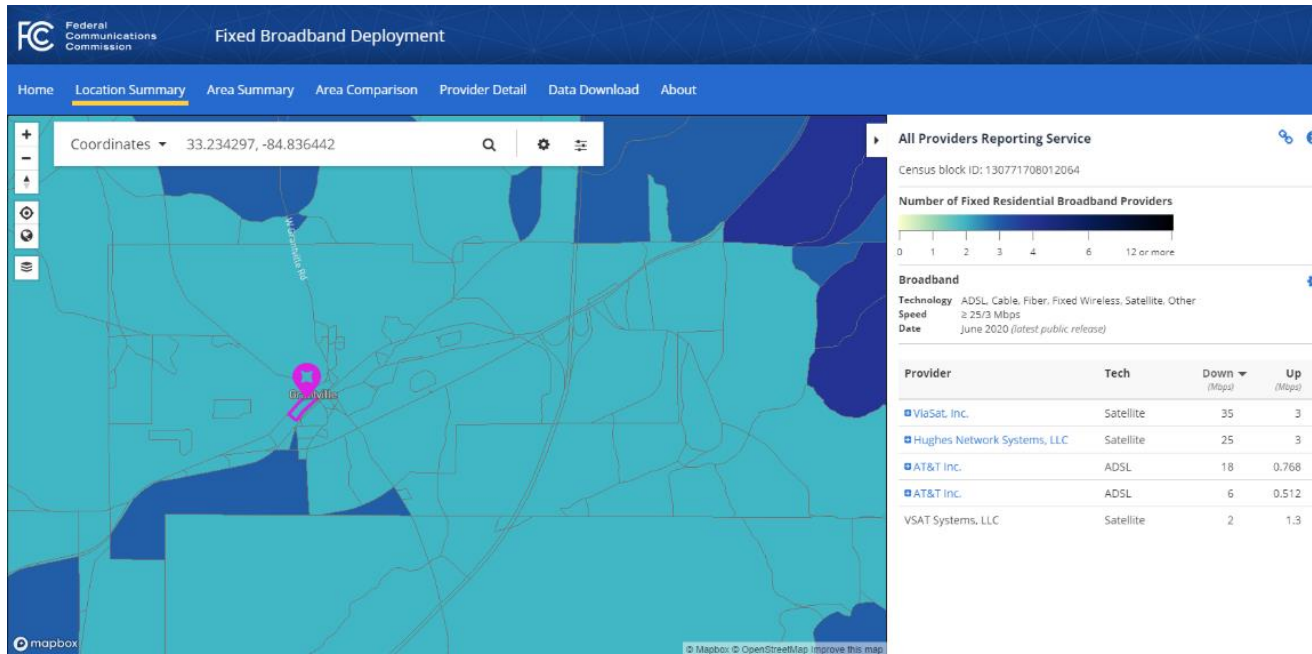
- Partner with providers and utility companies to expand and enhance broadband connectivity throughout the town
- Seek grant funding to assist in the expansion of broadband service

Type of Internet Subscriptions – Grantville - 2019

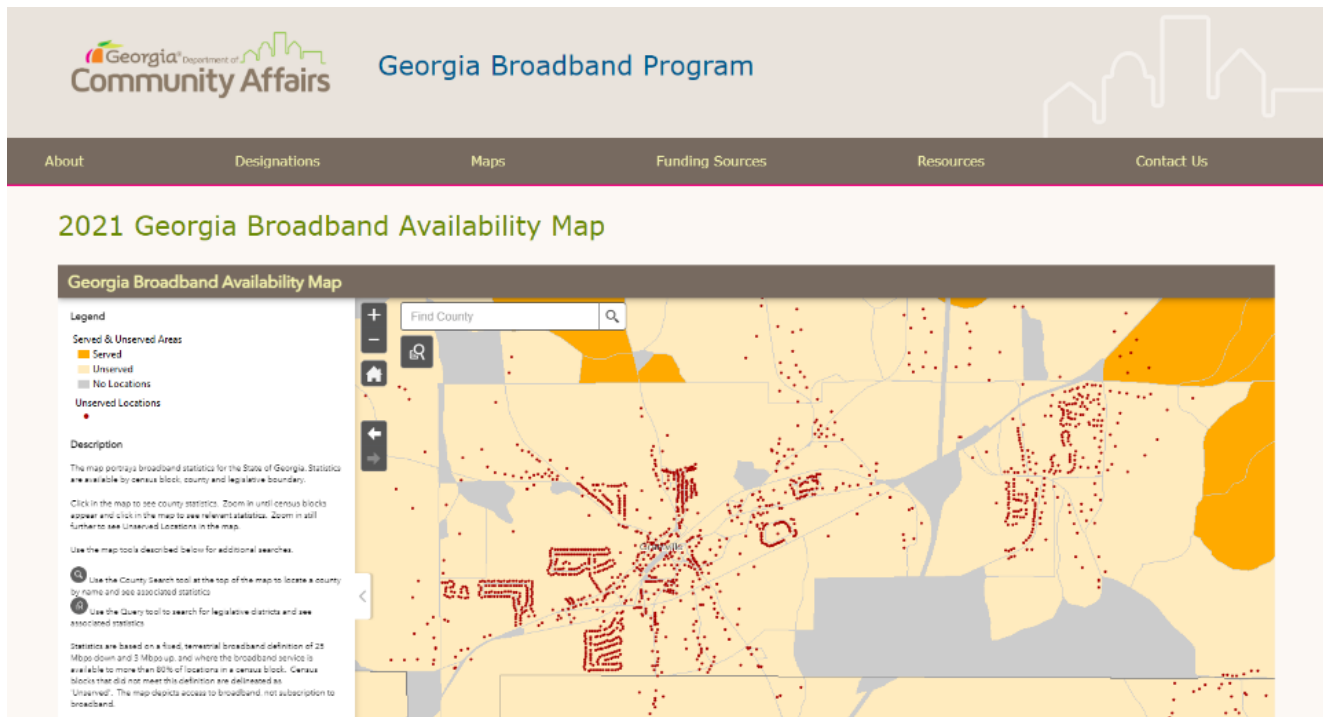
Type	Total	% of Total
Total Surveyed	1,046	100.0%
Total with an internet subscription	801	76.57%
Dial-up	0	0.0%
Internet with Cellular Data with no other plan	199	19.02%
Broadband Internet Only/No other plan (cable, fiber optic, or DSL)	122	11.6%
Satellite Internet with no other plan	14	1.33%
Internet Access without a subscription	44	4.2%
Homes without internet access	201	19.2%

Source: US Census Bureau, 2019: ACS 5-Year Estimates Subject Tables- PRESENCE AND TYPES OF INTERNET SUBSCRIPTIONS IN HOUSEHOLD

Federal Communications Commission Map:



DCA GBDI Availability Map:



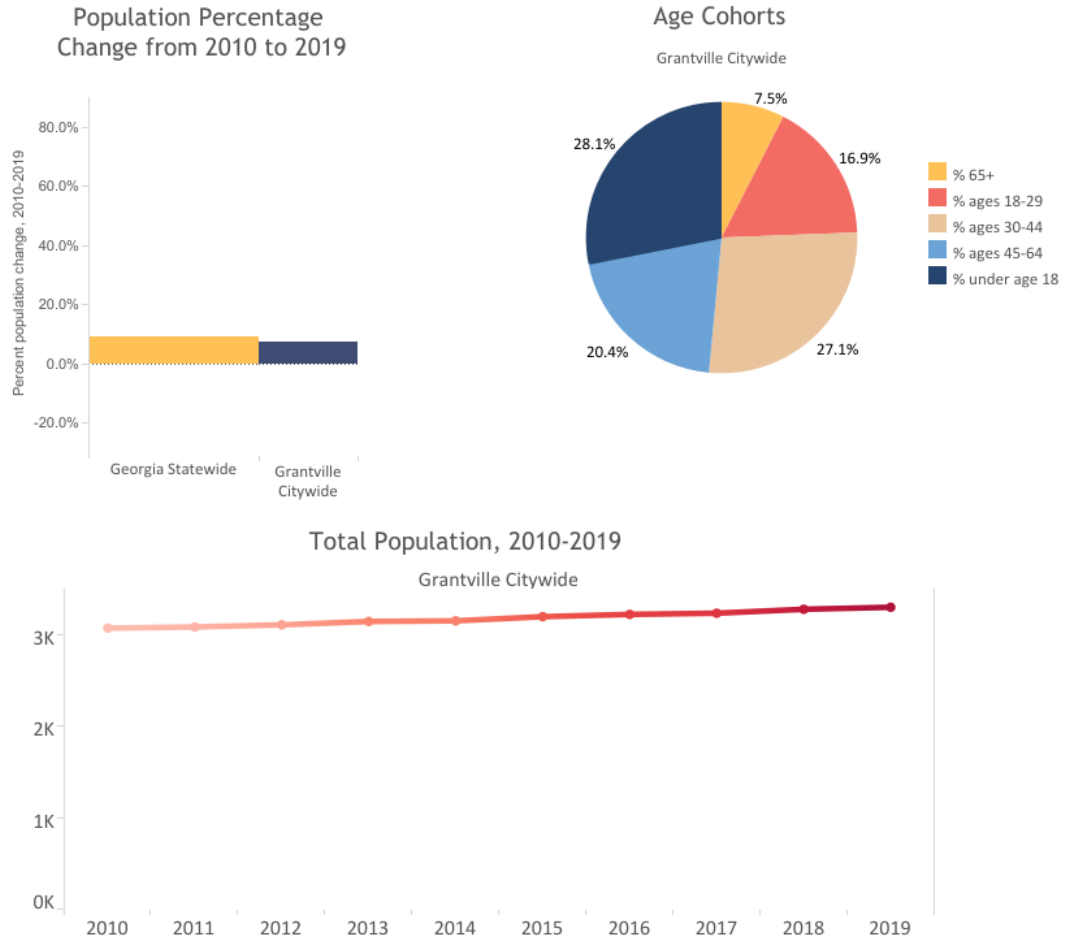
HOUSING ELEMENT

HOUSEHOLD DATA



Source: Georgia Municipal Association

POPULATION DATA



Source: Georgia Municipal Association

COMMUNITY WORK PROGRAM

Community Work Program 2016-2021 Report of Accomplishments

Activity	Status	Explanation
Identify and publicize local, state, federal, and private/non-profit affordable housing programs and incentives to upgrade existing housing units. Develop a revitalization plan and apply for grant to support Dependable Affordable Sustainable Housing (DASH). (Amended from 2016 Plan).	Postponed	Activity will focus on the development of a revitalization plan. Initiatives such as the LCI will support future implementation. Moved to new CWP.
Improve Code Enforcement by City through consistent enforcement and automated recordkeeping.	Complete	
Develop public education brochure to inform the public about Historic Preservation, building code and HPC overlay zoning requirements, and role of the Historic Preservation Commission in regards to review of building permit applications.	Complete	

<p>Continue to work with Coweta County Development Authority to market commercial and industrial developments for the following:</p> <ul style="list-style-type: none"> - Grantville Industrial 500+ acre tract - Grantville Mill property - Grove Park Industrial tract 	<p>Underway</p>	<p>This is an ongoing policy and strategy.</p> <p>Moved to policies.</p>
<p>Promote Redevelopment of Grantville Mill. Provide tax incentives to promote redevelopment of site.</p>	<p>Underway</p>	<p>Not a city led priority. The old mill structure is likely to be demolished. The city will focus on reuse of the site once it is cleared.</p>
<p>Promote re-development of downtown Grantville area through incentives and streetscape improvements.</p>	<p>Postponed</p>	<p>Project will likely be a part of the implementation of the LCI recommendations.</p> <p>Moved to new CWP.</p>
<p>Develop and implement Five- Year Planning Cycle including Operating Budget and Capital Improvement Program for City Utility Systems. Perform annual updates to CIP.</p>	<p>Underway</p>	<p>This item will be broken down into specific projects for future completion.</p> <p>Moved to new CWP.</p>
<p>Planning and funding activities for Road and Drainage Improvements- Develop Capital Improvement Program for Road and Drainage Systems. Implement Road Improvements based on priority ranking system. Seek grant funding and/or SPLOST funding to assist with implementing CIP.</p>	<p>Underway</p>	<p>This item will be broken down into specific projects to include priority site, streets, and neighborhoods for future completion,</p> <p>Moved to new CWP.</p>

<p>Road Safety Improvements – begin implementation of Street Sign Evaluations and Replacement program required by GA DOT / Manual for Uniform Traffic Control Devices. Prepare a full inventory of signs including type, size, mounting, condition assessment, and location, etc. Seek grant assistance for project financing.</p>	<p>Complete</p>	
<p>Conduct Water System Audit and implement water system improvements to address water loss. Goal to reduce water loss to less than 10%.</p>	<p>Underway</p>	<p>Moved to new CWP.</p>
<p>Promote City-wide high-speed internet service. Possible public-private partnership to develop high-speed internet system.</p>	<p>Underway</p>	<p>The city is in current talks with various providers and other partners to expand broadband services. This item is part of ongoing policy and strategy.</p>
<p>Meriwether Street; Shepard Street and surrounding area infrastructure improvements funded by CDBG. (Amended from 2016 Plan).</p>	<p>Cancelled</p>	<p>The areas specified as part of this project are not eligible for CDBG funds.</p>
<p>Add City informational Sign / Gateway at entrances to City jurisdiction; improve directional signage for the City.</p>	<p>Underway</p>	<p>Signage has been installed in various entry points with future enhancements to come.</p> <p>Project will likely be a part of the implementation of the LCI recommendations.</p>

<p>Enhance safety and connectivity within and among Grantville neighborhoods and communities through the design, introduction, extension, and general improvement of sidewalks (especially); walking, running, biking, and multi-use trails and paths; connecting open spaces, pocket parks, and local streets. Apply for grant funding to assist with completing the objective. Implement only if grant funding is secured.</p>	<p>Underway</p>	<p>This item is part of city policy and long term strategy. The city will focus on the expansion of the existing walking trails first.</p> <p>Project will likely be a part of the implementation of the LCI recommendations.</p> <p>Moved to new CWP.</p>
<p>Coordinate and work with CSX Railroad to improve railroad crossing at Main Street in downtown Grantville.</p>	<p>Underway</p>	<p>This activity will be part of the road and drainage improvements project.</p> <p>Moved to new CWP.</p>
<p>Develop design guidelines for properties located within the historic district if grant is secured.</p>	<p>Postponed.</p>	<p>Grant to update to historic resource survey was awarded and start soon. Design guidelines be prioritized once the survey is complete.</p> <p>Moved to new CWP.</p>
<p>Seek grant funding to acquire land to preserve greenspace to provide for passive recreational opportunities and environmental protection. When possible obtain greenspace lands through donation.</p>	<p>Cancelled</p>	<p>Not a city priority at this time.</p>

<p>Update City’s Official Zoning Map as necessary to maintain current records.</p>	<p>Underway</p>	<p>This is an ongoing policy and strategy. Moved to policies.</p>
<p>Apply the Character Area Map as a guide in rezoning, special use, and development recommendations and decision making.</p>	<p>Underway</p>	<p>This is an ongoing policy and strategy. Moved to policies.</p>
<p>Implement Coweta County Joint Service Delivery Strategy.</p>	<p>Complete</p>	
<p>Participate in and implement Coweta County Joint Transportation Plan.</p>	<p>Underway</p>	<p>This is an ongoing policy and strategy. Moved to policies.</p>

2021-2026 Community Work Program

Activity	Years	Estimated Cost	Responsible Party	Funding Sources
Develop a revitalization plan	2023-2025	\$20,000	City Management	Local, Grants, LCI
Implement streetscape improvements downtown	2023	\$250,000	City, Local	Local, SPLOST, Grants, LCI
Install smart meters at key locations	2023-2024	\$500,000	City	Utility System Enterprise Fund, SPLOST, ARP
Conduct aerator improvements at the waste water treatment plant	2023-2024	\$500,000	City	Utility System Enterprise Fund, SPLOST, ARP
Conduct improvements to lift stations	2023-2024	\$500,000	City	Utility System Enterprise Fund, SPLOST, ARP
Conduct pavement and drainage improvements to railroad crossings at Charlie Patterson Road, Main Street, and within the Brash Park, Canterbury Springs, Calico Corner, and Ivey Glen subdivisions.	2021-2026	City	\$4,000,000	SPLOST, ARP
Implement water system improvements to address water loss.	2021-2026	City	\$250,000	Water/Sewer Enterprise Fund, SPLOST, Grants
Install informational and gateway signage at key locations within the city	2023-2025	City	\$40,000	Local, Grants, LCI

Extend walking trails at Grantville Park	2021-2022	\$10,000	City	Local, SPLOST
Develop design guidelines for the historic preservation commission.	2023-2024	\$15,000	City, Consultants	Local, LCI, Grants
Upgrade water and sewer infrastructure at the Grantville South Industrial Park	2024-2026	\$1 million	City	Local, SPLOST, Grants
Construct a new wastewater treatment facility	2024-2026	\$20 million	City	SPLOST, Grants, State Infrastructure Funds

APPENDIX

- ✓ Committee Agendas
- ✓ Committee Sign-In Sheets
- ✓ SWOT Analysis
- ✓ Survey Results
- ✓ 2014 Joint Coweta County CTA

City of Grantville
2021-2041 Comprehensive Plan Update
Steering Committee Meeting #1

Wednesday, April 14 2021
Glanton Municipal Complex

AGENDA

1. Welcome and Introduction
2. Purpose and process of the Comprehensive Plan Update
3. Comprehensive Plan Elements
 - a. Needs and Opportunities
 - b. Goals and Policies - Vision
 - c. Character Areas/Future Land Use – Map
 - d. Broadband
 - e. Transportation
 - f. Community Work Program
 - g. Optional – Housing and Economic Development
4. Future Meeting Schedule
5. SWOT Analysis

City of Grantville
2021-2041 Comprehensive Plan Update
Steering Committee Meeting #2

Wednesday, April 28, 2021
Glanton Municipal Complex

AGENDA

1. Welcome
2. Finalize Committee Schedule
3. SWOT Review
4. Needs and Opportunities
5. Next Meeting Topic and Date

City of Grantville
2021-2041 Comprehensive Plan Update
Steering Committee Meeting #3

Wednesday, May 12, 2021
Glanton Municipal Complex

AGENDA

1. Welcome
2. Needs and Opportunities Review
3. Community Survey and Public Outreach
4. Next Meeting Topic: Goals and Policies
5. Next Meeting Date – May 26

City of Grantville
2021-2041 Comprehensive Plan Update
Steering Committee Meeting #4

Wednesday, May 26, 2021
Glanton Municipal Complex

AGENDA

1. Welcome
2. Community Survey Review
3. Goals and Policies
4. Next Meeting – Character Areas/Future Land Use: Date – June 16

City of Grantville
2021-2041 Comprehensive Plan Update
Steering Committee Meeting #5

Wednesday, June 16, 2021
Glanton Municipal Complex

AGENDA








1. Welcome
2. Character Areas/Future Land Use
 - a. Character Areas
 - b. Map
3. Next Steps

CITY OF GRANTVILLE, GEORGIA
 COMPREHENSIVE PLAN UPDATE 2021 - 2041
 STEERING COMMITTEE MEETING
 APRIL 14, 2021 AT 5 P.M.




