

Thomas County Joint Comprehensive Plan 2018

2018

The comprehensive plan, also known as a general plan, master plan or land-use plan, is a document designed to guide the future actions of a community. It presents a vision for the future, with long-range goals and objectives for all activities that affect the local government. This includes guidance on how to make decisions on public and private land development proposals, the expenditure of public funds, availability of tax policy (tax incentives), cooperative efforts and issues of pressing concern, such as farmland preservation or the rehabilitation of older neighborhoods areas.

Thomas County

Meigs

Ochlocknee

Coolidge

Boston

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Introduction

The comprehensive plan is a long-range (15-20-year) statement of a community's vision for development (and redevelopment). By addressing the entire physical environment of the city and the multitudes of functions, policies, and programs that comprise their day to day workings, the plan seeks to guide the what, when, where, why and how of future physical changes to the landscape of Thomas County and its municipalities.

The purpose of a comprehensive plan is to provide a guide for local government officials and other community leaders for making everyday decisions that are supportive of the community's stated goals for its future. The plan should serve as the local government's guide for assessing development proposals, including rezoning applications and redevelopment plans. For residents, business owners and members of the development community, the plan provides insight into what types of land uses and development are appropriate at various locations throughout the city. Finally, evaluating various local government functions and services, the plan is a point of reference for government staff in preparing capital improvements programs and associated budgets.

The last full Comprehensive Plan for Thomas County and the Cities of Meigs, Coolidge, Ochlocknee and Boston was completed and adopted in 2008 by the Southwest Georgia Regional Commission (SWGRC) and Robert & Company planning consultants. Although not a lot has changed since 2008, an updated comprehensive plan is required by the Georgia Department of Community Affairs (DCA). The Thomas County Joint Comprehensive Plan will be completed in 2018, and will lay the groundwork for countywide/citywide decision making through the year 2030 using relevant current data and both quantitative and qualitative analyses.

The DCA oversees and provides guidance for local comprehensive planning in Georgia. The department's Minimum Standards and Procedures for Local Comprehensive Planning, as updated in January 2013, outlines three required components of a comprehensive plan for all local governments: community goals, needs and opportunities and a community work program. Thomas County is charges impact fees for new development and therefore according to the DCA's rules will be required to do a capital improvements element. Thomas County and its municipalities also have zoning ordinances and are therefore required to do a land use element as well. Although not required, a transportation element will also be provided by the Southwest Georgia Regional Commission.

Public Involvement

SWGRC's Role

The SWGRC's Planning Department facilitated the 2018 Comprehensive Plan update for Thomas County, Meigs, Coolidge, Ochlocknee and Boston. Leading community input sessions and Steering Committee meetings, the SWGRC team gathered feedback and guidance from the public, and used this information to assemble the Comprehensive Plan and made recommendations that are reflective of the community's desires. The elected officials of each local government hold ultimate responsibility and authority to approve and direct the implementation of the Comprehensive Plan documents.

Stakeholder Involvement

A number of stakeholders were identified and asked to participate in the process including: business owners, farmers, elected officials, economic development professionals and planning commission members. Representation of those invited stakeholders was decent with about half of those invited participating but still providing a broad spectrum of stakeholders that provided valuable input.

Public Input and Steering Committee

The 2018 update of the Thomas County Comprehensive Plan relied heavily on public involvement. The planning process began with initial public hearings at County Commission and City Council meetings in November/December 2016 where the plan requirements were discussed and an overview of the process as well as various ways the public could participate in the plan process. Aside from public meetings, the SWGRC planning website (www.swgrcplanning.org) was utilized to further explain the plan process, requirements and provide an avenue for residents to be notified of meetings and send questions and concerns to the planner. Following the initial public hearings, a series of community input sessions was held where the public was invited to help identify the strengths, weaknesses, opportunities and threats and from that develop a list of needs and opportunities for Thomas County and its municipalities. The next meeting that was held was to develop goals and policies for Thomas County and its municipalities regarding a variety of topics. The steering committee was formed from various department heads, business owners, residents and at least one elected official, as required by the DCA's rules for comprehensive planning. The steering committee members are as follows:

- Danny Groover, Mayor, City of Boston
- Ken Hickey, Vice Chair, Thomas County Board of Commissioners
- Bobby Brown, Citizen, Thomas County
- Elaine Mays, Citizen, Thomas County
- Wiley Grady, Thomas County Board of Commissioners
- Tom Everett, Citizen, Thomas County
- Margie Massey, Citizen, Thomas County
- Zippy Vonier, Thomas County Board of Commissioners
- Ray Glass, Citizen, Thomas County
- Danny Dukes, Citizen, Thomas County
- Mark NeSmith, Thomas County Board of Commissioners
- Mark Clark, Citizen, Thomas County
- Roger Walker, Citizen, Thomas County
- Moses Gross, Chairperson, Thomas County Board of Commissioners
- Hershel Ansley, Thomas County Board of Commissioners
- Mitch Stone, Citizen, Thomas County
- Tommy Martin, Citizen, Thomas County
- Merrill Baker, Thomas County Board of Commissioners
- Stephan Thompson, Citizen, Thomas County
- Shan Daniels, Citizen, Thomas County
- Phillip Brown, Thomas County Board of Commissioners
- Christopher Hopkins, Citizen, Thomas County
- Curnell Henry, Citizen, Thomas County
- John Blaha, Coolidge City Council
- Norma Winn, Coolidge City Council
- Marty Creel, Citizen, City of Coolidge
- Cheryl Walters, Mayor City of Meigs
- Ronnelle Searcy, Mayor, City of Ochlocknee
- Diane Causey, Mayor, City of Coolidge

The steering committee provided valuable feedback, guidance, and recommendations about the comprehensive plan and served the integral role of guiding the plan as a document representative of the overall goals of Thomas County and its municipalities.

Review Process

According to the DCA's new rules for comprehensive planning, effective March 1, 2014, each community must transmit the plan to the Southwest Georgia Regional Commission (SWGRC) when all components are complete. The transmittal must also include the community's certification that it has considered both the Regional Water Plan and the Rules for Environmental Planning Criteria. Once it completes its review, the SWGRC will forward the plan to the DCA for review.

Once the plan has been found by the DCA to be in compliance with the Minimum Standards and Procedures, each community must adopt the approved plan.

Thomas County

Community Profile



Community Profile

Thomas_Co.zip
Area: 530.69 square miles

Prepared by SWGRC

Population Summary	
2000 Total Population	20,709
2010 Total Population	22,512
2016 Total Population	23,397
2016 Group Quarters	460
2021 Total Population	24,140
2016-2021 Annual Rate	0.63%
Household Summary	
2000 Households	7,776
2000 Average Household Size	2.60
2010 Households	8,658
2010 Average Household Size	2.55
2016 Households	9,027
2016 Average Household Size	2.54
2021 Households	9,327
2021 Average Household Size	2.54
2016-2021 Annual Rate	0.66%
2010 Families	6,206
2010 Average Family Size	3.01
2016 Families	6,405
2016 Average Family Size	3.02
2021 Families	6,579
2021 Average Family Size	3.03
2016-2021 Annual Rate	0.54%
Housing Unit Summary	
2000 Housing Units	8,742
Owner Occupied Housing Units	69.4%
Renter Occupied Housing Units	19.6%
Vacant Housing Units	11.1%
2010 Housing Units	9,935
Owner Occupied Housing Units	62.9%
Renter Occupied Housing Units	24.2%
Vacant Housing Units	12.9%
2016 Housing Units	10,547
Owner Occupied Housing Units	58.4%
Renter Occupied Housing Units	27.2%
Vacant Housing Units	14.4%
2021 Housing Units	10,952
Owner Occupied Housing Units	58.0%
Renter Occupied Housing Units	27.2%
Vacant Housing Units	14.8%
Median Household Income	
2016	\$39,573
2021	\$44,955
Median Home Value	
2016	\$134,706
2021	\$166,583
Per Capita Income	
2016	\$21,600
2021	\$23,805
Median Age	
2010	40.5
2016	41.6
2021	43.0

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



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2016 Households by Income	
Household Income Base	9,027
<\$15,000	20.1%
\$15,000 - \$24,999	14.1%
\$25,000 - \$34,999	10.2%
\$35,000 - \$49,999	14.7%
\$50,000 - \$74,999	18.1%
\$75,000 - \$99,999	10.5%
\$100,000 - \$149,999	7.8%
\$150,000 - \$199,999	1.8%
\$200,000+	2.6%
Average Household Income	\$55,449
2021 Households by Income	
Household Income Base	9,327
<\$15,000	20.8%
\$15,000 - \$24,999	12.1%
\$25,000 - \$34,999	7.0%
\$35,000 - \$49,999	13.9%
\$50,000 - \$74,999	19.2%
\$75,000 - \$99,999	12.4%
\$100,000 - \$149,999	9.7%
\$150,000 - \$199,999	2.1%
\$200,000+	2.8%
Average Household Income	\$61,100
2016 Owner Occupied Housing Units by Value	
Total	6,158
<\$50,000	20.6%
\$50,000 - \$99,999	17.0%
\$100,000 - \$149,999	17.9%
\$150,000 - \$199,999	15.6%
\$200,000 - \$249,999	8.3%
\$250,000 - \$299,999	4.1%
\$300,000 - \$399,999	7.9%
\$400,000 - \$499,999	4.4%
\$500,000 - \$749,999	3.1%
\$750,000 - \$999,999	0.5%
\$1,000,000 +	0.5%
Average Home Value	\$175,633
2021 Owner Occupied Housing Units by Value	
Total	6,349
<\$50,000	15.5%
\$50,000 - \$99,999	10.2%
\$100,000 - \$149,999	17.6%
\$150,000 - \$199,999	20.3%
\$200,000 - \$249,999	13.2%
\$250,000 - \$299,999	6.8%
\$300,000 - \$399,999	8.0%
\$400,000 - \$499,999	4.4%
\$500,000 - \$749,999	3.1%
\$750,000 - \$999,999	0.4%
\$1,000,000 +	0.5%
Average Home Value	\$194,806

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



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2010 Population by Age	
Total	22,512
0 - 4	6.3%
5 - 9	6.3%
10 - 14	7.2%
15 - 24	12.5%
25 - 34	11.0%
35 - 44	13.0%
45 - 54	15.7%
55 - 64	13.1%
65 - 74	8.7%
75 - 84	4.6%
85 +	1.6%
18 +	75.6%
2016 Population by Age	
Total	23,398
0 - 4	6.0%
5 - 9	6.3%
10 - 14	6.3%
15 - 24	12.1%
25 - 34	11.6%
35 - 44	12.0%
45 - 54	14.3%
55 - 64	14.3%
65 - 74	10.5%
75 - 84	4.8%
85 +	1.7%
18 +	77.7%
2021 Population by Age	
Total	24,140
0 - 4	5.6%
5 - 9	6.0%
10 - 14	6.6%
15 - 24	11.1%
25 - 34	11.5%
35 - 44	11.6%
45 - 54	13.0%
55 - 64	14.9%
65 - 74	11.9%
75 - 84	5.9%
85 +	1.8%
18 +	78.0%
2010 Population by Sex	
Males	10,875
Females	11,637
2016 Population by Sex	
Males	11,385
Females	12,012
2021 Population by Sex	
Males	11,822
Females	12,318



Community Profile

Thomas_Co.zip
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Prepared by SWGRC

2010 Population by Race/Ethnicity

Total	22,512
White Alone	72.5%
Black Alone	23.8%
American Indian Alone	0.5%
Asian Alone	0.7%
Pacific Islander Alone	0.0%
Some Other Race Alone	1.2%
Two or More Races	1.2%
Hispanic Origin	3.1%
Diversity Index	45.3

2016 Population by Race/Ethnicity

Total	23,396
White Alone	71.4%
Black Alone	23.9%
American Indian Alone	0.5%
Asian Alone	0.9%
Pacific Islander Alone	0.0%
Some Other Race Alone	1.6%
Two or More Races	1.6%
Hispanic Origin	4.0%
Diversity Index	47.6

2021 Population by Race/Ethnicity

Total	24,141
White Alone	70.6%
Black Alone	23.7%
American Indian Alone	0.6%
Asian Alone	1.0%
Pacific Islander Alone	0.0%
Some Other Race Alone	2.0%
Two or More Races	2.0%
Hispanic Origin	5.0%
Diversity Index	49.7

2010 Population by Relationship and Household Type

Total	22,512
In Households	97.9%
In Family Households	85.0%
Householder	27.4%
Spouse	20.2%
Child	31.4%
Other relative	3.9%
Nonrelative	2.0%
In Nonfamily Households	12.9%
In Group Quarters	2.1%
Institutionalized Population	1.7%
Noninstitutionalized Population	0.4%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



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2016 Population 25+ by Educational Attainment

Total	16,211
Less than 9th Grade	4.8%
9th - 12th Grade, No Diploma	11.9%
High School Graduate	27.4%
GED/Alternative Credential	7.5%
Some College, No Degree	22.6%
Associate Degree	8.6%
Bachelor's Degree	9.6%
Graduate/Professional Degree	7.6%

2016 Population 15+ by Marital Status

Total	19,043
Never Married	29.7%
Married	52.3%
Widowed	7.2%
Divorced	10.8%

2016 Civilian Population 16+ in Labor Force

Civilian Employed	94.2%
Civilian Unemployed	5.8%

2016 Employed Population 16+ by Industry

Total	9,239
Agriculture/Mining	3.5%
Construction	5.1%
Manufacturing	12.1%
Wholesale Trade	2.9%
Retail Trade	13.4%
Transportation/Utilities	4.3%
Information	0.6%
Finance/Insurance/Real Estate	6.2%
Services	44.4%
Public Administration	7.5%

2016 Employed Population 16+ by Occupation

Total	9,240
White Collar	60.9%
Management/Business/Financial	13.0%
Professional	19.0%
Sales	15.6%
Administrative Support	13.3%
Services	17.2%
Blue Collar	22.0%
Farming/Forestry/Fishing	0.9%
Construction/Extraction	4.0%
Installation/Maintenance/Repair	4.3%
Production	6.0%
Transportation/Material Moving	6.8%

2010 Population By Urban/ Rural Status

Total Population	22,512
Population Inside Urbanized Area	0.0%
Population Inside Urbanized Cluster	30.2%
Rural Population	69.8%



Community Profile

Thomas_Co.zip
Area: 530.69 square miles

Prepared by SWGRC

2010 Households by Type	
Total	8,658
Households with 1 Person	24.1%
Households with 2+ People	75.9%
Family Households	71.7%
Husband-wife Families	52.7%
With Related Children	22.0%
Other Family (No Spouse Present)	19.0%
Other Family with Male Householder	4.7%
With Related Children	2.6%
Other Family with Female Householder	14.3%
With Related Children	9.2%
Nonfamily Households	4.2%
All Households with Children	34.4%
Multigenerational Households	4.5%
Unmarried Partner Households	5.4%
Male-female	4.9%
Same-sex	0.5%
2010 Households by Size	
Total	8,657
1 Person Household	24.1%
2 Person Household	34.8%
3 Person Household	17.7%
4 Person Household	13.7%
5 Person Household	6.1%
6 Person Household	2.2%
7 + Person Household	1.3%
2010 Households by Tenure and Mortgage Status	
Total	8,658
Owner Occupied	72.2%
Owned with a Mortgage/Loan	46.0%
Owned Free and Clear	26.2%
Renter Occupied	27.8%
2010 Housing Units By Urban/ Rural Status	
Total Housing Units	9,935
Housing Units Inside Urbanized Area	0.0%
Housing Units Inside Urbanized Cluster	29.9%
Rural Housing Units	70.1%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Thomas_Co.zip
Area: 530.69 square miles

Prepared by SWGRC

Top 3 Tapestry Segments

- | | |
|----|---------------------------|
| 1. | Southern Satellites (10A) |
| 2. | Heartland Communities |
| 3. | Rural Bypasses (10E) |

2016 Consumer Spending

Apparel & Services: Total \$	\$13,002,806
Average Spent	\$1,440.43
Spending Potential Index	72
Education: Total \$	\$7,373,067
Average Spent	\$816.78
Spending Potential Index	58
Entertainment/Recreation: Total \$	\$19,826,330
Average Spent	\$2,196.34
Spending Potential Index	75
Food at Home: Total \$	\$34,836,945
Average Spent	\$3,859.19
Spending Potential Index	77
Food Away from Home: Total \$	\$20,545,491
Average Spent	\$2,276.00
Spending Potential Index	74
Health Care: Total \$	\$38,364,387
Average Spent	\$4,249.96
Spending Potential Index	80
HH Furnishings & Equipment: Total \$	\$11,542,370
Average Spent	\$1,278.65
Spending Potential Index	72
Personal Care Products & Services: Total \$	\$4,775,138
Average Spent	\$528.98
Spending Potential Index	72
Shelter: Total \$	\$93,203,799
Average Spent	\$10,325.00
Spending Potential Index	66
Support Payments/Cash Contributions/Gifts in Kind: Total \$	\$15,978,061
Average Spent	\$1,770.03
Spending Potential Index	76
Travel: Total \$	\$11,039,371
Average Spent	\$1,222.93
Spending Potential Index	66
Vehicle Maintenance & Repairs: Total \$	\$7,201,591
Average Spent	\$797.78
Spending Potential Index	77

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2013 and 2014 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.

Tapestry Segments Explained

Tapestry segmentation provides an accurate, detailed description of America's neighborhoods—U.S. residential areas are divided into 67 distinctive segments based on their socioeconomic and demographic composition. The top three tapestry segments in Thomas County are: Southern Satellites, Heartland Communities and Rural Bypasses.

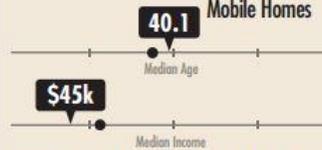
10A Southern Satellites



Household
Married Couples



Housing
Single Family;
Mobile Homes



Households: 3,818,057

6

Svcs/Prof/Admin
HS Diploma Only
White

- Go hunting, fishing
- Shop at Walmart
- Own a pet dog
- Listen to country music; watch CMT
- Own, maintain truck

6F Heartland Communities



Household
Married Couples



Housing
Single Family



Households: 2,867,687

5

Svcs/Prof
HS Diploma Only
White

- Go hunting, fishing; ride motorcycles
- Buy insurance from agent
- Participate in local activities
- Listen to country music; watch CMT
- Own domestic truck, SUV

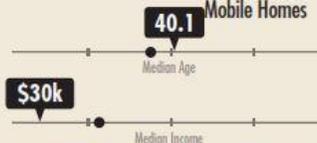
10E Rural Bypasses



Household
Married Couples



Housing
Single Family;
Mobile Homes



Households: 1,668,654

6

Svcs/Prof/Prod
HS Diploma Only
White

- Go online infrequently
- Depend on Social Security, SSI
- Go hunting, fishing
- Subscribe to satellite TV
- Prefer trucks to sedans

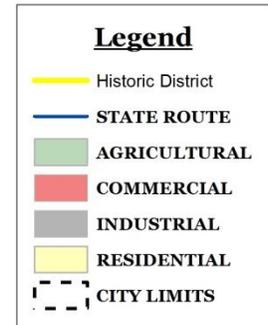
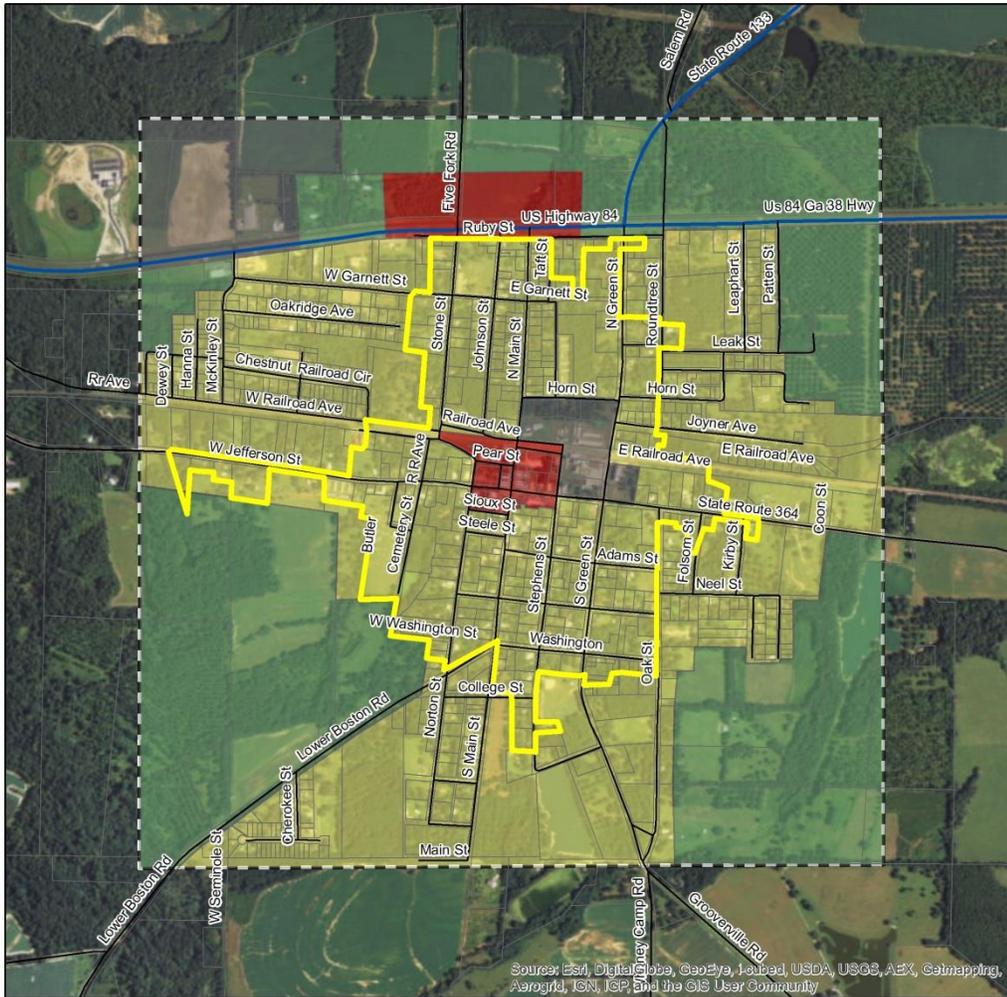
Strengths, Weaknesses, Opportunities and Threats (S.W.O.T.)

Strengths

- Low population growth
- Large amounts of preserved land
- Educational opportunities
- Education choice (K-12) City, County, Private
- Recreation opportunities
- Large non-profit base (charitable support)
- Arts & culture
- Healthcare
- Thomasville downtown draw
- Strong fire/EMS/Police, Lower ISO rating
- Historic Character
- Road Department responsiveness
- Canopy roads
- Strong agricultural base
- Development patterns around cities (little to no sprawl)
- Geographic location and proximity to Interstate, Airport, and beach
- Church network
- Diversity in population
- Tourism
- Transportation network
- Historic Dixie Highway Scenic byway

Weaknesses

- Low population growth
- Economic opportunities
- Workforce development not matching the needs of local industry
- Harsh subdivision regulations
- Blighted properties
- Not all local governments operating at a high level impacts Thomas County
- Loss of manufacturing jobs
- Fairly poor health amongst the population (diabetes, heart disease, obesity, etc.)
- Local governments not working together



Opportunities

- Grants!
- Greenspace and publicly accessible land/trails
- Solar development
- New industrial park taking off
- Small business/entrepreneur startup environment is good
- Small business recruitment
- Social media opportunities
- Georgia film credits

Threats

- Natural disasters
- Man-made disasters
- Increases in the unemployable population

Needs & Opportunities

Needs

- Thomas County has a lot of preserved land but it is inaccessible to the general public. The County would benefit by creating a network of accessible preserved land with trails throughout. With diabetes, heart disease and obesity at near epic proportions this is a no brainer.
- Thomas County has done well recruiting large established industries but there should be more of a push now to recruit small established businesses with potential to grow and encouraging budding entrepreneurs to start in or move to Thomas County. Thomas County/Thomasville already has an excellent environment for small businesses and entrepreneurs.
- Workforce development programs need to be carefully monitored to ensure that they are meeting the needs of local employers.
- There seems to be a great divide amongst local governments in Thomas County and the county itself. Nobody seems to currently work together or collaborate on much of anything. Pooling resources and personnel can make large projects much less daunting.
- Blighted properties need to be cleaned up.

