

CITY OF GRANTVILLE

COMPREHENSIVE PLAN 2006-2026

COMMUNITY AGENDA



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COMMUNITY AGENDA

INTRODUCTION

The third part of the comprehensive plan is the community agenda; it incorporates the community's vision for the future as well as its strategy for achieving this vision. Because the Community Agenda provides guidance for future decision-making about the community, it must be prepared with adequate input from stakeholders and the general public—this process is currently underway. The Community Agenda will include three major components:

- 1) **The Community Vision for the future physical development of the community**, expressed in the form of a map indicating unique character areas, each with its own strategy for guiding future development patterns;
- 2) **The Issues and Opportunities identified by the community** for further action which is the final, locally agreed upon, list of issues and opportunities the City intends to address. Each of these issues or opportunities must be followed-up with a corresponding implementation measures in the Implementation Program.
- 3) **The Implementation Program** is the overall strategy for achieving the Community Vision and for addressing each of the Community Issues and Opportunities. It identifies specific measures to be undertaken by the community to implement the plan.

COMMUNITY VISION

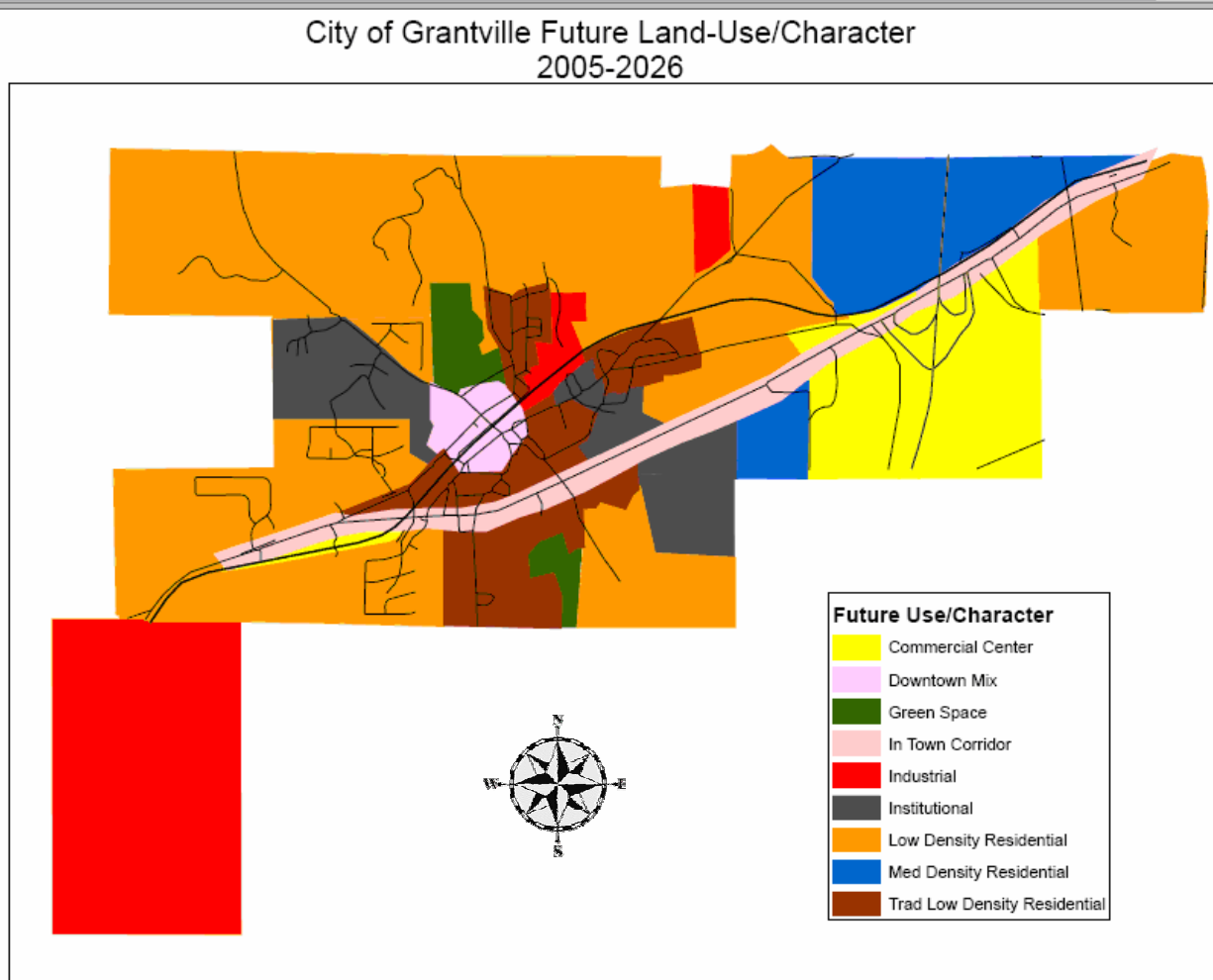
General Vision Statement

The General Vision Statement is intended to help paint a picture of what the City of Grantville desires to become by the end of the current planning period. Grantville's general vision statement is written from the perspective that the current year is 2026, and it is as follows:

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 a functional area that is the central focus of town; it includes governmental, recreational and public assembly activities supplemented by small shops and businesses. The City sees its architectural heritage preserved and the center of Grantville strengthened as the central community focus, and that in Grantville:

- Traffic is controlled;
- The street network is a pedestrian- friendly environment with street trees, attractive signage and stores in scale with the environs and 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 our 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;
- Superior public education is provided by a diverse educational program; and
- Housing choices for different types of units are available and affordable for all.

Future Land-Use/Character Area Map



Defining Narrative

This section provides an outline of goals sought in each of the Character/Use areas designated in the above map. It may be helpful to reference the existing land-use and character area maps reflecting patterns current in April 2006. It offers a description, pursued Quality Community Objective(s), and implementation measures to be utilized for each character area. Pictures and/or illustrations are also provided as a means to show examples of the type, form, styles, and patterns to be encouraged in each area.

