

OM – 4862 Cherokee Street: Supplemental Information

| | |
|---|----|
| Previous Owner Plan (2005) | 2 |
| Rezoning Ordinance for Previous Owner Plan (2006) | 3 |
| Mixed Residential Concept Plan Jan 2021 | 7 |
| City of Acworth - 2016 Future Land Use-Dec2019 | 8 |
| City of Acworth - 2017 Comp Plan | 9 |
| City of Acworth - Opportunity Zone Map | 75 |
| City of Acworth - Mixed Use Zoning Code | 76 |

AN ORDINANCE

REZONING property in the corporate limits of the City of Acworth, Georgia, consisting of a total of approximately 3.65 acre property, located at the intersection of Cherokee Street and Old Cherokee Street in and Lots 7 & 8, Parcel 45 of the 20th District, 2nd Section of Cobb County, Georgia.

WHEREAS, application was filed by RJK Homes, requesting the rezoning of approximately 3.65 acre property, located at 4233 Cantrell Road in and Lots 7 & 8, Parcel 45 of the 20th District, 2nd Section of Cobb County, Georgia, from R-2 (Single Family Residential) to C-1 (Neighborhood Retail Commercial) in the City of Acworth, per attached legal descriptions.

WHEREAS, following proper notice, a public hearing was held before this body; and

NOW THEREFORE, BE IT HEREBY ORDAINED BY THE MAYOR AND BOARD OF ALDERMEN OF THE CITY OF ACWORTH, GEORGIA, THAT:

Section 1 - Description of property: All that tract or parcel of land lying and being approximately 3.65 acre property, located at the intersection of Cherokee Street and Old Cherokee Street in and Lots 7 & 8, Parcel 45 of the 20th District, 2nd Section of Cobb County, Georgia, per attached legal descriptions (Exhibit A).

Section 2: The above-described property is hereby rezoned in the corporate limits of the City of Acworth, Georgia from R-2 (Single Family Residential) to C-1 (Neighborhood Retail Commercial) in the City of Acworth, per the following stipulations:

1. The development site plan shall be approved per the plan shown to the Mayor and Board of Aldermen dated 1/20/05 (the "Site Plan"). Any significant changes to the Site Plan shall be reviewed and approved by the Mayor and Board of Aldermen with a recommendation made by the Planning Commission. If it is found at engineering the development can not be constructed as designed, the applicant may be required to reduce the number of buildings to allow for adequate parking lot flow and design
2. The 25 foot impervious setback on the development side of the stream/creek shall be heavily landscaped to provide an enhanced buffer between the development and the adjacent residential properties. The stream bank buffer can be breached at a future time with a pedestrian link and bridge leading from Old Cherokee Street to the development if the Property Owner elects to do so. The final location, design, and materials shall be reviewed and approved by Staff. There shall also be a 40 foot greenbelt buffer adjacent to the residential property to the north that shall be planted to buffer standards.
3. The applicant may encroach into the City 75' impervious surface setback as shown on the approved Site Plan (with no encroachment into the City 50' undisturbed stream buffer) for the purpose of installing a supporting wall for the detention facility. If the Developer chooses to construct a supporting wall within this area, the wall shall be constructed with decorative stacked rock as illustrated in the staff photograph dated February 1, 2006, or with other decorative materials approved by staff. The detention

pond fence, if any, shall be comprised of a faux wrought iron material. The applicant shall submit full details of the wall for staff approval during the site development plan review. If the wall is four feet tall or taller, the plans shall be certified by an engineer.

4. A sidewalk shall be constructed along the entire Old Cherokee Street road frontage of the subject Property immediately adjacent to the roadway and shall connect to the existing sidewalk along Cherokee Street. Prior to the Applicant's installation of the sidewalk, the City shall install curb and gutter along the Old Cherokee Street frontage and the Applicant shall be permitted to construct the sidewalk immediately adjacent to the curbing so as to minimize intrusion into the applicable stream bank buffers. The applicant shall coordinate with the Acworth Public Works Department ninety (90) days prior to installation of the sidewalk.
5. The central park area shall have hardwood shade trees (such as maple or oak) incorporated into the landscape design. The final landscape layout shall be reviewed by staff during development plan review.
6. There shall be the establishment of a mandatory condominium association, which shall include architectural control oversight provisions. The Declaration of Covenants, Conditions and Restrictions, which shall include an architectural control committee and design standards, shall be submitted to the City for its review and approval.
7. The façade of the buildings shall be required to be reviewed and approved by the Mayor and Board of Aldermen. (Note, if the Board of Aldermen do not approve the façades of the buildings there shall be no appeal and the applicant shall submit different façade elevations that meet board approval.) Generally, the style shall be a "craftsman-type" architecture with stone, brick, cedar shake accents and hardi-plank siding. The developer shall indicate the proposed colors and materials of the units.
8. The land uses allowed for the subject property shall be restricted based per Exhibit "A"- Land Use Restrictions. These use restrictions are binding on subsequent purchasers/owners through ownership of the property.
9. Unless otherwise approved by the Mayor and Board of Alderman, either expressly or as shown on the Site Plan, the development shall adhere to the stipulations set forth in Section 69.4, [A] of the City of Acworth Zoning Ordinance.
10. The development shall meet all City of Acworth Codes and the provisions of the Zoning Ordinance and Subdivision Regulations unless specifically approved by the Mayor and Board of Aldermen, either expressly or as shown on the Site Plan .

Section 3: It is hereby declared to be the intention of this Ordinance that its sections, paragraphs, sentences, clauses and phrases are severable, and if any section, paragraph, sentence, clause or phrase of this Ordinance is declared to be unconstitutional or invalid, it shall not affect any of the remaining sections, paragraphs, sentences, clauses or phrases of this Ordinance.

Section 4: All Ordinances in conflict with this Ordinance are hereby repealed.

Section 5: This Ordinance shall become effective upon passage by the Mayor and Board of Aldermen of the City of Acworth and signature of the Mayor subject to Georgia Laws 1983, page 4119.

Date: February 2, 2006

Thomas W. Allegood, Mayor

Attest: _____
Regina Russell, City Clerk

EXHIBIT "A"

Request from RJK Homes, LLC to rezone 3.65 acres, located at the corner of Cherokee Street and Old Cherokee Street (south of Eckerd's) from R-2 to C-1

Land Use Restrictions for Subject Property

50.8 C-1, Neighborhood Retail Commercial

B. Permitted Uses.

1. Animal grooming shops.
2. Athletic and health clubs.
3. Banks and financial institutions.
4. Barber and beauty shops.
5. Billiards, pool halls and video arcades.
6. Coin operated laundries and dry cleaning pickup establishments.
7. ~~Convenience stores. Such uses may include self-service fuel sales, provided:~~
 - a) ~~All gasoline pumps, tanks and other service facilities shall be set back at least 20 feet from all property lines.~~
 - b) ~~Canopies over fuel islands shall not encroach within 15 feet of any property line.~~
 - c) ~~No automotive repair is allowed.~~
 - d) ~~Car washes permitted as accessory use only.~~
8. Copy centers.
9. Cultural facilities. Art galleries, museums, legitimate theaters, libraries, and other uses similar in character to those listed.
10. Day care centers and nursery schools, provided:
 - a) Such use must obtain certification from the Georgia Department of Human Resources
 - b) Any outdoor play area shall be enclosed by a fence not less than 4 feet in height and located in the rear yard area of the principal building with a self-closing, self-latching gate.
11. Eating and drinking establishments, ~~including drive-in fast food restaurants.~~ Outdoor dining facilities may encroach into required setbacks only upon approval from the Fire Department, Public Works Department and Planning and Zoning.
12. Grocery/food stores. Limited to 20,000 square feet of gross floor area.

13. Neighborhood retail uses (excluding pawn shops) with floor areas under 10,000 square feet.

Appropriate uses include:

- a) book and video stores (non-adult)
- b) camera shops
- c) florists
- d) drug stores
- e) gift shops
- f) toy stores
- g) pet grooming and supply shops
- h) jewelry stores
- i) sporting goods and hobbies
- j) apparel stores
- k) beverage shops (must meet standards in Chapter 6 of the City Code)
- l) other similar and customary uses

14. Non-automotive repair services such as cameras, shoes, jewelry and the like.

15. Parking for vehicles. If such use abuts a single family residential district, a 15 foot wide landscaped buffer with a solid fence or wall no less than six feet in height shall be provided.

16. Pharmacies and drug stores.

17. Professional offices with floor areas under 15,000 square feet.

18. Radio, recording and television studios.

19. Religious institutions, provided:

- a) Minimum lot size is 5 acres.
- b) Accessory schools and cemeteries are permissible provided an additional 3 acres is provided in addition to the 5 acre church requirement.

20. Shopping Centers, neighborhood markets (up to 30,000 square feet in gross floor area).

- a) No outparcels allowed.
- b) All businesses and uses within these centers must be permissible within the district in their own right.
- c) All loading areas shall be located to the rear.

21. Other uses which are substantially similar in character and impact to those uses enumerated above. Such uses must clearly meet the purpose and intent of this zoning district.

22. Accessory uses and structures incidental to any legal permitted use.

23. Sign(s), (as permitted in the City of Acworth Sign Ordinance)

AN ORDINANCE

REZONING property in the corporate limits of the City of Acworth, Georgia, consisting of a total of approximately 3.65 acre property, located at the intersection of Cherokee Street and Old Cherokee Street in Lots 7 & 8, Parcel 45 of the 20th District, 2nd Section of Cobb County, Georgia.

WHEREAS, application was filed by RJK Homes, requesting the rezoning of approximately 3.65 acre property, located at 4233 Cantrell Road in Lots 7 & 8, Parcel 45 of the 20th District, 2nd Section of Cobb County, Georgia, from R-2 (Single Family Residential) to C-1 (Neighborhood Retail Commercial) in the City of Acworth, per attached legal descriptions.

WHEREAS, following proper notice, a public hearing was held before this body; and

NOW THEREFORE, BE IT HEREBY ORDERED BY THE MAYOR AND BOARD OF ALDERMEN OF THE CITY OF ACWORTH, GEORGIA, THAT:

Section 1. Description of property: All that tract or parcel of land lying and being approximately 3.65 acre property, located at the intersection of Cherokee Street and Old Cherokee Street in Lots 7 & 8, Parcel 45 of the 20th District, 2nd Section of Cobb County, Georgia, per attached legal descriptions (Exhibit A).

Section 2. The above-described property is hereby rezoned in the corporate limits of the City of Acworth, Georgia from R-2 (Single Family Residential) to C-1 (Neighborhood Retail Commercial) in the City of Acworth, per the following stipulations:

- The development site plan shall be approved per the plan shown to the Mayor and Board of Aldermen dated 12/20/15 (the "Site Plan"). Any significant changes to the Site Plan shall be reviewed and approved by the Mayor and Board of Aldermen with a recommendation made by the Planning Commission. If it is found at engineering the development can not be constructed as designed, the applicant may be required to reduce the number of buildings to allow for adequate parking lot flow and design.
- The 25 foot impervious setback on the development side of the stream/creek shall be heavily landscaped to provide an enhanced buffer between the development and the adjacent residential properties. The stream bank buffer can be breached at a future time with a potential fish and wildlife habitat. The final location, design, and materials shall be reviewed and approved by Staff. There shall also be a 40 foot greenbelt buffer adjacent to the residential property to the north that shall be planted to buffer standards.
- The applicant may encroach into the City 75' impervious surface setback as shown on the approved Site Plan (with no encroachment into the City 50' undisturbed stream buffer) for the purpose of installing a supporting wall for the detention facility. If the Developer chooses to construct a supporting wall within this area, the wall shall be constructed with decorative stacked rock as illustrated in the staff photograph dated February 1, 2006, or with other decorative materials approved by staff. The detention

CITY OF ACWORTH

ORDINANCE NO. 2006-02

pond fence, if any, shall be constructed of a faux wrought iron material. The applicant shall submit full details of the wall for staff approval during the site development plan review. If the wall is four feet tall or taller, the plans shall be certified by an engineer.

- A sidewalk shall be constructed along the entire Old Cherokee Street frontage of the subject property immediately adjacent to the roadway and shall connect to the existing sidewalk along Cherokee Street. Prior to the Applicant's installation of the sidewalk, the City shall install curb and gutter along the Old Cherokee Street frontage and the Applicant shall be permitted to construct the sidewalk immediately adjacent to the curb and gutter to minimize intrusion into the applicable stream bank buffers. The applicant shall coordinate with the Acworth Public Works Department ninety (90) days prior to installation of the sidewalk.

- The central park area shall have hardseed shade trees (such as maple or oak) incorporated into the landscape design. The final landscape layout shall be reviewed by staff during development plan review.

- There shall be the establishment of a mandatory conservation association, which shall include architectural control, landscape, and other provisions. The Declaration of Covenants, Conditions and Restrictions, which shall include an architectural control committee and design standards, shall be submitted to the City for review and approval.

- The facade of the buildings shall be reviewed and approved by the Mayor and Board of Aldermen. (Note: If the Board of Aldermen do not approve the facade of the buildings there shall be no appeal and the applicant shall submit different facade elevations that meet board approval.) Generally, the style shall be a "craftsman-style" architecture with stone, brick, cedar shake accents and hard-plank siding. The developer shall indicate the proposed colors and materials of the units.

- The land uses allowed for the subject property shall be restricted based on Exhibit "A". Land Use Restrictions. These use restrictions are based on subsequent rezoning/condemnation through rezoning of the property.

- Unless otherwise approved by the Mayor and Board of Aldermen, either expressly or as shown on the Site Plan, the development shall adhere to the stipulations set forth in Section 4(A) of the City of Acworth Zoning Ordinance, as amended.

- The development shall meet all City of Acworth Codes and the provisions of the Zoning Ordinance and Subdivision Regulations unless specifically approved by the Mayor and Board of Aldermen, either expressly or as shown on the Site Plan.

Section 3: It is hereby declared to be the intention of this Ordinance that its sections, paragraphs, sentences, clauses and phrases are severable, and if any section, paragraph, sentence, clause or phrase of this Ordinance is declared to be unconstitutional or invalid, it shall not affect any of the remaining sections, paragraphs, sentences, clauses or phrases of this Ordinance.

Section 4: All Ordinances in conflict with this Ordinance are hereby repealed.

CITY OF ACWORTH

ORDINANCE NO. 2006-02

Section 5: This Ordinance shall become effective upon passage by the Mayor and Board of Aldermen of the City of Acworth and signature of the Mayor subject to Georgia Laws 1983, page 4119.

Date: February 2, 2006

Thomas W. Allgood, Mayor

Attest: Regina Russell, City Clerk

EXHIBIT "A"

Request from RJK Homes, LLC to rezone 3.65 acres, located at the corner of Cherokee Street and Old Cherokee Street (south of Eckard's) from R-2 to C-1.

Land Use Restrictions for Subject Property

508 C-1, Neighborhood Retail Commercial

1. Permitted Uses:

- Animal grooming shops.
- Artistic and health shops.
- Beauty and personal services.
- Book and music shops.
- Butcher and meat shops.
- Billiards, pool halls and video arcades.
- Coin-operated laundries and dry cleaning shops.
- Convenience stores. Such uses may include self-service fuel sales, provided that the fuel sales are not the primary purpose of the establishment.
- Gasoline pumps, auto and other service facilities shall be set back at least 50 feet from all property lines.
- Car washes permitted on secondary use only.

- Copy centers.
- Cultural facilities. Art galleries, museums, legitimate theaters, libraries, and other uses similar in character to those listed.
- Day care centers and nursery schools, provided:
 - Such use must obtain certification from the Georgia Department of Human Resources.
 - Any outdoor play area shall be enclosed by a fence not less than 4 feet in height and located in the rear yard area of the principal building with a self-closing, self-latching gate.
- Eating and drinking establishments, including drive-in fast food restaurants. Outdoor dining facilities may encroach into required setbacks only upon approval from the Fire Department, Public Works Department and Planning and Zoning.
- Greenhouse/conservatory. Limited to 20,000 square feet of gross floor area.

- Neighborhood retail uses (excluding pawn shops) with floor areas under 10,000 square feet.

- Appropriate uses include:
 - book and video stores (non-adult)
 - camera shops
 - florists
 - gift shops
 - toy stores
 - pet grooming and supply shops
 - jewelry stores
 - sporting goods and hobbies
 - reprint stores
 - beverage shops (must meet standards in Chapter 6 of the City Code)
 - other similar and customary uses

- Non-automotive repair services such as carwashes, shops, jewelry and the like.
- Parking for vehicles. If such use shows a single family residential district, a 15 foot wide landscaped buffer with a solid fence or wall no less than six feet in height shall be provided.
- Pharmacies and drug stores.
- Professional office with floor areas under 15,000 square feet.
- Religious institutions, provided:
 - Minimum lot area is 5 acres.
 - Accessory schools and recreation are permissible provided an additional 3 acres is provided.
- In addition to the 5 acre church requirement.
- Shopping Centers, neighborhood markets (up to 30,000 square feet in gross floor area).
- No supracore allowed.
- All businesses and uses within these centers must be permissible within the district in their own right.
- All building areas shall be located to the rear.
- Other uses which are substantially similar in character and impact to those uses enumerated above. Such uses must clearly meet the purpose and intent of this zoning district.
- Accessory uses and structures incidental to any legal permitted use.
- Signs (as permitted in the City of Acworth Zoning Ordinance).



UTILITIES
PROTECTION
CENTER OF GEORGIA



BEFORE ANY EXCAVATION WORK BEGINS OR ANY WORK BEGINS WITHIN TEN (10) FEET OF OVERHEAD POWER LINES OF 750 VOLTS OR MORE, NOTIFICATION MUST BE MADE TO THE UTILITIES PROTECTION CENTER (UPC) AT 1-800-282-7411 (770) 823-4344 IN METRO ATL.

24 HR EMERGENCY CONTACT
MR. GREG PADGETT
(770) 592-3328

CONCEPT PLAN 01/04/2021

SEE SITE ANALYSIS FOR BUILDING INFORMATION

PREPARED BY



THE GOOD GROUP

Commercial Real Estate • Development • Civil Engineering

8744 Main Street, Suite 201 • Woodstock, GA 30188

DISCLAIMER:
This CONCEPT PLAN overlaid on the existing site plan has been prepared by The Good Group in order to provide an idea for potential re-development of this property. This CONCEPT PLAN is conceptual in nature and will require further review with the architect and civil engineer of the future developer and/or builder, as well as an independent review and due diligence, and an approval with the City of Acworth of a final site plan along with a rezoning to Mixed-Use with potential variances, if/where necessary. This CONCEPT PLAN is an expression of an idea for redevelopment and it is not a warranty or any guarantee for what the City will approve and what the property will yield.

C-1 ZONING CRITERIA

| | |
|---------------------------------------|------------|
| MINIMUM LOT SIZE | 6,000 S.F. |
| MINIMUM LOT WIDTH | 35 FEET |
| MAXIMUM BUILDING HEIGHT | 40 FEET |
| MAXIMUM FLOOR AREA RATIO | 0.50 |
| MAXIMUM IMPERVIOUS SURFACE | 80% |
| MINIMUM LANDSCAPED AREA | 20% |
| MINIMUM FRONT SETBACK | 10 FEET |
| MINIMUM MINOR SIDE SETBACK | 0 FEET |
| MINIMUM REAR SETBACK | 10 FEET |
| MINIMUM GREENBELT AGAINST RESIDENTIAL | 40 FEET* |

* PER ZONING CONDITIONS

PAVING LEGEND

STANDARD DUTY PAVING

D.O.T. PAVING

REFER TO DETAIL SHEET

SITE ANALYSIS

TOTAL GROSS SITE AREA: 3.65 ACRES± (158,994 SF)

BUILDING AREA:

TOWNHOMES (A & E): 10 - 24'x43' 3-STORY = 3,096 SF EA.