SIGN IN SHEET

	NAME	PHONE #	ALT. #	EMAIL ADDRESS
1	Al Grieshaber Jr.	(770) 583-2289		agrieshaber@grantvillega.org
2	M / CLESLIS	678 7674570		49 Log Range St. 2120 Federal Rd Roswell, GA
3	Donis Hawthorn	404-805-2424		
4	Connie Warren	404-379-3907		cwarren5304@gmail.com
5	Cliff Schriever	706 881-4864		CSchriever@grantvillega.org
6	Debra Clay	770-583-8869		spleehy@grantvillega.net
7	Danny Clay	7-5987596		danny.clay@delta.com
8	Alan Warren	7-583-2488		
9	Jennifer Baker	678- 633-1064		jbaker@grantvillega.org
10	Robi Higgins	770-583-2289		rhiggins@grantvillega.org
11				
12				
13				












Grantville Comprehensive Plan Update | Sign-In Sheet
 Steering Committee Meeting #2
 Glanton Municipal Complex
 Wednesday, April 28, 2021

NAME	PHONE	EMAIL	SIGNATURE
Al Grieshaber, Jr.	770-583-2289	agrieshaber@grantvillega.org	
Robi Higgins	770-583-2289	rhiggins@grantvillega.org	
Jennifer Baker	678-633-1064	jbaker@grantvillega.org	N/A available
Alan Wasser	770-583-2488		on Audio ✓
Danny Clay	770-598-7596	Danny.clay@delta.com	
Selma Coty	770-583-2869 SPA	spcoty@earthlink.net	
Cliff Schriefer	706-881-4864	cschriefer@grantvillega.org ✓	
Connie Warren	404-379-3907	Cwarren5304@gmail.com	
Dennis Hanthorn	404-805-2724	hanthornconsultinggroup@gmail.com	
MARION GIESLIK	678-767-4530	MARION GIESLIK@OUTLOOK.COM	
BRENNAN D. JONES	(770) 688-5148	brennan.jones@comcast.net	




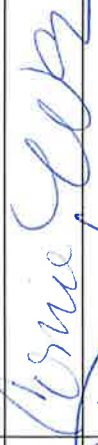

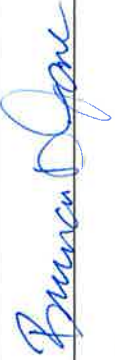




Grantville Comprehensive Plan Update | Sign-In Sheet
 Steering Committee Meeting #3
 Glanton Municipal Complex
 Wednesday, May 12, 2021

NAME	PHONE	EMAIL	SIGNATURE
Al Grieshaber, Jr.	770-583-2289	agrieshaber@grantvillega.org	
Robi Higgins	770-583-2289	rhiggins@grantvillega.org	
Jennifer Baker	678-633-1064	jbaker@grantvillega.org	NOT PRESENT
Alan Wasser	770-583-2488	Called IN	ON AUDIO
Danny Clay	770-598-7596	Danny.clay@delta.com	
Selma Coty	770-583-2869	spcoty@earthlink.net	
Cliff Schriefer	706-881-4864	cschriefer@grantvillega.org	
Connie Warren	404-805-2724	Cwarren5304@gmail.com	NOT PRESENT
Dennis Hanthorn	404-805-2724	hanthornconsultinggroup@gmail.com	
Marion Cieslik	678-767-4530	Marion30220@outlook.com	
Brennan D. Jones	770-688-5148	brennanjones@comcast.net	ON AUDIO
Brenda Maddox	770-846-7247		ON AUDIO

Grantville Comprehensive Plan Update | Sign-In Sheet
 Steering Committee Meeting #4
 Glanton Municipal Complex
 Wednesday, May 26, 2021

NAME	PHONE	EMAIL	SIGNATURE
Al Grieshaber, Jr.	770-583-2289	agrieshaber@grantvillega.org	
Robi Higgins	770-583-2289	rhiggins@grantvillega.org	
Jennifer Baker	678-633-1064	jbaker@grantvillega.org	
Alan Wasser	770-583-2488		
Danny Clay	770-598-7596	Danny.clay@delta.com	
Selma Coty	770-583-2869	spcoty@earthlink.net	
Cliff Schriefer	706-881-4864	cschriefer@grantvillega.org	
Connie Warren	404-805-2724	Cwarren5304@gmail.com	
Dennis Hanthorn	404-805-2724	hanthornconsultinggroup@gmail.com	
Marion Cieslik	678-767-4530	Marion30220@outlook.com	
Brennan D. Jones	770-688-5148	brennanjones@comcast.net	
Brenda Maddox	770-846-7247		

Grantville Comprehensive Plan Update | Sign-In Sheet
 Steering Committee Meeting #5
 Granton Municipal Complex
 Wednesday, June 16, 2021

NAME	PHONE	EMAIL	SIGNATURE
Al Grieshaber, Jr.	770-583-2289	agrieshaber@grantvillega.org	
Robi Higgins	770-583-2289	rhiggins@grantvillega.org	
Jennifer Baker	678-633-1064	jbaker@grantvillega.org	
Alan Wasser	770-583-2488		
Danny Clay	770-598-7596	Danny.clay@delta.com	
Selma Coty	770-583-2869	spcoty@earthlink.net	
Cliff Schriefer	706-881-4864	cschriefer@grantvillega.org	
Connie Warren	404-805-2724	Cwarren5304@gmail.com	
Dennis Hanthorn	404-805-2724	hanthornconsultinggroup@gmail.com	
Marion Cieslik	678-767-4530	Marion30220@outlook.com	
Brennan D. Jones	770-688-5148	brennanjones@comcast.net	
Brenda Maddox	770-846-7247		
JOHN BAKER			
			
Spam Mukoro 678-692-0510 Smukoro@three1versic.com			

Grantville SWOT 2021

Strengths

- ✓ The people
- ✓ Downtown
- ✓ Safe, quiet and slow paced
- ✓ Responsive government
- ✓ Interstate access
- ✓ Overall quality of life
- ✓ Future growth potential and positive change
- ✓ Community oriented policing
- ✓ Inclusive and welcoming community
- ✓ Historic character and blend of old and new
- ✓ Small community charm and atmosphere
- ✓ Affordable housing

Weaknesses

- ✓ Limited access to quality broadband
- ✓ Low daytime population – limiting retail
- ✓ Lack of small business and retail
- ✓ Lack of parking options
- ✓ Capital for revitalization
- ✓ Empty storefronts
- ✓ Lack of broadband access

Opportunities

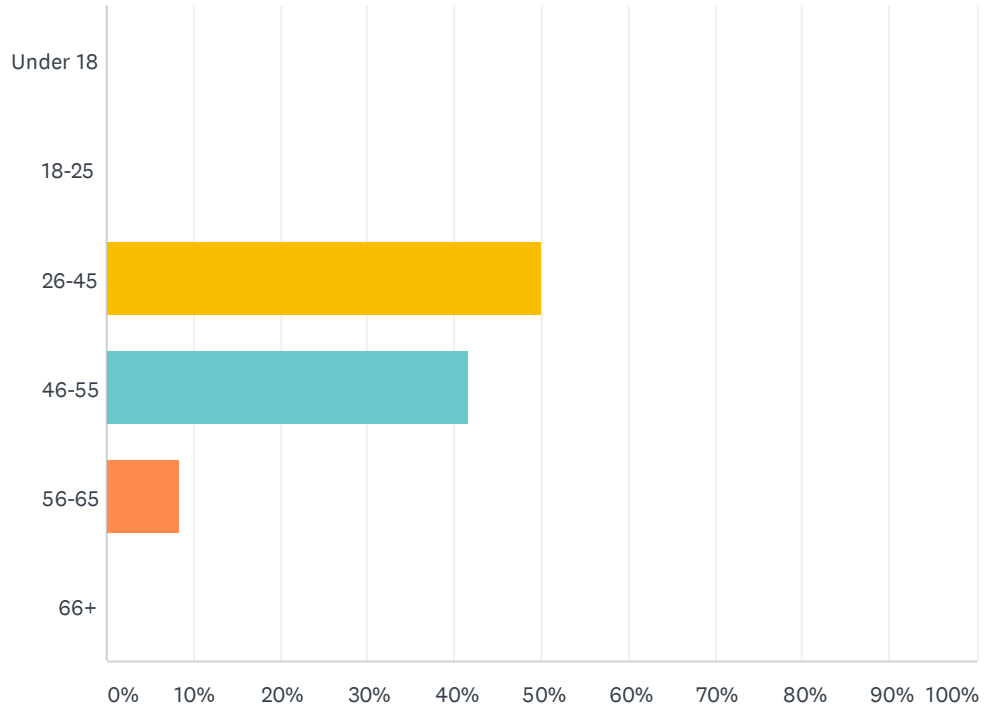
- ✓ Downtown revitalization
- ✓ Expansion of infrastructure
- ✓ Interstate corridor for future growth potential
- ✓ Learning opportunity from other cities
- ✓ Future destination – live and visitors
- ✓ Old mill redevelopment?

Threats

- ✓ Mindset of change vs growth
- ✓ Lack of broadband
- ✓ Aging infrastructure
- ✓ Limited sources of revenue
- ✓ Lack of available jobs

Q1 How old are you?

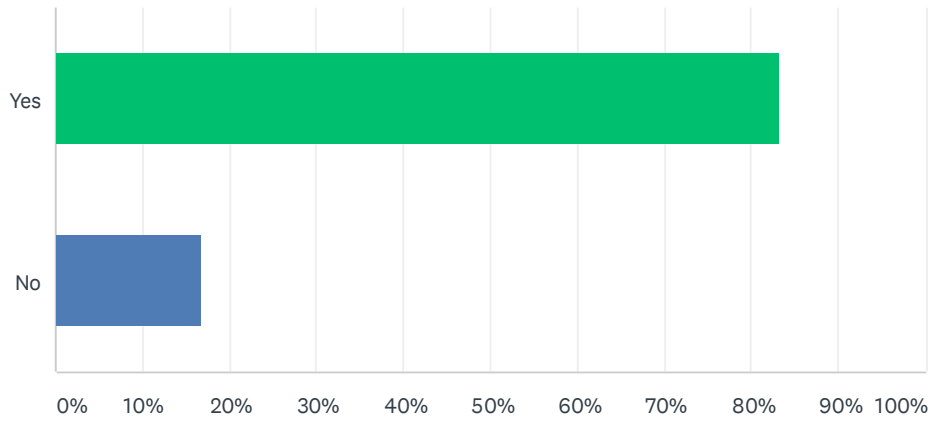
Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES
Under 18	0.00% 0
18-25	0.00% 0
26-45	50.00% 6
46-55	41.67% 5
56-65	8.33% 1
66+	0.00% 0
TOTAL	12

Q2 Do you live in the city limits of Grantville?

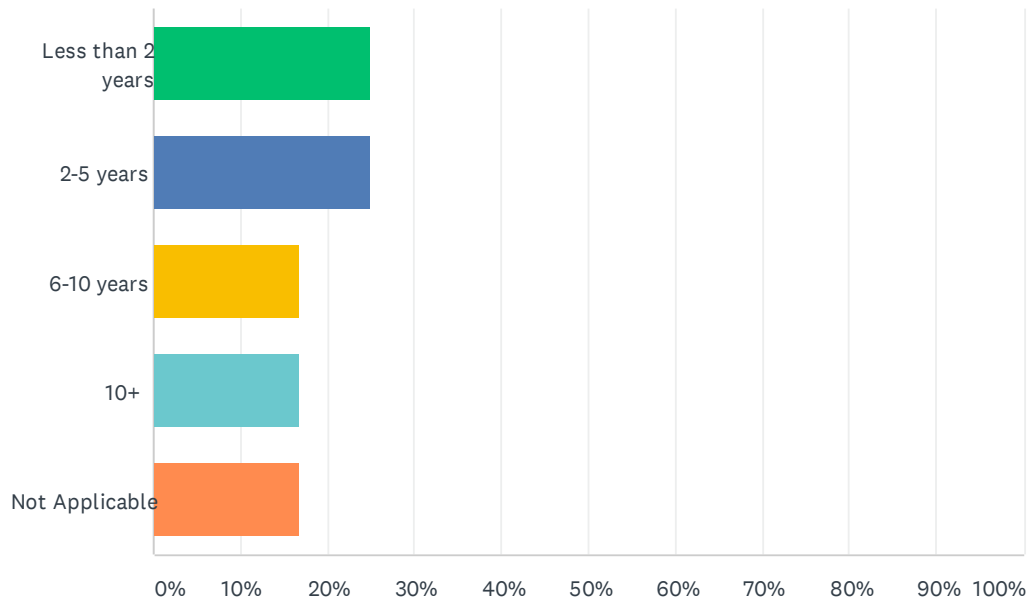
Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	83.33%	10
No	16.67%	2
Total Respondents: 12		

Q3 If you answered yes to Question 2, how long have you lived in Grantville?

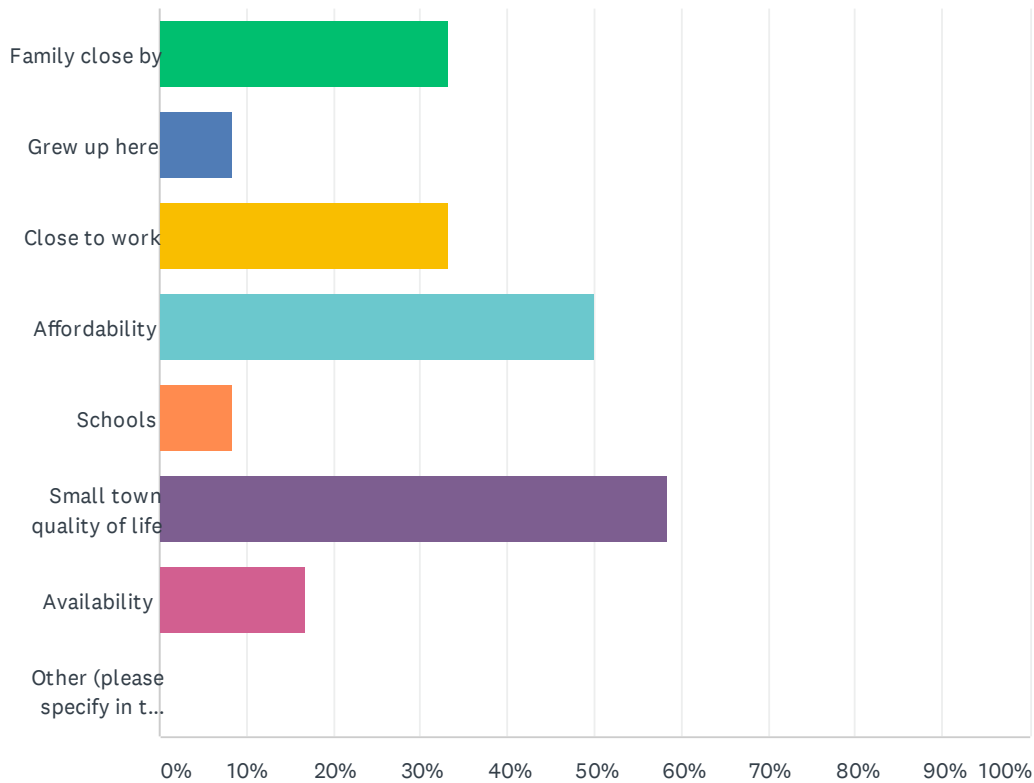
Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES
Less than 2 years	25.00% 3
2-5 years	25.00% 3
6-10 years	16.67% 2
10+	16.67% 2
Not Applicable	16.67% 2
TOTAL	12

Q4 Why do you choose to live, own property, or operate a business in Grantville? (Choose all that apply)

Answered: 12 Skipped: 0

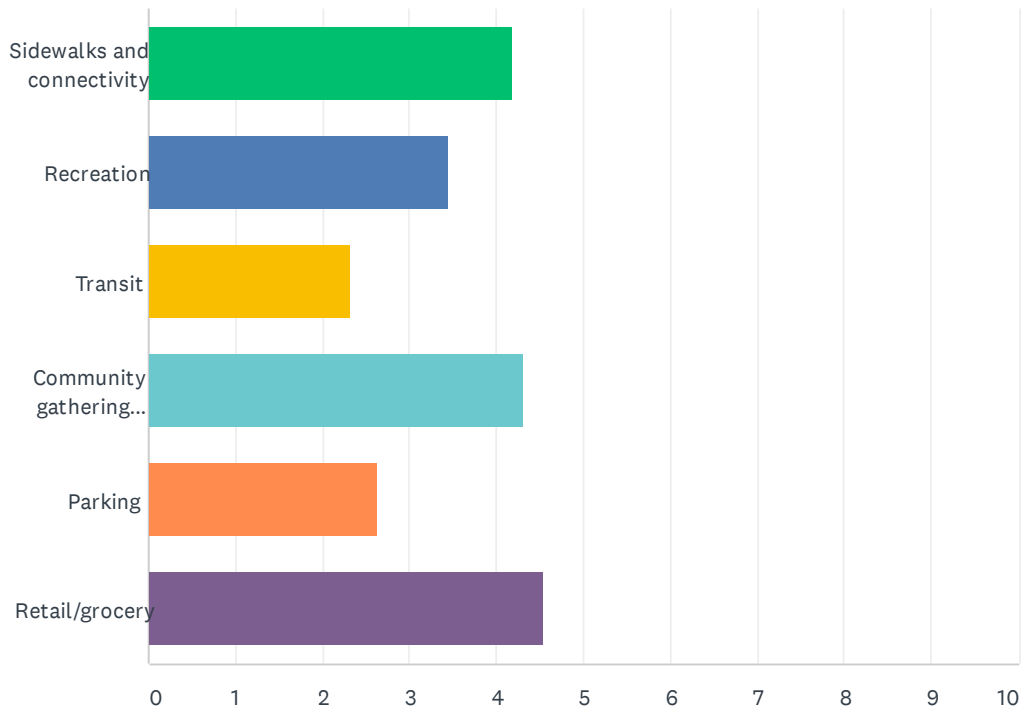


ANSWER CHOICES	RESPONSES	
Family close by	33.33%	4
Grew up here	8.33%	1
Close to work	33.33%	4
Affordability	50.00%	6
Schools	8.33%	1
Small town quality of life	58.33%	7
Availability	16.67%	2
Other (please specify in two sentences or less)	0.00%	0
Total Respondents: 12		

#	OTHER (PLEASE SPECIFY IN TWO SENTENCES OR LESS)	DATE
	There are no responses.	

Q5 From the list below, please identify what community amenities or services Grantville needs more of in order of importance to you.

Answered: 12 Skipped: 0



	1	2	3	4	5	6	N/A	TOTAL	SCORE
Sidewalks and connectivity	25.00% 3	25.00% 3	16.67% 2	0.00% 0	16.67% 2	8.33% 1	8.33% 1	12	4.18
Recreation	0.00% 0	8.33% 1	33.33% 4	41.67% 5	8.33% 1	0.00% 0	8.33% 1	12	3.45
Transit	8.33% 1	0.00% 0	8.33% 1	8.33% 1	16.67% 2	33.33% 4	25.00% 3	12	2.33
Community gathering spaces	16.67% 2	25.00% 3	8.33% 1	33.33% 4	0.00% 0	0.00% 0	16.67% 2	12	4.30
Parking	0.00% 0	16.67% 2	16.67% 2	0.00% 0	33.33% 4	25.00% 3	8.33% 1	12	2.64
Retail/grocery	41.67% 5	16.67% 2	8.33% 1	8.33% 1	8.33% 1	8.33% 1	8.33% 1	12	4.55

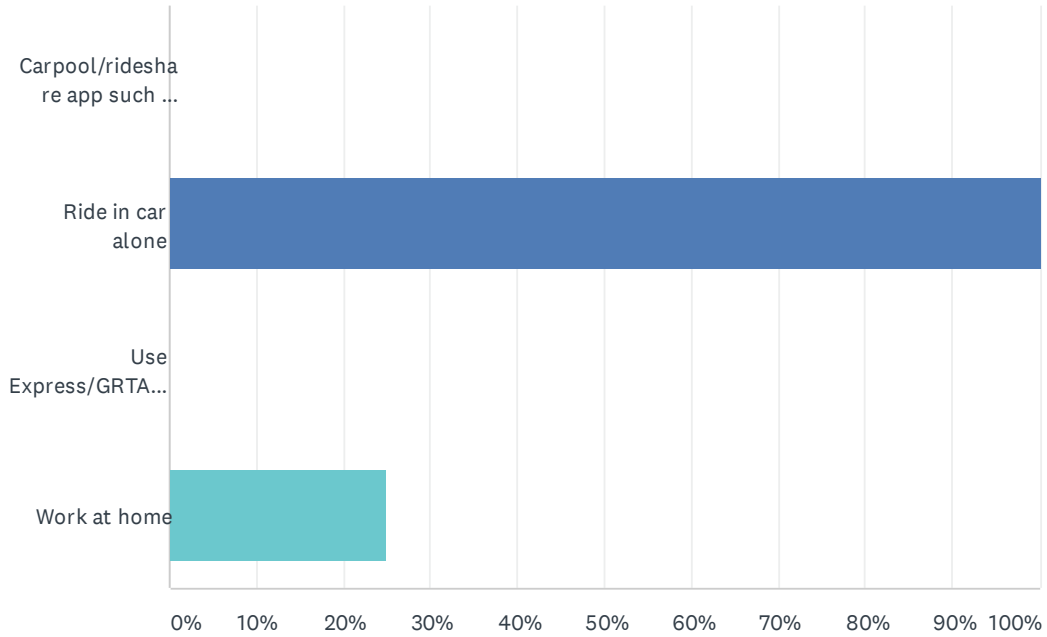
Q6 If in the previous question you indicated N/A, or you have additional feedback items, please provide two specific community amenities or services that would benefit the citizens of Grantville.