COMMERCIAL CENTER-



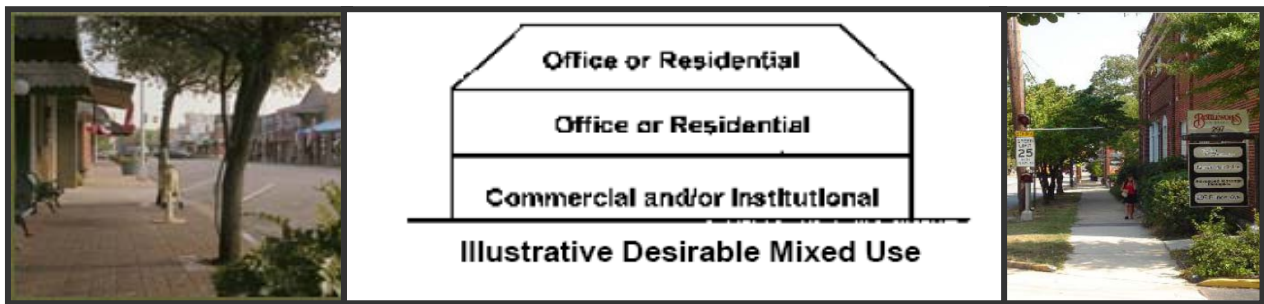
Concentration of regionally-marketed commercial and retail centers, office and employment areas. These areas are characterized by high degree of access by vehicular traffic, and high transit use, including stops, shelters and transfer points; on-site parking; low degree of internal open space; high floor-area-ratio; large tracts of land, campus or unified development.

This area's proximity to the interstate highway and its existing state within several large parcels makes it prime for this type of development. The distance from this area to to the town center also will aide in maintaining the small-town character near the existing historical city.

- Should include relatively high-density mix of retail, office, services, and employment to serve a regional market area. Road edges should be clearly defined by locating buildings at roadside with parking in the rear.
- Provide bike lanes or wide curb lanes to encourage bicycling and provide additional safety, provide conveniently located, preferably sheltered, bicycle parking at retail and office destinations and in multi-family dwellings.
- Encourage compatible architecture styles that maintain the regional character, and should not include "franchise" or "corporate" architecture.

- “Big-box” commercial should be limited to this area.
- Encourage the establishment of major employers, such as educational institutions, industry, and recreational/sports complexes.
- All new development should be accessible through shared driveways and inter-parcel road connections providing alternate access to these developments and reducing curb cuts and traffic on the main highway.
- Encourage landscaped, raised medians to provide vehicular safety, aesthetics, and also pedestrian crossing refuge.

DOWNTOWN MIX-



A focal point for several neighborhoods that has a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians.

- The Downtown Mix should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area.
- Residential development should reinforce the town center through locating higher density housing options adjacent to the center, targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums.

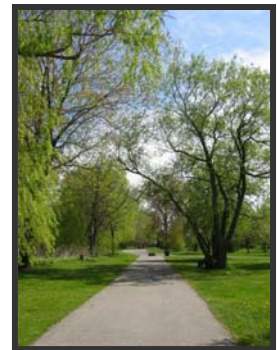
- Design for each Town Center should be very pedestrian-oriented, with strong, walkable connections between different uses.
- Road edges should be clearly defined by locating buildings at roadside with parking in the rear or on-street.
- Include direct connections to the greenspace and trail networks.
- 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 centers, parks, schools, etc.

GREENSPACE-

Primarily undeveloped natural lands potentially useful as parkland and passive recreation expansion as the city grows.

Maintain natural, rural character 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.



IN-TOWN CORRIDOR-



Developed or undeveloped land paralleling the route of HIGHWAY 29 in town that is likely to experience uncontrolled strip development if growth is not properly managed.

- Gradually convert corridor to attractive boulevard with signage guiding visitors to downtown and scenic areas around the community.
- In the longer term, enact design guidelines for new development, including minimal building setback requirements from the street, to ensure that the corridors become more attractive as properties develop or redevelop.
- Corridors leading to town centers or downtown, in particular, should be attractive, where development is carefully controlled (or redevelopment tools are used) to maintain or improve appearances.
- Reduce the role and impact of automobiles in the community by employing attractive traffic-calming measures along major roadways and exploring alternative solutions to parking congestion.
- Provide basic access for pedestrians and bicycles, consider vehicular safety measures including driveway consolidation and raised medians (which also improve safety for bike/pedestrians).

INDUSTRIAL-



Area used in low intensity manufacturing, wholesale trade, and distribution activities that do not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics. One area includes an old factory the activities of which once were heavy industrial in nature but have since been converted to lighter uses. The other area includes more modern building with very little environmental impact on the surrounding areas.

- Develop or, where possible, retrofit as part of planned industrial park having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out. Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
- Incorporate signage and lighting guidelines to enhance quality of development.