LIVING/HEATED AREA = 2,576 SF

GARAGE AREA = 520 SF

CONDO FLATS (B) - 4-STORY

8 - 31'x35' = 1,085 SF EA.

24 - 26'x31' = 806 SF EA.

SINGLE FAMILY (C & D)

2 - 30'x50' = 1,500 SF EA.

TOTAL UNITS: 44

PARKING REQUIRED:

TOWNHOME = 2.0 / UNIT

CONDO FLAT = 1.5 / UNIT

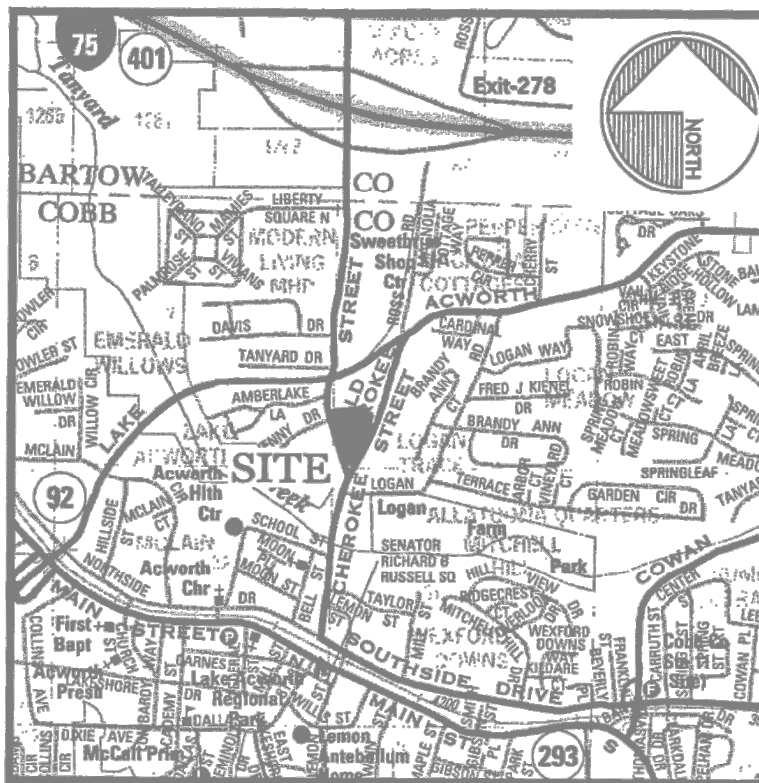
SINGLE FAMILY = 2 / UNIT

PARKING PROVIDED:

TOWNHOME: 20 SPACES (IN GARAGE)

CONDO FLATS: 52 SPACES (SURFACE PARKING)

SINGLE FAMILY: 4 SPACES (SURFACE PARKING)



VICINITY MAP

SCALE 1"=2,000'

SITE PLAN NOTES:

- BOUNDARY TAKEN FROM SURVEY PREPARED BY FOSTER SURVEYING, INC., DATED SEPTEMBER 20, 2005 AND ON-SITE TOPO INFORMATION TAKEN FROM COBB COUNTY GIS. R/W OF CHEROKEE STREET, TOP OF BANKS, AND SPECIMEN TREE LOCATIONS WERE SURVEYED BY GEOSURVEY DATED 04.27.06 REVISED 05.03.06 (VERTICAL DATUM IS BASED UPON GPS OBSERVATION BASED ON NAD83 DATUM).
- PROPERTY CONTAINS A TOTAL OF 3.65 ACRES AND IS LOCATED IN LAND LOTS 7 & 8, 20TH DISTRICT, 2ND SECTION, CITY OF ACWORTH, COBB COUNTY, GEORGIA.
- DEVELOPER: RJK HOMES
300 PARKBROOK PLACE
SUITE 120
WOODSTOCK, GEORGIA 30189
24HR CONTACT: MR. GREG PADGETT
(770) 592-3328
- CURRENT ZONING: C-1 (PER ZONING CASE #2006-02 AS SHOWN ON THIS SHEET)
- ADJACENT ZONING: C-2 AND R-3
- DETENTION WILL BE PROVIDED IN ONE LOCATION AS SHOWN ON THIS PLAN BASED ON THE EXISTING TOPOGRAPHY.
- THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA PER COBB COUNTY FIRM PANEL #13067C00005 F, DATED AUGUST 18, 1992.
- THIS SITE IS NOT WITHIN THE 2000' CHATTAHOOCHEE CORRIDOR.
- WETLANDS AND STATE WATERS HAVE BEEN FIELD DELINEATED BY UNITED CONSULTING (AS DETAILED IN REPORT BY UNITED DATED APRIL 24, 2006). PER THE REPORTS/FIELD INVESTIGATION, THIS SITE CONTAINS NO WETLANDS AND THE STREAM, AS SHOWN ON THE PLAN, MEETS THE CRITERIA OF JURISDICTIONAL WATERS OF THE U.S. AS WELL AS STATE WATERS.
- THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT GEORGIA STANDARD SPECIFICATIONS AND O.S.H.A. STANDARDS.
- ASSURANCES OF COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT (ADA) IS THE RESPONSIBILITY OF THE OWNER/DEVELOPER.
- ALL STRIPING WITHIN THE RIGHT-OF-WAY TO BE THERMOPLASTIC.
- CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IN THE RIGHT-OF-WAY AND MUST BE STORED WITHIN THE SITE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO KEEP ROADS FREE OF DIRT AND DEBRIS AT ALL TIMES.
- ANY INFRASTRUCTURE (DRAINAGE STRUCTURES, CURB & GUTTER, SIDEWALKS, ETC.) DAMAGED OR DISPLACED AS A RESULT OF THIS PROJECT SHALL BE REPLACED BY CONTRACTOR TO PREVIOUS CONDITION OR BETTER.
- ROADWAY AND SHOULDERS SHALL BE SHORED PROPERLY DURING ANY TRENCHING ACTIVITY WITHIN THE RIGHT-OF-WAY. BACK-FILLING OF ROADWAY AND SHOULDERS ARE TO MEET MINIMUM COUNTY OR STATE REQUIREMENTS FOR COMPACTION. NO DROP-OFFS ADJACENT TO ROADWAY WILL REMAIN AFTER WORKING HOURS.
- ANY SIGNAL EQUIPMENT DAMAGED AS A RESULT OF THIS PROJECT SHALL BE REPLACED BY THE CONTRACTOR/DEVELOPER. TRAFFIC SIGNAL OPERATION SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. VEHICLE DETECTION LOOPS, CONDUITS AND DEVICES MUST BE MAINTAINED. CONTACT THE TRAFFIC SIGNAL ENGINEER, (770) 528-3864, FOR ANY SIGNAL-RELATED ISSUES.
- ALL RETAINING WALLS (MODULAR AND CAST-IN-PLACE) TO BE DESIGNED BY A STRUCTURAL ENGINEER.
- DRIVE CUTS MEET MIN. STOPPING SIGHT DISTANCE REQUIREMENTS PER COBB COUNTY DETAIL 108 IN BOTH DIRECTIONS.
- ALL EXISTING STRUCTURES WITHIN THE CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED, OR RELOCATED AS REQUIRED TO PROPERLY CONSTRUCT THE NOTED IMPROVEMENTS.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL PERMITS BEFORE CONSTRUCTION.
- FURNISHING AS-BUILTS IS THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL DIMENSIONS ARE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
- THE SITE CONTRACTOR SHALL COORDINATE SERVICE ROUTING OF ALL GAS, TELEPHONE, AND ELECTRICAL LINES WITH THE APPROPRIATE UTILITY COMPANY. ALL CONSTRUCTION MUST COMPLY WITH EACH UTILITY'S STANDARDS AND SPECIFICATIONS AND NOT INTERFERE WITH TREE PLANTING SITES OR EXISTING TREES TO BE PRESERVED.
- CHEROKEE STREET AND OLD CHEROKEE STREET ARE CITY R/W (NOT COUNTY).
- ARCHITECTURAL AND STRUCTURAL DESIGN FOR THE DUMPSTER ENCLOSURES AS WELL AS THE BUILDINGS TO BE PERMITTED SEPARATELY AND SUBJECT TO REVIEW/APPROVAL BY THE CITY OF ACWORTH PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.

CP & E

CHRISTOPHER PLANNING
& ENGINEERING



280 SETTLEDOWN COURT
ROSWELL, GEORGIA 30075
PHONE 770.331.7303
FAX 678.352.1515

THESE PLANS ARE THE PROPERTY OF CHRISTOPHER PLANNING & ENGINEERING (CP&E). THESE DOCUMENTS MAY NOT BE COPIED, REPRODUCED, USED OR IMPLEMENTED IN ANY WAY, IN PART OR IN WHOLE, WITHOUT THE WRITTEN CONSENT OF CP&E. ALL COMMON LAW RIGHTS OF COPYRIGHT ARE HEREBY SPECIFICALLY RESERVED.

CONSTRUCTION PLANS

FOR:

CHEROKEE STREET TRACT

A PROPOSED
COMMERCIAL DEVELOPMENT
CHEROKEE ST & OLD CHEROKEE ST
LAND LOT 7 & 8
20TH DISTRICT
2ND SECTION
CITY OF ACWORTH
COBB COUNTY, GEORGIA

OWNER/DEVELOPER:

RJK HOMES

300 PARKBROOK PLACE
SUITE 120
WOODSTOCK, GEORGIA 30189
PHONE 770.592.3328

REVISIONS

| DATE | REVISION | BY |
|------------|-----------------|----|
| 06.05.2006 | COUNTY COMMENTS | |
| 06.27.2006 | CITY COMMENTS | |

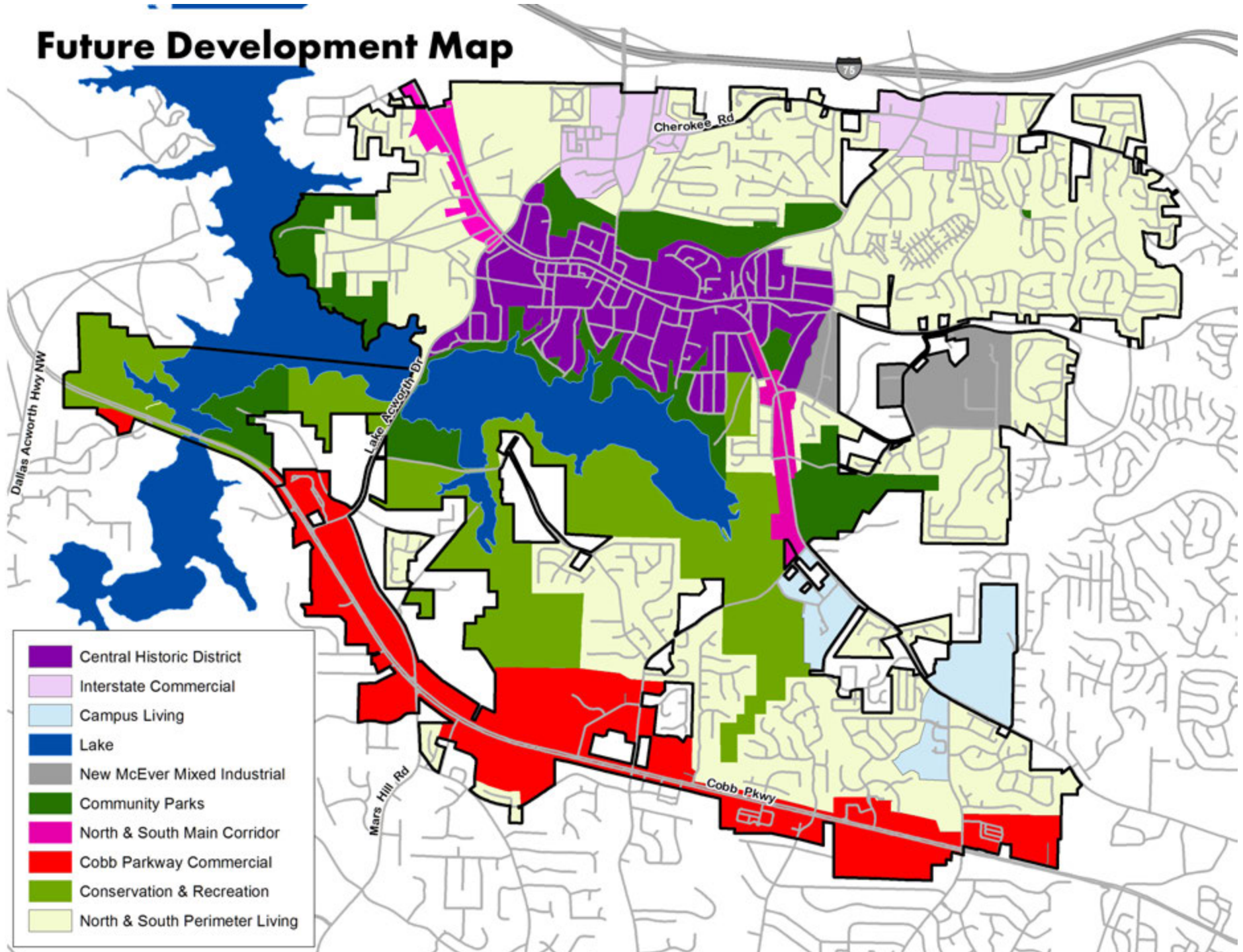
DATE:
MAY 22, 2006

CP&E DRAWING NO:
2006100.10C.dwg

SITE PLAN

SHEET NO. 1 OF 13

Future Development Map



2017 City of Acworth Comprehensive Plan



ACKNOWLEDGEMENTS

Mayor & Board of Alderman

Mayor Tommy Allegood

Butch Price

Gene Pugliese

Brett North

Tim Richardson

Tim Houston

Steering Committee

TBD

Atlanta Regional Commission Staff

Sam Shenbaga, AICP

Jared Lombard, AICP

Allison Duncan, AICP

Sidney Douse, AICP



| | |
|----------------------------|----|
| Executive Summary | 1 |
| Acworth: Yesterday & Today | 4 |
| What We Heard | 15 |
| Focusing on the Future | 25 |
| Our Future Growth | 29 |
| Plan Implementation | 54 |

This document was developed by the Atlanta Regional Commission for the City of Acworth using funds provided by the State of Georgia.

Executive Summary



This is an energizing time for the City of Acworth. We're a highly desirable place to be in the Atlanta region - our residents love living here, with public surveys showing excellent community ratings. At the same time, we look forward to a future of continued growth and change.

Broadly speaking, a comprehensive plan is a way to guide investment, development and the allocation of services within a jurisdiction. But cities, towns and counties are complicated places, and they make decisions about the future every day, in response to new opportunities or unexpected problems. A Comprehensive Plan like The City of Acworth's Comprehensive Plan is one tool for helping to guide these decisions, with three distinctive features:

- It is long-range, looking ahead 5, 10, or 25 years
- It is comprehensive, looking across many different facets of what a City does
- It is deliberative, looking within to understand the needs and desires of the City

The City of Acworth last updated their Comprehensive Plan in 2007. This document is an update to that plan with updated policies, data and work program. This document affirms the city's big picture vision, defines goals and lays out a task list for city leaders, staff and citizens to address issues and to position the City of Acworth to be leader within metro Atlanta.

Most of the work of shaping the City of Acworth's future will be done by the residents, businesses, and nonprofits. The City of Acworth's government has a key role to play through these implementation tools:

- Regulations
- Capital spending
- Programs and staffing

The success of the goals of the City of Acworth depends on their being able to tap into the many voices of the City and weave their ideas, viewpoints, and thoughts into a common vision. Outreach and engagement were critical to reach a broad consensus of the diverse people who live and work in the City.

To meet the goal of an inclusive process meant creating multiple opportunities to get involved. The planning team developed several communication tools and forums to ensure meaningful community involvement that would form the backbone of the plan.

A Steering Committee was convened to oversee the process and act as an instrument to guide the development of the plan. Steering Committee Members were appointed from the business community, residents, city staff and City Alderman and Board members.

Two Open Houses were held to allow for people to drop in to learn about the planning process. The Open Houses were located in City Hall which allowed for visitors to make a short stop to give valuable feedback to the planning team and steering committee.

The plan focuses on elements to improve the City of Acworth with targeted policies to enhance the assets and address the issues of the City of Acworth. The plan is divided up into 5 interrelated sections:

- Acworth Yesterday and Today
- What We Heard
- Focusing on the Future
- Our Future Growth
- Plan Implementation

The City of Acworth is a diverse and forward looking community engaged in shaping its own future. The people of Acworth are working to capitalize on the qualities and values that have made it a successful community.

To be a successful community, Acworth will:

- Protect and enhance the city's historic character and small town atmosphere while facilitating smart growth and development
- Leverage the city's unique identity and location in the region to strengthen existing businesses and drive new economic development
- Promote an active, healthy community with opportunities for recreation and the enjoyment of the outdoors
- Create great public spaces and thoroughfares with well balanced, fiscally sound, infrastructure investments
- Work to ensure existing business and retail vitality while expanding the economy with community partners.

As the City of Acworth moves forward in implementing the Comprehensive Plan. These goals should be monitored to ensure that they are still relevant to the city.

“We’re making progress and I’m proud of that. I’d like visitors to our CBD to exclaim how quaint and beautiful it is in ten years.”

-Attendee at the 1st Open House

Acworth: Yesterday & Today



In Georgia, comprehensive plans must be updated every 5 years, as required by the Minimum Standards and Procedures for Local Comprehensive Planning. The development of a comprehensive plan helps a community to:

- Develop a vision for what it wants
- Establish Priorities and determine key issues and assets
- Encourage Dialogue
- Guide Decision making
- Determine how to best allocate limited resources
- Data analysis and the community ideas for the future are combined into action areas for the plan.

The focus areas of this Comprehensive Plan stem from a rich and interactive public process supplemented by data. The chapters in this plan identify key issues and assets of the City of Acworth and develop a work program and goals to guide decision making.

“Make big plans; aim high in hope and work”

-Daniel Burnham

In 1845, the Western and Atlantic Railroad began operation in Atlanta and began laying tracks towards Chattanooga. The first water stop north of Atlanta was Northcutt Station. A railroad engineer named Joseph Gregg later renamed the station after his home town of Acworth, New Hampshire. On December 1, 1860, the area in a half-mile radius surrounding Northcutt Station was incorporated into the City of Acworth.

Less than two years later, the Civil war reached Acworth when James Andrews and his crew stole "The General" and raced through the city in what would be known as "The Great Locomotive Chase." Later during the war, General Sherman was headquartered in Acworth for several days. In November of 1864, many Acworth buildings were burned as a result of Sherman's Atlanta Campaign.

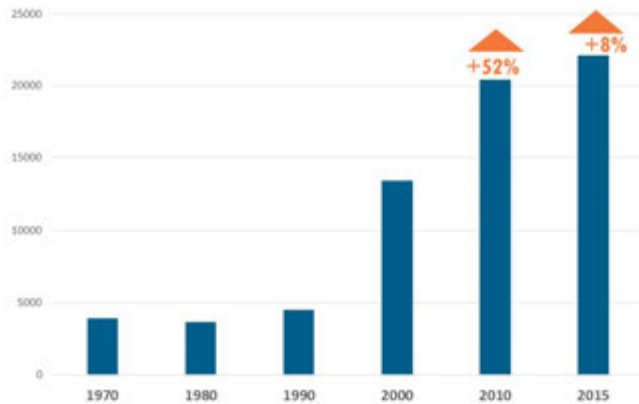
In 1950, Lake Allatoona was completed and it, along with Lake Acworth, created recreational opportunities, and today Acworth is a vibrant community with outdoor recreational opportunities.