Answered: 8 Skipped: 4

#	RESPONSES	DATE
1	High-speed fiber internet	8/1/2021 11:48 PM
2	We need high speed internet	7/28/2021 12:22 AM
3	Internet service More retail and grocery options	7/26/2021 7:17 PM
4	High speed internet	7/26/2021 5:25 PM
5	Better way to report light outage, reasonable prices for utilities bill and better communication. Grantville should not be doing utilities they should just give it to another company to run.	7/13/2021 12:13 PM
6	Broadband Internet availability for ALL subdivision homes, downtown businesses, and most other homes. It is very necessary in 2021.	7/12/2021 9:45 AM
7	A proper cable or fiber internet provider. AT&T barely offers speeds above 10mbps. In these times, a connection of 250mbps or more is a bare minimum standard for work and school.	7/8/2021 12:00 AM
8	Grantville needs more restaurants, retail shops and other businesses to bring more people to it.	7/2/2021 2:12 PM

Q7 What are your commuting practices? (Please check all that apply)

Answered: 12 Skipped: 0

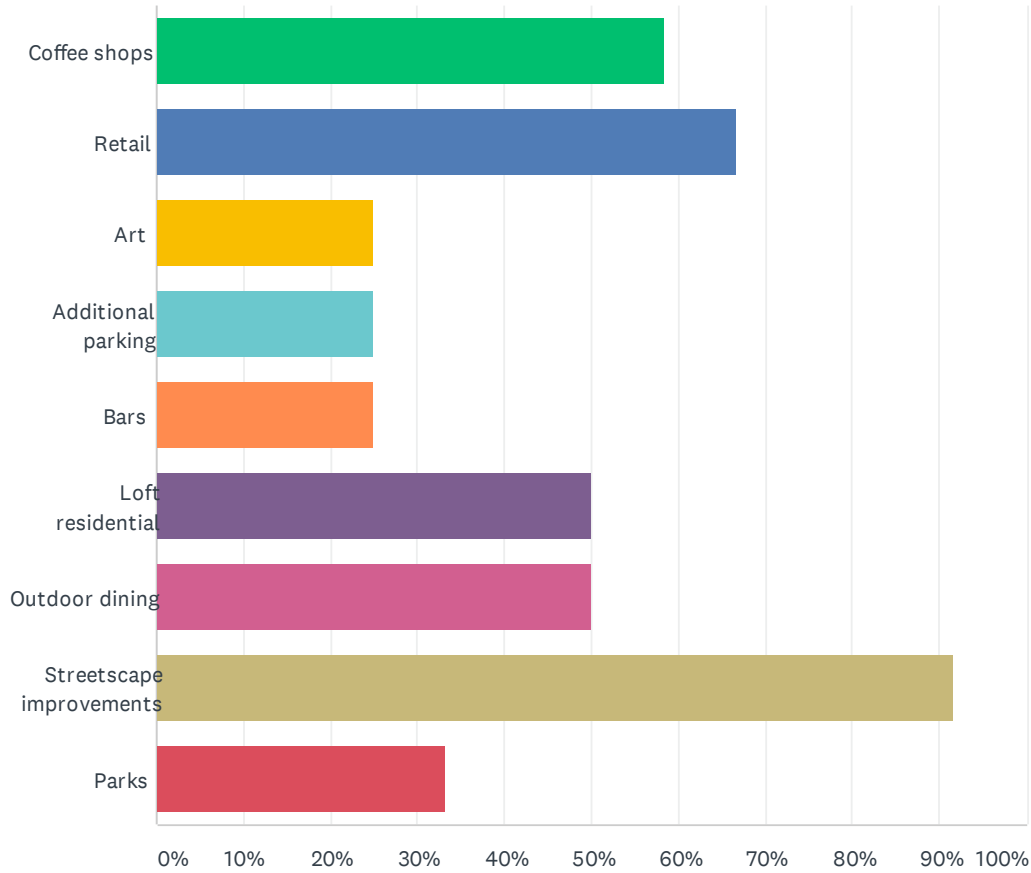


ANSWER CHOICES	RESPONSES	
Carpool/rideshare app such as Uber, Lyft	0.00%	0
Ride in car alone	100.00%	12
Use Express/GRTA buses	0.00%	0
Work at home	25.00%	3
Total Respondents: 12		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q8 In your opinion, what would help our downtown thrive and become a destination for locals and visitors? (Please check all that apply)

Answered: 12 Skipped: 0

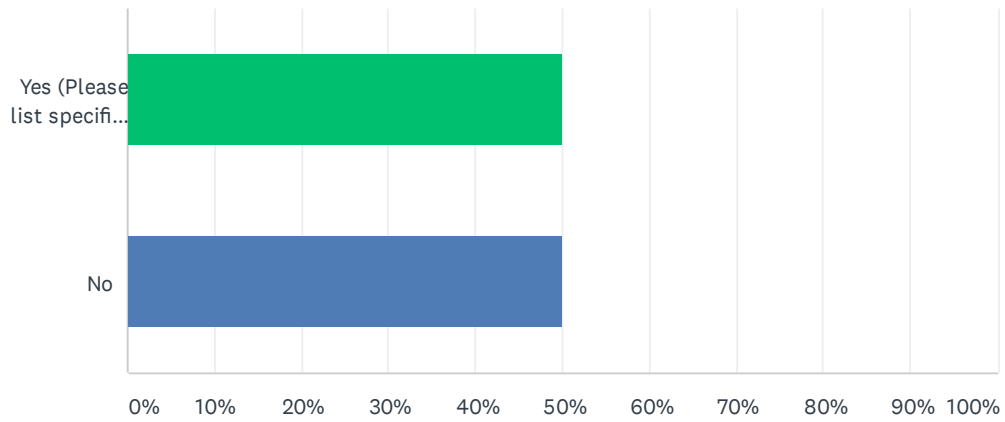


ANSWER CHOICES	RESPONSES
Coffee shops	58.33% 7
Retail	66.67% 8
Art	25.00% 3
Additional parking	25.00% 3
Bars	25.00% 3
Loft residential	50.00% 6
Outdoor dining	50.00% 6
Streetscape improvements	91.67% 11
Parks	33.33% 4
Total Respondents: 12	

#	OTHER (PLEASE PROVIDE A MAXIMUM OF TWO ADDITIONAL OPTIONS)	DATE
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Q9 Is the preservation of the history and heritage of Grantville important to you?

Answered: 12 Skipped: 0

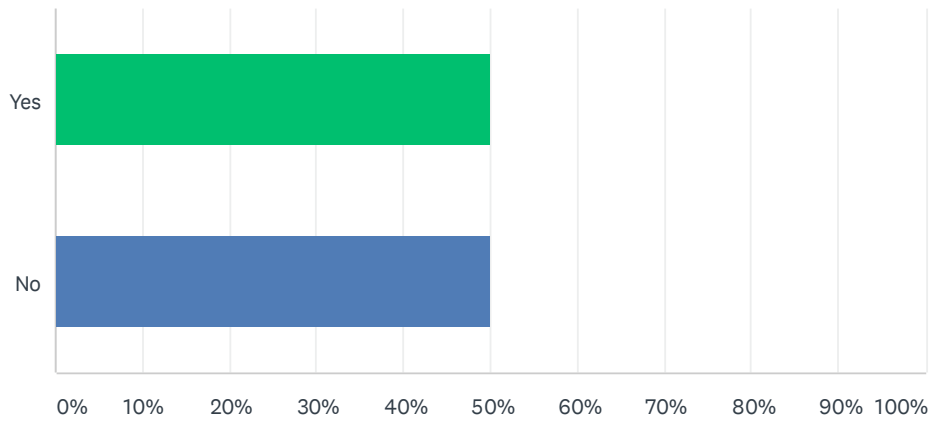


ANSWER CHOICES	RESPONSES	
Yes (Please list specific items that are important to you in the comment box below)	50.00%	6
No	50.00%	6
TOTAL		12

#	OTHER (PLEASE DETAIL ADDITIONAL OPINIONS IN TWO SENTENCES OR LESS)	DATE
1	There isn't anything that historically special here. Just empty buildings.	7/26/2021 7:17 PM

Q10 Do you have broadband (high-speed) internet? (Please say yes or no. If your answer is no, skip to Question 17)

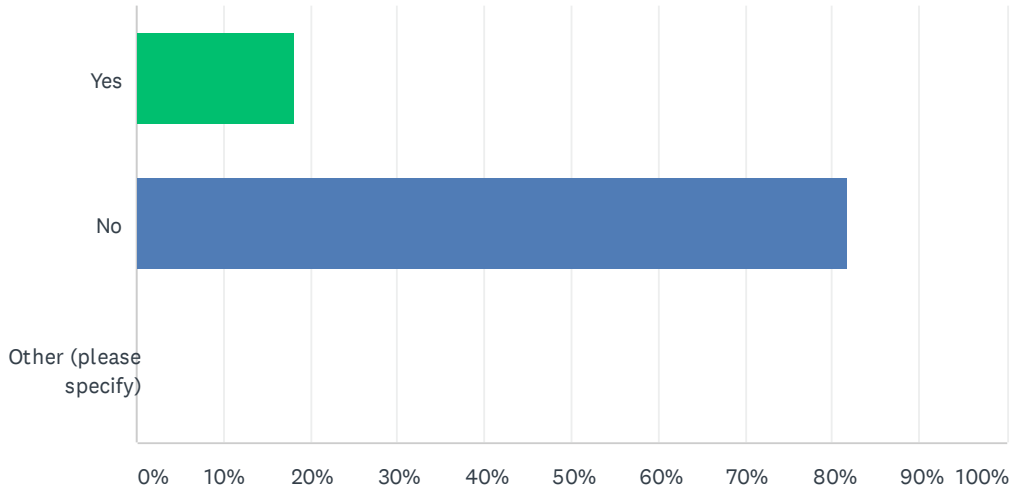
Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	50.00%	6
No	50.00%	6
TOTAL		12

Q11 Is your internet connection reliable?

Answered: 11 Skipped: 1

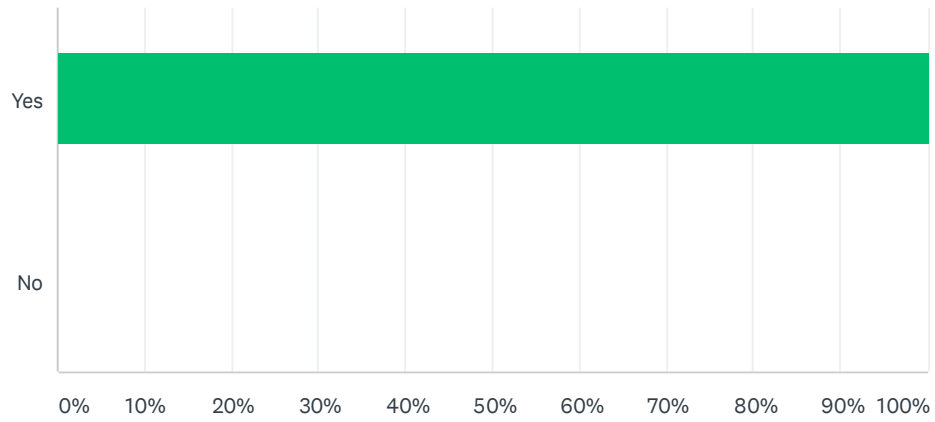


ANSWER CHOICES	RESPONSES	
Yes	18.18%	2
No	81.82%	9
Other (please specify)	0.00%	0
TOTAL		11

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q12 Is broadband/high speed internet important to your household?

Answered: 11 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	100.00%	11
No	0.00%	0
TOTAL		11

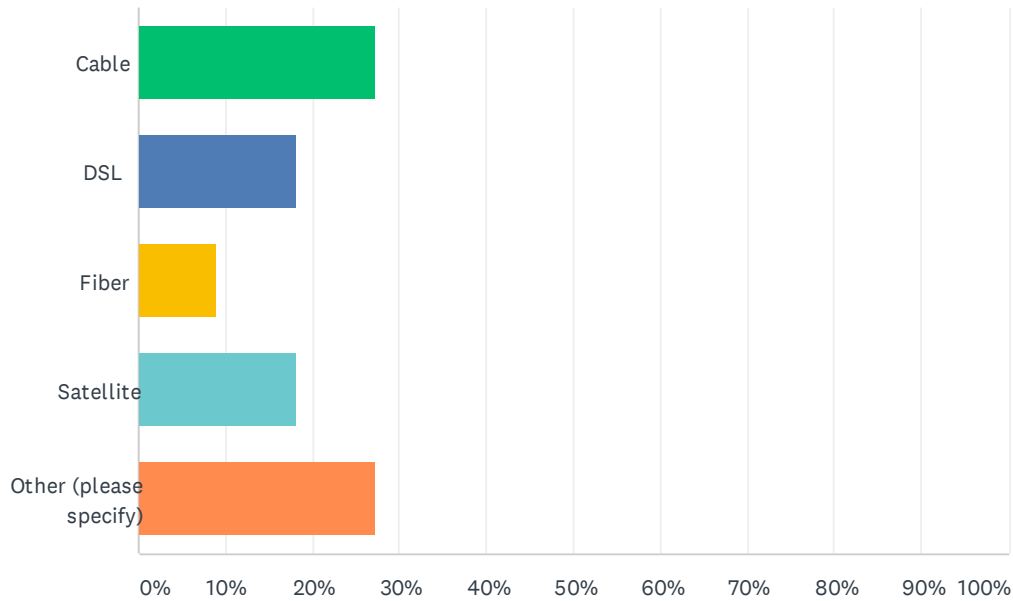
Q13 Who is your internet provider?

Answered: 10 Skipped: 2

#	RESPONSES	DATE
1	At&t	8/1/2021 11:48 PM
2	At&t	7/28/2021 12:22 AM
3	swift link	7/26/2021 10:10 PM
4	AT&T	7/26/2021 7:17 PM
5	AT HOME SPECTRUM	7/16/2021 9:55 AM
6	Swiftlink	7/15/2021 10:04 AM
7	Hughesnet	7/13/2021 12:13 PM
8	AT&T	7/8/2021 12:00 AM
9	Verizon wireless	7/2/2021 2:12 PM
10	NULINK	6/22/2021 5:40 PM

Q14 What type of connection do you have?

Answered: 11 Skipped: 1

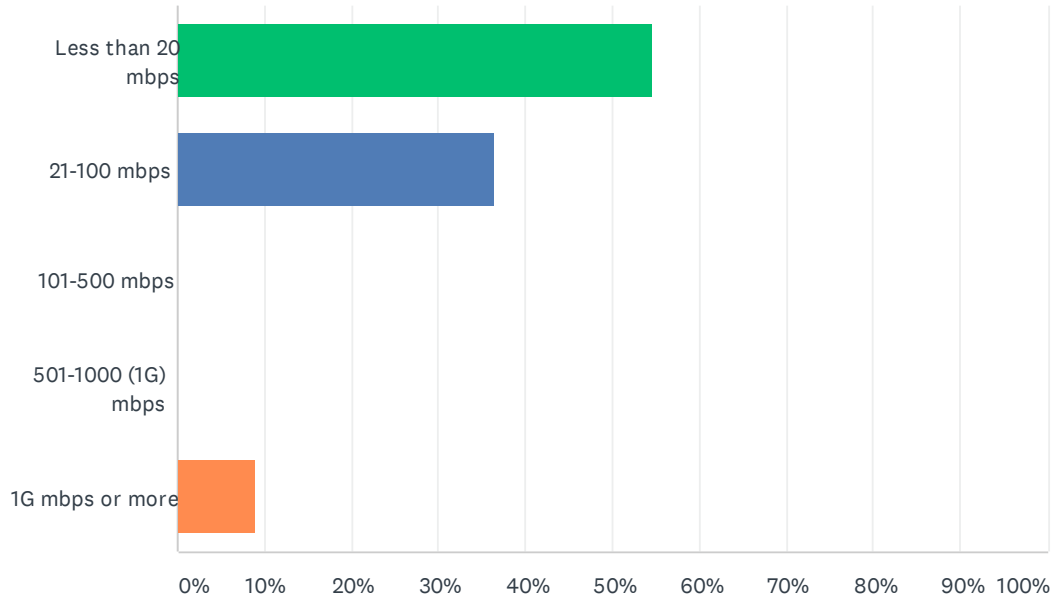


ANSWER CHOICES	RESPONSES
Cable	27.27% 3
DSL	18.18% 2
Fiber	9.09% 1
Satellite	18.18% 2
Other (please specify)	27.27% 3
TOTAL	11

#	OTHER (PLEASE SPECIFY)	DATE
1	Wireless	7/15/2021 10:04 AM
2	AT&T cellphone	7/12/2021 9:45 AM
3	wireless	7/2/2021 2:12 PM

Q15 What is your internet connection speed?

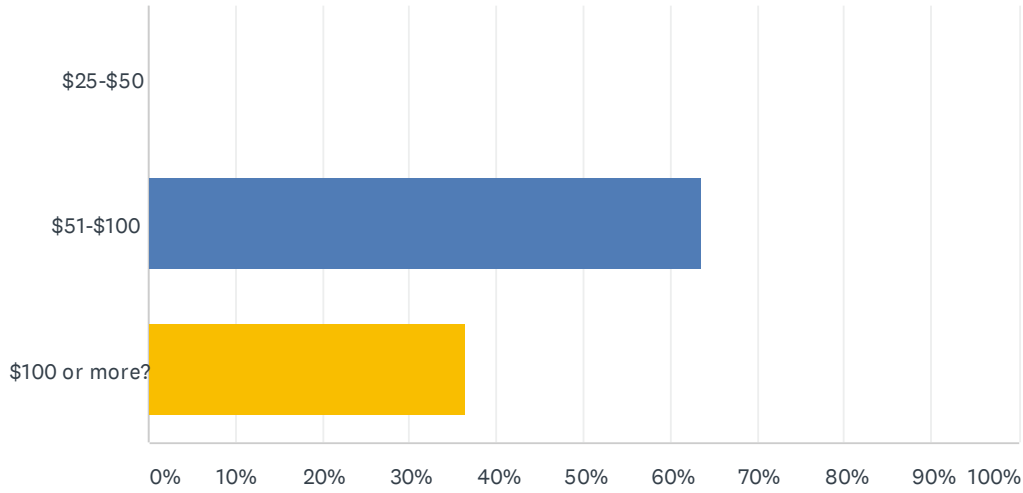
Answered: 11 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than 20 mbps	54.55%	6
21-100 mbps	36.36%	4
101-500 mbps	0.00%	0
501-1000 (1G) mbps	0.00%	0
1G mbps or more	9.09%	1
TOTAL		11

Q16 What do you pay monthly for internet?

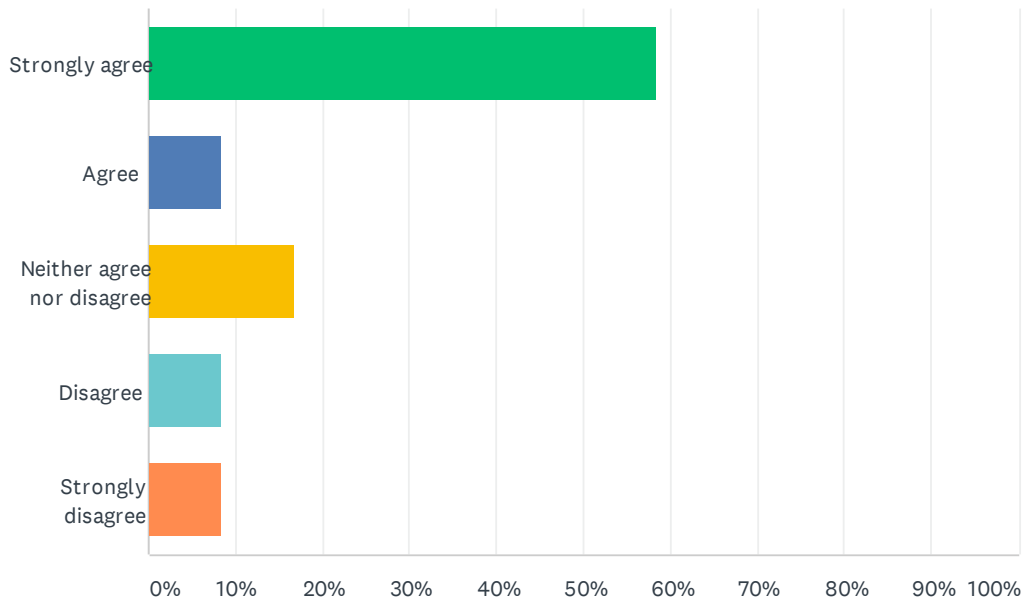
Answered: 11 Skipped: 1



ANSWER CHOICES	RESPONSES	
\$25-\$50	0.00%	0
\$51-\$100	63.64%	7
\$100 or more?	36.36%	4
TOTAL		11

Q17 Do you think the City of Grantville should use tax dollars to assist in the expansion of internet access into unserved areas?