INSTITUTIONAL-

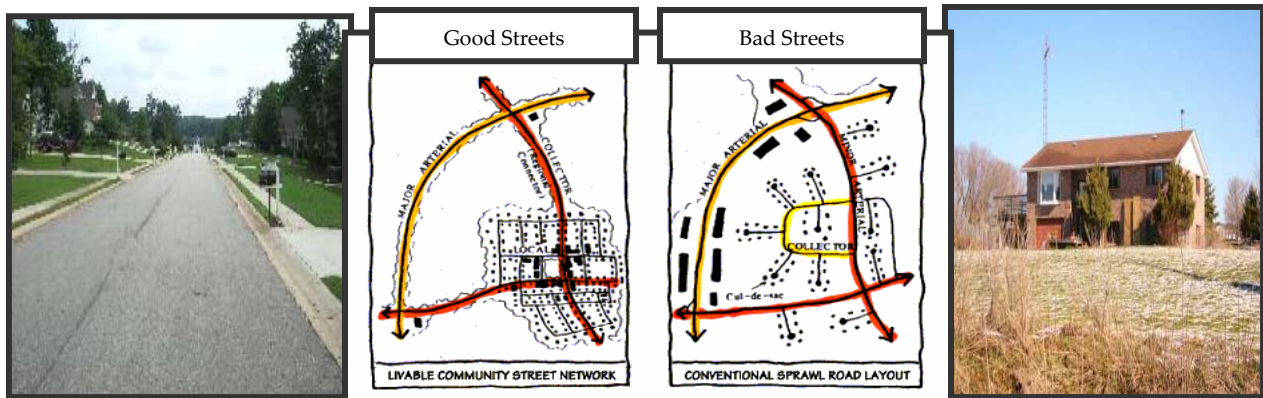


Areas marked “Institutional” are comprised exhibit use patterns indicative of government facilities; these include schools, wastewater treatment facilities

(sprayfields), active recreation facilities, Grantville City Hall, etc. Future institutional development should be of high-quality as to set an example for other development.

- Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
- Improve pedestrian access.
- Its overall character should be consistent with that of areas surrounding it.

LOW-DENSITY RESIDENTIAL-



This area encompasses tracts of land currently rural residential in character likely to experience high demand for either large-lot (2+ acres) residential development or traditional subdivision development. Without intervention, this area is likely to evolve with low pedestrian orientation, little or no transit, high open space, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.

- Promote moderate density, traditional neighborhood development (TND) style residential subdivisions.
- New development should be a master-planned and linked in a compact pattern that encourages walking and minimizes the need for auto trips within the subdivision.

- There should be strong connectivity and continuity between each master planned development.
- There should be good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points.
- Encourage compatible architecture styles that maintain the regional character, and do not include “franchise” or “corporate” architecture.
- Wherever possible, connect to regional network of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.
- Promote street design that fosters traffic calming such as narrower residential streets, on-street parking, and addition of bicycle and pedestrian facilities.
- Street patterns should expand on and connect with the existing grid rather than using curvilinear designs and cul-de-sacs.

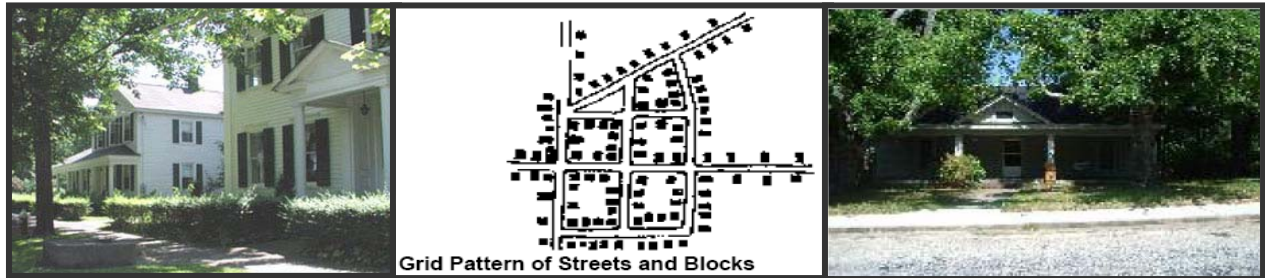
MEDIUM-DENSITY RESIDENTIAL-



Areas near to major highway access likely to appeal to commuters. Existing large-parcel sizes make possible the development of higher density, including duplexes, triplexes, etc., as well as apartment communities or town-house developments. Proximity to planned commercial centers minimizes the number to automobile trips necessary shop.

- Focus upon encouraging pervious paving and screening of cars and other unattractive aspects of businesses.
- Use buffers to separate from adjacent uses.
- Residential development should reinforce the center through locating higher density housing options adjacent to the center, targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums.
- Design for each Center 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. Include direct connections to the greenspace and trail networks.
- Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities, such as libraries, neighborhood centers, health facilities, parks, schools, etc.
- Street patterns should expand on and connect with the existing grid rather than using curvilinear designs and cul-de-sacs.

LOW-DENSITY RESIDENTIAL OF TRADITIONAL CHARACTER-



Residential area in older part of the community typically developed prior to WWII. Characteristics include high pedestrian orientation, sidewalks, street trees, and street furniture; on-street parking; small, regular lots; limited open space; buildings close to or at the front property line; low degree of building separation; neighborhood-scale businesses scattered throughout the area.

- Focus on reinforcing stability by encouraging more homeownership and maintenance or upgrade of existing properties.
- Vacant properties in the neighborhood offer an opportunity for infill development of new, architecturally compatible housing.
- Include 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, and similar appropriately-scaled retail establishments serving neighborhood residents.
- Strong pedestrian and bicycle connections should also be provided to encourage these residents to walk/bike to work, shopping, or other destinations in the area.
- 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 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 neighborhood should, however, also include 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, and similar appropriately-scaled retail establishments serving neighborhood residents.

COMMUNITY ISSUES AND OPPORTUNITIES

The Community Assessment component of the Comprehensive Plan identifies issues and opportunities that are required to be addressed in this Community Agenda. Each of the issues so identified are addressed in the appropriate segment of this document. For each issue or opportunity identified, the Community Agenda is intended to bring closure to those actions needed to address issues and capitalize on opportunities.

Population

As discussed in-depth in the community assessment component of this plan, the importance of rapid population growth is undeniable and the issues raised for the community by such unprecedented growth are paramount. Undoubtedly, we would always like for growth to occur at a pace which allows us adjust to it easily. However, this is not always possible, and we must work with the situation that presents itself. Rather than attempting to slow the growth which, even if it were possible, could present serious dangers for the long-term health of our community, we have chosen to

identify the specific areas of impact and creatively manage the coming growth. The particular impacts of population growth have been delineated and detailed within the following subject areas. We feel this gives us a more comprehensive approach to the fundamental issues and opportunities facing the City of Grantville than dealing with them through the overly broad lens of “Population”.