Opportunities

- Currently the population growth is lower than expected and this will give Thomas County time to look at development regulations (zoning/subdivision) to see where and if they still mesh with market demand.
- The new industrial park is starting to take stride and continued efforts should be made to increase tenants.
- With such a pristine natural environment the County should take advantage of Georgia's Film credit program and advertise to producers and location scouts for TV and film.
- Opportunities exist for cooperation amongst local governments in Thomas County for the betterment of all. If a small local community is doing well that's good for Thomas County but if it is underperforming it is also bad for the County.
- With all the wonderful things Thomas County has going for it (See "Strengths" in SWOT exercise!) there needs to be more marketing at all levels, including social media to generate a buzz and show off what you have. You have a great place to live, work and play.

Goals & Policies

Goal: Economic Prosperity

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

Policies:

- 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 carefully consider costs as well as benefits in making decisions on proposed economic development projects.

Goal: 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.

Policies:

- 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 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.

Goal: 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.

Policies:

- Our community will use land efficiently to avoid the costs and problems associated with urban sprawl.
- Our decisions on new development will contribute to, not take away from, our community's character and sense of place.
- 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.

Goal: 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.

Policies:

- We will limit development within our community to areas that can be reasonably served by public 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.

Goal: 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.

Policies:

- We will seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.
- We will consult other public entities in our area when making decisions that are likely to impact them.

Goal: 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, cycling, and transit; employing traffic calming measures throughout the community; requiring adequate connectivity between adjoining developments; or coordinating transportation and land use decision-making within the community.

Policies:

- We will make decisions that encourage walking, biking, car-pooling, and other alternative transportation choices.

Goal: Educational Opportunities

Promote the efforts of local school systems and the State of Georgia to make educational and training opportunities readily available to enable all community residents to improve their job skills, adapt to technological advances, or pursue life ambitions. Encourage local school systems and the State of Georgia to expand and improve local educational institutions or programs; advocate for access to other institutions in the region; or coordinating with local economic development programs to identify specifics for a trained and skilled workforce.

Policies:

- We will work through our state and local school systems to ensure an adequately trained and skilled workforce to meet the needs of local industry both now and in the future.

Goal: Community Health

Advocate 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; supporting programs to foster better health and fitness; or encouraging all residents the opportunity to improve their circumstances in life and to fully participate in the community.

Policies:

- Thomas County will continue to partner with the Archbold Memorial Hospital, District Attorney's Office, Thomas County Sheriff's Office, Georgia Department of Health, the Georgia Department of Family & Child Services, the University of Georgia Extension, Georgia Pines, Thomas County Food Bank and the Halcyon home for victims of domestic violence to continue to maintain and improve the community health of Thomas County.

Capital Improvements Element

Thomas County does charge impact fees for development and has a Capital Improvements Element (CIE) that is updated annually. A copy of the CIE is available for viewing at the Thomas County Board of Commissioners offices.

Transportation Element

The roadway system provides the backbone of the transportation network. Existing roadway totals 792 centerline miles in unincorporated Thomas County. Roadways are described by the federal functional classification system which defines a roadway based on its accessibility and mobility. At one end of the spectrum are expressways or interstates, which provide the greatest mobility with controlled access. Conversely, local roads provide the greatest accessibility and feed traffic into higher capacity roads.

Roadway jurisdiction defines which entity owns and is responsible for maintenance. As shown on the map below, most of the roadways (78 percent, 616.8 miles) in Thomas County are county roads, however, a significant number are state routes, owned and maintained by the Georgia Department of Transportation (GDOT). State routes located in Thomas County, totaling 168.3 miles, are SR 3, SR 300, SR 202, SR 35, SR 188, SR 33, SR 122, SR 38, and SR 111.

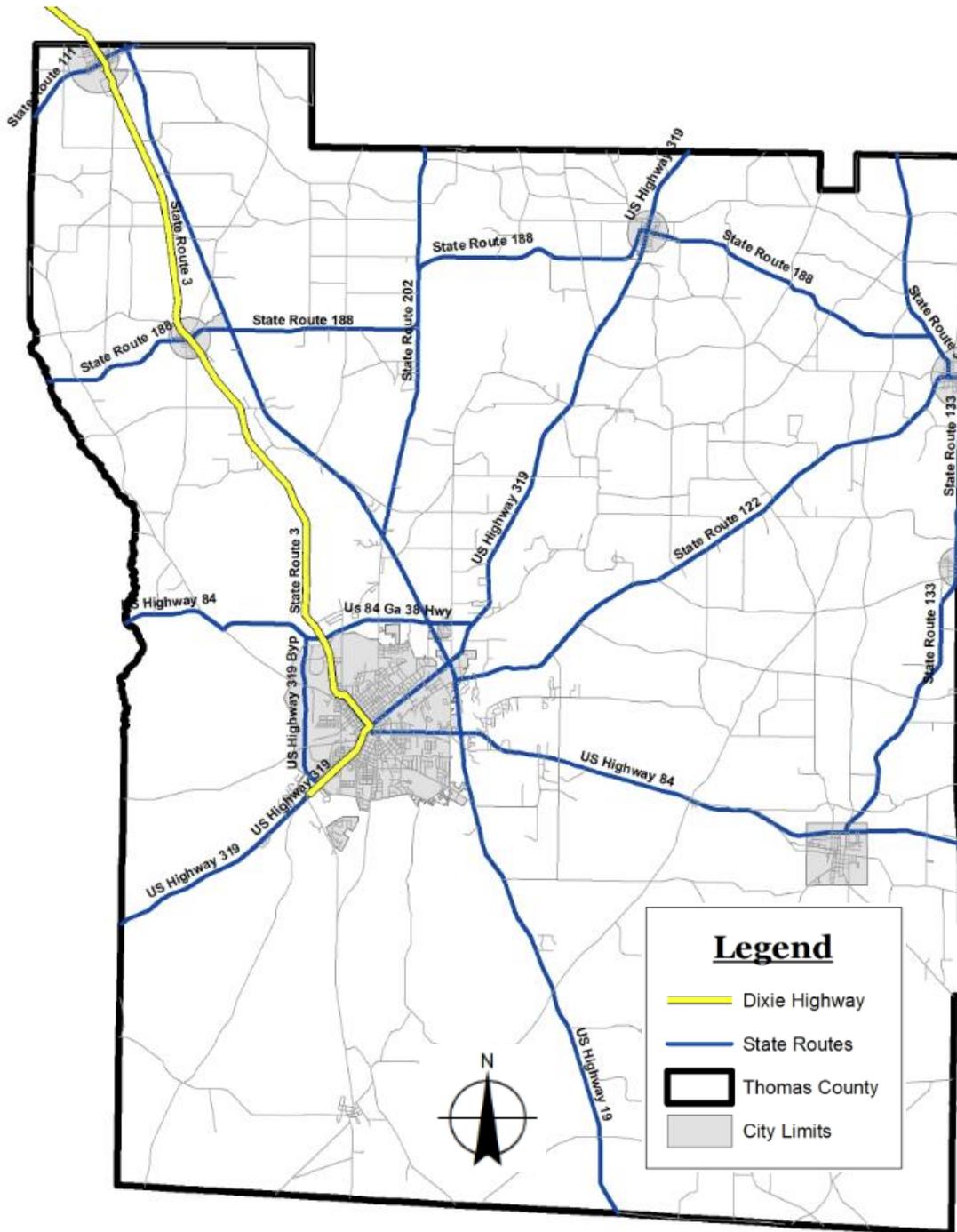
Most Thomas County roadways have two lanes; however, the county's State Routes provide significant capacity for through traffic as well as increased connectivity for county municipalities and activity centers. The county is served by the following four lane state routes:

North-south

- SR 3 connecting Albany and other points north of the county, Meigs, Thomasville, and points south
- SR 300 connecting Cordele, Albany and other points north of the county, Meigs, Thomasville, and points south
- SR 35 connecting Ocilla, Tifton, Moultrie, Coolidge, Thomasville, Tallahassee, and points south

East-west

- SR 122 connecting Waycross, I-75, Pavo, and Thomasville
- SR 38 connecting Savannah, Waycross, Valdosta, Boston, Thomasville, Cairo, Bainbridge, and points west



Alternative Modes

Pedestrian

The primary pedestrian facility infrastructure in Thomas County is sidewalks, all of which are located downtown in Thomasville. Other elements also contribute to a pedestrian environment including the provision of crosswalks, pedestrian actuated traffic signals, and more compact development patterns in the city limits.

Bicycle

A statewide bicycle and pedestrian plan proposes a network of twelve (12) bike routes to crisscross the State. The 2,800 mile proposed routes will link Georgia to a national network of bicycle routes. Within Thomas County, the Southern Crossing Bicycle Route follows SR 38 and SR 122 for 18.6 miles from Grady County through downtown Thomasville and onto Brooks County.

Each year the State of Georgia allocates millions of dollars for various alternative transportation enhancement projects, some are bike and pedestrian related projects. The development of alternative transportation options in Thomas County would aid in the diversification of the local and regional economy. There are opportunities to develop and promote the bicycle trails as a regional economic booster through the planning period. Although the screening provides guidance on the locations for bicycle-supportive facilities, other factors should also be considered such as connections to activity centers and schools, and commute patterns as future opportunities for bicycling facilities are examined. The experience and skill of bicyclists should also be taken into account, especially when considering creating safe routes for bicycling to school.

Transit

Thomas County provides a rural transit program under Section 5311. The rural transit program provides access to educational, commercial, medical, and business locations primarily for elderly and low income residents. The rural transit program currently has 16 buses (eight of which are lift-equipped) operating on a “scheduled response system” which includes some features of a fixed route system within a demand response system. Potential riders call in for service. Other riders are aware of the route and can access service near a regular location.

Parking

Parking facilities are adequate for the rural nature of Thomas County.

Railroads

Located in one of the State’s highest rail traffic volume regions, Thomas County has an extensive freight network of rail facilities and designated roadway freight routes.

Norfolk Southern Company and CSX Transportation own and operate the two main freight rail lines in the Southwest Georgia Region. CSX operates 48 miles of freight lines in Thomas County. An east-west secondary mainline carries about 13 to 14 million gross tons of freight a year through Thomas County and two light density lines carry less than a million gross tons of freight a year from Thomasville to Coolidge and from Thomasville to Metcalf. In addition, Georgia and Florida Railnet operates about 20 miles of light density rail line from Thomasville to Albany. Farm commodities, lumber and chemicals are leading tonnage of cargo. The CSX main line averages 12 to 20 trains per day while the lighter density lines average about two trains per day. There are 136 railroad crossings in Thomas County, of which 10 are grade separated and 36 are located on privately owned roadways.

Trucking

Thomas County has a total of 119 miles of truck routes designated under the Surface Transportation Assistance Act (STAA), 39 miles of which are designated access routes for oversize trucks and 80 miles are federally designated National Network Truck Routes. These designated truck routes include U.S. 19, U.S. 84, SR 122, SR 300, and U.S. 319.

Airports

Thomasville Municipal Airport is located six miles northeast of the City of Thomasville. Access to the airport is provided off SR 122. The airport provides important general aviation air service to area residents and businesses. The services provided include aviation fuel sales and aircraft storage. The airport has two asphalt runways, one measuring 5500' x 100' and the other 5000' x 150', large enough to accommodate corporate aircraft. Landside facilities include a 5,600 square foot terminal, automobile parking for 46 vehicles, 15 conventional aircraft storage hangars, 35 T-hangars and 46,700 square yards of apron. Thomasville Regional Airport experiences approximately 12,500 take-offs/landings annually between its two runways. The airport also has courtesy cars, WiFi, and flight training.

Future Development

The Future Development Narrative provides a vision for development patterns and land use throughout the City's distinct character areas. The narrative provides a detailed description of each future development category found on the Thomas County Future Development Maps (See Figure 1). Future Development Areas represent distinct neighborhoods and activity centers. These areas each contain a distinct combination of appropriate land uses.

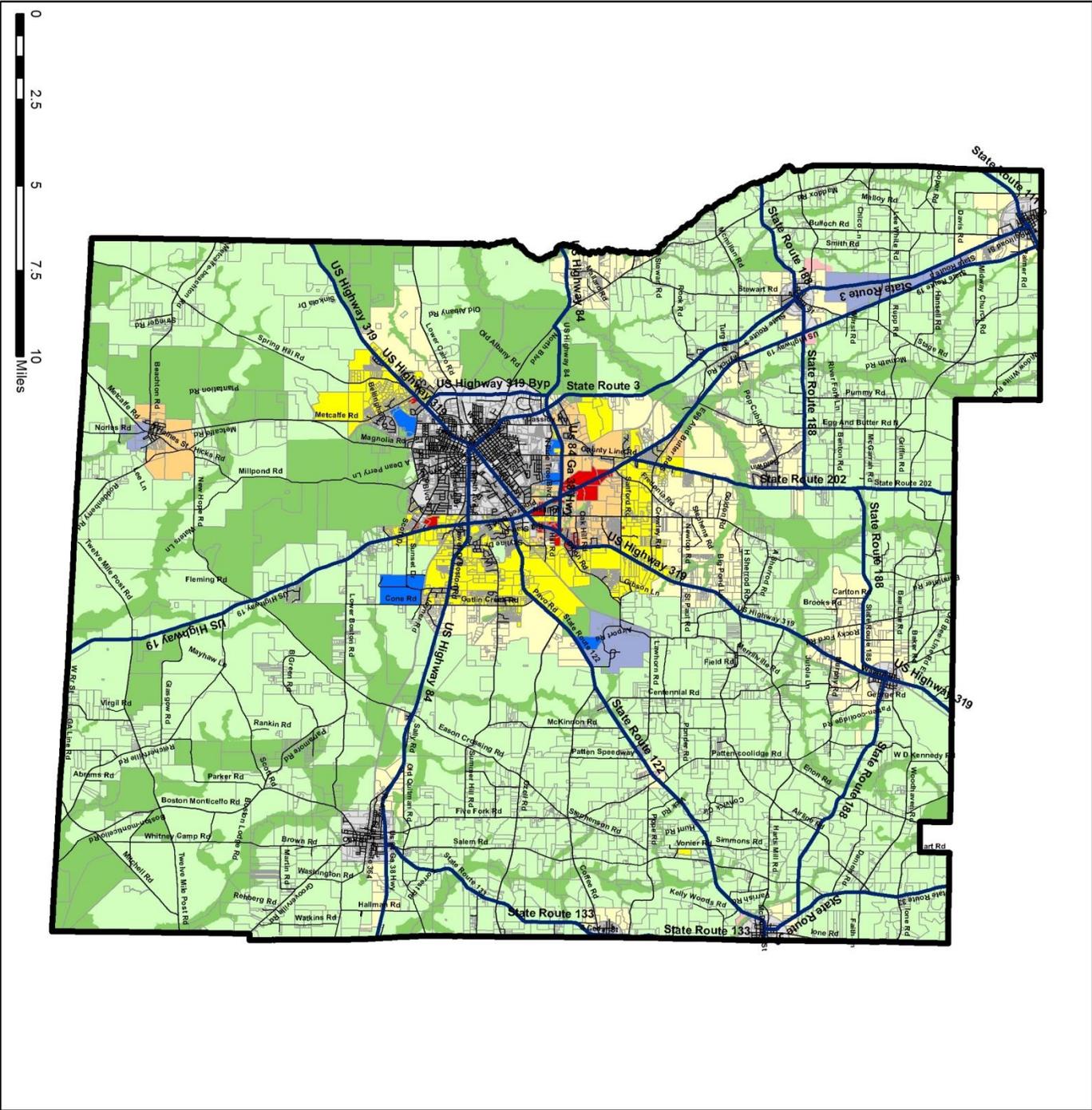
The Future Development Narrative provides a description of the general vision and intent of each future development area. Additionally, the Future Development Narrative includes pictures to provide a readily-accessible visual representation of desired types of future development. While these pictures are not intended to represent specific developments, each picture serves as an example of preferred land use patterns.

Recommended land uses are listed for each future development area. These uses represent the range of possible activities that are compatible with the intent of each area. While providing for a flexible list of potential uses, the Thomas County planning staff will review specific development proposals against the allowable appropriate range of uses. Staff members, elected officials, and advisory boards have the authority to permit the least intensive uses listed within each area as deemed appropriate on a case-by-case basis.

Next, the Future Development Narrative contains a review of Georgia's Quality Community Objectives. Each future development area discussion includes a listing of those Quality Community Objectives addressed within the area.

Finally, the Future Development Narrative includes recommended implementation measures that can be applied in order to achieve the desired vision for each area. As with the recommended land uses, implementation policies listed for each future development area represent a toolbox of possible strategies.

Future Land Use Map

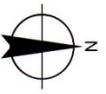


Thomas County Future Land Use Map

Legend

- Thomas County
- State Routes
- City Limits
- Agricultural
- Conservation/Plantation
- Crossroads/Neighborhood Commercial
- Employment/Industrial
- Estate Residential
- Highway Commercial
- Public/Institutional
- Rural Residential
- Suburban Residential

SWGRC
Southwest Georgia
Regional Commission



1. Agricultural

Agricultural areas include farmlands, woodlands, and sparsely settled areas in Thomas County that should be maintained in their rural or cultivated state. A variety of formal and informal economic activities that sustain a rural way of life, such as timber harvesting and agri-tourism, may also be supported in these areas. Agricultural Future Development Areas are most prominent in the northern part of the county, but are found interspersed throughout the Plantation areas in southern Thomas County as well. Existing farming operations and agricultural businesses should be enhanced to ensure their viability, and new farms and agri-business should be encouraged. Additional protection for farmers, such as Right-to-Farm Laws, should be considered.

Farmland should be preserved for the cultivation of crops and the raising of livestock, and should be protected from construction and development. Any development in Agricultural Future Development Areas should be in harmony with the existing environment and retain the region's rural character. "Franchise" and "corporate"-style architecture should not be permitted. Residential lot sizes should be a minimum of ten (10) acres so as to preserve the rural character. Land use and zoning regulations should encourage development that is designed to preserve open space and valuable agricultural land, such as Agricultural Zoning, Rural Development Guidelines, and Rural Cluster Zones.



Row Crops



Pasture Land



Cotton Crop in Thomas County

Conservation easement and Transfer of Development Rights (TDR) programs should be utilized.



Agricultural Land

Recommended Uses in Agricultural Areas

- ❑ Farming
- ❑ Pasture Land
- ❑ Forestry
- ❑ Rural Density Residential
- ❑ Parks / Recreation
- ❑ Mining
- ❑ Cellular Towers / Utilities* (conditional)

Quality Community Objectives Addressed

- ❑ Regional Identity
- ❑ Heritage Preservation
- ❑ Open Space Preservation
- ❑ Environmental Protection
- ❑ Regional Solutions

Implementation Measures

- ❑ Zoning to Enhance Agricultural Viability
- ❑ Agricultural Tax Policy
- ❑ Agricultural Financing Programs (e.g., Revolving Loan Fund, Matching Funds, Grant Programs)
- ❑ Agri-tourism Promotion
- ❑ Conservation and Development Plans / Open Space and Recreation Planning
- ❑ Agricultural Land Mitigation Ordinances
- ❑ Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR)
- ❑ Natural Resource Inventory / Natural Resource Protection
- ❑ Agricultural Zoning
- ❑ Rural Cluster Zoning
- ❑ Right to Farm-Laws (See DCA's Model Code's Alternatives to Conventional Zoning §4-1, §4-2, §4-3)

2. Conservation / Plantation

The Conservation / Plantation Areas in Thomas County are predominantly located in the southern part of the County in the Red Hills Region, which extends from Thomasville to Tallahassee, Florida. The Region is well-known for its rare Longleaf Pine Forests, its biological diversity, its scenic beauty, and historic plantations. Much of the land is held in conservation easements or by other protective measures that ensure the permanent protection of the significant lands.



Longleaf Pine in Thomas County

Areas in Thomas County designated as Conservation / Plantation should be recognized for their value as natural resources, as well as for their potential economic value. A system of interconnecting forests, greenways, and ecological corridors that link the forests, and the conservation, agricultural, and natural lands in this future development area should be established in order to administer stringent development regulations and to ensure the protection of the forest lands, ecological corridors, and wildlife habitat.



Native Plant Species in Red Hills Region

Recommended Uses in Conservation / Plantation Areas

- ❑ Farming
- ❑ Plantations
- ❑ Livestock
- ❑ Forestry
- ❑ Rural Density Residential (2-acre minimum lot size)
- ❑ Parks / Recreation
- ❑ Mining
- ❑ Cellular Towers / Utilities* (conditional)



Plantation Home in Thomas County
Source: www.talltimbers.org, Photo by K. McGorty

Quality Community Objectives Addressed

- ❑ Regional Identity
- ❑ Heritage Preservation
- ❑ Open Space Preservation
- ❑ Environmental Protection
- ❑ Regional Solutions

Implementation Measures

- ❑ Contribute to Conservation Easement Programs, such as Tall Timbers Research
- ❑ Forest Land Tax Policy to reduce tax burden on forest land owners in Thomas County
- ❑ Tree Harvesting Ordinance Requiring Management and Regeneration Plan and Best Management Practices from loggers
- ❑ Financial Incentives for Donating to Conservation Easements
- ❑ Agricultural Financing Programs (e.g., Revolving Loan Fund, Matching Funds, Grant Programs)
- ❑ Critical Habitat Protection
- ❑ Agri-tourism Promotion and Marketing Programs in Association with Red Hills Region
- ❑ Transfer of Development Rights (TDR)
- ❑ Natural Resource Inventory / Natural Resource Protection

3. Rural Residential

Rural Residential Future Development Areas are those parts of Thomas County that wish to maintain their rural atmosphere, while still accommodating a specific category of residential development. Due to the rural character of these areas, recognizable by the abundant open space, pastoral views, and large lot sizes, development design that is compatible with the existing environment is desirable. This includes promoting rural cluster zoning, conservation subdivisions, and large lots sizes as the prototypes for new development.

Rural Residential areas in the County are transitional areas between Agricultural / Conservation / Plantation areas and slightly more dense development, such as Estate Residential. Future developments should be typified by architecture that is compatible in nature with the rural character of the community, with abundant open space and large lot sizes.

Recommended Uses in Rural Residential Areas

- ❑ Rural Density (Single Family Detached) Residential (Conservation Subdivisions, and 2-acre min. lot size)
- ❑ Parks / Recreation
- ❑ Farming
- ❑ Livestock
- ❑ Forestry



Rural Residential in Eastern Thomas County



Compatible Residential Development and Open Space, *Source: USDA NRCS, Bob Nichols*



Rural Home in Thomas County

Quality Community Objectives Addressed

- ❑ Regional Identity
- ❑ Heritage Preservation
- ❑ Open Space
- ❑ Environmental Protection

Implementation Measures

- ❑ Rural Subdivision-type Development, such as Rural Cluster Zoning.
- ❑ Individual Site Plan Review to Govern Development of Individual Parcels of Land.
- ❑ Subdivision Review to ensure streets, lots, infrastructure, and open space is properly and safely designed.
- ❑ Architectural Design Control to Ensure Design and Character of the Built Environment is Compatible with the Natural Environment.
- ❑ Scenic Viewshed Protection for Designated Areas via Adopted Ordinances and Working with Landowners and Developers to Design to Minimize Impact to Significant Viewsheds.



Rural Residential Development in Thomas County

4. Estate Residential

Estate Residential Areas in Thomas County are low-density neighborhoods and subdivision developments, with almost exclusively residential land uses. Characterized by cul-de-sacs and curvilinear street patterns designed to discourage cut-through traffic, this future development area is concentrated to the north, northeast, and southwest of Thomasville. Suburban Residential, a higher-density form of residential development, serves as a buffer between Thomasville and the Estate Residential future development areas of Thomas County.

There is significant development pressure in these areas due to the availability of water and sewer services, and proximity to Thomasville amenities. Infill development in Estate Residential areas must be carefully regulated in order to ensure that redevelopment is compatible with existing neighborhood patterns.

Although this type of development is characterized by cul-de-sac development and automobile-oriented design. Pedestrian accessibility should be provided. Likewise, neighborhood connectivity should be encouraged. Plans for new Estate Residential communities should provide for a healthy balance of nearby amenities, such as parks, schools, recreational facilities, and appropriate retail opportunities.