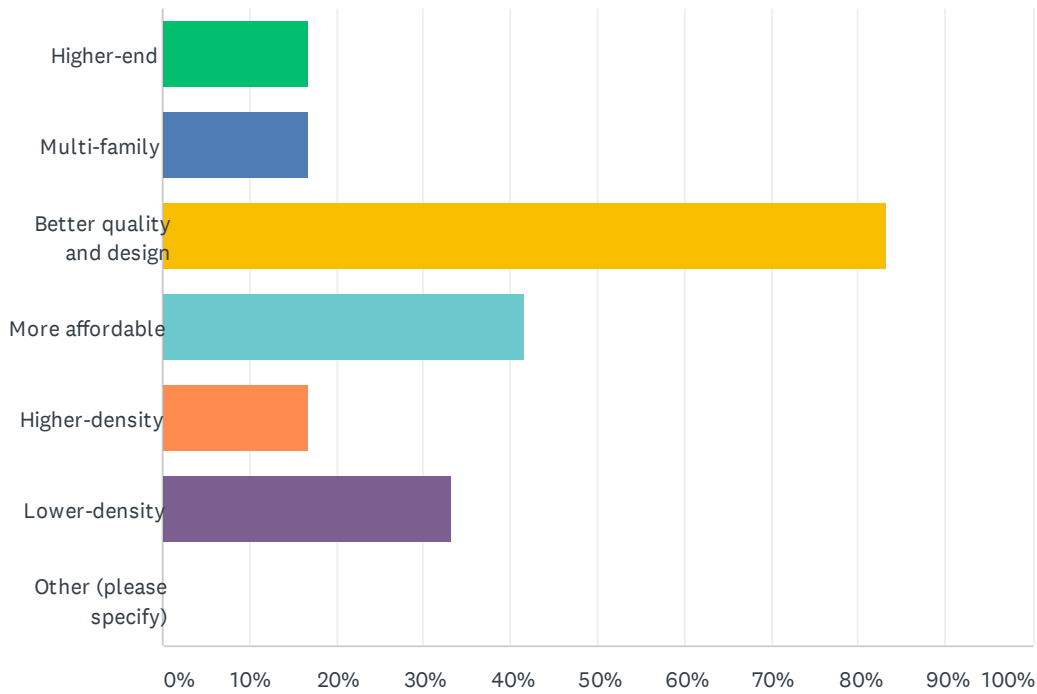
Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	58.33%	7
Agree	8.33%	1
Neither agree nor disagree	16.67%	2
Disagree	8.33%	1
Strongly disagree	8.33%	1
TOTAL		12

Q18 What type of housing does Grantville need? (Please check all that apply)

Answered: 12 Skipped: 0

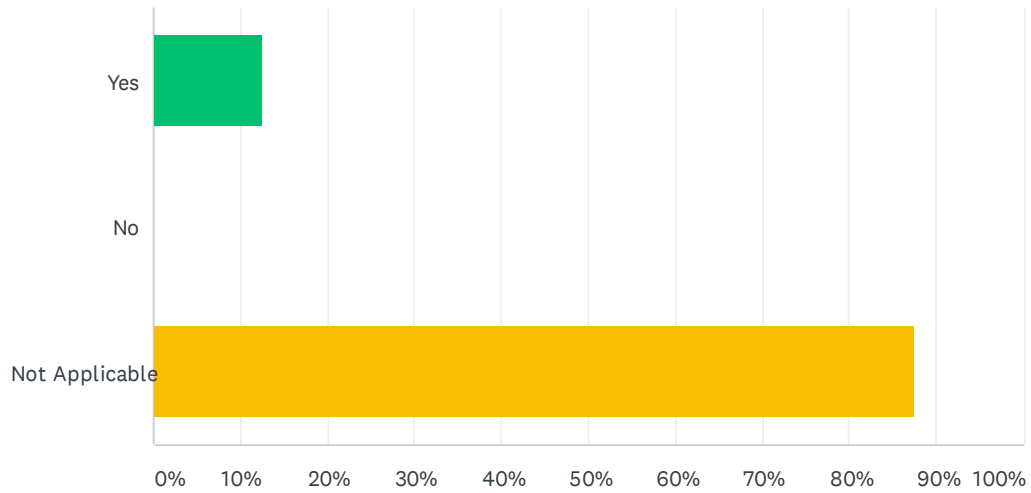


ANSWER CHOICES	RESPONSES
Higher-end	16.67% 2
Multi-family	16.67% 2
Better quality and design	83.33% 10
More affordable	41.67% 5
Higher-density	16.67% 2
Lower-density	33.33% 4
Other (please specify)	0.00% 0
Total Respondents: 12	

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q19 If you are a senior citizen, do you use the senior center?

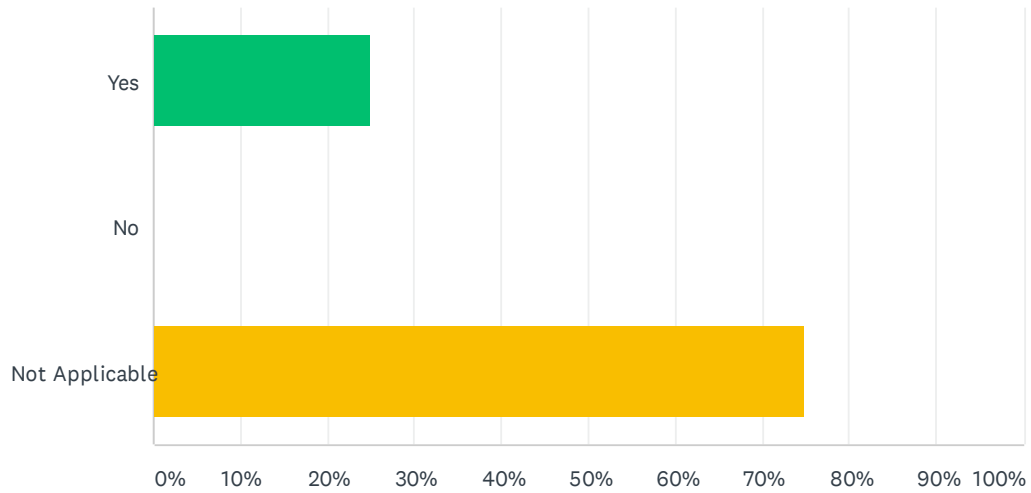
Answered: 8 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	12.50%	1
No	0.00%	0
Not Applicable	87.50%	7
TOTAL		8

Q20 Are you happy with the senior center services?

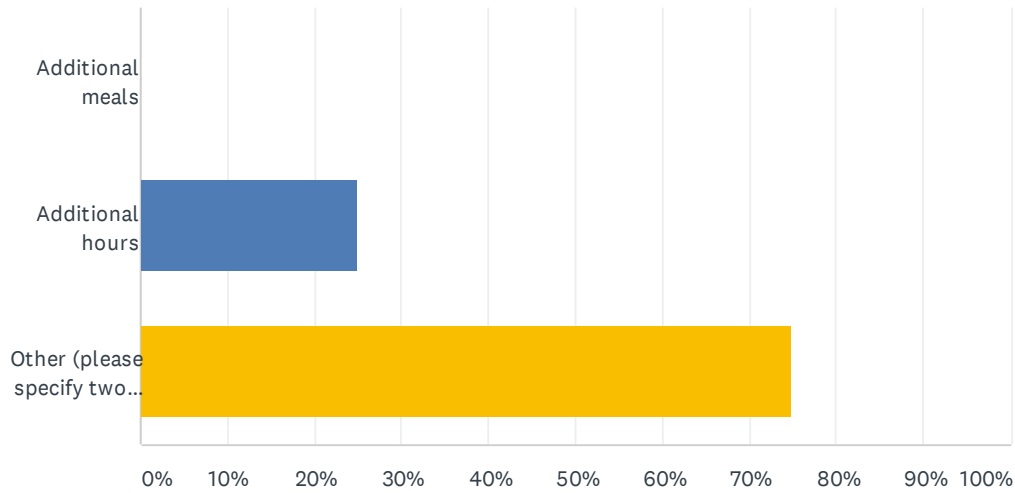
Answered: 8 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	25.00%	2
No	0.00%	0
Not Applicable	75.00%	6
TOTAL		8

Q21 What increased amenities/activities would benefit the senior center?

Answered: 4 Skipped: 8



ANSWER CHOICES	RESPONSES
Additional meals	0.00% 0
Additional hours	25.00% 1
Other (please specify two additional/alternative applicable options)	75.00% 3
Total Respondents: 4	

#	OTHER (PLEASE SPECIFY TWO ADDITIONAL/ALTERNATIVE APPLICABLE OPTIONS)	DATE
1	N/a N/a	7/26/2021 7:17 PM
2	RENEWED IN PERSON ACTIVITIES	7/16/2021 9:55 AM
3	Exercise classes	6/22/2021 5:40 PM

Q22 Please list the three greatest obstacles facing seniors living in Grantville.

Answered: 3 Skipped: 9

#	RESPONSES	DATE
1	N/a	7/26/2021 7:17 PM
2	RISING COST OF LIVING (RENT AND UTILITIES) THE COST OF GAS AND FUEL	7/16/2021 9:55 AM
3	Handicap Accessibility Utility Rates Property taxes	6/22/2021 5:40 PM

Q23 What additional types of amenities and recreational activities does the community need for Grantville's youth? (Please limit feedback to a maximum of two sentences).

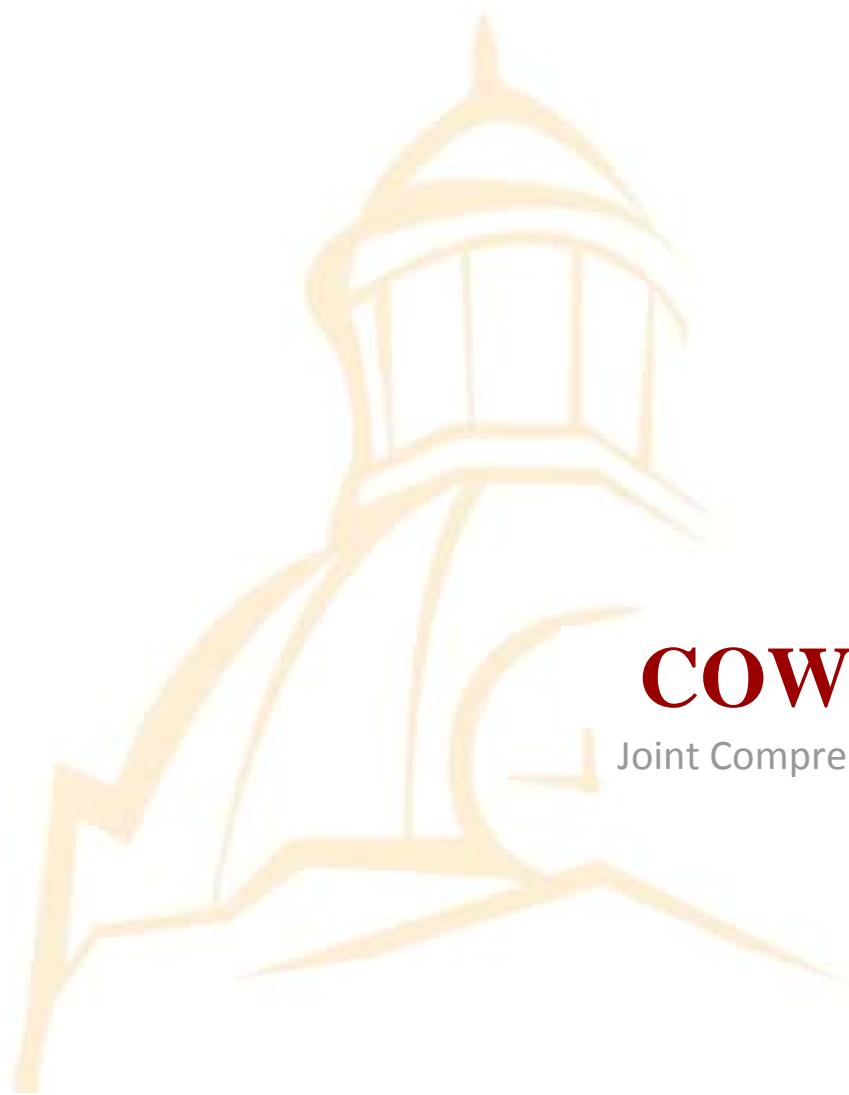
Answered: 5 Skipped: 7

#	RESPONSES	DATE
1	Any activities at all would be nice!	7/26/2021 7:17 PM
2	AFTER SCHOOL CULTURAL ACTIVITIES AFTER SCHOOL TUTORING	7/16/2021 9:55 AM
3	Activities for the youth during the summer like summer camp	7/13/2021 12:13 PM
4	Added football field with a surrounding track (8-lane) and stands.	7/12/2021 9:45 AM
5	Connected Maintained Sidewalks Performing Arts classes Martial arts classes	6/22/2021 5:40 PM

Q24 In 20 years, what does an ideal City of Grantville look like?

Answered: 8 Skipped: 4

#	RESPONSES	DATE
1	Modernized with fiber service, grocery store, better paved roads, main buildings restored and having retail shops.	7/26/2021 7:17 PM
2	THRIVING DOWNTOWN AND MAINTAINED INFRASTRUCTURE	7/16/2021 9:55 AM
3	Beautified downtown. remodeled buildings, new sidewalks, large water fountain.	7/15/2021 10:04 AM
4	Better quality of life but affordable. Better money management skill and new broad member	7/13/2021 12:13 PM
5	A friendlier, cleaner, well-strategized town that utilizes all of its public and commercial structures with more effective leadership.	7/12/2021 9:45 AM
6	Not Newnan, not Marietta. A subtle blend of Senoia and Lagrange.	7/8/2021 12:00 AM
7	Senoia, GA	7/2/2021 2:12 PM
8	Maintained and Improved Roads, Sidewalks and Historic Homes	6/22/2021 5:40 PM



COWETA COUNTY

Joint Comprehensive Transportation Plan Update

Plan Summary

March 4, 2014



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The ultimate goal of the CTP Update is to develop a plan for a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within and outside of Coweta County.

Introduction

PLANNING PROCESS AND PURPOSE

In 2005, the Atlanta Regional Commission (ARC) initiated a program to encourage counties and their municipalities to develop joint long-range transportation plans. Coweta County and the municipalities of Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg and Turin completed a *Joint Comprehensive Transportation Plan (CTP)* in 2006. The jurisdictions came together again to complete the Joint CTP Update, which was initiated in October 2012 and completed in December 2013.

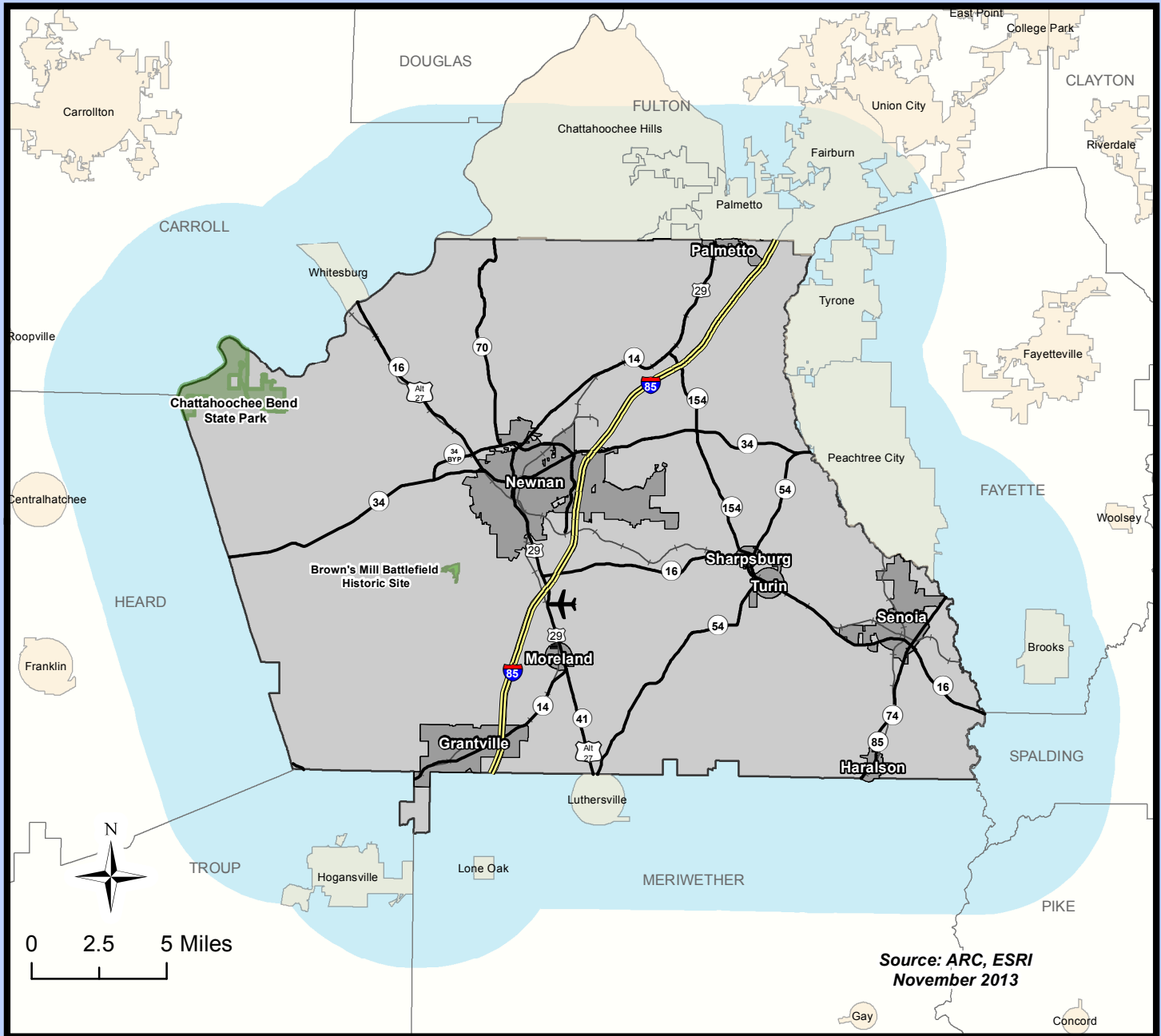
Building on the 2006 CTP, the Update assesses changes in demographics and transportation conditions over the intervening seven years in order to identify transportation needs and prioritize a suite of multimodal projects and strategies to meet those needs through year 2040. During the update process, Coweta County coordinated with other planning partners, including adjacent counties, the Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority, (GRTA), Three Rivers Regional Commission (TRRC), and ARC.

A CTP serves several important purposes. First, it provides a means of tying growth to infrastructure, pacing transportation improvements to when the growth actually occurs. It is a guide for ensuring the transportation system that needs to be in place to support existing and future growth is known and used when preparing project programs and funding. It also relates proposed improvements to “real world” funding availability. The CTP furthers the relationship between planning and programming at the local, regional and state level. The CTP Update process included a review of transportation and related plans and programs completed and/or adopted by the County and its jurisdictions over recent years. This provides for continuity in planning efforts, community goals, and desired results.

STUDY AREA

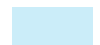







The CTP study area, shown on the next page, includes all of Coweta County and its seven municipalities. The City of Palmetto, located in both Fulton and Coweta counties, conducts its planning primarily with Fulton County and as such was included in the recent *South Fulton CTP*. A “buffer” area stretching several miles into adjacent counties ensured consideration of transportation conditions in areas that directly impact one another.

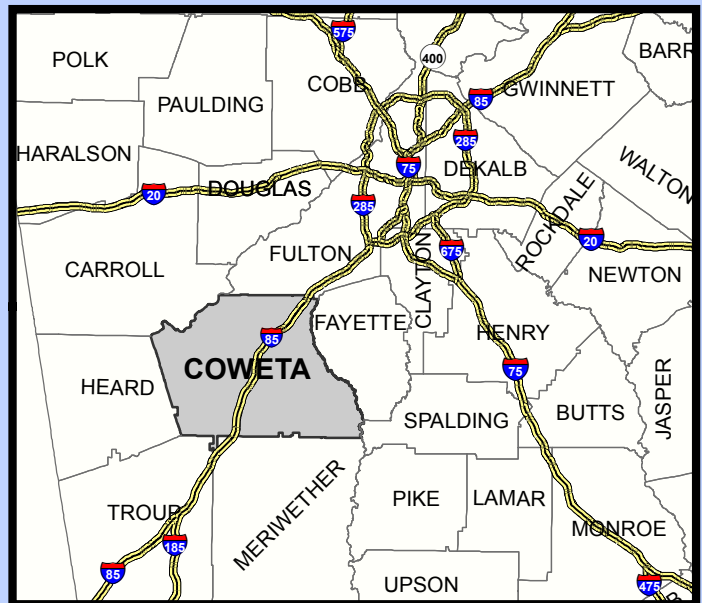
Coweta County Joint CTP Study Area



Source: ARC, ESRI
November 2013

Legend

-  Study Area
-  Bordering Cities
-  Coweta Cities
-  Coweta County
-  Expressways
-  Brown's Mill Battlefield Historic Site
-  Chattahoochee Bend State Park
-  Newnan- Coweta County Airport



Vision & Goals

OVERALL CTP VISION

The vision can best be defined as how the community sees itself in the future and the role of the transportation system in achieving its ideal. At the start of the transportation planning process, it is necessary to develop an overarching “community vision” that guides goals and objectives, and eventually, transportation project needs. Together, the vision and goals create a means of identifying and monitoring county transportation system performance and needs.

The CTP update effort began by relooking the vision and goals established during the 2006 CTP. Through coordination with staff representing Coweta County and its jurisdictions, as well as input from stakeholders, the 2006 CTP’s vision and goals were revised slightly so as to be more reflective of current conditions. The overall vision of the Coweta County Joint CTP Update is highlighted at right.



Coweta County will strive to develop a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within, into, and out of Coweta County.

It will support economic development through enhanced access to job centers and other destinations, and will improve the operational efficiency of the existing transportation system through investments that are coordinated with local land use plans and policies.

The transportation system will provide multiple modes including public transit, multi-use trails, sidewalks, and bicycle lanes as viable alternatives to the automobile, and will focus on commute alternatives such as additional public transit, carpools, and vanpools for the citizens of the County and its municipalities.



