

**RESOLUTION TO ADOPT  
THE 2016-2036 TOWN OF TURIN COMPREHENSIVE PLAN**

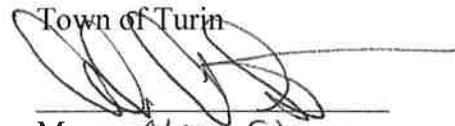
**Whereas**, the Town of Turin has developed an updated twenty year Comprehensive Plan in compliance with the Minimum Planning Standards and Procedures of the Georgia Planning Act of 1989; and

**Whereas**, the updated Comprehensive Plan has been reviewed and approved by the Three Rivers Regional Commission and the Georgia Department of Community Affairs; and

**Whereas**, the public had the opportunity for input into the Comprehensive Plan in a public hearing held on the 15th day of August, 2016.

**NOW THEREFORE BE IT RESOLVED**, that the Mayor and City Council shall officially adopt the updated Comprehensive Plan for the twenty year period of 2016-2036.

So resolved this 19 th day of September, 2016.

Town of Turin  
  
Mayor Alan Stuer

ATTEST:

  
City Clerk

August 16, 2016

Three Rivers Regional Commission  
PO Box 1600  
Franklin, GA 30217

RE: Comprehensive Plan Update Submittal

Turin has completed an update of its comprehensive plan and is submitting it with this letter for review by the Three Rivers Regional Commission and the Department of Community Affairs.

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

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

If you have any questions concerning our submittal, please contact Tracey Townsend at 770-599-0777

Sincerely,

A handwritten signature in black ink, appearing to read "Alan D. Starr", written over a horizontal line.

Alan D. Starr, Mayor  
Town of Turin

Enclosures

# Town of Turin

## Comprehensive Plan 2016-2036



*Prepared with assistance by*

Three Rivers Regional Commission  
P.O. Box 1600, Franklin, GA 30217

# Town of Turin Comprehensive Plan

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# **INTRODUCTION**

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 Planning.

Turin, Georgia, is a small rural incorporated town located in the east-central portion of Coweta County, which is in the west-central section of the Georgia Piedmont.

## **Purpose of the plan**

The Town of Turin Comprehensive Plan shall provide guidance and policy standards for future growth and development. The plan also identifies needs and opportunities which currently exist within the community. Goals, polices, and specific implementation measures are also listed to set policy for particular segments and specific areas of the Town. At the time of the plan update, the members of the Turin Town Council were:

### **Town Council**

***Alan Starr, Mayor***  
***Mike Frnka, Council***  
***George Harris, Council***  
***Cindy Purcell, Council***  
***Alan Stapp, Council***

## **Comprehensive Plan Steering Committee and Public Participation**

The Town of Turin Council appointed a Comprehensive Plan Steering Committee to assist and guide the update of the comprehensive plan. A series of consecutive meetings took place to address the components of the plan update. The Steering Committee included members of the town council, town government and other community stakeholders. The members of the committee were:

*Mike Frnka, Turin Council*  
*Tracey Townsend, Turin Town Clerk*  
*Mac Tignor, Turin Planning Commission Chair*  
*Susan Reimer, Turin Business Owner/Resident*  
*Randy Pyror, Turin Resident*  
*Jennifer Starr, Turin Resident*

As part of the public participation component, a community survey was developed and distributed to gather input from the greater public. A community open house was held in March 2016. Two public hearings were held in regards to the comprehensive plan update process in which citizens could obtain information about the planning process, review, and comment on the plan. The public hearings were held October 20, 2015 and August 15, 2016.

# COMMUNITY GOALS AND POLICIES

The purpose of the Community Goals and Policies section is to guide and direct the Town of Turin's decision making process for the future of the community.

## VISION STATEMENT

The Town of Turin will provide for sound and thoughtful growth focusing on sustainable economic development, preservation of historic resources and continuation of its unique small town atmosphere. Turin is a close-knit community where the appreciation of a less complicated life, preservation of its historic identity and protection of its rural roots is apparent. Through sound planning and decision-making, The Town of Turin will provide a safe, friendly and prosperous quality of life.

## COMMUNITY GOALS

### **Economic Prosperity:**

Encourage development or expansion of businesses and light 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 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:**

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 the downtown as 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**

The Town of Turin shall enhance residential preservation through updated historic design guidelines. The neighborhoods will be an interactive community where residents have easy access to schools, parks, residences and businesses by way of sidewalks, bike access path, and roads.

We will stimulate infill housing development in existing neighborhoods.

We will increase investments in the existing neighborhoods.

**Transportation Options**

Address the transportation needs, challenges and opportunities of all community residents. This may be achieved by fostering alternatives to transportation by automobile, including walking and cycling, employing traffic calming measures throughout the community; requiring adequate connectivity between adjoining developments; or coordinating transportation and land use decision-making within the community.

**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.

## COMMUNITY POLICIES

### Development Patterns

- Our decisions on new development will contribute to, not take away from, our 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 encourage development whose design, landscaping, lighting, signage, and scale add value to our community.
- We will preserve the rural character of our community and provide the opportunity for agricultural and forestry activities to remain a vital part of the community.
- Our gateways and corridors will create a "sense of place" for our 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 walkable, safe, and attractive neighborhoods throughout the community, parks, and necessary services 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 are committed to redeveloping and enhancing existing commercial and industrial areas within our community in preference to new development in Greenfield (previously undeveloped) areas of the community.
- We support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- We support new land uses that contribute to protecting the environment and preserving meaningful open space.
- 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
- 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, 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 ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods.

### **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 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 work to redirect development pressure away from agricultural areas in order to conserve farmland to protect and preserve this important component of our community.
- We will ensure safe and adequate supplies of water through protection of ground and surface water sources.
- We will promote enhanced solid waste reduction and recycling initiatives.

### **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.
- 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.
- 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.
- We will invest in parks and open space to enhance the quality of life for our citizens.

### **Social and Economic Development**

- 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, vacant or underutilized sites or buildings in preference to new economic development projects in Greenfield (previously undeveloped) areas of our community.
- 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 carefully consider costs as well as benefits in making decisions on proposed economic development projects.
- We will eliminate substandard or dilapidated housing in our community.
- We will stimulate infill housing development in existing neighborhoods.
- We will encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence (home-ownership).

### **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 decision 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.

# NEEDS AND OPPORTUNITIES

The Needs and Opportunities section addresses what the Town of Turin currently lacks or sectors of the Town where improvements are needed. This section also lists existing opportunities available which should be utilized.

To help gain a more accurate and balanced list of needs and opportunities, a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis was conducted.

SWOT Analysis Chart  
(**S**trengths, **W**eaknesses, **O**pportunities, **T**hreats)

<p><b>STRENGTHS</b></p> <ul style="list-style-type: none"> <li>• Structure in local government</li> <li>• People care about the town</li> <li>• Water system</li> <li>• No town debt</li> <li>• A planning and zoning commission</li> <li>• Small town atmosphere</li> <li>• Citizen participation</li> </ul>	<p><b>OPPORTUNITIES</b></p> <ul style="list-style-type: none"> <li>• Expansion of water customer base</li> <li>• Historical Society</li> <li>• Local and regional cooperation</li> <li>• The new comprehensive plan</li> <li>• The ability to control growth</li> <li>• New ordinances needed and ways to enforce them</li> </ul>
<p><b>WEAKNESSES</b></p> <ul style="list-style-type: none"> <li>• Infrastructure issues</li> <li>• Lack of a sewer system</li> <li>• Potential divisiveness</li> <li>• Lack of light industrial and retail</li> <li>• Small town with limited resources</li> <li>• Lack of a financial plan</li> <li>• Lack of revenue</li> <li>• Lack of formal code enforcement</li> </ul>	<p><b>THREATS</b></p> <ul style="list-style-type: none"> <li>• Traffic congestion and safety</li> <li>• Loss of historical structures</li> <li>• Growth of surrounding areas</li> <li>• Railroad is a barrier</li> <li>• Planning commission/council unity</li> </ul>

The results of this exercise resulted in the following list of Needs and Opportunities for Turin.



## **NEEDS AND OPPORTUNITIES**

### ***Economic Development***

- We need to improve our public facility capacity in Town in order to attract new development.
- We need to promote revitalization of our downtown.
- We need to promote revitalization of some parts of our community.
- We'd like to develop a strategy for appropriate economic development of our community.

### ***Development Patterns***

- We'd like to develop and promote tourism opportunities in our community.
- We'd like to avoid unplanned development.
- We'd like to improve the appearance of our community.
- We'd like to promote development of vacant sites or abandoned structures in our community.
- We'd like to consider annexation of potential, viable areas.

### ***Mobility***

- We'd like to provide more bike paths and trails.
- We'd like to provide more sidewalks and pedestrian facilities.
- We'd like to size our streets (width, etc.) to better fit neighborhood needs.

### ***Community***

- We'd like to discourage visual clutter (such as excessive signage) along roadways.
- We'd like to improve the curb-appeal of some commercial or shopping areas.
- We'd like to increase the amount of greenspace or parkland in our community.
- We'd like to provide more protection of historic resources.

### ***Conservation***

- We'd like to better protect our natural resources (such as streams, wetlands, etc.).
- We'd like to encourage development to locate in areas most suitable for new growth.
- We'd like to ensure our community has enough water now and in the future.

- We'd like to manage our storm water run-off and drainage.
- We'd like to preserve our rural scenery.
- We'd like to protect our trees, particularly where new development takes place.

### ***Livability***

- We need to manage traffic congestion.
- We'd like to provide more community gathering spaces.

### ***Governance***

- We need help addressing neighborhood opposition to new developments.
- We'd like to coordinate with neighboring jurisdictions on shared needs.
- We'd like to improve our local government processes.

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## CHARACTER AREAS AND LAND USE

Character areas are geographic sub-areas of a community which contain unique characteristics and physical form. According to the Department of Community Affairs, Character areas have unique or special characteristics, have potential to evolve into a unique area when provided specific and intentional guidance, or require special attention due to unique development issues. Character areas may be identified by the types of development found there which vary from historic downtowns, commercial/industrial areas, or residential neighborhoods. Other character areas may lack development and include more natural features such as greenspace or parkland.

The following list identifies character areas found within the Town of Turin. Each character area listed contains a description and desired development patterns, recommended land uses, and a list of implementation measures. Current photos are also included which give an actual snap shot into each distinct character area.

### Commercial



**Definition:** Turin has a commercial area that is developing along one major highway that runs through the Town. Currently the most thriving businesses are auto parts stores and automotive repair shop along with other small businesses. Most of this development occurred in the 1980's until current time. Development occurred in the classic sprawl type pattern.

**Recommended development patterns:** Turin recommends improvement of sidewalk and street appearance and amenities of commercial centers; 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:** *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.

## Agriculture



**Definition:** This area represents most of the Town's land and is actively farmed for vegetables and livestock. Homes in this area typically belong to the farmer and/ or owner of the land. Portions of this area are becoming increasingly threatened, as scattered new development continues to encroach further and further onto prime agricultural land. Most of the agriculture character area is along major highways running through the Town.

**Recommended development patterns:** Turin recommends large minimum lot size requirements to limit development density and protect farmland and rural character; preservation of environmentally sensitive areas by setting them aside as public parks, trails, or greenbelts.

**Specific land usage:** This character area is for land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, livestock production, etc.), agriculture, or commercial timber or pulpwood harvesting.

**Implementation measures:** *Purchase of Development Rights*-Purchase of private development rights, by a qualified conservation organization or government agency, to protect properties from development and preserve open space; *Scenic Byway Nomination Georgia's Scenic Byways*-Nominating and designating certain roads for recognition and preservation of their unique or significant intrinsic scenic, natural, archeological, historic or cultural qualities. State and national programs are linked.

## Residential



**Definition:** Turin's residential area is one of the largest components of the city. Most homes were built prior to 2010.

**Recommended development patterns:** Turin recommends a distribution of affordably-priced homes throughout the town; new residential development that matches the mix of housing types and styles or older, closer-in neighborhoods or the community.

**Specific land usage:** Land designated for single-family and multi-family dwelling units organized into general categories of net densities according to the Turin zoning ordinance.

**Implementation measures:**

*Housing for Low to Moderate-Income Households and Special Needs Populations* -Affordable housing to meet the needs of persons with disabilities; affordable housing to serve the elderly population; or new single family units for moderate-income, first-time homebuyers.

# CHARACTER AREA MAP



**COMMUNITY WORK PROGRAM**



**Town of Turin-Community Work Program  
2016-2021**

<b>Activity</b>	<b>Years</b>	<b>Responsible Party</b>	<b>Cost</b>	<b>Funding Sources</b>
Acquire centralized sewage for downtown	2016-2021	Town	\$20,000	General Fund, SPLOST, grants
Beautify railroad track area	2016-2018	Town	\$5,000	General Fund, SPLOST
Exploration for an alternative well for water system	2016-2021	Town	\$10,000	Water fund, SPLOST, grants
Address stormwater/drainage issues	2016-2021	Town	\$10,000	General fund, SPLOST, grants
Investigate cost to streetscape downtown	2017-2021	Town	Unknown	General Fund
Survey West Road Community for potential annexation	2017-2021	Town	Unknown	General Fund
Survey Jade Lake Community for potential annexation	2017-2021	Town	Unknown	General Fund
Construct a golf cart path	2018-2021	Town	\$100,000	General Fund/SPLOST, grants
Install/maintain sidewalks on Turin Road	2016-2018	Town	\$50,000	General Fund/SPLOST/grants
Install traffic calming measures in downtown	2016-2018	Town	\$10,000	General Fund/SPLOST
Hold Founder's Day Event	2016-2021	Town	Unknown	General Fund
Renovation of old Community Center	2016-2021	Town	\$30,000	General Fund/SPLOST/grants
Work with the Coweta County Chamber of Commerce to promote Turin	2016-2021	Town/Chamber	Unknown	General Fund
Incorporate history museum and public library in the Walter B. Hill technical school	2016-2021	Town	\$50,000	General Fund/SPLOST
Replace asbestos water lines	2016-2019	Town	\$250,000	Water Fund/Grants/SPLOST
Renovation of the water system	2016-2021	Town	\$250,000	Water Fund/Grants/SPLOST
Research a long range recreation	2016-	Town	\$0	N/A

plan	2021			
Research funding sources for recreation	2016-2021	Town	\$0	N/A
Annual water tank maintenance	2016-2021	Town	\$15,000	Water Fund/SPLOST
Continue to meet 25% water reduction	2016-2021	Town	\$0	N/A
Address dilapidated structures for threat to public safety	2016-2021	Town	\$0	N/A
Construct a walking trail/picnic area/playground	2016-2018	Town	\$25,000	General Fund/SPLOST/grants
Amend the zoning ordinance and map as needed	2016-2021	Town	\$5,000	General Fund
Contract for ordinances	2016-2021	Town	\$5,000	General Fund
Replace street signs and add road improvements in town	2016-2020	Town	\$25,000	General Fund/SPLOST/LMIG
Begin construction of sidewalks downtown	2017	Town	\$85,000	General Fund/SPLOST/grants
Annual road improvements and repaving	2016-2021	Town	\$50,000	General Fund/SPLOST/grants
Complete a historic housing survey	2019-2021	Town	Unknown	General Fund/RC
Create a Community Improvement District in Commercial District	2019-2021	Town	Unknown	General Fund
Maintain housing for low-income and special needs populations	2016-2021	Town	Unknown	General Fund