Housing Construction in Thomas County



Estate Residential



House in Thomas County

Recommended Uses in Estate Residential Areas

- ❑ Single Family Detached (1/2- to 1-unit per acre minimum, Conservation Subdivisions)
- ❑ Parks / Recreation

Quality Community Objectives Addressed

- ❑ Housing Opportunities
- ❑ Heritage Preservation
- ❑ Sense of Place
- ❑ Infill Development

Implementation Measures

- ❑ Screening and Buffering Requirements Between Neighborhoods and Surrounding Commercial/ Industrial Uses
- ❑ Home Ownership and Maintenance Programs
- ❑ Buyer Education and Counseling
- ❑ Sidewalks and Pedestrian Linkages
- ❑ Infill Development Program to Regulate Compatibility of New Development in Established Neighborhoods
- ❑ Traffic Calming
- ❑ Neighborhood Connectivity

5. Suburban Residential

Suburban Residential neighborhoods provide for both small attached and detached housing at a greater density than Estate and Rural Residential neighborhoods in Thomas County. The areas designated as Suburban Residential are predominantly neighborhoods situated between Estate Residential neighborhoods of Thomas County and the city limits of Thomasville.



Suburban Residential with Cul-de-Sac

Suburban Residential neighborhoods may include a mixture of owner and renter occupied housing, and provide opportunities for innovate neighborhood design. Townhomes, duplexes, condominiums, and senior housing are all appropriate types of development within these neighborhoods. Small churches, public buildings, parks, and limited neighborhood retail should be integrated as conditional land uses in these predominantly residential neighborhoods.



Suburban Residential Neighborhood

Principles of Traditional Neighborhood Development (TND) and Conservation Subdivisions with Cluster Homes should be promoted in Suburban Residential neighborhoods, due to their greater development flexibility in terms of open space, convenience shopping, and recreational facilities. These types of development may include a mixture of housing types and sizes all within one development or subdivision, and frequently allow for clustering of buildings in one portion of development in exchange for the preservation of greenspace, collectively owned parks and trails, or sensitive environmental features in another portion of the site.



New Suburban Residential Development with Pedestrian Amenities

Pedestrian-friendly environments should be promoted in Suburban Residential neighborhoods. Houses should be oriented toward the street with relatively small setbacks, and amenities like sidewalks, lamps, street trees, and on-street parking should be provided. Neighborhoods may include small churches, public buildings, and neighborhood retail.

Like the neighborhoods within Thomasville, the development in the Suburban Residential Areas in the County should provide sufficient connectivity between neighborhoods and nodal activity centers. Both redevelopment and new development in this area should be supportive of Thomasville's historic character.

Recommended Uses in Suburban Residential

- ❑ Single Family Detached
- ❑ Traditional Neighborhood Development
- ❑ Duplexes
- ❑ Senior Housing
- ❑ Cluster Homes
- ❑ Townhomes
- ❑ Condominiums
- ❑ Conservation Subdivisions
- ❑ Master-Planned Communities

Quality Community Objectives

- ❑ Traditional Neighborhoods
- ❑ Housing Choices
- ❑ Sense of Place
- ❑ Infill Development
- ❑ Open Space Preservation
- ❑ Environmental Protection
- ❑ Transportation Alternatives

Implementation Measures

- ❑ Traditional Neighborhood Development – Comprehensive TND Ordinance
- ❑ Design and Construction Standards
- ❑ Overlay Zoning
- ❑ On-Street Parking

- ❑ Cluster Development
- ❑ Home Ownership and Maintenance Programs
- ❑ Strict Code Enforcement
- ❑ Infill Development Program to Regulate Compatibility of New Development in Established Neighborhoods
- ❑ Conservation Subdivision Ordinance
- ❑ Planned Residential Ordinances/ Planned Unit Development (PUD)

6. Crossroads / Neighborhood Commercial

This type of small, node-like commercial development is intended to be local-serving. Retail and services within Crossroads / Neighborhood Commercial are neighborhood focal points with a concentration of small commercial, civic, and public activities. Development within these areas is encouraged to be pedestrian-oriented and compatible with surrounding single-family residential areas. Agricultural and automotive services may be appropriate land uses for these areas.

Crossroads / Neighborhood Commercial areas are typically situated at the intersection of two streets or highways, which helps to minimize traffic on local streets. Commercial buildings should be oriented toward streets that are easily accessible from surrounding neighborhoods. Buildings should have minimal front setbacks, and building entrances should be oriented toward streets. Developments should include sidewalks and pedestrian amenities where possible. Surface parking should be located behind or to the side of buildings; parking and vehicle drives should be located away from building entrance—not between building entrances and the street. Landscape buffering should be provided between parking lots, adjacent sidewalks, and adjacent residential uses where possible.



Crossroads Commercial



Neighborhood General Store



Rural Neighborhood Store

In order to ensure that these areas do not negatively impact nearby uses, and are compatible with the character of the area, these areas should be limited in scale with a maximum height of two (2) stories and with small-scale establishments that are each less than 5,000 square feet in size.

Recommended Uses in Crossroads / Neighborhood Commercial

- ❑ Retail Commercial
- ❑ Wholesale Commercial
- ❑ Medical
- ❑ Nursing Homes
- ❑ Small Office Professional
- ❑ Day Care Centers
- ❑ Churches
- ❑ Public Buildings

Quality Community Objectives

- ❑ Appropriate Business
- ❑ Employment Options
- ❑ Infill Development
- ❑ Heritage Preservation
- ❑ Regional Identity

Implementation Measures

- ❑ Mixed-Use Zoning
- ❑ PUD Zoning
- ❑ Minimum Setback Requirements
- ❑ Parking in rear or on side of building
- ❑ Buildings oriented toward street

7. Highway Commercial

The Highway Commercial Centers in Thomas County are concentrated along the U.S. Highway 19/84 corridor and U.S. Highway 319. These areas function as regional focal points, designed to accommodate commercial uses that serve multiple neighborhoods, as well as the greater regional area. These Highway Commercial centers should contain a mix of commercial, professional, civic, and public uses, and should be easily accessed via major arterial roadways and at key intersections where development nodes can be supported by the regional transportation network. Although these developments are essentially automobile-oriented, pedestrian safety and basic pedestrian access between developments is of primary concern.

The Highway Commercial Future Development Areas should focus on improving the aesthetics of the retail centers through architectural guidelines, corridor overlays, façade grant programs, and selective redevelopment. Many of the Highway Commercial future development areas were constructed several decades ago, so much of the aged infrastructure needs to be renewed using principles of new urbanism and more attractive building design and development layout.

Recommended Uses in Regional Commercial

- ❑ Agri-business
- ❑ Retail Commercial



Commercial Strip Development Providing Pedestrian Access



Auto-Oriented Commercial Development in Thomasville



Auto-oriented Strip Commercial Shopping Center



Auto-Oriented Commercial Development

- ❑ Wholesale Commercial
- ❑ Medical
- ❑ Small Office Professional
- ❑ Day Care Centers
- ❑ Churches
- ❑ Public Buildings

Quality Community Objectives Addressed

- ❑ Appropriate Business
- ❑ Employment Options
- ❑ Regional Cooperation
- ❑ Regional Solutions
- ❑ Infill Development

Implementation Measures

- ❑ Encourage Alternatives to or Reuse of Big Box Retail Development
- ❑ Corridor Design Guidelines
- ❑ Enforce Corridor Overlay District
- ❑ Landscaping Requirements
- ❑ Architectural Standards
- ❑ Buffering between Commercial Uses and Surrounding Neighborhoods
- ❑ Access Management / Interparcel connectivity
- ❑ Signage Regulations
- ❑ Parking Standards
- ❑ Pedestrian Safety Improvements
- ❑ Mixed Use Zoning
- ❑ Level of Service Standards for Development Permitting

8. Public / Institutional

Public / Institutional areas consist of significant government, public, medical, and educational campuses and complexes that serve the community. This future development area includes public buildings, colleges, technical schools, public schools, hospitals, and churches.

Public / Institutional buildings often serve as an anchor for surrounding neighborhoods and activity centers. This category often includes schools, churches, and single-function land use districts where public access is controlled or limited. While automobile accessibility is typically necessary, pedestrian accessibility and walkable environments are encouraged.

Recommended Uses in Public / Institutional

- ❑ Public Buildings / Civic & Government
- ❑ Professional Campus* (Conditional)
- ❑ Schools / Universities / Colleges
- ❑ Churches
- ❑ Medical* (Conditional)

Quality Community Objectives Addressed

- ❑ Educational Opportunities
- ❑ Employment Options
- ❑ Regional Cooperation
- ❑ Regional Solutions
- ❑ Regional Identity
- ❑ Sense of Place
- ❑ Traditional Neighborhood



Institutional Campus Office Space



Representative Photo of Institutional Campus
Source: www.montgomerycountymd.gov



Church

Implementation Measures

- ❑ Design Guidelines / Signage
- ❑ Marketing Publication, Promoting Educational / Learning Opportunities
- ❑ Business Incentives
- ❑ Parking Standards
- ❑ Access Management
- ❑ Sidewalk and Pedestrian Network Design
- ❑ Overlay Zoning Buffering and Screening Between Campus uses and surrounding neighborhoods

9. Employment / Industrial

The Employment/Industrial areas in Thomas County include areas with a concentration of industrial parks, warehousing, distribution, and manufacturing, and mining. It is important to plan for the development of employment and industrial properties; both industries within cities are crucial to creating a balanced economy. Industrial development provides job opportunities for residents, generates significant property tax revenue, and contributes to a healthy mix of residents (consequently houses) and jobs.



Industrial Use, Thomas County

Thomas County should make sure to locate industrial development in areas that do not conflict with residential neighborhoods. Light, less intensive industrial uses that are compatible with the residential nature of the county should be encouraged. Thomas County has three chief areas designated as Employment / Industrial Development Areas.



Forestry Industries, Thomas County

Thomas County's Employment/ Industrial designation in the northwest part of the county includes an active mining area, which is a higher intensity manufacturing use. The Metcalf community is appropriate for medium intensity industrial / manufacturing operations. Metcalf Lumber Company (a sawmill) is the most prominent industry in the vicinity.

The County intends to encourage the expansion of the vicinity surrounding Thomasville Municipal Airport as employment / industrial. Light manufacturing, warehousing, and industry operations are appropriate for this area.

This future development area is particularly suitable for incorporating some commercial development within the Employment / Industrial areas as appropriate. The integration of office uses within light industrial, distribution, and warehousing centers should be encouraged.

Recommended Uses in Employment / Industrial

- ❑ Manufacturing / Industrial
- ❑ Agribusiness
- ❑ Retail Commercial
- ❑ Wholesale Commercial
- ❑ Mining

Quality Community Objectives Addressed

- ❑ Appropriate Business
- ❑ Employment Options
- ❑ Regional Solutions

Implementation Measures

- ❑ Marketing Strategy
- ❑ Business Incentives for Clean Industry
- ❑ Level of Service Standards for Development Permitting
- ❑ Buffering and Screening between Industrial Uses and Surrounding Neighborhoods
- ❑ Tax Allocation Districts (TAD)
- ❑ Enforce Designated Freight Routes

Community Work Program

THOMAS COUNTY COMMUNITY WORK PROGRAM 2018-2022								
Work Program Activity	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Funding Source
Construct new Fire Department Training Facility					X	Fire Dept./Board of Commissioners	\$1,137,500	Impact Fees
Identify suitable tracts of land for parks and connecting trails	X	X	X			TCBOC	Staff Time	General Fund
Identify and and work with local industries for expansion needs	X	X	X	X	X	Payroll Development Authority	Staff Time	General Fund
Identify and clean up blighted properties	X	X	X	X	X	TCBOC	Staff Time	General Fund
Advertise Thomas County to film scouts for movie shoots	X	X	X	X	X	Payroll Development Authority	\$200,000	General Fund
Increase marketing efforts for Thomas County	X	X	X	X	X	Payroll Development Authority	\$100,000	General Fund
Pursue grant funding to offset costs on projects	X	X	X	X	X	Board of Commissioners	Staff Time	General Fund

Adoption Resolution

TBD

City of Meigs

Community Profile



Community Profile

Meigs
Area: 1.61 square miles

Prepared by SWGRC

Population Summary	
2000 Total Population	1,120
2010 Total Population	1,035
2016 Total Population	1,138
2016 Group Quarters	0
2021 Total Population	1,205
2016-2021 Annual Rate	1.15%
Household Summary	
2000 Households	391
2000 Average Household Size	2.86
2010 Households	361
2010 Average Household Size	2.87
2016 Households	396
2016 Average Household Size	2.87
2021 Households	419
2021 Average Household Size	2.88
2016-2021 Annual Rate	1.14%
2010 Families	258
2010 Average Family Size	3.42
2016 Families	281
2016 Average Family Size	3.44
2021 Families	295
2021 Average Family Size	3.46
2016-2021 Annual Rate	0.98%
Housing Unit Summary	
2000 Housing Units	437
Owner Occupied Housing Units	64.5%
Renter Occupied Housing Units	24.7%
Vacant Housing Units	10.8%
2010 Housing Units	412
Owner Occupied Housing Units	56.6%
Renter Occupied Housing Units	31.1%
Vacant Housing Units	12.4%
2016 Housing Units	460
Owner Occupied Housing Units	51.5%
Renter Occupied Housing Units	34.3%
Vacant Housing Units	13.9%
2021 Housing Units	490
Owner Occupied Housing Units	50.6%
Renter Occupied Housing Units	34.7%
Vacant Housing Units	14.5%
Median Household Income	
2016	\$16,326
2021	\$16,298
Median Home Value	
2016	\$77,315
2021	\$87,353
Per Capita Income	
2016	\$9,902
2021	\$10,561
Median Age	
2010	36.8
2016	37.6
2021	39.8

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Meigs
Area: 1.61 square miles

Prepared by SWGRC

2016 Households by Income	
Household Income Base	396
<\$15,000	44.9%
\$15,000 - \$24,999	24.2%
\$25,000 - \$34,999	8.6%
\$35,000 - \$49,999	8.6%
\$50,000 - \$74,999	6.3%
\$75,000 - \$99,999	3.5%
\$100,000 - \$149,999	2.8%
\$150,000 - \$199,999	0.5%
\$200,000+	0.5%
Average Household Income	\$27,325
2021 Households by Income	
Household Income Base	419
<\$15,000	46.3%
\$15,000 - \$24,999	19.1%
\$25,000 - \$34,999	8.6%
\$35,000 - \$49,999	11.7%
\$50,000 - \$74,999	6.2%
\$75,000 - \$99,999	3.8%
\$100,000 - \$149,999	3.1%
\$150,000 - \$199,999	0.7%
\$200,000+	0.5%
Average Household Income	\$29,140
2016 Owner Occupied Housing Units by Value	
Total	237
<\$50,000	25.3%
\$50,000 - \$99,999	45.6%
\$100,000 - \$149,999	11.8%
\$150,000 - \$199,999	7.6%
\$200,000 - \$249,999	2.1%
\$250,000 - \$299,999	0.8%
\$300,000 - \$399,999	5.5%
\$400,000 - \$499,999	0.8%
\$500,000 - \$749,999	0.8%
\$750,000 - \$999,999	0.0%
\$1,000,000 +	0.0%
Average Home Value	\$103,466
2021 Owner Occupied Housing Units by Value	
Total	248
<\$50,000	24.2%
\$50,000 - \$99,999	34.3%
\$100,000 - \$149,999	14.1%
\$150,000 - \$199,999	13.3%
\$200,000 - \$249,999	3.6%
\$250,000 - \$299,999	1.6%
\$300,000 - \$399,999	6.9%
\$400,000 - \$499,999	0.8%
\$500,000 - \$749,999	0.8%
\$750,000 - \$999,999	0.0%
\$1,000,000 +	0.0%
Average Home Value	\$118,421

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Meigs
Area: 1.61 square miles

Prepared by SWGRC

2010 Population by Age	
Total	1,032
0 - 4	8.2%
5 - 9	8.2%
10 - 14	6.9%
15 - 24	14.3%
25 - 34	10.6%
35 - 44	12.8%
45 - 54	14.1%
55 - 64	12.7%
65 - 74	7.6%
75 - 84	3.9%
85 +	1.1%
18 +	72.0%
2016 Population by Age	
Total	1,137
0 - 4	7.8%
5 - 9	7.9%
10 - 14	7.7%
15 - 24	11.7%
25 - 34	11.9%
35 - 44	11.4%
45 - 54	13.3%
55 - 64	13.6%
65 - 74	9.7%
75 - 84	3.6%
85 +	1.4%
18 +	73.3%
2021 Population by Age	
Total	1,205
0 - 4	7.1%
5 - 9	7.3%
10 - 14	7.7%
15 - 24	12.0%
25 - 34	11.3%
35 - 44	10.8%
45 - 54	12.5%
55 - 64	13.4%
65 - 74	11.6%
75 - 84	5.0%
85 +	1.3%
18 +	73.4%
2010 Population by Sex	
Males	486
Females	549
2016 Population by Sex	
Males	543
Females	595
2021 Population by Sex	
Males	582
Females	623

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Meigs
Area: 1.61 square miles

Prepared by SWGRC

2010 Population by Race/Ethnicity	
Total	1,036
White Alone	43.8%
Black Alone	51.0%
American Indian Alone	0.5%
Asian Alone	0.0%
Pacific Islander Alone	0.0%
Some Other Race Alone	4.0%
Two or More Races	0.8%
Hispanic Origin	6.9%
Diversity Index	60.5
2016 Population by Race/Ethnicity	
Total	1,136
White Alone	41.6%
Black Alone	51.8%
American Indian Alone	0.5%
Asian Alone	0.0%
Pacific Islander Alone	0.0%
Some Other Race Alone	5.0%
Two or More Races	1.1%
Hispanic Origin	8.8%
Diversity Index	63.1
2021 Population by Race/Ethnicity	
Total	1,206
White Alone	40.4%
Black Alone	51.3%
American Indian Alone	0.7%
Asian Alone	0.0%
Pacific Islander Alone	0.0%
Some Other Race Alone	6.3%
Two or More Races	1.3%
Hispanic Origin	10.8%
Diversity Index	65.5
2010 Population by Relationship and Household Type	
Total	1,035
In Households	100.0%
In Family Households	88.0%
Householder	26.1%
Spouse	14.2%
Child	38.1%
Other relative	7.1%
Nonrelative	2.7%
In Nonfamily Households	12.0%
In Group Quarters	0.0%
Institutionalized Population	0.0%
Noninstitutionalized Population	0.0%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Meigs
Area: 1.61 square miles

Prepared by SWGRC

2016 Population 25+ by Educational Attainment	
Total	741
Less than 9th Grade	10.5%
9th - 12th Grade, No Diploma	24.0%
High School Graduate	38.5%
GED/Alternative Credential	5.1%
Some College, No Degree	11.2%
Associate Degree	5.9%
Bachelor's Degree	0.7%
Graduate/Professional Degree	4.0%
2016 Population 15+ by Marital Status	
Total	873
Never Married	40.3%
Married	37.2%
Widowed	11.2%
Divorced	11.2%
2016 Civilian Population 16+ in Labor Force	
Civilian Employed	78.1%
Civilian Unemployed	21.9%
2016 Employed Population 16+ by Industry	
Total	246
Agriculture/Mining	7.3%
Construction	8.5%
Manufacturing	17.9%
Wholesale Trade	4.5%
Retail Trade	13.8%
Transportation/Utilities	4.1%
Information	0.8%
Finance/Insurance/Real Estate	0.4%
Services	39.8%
Public Administration	2.4%
2016 Employed Population 16+ by Occupation	
Total	246
White Collar	43.1%
Management/Business/Financial	6.5%
Professional	18.3%
Sales	9.3%
Administrative Support	8.9%
Services	21.1%
Blue Collar	35.8%
Farming/Forestry/Fishing	4.9%
Construction/Extraction	7.3%
Installation/Maintenance/Repair	6.1%
Production	10.2%
Transportation/Material Moving	7.3%
2010 Population By Urban/ Rural Status	
Total Population	1,035
Population Inside Urbanized Area	0.0%
Population Inside Urbanized Cluster	1.6%
Rural Population	98.4%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Meigs
Area: 1.61 square miles

Prepared by SWGRC

2010 Households by Type	
Total	360
Households with 1 Person	24.2%
Households with 2+ People	75.8%
Family Households	71.7%
Husband-wife Families	39.4%
With Related Children	17.5%
Other Family (No Spouse Present)	32.5%
Other Family with Male Householder	5.8%
With Related Children	2.8%
Other Family with Female Householder	26.4%
With Related Children	16.9%
Nonfamily Households	4.2%
All Households with Children	37.4%
Multigenerational Households	7.2%
Unmarried Partner Households	6.9%
Male-female	6.6%
Same-sex	0.3%
2010 Households by Size	
Total	362
1 Person Household	24.0%
2 Person Household	29.0%
3 Person Household	20.4%
4 Person Household	13.0%
5 Person Household	6.6%
6 Person Household	3.9%
7 + Person Household	3.0%
2010 Households by Tenure and Mortgage Status	
Total	361
Owner Occupied	64.5%
Owned with a Mortgage/Loan	34.9%
Owned Free and Clear	29.4%
Renter Occupied	35.5%
2010 Housing Units By Urban/ Rural Status	
Total Housing Units	412
Housing Units Inside Urbanized Area	0.0%
Housing Units Inside Urbanized Cluster	1.2%
Rural Housing Units	98.8%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Meigs
Area: 1.61 square miles

Prepared by SWGRC

Top 3 Tapestry Segments		
	1.	Rural Bypasses (10E)
	2.	Southern Satellites (10A)
	3.	Top Tier (1A)
2016 Consumer Spending		
Apparel & Services: Total \$		\$287,813
Average Spent		\$726.80
Spending Potential Index		36
Education: Total \$		\$123,983
Average Spent		\$313.09
Spending Potential Index		22
Entertainment/Recreation: Total \$		\$448,824
Average Spent		\$1,133.39
Spending Potential Index		39
Food at Home: Total \$		\$826,600
Average Spent		\$2,087.37
Spending Potential Index		42
Food Away from Home: Total \$		\$451,487
Average Spent		\$1,140.12
Spending Potential Index		37
Health Care: Total \$		\$895,517
Average Spent		\$2,261.41
Spending Potential Index		43
HH Furnishings & Equipment: Total \$		\$248,868
Average Spent		\$628.45
Spending Potential Index		36
Personal Care Products & Services: Total \$		\$104,053
Average Spent		\$262.76
Spending Potential Index		36
Shelter: Total \$		\$1,893,275
Average Spent		\$4,781.00
Spending Potential Index		31
Support Payments/Cash Contributions/Gifts in Kind: Total \$		\$356,130
Average Spent		\$899.32
Spending Potential Index		39
Travel: Total \$		\$214,268
Average Spent		\$541.08
Spending Potential Index		29
Vehicle Maintenance & Repairs: Total \$		\$166,710
Average Spent		\$420.98
Spending Potential Index		41

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

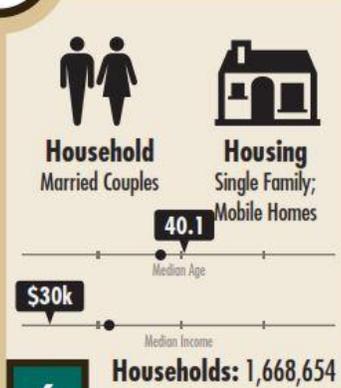
Source: Consumer Spending data are derived from the 2013 and 2014 Consumer Expenditure Surveys, Bureau of Labor Statistics, Esri.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.

Tapestry Segments Explained

Tapestry segmentation provides an accurate, detailed description of America's neighborhoods—U.S. residential areas are divided into 67 distinctive segments based on their socioeconomic and demographic composition. The top three tapestry segments in Meigs are: Rural Bypasses, Southern Satellites and Top Tier.

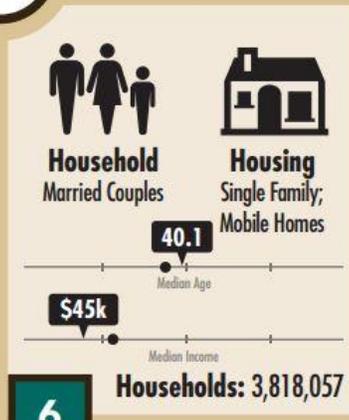
10E Rural Bypasses



Svcs/Prof/Prod
HS Diploma Only
White

- Go online infrequently
- Depend on Social Security, SSI
- Go hunting, fishing
- Subscribe to satellite TV
- Prefer trucks to sedans

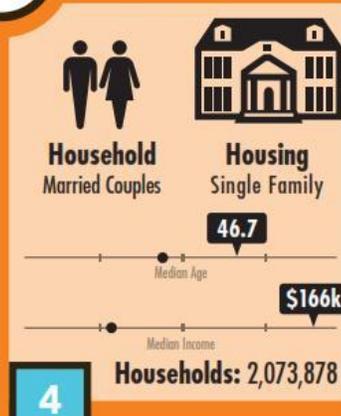
10A Southern Satellites



Svcs/Prof/Admin
HS Diploma Only
White

- Go hunting, fishing
- Shop at Walmart
- Own a pet dog
- Listen to country music; watch CMT
- Own, maintain truck

1A Top Tier



Prof/Mgmt
College Degree
White

- Own lavish vacation homes
- Hire financial advisers
- Shop at high-end retailers/chains
- Access radio and newspapers online
- Purchase/Lease fully equipped luxury cars

Strengths, Weaknesses, Opportunities and Threats (S.W.O.T.)