Housing

There has been no significant expansion to the types of housing options available to Grantville’s citizens. The predominant housing type is single-family detached. A healthy, vibrant city is comprised of a variety of types of people of differing income levels and household compositions which require a wide variety in the types of housing available. As the City of Grantville grows it will be important to encourage a healthier mix in housing types.

The quality of housing in several areas of Grantville continues to deteriorate due to poor maintenance resulting from low-levels of home-ownership and low-income in those areas. These areas can generally be found in the Character Areas labeled Traditional Neighborhood-Declining on the appropriate maps. Much of the housing stock in the city, and especially in those areas, is over 50 years old and could properly be labeled “dilapidated”. Not all homes have complete plumbing and kitchen facilities and could properly be labeled “substandard”. Dilapidated housing is highly unattractive to potential new residents and presents the image of a poor quality of life that can deter higher quality residential, commercial, and industrial (re)development from occurring. Additionally, poorly maintained housing presents serious health issues to its inhabitants. Redeveloping these areas could potentially spur further development in surrounding vacant areas. While many of the low-quality properties are outside of Grantville’s previously delineated historic district, preservation of these areas could

prove beneficial to the city's marketing of rural, historical character. Furthermore, demolition of non-historic areas determined to be "beyond repair" clears new land for redevelopment and infill activities.

Affordability of housing also stands out as a potential issue for the City of Grantville. Already, there are insufficient affordable housing options for citizens who are below the poverty level. Because new housing developments are marketed directly at individuals and families commuting to Newnan, Atlanta, and other regional employment centers (individuals whose incomes are typically higher than traditional residents of Grantville), the cost of housing in new developments exceeds the financial resources of existing Grantville residents. Local citizens needing to improve their housing condition will find no local opportunities to do so other than leaving the city in favor of more affordable options elsewhere, or remain in housing which no longer meets their needs. While higher property values in new developments will result in incrementally increased values of surrounding properties; however, the incremental increases in the assessed values of these properties may present a hardship for traditional residents and potentially drive out individuals and families in the lowest income brackets.

Economic Development

The number of industrial/manufacturing jobs is decreasing while employment in the retail and service sectors—which have typically lower pay rates—is increasing. The City of Grantville lacks the variety of high-quality, high-paying employment options necessary to ensure economic stability for local residents and the local tax base.

Improvement of the educational attainment levels of Grantville's traditional residents could be improved to attract the environmentally responsible and financially profitable

commercial activities. One possible approach to this problem might be to promote education and workforce development to attract higher paying employers.

The recent influx of commuters is indicative of a serious imbalance between the location of available housing and major employment centers. While it would be unrealistic to expect this figure ever to be totally balanced, it is clear that there are not enough employment centers for residents of Grantville. The City must work actively to attract new companies by aggressively marketing Grantville as a good place for employers to locate and improving labor force through workforce development.

The City currently suffers from a near total absence of consumer oriented retail outlets including grocery stores, pharmacies, and clothiers. Local medical facilities also are absent. This presents quality of life issues and also negatively impacts the economic well-being of the community.

Perhaps the most serious economic issue facing the City of Grantville is its lack of an economic development plan for the future. Current economic development efforts favor new development over redevelopment opportunities. Business retention and attraction is not sufficiently active or successful. It is imperative for the future of any community to plan for its own economic future. Such a plan could include measures such as incentives for businesses or assistance for entrepreneurs; promote historic tourism by revitalization of downtown areas; creating more involvement with surrounding city and county governments; working to attract more technology and clean industry employers; encouraging more technical training of the local labor force; and reinforcing the community's sense of place.

Facilities and Services

Public Utilities, Education, and Public Safety services apparently meet current demand; however, continued population expansion will necessitate expansion of service capacity

in all areas, including: public safety, potable water, wastewater, electric and gas. With expansion of services comes the opportunity to modernize, streamline operations, increase efficiency and thus improve overall service delivery.

The local library is very small and has very limited capacity; however, planning is currently underway for the construction of a new facility. It is imperative that planning for the new library take into account the needs and desires of the community and the input of library staff if the facility is to be expected to meet the needs of the citizens.

While the city does have a very active recreation facility featuring baseball fields, tennis courts, etc., increasing population will create a demand for passive recreational activities, as well. Current passive recreational opportunities are insufficient to meet future demands. Passive recreational areas are ideal avenues toward the inclusion of green and open spaces into the overall design of a community and are highly beneficial for city beautification efforts. Passive recreation greatly adds to a community's overall quality of life. It would be wise for the community to devise a Citywide Recreation Plan.

Existing development patterns exhibit a near complete absence of any activity other than traditional subdivisions. The cost of providing public services and facilities for residential development generally exceeds the revenue local tax revenue generated by residential uses (especially when the development is primarily occupied by commuters who do most of their working and spending outside of their home community). This issue is not unique to Grantville. The issue is compounded by a general lack of in-depth, professional analysis of proposed development projects on public facilities and the community character. This must change. This is not to say that future subdivision developments should be discouraged. Rather, as long as future

residential development emphasizes dense development surrounded by meaningful greenspace allocations, subdivisions and planned-unit-developments (PUDs) can be a valuable and worthwhile part of the overall community mix. Impact fees can be very useful in helping a growing city cope with the increased service-delivery needs created by this type of development.

Many existing local roads/streets are exhibiting signs of declining quality. Once one travels off of arterials and collectors, highly worn surfaces featuring potholes, asphalt cracks, signs of erosion and minor subsidence are very evident. Poor road quality makes the community less attractive for potential businesses and residents. Emphasizing beautification and streetscape improvements within city and especially in the historic downtown can aid the city's efforts to market its unique, historical character. Restoration of older streets to original quality will improve ride and drainage further increasing the cities marketability.