**Town of Turin-Short Term Work Program 2011-2015  
Report of Plan Accomplishments**

Activity	Status	Explanation
Work with the Coweta County Chamber of Commerce to promote Turin	Ongoing	In new CWP
Incorporate history museum and public library in the Walter B. Hill technical school	Postponed	Lack of money, in new CWP
Replace asbestos water lines	Postponed	Lack of money, in new CWP
Renovation of the water system	Postponed	Lack of money, in new CWP
Clean and paint water tank	Postponed	Lack of money, in new CWP
Research a long range recreation plan	Postponed	Lack of money, in new CWP
Research funding sources for recreation	Postponed	Lack of money, in new CWP
Continue to meet 25% water reduction	Ongoing	In new CWP
Research law pertaining to slumlords and taxation	Dropped	No longer an issue
Address dilapidated structures for threat to public safety	Ongoing	In new CWP
Construct a walking trail/picnic area/playground	Postponed	Lack of money, in new CWP
Survey potential annexation areas	Complete	-----
Amend zoning ordinance as needed	Ongoing	In new CWP
Contract for code enforcement and building permits	Ongoing	In new CWP
Replace street signs and add road improvements where needed in city	Ongoing	In new CWP
Begin construction of sidewalks downtown	Postponed	Lack of money, in new CWP

# APPENDIX

# COMMUNITY PARTICIPATION

**TOWN OF TURIN**  
**PUBLIC HEARING NOTICE FOR**  
**2016-2036 COMPREHENSIVE PLAN UPDATE**

The Town of Turin is initiating the process to begin a full update of its local comprehensive plan that was originally adopted in 2006. The full comprehensive plan update is required and will be prepared according to new rules promulgated by the Georgia Department of Community Affairs (DCA), which became effective on January 1, 2013.

The purpose of the public hearing is to brief the community on the process to be used to update the local comprehensive plan, opportunities for public participation in development of the plan update, and to obtain input on the proposed planning process. Those interested in learning about and participating in the plan update should attend the meeting.

Following this process will allow participating local governments to maintain their Qualified Local Governments (QLG) status, and therefore be eligible for state grant funds, state loans, and state permits.

This public hearing will be held at **Turin Town Hall, 47 Turin Rd**, Turin, Georgia on **Tuesday, October 20, 2015 at 6:30 p.m.** The public is invited to attend and participate in this public hearing.

Town of Turin

**COMPREHENSIVE PLAN KICKOFF MEETING**

Tuesday, October 20, 2015

6:30PM

**AGENDA**

- I. Welcome
- II. Discussion of Project Schedule and Planning Process
- III. Discussion of Future Community Input Opportunities
- IV. Public Comments
- V. Adjourn





# Town of Turin Comprehensive Plan 2016-2036

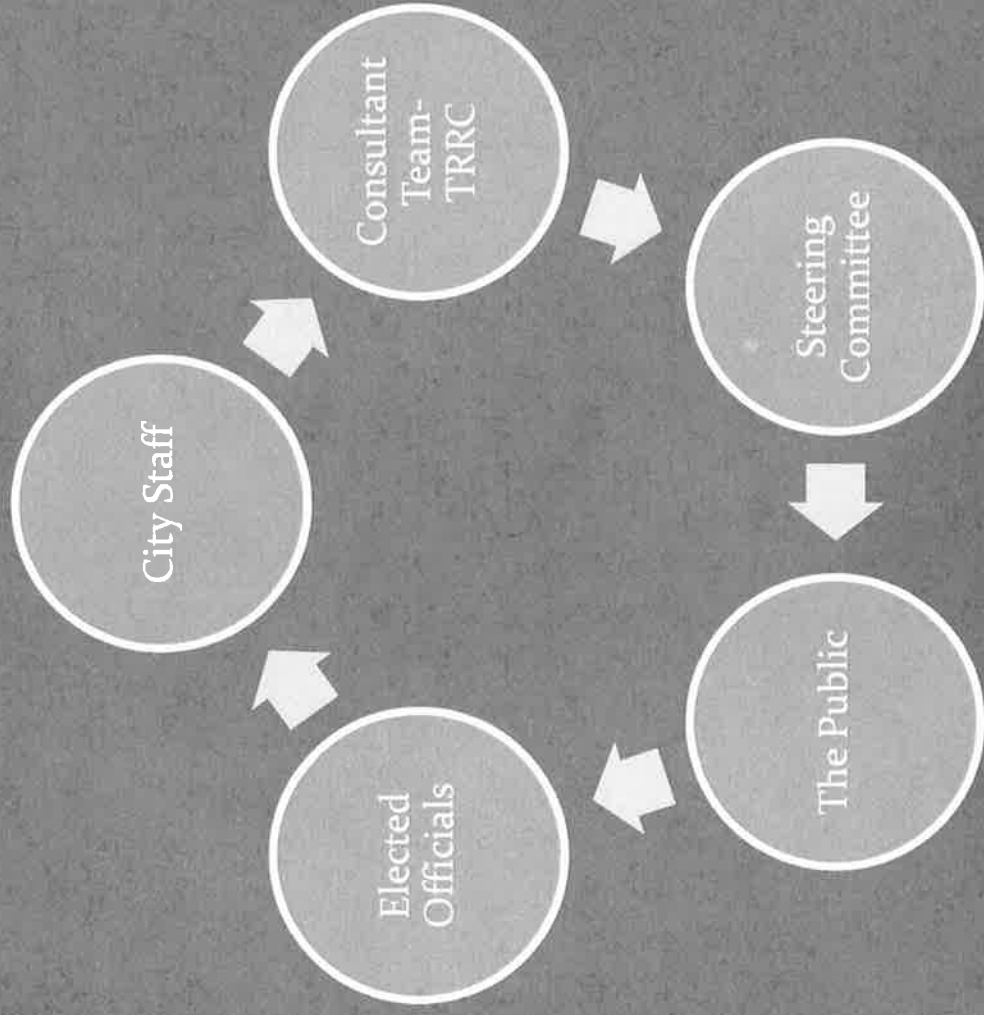
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Kick-off Hearing  
October 20, 2015 6:30PM

# Why Comprehensive Plan?

- Assess existing conditions and future needs
- Establish community-based, long-term vision for the City's future
- Establish policy guidance for future actions based on a shared vision
- Formalize plan to leverage public and private investment
- Most importantly, to meet state planning requirements

# Comprehensive Plan Team



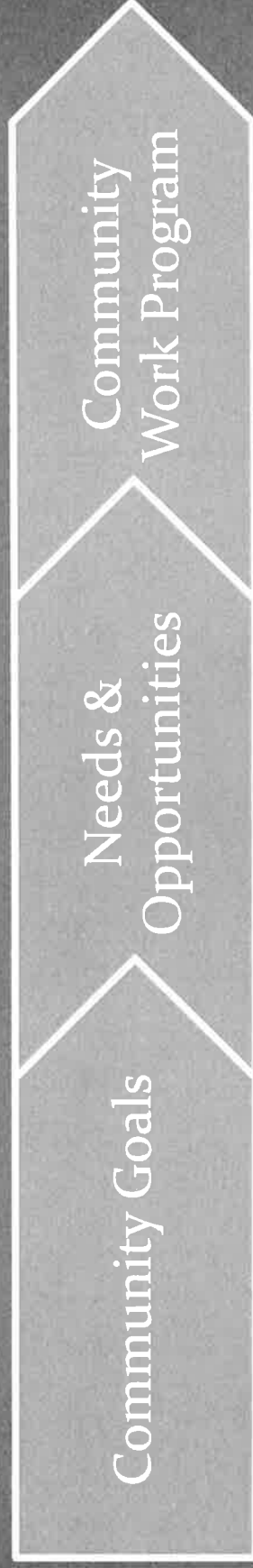


# Planning Horizon

- 20 years
- 5 year work program
- Intended to be updated regularly to account for changes in city, economy, and environment



# Plan Framework



- Vision Statement
- Goals
- Character Area Map

- Community Priorities

- Five-year action plan
- Long term and ongoing activities





Questions???

Kimberly Dutton  
Planner

TRRC - Franklin office

770-854-6026

[ksdutton@threeriversrc.com](mailto:ksdutton@threeriversrc.com)

You're Invited.....

**COMPREHENSIVE PLAN  
OPEN HOUSE  
2016-2036 TURIN COMPREHENSIVE  
PLAN UPDATE**

**WHEN:** Tuesday, March 15, 2016 from 5:30pm to 7:30pm

**WHERE:** Turin Town Hall  
47 Turin Rd  
Turin, GA 30289





## Community Feedback from March 2016 open house

### Transportation

- pathway to The Oaks subdivision
- improve streetscape with sidewalks, etc..
- traffic safety measures for Turin at Highway 16 crossings
- walking/bike paths
- traffic flow (slow down)
- traffic control-widen roads where possible-speed limit enforcement
- street improvements
- drainage on Long Street

### Land Use

- preserve & improve central historic district
- consider single family residential with quality construction
- connect The Oaks subdivision to old town Turin
- enforce zoning districts
- more public parks (greenspace)
- historic preservation
- downtown revitalization
- keep the RD-ZO zoning for specific areas where wanted
- keep areas residential with the RD zoning where wanted
- protect older historical homes/sites

## Economic Development

- farm market day at center of town
- grants for redesigning the downtown development
- sewer necessary for commercial/food businesses
- city tax could be required to sustain infrastructure
- have more restaurants
- retail stores-hometown markets
- revive downtown
- locally owned restaurants
- library
- farmers market

## Natural & Cultural Resources

- use new historical society to preserve and share heritage with community
- community garden
- natural walking paths
- outdoor amphitheater if we purchase land/historic house with land
- keep easements mowed
- keep large healthy trees
- keep up the town celebrations annually
- keep the annual street dance
- keep up the historical museum

## Community Facilities

- love the bike park!
- if we have room for some sort of park with some walking paths, swings, slides
- youth center-perhaps the community center
- tractor pull, street dance, and classic cars should be continued
- establish founders day
- use historical society for quarterly events

## Housing

- eliminate dilapidated housing
- keep the RD-20 zoning

Town of Turin  
Steering Committee Meeting  
January 12, 2016

AGENDA

1. Introductions
2. Summary of the Planning Process
3. Visioning Exercise
4. Adjourn



Town of Turin  
Steering Committee Meeting  
March 3, 2016

AGENDA

1. Discuss community survey.
2. Discuss Community Workshop for March.
3. Discuss goals and policies.
4. Next meeting date April 12, 2016
5. Adjourn





Town of Turin  
Steering Committee Meeting  
April 12, 2016

AGENDA

1. Discuss results of community meeting.
2. Complete goals and policies.
3. Discuss needs and opportunities.
4. Next meeting date May 10, 2016
5. Adjourn



Town of Turin  
Steering Committee Meeting  
May 10, 2016

AGENDA

1. Community Survey Update discussion-Mac Tignor
2. Housing Goals Update discussion-James Abraham
3. SWOT analysis discussion-Kimberly Dutton
4. Needs & Opportunities discussion-Kimberly Dutton
5. Next meeting date June 14, 2016
6. Adjourn



Town of Turin  
Steering Committee Meeting  
June 14, 2016

AGENDA

1. Complete character areas.
2. Adjourn



Town of Turin  
Steering Committee Meeting  
July 12, 2016

AGENDA

1. Review and comments of draft comprehensive plan.
2. Adjourn





## Town of Turin Comprehensive Plan Survey

Thank you for your participation and for taking the time to complete this survey. Your feedback is important. The survey consists of 11 questions and should take less than 10 minutes to complete.

WHY THIS SURVEY IS IMPORTANT.....The Town of Turin has begun the update process for its Comprehensive Plan. The purpose of the Comprehensive Plan is to provide a guide for the future growth and development of the Town. Through a process of receiving input from citizens and evaluating various functions and services, the current Comprehensive Plan will be updated and revised. This updated plan will be a vision for the Town's future and will serve as a guide for the Town's elected and appointed officials for the next 20 years and beyond. This plan should serve as the Town's main resource tool in assessing development proposals, including rezoning applications and redevelopment plans. For the residents of Turin, business owners and members of the development community, this plan provides insight into what types of land uses and development are appropriate at various locations throughout the Town of Turin. This plan also provides a point of reference for Turin's Town staff in preparing capital improvement programs and associated budgets.

The questions in this survey are intended to give you the opportunity to tell Town officials what you consider important for the Town of Turin. Your responses are strongly encouraged and greatly appreciated. A public meeting is scheduled at the Town Hall on March 15th, 2016 to discuss the Comprehensive Plan. For questions regarding this survey or process, please contact the Town Clerk at [townturin@charter.net](mailto:townturin@charter.net) or call the Town Hall at 770-599-0777.

\* Required



**Tell us about yourself:**

**1. 1. Check all that apply: \***

*Check all that apply.*

- I live in Turin
- I work in Turin
- I own a business in Turin
- None of the above

**2. 2. Select your age group:**

*Mark only one oval.*

- 18-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70 or over

**3. 3. Number of adults in your household:**

*Mark only one oval.*

- One
- Two
- Three
- Four or more

**4. 4. Number of children (under 18) in your household:**

*Mark only one oval.*

- None
- One
- Two
- Three
- Four or more

**5. (Optional) If you desire feedback on the results of the survey, please enter an email address:**

.....

## Why I Chose to Live in Turin

**6. 5. Please rank the top five (5) reasons you chose to live in Turin:**

*Mark only one oval per row.*

	1st	2nd	3rd	4th	5th
Quality/Affordable Housing (Got a good deal when I purchased)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Small town atmosphere	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rural area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Agricultural area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Friendly people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Family nearby	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School district	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Convenient to shopping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Proximity to my work place	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Start a business	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Low crime	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Avoid covenants/regulations inherent in other communities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No city property tax	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Controlled growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify in General Comments)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Areas of Concern Facing Turin**

**7. 6. Please rank what you consider to be the top five (5) areas of concern facing Turin in the near future:**

*Mark only one oval per row.*

	1st	2nd	3rd	4th	5th
Traffic Congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of Public Sewer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Water System Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Revitalization of Downtown area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of Restaurants in Town	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Surrounding growth/development in county and neighboring towns	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street Maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of parks/recreation facilities/walking trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of Sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic calming measures (i.e. pedestrian safety, speeding traffic, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of Natural Gas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unattractive Streetscapes (i.e. HWY 16 & Railroad)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Buildings in disrepair	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drainage issues on streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crime/Lack of Local Law Enforcement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inability of Town Officials to effectively manage the Town	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of Code Enforcement for existing Ordinances	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (Please specify in General Comments)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Growth & Development

**8. 7. The cities/towns/county around Turin continue to grow and expand. In view of this inevitable growth, I think Turin should:**

*Mark only one oval.*

- Maintain Status Quo and NOT allow new developments/growth.
- Consider some new developments/growth provided it is done in a quality manner.
- Recognize that growth is inevitable and align development with that of surrounding areas.