Strengths

- Afterschool program
- New Library
- Summer Lunch Program
- Proximity to major transportation routes
- Historic Dixie Highway Scenic Byway

Weaknesses

- Infrastructure (water system needs overhaul)
- Lack of economic development
- Dysfunctional government
- Lack of health services
- High unemployment
- Larger unemployable population (lack of educational attainment)
- Lack of public walkways (cars too expensive to own/maintain for most)
- Poor housing stock

Opportunities

- Historic Dixie Highway Scenic Byway
- Grants
- Low cost housing
- Highways through town

Threats

- Natural disasters
- Drug epidemic
- Apathy

Needs & Opportunities

Needs

- We need to fix our water system.
- We have a high unemployment rate (approx. 21%) due to lack of jobs available, lack of transportation to a job or lack of education or possibly a criminal record. We need to get people educated and attract jobs and get them in working.
- We need to clean up our town and especially our housing to improve the overall housing stock present in Meigs.
- Our government can no longer afford to be dysfunctional or even appear dysfunctional. We need to be professional and conduct city business in a professional manner. We get plenty of publicity most of late has not been good.

Opportunities

- We need to bring in tourism to help spur the business environment downtown. Along Hwy 19 at the eastern edge of town, we have Hwy 111 and the Historic Dixie Highway Scenic Byway through the downtown and we need to capitalize on these resources.
- We need to be ever-present of grant opportunities which may benefit the City of Meigs and apply for the funding when available.
- We need to invest in low income housing stock to better house our population. Fostering a relationship with local housing authorities in the area may yield some progress.

Goals & Policies

Goal: Economic Prosperity

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

Policies:

- 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 the community.
- We will encourage the development of downtown as a vibrant center of the community in order to improve overall attractiveness and local quality of life.

Goal: Water System

The City of Meigs will work towards providing an upgraded water system to provide better infrastructure for the citizens and to meet the needs of the future.

Policies:

- We will pursue funding opportunities for water system improvements.
- We will pursue the most efficient and cost effective way to revamp the municipal water system.

Goal: Housing Options

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

Policies:

- We will eliminate substandard or dilapidated housing in our community.
- We will increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.

Goal: 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, cycling, and transit and the necessary infrastructure.

Policies:

- We support the creation of a community-wide pedestrian/bike path network.

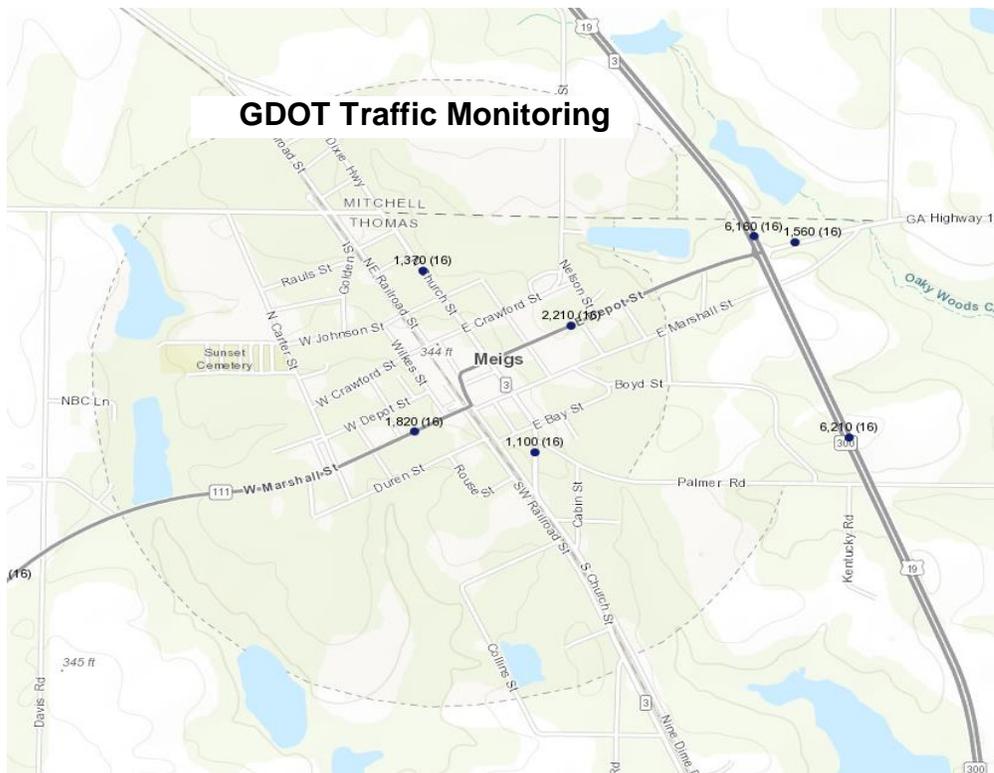
Transportation Element

An integrated transportation system should contribute to a high quality of life for residents and a desirable climate for business. Many transportation issues in Thomas County are related to the increase in vehicular volumes and congestion. While the automobile is the dominant mode of transportation, the City of Meigs wants to provide a balanced and coordinated “multi-modal” transportation system to accommodate ongoing growth and development. Comprehensive improvements to all modes of travel can help improve the operation and capacity of the road system.

Road Network

Meigs is split down the middle by Old Georgia Highway 3 and GA Hwy 111. U.S. Hwy 19 lies along its eastern edge and has essentially bypassed the City and forced business away from the downtown.

Meigs sees some fairly light traffic around town for the most part, but traffic on US Hwy 19 has an AADT count of approximately 6,200. GA Hwy 111 sees approximately 2,000 AADT. Although GA Hwy 111 doesn't produce a lot of traffic overall what Meigs sees a lot of is truck traffic that goes through the downtown that needs to make a turn at the intersection of Railroad and Depot St. often times does not stop but merely slows enough to make the turn.



GA

Hwy 111 (Marshall St) West of Railroad tracks

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2016	1820	1.11	290	15.96	10.25	50.00	
2015	1800		288	16.00	8.06	50.00	
2014	1710		274	16.03	8.06	50.00	
2013	1760		282	16.00			
2012	1760		284	16.12			
2011	1510		243	16.12			
2010	1540		248	16.12			
2009	1670						
2008	1650						
2007	2450						
2006	1660						

GA Hwy 111 (Depot St) @ Alligood St

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2016	2210	-8.30	391	17.69	9.96	50.00	
2015	2410		426	17.69	8.31	50.00	
2014	2290		406	17.72	8.31	50.00	
2013	2030		360	17.75			
2012	2030		360	17.75			
2011	1680		298	17.75			
2010	1710		304	17.75			
2009	1730		307	17.75			
2008	1980						
2007	2080						
2006	1910						

Alternative Modes

With regards to bicycle and pedestrian infrastructure, the City of Meigs has a few sidewalks along the major routes in the older areas emanating from the downtown (Marshall St, Depot St, Church St, Crawford St). There are no dedicated bike lanes or paths in Meigs which has not proven to be a significant problem to this point as traffic congestion is generally very minimal on most streets at all times. Where it does present problems is along Depot Street between Hurst St and the Dollar General at Hwy 19. A lot of people utilize the Dollar General and are forced to walk along the edge of the road for approximately ¼ mile in a 45 mph speed zone and there are no street lights in the area as it is outside the Meigs city limits.

Thomas County provides a rural transit program under Section 5311. The rural transit program provides access to educational, commercial, medical, and business locations primarily for elderly and low income residents. The rural transit program currently has 16 buses (eight of which are lift-equipped) operating on a “scheduled response system” which includes some features of a fixed route system within a demand response system. Potential riders call in for service. Other riders are aware of the route and can access service near a regular location.

Parking

Due to the lack of businesses in Meigs, parking has not been an issue. On street parking is available downtown and is rarely at capacity unless there is a large event at the Meigs Community Center.

Railroads

Meigs is serviced by the CSX rail line that parallels Hwy 19 from through Thomas County to Mitchell County and beyond. The rail line provides critical freight transport for a number of industries in Thomas County and the Cities of Thomasville, Ochlocknee and Meigs.

Land Use Element

The Future Land Development Map is a required component for all communities that have zoning. It is intended to be an expression of the community's vision for the future, and a guide to its future development patterns citywide. It is based off of previous Future land use maps with updates added to fully meet the trends of development in Meigs and was refined with the help of the public during the public outreach portion of the plan's development. It is intended to be representation of the community's vision for the future. Below are descriptions of categories which are utilized on the Future Land Use Map.

Agriculture

The rural and agricultural character area designation in Meigs is intended for those areas outside of the urban service areas which are associated with agricultural farm operations and associated activities, forestry, natural resource conservation, groundwater recharge areas, and low-density residential development accessory to agricultural or farm operation of varying sizes.

Residential

This residential category is intended to correspond primarily to existing urban neighborhoods but is also proposed for undeveloped areas adjacent to existing urban neighborhoods. Meigs does not have a municipal sewer system and consequently minimum lot sizes are set at levels to meet the Thomas County Health Department requirements for private septic systems. The primary housing type is detached, single-family residential, though other housing types such as duplexes and manufactured homes may be allowed by applicable zoning regulations under certain circumstances. This future land use category is implemented with one or more urban low-density residential zoning districts. Regulations may differ according to zoning district; for instance, manufactured homes may be permitted in one urban residential category but not in another. Furthermore, different lot sizes may be established as may be necessary.

Commercial

This category corresponds to the city's central business district. It is also intended to provide a mixture of land uses in addition to commercial, including institutional, public and office. This district is unique in that the existing development pattern consists of

buildings covering very large percentages of the lot, little if any building setbacks from front, side, and rear property lines, and a reliance on on-street parking or shared parking lots. This district has higher intensities of lot coverage and floor area than the other commercial land use categories.

Industrial

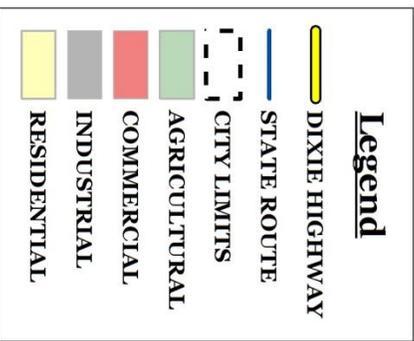
This category corresponds to industrial operations which may or may not be objectionable due to the emission of noise, vibration, smoke, dust, gas, fumes, odors, or radiation and that may create fire or explosion hazards or other objectionable conditions. Uses within this district may require substantial quantities of water for manufacturing operations and may require rail, air, or water transportation.

Historic Dixie Highway Scenic Byway

This category corresponds to the route that the Historic Dixie Highway Scenic Byway (HDHSB) has been identified in Meigs. Uses adjacent to the HDHSB are generally residential and commercial. New billboards are not allowed along the HDHSB and new development should be sympathetic in design to the byway so as not to detract from the qualities identified in the HDHSB Corridor Management Plan.



Source: Esri, DigitalGlobe, GeoEye, IGN, Aerogrid, IGN, IGP, and the GIS User Community



Community Work Program

Meigs Community Work Program 2018-2022								
Economic Development Objectives	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Develop overall economic development plan	X					City	\$5,000	General Funds
Create a Meigs Development Authority	X	X				City	\$5,000	General Funds
Actively recruit businesses necessary for daily life (grocery/general store, daycare, clinic)	X	X	X	X		City	\$1,000	General Fund
Reinstate adult education/GED classes in Meigs	X	X	X	X	X	City	\$1,000	General Fund, Grants
Housing Objectives	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Demolish substandard housing and develop infill development	X	X	X	X	X	City	n/a	General Fund
Increase participation in homeownership/credit counseling programs	X	X	X	X	X	City	\$1,000	General Funds, Grants
Develop redevelopment/revitalization plans for designated areas	X					City	\$5,000	General Fund
Natural and Cultural Resources Objectives	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Work to renovate downtown buildings	X	X	X	X	X	City	\$50,000	General Fund, Grants
Preservation Plan for the GA 3 Corridor	X	X	X	X		City	\$5,000	General Fund
Establish a National Register historic district and an ordinance	X	X	X	X		City	\$5,000	General Fund
Community Facilities & Services Objectives	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Revive the neighborhood watch groups	X	X				City	n/a	General Fund
Investigate ways to improve the communication between the City government and the residents of Meigs	X	X				City	n/a	General Fund
Address water system issues including: fire hydrants, water mains and system design	X	X	X	X	X	City	\$500,000	General Fund, Grants
Address stormwater runoff issues in residential areas to prevent flooding	X	X	X	X	X	City	\$500,000	General Fund, Grants
Transportation & Circulation Objectives	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Inventory and prioritize future street paving/resurfacing projects and coordinate water/sewer line replacement (repaving Golden St., Sidewalks on GA Hwy 111 from downtown to east city limits)	X	X	X	X	X	City	\$1,000	General Fund
Land Use Objectives	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Develop and implement design standards for commercial development and GA 3 corridor	X	X	X	X	X	City	\$1,000	General Fund

Adoption Resolution

TBD

City of Ochlocknee

Community Profile



Community Profile

Ochlocknee
Area: 0.95 square miles

Prepared by SWGRC

Population Summary	
2000 Total Population	586
2010 Total Population	676
2016 Total Population	699
2016 Group Quarters	4
2021 Total Population	718
2016-2021 Annual Rate	0.54%
Household Summary	
2000 Households	218
2000 Average Household Size	2.68
2010 Households	247
2010 Average Household Size	2.72
2016 Households	255
2016 Average Household Size	2.73
2021 Households	262
2021 Average Household Size	2.73
2016-2021 Annual Rate	0.54%
2010 Families	179
2010 Average Family Size	3.19
2016 Families	184
2016 Average Family Size	3.20
2021 Families	188
2021 Average Family Size	3.21
2016-2021 Annual Rate	0.43%
Housing Unit Summary	
2000 Housing Units	257
Owner Occupied Housing Units	68.5%
Renter Occupied Housing Units	16.3%
Vacant Housing Units	15.2%
2010 Housing Units	296
Owner Occupied Housing Units	62.8%
Renter Occupied Housing Units	20.6%
Vacant Housing Units	16.6%
2016 Housing Units	309
Owner Occupied Housing Units	59.2%
Renter Occupied Housing Units	23.3%
Vacant Housing Units	17.5%
2021 Housing Units	319
Owner Occupied Housing Units	59.6%
Renter Occupied Housing Units	22.6%
Vacant Housing Units	17.9%
Median Household Income	
2016	\$45,290
2021	\$49,325
Median Home Value	
2016	\$116,892
2021	\$143,750
Per Capita Income	
2016	\$23,327
2021	\$24,835
Median Age	
2010	39.5
2016	40.4
2021	41.7

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Ochlocknee
Area: 0.95 square miles

Prepared by SWGRC

2016 Households by Income	
Household Income Base	255
<\$15,000	18.4%
\$15,000 - \$24,999	10.2%
\$25,000 - \$34,999	10.2%
\$35,000 - \$49,999	14.9%
\$50,000 - \$74,999	18.0%
\$75,000 - \$99,999	13.3%
\$100,000 - \$149,999	9.4%
\$150,000 - \$199,999	3.1%
\$200,000+	2.4%
Average Household Income	\$60,271
2021 Households by Income	
Household Income Base	262
<\$15,000	18.7%
\$15,000 - \$24,999	11.1%
\$25,000 - \$34,999	9.2%
\$35,000 - \$49,999	11.1%
\$50,000 - \$74,999	17.6%
\$75,000 - \$99,999	15.6%
\$100,000 - \$149,999	10.3%
\$150,000 - \$199,999	3.1%
\$200,000+	2.7%
Average Household Income	\$64,206
2016 Owner Occupied Housing Units by Value	
Total	183
<\$50,000	32.2%
\$50,000 - \$99,999	10.9%
\$100,000 - \$149,999	20.2%
\$150,000 - \$199,999	19.1%
\$200,000 - \$249,999	5.5%
\$250,000 - \$299,999	3.8%
\$300,000 - \$399,999	6.0%
\$400,000 - \$499,999	0.5%
\$500,000 - \$749,999	1.1%
\$750,000 - \$999,999	0.0%
\$1,000,000 +	0.5%
Average Home Value	\$134,973
2021 Owner Occupied Housing Units by Value	
Total	190
<\$50,000	23.7%
\$50,000 - \$99,999	7.4%
\$100,000 - \$149,999	21.1%
\$150,000 - \$199,999	24.2%
\$200,000 - \$249,999	8.9%
\$250,000 - \$299,999	5.8%
\$300,000 - \$399,999	5.8%
\$400,000 - \$499,999	0.5%
\$500,000 - \$749,999	1.1%
\$750,000 - \$999,999	0.0%
\$1,000,000 +	0.5%
Average Home Value	\$153,590

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Ochlocknee
Area: 0.95 square miles

Prepared by SWGRC

2010 Population by Age	
Total	675
0 - 4	6.5%
5 - 9	6.4%
10 - 14	7.1%
15 - 24	13.0%
25 - 34	11.0%
35 - 44	13.8%
45 - 54	15.1%
55 - 64	13.3%
65 - 74	8.9%
75 - 84	3.7%
85 +	1.5%
18 +	75.6%
2016 Population by Age	
Total	700
0 - 4	6.1%
5 - 9	6.6%
10 - 14	6.4%
15 - 24	11.9%
25 - 34	12.1%
35 - 44	13.0%
45 - 54	14.3%
55 - 64	13.4%
65 - 74	10.9%
75 - 84	4.0%
85 +	1.3%
18 +	77.1%
2021 Population by Age	
Total	719
0 - 4	5.7%
5 - 9	6.3%
10 - 14	7.0%
15 - 24	11.0%
25 - 34	12.1%
35 - 44	12.1%
45 - 54	13.5%
55 - 64	14.2%
65 - 74	11.3%
75 - 84	5.7%
85 +	1.3%
18 +	77.1%
2010 Population by Sex	
Males	339
Females	337
2016 Population by Sex	
Males	354
Females	345
2021 Population by Sex	
Males	367
Females	351

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Ochlocknee
Area: 0.95 square miles

Prepared by SWGRC

2010 Population by Race/Ethnicity	
Total	675
White Alone	85.3%
Black Alone	10.8%
American Indian Alone	0.4%
Asian Alone	0.4%
Pacific Islander Alone	0.0%
Some Other Race Alone	1.6%
Two or More Races	1.3%
Hispanic Origin	3.3%
Diversity Index	30.9
2016 Population by Race/Ethnicity	
Total	699
White Alone	84.3%
Black Alone	10.7%
American Indian Alone	0.6%
Asian Alone	0.6%
Pacific Islander Alone	0.0%
Some Other Race Alone	2.1%
Two or More Races	1.7%
Hispanic Origin	4.3%
Diversity Index	33.8
2021 Population by Race/Ethnicity	
Total	717
White Alone	83.4%
Black Alone	10.6%
American Indian Alone	0.6%
Asian Alone	0.7%
Pacific Islander Alone	0.0%
Some Other Race Alone	2.6%
Two or More Races	2.1%
Hispanic Origin	5.3%
Diversity Index	36.6
2010 Population by Relationship and Household Type	
Total	676
In Households	99.4%
In Family Households	86.5%
Householder	28.1%
Spouse	21.6%
Child	30.3%
Other relative	4.3%
Nonrelative	2.1%
In Nonfamily Households	12.7%
In Group Quarters	0.6%
Institutionalized Population	0.0%
Noninstitutionalized Population	0.6%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Ochlocknee
Area: 0.95 square miles

Prepared by SWGRC

2016 Population 25+ by Educational Attainment	
Total	483
Less than 9th Grade	10.1%
9th - 12th Grade, No Diploma	17.8%
High School Graduate	22.4%
GED/Alternative Credential	10.4%
Some College, No Degree	25.1%
Associate Degree	7.2%
Bachelor's Degree	5.2%
Graduate/Professional Degree	1.9%
2016 Population 15+ by Marital Status	
Total	566
Never Married	23.9%
Married	56.9%
Widowed	7.1%
Divorced	12.2%
2016 Civilian Population 16+ in Labor Force	
Civilian Employed	91.8%
Civilian Unemployed	8.2%
2016 Employed Population 16+ by Industry	
Total	257
Agriculture/Mining	3.9%
Construction	3.9%
Manufacturing	11.7%
Wholesale Trade	4.3%
Retail Trade	12.1%
Transportation/Utilities	7.4%
Information	0.8%
Finance/Insurance/Real Estate	7.0%
Services	37.0%
Public Administration	11.3%
2016 Employed Population 16+ by Occupation	
Total	257
White Collar	58.8%
Management/Business/Financial	14.4%
Professional	14.0%
Sales	9.7%
Administrative Support	20.6%
Services	16.0%
Blue Collar	25.3%
Farming/Forestry/Fishing	0.4%
Construction/Extraction	3.1%
Installation/Maintenance/Repair	7.4%
Production	5.4%
Transportation/Material Moving	8.9%
2010 Population By Urban/ Rural Status	
Total Population	676
Population Inside Urbanized Area	0.0%
Population Inside Urbanized Cluster	0.0%
Rural Population	100.0%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Ochlocknee
Area: 0.95 square miles

Prepared by SWGRC

2010 Households by Type	
Total	246
Households with 1 Person	22.8%
Households with 2+ People	77.2%
Family Households	72.8%
Husband-wife Families	56.1%
With Related Children	23.6%
Other Family (No Spouse Present)	16.7%
Other Family with Male Householder	5.3%
With Related Children	3.3%
Other Family with Female Householder	11.4%
With Related Children	7.3%
Nonfamily Households	4.5%
All Households with Children	34.8%
Multigenerational Households	4.0%
Unmarried Partner Households	6.1%
Male-female	5.3%
Same-sex	0.8%
2010 Households by Size	
Total	246
1 Person Household	22.8%
2 Person Household	35.8%
3 Person Household	19.1%
4 Person Household	13.4%
5 Person Household	5.7%
6 Person Household	2.0%
7 + Person Household	1.2%
2010 Households by Tenure and Mortgage Status	
Total	247
Owner Occupied	75.3%
Owned with a Mortgage/Loan	47.8%
Owned Free and Clear	27.5%
Renter Occupied	24.7%
2010 Housing Units By Urban/ Rural Status	
Total Housing Units	296
Housing Units Inside Urbanized Area	0.0%
Housing Units Inside Urbanized Cluster	0.0%
Rural Housing Units	100.0%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Ochlocknee
Area: 0.95 square miles

Prepared by SWGRC

Top 3 Tapestry Segments		
	1.	Southern Satellites (10A)
	2.	Top Tier (1A)
	3.	Professional Pride (1B)
2016 Consumer Spending		
Apparel & Services: Total \$		\$405,529
Average Spent		\$1,590.31
Spending Potential Index		79
Education: Total \$		\$224,742
Average Spent		\$881.34
Spending Potential Index		62
Entertainment/Recreation: Total \$		\$604,190
Average Spent		\$2,369.37
Spending Potential Index		81
Food at Home: Total \$		\$1,057,794
Average Spent		\$4,148.21
Spending Potential Index		83
Food Away from Home: Total \$		\$643,428
Average Spent		\$2,523.25
Spending Potential Index		82
Health Care: Total \$		\$1,155,664
Average Spent		\$4,532.02
Spending Potential Index		86
HH Furnishings & Equipment: Total \$		\$354,565
Average Spent		\$1,390.45
Spending Potential Index		79
Personal Care Products & Services: Total \$		\$145,853
Average Spent		\$571.97
Spending Potential Index		78
Shelter: Total \$		\$2,861,666
Average Spent		\$11,222.22
Spending Potential Index		72
Support Payments/Cash Contributions/Gifts in Kind: Total \$		\$481,698
Average Spent		\$1,889.01
Spending Potential Index		81
Travel: Total \$		\$331,235
Average Spent		\$1,298.96
Spending Potential Index		70
Vehicle Maintenance & Repairs: Total \$		\$216,397
Average Spent		\$848.62
Spending Potential Index		82