The City of Acworth has 2 Districts and 4 Places on the National Register of Historic Places



POPULATION CHANGE



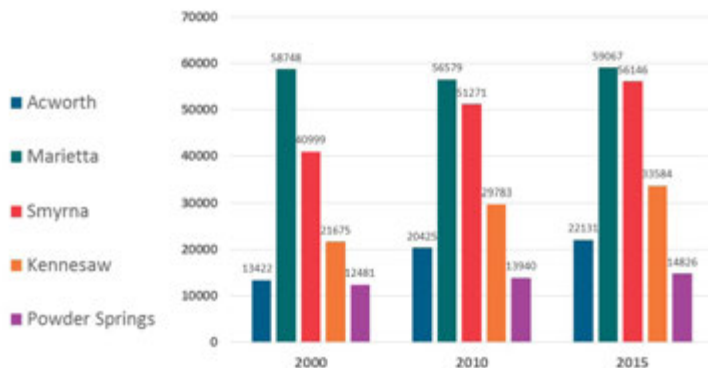
Who We Are

Until the 1990s, the City of Acworth population held steady at just under 5,000 people. With the rapid growth of the Atlanta region in the 1990s and 2000s, the population of the City of Acworth surged to over 20,000 people in 2010. Growth has leveled off slightly, but the city still had a population increase of 8% for a 2015 population of 22,131.

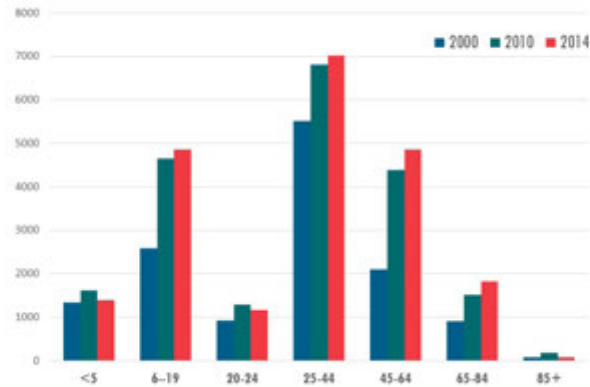
While the City of Acworth has grown significantly since the 1990s, it is still one of the smaller cities within Cobb County behind the cities of Marietta, Smyrna and Kennesaw. This growth is best illustrated with the large increases in children and the 25-64 age cohort and the increasing diversity within the city. The proportion of Black residents, Asian residents, and residents who identified as another race increased, while the proportion of white residents and residents of two or more races decreased.

As the City of Acworth is expanding from the Great Recession, incomes have largely stayed the same over the past 15 years. Factoring inflation, this illustrates that buying power has decreased.

POPULATION COMPARISON



AGE DISTRIBUTION



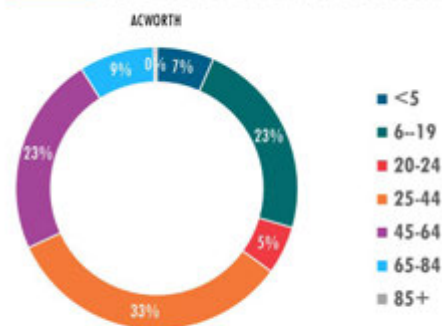
This chart demonstrates the changes in proportions of various age groups in Acworth between 2000 and 2014.

The proportion of young children increased slightly between 2000 and 2010, but fell again between 2010 and 2014. The proportion of children ages 6-19 increased dramatically between 2000 and 2010 and continues to rise.

The proportion of adults between the ages of 20-44 and those over the age of 45 decreased between 2010 and 2014.

Data Source: US Census, American Fact Finder

AGE DISTRIBUTION COMPARISON



This chart depicts a comparison between the age group proportions in the City of Acworth to those for the entire Atlanta Metro. Acworth has a larger proportion of school aged children (5-19) and young adults aged 25-44.

Data Source: US Census, American Fact Finder

RACE DISTRIBUTION

2000

2014



Between the years of 2000 and 2014, the City of Acworth became more diverse.

The proportion of Black residents, Asian residents, and residents who identified as another race increased, while the proportion of white residents and residents of two or more races decreased.

6% of residents of any race identified as Latina in 2000, and this percentage increased to 10.1% by 2014.

Data Source: US Census, American Fact Finder

RACE DISTRIBUTION

ACWORTH

10-COUNTY ATLANTA METRO



The racial distribution in Acworth reflects the racial distribution in the 10 county metro loosely.

Acworth is home to slightly fewer residents of color than the Atlanta Metro at large.

Data Source: US Census, American Fact Finder

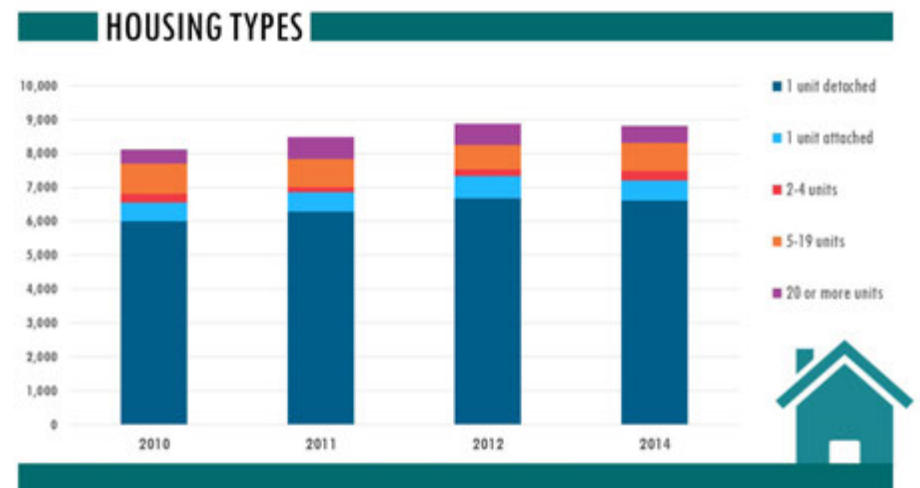
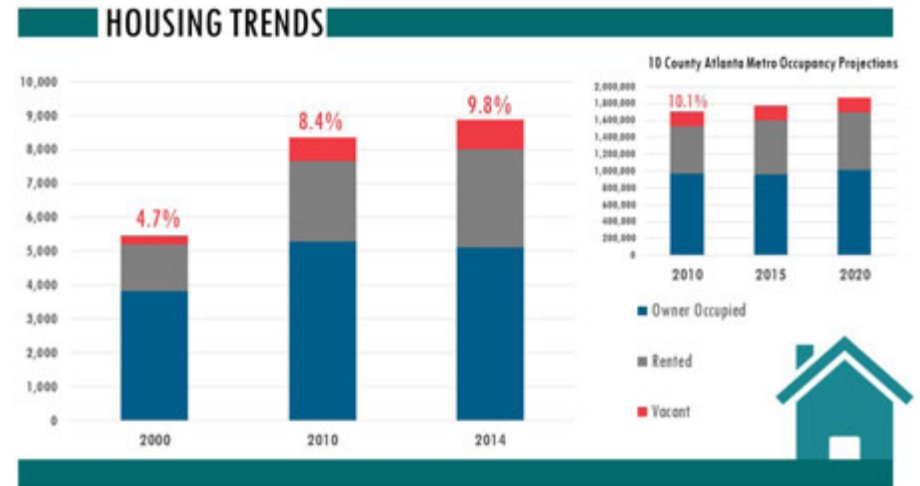
Home Sweet Home

The large population growth is also reflected in an increase in the number of housing units within the City of Acworth. In 2000, the city had just over 5,000 residential units with a vacancy rate of 4.7%. The city grew to just under 9,000 units in 2014 with a vacancy rate of 9.8%. This is under the regional average. The Great Recession has caused a shift in the housing market in metro Atlanta. Now, a larger percentage of homes are rental than in recent memory.

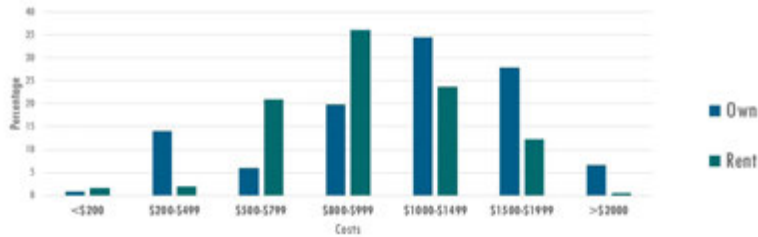
The City of Acworth housing stock is primarily single family, however in recent years the number of developments that have 20 or more units is increasing. This trend should continue with some larger senior housing projects being currently developed within the city, and as the city continues to mature. Areas for large single family subdivisions are limited.

Acworth is an affordable place to live within the Atlanta region, however 70% of residents who rent their home have a household income of less than \$50,000, while 38% of owners have incomes in this range. Conversely, 20% of homeowners but just 8% of renters make more than \$100,000.

A vast majority of renters spend between \$500 and \$1500 on housing costs each month, while housing costs for homeowners are more evenly distributed. The largest percentage of homeowners spend between \$1000 and \$1499 on housing costs monthly.



MONTHLY HOUSING COSTS: RENT V. OWN

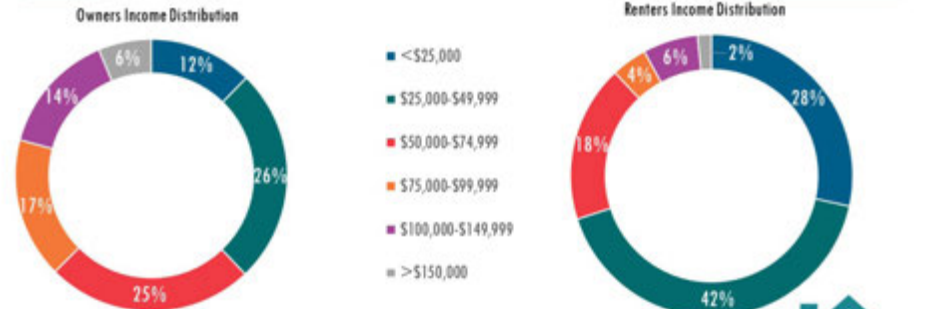


A vast majority of renters spend between \$500 and \$1500 on housing costs each month, while housing costs for homeowners are more evenly distributed. The largest percentage of homeowners spend between \$1000 and \$1499 on housing costs monthly.

Data Source: US Census American Housing Survey: Rental Characteristics, 2014



HOUSEHOLD INCOME DISTRIBUTION: RENT V. OWN



70% of residents who rent their home have a household income of less than \$50,000, while 38% of owners have incomes in this range. Conversely, 20% of homeowners but just 8% of renters make more than \$100,000.

Data Source: US Census American Housing Survey: Rental Characteristics, 2014



HOUSING EXPENDITURES

Area Median Home Value Estimates

American
Communities Survey
Estimate 2014:

\$153,000

Zillow Estimate, May
2016:

\$181,400

ESRI Business Analyst
Online Estimate 2016:

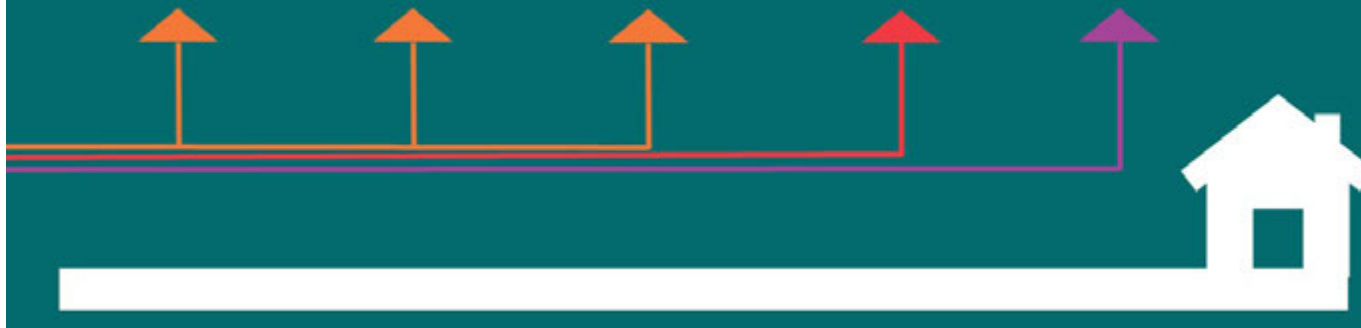
\$163,793

Selected Median Owner
Costs, 2014:

\$1,394/mo

Average Monthly Rent
2014

\$939/mo

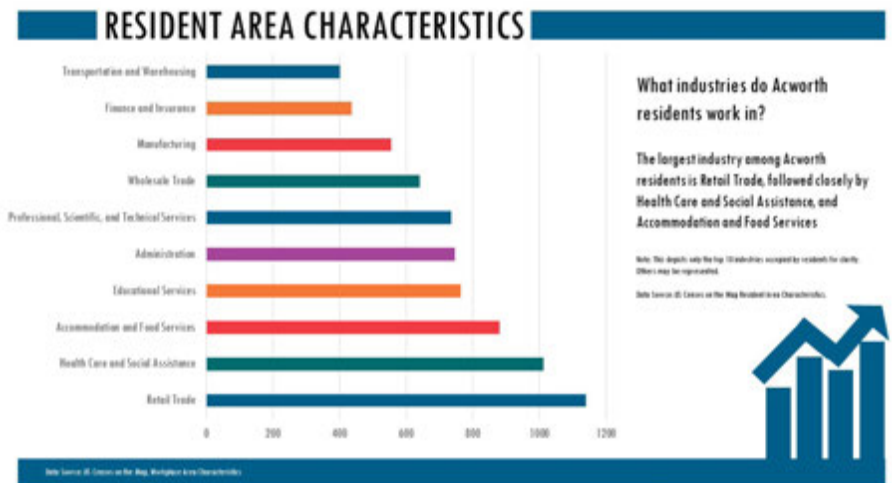
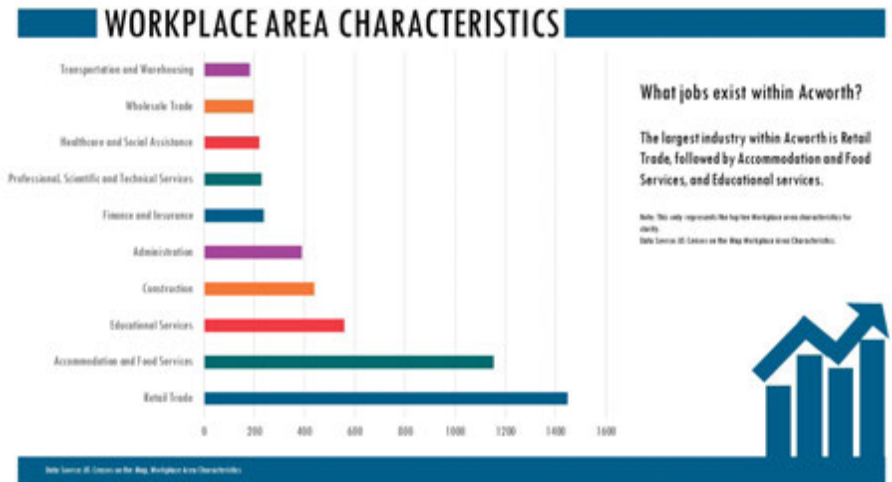


What We Do

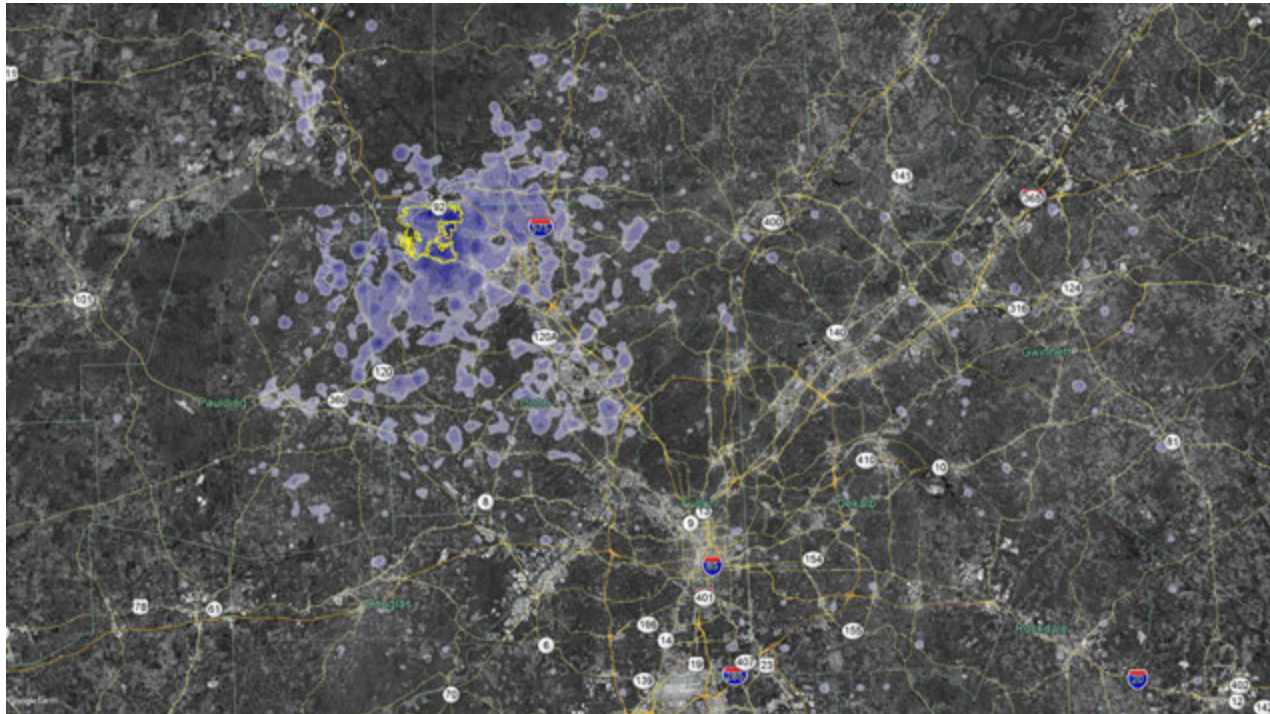
The largest employment sector within the City of Acworth is is Retail Trade, followed by Accommodation and Food Services, and Educational services. The largest employment sector of residents of Acworth is also Retail Trade, followed closely by Health Care and Social Assistance, and Accommodation and Food Services.

Residents primarily travel to work along the I-75 Corridor to Cumberland and Downtown and to the major employment centers along GA-400. A few residents travel to the airport but limited residents travel east of Spaghetti Junction for work.