Land Use

The City of Grantville has recently experienced the beginning of a boom in new subdivision development. The model for these recent developments, however, leads us to concern. Rapid development of "cookie cutter" neighborhoods with no green space or open space preservation produces an unattractive pattern which is detrimental to the overall quality of life in the city and the long-term economic success of our community. It will be important for the city to devise and ardently enforce regulations to combat this problem. Additional concerns for new developments arise when we consider the lack neighborhood centers to serve adjacent neighborhoods. There is inadequate mix of uses (like corner groceries or drugstores) within neighborhoods. Implementation (and enforcement) of stricter subdivision and housing development policies can help preserve Grantville's small town character. This can include requiring new PUDs and

subdivisions to include open spaces into their design. Implementation (and enforcement) of policies which encourage a greater variety in housing types and promote mixed-use developments which include easily accessible commercial centers produce a more attractive land-use pattern which can better meet the needs of a burgeoning population.

Of serious concern for the city is the state of its downtown area. There are many undeveloped vacant sites close in to town. There are not ample commercial centers or residential options in downtown. Declining neighborhoods are located adjacent to downtown core. Grantville's downtown needs continued attention to reach full historic potential. The city must take decided action to promote redevelopment efforts in the downtown core. It may be helpful to make some changes to the administration of the City's historic district to allow for grants and other incentives from higher levels of government. It will undoubtedly be important to police and enforce current historical ordinances and perhaps devise a more comprehensive approach to managing the district in order to continue the beautification of downtown.

Grantville has unattractive commercial or shopping areas that are not uniform in architecture. Commercial areas that are not uniform in architecture decrease the aesthetic appeal of the community and hinder the attraction of future employers and developers. It will be necessary to modify existing zoning ordinances and building codes to require uniform architecture of all new commercial developments. Long-term, this will produce more commercial and retail opportunities for residents.

Grantville is spotted with declining neighborhoods and commercial areas. Encourage redevelopment of blighted areas, both residential and commercial. Overall, an approach similar to that suggested in the Housing segment, above, should be helpful.

Intergovernmental Coordination

Rapid growth and urbanization in the City of Grantville creates a need for more intergovernmental coordination between local municipalities and county governments. It is very important that the City of Grantville actively implement the new <Cooperative Service Delivery Strategy?> recently adopted by the municipalities within Coweta County. Additionally important will be continued local support of the Coweta County Community Vision. Planning coordination with surrounding counties and municipalities will become increasingly important as the local population expands.

Transportation

It is very important that the City of Grantville actively implement the new Coweta County Joint Transportation Plan.

The state of roads and streets in the community is an issue. As new residential and commercial developments are constructed it will be important for service delivery that streets in new developments are connected to and compatible with those in neighboring parts of the community. Many city streets are in need of repair or replacement—the city should implement a capital improvements program that prioritizes road and sidewalk repair.

Currently, people lack transportation choices for access to housing, jobs, services, goods, health care and recreation. Individual dependence upon private automobiles, in large part, to the City’s rural nature. This is to be expected. It is important to be mindful, however, to the needs of the poor, the handicapped, and the aged who, equally, deserve transportation.

One way to provide alternatives to transportation by private automobile is by designing and implementing a trail network to connected residential and commercial developments throughout the community. Up to this point such a network has been

unnecessary and unfeasible; but, as the city grows and highway traffic becomes a more serious issue, a pedestrian-centered transportation network may prove a major asset.

In general, the city would see a major improvement by creating a more pedestrian-friendly environment by constructing sidewalks and bicycle lanes throughout Grantville to encourage more pedestrian travel.

Natural and Cultural Resources

The City will be greatly served by studying itself—determining what makes Grantville unique, what makes it a special place to live, work, and play. Presently, it is apparent that Grantville’s small-town character, rural location and relaxed pace of life are major assets. As the city grows it will be important that citizens are more aware of local natural and cultural resources, their significance, and their need for protection (especially the community’s expansive historic district). At present, too many trees and greenspaces are being lost to new developments. An emphasis on tree protection and conservation has been very helpful in protecting the quality of life in many other urbanizing communities—too often, a community realizes too late that it should have been protecting these vital resources. Grantville should increase opportunities for environmental protection education as well as design and implement an open/green space program. Additionally, continued historic preservation in Grantville, especially its downtown district should be the cornerstone of any community improvement projects.

Implementation Program

Policies

In order to best meet the challenges of the next twenty years and to achieve the vision of our community as articulated above, the City of Grantville adopts the following policy framework which will guide the City and its Council in every decision

it makes. Each proposal that comes before the City Council will be judged and evaluated based upon the level to which it adheres to the policies herein contained and the level to which it helps the City to achieve its vision.

Population

Because population growth in itself is not a problem, but rather problems arise from not preparing for the challenges which population growth presents in areas such as housing, land-use, and transportation we don't find it necessary to adopt any policies directly relating to the expansion of the local population. Instead, because, at this stage, population growth presents as great an opportunity as it presents a challenge, we have chosen to approach the situation with a multidimensional series of proactive policies which treat the situation holistically. These policies are outlined in the sections that follow.

Housing

In regard to the issue of housing the City of Grantville will:

- H1. Protect, maintain, and enhance the viability, character, identity and physical condition of established neighborhoods.
- H2. Promote residential development enhancements, such as parks, open space, and other features that add to the quality of life and enjoyment of the residential experience.
- H3. Encourage higher quality housing products through greater regulations and incentives.
- H4. Provide for an appropriate mix of housing opportunities that will better enable the City to be competitive in most housing market sectors, provide for housing options that are currently in demand but not being offered, and to cultivate an exclusive lifecycle supply of housing.