**9. 8. Turin needs more:**

*Mark only one oval per row.*

	AGREE	Somewhat AGREE	Somewhat DISAGREE	DISAGREE
Industry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local Businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restaurants	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreational areas/Parks/Trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emphasis on Historical Preservation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**10. 9. Turin should consider the following housing options:**

*Mark only one oval per row.*

	AGREE	Somewhat AGREE	Somewhat DISAGREE	DISAGREE
Single-family LOW Density (minimum lot size = 1 acre)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Single-family MEDIUM Density (minimum lot size = 1/2 acre)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Single-family HIGH Density (lot size less than 1/2 acre)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Multi-family (Apartments/Condominiums)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**General**

**11. 10: I would support a city property tax to help maintain the streets in Turin.**

*Mark only one oval.*

1      2

AGREE         DISAGREE

**12. 11. General Comments:**

.....

.....

.....

.....

.....

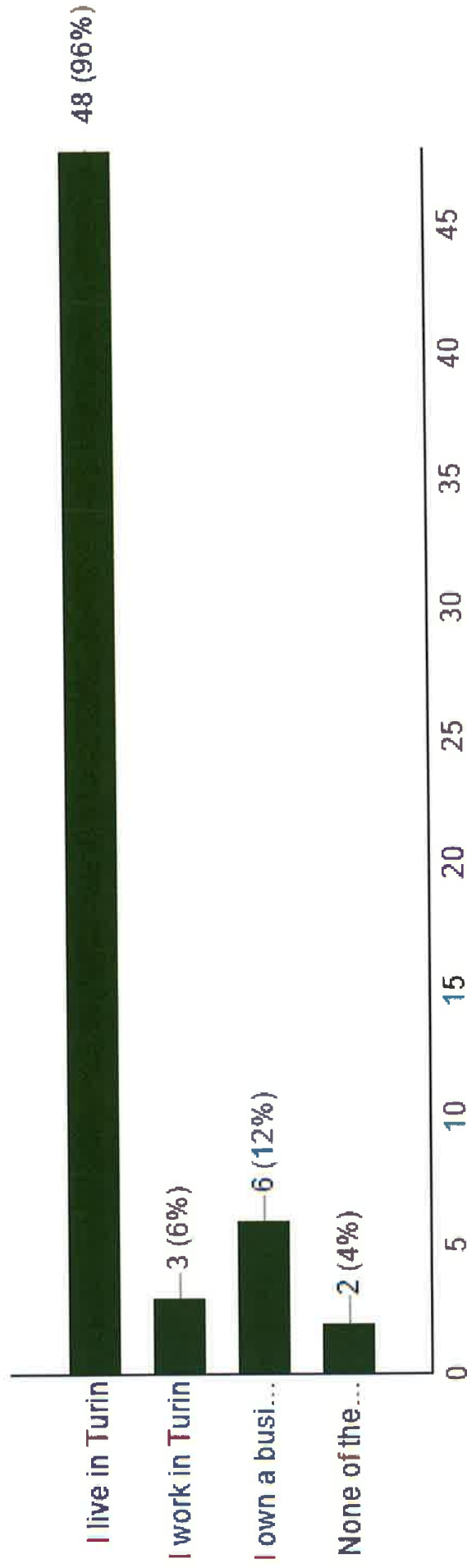




2016 Comprehensive Plan Survey Results

## Demographics

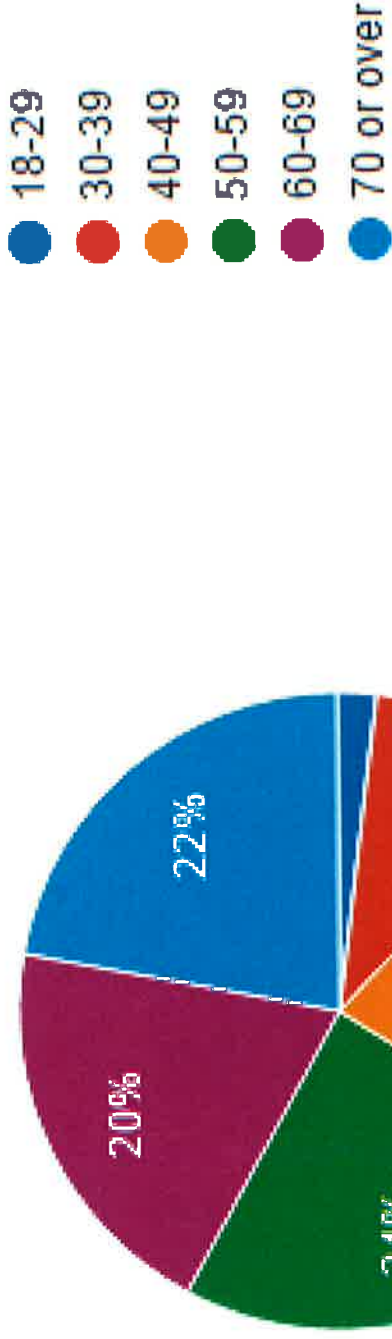
1. Check all that apply: (50 responses)