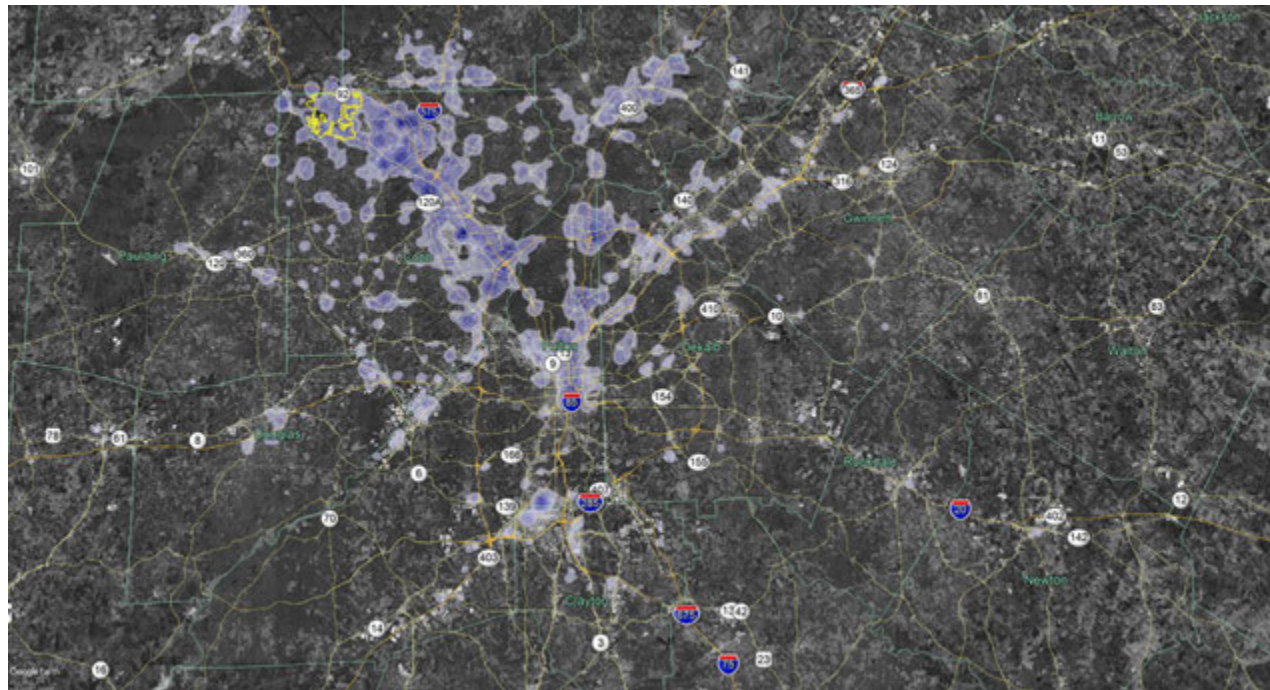
Most workers within the City of Acworth live within the city or just outside of the boundaries. Other areas of concentrations of workers include, West Cobb, Southern Bartow County, and Kennesaw. Very few workers commute from the southeast of Cobb County.



Where Workers in the
City of Acworth live
Source: Census on the Map



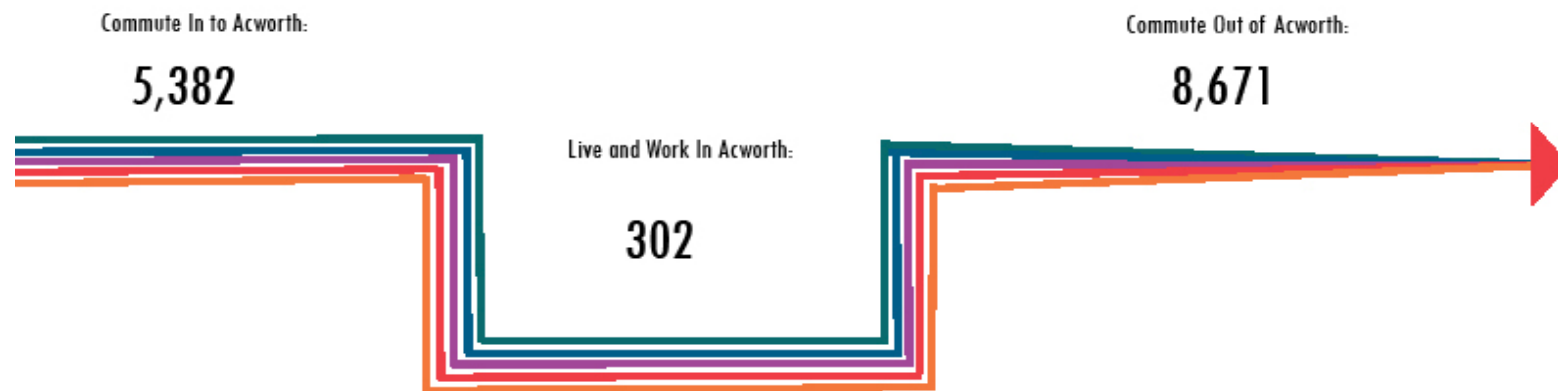
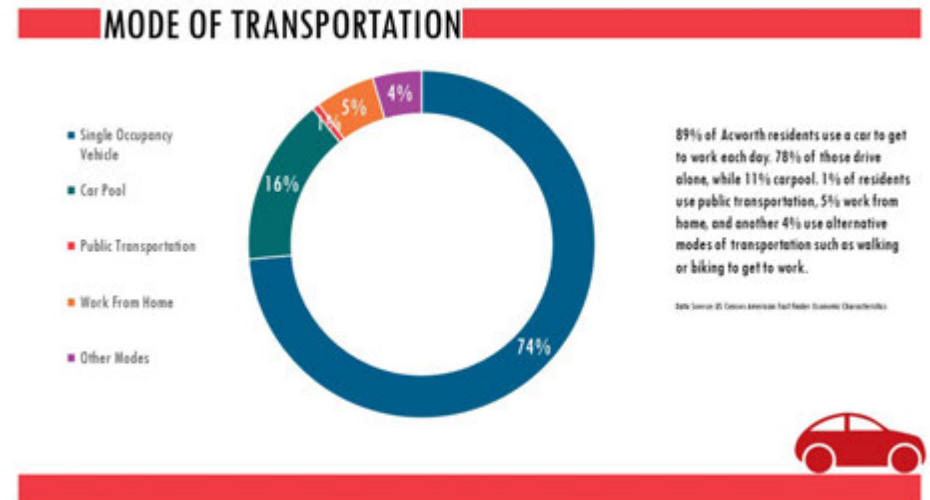
Where Residents in the
City of Acworth work
Source: Census on the Map



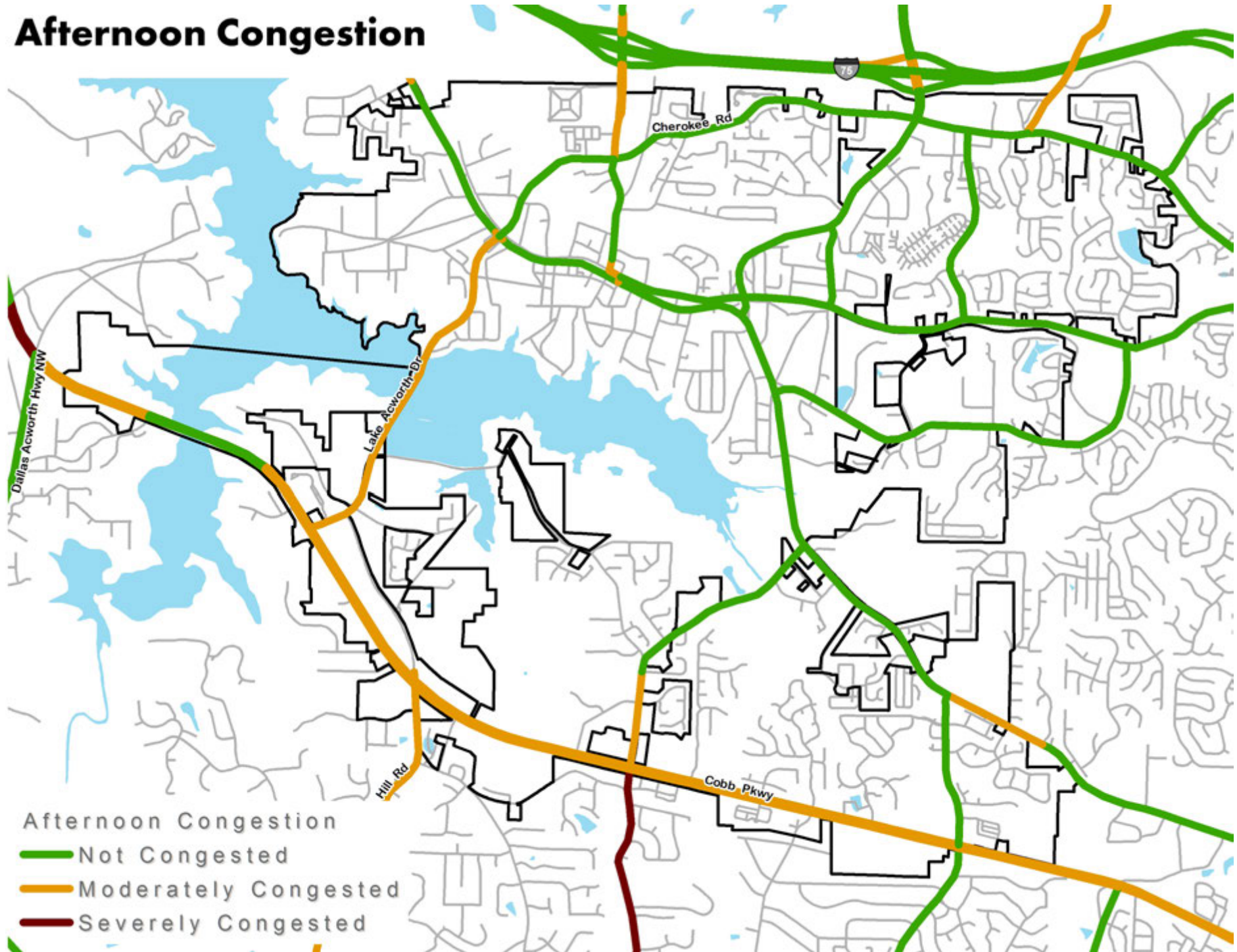
How We Move

Each day, 8,671 people commute out of Acworth for work, while another, 5,382 people commute into the city. Just 302 people live and work in the City of Acworth. Most commuters out the city drive alone with 16% carpooling and 1% taking transit. Sixty-six percent of residents commute less than 24 miles to work each day.

Areas of regular congestion are along Cherokee Street and Highway 92 over Lake Acworth during the afternoon hours.



Afternoon Congestion



What We Heard



Planning Process

Plans need to reflect the values of those who live and work in a place. For this reason, an extensive public process was designed to put together this Comprehensive Plan. The process tapped the knowledge of a local expert steering committee but also encouraged new voices to participate. At the same time, it's not enough to listen. An understanding of the facts on the ground and the constraints that shape the city's future is essential to arrive at implementation actions that are grounded. This process of engagement spanned 6 months and is summarized on the following pages.

"I am so glad you took the time to hear what we think"

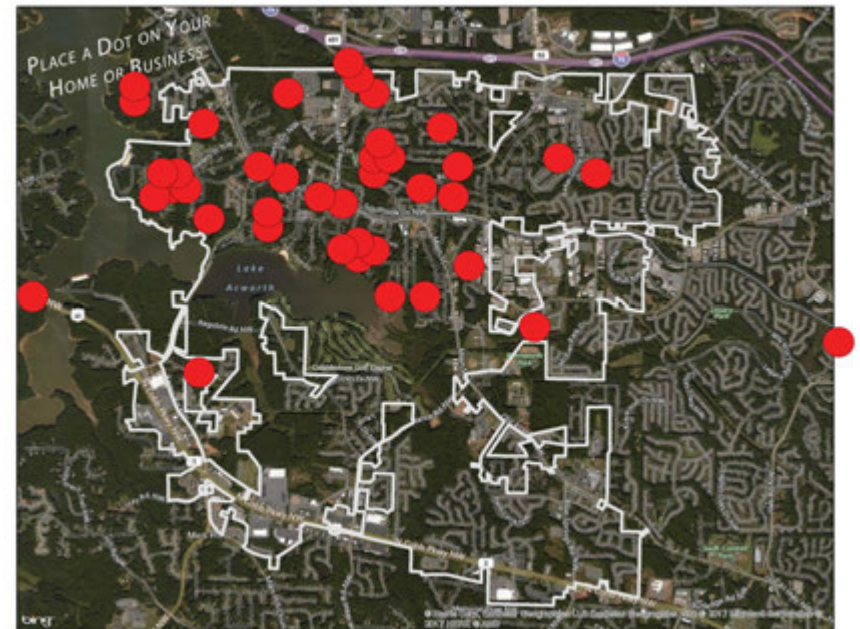
-Resident at the 2nd Open House

Plan Open House #1

The first community engagement opportunity was on March 28th, at City Hall. Over 50 people attended, with some just being city residents for less than a month.



TELL US WHERE YOU ARE FROM...



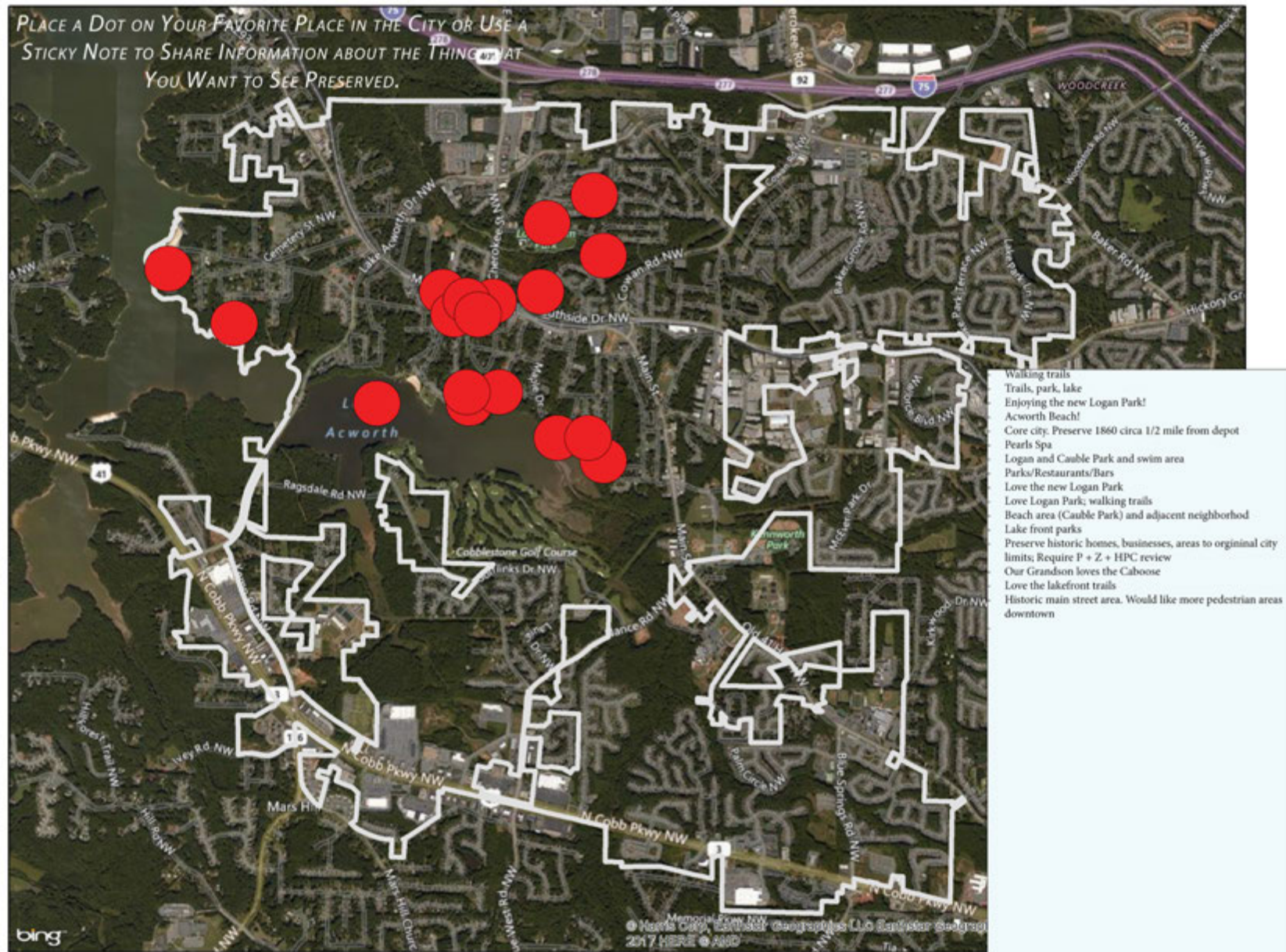
Collaborative Map

A large-format map of the City and surrounding areas was used to gather responses to two questions from the community at the Open House- 1) Besides your home, what is your favorite location in Acworth? 2) If you had money to spend to improve one location in the town, where and what would you spend it on?

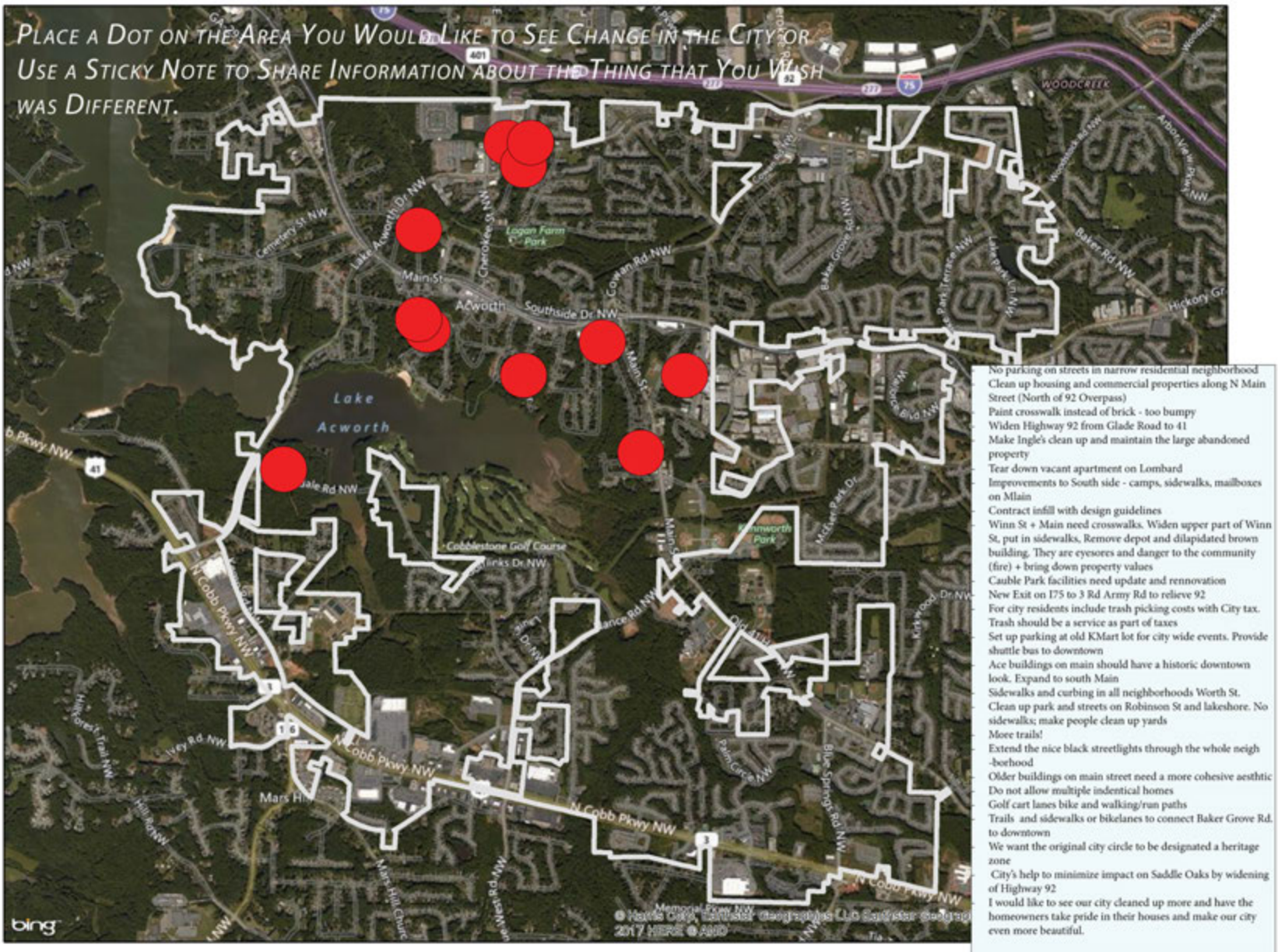
The following pages illustrate the results but Downtown Acworth was no surprise most attendees favorite spot, however the number of comments about the vacant properties along Glade Rd/Cherokee St was surprising.