- H5. Continue to support the Housing Authority in their efforts to provide affordable housing to qualified citizens.
- H6. Ensure development to provide for a variety of residential types and densities.
- H7. Eliminate substandard or dilapidated housing in our community by maintaining and enhancing the City's existing housing maintenance inspection program.
- H8. Stimulate infill housing development of existing neighborhoods.
- H9. Create affordable housing opportunities to ensure that all those who work in the community have viable choice or option to live in the community.
- H10. Ensure our neighborhoods will be interactive communities where people have easy access to schools, parks, residences and businesses through walkways, bike paths, road and transportation.
- H11. Encourage home-ownership.
- H12. Encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence.
- H13. We will increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.
- H14. We will promote walkable, safe neighborhoods.
- H15. We will encourage common open space, walking paths, and bicycle lanes that are easily accessible.

Economic Development

In regard to the issue of economic development the City of Grantville will:

- ED1. Encourage entities engaged in economic development and business

support to develop positive and familiar working relationships with local businesses and industries to have greater insight into specific needs and concerns of those companies.

- ED2. Promote the development of a superior educational and job training environment where all levels of the educational system coordinate activities and programs, seek innovative solutions to problems, develop new programs based on future market needs, and commit to the required level of funding to make these programs a success.
- ED3. Encourage the attraction and retention an array of different types of businesses within the Downtown Character area, such as professional offices, service-oriented business and traditional retail business. A varied array of business will provide a higher degree of economic stability to this area in times of economic downturns—much the same way a diversified portfolio protects an investor. This maintains a market unique to the Downtown and not competitive with conventional and contemporary commercial development.
- ED4. Work with the local Convention and Tourism Bureau, the Chamber of Commerce, and other entities to attract tourism to the city.
- ED5. Work with the Chamber of Commerce, Development Authority, and other entities to attract clean and technical industries.
- ED6. Encourage the development of a high quality local medical infrastructure to include services appropriate to local needs to include medical clinics, a hospital, doctors' offices and pharmacies as necessitated by the current future populations.

- ED7. Encourage the local expansion of well-designed commercial and retail outlets to the city which fit with the local character and style of development.
- ED8. Encourage the development of a bank or branch office in the city.
- ED9. Support the school system's efforts to encourage higher education and advanced technical skills.

Facilities and Services

In regard to the issue of community facilities and services the City of Grantville will:

- FS1. Ensure that adequate water and wastewater facilities are developed and maintained to meet the needs of current and future users.
- FS2. Provide facilities and materials necessary to remain responsive in the face of tremendous future growth.
- FS3. Ensure rational and responsive expansion, improvement, development, and outfitting of public recreation facilities according to need, current and future population, land use and suitability, user safety and comfort, community objective, and use of public lands.
- FS4. Continue to expand recreational, cultural, and other programs for all segments of the population.
- FS5. Regularly seek additional funding sources that will assist in the development and upgrade of City parks.
- FS6. Ensure that new development does not cause a decline in locally adopted level of service and that capital improvement or other strategies needed to accommodate the impacts of development are made concurrent or provided for new development.

- FS7. Invest in parks and open space to encourage private reinvestment in urban centers.
- FS8. Create a Citywide Recreation Plan.

Land-Use

In regard to the issue of land-use the City of Grantville will:

- LU1. Promote an orderly, functional, and efficient growth pattern to minimize traffic congestion, maintain and enhance property values, lead to the efficient provision of public services and facilities, and other benefits that will promote the health, safety, order, convenience, and general welfare of the citizens of Grantville.
- LU2. Promote the development and improvement of underutilized or vacant sites including infill lots especially those located in the Downtown Character Area.
- LU3. Encourage compatibility of land uses within zoning districts, minimize incompatibility where this is not feasible, and soften potential adverse impacts of development through screening, buffering, and transitional land uses. This shall include protecting existing stable developments from encroaching incompatible uses when making land use decisions.
- LU4. Encourage the strengthening of existing neighborhoods through public improvements, housing improvements, compatible infill development, and convenient community facilities and services.
- LU5. Facilitate the best possible design elements for development in the City of Grantville recognizing that design has a significant effect on community perception, property values, and business attraction and retention.

- LU6. Gain a better understanding of the current land use patterns and their relationship, as well as estimate land use change in the future over a twenty year time horizon.
- LU7. Provide sufficient land allocated to each land use type to effectively serve the current and future needs of the residential, commercial, industrial, and other land use sectors of the community.
- LU8. Ensure that development will be compatible with the physical limitations of the land, such as soils, topography, flood plains, etc.
- LU9. Seek to develop a local, professional planning department and a long term strategy for the development of a fully functional GIS system that serves multiple departments in numerous functional areas.
- LU10. Support the greenspace preservation by identifying tracts of land for future allocation.
- LU11. Develop and periodically adjust plans for neighborhoods that have special needs.
- LU12. Promote development that is sensitive to the land and gives consideration to adjoining, existing and planned development as well as the overall community.
- LU13. Establish meaningful and predictable standards for the use and development of land, and meaningful guidelines for the content of more detailed land development and use regulations.
- LU14. Commit to redeveloping and enhancing existing commercial and industrial areas located within our community.

- LU15. Emphasize the development of mixed uses, redevelopment and revitalization of existing underutilized commercial and industrial areas over development of new land for commercial purposes.
- LU16. Encourage the use of landscaping, lighting, signage, underground utilities and building design to add value to our community.
- LU17. Our gateways and corridors will create a “sense of place” for our community.
- LU18. Encourage upper floor residential in downtown to add people and variety of uses to the area.
- LU19. Employ innovative planning concepts to achieve desirable and well-designed neighborhoods, protect the environment, preserve meaningful open space, improve traffic flow, and enhance the quality of life in our community.
- LU20. Review land planning and development concepts that may be new to our area, but have been successful in other places.

Intergovernmental Coordination

In regard to the issue of intergovernmental coordination the City of Grantville will:

- IC1. Promote greater information sharing between governments.
- IC2. Establish coordination mechanisms with adjacent local governments to provide for exchange of information.
- IC3. Support other existing educational institutions and encourage development of new opportunities to educate our citizens.