CTP UPDATE GOALS

The goals, objectives and strategies are:

1. Promote coordination of land use and transportation

- Integrate transportation and land use planning
- Limit/control access and development that will negatively impact transportation corridors

2. Support economic and community development

- Develop a transportation system that supports the highest quality sustainable growth and new development opportunities
- Adopt appropriate policies, standards, and guidelines related to transportation system safety, access, efficiency, and sustainability
- Leverage transportation improvements to opportunities to attract businesses to the community

3. Improve accessibility, connectivity, and safety, for the movement of people and goods

- Assure the preservation, maintenance, and operations of existing multimodal transportation system
- Ensure adequate mobility and access to job centers and new development
- Promote improved freight movement to industrial parks and the interstate
- Prioritize and improve transportation corridors
- Improve east/west connectivity
- Create a distributed network that improves interconnectivity of major travel corridors
- Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
- Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households



Goals are the long-term general outcomes of the CTP, consistent with the established vision.

They are supported by *objectives* (specific and measurable statements relating to the attainment of goals) and *implementation strategies* (actions undertaken to achieve the goals and objectives).

4. Develop a multimodal transportation system that maximizes community and regional support

- Identify realistic funding opportunities
- Include a sound financial plan and approach to phasing of projects
- Preserve and enhance the multimodal transportation system that includes public transportation
- Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households
- Integrate the CTP into the regional and state transportation planning efforts
- Improve interagency collaboration and communication between Coweta County and jurisdictions within and adjacent to the County
- Collaborate with federal, state, regional, local, and non-governmental partners
- Accurately classify roads and address potential infrastructure and land use changes associated with new interchanges on I-85 and other major improvements

5. Preserve and enhance the natural and social environment

- Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
- Identify and preserve local, rural, scenic routes and state corridors

Community Outreach & Input

ADVISORY COMMITTEES

The Coweta County Joint CTP Update incorporated guidance from three committees: the Stakeholder Advisory Committee (SAC), Technical Advisory Committee (TAC), and Transit Technical Advisory Committee (TTAC). Each committee met three times, at key milestones, over the course of the study. The committees served as a check and balance on plan development in terms of political consensus and meeting the diverse needs of a broad-based constituency.

The SAC represented the larger community, helping to build partnerships and share information with major stakeholders. The SAC provided a continuing forum for direct input into the planning process, focusing on education, exchange, understanding, questioning and clarification.

The TAC included representatives from key transportation planning agencies, including Coweta County, its municipalities, regional planning partners (GDOT, ARC, GRTA and TRRC), and neighboring jurisdictions. It was formed to provide input and guidance on technical aspects.

The TTAC was assembled specifically to support the supplemental *Transit Needs and Feasibility Study*. Conducted simultaneous with the CTP Update, the study's focus was to identify and quantify transit needs and define investment strategies. Committee members represented public transit and human services transportation related agencies in Coweta, including the current operator of Coweta's demand response service, GRTA, ARC, TRRC, Southern Crescent Area Agency on Aging, and the Department of Human Services.

LOCAL JURISDICTIONS

Coordination with local jurisdictions occurred throughout the CTP Update process. Local staffs and officials were an important source of information on current and future land use and transportation system conditions, deficiencies and needs. Local jurisdiction representatives participated in TAC/SAC meetings, one-on-one meetings, small group meetings for local jurisdictions only, and the public open house meetings. Their staffs played a key role in clarifying transportation conditions, needs and improvement opportunities, as well as in responding to comments and questions from the general public. They also provided insight into ongoing and recent studies, including the *Newnan Livable Centers Initiative (LCI) Study* within downtown and nearby neighborhoods and the Town of Moreland's *Blueprints* plan with the Georgia Conservancy.

The Coweta Joint CTP Update incorporated guidance from three committees (the SAC, TAC, and TTAC), local jurisdiction representatives, and the general public.



GENERAL PUBLIC

Public participation is the foundation for any planning effort, and efforts must be made to encourage active and widespread participation. This is especially true with transportation planning, which must take into account different types of users, travel modes, geographic areas, and development patterns.

Public information meetings were conducted at two critical points in the CTP Update process. The County also maintained a web page devoted to the CTP Update on its website, where study materials were posted for review and an email address provided for comments.

An initial round of public meetings was conducted between July 25 and August 1, 2013. Hosted by the County Commissioner for each district, the five meetings were held over three evenings at the East Coweta Senior Center, Central Library, Madras Middle School, Newnan Centre, and Grantville Library. The public was informed of the study process and key findings to date, and asked to comment on the potential projects developed to respond to identified needs. A variety of handouts and maps, a formal presentation with Q&A period, and a comment form were provided. A total of 63 general citizens attended, with 12 comment forms received.

Immediately following the meetings, a “Virtual Public Information Meeting (PIM)” was posted to the County’s website. An eight-minute video summarized the key points presented during the actual meetings, including the maps and project lists. People were encouraged to submit comments through an online survey tool during the two-week comment period immediately following the public meetings. A total of 46 people submitted comments online.

A final public open house was held on November 7, 2013, at the Coweta County Fairgrounds Conference Center to present draft project recommendations. A brief presentation summarized the study process and recommendations, while project recommendations were identified by project type and geography on handouts and maps. The comment form included a place for attendees to list their top three priorities. A total of 23 individuals attended the meeting, including members of the public, city and county staff, and elected officials.

A summary of all comments received through the public meeting Q&A and comment forms and Virtual PIM online survey are included as appendices to the CTP’s technical reports.



Land Use & Growth

A primary goal of the CTP process is to coordinate and integrate land use and transportation.

Transportation needs must be considered within the larger context of community dynamics with regards to population and employment trends, land use and development characteristics, and associated factors. Essentially, the needs of the people who comprise the community translate into travel patterns, travel demand, and transportation facility needs. Furthermore, the broader plan for future development described in the local Comprehensive Plans provides a strong basis for projecting future needs.

One of the greatest determinants of transportation need is total population and population density. Transportation needs in sparsely populated rural areas are generally less than those of highly populated areas due to less demand. Coweta County has historically had a rural, agriculturally based economy and community structure, but this has changed dramatically in recent decades. ARC forecasts for 2040 show Coweta at nearly 250,000 in population, which equates to a 95 percent increase above the 2010 population of 127,317. According to projections, population and employment densities will likely continue to grow in the central and northeastern portion of Coweta while the southern and western portion remains less populous.



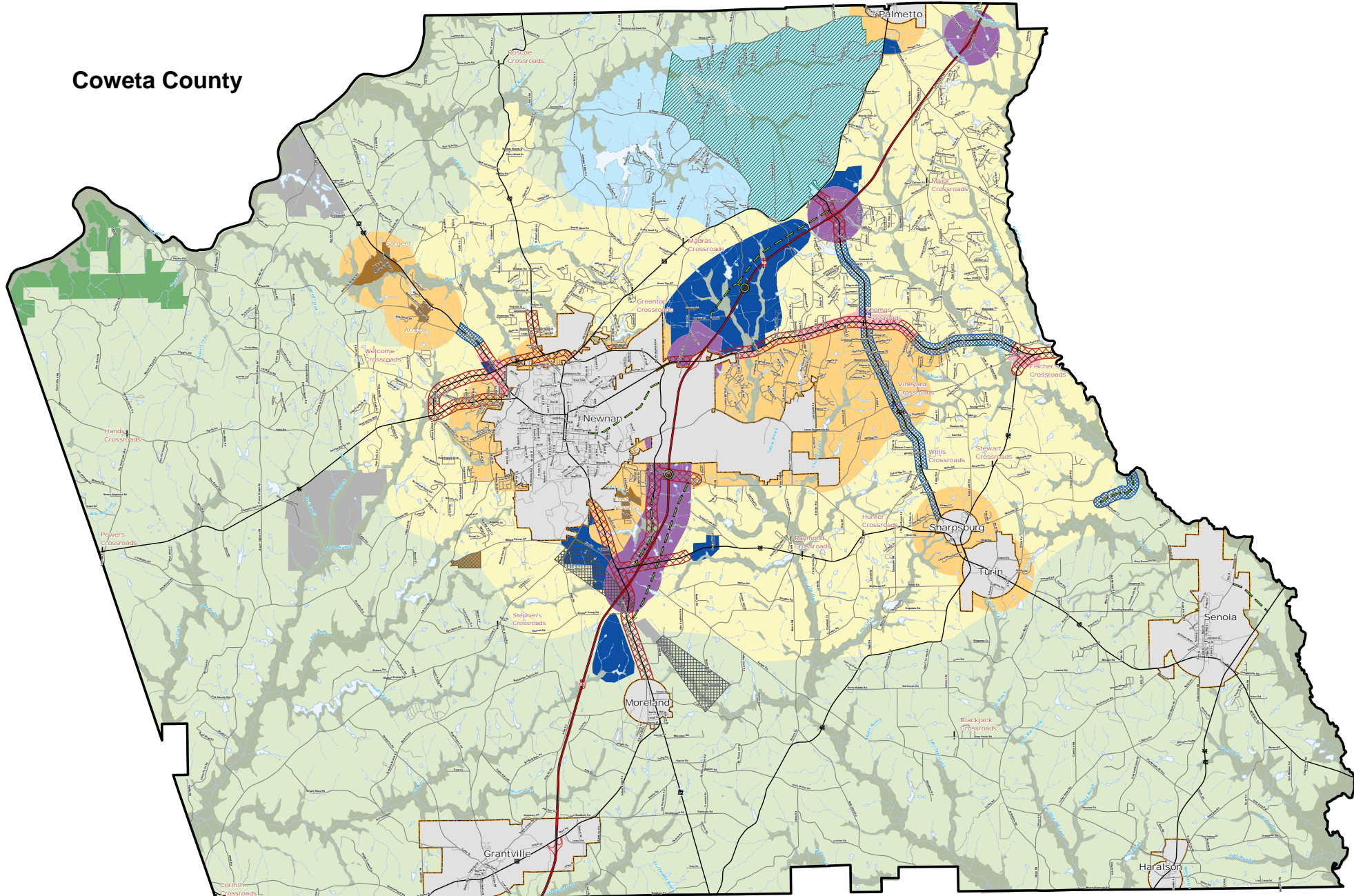
Coweta's population is concentrated in an area from Newnan northward and eastward to the county lines. In 2010, Coweta's population density was 511 people per square mile in this area, while the rural areas to the west and south had a density of 90 people per square mile.

Coweta County has also experienced growth in employment. However, employment growth since 2000 has been significantly reduced in comparison to 1990-2000 growth and has not kept pace with the rate of population growth. Discussions with local staff indicate the expectation for more aggressive employment growth in coming years, reflecting the community's ongoing efforts to promote additional economic development, particularly in the medical and education sectors.




Although Coweta's established land use patterns generally favor a vehicle-oriented transportation system, the Coweta County Future Development Map recommends that new development concentrate in compact, mixed use and crossroads service centers. These centers, which include the cities and towns, are intended to accommodate a mix of residential, commercial and institutional uses that reduce the need for automobiles and encourage walking and biking. Internal job growth can also positively impact transportation needs since shorter trips have a greater likelihood to be made by alternate modes.

Coweta County




**Coweta County 2006-2026
Comprehensive Plan**































JORDAN JONES & GOULDING

8



Future Development Map

Amended April 17, 2007

<ul style="list-style-type: none">  Planned Interchange  Planned Roadway  Crossroads Service Center  Mill Village  Interstate Gateway 	<ul style="list-style-type: none">  Runway Protection Zone  Commercial Corridor  Neighborhood Institutional and Service Corridor <p>Future Land Use</p> <ul style="list-style-type: none">  Employment Center - Commercial/Office  Employment Center - Industrial 	<ul style="list-style-type: none">  Infill Neighborhood Low Density  Infill Neighborhood Medium Density  Transportation/Communication/Utilities  Lakeside Residential  Conservation  Rural Conservation 	<ul style="list-style-type: none">  Interstate  Ramp  State Highway  County Road  Road  River/Stream 	<ul style="list-style-type: none">  Brown's Mill Battlefield  Lake/Pond  Cedar Creek Zoning District Boundary  Chatahoochee Bend State Park  City Boundary  County Boundary
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Existing Conditions & Identified Needs

ROADWAYS & BRIDGES

A number of improvements to the roadway network have occurred since the previous CTP, including new/upgraded traffic signals, intersection geometric improvements, and additional capacity through new roadways and widening. While there are some areas where traffic volumes exceed capacity, overall the roadway network continues to operate at acceptable levels of service under existing and projected 2040 conditions. Locations where notable volumes or deficient levels of service exist are within the City of Newnan limits and on major state routes throughout the county, including SR 154, SR 34, and SR 16.

Intersections and roadway segments experiencing operational or safety deficiencies remain a top priority. In coordination with Georgia DOT, bridges are also closely monitored to identify and prioritize any requiring rehabilitation or replacement.

FREIGHT

Freight is a critical element of the transportation system that increasingly imposes significant mobility, safety, economic, and quality of life impacts on the county. Primary truck corridors in Coweta include I-85, US 27 Alt/ SR16, US 29, SR 16, SR 34, and SR 74/85. Several freight issues to be addressed include: funding for maintenance, rehabilitation, and replacement of transportation facilities that carry a majority of the freight in the county; conflict of truck traffic with local commercial and residential traffic; degradation of roads and bridges due to truck traffic; and continued coordination/outreach on ways to improve the existing freight system and allow for positive freight growth in the future.

PUBLIC TRANSPORTATION

Transportation mobility has improved in and around Coweta County since inception of two transit services available to all within the county. GRTA operates the Xpress commuter bus service weekdays between Newnan and Midtown/ Downtown Atlanta. Countywide demand response service is offered by Coweta Transit Dial-A-Ride. The utilization of current transit hints at opportunities to expand the fleet and services.



Coweta County continues to experience growth in employment, medical facilities, shopping centers, educational institutions, public and private services, and recreational amenities. Connecting citizens geographically with economic opportunity centers will be challenging under current conditions, particularly for those seeking alternatives to private vehicles and/or those without access to personal transportation.

The primary transit enhancement needs include:

- Increasing the Coweta Transit Dial-A-Ride fleet to accommodate growing travel demands
- Expanding and connecting local transit service to local and regional activity centers
- Connecting the GRTA Park & Ride Lot via expanded local circulator services

BICYCLE NETWORK & PEDESTRIAN FACILITIES

Bicycle facilities in Coweta have essentially not changed since the previous CTP, although significant work has occurred in planning for expanded bicycling infrastructure. Together, the *Coweta County Bicycle Plan* and *Coweta County Greenway Master Plan* serve as the foundation for future bicycle improvements. Securing capital funds for implementation remains the challenge.

Newer and recently upgraded sidewalks are in good condition, although some older sidewalks have deteriorated. Except in subdivisions and commercial developments, sidewalks are minimal, particularly outside the cities. As a result, the biggest need regarding pedestrian facilities is the need to add them. Additionally, most existing sidewalks in the cities do not meet Americans with Disabilities Act (ADA) requirements. If Coweta County wants to encourage walking, emphasis is needed for more aggressive development regulations and a larger local match to capture additional external funds for construction.

Overall, stakeholders identified safety as the first priority when discussing the needs of bicycle and pedestrian facilities in Coweta County. It was also recognized that the needs of bicyclists are different from those of pedestrians. Finally, the jurisdictions expressed the need for additional sidewalks to connect the gaps in the existing network and link to activity centers, particularly within the downtowns.



LAND USE & TRANSPORTATION

In recent years, Coweta County, Newnan and Senoia have adopted ordinances and development guidelines that promote important aspects of land use and transportation coordination. During this time, development activity has been significantly less than in prior years. As development begins to ramp up again, it will be important to implement adopted regulations, track their effectiveness, and refine regulations based on practical outcomes.

Coweta's Comprehensive Land Use Plan encourages growth to develop in a compact fashion and in population centers to maximize efficient expansion of infrastructure.

To realize the *Coweta County Comprehensive Plan's* goal of concentrating new development in mixed use centers and infill neighborhoods, mobility enhancements will be important. Priority should be given to roadway enhancements complementary to the Future Development Map, particularly within and connecting mixed use and infill areas. Expanded transit service where feasible, as well as bicycle and pedestrian facilities connecting between and within activity centers, will be needed. Coordination of land use, transportation and future expansion of sewer infrastructure, in concert with a sewer service area strategy, can further encourage the desired development outcome.

Recommendations

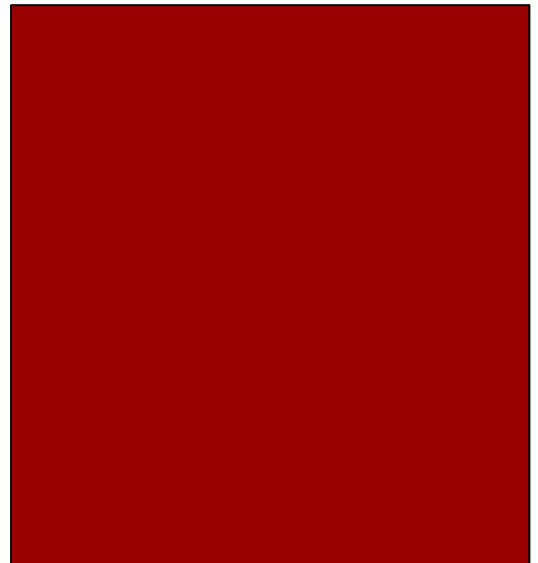
PROJECT IDENTIFICATION

A comprehensive list of potential projects to address the identified needs was developed and then refined to form a list of recommended projects. The project lists included in the currently adopted 2006 Coweta County Joint CTP, Coweta County SPLOST, and ARC short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Plan (RTP) were the primary sources for existing project recommendations. Due to the long horizon period of many planning studies (often as much as 30 years), only a small fraction of recommended projects are typically completed within the relatively short update interval (every 5-8 years) of a CTP. As such, many recommended but as yet incomplete projects remain viable improvements and are carried forward into subsequent plans. Recommendations included within other planning efforts at the regional, local, and subarea levels are also important resources for project identification.

Stakeholder coordination and public involvement are important resources for project identification.

Combined with background socioeconomic and land use data, the travel demand model utilizes data on current and projected future traffic volumes and roadway characteristics and capacities to forecast current and future conditions across Coweta's entire roadway network. Through this process, locations with deficient operations can be readily identified for further analysis. Crash statistics also indicate locations for which increased safety may be achieved through targeted improvements. However, quantitative data alone cannot provide a sufficiently complete picture of existing and future conditions and needs, so qualitative assessments are also used.

Importantly, the stakeholders' and public's daily experiences using the transportation network can confirm what the data indicates. They ensure that problem areas do not get overlooked and that the community's vision and goals remain at the forefront during the prioritization process.



COMPARATIVE EVALUATION OF PROJECTS

Five key “factors” were used to comparatively evaluate individual roadway and bridge projects. Each factor consists of several “considerations,” which helped to highlight relative differences between similar projects.

The evaluation factors tie back to the overall CTP vision and goals, thereby ensuring a continued connection between goals and recommendations.



The factors and their considerations are:

1. Mobility

- Delay/constriction
- Congestion
- Access management

2. Safety

- Crashes
- Bridge condition
- Bicycle/pedestrian interactions

3. Connectivity

- Cross-county/inter-county connectivity
- Subarea connectivity (activity centers)
- “Fill the gaps”
- Transit access

4. Economic Development

- Freight routes
- Improved access to commercial/industrial/job sites

5. Community & Environment

- Consistent with land use
- In another approved plan
- Access to alternate modes and community facilities

Individual projects were scored for each factor on a low-to-high scale of 1 to 5. As a way for some factors to provide relatively more impact on the total score than others, the factors were weighted from 3 (maximum) to 1 (minimum), as follows: 3=mobility and safety; 2=connectivity and economic development; 1=community and environment. When complete, a project’s total score ranged from 11 to 55, with higher scores indicating relatively greater need for the project.

This scored approach to project evaluation was a primary input to the prioritization process for roadway and bridge recommendations. However, additional knowledge gained from local staff and professional experience, stakeholder coordination and public outreach also played an important role in project prioritization.

This type of scored evaluation was not conducted for freight, bicycle/pedestrian, or transit recommendations. There are a number of reasons for this, several of which are: (1) prioritization and implementation may primarily be done locally by the county and the towns/cities; (2) funding limitations and schedule requirements necessitate extreme flexibility in project selection and initiation, and (3) other regional considerations and partners are involved.