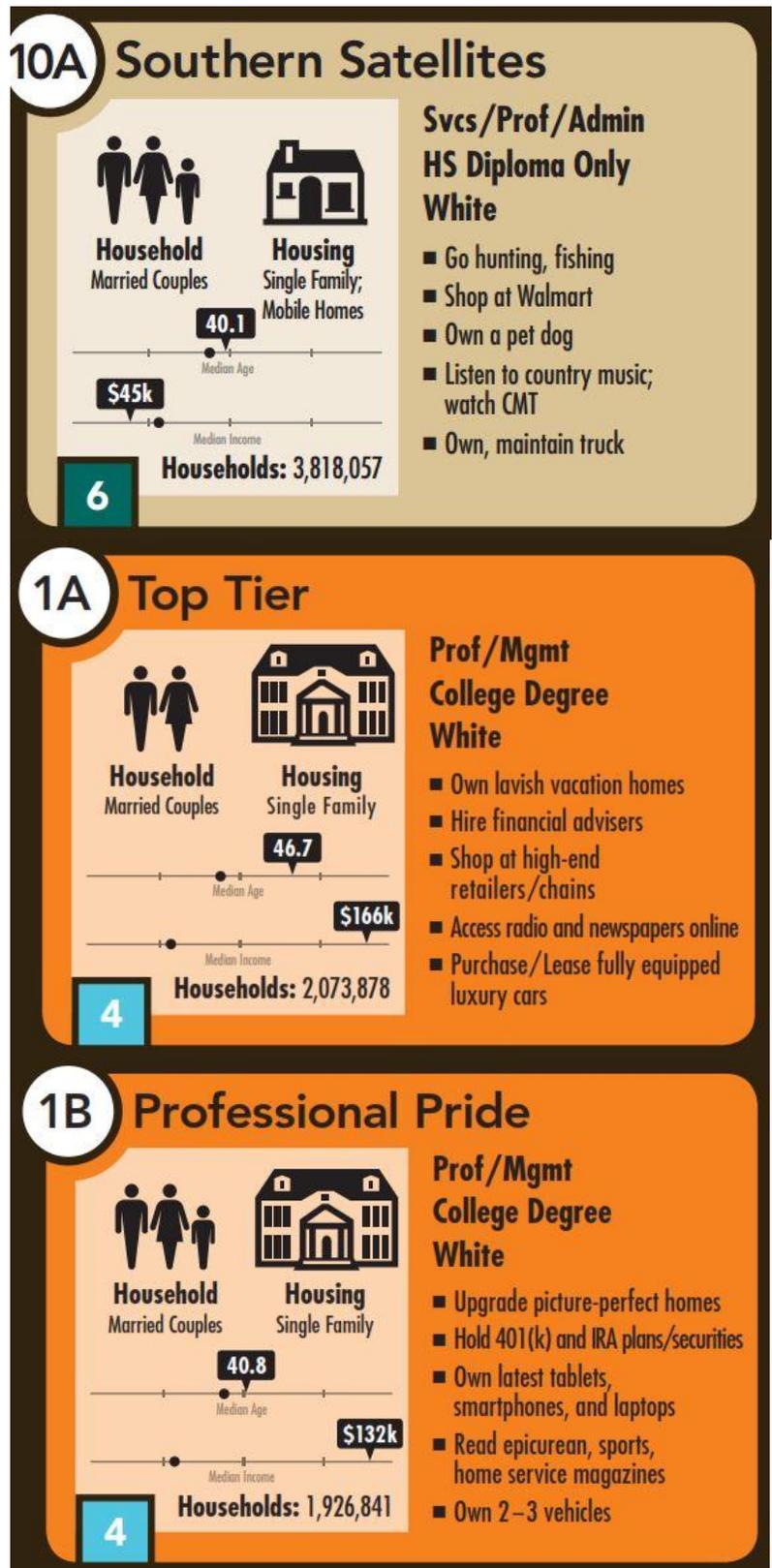
Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2013 and 2014 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.

Tapestry Segments Explained

Tapestry segmentation provides an accurate, detailed description of America's neighborhoods—U.S. residential areas are divided into 67 distinctive segments based on their socioeconomic and demographic composition. The top three tapestry segments in Ochlocknee are: Southern Satellites, Top Tier and Professional Pride.



Strengths, Weaknesses, Opportunities and Threats (S.W.O.T.)

Strengths

- Affordable housing
- Small town charm
- Major employers near town
- Downtown buildings are being maintained
- Low crime rate

Weaknesses

- Dilapidated buildings
- Code enforcement needed
- Water system maintenance needed
- Need more businesses downtown
- Sewer system near capacity

Opportunities

- Historic Dixie Highway Scenic Byway
- Old South Day festival
- Proximity to Thomasville
- City owned land that was donated (blank slate)

Threats

- Non noted

Needs & Opportunities

Needs

- We need to fix our water system and replace some hydrants
- It will be hard to handle new development with a sewer system at capacity
- While are downtown buildings are being maintained and not falling in we need to get businesses in them.
- We have dilapidated buildings around town and need to get some code enforcement to help the situation.

Opportunities

- We need to bring in tourism to help spur the business environment downtown. We have the Historic Dixie Highway Scenic Byway through the downtown and we need to capitalize on this resource.
- The city has been donated a parcel of land and careful planning needs to be done to decide what it would be best utilized as.

Goals & Policies

Goal: Economic Prosperity

Encourage development or expansion of businesses and industries that are suitable for the community.

Policies:

- 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.

Goal: Local Preparedness

Identify and put in place the prerequisites for the type of future the community seeks to achieve.

Policies:

- Our community will use planned infrastructure expansion to support development in areas identified (in the comprehensive plan) as suitable for such development.

Goal: Sense of Place

Protect and enhance the community's unique qualities by cleaning up the town.

Policies:

- 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 the community.

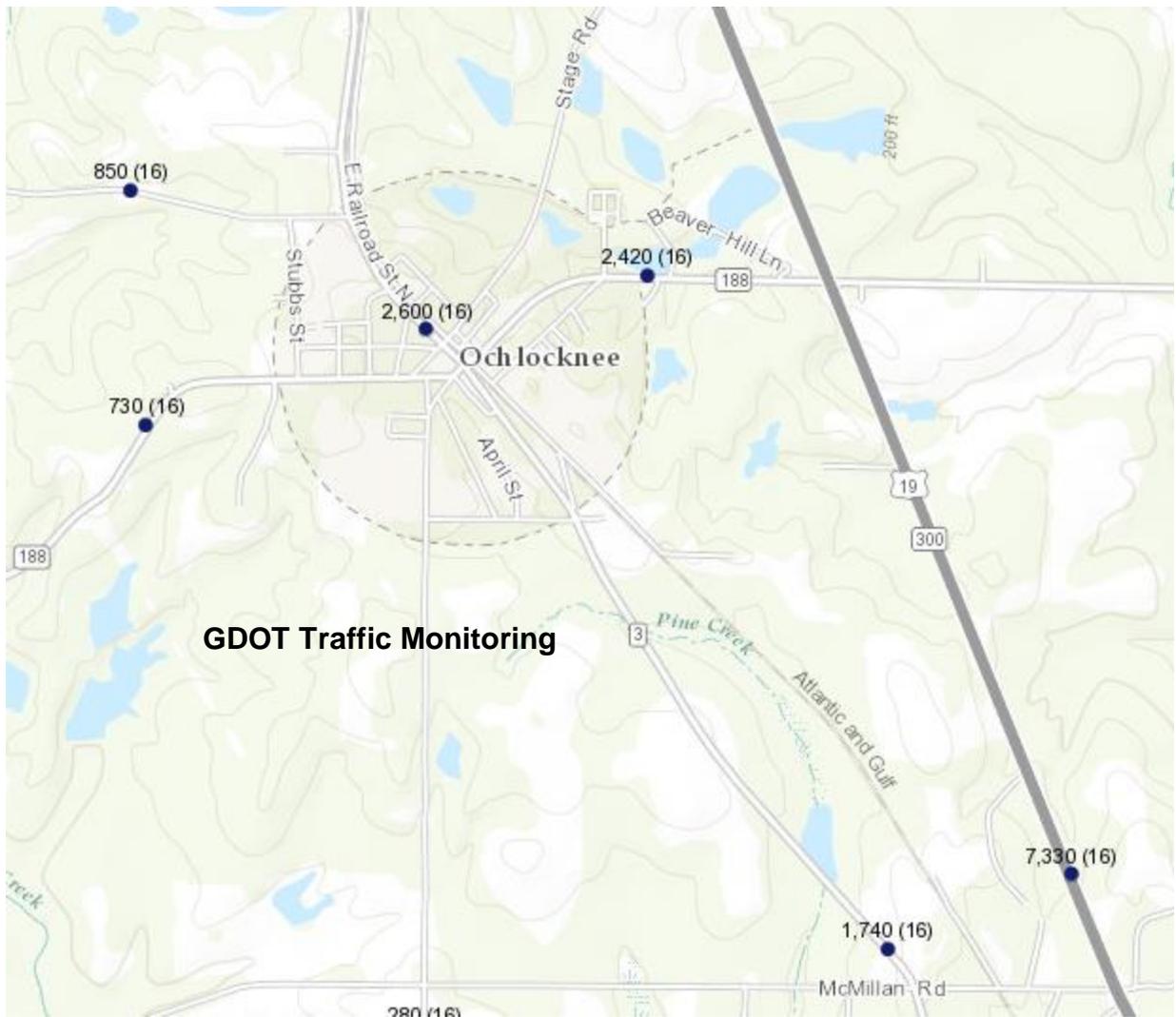
Transportation Element

An integrated transportation system should contribute to a high quality of life for residents and a desirable climate for business. Many transportation issues in Thomas County are related to the increase in vehicular volumes and congestion. While the automobile is the dominant mode of transportation, the City of Ochlocknee wants to provide a balanced and coordinated “multi-modal” transportation system to accommodate ongoing growth and development. Comprehensive improvements to all modes of travel can help improve the operation and capacity of the road system.

Road Network

Ochlocknee is split down the middle by Old Georgia Highway 3 and GA Hwy 188. U.S. Hwy 19 lies along its eastern edge and has essentially bypassed the City and forced business away from the downtown.

Ochlocknee sees some fairly light traffic around town for the most part, but traffic on US Hwy 19 has an AADT count of approximately 7,300. GA Hwy 188 sees approximately 700-750 AADT. Traffic congestion is not generally a problem in Ochlocknee and adds to the charm but also detracts from economic development potential.



Main Street in Downtown

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2016	2600	5.26	364	14.00	8.99	50.00	
2015	2470		346	14.01	8.99	50.00	
2014	2360		330	13.98	8.99	50.00	
2013	2300		322	14.00			
2012	2310		333	14.41			
2011	2130		307	14.41			
2010	2200		317	14.41			
2009	2800						
2008	2800						
2007	2870						
2006	2600						

GA Hwy 188 at Eastern City Limits

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2016	2420	5.22	266	10.99	8.66	50.00	
2015	2300		253	10.99	8.66	50.00	
2014	2190		241	11.02	8.66	50.00	
2013	1890		208	11.00			
2012	1900		205	10.81			
2011	1810		196	10.81			
2010	1870		202	10.81			
2009	2190						
2008	2190						
2007	2270						
2006	2210						

GA Hwy 188 at Eastern City Limits

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2016	730	5.80	92	12.62	11.27	50.00	
2015	690		88	12.69	11.27	50.00	
2014	580		66	11.33	10.00		
2013	580		66	11.33	10.00		
2012	650		74	11.33			
2011	660		75	11.33			
2010	620		95	15.38			
2009	630		97	15.38			
2008	690						
2007	730						
2006	780						

Alternative Modes

With regards to bicycle and pedestrian infrastructure, the City of Ochlocknee has no sidewalks outside the downtown. There are no dedicated bike lanes or paths in Ochlocknee which has not proven to be a significant problem to this point as traffic congestion is generally very minimal on most streets at all times.

Thomas County provides a rural transit program under Section 5311. The rural transit program provides access to educational, commercial, medical, and business locations primarily for elderly and low income residents. The rural transit program currently has 16

buses (eight of which are lift-equipped) operating on a “scheduled response system” which includes some features of a fixed route system within a demand response system. Potential riders call in for service. Other riders are aware of the route and can access service near a regular location.

Parking

Parking in general is not generally an issue in Ochlocknee. On street parking is available downtown and is only occasionally at capacity typically when there is an auction happening.

Railroads

Ochlocknee is serviced by the CSX rail line that parallels Hwy 19 from through Thomas County to Mitchell County and beyond. The rail line provides critical freight transport for a number of industries in Thomas County and the Cities of Thomasville, Ochlocknee and Meigs.

Land Use Element

The Future Land Development Map is a required component for all communities that have zoning. It is intended to be an expression of the community’s vision for the future, and a guide to its future development patterns citywide. It is based off of previous Future land use maps with updates added to fully meet the trends of development in Ochlocknee and was refined with the help of the public during the public outreach portion of the plan’s development. It is intended to be representation of the community’s vision for the future. Below are descriptions of categories which are utilized on the Future Land Use Map.

Agriculture

The rural and agricultural character area designation in Ochlocknee is intended for those areas outside of the urban service areas which are associated with agricultural farm operations and associated activities, forestry, natural resource conservation, groundwater recharge areas, and low-density residential development accessory to agricultural or farm operation of varying sizes.

Residential

This residential category is intended to correspond primarily to existing urban neighborhoods but is also proposed for undeveloped areas adjacent to existing urban neighborhoods. The primary housing type is detached, single-family residential, though other housing types such as duplexes and manufactured homes may be allowed by applicable zoning regulations under certain circumstances. This future land use category is implemented with one or more urban low-density residential zoning districts. Regulations may differ according to zoning district; for instance, manufactured homes may be permitted in one urban residential category but not in another. Furthermore, different lot sizes may be established as may be necessary.

Commercial

This category corresponds to the city's central business district. It is also intended to provide a mixture of land uses in addition to commercial, including institutional, public and office. This district is unique in that the existing development pattern consists of buildings covering very large percentages of the lot, little if any building setbacks from front, side, and rear property lines, and a reliance on on-street parking or shared parking lots. This district has higher intensities of lot coverage and floor area than the other commercial land use categories.

Industrial

This category corresponds to industrial operations which may or may not be objectionable due to the emission of noise, vibration, smoke, dust, gas, fumes, odors, or radiation and that may create fire or explosion hazards or other objectionable conditions. Uses within this district may require substantial quantities of water for manufacturing operations and may require rail, air, or water transportation.

Historic Dixie Highway Scenic Byway

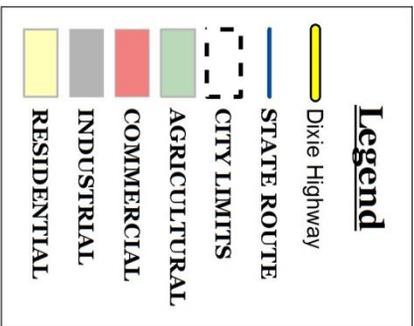
This category corresponds to the route that the Historic Dixie Highway Scenic Byway (HDHSB) has been identified in Ochlocknee. Uses adjacent to the HDHSB are generally residential and commercial. New billboards are not allowed along the HDHSB and new development should be sympathetic in design to the byway so as not to detract from the qualities identified in the HDHSB Corridor Management Plan.

Ochlocknee

Future Land Use Map



Source: Esri, DigitalGlobe, GeoEye, Earthstar (USA), USGS, AeroGRID, IGN, and the GIS User Community



Community Work Program

CITY OF OCHLOCKNEE COMMUNITY WORK PROGRAM 2018-2022								
Natural and Cultural Resources Objectives	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Work to enhance the downtown environment	X	X	X	X	X	City	\$6,000	General Fund, Grants
Preservation Plan for the GA 3 Corridor		X	X			City	\$4,000	General Fund
Community Facilities & Services Objectives	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Promote volunteerism in town	X	X	X	X	X	City	\$500	General Fund
Develop a city-wide "spruce-up" program	X	X	X	X	X	City/Volunteers	\$250	General Fund, Grants
Transportation & Circulation Objectives	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Inventory and prioritize future street paving/resurfacing/improvement projects		X	X			City	\$1,200	General Fund
Land Use Objectives	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Review and revise existing ordinance for best management practices	X	X				City	\$700	General Fund
Develop and implement design standards for commercial development and GA 3 corridor		X	X			City	\$4,000	General Fund
Improvements to the water system on Stevens St. to change from 2 inch galvanized to 4-6 inch PVC waterpipe	X	X	X	X	X	City	\$80,000	General Fund/Grants

Adoption Resolution

TBD

City of Coolidge

Community Profile



Community Profile

Coolidge
Area: 0.81 square miles

Prepared by SWGRC

Population Summary	
2000 Total Population	527
2010 Total Population	525
2016 Total Population	556
2016 Group Quarters	0
2021 Total Population	582
2016-2021 Annual Rate	0.92%
Household Summary	
2000 Households	211
2000 Average Household Size	2.50
2010 Households	210
2010 Average Household Size	2.50
2016 Households	223
2016 Average Household Size	2.49
2021 Households	233
2021 Average Household Size	2.50
2016-2021 Annual Rate	0.88%
2010 Families	142
2010 Average Family Size	3.01
2016 Families	149
2016 Average Family Size	3.03
2021 Families	155
2021 Average Family Size	3.05
2016-2021 Annual Rate	0.79%
Housing Unit Summary	
2000 Housing Units	248
Owner Occupied Housing Units	65.7%
Renter Occupied Housing Units	19.8%
Vacant Housing Units	14.5%
2010 Housing Units	250
Owner Occupied Housing Units	61.2%
Renter Occupied Housing Units	22.8%
Vacant Housing Units	16.0%
2016 Housing Units	270
Owner Occupied Housing Units	56.7%
Renter Occupied Housing Units	25.9%
Vacant Housing Units	17.4%
2021 Housing Units	283
Owner Occupied Housing Units	56.2%
Renter Occupied Housing Units	26.1%
Vacant Housing Units	17.7%
Median Household Income	
2016	\$24,551
2021	\$24,355
Median Home Value	
2016	\$71,250
2021	\$88,333
Per Capita Income	
2016	\$13,680
2021	\$14,339
Median Age	
2010	40.6
2016	42.8
2021	45.5

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Coolidge
Area: 0.81 square miles

Prepared by SWGRC

2016 Households by Income	
Household Income Base	223
<\$15,000	28.3%
\$15,000 - \$24,999	22.9%
\$25,000 - \$34,999	15.2%
\$35,000 - \$49,999	11.7%
\$50,000 - \$74,999	15.2%
\$75,000 - \$99,999	4.0%
\$100,000 - \$149,999	2.7%
\$150,000 - \$199,999	0.4%
\$200,000+	0.4%
Average Household Income	\$34,075
2021 Households by Income	
Household Income Base	233
<\$15,000	31.8%
\$15,000 - \$24,999	19.7%
\$25,000 - \$34,999	11.2%
\$35,000 - \$49,999	13.7%
\$50,000 - \$74,999	15.5%
\$75,000 - \$99,999	4.7%
\$100,000 - \$149,999	3.4%
\$150,000 - \$199,999	0.9%
\$200,000+	0.4%
Average Household Income	\$35,782
2016 Owner Occupied Housing Units by Value	
Total	153
<\$50,000	39.2%
\$50,000 - \$99,999	26.1%
\$100,000 - \$149,999	11.8%
\$150,000 - \$199,999	4.6%
\$200,000 - \$249,999	7.2%
\$250,000 - \$299,999	3.3%
\$300,000 - \$399,999	4.6%
\$400,000 - \$499,999	0.0%
\$500,000 - \$749,999	3.9%
\$750,000 - \$999,999	0.0%
\$1,000,000 +	0.0%
Average Home Value	\$117,045
2021 Owner Occupied Housing Units by Value	
Total	159
<\$50,000	35.8%
\$50,000 - \$99,999	18.9%
\$100,000 - \$149,999	10.7%
\$150,000 - \$199,999	6.3%
\$200,000 - \$249,999	13.8%
\$250,000 - \$299,999	5.7%
\$300,000 - \$399,999	5.0%
\$400,000 - \$499,999	0.0%
\$500,000 - \$749,999	4.4%
\$750,000 - \$999,999	0.0%
\$1,000,000 +	0.0%
Average Home Value	\$138,438

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Coolidge
Area: 0.81 square miles

Prepared by SWGRC

2010 Population by Age	
Total	535
0 - 4	4.5%
5 - 9	6.7%
10 - 14	6.9%
15 - 24	13.1%
25 - 34	11.0%
35 - 44	14.2%
45 - 54	14.8%
55 - 64	13.1%
65 - 74	9.2%
75 - 84	3.6%
85 +	1.7%
18 +	75.1%
2016 Population by Age	
Total	559
0 - 4	4.8%
5 - 9	4.8%
10 - 14	6.3%
15 - 24	12.2%
25 - 34	12.5%
35 - 44	12.2%
45 - 54	15.4%
55 - 64	14.3%
65 - 74	11.3%
75 - 84	4.7%
85 +	1.6%
18 +	80.1%
2021 Population by Age	
Total	585
0 - 4	4.4%
5 - 9	5.0%
10 - 14	5.1%
15 - 24	11.3%
25 - 34	11.5%
35 - 44	12.1%
45 - 54	14.7%
55 - 64	15.4%
65 - 74	12.5%
75 - 84	6.5%
85 +	1.5%
18 +	81.2%
2010 Population by Sex	
Males	256
Females	269
2016 Population by Sex	
Males	274
Females	282
2021 Population by Sex	
Males	288
Females	294

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Coolidge
Area: 0.81 square miles

Prepared by SWGRC

2010 Population by Race/Ethnicity	
Total	526
White Alone	66.3%
Black Alone	26.0%
American Indian Alone	0.6%
Asian Alone	1.0%
Pacific Islander Alone	0.0%
Some Other Race Alone	3.0%
Two or More Races	3.0%
Hispanic Origin	5.5%
Diversity Index	54.3
2016 Population by Race/Ethnicity	
Total	558
White Alone	64.5%
Black Alone	25.8%
American Indian Alone	0.5%
Asian Alone	1.3%
Pacific Islander Alone	0.0%
Some Other Race Alone	3.9%
Two or More Races	3.9%
Hispanic Origin	7.0%
Diversity Index	57.7
2021 Population by Race/Ethnicity	
Total	582
White Alone	63.2%
Black Alone	25.4%
American Indian Alone	0.5%
Asian Alone	1.4%
Pacific Islander Alone	0.0%
Some Other Race Alone	4.8%
Two or More Races	4.6%
Hispanic Origin	8.6%
Diversity Index	60.8
2010 Population by Relationship and Household Type	
Total	525
In Households	100.0%
In Family Households	83.8%
Householder	27.0%
Spouse	18.1%
Child	29.5%
Other relative	7.4%
Nonrelative	2.3%
In Nonfamily Households	16.2%
In Group Quarters	0.0%
Institutionalized Population	0.0%
Noninstitutionalized Population	0.0%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Coolidge
Area: 0.81 square miles

Prepared by SWGRC

2016 Population 25+ by Educational Attainment	
Total	402
Less than 9th Grade	6.5%
9th - 12th Grade, No Diploma	15.9%
High School Graduate	33.6%
GED/Alternative Credential	4.0%
Some College, No Degree	29.1%
Associate Degree	7.2%
Bachelor's Degree	2.0%
Graduate/Professional Degree	1.7%
2016 Population 15+ by Marital Status	
Total	468
Never Married	34.4%
Married	40.6%
Widowed	8.5%
Divorced	16.5%
2016 Civilian Population 16+ in Labor Force	
Civilian Employed	95.7%
Civilian Unemployed	4.8%
2016 Employed Population 16+ by Industry	
Total	198
Agriculture/Mining	5.6%
Construction	7.1%
Manufacturing	24.7%
Wholesale Trade	3.0%
Retail Trade	9.6%
Transportation/Utilities	6.6%
Information	0.0%
Finance/Insurance/Real Estate	4.0%
Services	37.4%
Public Administration	4.5%
2016 Employed Population 16+ by Occupation	
Total	201
White Collar	47.5%
Management/Business/Financial	5.6%
Professional	17.7%
Sales	9.6%
Administrative Support	14.6%
Services	15.7%
Blue Collar	38.4%
Farming/Forestry/Fishing	3.0%
Construction/Extraction	6.1%
Installation/Maintenance/Repair	3.5%
Production	15.7%
Transportation/Material Moving	10.1%
2010 Population By Urban/ Rural Status	
Total Population	525
Population Inside Urbanized Area	0.0%
Population Inside Urbanized Cluster	0.0%
Rural Population	100.0%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Coolidge
Area: 0.81 square miles