WHAT IS YOUR FAVORITE PLACE?



WHAT DO YOU WANT TO CHANGE?

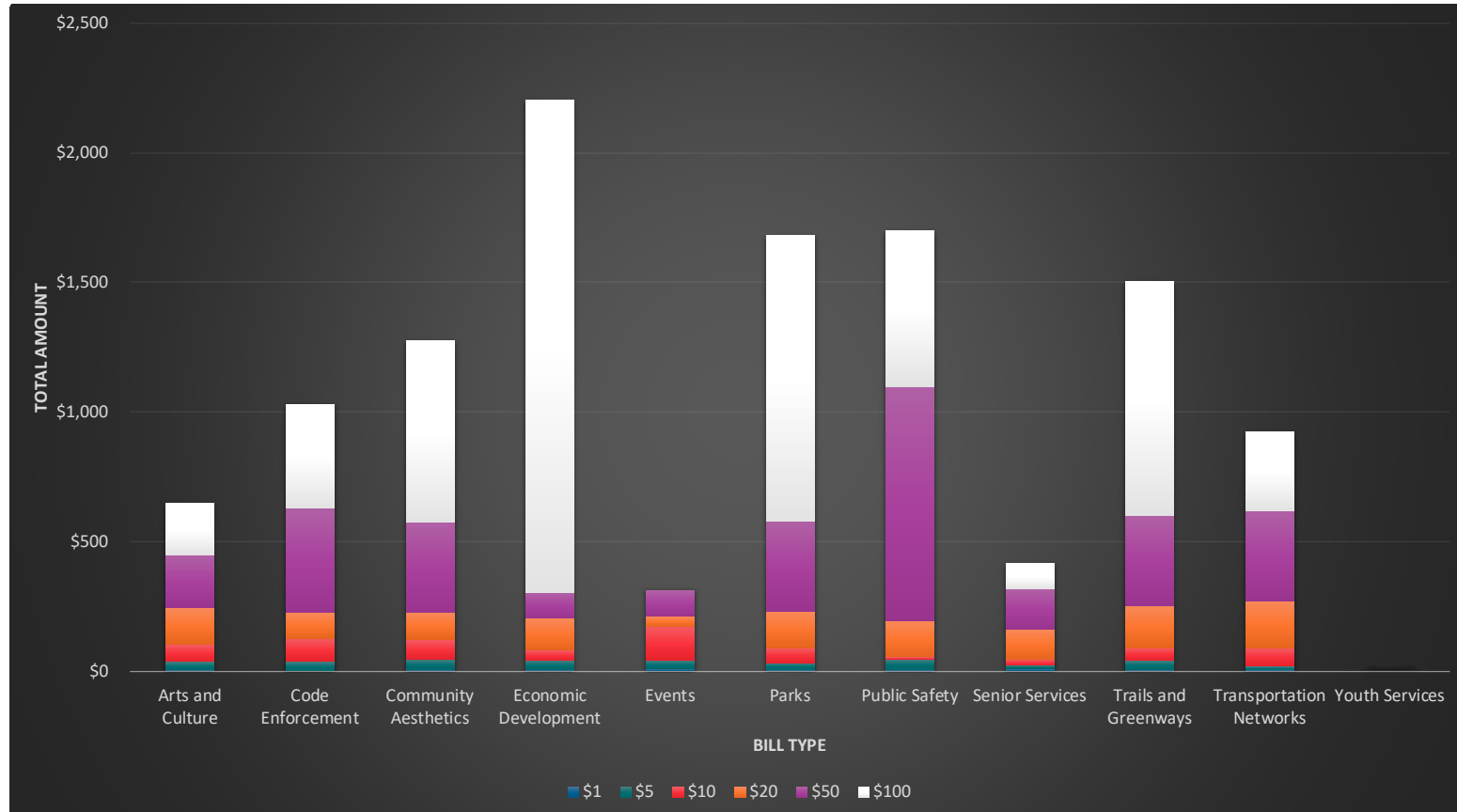


DIY (Do-It-Yourself) City Budgeting

Participants prioritized where they would like to see the City of Acworth make investments in the future. Each participant was given a pack of “planning money” to spend on 11 different priorities, ranging from public safety to senior services to community aesthetics. Each money packet included one bill each in six different denominations: \$1, \$5, \$10, \$20, \$50 and \$100, which totals to \$186. Economic Development was the received the largest share of money at \$2,204 followed by Public Safety at \$1,696, which was followed closely by Greenspace at 1,681.

Downtown Development Visual Preference

Residents were also asked to identify their preferred development style for new development within downtown. The top images are located on the next page. Each image has a similar style of multi-story development that compliments the traditional form already found in Downtown Acworth.



DIY (Do-It-Yourself) City Budgeting Results



Plan Open House #2

The second community engagement opportunity occurred on June 7th, at City Hall. Over 40 people attended, with a large segment of the attendees being new to the process.

Glade RD/Cherokee Street

Based upon the community feedback at the first open house, attendees were asked to describe what land uses and activities should occur on the vacant property. Most comments were to be a mixed use, walkable development that should be a gateway for the city. Woodstock, Avalon and Smyrna were all described. A visual preference survey for the property was also conducted. 2-5 stories of mixed development were identified as the top choices with well-defined common space. What was not chosen at all was the traditional big box retail development.

Public Art

Attendees were also asked to identify sample public art types that they would like to see within the city. Traditional sculptures and decorative lighting were chosen. The decorative lighting could be installed under major underpasses that enter into the Downtown area which illustrate that downtown is an unique place.

Housing Types

Promoting a variety of housing types near downtown was identified as an issue from the steering committee. Attendees were asked on a visual preference survey of different nontraditional housing products. The "Cottage Court" housing type was chosen as the most popular. This type of development is 5-10 units sharing a common courtyard.



The images below were the style and feel that the public identified as what they would like to see at the Glade Rd/Cherokee Street area above.





These images were the most supportive Public Art styles



Community Input Opportunities

| | | | | | | |
|---|---|--|---|---|---|--|
| Thursday December 15 Kickoff Hearing | Wednesday January 25 Steering Committee Meeting | Wednesday March 8 Steering Committee Meeting | Wednesday March 29 Public Open House | Wednesday May 24 Steering Committee Meeting | Wednesday June 7 Public Open House | Wednesday June 25 Steering Committee Meeting |
| Tuesday July 20 Planning Commission | Monday July 31 31 Transmittal Hearing | | | | | |

Focusing on the Future



Based upon feedback from the Community and analysis of the data the following are the key assets of the City of Acworth and the key challenges facing the City of Acworth.

Assets

These assets of the City of Acworth are items to be accentuated and improved on over time:

-Great Historic Downtown and surrounding neighborhoods that have a strong sense of community.

The City of Acworth benefits from the successful preservation of its historic resources. The Collins Avenue Historic District is locally protected, and many other sites and districts have been identified as eligible for listing on the National Register of Historic Places.

The City of Acworth has used historic preservation as a tool to encourage the revitalization of their business districts and historic neighborhoods. New development has reflected the scale, setback, and materials that are compatible with the historic fabric of the community. Property owners can enjoy state and federal tax benefits from the continued use of historic preservation as a community development tool.

-Lake Acworth

The City of Acworth is one of the few cities in metro Atlanta, that has a lake, and even rarer a lake as large as Lake Acworth. That resource should be continued to be promoted and maintained. The lake provides a great economic development incentive to attract unique development and people to the city. Outdoor

recreation is an expanding tourism opportunity and with lake access, the City of Acworth is in a unique position in the region to attract this type of growth.

-Good access to the interstate

Located just off of I-75 in the northern areas of the Atlanta region, the City of Acworth has a great connection to the interstate system which connects the city to other employment centers in the Atlanta region and to the rest of the country. Located 40 miles from Hartsfield-Jackson Atlanta International Airport, the city has connections to the world.

-Staff, elected officials and community that are visionary

Throughout the planning process, the public input of was supportive of the changes planned and implemented currently in Acworth. The care that staff and elected officials have worked with the community to get their input and support of projects have should continue



Challenges

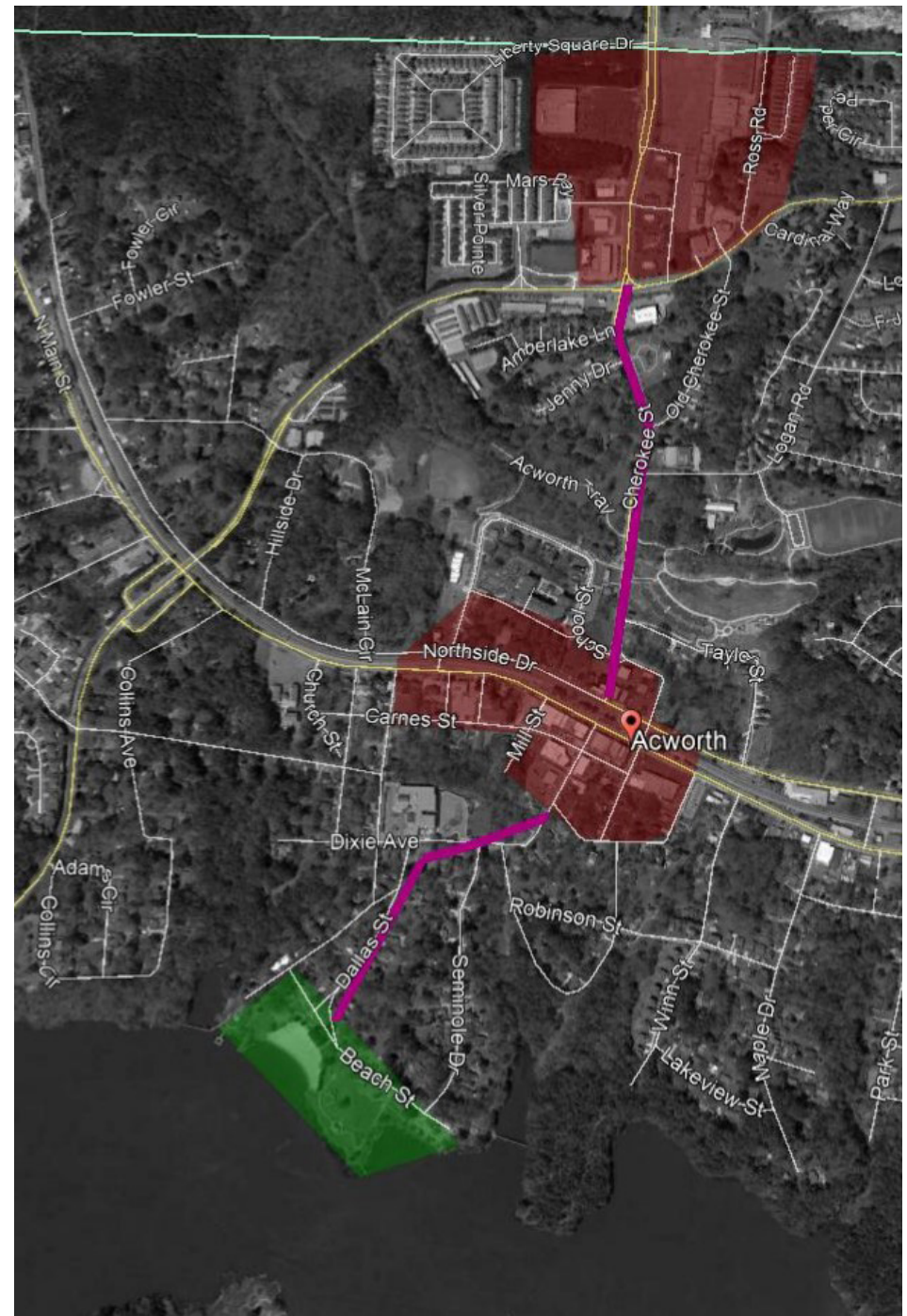
These challenges of the City of Acworth are items to be addressed and monitored over time, to ensure the continued long term success of the city:

-Managing redevelopment and growth with historic properties while preserving local feel

As the city continues to develop, a balance needs be struck between allowing new construction that reflects the time and place it is built while respecting the history and context of the community. Redevelopment of properties promotes economic growth but it can be drastic change for some residents. As new projects continue to be planned and implemented, public engagement and input should continue.

-Connecting Downtown to the Lake and Glade Rd Interchange

The Downtown area is the core of the city. However, stronger connections are needed to connect the core to the Glade Road Interchange at I-75, and Lake Acworth. Right now, if you are traveling along I-75, downtown and Lake Acworth is invisible from the interchange. The city is currently working on projects that will improve those connections but developing a stronger connection and improving the corridor should be continued to evaluated.



Plan Goals

The City of Acworth is a diverse and forward looking community engaged in shaping its own future. The people of Acworth are working to capitalize on the qualities and values that have made it a successful community.

To be a successful community, Acworth will:

Protect and enhance the city's historic character and small town atmosphere while facilitating smart growth and development

Leverage the city's unique identity and location in the region to strengthen existing businesses and drive new economic development

Promote an active, healthy community with opportunities for recreation and the enjoyment of the outdoors

Create great public spaces and thoroughfares with well balanced, fiscally sound, infrastructure investments

Work to ensure existing business and retail vitality while expanding the economy with community partners.

“A goal without a plan is just a wish.”

-Antoine de Saint-Exupéry

As the City of Acworth moves forward in implementing the Comprehensive Plan. These goals should be monitored to ensure that they are still relevant to the city.

Our Future Growth



As a first step in creating an appropriate development atmosphere, the city has developed “Character Areas.” These “Character Areas” are intended to ensure compatible and unified development within specified areas of the city.

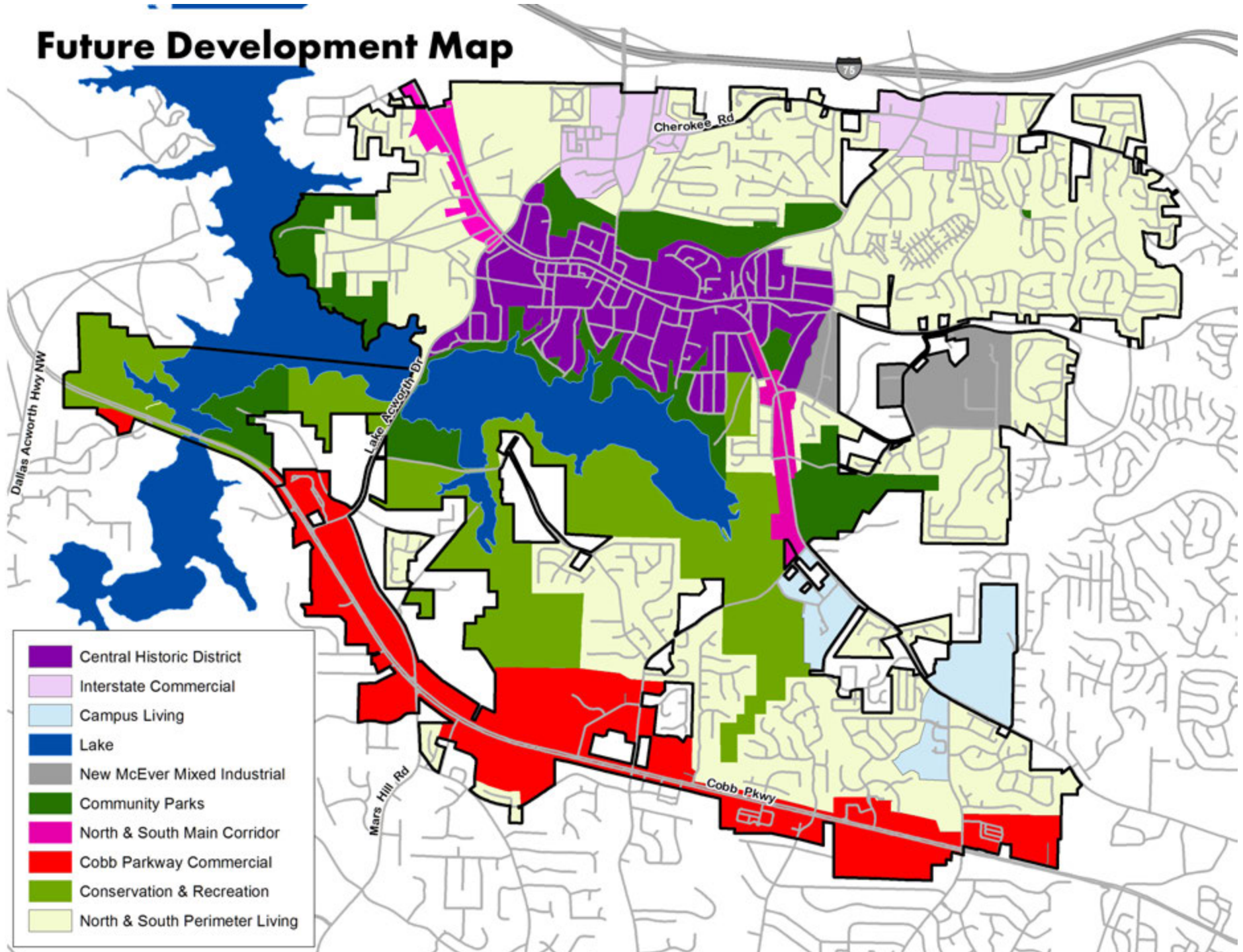
As described over the next few pages, these Character Areas define the overall land use characteristics in generalized areas of the city, such as density and land use policies. A matrix of policies are located at the end of the chapter.

Future growth outside the city into Northwest Cobb County should follow the Northwest Cobb Vulnerability Study.



Acworth's Central Historic District has a mixture of historic and new development.

Future Development Map



Central Historic District

The Central Historic District represents a variety of land uses commonly found in rural, southern town centers. A blend of historic residential properties, City government facilities, and small, family-owned businesses enhanced by pedestrian friendly sidewalks, attractive streetscapes, historic downtown architecture, and a busy railroad corridor create this unique character area.

Revitalization efforts because of the Livable Centers Initiative study have been highly successful as small, unique retail stores and restaurants are experiencing levels of vitality not experienced for decades. Many public services are located downtown such as the U.S. Post office, and the core city government offices. These services should maintain their association to the Central Historic District.

Redevelopment should occur on a multi-parcel basis to be most effective; however single parcel infill development is possible. Infill development or redevelopment should reflect architectural styles complementary to historical style of local homes and businesses. Higher density development around the lake is not desired and should not be encouraged. Higher density development may be more appropriate along Main Street or within the downtown area.