ROADWAYS & BRIDGES

The list of proposed roadway recommendations includes projects to improve the safety and operational efficiency of the roadway network while decreasing congestion. Projects are categorized as follows:



- Capacity Additions = 18
 - New Interchange (I) = 2
 - New Location Roadway (N)= 11
 - Road Widening/Capacity (C) = 5
- Operations Improvements = 65
 - Operational Upgrade* (OP) = 25
 - Intersection Modification (M) = 40
- Corridor Improvements** (COR) = 7
- Bridge Upgrades (B) = 30
- Railroad Crossings (R) = 7

* Examples include safety/shoulder/intersection radii improvements and addition of sidewalks/bike lanes

**Further detailed analysis required; could include a combination of widening, operational upgrades, intersection modifications and new location roadways

ROADWAY & BRIDGE PROJECT LIST

Map ID	Roadway/Location	Jurisdiction	Phase
NEW INTERCHANGES			
I1	Poplar Rd at I-85 (Mile Marker 44) and widening from Newnan Crossing Bypass to Newnan Crossing Blvd	Coweta Co	Short
I2	Amlajack Interchange at I-85 (Mile Marker 49)	Coweta Co	Short
NEW LOCATION ROADWAY			
N1	Coweta Industrial Pkwy Extension from Coweta Industrial Pkwy terminus to Amlajack Blvd Extension (2 lanes)	Coweta Co	Short
N2	Madras Connector from Amlajack Blvd Extension to US 29 and Happy Valley Cir (2 lanes)	Coweta Co	Mid
N3	Amlajack Blvd Extension from Amlajack Blvd termini to Coweta Industrial Pkwy (2 lanes)	Coweta Co	Short
N4	Hollz Pkwy Extension from Hollz Pkwy termini to Amlajack Blvd Extension (4 lanes)	Coweta Co	Short
N5	McIntosh Pkwy Extension from McIntosh Pkwy termini near Newnan Crossing Bypass to McIntosh Pkwy termini near Farmer St (4 lanes)	Newnan	Short
N6	Andrew St Extension from Augusta Dr to East Washington St (2 lanes)	Newnan	Short
N7	Campus Dr Extension from Campus Dr termini/Turkey Creek Rd to SR 16 (2 lanes)	Coweta Co	Long
N8	Newnan Bypass Extension from Turkey Creek Rd to SR 16 (4 lanes)	Coweta Co	Short
N9	US 29 Connector from US 29 north of Moreland to Bethlehem Church Rd (2 lanes)	Coweta Co	Mid
N10	Vernon Hunter Pkwy from McIntosh Trail to TDK Blvd Extension	Coweta Co	Mid
N11	New roadway north of Senoia from end of Ivy Ln to SR 74/85 (2 lanes)	Senoia	Long

Map ID	Roadway/Location	Jurisdiction	Phase
ROADWAY WIDENING/CAPACITY			
C1	SR 154 from SR 34 to US 29 (to 4 lanes)	Coweta Co	Mid
C2	SR 154 from Lower Fayetteville Rd to SR 34 (to 4 lanes)	Coweta Co	Mid
C3	Lower Fayetteville Rd (Phase 1) from Newnan Lakes Blvd to Shenandoah Blvd (to 4 lanes)	Newnan	Mid
C4	Newnan Crossing Blvd East from Stillwood Dr to Poplar Rd (to 4 lanes)	Newnan	Mid
C5	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
C6	SR 16 from US 29 to I-85 (to 4 lanes)	Coweta Co	Short
OPERATIONAL UPGRADE			
OP1	Thomas Powers Rd/Hewlette South Rd from SR 34 to Bud Davis Rd	Coweta Co	Long
OP2	Bud Davis Rd from Mt. Carmel Rd/ Hewlette South Rd to Chattahoochee Bend State Park entrance	Coweta Co	Long
OP3	Mt. Carmel Rd from Bud Davis Rd to Payton Rd	Coweta Co	Long
OP4	Payton Rd from Mt. Carmel Rd to Boone Rd	Coweta Co	Long
OP5	Boone Rd from Payton Rd to Wagers Mill Rd	Coweta Co	Long
OP6	Wagers Mill Rd from Boone Rd to SR 16/Alt 27	Coweta Co	Long
OP7	Macedonia Rd/Buddy West Rd from SR 16 to Happy Valley Cir, including intersection modification at SR 70	Coweta Co	Mid
OP8	Happy Valley Cir from Buddy West Rd to Hal Jones Rd	Coweta Co	Mid
OP9	Cannongate Rd from Palmetto-Tyrone Rd to Collinsworth Rd (CR548), with intersection realignment at Collinsworth Rd	Coweta Co	Mid
OP10	Fischer Rd (CR 40) from SR 54 to Palmetto-Tyrone Rd	Coweta Co	Short
OP11	SR 34 from Jefferson St/Ashley Park to SR 154	Newnan/ Coweta Co	Long
OP12	SR 54 from SR 154 to SR 34	Sharpsburg/ Coweta Co	Long
OP13	Poplar Rd from Newnan Crossing Blvd to SR 16	Coweta Co	Mid
OP14	Sullivan Rd from Lower Fayetteville Rd to SR 34 East	Newnan/ Coweta Co	Long
OP15	Marion Beavers Rd from SR 16 to SR 154	Coweta Co	Long
OP16	SR 154 from Old Hwy 16 to Lower Fayetteville Rd	Sharpsburg/ Coweta Co	Long
OP17	SR 154 from Old Hwy 16 to SR 54	Sharpsburg	Long
OP18	Willis Rd/Stewart Rd from SR 154 to SR 54	Coweta Co	Long
OP19	Reese Rd from McIntosh Trl to SR 54	Coweta Co	Long
OP20	McIntosh Trl from SR 54 to Stallings Rd	Sharpsburg/ Coweta Co	Mid
OP21	Stallings Rd from Couch St to McIntosh Trl	Senoia/ Coweta Co	Long
OP22	US 29/27Alt from I-85 to Airport Rd	Coweta Co	Mid
OP23	US 29 from SR 41 to Church St	Moreland	Long
OP24	Railroad St from Main St to Harris St, including College St to Us 29 and Harris St to cemetery	Moreland	Mid
OP25	US 29 from LaGrange St to Griffin St/Clarence McCambry Rd, including CSX RR overpass bridge	Grantville	Long

Map ID	Roadway/Location	Jurisdiction	Phase
INTERSECTION MODIFICATIONS			
M1	US 29 at Tommy Lee Cook Rd	Palmetto	Long
M2	Collinsworth Rd at Weldon Rd	Palmetto	Short
M3	Fischer Rd (CR 40) at Andrew Bailey Rd	Coweta Co	Short
M4	Herring Rd at US 29 and CSX Railroad	Coweta Co	Short
M5	SR 16 at Witcher Rd and Glover Rd	Coweta Co	Short
M6	SR 34 West at SR 34 Bypass and Ishman Ballard Rd (roundabout)	Coweta Co	Long
M7	SR 34/Franklin Rd at Belt Rd and Norfolk Southern Railroad	Newnan	Long
M8	SR 34/Franklin Hwy at Pete Davis Rd and Thigpen Rd	Coweta Co	Long
M9	SR 34/Franklin Hwy at Welcome Rd	Coweta Co	Long
M10	Old Corinth Rd and Belk Rd at Smokey Rd	Coweta Co	Short
M11	Greenville St/US 29 at Sewell Rd	Newnan	Long
M12	Five Points Intersection Reconfiguration—East Newnan Rd at Poplar Rd, Turkey Creek Rd, and Martin Luther King, Jr. Dr (roundabout)	Newnan/ Coweta Co	Short
M13	SR 16 at Pine Rd	Coweta Co	Short
M14	SR 34/Bullsboro Dr at Amlajack Blvd and Parkway North	Coweta Co	Short
M15	I-85 Southbound Off Ramp at SR 34/Bullsboro Dr	Newnan	Short
M16	SR 34 at Baker Rd and Sullivan Rd	Coweta Co	Long
M17	Lora Smith Rd at SR 34	Coweta Co	Short
M18	Lora Smith Rd at Lower Fayetteville Rd	Coweta Co	Short
M19	Lower Fayetteville Rd at Fischer Rd/SR 34 East	Coweta Co	Mid
M20	Lower Fayetteville Rd at Parks Rd	Coweta Co	Short
M21	US 29 at Corinth Rd	Newnan	Long
M22	Poplar Rd at Parks Rd	Coweta Co	Short
M23	SR 16 at Turkey Creek Rd	Coweta Co	Long
M24	SR 154 at Old Hwy 16 (roundabout)	Sharpsburg	Long
M25	SR 154 at Terrentine St	Sharpsburg	Long
M26	SR 16 at SR 54 (roundabout)	Turin	Short
M27	SR 54 at Johnson Rd	Coweta Co	Long
M28	SR 16 at Elders Mill Rd	Coweta Co	Long
M29	SR 16 at Pylant St	Senoia	Short
M30	Rockaway Rd at Heritage Point Pkwy	Senoia	Short
M31	SR 74/85 at Seavy St	Senoia	Long
M32	Eastside School Rd at Old Hwy 85	Coweta Co	Short
M33	Gordon Rd at Elders Mill Rd	Coweta Co	Short
M34	SR 74/85 at Gordon Rd	Haralson	Long
M35	Line Creek Rd at Shaddix Rd	Haralson	Short
M36	Line Creek Rd at Main St	Haralson	Short
M37	SR 14 at SR 41 (roundabout)	Coweta Co	Long
M38	Corinth Rd at West Grantville Rd, Earl North Rd, and Hannah Rd	Coweta Co	Short
M39	US 29 at Lowery Rd	Grantville	Long
M40	Griffin St at Charlie Patterson Rd (roundabout)	Grantville	Short

Map ID	Roadway/Location	Jurisdiction	Phase
CORRIDOR IMPROVEMENTS			
COR1	SR 16 from location in Carroll County to SR 34 Bypass	Coweta Co	N/A
COR2	SR 34 Bypass from SR 34 (Franklin Highway) to US 27 Alt/SR 16 (Carrollton Hwy)	Coweta Co	N/A
COR3	Ishman Ballard Rd from Smokey Rd to SR 34	Coweta Co	N/A
COR4	Southwest Newnan Bypass from US 29 to Smokey Rd at Ishman Ballard Rd	Coweta Co	N/A
COR5	SR 16 from I-85 to Poplar Rd	Coweta Co	N/A
COR6	SR 16 from Poplar Rd to Carl Williams Rd	Sharpsburg/ Turin/ Senoia/ Coweta Co	N/A
COR7	SR 16 from Carl Williams Rd to location in Spalding Co	Coweta Co	N/A
BRIDGE UPGRADES			
B1	Payton Rd , 9.2 miles NW of Newnan	Coweta Co	N/A
B2	Boone Rd , 8.9 miles NW of Newnan	Coweta Co	N/A
B3	Mt. Carmel Rd at Thomas Creek	Coweta Co	Short
B4	Summers McKoy Rd at Thomas Creek	Coweta Co	Short
B5	Main St , 2.5 miles NW of Newnan over railroad	Coweta Co	N/A
B6	Henry Bryant Rd at Wahoo Creek	Coweta Co	N/A
B7	Duncan Rd at Cedar Creek Tributary	Coweta Co	Short
B8	Happy Valley Cir , 6.0 miles N of Newnan	Coweta Co	N/A
B9	J.D. Walton Rd at Caney Creek	Coweta Co	Short
B10	Corinth Rd at New River	Coweta Co	N/A
B11	Chandler Rd , 4.0 miles SW of Newnan	Coweta Co	N/A
B12	Holbrook Rd at Sandy Creek	Coweta Co	Short
B13	Potts Rd at Sandy Creek	Coweta Co	Short
B14	Bobo Banks Rd at Messiers Creek	Coweta Co	N/A
B15	Bohannon Rd at Messiers Creek	Coweta Co	Short
B16	Minnie Sewell Rd at Yellow Jacket Creek	Coweta Co	Short
B17	Bexley Rd at Yellow Jacket Creek	Coweta Co	Short
B18	Bradbury Rd at Yellow Jack Creek	Coweta Co	N/A
B19	Lowery Rd Extension , 2.5 miles E of Grantville	Coweta Co	N/A
B20	Allen Rd , 0.5 miles N of Grantville	Coweta Co	N/A
B21	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
B22	Hines Rd , 4.0 miles S of Moreland	Coweta Co	N/A
B23	Gordon Rd at White Oak Creek	Coweta Co	N/A
B24	Gordon Rd at Abandoned Railroad	Coweta Co	N/A
B25	Moore Rd at Little White Oak Creek	Coweta Co	Short
B26	McDonald Rd at Pine Creek (box culvert replacement)	Coweta Co	Short
B27	Lower Fayetteville Rd at Shoal Creek Tributary (culvert replacement)	Coweta Co	N/A
B28	SR 54 at Shoal Creek	Coweta Co	N/A
B29	McIntosh Trl at Keg Creek	Coweta Co	N/A
B30	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
B31	SR 74/85 at Central of Georgia rail line between SR 16 and Seavy St	Senoia	Short
B32	Gray Girls Rd , 4.0 miles SE of Senoia	Coweta Co	N/A

Map ID	Roadway/Location	Jurisdiction	Phase
RAILROAD CROSSING			
R1	Walt Sanders Rd (Railroad crossing 050420R) (add warning device)	Coweta Co	N/A
R2	Walt Sanders Rd (Railroad crossing 050419W) (add warning device)	Coweta Co	N/A
R3	Johnson Cir (Railroad crossing 050408J) (add warning device)	Coweta Co	N/A
R4	Main St (Railroad crossing 050458M) (upgrade crossing)	Grantville	N/A
R5	Seavy St at CSX (upgrade crossing)	Senoia	N/A
R6	Johnson St at CSX (upgrade crossing)	Senoia	N/A
R7	Seavy St at Norfolk Southern (upgrade crossing)	Senoia	N/A
OTHER			
N/A	Signage inventory and wayfinding study	Coweta Co and Cities	N/A
N/A	Parking study	Moreland	N/A
N/A	Off-system safety improvements at 10 locations in Coweta and Heard Co.	GDOT	N/A

Phasing: short-term=2014-2020; mid-term = 2021-2030; long-term = 2031-2040

Note: N/A is shown in the Phase column for bridge and rail crossing projects because those projects are prioritized and selected for funding based on safety and rail crossing programs administered by GDOT.

FREIGHT, RAIL & AVIATION

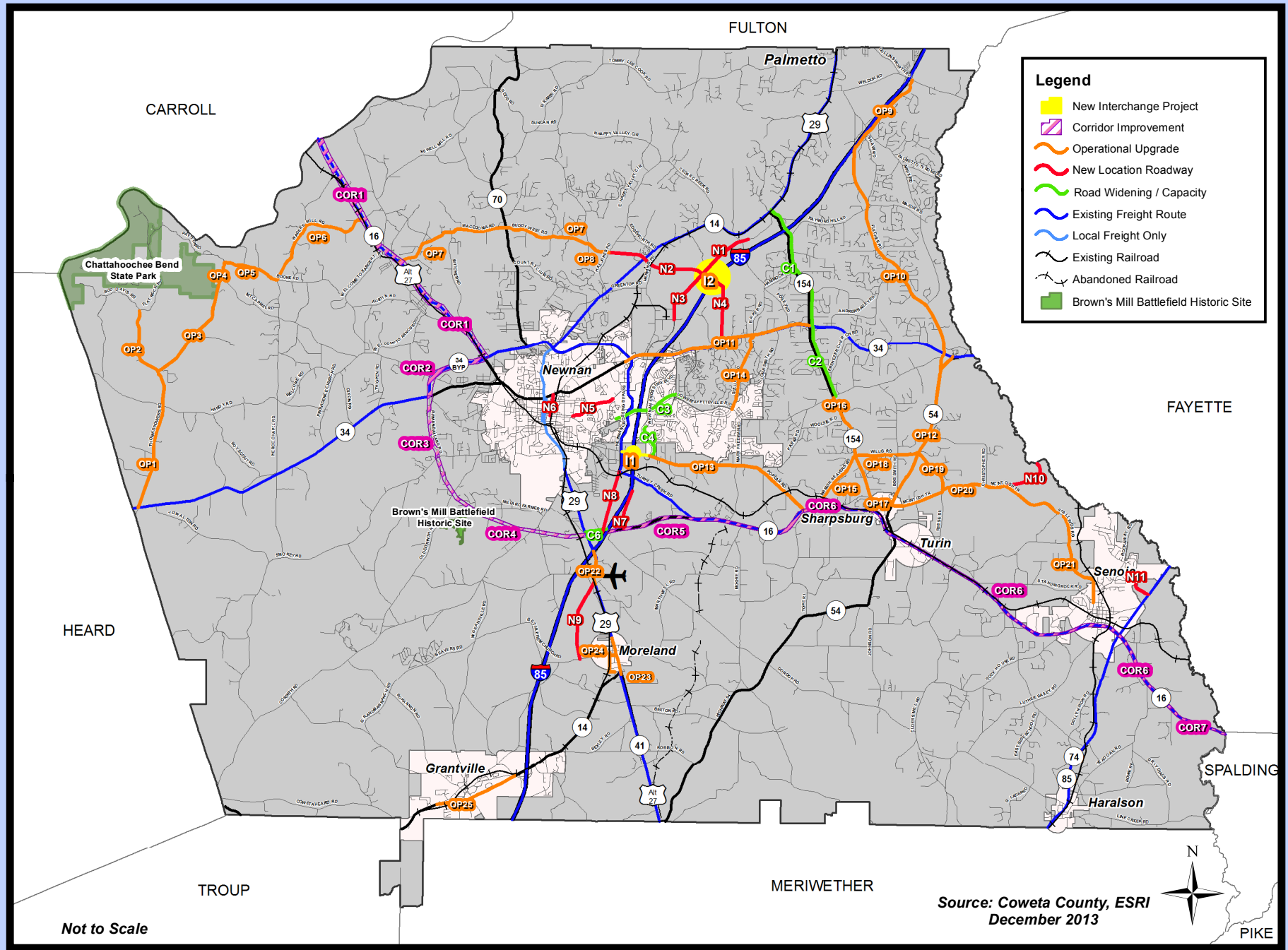
Freight movement in Coweta predominantly involves trucking and railroads. The CTP's freight recommendations are designed to respond to several specific needs:

- Optimize economic growth by ensuring a balanced and efficient goods transport system
- Provide roadway and intersection facilities that maintain safe and efficient freight access and mobility
- Improve the roadway network to accommodate growing freight transport, delivery and transfer needs
- Minimize the impact of freight movement in environmentally sensitive and populated areas



The CTP freight recommendations are:

- Develop a Local Freight Route Network to include designated State/Regional Freight Routes and other critical freight corridors
- Designate Local Freight Routes as appropriate
 - Hwy 154 from I-85 westward to US 29
 - Collinsworth Road/Weldon Road from I-85 westward to US 29
 - When Amlajack Boulevard Interchange is constructed, add Amlajack Boulevard, Coweta Industrial Parkway, and Holz Parkway
- When Newnan Bypass Extension is constructed, revise Regional Truck Route Network to add Newnan Bypass Extension from Turkey Creek Road to SR 16 and SR 16 from I-85 to US 29, and remove Turkey Creek Road
- Periodically evaluate Regional Truck Route Network in Coweta with ARC and GDOT
- Continue to monitor at-grade rail crossings to evaluate whether changing conditions in roadway traffic volumes or rail traffic volumes result in greater potential for conflicts
- Upgrade at-grade railroad crossings at key vehicular traffic locations to improve safety and mobility for roadways and rail (refer to Railroad Crossings in the roadway recommendations list for specific locations)