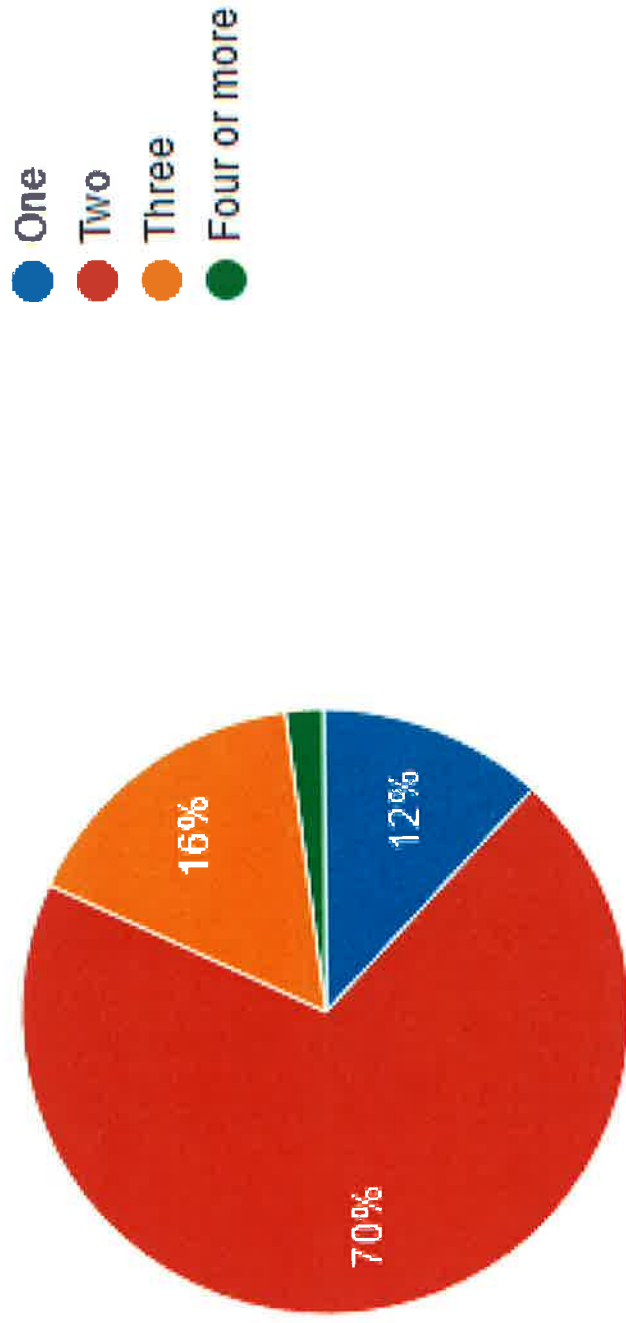
## Demographics

2. Select your age group: (50 responses)



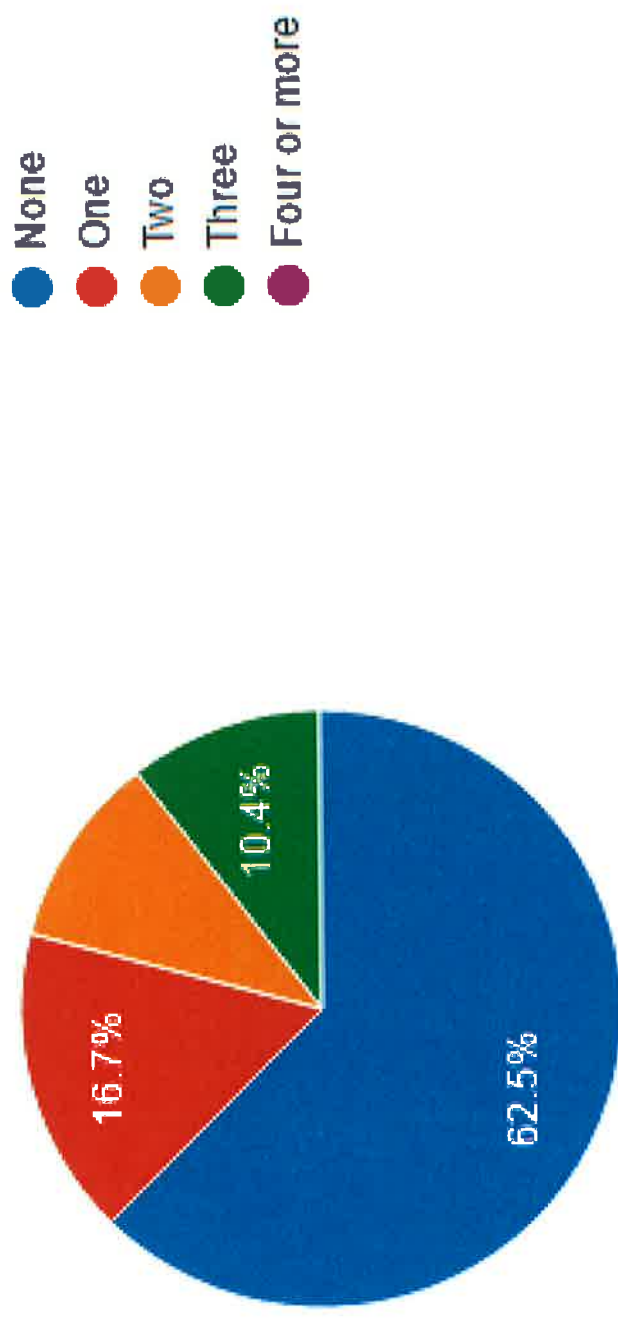
## Demographics

### 3. Number of adults in your household: (50 responses)

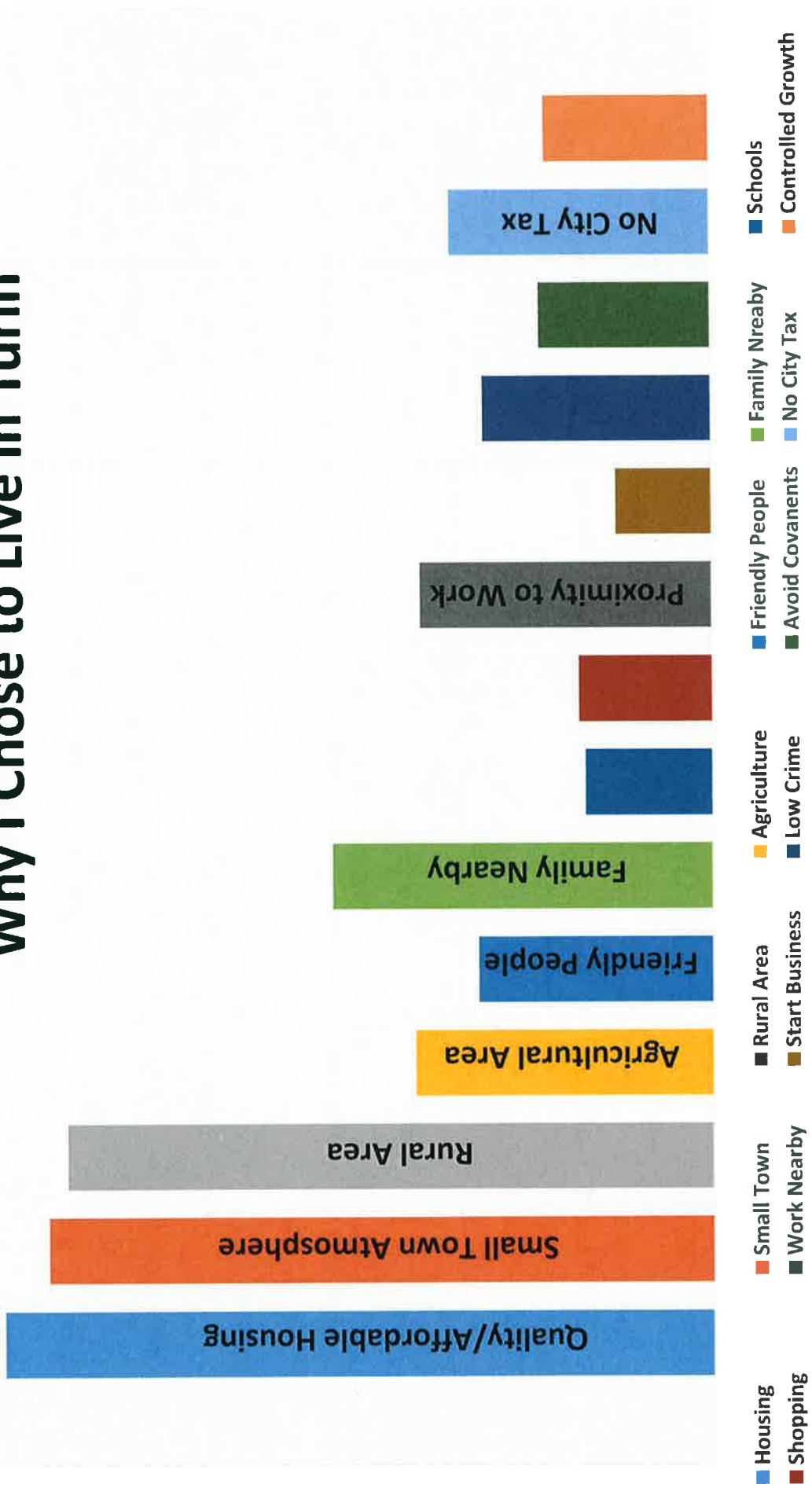


## Demographics

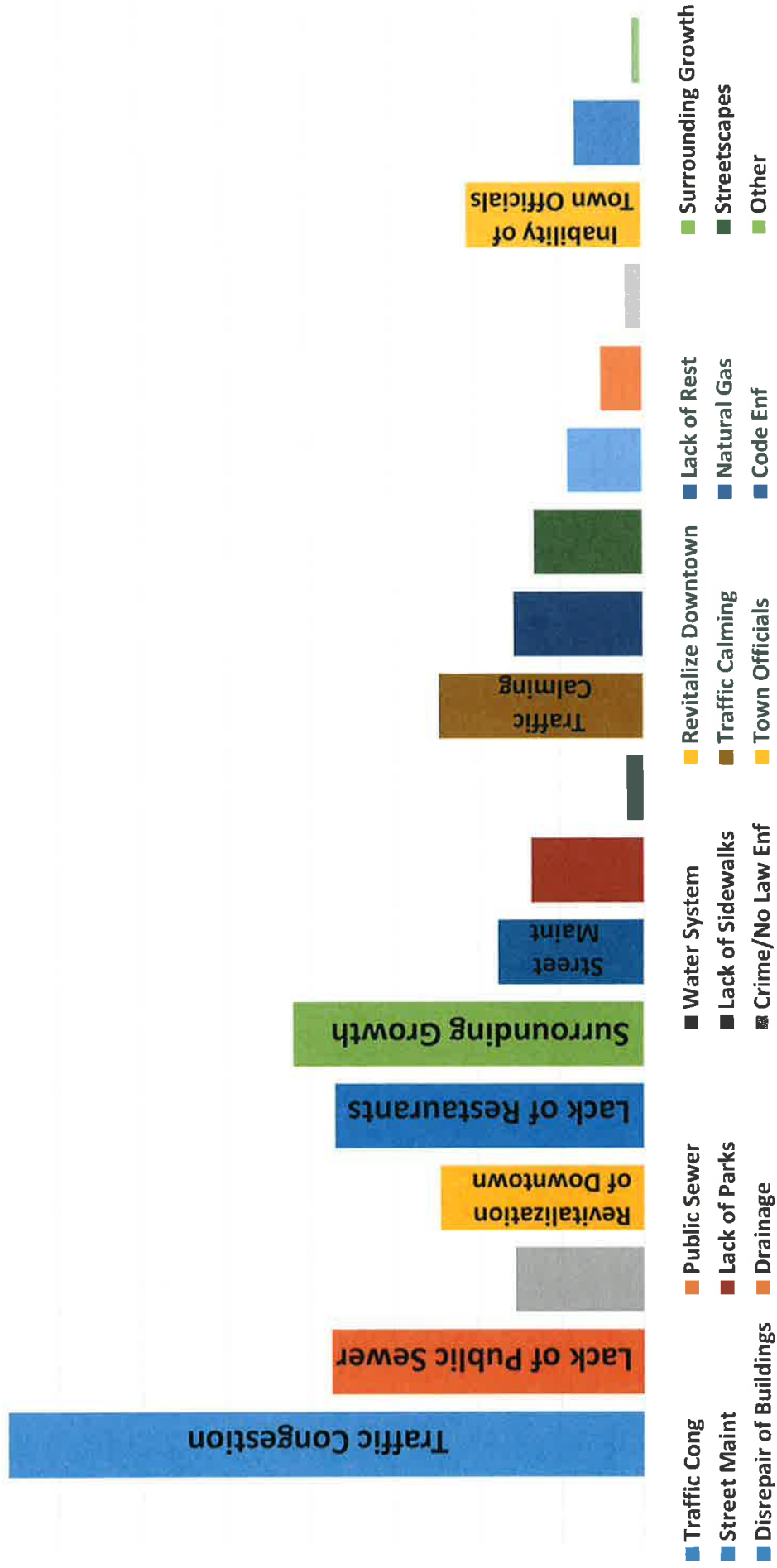
4. Number of children (under 18) in your household: (48 responses)



# Why I Chose to Live in Turin

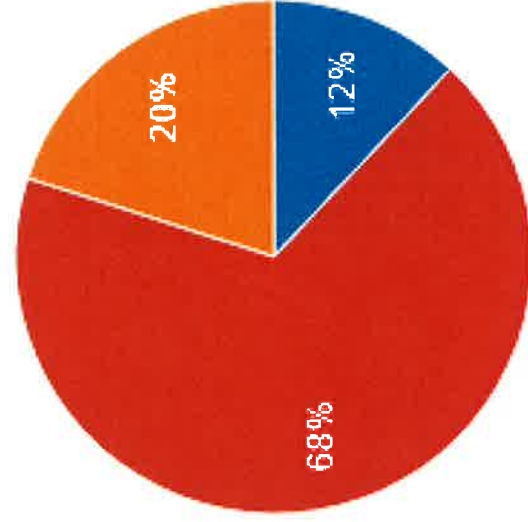


# Areas of Concern Facing Turin



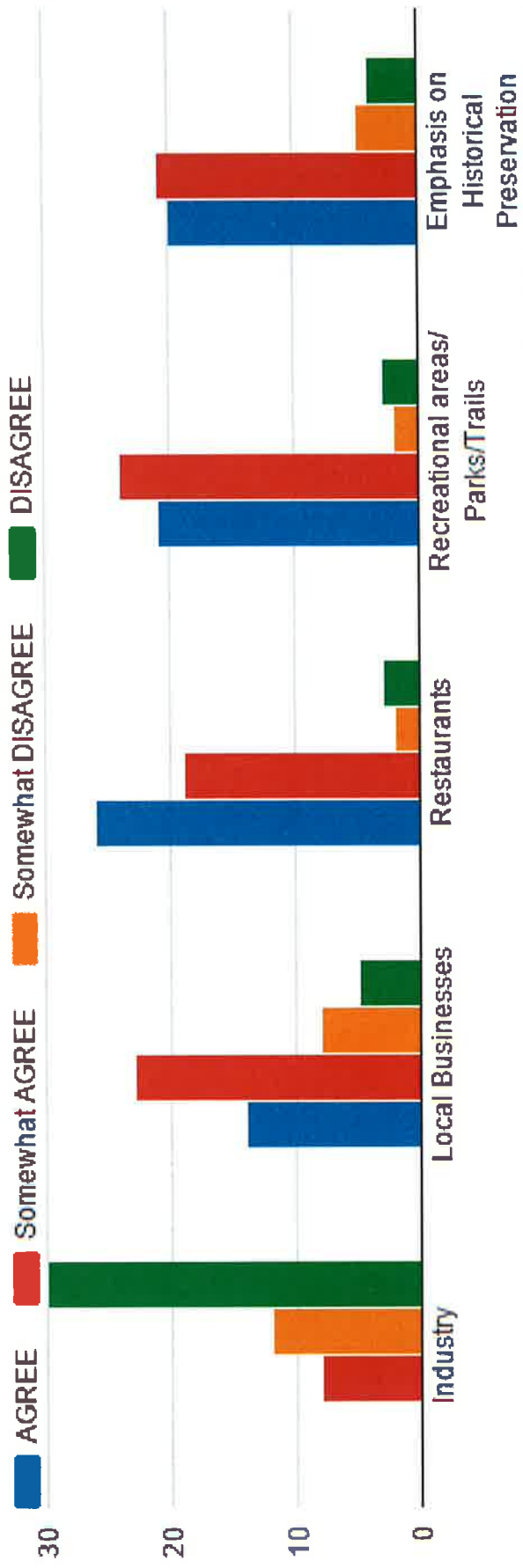
## 7. The cities/towns/county around Turin continue to grow and expand. In view of this inevitable growth, I think Turin should:

(50 responses)



- Maintain Status Quo and NOT allow new developments/growth.
- Consider some new developments/growth provided it is done in a quality manner.
- Recognize that growth is inevitable and align development with that of surrounding areas.

## 8. Turin needs more:

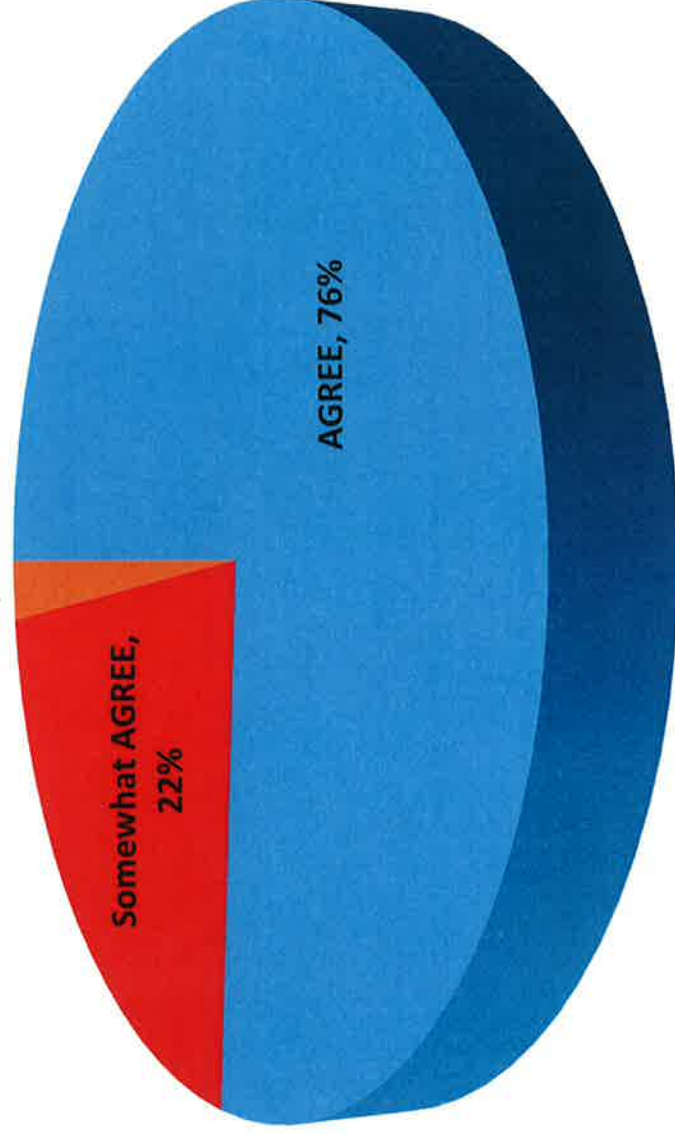


## 9. Turin Should Consider the Following Housing Options:

Single-family LOW Density  
(minimum lot size = 1 acre)