New development or redevelopment should reflect architectural styles complementary to historical style of local homes and businesses



Permissible Land Uses

- Commercial
- Light and Moderate Industrial
- Residential
- Public/ Institutional
- Transportation/Communication/Utilities



Cobb Parkway Commercial

As the busiest commercial corridor in Acworth and one which also defines the southernmost boundary of the City, this four-mile section of Cobb Parkway (U.S. Highway 41) in the Acworth city limits is home to several big box stores and several large retail developments. A broad mix of restaurants and retail stores, both franchises and independents, complete the economic make-up of this area. Many of these developments share parking, signage monuments and Cobb Parkway ingress and egress points. Many of the access drives are accessible at traffic signal controlled intersections, thereby allowing safe access into and out of the commercial development. Safe access and market visibility is further enhanced by appropriate landscaping and building setbacks as well landscape requirements that limit the height of trees and shrubs near Cobb Parkway.

Available land for structures containing small and medium size businesses, office developments or even churches is limited. Space for additional “Big Box” developments may be unavailable without extensive redevelopment which would likely cause a land use conflict between the few residential areas to the north and the extensive residential area to the south. This corridor is bound by the city limits of Acworth.



Large scale retail is common along the corridor.

Permissible Land Uses

- Commercial
- Residential
- Light Industrial
- Public/ Institutional
- Transportation/Communication/Utilities
- Mixed Use



Interstate Commercial

Two I-75 interchanges comprise this character area with locations at the Glade Road interchange and the Highway 92 interchange. This character area is generally travel- oriented with emphasis on hotels and motels, restaurants, gas stations, and food or convenience stores. These areas quickly transition into areas of single family homes and therefore present some challenges to redevelopment that might include additional or larger structures and transition zones. These areas also serve the surrounding neighborhoods as neighborhood activity centers and should function as gateways into Historic Acworth as well.

Exit 278

I-75 at the Glade Road interchange is at the northwest corner of Glade Road and Highway 92. The Old Ingles strip storefront lies on the east side between Highway 92 and I-75. Several small businesses are in this strip development with several fast food establishments fronting Glade Road. An Ingles store is located directly across Glade Road from the old Ingle's store site. The old site presents numerous opportunities to become a large mixed use development as a gateway to the city.

Exit 277

I-75 at the Highway 92 interchange is a major east-west node connecting Dallas, Acworth, Kennesaw and Woodstock via Highway 92. This interchange is also important as it is the primary exit for many Lake Allatoona parks as well as for North Metro Technical College which is located on the north side of I-75 between Highway 92 and Glade Road.



The community was interested in seeing similar developments on vacant property in this area.



Permissible Land Uses

- Residential
- Commercial
- Light Industrial (and Distribution)
- Public/ Institutional
- Transportation/Communication/Utilities



South Main St Commercial

The South Main Street Commercial Corridor currently contains a mix of neighborhood compatible businesses. This one mile long extension of the downtown is located southeast of the Central Historic District.

The range of business types are very narrow with most businesses falling under a restaurant or auto maintenance description. Many of the older structures are more than twenty years old, and need revitalization if not removal.

As an extension of the Central Historic District, this corridor has the potential to become more closely associated to the Historic District through commercial function, intensity, scale, common architectural elements, site design, signage and access.

Future growth should strive to position smaller scale, neighborhood and pedestrian-friendly development closer to the Central Historic District. This section of the corridor would also serve as a transitional phase from less-neighborhood friendly businesses in the southern corridor to the very neighborhood-friendly businesses of the Central Historic District. Less neighborhood and pedestrian-friendly operations like the auto repair facilities should be in the vicinity of the Acworth Sports Complex. This same area may also be a suitable area for retail, restaurant or convenience store businesses that cater to the teams and individuals who play at the complex.



This is an example of retrofitting a building into a smaller scale neighborhood and pedestrian friendly development.

Permissible Land Uses

- Commercial
- Light Industrial
- Public/ Institutional
- Transportation/Communication/Utilities
- Park/Recreation/Conservation
- Mixed Use



North Main St Commercial

The North Main Street Commercial Corridor is presently comprised of residential, light manufacturing, warehousing and retail operations.

Older retail operations are located near Lake Acworth Drive and manufacturing and warehousing operations are located between Cemetery Road and the City limits. Older homes are scattered in between developments.

As an extension of the Central Historic District, this corridor has the potential to become more closely connected to the through function, common architectural elements, signage and access. This section of Main Street could become a mixed-use area of residential, light industrial, warehouse, office and neighborhood compatible retail and restaurant establishments. Renovated or new homes similar in style to the traditional mill village homes may be an attractive transition into the larger, historic homes of the Central Historic District.

Pedestrian friendly access should be incorporated into redevelopment projects into the adjacent neighborhoods. Light industrial or warehouse functions should be limited to parcels northwest of Cemetery Road. These functions should screen all outdoor storage areas from Main Street, have safe, well-defined setbacks, entry points and signage.



This is an example of retrofitting a building into a smaller scale neighborhood and pedestrian friendly development.

Permissible Land Uses

- Commercial
- Light and Moderate Industrial
- Public/ Institutional
- Transportation/Communication/Utilities
- Mixed Use



New McEver Mixed Industrial

The New McEver Mixed Industrial character area represents the only significant industrialized area in Acworth. The area is generally well screened from New McEver Rd, Huddleston Bridge Road and the schools. The City of Acworth houses its public works and police departments in this industrial area.

The character area is composed of a variety of light and moderate intensity manufacturing uses as well as office and warehouse uses. In the center of the area are Acworth Elementary and Barber Middle Schools. Though the location of the schools present a land use conflict with the surrounding industrialized area, large buffers have been provisioned to protect the school from neighboring development.

Future development should provide appropriate buffers, screenings, setbacks, building materials and landscaping that reflect and promote the overall character of the City. Moderate to high impact development should be encouraged in the interior of the area. Low impact development should be limited to the periphery to provide appropriate transition to surrounding office and residential areas. Truck transportation routes should be identified and signs marking the route installed. The shortest and quickest routes to Cobb Parkway and I-75 should be signed with the purpose of protecting homes, businesses and pedestrian areas in the Historic Core.



This is an example of retrofitting a building into a smaller scale neighborhood and pedestrian friendly development.

Permissible Land Uses

- Commercial
- Light and Moderate Industrial
- Public/ Institutional
- Transportation/Communication/Utilities



Campus Living

The Campus Living character area is the area that is defined by Awtrey Middle School, North Cobb High School, North Cobb Christian School, the NorthStar Church Campus and the mixed use development at Blue Springs Station. Within this area is additional government services such as the future home of the Cobb Regional Library, Cobb/Douglas County Health Department, and an existing GA Department of Driver Services office.

Emphasis on pedestrian access, traffic calming, streetscapes, lighting, visibility and security are the defining characteristics. Residential developments in this area are best suited for single family residential and senior living.

Senior Living developments should maintain minimal slopes for ease of pedestrian accessibility. Where appropriate, office or neighborhood retail developments may be considered as long as they are appropriate in scale and impact.

Access to pocket parks, greenspace and connectivity to local parks via greenway corridors should be a key feature of this character area. Linkage to the Conservation Recreation areas around Lake Acworth should be encouraged.



Permissible Land Uses

- Residential
- Commercial
- Public/ Institutional
- Transportation/Communication/Utilities
- Park/Recreation/Conservation
- Mixed Use



North and South Perimeter Living

The Perimeter Living character areas are the outer edges of residential development within the city. Future development in this area is limited as many of the parcels have been developed for housing or other compatible uses. However, given the age range of the homes, redevelopment may become an occur if older homes If redevelopment occurs, the type of redevelopment should be closely affiliated and complementary with the development in the Central Historic District and surrounding Perimeter Living neighborhoods. Land use densities are not expected to increase significantly with redevelopment.

Common architectural elements, sidewalks, lighting and landscaping should be incorporated into redevelopment projects in order to blend the old styles with the new styles or trends reflected in the surrounding areas. Neighborhoods should be encouraged to establish their own unique identity with an emphasis on pedestrian-friendly access and access to greenspace. Many neighborhood sidewalks are relatively new and in good condition. Minimum standards for property maintenance should be established and enforceable by code.

Many of the neighborhoods in this category are still within a comfortable walking distance from activities in the Central Historic District and Conservation Recreation areas.



Permissible Land Uses

- Residential
- Commercial
- Public/ Institutional
- Transportation/Communication/Utilities
- Park/Recreation/Conservation
- Mixed Use



Conservation and Recreation

These character areas are defined as the parks, conservation areas and Lake Acworth. These areas provide natural beauty and recreational opportunities for residents and visitors to the City of Acworth. Future development in these areas will be limited to recreational opportunities in selected sites.



Permissible Land Uses

- Park/Recreation/Conservation



| Policy | Character Area | Cobb Pkwy Commercial Co | Interstate Commercial | South Main Street Comme | North Main Street Comme | New McEver Mixed Indust | Central Historic District | In-Town Living | North Perimeter Living | South Perimeter Living | Campus Living | Conservation Recreation |
|--|----------------|-------------------------|-----------------------|-------------------------|-------------------------|-------------------------|---------------------------|----------------|------------------------|------------------------|---------------|-------------------------|
| Require inter-parcel access and connectivity to control access flow to Cobb Parkway. | | x | | | | | | | | | | |
| Encourage nodal development with clear boundaries and transitional zones. | | x | x | x | x | | | | | | | |
| Discourage strip development. | | x | x | x | x | | | | | | x | |
| Encourage the integration of public transportation hubs at nodal developments. | | x | | | | | x | | | | | |
| Incorporate Public Park and ride lots into public transportation hub locations. | | x | | | | | | | | | | |
| Encourage pedestrian access to nodal developments via sidewalks and trail systems to maximize use of public transportation hubs. | | x | | | x | | | | | | | |
| Provide transitional buffers between commercial land uses and adjacent residential land uses. | | x | | | | | | | | | x | |
| Maintain adequate building and landscaping setbacks that promote safety and market visibility. | | x | | x | | | x | | | | | |
| Encourage a diverse mix of products and services. | | x | | x | x | x | x | | | | | |
| Encourage the use of shared signage. | | x | | | x | x | x | | | | | |
| Protect water quality with appropriate stream buffers. | | x | x | x | x | x | x | | x | | x | x |
| management as defined in the Georgia Erosion and | | x | x | x | x | | x | | x | | x | x |
| Encourage shared access to Glade Road and to Highway 92. | | | x | | | | | | | | | |
| Require inter-parcel access and connectivity to control access flow to Glade Road and to Highway 92. | | | x | | | | | | | | | |
| Encourage the use of shared signage. | | | x | x | | | | | | | | |
| Maintain adequate building and landscaping setbacks that promote safety and market visibility. | | | x | | x | x | | | | | x | |
| Encourage the integration of public transportation stops at nodal developments. A park and ride lot currently exists at Highway 92 and Baker Road. | | | x | | | | | | | | | |
| Incorporate Public Park and ride lots into new development planning. | | | x | | | | | | | | | |
| Permit pedestrian access to nodal developments via sidewalks or trail systems to maximize use of public transportation hubs. | | | x | | | | | | | | | |
| Provide buffers between commercial land uses and adjacent residential land uses. | | | x | | | | x | | | | | |
| Encourage a diverse mix of travel-related products and services. | | | x | | | | | | | | | |

| Policy | Character Area | Cobb Pkwy Commercial Co | Interstate Commercial | South Main Street Comme | North Main Street Comme | New McEver Mixed Indust | Central Historic District | In-Town Living | North Perimeter Living | South Perimeter Living | Campus Living | Conservation Recreation |
|---|----------------|-------------------------|-----------------------|-------------------------|-------------------------|-------------------------|---------------------------|----------------|------------------------|------------------------|---------------|-------------------------|
| Encourage shared access to South Main Street. | | | | x | | | | | | | | |
| Require inter-parcel access (or rear alleys) to control access flow to South Main Street for larger redevelopment projects. | | | | x | x | x | | | | | | |
| Encourage the integration of public transportation hubs at nodal developments. | | | | x | | | | | | | | |
| Encourage pedestrian access to nodal developments via sidewalks and trail systems to maximize use of public transportation hubs. | | | | x | | | | | | | x | |
| Promote the incorporation of Historic CBD architectural elements and guidelines into new construction or redevelopment projects. | | | | | x | x | x | x | | | | |
| Use paving patterns, landscaping, lighting, bench seating and signage to designate pedestrian friendly areas. | | | | x | x | | x | | | | | |
| Encourage shared access to Main Street. | | | | | x | | x | | | | | |
| Promote transitional land uses and/or buffering between light industrial/ warehouse and neighborhoods. | | | | | x | | | | | | | |
| Enforce building and property codes. | | | | | x | | | | | | | |
| Encourage shared access to New McEver Road. | | | | | | x | | | | | | |
| Provide transitional buffers between industrial land uses and adjacent residential or institutional land uses. | | | | | | x | | | x | x | | |
| Encourage architectural designs that reflect the architectural character trends of the surrounding area in order to maintain a visual sense of compatibility. | | | | | | x | x | | | | | |
| Maintain the New McEver roadway and right of way to facilitate safe usage by large trucks. | | | | | | x | | | | | | |
| Promote transitional development between commercial and residential land uses | | | | | | | x | | | | | |
| Encourage pedestrian access to downtown via sidewalks and trail systems. | | | | | | | x | | | | | |
| Provide limited on-street parking on Main Street. | | | | | | | x | | | | | |
| Promote the use of shared parking lots and/ or parking decks. | | | | | | | x | | | | | |
| Promote the revitalization and reuse of older homes for office or business uses. | | | | | | | x | | | | | |
| Promote infill development that resembles the architectural elements of existing buildings. | | | | | | | x | x | x | | x | |

| Policy | Character Area | Cobb Pkwy Commercial Co | Interstate Commercial | South Main Street Commercial | North Main Street Commercial | New McEver Mixed Industrial | Central Historic District | In-Town Living | North Perimeter Living | South Perimeter Living | Campus Living | Conservation Recreation |
|---|----------------|-------------------------|-----------------------|------------------------------|------------------------------|-----------------------------|---------------------------|----------------|------------------------|------------------------|---------------|-------------------------|
| Encourage low and moderate density housing types to reflect traditional neighborhood styles. | | | | | | | | x | x | x | x | |
| Encourage comparable architectural styles that maintain the surrounding Central Historic District or neighborhood character. | | | | | | | | x | x | x | x | |
| Provide an interconnected system of streets within new subdivisions that also connect to existing subdivisions and the Central Historic District where possible. | | | | | | | | x | | x | | |
| Connect neighborhoods to the local and regional network of greenspace and trails, available to pedestrians and bicycles, for both tourism and recreational purposes. | | | | | | | | x | x | x | x | |
| Enhance the pedestrian-friendly environment by adding or improving sidewalks and creating other pedestrian-friendly multi-use trail/bike routes linking neighboring communities and major destinations such as the CBD, libraries, neighborhood centers, health facilities, parks, and schools. | | | | | | | | x | x | x | x | |
| Improve pedestrian safety through wider sidewalks, benches, street lighting, designated crosswalks, and landscaped buffer zones along major transportation corridors. | | | | | | | | x | x | x | x | |
| Include open space and/or recreational trails with new development or redevelopment. | | | | | | | | x | | | x | |
| Include a variety of housing, retail and professional office choices. | | | | | | | | x | | | x | |
| Provide an interconnected system of streets within new subdivisions that also connect to existing subdivisions. | | | | | | | | | x | x | x | |
| Encourage and promote adequate open space. | | | | | | | | | x | x | | |
| Encourage the use of shared signage at office and commercial developments. | | | | | | | | | | | x | |
| Include a variety of housing choices. | | | | | | | | | x | x | | |
| Allow public facilities such as schools and community centers, or small neighborhood activity centers, to be developed at suitable locations within walking distance of residences. | | | | | | | | | x | x | x | |

| Policy | Character Area | Cobb Pkwy Commercial Co | Interstate Commercial | South Main Street Commercial | North Main Street Commercial | New McEver Mixed Industrial | Central Historic District | In-Town Living | North Perimeter Living | South Perimeter Living | Campus Living | Conservation Recreation |
|--|----------------|-------------------------|-----------------------|------------------------------|------------------------------|-----------------------------|---------------------------|----------------|------------------------|------------------------|---------------|-------------------------|
| Encourage pedestrian access to adjacent or nearby nodal developments via sidewalks and trail systems to maximize use of public transportation hubs. | | | | | | | | | x | x | | |
| Encourage business developments to share access to transportation corridors or other surface streets. | | | | | | | | | | x | | |
| Encourage business developments to share access to transportation corridors or other surface streets. | | | | | | | | | | | x | |
| Require inter-parcel commercial access to control access flow to transportation corridors. | | | | | | | | | | | x | |
| Encourage neighborhood-friendly, commercial nodal development. | | | | | | | | | | | x | |
| Encourage the elimination of septic system use if public water and sewerage service is available. | | | | | | | | | | | | x |
| Protect natural habitat. | | | | | | | | | | | | x |
| Encourage the use of a trail system around Lake Acworth that will incorporate access to adjacent neighborhoods and connecting greenways. | | | | | | | | | | | | x |
| Promote the use of a trail route that connects the Conservation Recreation areas of Lake Acworth to those along the shore of Lake Allatoona. | | | | | | | | | | | | x |
| When developing or maintaining parks, trails or amenities in the area, minimize adverse affects by incorporating environmentally friendly products and techniques. | | | | | | | | | | | | x |
| Minimize impervious surfaces in environmentally sensitive areas. | | | | | | | | | | | | x |
| Enforce codes or laws that protect the area against destructive and/or unlawful acts. | | | | | | | | | | | | x |

Plan Implementation



A key component of the Comprehensive Plan is to identify projects that the City of Acworth will undertake to implement the goals of the plan. The following pages identify the projects that the City of Acworth will undertake in the next five years.

A key component of the implementing the Comprehensive Plan are the 2016 SPLOST projects. The city has 17 projects at over \$21 million, from public safety upgrades, to park improvements and to street upgrades.