Prepared by SWGRC

2010 Households by Type	
Total	211
Households with 1 Person	26.1%
Households with 2+ People	73.9%
Family Households	67.3%
Husband-wife Families	45.0%
With Related Children	19.9%
Other Family (No Spouse Present)	22.3%
Other Family with Male Householder	5.7%
With Related Children	2.8%
Other Family with Female Householder	17.1%
With Related Children	9.0%
Nonfamily Households	6.6%
All Households with Children	32.4%
Multigenerational Households	2.9%
Unmarried Partner Households	6.7%
Male-female	5.7%
Same-sex	1.0%
2010 Households by Size	
Total	213
1 Person Household	25.8%
2 Person Household	35.2%
3 Person Household	17.8%
4 Person Household	9.9%
5 Person Household	6.6%
6 Person Household	3.3%
7 + Person Household	1.4%
2010 Households by Tenure and Mortgage Status	
Total	210
Owner Occupied	72.9%
Owned with a Mortgage/Loan	42.9%
Owned Free and Clear	30.5%
Renter Occupied	27.1%
2010 Housing Units By Urban/ Rural Status	
Total Housing Units	250
Housing Units Inside Urbanized Area	0.0%
Housing Units Inside Urbanized Cluster	0.0%
Rural Housing Units	100.0%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Coolidge
Area: 0.81 square miles

Prepared by SWGRC

Top 3 Tapestry Segments		
	1.	Rural Bypasses (10E)
	2.	Top Tier (1A)
	3.	Professional Pride (1B)
2016 Consumer Spending		
Apparel & Services: Total \$		\$200,366
Average Spent		\$898.50
Spending Potential Index		45
Education: Total \$		\$85,546
Average Spent		\$383.61
Spending Potential Index		27
Entertainment/Recreation: Total \$		\$312,889
Average Spent		\$1,403.09
Spending Potential Index		48
Food at Home: Total \$		\$577,090
Average Spent		\$2,587.85
Spending Potential Index		52
Food Away from Home: Total \$		\$314,200
Average Spent		\$1,408.97
Spending Potential Index		46
Health Care: Total \$		\$625,056
Average Spent		\$2,802.94
Spending Potential Index		53
HH Furnishings & Equipment: Total \$		\$173,194
Average Spent		\$776.65
Spending Potential Index		44
Personal Care Products & Services: Total \$		\$72,450
Average Spent		\$324.89
Spending Potential Index		44
Shelter: Total \$		\$1,315,068
Average Spent		\$5,897.17
Spending Potential Index		38
Support Payments/Cash Contributions/Gifts in Kind: Total \$		\$248,234
Average Spent		\$1,113.16
Spending Potential Index		48
Travel: Total \$		\$148,718
Average Spent		\$666.90
Spending Potential Index		36
Vehicle Maintenance & Repairs: Total \$		\$116,341
Average Spent		\$521.71
Spending Potential Index		50

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

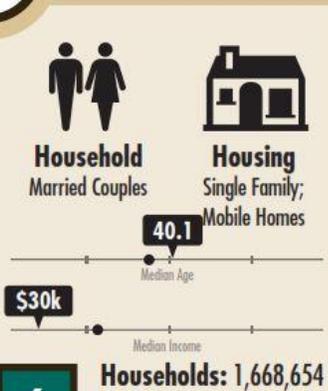
Source: Consumer Spending data are derived from the 2013 and 2014 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.

Tapestry Segments Explained

Tapestry segmentation provides an accurate, detailed description of America's neighborhoods—U.S. residential areas are divided into 67 distinctive segments based on their socioeconomic and demographic composition. The top three tapestry segments in Coolidge are: Rural Bypasses, Top Tier and Professional Pride.

10E Rural Bypasses



6

**Svcs/Prof/Prod
HS Diploma Only
White**

- Go online infrequently
- Depend on Social Security, SSI
- Go hunting, fishing
- Subscribe to satellite TV
- Prefer trucks to sedans

1A Top Tier



4

**Prof/Mgmt
College Degree
White**

- Own lavish vacation homes
- Hire financial advisers
- Shop at high-end retailers/chains
- Access radio and newspapers online
- Purchase/Lease fully equipped luxury cars

1B Professional Pride



4

**Prof/Mgmt
College Degree
White**

- Upgrade picture-perfect homes
- Hold 401(k) and IRA plans/securities
- Own latest tablets, smartphones, and laptops
- Read epicurean, sports, home service magazines
- Own 2–3 vehicles

Strengths, Weaknesses, Opportunities and Threats (S.W.O.T.)

Strengths

- Excellent infrastructure network
- Located along major transportation route
- Industry
- Library System
- Strong faith based foundation
- Christmas program

Weaknesses

- Economic Development
- Dilapidated housing
- Tough to hire police officers
- Delinquents in town destroying playground equipment
- No places to eat
- Lack of organized recreation
- Lack of community spirit
- No health clinic or other basics of life
- No parking lot for business area downtown

Opportunities

- Annexation for room to grow
- Redevelopment downtown
- Landscaping along highway and pocket park

Threats

- Unfunded state mandates
- Changes to how municipalities can utilize tax money
- Natural disasters

Needs & Opportunities

Needs

- We have an excellent infrastructure network and we are along a major transportation route but we need to market it to attract economic development.
- We have dilapidated housing that needs to be addressed.
- Our community lacks the basics for life including: restaurants, health clinic, hardware store and pharmacy.
- We lack parking in our downtown
- We have a severe lack of community spirit and some folks would rather destroy city property than improve it.
- We have no organized recreation programs in town.
- It is hard for us to afford more police officers because we cannot pay what neighboring communities can.

Opportunities

- We lack available land for development but there is opportunity for annexation of more land.
- Our downtown is ripe for redevelopment and new businesses.
- Our main thoroughfare would benefit from some landscaping along it to help create identity.

Goals & Policies

Goal: Economic Prosperity

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

Policies:

- 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 the community.
- We will take into account impacts on infrastructure and natural resources in our decision making on economic development projects.

Goal: 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 and 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.

Policies:

- 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 ensure that new development does not cause a decline in existing levels of service for the community's residents and employers.
- We will ensure that capital improvements needed to accommodate future development are provided concurrent with new development.

Goal: 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.

Policies:

- 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.

Goal: Housing Options

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

Policies:

- We will eliminate substandard or dilapidated housing in our community.
- We will create affordable housing opportunities to ensure that all those who work in the community have a viable option to live in the community.

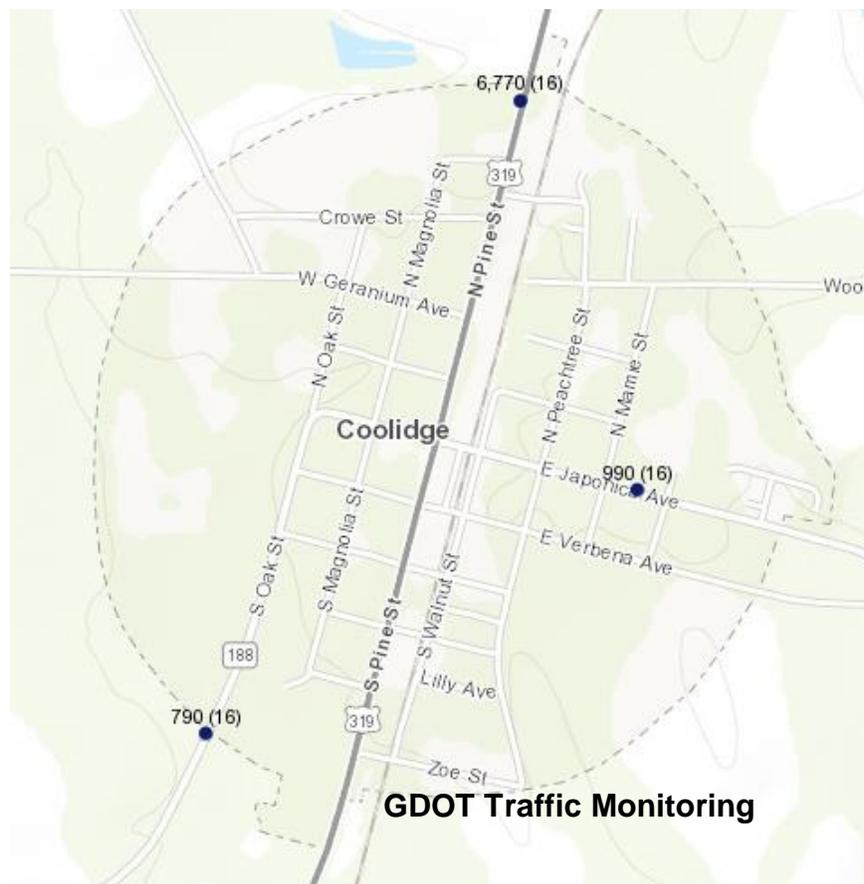
Transportation Element

An integrated transportation system should contribute to a high quality of life for residents and a desirable climate for business. Many transportation issues in Thomas County are related to the increase in vehicular volumes and congestion. While the automobile is the dominant mode of transportation, the City of Coolidge wants to provide a balanced and coordinated “multi-modal” transportation system to accommodate ongoing growth and development. Comprehensive improvements to all modes of travel can help improve the operation and capacity of the road system.

Road Network

Coolidge is split down the middle by U.S. Hwy 319 and GA Hwy 188. U.S. Hwy 319 forms “the strip” in Coolidge. In 1994, the road was widened to four lanes through town and the on-street parking was eliminated.

Coolidge sees some fairly light traffic around town for the most part, but traffic on US Hwy 319 has an AADT count of approximately 6,800. GA Hwy 188 sees approximately 800-1000 AADT. Traffic congestion is not generally a problem in Coolidge and adds to the charm but also detracts from economic development potential.



U.S. Highway 319 @ North City Limits

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2016	6770	4.15	901	13.31	8.52	58.48	
2015	6500		866	13.32	8.52	58.48	
2014	6390		866	13.56	8.00	63.00	
2013	6390		866	13.56	8.00	63.00	
2012	6300		912	14.47			
2011	6370		922	14.47			
2010	5360						
2009							
2008	6650						
2007	7040						
2006	6450						

Alternative Modes

With regards to bicycle and pedestrian infrastructure, the City of Coolidge has a few sidewalks along the major routes in the older areas emanating from the downtown (U.S. Hwy 319 and GA Hwy 188). There are no dedicated bike lanes or paths in Coolidge which has not proven to be a significant problem to this point as traffic congestion is generally very minimal on most streets at all times.

Thomas County provides a rural transit program under Section 5311. The rural transit program provides access to educational, commercial, medical, and business locations primarily for elderly and low income residents. The rural transit program currently has 16 buses (eight of which are lift-equipped) operating on a “scheduled response system” which includes some features of a fixed route system within a demand response system. Potential riders call in for service. Other riders are aware of the route and can access service near a regular location.

Parking

Parking in general is not an issue in Coolidge. As mentioned, on-street parking is no longer available downtown. The lack of on-street parking for existing buildings has made economic development efforts in the downtown very problematic considering there are no public surface parking lots available.

Railroads

Coolidge is serviced by the Georgia-Florida rail line that parallels U.S. Hwy 319 through Thomas County. The rail line provides critical transport for the fertilizer industry in Coolidge.

Land Use Element

The Future Land Development Map is a required component for all communities that have zoning. It is intended to be an expression of the community's vision for the future, and a guide to its future development patterns citywide. It is based off of previous Future land use maps with updates added to fully meet the trends of development in Coolidge and was refined with the help of the public during the public outreach portion of the plan's development. It is intended to be representation of the community's vision for the future. Below are descriptions of categories which are utilized on the Future Land Use Map.

Agriculture

The rural and agricultural character area designation in Coolidge is intended for those areas outside of the urban service areas which are associated with agricultural farm operations and associated activities, forestry, natural resource conservation, groundwater recharge areas, and low-density residential development accessory to agricultural or farm operation of varying sizes.

Residential

This residential category is intended to correspond primarily to existing urban neighborhoods but is also proposed for undeveloped areas adjacent to existing urban neighborhoods. The primary housing type is detached, single-family residential, though other housing types such as duplexes and manufactured homes may be allowed by applicable zoning regulations under certain circumstances. This future land use category is implemented with one or more urban low-density residential zoning districts. Regulations may differ according to zoning district; for instance, manufactured homes may be permitted in one urban residential category but not in another. Furthermore, different lot sizes may be established as may be necessary.

Commercial

This category corresponds to the city's central business district. It is also intended to provide a mixture of land uses in addition to commercial, including institutional, public and office. This district is unique in that the existing development pattern consists of buildings covering very large percentages of the lot, little if any building setbacks from front, side, and rear property lines, and a reliance on on-street parking or shared parking lots. This district has higher intensities of lot coverage and floor area than the other commercial land use categories.

Industrial

This category corresponds to industrial operations which may or may not be objectionable due to the emission of noise, vibration, smoke, dust, gas, fumes, odors, or radiation and that may create fire or explosion hazards or other objectionable conditions. Uses within this district may require substantial quantities of water for manufacturing operations and may require rail, air, or water transportation.

Coolidge

Future Land Use Map



Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AEX, Getmapping, Aergrid, CNR, IGN, IGP, and the GIS User Community

Legend

-  STATE ROUTE
-  AGRICULTURAL
-  COMMERCIAL
-  INDUSTRIAL
-  RESIDENTIAL
-  CITY LIMITS



Community Work Program

CITY OF COOLIDGE COMMUNITY WORK PROGRAM 2018-2022								
Work Program Activity	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Funding Source
Implement needed water & sewer system improvements, fire hydrants & manholes	x	x	x	x	x	City Council/ Staff	\$300,000	CDBG / General Fund
Study feasibility of adaptive reuses for historic facades downtown			x			CitizenCommittee / City	\$500	General Fund / Private
Implement Streetscape Design Project	x	x	x	x	x	City Council/ Staff	\$5,000	Grant / General Funds
Identify and prioritize dilapidated housing for demolition or rehab	x	x	x	x	x	City Council/ Staff	Staff Time	Grant / General Funds
Plan for designated parking	x	x	x	x	x	City Council/ Staff	\$30,000	Grant / General Funds
Market economic development	x	x	x	x	x	City Council/ Staff	Staff Time	Grant / General Funds

Adoption Resolution

TBD

City of Boston

Community Profile



Community Profile

Boston
Area: 2.23 square miles

Prepared by SWGRC

Population Summary	
2000 Total Population	1,373
2010 Total Population	1,315
2016 Total Population	1,344
2016 Group Quarters	4
2021 Total Population	1,371
2016-2021 Annual Rate	0.40%
Household Summary	
2000 Households	504
2000 Average Household Size	2.71
2010 Households	507
2010 Average Household Size	2.59
2016 Households	519
2016 Average Household Size	2.58
2021 Households	531
2021 Average Household Size	2.57
2016-2021 Annual Rate	0.46%
2010 Families	343
2010 Average Family Size	3.20
2016 Families	348
2016 Average Family Size	3.21
2021 Families	353
2021 Average Family Size	3.22
2016-2021 Annual Rate	0.29%
Housing Unit Summary	
2000 Housing Units	593
Owner Occupied Housing Units	64.2%
Renter Occupied Housing Units	20.7%
Vacant Housing Units	15.0%
2010 Housing Units	615
Owner Occupied Housing Units	58.2%
Renter Occupied Housing Units	24.2%
Vacant Housing Units	17.6%
2016 Housing Units	641
Owner Occupied Housing Units	53.7%
Renter Occupied Housing Units	27.3%
Vacant Housing Units	19.0%
2021 Housing Units	658
Owner Occupied Housing Units	52.9%
Renter Occupied Housing Units	27.7%
Vacant Housing Units	19.3%
Median Household Income	
2016	\$36,029
2021	\$37,612
Median Home Value	
2016	\$113,663
2021	\$136,264
Per Capita Income	
2016	\$23,229
2021	\$24,351
Median Age	
2010	41.9
2016	42.7
2021	44.5

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Boston
Area: 2.23 square miles

Prepared by SWGRC

2016 Households by Income	
Household Income Base	519
<\$15,000	26.2%
\$15,000 - \$24,999	11.4%
\$25,000 - \$34,999	11.0%
\$35,000 - \$49,999	15.2%
\$50,000 - \$74,999	14.6%
\$75,000 - \$99,999	8.9%
\$100,000 - \$149,999	4.4%
\$150,000 - \$199,999	2.9%
\$200,000+	5.4%
Average Household Income	\$57,836
2021 Households by Income	
Household Income Base	531
<\$15,000	29.0%
\$15,000 - \$24,999	9.2%
\$25,000 - \$34,999	7.7%
\$35,000 - \$49,999	16.9%
\$50,000 - \$74,999	13.7%
\$75,000 - \$99,999	9.2%
\$100,000 - \$149,999	4.9%
\$150,000 - \$199,999	3.8%
\$200,000+	5.3%
Average Household Income	\$60,490
2016 Owner Occupied Housing Units by Value	
Total	344
<\$50,000	27.6%
\$50,000 - \$99,999	15.7%
\$100,000 - \$149,999	25.0%
\$150,000 - \$199,999	16.9%
\$200,000 - \$249,999	3.2%
\$250,000 - \$299,999	1.7%
\$300,000 - \$399,999	4.4%
\$400,000 - \$499,999	0.3%
\$500,000 - \$749,999	3.8%
\$750,000 - \$999,999	0.0%
\$1,000,000 +	1.7%
Average Home Value	\$152,971
2021 Owner Occupied Housing Units by Value	
Total	348
<\$50,000	21.3%
\$50,000 - \$99,999	9.8%
\$100,000 - \$149,999	26.1%
\$150,000 - \$199,999	23.9%
\$200,000 - \$249,999	5.5%
\$250,000 - \$299,999	2.9%
\$300,000 - \$399,999	4.6%
\$400,000 - \$499,999	0.3%
\$500,000 - \$749,999	4.0%
\$750,000 - \$999,999	0.0%
\$1,000,000 +	1.7%
Average Home Value	\$171,336

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Boston
Area: 2.23 square miles

Prepared by SWGRC

2010 Population by Age	
Total	1,315
0 - 4	6.6%
5 - 9	6.2%
10 - 14	6.5%
15 - 24	13.3%
25 - 34	8.7%
35 - 44	12.6%
45 - 54	16.7%
55 - 64	13.8%
65 - 74	8.9%
75 - 84	4.9%
85 +	1.8%
18 +	75.5%
2016 Population by Age	
Total	1,344
0 - 4	6.4%
5 - 9	6.8%
10 - 14	6.2%
15 - 24	11.8%
25 - 34	11.1%
35 - 44	10.6%
45 - 54	14.7%
55 - 64	14.8%
65 - 74	11.4%
75 - 84	4.8%
85 +	1.6%
18 +	77.4%
2021 Population by Age	
Total	1,371
0 - 4	5.8%
5 - 9	6.3%
10 - 14	6.9%
15 - 24	10.7%
25 - 34	11.1%
35 - 44	9.8%
45 - 54	12.8%
55 - 64	16.6%
65 - 74	12.5%
75 - 84	6.1%
85 +	1.7%
18 +	77.3%
2010 Population by Sex	
Males	631
Females	684
2016 Population by Sex	
Males	651
Females	693
2021 Population by Sex	
Males	669
Females	702

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Boston
Area: 2.23 square miles

Prepared by SWGRC

2010 Population by Race/Ethnicity	
Total	1,314
White Alone	50.1%
Black Alone	47.9%
American Indian Alone	0.5%
Asian Alone	0.0%
Pacific Islander Alone	0.0%
Some Other Race Alone	0.7%
Two or More Races	0.8%
Hispanic Origin	2.1%
Diversity Index	53.9
2016 Population by Race/Ethnicity	
Total	1,342
White Alone	48.9%
Black Alone	48.8%
American Indian Alone	0.4%
Asian Alone	0.0%
Pacific Islander Alone	0.0%
Some Other Race Alone	0.8%
Two or More Races	1.0%
Hispanic Origin	2.5%
Diversity Index	54.8
2021 Population by Race/Ethnicity	
Total	1,370
White Alone	48.2%
Black Alone	49.0%
American Indian Alone	0.4%
Asian Alone	0.0%
Pacific Islander Alone	0.0%
Some Other Race Alone	1.1%
Two or More Races	1.3%
Hispanic Origin	3.1%
Diversity Index	55.7
2010 Population by Relationship and Household Type	
Total	1,315
In Households	99.7%
In Family Households	85.1%
Householder	27.1%
Spouse	17.5%
Child	34.1%
Other relative	4.7%
Nonrelative	1.5%
In Nonfamily Households	14.6%
In Group Quarters	0.3%
Institutionalized Population	0.0%
Noninstitutionalized Population	0.3%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Boston
Area: 2.23 square miles

Prepared by SWGRC

2016 Population 25+ by Educational Attainment	
Total	926
Less than 9th Grade	6.7%
9th - 12th Grade, No Diploma	18.6%
High School Graduate	35.7%
GED/Alternative Credential	7.5%
Some College, No Degree	19.3%
Associate Degree	4.3%
Bachelor's Degree	4.1%
Graduate/Professional Degree	3.8%
2016 Population 15+ by Marital Status	
Total	1,084
Never Married	35.5%
Married	46.1%
Widowed	6.8%
Divorced	11.5%
2016 Civilian Population 16+ in Labor Force	
Civilian Employed	93.0%
Civilian Unemployed	7.0%
2016 Employed Population 16+ by Industry	
Total	477
Agriculture/Mining	5.9%
Construction	5.7%
Manufacturing	21.2%
Wholesale Trade	0.6%
Retail Trade	8.0%
Transportation/Utilities	2.1%
Information	1.3%
Finance/Insurance/Real Estate	3.6%
Services	43.8%
Public Administration	7.8%
2016 Employed Population 16+ by Occupation	
Total	476
White Collar	39.4%
Management/Business/Financial	6.7%
Professional	11.7%
Sales	11.1%
Administrative Support	9.9%
Services	26.6%
Blue Collar	33.8%
Farming/Forestry/Fishing	1.5%
Construction/Extraction	5.2%
Installation/Maintenance/Repair	5.2%
Production	9.9%
Transportation/Material Moving	11.9%
2010 Population By Urban/ Rural Status	
Total Population	1,315
Population Inside Urbanized Area	0.0%
Population Inside Urbanized Cluster	0.0%
Rural Population	100.0%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Boston
Area: 2.23 square miles

Prepared by SWGRC

2010 Households by Type	
Total	508
Households with 1 Person	28.9%
Households with 2+ People	71.1%
Family Households	67.5%
Husband-wife Families	43.5%
With Related Children	16.9%
Other Family (No Spouse Present)	23.8%
Other Family with Male Householder	4.5%
With Related Children	2.4%
Other Family with Female Householder	19.3%
With Related Children	12.8%
Nonfamily Households	3.5%
All Households with Children	32.5%
Multigenerational Households	6.3%
Unmarried Partner Households	4.1%
Male-female	3.7%
Same-sex	0.4%
2010 Households by Size	
Total	506
1 Person Household	29.1%
2 Person Household	32.6%
3 Person Household	16.4%
4 Person Household	12.5%
5 Person Household	5.1%
6 Person Household	2.6%
7 + Person Household	1.8%
2010 Households by Tenure and Mortgage Status	
Total	507
Owner Occupied	70.6%
Owned with a Mortgage/Loan	38.9%
Owned Free and Clear	31.8%
Renter Occupied	29.4%
2010 Housing Units By Urban/ Rural Status	
Total Housing Units	615
Housing Units Inside Urbanized Area	0.0%
Housing Units Inside Urbanized Cluster	0.0%
Rural Housing Units	100.0%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.