Somewhat DISAGREE,

2%



AGREE

Somewhat AGREE

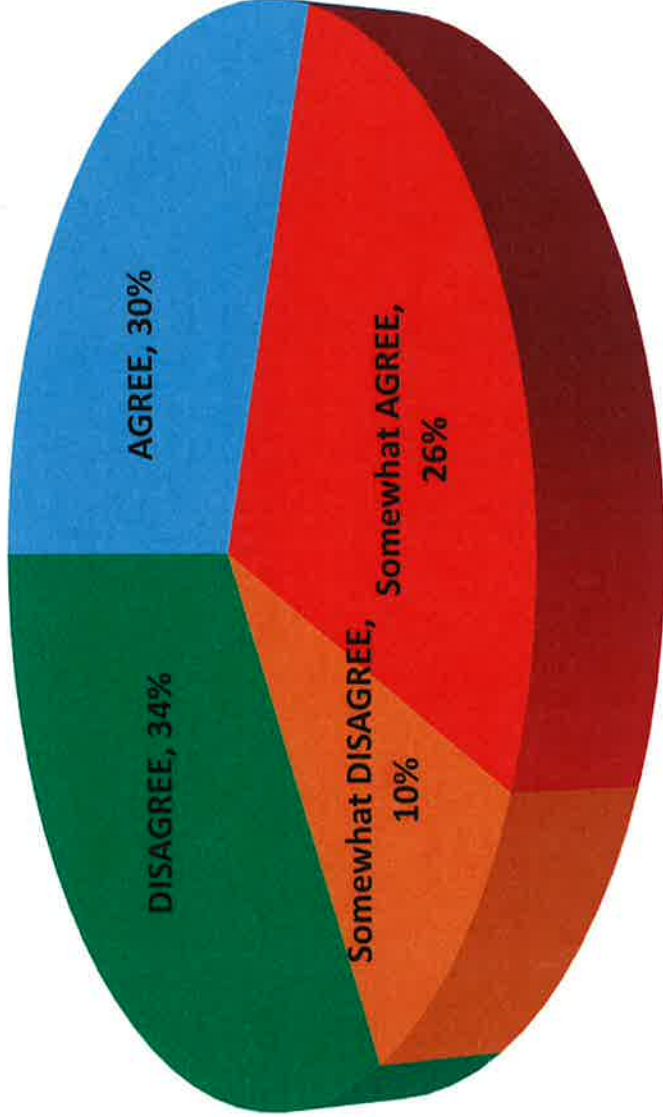
Somewhat DISAGREE

DISAGREE



**9. Turin Should Consider the Following Housing Options:**

**Single-family MEDIMUM Density  
(minimum lot size = 1/2 acre)**



■ AGREE

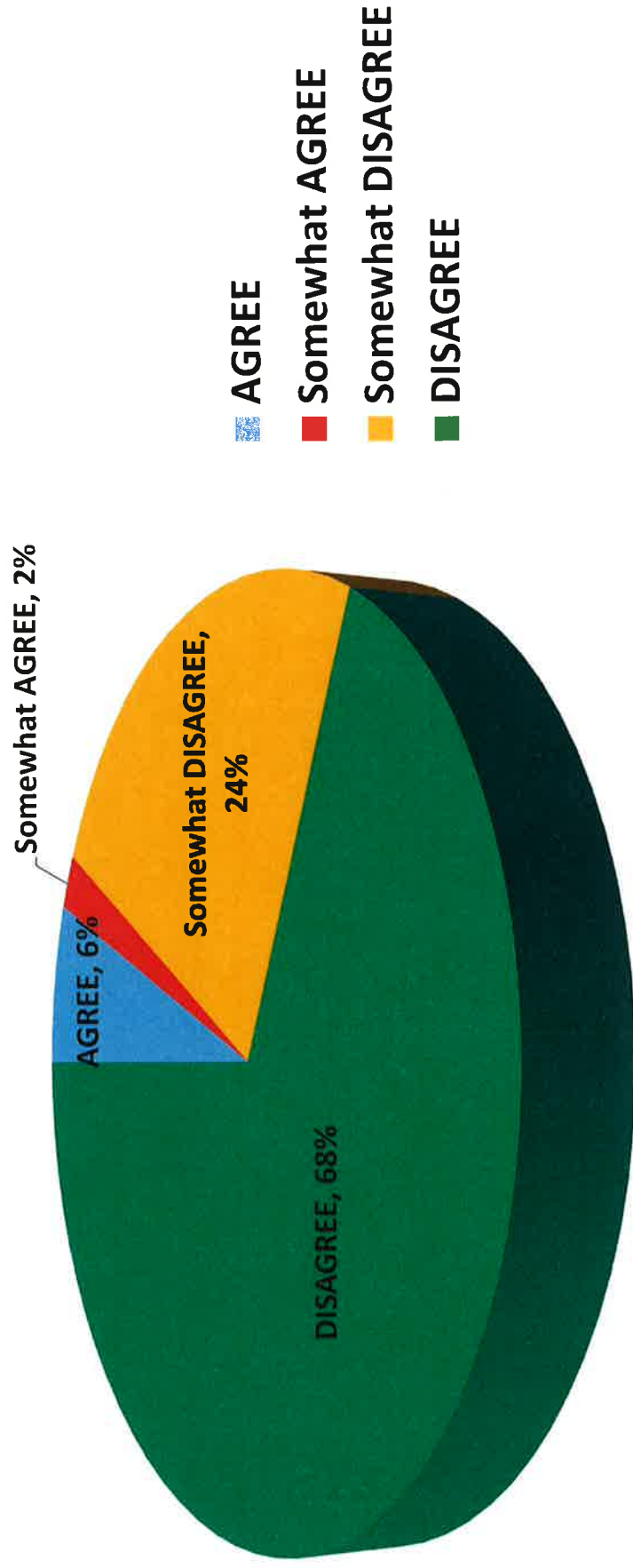
■ Somewhat AGREE

■ Somewhat DISAGREE

■ DISAGREE

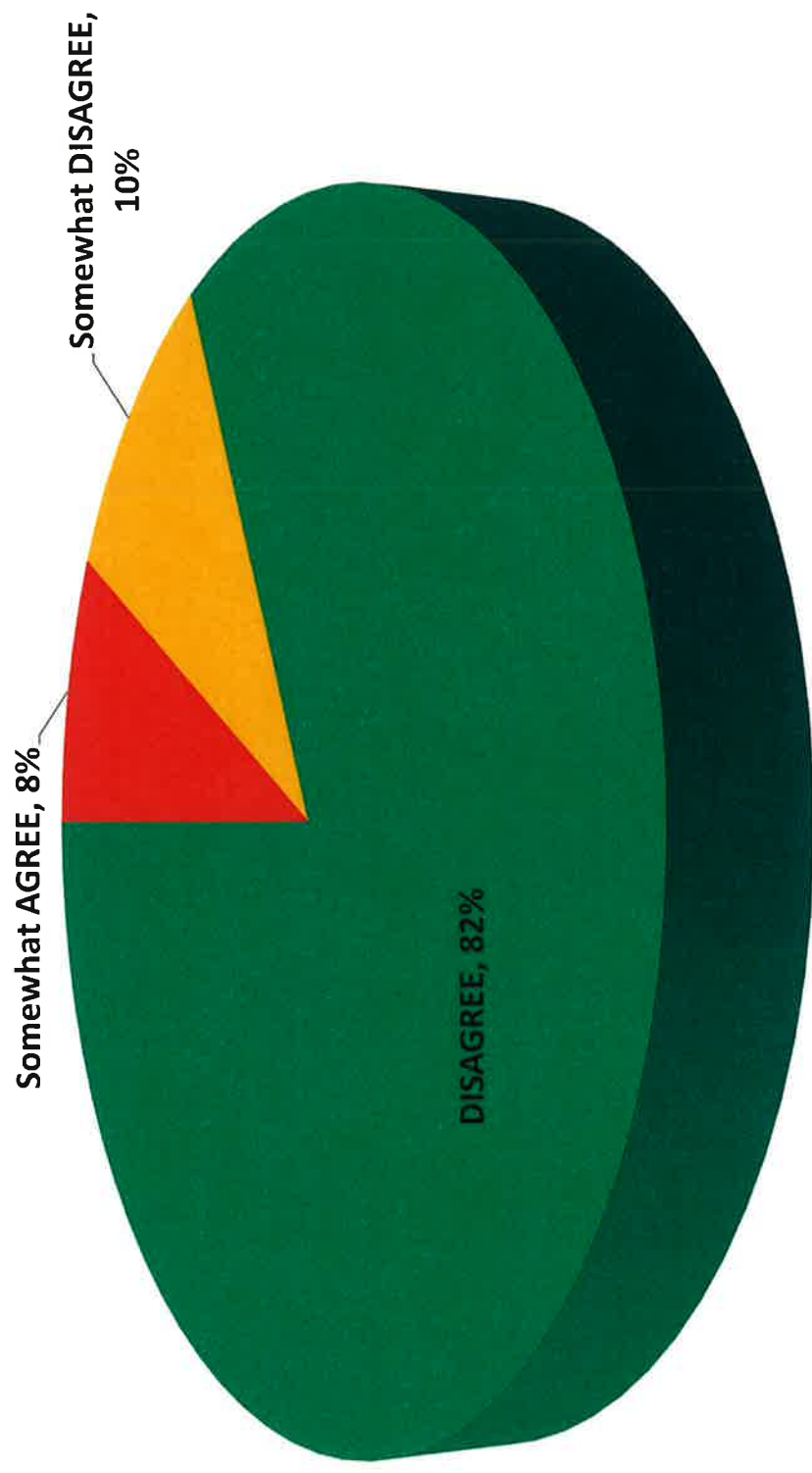
## 9. Turin Should Consider the Following Housing Options:

Single-family HIGH Density  
(minimum lot size = less 1/2 acre)

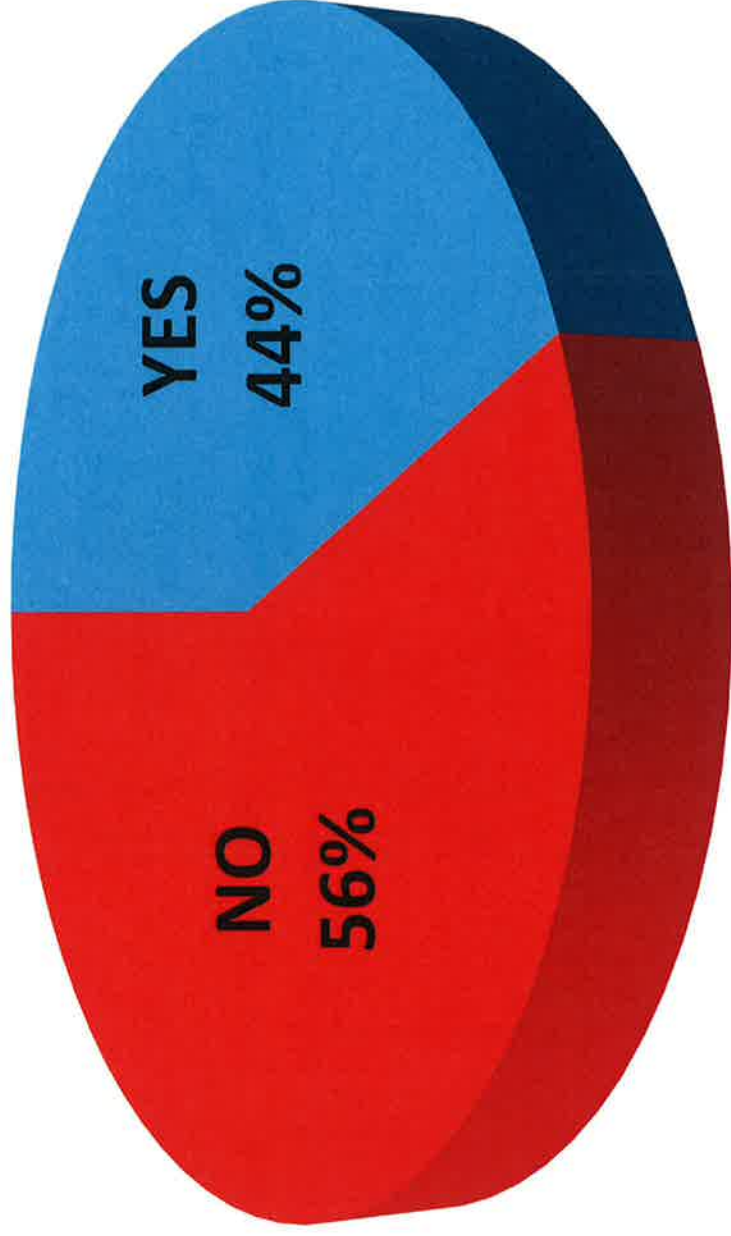


## 9. Turin Should Consider the Following Housing Options:

### Multi-family (Apartments/Condominiums)



**I would support a city property tax to help  
maintain the streets in Turin.**



## General Comments:

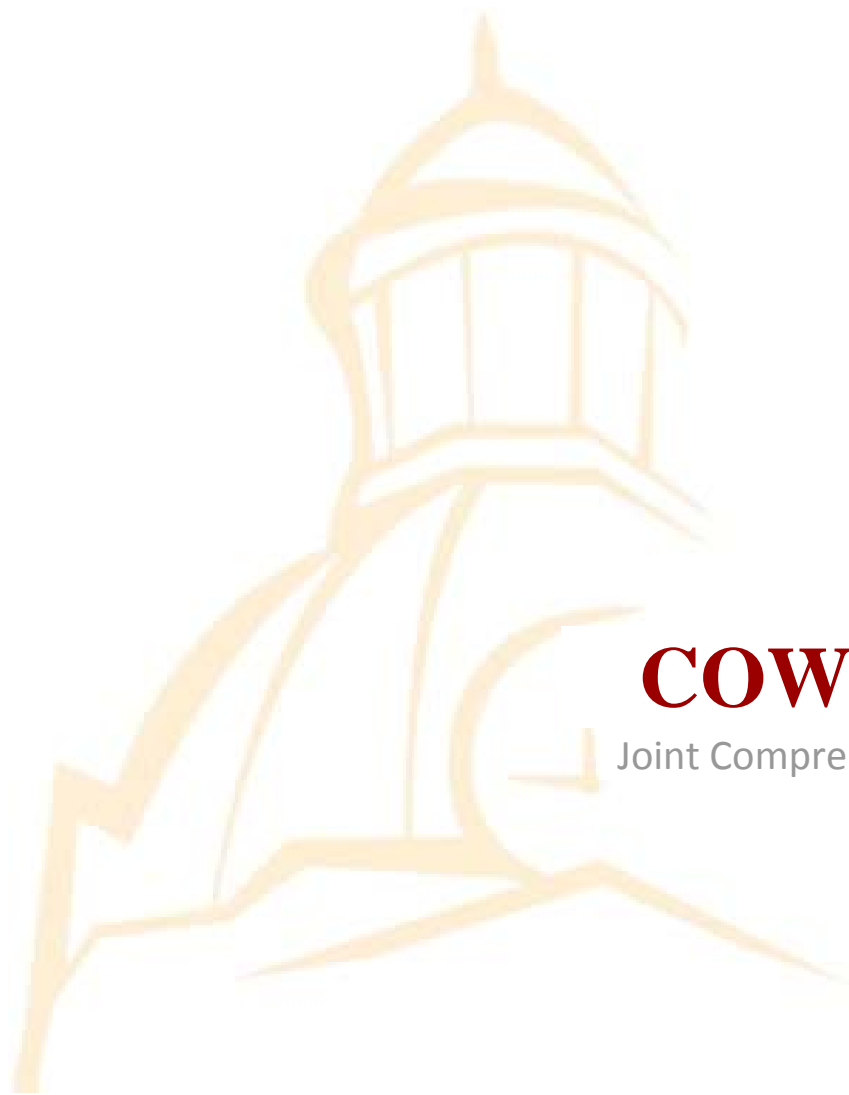
- Concerned about too much growth
- I will never support a city property tax! The tax base in the city is too small to provide enough revenue to accomplish anything significant. I would rather see the town unincorporate and then THE COUNTY PROPERTY TAX THAT I ALREADY PAY COULD MAINTAIN THE STREETS!! This town provides NO public services. Why should I pay an ADDITIONAL TAX for no services??
- I would like to see a central park if possible
- Turin is a very small town that is close to major restaurants and businesses, so there is very little need for those in town. Parks, recreation, and sidewalk options are not feasible in a town with 2 major highways running through it. I will never support a raise in taxes or adding additional taxes, we need to learn to live within our means and become smart users of our revenue dollars.
- No to surrounding subdivisions
- Traffic in area is big issue to address. Safety & general access are a concern.
- There needs to be a housing option similar to what several planning commission members live on....more than 5 acres
- Thank you for putting this together. I love Turin and want it to return to a friendly town with neighbors who care about each other. We need to pull together.

## Notice of Public Hearing

The Town of Turin Georgia will hold a public hearing on August 15, 2016 at 7:00 p.m. at Town Hall, located at 47 Turin Road, Turin, GA 30289. The purpose of the public hearing is to receive public comment on the updated Comprehensive Plan for the planning period 2016-2036.

All interested citizens may comment at the public hearing. In addition the Town will accept written comments until 4 p.m. on August 15, 2016. Persons with special needs relating to handicapped accessibility or foreign language shall contact Tracey Townsend at (770) 599-0777 prior to August 15, 2016, between the hours of 9 a.m. to 4p.m., Tuesdays and Thursdays, except holidays. Persons with hearing disabilities may contact us through the Georgia Relay Service, at (TDD) 1-800-255-0056 or (Voice) 1-800-255-0135.