Transportation

In regard to the issue of transportation the City of Grantville will:

- T1. Address the location, vehicular/pedestrian/open space design, landscaping, and furnishing of residential and non-residential streets as one of the community's most important components contributing to the character, structure and development pattern of the community.
- T2. Ensure that transportation and greenway corridors will be supported by the community standards of aesthetics, urban design and environmental stewardship.

Natural and Cultural Resources

In regard to the issue of natural and cultural resources the City of Grantville will:

- R1. Develop and maintain regulations for the protection of natural resources within the City.
- R2. Develop and manage land and transportation networks to ensure the quality of our air and water.
- R3. Support enhanced solid waste reduction and recycling initiatives.
- R4. Encourage new development in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archeological or cultural resources from human encroachment through land development regulations and/or incentives.
- R5. Encourage more compact urban development and preservation of open space.

Other

Furthermore, the City of Grantville will:

- O1. Continue to enforce and update all ordinances and development regulations as community needs change.

Short-Term Work Program: Current-2010

DESCRIPTION	YEAR(S) TO BE IMPLEMENTED	ESTIMATED COST	RESPONSIBLE PARTY	POSSIBLE FUNDING SOURCES
HOUSING				
1. Monitor citywide adherence to housing policies for desired mixes of housing types.	2006-2010	Unknown	City Council	Operating Budget
2. Review rezoning and master plan proposals for consistency with housing policies.	2006-2010	Unknown	City Council	Operating Budget
3. Identify and publicize local, state, federal, and private/non-profit housing programs and incentives to upgrade existing housing units.	2006-2010	Unknown	Professional Staff	Operating Budget
ECONOMIC DEVELOPMENT				
4. Contact community program coordinators at nearby colleges, universities, and technical institutes to determine how they can assist with the City's economic development and redevelopment efforts.	2007	Unknown	Professional Staff	Operating Budget
5. Establish a local development agency and prepare a local economic development plan based on research and recommendations	2007	\$10,000 – \$60,000	City Council	Operating Budget
6. Aggressively market opportunities for development	2006-2010	Unknown	Professional Staff	Operating Budget
7. Establish task forces and committees as appropriate.	2006-2010	Unknown	Professional Staff	Operating Budget
8. Work with merchants to identify and conduct promotional activities and involve the business community in decision-making about matters that affect them.	2006-2010	Unknown	Professional Staff	Operating Budget
9. Continue to work with Coweta County Development Authority to market a 500+ acre industrial tract.	2006-?	Unknown	Professional Staff	Operating Budget
10. Continue to work with Grantville Mill, LLC to facilitate their start-up.	2006-?	Unknown	Professional Staff	Operating Budget

CITY OF GRANTVILLE — COMPREHENSIVE PLAN 2006-2026

DESCRIPTION	YEAR(S) TO BE IMPLEMENTED	ESTIMATED COST	RESPONSIBLE PARTY	POSSIBLE FUNDING SOURCES
FACILITIES & SERVICES				
11. Develop a Citywide Recreation Plan detailing plans for active and passive recreation areas responsive to community need.	2008-2009	Unknown	Consultant	Operating Budget/ SPLOST
12. Continue to work with Coweta County to Master Plan facilities and use of the Post Street Park Complex and future library.	2006-?	\$275,000	Professional Staff	02 & 07 SPLOST
13. Continue on-going upgrades to the local electrical system.	On-going	\$200,000	Professional Staff	MEAG Loan
14. Upgrade electrical lines on Lone Oak Road and Meriwether Street	2007	\$110,000	Professional Staff	MEAG Loan
15. Monitor natural gas system to ensure capacity keeps up with development (system was completely rebuilt in the last 3-5 years and expanded to keep up with development near I-85).	On-going	\$6,000 per year	Consultant	System Budget
16. Continue to expand and upgrade as water supply as necessary to ensure capacity keeps up with growth.	On-going	Unknown	Professional Staff	System Budget
17. Complete upgrades to water delivery system in the I-85/U.S. Hwy 29 commercial area.	2007	Unknown	Consultant	System Budget
18. Upgrade and expand sewer system as necessary.	2007	\$300,000	Consultant	GEFA Loan
19. Continue expansion and modernization of public safety systems to meet growing demands of the community.	On-going	Variable	City Council	Operating Budget
LAND-USE				
20. Rewrite the City's zoning, subdivision, and environmental land-use regulations to reflect the goals and visions of this comprehensive plan.	2007-2008	\$10,000- \$60,000	Consultant	Operating Budget
21. Acquire easements or land, and install gateway improvements in identified locations of the city.	2007-2009	Unknown	To be assigned	Operating Budget
22. Develop city-wide and character area-specific design standards for lighting, benches, trash cans, and hardscape treatments.	2007-2009	Unknown	Consultant	Operating Budget

DESCRIPTION	YEAR(S) TO BE IMPLEMENTED	ESTIMATED COST	RESPONSIBLE PARTY	POSSIBLE FUNDING SOURCES
23. Create a paid employment position for a Community Development and Planning Director and, when appropriate create a department of consisting of professionally educated community planners.	2007-?	\$30,000 - \$50,000	City Council	Operating Budget
24. Apply the Character Area Map as a guide in rezoning, special use, and development recommendations and decision-making.	2006-2010	Unknown	City Council	Operating Budget
25. Add additional design guidelines as appropriate to further implement the desired outcomes of the Character Area Map, specifically, and this Comprehensive Plan, overall.	2006-2010	Unknown	Consultant	Operating Budget
INTERGOVERNMENTAL COORDINATION				
26. Implement Coweta County Joint Service Delivery Strategy.	2007- ?	Unknown	Professional Staff	Operating Budget
TRANSPORTATION				
27. Continue to participate in and implement Coweta County Joint Transportation Plan.	Ongoing	Unknown	Professional Staff	Operating Budget
28. Cooperate with Coweta County in adding turn lanes and other upgrades at intersections along US-29/SR-14 as stipulated in the county transportation plan.	Ongoing	Unknown	Professional Staff	Operating Budget/ SPLOST
29. Continue to implement the Sidewalk Plan adopted in 2004 with additions to the network.	2007 – 2010	\$40,000	Professional Staff	02 & 07 SPLOST
30. Improve the community function, efficiency, and aesthetic appeal of arterial roadways.	2006-2010	Unknown	Consultant	Grants/ SPLOST
31. Enhance 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.	2006-2010	Unknown	Public/Private Partnerships	Grants/ SPLOST