Community Profile

Boston
Area: 2.23 square miles

Prepared by SWGRC

Top 3 Tapestry Segments		
	1.	Rural Bypasses (10E)
	2.	Top Tier (1A)
	3.	Professional Pride (1B)
2016 Consumer Spending		
Apparel & Services: Total \$		\$798,599
Average Spent		\$1,538.73
Spending Potential Index		76
Education: Total \$		\$340,962
Average Spent		\$656.96
Spending Potential Index		46
Entertainment/Recreation: Total \$		\$1,247,081
Average Spent		\$2,402.85
Spending Potential Index		82
Food at Home: Total \$		\$2,300,104
Average Spent		\$4,431.80
Spending Potential Index		89
Food Away from Home: Total \$		\$1,252,304
Average Spent		\$2,412.92
Spending Potential Index		78
Health Care: Total \$		\$2,491,281
Average Spent		\$4,800.16
Spending Potential Index		91
HH Furnishings & Equipment: Total \$		\$690,298
Average Spent		\$1,330.05
Spending Potential Index		75
Personal Care Products & Services: Total \$		\$288,762
Average Spent		\$556.38
Spending Potential Index		76
Shelter: Total \$		\$5,241,458
Average Spent		\$10,099.15
Spending Potential Index		65
Support Payments/Cash Contributions/Gifts in Kind: Total \$		\$989,387
Average Spent		\$1,906.33
Spending Potential Index		82
Travel: Total \$		\$592,743
Average Spent		\$1,142.09
Spending Potential Index		61
Vehicle Maintenance & Repairs: Total \$		\$463,701
Average Spent		\$893.45
Spending Potential Index		86

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2013 and 2014 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.

Strengths, Weaknesses, Opportunities and Threats (S.W.O.T.)

Strengths

- Citizen involvement
- Geographic location
- Complementary downtown businesses
- Historic Character
- Local First Responders
- Attractive Real Estate Market Pricing

Weaknesses

- Infrastructure improvements
- Don't see enough grant money outside the realm of CHIP/CDBG
- How do I get to the Downtown?!
- Streetscaping on Jefferson
- Lack of volunteer efforts to assist with helping accomplish things

Opportunities

- Stop light on Highway 84 @ Green St (GA Hwy 33)
- 4 way red light at Jefferson and Main street intersection
- Marketing of the Downtown
- Gateway signage
- Landscaping/beautification along gateway route
- Provide informational brochures regarding rehabbing and renovating historic properties
- Fix up back downtown buildings to improve aesthetics

Threats

- Matching funds for grants
- Loss of Identity
- Failing to keep up with technology infrastructure

Needs & Opportunities

Needs

- We need to shore up our infrastructure with rehab and expansion and look more closely at our lack of technology infrastructure
- We need to address the Main Street and Jefferson Street intersection and areas leading up to it in terms of safety and aesthetics
- Our government has a small staff and needs volunteers to assist with efforts to better our city. We need to promote volunteerism and ask not what my city can do for me but what I can do for my city.
- Get travelers from Hwy 84 to the Downtown by improving the signage along Hwy 84.
- Since Green Street is our gateway avenue, we need to make it look the part by beautifying it all the way up to Jefferson.
- We need to seek grant funding both large and small to help with projects and not just rely on CDBG and CHIP grants.
- We have a huge national register historic district that encompasses most of our town. We need to have information readily available and be educated on renovating and rehabilitating historic properties and pass along information about financial assistance programs available through Georgia DNR Historic Preservation Division.

Opportunities

- The backs of our downtown buildings are visible from major access points into downtown and we need to make a good impression from however travelers access the downtown by fixing up the areas behind the downtown buildings.
- We have a beautiful little downtown and surrounding residential areas but we need to market it to let the world know that we exist.
- Most grant opportunities require a match of some kind and we need to have available cash to provide the match on hand so we are not precluded from these grant opportunities.

Goals & Policies

Goal: Economic Prosperity (Top Priority)

Encourage the development of the Historic Downtown commercial area, with particular emphasis on the area around the crossroads of Main Street and Jefferson Street, in ways that enhance historic architectural design, promote growth of small business enterprises thereby encouraging increased tourism and assisting business owners in the further development of their enterprises via grants and other funding instruments.

Policies:

- 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 will avoid unattractive and inefficient strip development along major roadways.

Goal: Sense of Place

We will continue to improve and expand our National Register Historic Districts by encouraging homeowners to seek National Register designation as individual properties or as a district.

Policies:

- We encourage development that is sensitive to the historic context, sense of place, and overall setting of the community.
- We support appropriate residential and non-residential in-fill development that will complement and/or enhance surrounding areas.

Goal: Local Preparedness

Continue to pursue upgrades & improvements to our water and sewer system to promote future growth.

Policies:

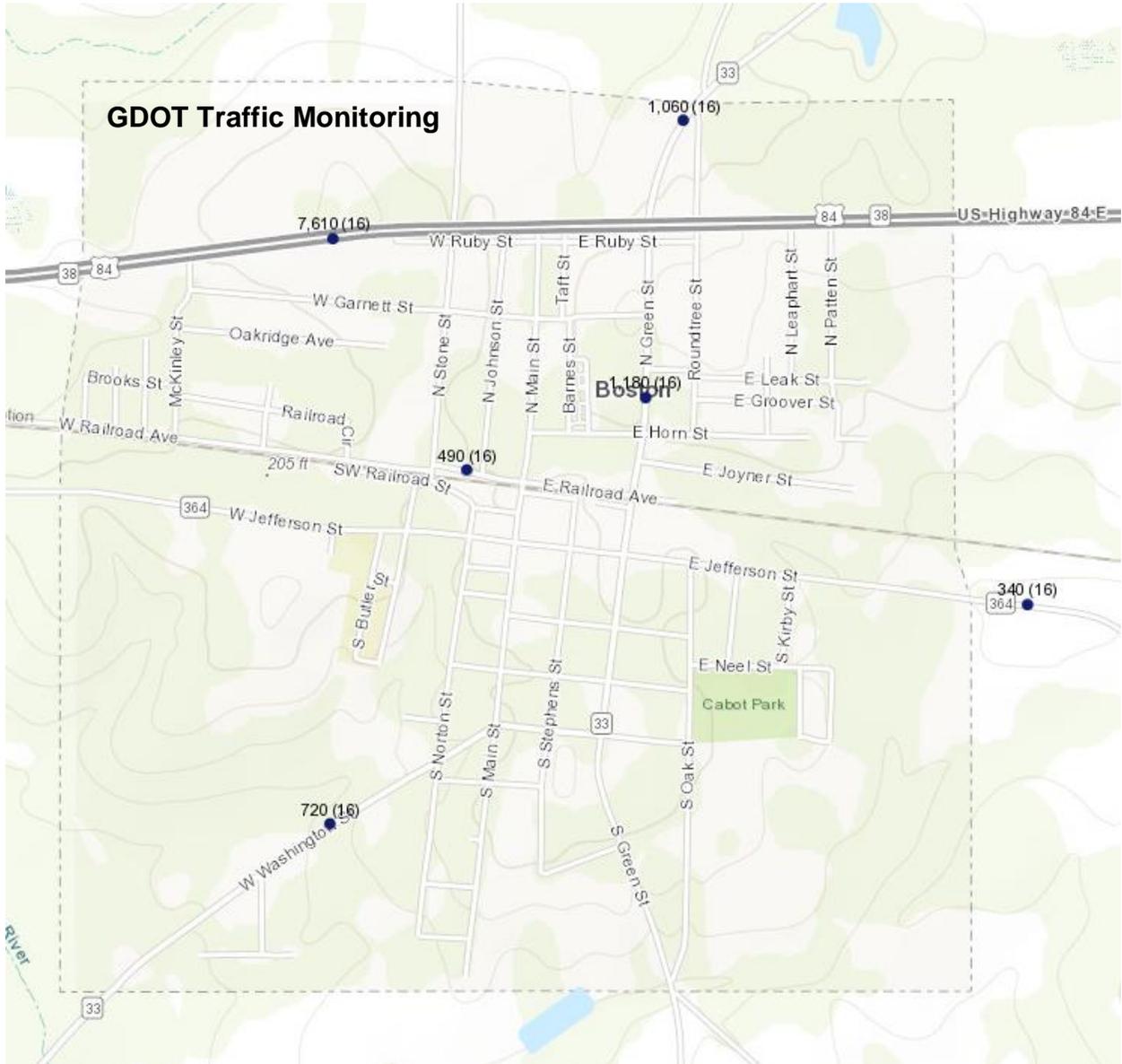
- We will ensure that new development does not cause a decline in existing levels of service for the community's residents and employers.
- Our community will use planned infrastructure expansion to support development in areas identified (in the comprehensive plan) as suitable for such development.
- We will continue to invest in parks and open space to enhance the quality of life for our citizens.

Transportation Element

An integrated transportation system should contribute to a high quality of life for residents and a desirable climate for business. Many transportation issues in Thomas County are related to the increase in vehicular volumes and congestion. While the automobile is the dominant mode of transportation, the City of Boston wants to provide a balanced and coordinated "multi-modal" transportation system to accommodate ongoing growth and development. Comprehensive improvements to all modes of travel can help improve the operation and capacity of the road system.

Road Network

Boston lies along U.S. Hwy 84 and GA Hwy 33. Boston sees some fairly light traffic around town for the most part, but traffic on US Hwy 84 has an AADT count of approximately 7,600. GA Hwy 33 sees approximately 1,000-1,100 AADT. Traffic congestion is not generally a problem in Boston and adds to the charm but also detracts from economic development potential.



U.S. Highway 84 @ Boston

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2016	7610	4.10	1510	19.84	8.18	55.52	
2015	7310		1450	19.84	8.18	55.52	
2014	6920		1329	19.20	8.00	58.00	
2013	6920		1329	19.20	8.00	58.00	
2012	5420		1250	23.06			
2011	5480		1264	23.06			
2010	6880		1547	22.48			
2009	7850						
2008	7790						
2007	8250						
2006	8020						

GA Hwy 33 (N. Greene St.) @ Horn St (approximately)

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2016	1180	-15.71			10.15	50.00	
2015	1400						
2014	1340						
2013	1340						
2012	1350						
2011	1590						
2010	1650						
2009	1670						
2008	1670						
2007	1610						
2006	1500						

Alternative Modes

With regards to bicycle and pedestrian infrastructure, the City of Boston has a few sidewalks along the major routes in the older areas emanating from the downtown (Main St, Jefferson St.). There are some newly added dedicated bike lanes, courtesy of the Georgia DOT) on Green Street in Boston. The lack of bike lanes in the rest of the community has not proven to be a significant problem to this point as traffic congestion is generally very minimal on most streets at all times.

Thomas County provides a rural transit program under Section 5311. The rural transit program provides access to educational, commercial, medical, and business locations primarily for elderly and low income residents. The rural transit program currently has 16 buses (eight of which are lift-equipped) operating on a “scheduled response system” which includes some features of a fixed route system within a demand response system. Potential riders call in for service. Other riders are aware of the route and can access service near a regular location.

Parking

Parking in general is not generally an issue in Boston. On-street parking is available downtown along with “alley” parking behind some downtown businesses. Parking only becomes an issue during festivals and community events.

Railroads

Boston is serviced by the CSX rail line that parallels U.S. Hwy 84 through Thomas County. The rail line provides critical transport for the Boston Peanut Company.

Land Use Element

The Future Land Development Map is a required component for all communities that have zoning. It is intended to be an expression of the community's vision for the future, and a guide to its future development patterns citywide. It is based off of previous Future land use maps with updates added to fully meet the trends of development in Boston and was refined with the help of the public during the public outreach portion of the plan's development. It is intended to be representation of the community's vision for the future. Below are descriptions of categories which are utilized on the Future Land Use Map.

Agriculture

The rural and agricultural character area designation in Boston is intended for those areas outside of the urban service areas which are associated with agricultural farm operations and associated activities, forestry, natural resource conservation, groundwater recharge areas, and low-density residential development accessory to agricultural or farm operation of varying sizes.

Residential

This residential category is intended to correspond primarily to existing neighborhoods but is also proposed for undeveloped areas adjacent to existing neighborhoods. Residential development in this category typically is seen ranging from approximately 1 to 4 units per acre (i.e., lot sizes of approximately 10,000 square feet plus). The primary housing type is detached, single-family residential, though other housing types such as duplexes and manufactured homes may be allowed by applicable zoning regulations under certain circumstances. This future land use category is implemented with one or more low-density residential zoning districts. Regulations may differ according to zoning district; for instance, manufactured homes may be permitted in one urban residential

category but not in another. Furthermore, different lot sizes may be established as may be necessary.

Commercial

This category corresponds to the city's central business district. It is also intended to provide a mixture of land uses in addition to commercial, including institutional, public, office, and housing mixed in with non-residential uses. This district is unique in that the existing development pattern consists of buildings covering very large percentages of the lot, little if any building setbacks from front, side, and rear property lines, and a reliance on on-street parking or shared parking lots. This district has higher intensities of lot coverage and floor area than the other commercial land use categories. This area is intended to be implemented with a CBD zoning district.

Highway Commercial

This category is for land dedicated to non-industrial business uses, including retail sales, services, and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center.

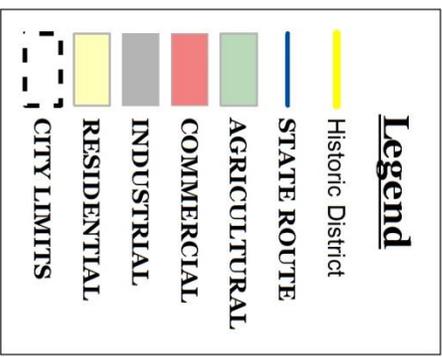
As one of two sub-classifications of commercial land use, highway commercial areas are intended to provide suitable areas for those business and commercial uses which primarily serve the public traveling by automobile and which benefit from direct access to highways. Such districts are generally designed so that the automobile has precedence over the pedestrian. This area is intended to be implemented with one or more commercial zoning districts.

Industrial

This category corresponds to industrial operations which may or may not be objectionable due to the emission of noise, vibration, smoke, dust, gas, fumes, odors, or radiation and that may create fire or explosion hazards or other objectionable conditions. Uses within this district may require substantial quantities of water for manufacturing operations and may require rail, air, or water transportation.



Source: Esri, DigitalGlobe, GeoEye, AeroGRID, IGN, IGP, and the GIS User Community



Community Work Program

CITY OF BOSTON COMMUNITY WORK PROGRAM 2018-2022								
Activity	2018	2019	2020	2021	2022	Responsible Party	Cost Estimate	Possible Funding Source
Develop a sidewalk inventory and destination plan, and seek grants	X	X	X	X	X	City	\$1,000	General Fund, Grants
Incorporate traffic calming measures for Main/Jefferson intersection	X	X	X	X	X	City/GDOT	\$10,000	General Funds, Grants
Work w/ GDOT on a traffic signal for Main/Jefferson intersection	X	X	X	X	X	City/GDOT	N/A	General Fund
Review and update zoning ordinances implement Comprehensive Plan	X	X	X	X	X	City	\$6,000	General Fund, Grants
PRIORITY Prepare and distribute brochures for new residents and business owners on renovating and rehabilitating historic properties and funding streams available to them.	X	X				City	\$500	General Fund, Grants
Improve the signage along Hwy 84 to direct travelers to downtown Boston			X	X	X	City	\$15,000	General Fund, Grants
Work with property owners and the DOT to improve the aesthetics along Greene St as it is the primary entrance to the community	X	X	X	X	X	City/GDOT	\$35,000	General Fund, Grants

Adoption Resolution

TBD

Appendix

Meeting Ads

Tuesday, November 15, 2016

www.timesenter.com

Sign and Modification clause begins in October

Public Hearing Notice

The City of Ochlocknee is conducting a Public Hearing to begin the Thomas County Comprehensive Plan on December 5th 2016 at 5:30 pm at the Ochlocknee City Hall (1044 E. Railroad St). The current plan will expire on June 30, 2018. In accordance with the Georgia Minimum Standard and Procedures for Local Comprehensive Planning (O.C.G.A. Chapter 110-12-1), each community must conduct a public hearing prior to the start of the planning process.

The purpose of this hearing is to brief the community on the process to be used to develop the plan, opportunities for public participation in development of the plan, and to obtain input on the proposed planning process. Once public comments have been addressed, the community may begin the process of developing the plan.

Copies of the current Comprehensive Plan are available at: <http://www.swgrcplanning.org/comprehensive-plans.html>

Question should be directed to Ochlocknee City Hall office Tel: (229) 574-5188. Or alternatively call Steve O'neil, Southwest Georgia Regional Commission, 229-522-3552 ext.1616.

Public Hearing Notice

The City of Coolidge is conducting a Public Hearing to begin the Thomas County Comprehensive Plan on November 15th 2016 at 6:00 pm at the Coolidge City Hall (3065 S. Pine St.). The current plan will expire on June 30, 2018. In accordance with the Georgia Minimum Standards and Procedures for Local Comprehensive Planning (O.C.G.A. Chapter 110-12-1), each community must conduct a public hearing prior to the start of the planning process.

The purpose of this hearing is to brief the community on the process to be used to develop the plan, opportunities for public participation in development of the plan, and to obtain input on the proposed planning process. Once public comments have been addressed, the community may begin the process of developing the plan.

Copies of the current Comprehensive Plan are available at: <http://www.swgrcplanning.org/comprehensive-plans.html>

Questions should be directed to Coolidge City Hall office Tel: (229) 346-3551. Or, alternatively call Steve O'Neil, Southwest Georgia Regional Commission, 229- 522-3552 ext.1616.

987598

Public Hearing Notice

The City of Meigs is conducting a Public Hearing to begin the Thomas County Comprehensive Plan on **November 21st 2016 at 6:30 pm** at the **Meigs Community Center 2013 East Depot Street, Meigs Ga.** The current plan will expire on June 30, 2018. In accordance with the Georgia Minimum Standards and Procedures for Local Comprehensive Planning (O.C.G.A. Chapter 110-12-1), each community must conduct a public hearing prior to the start of the planning process.

The purpose of this hearing is to brief the community on the process to be used to develop the plan, opportunities for public participation in development of the plan, and to obtain input on the proposed planning process. Once public comments have been addressed, the community may begin the process of developing the plan.

Copies of the current Comprehensive Plan are available at: <http://www.swgrcplanning.org/comprehensive-plans.html>

Questions should be directed to Meigs City Hall Tel: (229) 683-3124. Or, alternatively call Steve O'Neil, Southwest Georgia Regional Commission, 229-522-3552 ext.1616.

09052

Public Hearing Notice

Thomas County is conducting a Public Hearing to begin the Thomas County Comprehensive Plan on **November 22nd 2016 at 6 pm** at the **Thomas County Historic Courthouse (225 N. Broad St. 3rd Floor, Thomasville, GA).** The current plan will expire on June 30, 2018. In accordance with the Georgia Minimum Standards and Procedures for Local Comprehensive Planning (O.C.G.A. Chapter 110-12-1), each community must conduct a public hearing prior to the start of the planning process.

The purpose of this hearing is to brief the community on the process to be used to develop the plan, opportunities for public participation in development of the plan, and to obtain input on the proposed planning process. Once public comments have been addressed, the community may begin the process of developing the plan.

Copies of the current Comprehensive Plan are available at: <http://www.swgrcplanning.org/comprehensive-plans.html>

Questions should be directed to Thomas County Commissioners Office Tel: (229) 225-4100. Or, alternatively call Steve O'Neil, Southwest Georgia Regional Commission, 229-522-3552 ext.1616.

98571

HELP CHART THE COURSE FOR THE FUTURE!

- Public Meeting Notice -

Thomas County is conducting a public meeting to discuss Goals and Needs and Opportunities for the County. The meeting date is as follows:
Goals - 6 pm February 9th, 2017 at Thomas County Emergency Services Center located at 1202 Remington Avenue, Thomasville, GA.
Needs & Opportunities - 6 pm February 16th, 2017 at Thomas County Emergency Services Center located at 1202 Remington Avenue, Thomasville, GA.
The public is encouraged to attend and provide input on what it views as needs and opportunities and potential future goals for Thomas County. The input will be utilized to assist in developing the County's Comprehensive Plan.
For more information regarding the Comprehensive Plan please visit:
<http://www.swgrcplanning.org/plans-in-progress1.html>
Questions should be directed to Steve O'Neil with the Southwest Georgia Regional Commission.
Phone: 229-522-3552 ext. 1616

995013

HELP CHART THE COURSE FOR THE FUTURE!

-Public Meeting Notice-

The City of Meigs is conducting a public meeting to discuss Goals/Policies and Needs and Opportunities for the City. The meeting date is as follows:
Goals & Policies - 6 pm February 6th, 2017 at Meigs Community Center located at 2006 East Depot Street, Meigs Ga.
Needs & Opportunities - 6 pm February 13th, 2017 at Meigs Community Center located at 2006 East Depot Street, Meigs Ga.
The public is encouraged to attend and provide input on what it views as needs and opportunities and potential future goals and policies for Meigs. The input will be utilized to assist in developing the City's portion of the Thomas County Comprehensive Plan. For more information regarding the Comprehensive Plan please visit:
<http://www.swgrcplanning.org/thomas-county.html>
Questions should be directed to Steve O'Neil with the Southwest Georgia Regional Commission.
Phone: 229-522-3552 ext. 1616

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HELP CHART THE COURSE FOR THE FUTURE!

- Public Meeting Notice -

The City of Ochlocknee is conducting a public meeting to discuss Goals/Policies and Needs and Opportunities for the City. The meeting date is as follows:
Goals & Policies - 6 pm January 16th, 2017 at Ochlocknee City Hall located at 1044 E. Railroad St.
Needs & Opportunities - 6 pm February 20th, 2017 at Ochlocknee City Hall located at 1044 E. Railroad St.
The public is encouraged to attend and provide input on what it views as needs and opportunities and potential future goals and policies for Ochlocknee. The input will be utilized to assist in developing the City's portion of the Thomas County Comprehensive Plan.
For more information regarding the Comprehensive Plan please visit:
<http://www.swgrcplanning.org/thomas-county.html>
Questions should be directed to Steve O'Neil with the Southwest Georgia Regional Commission.
Phone: 229-522-3552 ext. 1616

995007

HELP CHART THE COURSE FOR THE FUTURE!

- Public Meeting Notice -

The City of Boston is conducting a public meeting to discuss Goals/Policies and Needs and Opportunities for the City. The meeting date is as follows: Goals & Policies - 6 pm January 12th, 2017 at the Boston Community Center located at 112 N. Main St. Boston, GA 31626
Needs & Opportunities - 6 pm January 19th, 2017 at the Boston Community Center located at 112 N. Main St. Boston, GA 31626
The public is encouraged to attend and provide input on what it views as needs and opportunities and potential future goals and policies for Boston. The input will be utilized to assist in developing the City's portion of the Thomas County Comprehensive Plan.
For more information regarding the Comprehensive Plan please visit:
<http://www.swgrcplanning.org/thomas-county.html>
Questions should be directed to Steve O'Neil with the Southwest Georgia Regional Commission. Phone: 229-522-3552 ext. 1616

995007

HELP CHART THE COURSE FOR THE FUTURE!