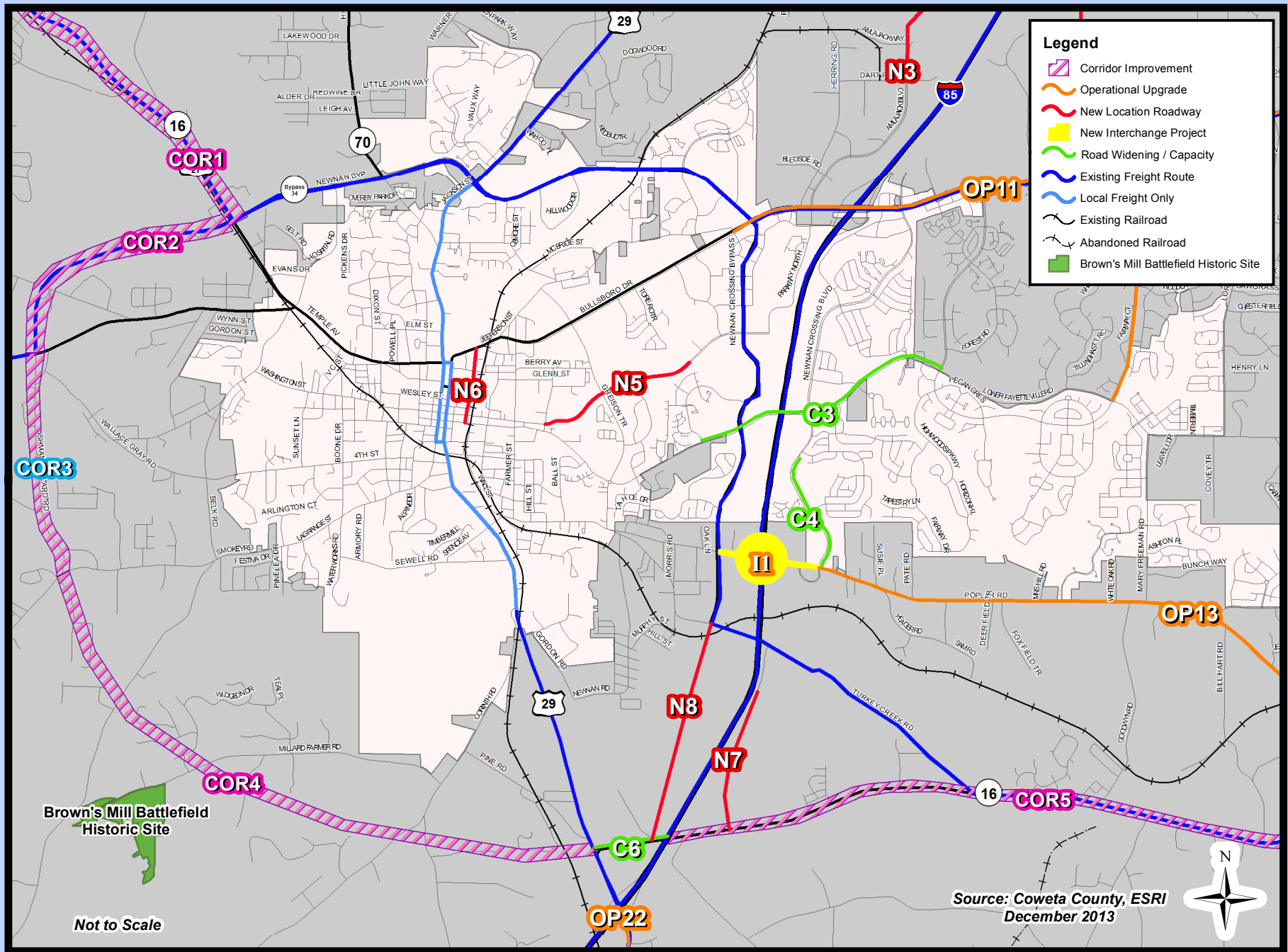


Not to Scale

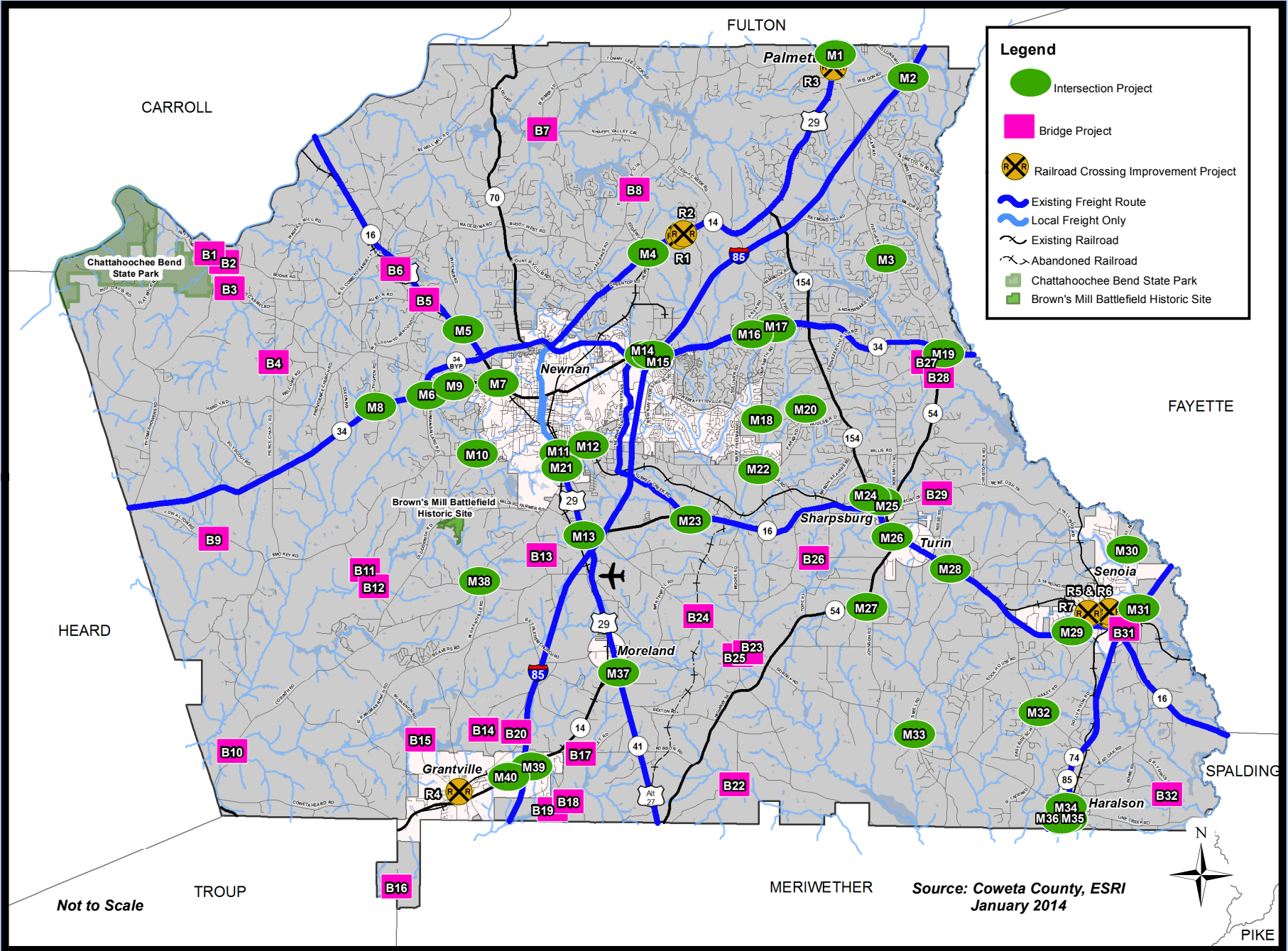
Source: Coweta County, ESRI
December 2013



Coweta County Joint Comprehensive Transportation Plan Update
Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (Coweta County)



**Coweta County Joint Comprehensive Transportation Plan Update
Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (City of Newnan)**



**Coweta County Joint Comprehensive Transportation Plan Update
 Bridge, Railroad Crossing, and Intersection Modification Projects (Coweta County)**

Strategically located along US 29 and adjacent to I-85, the Newnan-Coweta Airport is a transportation facility that supports economic growth in Coweta County.



The Newnan-Coweta Airport maintains a Capital Improvement Plan (CIP), updated yearly, detailing needed airport improvements. Need and support for the CIP improvements exists, but a lack of available funding has caused delays. The Airport Authority, supported by the County, will continue to apply for funding for their CIP projects in an effort to continuously expand and improve facilities. In addition, the operational upgrades to US 29/US 27Alt from I-85 to Airport Road, included in the CTP's roadway recommendations, supports improved access to the airport.

TRANSIT STRATEGIES

The focus of transit activities was on developing broad "strategies" covering many different service types to increase access to public transportation opportunities. Strategies fall into one of three categories—expanded service, new service, and service coordination and optimization—and include fixed-route transit circulators/shuttles, vanpool/ rideshare programs, and subscription services.

Expanded Services

- Increase demand response service to high demand areas
- GRTA service to Hartsfield-Jackson Atlanta International Airport
- Add park and ride lot at Exit 51 (serviced as part of existing Newnan Xpress bus service)

New Services

- Fixed route/route deviation service—Downtown Newnan to/from intown neighborhoods and Piedmont Newnan Hospital/West Georgia Technical College
- Newnan Trolley shuttle service—Downtown Newnan/Newnan Centre/Ashley Park
- Express connector service—Downtown Newnan/Bullsboro Corridor/Newnan Crossing/Ashley Park, with morning/afternoon connection to GRTA Xpress park and ride lot
- Circulator service—Ashley Park/Newnan Crossing/Piedmont Newnan Hospital/West Georgia Technical College
- Express shuttle service—Senoia/Sharpsburg/Bullsboro Corridor/Downtown Newnan
- Shuttle service—University of West Georgia's Newnan and Carrollton (main) campuses

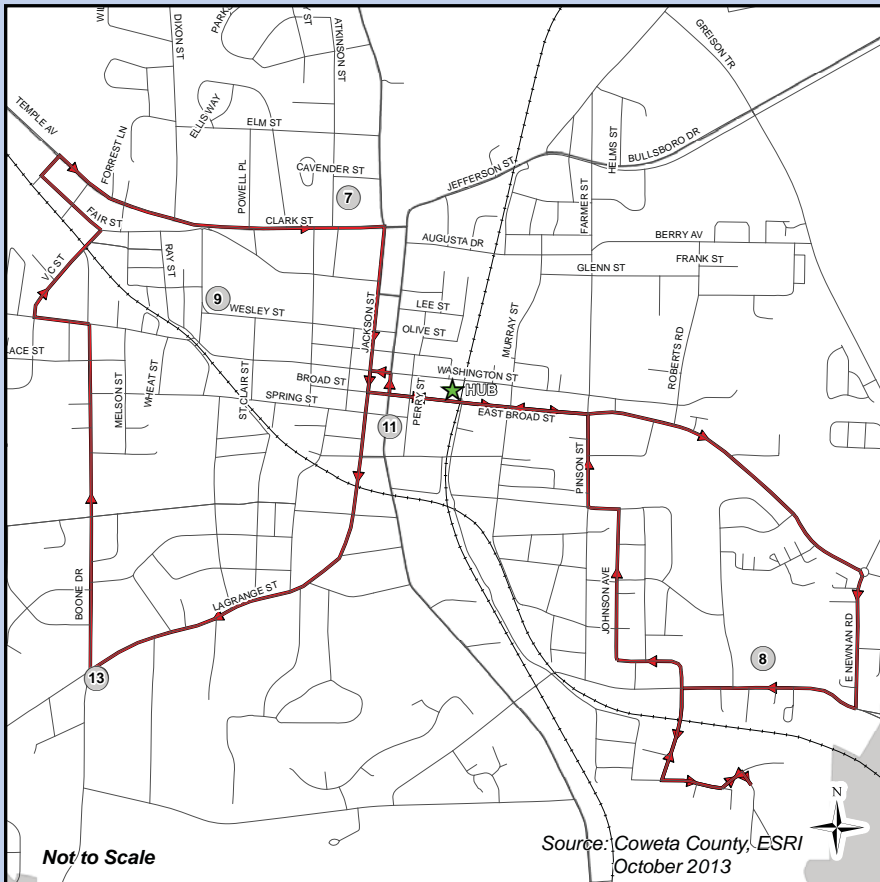
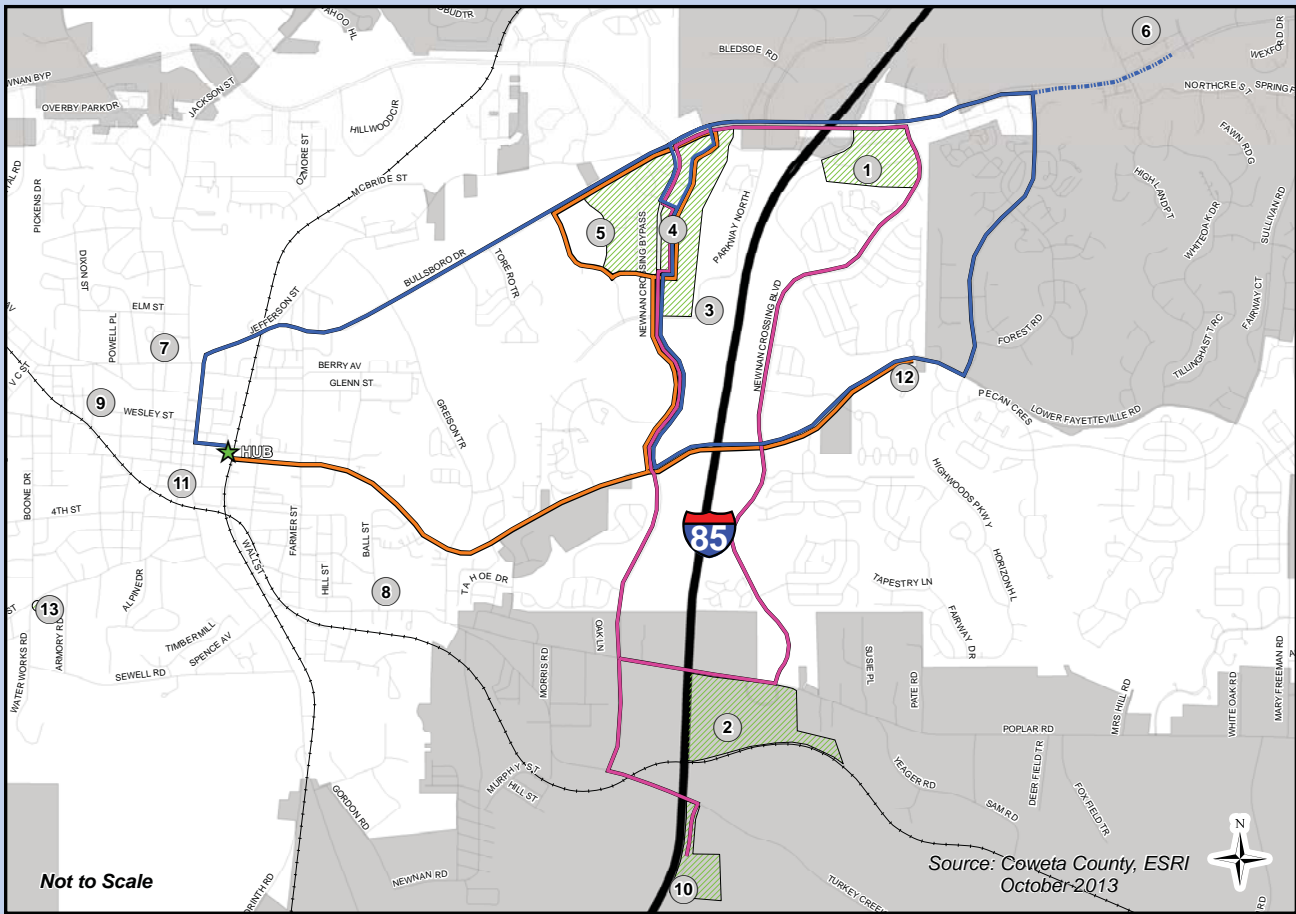


Service Coordination and Optimization

- Mobility Manager
- Private sector partnerships
- Marketing and service referral program

Full implementation of recommended strategies is likely to be accomplished in a phased fashion over the next 15-25 years, with continued assessment of the type and geographical distribution of needs.

The success of current Coweta County Transit and GRTA Xpress services, combined with continuing requests for additional services, indicates the need to expand existing public transit services as warranted by demand.



- ### Points of Interest
1. Walmart Shopping Center
 2. Piedmont Newnan Hospital
 3. Cancer Treatment Centers of America
 4. Newnan Crossing Shopping Center
 5. Ashley Park Shopping Center
 6. GRTA Park and Ride Lot
 7. Future Location of UWG - Newnan Campus
 8. Central Education Center
(Current location of W. Georgia Technical College)
 9. Newnan/Coweta Boys and Girls Club of America
 10. New Campus of West Georgia Technical College
 11. Newnan Post Office
 12. The Newnan Centre
 13. Newnan High School

- ### Legend
- Points of Interest
 - HUB
 - Bullsboro Express
 - GRTA Xpress Connection
 - Bullsboro/Poplar Circulator
 - Newnan Centre/Ashley Park Trolley
 - Intown Neighborhood Loop
 - Existing Railroad
 - Abandoned Railroad

Coweta County Joint Comprehensive Transportation Plan Update Potential Transit Routes

BICYCLE NETWORK & PEDESTRIAN FACILITIES

Coweta County has undertaken efforts in recent years to expand its bicycle and pedestrian network, most notably through the approved Greenway Master Plan. Bicycle and pedestrian facility recommendations aim to tie together existing and proposed facilities by connecting points of interest and upgrading/rehabilitating the existing network. The focus of the CTP Update’s bicycle/pedestrian recommendations is to:

- “Fill the gaps” in the sidewalk network in cities/towns and activity centers
- Prioritize Greenway Master Plan multi-use path segments for construction
- Where feasible and appropriate, evaluate applicable roadway widening and repaving projects using “Complete Streets” criteria to consider adding bicycle lanes/sidewalks
- Install “Share the Road” signage along designated bicycle routes
- Provide for bicycle racks at commercial and industrial developments



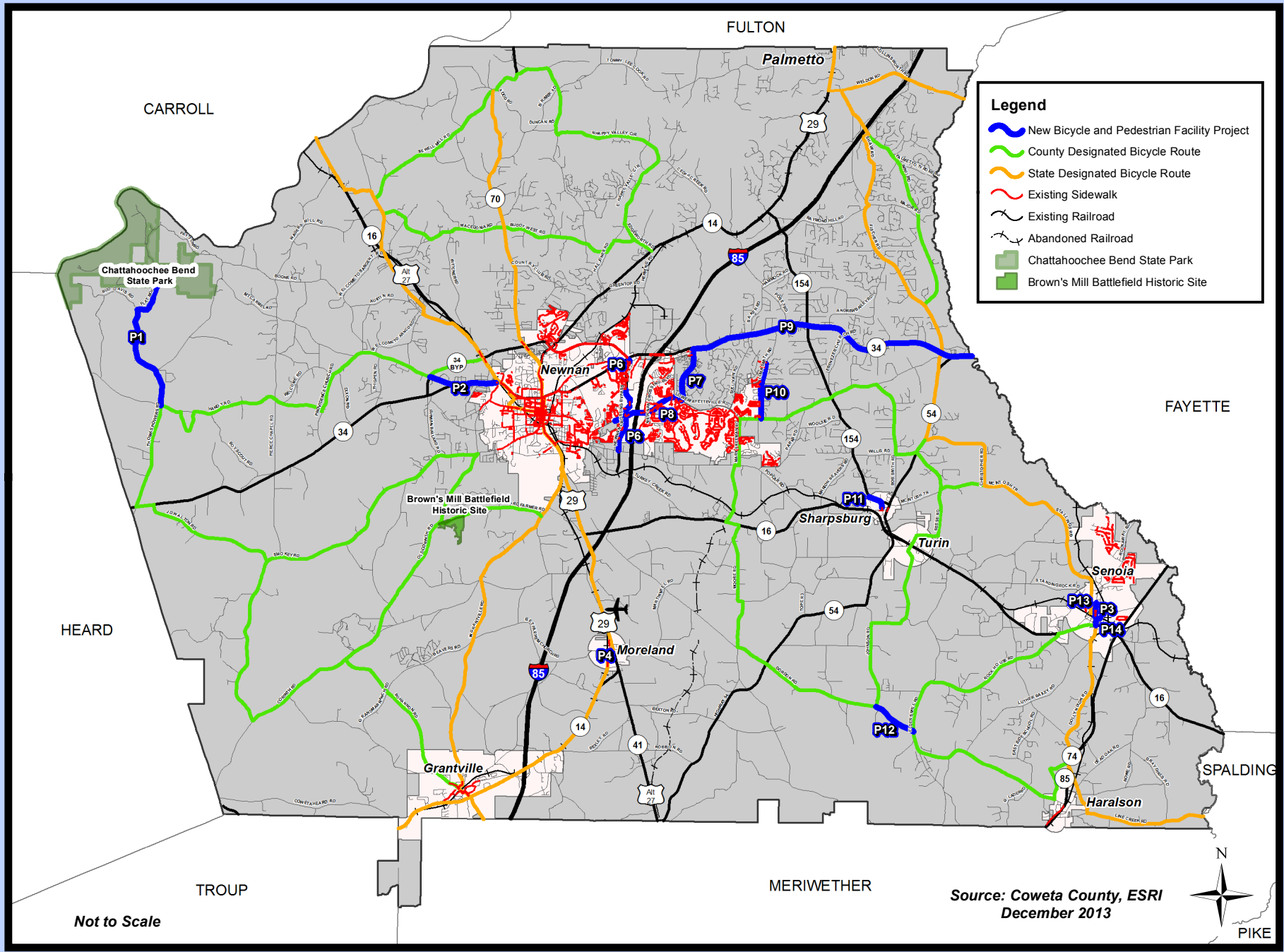
Together with these general strategies, the CTP Update recommends 14 specific bicycle and pedestrian projects to improve connections on existing and proposed facilities.

An important consideration for all bicycle and pedestrian facilities remains the safety of the network for all users, whether bicyclist, pedestrian or motorist.