SCHEDULE OF IMPROVEMENTS-STWP ADDENDUM

| (1) Project Description | (2) Service Area | (3) Project Start Date | (4) Project Completion Date | (5) Estimated Project Cost | (6) Portion Chargeable to Impact Fees | (7) Sources of Funds (& Share) | (8) Responsible Party |
|--|----------------------|------------------------|-----------------------------|----------------------------|---------------------------------------|---|-----------------------|
| | Parks and Recreation | | | | | | |
| Review Tourism Advertising Plan and make necessary changes | | 2017 | ONGOING | \$50,000 | 0% | Tourism Authority | Parks & Recreation |
| Parking Lot & Batting Practice Facility at Newberry Park | | 2017 | 2017 | \$525,000 | 0% | SPLOST | Parks & Recreation |
| Construction of Community/Recreation Center | | 2017 | 2018 | \$11,000,000 | 1% | SPLOST/Rec Impact Fees | Parks & Recreation |
| Renovations of Logan Park Farm House | | 2017 | 2017 | \$700,000 | 0% | SPLOST | Parks & Recreation |
| Renovations of Logan Park Art House | | 2017 | 2017 | \$495,000 | 0% | SPLOST/Bond | Parks & Recreation |
| | | | | | | | |
| Lake Acworth / Cauble Park / South Shore Master Plan | | 2018 | 2018 | \$150,000 | 20% | Acworth Lake Authority; General Fund; SPLOST; Rec Impact Fees | Parks & Recreation |
| Depot Park / History Center | | 2018 | 2018 | \$500,000 | 0% | Downtown Bond | Parks & Recreation |
| Phase III of Trail system around Lake Acworth | | 2018 | ONGOING | \$1,000,000 | 0% | Grant Funding | Parks & Recreation |
| | | | | | | | |
| Improvements to Overlook Park | | 2019 | 2021 | \$150,000 | 50% | Impact Fees & General Fund | Parks & Recreation |
| Pavillions at Cauble Park | | 2019 | 2019 | \$500,000 | 0% | SPLOST | Parks & Recreation |
| | | | | | | | |
| Phase IV of Trail System around Lake Acworth | | 2020 | 2021 | \$1,500,000 | 20% | Impact Fees & General Fund | Parks & Recreation |
| | | | | | | | |
| Construction of Dog Park | | 2021 | 2022 | \$150,000 | 50% | Impact Fees & General Fund | Parks & Recreation |
| | | | | | | | |
| | Finance Department | | | | | | |
| OPEB Valuation | | 2017 | ONGOING | \$12,000 | 0% | Health Insurance Fund | Finance Staff |
| | | | | | | | |
| Replace Existing Desktop PC with Windows 10 | | 2018 | 2018 | \$4,000 | 0% | General Fund | Finance / IT Staff |
| GMA Alcoholic Beverage Tax Operation and Compliance Services | | 2018 | 2018 | \$15,000 | 0% | General Fund | Finance |

SCHEDULE OF IMPROVEMENTS-STWP ADDENDUM

| (1) Project Description | (2) Service Area | (3) Project Start Date | (4) Project Completion Date | (5) Estimated Project Cost | (6) Portion Chargeable to Impact Fees | (7) Sources of Funds (& Share) | (8) Responsible Party |
|---|------------------------|------------------------|-----------------------------|----------------------------|---------------------------------------|----------------------------------|---------------------------------|
| | | | | | | | |
| Replace Existing Desktop PCs with Windows 10 | | 2019 | 2019 | \$10,000 | 0% | General & Customer Service Funds | Finance / Customer Service / IT |
| OPEB Valuation | | 2019 | 2019 | \$13,000 | 0% | Health Insurance Fund | Finance Staff |
| | | | | | | | |
| | Information Technology | | | | | | |
| Virtualize Police Department & City Hall | | 2017 | 2018 | \$50,000 | 0% | General Fund | IT & Police |
| Upgrade Fiber Data Bandwidth at City Hall | | 2017 | 2017 | \$75,000 | 0% | General Fund | IT |
| Install 3rd Fiber Connection at new Rec Center | | 2019 | 2019 | \$100,000 | 0% | General Fund | IT |
| Upgrade Sonicwall Firewall | | 2017 | 2017 | \$5,500 | 0% | General Fund | IT |
| 3rd Party Network Security Audit | | 2017 | 2017 | \$15,000 | 0% | General Fund | IT |
| | | | | | | | |
| Implement SAN data replication - Upgrade existing NAS devices | | 2018 | 2018 | \$45,000 | 0% | General Fund | IT |
| Install redundant Fiber connection at PD for internet usage | | 2018 | 2018 | \$5,000 | 0% | General Fund | IT & Police |
| Upgrade Council Chambers Audio/Visual System | | 2018 | 2018 | \$50,000 | 0% | General Fund | IT |
| | | | | | | | |
| Upgrade Video Surveillance and Security System at City Hall | | 2019 | 2019 | \$30,000 | 0% | General Fund | IT |
| | | | | | | | |
| Complete Virtual Server environment with replication and redundancy between City facilities | | 2020 | 2020 | \$20,000 | 0% | General Fund | IT & Police |
| | | | | | | | |
| | Power | | | | | | |
| Reconduct poweline at Maple to East Lakeshore / remove feeder pole at Southside Drive | | 2017 | 2017 | \$90,000 | 0% | Power Fund | Power |
| Power reconfiguration of Downtown Redevelopment Project | | 2017 | 2018 | \$75,000 | 0% | Power Fund | Power |
| | | | | | | | |
| Remove Powerlines - Main Street at Cowan Road | | 2018 | 2018 | \$5,000 | 0% | Power Fund | Power |

SCHEDULE OF IMPROVEMENTS-STWP ADDENDUM

| (1) Project Description | (2) Service Area | (3) Project Start Date | (4) Project Completion Date | (5) Estimated Project Cost | (6) Portion Chargeable to Impact Fees | (7) Sources of Funds (& Share) | (8) Responsible Party |
|---|---------------------|------------------------|-----------------------------|----------------------------|---------------------------------------|--------------------------------|--------------------------|
| Rconduct & Reconfigure Lines at SR 92 | | 2018 | 2020 | \$600,000 | 0% | Power Fund | Power |
| | | | | | | | |
| Reconfigure lines at Glade Road & remove feeder at Ross Road | | 2019 | 2019 | \$3,000 | 0% | Power Fund | Power |
| Re-lamp Cowan Road - Main to Glade Road | | 2019 | 2020 | \$200,000 | 0% | Power Fund | Power |
| | | | | | | | |
| LED Conversion of Main Street / City Parks / City Parking Lots | | 2020 | 2020 | \$75,000 | 0% | Power Fund | Power |
| Reconduct Terrace Drive - Poles, Conductors, Crossarms | | 2020 | 2020 | \$30,000 | 0% | Power Fund | Power |
| | | | | | | | |
| Re-lamp / Add lighting of North Main Street from the Enclave to the County Line | | 2021 | 2021 | \$4,000 | 0% | Power Fund | Power |
| Install additional circuit protection / reclosures | | 2021 | 2022 | \$250,000 | 0% | Power Fund | Power |
| Re-lamp Cherokee - Taylor to SR 92 | | 2021 | 2021 | \$150,000 | 0% | Power Fund | Power |
| | | | | | | | |
| | Public Works | | | | | | |
| Road reconfiguration of Lemon Street / Downtown Improvement Project | | 2017 | 2018 | \$6,000,000 | 0% | Bond | Public Works |
| | | | | | | | |
| Improvements of Main Street / Old 41 from Nance to Nowlin | | 2018 | 2018 | \$1,500,000 | 0% | SPLOST | City/County Public Works |
| Implement Directional Signage | | 2018 | 2018 | \$400,000 | 0% | Downtown Bond | |
| | | | | | | | |
| Mitchell Hill Extension - Taylor St. to Mitchell Hill Dr. | | 2019 | 2019 | \$1,000,000 | 0% | SPLOST | Public Works |
| Miscellaneous Sidewalks | | 2019 | 2022 | \$1,000,000 | 0% | SPLOST | Public Works |
| Miscellaneous Paving | | 2019 | 2022 | \$2,500,000 | 0% | SPLOST | Public Works |
| | | | | | | | |
| Improvements to Northside Drive - Cherokee Street to McLain | | 2020 | 2020 | \$1,300,000 | 0% | SPLOST | Public Works |
| Improvements to Winn Street - Main to Robinson | | 2020 | 2020 | \$1,000,000 | 0% | SPLOST | Public Works |

SCHEDULE OF IMPROVEMENTS-STWP ADDENDUM

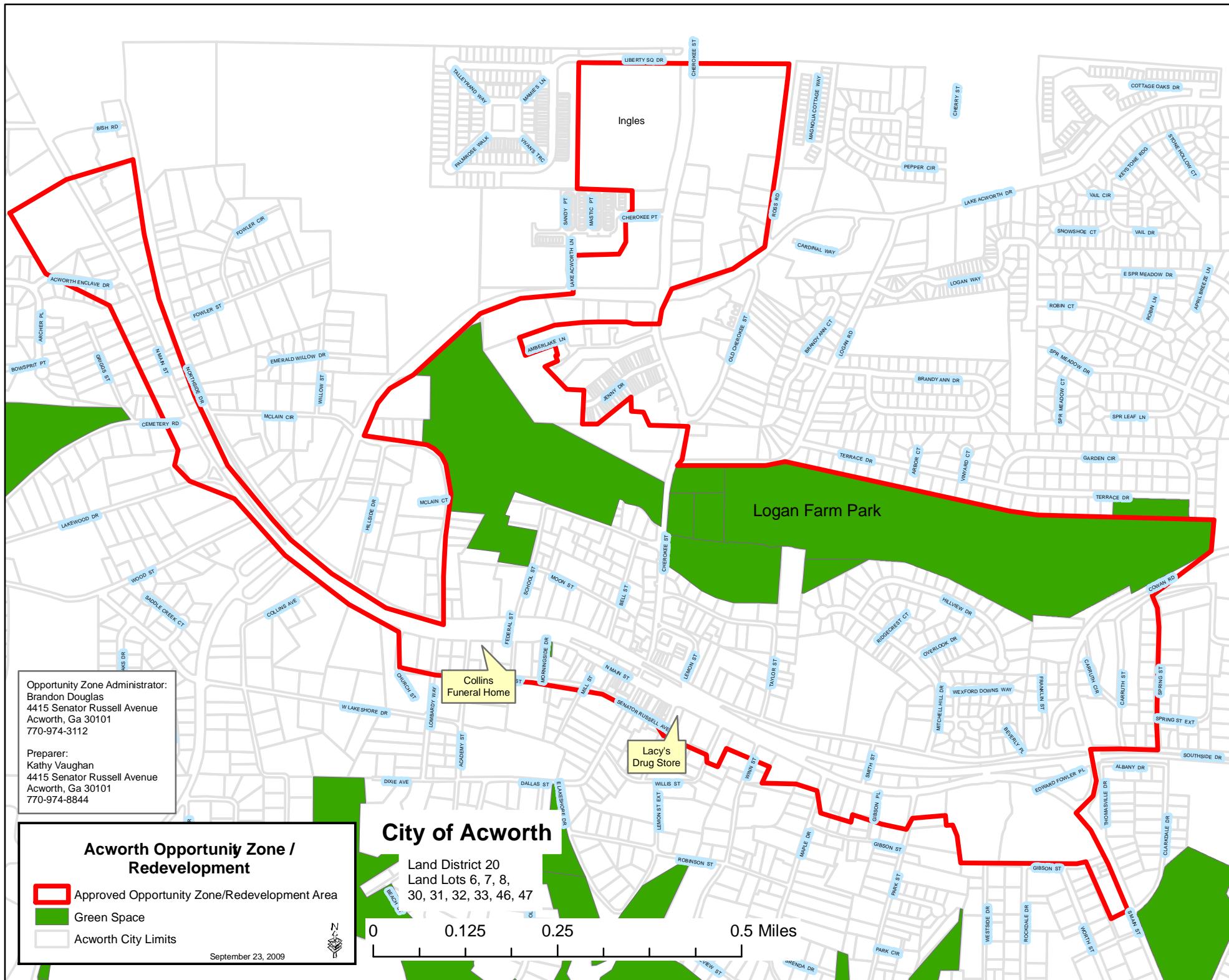
| (1) Project Description | (2) Service Area | (3) Project Start Date | (4) Project Completion Date | (5) Estimated Project Cost | (6) Portion Chargeable to Impact Fees | (7) Sources of Funds (& Share) | (8) Responsible Party |
|---|-----------------------|------------------------|-----------------------------|----------------------------|---------------------------------------|--------------------------------|---|
| | | | | | | | |
| Improvements to Dallas St. - From Dallas to Beach | | 2021 | 2021 | \$1,000,000 | 0% | SPLOST | Public Works |
| Improvements to Robinson St. - From Maple to Eastlake Shore | | 2021 | 2021 | \$1,000,000 | 0% | LMIG | Public Works |
| Drainage Improvements - McLain / Emerald Willow | | 2021 | 2021 | \$1,200,000 | 0% | SPLOST | Public Works |
| | | | | | | | |
| | Community Development | | | | | | |
| Work with Code Compliance Officer to work with automotive businesses to address storage of vehicles and outside inventory | | 2017 | ongoing | na | 0% | General Fund | Development Staff & Code |
| Begin masterplan of key redevelopment commercial/residential corridor | | 2017 | 2018 | \$25,000 | 0% | General Fund | Development Staff |
| Complete and submit 10 year update to Comprehensive Plan | | 2017 | 2018 | \$0 | 0% | General Fund | Development & Atlanta Regional Commission Staff |
| Conduct a review of historic assets | | 2017 | 2018 | \$0 | 0% | General Fund | Development Staff / HPC Members |
| Consider/Complete request to conduct new LCI Study | | 2017 | 2018 | \$25,000 | 0% | General Fund | Development Staff / Consultant |
| Hotel Code Enforcement | | 2017 | ongoing | na | 0% | General Fund | Development Staff & Code |
| | | | | | | | |
| Facilitate redevelopment of key commercial & residential corridors | | 2018 | ongoing | na | 0% | General Fund | Development Staff |
| Begin masterplan of redevelopment of North Main Street | | 2018 | 2019 | \$75,000 | 0% | General Fund | Development Staff |
| | | | | | | | |
| Integrate all components of city operations into GIS mapping software | | 2019 | 2019 | \$50,000 | 0% | General Fund | GIS Staff |
| Ordinance Review of Development | | 2019 | 2019 | \$0 | 0% | General Fund | Development Staff |
| | | | | | | | |
| Seek full certifications for all employees in respective fields (i.e. building inspectors, permit tech, etc.) | | 2020 | 2020 | \$5,000 | 0% | General Fund | Development & Building Division Staff |
| | | | | | | | |
| Assess feasibility of adopting new impact fees to provide services for future growth | | 2021 | 2021 | \$20,000 | 0% | General Fund | Development Staff |
| Assess feasibility of adopting new zoning codes/overlays | | 2021 | 2021 | na | 0% | General Fund | Development Staff |

SCHEDULE OF IMPROVEMENTS-STWP ADDENDUM

| (1) Project Description | (2) Service Area | (3) Project Start Date | (4) Project Completion Date | (5) Estimated Project Cost | (6) Portion Chargeable to Impact Fees | (7) Sources of Funds (& Share) | (8) Responsible Party |
|--|--------------------------|------------------------|-----------------------------|----------------------------|---------------------------------------|-----------------------------------|--------------------------------------|
| | | | | | | | |
| | Police Department | | | | | | |
| Implement new zone patrol with motorcycles in Downtown & Parks | | 2017 | 2017 | \$40,000 | 0% | Drug Seizure Funds | Police Staff |
| | | | | | | | |
| Review video surveillance plan for downtown / high-density traffic points | | 2018 | ongoing | \$100,000 | 0% | Drug Seizure Funds / General Fund | Police IT & City IT |
| | | | | | | | |
| Upgrade record/reporting/operating software | | 2019 | 2019 | \$400,000 | 0% | SPLOST | Police IT & City IT |
| | | | | | | | |
| Implement degree and experience incentive for sworn positions for retention and recruiting | | 2020 | ongoing | unknown | 0% | General Fund | Police Staff |
| Obtain National Certification from the Commission on Accreditation for Law Enforcement (CALEA) | | 2020 | 2021 | unknown | 0% | General Fund | Police Staff |
| | | | | | | | |
| Implement Court Security | | 2021 | 2021 | \$25,000 | 0% | SPLOST | Police Staff |
| Jail Improvements | | 2021 | 2021 | \$150,000 | 0% | SPLOST | Police Staff |
| | Administration | | | | | | |
| City Hall Records Management (mobile filing system) | | 2017 | 2018 | \$35,000 | 0% | General Fund/Grant | City Clerk's Office |
| City Hall Building Maintenance (painting) | | 2017 | 2018 | \$3,000 | 0% | Gener Fund | City Clerk's Office |
| City Hall Grounds (landscaping) | | 2017 | 2017 | \$2,000 | 0% | General Fund | City Clerk's Office |
| Cemetery Maintenance | | 2017 | Ongoing | \$100,000 | 0% | General Fund/Grant | City Clerk's Office |
| | | | | | | | |
| GMA Recovery Program for Alcohol Taxes | | 2018 | Ongoing | \$15,000 (approx) | 0% | General Fund | City Clerk's Office |
| Replace Board Room Recording System | | 2018 | 2018 | \$50,200 | 0% | General Fund | City Clerk's Office |
| Court Software for Records Management | | 2018 | 2023 | \$130,000 | 0% | City/SPLOST | City Clerk's Office |
| Business License Audits | | 2018 | 2019 | In-House | 0% | N/A | City Clerk's Office/Customer Service |
| | | | | | | | |

SCHEDULE OF IMPROVEMENTS-STWP ADDENDUM

| (1) Project Description | (2) Service Area | (3) Project Start Date | (4) Project Completion Date | (5) Estimated Project Cost | (6) Portion Chargeable to Impact Fees | (7) Sources of Funds (& Share) | (8) Responsible Party |
|--|------------------|------------------------|-----------------------------|----------------------------|---------------------------------------|--------------------------------|-----------------------|
| | Human Resources | | | | | | |
| Creating a city-wide policy manual and removing the personnel policy from the City Ordinance | | 2017 | 2017 | N/A | 0% | N/A | Human Resources |
| Random Drug Testing | | 2017 | 2017 | approx. \$7,000 | 0% | General Fund | Human Resources |
| | | | | | | | |
| City Class and Pay Study | | 2018 | 2018 | unknown | 0% | General Fund | Human Resources |
| Records Management System | | 2018 | 2020 | unknown | 0% | General Fund | Human Resources |
| Service Awards for City employees | | 2018 | 2018 | \$3,000 | 0% | General Fund | Human Resources |
| | | | | | | | |
| Records Management System | | 2019 | 2020 | unknown | 0% | General Fund | Human Resources |
| | | | | | | | |



Amended: Ord- 2003-34; 2004-02; 2004-16; 2004-21; 2004-32; 2004-39; 2005-05; 2005-11; 2005-12; 2005-16; 2005-24; 2005-28; 2005-41; 2006-06; 2006-25; 2006-32; 2007-04; 2007-18; 2008-16; 2008-25; 2008-27; 2009-06; 2010-04; 2011-23; 2012-27; 2015-05; 2015-07; 2015-14; 2016-11; 2016-40; 2016-41; 2017-03; 2017-04; 2017-14; 2017-15; 2017-16; 2018-20; 2019-12; 2019-13; 2019-14

50.15 MU, Mixed Use District

A. Purpose.

The mixed use zoning category is a floating zone which is established for the purpose of providing a compatible mixture of commercial, employment, residential, recreational, civic, and/or cultural uses which are planned and developed as a unit. The location of a mixed use district is restricted to areas which are designated mixed use (single-family, multi-family, commercial, office) in the Acworth Comprehensive Plan and Future Land Use Map. A mixed use development should complement surrounding areas. Among the goals of the mixed use zoning category are the following:

1. Encourage residential uses in conjunction with commercial activities in order to create an active street life, enhance the vitality of businesses, and reduce vehicular traffic;
2. Provide opportunities for horizontal and vertical mixed-use developments by permitting existing and planned commercial zones to be combined into unified development sites;
3. Encourage compatibility between residential and commercial uses in areas where residential zones directly abut commercial zones, by permitting greater design flexibility across the existing boundaries of the two zones;
4. Ensure that the appearance and effects of buildings and uses are harmonious with the character (topography, economy, society) of the area in which they are located.

B. Effect and Procedure.

The site plan for development within the mixed use district shall be in conjunction with a master development plan approved by the Board of Planning and Zoning and Board of Aldermen. The owner and/or developer of the tract of land proposed to be included in the development shall file a general site plan with the Zoning Administrator for recommendation to the Boards of Planning and Zoning and Aldermen. The plan shall contain information and representations required or deemed necessary by the Zoning Administrator, Public Works Director, Board of Planning and Zoning, and Board of Aldermen for proper review. The site plan will be reviewed and a determination will be made as to whether the plan is consistent with the intent and standards of the mixed use district and whether the development of the tract serves the public welfare.