- Public Meeting Notice -

The City of Coolidge is conducting a public meeting to discuss Goals/Policies and Needs and Opportunities for the City. The meeting date is as follows:
Goals & Policies - 6 pm January 17th, 2017 at Coolidge City Hall located at 3065 S. Pine St
Needs & Opportunities - 6 pm January 24th, 2017 at Coolidge City Hall located at 3065 S. Pine St.
The public is encouraged to attend and provide input on what it views as needs and opportunities and potential future goals and policies for Coolidge. The input will be utilized to assist in developing the City's portion of the Thomas County Comprehensive Plan. For more information regarding the Comprehensive Plan please visit
<http://www.swgrcplanning.org/thomas-county.html>
Questions should be directed to Steve O'Neil with the Southwest Georgia Regional Commission.
Phone: 229-522-3552 ext. 1616

995414



Meeting Sign-In Sheets

Public Meeting Sign In Sheet

Date: January 12, 2017	Facilitator: Steve O'Neil
Location: Boston Community Center	

	Name	Address	Email Address
1	M. Twink Modahan	PO Box 552 Boston 31626	mtwinkmodahan@gmail.com
2	Amanda Maxwell	P.O. Box 70, Boston, MA 31626	amanda.c.mktg.comm.net
3	Donna Jackson	220 E Adams St Boston 31626	dojna@hotmail.com
4	Bev MAGGINNIS	635 Stephenson Rd Boston 31626	bmagginnis@gmail.com
5	John Pittman	104 West Jefferson St Boston MA 31626	WALDORAMA6467@Gmail.com
6	WAYNE GILLETTE	2773 HWY. 33 BOSTON	WAYNEWINSTON50@GMAIL.COM
7	Danny Groover	203 W. Jefferson St Boston 31626	sdg123@windstream.net
8	Lori Curtis	P.O. Box 114, Boston, MA 31626	loricurtis2011@yahoo.com
9	Robbie West	428 E Jefferson St Boston MA 31626	
10	Margi Brun	374 Norton St Boston	
11	Ann McCrickard	130 So. Stephens St 31626	annmccrickard@windstream.net
12			
13			

Public Meeting Sign In Sheet

Date: January 19, 2017	Facilitator: Steve O'Neil
Location: Boston Community Center	

	Name	Address	Email Address
1	Twink Modahan	PO Box 552 BOSTON MA 31626	mtwinkmodahan@gmail.com
2	John Pittman	104 West Jefferson St Boston MA 31626	waldorama6467@Gmail
3	Beverly Magginnis	635 Stephenson Rd 31626	bmagginnis@gmail.com
4	Donna Davis	PO Box 194 Boston 31626	ddavis0303@yahoo.com
5	CAROL DiSepo	PO Box 145 - 248 S NORTON ST 31626	CLD42@mindspring.com
6	Billie Thornton	P.O. Box 194 - Boston	
7	Donna Jackson	220 E Adams St 31626	dojna@hotmail.com
8	Richard Reynolds	P.O. Box 743 - 320 E. Jackson St. Boston	reynoldsd02@windstream.net
9	Robbie West	428 E Jefferson St Boston MA 31626	
10	Eloise Wells	212 S. Taylor Street Boston, MA 31626	eloisewells@yahoo.com
11	Danny Groover	203 W. Jefferson St Boston MA 31626	sdg123@windstream.net
12	Bearie Jackson	626 Leaks St Boston 31626	
13	Betty Harris	404 Oakridge Ave Boston 31626	BettyH@gmail.com
14			
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Public Meeting Sign In Sheet

Date: January 17, 2017	Facilitator: Steve O'Neil
Location: Coolidge City Hall	

	Name	Address	Email Address
1	Marty Creel	2040 N. Magnolia St. Coolidge	mcreel@hurstboiler.com
2	John Blake	4012 S. PINE ST, COOLIDGE	johnblake@yahoo.com
3	Liane H. Causey	1079 W. Stinson Ave, Coolidge	dhcausey@windstream.net
4	Wanda Parramore	261 A. Sherrod Rd Coolidge	coolidgega@windstream.net
5	Norma Winn	4062 S. Magnolia St. Coolidge	229-346-3523 Home Phone
6	Willie Henderson	1067 ROSE AV Coolidge	229-346-3611
7	Earnest Deeth	5025 South Oak St. P.O. Box 361	earnest5@hotmail.com
8	Dean Nelson (DCA)	Po Box 337 Cuthbert, GA 39840	dean.nelson@dca.ga.gov
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Public Meeting Sign In Sheet

Date: January 24, 2017	Facilitator: Steve O'Neil
Location: Coolidge City Hall	

	Name	Address	Email Address
1	Marty Creel	2040 N. Magnolia St. Coolidge, Ga 31738	mcreel@hurstboiler.com
2	Liane H. Causey	1079 W. Stinson Coolidge, Ga. 31738	dhcausey@windstream.net
3	Wanda Parramore	261 A. Sherrod Rd Coolidge, Ga 31738	coolidgega@windstream.net
4	Norma Winn	4062 S. Magnolia St Coolidge, Ga. 31738	Norma1932@windstream.net
5	Willie Henderson	1067 ROSE AV Coolidge, GA 31738	
6	Earnest Deeth	5025 South Oak Street Coolidge G. 31738	earnest5@hotmail.com
7	Rodney D Sewell	16955 HWY 319 N Thomasville, Ga. 31757	sewellr@bellsouth.net
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Public Meeting Sign In Sheet

Date: May 18, 2017	Facilitator: Steve O'Neil
Location: Meigs City Hall	

	Name	Address	Email Address
1	Willie McNeil	1031 Alligood St Meigs, GA.	pastormcneil77@gmail.com
2	Cheryl Walters	4003 S. Church St. Meigs	chairs@ yahoo.com
3	Danny Layton		
4			
5			
6			

Public Meeting Sign In Sheet

Date: May 25, 2017	Facilitator: Steve O'Neil
Location: Meigs City Hall	

	Name	Address	Email Address
1	Cheryl Walters	4003 S. Church St.	chairs@ yahoo.com
2	Willie McNeil	1031 Alligood St	pastormcneil77@gmail.com
3	Charles W. Meigs	2040 Brucevell Ct	
4			
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6			

Public Meeting Sign In Sheet

Date: January 16, 2017	Facilitator: Steve O'Neil
Location: Ochlocknee City Hall	

	Name	Address	Email Address
1	Ronnie Searcy	1058 Stubbs St	ronnie.searcy@yahoo.com
2			
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4			
5			
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Public Meeting Sign In Sheet

Date: February 20, 2017	Facilitator: Steve O'Neil
Location: Ochlocknee City Hall	

	Name	Address	Email Address
1	DARRELL FREEMAN	1008 EAST RAILROAD STREET OCHLOCKNEE	DARRELL.FREEMAN@WINDSTREAM.NET
2			
3			
4			

Public Meeting Sign In Sheet

Date: February 9, 2017	Facilitator: Steve O'Neil
Location: Thomas County Public Library	

	Name	Address	Email Address
1	Bobby Brown	20364 Ga Hwy 3, Thomasville 31792	brown@f4reality.com
2	Marjorie Massey	1106 E. Clay St ; Thomasville 31792	mmassey@rosc.net
3	Shan Daniels	517 Holly Springs Drive Thomasville 31792	shan-daniels@yahoo.com
4	Stephen Thompson	218 Short St Thomasville, Ga 31792	sthompson@bizlinkns.com
5	Tommy Martin	P.O. Box 27 Barwick Ga. 31720	tommyMartin01@windstream.net
6	DANNY DUKES	146 SHOOLEBROOK PLANTATION THOMASVILLE GA 31757	danny@hughproduce.com
7	Mark Clark	7635 Salem Rd Boston, Ga 31626	jmc farms 55@yahoo.com
8	Math Stone	5253 SAlEm Rd Boston GA	M4251950@windstream.net
9	Roger Waller	15720 Hwy 315 W Thomasville	walker-roger.maggi@bellsouth.net
10			
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Public Meeting Sign In Sheet

Date: February 16, 2017	Facilitator: Steve O'Neil
Location: Remington St. EMS Station, Thomasville	

	Name	Address	Email Address
1	Bobby Brown	20364 Ga Hwy 3, Thomasville, Ga. 31792	brown@f4reality.com
2	Ray Glass	188 Patterson St. W. Sp. East	RAYGLASS@Bathingsource.com
3	Curnell Henry	1313 Orange St. Thomasville, 31792	chenry7003@aol.com
4	DANNY DUKES	146 SHOOLEBROOK PLANTATION THOMASVILLE GA. 31757	danny@hughproduce.com
5	Mark Clark	7635 Salem Rd BOSTON, GA 31626	jmc farms 55@yahoo.com
6	Tommy Martin	P.O. Box 27 Barwick GA.	Charles Martin 01@windstream.net
7	Stephen Thompson	218 Short St W. Ga 31792	sthompson@bizlinkns.com
8	Hailemcollum	420 S. Hansell St Tville 31792	haile@aol.com
9	BRIAN HERRMANN	PO BOX 735 THOMASVILLE GA 31792	brian.h@thomasville.org
10	MARATH REYNOLDS	222 MYRTLE DR, THOMASVILLE GA 31792	mreynold5828@yahoo.com
11			

Report(s) of Accomplishments

CITY OF BOSTON REPORT OF ACCOMPLISHMENTS									
Economic Development Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	Status: Complete, Not Complete(Why? Delete?) or Postponed (Until when approximately)
Create a marketing plan for Boston	X					City	\$4,000	General Fund	complete
Inventory potential properties for commercial/industrial development	X					City	N/A	General Fund	complete
Housing Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Develop revitalization plans for designated areas	X	X	X			City	\$20,000	General Funds, Grants	complete
Natural and Cultural Resources Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Continue to promote historic Boston	X	X	X	X	X	City	N/A	General Fund	complete
Community Facilities & Services Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Promote volunteerism in town	X	X	X	X	X	City	N/A	General Funds	complete
Investigate ways to improve on community outreach	X	X	X	X	X	City	N/A	General Fund, Grants	complete
Transportation & Circulation Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Continue tackling existing list of street drainage problems	X	X	X	X	X	City	\$30,000	General Fund, Grants	complete
Develop a sidewalk inventory and destination plan, and seek grants to incorporate traffic calming measures for Main/Jefferson intersection	X	X				City/GDOT	\$10,000	General Funds, Grants	not complete but still active
Work w/ GDOT on a traffic signal for Main/Jefferson intersection	X	X				City/GDOT	N/A	General Fund	not complete but still active
Land Use Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Review and update zoning ordinances to implement Comprehensive Plan	X	X	X	X	X	City	\$6,000	General Fund, Grants	not complete but still active

CITY OF COOLIDGE REPORT OF ACCOMPLISHMENTS									
Work Program Activity	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Funding Source	Status: Complete, Not Complete(Why? Delete?) or Postponed (Until when approximately)
Implement needed water & sewer system improvements, fire hydrants & manholes	x	x	x	x	x	City Council/ Staff	\$300,000.00	CDBG / General Fund	Continued
Plan/ Implement Substandard Housing Rehabilitation Project		x	x			City Council/ Staff	\$300,000.00	Grant / General Funds	Complete
Update Ten-Year Comprehensive Plan		x				City Council	\$1,000.00	General Fund	Complete
Conduct Historic Resources Survey		x	x			CitizenCommittee / City	\$500.00	General Fund / Private	Complete
Study feasibility of adaptive reuses for historic facades downtown			x			CitizenCommittee / City	\$500.00	General Fund / Private	In progress completion approx. 2020
Identify and address drainage problems (Ditches)	x	x	x	x		City Council/ Staff	\$300,000.00	CDBG / General Fund	Complete
Implement streets resurfacing project and traffic calming measures	x	x	x	x		City Council/ Staff	\$80,000.00	Splst / LARP	Complete
Replace old water lines	x	x	x	x	x	City Council/ Staff	\$500,000.00	CDBG / General	Complete
Purchase blankets, cots, etc. For Emergency use at Shelter (New City Hall)	x	x	x	x	x	City Council/ Staff	\$5,000.00	Grant / General Funds	Complete
Implement Streetscape Design Project	x	x	x	x	x	City Council/ Staff	\$5,000.00	Grant / General Funds	In progress. Completion approx. 2023
Upgrade Recreational Facilities	x	x				City Council/ Staff	\$4,000.00	Grant / General Funds	Complete
Seek Funding to Create Pedestrian Thoroughfares in Residential areas	x	x	x	x	x	City Council/ Staff	\$50,000.00	Grant / General Funds	Not Complete. No funding found. Delete.

City of Meigs Report of Accomplishments 2013-2018									
Economic Development Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	STATUS (Complete, Not Complete (why?)(delete or continue), Program (until when approx.?)
Develop overall economic development plan	X					City	\$5,000	General Funds	Postponed. 2018
Create a Meigs Development Authority	X	X				City	\$5,000	General Funds	Postponed. 2018
Actively recruit businesses necessary for daily life (grocery/general store, daycare, clinic)	X	X				City	\$1,000	General Fund	Not Complete. Continue. Meigs has a bad city image.
Promote adult education/GED classes and area technical colleges	X					City	\$1,000	General Fund, Grants	Not Complete. Continue. Seeking funding for teacher.
Attract ancillary facilities to complement existing agri-business	X	X	X	X	X	City/Dev. Authority	\$1,000	General Fund	Not Complete. Delete. Meigs has a bad city image.
Housing Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Work closely w/ Southwest Georgia Housing Task Force	X	X	X	X	X	City	n/a	General Fund	Not Complete. Delete. No interest from City
Promote infill development	X					City	n/a	General Fund	Not Complete. Ongoing. Work is being done however slowly.
Promote and increase participation in homeownership/credit counseling programs	X					City	\$1,000	General Funds, Grants	Postponed. 2018.
Develop redevelopment/revitalization plans for designated areas	X					City	\$5,000	General Fund	Not Complete. Ongoing. Consulting w/ Thomasville Landmarks
Natural and Cultural Resources Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Work to renovate downtown buildings	X	X	X	X	X	City	\$50,000	General Fund, Grants	Not Complete. Ongoing. Some progress has been done.
Preservation Plan for the GA 3 Corridor	X	X				City	\$5,000	General Fund	Not Complete. Ongoing. Working on the roadway arch reconstruction.
Establish a National Register historic district and an ordinance	X					City	\$5,000	General Fund	Not Complete. Ongoing. Consulting w/ Thomasville Landmarks
Community Facilities & Services Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Work with sheriff's dept for improved police coverage	X					City/County	\$1,000	General Fund	Complete
Revie the neighborhood watch groups	X	X				City	n/a	General Fund	Not Complete. Continue. Reviving program in 2018.
Investigate ways to improve the communication between the City government and the residents of Meigs	X					City	n/a	General Fund	Not Complete. Ongoing. New administration. Better communication.
Investigate and prioritize areas in need of beautification	X					City	n/a	General Fund	Complete.
Address water system issues including: fire hydrants, water mains and system design	X	X	X	X	X	City	\$500,000	General Fund, Grants	Not Complete. Ongoing. Pursuing funding for new water system.
Address stormwater runoff issues in residential areas to prevent flooding	X	X	X	X	X	City	\$500,000	General Fund, Grants	Not Complete. Ongoing. Pursuing funding for new water system.
Transportation & Circulation Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Work with Thomas County Public Transit for improved transit services	X	X	X	X	X	City/County	n/a	General Fund	Not Complete. Delete. Citizens will not use.
Inventory and prioritize future street paving/resurfacing projects and coordinate water/sewer line replacement (repaving Golden St., Sidewalk on GA Hwy 111 from downtown to east	X	X	X	X	X	City	\$1,000	General Fund	Not Complete. Ongoing. Projects identified but not completed.
Land Use Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Review and revise existing ordinance for best management practices	X					City	\$1,000	General Fund	Complete.
Develop and implement design standards for commercial development and GA 3 corridor	X					City	\$1,000	General Fund	Not Complete. Ongoing. There is no business currently along the the ro
Annex land along U.S. Hwy 19 for commercial use	X					City	\$1,000	General Fund	Not Complete. Did not pursue. Delete.

City of Ochlocknee Report of Accomplishments 2013-2018									
Natural and Cultural Resources Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	Status: Complete, Not Complete(Why? Delete?) or Postponed (Until when approximately)
Work to enhance the downtown environment	X	X	X	X	X	City	\$6,000	General Fund, Grants	Not Complete. Still working to involve owners. Continue
Preservation Plan for the GA 3 Corridor		X	X			City	\$4,000	General Fund	Not Complete. Work in progress and closely knit to enhancing the downtown environment
Community Facilities & Services Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Create a plan for recreational land & facilities (where & what)	X	X				City	\$6,000	General Fund	Complete
Promote volunteerism in town	X	X	X	X	X		\$500	General Fund	Not complete. Other projects took precedent. Continue
Create neighborhood watch groups		X	X			City	\$500	General Fund	Not complete. No support. Delete.
Develop a city-wide "spruce-up" program	X	X	X	X	X	City/Volunteers	\$250	General Fund, Grants	Not complete. Some projects got done but the majority were not. Delete.
Transportation & Circulation Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Inventory and prioritize future street paving/resurfacing/improvement projects		X	X			City	\$1,200	General Fund	Not complete. The list requires constant change. Continue
Land Use Objectives	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Possible Funding Source	
Review and revise existing ordinance for best management practices	X	X				City	\$700	General Fund	not complete. Working on reviewing. Continue
Review and update zoning ordinances to preserve rural character	X	X				City	\$1,500	General Fund	Complete.
Develop and implement design standards for commercial development and GA 3 corridor		X	X			City	\$4,000	General Fund	Not complete. Underway. Slowly. Continue.

THOMAS COUNTY REPORT OF ACCOMPLISHMENTS									
Project or Activity	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Funding Source	Status: Complete, Not Complete(Why? Delete?) or Postponed (Until when approximately)
Urban Service Area Boundary									
1. Modified Infrastructure Standards Applicable in the Urban Service Area.		X				Planning Director, County Engineer, Engineering Consultant	\$20,000	General Fund	Not Complete. Delete. No longer a priority
2. Red Hills Region Greenbelt and Conservation Easements Subdivision	X	X	X	X	X	Planning Director, and the Tall Timbers Research Station	--	Staff functions through General Fund, in-kind assistance from Tall Timbers	Not Complete. Delete. No longer a priority
3. Ochlocknee River Protected River Designation and Regulation		X				Planning Director, and the Planning Commission	Primarily a staff function	General Fund	Not Complete. Delete. No longer a priority
4. Canopy Road Scenic Corridor Designation and Regulation	X	X	X	X	X	Planning Director, and the Planning Commission	Primarily a staff function unless consultant is needed (\$10,000)	General Fund	Complete.
Metcalf Small Area Study and Plan	X	X	X	X	X	Planning Director, the Planning Commission, and a Planning Consultant	\$20,000	General Fund	Not Complete. Delete. No longer a priority
Rural Mobile Home Park Improvement Program	X	X	X	X	X	Planning Director; Community Development	Unknown, but may require additional staffing or funds	General Fund; CDBG grant with local match	Complete.
Fire Department									
Training Facility			X			Fire Dept., Board of Commissioners	\$1,137,500	100% impact fees	Postponed for lack of funding until 2025.
Tanker		X	X	X	X	Fire Dept., Board of Commissioners	\$325,000	General Fund	Complete.
Ladder		X				Fire Dept., Board of Commissioners	\$450,000	General Fund	Not Complete. Delete. Implemented mutual aid agreement w/ City of Thomasville to use their ladder
EMS Facility	X	X				EMS Dept., Board of Commissioners	\$300,000	100% impact fees	Complete.
Heavy Rescue/Medical Command		X				EMS Dept., Board of Commissioners	\$200,000	100% impact fees	Complete.
Park Land (40 acres)				X		Board of Commissioners	\$480,000	100% impact fees	Not Complete. Delete. Funds redirected for shooting range facility
Battalion Chief (3)	X	X	X	X	X	TCFD	\$120,000	General Fund	Complete.
Firefighters (3)	X	X	X	X	X	TCFD	\$75,000	General Fund	Complete.
Operations Vehicles (2)	X	X	X	X	X	TCFD	\$52,000	General Fund	Complete.
Project or Activity									
911/Dispatch									
Addressing (1)	X	X	X	X	X	E-911	TBD	911 Fund	Complete.
Concept 24hrs seating	X	X	X	X	X	E-911	\$6,000	911 Fund	Complete.
GIS server	X	X	X	X	X	E-911	\$3,000	911 Fund	Complete.
Communications Officer			X			E-911	TBD	911 Fund	Complete.
Director's (1)	X	X	X	X	X	E-911	TBD	911 Fund	Complete.
Computers (6)	X	X	X	X	X	E-911	TBD	Grants	Complete.
Fleet Maintenance Shop									
Hire mechanic		X	X	X	X	Growth	\$45,000	Budget	Complete.
Shop equipment	X	X	X	X	X	Growth	\$10,000	Budget	Complete.
1 truck			X			Growth	\$20,000	Budget	Complete.

Thomas County Probate Court	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Funding Source	
One clerk position	X	X	X	X	X	V. Burnette	\$25,000	County	Complete.
New voting equipment for 20 precincts + absentee optical scan machines	X	X	X	X	X	V. Burnette	\$475,600	County (possible partial state funding)	Complete.
Project or Activity	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Funding Source	
EMS									
New Ambulance	X	X	X	X	X	EMS	\$600,000	Emergency Services Fund	Complete.
Heavy Extrication Vehicle				X		EMS	\$250,000	Emergency Services Fund	Complete.
Supervision Vehicle	X	X	X	X	X	EMS	\$25,000	Emergency Services Fund	Complete.
New Employees				X		EMS	\$498,750	Emergency Services Fund	Complete.
Sub Station				X		EMS	\$200,000	Emergency Services Fund	Complete.
Extrication Equipment	X	X	X	X	X	EMS	\$50,000	Emergency Services Fund	Complete.
Radios	X	X	X	X	X	EMS	\$60,000	Emergency Services Fund	Complete.
Computers	X	X	X	X	X	EMS	\$15,000	Emergency Services Fund	Complete.
Cardiac Monitors	X		X		X	EMS	\$54,000	Emergency Services Fund	Complete.
Board of Registrars									
Advance Voting Machines				X		County	\$15,000	Taxes	Complete.
Project or Activity	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Funding Source	
Tax Assessor									
New vehicles		X				County TA	\$54,000	General Fund	Complete.
Server Update	X	X	X	X	X	County TA	\$6,500	General Fund	Complete.
GIS Software for information sharing	X	X	X	X	X	County TA	\$3,600	General Fund	Complete.
Appraiser I	X	X	X			County TA	\$22,000	General Fund	Complete.
Clerk of the Superior Court	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Funding Source	
Data exchange technology to better interface with the DA, Sheriff, Magistrate, and Judges	X	X	X	X	X	County	\$25,000 per department		Complete.
Magistrate Court	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Funding Source	
New office furniture		X				Magistrate	\$10,000	General Fund	Complete.
New and better phone system		X				Magistrate	\$8,000	General Fund	Complete.
Computer software for electronic filing; Magistrate Court Web Page		X				Magistrate	\$15,000	General Fund	Complete.
Security Systems for office to limit access		X				Magistrate	\$7,000	General Fund	Complete.
Additional office space for judges and new courtroom		X	X	X	X	County		Sheriff "Splost"	Complete.
Post Certification for Constables	X	X	X	X	X	State	Unknown	General Fund	Complete.
New Computers (8)	X	X	X	X	X	State	\$15,000	General Fund	Complete.
New cars for constable (2)	X	X	X	X	X	State	\$35,000	General Fund	Complete.
New copier	X	X	X	X	X	State	\$5,000	General Fund	Complete.
Project or Activity	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Funding Source	
Other Departments									
DFACS- Remodeling, AC upgrade, carpet and paint	X	X	X	X	X	County	\$75,000	General Fund	Complete.
Equipment shop-new metal roofing, new lighting, new overhead doors.	X	X	X			County	\$200,000	General Fund	Complete.
Building Maintenance- (1) new vehicle, (1) new position.	X	X	X	X	X	County	\$65,000	General Fund	Complete.
Building Maintenance- 2 new truck bays, 1 new storage building			X			County	\$100,000	General Fund	Not Complete. Delete. Current facility adequate.
Rework addition to the Prison phase 1 new administration and kitchen	X					County	\$1,824,000	General Fund	Not Complete. Delete. Current facility adequate.
Hill Building- Remodeling and AC upgrade		X	X	X	X	County	\$125,000	General Fund	Complete.
Project or Activity	2013	2014	2015	2016	2017	Responsible Party	Cost Estimate	Funding Source	
Building Inspections									
New vehicle	X					Bldg inspections	\$48,000	General Fund	Complete.
New computers	X	X	X	X	X	Bldg inspections	\$8,000	General Fund	Complete.
Software-GIS equipment	X	X	X	X	X	Bldg inspections	\$6,000	General Fund	Complete.
Mapping paper		X	X	X	X	Bldg inspections	\$600	General Fund	Complete.
Building Official	X	X	X	X	X	Bldg inspections	TBD	General Fund	Complete.
Planner	X	X	X	X	X	Bldg inspections and Planning & Zoning	TBD	General Fund	Complete.
Zoning Administrator	X	X	X	X	X	Bldg inspections and Planning & Zoning	TBD	General Fund	Complete.
Office space (3100 sq.ft)			X			Bldg inspections and Planning & Zoning	\$90,000	General Fund	Complete.
Desks and chairs for office staff (5)	X	X	X	X	X	Bldg inspections and Planning & Zoning	\$7,000	General Fund	Complete.
Book shelves	X	X	X	X	X	Bldg inspections and Planning & Zoning	\$1,500	General Fund	Complete.
Conference room tables and chairs	X	X	X	X	X	Bldg inspections and Planning & Zoning	\$2,030	General Fund	Complete.
Miscellaneous equipment for work areas	X	X	X	X	X	Bldg inspections and Planning & Zoning	\$2,000	General Fund	Complete.
Powerpoint cabling & permanent setup	X	X	X	X	X	Bldg inspections and Planning & Zoning	\$2,600	General Fund	Complete.