# TRANSPORTATION PLAN/ELEMENT



# COWETA COUNTY

Joint Comprehensive Transportation Plan Update

## Plan Summary

March 4, 2014





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## **CTP Documentation..... 30**



**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.

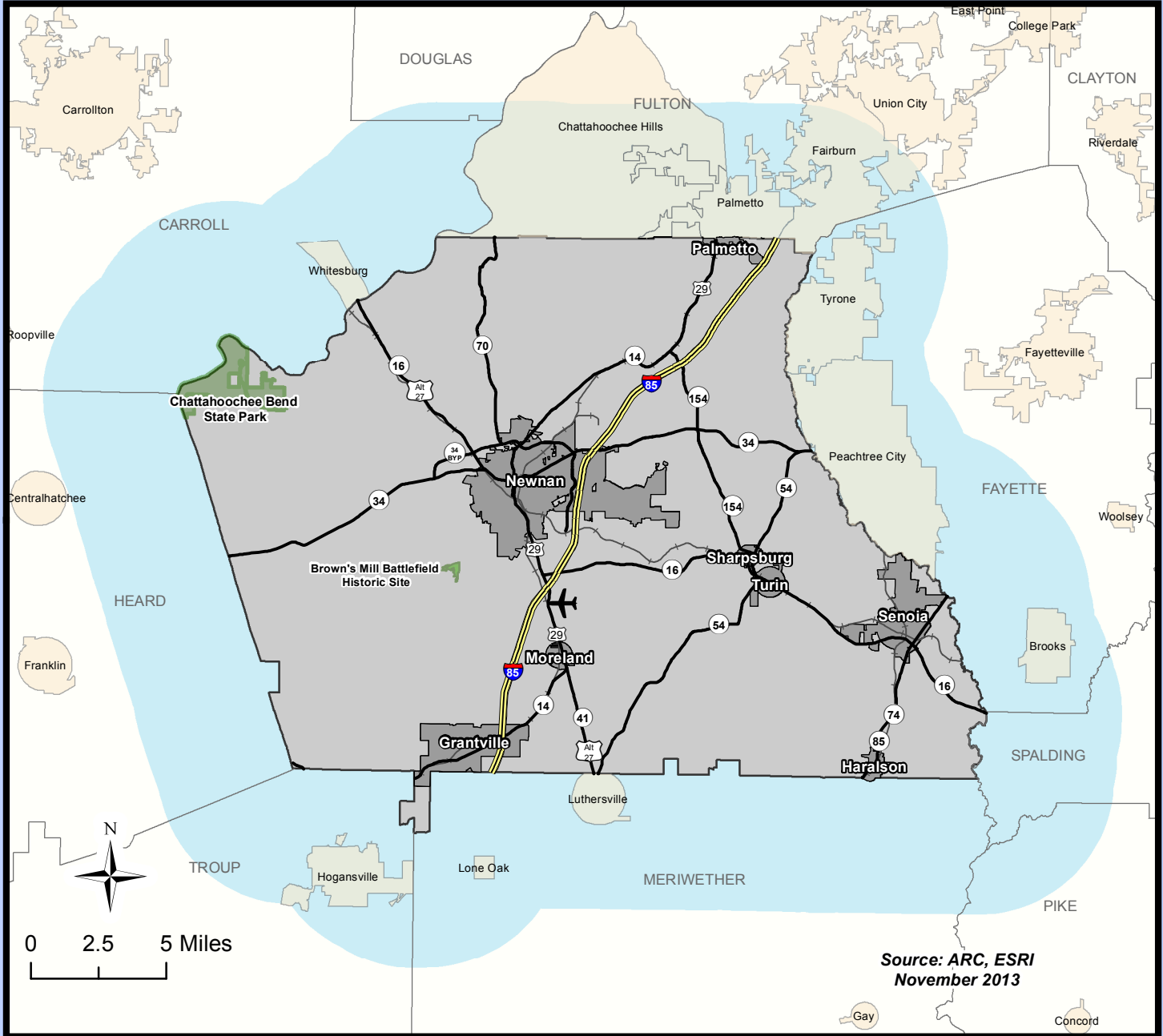
Building on the 2006 CTP, the Update assesses changes in demographics and transportation conditions over the intervening seven years in order to identify transportation needs and prioritize a suite of multimodal projects and strategies to meet those needs through year 2040. During the update process, 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.

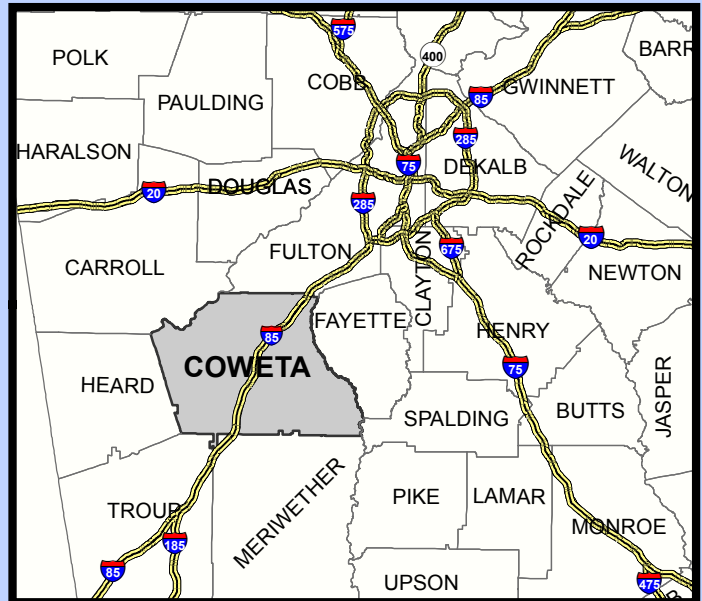
# Coweta County Joint CTP Study Area



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.



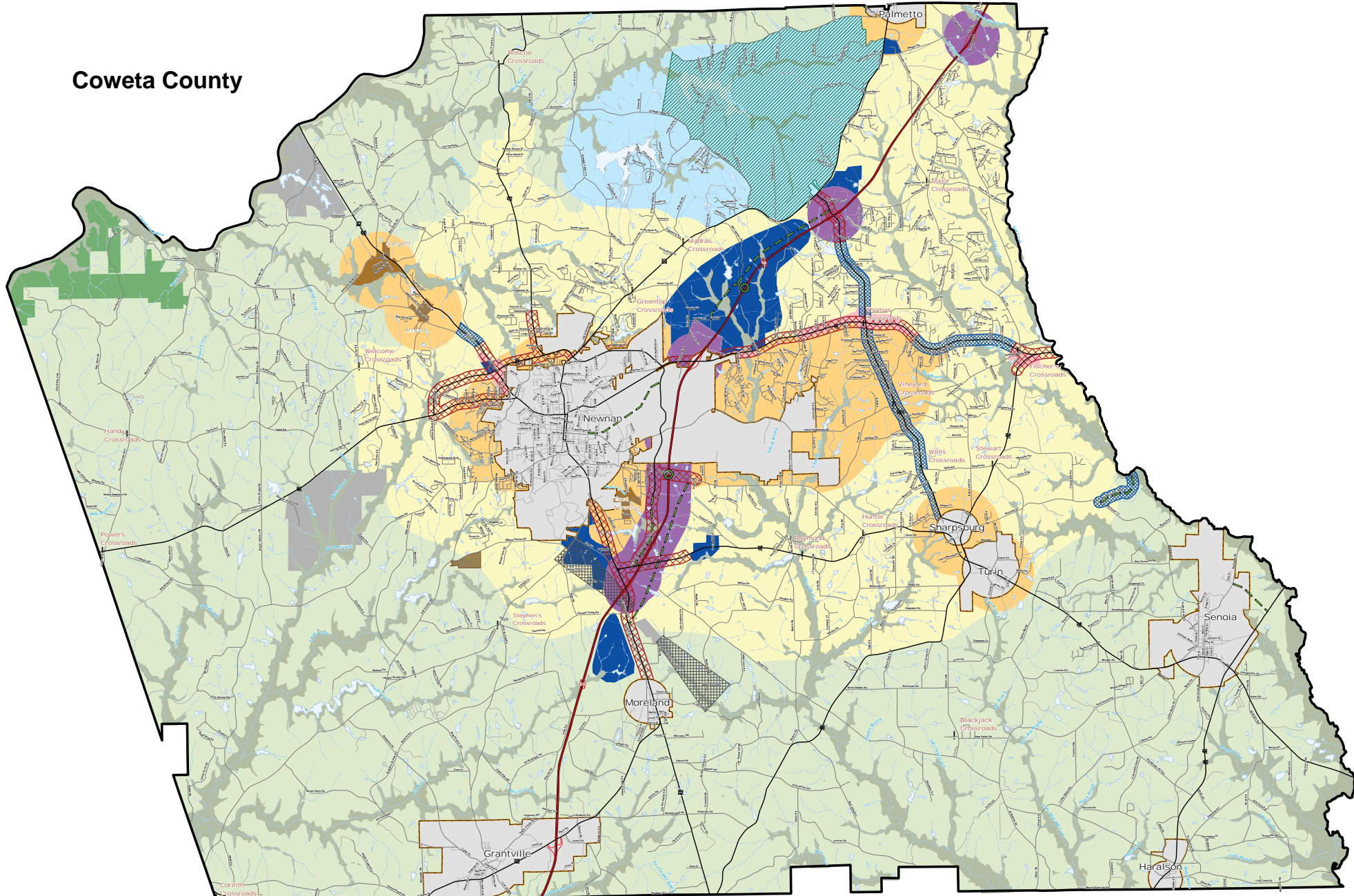
**Coweta's population is concentrated in an area from Newnan northward and eastward to the county lines. In 2010, Coweta's population density was 511 people per square mile in this area, while the rural areas to the west and south had a density of 90 people per square mile.**

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

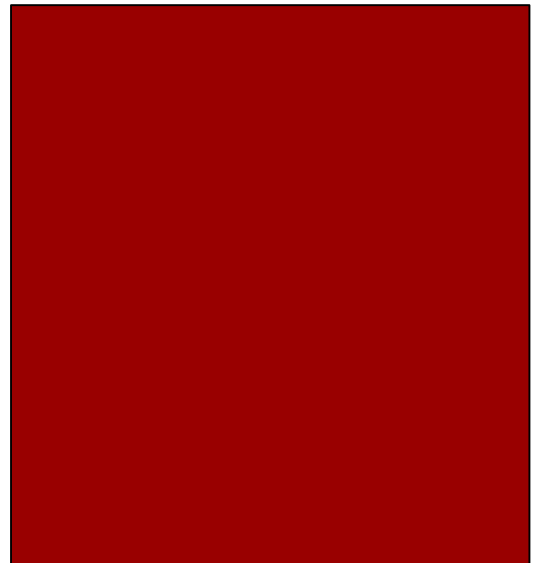
## PROJECT IDENTIFICATION

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

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



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

Map ID	Roadway/Location	Jurisdiction	Phase
<b>RAILROAD CROSSING</b>			
R1	<b>Walt Sanders Rd</b> (Railroad crossing 050420R) (add warning device)	Coweta Co	N/A
R2	<b>Walt Sanders Rd</b> (Railroad crossing 050419W) (add warning device)	Coweta Co	N/A
R3	<b>Johnson Cir</b> (Railroad crossing 050408J) (add warning device)	Coweta Co	N/A
R4	<b>Main St</b> (Railroad crossing 050458M) (upgrade crossing)	Grantville	N/A
R5	<b>Seavy St</b> at CSX (upgrade crossing)	Senoia	N/A
R6	<b>Johnson St</b> at CSX (upgrade crossing)	Senoia	N/A
R7	<b>Seavy St</b> at Norfolk Southern (upgrade crossing)	Senoia	N/A
<b>OTHER</b>			
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

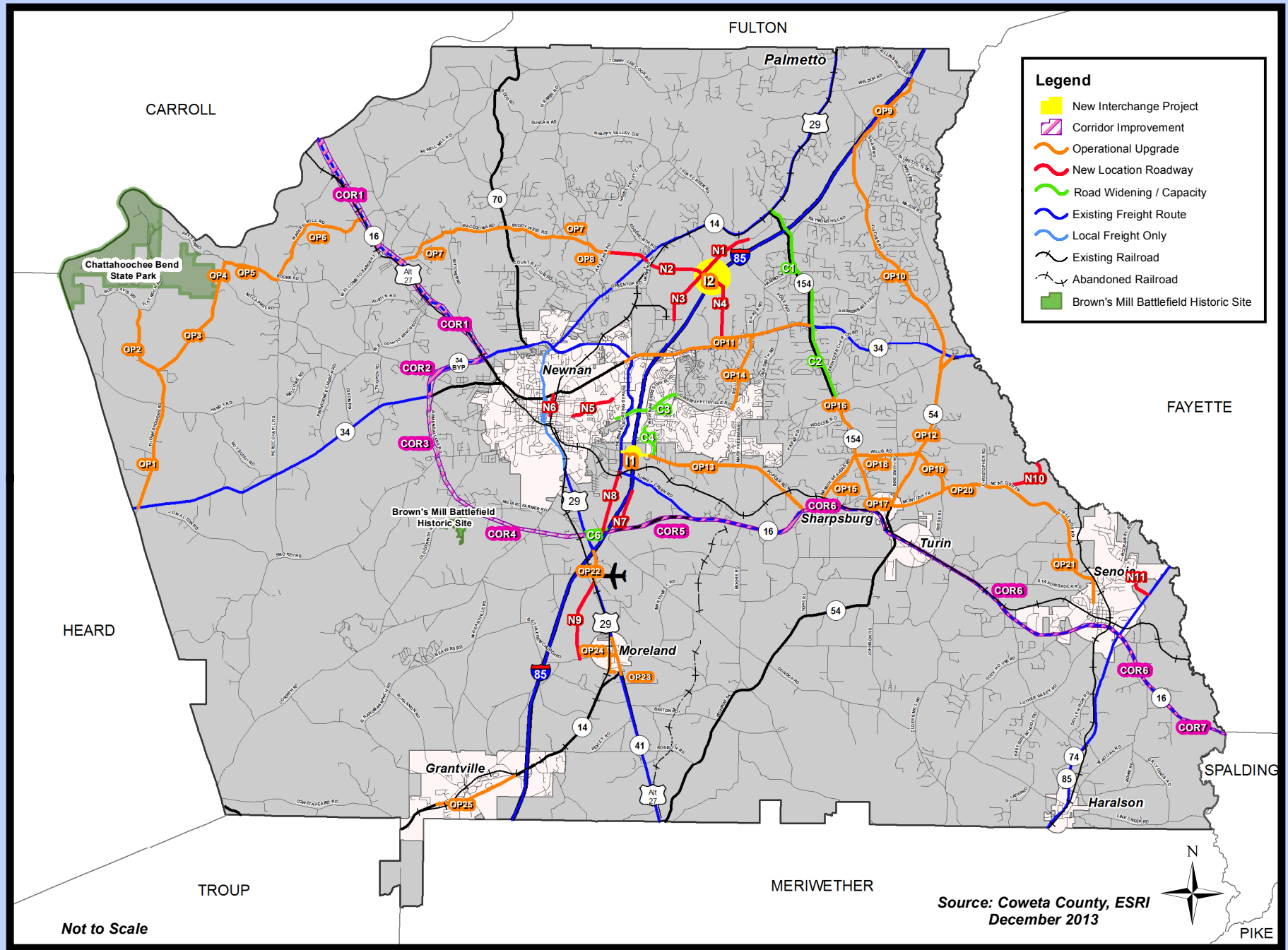
Freight movement in Coweta predominantly involves trucking and railroads. The CTP's freight recommendations are designed to respond to several specific needs:

- 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



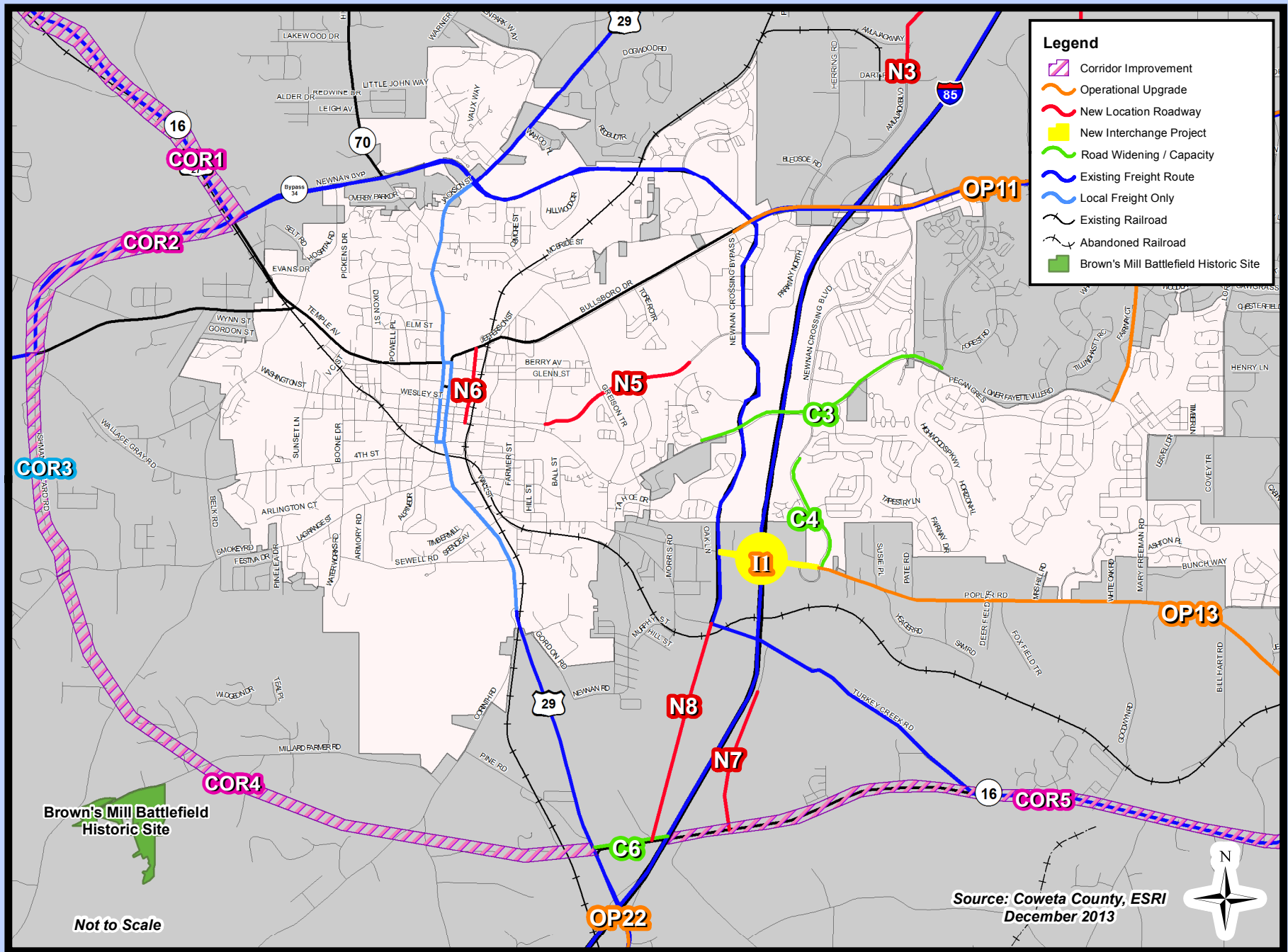
The CTP freight recommendations are:

- 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)

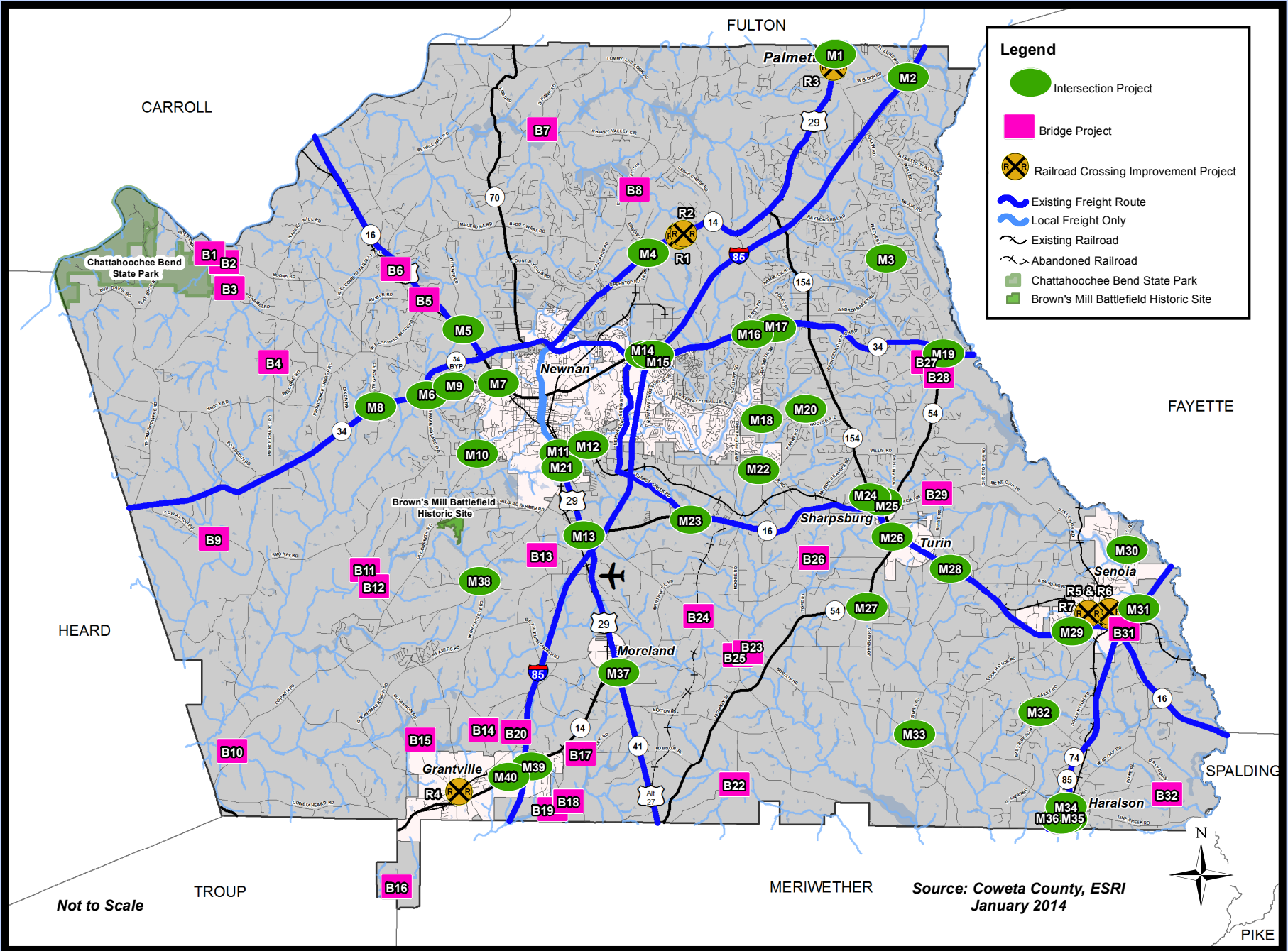


**Coweta County Joint Comprehensive Transportation Plan Update  
 Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (Coweta County)**





**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)**

Source: Coweta County, ESRI  
 January 2014

**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**

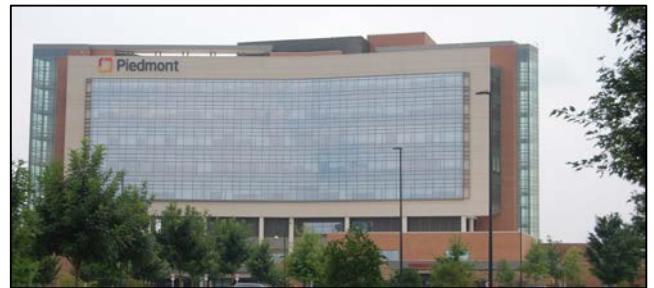
The focus of transit activities was on developing broad “strategies” covering many different service types to increase access to public transportation opportunities. Strategies fall into one of three categories—expanded service, new service, and service coordination and optimization—and include fixed-route 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



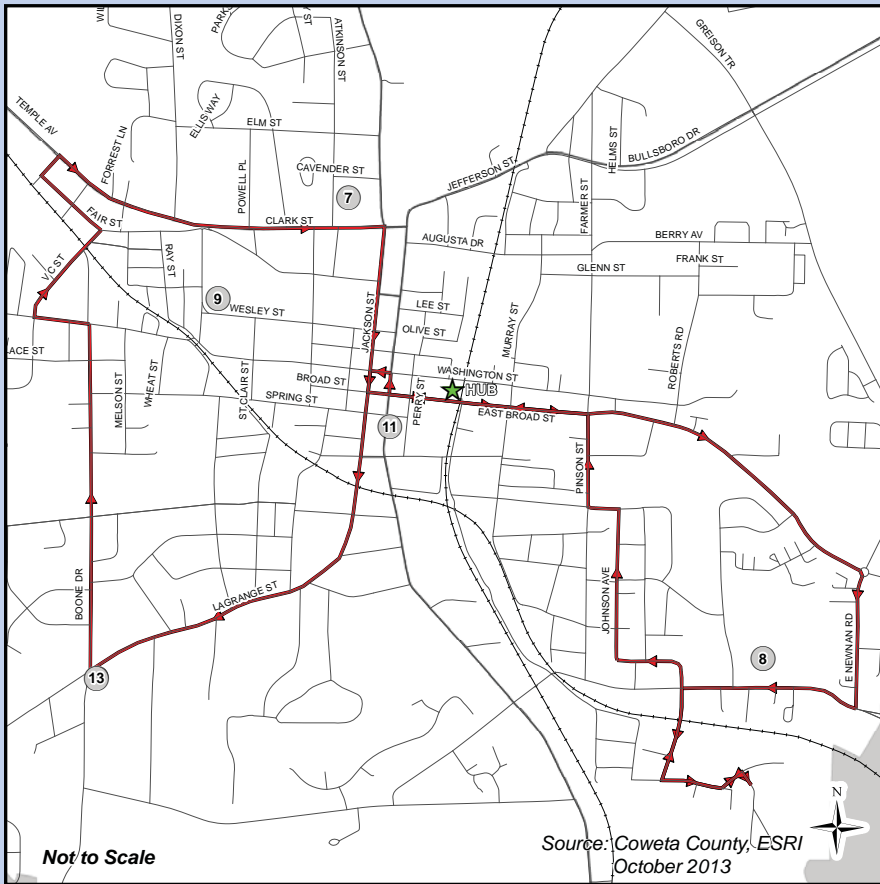
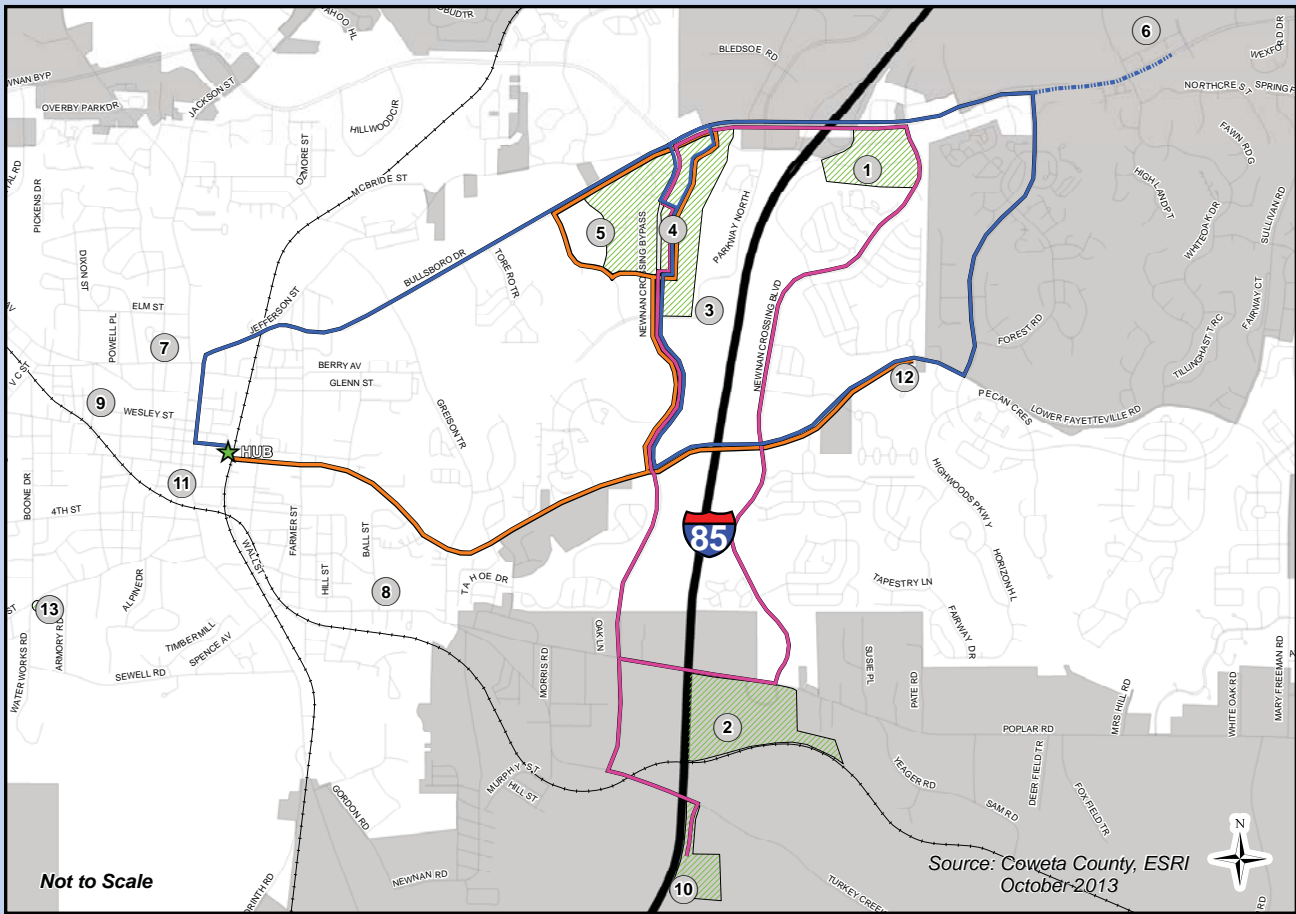
**Service Coordination and Optimization**