C. Permitted Uses.

The following uses are permitted in the Mixed Use Zoning District:

1. Single-family residential (Including single family detached, cottages, and townhomes)
2. Multi-family residential (Including apartments and condominiums)
3. Government administrative services
4. Ambulance services
5. Fire and Police protection services
6. Cultural facilities. Art galleries, museums, theaters, libraries, and other uses similar in character to those listed.
7. Administrative and business offices
8. Medical services
9. Personal services – such as copy and mail centers, dry cleaning and other similar uses.
10. Neighborhood Retail uses as listed in the C-1 District
11. Retail Professional services
12. Sign(s), (as permitted in the City of Acworth Sign Ordinance)
13. Senior Living Communities (following the requirements of Section 50.16, SLC, Senior Living Community District)
14. Eating and drinking establishments, Outdoor dining facilities may encroach into required setbacks only upon approval from the Fire Department, Public Works Department and Planning and Zoning. (Must meet Chapter 6 of the City Code)
15. Private parks and playgrounds including Commercial Recreation Facilities (indoor and outdoor).

Amended: Ord- 2003-34; 2004-02; 2004-16; 2004-21; 2004-32; 2004-39; 2005-05; 2005-11; 2005-12; 2005-16; 2005-24; 2005-28; 2005-41; 2006-06; 2006-25; 2006-32; 2007-04; 2007-18; 2008-16; 2008-25; 2008-27; 2009-06; 2010-04; 2011-23; 2012-27; 2015-05; 2015-07; 2015-14; 2016-11; 2016-40; 2016-41; 2017-03; 2017-04; 2017-14; 2017-15; 2017-16; 2018-20; 2019-12; 2019-13; 2019-14

16. Athletic and health clubs.

17. Barber and beauty shops.

18. Grocery and food stores up to 20,000 square feet.

The following uses are prohibited when located within a mixed use development that contains residential uses (single- or multiple-family):

1. Animal grooming, animal hospitals, animal sales
2. Drive-through services associated with any restaurant use
3. Service Stations, including auto repair and maintenance
4. New or used automobile or truck sales facilities

D. Special Uses Permitted by Board of Aldermen.

1. Hotels and motels for Mixed-Use sites over 20 acres.
2. Religious Institutions over 5 acres.
3. Townhomes, provided:
 - a) Minimum unit size 1,750 square feet (1,200 square feet within the Downtown Development Authority District);
 - b) Submittal of a Design and Use Plan including, but not limited to:
 1. Architectural upgrades such as carriage style garage doors, upgraded exterior building materials such as stone, brick or other comparable material, doors, windows and patios;
 2. Renderings and/or narrative descriptions of the interior features of buildings, including the floor area of units, floor plan, ceiling height, flooring materials, kitchen and bath features, and information on trim/finish details;
 3. A plan for the development and long-term maintenance of all common areas and facilities (including private streets and parking areas, detention areas, green spaces);
 4. The proposed documents for the homeowners or condominium association, which shall include covenants related to maintenance of units, dues and fees, exterior storage and appearance, restrictions on rental occupancy. All such documents shall be reviewed and approved by the City.
4. Cottage Style Development, provided:
 - a) Minimum lot dimension: 45' x 120';
 - b) Green space to be provided within the development shall have a total area not less than 15% of the development's buildable total land area. Said green space shall be designed to accommodate its use for passive or active recreation;
 - c) Minimum unit size 1,600 square feet;
 - d) Maximum unit size 2,000 square feet;
 - e) Maximum unit height 1½ story;
 - f) Setbacks:

| | |
|---|--|
| Front: | 20 feet (with the garage portion of the home no less than twenty-five (25) feet from the back of the curb) |
| Minor Side: | Minimum 10 feet between structures |
| Major Side: | 25 feet |
| Rear: | 20 feet |
| Maximum Lot Coverage | 40% |
| Maximum Impervious Surface Area per lot | 60% |
 - g) Submittal of a Design and Use Plan including, but not limited to:
 1. Architectural upgrades such as carriage style garage doors, upgraded exterior building materials such as stone, brick or other comparable material, doors, windows and patios;

Amended: Ord- 2003-34; 2004-02; 2004-16; 2004-21; 2004-32; 2004-39; 2005-05; 2005-11; 2005-12; 2005-16; 2005-24; 2005-28; 2005-41; 2006-06; 2006-25; 2006-32; 2007-04; 2007-18; 2008-16; 2008-25; 2008-27; 2009-06; 2010-04; 2011-23; 2012-27; 2015-05; 2015-07; 2015-14; 2016-11; 2016-40; 2016-41; 2017-03; 2017-04; 2017-14; 2017-15; 2017-16; 2018-20; 2019-12; 2019-13; 2019-14

2. Renderings and/or narrative descriptions of the interior features of buildings, including the floor area of units, floor plan, ceiling height, flooring materials, kitchen and bath features, and information on trim/finish details;
3. A plan for the development and long-term maintenance of all common areas and facilities (including private streets and parking areas, detention areas, green spaces);
4. The proposed documents for the homeowners or condominium association, which shall include covenants related to maintenance of units, dues and fees, exterior storage and appearance, restrictions on rental occupancy. All such documents shall be reviewed and approved by the City.
5. Breweries, Brew Pubs, Distilleries and Farm Wineries, provided:
 - a) Any new construction or land improvements shall be approved site plan specific.
 - b) All manufacturing activities shall be conducted within a wholly enclosed building.
6. Special Events Facilities.

E. Use Ratios.

In general, proposed mixed use developments shall adhere to the types established in the Acworth Future Land Use Map. The types and requirements are as follows:

1. Single-family (SF) mixed use: detached and attached single-family residential structures shall be the dominant use, comprising the largest percentage of total building floor area.
2. Multi-family (MF) mixed use: multi-family residential structure(s) shall be the dominant use, comprising the largest percentage of total building floor area.
3. Commercial mixed use: commercial structures shall be the dominant use, comprising the largest percentage of total building floor area.
4. Office mixed use: professional office structures shall be the dominant use, comprising the largest percentage of total building floor area.

In developments with two (2) uses, no use shall occupy less than twenty five percent (25%) of the either the total building floor area or twenty five percent of the overall acreage. In developments with three uses (3), no use shall occupy less than (Add) either twenty percent (20%) of the total building floor area or twenty percent (20%) of the overall acreage. In developments with four (4) or more uses, no use shall occupy less than either fifteen percent (15%) of total building floor area or fifteen percent (15%) of the overall acreage.

F. Density.

Areas identified in the Acworth Comprehensive Plan for mixed use development and that include a residential component shall be developed under this mixed use zone at a minimum of four (4) net residential units per acre and up to a maximum of twelve (12) net residential units per acre. These units may be any combination of single-family detached, single-family attached, or multi-family.

G. Bulk Limits, Lot Area, and Setback Requirements.

All mixed use developments shall be planned and constructed on lots at least fifteen thousand (15,000) square feet.

| | |
|---|---|
| Maximum lot coverage: | 60% (1 building); 75% (2 or more buildings) |
| Minimum undisturbed area or replanted area for sites already cleared: | 20% (excludes floodplains, stream buffers, and setback buffers) |
| Maximum building height: | 40 feet (as measured from street façade) |
| Minimum lot width: | 40 feet |
| Minimum lot depth: | 3 times lot width |

Amended: Ord- 2003-34; 2004-02; 2004-16; 2004-21; 2004-32; 2004-39; 2005-05; 2005-11; 2005-12; 2005-16; 2005-24; 2005-28; 2005-41; 2006-06; 2006-25; 2006-32; 2007-04; 2007-18; 2008-16; 2008-25; 2008-27; 2009-06; 2010-04; 2011-23; 2012-27; 2015-05; 2015-07; 2015-14; 2016-11; 2016-40; 2016-41; 2017-03; 2017-04; 2017-14; 2017-15; 2017-16; 2018-20; 2019-12; 2019-13; 2019-14

| | |
|---|--|
| Maximum building height: | 40 feet |
| Front setback: | 10 feet facing an internal street 25 feet if a double frontage adjacent to an external, collector or major road |
| Side setback (major): | 10 feet |
| Side setback (minor): | 10 feet |
| Rear setback: | 15 feet |
| Minimum floor area for apartments: | 550 square feet for efficiency unit 650 square feet for 1 bedroom unit 900 square feet for 2 bedroom unit 1100 square feet for 3 bedroom unit |
| Minimum floor area for Single Family detached and condominiums: | 1200 square feet |
| Floor Area Ratios: | At least 25% of MF units must be 900 square feet or above; Up to 25% of MF units may be 600 square feet or less |

H. Parking.

All off-street parking areas shall be located solely in the side or rear yard areas and excluded from the area between the public right-of-way and the front face of the building. Parking spaces may be located either on or off parcel. Site plans must show proof of spaces, their location in relation to buildings and indicate if spaces are owned or leased.

1. Maximum number of off-street, surface parking spaces for office and industrial uses is one (1) space for every three hundred (300) square feet of building floor space; minimum number of off-street parking spaces for office uses is one (1) space for every five hundred (500) square feet of building floor space.
2. Maximum number of off-street, surface parking spaces for retail and consumer commercial establishments is one (1) space for every two hundred (200) for retail, one hundred fifty (150) for restaurant square feet of building floor area; minimum number of off-street parking spaces for retail and consumer establishments is one (1) space for every five hundred (500) square feet of building floor area.
3. Maximum number of off-street, surface parking spaces for residential dwelling units shall be one and three quarters (1.75) spaces within three hundred (300) feet of each unit, excluding on-street parking; minimum number of off-street parking spaces for each dwelling unit shall be one space within three hundred (300) feet of the unit, excluding on-street parking.
4. Garages shall be provided (attached or detached). Single car garages shall be a minimum of 11' x 25' and double car garages shall be a minimum of 21' x 23'. All measurements shall be clear internal measurements (exclusive of water heater or other mechanical equipment). Homes located in a designated historic district shall be exempt from the requirement to have a garage.
5. Minimum number of bicycle parking spaces shall be one (1) space for every thirty (30) automobile spaces. In no case shall a mixed use development provide fewer than three (3) bicycle spaces.
6. Parking incentives- Commercial maximums may be increased by a ratio of 1.5 % if developer provides at least 20% pervious spaces (as defined in SECTION 87 Overflow parking standards) or 20% of the spaces are shared spaces with residential mix (exclusive of the residential parking space minimum.
7. If a developer chooses to construct a parking deck as part of a mixed-use development, the maximum requirements for off-street parking shall not apply. Decks can include as many parking spaces as possible, provided the exterior of the structure fits the same dimensions as other permanent structures, meaning they must conform to setbacks, height limitations, and lot coverage.

Amended: Ord- 2003-34; 2004-02; 2004-16; 2004-21; 2004-32; 2004-39; 2005-05; 2005-11; 2005-12; 2005-16; 2005-24; 2005-28; 2005-41; 2006-06; 2006-25; 2006-32; 2007-04; 2007-18; 2008-16; 2008-25; 2008-27; 2009-06; 2010-04; 2011-23; 2012-27; 2015-05; 2015-07; 2015-14; 2016-11; 2016-40; 2016-41; 2017-03; 2017-04; 2017-14; 2017-15; 2017-16; 2018-20; 2019-12; 2019-13; 2019-14

8. Recreational vehicles may be occupied as temporary dwellings as a temporary accessory use for no more than fourteen (14) days within any two-month period, and only if there is a permanent dwelling unit as a principal use on the lot and only if the recreational vehicle is parked in conformance with this Ordinance. No more than one (1) recreational vehicle may be so occupied on the same lot.

I. Landscape and Buffer Requirements.

In general, the areas between the public rights-of-way and parking facilities or buildings shall be landscaped with deciduous trees and planter boxes or beds, using standards established in City of Acworth Tree Preservation and Replacement Ordinance, "Tree Protection and Landscaping". The following additional landscape stipulations shall be required for mixed-use developments.

1. In order to reduce problems associated with runoff and water supply contamination, innovative stormwater management techniques shall be used in all mixed use district developments. This could include porous pavement and/or perforated brick or block, ground swales, reconstructed wetlands, depressions, etc. In no instance shall a retention pond be constructed as the sole means of controlling stormwater.
2. A minimum of twenty percent (20%) of the gross area of the development site must be set aside as permanent undisturbed greenspace (or replanted area for sites already cleared). This percentage cannot include space within wetland, stream, or setback buffers.
3. (3) All off-street parking areas shall be set back a minimum of fifteen (15) feet from all other property lines, and at least ten (10) feet from any public right-of-way.
4. (4) A buffer between a mixed use development and any surrounding residential developments shall be provided in the form of a minimum ten (10) foot wide, ten (10) foot tall landscaped area that includes native species trees, shrubs, flowers, and grasses
5. (5) Pedestrian pathways and sidewalks shall provide safe and aesthetically pleasing means of on-site movement and shall be an integral part of overall site design. Pedestrian pathways to buildings, parking areas, and other amenities shall be planned and installed in all developments. Sidewalks shall be required along all public roadways abutting the property and shall be a minimum of five (5) feet in width, paved, and shall include a minimum five (5) foot wide landscape buffer between the edge of the sidewalk and the boundary of the public roadway.

J. Lighting.

Lighting shall provide for the safe illumination of the site in order to maintain pedestrian and vehicle safety, security, and design accentuation. Building illumination and architectural lighting shall be indirect in character. Architectural lighting shall articulate the particular building design as well as provide the required functional lighting for safety of pedestrian movement. Pedestrian pathway lighting shall clearly identify the pedestrian walkway and direction of travel. All lighting shall be shown on site plans in sufficient detail to allow determination of the effects of such lighting upon adjacent properties and traffic.

K. Design Provisions.

It is the intent of the mixed use district to provide an environment of high quality building and landscape design. Special emphasis shall be placed upon methods that tend to reduce the overwhelming visual impact of large buildings, encourage tasteful, imaginative design for individual buildings, and create a complex of buildings compatible with the streetscape and neighboring areas in terms of design, scale, and use.

1. Innovative and beautiful design is encouraged and welcomed as a means to enhance the overall quality of the built environment.
2. Minimum conflict shall exist between service vehicles, private automobiles, and pedestrians within the site.
3. Building entries shall be readily identifiable and accessible, with at least one (1) main entrance facing and opening directly onto a connecting walkway with pedestrian frontage.

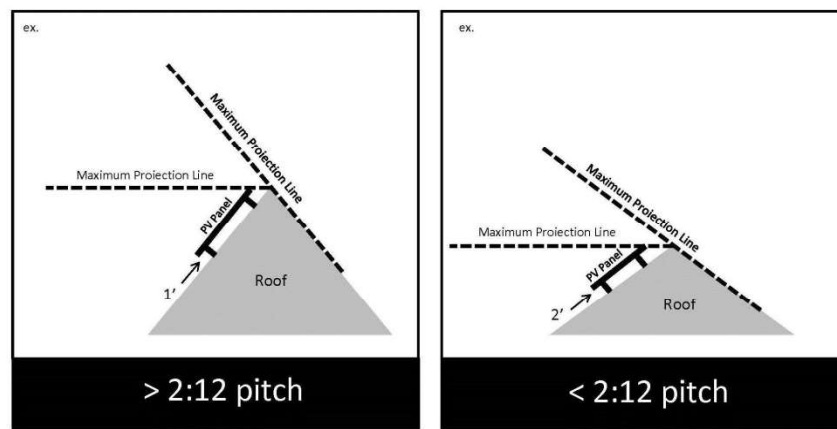
Amended: Ord- 2003-34; 2004-02; 2004-16; 2004-21; 2004-32; 2004-39; 2005-05; 2005-11; 2005-12; 2005-16; 2005-24; 2005-28; 2005-41; 2006-06; 2006-25; 2006-32; 2007-04; 2007-18; 2008-16; 2008-25; 2008-27; 2009-06; 2010-04; 2011-23; 2012-27; 2015-05; 2015-07; 2015-14; 2016-11; 2016-40; 2016-41; 2017-03; 2017-04; 2017-14; 2017-15; 2017-16; 2018-20; 2019-12; 2019-13; 2019-14

4. Building materials shall blend with those existing on adjacent properties.
5. There shall be structural variations in roof lines to reduce the massive scale of structures and add visual interest.
6. All building facades facing public rights-of-way shall have at least thirty (30%) percent fenestration.

L. Accessory Structures.

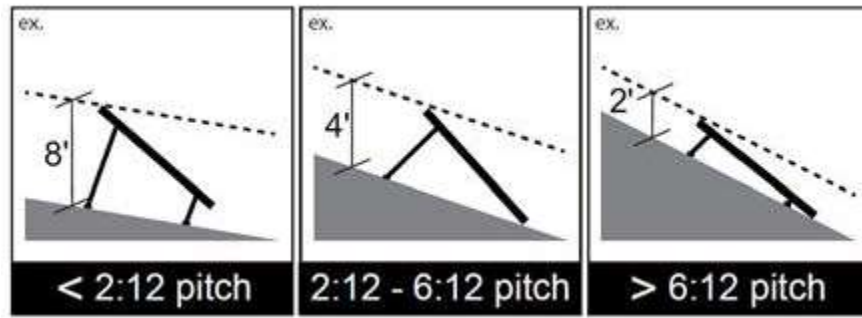
1. Solar collection devices:

- a) Solar collection devices, for the purpose of this section, shall pertain to equipment utilized for providing an electric power source to a structure either in part or entirely. This section does not pertain to accent, landscape or exterior lighting devices.
- b) Solar collection devices may not be mounted to the sides or any other portion of a primary structure other than its roof.
- c) Roof mounted systems:
 - a. Single family and duplex dwellings:
 - i. No taller than one (1) foot, as measured on a vertical axis to the roof below, to which it is installed, unless the roof pitch is 2:12 or less, in such case two (2) feet is permitted. No portion of a solar collection device shall project above the maximum projection line depicted within figures below.



- b. Non-residential and residential multi-family (excluding single-family or duplex dwellings):
 - i. If < 2:12 pitch roof, no taller than eight (8) feet as measured on a vertical axis to the roof below, to which it is installed (see figure below).
 - ii. If 2:12 to 6:12 pitch, no taller than four (4) feet as measured on a vertical axis to the roofline below, to which it is installed.
 - iii. If > 6:12 pitch, no taller than two (2) feet, as measured on a vertical axis to the roofline below to which it is installed.

Amended: Ord- 2003-34; 2004-02; 2004-16; 2004-21; 2004-32; 2004-39; 2005-05; 2005-11; 2005-12; 2005-16; 2005-24; 2005-28; 2005-41; 2006-06; 2006-25; 2006-32; 2007-04; 2007-18; 2008-16; 2008-25; 2008-27; 2009-06; 2010-04; 2011-23; 2012-27; 2015-05; 2015-07; 2015-14; 2016-11; 2016-40; 2016-41; 2017-03; 2017-04; 2017-14; 2017-15; 2017-16; 2018-20; 2019-12; 2019-13; 2019-14



- c. All buildings regardless of use – roof mounted solar collection device shall not extend beyond any roof overhang nor shall it extend beyond a horizontal plane as drawn from the highest point of a roof pitch.
- d) May not be attached to a street facing roof face.
- e) If ground mounted, solar collection devices shall not exceed five (5) feet in height, must be placed to the side or rear of the primary structure and must be screened from view.