CITY OF GRANTVILLE — COMPREHENSIVE PLAN 2006-2026

DESCRIPTION	YEAR(S) TO BE IMPLEMENTED	ESTIMATED COST	RESPONSIBLE PARTY	POSSIBLE FUNDING SOURCES
32. Integrate railroad safety into school education programs and other safety programs.	2006-2010	Not Applicable	Coweta County Schools	Operating Budget
NATURAL & CULTURAL RESOURCES				
33. Acquire land as necessary to preserve greenspace and provide for ample passive recreational opportunities and environmental protection.	2006 - 2010	Unknown	Public/Private Partnership	Grants/ SPLOST
34. Continue efforts to preserve the city's historic district and revise and modify the historic district regulations as necessary.	2006 – 2010	Unknown	Professional Staff	Operating Budget
35. Continue efforts to maintain the city's unique, small-town character and rural flavor.	Ongoing	N/A	Public/Private Partnership	Operating Budget
OTHER				
36. Amend the Comprehensive Plan as appropriate	2010	\$30,000	Consultant	Operating Budget

Report of Accomplishments: 2003-2006

REPORT OF ACCOMPLISHMENTS	STATUS OF PROJECT OR ACTIVITY			
PROJECT OR ACTIVITY FROM PREVIOUS STWP	COMPLETED	CURRENTLY UNDERWAY	POSTPONED	NOT ACCOMPLISHED
ECONOMIC DEVELOPMENT				
1. Appoint Industrial Development Authority	2004			
2. Appoint Downtown Development Authority	2004			
3. Develop Downtown development strategic plan	2005			
4. Develop tract of land for industrial use	2006			
COMMUNITY FACILITIES				
Government				
5. Make operations upgrades through purchase of computers and software	2004,2005,2006			
6. Update Short Term Work Program	2006			
7. Update Comprehensive Plan	2005,2006			
Education				
8. Continue to provide facility support to local GED program	2004,2005,2006			
Recreation				
9. Implement schematic design for Griffin Street and Post Street Parks		Currently not Determined		
10. Walking trails, picnic tables, pavilions	2004,2005,2006			
Transportation				
11. Support public transportation services projects as needed by citizenry	2004,2005,2006			
12. City wide improvements and replacement of sidewalks: College Street to Little League Ball Fields and Public Housing area along LaGrange Street	2004,2005,2006			
13. Street Repair – Select a total of 25	2004,2005,2006			
Health Services				
14. Recruitment of general practitioner and medical Staff for city-owned clinic	2004,2005,2006			
Public Water Systems				
15. Continue expansions as needed to Ivy Glen Subdivision and Stafford Road Subdivisions	2004,2005			
16. Determine feasibility of reopening two city owned	2004			

REPORT OF ACCOMPLISHMENTS PROJECT OR ACTIVITY FROM PREVIOUS STWP	STATUS OF PROJECT OR ACTIVITY			
	COMPLETED	CURRENTLY UNDERWAY	POSTPONED	NOT ACCOMPLISHED
wells to cut costs on finished water				
Waste Water Systems				
17. Expand as needed into new subdivisions	2004,2005,2006			
18. Upgrade oxidation pond	2004			
19. Conduct feasibility study to provide service to the Stafford Road	2004			
Natural Gas Service				
20. Extend service to Ivy Glen subdivision and Stafford Road	2004,2005			
21. Replace cast iron lines with PVC and new meters	2004			
Other				
22. Grantville made major improvements in the electrical, gas, water, and sewer systems to provide service to the new Grantville Elementary School. This new school was constructed by the Coweta County School System to serve the Grantville area of the County and opened in 2004.	2004			
23. Grantville is finalizing projects to complete renovations on the Sara O'Kelley Auditorium, the freight and passenger depots downtown, and the Thomas A Glanton Municipal Building. These structures all have significant historical value and have played a major role in the life of the community.		Currently not Determined		

APPENDIX 1.

Quality Community Objectives

In 1999 the Board of the Department of Community Affairs adopted the Quality Community Objectives (QCOs) as a statement of the development patterns and options that will help Georgia preserve its unique cultural, natural and historic resources while looking to the future and developing to its fullest potential. The Quality Community Objectives were the driving force behind the development of the comprehensive plan and have provided guidance at each step from the assessment phase through the assembly of this agenda. Evidence of this is visible in the issues and opportunities facing the city, the character areas as delineated herein, the framework of policies outlined above, and the short-term work program. The QCOs are as follows:

Regional Identity Objective: Regions should promote and preserve an “identity”, defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.

Growth Preparedness Objective: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer, and communications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.

Appropriate Business Objective: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Educational Opportunities Objective: Educational and training opportunities should be readily available in each community – to permit community residents

to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Employment Options Objective: A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Heritage Preservation Objective: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

Open Space Preservation Objective: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.

Environmental Protection Objective: Air quality and environmentally sensitive areas should be protected from negative impacts of development.

Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Regional Cooperation Objective: Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources.

Transportation Alternatives Objective: Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

Regional Solutions Objective: Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

Housing Opportunities Objective: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.

Traditional Neighborhood Objective: Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Infill Development Objective: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Sense of Place Objective: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.