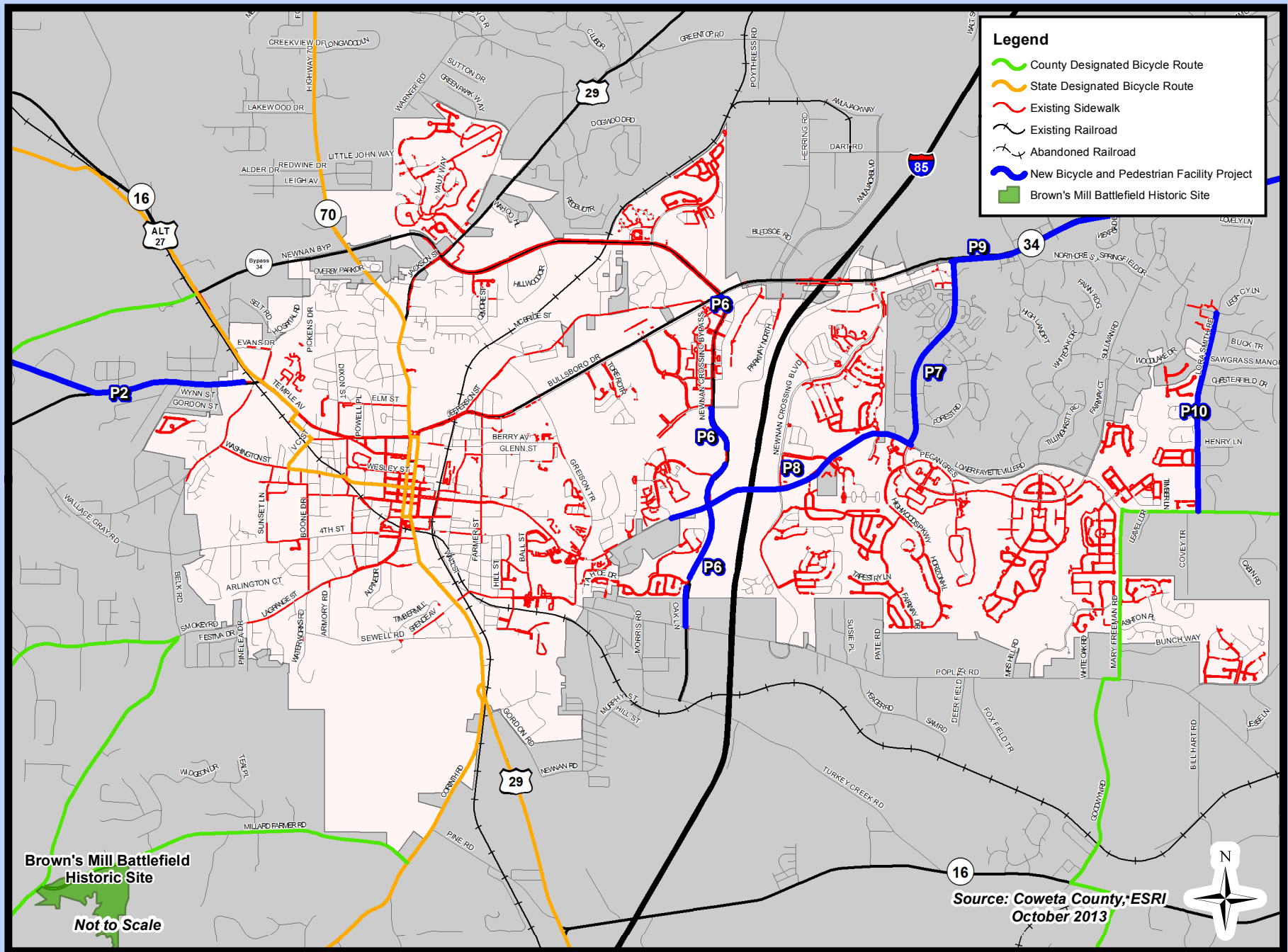
BICYCLE & PEDESTRIAN PROJECT LIST

P1	Bike route connection to Chattahoochee Bend State Park
P2	Extend existing bike route along Franklin Road to Newnan city limits
P3	Rehabilitate non-vehicular use bridge over railroad on Bridge Street at Senoia city limits (bicycle/pedestrian/golf cart use only)
P4	Sidewalks in Moreland between existing sidewalks on Railroad and Church Streets
P5	Chattahoochee Hill Country Regional Greenway Trail System Pilot Project (<i>exact project location yet to be finalized</i>)
P6	Sidewalks along SR 34 Bypass and Newnan Crossing Bypass to connect key destinations
P7	Sidewalks along Shenandoah Boulevard
P8	Sidewalks or bike paths along Lower Fayetteville Road
P9	Multi-use path along SR 34 from Newnan to Peachtree City
P10	Sidewalks along Lora Smith Road to connect two schools to subdivisions along roadway
P11	Sidewalk connection between existing sidewalks in downtown Sharpsburg and East Coweta High School
P12	Bike route on Gordon Road between Johnson Road and Elders Mill Road to connect two existing bike routes
P13	Sidewalk connection on Main Street in Senoia from Couch Street to Johnson Street to connect two existing sidewalks
P14	Sidewalks from Main Street in downtown Senoia to SR 16 (Broad Street)

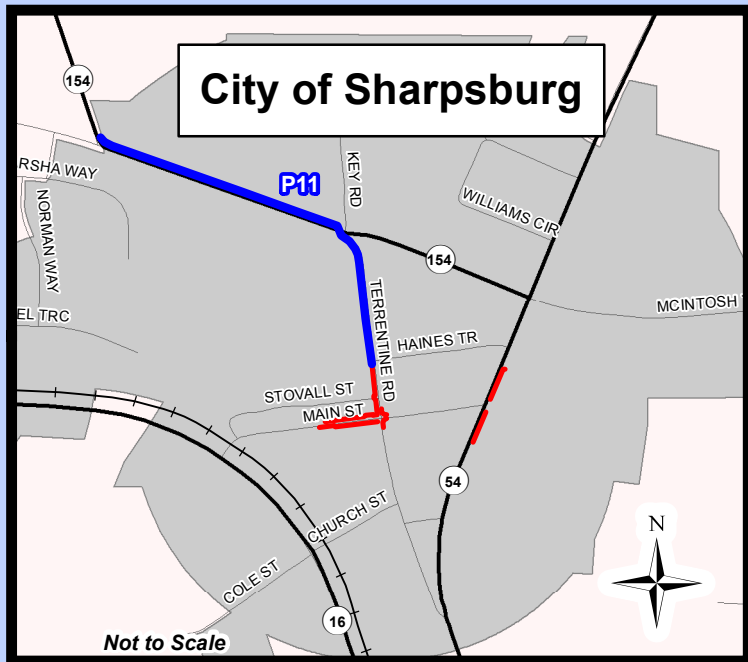
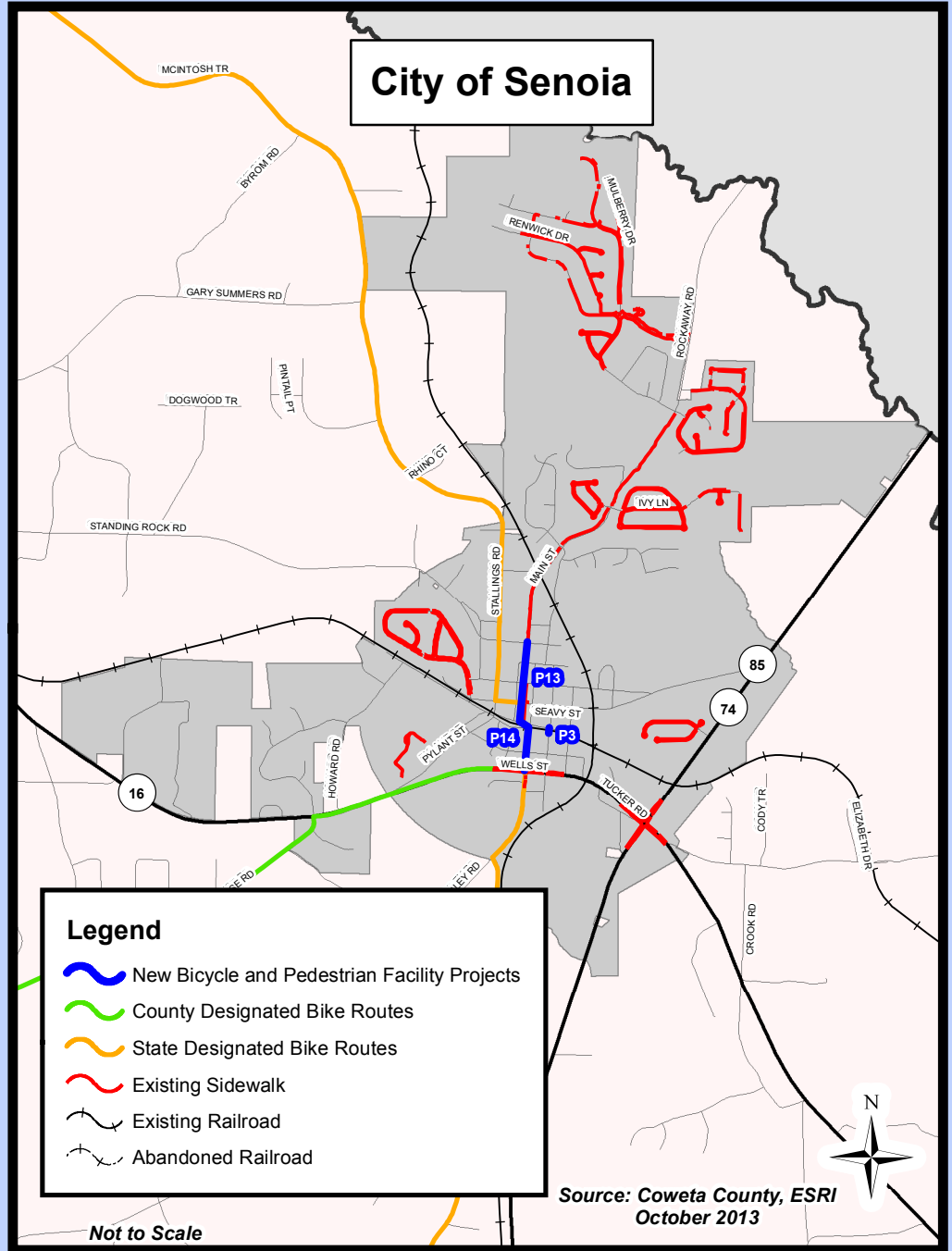
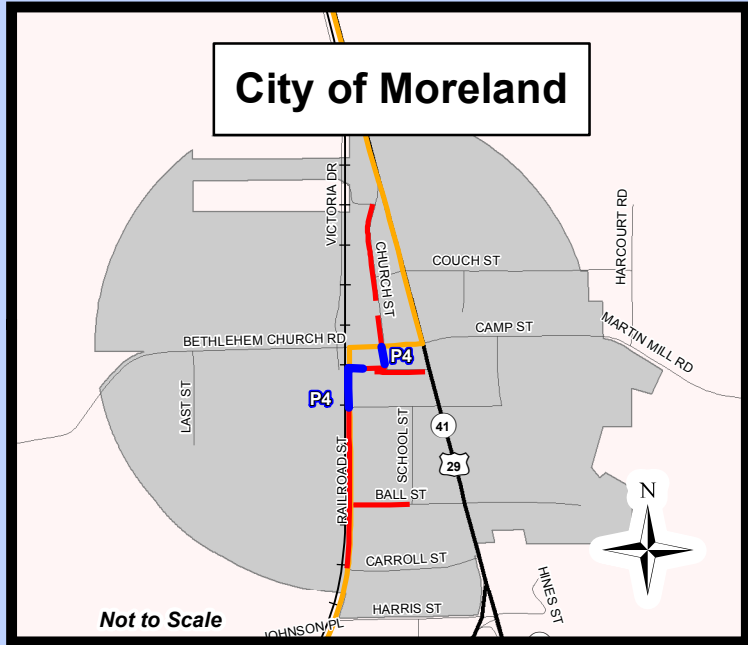
It should also be noted that, although bicycle and pedestrian facility project recommendations from approved local jurisdiction plans are not listed individually in the CTP project recommendations, the CTP supports local jurisdictions’ continued development of such plans and implementation of the projects recommended therein as funding becomes available.



Coweta County Joint Comprehensive Transportation Plan Update Bicycle and Pedestrian Facility Projects (Coweta County)



Coweta County Joint Comprehensive Transportation Plan Update Bicycle and Pedestrian Facility Projects (City of Newnan)



**Coweta County Joint Comprehensive Transportation Plan Update
Bicycle and Pedestrian Facility Projects (Moreland, Senoia and Sharpsburg)**

COSTS & PHASING

Costs for all the roadway and bridge project recommendations total an estimated \$673.4 million, broken down by project type as follows:

- New Interchanges = \$70.8 million
- New Location Roadways = \$156.1 million
- Road Widening/Capacity = \$98.3 million
- Operational Upgrades = \$105.0 million
- Intersection Modifications = \$55.9 million
- Corridor Improvements = \$159.5 million
- Bridge Upgrades = \$26.4 million
- Railroad Crossings = \$1.4 million

Prioritization of projects took into consideration several primary factors, including: nature, degree and estimated timing of need, continuity with adjacent improvements, and anticipated funding levels and sources. Projects were prioritized into three implementation time periods:

- Short-term = 2014-2020
- Mid-term = 2021-2030
- Long-term = 2031-2040

Roadway and bridge projects programmed in the ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST compose the majority of short-term projects. They include 9 ARC TIP projects (\$104.3 million) and 13 remaining Coweta County SPLOST projects (\$7.3 million), with another 5 projects planned in the SPLOST should sufficient funding become available (\$12.7 million).

An additional 17 projects were prioritized into the “gap” years (2018-2020) remaining in the short-term period, assuming inclusion in the next ARC TIP or Coweta County SPLOST (if voter approved). These include several key mobility and economic development projects, such as those connected to the new Amlajack interchange, as well as a number of intersection improvements on locally maintained roads throughout Coweta. These 17 projects total an estimated \$90.8 million.

The 15 projects prioritized into the mid-term period consist mostly of new/widened roadways and corridor operational improvements on both the Federal/State and locally maintained roadway network. They have a total estimated cost of \$183.7 million.

The long-term projects predominantly include corridor operational improvements across the network, as well as intersection modifications on the Federal/State system. These 36 projects have a total estimated cost of \$94.9 million.

Several types of roadway improvements were not included within this prioritization due to the nature of the project and how they are traditionally funded. This includes the “corridor improvements,” bridges (non-programmed only), and railroad crossing upgrades.

As mentioned previously, the 7 projects identified as corridor improvements will require further detailed analysis by the Georgia DOT and/or the ARC to determine the exact nature of the improvement, which could include a combination of widening, operational upgrades, intersection modifications and new location roadways. These projects are all located along SR 16 as it crosses Coweta from Carroll to Spalding counties and including the proposed Southwest Bypass to the west and south of Newnan.

With the exception of any bridge and railroad crossings currently programmed in the ARC TIP or Coweta County SPLOST, it was assumed that all future improvements would be funded under State or regional programs dedicated to bridge upgrades and railroad crossing safety. Georgia DOT maintains a strict monitoring system of all bridges and railroad crossings statewide, and programs improvements as necessary based on need and available funding.

FUNDING

Project funding is categorized into federal, state, and local sources. Locally, SPLOSTs and impact fees are common ways to fund transportation improvements beyond what is available through general funds. Local sources may also include quasi-governmental agencies (school boards/development authorities) and the private sector (business/community improvement organizations and developers/property owners). Federal, state and regionally maintained programs fund specific types of improvements, ranging from bridges and transit to those focused on air quality and safety.

The only CTP projects with committed funding are those in the short-term ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST. Funding availability through 2040 remains uncertain at all levels. Because of this uncertainty, assumptions were made based on current funding levels to derive the fiscally constrained plan of projects.

Total estimated funding by prioritization period is:

- Short-term (2013-2020) = \$160.7 million
 - ARC 2012-2017 TIP = \$104.3 million
 - Coweta 2013-2018 SPLOST = \$7.3 million
 - “Gap” ARC (2018-2020) = \$26.8 million
 - “Gap” SPLOST (2019-2020) = \$22.3 million
- Mid-term (2021-2030) = \$131.6 million
 - ARC RTP = \$34.4 million
 - Coweta SPLOST = \$97.2 million
- Long-term (2031-2040) = \$123.6 million
 - ARC RTP = \$34.4 million
 - Coweta SPLOST = \$89.2 million

These amounts assume current sources and levels continue mostly unchanged through 2040. As such, SPLOST funding of \$11.15 million per year was assumed for all but four years through 2040. Although Coweta voters have been supportive of the SPLOST in recent years, those four years allow for occasional breaks between SPLOST periods.

Similarly, the ARC funding amount in the short-term “gap” years equals the 2012-2017 TIP value for federal and state sources only, annualized, for three years. In the mid-term period, ARC funding equals the amount already allocated to the one project currently in the RTP. The long-term period funding assumes the same value as currently allocated in the RTP in those years.

Several additional notes should be made regarding funding assumptions. First, future estimated SPLOST amounts do not account for funding set-asides that some ongoing roadway rehabilitation, striping and maintenance programs currently receive. Additionally, several other types of CTP project recommendations, such as bicycle/pedestrian and transit, are not included in this costing, phasing or funding analysis. Finally, federal/state funding typically requires a local match of no less than 20 percent, which Coweta has funded in recent years with SPLOST revenues.

Achieving funding at estimated levels will require significant efforts on the part of Coweta County staff and officials. Local funding, primarily through the SPLOST, necessitates a continued commitment to ensuring that public funds are spent as efficiently and effectively as possible, and that the citizens are aware and supportive of those efforts and projects. Additionally, lean economic times mean that state and regional funding is limited and highly competitive. Coweta County officials and staff must continue to be proactive in efforts to inform regional and state planning partners of the County’s transportation needs and priorities, as well as in stridently promoting the County’s interests in the competition for any available funding.

Municipality Snapshots



CITY OF GRANTVILLE

Located on Coweta's southern border adjacent to Troup and Meriwether counties, the City of Grantville has a population of over 3,000 and area of 5.2 square miles. Grantville area projects are:

- Operational improvements on US 29 between LaGrange Street and Griffin Street
- Intersection modifications on US 29 at Lowery Road and Griffin Street at Charlie Patterson Road
- 7 bridge upgrades over the Messiers and Yellow Jacket creeks
- Railroad crossing upgrade on Main Street
- Sidewalks connecting key destinations

CITY OF HARALSON

The small community of Haralson, on the southeast border with Meriwether and Spalding counties, has a population of 166 and area of 0.7 square miles. CTP projects in/near Haralson are:

- Intersection modifications to SR 74/85 at Gordon Road and Line Creek Road at Shaddix Road and Main Street
- Additional sidewalk to connect downtown destinations and residential areas



TOWN OF MORELAND

South of Newnan in central Coweta County, the Town of Moreland has a population of almost 400 and area of 0.9 square miles. CTP projects located in and around Moreland include:

- Operational improvements on US 29 between SR 41 and Church Street, and on Railroad Street from Main Street to Harris Street
- Intersection modification at SR 14 and SR 41
- New two-lane roadway connecting from US 29 north of Moreland near the airport to Bethlehem Church Road to the west of town
- Sidewalk to connect the gaps in existing facilities along Railroad and Church streets and link other downtown destinations



CITY OF NEWNAN

The City of Newnan is Coweta's county seat and largest city in both population and size, with more than 33,000 residents and a land area of over 18 square miles. Not surprisingly, a number of CTP projects are located in Newnan and adjacent unincorporated areas of the county. Several key CTP projects around Newnan include:

- New I-85 interchanges at Poplar Road and Amlajack Boulevard
- Additional capacity on Lower Fayetteville Road and Newnan Crossing Boulevard East
- New roadway extensions to McIntosh Parkway and Andrews Street
- Various intersection modifications, including realignment of the Five Points intersection
- Sidewalks and multi-use paths connecting key destinations



CITY OF SENOIA

Located in southeastern Coweta adjacent to Fayette County, Senoia has a population of 3,300 and area of 4.7 square miles. The CTP includes a wide variety of projects in and around Senoia:

- New two-lane roadway connecting the end of Ivy Lane to SR 74/85
- Operational improvements along Stallings Road from Couch Street to McIntosh Trail
- Intersection modifications on SR 16 at Pylant Street, Rockaway Road at Heritage Point Parkway, and SR 74/85 at Seavy Street
- Upgrade the bridge over the rail line on SR 74/85 between SR 16 and Seavy Street
- Rehabilitate the bridge over the railroad on Bridge Street for non-vehicular use
- Railroad crossing improvements along Seavy Street and Johnson Street
- Sidewalks along Main Street and in downtown to SR 16 and other key destinations

TOWN OF SHARPSBURG

The Town of Sharpsburg is located in eastern-central Coweta County, along SR 16 between Newnan and Senoia. It has a population of approximately 341 residents and a land area of 0.6 square miles. A number of improvements are recommended in the vicinity of Sharpsburg:

- Intersection modifications on SR 154 at Old Hwy 16 and at Terrentine Street
- Operational improvements along SR 54, SR 154, and McIntosh Trail to the north and east
- Sidewalks to connect downtown with East Coweta High School and other residential destinations

TOWN OF TURIN

Immediately southeast of Sharpsburg along SR 16, the Town of Turin has 274 residents within its 1.3 square miles. The CTP recommends around Turin:

- Intersection improvements on SR 16 at SR 54
- Further detailed analysis along the SR 16 corridor to determine the best combination of specific improvements
- Sidewalk connections to destinations in downtown and residential areas



CTP Documentation

The Coweta County Joint CTP Update was a 15-month study, over the course of which a number of interim and final deliverables were produced. These supplemental study products, listed below, provide more detailed descriptions of study activities, technical analyses and findings. Copies can be requested from the Coweta County Transportation & Engineering Department.

- Project Management Plan
- Public Involvement Plan
- Inventory of Existing Conditions
- Needs Assessment Report
- Recommendations Report
- Final Joint Comprehensive Transportation Plan Technical Report
- Transit Needs and Feasibility Study