- 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



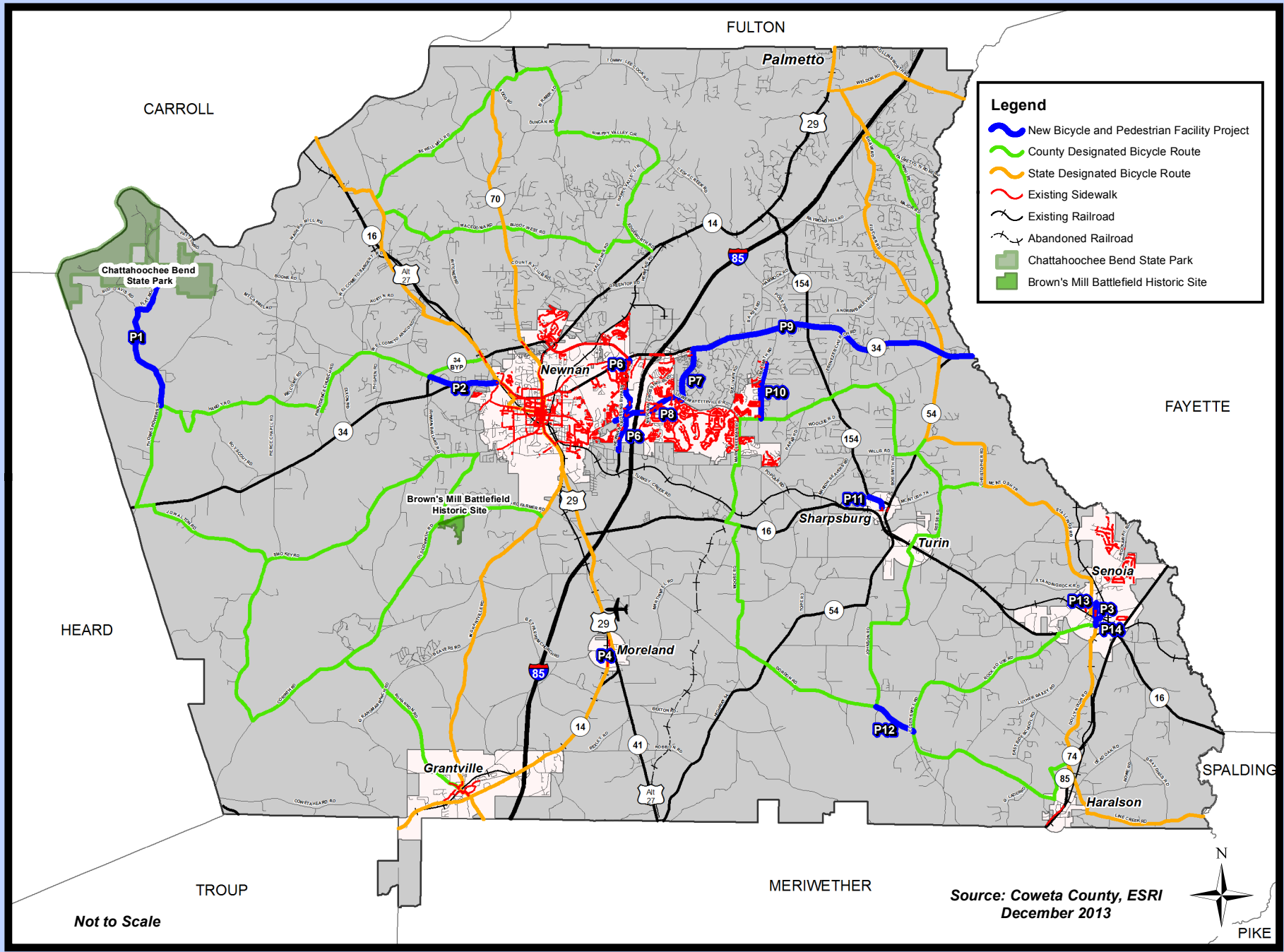
Together with these general strategies, the CTP Update recommends 14 specific bicycle and pedestrian projects to improve connections on existing and proposed facilities.

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

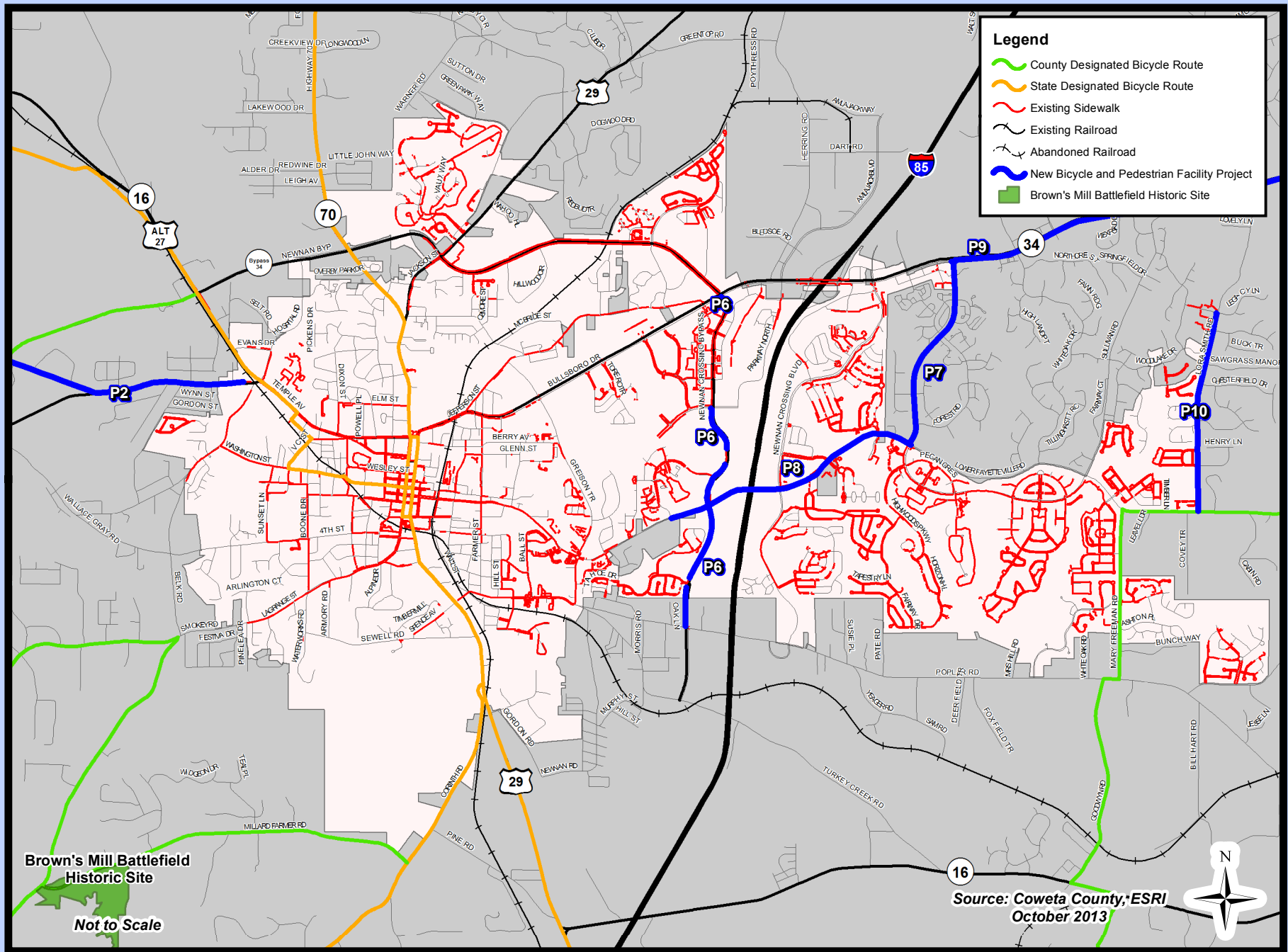
## BICYCLE & PEDESTRIAN PROJECT LIST

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)

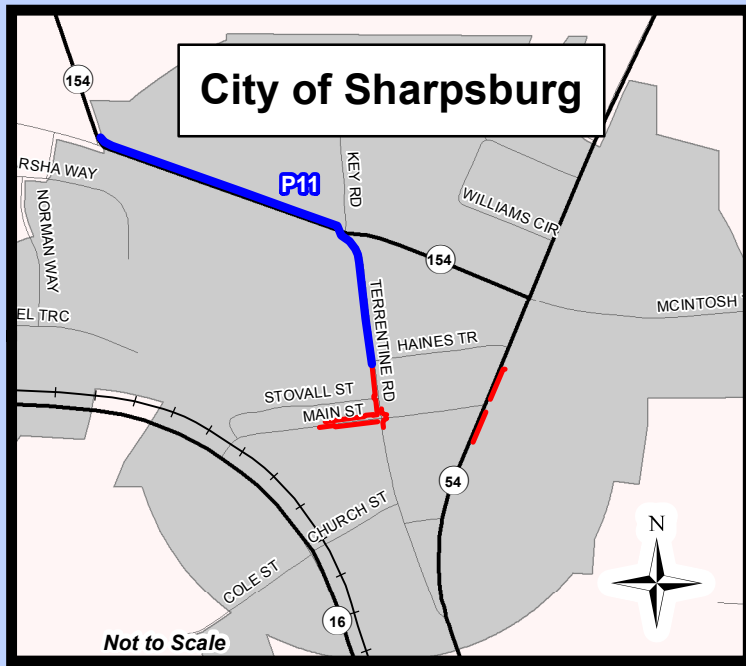
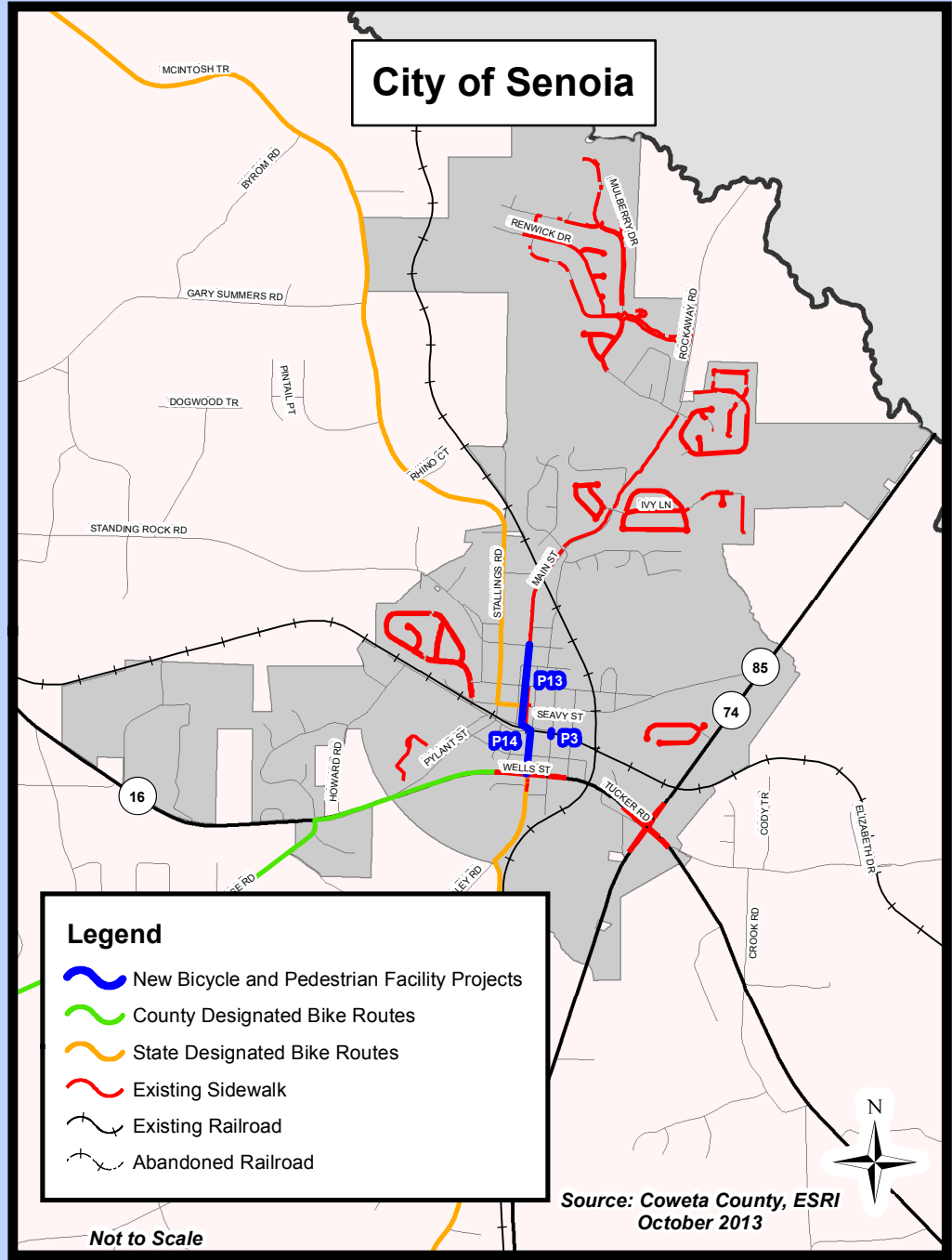
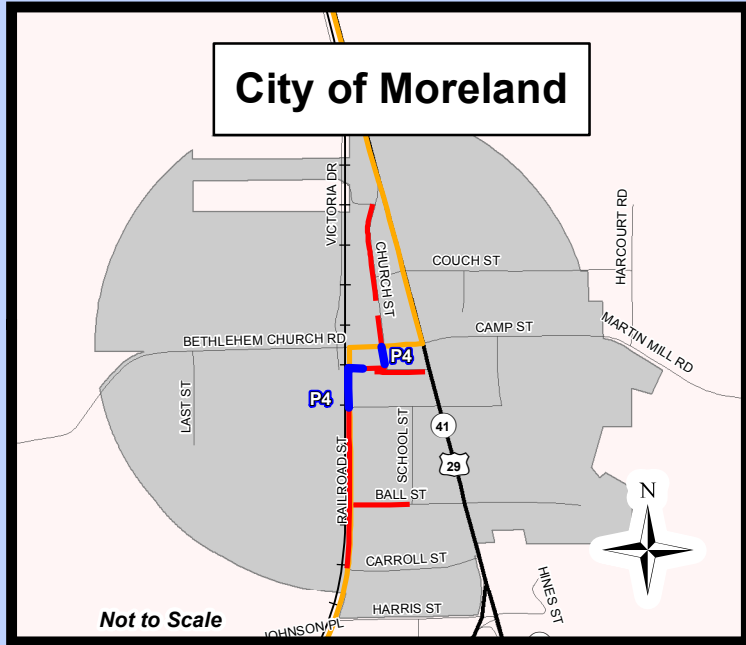
It should also be noted that, although bicycle and pedestrian facility project recommendations from approved local jurisdiction plans are not listed individually in the CTP project recommendations, the CTP supports local jurisdictions’ continued development of such plans and implementation of the projects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

